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EASTERN SHORE DRIVE CORRIDOR STUDY

JANUARY 2016



Prepared in cooperation with the United States Department of Transportation, Federal Highway Administration and Federal Transit Administration.

DAVIS BOWEN & FRIEDEL, INC.
ARCHITECTS • ENGINEERS • SURVEYORS

EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND



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- Intersection Summary Sheets
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EXECUTIVE SUMMARY

This corridor study was prepared on behalf of the Salisbury-Wicomico MPO as a planning level study to evaluate all modes of existing and future traffic along the **Eastern Shore Drive Corridor and surrounding area** in the City of Salisbury, Maryland in accordance with the Eastern Shore Drive Corridor Study Request for Proposal (RFP) dated March 2014 and subsequent addendums dated March 12 and March 19, 2014. The study is a continuation of the East Side Corridor Study completed by The Traffic Group in 2008. Options such as a bike lane connection (road diet), auxiliary lanes, signalization, roundabouts, sidewalk/shared-use path connections, elimination/addition of on-street parking, crosswalks, pedestrian refuges islands, etc. are discussed as potentially warranting further evaluation.

Current and future traffic conditions for both motorized and non-motorized traffic were analyzed for safety and Level-of-Service (LOS) using Synchro software. Based on the analysis short, mid, and long term recommendations were developed to improve LOS, safety, and multimodal connectivity throughout the study corridor. The intersections evaluated are:

1) Eastern Shore Drive / E. Carroll Street
2) Eastern Shore Drive / E. Vine Street
3) Eastern Shore Drive / South Boulevard
4) Eastern Shore Drive / Carrollton Avenue / South Division Street
5) Eastern Shore Drive / E. College Avenue
6) South Boulevard / South Tower Drive
7) W. College Ave / South Tower Drive
8) South Division Street / Avery Street
9) South Division Street / Onley Road / Bateman Street
10) South Division Street / Milford Street
11) Business US Route 13 / South Boulevard (Pedestrian traffic only)

The intersections were evaluated during the weekday peak hours as follows:

Case 1 - Existing traffic volumes (2014);
Case 2 - Future traffic volumes (2024); and
Case 3 - Future traffic volumes (2034).

The intersections within the study area have been evaluated to identify the existing (2014), mid-term (2024), and long-term (2034) Level-Of-Service (LOS). LOS deficiencies (LOS E or F) are

identified, improvements are discussed, and planning level analysis with the improvements is enclosed. Planning level cost estimates are also provided later in the report in **Figures 32** (Phase I) and **55** (Phase II) for recommendations.

Each existing signalized intersection evaluated operates with acceptable LOS and is projected to continue to do so through 2034. Two (2) unsignalized intersections currently operate with unacceptable LOS along the side-street, stop-controlled approaches. An additional intersection, for a total of three (3) unsignalized intersections, are projected to operate with unacceptable LOS for turning movements for the future traffic conditions.

In areas **where unacceptable LOS exists or is projected to exist, bike connections reducing vehicular capacity are not considered**. In those areas, such as the unsignalized northbound Eastern Shore Drive approach to E. Carroll Street identified to operate with unacceptable LOS, improvements such as signalization are evaluated on the planning level. Auxiliary lane improvements without signalization would not improve LOS or delays. Further evaluation per an engineering study, typically referred to as a Traffic Signal Justification Study (TSJS), is necessary to determine if a traffic control signal warrants consideration for installation in operational "stop-and-go" mode per the Maryland Manual on Uniform Traffic Control Devices (MUTCD) Traffic Signal Needs Studies requirements (signal warrant analysis).

Pedestrians and bicyclists traffic data was collected. All modes of travel are considered. Improvements such as pedestrian refuge islands, bike lanes, addition of trails, and connectivity are discussed. Any improvements to be evaluated further need an engineering study.

In areas along Eastern Shore Drive projected to operate with acceptable intersection LOS D or better, the potential for a Bike Connection (Road Diet) is considered. Road Diets typically consist of converting a 4-lane undivided highway typical section with no auxiliary lanes into a 3-lane highway typical section including a center, two-way left-turn lane (TWLTL). Often the outer lanes are converted to off-street parking, bike lanes, shared lanes, transit lanes, or paths.

Ideally, Bike Connection improvements can be done as part of a street resurfacing or a street rehabilitation project such that the additional costs of implementing the project are minimal. That approach requires coordination by the City for any potential projects that may be able to take advantage of any upcoming improvement or resurfacing projects in the area.

The northernmost and southernmost Eastern Shore Drive intersections are not good candidates for a Bike Connection. Capacity and queuing also needs to be evaluated in more detail at the Eastern Shore Drive intersections with South Boulevard and E. Vine Street. Detailed engineering analysis is beyond the Scope of the report.

At the northern and southern limits of the potential Bike Connection, and along South Division Street, roadway signage and/or pavement markings (potentially sharrows) alerting motorists to potential bicyclists within the roadway should be considered. Another consideration should be to upgrade/repair the existing shared use paths, or construct paths where paths do not currently exist to provide a more complete bicycle and pedestrian network.

The following items are recommended for Phases I (Motorized) and II (Non-Motorized):

- **Major Improvement to Roadway Network # 1 – Signalization** of **E. Carroll Street/Eastern Shore Drive/Pond Street (See Figure 31)**. **A Traffic Signal Justification Study** is recommended for consideration to determine if the intersection meets the minimum criteria for warrants for installation per the *Maryland MUTCD*. **If warranted, design** and **install a traffic control signal;**
- **Major Improvement to Roadway Network # 2 – Bike Connection (see Figures 58 through 62) - Consider a Bike Connection Improvement along a section of Eastern Shore Drive consisting of converting the existing 5-lane section to a 3-lane section.** The outside lane could be converted into a dedicated bike lane with right-turn lanes approaching intersections; or it could be converted into a shared right-turn lane and bike lane. The bike lane may need to be 4-feet wide to avoid widening the typical section unless the additional width to 5 feet is achieved by reducing the through lane widths or center, two-way left-turn lane (TWLTL) width. **Appropriate limits to consider as an option appear to be from approximately South Boulevard (Harvest Baptist Church) on the southern end to Elmwood Street (medical offices access) on the northern end.** Ideally, any form of Bike Connection can be accomplished as part of a planned pavement resurfacing or rehabilitation project. Signage and pavement markings should be considered to alert motorists to possible bicyclists in the roadway. Coordination should occur with any upcoming projects in the area;
- **Non-Motorized Major Improvement #1 (Figure 53) – Bike Lane -** Consistent with the 2017 Salisbury Bike Network Plan a **dedicated Bike Lane should be installed**

along South Boulevard, removing on-street parking. At the **Eastern Shore Drive intersection,** the existing 43 feet of pavement could allow 3-ll-feet wide lanes and 2-5-feet wide dedicated bike lanes for a **shared left-turn/ through lane with a bike lane separating the shared lane and right-turn lane;**

- **Non-Motorized Major Improvement #2 (Figure 54) –** Consider a Rails-with-Trail connection along the existing Norfolk Southern railroad which runs parallel to Eastern Shore Drive and South Division Street throughout the study area. Coordination with Norfolk Southern is required for any trail network constructed within railroad right-of-way (ROW) or any impacts to the railroad ROW;
- Add **sidewalks or shared-use paths where feasible along sections of Eastern Shore Drive to fill any gaps in the existing network.** Potential locations are identified in green as noted on the legend and on aerial photographs as illustrated in **Figures 47 through 52;**
- Add **sidewalks along South Division Street to fill gaps in the existing pedestrian network.** Locations are identified in green as noted on the legend and on aerial photographs as illustrated in **Figures 45 and 46;**
- **Construct a pedestrian refuge island along Eastern Shore Drive** where the existing left-turn lanes currently serve motorized vehicles at the unsignalized intersection of Eastern Shore Drive/South Division Street/College Square Shopping Center. Install channelizing islands to restrict the side street movements to right-in/right-out (RIRO) movements only;
- Consider constructing a single lane roundabout at the intersection of South Division Street/Avery Street to mitigate the existing unacceptable LOS along the Avery Street approach;
- Add pedestrian signals at all signalized intersections where not currently installed;
- Upgrade existing crosswalk pavement markings per the current *Maryland MUTCD*; Ideally, that is planned as part of a pavement resurfacing or rehabilitation project;
- Install concrete channelizing island to restrict the side street movements to Right-In/Right-Out (RIRO) at the unsignalized intersection of E. College Avenue/John Street;
- Install lighting at the signalized intersection of South Division Street/Milford Street;
- As private and/or public projects in the area occur, **ensure all improvements provide connectivity where feasible and comply with current relevant manuals, standards, and regulations;**
- As private and/or public projects occur in the area, **repair existing curb ramps as needed**. Ideally, repairs can be planned as part of a pavement resurfacing or rehabilitation project or a developer project;
- As private and/or public projects occur in the area, **upgrade existing signing and pavement markings** per the current *Maryland MUTCD.* Ideally, that occurs as part of a planned pavement resurfacing or rehabilitation project or preferably as part of a developer project; and
- **Coordinate with Shore Transit and Salisbury University for transit operations** and options including additional potential stops on the two (2) existing routes traveling along Eastern Shore Drive**.**

PROJECT DESCRIPTION

The Eastern Shore Drive Corridor Study was prepared for the Salisbury-Wicomico Metropolitan Planning Organization (S/WMPO). The study area is close to the two (2) major employers in the area: Peninsula Regional Medical Center (3,300) and Salisbury University (1,700). The study area also includes or is near multiple activity centers identified in the Long Range Transpiration Plan (LRTP) such as schools, major shopping destinations, and multifamily residential including student housing. The S/WMPO's Transportation Goal per the LRTP is: "To provide a comprehensive multi-modal transportation network that will ensure the safe, convenient, and efficient movement of people and goods through the local system…"

That goal, along with the scope of work, guides the study objectives and recommendations. Maximizing safety, vehicular capacity, bicycle accommodations, and pedestrian accommodations is a challenging task that is often not feasible due to a variety of constraints resulting in a balancing act of accommodating motorized and non-motorized vehicles. Considering the proximity to major employers, schools, shopping areas, etc. and location within the city, a safe and efficient multi-modal transportation network is vital to the area.

The study area is evaluated for capacity, delays, and LOS for existing conditions as well as any recommendations. The study area is also evaluated with respect to all modes of transportation and the available bicycle, pedestrian, and transit facilities.

The Eastern Shore Drive Corridor Study intersections are all located within the City of Salisbury in Wicomico County, Maryland. The City, County, S/WMPO, and Maryland State Highway Administration (SHA) are the relevant jurisdictions for all study area intersections. The planning study evaluates the existing conditions of the corridor as well as the future design years of 2024 and 2034. Recommendations for improvements are based on the existing and the projected future conditions as well as the feasibility of potential improvements.

CORRIDOR STUDY AREA

The study area intersections are illustrated in **Figure 1** and are as follows:

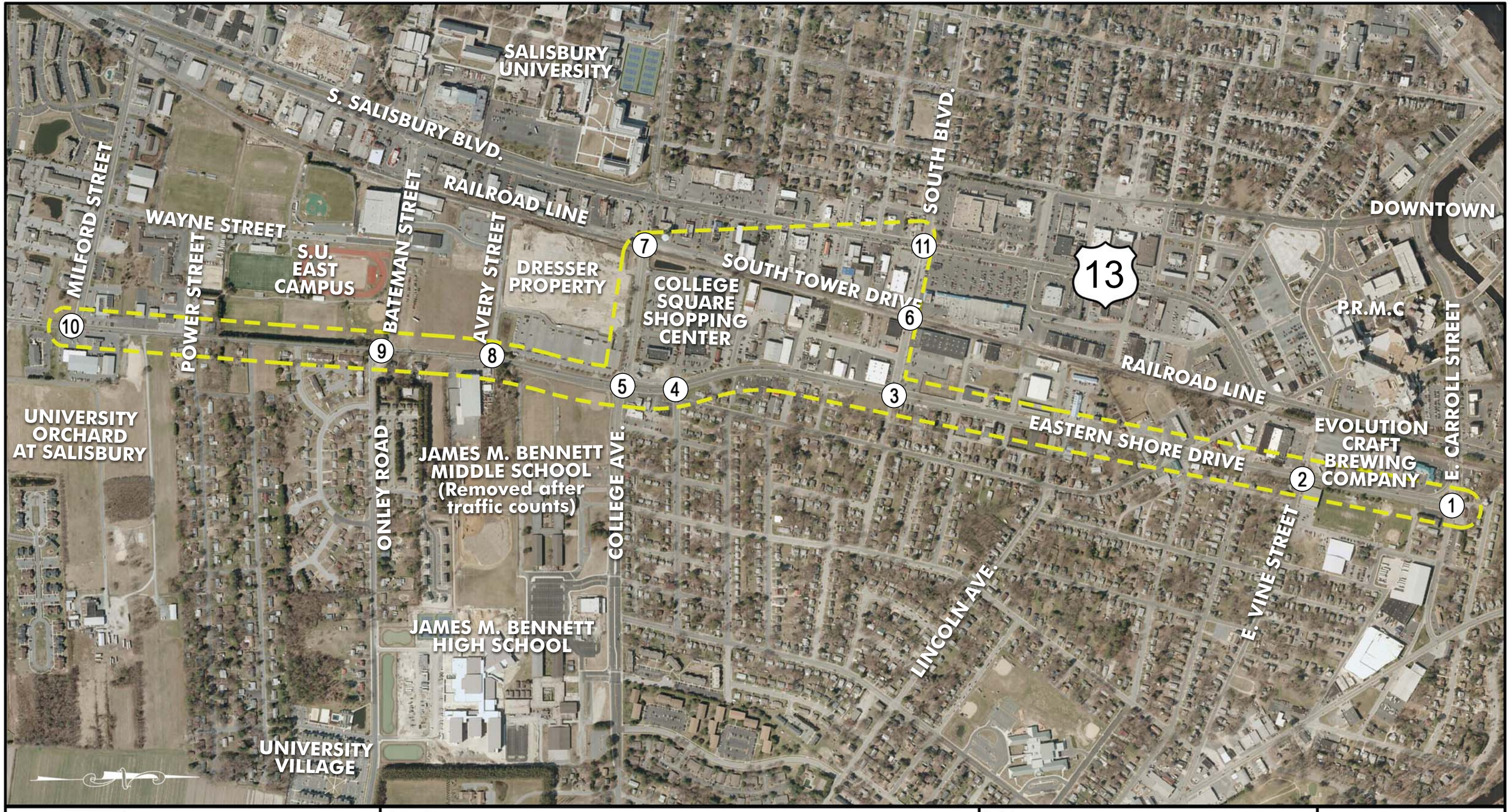
1) Eastern Shore Drive / E. Carroll Street
2) Eastern Shore Drive / E. Vine Street
3) Eastern Shore Drive / South Boulevard
4) Eastern Shore Drive / Carrollton Avenue / South Division Street
5) Eastern Shore Drive / E. College Avenue
6) South Boulevard / South Tower Drive
7) W. College Ave / South Tower Drive
8) South Division Street / Avery Street
9) South Division Street / Onley Road / Bateman Street
10) South Division Street / Milford Street
11) Business US Route 13 / South Boulevard (Pedestrian traffic only)

Eastern Shore Drive from E. Carroll Street to E. College Avenue measures approximately 5,600 feet or 1.06 miles. Eastern Shore Drive consists of dual through lanes in each direction with an existing center, two-way left-turn lane (TWLTL) that becomes an exclusive left-turn lane approaching major intersections along the corridor. The posted speed limit is 30 mph.

South Division Street merges with Eastern Shore Drive just north of E. College Avenue and then continues south of E. College Avenue. The subject section within the study area measures approximately 3,600 feet, or 0.69 miles. South Division Street is a 2-lane road with some auxiliary lanes at major intersections. The posted speed limit is 30 mph.

E. College Avenue and W. College Avenue, from Eastern Shore Drive to US 13 Business, measure approximately 1,250 feet (0.24 miles). The typical section consists of five (5) lanes with three (3) lanes approaching the signalized intersections. The speed limit is 30 mph.

South Boulevard (2-lane street), from Eastern Shore Drive to US Route 13 Business, measures approximately 1,000 feet (0.17 miles). Left-turn lanes are provided at the signalized intersections.



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Legend:

STUDY AREA BOUNDARY

1. Eastern Shore Drive / E. Carroll Street
2. Eastern Shore Drive / E. Vine Street
3. Eastern Shore Drive / South Boulevard
4. Eastern Shore Drive / Carrolton Avenue / South Division Street
5. Eastern Shore Drive / Carrolton Avenue / South Division Street
6. South Boulevard / South Tower Drive
7. W. College Avenue / South Tower Drive
8. South Division Street / Avery Street
9. South Divison Street / Onley Road / Bateman Street
10. South Division Stret / Milford Street
11. Business US Routh 13 / South Boulevard

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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Description: STUDY AREA

Proj.No.: --------

Dwn.By: ----

Scale:

Date: 06/05/15

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Sheet No.: FIGURE 1

PHASE I – EXISTING MOTORIZED TRAFFIC CONDITIONS

Traffic count data was collected for each required intersection and road segment. The required intersections in the study area were manually counted for all modes of travel on Tuesday, October 7, 2014 and Wednesday, October 8, 2014, from 7:00 a.m. to 9:00 a.m. and from 1:30 p.m. to 6:00 p.m., to obtain the weekday morning and evening peak hour data, respectively. The data was collected while Salisbury University and Wicomico County Public Schools were in session.

Additionally, two (2) Automatic Traffic Recorders (ATRs) with accompanying road tubes were placed along Eastern Shore Drive as required. The ATR locations were approved through coordination with the S/WMPO prior to installation. The Automatic Traffic Recorder (ATR) locations are depicted in **Appendix A** using Google Earth aerials and photographs taken in the field. The northern location was between the northern intersection with South Division Street and Washington Street. The southern location was between South Boulevard and the College Square Shopping Center access.

The northern ATR was initially installed on October 9, 2014, with data recording through October 28, 2014. A review of the data indicated a lower Average Daily Traffic (ADT) volume than expected. Accordingly, data was recollected from October 28, 2014, to November 24, 2014. A review of that data indicates it is consistent with expectations and better corresponds to the collected peak hour volumes. The southern ATR was installed on October 6, 2014 and remained functional until October 28, 2014. The October/November 2014 ADT is 9,109 trips per day at the northern location. Similarly, the southern location was recorded with an October ADT of 9,518 trips per day.

The existing manual traffic counts are shown in **Appendix A** indicating the peak hour traffic volumes for each movement as well as a summation of traffic volumes for each intersection

in the study area. The ATR daily traffic volumes for road segments where data was collected is also enclosed in **Appendix A**. A diagram of the study area as shown in **Figure 14** illustrates the motorized peak hour volumes of each intersection in the study area for the weekday morning and evening commuter peak hours, as well as the Average Daily Traffic (ADT) at the two (2) ATR locations.

Road Segments within the Study Area

Consulting the Long-Range Transportation Plan (LRTP), Eastern Shore Drive and South Division Street are listed as secondary radial corridors. Secondary radial corridors provide alternative routes with similar Level-of-Service (LOS) to primary routes nearby. Secondary radial corridors link the Downtown Salisbury area with activity centers and residential areas along the route while carrying substantially lower traffic volumes than primary routes. **Figure 2** illustrates the existing lane configurations throughout the study area.

Eastern Shore Drive

Eastern Shore Drive from E. Carroll Street to E. College Avenue measures approximately 5,600 feet or 1.06 miles. Eastern Shore Drive consists of dual through lanes in each direction with an existing center, two-way left-turn lane (TWLTL) that becomes an exclusive left-turn lane approaching major intersections along the corridor. The posted speed limit is 30 mph.

Eastern Shore Drive serves a variety of land uses including convenience markets/gas stations, medical offices, restaurants, retail sales, ACE Hardware, Evolution microbrewery, a hair stylist, auto/truck part sales, a church, a Salvation Army thrift store, ball fields, and some residential along the east side of the road. Nearby is the James M. Bennett High School campus to the east including the high school and that previously included the middle school at the time of

the fall 2014 traffic counts. The relocation is accounted for with adjustments to the vehicular traffic counts.

Parkside High School is located further to the east along E. College Avenue/Beaglin Park Drive. To the west, north, and south are Salisbury University, Peninsula Regional Medical Center (PRMC), US 13 Business commercial district, and downtown Salisbury. Eastern Shore Drive is located amongst the various uses and as a result bicycle and pedestrian trips cross Eastern Shore Drive as they traverse amongst the various uses.

Eastern Shore Drive does not fall under the jurisdiction of the Maryland State Highway Administration (SHA). It is within the City of Salisbury and Wicomico County jurisdictions. The SHA traffic data collection program counted Eastern Shore Drive last in 2011, 0.2 miles north of E. College Avenue. The SHA reported 2011 AADT was 10,780; the 2015 SHA AADT is listed as 10,964. As noted previously, DBF collected an October/November ADT of 9,109 vehicles/day at the northern location and 9,518 vehicles/day at the southern location along Eastern Shore Drive.

South Division Street

Eastern Shore Drive merges with South Division Street just north of E. College Avenue and continues south of E. College Avenue. The subject section within the study area measures approximately 3,600 feet, or 0.69 miles. South Division Street is a 2-lane road with some auxiliary lanes at major intersections. The posted speed limit is 30 mph. South Division Street is under SHA jurisdiction.

In 2013, SHA counted South Division Street 0.1 miles south of E. College Avenue. The reported AADT was 12,160 trips per day, the 2015 AADT is reported as 12,442.

LOS Analysis – Phase I

General Criteria

The Eastern Shore Drive Corridor Study evaluates the study area with respect to the following items: safety, operations, level of service (LOS), capacity, and performance (delays, speeds, etc.). The results of the vehicular LOS and queuing analysis at each intersection are summarized later in the report in tabular form in **Figures 20** through **30**. The vehicular LOS criterion are also summarized later in this section in **Tables 1** and **2**.

Each intersection in the study area was analyzed for capacity through the use of the software implementing the 2010 Highway Capacity Manual (HCM2010). Synchro Version 9 was used to build a network model for the traffic analysis. SimTraffic was used to determine 95th Percentile Queue lengths. The 2010 Highway Capacity Software (HCS 2010) was also used for multi-lane highway and two-lane roadway segment analysis. Each of the existing intersections was analyzed for the case of existing conditions (2014 Case 1, short-term) and future conditions (2024 Cases 2a and 2b mid-term, and 2034 Cases 3a and 3b long-term) for the study area intersections with and without the proposed recommended improvements.

Each unsignalized intersection that is stop controlled should be checked and upgraded, if needed, per the current edition of the Maryland Manual on Uniform Traffic Control Devices (MUTCD) whenever routine maintenance occurs.

The level-of-service (LOS) analysis was performed for the morning and evening peak hours of an average weekday. The duration of the analysis during the peak hours is actually 0.25 hours (15 minutes), which is why peak hour factors are applied to convert the hourly volumes into hourly flow rates assuming the worse 15 minutes of the peak hour happens four consecutive times.

LOS is reported for motorized and non-motorized vehicles (bicycles, scooters, etc.) as well as pedestrians.

Service volume traffic count data was collected at the intersections within the study area. During congested periods, often demand volume counts may be necessary to capture the vehicles that want to get to the signal but are stuck in traffic. Along E. College Avenue during the beginning and end of the school day, congestion occurs. However, E. College Avenue was not the focus of the Eastern Shore Drive Corridor Study.

Demand traffic counts and analysis along E. College Avenue are beyond the scope of this report. Queuing and differences in the delay and LOS results are also discussed later in this report. Additionally, the relocation of the JM Bennett Middle School will alleviate some of the congestion and queuing increasing the intersection capacity and reducing delays. Motorized vehicular volume adjustments account for the relocation in future (2024 and 2034) traffic analysis.

Input Variables

Regarding future peak hour factors (PHFs), the existing peak hour factors were used in the existing and future analysis to be conservative (i.e. likely projects more traffic). Regarding heavy vehicle percentages, based on the HCM2010, two methodologies were used in calculating the heavy vehicle percentages.

For signalized intersections, the HCM calculates the saturation flow rate for each lane group using the heavy vehicle percentage for that lane group. For unsignalized intersections, the HCM calculates the critical gap using the heavy vehicle percentages for each individual movement. Thus, the heavy vehicle percentages were calculated by lane group and individual movements for the signalized and unsignalized analysis, respectively. Existing heavy vehicle percentages were also used in future analysis.

For signalized intersection saturation flow rates (SFRs), 1,900 pc/h/ln is used for urban or urbanized areas and was used considering the location within the City of Salisbury. For signal timings, Synchro optimization procedures were used to derive optimal offsets, cycle lengths, and phase splits. Manual adjustments to assumed signal timings were made as necessary based on engineering judgment.

Level-of-Service (LOS)

According to the HCM2010 written by the Transportation Research Board (TRB), the capacity of an intersection is evaluated by the ratio of volume to capacity (v/c ratio). The level-of-service (LOS) is defined by the control delay experienced by the average approaching vehicle to the intersection. For motorized vehicles at unsignalized intersections, the control delay is measured by the minor movement vehicles. Examples are vehicles making left turns off of the main street and vehicles proceeding from the side street. **Tables 1** and **2** illustrate the LOS and delay associated with signalized and unsignalized intersections for motorized vehicles (Phase I).

Table 1 - Level-of-Service Criteria for Signalized Intersections (Phase I)

Level of Service	Delay per Vehicle
A	≤10 seconds
B	>10 seconds and ≤ 20 seconds
C	> 20 seconds and ≤ 35 seconds
D	> 35 seconds and ≤ 55 seconds
E	> 55 seconds and ≤ 80 seconds
F	> 80 seconds

Table 2 - Level-of-Service Criteria for Unsignalized Intersections (Phase I)

Level of Service	Delay per Vehicle
A	≤10 seconds
B	>10 seconds and ≤ 15 seconds
C	> 15 seconds and ≤ 25 seconds
D	> 25 seconds and ≤ 35 seconds
E	> 35 seconds and ≤ 50 seconds
F	> 50 seconds

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – AWSC Analysis

The existing unsignalized intersection is a four-legged, offset, two-way stop-controlled (TWSC) intersection with "STOP" signs controlling the northbound Eastern Shore Drive and southbound Pond Street approaches. Eastern Shore Drive consists of two (2) left-turn lanes and a right-turn lane. The rightmost left-turn lane also serves as a default shared left-turn/through lane serving the offset Pond Street approach. While not marked accordingly, the analysis assumes the rightmost left-turn lane as a shared left-turn through lane considering no marked through lane is provided but the movement occurs. Eastbound E. Carroll Street consists of a shared left-turn/through lane and right-turn lane with a large radius providing approximately 350 feet of total length to US Route 13 Business. Westbound E. Carroll Street consists of a through lane, a shared right-turn/through lane and a left-turn lane. Pond Street consists of a single shared lane.

The existing speed limit along Eastern Shore Drive and E. Carroll Street is posted as 30 mph. Pond Street is not posted with a speed limit. Sidewalks are located along both sides of Eastern Shore Drive, and E. Carroll Street with the exception of a short section without a sidewalk west of Pond Street. The 2015 SHA AADT along Eastern Shore Drive is listed as 10,964, and the 2015 SHA AADT for E. Carroll Street is 8,184 trips per day. A schematic of the existing intersection is illustrated in **Figure 3**.

Analysis of existing conditions of the TWSC intersection yields acceptable LOS for all intersection movements during the weekday morning commuter peak hour. The E. Carroll Street and Pond Street approaches each operate with excellent LOS A, delays less than 10.0 seconds, and queues of less than a vehicle for the left-turn from the major street. The northbound Eastern Shore Drive approach operates with acceptable LOS D, a delay of approximately 29.0 seconds (35 seconds is unacceptable LOS E), and a 95th Percentile Queue Length of about 5.0 vehicles. All

volume to capacity (v/c) ratios are less than 0.71, indicating all approaches are operating well below capacity.

During the weekday evening commuter peak hour occurring from 4:30 p.m. to 5:30 p.m., conditions break down along northbound Eastern Shore Drive due to the difficultly for the left turns onto westbound E. Carroll Street. The E. Carroll Street approaches operate with excellent LOS A and the southbound Pond Street LOS is reported as acceptable LOS C. However, the northbound Eastern Shore Drive approach operates with unacceptable LOS F, a delay of 89.1 seconds, and a 95th Percentile Queue Length equal to approximately 13.0 vehicles (315 feet). All v/c ratios are less than 0.27, except along the northbound Eastern Shore Drive approach. The Eastern Shore Drive approach indicates a v/c ratio of 1.14 exists during the weekday evening commuter peak hour, indicating the northbound approach is oversaturated.

Eastern Shore Drive @ E. Vine Street

The existing signalized intersection is a four-legged intersection. Eastern Shore Drive consists of a left-turn lane, through lane, and a shared through/right-turn lane in each direction. The northbound left-turn lane is 225 feet in total length including a taper of 50 feet. The southbound left-turn lane is 330 feet in total length including a taper of 70 feet. E. Vine Street consists of a left-turn lane and a shared through/right-turn lane in each direction. The eastbound E. Vine Street left-turn lane is 170 feet in total length including a taper of 60 feet. The westbound left-turn lane provides approximately 115 feet of full width storage to the nearest intersection with the left-turn lane then serving that intersection. The 2015 SHA AADT is 10,964 trips per day for Eastern Shore Drive and 2,954 trips per day along E. Vine Street. A schematic illustrating the existing intersection in included in **Figure 4**.

Under existing conditions the intersection operates with acceptable LOS B during both the weekday morning and weekday evening peak hours. Overall intersection delays are less than 18.0 seconds. Each approach operates with acceptable LOS C or better with delays of about 25.0 seconds or less. All v/c ratios are 0.51 or less, indicating the intersection has plenty of capacity. Adequate storage is provided for each approach.

Eastern Shore Drive @ South Boulevard

The existing signalized intersection is a four-legged intersection. Eastern Shore Drive consists of a left-turn lane, through lane, and a shared through/right-turn lane in each direction. The northbound left-turn lane is 175 feet total including a taper of 50 feet. The southbound left-turn lane is 200 feet total including a taper of 70 feet. Eastbound South Boulevard consists of a left-turn lane and a shared through/right-turn lane. The eastbound South Boulevard left-turn lane is 170 feet total including a taper of 60 feet. The westbound South Boulevard approach is a single, shared lane approach serving all three (3) turning movements. The 2015 SHA AADT is listed as 10,964 trips per day along Eastern Shore Drive and 4,944 trips per day along South Boulevard. A schematic illustrating the existing intersection in included in **Figure 5**.

Under existing conditions the intersection operates with acceptable LOS B during both the weekday morning and weekday evening peak hours, with overall intersection delays of 19.0 seconds or less. All intersection approaches operate with acceptable LOS C or better with delays of less than 24.0 seconds. All v/c ratios are reported as 0.75 or less, indicating the intersection has plenty of capacity. Adequate storage is provided for each approach.

Eastern Shore Drive @ Carrollton Avenue / South Division Street

The existing unsignalized intersection is a four-legged two-way stopped controlled intersection. Eastern Shore Drive consists of a left-turn lane, a through lane, and a shared

through/right-turn lane in each direction. South Division Street makes up the east leg of the intersection and consists of a single, shared lane serving all three (3) turning movements. The existing speed limit along Eastern Shore Drive is posted as 30 mph. The speed limit along South Division Street and Carrollton Avenue is posted as 25 mph. The 2015 SHA AADT along Eastern Shore Drive is listed as 10,964 trips per day. This section of South Division Street and Carrollton Avenue are not under SHA jurisdiction, so an AADT is not available.

An access to the College Square shopping center makes up the west leg of the intersection in the area of ACE Hardware. The access consists of a left-turn lane and a shared through/right-turn lane. A channelized island is provided separating the southbound right-turn entering movement from the northbound left-turn movement and westbound through movement entering the shopping center. **Figure 6** illustrates the unsignalized intersections of Eastern Shore Drive / South Division Street and South Division Street / Carrollton Avenue due to the closeness of the intersections.

The existing unsignalized intersection currently operates with excellent LOS A along the Eastern Shore Drive approaches during both the morning and evening peak hours, delays of less than 3.0 seconds and a 95th Percentile Queue Length of less than a vehicle exists. The side-street approaches operate acceptably during each peak hour with acceptable LOS D or better, delays of about 29.0 seconds or less, and 95th Percentile Queues lengths of about one (1) vehicle. All v/c ratios are less than 0.31.

South Division Street @ Carrollton Avenue

The existing unsignalized intersection is a three-legged two-way stopped controlled intersection. South Division Street is signed as the north and west legs of the intersection and Carrollton Avenue is signed as the east leg. Each South Division Street and Carrollton Avenue

approach consists of a single, shared lane serving all approach movements. On street parking is allowed on both roadways. This section of South Division Street and Carrollton Avenue are not under SHA control and therefore, do not have reported AADTs.

"STOP" signs are located on the southbound South Division Street and the westbound Carrollton Avenue approaches. The stop control is along adjacent approaches, not opposing approaches, which at a three-legged intersection is atypical. The configuration is not recognized by the HCM2010 and thus no delays or LOS can be reported for the stop-controlled approaches. Considering the intersection location and traffic volumes, LOS and delays are not so much the concern as the proximity to Eastern Shore Drive with two (2) intersections basically on top of each other. For analysis purposes, the intersection was assumed as a two-way stop-controlled intersection with a "STOP" sign on the southbound South Division Street approach only in order for the software to report turning movement delays, LOS, and queues. As noted previously the intersection is illustrated in **Figure 6**.

The existing unsignalized intersection currently operates with excellent LOS A along each approach during each peak hour with delays of less than 10.0 seconds and a 95th Percentile Queue Length of less than a vehicle. All v/c ratios are reported as less than 0.06.

Eastern Shore Drive @ E. College Avenue and W. College Avenue

The existing signalized intersection is a four-legged intersection. Eastern Shore Drive and South Division Street combine for a short section between the College Square Shopping Center and E. College Avenue. The southbound approach consists of exclusive lanes for each of the three (3) approach movements. Lane widths vary from 11 to 12 feet. Along the northbound approach South Division Street consists of a single left-turn lane, dual through lanes, and a single right-turn lane. The through lanes are 12 feet and the auxiliary lanes are 10 feet wide. The 2015 SHA AADT

for Eastern Shore Drive is listed as 10,964 trips per day and 12,442 trips per day for South Division Street.

College Avenue (E. College Avenue is signed at the intersection and W. College Avenue is signed to the west) consists of a left-turn lane, through lane, and a shared through/right-turn lane in each direction. The lane widths vary between 11 and 12 feet. E. and W. College Avenue have a SHA reported 2015 AADT of 15,252 trips per day. An intersection schematic is illustrated in **Figure 7**.

Under existing conditions the intersection operates with acceptable LOS C during both the weekday peak hours. Overall intersection delays are less than 32.0 seconds. All approaches operate with acceptable LOS D or better with delays of less than 38.0 seconds. All v/c ratios are 0.77 or less.

During the weekday morning peak hour the projected 95th Percentile Queue Length for the westbound E. College Avenue left-turn approach is reflected as exceeding available storage. The existing storage is 125-feet and according to the analysis 132-feet of storage is needed. There is adequate storage available for all other approaches during the weekday morning peak hour.

During the weekday evening peak hour the projected 95th Percentile queue lengths exceeds the available storage for various approaches, including for the eastbound W. College Avenue left-turn (145-feet storage, 179-feet queue), westbound E. College Avenue left-turn (125-feet storage, 168-feet queue), and southbound Eastern Shore Drive left-turn (150-feet storage, 172-feet queue). The 2015 relocation of James M. Bennett Middle School may have improved conditions since the traffic data was collected in fall 2014, future traffic conditions take into account the relocation.

South Boulevard @ South Tower Drive / M & T Bank Access

The existing unsignalized intersection is a four-legged, two-way stop-controlled (TWSC) intersection with "STOP" signs controlling the South Tower Drive and M & T Bank access approaches. Each approach consists of single, shared lanes. The existing speed limit along South Boulevard is posted as 30 mph. South Boulevard is listed with a 2015 SHA AADT of 4,944 trips per day, South Tower Drive does not have a reported AADT or posted speed limit. An intersection schematic is illustrated in **Figure 8**.

Analysis of existing conditions of the TWSC intersection yields acceptable LOS for all intersection movements during each peak hour. The South Boulevard approaches each operate with excellent LOS A, delays less than a second, and queues of less than a vehicle for the left-turn from the major street. The side-street approaches each operate with acceptable LOS C or better, delays of less than 21.0 seconds and a 95th Percentile Queue Length of less than a vehicle. All v/c ratios are less than 0.24.

W. College Avenue @ South Tower Drive

The existing unsignalized intersection is a four-legged, two-way stop-controlled (TWSC) intersection with "STOP" signs and restricted access controlling the South Tower Drive approaches. Left turns and through movements are prohibited along the South Tower Drive approaches by channelizing bollards. Some vehicles were observed not obeying the channelizing bollards. The existing speed limit along W. College Avenue is posted as 30 mph, South Tower Drive is not posted with a speed limit. W. College Avenue is reported with a 15,282 2015 SHA AADT and South Tower Drive does not report an AADT.

Eastbound W. College Avenue consists of a shared left-turn/through lane and a shared through/right-turn lane. Westbound W. College Avenue consists of a shared left-turn/through lane,

an exclusive through lane, and a shared through/right-turn lane. Each South Tower Drive approach consists of a channelized right-turn lane. An intersection schematic is illustrated in **Figure 9**.

Analysis of existing conditions of the TWSC intersection yielded acceptable LOS for all intersection movements during each peak hour. The intersection approaches each operate with acceptable LOS B or better, delays less than 14.0 seconds, and 95th Percentile Queue Lengths of less than a vehicle during each peak hour. All v/c ratios are less than 0.07.

South Division Street @ Avery Street

The existing unsignalized intersection is a four-legged, two-way stop-controlled (TWSC) intersection with "STOP" signs controlling the Avery Street and Nationwide site access approaches. The existing speed limit along South Division Street is posted as 30 mph, a speed limit is not posted along Avery Street. The 2015 SHA reported AADT for South Division Street is 12,442 trips per day; Avery Street does not have a reported AADT.

Southbound South Division Street consists of a shared left-turn/through lane and a right-turn lane. Northbound South Division Street consists of an exclusive left-turn lane and a shared through/right-turn lane. Eastbound Avery Street consists of an exclusive left-turn lane and shared through/right-turn lane. The westbound Nationwide site access approach is a single-lane approach serving all movements. An intersection schematic is illustrated in **Figure 10**.

Analysis of existing conditions of the TWSC intersection yields acceptable LOS for all intersection movements during each peak hour with the exception of the eastbound Avery Street approach during the weekday evening peak hour, which operates with unacceptable LOS E, delays of 46.2 seconds and a 95th Percentile Queue Length of less than 2.0 vehicles. During the weekday morning peak hour the Avery Street approach operates with acceptable LOS B, with a delay of 14.0 seconds and a 95th Percentile Queue length of less than a vehicle.

The South Division Street approaches each operate with excellent LOS A, delays less than a second, and queues of less than a vehicle during each peak hour. The westbound Nationwide access approach operates with acceptable LOS C or better during each weekday commuter peak hour, delays less than 20.0 seconds, and queues less than a vehicle during each peak hour. All intersection approach v/c ratios are 0.39 or less.

South Division Street @ Bateman Street / Onley Road

The existing off-alignment intersection operates with an unsignalized free right turn movement exiting southbound South Division Street onto the one-way Bateman Street. Vehicles are not able to turn off of Bateman Street to access South Division Street. The remaining intersection movements operate with signalized traffic control. Northbound South Division Street consists of a shared through/right-turn lane. Southbound South Division Street consists of an exclusive left-turn lane and an exclusive through lane. Westbound Onley Road consists of a single-shared left-turn and right-turn lane. South Division Street has a reported 2015 SHA AADT of 12,442 trips per day; Onley Road and Bateman Street do not have reported AADTs. South Division Street and Onley Road are posted with a 30 mph speed limit. An intersection schematic is illustrated in **Figure 11**.

The signalized intersection currently operates with overall excellent LOS A during both the weekday morning and weekday evening peak hours. All intersection approaches also operate with acceptable LOS B or better, and delays of less than 17.0 seconds. All intersection approaches are reported with a v/c ratio of less than 0.58. Adequate storage is provided for each approach.

South Division Street @ Milford Street

The existing intersection is a four-legged, signalized intersection. South Division Street consists of a protected left-turn lane and a shared through/right-turn lane in each direction. Milford

Street consists of an exclusive left-turn lane and a shared through/right-turn lane as well. The existing speed limit along each South Division Street and Milford Street is posted as 30 mph. The reported 2015 SHA AADT along South Division Street is 12,442 trips per day and 5,604 trips per day along Milford Street. An intersection schematic is illustrated in **Figure 12**.

Under existing conditions the signalized intersection operates with acceptable LOS C or better during the weekday commuter peak hours. Overall intersection delays are less than 21.0 seconds. The intersection approaches each operate with LOS C or better and with delays of 29.0 seconds or less. All v/c ratios are reported as less 0.85 or less. Adequate storage is provided for each approach.

US Route 13 Business @ South Boulevard

The existing signalized intersection is a four-legged intersection that was only included for purposes of collecting pedestrian data. US Route 13 Business consists of a left-turn lane, through lane, and a shared through/right-turn lane in each direction. South Boulevard consists of a left-turn lane and a shared through/right-turn lane in each direction. An intersection schematic is illustrated in **Figure 13**.

Phase I – Existing Motorized Traffic Conditions Summary

A diagram of the study area is illustrated in **Figure 2**, illustrating the existing lane configurations. Schematics of the existing intersections are shown in **Figures 3** through **13. Figure 14** illustrates the existing motorized traffic volumes. A summary of the levels-of-service (LOS), delays, and queues associated with each intersection analyzed are shown later in the report in **Figures 20** through **30**. An 11x17 of **Figure 14** is provided in **Appendix B** for clarity. The reports generated from the Synchro software are included in **Appendix C.**

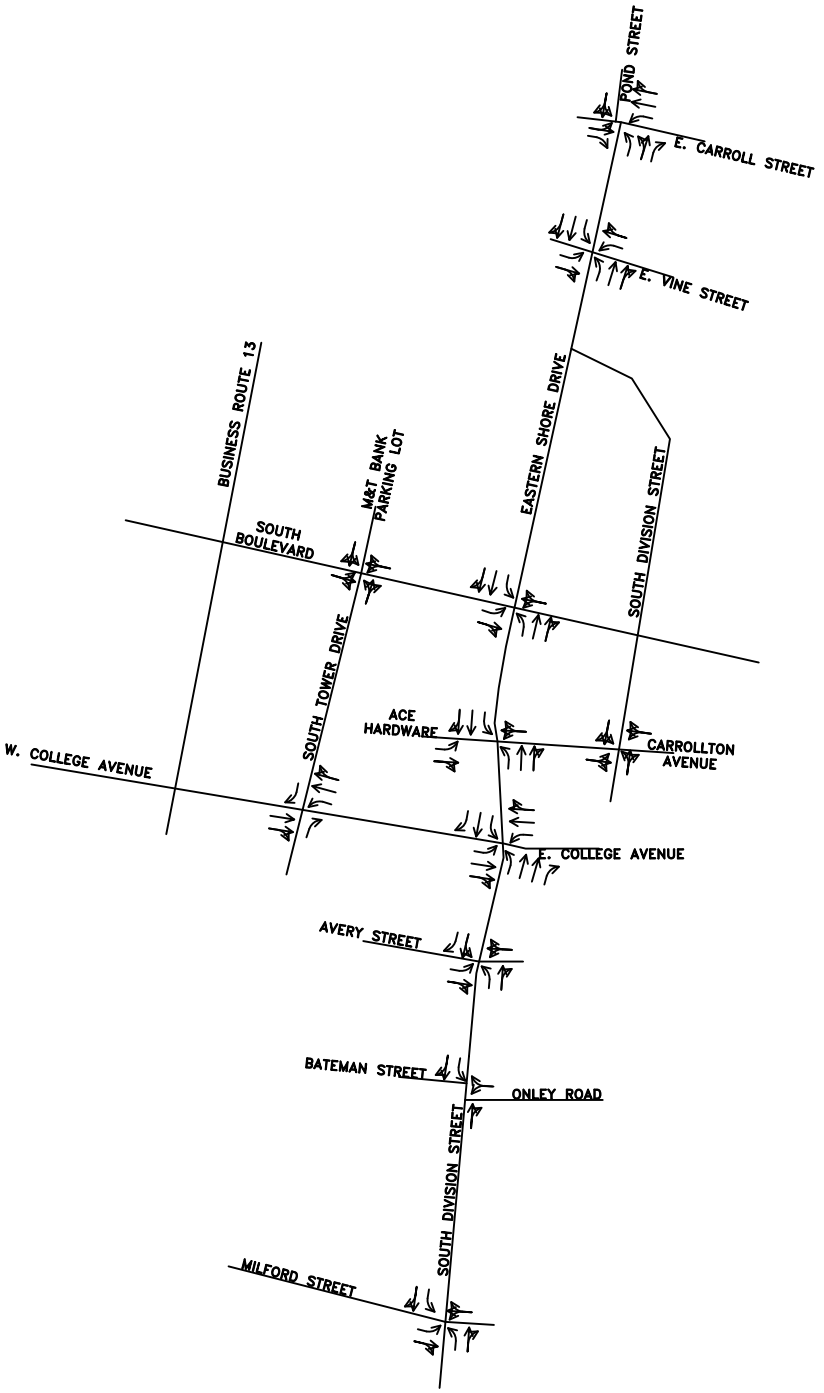


FIGURE 2

EXISTING LANE CONFIGURATIONS

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EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

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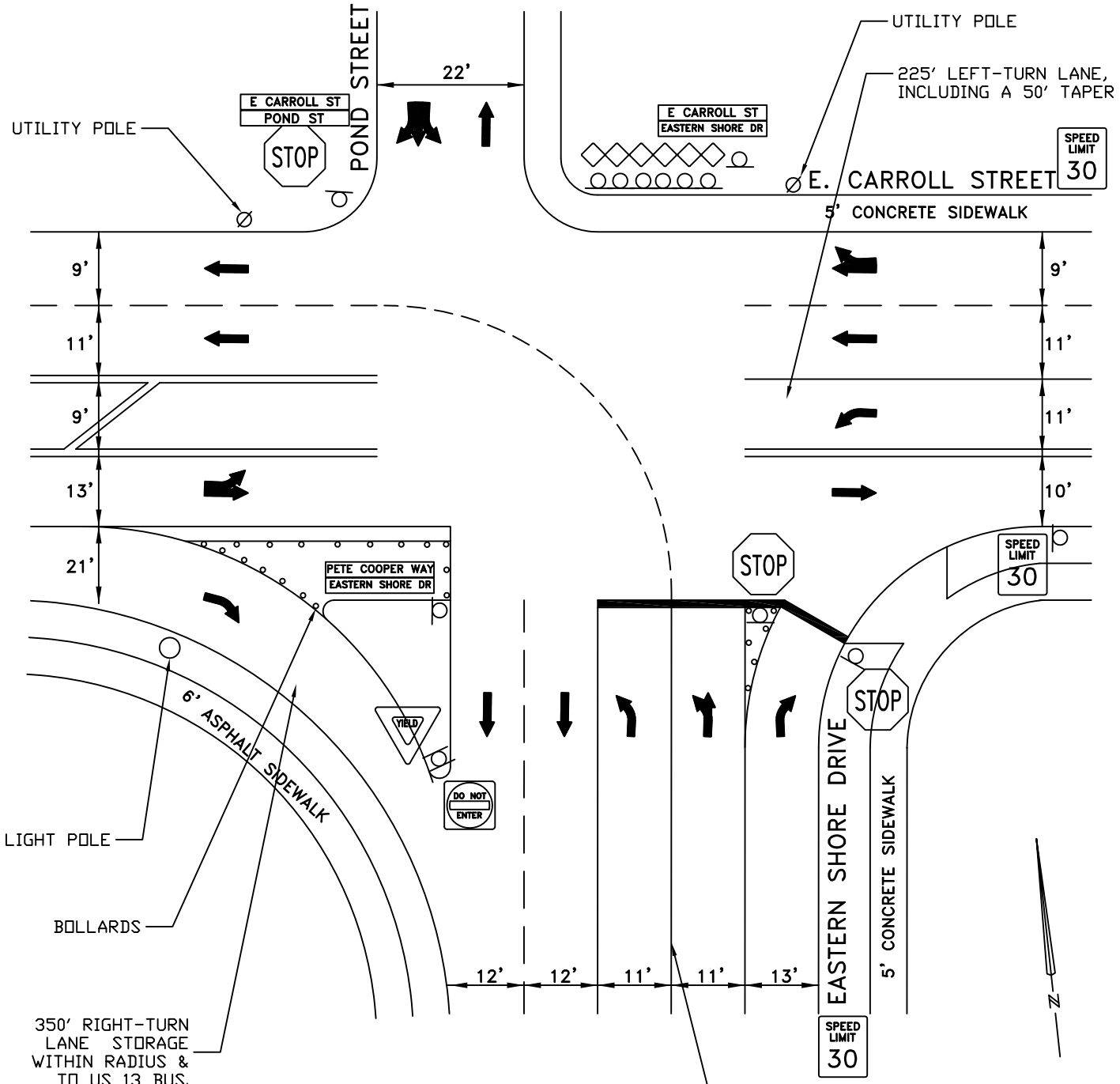


FIGURE 3

EXISTING INTERSECTION
EASTERN SHORE DRIVE @ E CARROLL STREET

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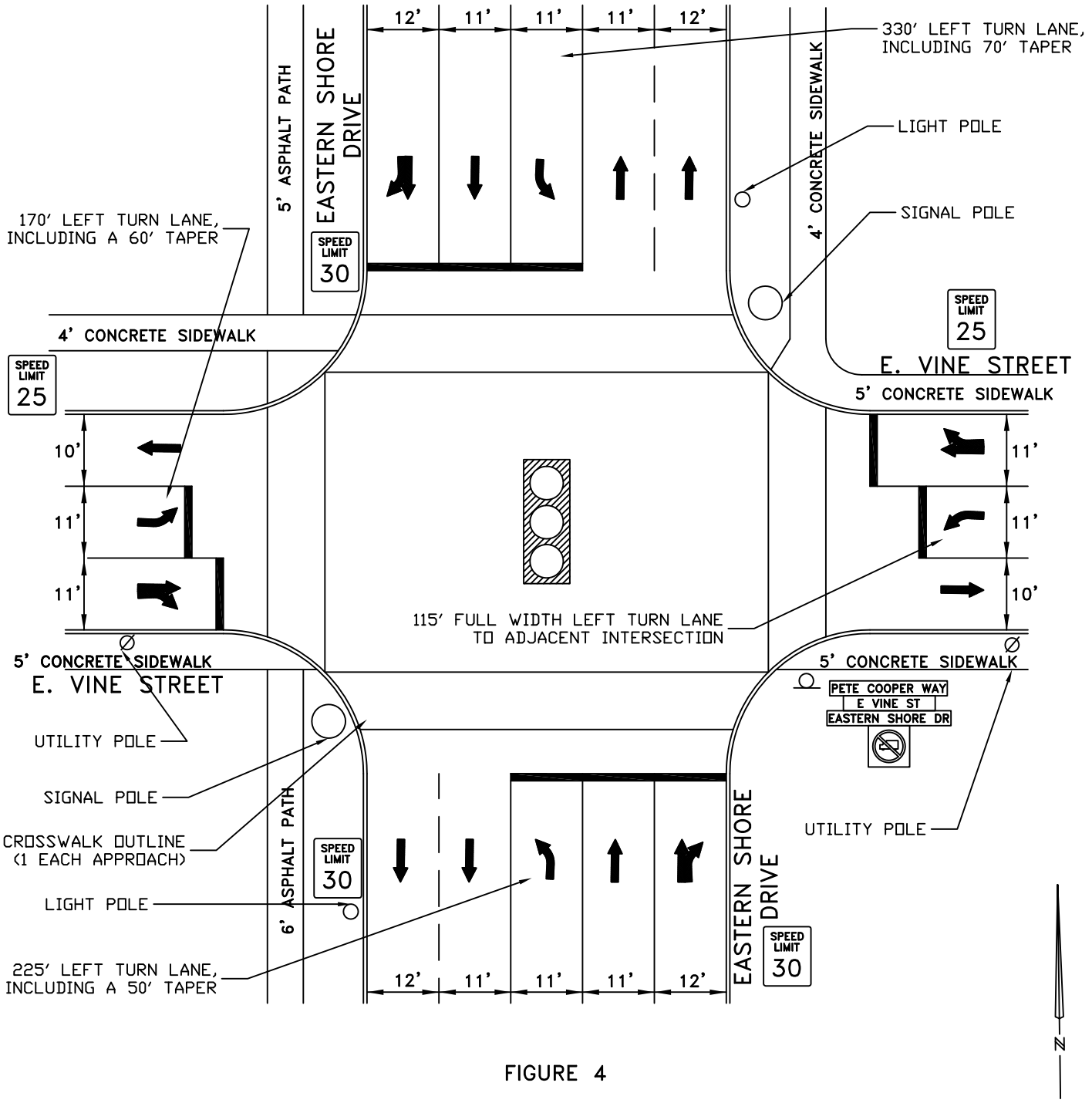


FIGURE 4

EXISTING INTERSECTION
EASTERN SHORE DRIVE @ E. VINE STREET

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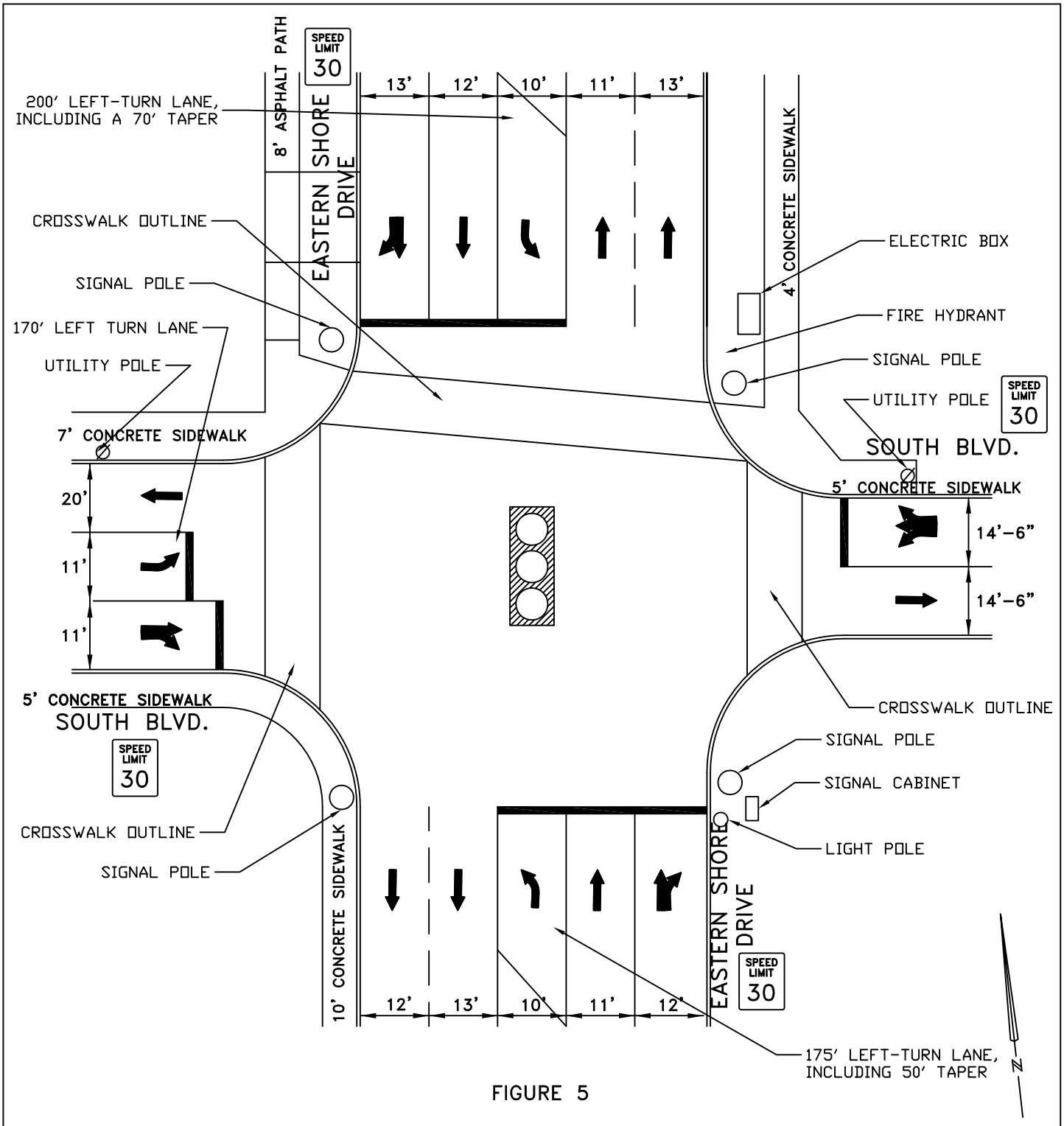


FIGURE 5

EXISTING INTERSECTION
EASTERN SHORE DRIVE @ SOUTH BOULEVARD

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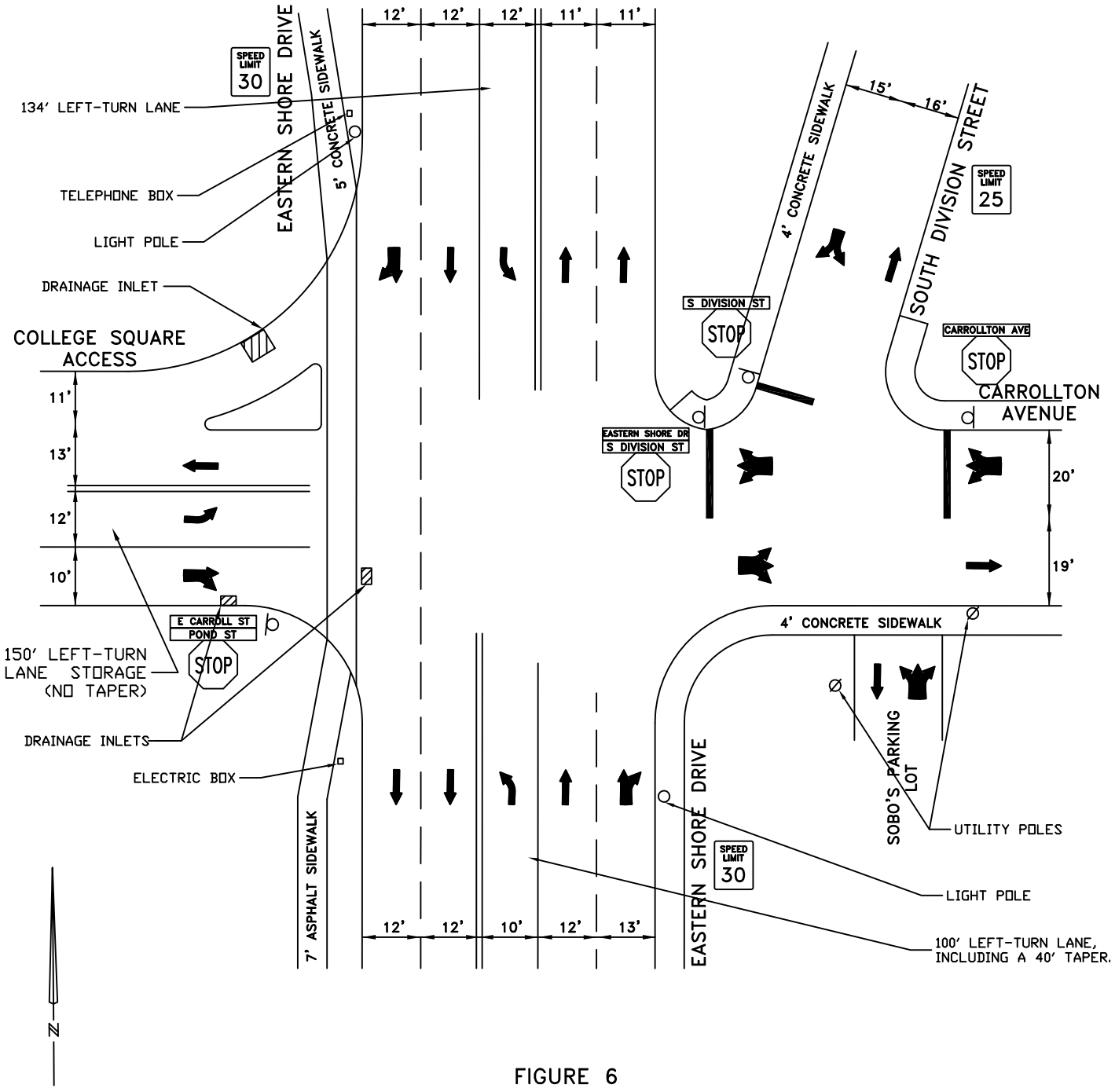


FIGURE 6

EXISTING INTERSECTION
EASTERN SHORE DRIVE @ SOUTH DIVISION STREET/CARROLLTON AVENUE

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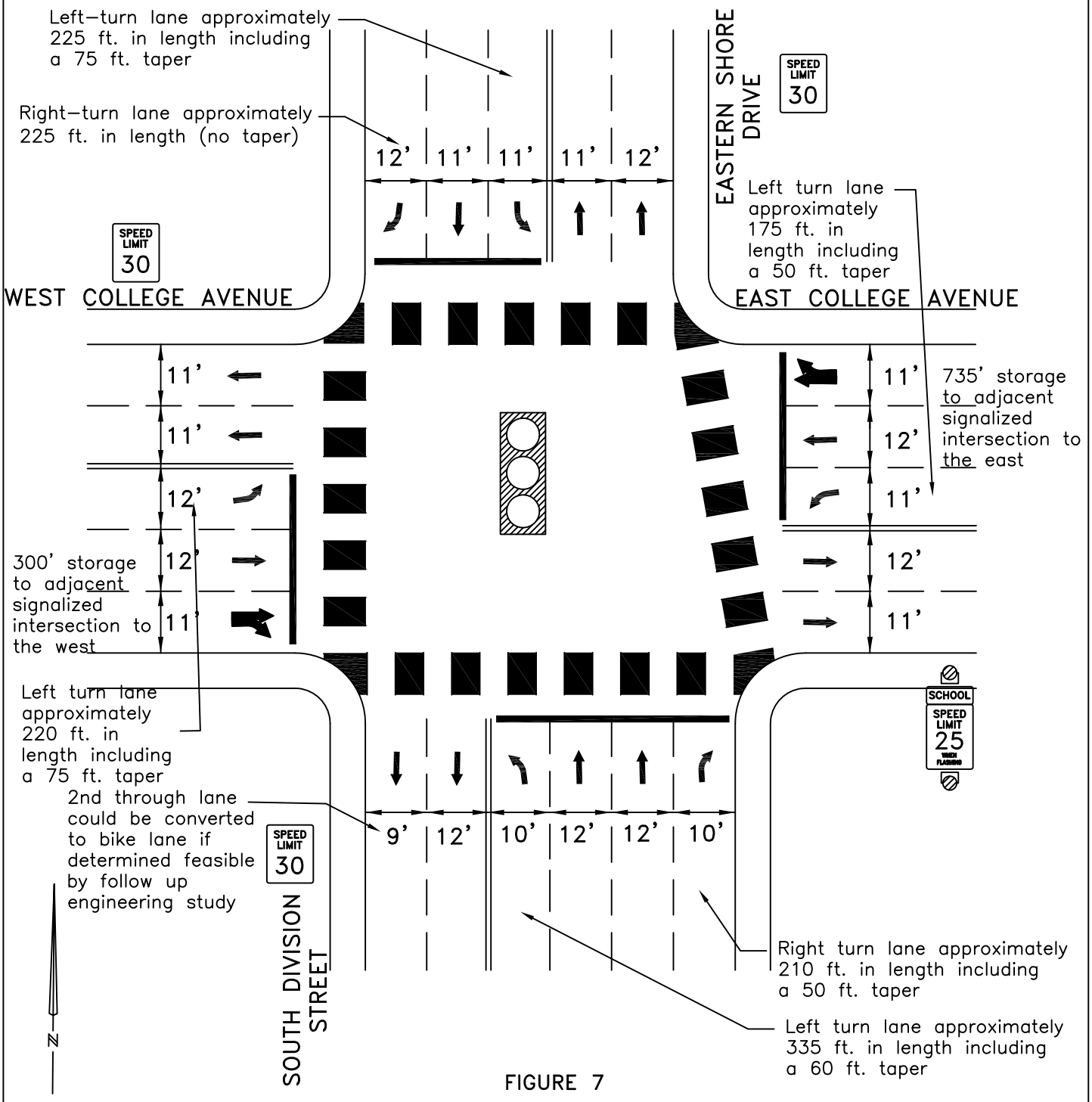


FIGURE 7

EXISTING INTERSECTION
EASTERN SHORE DRIVE @ COLLEGE AVENUE

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SALISBURY, MARYLAND

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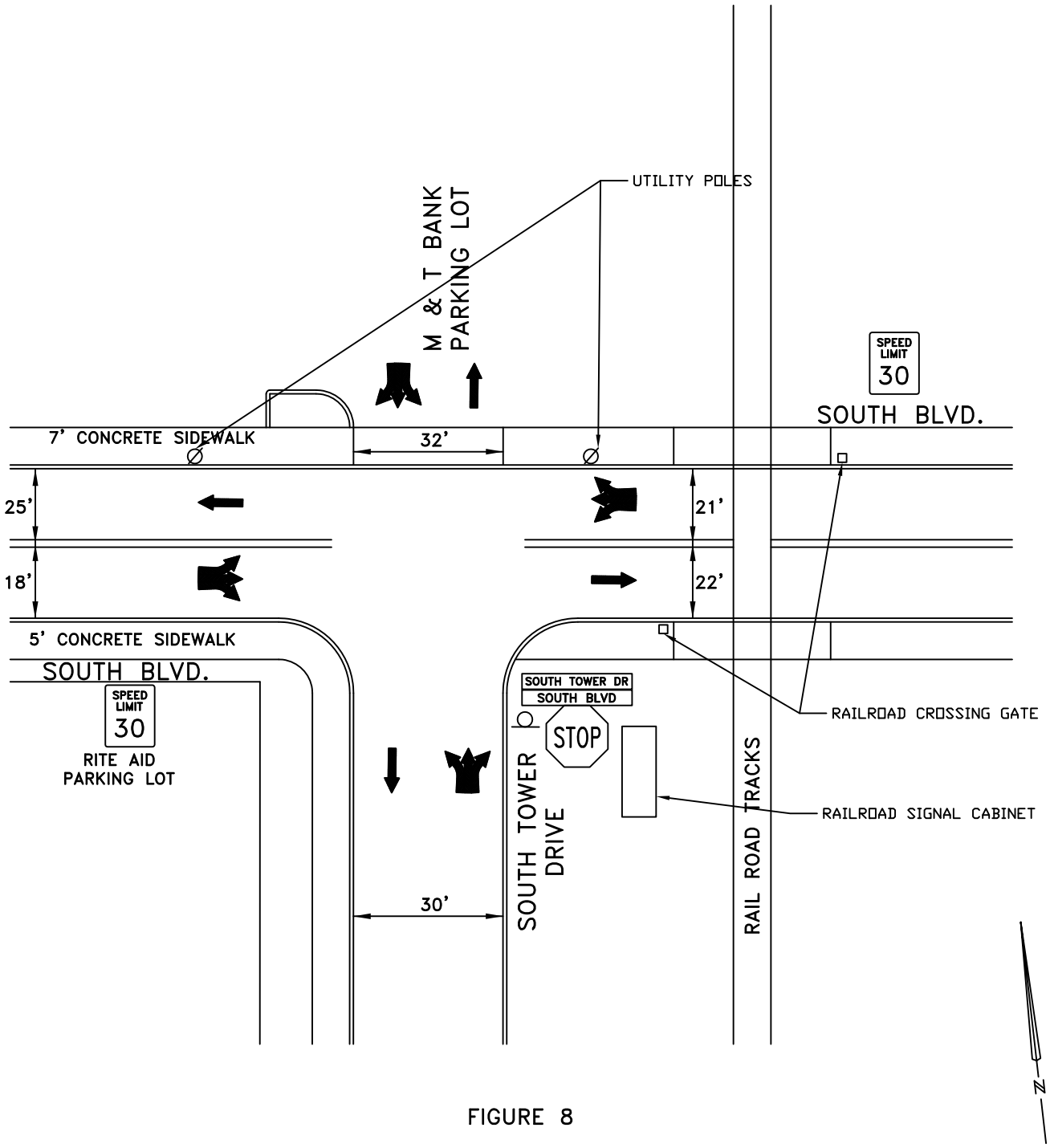


FIGURE 8

EXISTING INTERSECTION
SOUTH BOULEVARD @ SOUTH TOWER DRIVE

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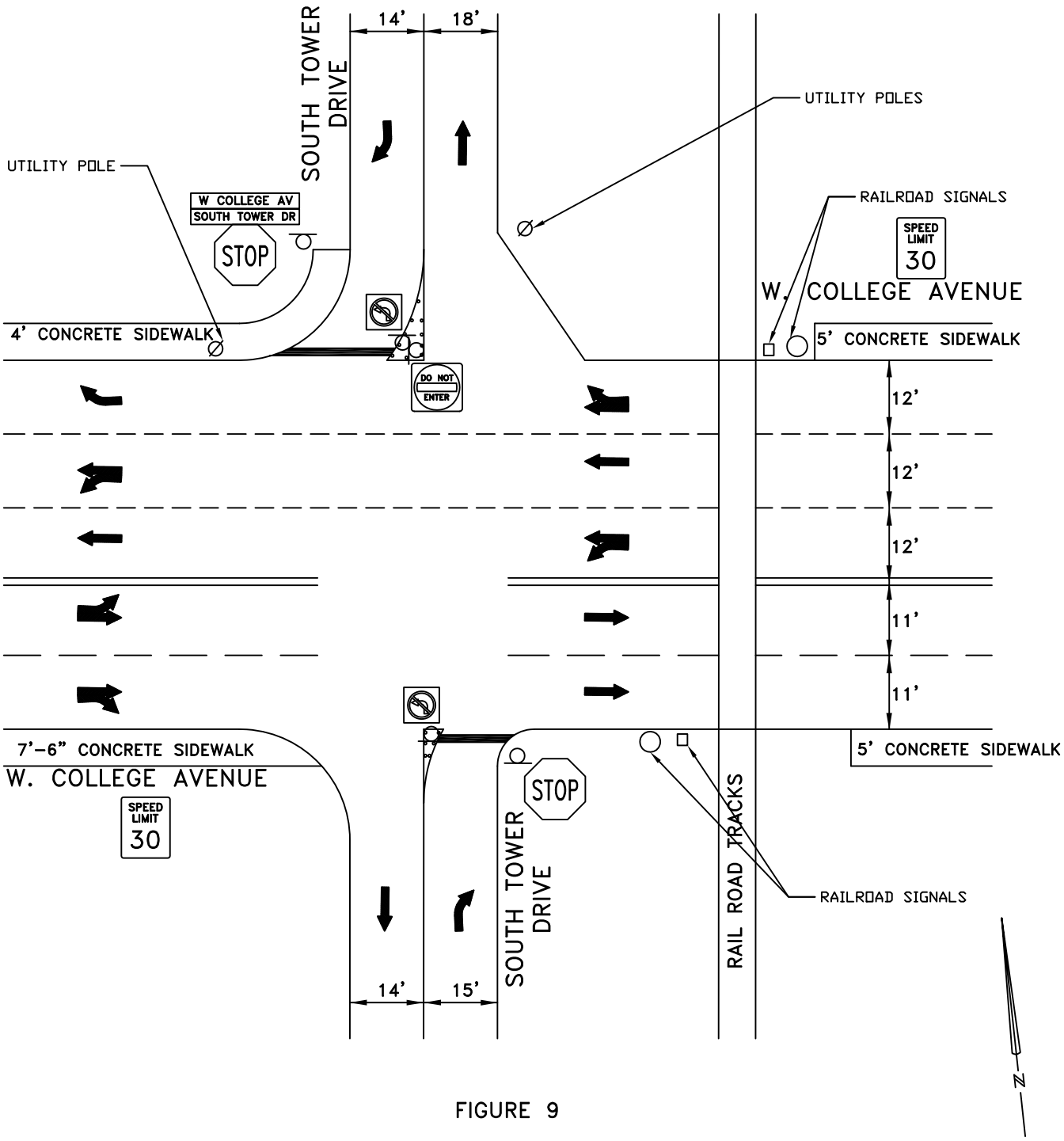


FIGURE 9

EXISTING INTERSECTION
W. COLLEGE AVENUE @ SOUTH TOWER DRIVE

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SALISBURY, MARYLAND

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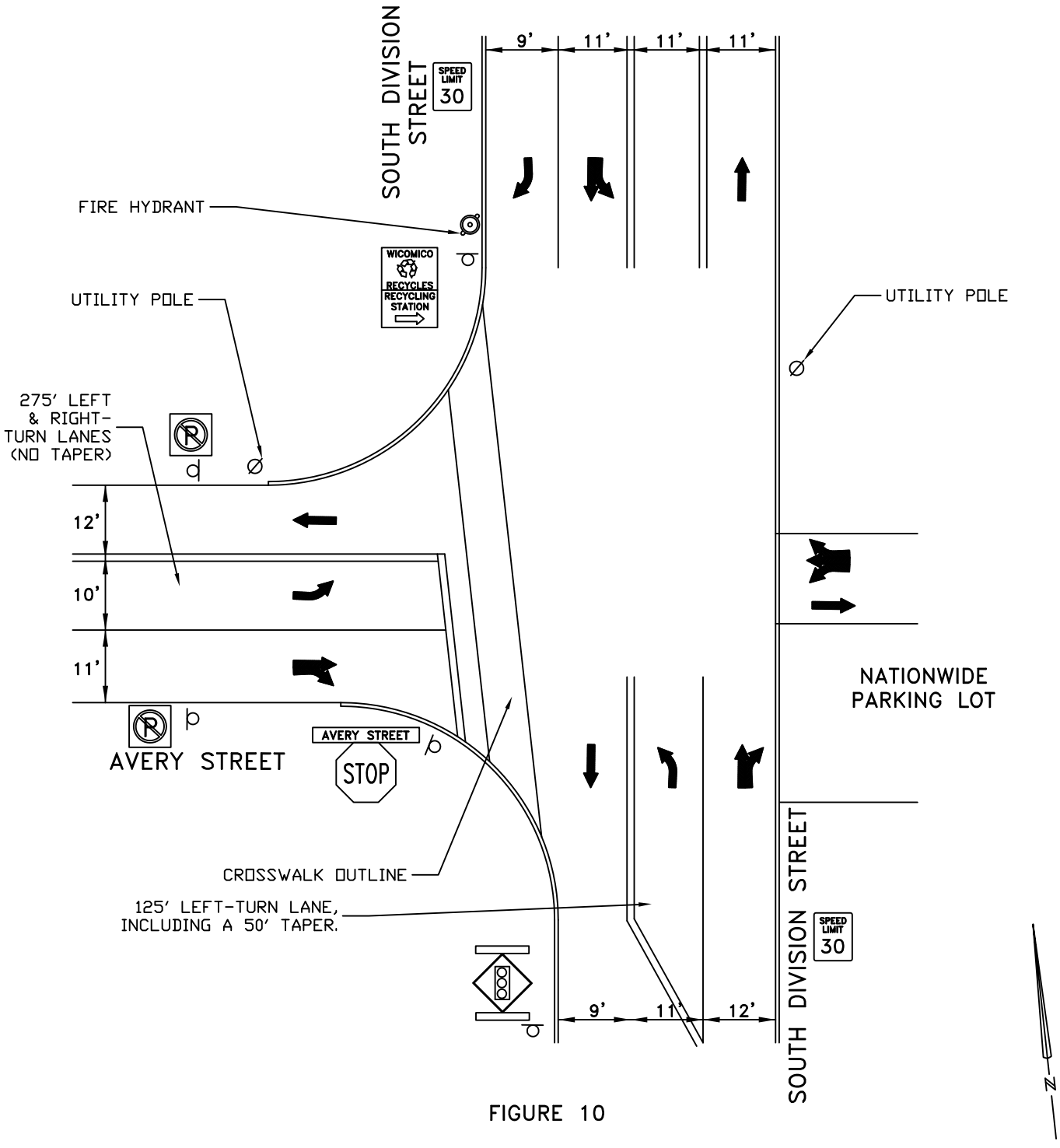


FIGURE 10

EXISTING INTERSECTION
SOUTH DIVISION STREET @ AVERY STREET

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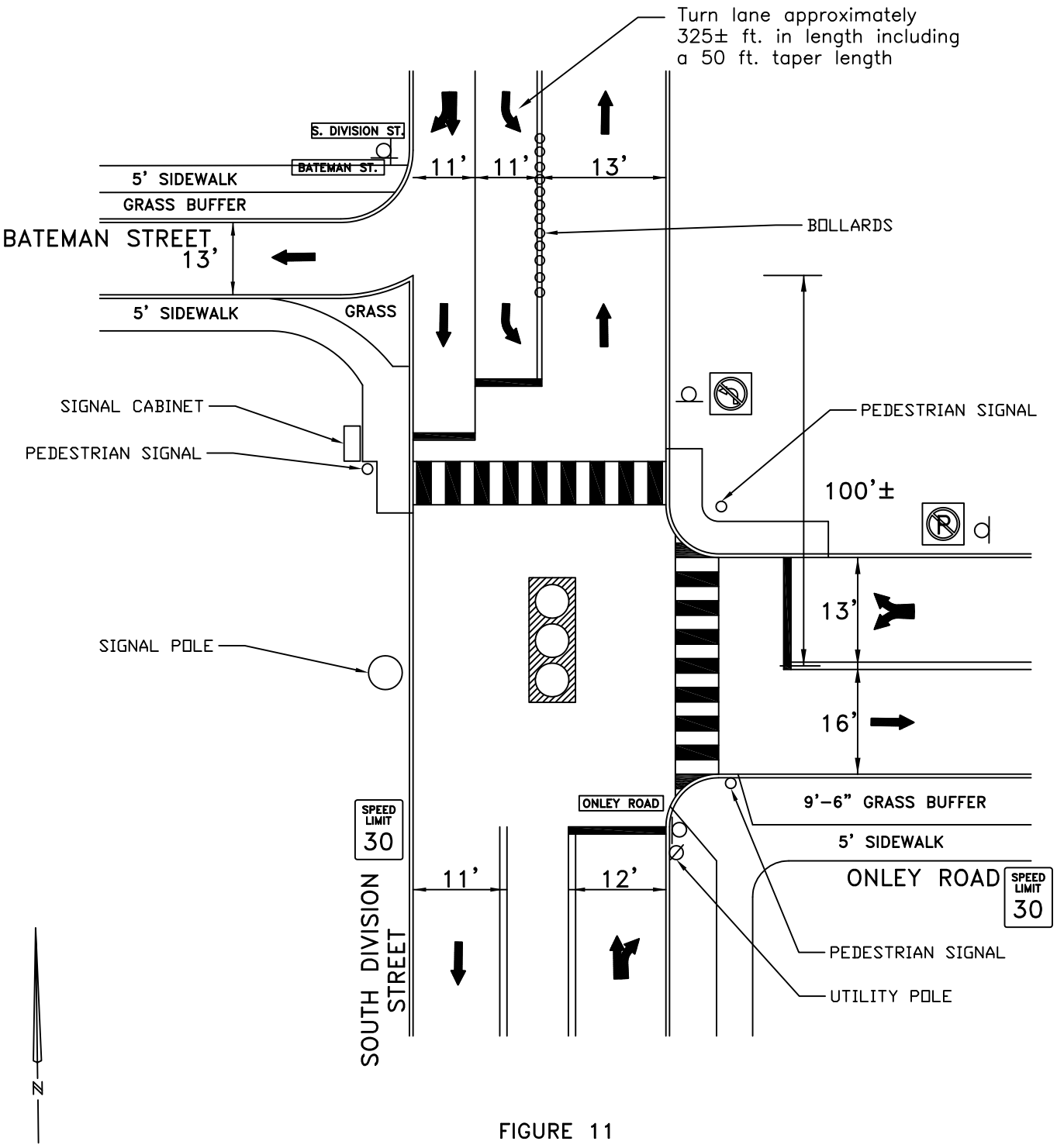


FIGURE 11

EXISTING INTERSECTION
SOUTH DIVISION STREET @ BATEMAN STREET/ONLEY ROAD

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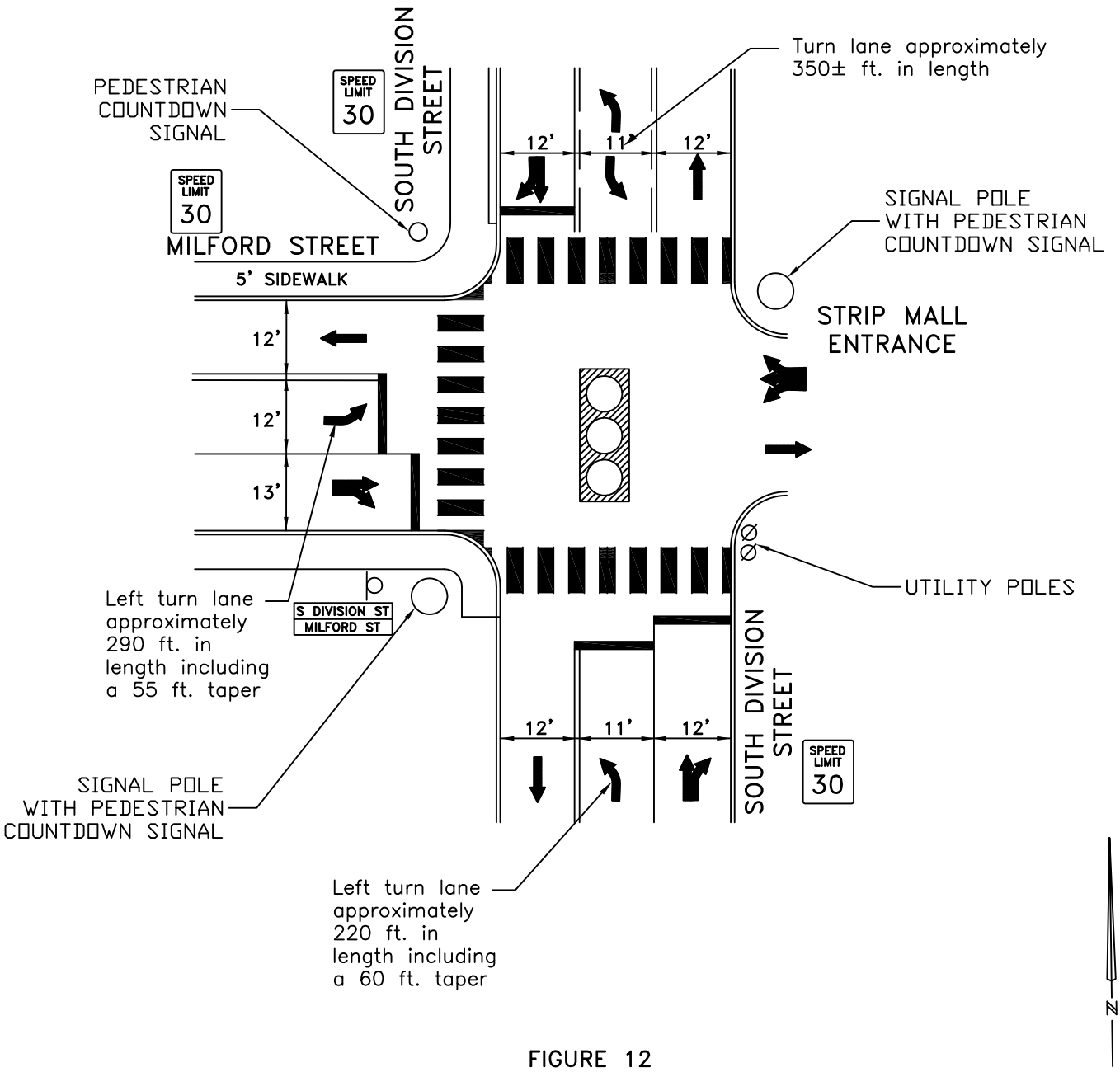


FIGURE 12

EXISTING INTERSECTION
SOUTH DIVISION STREET @ MILFORD STREET

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CORRIDOR STUDY
SALISBURY, MARYLAND

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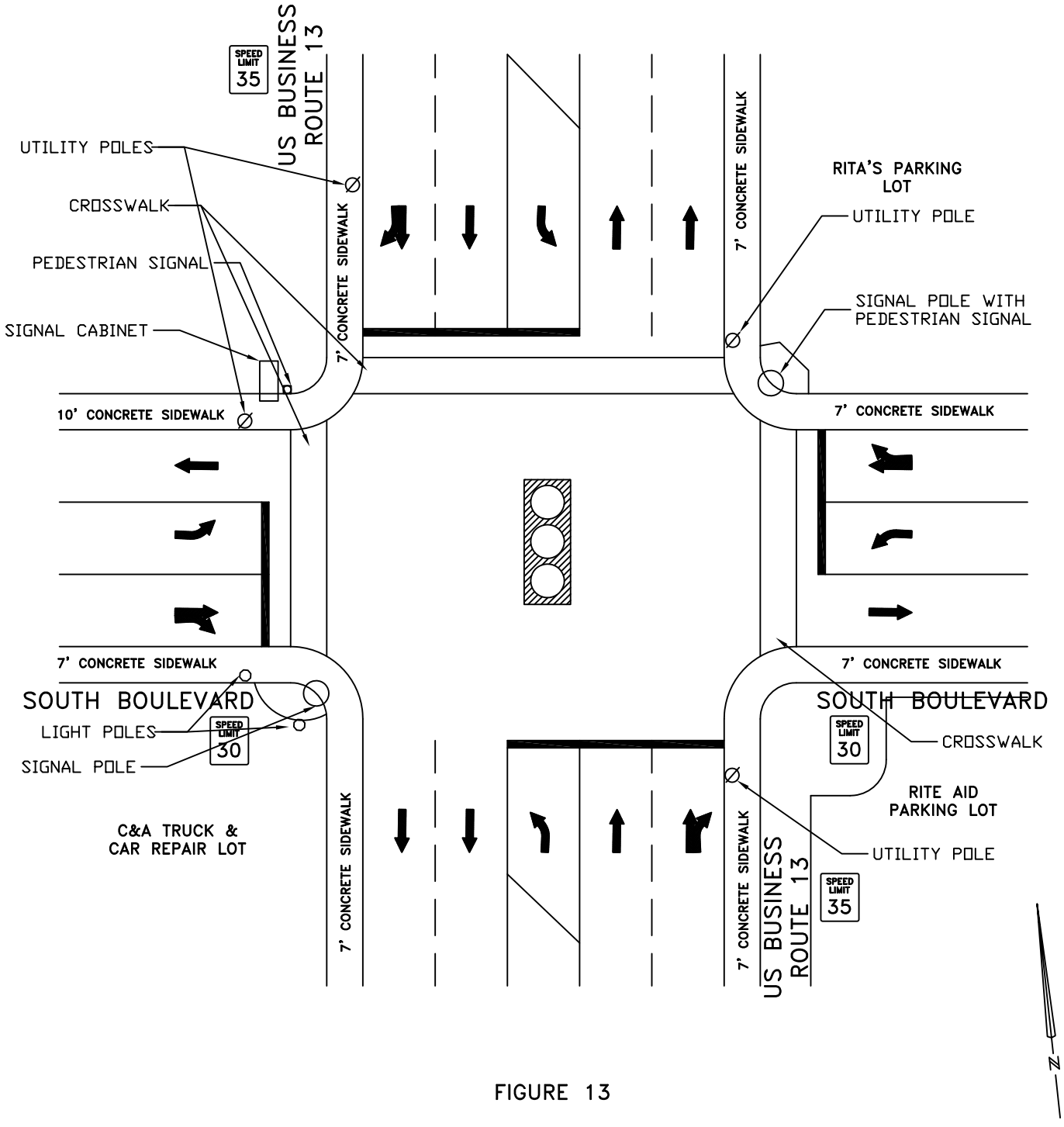


FIGURE 13

EXISTING INTERSECTION
BUSINESS ROUTE 13 @ SOUTH BOULEVARD

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EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
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FIGURE 14

EXISTING MOTORIZED TRAFFIC COUNT VOLUMES
OCTOBER 7, 2014 & OCTOBER 9, 2014

DAVIS, BOWEN & FRIEDEL, INC.
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EASTERN SHORE DRIVE CORRIDOR STUDY SALISBURY, MARYLAND

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10/14	NONE	0166F001.A01

PHASE I – MOTORIZED TRAFFIC – PLANNED IMPROVEMENTS

The intersections within the study area have been evaluated to identify the existing (2014), mid-term (2024), and long-term (2034) Level-Of-Service (LOS) for each study phase required to identify needed improvements: Phase I (Motorized) and Phase II (Non-Motorized). ***Where LOS deficiencies (LOS E or F) are identified, improvement alternatives are discussed, improvement alternatives are proposed if feasible, planning level analysis with the improvements is presented, and the implementation of any improvements is discussed.*** A planning level cost estimate (**Figure 32**) is also provided for proposed improvements including options to consider as opportunities arise (such as projects already scheduled in the area for other purposes that could potentially accommodate signing and striping improvements or small level intersection improvements). Any planned developer improvements in the area should incorporate study recommendations to the extent feasible.

Based on the required analysis, each existing signalized intersection evaluated operates with acceptable LOS. The E. College Avenue/Eastern Shore Drive/South Division Street intersection is projected to need additional storage to accommodate queuing. The highest existing storage deficiencies at the signalized intersection of E. College Avenue/Eastern Shore Drive/South Division Street occur during the weekday evening peak hour. The approaches with existing storage deficiencies during the weekday evening peak hour are as follows: eastbound W. College Avenue left-turn lane (145-feet storage, 179-feet queue), the westbound E. College Avenue left turn lane (125-feet storage, 168-feet queue) and the southbound Eastern Shore Drive left turn lane (150-feet storage, 172-feet queue).

Two (2) unsignalized intersections currently operate and a third unsignalized intersection is projected to operate with unacceptable LOS along the side-street, stop-controlled approaches under future conditions. Further evaluation per an engineering study is necessary to determine whether a traffic control signal warrants installation in operational “stop-and-go” mode at any of the unsignalized intersections that exhibit a LOS deficiency. However, only one (1) intersection appears to be a good candidate for installation of a traffic control signal.

Unsignalized Intersections (Phase I)

Each unsignalized intersection was evaluated with the delays, level-of-service (LOS), and 95th Percentile Queue Lengths reported for the major street left-turn movement and each minor street movement and approach. The intersection of Eastern Shore Drive and East Carroll Street operates with an unacceptable LOS F along the northbound Eastern Shore Drive approach during the weekday evening peak hour. The Eastern Shore Drive approach is projected to operate with unacceptable LOS in future years 2024 and 2034 during both the weekday morning and evening peak hours.

An engineering study typically referred to as a Traffic Signal Justification Study would need to be completed to determine whether a signal is warranted per the Maryland Manual on Uniform Traffic Control Devices (MUTCD) Traffic Signal Needs Studies requirements (signal warrant analysis). The study should include the evaluation of improvements including auxiliary lane improvements, roundabouts, etc. as an alternative to installation of a traffic control signal in operational "stop and go" mode.

While the westbound South Division Street and eastbound College Square Shopping Center (Ace Hardware) Entrance along Eastern Shore Drive is also reflected as operating with unacceptable LOS E in the future, the intersection was not considered for signalization due to the spacing to the signalized intersection at College Avenue and the unacceptable LOS is not sufficient enough to warrant installation of a traffic control signal. A recommendation for restricting the side street approaches, contingent upon outreach with adjacent property owners and stakeholders, to Right-In/Right-Out movements results in acceptable LOS.

The intersection of South Division Street and Avery Street operates with unacceptable LOS along eastbound Avery Street during the weekday evening peak hour. Auxiliary lane improvements would not provide acceptable LOS. Due to the existing signals to the north and south, a signal is not recommended for the intersection. A recommendation for a single lane roundabout results in acceptable LOS along the Avery Street approach.

Signalized Intersection Analysis (Phase I)

All signalized intersections that were included as part of the corridor study operated with acceptable LOS for existing conditions and are projected to continue operating with acceptable LOS for all future

cases, including the Bike Connection (road diet) improvements, during each peak hour. The Eastern Shore Drive/E. College Avenue intersection is projected to need additional storage for some auxiliary lanes as discussed earlier. A recommendation to restrict some side street approaches results in adequate storage for some movements. The conditions may have improved somewhat since the relocation of James M. Bennett Middle School.

Proposed Motorized Traffic Recommendations

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Improvement Options

Along the northbound Eastern Shore Drive approach dual left-turn lanes exist, the through movement to Pond Street is not a significant draw of concern, and the third northbound lane serves as a right-turn lane. The most reasonable option to obtain acceptable intersection LOS and improve intersection operations is likely to install a fully operational, "stop-and-go" traffic control signal. A modern traffic responsive signal can calculate optimal cycle lengths and signal timings for a coordinated signal system based upon algorithms using traffic demand along a specific corridor. An actuated signal can function based on traffic demand on the individual approaches. A proposed schematic is illustrated in **Figure 31**. ***Without signalization, turning movement delays will increase with increased traffic and safety being the concern.***

A roundabout was also considered as an intersection improvement alternative in lieu of a signal. Preliminary analysis indicates a single-lane roundabout, as illustrated in **Figure 31A** is projected to operate with acceptable LOS if the City or County wanted to pursue a roundabout for consideration. That would require a detailed engineering study beyond the level of the scope of this report.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Traffic Signal Warrants

To determine whether installation of a traffic control signal is warranted for consideration, typically a Traffic Signal Justification Study (TSJS), or similarly termed engineering study, is required to support the installation of a new traffic signal impeding traffic on the major street to the benefit of the minor street. While a full TSJS is beyond the scope of work of this report, the traffic data collected and crash data received can be used to evaluate the signal warrants required to be met prior to consideration of installation of a traffic control signal.

A ***preliminary evaluation of the Maryland MUTCD warrants*** (enclosed in **Appendix C**) indicates the ***four-hour and peak hour signal warrant volume criteria are met*** under existing conditions and projected conditions. Typically, at least 8-hour traffic counts and often 12-hour traffic counts are required for an engineering study to determine whether a traffic signal warrants consideration for installation. A signal is assumed in the Case 2b and 3b analysis.

Eastern Shore Drive/South Division Street @ E. College Avenue and W. College Avenue

Proposed improvements for the signalized intersection include channelizing the eastbound W. College Avenue, southbound Eastern Shore Drive and northbound South Division Street right-turn lanes. The channelization is a non-motorized improvement that often leads to increased motorized delays, and is illustrated in **Figure 46**, on page 129 later in the report, and is assumed in Cases 2b and 3b.

To provide additional storage along the E. College Avenue approach the John Street (to the east) side street approach could be restricted to Right-In/Right-Out (RIRO) movement, which would allow for adequate storage for the westbound approach. There does not appear to be an easy solution to provide adequate storage along the eastbound W. College Avenue approach due to the back-to-back left-turn lanes for the adjacent signalized intersections.

Eastern Shore Drive @ South Division Street/College Square Shopping Center

Contingent upon discussions with adjacent property owners and stakeholder, improvements suggested by the S/WMPO for the unsignalized intersection include restricting the side street approaches to Right-In/Right-Out (RIRO) only movements via concrete islands preventing left-turns to/from the side streets. Pedestrian refuge islands are also recommended converting the existing left-turn lanes along Eastern Shore Drive to a protected pedestrian area. The improvements allow a safer, 2-stage crossing and are illustrated in **Figure 47** (page 130), and are assumed in Cases 2b and 3b. The restriction would also allow for adequate storage for the signalized intersection of to the south along Eastern Shore Drive.

Eastern Shore Drive Bike Connection

A Bike Connection is assumed along Eastern Shore Drive from south of E. Carroll Street to South Boulevard and is proposed in Cases 2b and 3b. The Bike Connection is discussed in further detail in the Bike Connection section later in the report and is illustrated in **Figures 58** through **62**, later in the report.

PHASE I – MOTORIZED TRAFFIC – ASSUMED DEVELOPMENTS

The list of assumed developments and corresponding land uses is derived from the developments considered in the Salisbury-Wicomico MPO East Side Corridor Study, coordination with the Salisbury-Wicomico MPO, coordination with Wicomico County Planning and Zoning, and review of the Salisbury University Facilities Master Plan. The assumed developments consist of committed developments, proposed developments, and vacant lands within the study area assumed as future single-family home developments. The study accounts for additional traffic from ***28 assumed developments***.

An assumed development location map is provided in **Figure 15** and projected traffic volumes associated with the assumed developments are provided in **Figures 16 and 17** for the future conditions 2024 and 2034, respectively. Additionally, 11x17 copies of **Figures 16 and 17** are included in **Appendix B**. Intersection summary sheets are also provided in **Appendix B** illustrating the assumed developments and total volumes for each intersection turning movement.

There are no known plans to redevelop the **Harvest Baptist Church**. Due to its potential, the former commercial site is assumed to be re-developed commercially by 2024. With respect to Salisbury University, their recent Facilities Master Plan details the planned **East Campus expansion**. Additionally, Onley Road is planned to extend to connect with Robins Avenue in the future providing more transportation route options. For purposes of the Eastern Shore Drive Corridor Study, the connection is not assumed to be complete until 2034. Trip distribution and assignment for developments whose travel patterns would likely be altered by the connection were revised to reflect the likely travel patterns once the connection is made.

PHASE I – FUTURE MOTORIZED TRAFFIC CONDITIONS

The cases evaluated included future traffic projections assuming build-out of committed (approved or proposed) developments and assumed (on vacant lands) single-family development potential in the area in the year 2024 and in the year 2034. Based on discussions with representatives from the Salisbury-Wicomico Metropolitan Planning Organization (MPO), growth factors are not necessary. Growth associated with the assumed and potential development volumes sufficiently address future traffic volume projections.

The projected future traffic volumes were derived from the sum of the existing traffic volumes, committed development volumes, and potential development volumes (vacant lands) as illustrated in **Figures 18** and **19** for the future traffic years during each peak hour in 2024 and 2034, respectively.

11x17 copies of **Figures 18 and 19** as well as summaries of each intersection in the study area are shown in **Appendix B** indicating future traffic volumes as well as existing traffic, projected committed development volumes, and projected single-family potential developments volumes (vacant lands) during each peak hour.

PHASE I – FUTURE MOTORIZED TRAFFIC ANALYSIS - 2024

General Criteria

The Eastern Shore Drive Corridor Study evaluates the study area with respect to the following items: safety, operations, level of service (LOS), capacity, and performance (delays, speeds, etc.). The results of the vehicular LOS and queuing analysis at each intersection are summarized later in the report in tabular form in **Figures 20** through **30**. The vehicular LOS criterion are summarized earlier in the report in **Tables 1** and **2**.

LOS Analysis – Phase I

Each intersection in the study area was analyzed for capacity and LOS in the same manner as outlined in the existing traffic section. Various improvements were projected to be warranted. The recommendations are listed in the Executive Summary, Planned Phase I Improvements, and later in the Conclusions and Recommendations. Each future traffic condition was analyzed initially assuming no improvements were needed (Cases 2a and 3a). Additionally, each intersection then was analyzed assuming improvements that were determined to be necessary for improved LOS (Cases 2b and 3b).

Additional improvements indicated to be needed by the analysis are analyzed in the Case 2b and Case 3b. Additional improvements to the roadway network at the intersection of E. Carroll Street/Eastern Shore Drive/Pond Street, **Major Motorized Improvement #1 to the Roadway Network,** is illustrated in **Figures 31** and **31A** later in the report.

Onley Road is also assumed as a planned improvement to be extended to connect to Robins Avenue to the east. Traffic projections are adjusted accordingly. All intersection volume assumptions are reflected in intersection summary sheets located in **Appendix B**.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – TWSC Analysis

Analysis of future traffic conditions in 2024 at the existing TWSC intersection without improvements to the intersection (Case 2a) project excellent LOS A along the E. Carroll Street approaches during both the weekday morning and evening peak hours, delays of less than 4.0 seconds

and a 95th Percentile Queue Length of less than a vehicle are projected with v/c ratios of less than 0.20. The southbound Pond Street approach is projected to operate with acceptable LOS B, delays of about 11.0 seconds and a 95th Percentile Queue Length of less than a vehicle during the weekday morning peak hour, and acceptable LOS D, delays of about 28.0 seconds and a 95th Percentile Queue Length of less than a vehicle during the weekday evening peak hour.

The northbound Eastern Shore Drive approach is projected to operate with unacceptable LOS F with delays of approximately 90 seconds (1.5 minutes) and 331 seconds (5.5 minutes), and a 95th Percentile Queue Length of about 12 vehicles (290 feet) and 26 vehicles (640 feet) during the weekday morning and weekday evening peak hours, respectively. A v/c ratio of greater than 1.00 is projected along the northbound Eastern Shore Drive approach for both the weekday morning and evening peak hours, indicating the northbound approach will be operating in oversaturated conditions.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Signalized Analysis

Signalized analysis for the intersection of Eastern Shore Drive / E. Carroll Street / Pond Drive is provided to document projected conditions if a signal were to be installed. Cycle lengths and signal timings were derived using the Optimization feature in Synchro.

Analysis of future traffic conditions in 2024 with recommended improvements (Case 2b), which include signalization of the intersection, project the overall intersection will operate with acceptable LOS C or better during each peak hour with overall intersection delays of less than 23.0 seconds. All intersection approaches are projected to operate with acceptable LOS C or better, delays of less than 26.0 seconds, a longest 95th Percentile Queue length of about 10.0 vehicles (250 feet) and v/c ratios of 0.77 or less. It is noted that the intersection was also analyzed with changing the lane configuration from dual lanes to exclusive lanes along each approach, which increased the delay for most approaches, and significantly when an increased delay was projected.

Eastern Shore Drive @ E. Vine Street

Future traffic conditions without improvements in 2024 (Case 2a) project the intersection will continue to operate as it does today with acceptable LOS B with an overall intersection delay of less than 19.0 seconds. All intersection approaches are projected to continue to operate with acceptable LOS C or better with delays of less than 26.0 seconds, and all v/c ratios are projected as 0.78 or less. Adequate storage is provided for each approach. Case 2b (with improvements) is discussed later in the report in the Bike Connection section.

Eastern Shore Drive @ South Boulevard

Future traffic conditions without improvements in 2024 (Case 2a) project the intersection will operate with acceptable LOS C or better with an overall intersection delay of about 20.0 seconds or less. All intersection approaches are projected to continue to operate with acceptable LOS C or better with delays of about 24.0 seconds or less and v/c ratios of 0.89 or less. Adequate storage is provided for each approach. Case 2b (with improvements) is discussed later in the report in the Bike Connection section.

Eastern Shore Drive @ South Division Street / College Square Shopping Center Access

Analysis of future traffic conditions in 2024 without recommended improvements (Case 2a), of the existing TWSC intersection, projects excellent LOS A will continue along the Eastern Shore Drive approaches during each peak hour. The westbound South Division Street approach is projected to operate with acceptable LOS D, delays of less than 27.0 seconds and a 95th Percentile Queue Length of less than a vehicle during the weekday morning peak hour. Unacceptable LOS E, delays of less than 39.0 seconds and a 95th Percentile Queue Length of less than 2.0 vehicles during the weekday evening peak hour are projected for 2024. It is noted that 35.0 seconds is the threshold between acceptable LOS D and unacceptable LOS E, so the LOS is marginally unacceptable and the queue is not excessive. The eastbound ACE Hardware access approach is projected to operate with acceptable LOS D or better, delays of less than 35.0 seconds and a 95th Percentile Queue Length of less than a

vehicle during the weekday morning and evening peak All intersection approaches are projected to operate with v/c ratios of 0.39 or less for each peak hour.

The S/WMPO requested improvements (Case 2b) to restrict the side street movements to Right-In/Right-Out (RIRO) only. Analysis projects all intersection movements will operate with acceptable LOS B or better with delays less than 12.0 seconds and a 95th Percentile Queue Length of less than a vehicle. All v/c ratios are projected as less than 0.06.

South Division Street @ Carrollton Avenue

Analysis of future traffic conditions in 2024, assuming a "STOP" sign is provided only along the southbound approach, projects the intersection will continue to operate with excellent LOS A along each approach during both the morning and evening peak hours with delays of less than 10.0 seconds, 95th Percentile Queue Lengths of less than a vehicle, and v/c ratios of 0.06 or less.

Eastern Shore Drive @ E. College Avenue and W. College Avenue

Future traffic conditions in 2024 without the non-motorized improvements (Case 2a) project the intersection will continue to operate with acceptable LOS D or better with an overall intersection delay of less than 45.0 seconds during each weekday peak hour. The intersection approaches are each projected to operate with acceptable LOS D or better with delays of 48.0 seconds or less and projected 95th Percentile Queue Lengths similar to the existing traffic analysis. Approach v/c ratios are all 0.95 or less indicating some approaches are operating near capacity.

Projected storage deficiencies include the westbound E. College Avenue left-turn lane (74-feet additional storage projected to be required), eastbound W. College Avenue left-turn (91-feet additional storage required), and through/right-turn lane (21-feet additional storage required) and the southbound Eastern Shore Drive left-turn lane (128-feet additional storage required) during the weekday evening peak hour. All projected storage deficiencies also exhibit existing storage deficiencies.

With the proposed non-motorized improvements (channelization) the intersection is projected to operate with acceptable LOS D and delays of 37.0 seconds or less during both the weekday morning

and evening peak hours. All intersection approaches are projected to operate with acceptable LOS D or better, delays of less than 46.0 seconds and v/c ratios of 0.81 or less. The decreased delays are due to changes in the optimal signal timing cycle splits once the channelization is assumed.

The 95th Percentile Queue Lengths are projected to generally increase with the channelized improvements. Existing storage deficiencies are projected to continue to exceed capacity with the exception of the southbound Eastern Shore Drive through lane during the weekday evening peak hour. This is due to the changes in the optimal cycle splits allocating more green time to the northbound/southbound through phase versus the timings allocated before implementation of the channelization.

South Boulevard @ South Tower Drive / M & T Bank Access

Analysis of future traffic conditions of the TWSC intersection in 2024 (Cases 2a and 2b), show acceptable LOS projected for all intersection movements during each peak hour. The intersection approaches are projected to operate with acceptable LOS C or better, delays of 24.0 seconds or less, a 95th Percentile Queue Length of less than 2.0 vehicles during each weekday peak hour with v/c ratios of less than 0.28.

W. College Avenue @ South Tower Drive

Analysis of the future traffic conditions of the existing unsignalized intersection for the 2024 traffic volumes (Cases 2a and 2b) project continued acceptable LOS for all intersection movements during each peak hour. The intersection approaches are each projected to continue to operate with acceptable LOS B or better, delays of 14.0 seconds or less, a 95th Percentile Queue Length of less than a vehicle with v/c ratios of less than 0.07 during each peak hour.

South Division Street at Avery Street

Analysis of the future traffic conditions of the unsignalized intersection for the 2024 projections (Case 2a and 2b) project acceptable LOS for all intersection movements during each peak hour with the exception of the eastbound Avery Street approach. The Avery Street approach is

projected to continue to operate with unacceptable LOS F during the weekday evening peak hour with delays over 217.0 seconds (3.6 minutes), a 95th Percentile Queue Length of almost 8.0 vehicles, and a v/c ratio greater than 1.00 indicating the approach is projected to exceed capacity. During the weekday morning peak hour Avery Street is projected to operate with acceptable LOS C, delays of less than 18.0 seconds, and a 95th Percentile Queue Length of less than a vehicle with v/c ratio of less than 0.14.

The South Division Street approaches are each projected to operate with excellent LOS A, delays less than 2.0 seconds, a 95th Percentile Queue Lengths of less than a vehicle, and v/c ratios of less than 0.13 during each peak hour. The westbound Nationwide access is projected to operate with acceptable LOS D or better, delays of less than 29.0 seconds, a 95th Percentile Queue Length of less than a vehicle, and v/c ratios of less than 0.01 during each peak hour.

South Division Street @ Bateman Street / Onley Road

Future traffic conditions in 2024 (Cases 2a and 2b) project the intersection will continue to operate with acceptable LOS B or better during each peak hour. All intersection approaches are projected to continue to operate with acceptable LOS C or better, delays of less than 21.0 seconds and v/c ratios of 0.72 or less. Adequate storage is projected for each approach.

South Division Street @ Milford Street

Future traffic conditions in 2024 (Cases 2a and 2b) project the intersection will continue to operate with acceptable LOS C or better and overall intersection delays of 32.0 seconds or less during each weekday peak hour. All intersection approaches are projected to operate with acceptable LOS D or better with delays of less than 43.0 seconds and v/c ratios of 0.93 or less. Adequate storage is projected for each approach.

Phase I – 2024 Planning Level Cost Estimate – Motorized Traffic

The motorized improvements assumed for installation by 2024 include the installation of a traffic control signal at the intersection of Eastern Shore Drive at E. Carroll Street/Pond Street, restricting left-turn to/from the side-street approaches at Eastern Shore Drive/South Division

Street/College Square Shopping Center, and the implementation of a Bike Connection (Road Diet) along Eastern Shore Drive from Elmwood Street (just south of E. Carroll Street) to South Boulevard (which is discussed later in the report). The Bike Connection converts a through lane in each direction to a bike lane and is discussion later in the **Eastern Shore Bike Connection** section of the report.

Assuming a traffic signal will be warranted based on the outcomes of a signal justification study, the estimate for installation of a traffic signal at the intersection of Eastern Shore Drive at E. Carroll Street/Pond Street is $325,000.00, which includes the design of the traffic signal. If installed the signal will need to include pedestrian signals as well.

Although a Bike Connection is more of a non-motorized improvement, it is listed in the RFP as a motorized improvement, and as noted previously is discussed later in the report. It is assumed a Bike Connection could be implemented by 2024. Ideally, any Bike Connection improvements can be done as part of a planned street resurfacing and/or rehabilitation project such that the costs of implementing the project are minimal. That approach requires coordination by the City for potential future private or public projects that may already be doing pavement markings along Eastern Shore Drive.

The estimate for installation of a Bike Connection along Eastern Shore Drive from south of E. Carroll Street to South Boulevard is about $45,000.00. That assumes no milling of the existing pavement is required and installation can occur as part of a planned public street resurfacing project or private improvements.

The S/WMPO suggested restricting the side-street approaches along Eastern Shore Drive at South Division Street and the College Square Shopping Center entrance. The restriction would require outreach with adjacent property owners and stakeholders and would require the construction of two (2) concrete islands to restrict the approaches to Right-In/Right-Out (RIRO) only movements. In order to minimalize the required construction, and eliminate the need to rip out and reconstruct curbing, the concrete island along the College Square Shopping Center approach would be a large island and is

shown as a landscaped island for purposes of this report. A pedestrian refuge island is also recommended replacing the existing Eastern Shore Drive left-turn lanes. The island would help prevent left-turns from the side street approaches, and is listed under the non-motorized improvements planning level cost estimate (**Figure 55**).

The estimate for the construction of the restricting concrete islands is $25,000.00, and does not include costs for the pedestrian refuge islands which are included later in the report for the Phase II costs.

The total assumed costs for the mid-term (2024) motorized improvements are approximately $395,000.000 as illustrated in **Figure 32** later in the report.

PHASE I – FUTURE MOTORIZED TRAFFIC ANALYSIS - 2034

LOS Analysis – Phase I

The analysis projects various improvements are warranted. The recommendations are listed in the Executive Summary, Planned Improvements and later in the Conclusions and Recommendations sections. Each future traffic condition was analyzed initially assuming no improvements (Case 2a and 3a), and then was analyzed assuming improvements that were determined to be necessary to achieve acceptable LOS (Case 2b and 3b).

Improvements to the roadway network at the intersection of E. Carroll Street/Eastern Shore Drive/Pond Street, **Major Improvement #1 to the Roadway Network,** are illustrated in **Figures 31** and **31A** later in the report.

Onley Road is assumed as a planned improvement, by others, to be extended to connect to Robins Avenue to the east. Traffic projections are adjusted accordingly for the 2034 projections. All intersection volume assumptions are reflected in intersection summary sheets located in **Appendix B**.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – AWSC Analysis

Analysis of future traffic conditions in 2034 (Case 3a) of the existing TWSC intersection project continued excellent LOS A along the E. Carroll Street approaches during both the weekday morning and evening peak hours, delays of less than 4.0 seconds, a 95th Percentile Queue Length of less than a vehicle and v/c ratios of less than 0.20 are projected. The southbound Pond Street approach is projected to operate with acceptable LOS B, delays of 11.0 seconds, a 95th Percentile Queue Length of less than a vehicle and a v/c ratio of less than 0.02 during the weekday morning peak hour, and to operate with acceptable LOS D, delays of 30.0 seconds, a 95th Percentile Queue Length of less than a vehicle and a v/c ratio of less than 0.07 during the weekday evening peak hour.

The northbound Eastern Shore Drive approach is projected to operate with unacceptable LOS F with delays of approximately 111 seconds (1.85 minutes) and 371 seconds (6.2 minutes), and a 95th Percentile Queue Length of about 14 vehicles (340 feet) and 28 vehicles (690 feet) during the weekday

morning and weekday evening peak hours, respectively. The v/c ratio is greater than 1.00 for both the weekday morning and evening peak hours indicating the approach will exceed capacity and will be oversaturated with the existing intersection configuration for the future 2034 conditions.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Signalized Analysis

Analysis of future traffic conditions in 2034 with recommended improvements (Case 3b), which include signalization of the intersection, project the overall intersection will operate with acceptable LOS C or better during each peak hour with overall intersection delays of less than 24.0 seconds. Each intersection approach is projected to operate with acceptable LOS C or better, delays of less than 25.0 seconds, a 95th Percentile Queue length of less than 11.0 vehicles (265 feet), and v/c ratios of 0.81 or less, indicating all approaches are projected to operate with adequate capacity.

Analysis was also provided indicating projected delays and LOS if the E. Carroll Street and Eastern Shore Drive approaches were striped with exclusive lanes and no shared lanes. The Pond Street approach is proposed to remain with a shared lane for all movements. While, overall intersection delays are projected to increase for all approaches except the westbound E. Carroll Street approach, acceptable LOS C or better is still projected for the overall intersection.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Roundabout Analysis

Analysis of future traffic conditions in 2034 with recommended improvements (Case 3c), assuming a roundabout at the intersection, indicate each approach is projected to operate with acceptable LOS C or better, delays of less than 17.0 seconds and a 95th Percentile Queue Length of 5.0 vehicles or less (115 feet).

Eastern Shore Drive @ E. Vine Street

Future traffic conditions without improvements in 2034 (Case 3a) project the intersection will continue to operate with acceptable LOS B with overall intersection delays of less than 20.0 seconds during both the weekday morning and evening peak hours. All intersection approaches are projected to continue to operate with acceptable LOS C or better with delays of less than 26.0 seconds, and v/c

ratios of 0.59 or less. Adequate storage is provided for each approach. Analysis for Case 3b is discussed later in the Bike Connection section.

Eastern Shore Drive @ South Boulevard

Future traffic conditions without improvements in 2034 (Case 3a) project the intersection will operate with acceptable LOS C or better and an overall intersection delay of about 20.0 seconds or less. All intersection approaches are projected to operate with acceptable LOS C or better and delays of about 24.0 seconds or less, and v/c ratios of 0.77 or less. Adequate storage is provided for each approach. Analysis for Case 3b is discussed later in the Bike Connection section.

Eastern Shore Drive @ South Division Street / College Square Shopping Center Access

Analysis of future traffic conditions in 2034 without recommended improvements (Case 3a) of the existing TWSC intersection project continued excellent LOS A along the Eastern Shore Drive approaches during each peak hour. The westbound South Division Street approach is projected to operate with acceptable LOS D, delays of less than 28.0 seconds, a 95th Percentile Queue Length of less than a vehicle, and a v/c ratio of 0.21 during the weekday morning peak hour. Unacceptable LOS E, delays of greater than 40.0 seconds, a 95th Percentile Queue Length of less than 2.0 vehicles and a v/c ratio of 0.40 during the weekday evening peak hour are projected. Again, the unacceptable LOS during the weekday evening peak hour is marginal, considering LOS D is any projected delay greater than 35.0 seconds.

The eastbound ACE Hardware access approach is projected to operate with acceptable LOS C, delays of less than 20.0 seconds, a 95th Percentile Queue Length of less than a vehicle, and a v/c ratio of 0.12 during the weekday morning peak hour. Unacceptable LOS E, delays of just greater than 35.0 seconds (35.6 seconds), a 95th Percentile Queue Length of less than 2.0 vehicles, and capacity of less than 0.34 during the weekday evening peak hour are projected.

As noted previously, due to the location of the unsignalized intersection of Eastern Shore Drive/South Division Street/College Square Shopping Center entrance in close proximity to the

signalized intersection of Eastern Shore Drive/South Division Street/College Avenue, the intersection is not proposed for signalization, the unacceptable LOS is projected along the side street approaches. Unacceptable LOS is marginally unacceptable, queues are not excessive and longer delays are often expected at unsignalized intersections along higher volume roadways.

The S/WMPO recommended coordination with the impacted stakeholders, to explore restricting the side-street approaches to Right-In/Right-Out (RIRO) only movements as included in this report. With the RIRO restriction assumed (Case 3b) all approaches are projected to operate with acceptable LOS B or better, delays of less than 12.0 seconds and a 95th Percentile Queue Length of less than a vehicle. All v/c ratios are projected 0.05 or less

South Division Street @ Carrollton Avenue

As noted previously, "STOP" signs are located on the southbound South Division Street and the westbound Carrollton Avenue approaches. For analysis purposes, the intersection was assumed as a two-way stop-controlled intersection with a "STOP" sign on the southbound South Division Street approach only, in order for the software to report turning movement delays, LOS, and queues.

Analysis of future traffic conditions in 2034 (Cases 3a and 3b) for the intersection, project the intersection will continue to operate with excellent LOS A along each approach during both the weekday morning and evening peak hours, with delays of less than 10.0 seconds, 95th Percentile Queue Lengths of less than a vehicle and v/c ratios of less than 0.06

Eastern Shore Drive @ E. College Avenue and W. College Avenue

Future traffic conditions without improvements in 2034 (Cases 3a) project the intersection will operate with acceptable LOS C during the weekday morning peak hour and acceptable LOS D during the weekday evening peak hour with an overall intersection delay of less than 42.0 seconds. All intersection approaches are projected to operate with LOS D or better with delays of less than 52.0 seconds and v/c ratios of 0.95 or less.

The projected 95th Percentile Queue Lengths are similar to those projected for existing and 2024 traffic conditions. The relocation assumptions for James M. Bennett Middle School improves the intersection queuing for some movements. No approach is projected to have a storage deficiency during the weekday morning peak hour for the Case 3a conditions.

During the weekday evening peak hour the following approaches are projected to operate with storage deficiencies: eastbound W. College Avenue left-turn (293-feet queue projected, 145-feet storage existing), through lane (635-feet queue, 305-feet storage) and through/right-turn lane (601-feet queue, 305-feet storage) approaches, westbound E. College Avenue left-turn (214-feet queue, 125-feet storage) approach and the southbound Eastern Shore Drive left-turn lane (295-feet queue, 150-feet storage) approach.

Future traffic conditions with non-motorized improvements in 2034 (channelization, Case 3b) project the intersection will operate with acceptable LOS C during the weekday morning peak hour and acceptable LOS D during the weekday evening peak hour with an overall intersection delays of less than 36.0 seconds. All intersection approaches are projected to operate with LOS D or better with delays of less than 47.0 seconds and v/c ratios of 0.90 or less.

The projected 95th Percentile Queue Lengths are similar to those projected for existing conditions and the 2034 conditions without improvements. All intersection movements projected to have capacity deficiencies in 2034 during the weekday evening peak hour without improvements are also projected to have capacity deficiencies in 2034 with roadway improvements. Improvements to consider should be to extend any auxiliary lanes to the extent possible to serve the existing and projected queues. If the side street approach along E. College Avenue at John Street (to the east) as well as at the College Square Shopping Center access along Eastern Shore Drive (to the north) were restricted to Right-In/Right-Out (RIRO) movements, it appears adequate storage is possible for the westbound and southbound turning movements. The eastbound approach consists of back-to-back left-turn lanes for two (2) adjacent signalized intersections. Restricting the Salisbury University parking

lot access to a RIRO movement (to the west), as well as providing an additional travel lane for side-by-side left-turn lanes are alternatives that were considered, but are not recommended in this report.

South Boulevard @ South Tower Drive / M & T Bank Access

Analysis of future traffic conditions of the TWSC intersection in 2034 (Cases 3a and 3b), project acceptable LOS for all intersection movements during each peak hour. The intersection approaches are projected to operate with acceptable LOS C or better, delays of less than 24.0 seconds, a 95th Percentile Queue Length of less than 2.0 vehicles and v/c ratios of less than 0.27 during each weekday peak hour. No improvements are recommended for the unsignalized intersection

W. College Avenue @ South Tower Drive

Analysis of the future traffic conditions of the existing unsignalized intersection for the 2034 traffic volumes (Cases 3a and 3b) project continued acceptable LOS will occur for all intersection movements during each peak hour. The intersection approaches are each projected to continue to operate with acceptable LOS B or better, delays of less than 14.0 seconds, a 95th Percentile Queue Length of less than a vehicle and v/c ratios of less than 0.07 during each peak hour. No improvements are recommended for the unsignalized intersection.

South Division Street at Avery Street

Analysis of the future traffic conditions of the unsignalized intersection for the 2034 projections without improvements (Cases 3a) project continued acceptable LOS for all intersection movements during each peak hour with the exception of the eastbound Avery Street approach during the weekday evening peak hour. The Avery Street approach is projected to continue to operate with unacceptable LOS F, is projected to operate with delays over 99.0 seconds (1.65 minutes), and is projected with a 95th Percentile Queue Length of 5.0 vehicles during the weekday evening peak hour. A v/c ratio of over 1.00 projects overcapacity and oversaturated conditions. The Avery Street approach is projected to operate with acceptable LOS B, delays of less than 14.0 seconds, a 95th Percentile Queue Length of less than a vehicle and v/c ratios of less than 0.10 during the weekday morning peak hour.

The South Division Street approaches are projected to operate with excellent LOS A, delays less than 2.0 seconds, queues of less than a vehicle, and v/c ratios of less than 0.14 during each peak hour. The westbound Nationwide access approach is projected to operate with acceptable LOS D or better, delays of 29.0 seconds or less, queues of less than a vehicle, and v/c ratio of less than 0.01 during each weekday peak hour.

Auxiliary lane improvements would not provide acceptable LOS. Due to the existing signals to the north and south, a signal is not recommended for the intersection. A roundabout is recommended for consideration. Analysis of the future 2034 projections assuming a single lane roundabout is constructed at the intersection (Case 3b), projects acceptable LOS C or better for each peak hour with each approach projected to operate with acceptable LOS C or better, delays of less than 25.0 seconds and a 95th Percentile Queue Length of less than 15.0 vehicles.

It is noted that longer queues are projected along the South Division Street approaches when assuming a roundabout compared to the existing intersection configuration, which includes free flowing movements along South Division Street. The Avery Street approach is projected to operate with acceptable LOS B during the weekday evening peak hour, delays of less than 15.0 seconds, and a 95th Percentile Queue Length of less than 4.0 vehicles. A detailed engineering study would need to be conducted to determine the feasibility of a single lane roundabout, and is beyond the scope of this study.

South Division Street @ Bateman Street / Onley Road

Onley Road is proposed to be extended to connect with Robins Avenue creating a route that does not currently exist. Traffic projections have been revised to account for the extension for the Case 3 projections only.

Current conditions do not allow drivers to get from Onley Road to Robins Avenue without traveling along South Division Street to E. College Avenue to the north or Dykes Road to the south. Extended Onley Road to Robins Avenue will eliminate trips at various intersections in the study area

because those trips will be shifted from South Division Street, E. College Avenue, and Dykes Road to access Robins Avenue via Onley Road to Robins Avenue. Cases 3a and 3b assume that Onley Road is extended to Robins Avenue.

Future traffic conditions with Onley Road extended in 2034 (Cases 3a and 3b) project the intersection will operate with acceptable LOS B or better with overall intersection delays of less than 14.0 seconds during each peak hour. The intersection approaches are projected to operate with acceptable LOS D or better, delays 49.0 seconds or less and v/c ratios of 0.87 or less. Adequate storage is projected for each approach. No motorized improvements are recommended.

South Division Street @ Milford Street

Future traffic conditions in 2034 (Cases 3a and 3b) project the intersection will continue to operate with acceptable LOS C or better with an overall intersection delay of less than 29.0 seconds during each peak hour. All intersection approaches are projected to operate with acceptable LOS D or better with delays of 48.0 seconds or less and v/c ratios of 0.89 or less. Adequate storage is projected for each approach. No motorized improvements are recommended.

Phase I – 2034 Planning Level Cost Estimate – Motorized Traffic

The motorized improvements assumed for installation by 2034 include the installation of a roundabout at South Division Street/Avery Street, channelization of side street approaches, and the installation of roadway signs to complete the bicycle network along Eastern Shore Drive from the end of the Bike Connection at South Boulevard to E. College Avenue. Share the Road assemblies should be installed at the end of the Bike Connection at South Boulevard, and north of E. College Avenue to alert motorized to the possibility of bicyclists in the roadway. Each sign costs approximately $200.00, including installation for a total of approximately $400.00. More signs could be placed along the corridor at the City or County's discretion if they feel there is a need for additional signs to alert motorist of the potential of bicycles within the travel lanes at major intersections.

Sharrows are not applicable for installation along Eastern Shore Drive. In order for a sharrow to be installed a travel lane must be between 13 and 15-feet. Based on current typical sections all outside lanes along Eastern Shore Drive from South Boulevard to E. College Avenue are between 11 and 12 feet. If, as part of a resurfacing project, all outside travel lanes were stripped as 13 foot lanes, sharrows could be installed. Sharrows are installed after every major intersection and not more than 250 feet part. Each sharrow is approximately $200.00, which includes installation.

A single lane roundabout is proposed for the unsignalized intersection of South Division Street/Avery Street to mitigate the unacceptable LOS along the Avery Street approach. The total planning level cost estimate for the roundabout is $635,000.00 and includes the study to determine if a roundabout is feasible at the intersection, Right-Of-Way (ROW) acquisition, construction of the roundabout, and other miscellaneous items, such as traffic control and mobilization.

A recommendation to explore extending the existing left-turn lane storage along E. College Avenue is included in this report. Current conditions include back-to-back left-turn lanes for adjacent intersections. For the westbound E. College Avenue approach, John Street could be restricted to a Right-In/Right-Out (RIRO) movement via channelizing islands, and the existing left-turn lane storage could be extended an additional 200-feet for a total westbound left-turn lane length of 325-feet which would be adequate for the projected 95th Percentile Queues. The cost for a concrete channelizing island would be $10,000.00, and does not include milling and overlay along E. College Avenue to remove the existing left-turn lane for John Street. It is assumed this could occur as a routine street resurfacing project.

The existing storage along the eastbound W. College Avenue approach consists of two (2) back-to-back left-turn lanes for two (2) signalized intersections. Options were considered, such as restricting the Salisbury University parking lot to RIRO, or constructing dual left-turn lanes or side-by-side left-turn lanes, but would be costly and require an additional travel lane. Improvements along the eastbound W. College Avenue approach are not included in this report. The approach queues

should be monitored. If any development occurs along this section of roadway the two (2) signalized intersection should be considered within any required study.

The total assumed costs for the long-term (2034) motorized improvements are approximately $645,400.00 as illustrated in **Figure 32** later in the report.

Summary

An assumed developments location map is illustrated in **Figure 15**, and volumes associated with the assumed developments are illustrated in **Figures 16** and **17** illustrating the 2024 and 2034 projected volumes, respectively. Future motorized traffic volumes are illustrated in **Figures 18** and **19** for the 2024 and 2034 traffic volumes. A summary of the levels-of-service (LOS), delays, and queues associated with each intersection analyzed are illustrated in **Figures 20** through **30**. **Figure 31** illustrates the proposed signalized intersection for Eastern Shore Drive at E. Carroll Street/Pond Street and **Figure 31A** illustrates the roundabout alternative. **Figure 32** provides a cost estimate for the Phase I motorized improvements. 11x17 figures illustrating the existing and future traffic volumes (**Figures 14** and **16 through 18**) as well as 11x17 figures illustrating **Figures 31** and **31A** (to scale) are provided in **Appendix B**. The reports generated from the Synchro software are included in **Appendix C.**

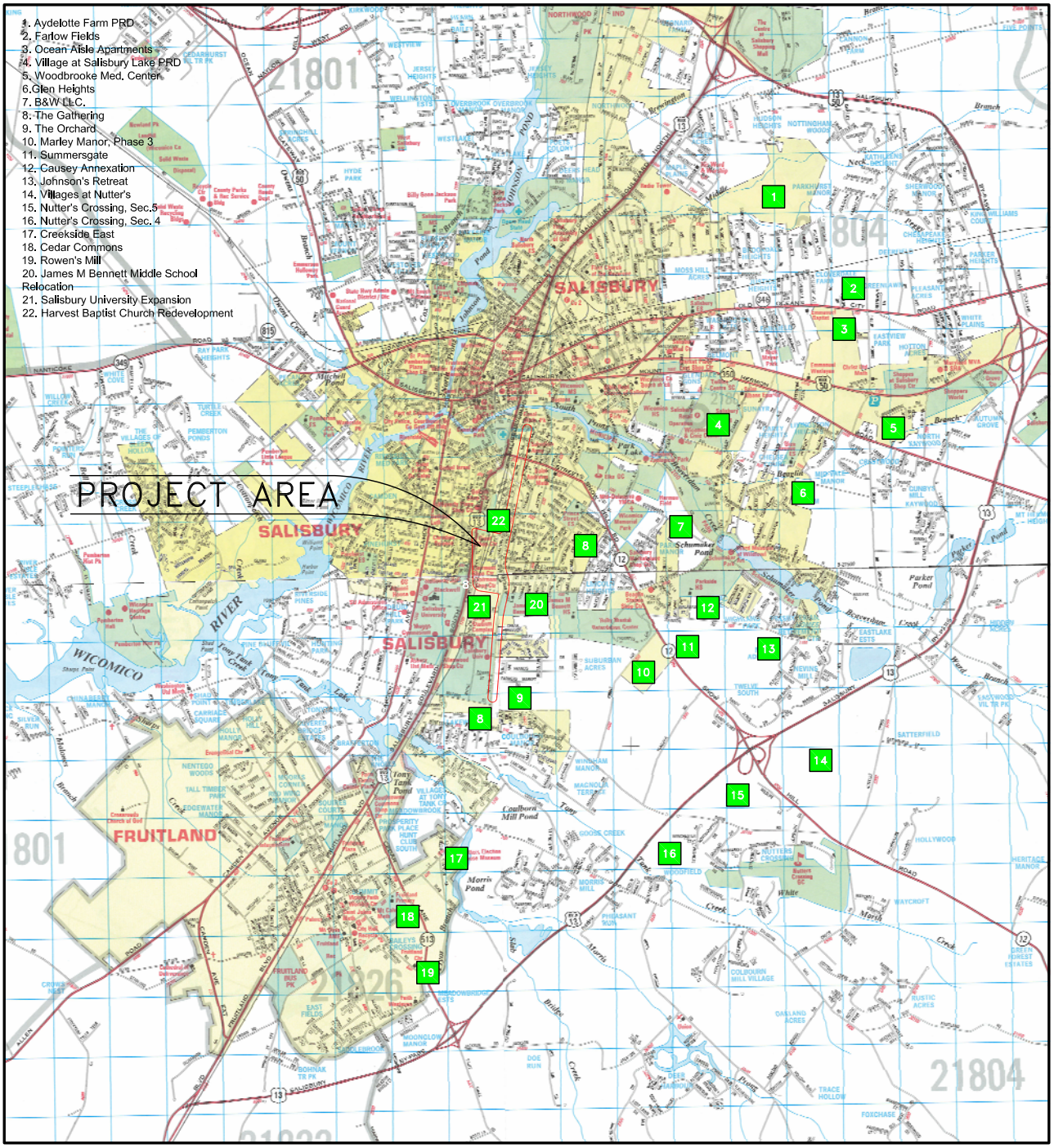


FIGURE 15

COMMITTED DEVELOPMENTS LOCATION MAP

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS

SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date: 2/15	Scale: 1"= 1 MILE	Proj.No.: 0166F001.A01

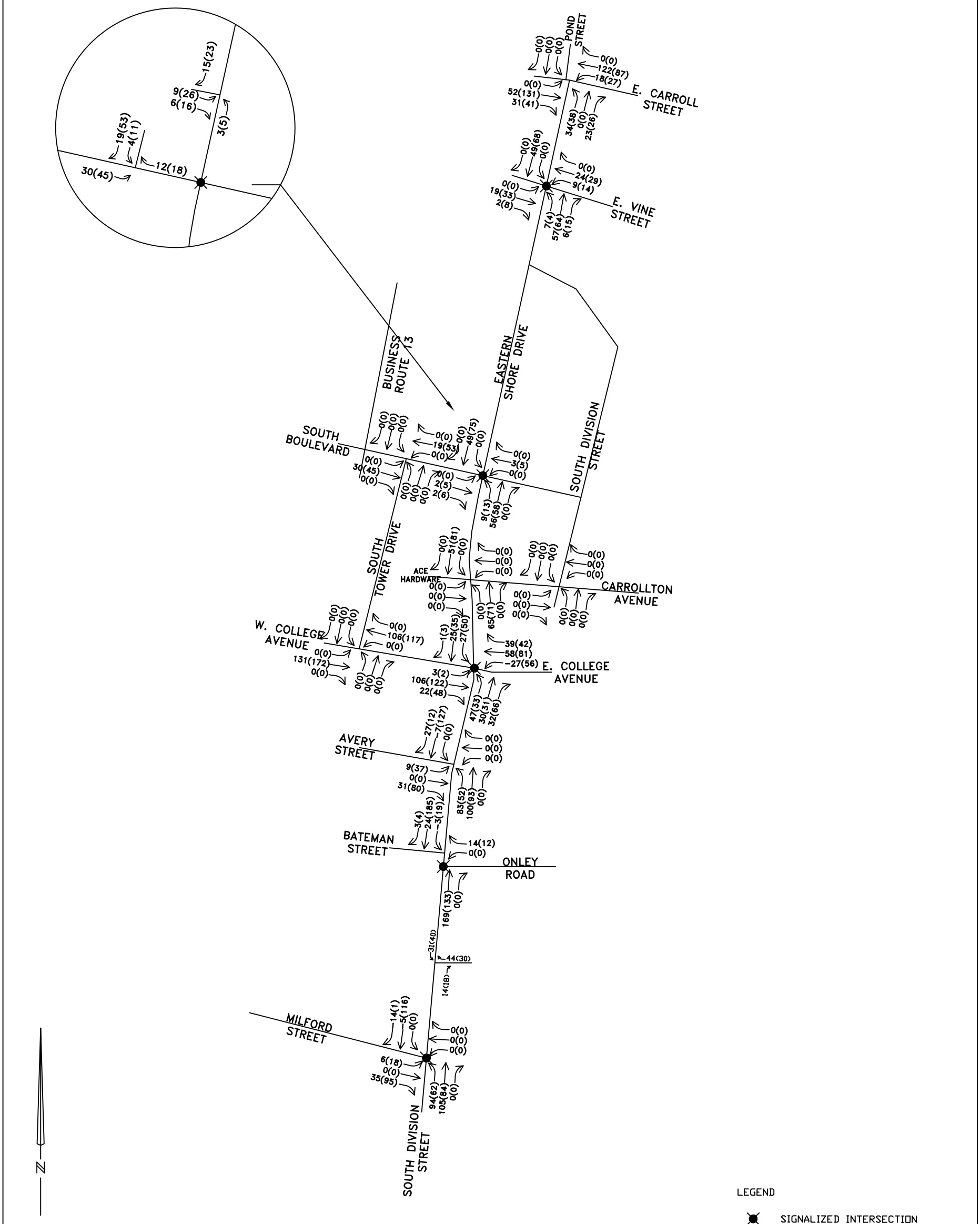


FIGURE 16

ASSUMMED DEVELOPMENT TRIP ASSIGNMENT – 2024

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS
SALISBURY, MARYLAND 410–543–9091
MILFORD, DELAWARE 302–424–1441

EASTERN SHORE DRIVE CORRIDOR STUDY SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

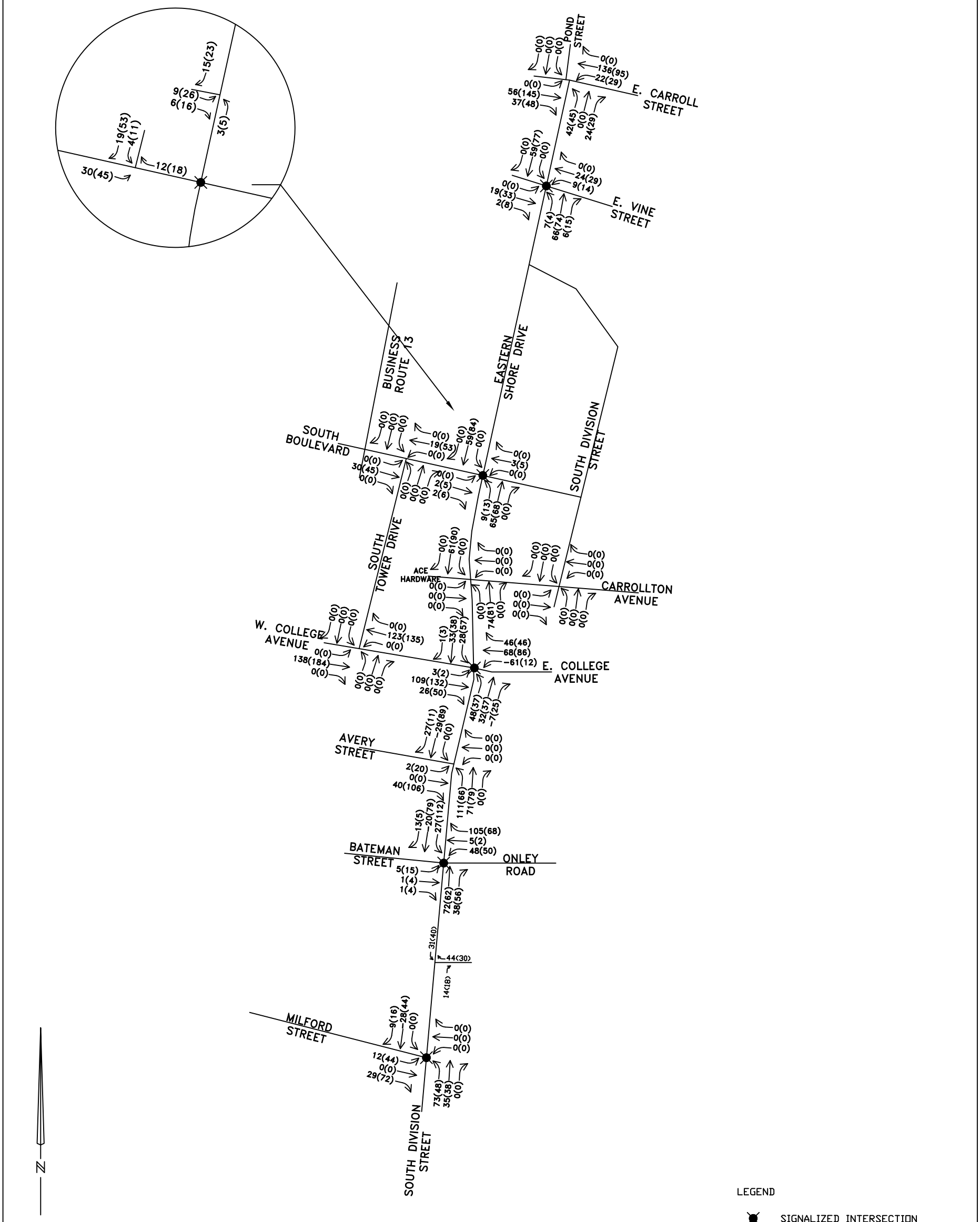


FIGURE 17

ASSUMMED DEVELOPMENT TRIP ASSIGNMENT – 2034

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS
SALISBURY, MARYLAND 410–543–9091
MILFORD, DELAWARE 302–424–1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

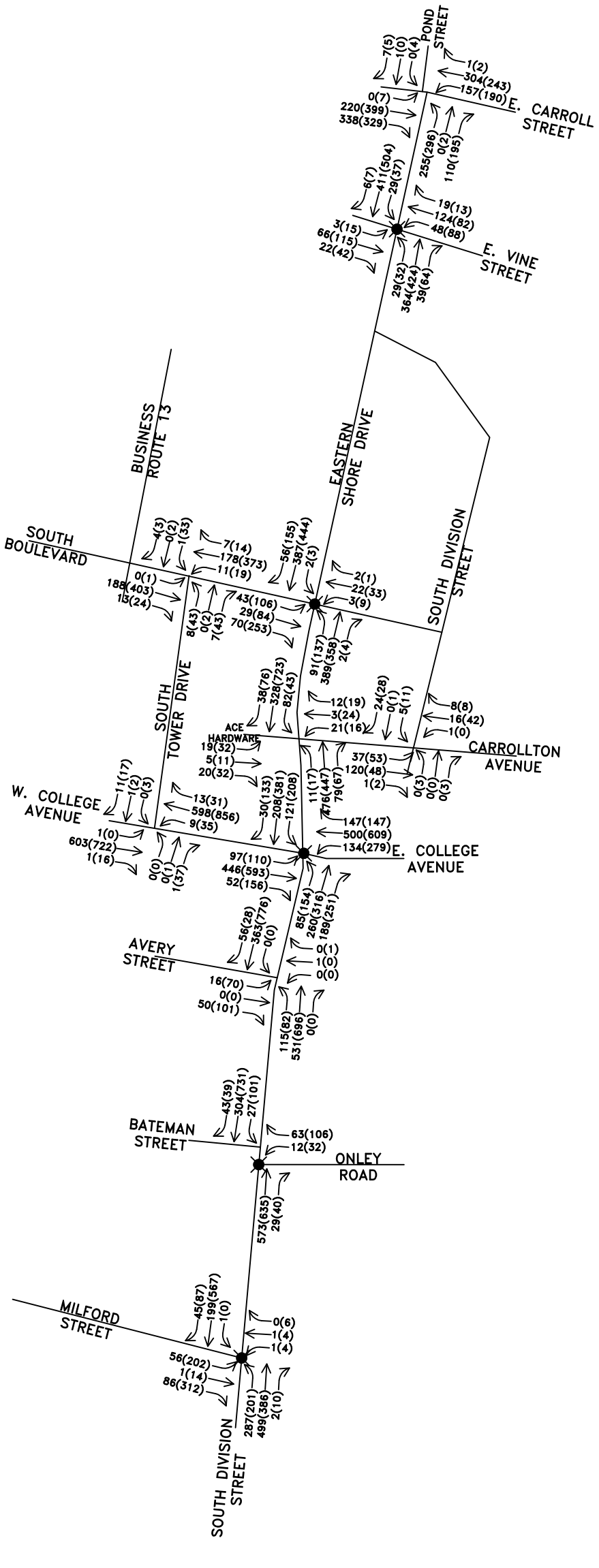


FIGURE 18

FUTURE MOTORIZED TRAFFIC – 2024

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS
SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

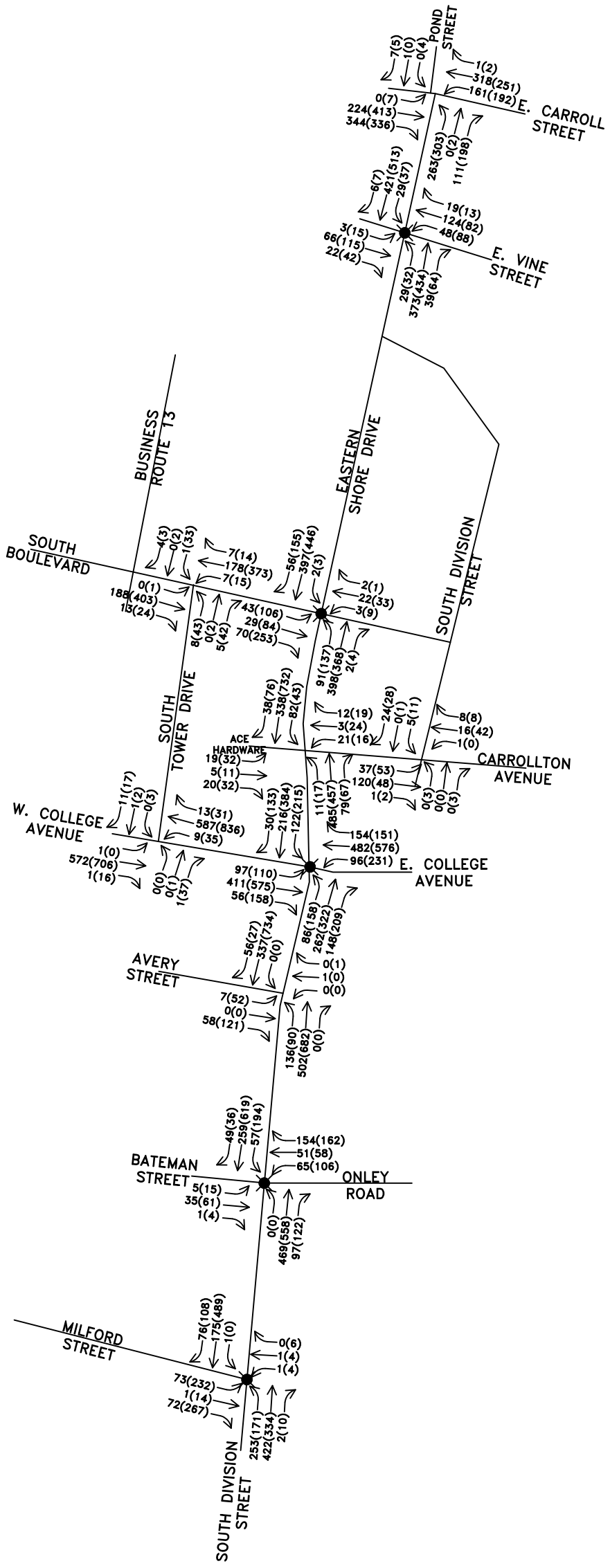


FIGURE 19

FUTURE MOTORIZED TRAFFIC – 2034

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS
SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

Eastern Shore Drive Corridor Study

Unsignalized (Two-Way Stop Controlled)
HCM 2010 Report LOS and 95th Percentile Queue Length Summary

Intersection	Time	Case	Appr Delay for EB E. Carroll Street		95th Percetile Queue for EB E. Carroll Street		Appr Delay for WB E. Carroll Street		95th Percetile Queue for WB E. Carroll Street		Appr Delay for NB Eastern Shore Drive		95th Percetile Queue for NB Eastern Shore Drive		Appr Delay for SB Pond Street		95th Percetile Queue for SB Pond Street	
			LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
Eastern Shore Drive @ East Carroll Street[1]	Weekday AM	Existing - Case 1	A	0.0	0.00	0	A	3.5	0.40	15	D	29.2	5.20	120	A	9.9	0.00	0
		Future - Case 2a	A	0.0	0.00	0	A	2.8	0.50	15	F	90.3	12.00	290	B	10.9	0.00	0
		Future - Case 3a	A	0.0	0.00	0	A	2.8	0.50	15	F	110.9	13.60	330	B	11.0	0.00	0
	Weekday PM	Existing - Case 1	A	0.1	0.00	0	A	4.2	0.50	15	F	89.1	12.80	310	C	17.3	0.10	15
		Future - Case 2a	A	0.1	0.00	0	A	3.9	0.70	15	F	330.7	26.10	643	D	28.2	0.20	15
		Future - Case 3a	A	0.1	0.00	0	A	3.9	0.70	15	F	371.2	27.80	685	D	30.0	0.20	15

Intersection	Time	Case	Appr Delay for NB Eastern Shore Drive		95th Percetile Queue for NB Eastern Shore Drive		Appr Delay for SB Eastern Shore Drive		95th Percetile Queue for SB Eastern Shore Drive		Appr Delay for WB S. Division Street		95th Percetile Queue for WB Division Street		Appr Delay for EB ACE Hardware Entrance		95th Percetile Queue for EB ACE Hardware Entrance	
			LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
Eastern Shore Drive @ South Division Street	Weekday AM	Existing - Case 1	A	0.2	0.00	0	A	2.1	0.30	15	C	22.1	0.60	15	C	16.8	0.30	15
		Future - Case 2a	A	0.2	0.00	0	A	1.9	0.40	15	D	26.4	0.70	15	C	19.2	0.40	15
		Future - Case 2b	A	0.0	0.00	0	A	0.0	0.00	15	B	10.1	0.10	15	A	9.6	0.10	15
		Future - Case 3a	A	0.2	0.00	0	A	1.9	0.40	15	D	27.2	0.80	15	C	19.6	0.40	15
		Future - Case 3b	A	0.0	0.00	0	A	0.0	0.00	15	B	10.2	0.10	15	A	9.7	0.10	15
	Weekday PM	Existing - Case 1	A	0.3	0.10	15	A	0.5	0.10	15	D	29.1	1.20	20	D	26.4	0.90	15
		Future - Case 2a	A	0.3	0.10	15	A	0.5	0.20	15	E	38.6	1.70	33	D	34.3	1.30	23
		Future - Case 2b	A	0.0	0.00	15	A	0.0	0.00	15	A	9.9	0.10	15	B	11.3	0.20	15
		Future - Case 3a	A	0.3	0.10	15	A	0.5	0.20	15	E	40.5	1.70	33	E	35.6	1.30	23
		Future - Case 3b	A	0.0	0.00	15	A	0.0	0.00	15	A	9.9	0.10	15	B	11.4	0.20	15

Intersection	Time	Case	Appr Delay for EB South Division Street		Percetile Queue for EB South Division Street		Appr Delay for WB Carrollton Avenue		95th Percetile Queue for WB Carrollton Avenue		Appr Delay for SB S. Division Street		Percetile Queue for SB S. Division Street					
			LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet				
South Division Street @ Carrollton Avenue	Weekday AM	Existing - Case 1	A	1.7	0.10	15	A	0.0	0.00	0	A	9.0	0.20	15				
		Future - Case 2	A	1.7	0.10	15	A	0.0	0.00	0	A	9.0	0.20	15				
		Future - Case 3	A	1.7	0.10	15	A	0.0	0.00	0	A	9.0	0.20	15				
	Weekday PM	Existing - Case 1	A	3.9	0.10	15	A	0.0	0.00	0	A	9.3	0.20	15				
		Future - Case 2	A	3.9	0.10	15	A	0.0	0.00	0	A	9.2	0.20	15				
		Future - Case 3	A	3.9	0.10	15	A	0.0	0.00	0	A	9.2	0.20	15				

Notes:

[1] Eastern Shore Drive and East Carroll Street are analyzed as a Signalized Intersection for Case 3b.

[2] Stop signs exists along the southbound and westbound approaches. To generate delays only southbound approach assumed as stop controlled.

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 20

Unsignalized (Two-Way Stop Controlled)
HCM 2010 Report LOS and 95th Percentile Queue Length Summary

Intersection	Time	Case	Appr Delay for EB South Boulevard		95th Percetile Queue for EB South Boulevard		Appr Delay for WB South Boulevard		95th Percetile Queue for WB South Boulevard		Appr Delay for NB South Tower Drive		Percetile Queue for NB South Tower Drive		Appr Delay for SB South Tower Drive		95th Percetile Queue for SB South Tower Drive	
			LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
South Boulevard @ South Tower Drive	Weekday AM	Existing - Case 1	A	0.0	0.00	0	A	0.5	0.00	0	B	10.7	0.10	15	A	9.8	0.00	0
		Future - Case 2a	A	0.0	0.00	0	A	0.4	0.00	0	B	11.1	0.10	15	B	10.1	0.00	0
		Future - Case 2b	A	0.0	0.00	0	A	0.4	0.00	0	B	11.1	0.10	15	B	10.1	0.00	0
		Future - Case 3a	A	0.0	0.00	0	A	0.3	0.00	0	B	11.3	0.10	15	B	10.0	0.00	0
		Future - Case 3b	A	0.0	0.00	0	A	0.3	0.00	0	B	11.3	0.10	15	B	10.0	0.00	0
	Weekday PM	Existing - Case 1	A	0.0	0.00	0	A	0.4	0.10	15	C	17.0	0.90	15	C	20.6	0.50	15
		Future - Case 2a	A	0.0	0.00	0	A	0.4	0.10	15	C	19.3	1.10	18	C	24.0	0.60	15
		Future - Case 2b	A	0.0	0.00	0	A	0.4	0.10	15	C	19.3	1.10	18	C	24.0	0.60	15
		Future - Case 3a	A	0.0	0.00	0	A	0.3	0.00	0	C	19.1	1.10	18	C	23.5	0.60	15
		Future - Case 3b	A	0.0	0.00	0	A	0.3	0.00	0	C	19.1	1.10	18	C	23.5	0.60	15

Intersection	Time	Case	Appr Delay for EB West College Avenue		95th Percetile Queue for EB West College Avenue		Appr Delay for WB West College Avenue		95th Percetile Queue for WB West College Avenue		Appr Delay for NB South Tower Drive		95th Percetile Queue for NB South Tower Drive		Appr Delay for SB South Tower Drive		95th Percetile Queue for SB South Tower Drive	
			LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
West College Avenue @ South Tower Drive	Weekday AM	Existing - Case 1	A	0.0	0.00	0	A	0.2	0.00	0	B	10.2	0.00	0	B	11.7	0.10	15
		Future - Case 2a	A	0.0	0.00	0	A	0.2	0.00	0	B	10.8	0.00	0	B	12.4	0.10	15
		Future - Case 2b	A	0.0	0.00	0	A	0.2	0.00	0	B	10.8	0.00	0	B	12.4	0.10	15
		Future - Case 3a	A	0.0	0.00	0	A	0.2	0.00	0	B	10.6	0.00	0	B	12.3	0.10	15
		Future - Case 3b	A	0.0	0.00	0	A	0.2	0.00	0	B	10.6	0.00	0	B	12.3	0.10	15
	Weekday PM	Existing - Case 1	A	0.0	0.00	0	A	0.6	0.10	15	B	10.9	0.20	15	B	13.2	0.20	15
		Future - Case 2a	A	0.0	0.00	0	A	0.6	0.10	15	B	11.8	0.20	15	B	14.0	0.20	15
		Future - Case 2b	A	0.0	0.00	0	A	0.6	0.10	15	B	11.8	0.20	15	B	14.0	0.20	15
		Future - Case 3a	A	0.0	0.00	0	A	0.6	0.10	15	B	11.7	0.20	15	B	13.9	0.20	15
		Future - Case 3b	A	0.0	0.00	0	A	0.6	0.10	15	B	11.7	0.20	15	B	13.9	0.20	15

Intersection	Time	Case	Appr Delay for EB Avery Street		95th Percetile Queue for EB Avery Street		Appr Delay for WB Access		95th Percetile Queue for WB Access		Appr Delay for NB South Division Street		95th Percetile Queue for NB South Division		Appr Delay for SB South Division Street		95th Percetile Queue for SB South Division	
			LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
South Division Street @ Avery Street	Weekday AM	Existing - Case 1	B	14.0	0.10	15	C	19.8	0.00	0	A	0.6	0.10	15	A	0.0	0.00	0
		Future - Case 2a	C	17.6	0.50	15	D	28.9	0.00	0	A	1.6	0.40	15	A	0.0	0.00	0
		Future - Case 2b	C	17.6	0.50	15	D	28.9	0.00	0	A	1.6	0.40	15	A	0.0	0.00	0
		Future - Case 3a	B	13.6	0.30	15	D	29.0	0.00	0	A	1.9	0.50	15	A	0.0	0.00	0
	Weekday PM	Existing - Case 1	E	46.2	1.60	30	B	13.7	0.00	0	A	0.4	0.10	15	A	0.0	0.00	0
		Future - Case 2a	F	217.1	7.70	183	C	15.0	0.00	0	A	1.1	0.40	15	A	0.0	0.00	0
		Future - Case 2b	F	217.1	7.70	183	C	15.0	0.00	0	A	1.1	0.40	15	A	0.0	0.00	0
		Future - Case 3a	F	99.6	5.00	115	B	14.8	0.00	15	A	1.2	0.40	15	A	0.0	0.00	0

Notes:

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 21

Eastern Shore Drive Corridor Study

Roundabout

HCS Report Summary

Intersection	Time	Case	Intersection		EB E. Carroll Street Approach		95th Percetile Queue for EB E. Carroll Street Approach		WB E. Carroll Street Approach		95th Percetile Queue for WB E. Carroll Street Approach		NB Eastern Shore Drive Approach		95th Percetile Queue for NB Eastern Shore Drive Approach		SB Pond Street Approach		95th Percetile Queue for SB Pond Street Approach	
			LOS	Delay	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
Eastern Shore Drive @ E. Carroll Street	Weekday AM	Future - Case 3c	**B**	10.7	**A**	8.1	1.0	**15**	**C**	16.3	5.0	**115**	**A**	7.5	2.0	**40**	**A**	7.8	0.0	**15**
	Weekday PM	Future - Case 3c	**B**	11.6	**A**	9.9	3.0	**65**	**C**	15.1	5.0	**115**	**B**	11.1	3.0	**65**	**A**	7.6	0.0	**15**

Intersection	Time	Case	Intersection		EB Avery Street Approach		95th Percentile Queue for EB Avery Street Approach		WB Nationwide Approach		95th Percentile Queue for WB Nationwide Approach		NB South Division Street Approach		95th Percentile Queue for NB South Division Street Approach		SB South Division Street Approach		95th Percentile Queue for SB South Division Street Approach	
			LOS	Delay	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet	LOS	Delay	Veh	Feet
South Division Street @ Avery Street	Weekday AM	Future - Case 3b	**B**	12.1	**A**	5.8	1.7	**33**	**A**	6.9	0.6	**4**	**B**	14	3.6	**80**	**B**	10.1	4.6	**105**
	Weekday PM	Future - Case 3b	**C**	21.8	**B**	14.1	3.7	**82**	**A**	8.1	0.6	**6**	**C**	21.2	14.4	**349**	**C**	24.1	14.6	**356**

Key

Delay - Measured in seconds

Case 3b - 2034 Future Conditions with Major Improvements to the Roadway Network

Case 3c - 2034 Future Conditions with Major Improvements to the Roadway Network

Figure 22

Eastern Shore Drive Corridor Study

Signalized Intersections
HCM 2010 Report Summary

Intersection	Time	Case	Intersection		EB E. Vine Street Approach		WB E. Vine Street Approach		NB Eastern Shore Drive Approach		SB Eastern Shore Drive Approach	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Eastern Shore Drive @ E. Vine Street	Weekday AM	Existing - Case 1	B	14.2	C	21.5	C	20.1	B	12.4	B	12.2
		Future - Case 2a	B	16.4	C	24.5	C	22.5	B	14.2	B	14.3
		Future - Case 2b	B	19.5	C	32.7	C	30.4	B	15.0	B	16.4
		Future - Case 3a	B	16.4	C	24.5	C	22.5	B	14.3	B	14.4
		Future - Case 3b	B	19.6	C	32.7	C	30.4	B	15.2	B	16.7
	Weekday PM	Existing - Case 1	B	17.4	C	25.2	C	21.1	B	15.8	B	15.6
		Future - Case 2a	B	18.9	C	25.8	C	20.9	B	15.9	B	17.8
		Future - Case 2b	C	22.8	C	28.7	C	23.3	B	15.5	C	25.3
		Future - Case 3a	B	19.4	C	25.8	C	20.9	B	18.3	B	18.0
		Future - Case 3b	C	27.3	C	30.2	C	25.7	C	23.6	C	30.5

Intersection	Time	Case	Intersection		EB South Blvd Approach		WB South Blvd Approach		NB Eastern Shore Drive Approach		SB Eastern Shore Drive Approach	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Eastern Shore Drive @ South Boulevard	Weekday AM	Existing - Case 1	B	14.1	B	18.9	C	23.8	B	11.1	B	15.0
		Future - Case 2a	B	14.6	B	18.5	C	23.4	B	11.6	B	16.1
		Future - Case 2b	B	19.9	B	19.5	C	24.5	B	14.6	C	25.5
		Future - Case 3a	B	14.7	B	18.5	C	23.4	B	11.7	B	16.2
		Future - Case 3b	B	18.0	C	22.1	C	27.1	B	13.2	C	21.3
	Weekday PM	Existing - Case 1	B	19.0	C	20.9	C	23.0	B	13.7	C	21.6
		Future - Case 2a	C	20.2	C	21.4	C	23.3	B	14.3	C	24.1
		Future - Case 2b	C	28.5	D	39.6	A	0.0	B	15.9	C	32.8
		Future - Case 3a	C	20.2	C	21.4	C	23.3	B	14.3	C	24.2
		Future - Case 3b	C	30.2	D	43.7	A	0.0	B	15.8	C	34.7

Intersection	Time	Case	Intersection		EB W. College Avenue Approach		WB E. College Avenue Approach		NB S. Division Street Approach		SB Eastern Shore Drive Approach	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Eastern Shore Drive / South Division Street @ College Avenue	Weekday AM	Existing - Case 1	C	28.2	C	28.7	C	32.4	C	22.6	C	25.3
		Future - Case 2a	C	33.2	D	35.2	D	41.4	C	23.4	C	26.9
		Future - Case 2b	D	35.5	C	30.8	D	45.4	C	25.6	C	30.3
		Future - Case 3a	C	34.1	C	33.5	D	46.7	C	22.3	C	25.9
		Future - Case 3b	C	34.0	C	28.5	D	46.6	C	22.9	C	26.4
	Weekday PM	Existing - Case 1	C	31.5	C	34.4	D	37.4	C	22.7	C	28.7
		Future - Case 2a	D	44.6	D	47.7	D	38.9	D	45.6	D	48.0
		Future - Case 2b	D	37.0	D	39.2	D	40.6	C	30.5	C	33.0
		Future - Case 3a	D	41.3	D	50.9	D	51.3	C	24.5	C	33.2
		Future - Case 3b	D	35.5	D	36.3	D	40.4	C	29.2	C	31.9

Notes:

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 23

Signalized Intersections
HCM 2010 Report Summary

Intersection	Time	Case	Intersection		EB Bateman Street Approach		WB Onley Road Approach		NB S. Divisions Street Approach		SB S. Division Street Approach	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
South Division Street @ Onley Road[1]	Weekday AM	Existing - Case 1	A	5.9	N/A	N/A	B	15.3	A	5.6	A	4.5
		Future - Case 2a	A	7.1	N/A	N/A	C	20.7	A	6.8	A	4.5
		Future - Case 2b	A	7.1	N/A	N/A	C	20.7	A	6.8	A	4.5
		Future - Case 3a	A	8.9	N/A	N/A	D	41.8	A	6.2	A	4.0
		Future - Case 3b	A	8.9	N/A	N/A	D	41.8	A	6.2	A	4.0
	Weekday PM	Existing - Case 1	A	9.3	N/A	N/A	B	16.8	A	8.4	A	8.6
		Future - Case 2a	B	11.9	N/A	N/A	B	19.5	B	10.4	B	11.8
		Future - Case 2b	B	11.9	N/A	N/A	B	19.5	B	10.4	B	11.8
		Future - Case 3a	B	13.1	N/A	N/A	D	49.0	A	8.8	A	9.3
		Future - Case 3b	B	12.4	N/A	N/A	D	46.9	A	8.4	A	8.8
			Intersection		EB Approach		WB Approach		NB Approach		SB Approach	
Intersection	Time	Case	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
South Division Street @ Milford Street	Weekday AM	Existing - Case 1	B	13.2	B	13.3	B	12.5	B	11.0	B	18.0
		Future - Case 2a	B	14.0	B	16.2	B	14.7	B	11.5	C	20.7
		Future - Case 2b	B	14.0	B	16.2	B	14.7	B	11.5	C	20.7
		Future - Case 3a	B	13.8	B	16.2	B	14.7	B	10.6	C	21.3
		Future - Case 3b	B	13.8	B	16.2	B	14.7	B	10.6	C	21.3
	Weekday PM	Existing - Case 1	C	20.8	C	21.0	B	14.9	B	11.0	C	29.0
		Future - Case 2a	C	32.0	C	33.9	C	29.4	B	18.5	D	42.9
		Future - Case 2b	C	32.0	C	33.9	C	29.4	B	18.5	D	42.9
		Future - Case 3a	C	25.2	C	30.3	B	17.5	B	11.9	C	32.4
		Future - Case 3b	C	28.1	D	48.0	C	25.7	B	11.4	C	25.5
			Intersection		EB E. Carroll Street Approach		WB E. Carroll Street Approach		NB Eastern Shore Drive Approach		SB Pond Street Approach	
Intersection	Time	Case	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Eastern Shore Drive @ E. Carroll Street[2]	Weekday AM	Future - Case 2b	A	7.5	A	6.3	A	6.8	A	9.8	A	7.4
		Future - Case 2b[3]	B	17.2	C	20.3	B	12.2	C	23.2	C	22.2
		Future - Case 3b	B	17.8	B	14.3	B	18.6	C	22.0	C	24.3
		Future - Case 3b[3]	B	17.4	C	20.5	B	12.4	C	23.7	C	22.8
	Weekday PM	Future - Case 2b	C	22.7	C	20.7	C	23.4	C	25.3	A	0.3
		Future - Case 2b[3]	C	24.4	C	28.8	B	16.3	C	30.3	C	26.3
		Future - Case 3b	C	23.1	C	22.0	C	23.3	C	24.8	A	0.3
		Future - Case 3b[3]	C	24.6	C	28.4	B	15.3	C	32.9	C	29.6

Notes:

[1] Bateman Street is one way only, and there is no EB Approach available.

[2] Eastern Shore Drive and East Carroll Street is analyze as as Two-Way Stop Control for Case 1, Case 2a, and Case 3a.

[3] Assumes Exclusive Northbound, Eastbound and Westbound Turn Lanes.

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 24

Eastern Shore Drive Corridor Study

Signalized Intersections
Synchro plus SimTraffic 9 - 95th Percentile Queue Length Summary

					SimTraffic 95th Percentile Queue Length[1]																			
			Intersection		EB Left		EB Through		EB Right		WB Left		WB Through		WB Right		NB Left		NB Through		NB Right		SB Through	
Intersection	Time	Case	LOS	Delay	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet
Eastern Shore Drive @ E. Carroll Street[2]	Weekday AM	Future - Case 2b	A	7.5	N/A	**N/A**	5.9	**137**	3.7	**83**	5.8	**136**	4.7	**108**	3.3	**73**	4.2	**95**	4.4	**99**	2.0	**41**	1.3	**23**
		Future - Case 2b[3]	B	17.2	0.0	**0**	6.2	**144**	3.7	**82**	4.8	**109**	6.1	**142**	0.0	**0**	8.8	**211**	0.0	**0**	2.2	**45**	1.3	**23**
		Future - Case 3b	B	17.8	N/A	**N/A**	6.4	**149**	3.0	**64**	5.9	**138**	4.2	**96**	3.0	**65**	4.5	**102**	4.9	**112**	2.0	**39**	1.3	**22**
		Future - Case 3b[3]	B	17.4	0.0	**0**	6.8	**161**	3.1	**68**	4.7	**108**	7.0	**166**	0.0	**0**	8.8	**211**	0.0	**0**	1.4	**25**	1.5	**28**
	Weekday PM	Future - Case 2b	C	22.7	N/A	**N/A**	9.7	**232**	3.1	**68**	6.6	**154**	4.0	**90**	2.1	**42**	4.9	**113**	5.6	**131**	4.1	**93**	1.4	**24**
		Future - Case 2b[3]	C	24.4	1.1	**18**	9.4	**225**	4.2	**96**	5.0	**116**	5.0	**116**	0.6	**6**	9.0	**215**	0.9	**13**	3.7	**82**	1.4	**25**
		Future - Case 3b	C	23.1	N/A	**N/A**	10.8	**259**	3.8	**85**	6.6	**154**	3.6	**79**	2.2	**45**	5.4	**126**	5.5	**128**	4.4	**101**	1.2	**21**
		Future - Case 3b[3]	C	24.6	1.4	**25**	11.8	**286**	4.3	**97**	4.9	**112**	4.7	**108**	0.6	**5**	9.6	**229**	1.0	**15**	3.4	**75**	1.2	**19**
		Maximum Movement Queue			1.4	**25**	11.8	**286**	4.3	**97**	6.6	**154**	7.0	**166**	3.3	**73**	9.6	**229**	5.6	**131**	4.4	**101**	1.5	**28**
		Storage Provided			9.6	**230**	9.6	**230**	8.4	**200**	6.4	**150**	14.4	**350.0**	14.4	**350**	13.6	**330**	N/A		N/A		N/A	
		Maximum Approach Queue			11.8		**286**				7.0		**166**				9.6		**229**				1.5	**28**

Notes:

[1] SimTraffic was used to project a 95th - Percentile Queue Length

[2] Eastern Shore Drive and East Carroll Street is analyze as as Two-Way Stop Control for Case 1, Case 2a, and Case 3a.

[3] Assumes Exclusive Northbound, Eastbound and Westbound Turn Lanes.

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 25

Eastern Shore Drive Corridor Study

Signalized Intersections
Synchro plus SimTraffic 9 - 95th Percentile Queue Length Summary

					SimTraffic 95th Percentile Queue Length[1]																			
			Intersection		EB Left		EB Through		WB Left		WB Through		NB Left		NB Through		NB Right		SB Left		SB Through		SB Right	
Intersection	Time	Case	LOS	Delay	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet
Eastern Shore Drive @ E. Vine Street	Weekday AM	Existing - Case 1	B	14.2	1.0	**14**	2.8	**59**	2.3	**48**	3.6	**79**	1.9	**38**	4.9	**112**	4.0	**91**	1.9	**37**	3.5	**78**	3.7	**83**
		Future - Case 2a	B	16.4	0.7	**8**	3.4	**76**	2.7	**58**	4.8	**110**	2.3	**47**	5.5	**127**	5.3	**123**	2.0	**39**	4.0	**91**	4.3	**97**
		Future - Case 2b	B	19.5	1.0	**15**	4.0	**91**	3.2	**69**	5.3	**123**	2.7	**58**	8.5	**203**	3.3	**72**	2.1	**42**	7.4	**176**	1.5	**28**
		Future - Case 3a	B	16.4	1.0	**16**	3.4	**75**	2.6	**56**	4.3	**97**	2.2	**45**	5.1	**118**	5.0	**114**	2.0	**40**	4.5	**102**	4.6	**106**
		Future - Case 3b	B	19.6	0.9	**13**	4.2	**94**	3.1	**67**	4.8	**110**	3.3	**73**	9.1	**217**	3.7	**82**	2.0	**40**	8.2	**196**	2.0	**40**
	Weekday PM	Existing - Case 1	B	17.4	1.7	**33**	4.4	**99**	2.8	**60**	2.9	**63**	2.0	**39**	5.0	**116**	5.1	**117**	2.2	**44**	4.3	**97**	4.5	**103**
		Future - Case 2a	B	18.9	2.1	**42**	5.2	**119**	3.5	**77**	3.6	**81**	2.1	**42**	4.4	**100**	4.4	**101**	2.2	**44**	5.2	**119**	5.7	**132**
		Future - Case 2b	C	22.8	2.2	**45**	5.4	**126**	4.0	**90**	3.8	**86**	2.3	**47**	6.9	**163**	4.1	**92**	2.4	**49**	10.4	**251**	2.2	**46**
		Future - Case 3a	B	19.4	1.7	**32**	4.7	**107**	3.7	**82**	3.7	**83**	2.1	**43**	5.3	**122**	5.9	**137**	2.2	**44**	4.6	**106**	5.0	**115**
		Future - Case 3b	C	27.3	1.8	**34**	5.4	**124**	3.8	**85**	4.3	**97**	4.3	**97**	12.7	**307**	5.3	**122**	2.3	**48**	11.3	**272**	2.8	**59**
		Maximum Movement Queue			2.2	**45**	5.4	**126**	4.0	**90**	5.3	**123**	4.3	**97**	12.7	**307**	5.9	**137**	2.4	**49**	11.3	**272**	5.7	**132**
		Storage Provided			4.8	**110**	10.0	**240**	5.0	**115**	10.0	**240.0**	7.4	**174**	12.4	**300**	12.4	**300**	10.8	**260**	22.4	**550**	22.4	**550**
		Maximum Approach Queue			5.4		**126**		5.3		**123**		12.7		**307**				11.3		**272**			

Notes:

[1] SimTraffic was used to project a 95th - Percentile Queue Length

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 26

Eastern Shore Drive Corridor Study

Signalized Intersections
Synchro plus SimTraffic 9 - 95th Percentile Queue Length Summary

					SimTraffic 95th Percentile Queue Length[1]																	
			Intersection		EB Left		EB Through		WB Through		NB Left		NB Through		NB Right		SB Left		SB Through		SB Right	
Intersection	Time	Case	LOS	Delay	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet
Eastern Shore Drive @ South Boulevard	Weekday AM	Existing - Case 1	B	14.1	1.1	**18**	3.0	**66**	2.4	**50**	1.8	**34**	4.4	**101**	3.7	**83**	2.1	**42**	3.6	**79**	3.9	**88**
		Future - Case 2a	B	14.6	2.9	**63**	3.5	**77**	2.3	**47**	3.1	**68**	3.4	**76**	3.8	**84**	0.6	**6**	5.2	**121**	4.2	**94**
		Future - Case 2b	B	19.9	2.8	**61**	3.3	**72**	2.1	**43**	3.6	**79**	5.8	**136**	0.7	**7**	0.7	**8**	8.8	**211**	N/A	**N/A**
		Future - Case 3a	B	14.7	2.8	**59**	3.3	**72**	2.4	**51**	3.2	**71**	3.0	**65**	3.7	**83**	0.8	**10**	5.2	**119**	4.1	**93**
		Future - Case 3b	B	18.0	3.4	**74**	3.5	**78**	2.0	**40**	3.4	**74**	6.0	**139**	0.6	**6**	0.8	**9**	8.9	**212**	N/A	**N/A**
	Weekday PM	Existing - Case 1	B	19.0	4.2	**94**	6.1	**143**	2.8	**60**	4.0	**89**	3.2	**71**	3.8	**85**	0.8	**11**	5.7	**133**	6.8	**159**
		Future - Case 2a	C	20.2	4.2	**94**	6.2	**146**	2.9	**63**	4.1	**92**	3.7	**83**	4.3	**98**	1.7	**33**	6.9	**163**	7.0	**164**
		Future - Case 2b	C	28.5	5.9	**138**	9.9	**238**	3.4	**76**	4.4	**99**	7.6	**180**	0.9	**12**	1.7	**33**	17.4	**424**	N/A	**N/A**
		Future - Case 3a	C	20.2	4.2	**96**	6.6	**156**	2.8	**59**	4.0	**91**	3.5	**78**	4.2	**94**	0.9	**12**	6.2	**144**	6.6	**154**
		Future - Case 3b	C	30.2	6.0	**139**	9.4	**226**	2.9	**62**	5.3	**122**	7.7	**182**	1.4	**24**	0.9	**12**	19.1	**468**	N/A	**N/A**
		Maximum Movement Queue			6.0	**139**	9.9	**238**	3.4	**76**	5.3	**122**	7.7	**182**	4.3	**98**	2.1	**42**	19.1	**468**	7.0	**164**
		Storage Provided			7.2	**170**	18.8	**460**	12.4	**300**	5.4	**125**	N/A		N/A		5.6	**130**	N/A		N/A	
		Maximum Approach Queue			9.9		**238**		3.4	**76**	7.7		**182**				19.1		**468**			

Notes:

[1] SimTraffic was used to project a 95th - Percentile Queue Length

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 27

Eastern Shore Drive Corridor Study

Signalized Intersections
Synchro plus SimTraffic 9 - 95th Percentile Queue Length Summary

					SimTraffic 95th Percentile Queue Length[1]																					
			Intersection		EB Left		EB Through		EB Thru/Right		WB Left		WB Through		WB Thru/Right		NB Left		NB Through		NB Right		SB Left		SB Through		SB Right	
Intersection	Time	Case	LOS	Delay	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet
Eastern Shore Drive / South Division Street @ College Avenue	Weekday AM	Existing - Case 1	C	28.2	4.4	**99**	7.8	**184**	5.6	**129**	5.7	**132**	6.4	**149**	7.3	**173**	2.6	**55**	4.9	**113**	3.9	**87**	4.6	**104**	7.4	**174**	2.0	**41**
		Future - Case 2a	C	33.2	6.1	**142**	9.9	**238**	8.1	**193**	5.7	**133**	7.9	**187**	9.4	**226**	3.4	**74**	4.7	**107**	4.4	**101**	4.6	**106**	7.8	**184**	2.1	**42**
		Future - Case 2b[2]	D	35.5	5.7	**133**	10.2	**246**	8.1	**192**	6.4	**150**	9.2	**219**	10.5	**252**	3.8	**86**	5.0	**114**	1.0	**14**	5.7	**133**	8.6	**204**	0.7	**8**
		Future - Case 3a	C	34.1	4.8	**111**	8.6	**206**	6.8	**159**	4.9	**113**	8.2	**196**	9.6	**229**	3.4	**76**	4.9	**113**	3.7	**82**	5.0	**115**	7.6	**180**	2.1	**42**
		Future - Case 3b[2]	C	34.0	5.1	**117**	8.9	**212**	7.3	**172**	5.3	**123**	9.0	**215**	10.4	**251**	3.7	**83**	4.6	**104**	N/A	**N/A**	4.5	**103**	7.2	**169**	0.0	**10**
	Weekday PM	Existing - Case 1	C	31.5	7.6	**179**	11.5	**278**	9.2	**221**	7.1	**168**	8.3	**198**	9.2	**219**	5.1	**117**	4.6	**105**	4.4	**101**	7.3	**172**	10.6	**256**	3.2	**69**
		Future - Case 2a	D	44.6	9.8	**236**	14.9	**363**	13.4	**326**	8.4	**199**	10.8	**260**	11.4	**274**	7.5	**177**	5.7	**132**	5.2	**121**	11.5	**278**	14.1	**343**	4.8	**110**
		Future - Case 2b[2]	D	37.0	12.4	**301**	31.2	**770**	30.1	**743**	8.6	**204**	13.4	**324**	12.3	**298**	5.7	**133**	5.8	**134**	2.6	**55**	7.8	**185**	10.5	**252**	2.1	**43**
		Future - Case 3a	D	41.3	12.1	**293**	25.8	**635**	24.4	**601**	9.0	**214**	29.4	**725**	21.9	**538**	6.0	**140**	6.7	**157**	4.9	**112**	12.2	**295**	14.6	**354**	5.2	**121**
		Future - Case 3b[2]	D	35.5	11.2	**270**	22.1	**542**	20.7	**507**	8.3	**197**	11.0	**264**	11.3	**272**	6.5	**152**	5.9	**137**	N/A	**N/A**	9.1	**217**	12.4	**300**	3.0	**66**
		Maximum Movement Queue			12.4	**301**	31.2	**770**	30.1	**743**	9.0	**214**	29.4	**725**	21.9	**538**	7.5	**177**	6.7	**157**	5.2	**121**	12.2	**295**	14.6	**354**	5.2	**121**
		Storage Provided			6.2	**145**	12.6	**305**	12.6	**305**	5.4	**125**	29.8	**735**	29.8	**735**	11.4	**275**	31.6	**780**	6.8	**160**	6.4	**150**	69.2	**1720**	9.4	**225**
		Maximum Approach Queue			31.2		**770**		29.4		**725**		7.5		**177**		14.6		**354**									

Notes:

[1] SimTraffic was used to project a 95th Percentile Queue Length

[2] Includes Network Road Improvements (Road Diet) as well as channelization of the eastbound, southbound and northbound right-turn lanes.

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 28

Eastern Shore Drive Corridor Study

Signalized Intersections
Synchro plus SimTraffic 9 - 95th Percentile Queue Length Summary

					SimTraffic 95th Percentile Queue Length[1]							
			Intersection		WB Left/Right		NB Through[2]		SB Left		SB Through	
Intersection	Time	Case	LOS	Delay	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet
South Division Street @ Onley Road	Weekday AM	Existing - Case 1	A	5.9	3.5	**77**	7.8	**184**	2.8	**59**	4.1	**92**
		Future - Case 2a	A	7.1	3.8	**86**	9.5	**227**	2.6	**55**	4.1	**92**
		Future - Case 2b	A	7.1	4.0	**89**	8.9	**213**	2.6	**55**	4.0	**89**
		Future - Case 3a	A	8.9	4.5	**102**	7.6	**181**	3.0	**64**	4.4	**101**
		Future - Case 3b	A	8.9	4.8	**109**	7.7	**182**	2.8	**59**	4.1	**92**
	Weekday PM	Existing - Case 1	A	9.3	3.8	**84**	8.6	**206**	3.6	**80**	4.1	**93**
		Future - Case 2a	B	11.9	4.2	**96**	10.7	**257**	4.0	**89**	3.8	**85**
		Future - Case 2b	B	11.9	4.2	**95**	11.0	**265**	3.8	**85**	3.9	**88**
		Future - Case 3a	B	13.1	7.1	**168**	9.3	**222**	4.9	**113**	8.5	**203**
		Future - Case 3b	B	12.4	4.8	**109**	7.7	**182**	2.8	**59**	4.1	**92**
		Maximum Movement Queue			7.1	**168**	11.0	**265**	4.9	**113**	8.5	**203**
		Storage Provided			13.2	**320**	N/A		15.4	**375**	N/A	
		Maximum Approach Queue			7.1	**168**	11.0	**265**	8.5		**203**	

Notes:

[1] SimTraffic was used to project a 95th - Percentile Queue Length

[2] Shared Through / Right-Turn Lane for Cases 1 and 2

[3] Left-Turn / Right-Turn Lane at T-Intersection for Cases 1 and 2

Key

Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 29

Eastern Shore Drive Corridor Study

Signalized Intersections
Synchro plus SimTraffic 9 - 95th Percentile Queue Length Summary

					SimTraffic 95th Percentile Queue Length [1]													
			Intersection		EB Left		EB Through[2]		WB Through[3]		NB Left		NB Through[2]		SB Left[4]		SB Through[2]	
Intersection	Time	Case	LOS	Delay	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet	Veh	Feet
South Division Street @ Milford Street	Weekday AM	Existing - Case 1	B	13.2	3.2	**70**	2.1	**43**	0.8	**11**	4.5	**103**	6.4	**151**	0.6	**4**	6.4	**151**
		Future - Case 2a	B	14.0	3.7	**82**	2.4	**50**	0.8	**9**	6.0	**141**	7.7	**182**	0.7	**8**	7.1	**167**
		Future - Case 2b	B	14.0	3.6	**79**	2.3	**48**	0.8	**10**	6.2	**146**	7.6	**179**	0.7	**7**	6.9	**163**
		Future - Case 3a	B	13.8	4.0	**90**	2.3	**47**	0.9	**12**	5.6	**130**	6.7	**157**	0.6	**4**	6.8	**159**
		Future - Case 3b	B	13.8	4.1	**93**	2.4	**49**	0.8	**9**	6.0	**139**	6.8	**161**	0.6	**4**	7.0	**166**
	Weekday PM	Existing - Case 1	C	20.8	5.4	**125**	5.1	**117**	1.9	**37**	4.2	**96**	5.3	**123**	0.0	**0**	7.4	**175**
		Future - Case 2a	C	32.0	7.4	**176**	8.4	**199**	1.9	**38**	6.7	**157**	8.0	**191**	0.0	**0**	7.5	**177**
		Future - Case 2b	C	32.0	7.3	**172**	8.1	**193**	1.8	**34**	6.7	**157**	7.9	**187**	0.0	**0**	7.6	**180**
		Future - Case 3a	C	25.2	7.1	**167**	5.9	**137**	1.8	**34**	4.8	**110**	5.4	**126**	0.0	**0**	7.5	**177**
		Future - Case 3b	C	28.1	8.7	**207**	6.4	**151**	1.8	**35**	5.4	**124**	6.0	**140**	0.0	**0**	7.4	**174**
		Maximum Movement Queue			8.7	**207**	8.4	**199**	1.9	**38**	6.7	**157**	8.0	**191**	0.7	**8**	7.6	**180**
		Storage Provided			9.8	**235**	N/A		N/A		6.8	**160**	N/A		14.4	**350**	N/A	
		Maximum Approach Queue			8.7		**207**		1.9	**38**	8.0		**191**		7.6		**180**	

Notes:

[1] SimTraffic was used to project a 95th - Percentile Queue Length

[2] Shared Through / Right-Turn Lane

[3] Shared Left-Turn / Through / Right-Turn Lane

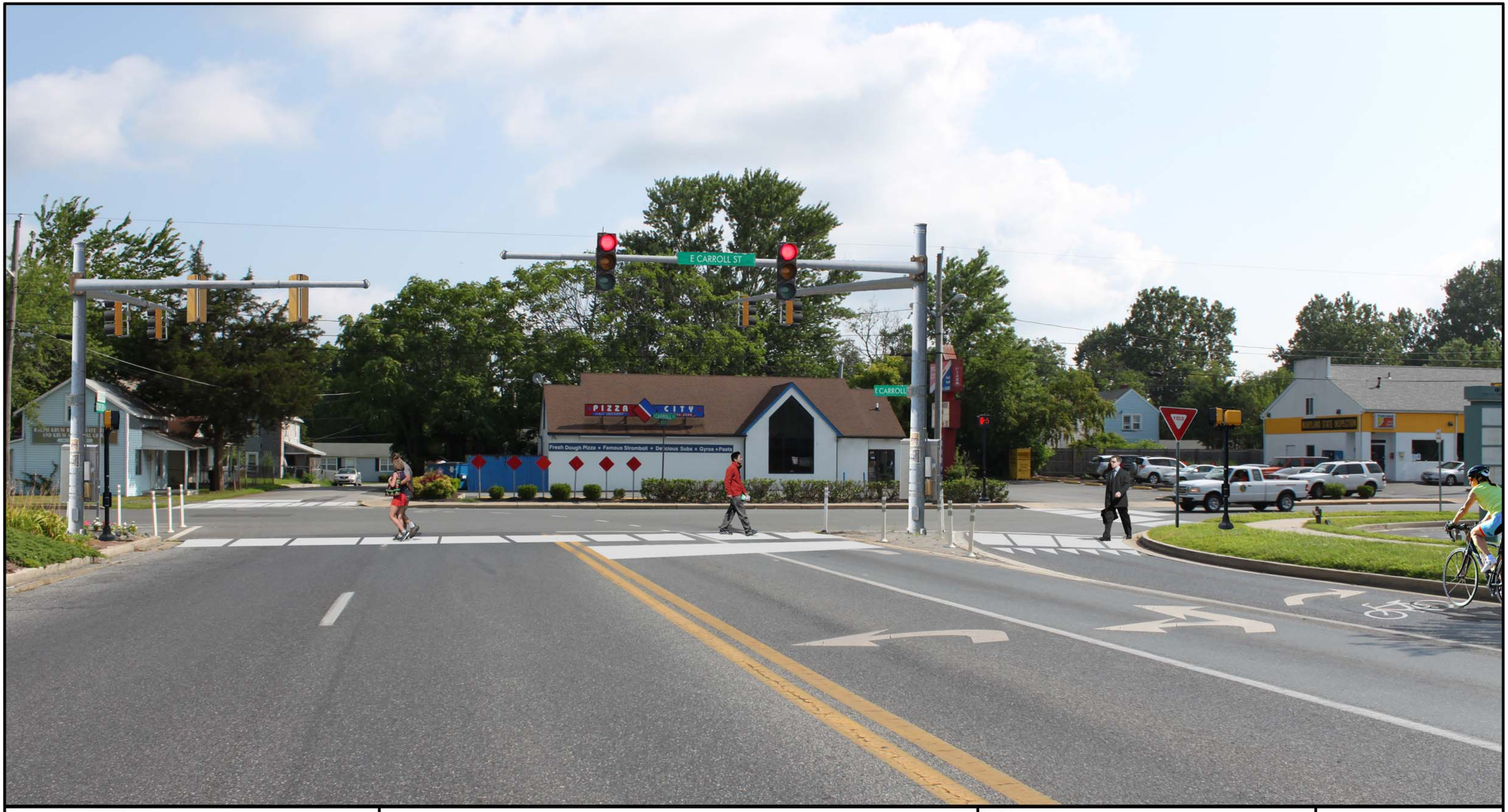
[4] Two-Way Left-Turn Lane

Key

Delay - Measured in seconds

Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 30



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ARCHITECTS, ENGINEERS & SURVEYORS

EASTON ,MARYLAND ■ MILFORD, DELAWARE
410.770.4744 302.424.1441
SALISBURY,MARYLAND ■
410.543.9091

Figure Name:

MOTORIZED VEHICLE
MAJOR IMPROVEMENT #1
SIGNALIZATION OF
E. CARROLL STREET @ EASTERN SHORE DRIVE

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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Description:

E CARROLL STREET PROPOSED SIGNAL

Proj.No.: _____

Dwn.By: ____

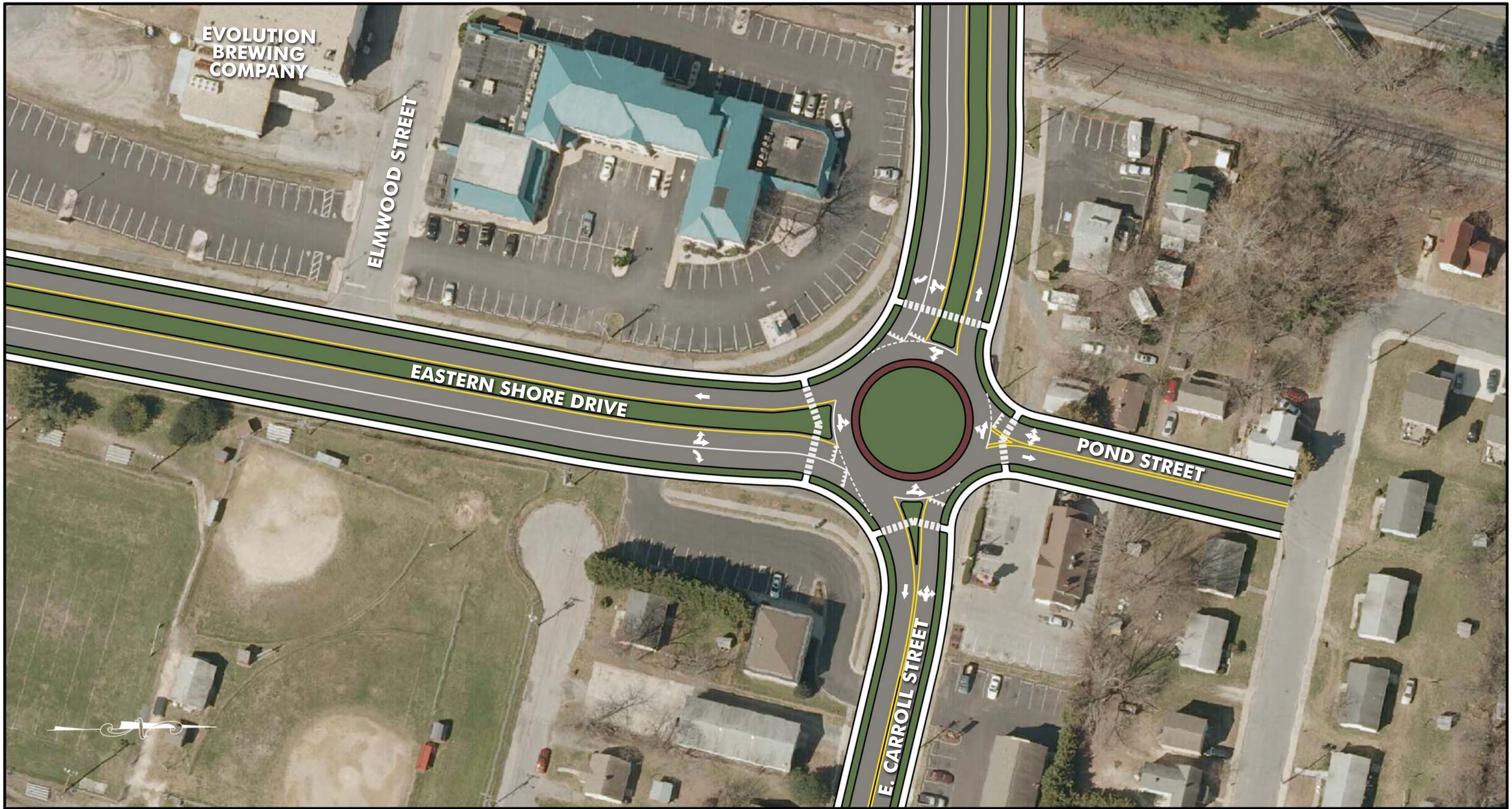
Scale:

Date: 07/05/16

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Sheet No.:

FIGURE 31



DAVIS BOWEN & FRIEDEL, INC.

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NOTES:
MAJOR MOTORIZED VEHICLE IMPROVEMENT #1A
TO ROADWAY NETWORK
SIGNLE - LANE ROUNDABOUT
NB AND EB YIELDING BYPASS LANES

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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Description:

EASTERN SHORE DR. NEAR E. CARROLL ST.

Proj.No.: _____

Dwn.By: ____

Scale: 1" = 60'

Date: 06/05/15

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Sheet No.:

FIGURE 31A

Planning Level Cost Estimate
Phase I Improvements

Improvements - Phase I - Motorized Traffic		
	Details	**Cost**
Short Term		
Traffic Signal Justification Study - E. Carroll Street at Eastern Shore Drive/Pond Street	Intersection of Eastern Shore Drive @ E Carroll Street * Evaluating Traffic Count Data to detemine if a Traffic Signal is warranted per Maryland MUTCD Warrants	$ 15,000.00
	Subtotal	**$ 15,000.00**
Mid Term		
Major Improvement to Roadway Network #1 - Install Traffic Signal - E. Carroll Street at Eastern Shore Drive/Pond Street	Eastern Shore Drive @ E Carroll Street * Only if Traffic Signal is shown to be warranted per Traffic Signal Justification Study * Will need to include Pedestrian Facilities and Coordiantion capabilities if proposed to be in a coordinated signal system * Includes design of traffic signal	$ 325,000.00
Major Improvement to Roadway Network #2 - Eastern Shore Drive Bike Connection (Road Diet) Signing and Striping Improvements (No Milling Operations Assumed)	Converting Eastern Shore Drive from a 5-lane roadway to a 3-lane roadway * From South Boulevard north to Elmwood Street * Convert outside lane to dedicated Bicycle lane and/or shared Bicycle lane and Right-Turn Lane * Assumes project done in coordiation with resurfacing project, only includes cost for striping	$ 45,000.00
Channelization of South Division Street and College Square Shopping Center accesses along Eastern Shore Drive	Restricting existing side-street movements to Right-In/Right-Out (RIRO) only movements	$ 25,000.00
	Subtotal	**$ 395,000.00**
Long Term		
Construct a single lane Roundabout to replace the existing Two-Way Stopped Controlled intersection of South Division Street at Avery Street	Construct single lane Roundabout to replace existing Two-Way Stopped Controlled Intersection Includes (Planning Level Costs): * Survey/Planning (including detailed traffic study)/Engineering * Right-of-Way (ROW) * Construction * Other Miscellaneous items (such a traffic control, mobilization, etc.)	$ 635,000.00
Signing and Striping Improvements to complete Bike Connection from South Boulevard to E. College Avenue	Install Share-the-Road signs along sections not suitable for Bike Connection *Share-The-Road Assembly ($200.00 per sign)	$ 400.00
Channelization of E. College Avenue and John Street	Restricting existing side-street movement to Right-In/Right-Out (RIRO) only movement	$ 10,000.00
	Subtotal	**$ 645,400.00**
	Phase I Subtotal	**$ 1,055,400.00**

Figure 32

MOTORIZED VEHICLE ACCIDENT ANALYSIS

Crash data within the study area was requested for each of the study area intersections and roadways. The Salisbury Police Department provided the requested data. A collision diagram documenting all reported crashes within the study area for the period covering from October 26, 2011, to October 23, 2014, is provided in **Appendix A**, as well as the crash reports within the **Crash Data** section.

Over the last three (3) years, there have been 194 reported crashes within the study area. Of those 194 crashes only 24 crashes resulted in personal injury, including one (1) collision involving pedestrians. The majority of the crashes occurred within the functional area of the signalized intersection of Eastern Shore Drive / South Division Street / College Avenue (49) and the unsignalized intersection of Eastern Shore Drive / E. Carroll Street / Pond Street (47). Those are not surprisingly two (2) of the most heavily travelled intersection in the study area.

Of the remaining crashes, many occurred within the functional area of signalized intersections, which is typical because that is where traffic is concentrated. Twenty (20) occurred at the intersection of Eastern Shore Drive / E Vine Street, 14 at South Division Street / Milford Street, 10 at Eastern Shore Drive / South Boulevard and six (6) occurred at South Division Street / Onley Road.

Some collisions occurred at unsignalized intersections, with five (5) or less over a 3-year period occurring at South Division Street / Avery Street, W. College Avenue / South Tower Drive, South Boulevard / South Tower Drive, Eastern Shore Drive / Elmwood Street, Eastern Shore Drive / Washington Street, Eastern Shore Drive / Lee Street, South Division Street / Halsey Drive and South Division Street / Power Street. The remaining crashes occurred along Eastern Shore Drive (10), South Division Street (4) and South Boulevard (3).

According to the MUTCD, one of the criteria is that five (5) or more crashes that can likely be corrected by installation of a traffic control signal must occur in a 12-month period to warrant consideration for a traffic control signal. ***The Eastern Shore Drive Corridor study area has one (1) location not already signalized with more than five (5) crashes within a 12-month period: E. Carroll Street at Eastern Shore Drive / Pond Street.*** All other unsignalized intersections have less than five crashes within a 12-month period over the 3-year period, which would not meet the *Maryland MUTCD* criteria for signalization.

Of the 47 collisions within the functional area of E. Carroll Street at Eastern Shore Drive / Pond Street within a three (3) year period, the most crashes within a 12-month period was 24 crashes from November 28, 2012 to November 22, 2013. Of those 24 crashes only three (3) resulted in a personal injury. A preliminary evaluation indicates at least five (5) crashes (based on number of total crashes) within a 12-month period are likely correctable by a traffic control signal. Drivers likely grow impatient with existing unacceptable delays and accept gaps in traffic that are not large enough for them to safety maneuver through the intersection. A Traffic Signal Justification Study would include a more detailed analysis of the crash data.

The remaining crash data provided by the Salisbury Police Department does not require further analysis. Further improvements are not indicated to be warranted to remedy existing safety concerns.

PHASE I – MOTORIZED TRAFFIC SUMMARY

Based on analysis results the following motorized roadways improvements are recommended for consideration:

- **Major Improvement to Roadway Network #1 -** Complete a **Traffic Signal Justification Study** at the intersection of **E. Carroll Street/Eastern Shore Drive/Pond Street. Design** and **install a traffic control signal** if it meets the minimum criteria for warrants for installation per the *Maryland MUTCD*. **A traffic control signal is recommended for consideration** pending the results of the Traffic Signal Justification Study**. See Figure 31;**

Other roadway recommendations include channelization at the signalized intersection of Eastern Shore Drive/College Avenue, restricting the side-street approaches to Right-In/Right-Out movements at Eastern Shore Drive/South Division Street/College Square Shopping Center, E. College Avenue/John Street, and W. College Avenue/Parking Lot access, a roundabout at South Division Street/Avery Street, and a Bike Connection along Eastern Shore Drive as discussed later in the report.

All signalized intersections are currently operating with acceptable LOS and are projected to continue to operate with acceptable LOS in the future. Two (2) unsignalized intersections currently operate with unacceptable LOS, and a third intersection is projected to operate unacceptably in the future without improvements.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset)

The existing unsignalized intersection currently operates with unacceptable LOS along the northbound Eastern Shore Drive approach during the weekday evening peak hour with excessive delays. The approach is projected to operate with unacceptable LOS during both the weekday morning and evening peak hour in the future (2024 and 2034).

The most reasonable option to obtain acceptable intersection LOS and improve intersection operations is likely to install a fully operational, "stop-and-go" traffic control signal. ***Without signalization, intersection conditions will only continue to worsen as traffic increases with time.*** A signalized intersection improvement schematic is illustrated in **Figure 31**.

With implementation of a traffic signal, the intersection is projected to operate with an overall acceptable LOS with delays of less than 25.0 seconds. All intersection approaches are also projected to operate with acceptable LOS, and delays of less than 33.0 seconds. Adequate storage is also projected with signalization.

A roundabout was also considered as an intersection improvement alternative in lieu of a signal. Preliminary analysis indicates a single-lane roundabout, as illustrated in **Figure 31A** could work at the location if the City or County wanted to pursue a roundabout for consideration. That would require a detailed engineering study beyond the level of the scope of this report. The preliminary analysis indicates a single-lane roundabout with yielding bypass lanes for northbound Eastern Shore Drive and eastbound E. Carroll Street would operate with acceptable LOS B.

Eastern Shore Drive @ South Division Street / College Square Shopping Center

The unsignalized intersection is projected to operate with unacceptable LOS during the weekday evening peak hour along the westbound South Division Street and eastbound Shopping Center approaches in the future without improvements. The unacceptable LOS is along the side street approaches. During traffic observations, queues were observed stacking to and beyond the unsignalized intersection from the signalized intersection at E. College Avenue, the queues are not projected to decrease in the future. The unacceptable LOS is marginal. Acceptable LOS exists and is projected to continue to exist in the future during the weekday morning peak hour for all approaches. Due to the close proximity of the signalized intersection to the south, signalization is not proposed for the intersection.

Contingent upon outreach with adjacent property owners and stakeholders, the side-street approaches are recommended to be restricted to Right-In/Right-Out (RIRO) only movements. With the restriction all intersection movements are projected to operate with acceptable LOS B or better for the future traffic conditions (2024 and 2034). The existing left-turn lanes along Eastern Shore Drive are also recommended to be converted to pedestrian refuge islands as a non-motorized improvement, as discussed later in the report.

Eastern Shore Drive / South Division Street @ E. College Avenue

The existing signalized intersection operates acceptably and is projected to continue to operate acceptably in the future. Existing queues stack into adjacent intersections and are expected to continue to occur in the future without improvements. Existing and projected storage lengths and deficiencies are discussed earlier in the report. The addition of concrete islands at the signalized intersection is proposed more as a non-motorized improvement, and it often leads to longer delays for the motorized traffic while improving pedestrian safety.

Improvements to consider should be to extend any auxiliary lanes to the extent possible to serve the existing and projected queues. The restriction at the College Square Shopping Center along Eastern Shore Drive provides additional storage for the southbound approach. Restricting the side street approach along E. College Avenue at John Street to Right-In/Right-Out (RIRO) only movements allows for adequate storage along E. College Avenue. The northbound approach currently has and is projected to continue to have adequate storage and there does not appear to be an easy way to increase the storage along the eastbound W. College Avenue approach.

South Division Street @ Avery Street

The only approach with existing unacceptable LOS is the eastbound Avery Street approach during the weekday evening peak hour, and is projected to continue to operate unacceptably in the future. As discussed previously, auxiliary lanes will not improve the LOS deficiencies at the intersection. Signalization is not recommended due to the close proximity of the existing signals to the north and south of the unsignalized intersection. A single lane roundabout is recommended for consideration and results in acceptable LOS for all intersection approaches. While the Avery Street approach is projected to operate with acceptable LOS B or better, longer queues are projected along South Division Street with implementation of the roundabout. A more detailed engineering study would be required to assess the feasibility of a roundabout at this location, and is beyond the scope of this report.

PHASE II – EXISTING NON-MOTORIZED TRAFFIC COUNTS

Pedestrian and bicyclist traffic was counted during all motorized traffic counts. The required intersections in the study area were manually counted for all modes of travel on Tuesday, October 7, 2014 and Wednesday, October 8, 2014, from 7:00 a.m. to 9:00 a.m. and from 1:30 p.m. to 6:00 p.m., to obtain the weekday morning and evening peak hour data, respectively. The data was collected while Salisbury University and Wicomico County Public Schools were in session.

As requested by Salisbury University, six (6) intersections were also manually counted from 9:30 a.m. to 11:30 a.m., to collect the bicycle and pedestrian traffic volumes between classes at Salisbury University. Those six (6) intersections were as follows:

1) Eastern Shore Drive / E. College Avenue
2) W. College Ave / South Tower Drive
3) South Division Street / Avery Street
4) South Division Street / Onley Road / Bateman Street
5) South Division Street / Milford Street
6) Business US Route 13 / South Boulevard

The existing collected bicycle and pedestrian volumes are shown in **Appendix A** indicating the peak hour traffic volumes for each movement as well as a summation of traffic volumes for each intersection in the study area. A diagram of the study area as shown in **Figure 43** illustrates the non-motorized peak hour volumes of each intersection in the study area for the weekday morning and evening commuter peak hours as well as the collected data during the 9:30 a.m. to 11:30 a.m. time period. An 11x17 **Figure 43** is provided in **Appendix B**.

Based on the collected volumes illustrated in **Figure 43** the following volumes illustrated in **Table 3** were collected at the study area intersections:

Table 3: Existing Bicyclist and Pedestrian Traffic Volumes

Intersection	Number of bicyclists and pedestrians		
	A.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
Eastern Shore Drive @ E. Carroll Street	15	N/A	17
Eastern Shore Drive @ E. Vine Street	49	N/A	70
Eastern Shore Drive @ South Boulevard	10	N/A	22
Eastern Shore Drive @ South Division Street / College Square Shopping Center	15	N/A	34
South Division @ Carrollton Avenue	14	N/A	27
Eastern Shore Drive / South Division Street @ College Avenue	15	30	35
South Boulevard @ South Tower Drive	16	N/A	40
W. College Avenue @ South Tower Drive	19	43	51
South Division Street @ Avery Street	14	21	42
South Division Street @ Onley Road/ Bateman Street	63	121	116
South Division Street @ Milford Street	51	65	78
US Route 13 Business @ South Boulevard	7	11	38

Bicyclists and pedestrian traffic volumes were collected to better understand the existing non-motorized traffic volumes, and to identify opportunities to improve the non-motorized connectivity and safety throughout the study area. The volumes were analyzed to determine the pedestrian and bicycle level-of-service (LOS). The James M Bennett Middle School was relocated after the 2014 traffic counts. Accordingly, vehicular traffic adjustments are made for future conditions that account for the school relocation. Similarly, pedestrian and bicycle traffic will reduce with relocation of the middle school but was not accounted for.

According to the Shore Transit website, Route 100 (Downtown Salisbury Trolley), Route 152 (South Salisbury) and Route 251 (Salisbury, Princess Anne & Pocomoke) travel along roadways within the study area. Route 100 travels along Eastern Shore Drive, South Division

Street, East Carroll Street, College Avenue and Milford Street, and only operates from Thursday to Saturday. Route 152 travels along E. College Avenue, Eastern Shore Drive, South Division Street and Milford Street. Route 251 travels along Business US Route 13.

Currently there are bus stops along South Division Street (University Orchard @ South Division St) and Business US Route 13 (South Salisbury Plaza). Shore Transit was contacted to confirm the routes, and to determine if any new routes are proposed. No response was received.

LOS Analysis – Phase II

General Criteria

The Eastern Shore Drive Corridor Study evaluates the study area with respect to the following items: safety, operations, level of service (LOS), capacity, and performance (delays, speeds, etc.). The results of the bicycle and pedestrian LOS are summarized in **Figures 37** through **42.** The pedestrian, and bicycle LOS criterion are also summarized later in this section in **Tables 4** and **5**.

Safety Evaluation

As previously discussed in this report, crash data within the study area was requested for each of the study area intersections and roadways. The Salisbury Police Department provided the requested data. The data is provided in **Appendix A** within the **Crash Data** section.

Over the last three (3) years, there have been 194 reported crashes within the study area. Of those 194 crashes only 24 crashes resulted in personal injury, including one (1) collision involving pedestrians. The one (1) pedestrian involved collision occurred at the signalized intersection of South Division Street at Milford Street.

Road Segments within the Study Area

Eastern Shore Drive

Eastern Shore Drive from E. Carroll Street to E. College Avenue measures approximately 5,600 feet or 1.06 miles. Eastern Shore Drive consists of dual through lanes in each direction with an existing center, two-way left-turn lane (TWLTL) that becomes an exclusive left-turn lane approaching major intersections along the corridor. The posted speed limit is 30 mph. **Figures 33** through **36** depict the existing typical sections along Eastern Shore Drive near South Boulevard.

Sidewalks or shared-use paths exist along the west side Eastern Shore Drive, and along portions of the east side of Eastern Shore Drive with some gaps in the pedestrian network. Gaps exist along the Benny Riddick Stadium frontage north of E. Vine Street, from E. Vine Street to just north of Monroe Street, from South Division Street to W. Lincoln Street (there is a short section within this section that has a sidewalk), from South Boulevard to north of Clemwood Street, and from south of Clemwood Street to South Division Street/Carrollton Avenue. The gaps in the sidewalk/shared-use path network are illustrated in **Figures 47** through **52**.

Parkside High School is located further to the east along E. College Avenue/Beaglin Park Drive. To the west, north, and south are Salisbury University, Peninsula Regional Medical Center (PRMC), US 13 Business commercial district, and downtown Salisbury. Eastern Shore Drive is located amongst the various uses and as a result bicycle and pedestrian trips cross Eastern Shore Drive as they traverse amongst the various uses. The highest volume crossing locations are along E. College Avenue and along South Boulevard.

South Division Street

Eastern Shore Drive merges with South Division Street just north of E. College Avenue and continues south of E. College Avenue. The subject section within the study area measures

approximately 3,600 feet, or 0.69 miles. South Division Street is a 2-lane road with some auxiliary lanes at major intersections. The posted speed limit is 30 mph.

There are no sidewalks along southbound South Division Street in this area along the fenced parking area for the university near College Avenue. Along the east side of South Division Street, there are gaps in the sidewalk network north and south of Avery Street. Along the west side of South Division Street between E. College Avenue and Avery Street, there is room to locate a sidewalk, likely without the ideal grass buffer. The photograph below is looking south along South Division Street from E. College Avenue. A dirt trail can be seen that has been created by walkers disturbing what otherwise would be a grass area. The gaps in the existing sidewalk network are illustrated in **Figures 45** and **46**.



East College Avenue and West College Avenue

W. College Avenue measures approximately 1,250 feet from Eastern Shore Drive over to US Route 13 Business. The typical section consists of five (5) lanes with three (3) lanes approaching the signalized intersections. The posted speed limit is 30 mph.

Crosswalks are provided along each approach at the signalized intersection at Eastern Shore Drive/South Division Street. The photograph below illustrates the E. College Avenue wide crosswalk across the southern leg of the signalized intersection with Eastern Shore Drive and South Division Street. It also shows the time when school is letting out with buses queued in the left-turn lane along E. College Ave. It is noted the relocation of the middle school should have improved the condition at least somewhat.



South Boulevard

South Boulevard (2-lane street), from Eastern Shore Drive over to US Route 13 Business, measures approximately 1,000 feet (0.19 mile). Left-turn lanes are provided at the signalized intersections. The posted speed limit is 30 mph. There is a railroad crossing immediately east of South Tower Drive.

The low roadway AADT, especially in an urban area, and the low speed limit makes ***South Boulevard an ideal candidate for a dedicated bike lane, as is a proposed recommendation, and is consistent with the 2017 Salisbury Bike Network Plan***. The elimination of on-street parking is

required but ample off-street parking in the area appears to be available to accommodate businesses without significant negative impacts to operations.

South Tower Drive

South Tower Drive (2-lane unmarked City street), from W. College Avenue to South Boulevard, measures approximately 1,800 feet (0.34 mile). Left-turn lanes are restricted at W. College Avenue. No speed limit is posted. ***There is a railroad line running along the east side of the roadway for the entire length that can potentially be used as a future Bike Connection (Rail-with-Trail), as is also a proposed recommendation.***

LOS Analysis – Phase II

Each intersection in the study area was analyzed for capacity through the use of the software implementing the 2010 Highway Capacity Manual (HCM2010). Synchro Version 9 was used to build a network model for the traffic analysis. Each intersection was analyzed for the case of existing conditions (2014 Case 1 short term) and future conditions (2024 Cases 2a and 2b mid-term, and 2034 Cases 3a and 3b long-term).

The level-of-service (LOS) analysis was performed for the morning and evening peak hours of an average weekday. LOS is reported for motorized and non-motorized vehicles (bicycles, scooters, etc.) as well as pedestrians. HCS2010 does not provide a bicycle LOS for unsignalized intersections. The midday peak hour collected bicycle and pedestrian volumes were not analyzed due to no vehicular traffic being collected.

Through the motorized analysis, various improvements were projected to be warranted. The recommendations are listed in the Executive Summary, Proposed Recommendations and later in the Conclusions and Recommendations. Each future traffic condition was analyzed initially

assuming no improvements were needed (Cases 2a and 3a), and then was analyzed assuming improvements that were determined to be necessary for improved LOS (Cases 2b and 3b).

Level-of-Service (LOS)

In **Table 4** the LOS Score is listed for both pedestrian and bicycles for signalized intersections. **Table 5**, for unsignalized intersections only, provides LOS for pedestrians without reporting a bicycle LOS consistent with the HCM2010. A bicycle LOS is not available for unsignalized intersections. The reported LOS Scores are based on user perception research as described in the HCM 2010.

Table 4 - Level-of-Service Criteria for Signalized Intersections – Bicycle and Pedestrians (Phase II)

Level of Service	LOS Score
A	≤ 2.00
B	> 2.00 to ≤ 2.75
C	>2.75 to ≤ 3.50
D	>3.50 to ≤ 4.25
E	>4.25 to ≤ 5.00
F	> 5.00

Table 5 - Level-of-Service Criteria for Two-Way Stop Controlled Intersections – Pedestrians (Phase II)

Level of Service	Delay per Pedestrian
A	≤ 5 seconds
B	>5 seconds and ≤ 10 seconds
C	> 10 seconds and ≤ 20 seconds
D	> 20 seconds and ≤ 30 seconds
E	> 30 seconds and ≤ 45 seconds
F	> 45 seconds

For intersections, the pedestrian LOS is based on the number of lanes a pedestrian must cross to get from point A to point B. Along a link or segment of roadway the pedestrian LOS is based on the width of the sidewalk or shared use path, the buffer width between the sidewalk or shared use path and roadway and the motorized traffic volumes.

The bicycle LOS is based on the width of the street being crossed for intersection analysis, and the speeds and volumes of the motorized vehicles, and the width of bike lanes along a segment of roadway.

PHASE II – EXISTING NON-MOTORIZED TRAFFIC ANALYSIS

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – AWSC Analysis

The existing unsignalized intersection is a four-legged, offset, two-way stop-controlled (TWSC) intersection with "STOP" signs controlling the northbound Eastern Shore Drive and southbound Pond Street approaches. Sidewalks are located along both sides of Eastern Shore Drive, and E. Carroll Street with the exception of a short section without a sidewalk located just west of Pond Street.

The pedestrian traffic is currently operating with acceptable LOS B along the eastbound E. Carroll Street approach during each peak hour, and with unacceptable LOS E during the weekday morning peak hour and unacceptable LOS F during the weekday evening peak hour along the westbound E. Carroll Street approach. A pedestrian LOS is not provided for any other approach. A ***signalized intersection with pedestrian signals is recommended to address each of the existing vehicular and pedestrian unacceptable LOS contingent upon the Traffic Signal Justification Study results***.

Eastern Shore Drive @ E. Vine Street

The existing signalized intersection is a four-legged intersection. A combination of sidewalks and shared-use paths are provided along each approach with the exception of the northbound Eastern Shore Drive approach (southeast corner). Shared-use paths are only provided along the west side of Eastern Shore Drive. Along E. Vine Street, sidewalks are provided on each side of the road east and west of the signalized intersection. There is also a sidewalk along the east side of Eastern Shore Drive along the Salvation Army Thrift Store site frontage.

Although crosswalks are provided at the intersection, pedestrian signals do not exist, and the crosswalk pavement markings do not meet current *Maryland MUTCD* standards. Pedestrian countdown signals should be provided. The crosswalks should be marked properly. The most cost effective way to do so would be as part of a resurfacing project that already plans new pavement markings. The additional costs will then become minimal as opposed to potentially in the tens of thousands of dollars if milling and overlaying is required for removal of previous pavement markings.

Under existing conditions the bicycle traffic operates with LOS C or better at the intersection, and the pedestrian traffic is operating with LOS B or better during both the weekday morning and evening peak hours.

Eastern Shore Drive @ South Boulevard

The existing signalized intersection is a four-legged intersection. Sidewalks are provided along each approach with the exception of the northbound Eastern Shore Drive approach (southeast corner). Sidewalks are only provided along the west side of Eastern Shore Drive north and south of South Boulevard. Crosswalks are provided along each approach, with the exception of the south intersection leg. However, it is noted the crosswalk pavement markings do not meet current *Maryland MUTCD* standards. The crosswalks should be marked properly. The most cost effective way to do so would be as part of a resurfacing project that already plans new pavement markings. The additional costs will then become minimal as opposed to potentially in the tens of thousands of dollars. Pedestrian signals are not provided for any approach, and should be installed.

Under existing conditions the bicycle traffic is currently operating with LOS C along the eastbound South Boulevard approach and LOS B along all other approaches during both the weekday morning and evening peak hours. The pedestrian traffic is currently operating with LOS A along the westbound South Boulevard approach and LOS B along the Eastern Shore Drive approaches and eastbound South Boulevard approach during each peak hour.

Eastern Shore Drive @ South Division Street / College Square Shopping Center Access

The existing unsignalized intersection is a four-legged two-way stopped controlled intersection. No crosswalks are provided. A channelized island is provided separating the southbound right-turn entering movement from the northbound left-turn movement and westbound through movement entering the shopping center. Sidewalks are provided along Eastern Shore Drive and South Division Street leading to Carrollton Avenue. Sidewalks are not provided along the access drive for the shopping center.

The existing pedestrian traffic currently operates with unacceptable LOS F along each approach with reportable delay during both the weekday morning and weekday evening peak hours. Excessive delays

are reported for pedestrians. Observations during the traffic counts do not reflect the analysis. Pedestrians were observed incurring minimal delays. A LOS for bicyclists is not available at unsignalized intersections.

The highest counted pedestrian volumes were 26 pedestrians crossing Eastern Shore Drive. The reason for the reported unacceptable LOS is the 26 pedestrians crossing a midblock unsignalized intersection combined with the high volumes along Eastern Shore Drive. Consulting NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings, with the current intersection configuration and using the collected vehicle and pedestrian volumes a "Red Signal or Beacon" is recommended for installation. This is not recommended in this report due to the proximity to the adjacent signalized intersection to the south. Print-outs for the NCHRP Report are included in **Appendix C**.

Contingent upon outreach with adjacent property owners and stakeholders, a recommendation to restrict the side-street approaches to Right-In/Right-Out (RIRO) movements and the installation of a pedestrian refuge island to replace the existing Eastern Shore Drive left-turn lanes is proposed. The refuge islands would reduce the pedestrian crossing distances.

South Division Street @ Carrollton Avenue

The existing unsignalized intersection is a three-legged two-way stopped controlled intersection. South Division Street is signed as the north and west legs of the intersection and Carrollton Avenue is signed as the east leg. On street parking is allowed on both South Division Street and Carrollton Avenue. Sidewalks are provided along both roadways. Crosswalks are not provided.

The pedestrian traffic is currently operating with LOS A along the eastbound South Division Street approach, which is the only approach with a reportable delay, during each peak hour. A LOS for the bicyclists is not available at unsignalized intersections.

Eastern Shore Drive/South Division Street @ E. College Avenue and W. College Avenue

The existing signalized intersection is a four-legged intersection. Crosswalks without pedestrian signals are provided along all approaches. Pedestrian signals should be provided. Sidewalks are also provided along each corner of the intersection, and all intersection legs along South Division Street towards Avery Street.

Analysis illustrates the bicycle traffic is currently operating with LOS D along the southbound Eastern Shore Drive approach during the weekday evening peak hour and acceptable LOS C along all other approaches. LOS C is reported along each approach during the weekday morning peak hour. LOS B is reported along each approach during each peak hour for the pedestrian traffic.

South Boulevard @ South Tower Drive / M & T Bank Access

The existing unsignalized intersection is a four-legged, two-way stop-controlled (TWSC) intersection with "STOP" signs controlling the South Tower Drive and M & T Bank access approaches. Sidewalks exist along each approach but there are no marked crosswalks.

The pedestrian traffic is currently operating with LOS C along each approach with reportable delays during the weekday morning peak hour and with unacceptable LOS F during each approach with reportable delays during the weekday evening peak hour. The highest counted pedestrian volumes were two (2) pedestrians crossing South Boulevard and 14 pedestrian crossing the access serving the M & T Bank, which includes a sidewalk.

NCHRP Report 562 was referenced to see if a marked midblock crossing is warranted. For a roadway with a posted speed limit of less than 35 mph (South Boulevard has a posted speed limit of 30 mph), the minimum pedestrian volume to warrant consideration for a marked crosswalk is 20 pedestrians/hour. When less than 20 pedestrians/hour are observed the worksheets recommends "median refuge islands, curb extensions, traffic calming, etc." Curb extensions could be explored along South Boulevard as part of the proposed Bike Lane Connection consistent with the 2017 Salisbury Bike Network Plan to reduce the crossing distances for pedestrians, but are not recommended due to only two (2) pedestrians counted crossing South Boulevard.

W. College Avenue @ South Tower Drive

The existing unsignalized intersection is a four-legged, two-way stop-controlled (TWSC) intersection with "STOP" signs and restricted access controlling the South Tower Drive approaches. Sidewalks exist along each approach without marked crosswalks.

The pedestrian traffic is currently operating with unacceptable LOS F along each approach with reportable delay during each peak hour. The heavy through volumes conflict with any pedestrians who are trying to cross W. College Avenue and are the primary reason unacceptable LOS F is reported. A bicycle LOS is not provided for unsignalized intersections.

The highest pedestrian volumes collected during the traffic counts were four (4) along W. College Avenue and 22 along the South Tower Drive approach. Consulting the NCHRP 562 report, a marked crosswalk is not recommended along W. College Avenue. Pedestrians should be encouraged to cross at the signalized intersection to the west at US Route 13 Business, instead of crossing five (5) travel lanes at an unsignalized intersection. The 22 pedestrians observed crossing the South Tower Drive approach are along the side-street approach and is not applicable to the worksheet. An unsignalized crosswalk is recommended along both South Tower Drive approaches in this report. The South Tower Drive approaches are low volume approaches with restricted movements.

South Division Street at Avery Street

The existing unsignalized intersection is a four-legged, two-way stop-controlled (TWSC) intersection with "STOP" signs controlling the Avery Street and Nationwide site access approaches. The only sidewalk in the immediate area is a sidewalk on the east side of South Division Street that terminates within the functional area of the intersection.

The pedestrian traffic is currently operating with unacceptable LOS F along the northbound South Division Street approach during each peak hour, operating with unacceptable LOS E along the southbound South Division Street approach during the weekday evening peak hour, and LOS C along the southbound South Division Street approach during the weekday morning peak hour, which are the only approaches with a reportable delay. A LOS for bicycle traffic is not available for an unsignalized intersection.

The collected pedestrian volumes along the South Division Street approaches was nine (9) pedestrians/hour, along the Avery Street approach was also nine (9) pedestrians/hour and along the Nationwide access was 17 pedestrians/hour. All collected volumes are below the 20 pedestrians/hour minimum warranted per the NCHRP 562 Report. Therefore, "median refuge islands, curb extensions,

traffic calming, etc." are recommended. A single lane roundabout is recommended in this report for consideration, and would reduce vehicle speeds through the intersection, acting as a traffic calming device. An unsignalized crosswalk is also recommended along Avery Street for the current intersection configuration.

South Division Street @ Bateman Street / Onley Road

The existing off-alignment intersection operates with an unsignalized free right turn movement exiting southbound South Division Street onto the one-way Bateman Street. The remaining intersection movements operate with signalized traffic control.

Sidewalks exist along the east side of South Division Street south of the intersection and along the south side of Onley Road. Sidewalks are also located on the northwest and northeast corner serving the marked crosswalks across the north and east intersection legs. Signalized crossings are provided with crosswalks pedestrian signals.

The bicycle traffic currently operates with LOS C along the northbound South Division Street approach during each peak hour and along the southbound South Division Street approach during the weekday evening peak hour. LOS B currently exists along the southbound South Division Street approach during the weekday morning peak hour and along the westbound Onley Road approach during the weekday evening peak hour. LOS A exists along the westbound Onley Road approach during the weekday morning peak hour. Bateman Street is a one-way westbound only movement for motorized vehicles only, but the eastbound intersection approach serves a large amount of bicyclists and pedestrians due to the Salisbury University campus.

The pedestrian traffic currently operates with LOS B along the South Division Street approaches, and LOS A along the westbound Onley Road approach during each peak hour. A LOS is not reported for the Bateman Street approach due to the existing alignment.

South Division Street @ Milford Street

The existing intersection is a four-legged, signalized intersection. Sidewalks exist along Milford Street and the west side of South Division Street going north. Marked crosswalks are provided across each

of the South Division Street and Milford Street legs. Pedestrian signals exist along the Milford Street and northern South Division Street approaches. Pedestrian signals should be provided along the other two approaches as development in the area occurs or funding becomes available.

As noted previously in the report, a collision with a pedestrian occurred at this intersection in 2011. The collision occurred at 4:45 a.m. It is unknown the exact extent or cause of the collision, but it is recommended that lighting be installed to better illuminate the intersection.

The analysis indicates bicycle traffic operates with LOS C along the northbound South Division Street approach during each peak hour and along the southbound South Division Street approach during the weekday evening peak hour. LOS B exists along all other approaches. The analysis indicates pedestrian traffic is operating with LOS B along the eastbound Milford Street and South Division Street approaches during each peak hour. LOS A exists along the westbound shopping center approach.

US Route 13 Business @ South Boulevard (Pedestrian Data Only)

The existing signalized intersection is a four-legged intersection that was only included for purposes of collecting pedestrian data. Sidewalks are provided along each approach. Crosswalks with pedestrian countdown signals were recently added along each approach. The intersection was under construction with pedestrian improvements during the traffic data collection. Analysis is not available for the intersection due to the lack of vehicular volumes collected. A total of seven (7), 11 and 45 pedestrians were collected during the weekday morning, midday and evening peak hours, respectively. The recent pedestrian improvements should be sufficient.

Summary

Typical sections along Eastern Shore Drive south and north of South Boulevard are provided in **Figures 33** through **36**. A summary of the levels-of-service (LOS) and delays associated with each intersection analyzed are illustrated in **Figures 37** through **42**, illustrating the existing and proposed conditions. The existing bicycle and pedestrian volumes are illustrated in **Figure 43**.



FIGURE 33

SOUTH OF INTERSECTION WITH SOUTH BOULEVARD
EXISTING CONDITIONS

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FIGURE 34

NORTH OF INTERSECTION WITH SOUTH BOULEVARD
EXISTING CONDITIONS



LOKING SOUTH AT EASTERN SHORE DRIVE/ SOUTH BLVD. INTERSECTION
EXISTING CONDITIONS



FIGURE 36

LOOKING NORTH AT EASTERN SHORE DRIVE/ SOUTH BLVD. INTERSECTION
EXISTING CONDITIONS

Bicycle LOS Report
HCM 2010 Two-Way Stop Control and Signalized Intersection Summary

Intersection	Time	Case	EB E. Carroll Street Approach		WB E. Carroll Street Approach		NB Eastern Shore Drive Approach		SB Pond Street Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive @ East Carroll Street[3]	Weekday AM	Future - Case 2b[1]	C	2.90	C	2.90	C	3.15	B	2.55
		Future - Case 3b[1]	C	2.92	C	2.91	C	3.16	B	2.55
	Weekday PM	Future - Case 2b[1]	C	3.23	C	2.87	C	3.38	B	2.56
		Future - Case 3b[1]	C	3.27	C	2.88	C	3.40	B	2.56

Intersection	Time	Case	EB E. Vine Street Approach		WB E. Vine Street Approach		NB Eastern Shore Drive Approach		SB Eastern Shore Drive Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive @ E. Vine Street	Weekday AM	Existing - Case 1	C	2.79	C	2.96	B	2.42	B	2.43
		Future - Case 2a	C	2.83	C	3.02	B	2.48	B	2.48
		Future - Case 2b[1,2]	B	2.65	C	2.84	C	2.88	A	1.82
		Future - Case 3a	C	2.83	C	3.02	B	2.49	B	2.49
		Future - Case 3b[1,2]	B	2.65	C	2.84	C	2.89	A	1.83
	Weekday PM	Existing - Case 1	C	2.91	C	2.93	B	2.50	B	2.52
		Future - Case 2a	C	2.99	C	3.01	B	2.40	B	2.58
		Future - Case 2b[1,2]	C	2.81	C	2.83	B	2.72	B	2.03
		Future - Case 3a	C	2.99	C	3.01	B	2.58	B	2.59
		Future - Case 3b[1,2]	C	2.81	C	2.83	C	3.08	B	2.04

Intersection	Time	Case	EB South Blvd Approach		WB Sound Blvd Approach		NB Eastern Shore Drive Approach		SB Eastern Shore Drive Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive @ South Boulevard	Weekday AM	Existing - Case 1	C	2.93	B	2.08	B	2.36	B	2.51
		Future - Case 2a	C	2.94	B	2.08	B	2.43	B	2.56
		Future - Case 2b[1,2]	C	2.76	A	1.72	C	2.94	A	1.92
		Future - Case 3a	C	2.94	B	2.08	B	2.43	B	2.57
		Future - Case 3b[1,2]	C	2.76	A	1.72	C	2.95	A	1.94
	Weekday PM	Existing - Case 1	C	3.48	B	2.10	B	2.36	B	2.62
		Future - Case 2a	C	3.50	B	2.11	B	2.43	B	2.69
		Future - Case 2b[1,2]	C	3.31	A	1.75	C	2.95	B	2.19
		Future - Case 3a	C	3.50	B	2.11	B	2.44	B	2.69
		Future - Case 3b[1,2]	C	3.31	A	1.75	C	2.96	B	2.19

Notes:

[1] Shared Right-Turn and Bike Lane Option included for northbound approach to intersection.

[2] Dedicated Bike Lane included for the southbound approach to intersection.

[3] Unsignalized intersection do not generate a Bicycle LOS, therefore, only a Bicycle LOS is generated when Eastern Shore Drive/E. Carroll Street is proposed for signalization.

Key

Score - Based on HCM 2010 LOS Criteria for Pedestrian and Bicycle Modes, in which the association between score value and LOS is based on traveler perception research.

Case 1 - 2014 Existing Conditions

Case 2a - 2024 Future Conditions

Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)

Case 3a - 2034 Future Condtions

Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 37

Bicycle LOS Report
HCM 2010 Two-Way Stop Control and Signalized Intersection Summary

Intersection	Time	Case	EB W. College Ave Approach		WB E. College Ave. Approach		NB S. Division Street Approach		SB Eastern Shore Drive Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive / South Division Street @ College Avenue	Weekday AM	Existing - Case 1	C	3.01	C	3.16	C	2.91	C	3.32
		Future - Case 2a	C	3.15	C	3.23	C	3.02	C	3.43
		Future - Case 2b	C	2.99	C	3.05	C	3.01	C	3.44
		Future - Case 3a	C	3.12	C	3.19	C	2.98	C	3.45
		Future - Case 3b	C	2.96	C	3.00	C	2.97	C	3.45
	Weekday PM	Existing - Case 1	C	3.14	C	3.19	C	2.99	D	3.81
		Future - Case 2a	C	3.30	C	3.35	C	3.11	D	3.96
		Future - Case 2b	C	3.14	C	3.17	C	3.10	D	3.97
		Future - Case 3a	C	3.28	C	3.28	C	3.08	D	3.98
		Future - Case 3b	C	3.12	C	3.10	C	3.07	D	3.99

Intersection	Time	Case	EB Milford Street Approach		WB Shopping Center Approach		NB South Division Street Approach		SB South Division Street Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
South Division Street @ Milford Street	Weekday AM	Existing - Case 1	B	2.09	B	2.13	C	2.99	B	2.61
		Future - Case 2a	B	2.16	B	2.13	C	3.35	B	2.58
		Future - Case 2b	B	2.16	B	2.13	C	3.35	B	2.58
		Future - Case 3a	B	2.16	B	2.13	C	3.15	B	2.59
		Future - Case 3b	B	2.16	B	2.13	C	3.15	B	2.59
	Weekday PM	Existing - Case 1	B	2.67	B	2.15	C	2.76	C	3.13
		Future - Case 2a	C	2.88	B	2.15	C	3.03	C	3.35
		Future - Case 2b	C	2.88	B	2.15	C	3.03	C	3.35
		Future - Case 3a	C	2.85	B	2.15	C	2.88	C	3.24
		Future - Case 3b	C	2.85	B	2.15	C	2.88	C	3.24

Intersection	Time	Case	WB Onley Road Approach		NB S. Division Street		SB S. Division Street		EB Bateman Street	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
South Division Street @ Onley Road	Weekday AM	Existing - Case 1	A	1.97	C	2.76	B	2.66	N/A	N/A
		Future - Case 2a	A	2.00	C	3.08	B	2.70	N/A	N/A
		Future - Case 2b	A	2.00	C	3.08	B	2.70	N/A	N/A
		Future - Case 3a	B	2.08	C	3.40	C	3.06	N/A	N/A
		Future - Case 3b	B	2.08	C	3.40	C	3.06	N/A	N/A
	Weekday PM	Existing - Case 1	B	2.09	C	2.96	C	3.25	N/A	N/A
		Future - Case 2a	B	2.12	C	3.21	D	3.64	N/A	N/A
		Future - Case 2b	B	2.12	C	3.21	D	3.64	N/A	N/A
		Future - Case 3a	B	2.20	D	3.56	D	3.87	N/A	N/A
		Future - Case 3b	B	2.20	D	3.56	D	3.87	N/A	N/A

Notes:

[1] Shared Right-Turn and Bike Lane Option included for northbound approach to intersection.

[2] Dedicated Bike Lane included for the southbound approach to intersection.

Key

Score - Based on HCM 2010 LOS Criteria for Pedestrian and Bicycle Modes, in which the association between score value and LOS is based on traveler perception research.

Case 1 - 2014 Existing Conditions

Case 2a - 2024 Future Conditions

Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)

Case 3a - 2034 Future Condtions

Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 38

Eastern Shore Drive Corridor Study

Pedestrian LOS Report
HCM 2010 Two-Way Stop Control and Signalized Intersection Summary

Intersection	Time	Case	Appr Delay/Score for EB E. Carroll Street		Appr Delay/Score for WB E. Carroll Street		Appr Delay/Score for NB Eastern Shore Drive		Appr Delay/Score for SB Pond Street	
			LOS	Delay/ Score	LOS	Delay/ Score	LOS	Delay/ Score	LOS	Delay/ Score
Eastern Shore Drive @ East Carroll Street	Weekday AM	Existing - Case 1	B	5.60	E	33.00	N/A	N/A	N/A	N/A
		Future - Case 2a	B	9.70	F	75.10	N/A	N/A	N/A	N/A
		Future - Case 2b[1]	B	2.33	B	2.33	B	2.24	A	1.7
		Future - Case 3a	C	10.20	F	81.40	N/A	N/A	N/A	N/A
		Future - Case 3b[1]	B	2.34	B	2.34	B	2.24	A	1.70
	Weekday PM	Existing - Case 1	B	6.40	F	47.50	N/A	N/A	N/A	N/A
		Future - Case 2a	C	10.80	F	125.90	N/A	N/A	N/A	N/A
		Future - Case 2b[1]	B	2.40	B	2.40	B	2.30	A	1.72
		Future - Case 3a	C	11.30	F	138.50	N/A	N/A	N/A	N/A
		Future - Case 3b[1]	B	2.43	B	2.43	B	2.33	A	1.74

Intersection	Time	Case	EB E. Vine Street Approach		WB E. Vine Street Approach		NB Eastern Shore Drive Approach		SB Eastern Shore Drive Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive @ E. Vine Street	Weekday AM	Existing - Case 1	A	2.00	B	2.02	B	2.47	B	2.46
		Future - Case 2a	B	2.02	B	2.04	B	2.50	B	2.48
		Future - Case 2b	B	2.03	B	2.05	B	2.39	B	2.37
		Future - Case 3a	B	2.02	B	2.04	B	2.50	B	2.48
		Future - Case 3b	B	2.03	B	2.05	B	2.39	B	2.37
	Weekday PM	Existing - Case 1	B	2.01	B	2.04	B	2.52	B	2.49
		Future - Case 2a	B	2.03	B	2.06	B	2.52	B	2.48
		Future - Case 2b	B	2.04	B	2.07	B	2.41	B	2.37
		Future - Case 3a	B	2.03	B	2.06	B	2.56	B	2.53
		Future - Case 3b	B	2.04	B	2.07	B	2.47	B	2.42

Notes:

[1.] Assumes signalized pedestrian crossings

Key

Score - Based on HCM 2010 LOS Criteria for Pedestrian and Bicycle Modes, in which the association between score value and LOS is based on traveler perception research.
Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 39

Eastern Shore Drive Corridor Study

Pedestrian LOS Report
HCM 2010 Two-Way Stop Control and Signalized Intersection Summary

Intersection	Time	Case	EB South Blvd Approach		WB South Blvd Approach		NB Eastern Shore Drive Approach		SB Eastern Shore Drive Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive @ South Boulevard	Weekday AM	Existing - Case 1	B	2.06	A	1.75	B	2.49	B	2.48
		Future - Case 2a	B	2.06	A	1.75	B	2.52	B	2.50
		Future - Case 2b	B	2.06	A	1.75	B	2.40	B	2.28
		Future - Case 3a	B	2.06	A	1.75	B	2.52	B	2.51
		Future - Case 3b	B	2.06	A	1.75	B	2.41	B	2.29
	Weekday PM	Existing - Case 1	B	2.22	A	1.79	B	2.54	B	2.51
		Future - Case 2a	B	2.23	A	1.79	B	2.57	B	2.54
		Future - Case 2b	B	2.24	A	1.81	B	2.48	B	2.35
		Future - Case 3a	B	2.23	A	1.79	B	2.57	B	2.54
		Future - Case 3b	B	2.23	A	1.80	B	2.48	B	2.35

Intersection	Time	Case	Appr Delay for NB Eastern Shore Drive		Appr Delay for SB Eastern Shore Drive	
			LOS	Delay	LOS	Delay
Eastern Shore Drive @ South Division Street	Weekday AM	Existing - Case 1	F	332.80	F	396.10
		Future - Case 2a	F	602.50	F	734.40
		Future - Case 2b[1]	D	27.10	E	31.90
		Future - Case 3a	F	664.30	F	813.00
		Future - Case 3b[1]	D	28.10	E	31.70
	Weekday PM	Existing - Case 1	F	1,827.40	F	2,334.80
		Future - Case 2a	F	4,081.50	F	5,399.80
		Future - Case 2b[1]	F	60.60	F	51.20
		Future - Case 3a	F	4,516.90	F	6,002.20
		Future - Case 3b[1]	F	62.40	F	52.70

Intersection	Time	Case	EB S. Division Street Approach	
			LOS	Delay
South Division Street @ Carrollton Avenue	Weekday AM	Existing - Case 1	A	4.10
		Future - Case 2a	A	4.10
		Future - Case 2b	A	4.10
		Future - Case 3a	A	4.10
		Future - Case 3b	A	4.10
	Weekday PM	Existing - Case 1	A	1.50
		Future - Case 2a	A	1.50
		Future - Case 2b	A	1.50
		Future - Case 3a	A	1.50
		Future - Case 3b	A	1.50

Notes:

[1.] Improvements include restricting side-street approaches to RIRO and addition of pedestrian refuge islands in lieu of southbound left-turn lanes

Key

Score - Based on HCM 2010 LOS Criteria for Pedestrian and Bicycle Modes, in which the association between score value and LOS is based on traveler perception research.
Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 40

Eastern Shore Drive Corridor Study

Pedestrian LOS Report
HCM 2010 Two-Way Stop Control and Signalized Intersection Summary

Intersection	Time	Case	Appr Delay for EB South Boulevard		Appr Delay for WB South Boulevard	
			LOS	Delay	LOS	Delay
South Boulevard @ South Tower Drive	Weekday AM	Existing - Case 1	C	11.90	C	11.90
		Future - Case 2a	C	14.80	C	14.80
		Future - Case 2b	C	14.80	C	14.80
		Future - Case 3a	C	14.80	C	14.80
		Future - Case 3b	C	14.80	C	14.80
	Weekday PM	Existing - Case 1	F	46.20	F	46.20
		Future - Case 2a	F	63.40	F	63.40
		Future - Case 2b	F	63.40	F	63.40
		Future - Case 3a	F	63.40	F	63.40
		Future - Case 3b	F	63.40	F	63.40

Intersection	Time	Case	Appr Delay for EB West College Avenue		Appr Delay for WB West College Avenue	
			LOS	Delay	LOS	Delay
West College Avenue @ South Tower Drive	Weekday AM	Existing - Case 1	F	1,739.30	F	2,030.70
		Future - Case 2a	F	6,417.50	F	7,770.20
		Future - Case 2b	F	6,417.50	F	7,770.20
		Future - Case 3a	F	5,079.50	F	6,110.10
		Future - Case 3b	F	5,079.50	F	6,110.10
	Weekday PM	Existing - Case 1	F	10,508.00	F	12,898.90
		Future - Case 2a	F	54,501.20	F	70,020.10
		Future - Case 2b	F	54,501.20	F	70,020.10
		Future - Case 3a	F	44,309.30	F	56,602.70
		Future - Case 3b	F	44,309.30	F	56,602.70

Intersection	Time	Case	Appr Delay for NB South Division Street		Appr Delay for SB South Division Street	
			LOS	Delay	LOS	Delay
South Division Street @ Avery Street	Weekday AM	Existing - Case 1	F	216.50	C	19.50
		Future - Case 2a	F	317.60	D	24.10
		Future - Case 2b	F	317.60	D	24.10
		Future - Case 3a	F	122.20	D	21.90
		Future - Case 3b[1]	N/A	N/A	N/A	N/A
	Weekday PM	Existing - Case 1	F	1,410.80	E	39.60
		Future - Case 2a	F	3,605.70	F	53.70
		Future - Case 2b	F	3,605.70	F	53.70
		Future - Case 3a	F	910.50	F	49.90
		Future - Case 3b[1]	N/A	N/A	N/A	N/A

Key

[1] Pedestrian delay not calculated for Roundabout

Score - Based on HCM 2010 LOS Criteria for Pedestrian and Bicycle Modes, in which the association between score value and LOS is based on traveler perception research.

Delay - Measured in seconds

Case 1 - 2014 Existing Conditions

Case 2a - 2024 Future Conditions

Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)

Case 3a - 2034 Future Condtions

Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 41

Pedestrian LOS Report
HCM 2010 Two-Way Stop Control and Signalized Intersection Summary

Intersection	Time	Case	EB W. College Ave Approach		WB W. College Ave Approach		NB S. Division Street Approach		SB Eastern Shore Drive Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
Eastern Shore Drive / South Division Street @ College Avenue	Weekday AM	Existing - Case	B	2.54	B	2.62	B	2.62	B	2.48
		Future - Case 2a	B	2.59	B	2.67	B	2.64	B	2.51
		Future - Case 2b	B	2.60	B	2.67	B	2.53	B	2.40
		Future - Case 3a	B	2.58	B	2.64	B	2.63	B	2.51
		Future - Case 3b	B	2.58	B	2.64	B	2.51	B	2.40
	Weekday PM	Existing - Case	B	2.61	B	2.65	B	2.67	B	2.54
		Future - Case 2a	B	2.67	B	2.74	B	2.73	B	2.58
		Future - Case 2b	B	2.67	B	2.74	B	2.63	B	2.48
		Future - Case 3a	B	2.66	B	2.71	B	2.71	B	2.58
		Future - Case 3b	B	2.66	B	2.72	B	2.61	B	2.48

Intersection	Time	Case	EB Milford Street Approach		WB Shopping Center Approach		NB South Division Street Approach		SB South Division Street Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
South Division Street @ Milford Street	Weekday AM	Existing - Case	B	2.06	A	1.71	B	2.23	B	2.18
		Future - Case 2a	B	2.10	A	1.71	B	2.32	B	2.22
		Future - Case 2b	B	2.10	A	1.71	B	2.32	B	2.22
		Future - Case 3a	B	2.10	A	1.71	B	2.26	B	2.20
		Future - Case 3b	B	2.10	A	1.71	B	2.26	B	2.20
	Weekday PM	Existing - Case	B	2.17	A	1.73	B	2.34	B	2.31
		Future - Case 2a	B	2.25	A	1.75	B	2.49	B	2.41
		Future - Case 2b	B	2.25	A	1.75	B	2.49	B	2.41
		Future - Case 3a	B	2.22	A	1.73	B	2.40	B	2.36
		Future - Case 3b	B	2.24	A	1.75	B	2.42	B	2.38

Intersection	Time	Case	WB Onley Road Approach		NB S. Division Street		SB S. Division Street		EB Bateman Road Approach	
			LOS	Score	LOS	Score	LOS	Score	LOS	Score
South Division Street @ Onley Road	Weekday AM	Existing - Case	A	1.77	B	2.11	B	2.21	N/A	N/A
		Future - Case 2a	A	1.78	B	2.22	B	2.29	N/A	N/A
		Future - Case 2b	A	1.78	B	2.22	B	2.29	N/A	N/A
		Future - Case 3a	A	1.82	B	2.31	B	2.31	N/A	N/A
		Future - Case 3b	A	1.82	B	2.31	B	2.31	N/A	N/A
	Weekday PM	Existing - Case	A	1.84	B	2.32	B	2.38	N/A	N/A
		Future - Case 2a	A	1.86	B	2.51	B	2.51	N/A	N/A
		Future - Case 2b	A	1.86	B	2.51	B	2.51	N/A	N/A
		Future - Case 3a	A	1.91	B	2.59	B	2.53	N/A	N/A
		Future - Case 3b	A	1.92	B	2.59	B	2.53	N/A	N/A

Key

Score - Based on HCM 2010 LOS Criteria for Pedestrian and Bicycle Modes, in which the association between score value and LOS is based on traveler perception research.
Delay - Measured in seconds
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions
Case 2b - 2024 Future Conditions with Network Road Improvements (Road Diet)
Case 3a - 2034 Future Condtions
Case 3b - 2034 Future Conditions with Network Road Improvements (Road Diet)

Figure 42

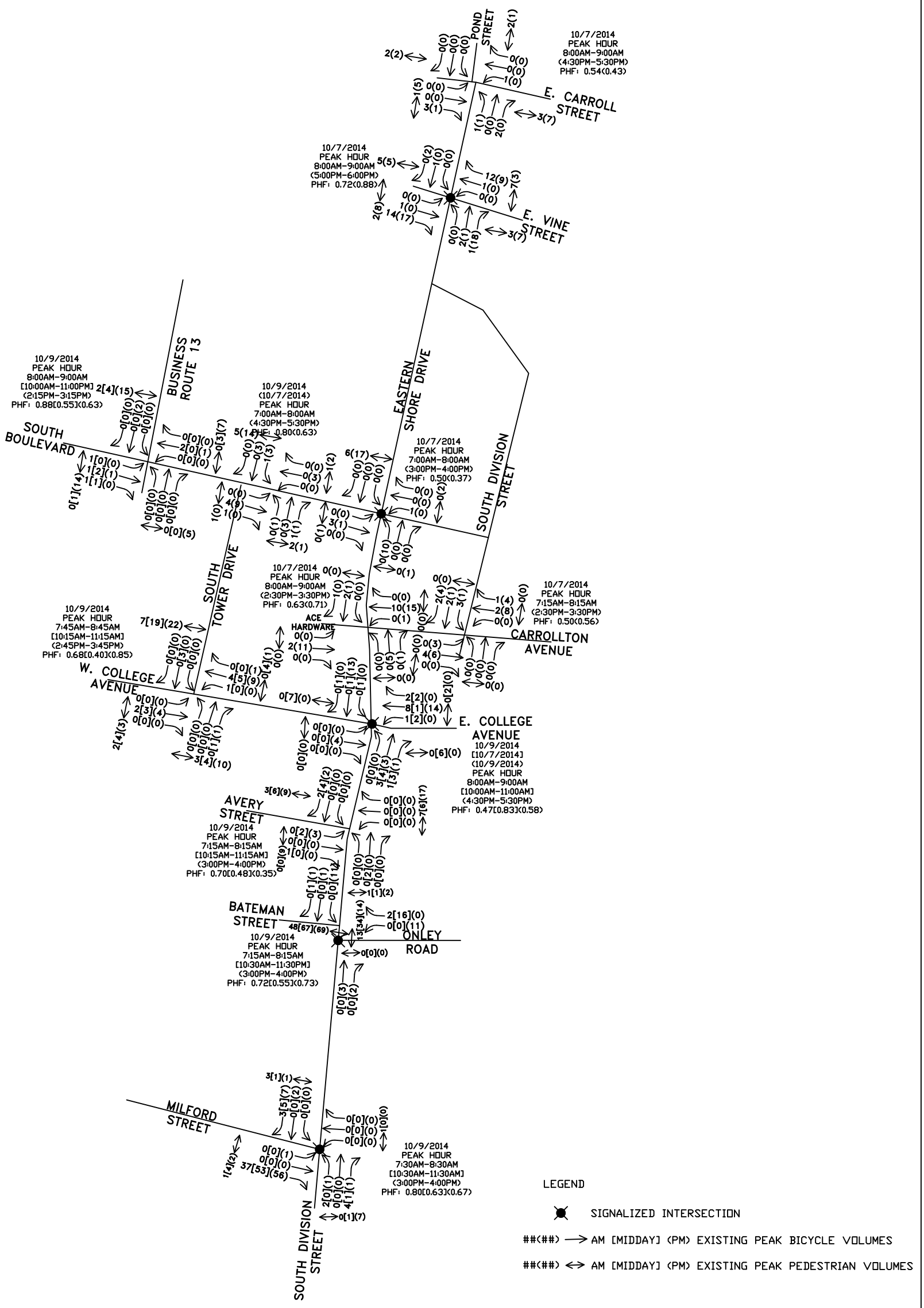


FIGURE 43

EXISTING NON-MOTORIZED TRAFFIC COUNT VOLUMES
OCTOBER 7, 2014 & OCTOBER 9, 2014

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS
SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
10/14	NONE	0166F001.A01

PHASE II – NON-MOTORIZED PROPOSED IMPROVEMENTS

Many of the roadways within the study area have sidewalks or wide shared-use paths with grass buffers separating the paths from the roadway. However, the network is not complete and gaps need to be connected in some areas to facilitate a continuous network through the corridor. Crosswalks are provided at many locations that need to be updated consistent with the Maryland Manual on Uniform Traffic Control Devices (MUTCD). The locations of the gaps in the pedestrian and bicycle network without a sidewalk (pedestrians only), shared-use path (pedestrians and bicycles), dedicated bike lane, and/or shared right-turn/bike lane were identified and are illustrated in **Figures 45** to **52** from the southern limits at South Division Street/Milford Street to the northern limits at E. Carroll Street/Eastern Shore Drive/Pond Drive.

To improve pedestrian and bicycle connectively along the corridor, an effort to add sidewalks, shared-use paths, trails, dedicated bike lanes, shared bike lanes etc. to the missing locations and connect the pedestrian and bicycle network should be considered along Eastern Shore Drive and South Division Street. Improvements should occur in conjunction with development in the area of as funding becomes available.

South Boulevard, E. College Avenue, and W. College Avenue each have sidewalks along each side of the road within the study area. Along South Division Street there are areas where sidewalks could be added and other areas where constraints may prohibit sidewalks on both sides of the road in the near future. The Salisbury University East Campus expansion may provide opportunities in the future to better accommodate bicycles and pedestrians on the west side of South Division Street.

A Biking and Hiking Functional Master Plan was developed through the City of Salisbury in June 2012. In the Master Plan the existing biking and hiking trails throughout the City were identified and potential trail locations were acknowledged. The City of Salisbury also developed the Salisbury Urban Greenway Master Plan.

Dedicated bicycle lanes are not currently provided along any of the study area roadways. There are two (2) existing bicycle routes throughout the study area. The Zippity Zoo Da and Lucky 13 Routes both begin and end at the Salisbury University campus. The routes travel along Bateman Street from the campus, turn left onto South Division Street, which then becomes Eastern Shore Drive at College Avenue. The routes continue along Eastern Shore Drive to E. Carroll Street, turning right onto E. Carroll Street to continue along the route.

For purposes of this report, the addition of sidewalks and or shared-use paths along Eastern Shore Drive is short when considering the large area, and thus completing the pedestrian network is proposed as a mid-term goal. The gaps along South Division Street are more extensive and should be considered a long term goal to complete the connectivity.

If a property along the roadway is not owned by the City or County it can be costly to acquire the Right-of-Way (ROW) required to install sidewalks or shared-use paths. As properties are developed along any of the area roadways, recommendation should be to add/update sidewalks or shared-use paths, and to ensure all existing and proposed curb ramps meet standards current at the time of installation.

Two (2) Major Non-Motorized Improvements are recommended for consideration. Each recommendation would need to be evaluated further by an engineering study prior to implementation. The **Major Non-Motorized Vehicle Improvement #1** is illustrated in **Figure 53**, illustrating the ***potential for a dedicated bike lane along South Boulevard between Eastern Shore Drive and US Route 13 Business, consistent with the 2017 Salisbury Bike Network Plan***. It appears it would be more difficult to continue the connection to the west of US Route 13 Business. This recommendation is proposed to be implemented immediately since it would only require striping changes that could be done as part of a resurfacing project. Coordination will need to occur to determine the resurfacing schedule. The recommendation would require on-street parking to be removed, but it appears ample parking is available within the area. Coordination should occur with impacted parties.

The **Major Non-Motorized Vehicle Improvement #2** is illustrated in **Figure 54**, illustrating the ***potential for a Rail-with-Trail path along the Norfolk Southern railroad that runs parallel to Eastern Shore Drive and South Division Street***. The rail line is part of the Norfolk Southern Delmarva Secondary Operations line and carries local freight trains between Laurel, DE and Pocomoke, MD Monday through Friday. The maximum speed of the trains traveling along the line on this section is 15 m.p.h. Trails have been constructed along active railways with speeds greater than 60 m.p.h.

A Rail-with-Trail path could be constructed along one side of the active railroad line. Coordination with the Norfolk Southern Railroad would need to occur if the path were to be installed within the railroad ROW. There are Rail-with-Trail paths along existing Norfolk Southern rail lines, but often the railroad companies are apprehensive about any liabilities they may be accountable for when mixing pedestrians and trains. Coordination with the railroad company should occur early in the process if the S/WMPO pursues the trail.

Where a Bike Connection is not possible along the study area roadways, sharrows or Share-the-Road assemblies should be considered for installation to alert motorist to cyclists within the roadway. A composite map illustrating all non-motorized improvements throughout the study area is illustrated in **Figure 44**.

Concrete channelizing islands are also proposed at some unsignalized intersections as well as a pedestrian refuge island at the unsignalized intersection of Eastern Shore Drive/South Division Street/ACE Hardware access, to reduce the pedestrian crossing distances. Pedestrian countdown signals should be installed where they currently do not exists, crosswalks should be updated to current MD MUTCD standards, and intersection lighting should be added to illuminate the roadways for both pedestrians and motorists as development occurs in the area or funding becomes available at intersections where they currently do not exist.

11x17 print-outs of **Figures 44, 53 and 54** are provided in **Appendix B**.

PHASE II – FUTURE NON-MOTORIZED ANALYSIS – 2024

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – AWSC Analysis

Analysis of future pedestrian conditions in 2024 at the existing TWSC intersection without improvements or signalization of the intersection (Case 2a) project LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour along the eastbound E. Carroll Street approach. Unacceptable LOS F is projected along westbound E. Carroll Street during both the weekday morning and weekday evening peak hours, as is the case under existing conditions. A pedestrian LOS is not reported for the Eastern Shore Drive or Pond Street approaches, and a bicycle LOS is not projected for unsignalized intersections. Signalized crossings are recommended to provide acceptable pedestrian LOS.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Signalized Analysis

Analysis of future traffic conditions in 2024 with recommended improvements (Case 2b), which includes signalization of the intersection, projects that the pedestrian traffic LOS will improve with the addition of the pedestrian signals and crosswalks. LOS B is projected along the E. Carroll Street and Eastern Shore Drive approaches, and LOS A is projected along the Pond Street approach. The bicycle LOS is projected as LOS C along the E. Carroll Street and Eastern Shore Drive approaches, and LOS B is projected along the Pond Street approach.

Eastern Shore Drive @ E. Vine Street

Analysis of the future traffic conditions without improvements in 2024 (Cases 2a) projects the bicycle traffic will continue to operate with LOS C along the E. Vine Street approaches and LOS B along the Eastern Shore Drive approaches during each weekday peak hour. The pedestrian traffic is projected to operate with LOS B along each approach for both the weekday morning and weekday evening peak hours.

Eastern Shore Drive @ South Boulevard

Analysis of the future traffic conditions without improvements in 2024 (Case 2a) project the bicycle traffic will operate with LOS C along the eastbound South Boulevard approach and LOS B

along all other approaches during each peak hour. The pedestrian traffic is projected to operate with LOS B along the Eastern Shore Drive and eastbound South Boulevard approaches and LOS A along the westbound South Boulevard approach during each peak hour.

Eastern Shore Drive @ South Division Street / College Square Shopping Center Access

Analysis of future traffic conditions in 2024 (Case 2a) without recommended improvements, project the pedestrian traffic will continue to operate with unacceptable LOS F along each approach that reports a delay during each peak hour. Bicycle LOS is not reportable for unsignalized intersections.

With recommended improvements (Case 2b), including restricting the side-street approaches to RIRO movements and the addition of a pedestrian refuge island, the pedestrian LOS is projected to operate with LOS D along the northbound Eastern Shore Drive approaches and unacceptable LOS E along the southbound Eastern Shore Drive approach during the weekday morning peak hour. During the weekday evening peak hour, unacceptable LOS F is projected. While some approaches are still projected as unacceptable the projected delays are significantly reduced for the Case 2b analysis.

Consulting the NCHRP Report 562 for the revised intersection configuration including the pedestrian refuge island, the recommendation is for a marked midblock crosswalk to be installed, consistent with this report. Advanced warning signs alerting motorists to possible pedestrians within the crosswalk should also be installed.

South Division Street @ Carrollton Avenue

Analysis of future traffic conditions in 2024 with and without recommended improvements (Case 2a and 2b) project the pedestrian traffic will continue to operate with LOS A along the eastbound South Division Street approach, which is the only approach with a reportable delay. Bicycle LOS is not reportable for unsignalized intersections.

Eastern Shore Drive @ E. College Avenue and W. College Avenue

Analysis of future traffic conditions in 2024 with and without improvements (Case 2a and 2b) project the bicycle traffic will operate with LOS D during the weekday evening peak hour along the

southbound Eastern Shore Drive approach. All other approaches are projected to operate with LOS C. The pedestrian traffic is projected to continue to operate with LOS B along each approach during each peak hour.

South Boulevard @ South Tower Drive / M & T Bank Access

The pedestrian traffic is projected to continue to operate with LOS C along each approach with reportable delays during the weekday morning peak hour and with unacceptable LOS F along each approach with reportable delays during the weekday evening peak hour without any improvements in 2024 (Case 2a). As previously discussed, the South Boulevard through volumes conflict with pedestrians crossing South Boulevard at an unsignalized midblock crossing resulting in the unacceptable LOS F. With the recently improved signalized crossings at the intersection of US Route 13 Business and South Boulevard located to the west, pedestrians should be encouraged to use the signalized pedestrian crossing as opposed to crossing at a midblock unmarked crossing. Bicycle LOS is not reportable for unsignalized intersections. NCHRP Report 562 does not recommend a midblock crossing be installed at this location.

W. College Avenue @ South Tower Drive

The pedestrian traffic is projected to continue to operate with unacceptable LOS F along each approach with reportable delays during each peak hour for the 2024 (Case 2a and 2b) volumes. Only the W. College Avenue approaches report a delay. Bicycle LOS is not reportable for unsignalized intersections. As noted previously, NCHRP 562 does not recommend a midblock crossing at this location due to pedestrian volumes. A signalized intersection is located approximately 225-feet to the west and pedestrians should be encouraged to use the signal as opposed to crossing five (5) unsignalized travel lanes.

South Division Street at Avery Street

Under future 2024 conditions (Case 2a and 2b) the pedestrian traffic is projected to operate with unacceptable LOS F along the northbound South Division Street approach during each peak hour, and along the southbound South Division Street approach during the weekday evening peak hour and

LOS D along the southbound South Division Street approach during the weekday morning peak hour. Bicycle LOS is not reported at unsignalized intersections. A crosswalk is recommended for installation along the Avery Street approach. NCHRP Report 562 does not recommend a midblock crossing along South Division Street be installed at this location.

South Division Street @ Bateman Street / Onley Road

The bicycle traffic is projected to operate with LOS D along the southbound South Division Street approach during the weekday evening peak hour for the future 2024 (Cases 2a and 2b) projections. LOS C is projected along the northbound South Division Street approach during each peak hour, and LOS B is projected along the southbound South Division Street approach during the weekday morning peak hour and along the westbound Onley Road approach during the weekday evening peak hour. LOS A is projected to occur along the westbound Onley Road approach during the weekday morning peak hour.

The pedestrian traffic is projected to operate with LOS B along the South Division Street approaches during each peak hour and LOS A along the westbound Onley Road approach during each peak hour. A LOS is not generated for Bateman Street due to the alignment of the intersection.

South Division Street @ Milford Street

Analysis projects the bicycle traffic will operate with LOS C along the northbound South Division Street approach during both the weekday morning and evening peak hours and along the southbound South Division Street and eastbound Milford Street approaches during the weekday evening peak hour for the future 2024 (Case 2a and 2b) projections. All other approaches are projected to operate with LOS B.

The pedestrian traffic is projected to operate with LOS B along the eastbound Milford Street and South Division Street approaches during each peak hour and LOS A along the westbound Shopping Center approach during each peak hour.

PHASE II – FUTURE NON-MOTORIZED ANALYSIS – 2034

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – AWSC Analysis

Analysis of future traffic conditions in 2034 (Case 3a) of the existing TWSC intersection projects the pedestrian traffic will operate with LOS C along the eastbound E. Carroll Street approach during each peak hour and with unacceptable LOS F during each peak hour along the westbound E. Carroll Street approach. All other approaches do not report a LOS, and unsignalized intersections do not report a bicycle LOS. Signalized crossings are recommended to provide acceptable pedestrian LOS.

E. Carroll Street @ Eastern Shore Drive / Pond Drive (offset) – Signalized Analysis

Analysis of future traffic conditions in 2034 with recommended improvements (Case 3b), which includes adding pedestrian countdown signals and marking crossings, projects that the pedestrian traffic LOS will improve. LOS B is projected along the E. Carroll Street and Eastern Shore Drive approaches, and LOS A is projected along the Pond Street approach. Due to the proposed improvement of signalization, a bicycle LOS is reported and projected as LOS C along the E. Carroll Street and Eastern Shore Drive approaches and LOS B along the Pond Street approach.

Eastern Shore Drive @ E. Vine Street

Analysis of the future traffic conditions without improvements in 2034 (Case 3a) project the bicycle traffic will operate with LOS C along the E. Vine Street approaches and LOS B along the Eastern Shore Drive approaches during each peak hour. The pedestrian traffic is projected to continue to operate with LOS B along each approach for both the weekday morning and weekday evening peak hour. A recommendation to install pedestrian signals and update the existing crosswalk markings is included in this report. Case 3b is discussed later in the report.

Eastern Shore Drive @ South Boulevard

Analysis of the future traffic conditions without improvements in 2034 (Case 3a) project the bicycle traffic will operate with LOS C along the eastbound South Boulevard approach and LOS B along all other approaches during each peak hour. The pedestrian traffic is projected to operate with

LOS A along the westbound South Boulevard approach and LOS B along all other approaches. A recommendation to install pedestrian signals and update the existing crosswalk markings is included in this report. Case 3b is discussed later in the report.

Eastern Shore Drive @ South Division Street / College Square Shopping Center Access

Analysis of future traffic conditions in 2034 (Case 3a) without improvements, project the pedestrian traffic will continue to operate with unacceptable LOS F along each approach that reports a delay during each peak hour. A bicycle LOS is not available for unsignalized intersections.

The intersection is not a candidate for signalized pedestrian crossing. Improvement options to reduced pedestrian crossing distances, such as restricting the side-street approaches to RIRO movements and provide a pedestrian refuge island where the existing Eastern Shore Drive left-turn lanes currently exist are assumed in the Case 3b analysis.

With improvements the pedestrian traffic is projected to operate with LOS D along the northbound Eastern Shore Drive approach and unacceptable LOS E along the southbound Eastern Shore Drive approach during the weekday morning peak hour. During the weekday evening peak hour the pedestrian traffic is projected to operate with unacceptable LOS F. While the pedestrian traffic is still projected to operate unacceptably, the projected delays are significantly reduced due to the recommended improvements reducing the width to cross Eastern Shore Drive. Consistent with NCHRP Report 562, a midblock crosswalk is recommended for installation with the addition of the pedestrian refuge island. Supplemental signage should be installed alerting motorist to the potential of pedestrians within the roadway.

South Division Street @ Carrollton Avenue

Analysis of future traffic conditions in 2034 with and without improvements (Case 3a and 3b), of the existing intersection, project the pedestrian traffic will continue to operate with LOS A along the eastbound South Division Street approach. A bicycle LOS is not reported for unsignalized intersections.

Eastern Shore Drive @ E. College Avenue and W. College Avenue

Analysis of future traffic conditions in 2034 (Cases 3a and 3b) project the bicycle traffic will operate with LOS D along the southbound Eastern Shore Drive approach during the weekday evening peak hour and LOS C along all other approaches during each weekday peak hour. The pedestrian traffic is projected to continue to operate with LOS B along each approach during each peak hour.

Improvements at the intersection of Eastern Shore Drive/South Division Street at East/West College Avenue to better serve the non-motorized traffic include channelization of the eastbound, southbound and northbound right-turn lanes to reduce the distance a pedestrian must cross at one time. These improvements are assumed in both the Case 2b and Case 3b analysis. Pedestrian LOS Score is projected to generally improve with the channelization improvements. A recommendation to install pedestrian crossing signals is also included in this report.

South Boulevard @ South Tower Drive / M & T Bank Access

The pedestrian traffic is projected to continue to operate with LOS C along each approach with reportable delay during the weekday morning peak hour and with LOS F along each approach with reportable delay during the weekday evening peak hour with and without the proposed improvements in 2034 (Case 3a and 3b). A dedicated bike lane is proposed along South Boulevard, consistent with the 2017 Salisbury Bike Network Plan, however, a bicycle LOS is not reported for unsignalized intersections.

As previously discussed, the South Boulevard through volumes conflict with pedestrians crossing South Boulevard at an unsignalized, unmarked midblock crossing resulting in the unacceptable LOS F. With the recently improved signalized crossings at the intersection of US Route 13 Business and South Boulevard located approximately 390-feet to the west, pedestrians should be encouraged to use the signalized pedestrian crossing as opposed to crossing at a midblock unmarked crossing. A crosswalk is recommended for installation along the South Tower Drive approach. Consulting NCHRP Report 562, a marked crosswalk is not warranted along South Boulevard. The

proposed Rails-with-Trail (proposed as a long-term recommendation) would include a marked crosswalk along South Boulevard and could be utilized by any pedestrians trying to cross the roadway.

W. College Avenue @ South Tower Drive

The pedestrian traffic is projected to continue to operate with unacceptable LOS F along each approach with reportable delays during each peak hour for the future 2034 (Case 3a and 3b) projections. Pedestrians attempting to cross W. College Avenue should be encouraged to cross at the nearby signalized marked crossing at the US Route 13 Business intersection as opposed to crossing five (5) travel lanes with no crosswalks. Crosswalks are recommended for installation along the South Tower Drive approaches. Consulting NCHRP Report 562, a marked crosswalk is not warranted along W. College Avenue. The proposed Rails-with-Trail (proposed as a long-term recommendation) would include a marked crosswalk along W. College Avenue and could be utilized by any pedestrians trying to cross the roadway.

South Division Street at Avery Street

Under future 2034 (Case 3a) projections, the pedestrian traffic is projected to continue operating with unacceptable LOS F along the northbound South Division Street approach during both the weekday morning and evening peak hour, and along the southbound South Division Street approach during the weekday evening peak hour. LOS D is projected along the southbound South Division Street approach during the weekday morning peak hour. A bicycle LOS is not projected at unsignalized intersections. A crosswalk is recommended for installation along the Avery Street approach for the current intersection configuration. Consulting NCHRP Report 562, a marked crosswalk is not warranted along South Division Street, traffic calming should be considered.

A single lane roundabout is proposed for installation under future 2034 projections with improvements (Case 3b). A bicycle and pedestrian LOS are not projected for roundabouts. A roundabout would slow traffic through the intersection and could be considered a traffic calming device consistent with the NCHRP Report.

South Division Street @ Bateman Street / Onley Road

The bicycle traffic is projected to operate with LOS D along the South Division Street approaches during the weekday evening peak hour for the future 2034 (Case 3a and 3b) projections. LOS C is projected along the South Division Street approaches during the weekday morning peak hour. LOS B is projected along the westbound Onley Road approach during each peak hour. The pedestrian traffic is projected to operate with LOS B along the South Division Street approaches during each peak hour. The Onley Road approach is projected to operate with LOS A during each peak hour for the 2034 projections.

South Division Street @ Milford Street

Analysis projects the bicycle traffic will continue to operate with LOS C along the northbound South Division Street approach during both the weekday morning and weekday evening peak hours and along the southbound South Division Street and eastbound Milford Street approaches during the weekday evening peak hour. All other approaches are projected to operate with LOS B during each peak hour. The pedestrian traffic is projected to operate with LOS B along the South Division Street and Milford Street approaches during each peak hour. The pedestrian traffic along the Shopping Center approach is projected to operate with LOS A during both the weekday morning and weekday evening peak hour. A recommendation to install pedestrian crossing signals for the two approaches that do not currently have them and to install intersection lighting is included in this report. Consideration given to extending the existing sidewalks along South Division Street south of Milford Street should also be explored.

PHASE II – NON-MOTORIZED TRAFFIC SUMMARY

Based on analysis results the following non-motorized roadways improvements are recommended for consideration:

- **Major Non-Motorized Vehicle Improvement #1** is illustrated in **Figure 53**, illustrating the ***potential for a bike lane connection along South Boulevard between Eastern Shore Drive and US Route 13 Business***. It appears it would be more difficult to continue the connection to the west of US Route 13 Business.
- **Major Non-Motorized Vehicle Improvement #2** is illustrated in **Figure 54**, illustrating the ***potential for a Rail-with-Trail path along the Norfolk Southern railroad that runs parallel to Eastern Shore Drive and South Division Street***. The rail line is part of the Norfolk Southern Delmarva Secondary Operations line and carries local freight trains between Laurel, DE and Pocomoke, MD Monday through Friday. The maximum speed of the trains traveling along the line in this section is 15 m.p.h.

Other roadway recommendations include installation of pedestrian signals at signalized intersections, upgrading existing crosswalk pavement markings at signalized intersections, crosswalks at unsignalized intersections, advanced warning signs, advanced stop/yield signs, pedestrian refuge islands, lighting installation, completing gaps in the sidewalk/shared-use path network, and channelization to reduce pedestrian travel distances.

The existing signalized intersections within the study area all include marked pedestrian crosswalks, however, they are all not in accordance with the MD MUTCD. An easy and cost effective way to remedy this would be to install the correct striping during a future roadway resurfacing project. Coordination needs to occur. All signalized intersections also do not include signalized pedestrian crossings. Signalized pedestrian crossings are also recommended for installation where not currently installed.

Eastern Shore Drive @ E. Carroll Street / Pond Street

Unacceptable LOS exists and is projected to continue to exist along the westbound E. Carroll Street approach without improvements. Signalization is proposed and would include signalized pedestrian crossings as well. With the addition of signalized pedestrian crossings all approaches are projected to operate with acceptable LOS.

Eastern Shore Drive @ South Division Street / College Square Shopping Center

Unacceptable pedestrian LOS exists and is projected to continue to exist along each approach with reported LOS without improvements. The intersection is not an ideal candidate for a signalized pedestrian crossing due to the signalized intersection to the south. Improvement options to reduced pedestrian crossing

distances, such as restricting the side-street approaches to Right-In/Right-Out movements and providing a pedestrian refuge island where the existing Eastern Shore Drive left-turn lanes currently exist, are explored in this report. With the recommended improvements the pedestrian LOS is only projected to improve to acceptable along the northbound Eastern Shore Drive approach during the weekday morning peak hour. Significant reductions in the projected delays are projected with the recommended improvements.

Pedestrians should be encouraged to cross at the signalized intersection of Eastern Shore Drive/South Division Street at East/West College Avenue to the south. It is noted that the bicyclists and pedestrians crossing at the intersection were typically observed as college students who are less likely to travel the extra distance to use the marked crosswalks, and were also not observed to be incurring the excessive delays reported in the analysis.

Eastern Shore Drive / South Division Street @ E. College Avenue

Improvements at the intersection to better serve the non-motorized traffic include channelization of the eastbound, southbound and northbound right-turn lanes. These improvements are assumed in both the Case 2b and Case 3b analysis. Decreased bicycle and pedestrian Scores and LOS are projected for most approaches for the Case 2b and 3b projections.

South Boulevard @ South Tower Drive / M & T Bank Access

The South Boulevard through motorized traffic volumes conflict with pedestrians crossing South Boulevard at an unsignalized, unmarked, midblock crossing resulting in the unacceptable LOS F during the weekday evening peak hour. With the recently improved signalized crossings at the intersection of US Route 13 Business and South Boulevard located to the west, pedestrians should be encouraged to use the signalized pedestrian crossing as opposed to crossing at a midblock unmarked crossing. Consulting NCHRP Report 562, a marked crosswalk is not warranted along South Boulevard. The proposed Rails-with-Trail (proposed as a long-term recommendation) would include a marked crosswalk along South Boulevard and could be used by any pedestrians trying to cross the roadway. Crosswalks should also be considered for addition along the South Tower Drive approach.

West College Avenue @ South Tower Drive

Unacceptable pedestrian LOS exists and is projected to continue to exist in the future along each approach with reported delay. Pedestrians attempting to cross W. College Avenue should be encouraged

to cross at the nearby marked signalized crossing at the US Route 13 Business as opposed to crossing five (5) travel lanes with no crosswalk. Consulting NCHRP Report 562, a marked crosswalk is not warranted along W. College Avenue. The proposed Rails-with-Trail (proposed as a long-term recommendation) would include a marked crosswalk along W. College Avenue and could be used by any pedestrians trying to cross the roadway. Crosswalks should also be considered for installation across the South Tower Drive approaches.

South Division Street at Avery Street

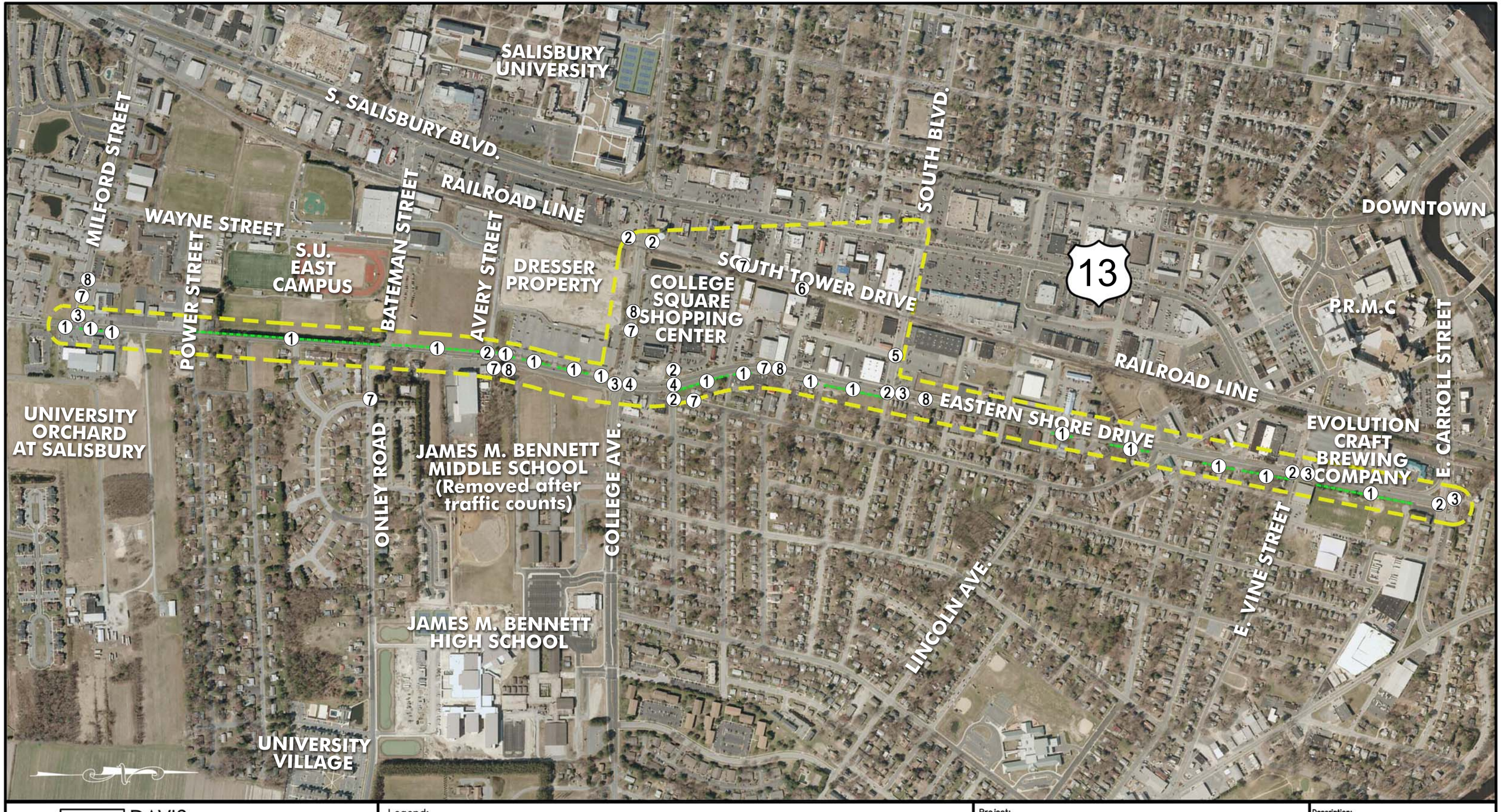
Unacceptable pedestrian LOS currently exists and is projected to continue to exist along the northbound South Division Street approach during both the weekday morning and evening peak hour and along the southbound South Division Street approach during the weekday evening peak hour. Signalization of the intersection is not likely warranted due to the closeness of adjacent signals to the north and south. The sidewalk network in the area should be completed. Consulting NCHRP Report 562, a marked crosswalk is not warranted along South Division Street. A crosswalk should be considered for installation across the Avery Street approach for the current intersection configuration. A roundabout is proposed for consideration, and does not report pedestrian or bicycle LOS.

Summary

A composite map of all of the non-motorized improvements is illustrated in **Figure 44**. Aerials illustrated the specific recommendations, including sidewalk or shared-use path gaps, along the corridor are illustrated in **Figures 45** through **52**.

Proposed Non-Motorized Major Improvements #1, Bike Connection along South Boulevard, is illustrated in **Figure 53** and the potential Rail-with-Trail along Eastern Shore Drive and South Division Street (Non-Motorized Major Improved #2) is illustrated in **Figure 54**. 11x17 (scaled) figures for **Figures 44** through **54** are provided in **Appendix B**.

Figure 55 provides a planning level cost estimate for the Phase II based upon the proposed improvements to the existing transportation network within the study area. The estimate is broken out per short, mid, and long term improvements.



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Legend:

- STUDY AREA BOUNDARY
- ① Gaps in Sidewalk
- ② Crosswalk Pavement Markings
- ③ Signalized Pedestrian Crossings
- ④ Channelization
- ⑤ Bike Connection
- ⑥ Rail - Trail Connection
- ⑦ Pavement Marking Improvements
- ⑧ Signing Improvements

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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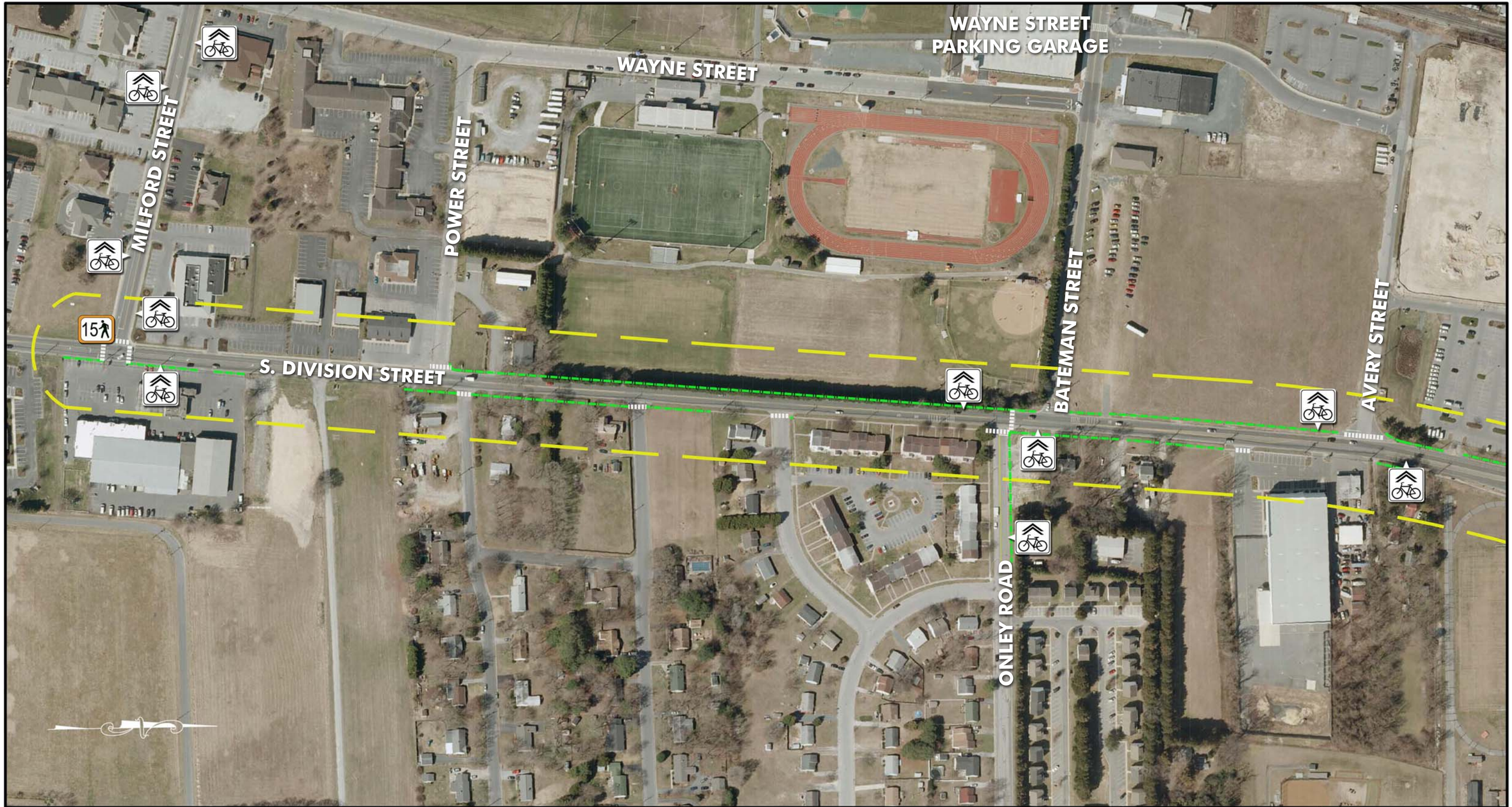
127

Description: STUDY AREA

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Sheet No.: FIGURE 44



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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- COUNTDOWN SIGNAL IDENTIFIER

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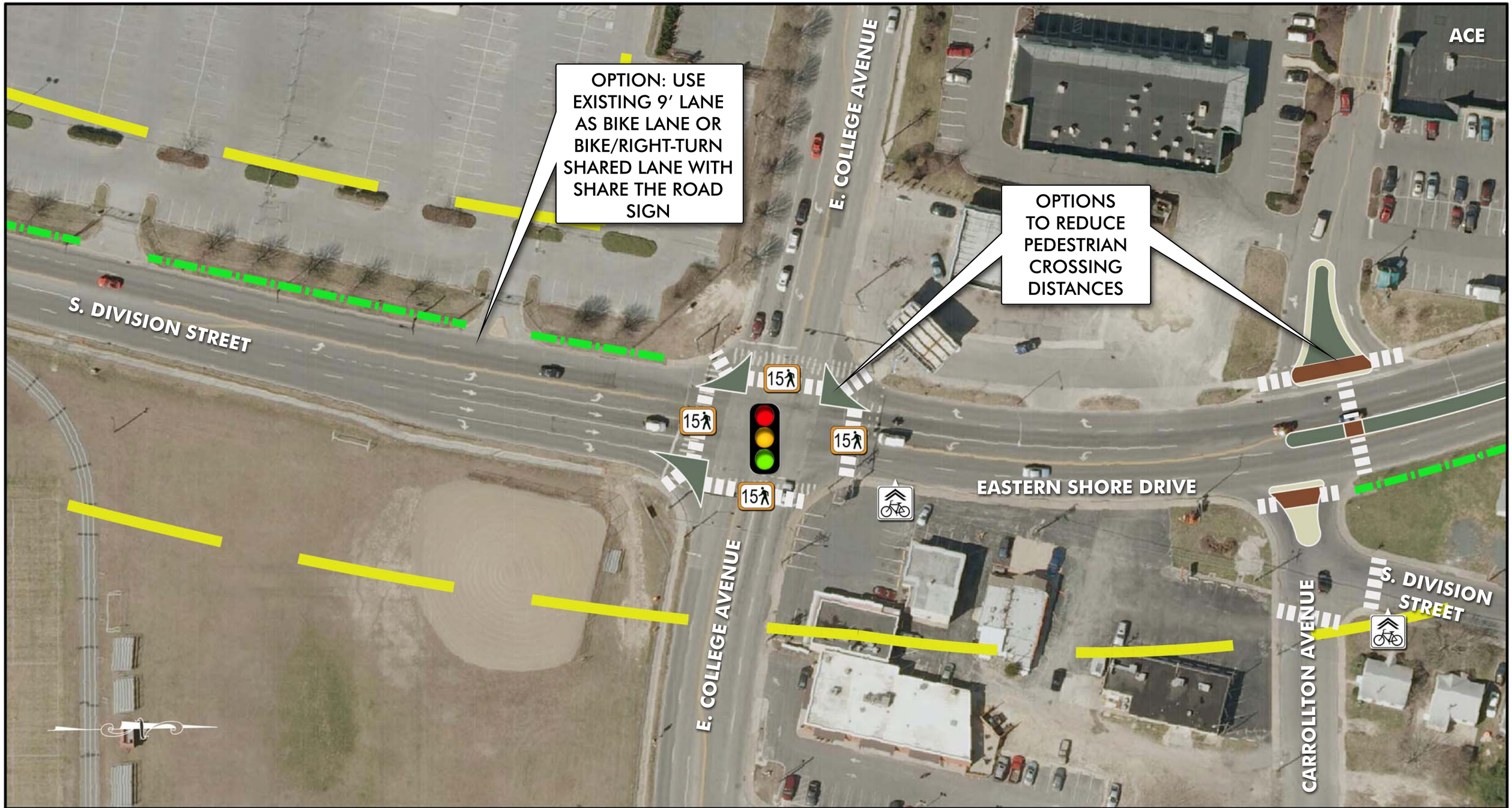
S. DIVISION STREET
MILFORD ST. TO AVERY ST.

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FIGURE
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- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- COUNTDOWN SIGNAL IDENTIFIER

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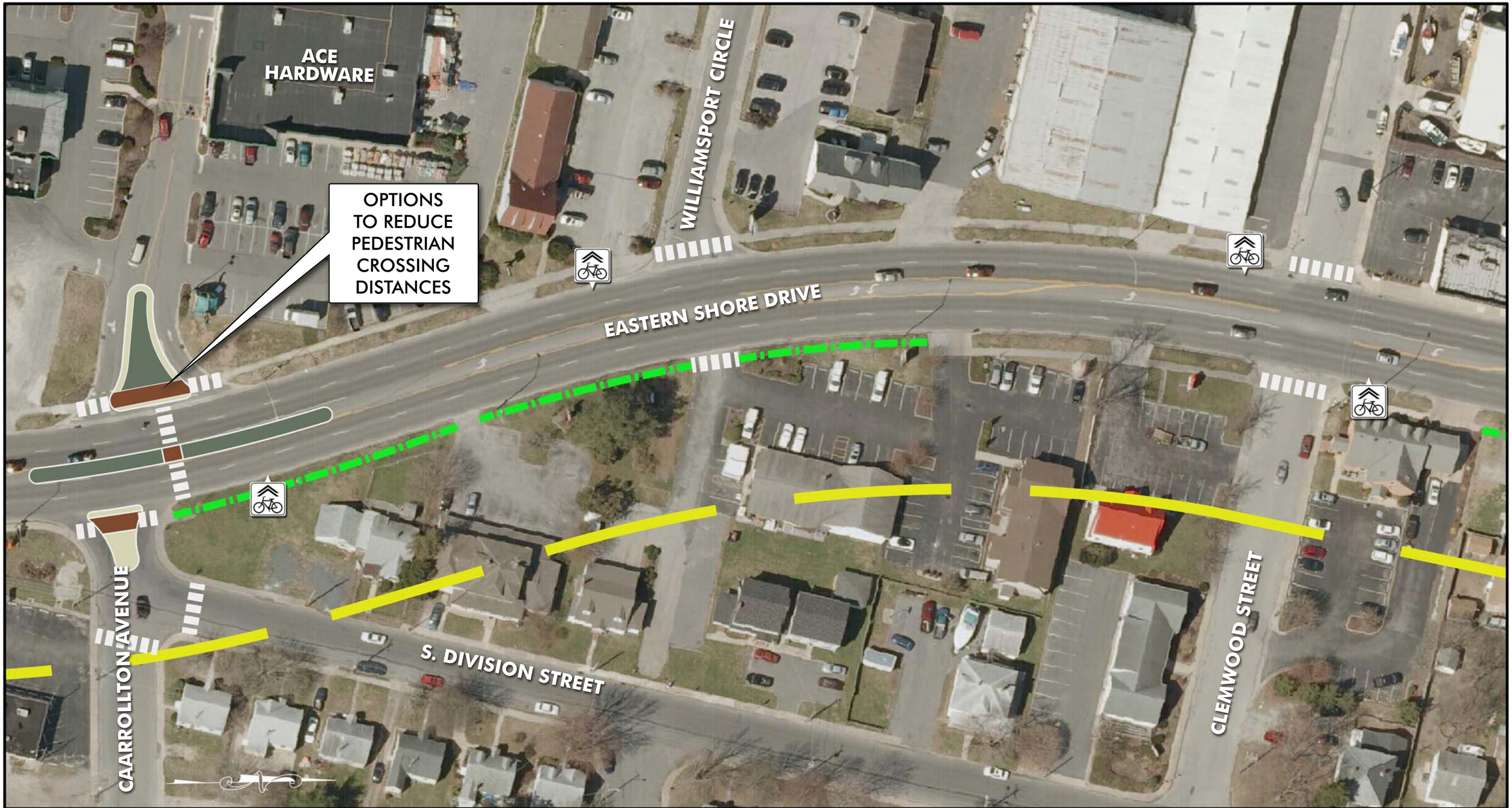
129

Description:
S. DIVISION STREET/
E. COLLEGE AVENUE/
EASTERN SHORE DRIVE

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FIGURE
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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

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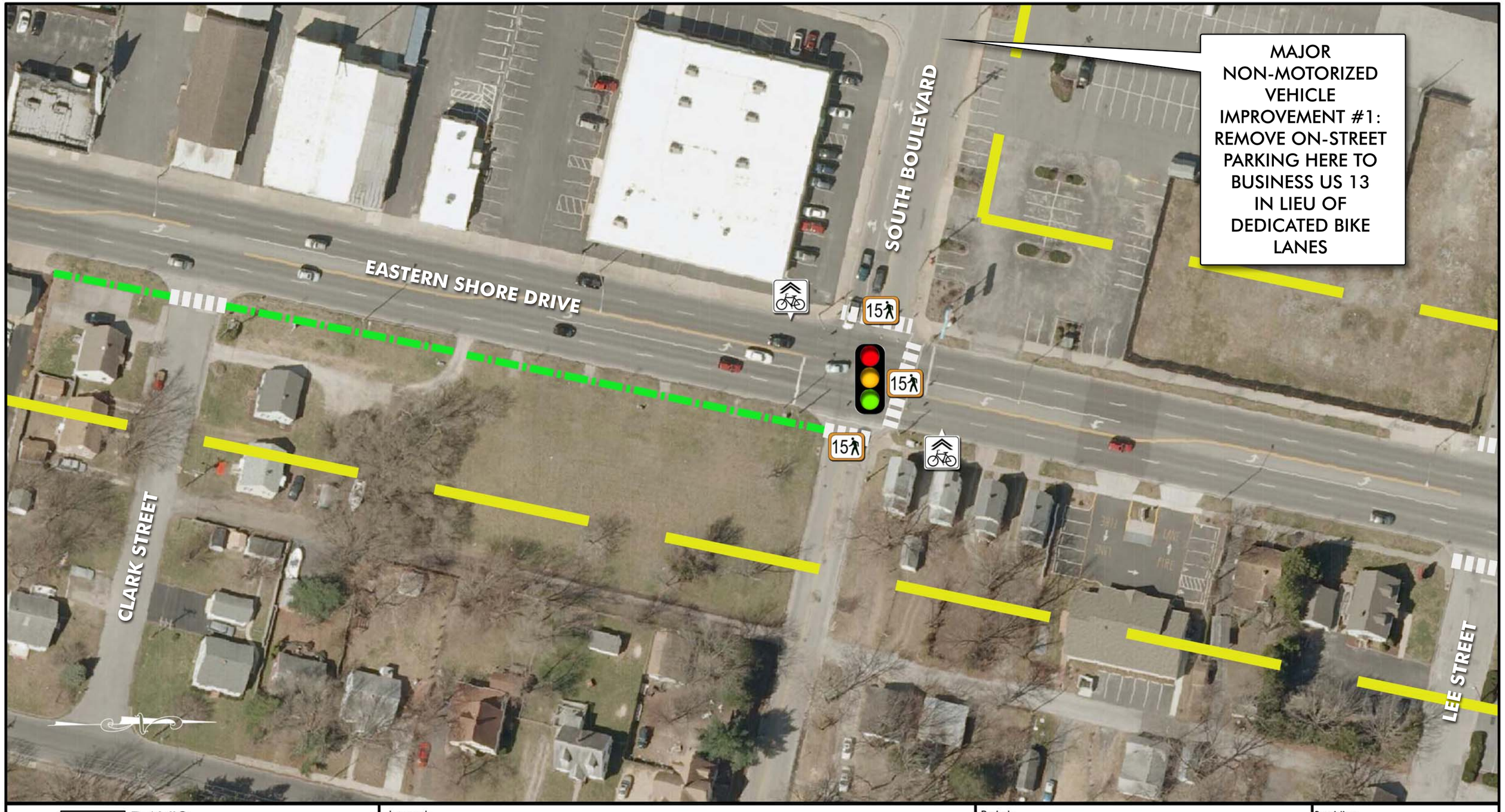
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Description: EASTERN SHORE DR. NEAR ACE HARDWARE

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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

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Description: EASTERN SHORE DR. NEAR SOUTH BOULEVARD

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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

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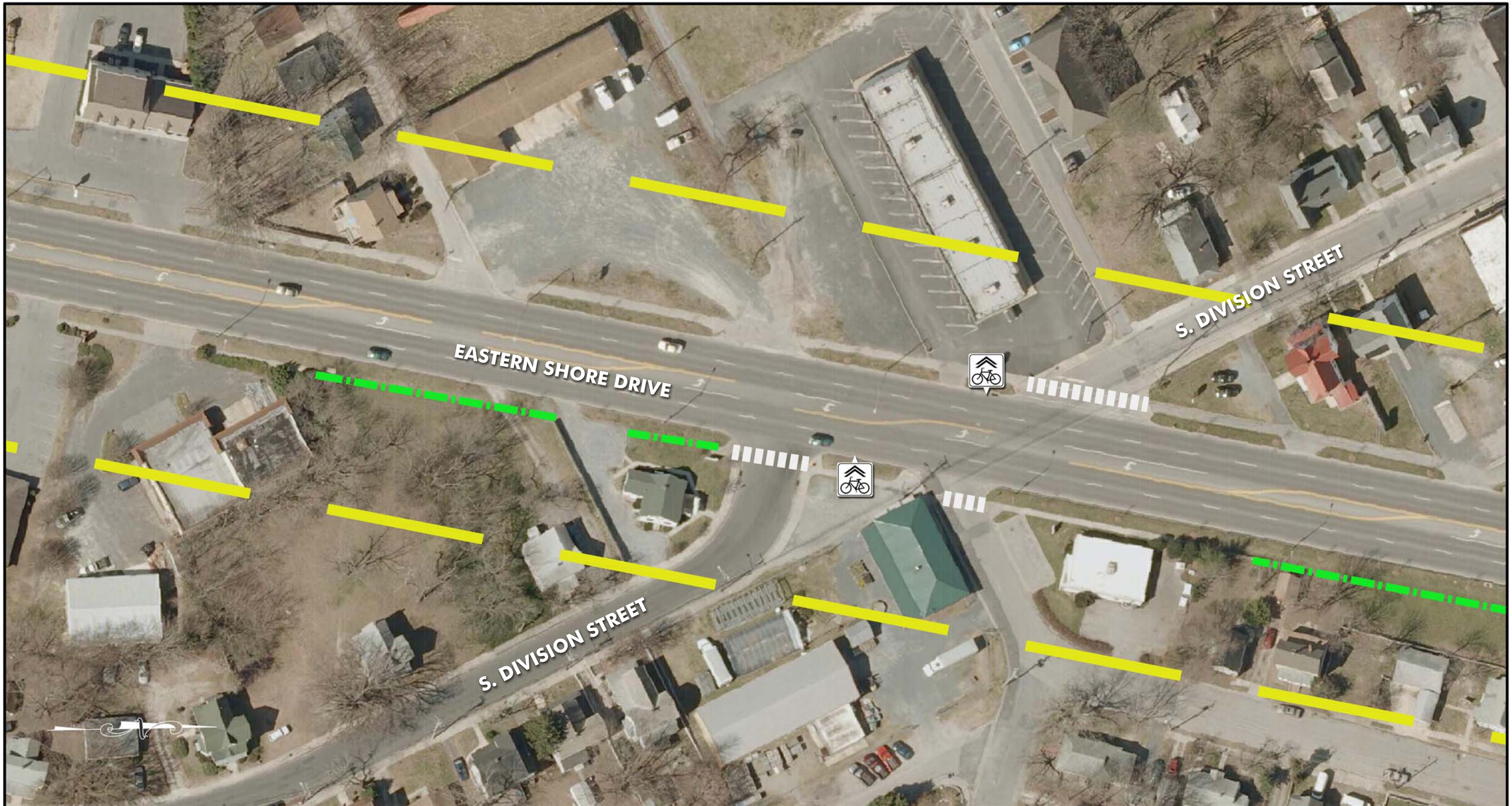
132

Description:
EASTERN SHORE DR.
NEAR W. LINCOLN AVE.

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FIGURE
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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

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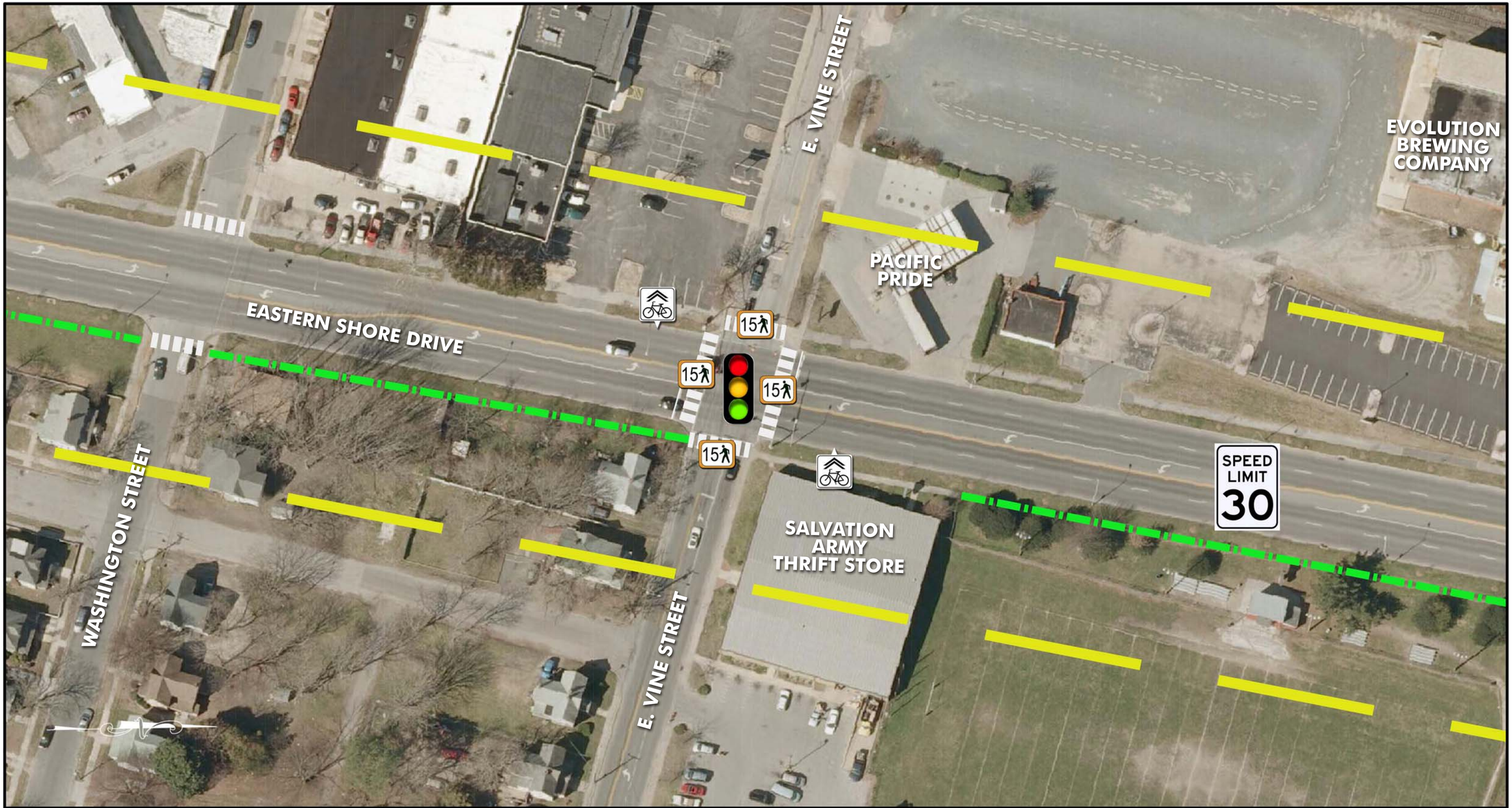
EASTERN SHORE DR.
NEAR S. DIVISION ST.

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FIGURE
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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- COUNTDOWN SIGNAL IDENTIFIER

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Description: EASTERN SHORE DR. NEAR VINE ST.

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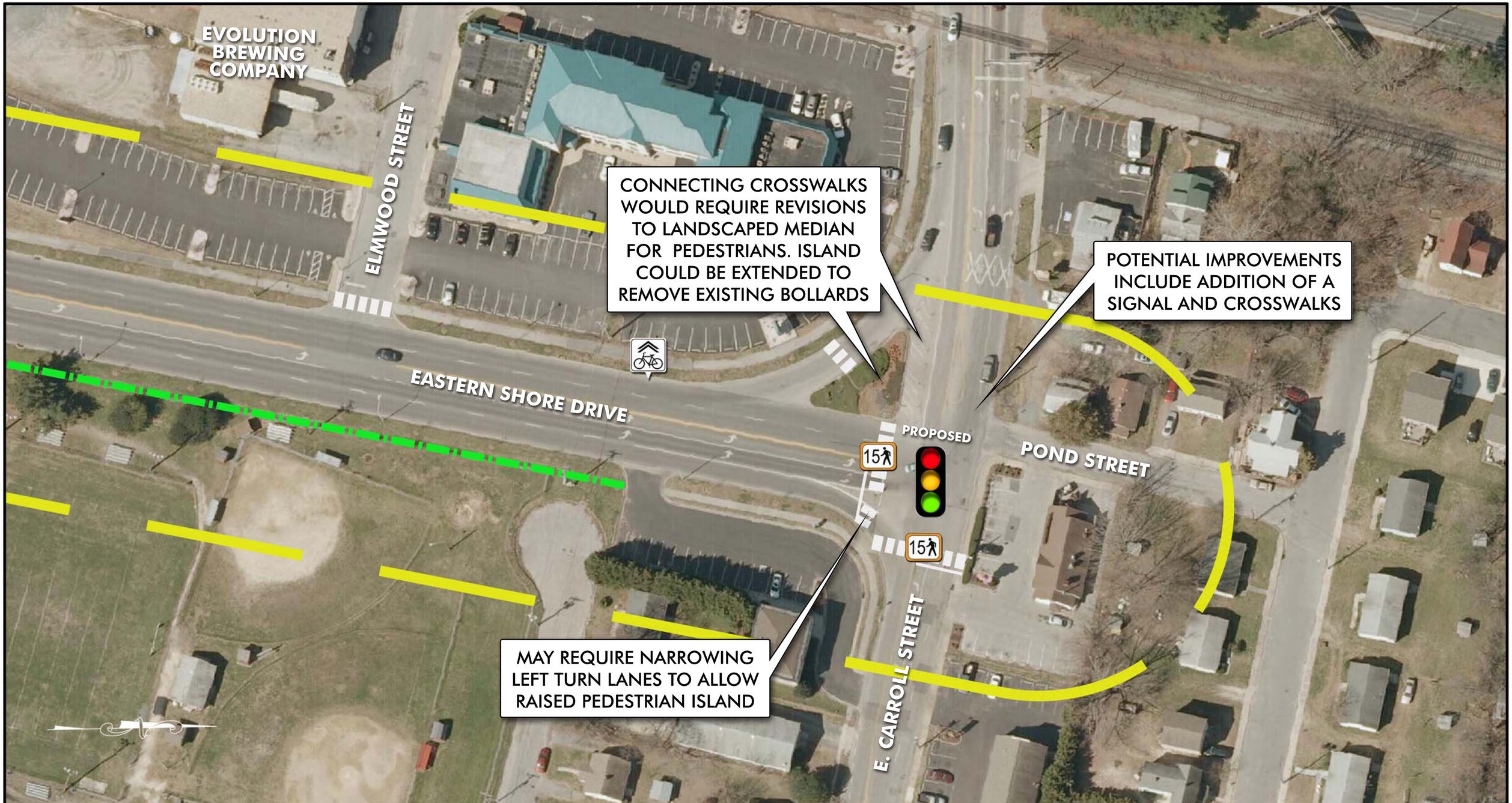
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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

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Description: EASTERN SHORE DR. NEAR E. CARROLL ST.

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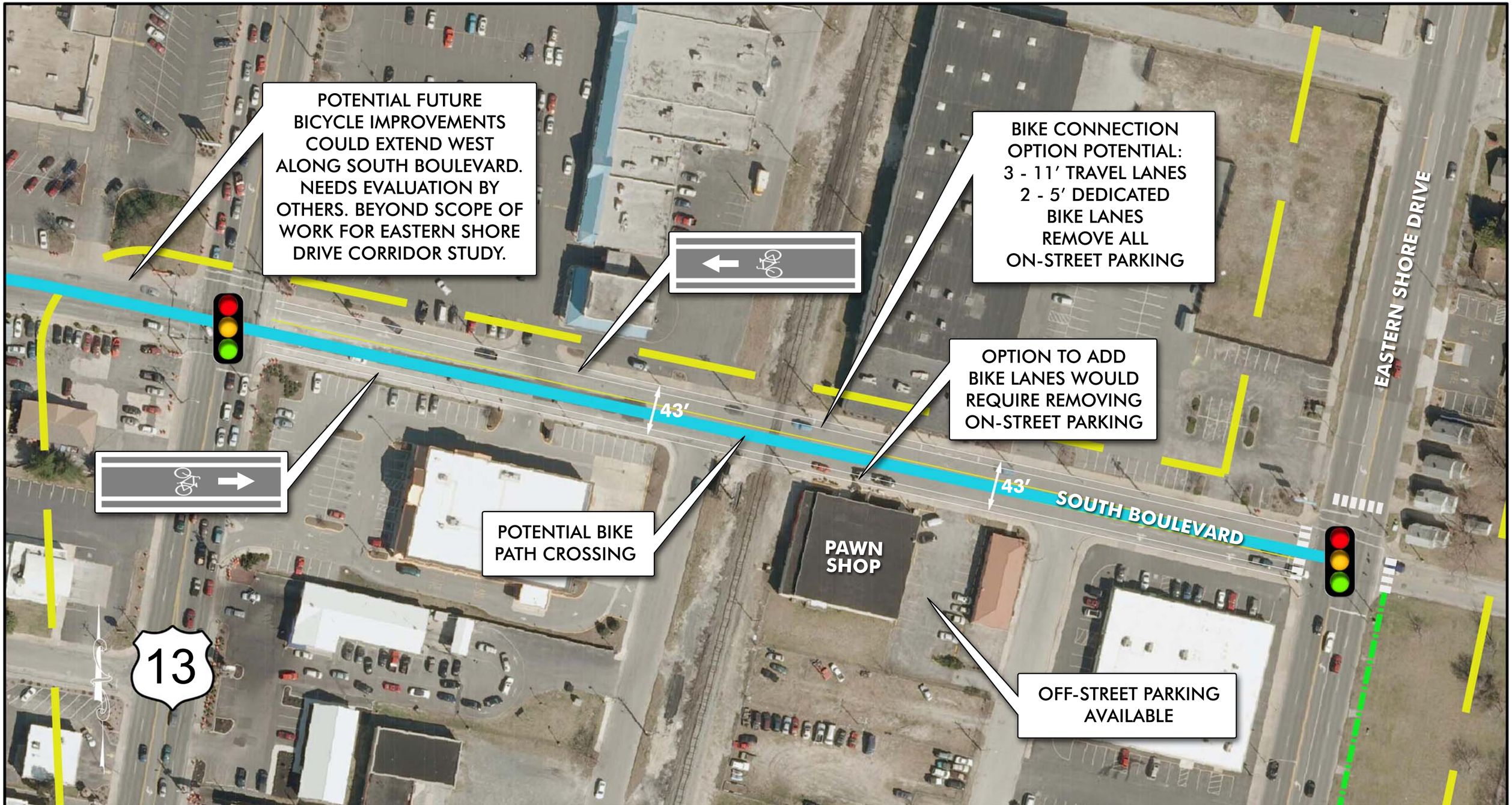
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FIGURE 52



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Legend:

- STUDY AREA BOUNDARY
- POTENTIAL BIKE PATH CONNECTIONS
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION

NON-MOTORIZED MAJOR IMPROVEMENT #1
SOUTH BOULEVARD BIKE CONNECTION
SOUTH BOULEVARD

Project:
EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND

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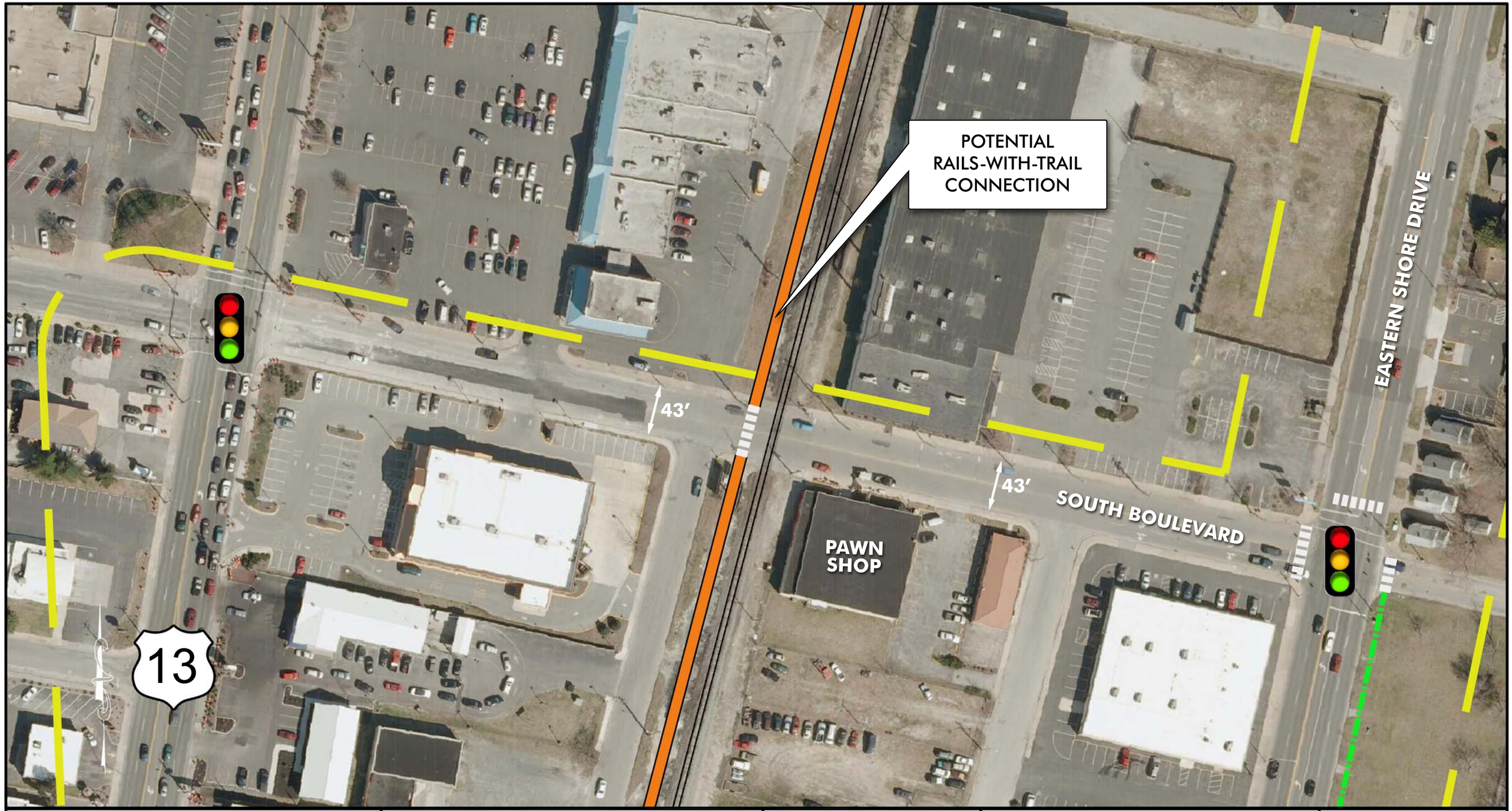
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FIGURE 53



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Legend:

- STUDY AREA BOUNDARY
- POTENTIAL RAILS-WITH-TRAIL CONNECTION
- GAPS IN SIDEWALK

NON-MOTORIZED
MAJOR
IMPROVEMENT #2
RAILS-WITH-TRAIL
CONNECTION

SOUTH BOULEVARD

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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FIGURE 54

Planning Level Cost Estimate
Phase II Improvements

Improvements - Phase II - Non-Motorized		
	Details	**Cost**
Short Term		
Major Non-Motorized Improvement #1 - South Boulevard Bike Connection Signing and Striping Improvements (No Milling Operations Assumed)	Converting South Boulevard on-street parking to dedicted bike lanes * From US 13 Business to Eastern Shore Drive * Convert outside lane conisting of on-street parking to dedicated Bicycle lane next to through lane and between through and right-turn lane at the signalized intersections.	$ 20,000.00
	Subtotal	**$ 20,000.00**
Mid Term		
Channelizing Concrete Islands	Improvement and Additions - Eastern Shore Drive @ College Avenue Concrete Island	$ 15,000.00
Sidewalk/Shared Use Path Improvements - Eastern Shore Drive	Infill of existing gaps in sidewalk/shared use paths along Corridor * Approximately 3,500-feet of gaps	$ 100,000.00
Crosswalk Additions and/or Improvements - Eastern Shore Drive	Improvements and Additions - Unsignalized Intersections * Approximately 19 Crosswalks have been identified as a potential need. Assume $1,750.00 per Crosswalk	$ 33,250.00
Sharrows or Share The Road Signs	Installing Sharrows or Share-the-Road signs along South Division Street, E. Vine Street, old South Division Street, Carrollton Avenue, W. College Avenue, Milford Street * Sharrows ($200.00 per Sharrow) *Share-The-Road Assembly ($200.00 per sign)	$ 13,600.00
Pedestrian Refuge Concrete Islands	Improvement and Additions - Eastern Shore Drive @ College Square Shopping Center * Pedestrian Refuge to replace exisitng Eastern Shore Drive Left-turn lanes * Includes crosswalks along each approach * Includes mobilization and traffic control	$ 33,750.00
Pedestrian Countdown Signals	Improvements and Additions * 25 Pedestrian countdown signals have been identified as a need. Assume $1,250.00 per signal	$ 35,000.00
Signalized Crosswalk markings upgrade	Improvements and Additions - Signalized Intersections * 7 Crosswalks have been identified as needing to be updated. Assume $1,750.00 per signal	$ 12,250.00
	Subtotal	**$ 242,850.00**
Long Term		
Major Non-Motorized Improvement #2 - Rails-with-Trails Bike Connection along Norfolk Southern Railroad	Construct path adjacent to existing Norfolk Southern Railroad line (approximately 1.55 miles)	$ 145,000.00
Sidewalk/Shared Use Path Improvements - South Division Street	Infill of existing gaps in sidewalk/shared use paths along Corridor * Approximately 3,800-feet of gaps	$ 100,000.00
Crosswalk Additions and/or Improvements - South Division Street	Improvements and Additions - Unsignalized Intersections * Approximately 6 Crosswalks have been identified as a potential need. Assume $1,750.00 per Crosswalk	$ 10,500.00
Curb Ramp Improvements	Improvements and Additions * Approximately 45 Curb Ramp Improvements have been identified as a potential need. Assumed $2,000 per Curb Ramp	$ 90,000.00
Lighting	Install lighting at South Division Street/Milford Street * $900.00/light pole	$ 3,600.00
	Subtotal	**$ 349,100.00**
	Phase II Subtotal	**$ 611,950.00**

Note: Sharrows and Share-the-Road assemblies should not be use in tandem. The cost estimate assumes Sharrows are installed. If Share-the-Road Assemblies are installed the cost would be less. Sharrows are installed after every major intersection and not less than 250' apart. Share-the-Road assemblies are installed at the end of bike lane and after major intersections.

Figure 55

EASTERN SHORE DRIVE BIKE CONNECTION

There are concerns with respect to considering a Bike Connection along Eastern Shore Drive. An engineering study would be needed to determine the feasibility. The primary concerns are intersection safety, delays, and capacity. Lane reductions would certainly reduce capacity and increase delays. ***Analysis indicates the southern limits along Eastern Shore Drive of the Bike Connection should be South Boulevard due to projected unacceptable LOS without dual lanes to the south.***

If cyclists are attracted to the dedicated bicycle lane, it introduces more cyclist and vehicle conflicts, which is a safety concern that would need to be considered in the design of any multi-modal facilities. Lane assignments for each travel mode should be clear at intersections.

Bike Connection (Road Diet) Specifications

In areas **where unacceptable LOS exists or is projected to exist, a Bike Connection reducing vehicular capacity is not an option**. In those areas, such as the unsignalized northbound Eastern Shore Drive approach to E. Carroll Street identified to operate with unacceptable LOS, improvements such as signalization were evaluated on the planning level.

In areas along Eastern Shore Drive projected to operate with acceptable intersection LOS D or better, the potential for a Bike Connection (road diet) is considered. Road diets typically consist of converting a 4-lane undivided highway typical section with no auxiliary lanes into a 3-lane highway typical section including a center, two-way left-turn lane (TWLTL). Often the outer lanes are converted to off-street parking, bike lanes, shared lanes, transit lanes, or shared-use paths.

Ideally, Bike Connection improvements can be done as part of a street resurfacing or a street rehabilitation project such that the costs of implementing the project are minimal. That

approach requires coordination by the City for any potential projects that may be able to take advantage of any upcoming improvement or resurfacing projects in the area.

Eastern Shore Drive

Eastern Shore Drive consists of dual through lanes in each direction with an existing center, two-way left-turn lane (TWLTL) that becomes an exclusive left-turn lane approaching major intersections along the corridor. The posted speed limit is 30 mph.

Eastern Shore Drive does not fall under the jurisdiction of the Maryland State Highway Administration (SHA). It is within the City of Salisbury and Wicomico County jurisdictions. The SHA traffic data collection program counted Eastern Shore Drive last in 2011, 0.2 miles north of E. College Avenue. The reported 2011 AADT was 10,780, the 2015 AADT is listed as 10,964.

In October and November 2014, DBF collected daily traffic data at two (2) agreed upon locations along Eastern Shore Drive, consistent with the RFP. The northern location was between the northern intersection of South Division Street and Washington Street. The southern location was between South Boulevard and the College Square Shopping Center access. The October/November 2014 ADT is 9,109 trips per day at the northern location. Similarly, the southern location was recorded with an October ADT of 9,518 trips per day.

Based on the ATR data indicating existing roadway ADTs under 10,000 trips per day, Eastern Shore Drive meets the volume range criteria for a road diet. Road diets have been researched and shown to perform well up to about 15,000 ADT. Once the ADT exceeds 20,000, conditions begin to worsen. While committed developments (approved or under review) and assumed potential developments (vacant lands assumed with single-family development potential) are projected to add up to approximately 4,200 trips per day, the future daily volume projections are not expected to double the existing traffic. The projected total daily traffic volumes of up to

14,000 vehicles per day do not prohibit exploring road diet options, but ***any such consideration should be carefully evaluated in a detailed engineering study prior to implementation of any improvements.*** A road diet was similarly recently implemented in the area on Mt. Hermon Road.

South Division Street

South Division Street is not a candidate for a road diet because multiple through lanes do not exist. The potential Salisbury University East Campus Expansion will also likely demand better facilities for all modes of travel as the expansion occurs.

South Boulevard

Multiple through lanes do not exist along South Boulevard, and thus a true "Road Diet" is not proposed along South Boulevard from Eastern Shore Drive to US Route 13 Business. Instead the on-street parking is proposed to be removed in lieu of dedicated bicycle lanes consistent with the 2017 Salisbury Bike Network Plan. It appears ample parking is available for area businesses to consider removing the on-street parking.

W. College Avenue

Multiple through lanes exist along W. College Avenue, the 2015 AADT is listed by SHA as 15,282 trips per day. During traffic count observations, excessive queues and delays were observed along the short section of W. College Avenue from Eastern Shore Drive to US Route 13 Business.

W. College Avenues is not a candidate for a road diet due to the reported AADT and existing queues and delays. Reducing the number of through lanes to one (1) in each direction would result in longer queues and delays.

Road Diet Limitations

Per the publication "Road Diet Handbook: Setting Trends for Livable Streets", a side effect of road diets that should be considered is also a small amount of route diversion by drivers due to the reduced capacity and freedom of movement. According to the handbook, the route diversion typically ranges from a low of about 2% to a high of about 15%. Impacts of any projected diversions would need to be evaluated per a detailed engineering study outside the scope of this study.

Per the handbook, ***road diets are typically applicable to 4-lane highways*** with Average Annual Daily Traffic (AADT) of ***ideally not over 15,000 trips per day***. While it may be possible to consider a road diet for roadways serving up to 25,000 trips per day, traffic data shows that road diets typically create congestion and traffic conditions break down around 20,000 AADT.

Based on the October 2014 AADT data and projected 2034 AADT less than 15,000 trips per day, ***about a half mile of Eastern Shore Drive from south of E. Carroll Street to South Boulevard is a candidate for consideration of a Bike Connection.*** The unsignalized northbound Eastern Shore Drive approach to E. Carroll Street operates with unacceptable delays at the northernmost study area intersection. Additionally, the southernmost Eastern Shore Drive intersection with E. College Avenue is impacted by the operations of the James M Bennett High School located immediately east of South Division Street on the south side of E. College Avenue as well as traffic associated with Salisbury University located to the west and south.

The northernmost and southernmost Eastern Shore Drive intersections are not good candidates for a Bike Connection. Capacity and queuing also need to be evaluated in more detail at the Eastern Shore Drive intersections with South Boulevard and E. Vine Street.

At the northern and southern limits of the potential Bike Connection, and along South Division Street, roadway signage and pavement markings alerting motorists to potential bicyclists within the roadway should be considered for installation. Another consideration is to upgrade the existing shared use paths, and fill in gaps in the paths to create a connected multimodal network.

Bike Connection Analysis

Tables 6 and **7** illustrate the LOS and delay associated with multi-lane and two-lane highways for motorized vehicles (Phase I). **Tables 8** and **9** illustrate the LOS and delay associated with multi-lane and two-lane highways for non-motorized vehicles (Phase II). The 2010 Highway Capacity Software (HCS 2010) was also used for multi-lane highway and two-lane roadway segment analysis. The multi-lane highway and two-lane road analysis LOS results for the potential Eastern Shore Drive Bike Connection (Road Diet) are summarized in **Figures 56** and **57**.

Table 6 - Level-of-Service Criteria for Multilane Highways – (Phases I)

Level of Service	FFS(mi/h)	LOS Score
A	All	>0-11
B	All	>11-18
C	All	>18-26
D	All	>26-35
E	60	>35 - 40
E	55	>35 - 41
E	50	>35 - 43
E	45	>35 - 45
F	60	>40
F	55	>41
F	50	>43
F	45	>45

Table 7 - Level-of-Service Criteria for Two-Lane Highways – (Phases I)

Level of Service	Class I Highways		Class II Highways	Class III Highways
	ATS (mi/h)	PTSF (%)	PTSF (%)	PFFS (%)
A	>55	≤ 35	≤ 40	>91.7
B	>50-55	>35-50	>40-55	>83.3-91.7
C	>45-50	>50-65	>55-70	>75.0-83.3
D	>40-45	>65-80	>70-85	>66.7-75.0
E	≤ 40	>80	>85	≤66.7
F	N/A	N/A	N/A	N/A

Table 8 - Level-of-Service Criteria for Multilane Highways – Bicycles (Phase II)

Level of Service	FFS(mi/h)	Bicycle LOS Score
A	All	≤1.5
B	All	>1.5 - 2.5
C	All	>2.5 - 3.5
D	All	>3.5 - 4.5
E	60	>4.5 – 5.5
E	55	>4.5 – 5.5
E	50	>4.5 – 5.5
E	45	>4.5 – 5.5
F	60	>5.5
F	55	>5.5
F	50	>5.5
F	45	>5.5

Table 9 - Level-of-Service Criteria for Two-Lane Highways – Bicycles (Phase II)

Level of Service	All Classes
	Bicycle LOS Score
A	≤1.5
B	>1.5 - 2.5
C	>2.5 - 3.5
D	>3.5 - 4.5
E	>4.5 – 5.5
F	>5.5

Eastern Shore Drive - Williamsport Circle to Elmwood Street – Multilane Analysis

Analysis of the existing Eastern Shore Drive Multilane Highway Segment was performed for the future traffic conditions in 2024 and in 2034. The existing Eastern Shore Drive multi-lane highway with its current configuration including two (2) through lanes is projected to operate with an ***overall excellent LOS A*** for motorized vehicles in the northbound and southbound directions in 2024 and 2034 during both the morning and evening peak hours.

Eastern Shore Drive - Two-Lane Analysis

Two-Lane Highway analysis was also conducted assuming a Class III Highway. A road diet along Eastern Shore Drive would consist of converting the existing four (4) lane section to a

two (2) lane section with auxiliary lanes and a dedicated bike lane, referenced as a Bike Connection improvement for purposes of this planning study. Two (2) sections of Eastern Shore Drive are evaluated for LOS to determine whether the entire section of Eastern Shore Drive could be considered for a bike connection, or whether only a certain section should be considered for motorized vehicle capacity reasons. The two (2) sections are:

1. **North of Williamsport Circle to South of South Boulevard; and**
2. **North of South Boulevard to Elmwood Street.**

As is often the case when implementing in-road non-motorized vehicle improvements at an intersection or along a section of roadway, there is a balancing and competing act that occurs with respect to delays and LOS. Improving delays and LOS for one mode comes at the detriment to another mode. In this case, while implementing a Bike Connection is projected to cause unacceptable LOS E to occur along the southern section of Eastern Shore Drive for motorized vehicles, the bicycle LOS would improve from LOS E with the existing multi-lane highway segment to excellent LOS A projected to occur with the Bike Connection during each peak hour in 2024 and 2034 with the addition of a dedicated bike lane.

A bicyclist could use the Eastern Shore Drive Bike Connection (road diet) from Elmwood Street to South Boulevard, and then at South Boulevard would need to decide if they would like to continue along Eastern Shore Drive utilizing the in road shared travel lanes or by utilizing the shared-use paths/sidewalks that are recommended for completion along the corridor.

If a road diet, or potential bike lane connection, were implemented it could include a bike lane in each direction along a section of Eastern Shore Drive, from Elmwood Street to South Boulevard, in the area where the existing outside travel lane is located. The existing approximately 12 feet of pavement could be converted to a shared bike lane/right-turn lane approaching

intersections. On-street parking and a bike lane could also be considered in the same space, but there is no current need for on-street parking along Eastern Shore Drive. Any road diet reducing though lane and intersection capacity would need to be evaluated with a detailed engineering study prior to any jurisdiction making a decision to implement such a plan.

Eastern Shore Drive - Williamsport Circle to South Boulevard – Two-Lane Analysis

Assuming a Bike Connection (road diet) along the southern section identified as south of South Boulevard, Eastern Shore Drive is projected to operate with acceptable LOS D in 2024 and 2034 during the morning peak hour. During the weekday evening peak hour, the northbound direction is also projected to operate with acceptable LOS D. However, during the ***weekday evening peak hour the southbound Eastern Shore Drive direction is projected to operate with unacceptable LOS E.***

While the volume-to-capacity (v/c) ratio is only reported as 0.45, the unacceptable LOS is reported as a result of the calculated free-flow speed (FFS) divided by the base free-flow speed (BFFS) equaling less than 66.7%. Basically, drivers are projected to travel at about 2/3 the speed they would prefer under free flow conditions.

The southern section is not recommended for further consideration of a Bike Connection due to delay, LOS, queuing, and capacity concerns associated with removal of a through lane in each direction. The existing shared-use path and sidewalk network in the area should be connected filling in any gaps to the extent feasible. Sharrows or Share the Road signs (W11-1 and W16-1P) should be considered for installation along the roadway to alert motorists to the possibility of bicyclists within the roadway.

Sharrows can be used when travel lanes are between 13 and 15 feet wide. Based on the intersection schematics provided earlier in the report in **Figures 3** through **12** most outside travel

lanes are between 11 and 12 feet. If, as part of a resurfacing project, all outside travel lanes were stripped as 13 foot lanes, sharrows could be installed. Sharrows are installed after every major intersection and not more than 250 feet part.

Share-the-Road assemblies can be installed along any roadway with an outside travel width of less than 15 feet, but would typically only be used for travel lanes less than 13 feet wide. Share-the-Road assemblies should not be used in conjunction with sharrows. Share-the-Road signs are installed at the end of any bicycle lane and at major intersections to alert motorists to the possibility of bicyclists within the roadway. Another consideration could be to install Bicycle May Use Full Lane (R4-11) signs.

Eastern Shore Drive - South Boulevard to Elmwood Street – Two-Lane Analysis

A Class III Two-Lane Highway with a Bike Connection (road diet) was assumed along the northern section identified as north of South Boulevard. Eastern Shore Drive is projected to operate with acceptable LOS D in 2024 and 2034 during the weekday evening peak hour. The weekday morning peak hour was not analyzed due to the lower traffic volumes compared to the weekday evening peak hour.

If the City of Salisbury or Wicomico County would like to pursue an Eastern Shore Drive Bike Connection with a dedicated bike lane and reducing the dual through lanes to single lanes, the ***section north of South Boulevard extending north to the area of Elmwood Street is the only section recommended for further consideration. A detailed engineering study would be required to determine the feasibility*** based upon various measures of effectiveness (MOEs). No improvements should be planned without such a study detailing the impacts along Eastern Shore Drive and potentially other area roadways as a 15% diversion of traffic to other routes could occur based on research of other areas that have implemented road diets in similar situations.

Eastern Shore Drive @ E. Vine Street

Future motorized traffic conditions with improvements in 2024 (Case 2b, including the Bike Connection) project the overall intersection will continue to operate with acceptable LOS B during the weekday morning peak hour with an overall intersection delay of about 19.5 seconds, and acceptable LOS C during the weekday evening peak hour with an overall intersection delay of about 23.0 seconds. All intersection approaches are projected to operate with acceptable LOS C or better with delays of less than 33.0 seconds during each peak hour. Adequate storage is projected to exist for each approach.

Analysis of the future traffic conditions with improvements in 2024 (Case 2b) project the bicycle traffic will operate with LOS C along the westbound E. Vine Street approach during both the weekday morning and evening peak hours, as well as along the northbound Eastern Shore Drive approach during the weekday morning peak hour and along the eastbound E. Vine Street approach during the weekday evening peak hour. LOS B is projected for the bicycle traffic along the eastbound E. Vine Street approach during the weekday morning peak hour and along the Eastern Shore Drive approaches during the weekday evening peak hour. LOS A is projected along the southbound Eastern Shore Drive approach during the weekday morning peak hour. The pedestrian traffic is projected to operate with LOS B along all approaches during each peak hour.

Future motorized traffic conditions with improvements in 2034 (Case 3b, including the Bike Connection) project the overall intersection will continue to operate with acceptable LOS B during the weekday morning peak hour with an overall intersection delay of about 20.0 seconds, and acceptable LOS C during the weekday evening peak hour with an overall intersection delay of about 27.0 seconds. All intersection approaches are projected to operate with acceptable LOS C or better with delays of less than 33.0 seconds during each peak hour.

Adequate storage is projected to exist for each approach. Along Eastern Shore Drive, the northbound through movement during the weekday evening peak hour is projected to stack to about the area of Washington Street to the south.

Analysis of the future traffic conditions with improvements in 2034 (Case 3b) project the bicycle traffic will operate with LOS C along the westbound E. Vine Street and northbound Eastern Shore Drive approaches during each peak hour, as well as along the eastbound E. Vine Street approach during the weekday evening peak hour. LOS B is projected for the bicycle traffic along the eastbound E. Vine Street approach during the weekday morning peak hour and along the southbound Eastern Shore Drive approach during the weekday evening peak hour. LOS A is projected along the southbound Eastern Shore Drive approach during the weekday morning peak hour. The pedestrian traffic is projected to operate with LOS B along all approaches during each peak hour.

Eastern Shore Drive @ South Boulevard

Future motorized traffic conditions with improvements in 2024 (Case 2b, including the Bike Connection) project the intersection will operate with acceptable LOS C during the weekday evening peak hour and acceptable LOS B during the weekday morning peak hour. Overall intersection delays are projected as approximately 20.0 seconds and 29.0 seconds during the weekday morning and evening peak hours, respectively. All intersection approaches are projected to operate with acceptable LOS D or better with delays of less than 40.0 seconds. Adequate storage is provided for each approach.

Analysis of the future traffic conditions with improvements in 2024 (Case 2b) project the bicycle traffic will operate with LOS C along the eastbound South Boulevard and northbound Eastern Shore Drive approaches during both the weekday morning and evening peak hours. LOS

B is projected for the bicycle traffic along the southbound Eastern Shore Drive approach during the weekday evening peak hour. LOS A is projected along the westbound South Boulevard approach during each peak hour as well as along the southbound Eastern Shore Drive approach during the weekday morning peak hour. The pedestrian traffic is projected to operate with LOS B along the eastbound South Boulevard and Eastern Shore Drive approaches, and LOS A along the westbound South Boulevard approach during each peak hour.

Future motorized traffic conditions with improvements in 2034 (Case 3b, including the Bike Connection) reflect the intersection will operate with similar conditions to the projected 2024 conditions, with overall acceptable LOS C and overall intersection delays of about 30.0 seconds during the weekday evening peak hour and acceptable LOS B and overall intersection delays of 18.0 seconds during the weekday morning peak hour. Each intersection approach is projected to operate with acceptable LOS D or better with delays of less than 44.0 seconds. Adequate storage is provided for each approach.

Analysis of the future traffic conditions with improvements in 2034 (Case 3b) project the bicycle traffic will operate similar to the projected 2024 conditions, with LOS C along the eastbound South Boulevard and northbound Eastern Shore Drive approaches during both the weekday morning and evening peak hours. LOS B is projected for the bicycle traffic along the southbound Eastern Shore Drive approach during the weekday evening peak hour. LOS A is projected along the westbound South Boulevard approach during each peak hour as well as along the southbound Eastern Shore Drive approach during the weekday morning peak hour. The pedestrian traffic is projected to operate with LOS B along the eastbound South Boulevard and Eastern Shore Drive approaches, and LOS A along the westbound South Boulevard approach during each peak hour.

Bike Connection Summary

The Case 2b and 3b projections indicate longer delays for the motorized traffic when assuming a Bike Connection, due to the reduction of through lanes to allow for the dedicated bicycle lanes. While the motorized traffic delays are projected to increase the bicycle LOS Score (based on delay) is projected to decrease indicating a higher level of comfort to bicyclists traveling along Eastern Shore Drive.

A summary of the levels-of-service (LOS), delays, and queues for the multi-lane and two-lane highway analysis are shown in **Figures 56** and **57, Figures 23, 26** and **27**, are provided earlier in the report illustrating the LOS associated with each intersection analyzed with the assumed Bike Connection where proposed for the motorized traffic. **Figure 37**, earlier in the report illustrates the Bicycle LOS, and **Figures 39** and **40** (also earlier in the report) illustrate the Pedestrian LOS for the intersections with the Bike Connection. The reports generated from the Synchro software are included in **Appendix C.**

Figures 58 through **62** illustrate the Bike Connection along Eastern Shore Drive and South Boulevard with 11x17 (scaled) figures provided in **Appendix B**. **Figures 63** and **64** illustrate the proposed typical sections along Eastern Shore Drive after implementation of a Bike Connection.

Eastern Shore Drive Corridor Study

Multilane Highway Segments & Two-Lane Highways HCM 2010 Report Summary

Automobile Mode

Corridor Segment	Time	Multilane Highway Segments Analysis	Northbound Direction			Soutbound Direction		
			LOS	FFS	D	LOS	FFS	D
Eastern Shore Drive	Weekday AM	Future - Case 2a	A	45.0	6.2	A	45.0	5.9
		Future - Case 3a	A	45.0	6.3	A	45.0	6.1
	Weekday PM	Future - Case 2a	A	45.0	6.2	A	45.0	8.8
		Future - Case 3a	A	45.0	6.3	A	45.0	8.8

Corridor Segment	Time	Two-Lane Highways Analysis	Northbound Direction		Soutbound Direction	
			LOS	PFFS	LOS	PFFS
Eastern Shore Drive, South of South Boulevard	Weekday AM	Future - Case 2b	D	70.0	D	71.0
		Future - Case 3b	D	69.7	D	70.6
	Weekday PM	Future - Case 2b	D	67.1	E	65.7
		Future - Case 3b	D	66.9	E	65.6

Corridor Segment	Time	Two-Lane Highways Analysis	Northbound Direction		Soutbound Direction	
			LOS	PFFS	LOS	PFFS
Eastern Shore Drive, Between Vine Street and South Boulevard	Weekday PM	Future - Case 2b	D	67.7	D	67.2
		Future - Case 3b	D	67.4	D	66.9

Notes:

Key:

FFS - Free-Flow Speed (FFS)
PFFS - Percent Free-Flow Speed (PFFS) [%]
D - Density Measured in Passenger Car / Mile / Lane (pc/mi/ln)
Case 2a - 2024 Future Conditions: HCM2010 Multilane Highway Segments Analysis
Case 2b - 2024 Future Conditions with Bike Lane Connection (Road Diet): HCM 2010 Two-Lane Highways Analysis
Case 3a - 2034 Future Condtions: HCM 2010 Multilane Highway Segments Analysis
Case 3b - 2034 Future Conditions with Bike Lane Connection (Road Diet): HCM 2010 Two-Lane Highways Analysis

Figure 56

Eastern Shore Drive Corridor Study

Multilane Highway Segments & Two-Lane Highways
Bicycle LOS
HCM 2010 Report Summary

Bicycle Mode

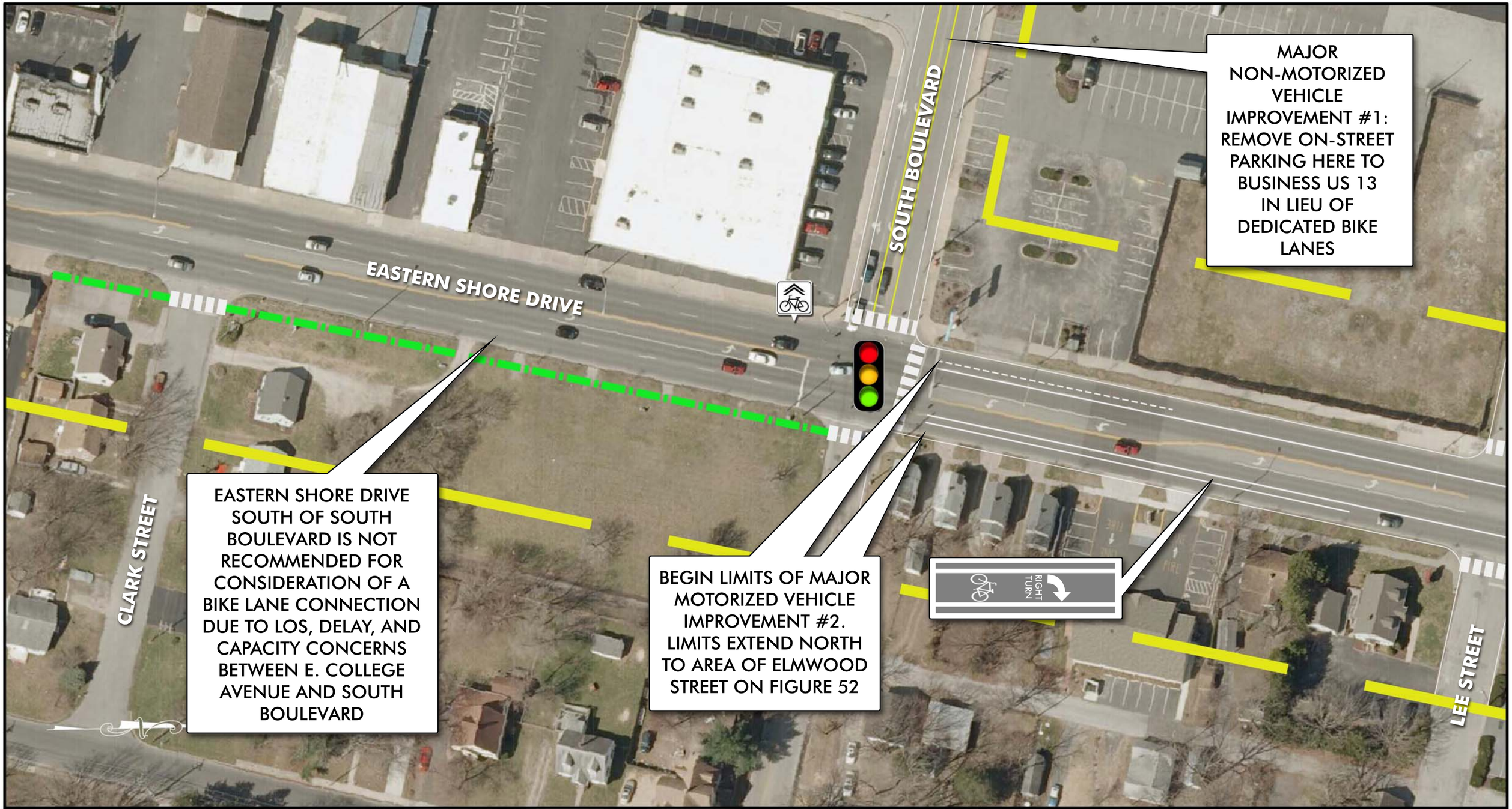
Corridor Segment	Time	Case	Northbound Direction		Soutbound Direction	
			LOS	Score	LOS	Score
Eastern Shore Drive, South of South Boulevard	Weekday AM	Future - Case 2a	E	4.65	E	4.57
		Future - Case 2b	A	0.08	A	0.06
		Future - Case 3a	E	4.63	E	4.55
		Future - Case 3b	A	0.07	A	0.07
	Weekday PM	Future - Case 2a	E	4.64	E	4.76
		Future - Case 2b	A	0.08	A	0.26
		Future - Case 3a	E	4.65	E	4.76
		Future - Case 3b	A	0.09	A	0.26
Corridor Segment	**Time**	**Case**	**Northbound Direction**		**Soutbound Direction**	
			LOS	**Score**	**LOS**	**Score**
Eastern Shore Drive, Between Vine Street and South Boulevard	Weekday PM	Future - Case 2a	N/A	N/A	N/A	N/A
		Future - Case 2b	A	0.10	A	0.20
		Future - Case 3a	N/A	N/A	N/A	N/A
		Future - Case 3b	A	0.11	A	0.21

Notes:

Key:

Score - Bicycle LOS Score from HCM 2010 based on a traveler-perception index score.
Case 1 - 2014 Existing Conditions
Case 2a - 2024 Future Conditions: HCM2010 Multilane Highway Segments Analysis
Case 2b - 2024 Future Conditions with Bike Lane Connection (Road Diet): HCM 2010 Two-Lane Highways Analysis
Case 3a - 2034 Future Condtions: HCM 2010 Multilane Highway Segments Analysis
Case 3b - 2034 Future Conditions with Bike Lane Connection (Road Diet): HCM 2010 Two-Lane Highways Analysis

Figure 57



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARED RIGHT-TURN AND BIKE LANE OPTION
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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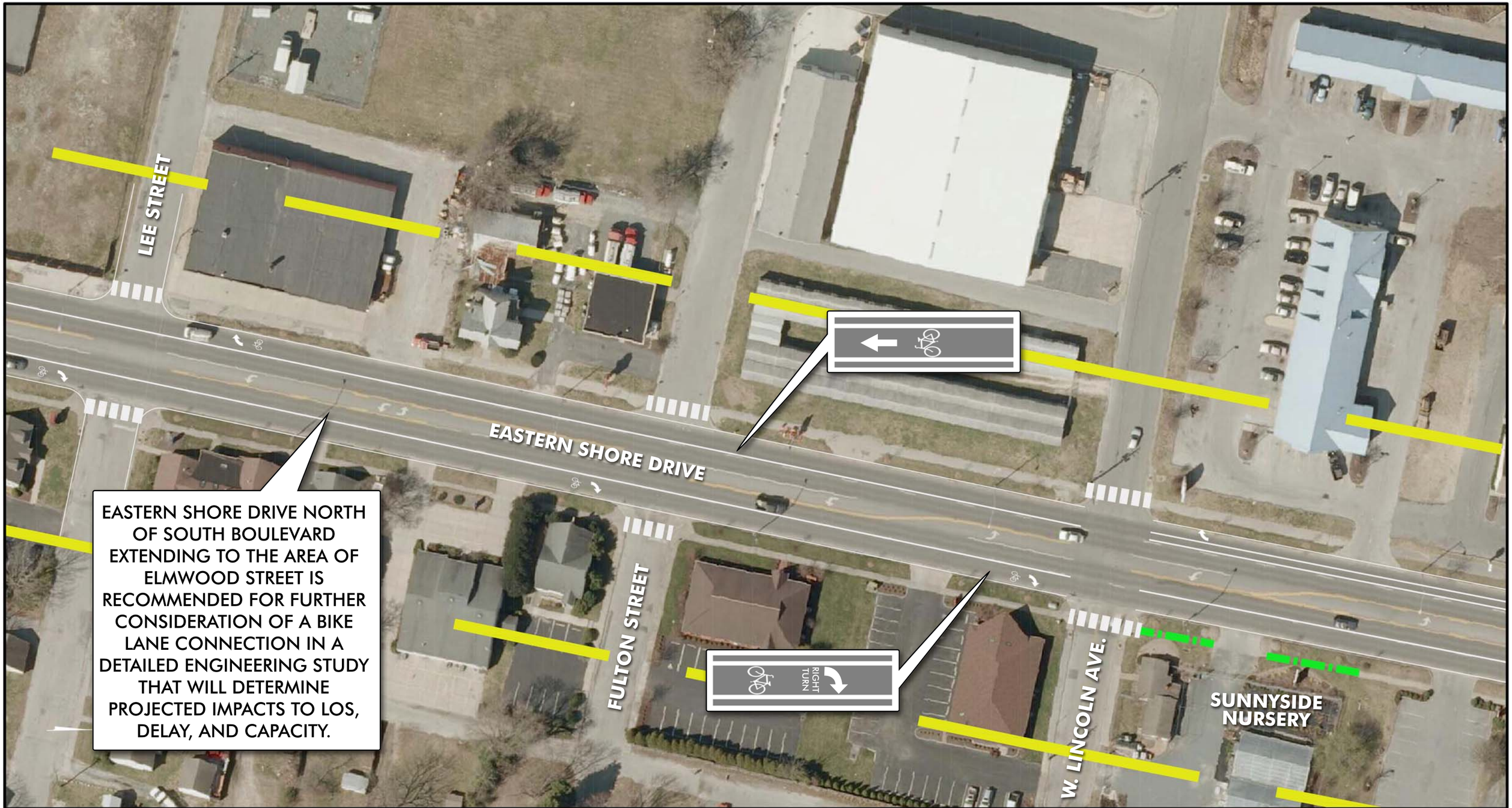
154

Description: EASTERN SHORE DR. NEAR SOUTH BOULEVARD

Proj.No.:	--------
Dwn.By:	----
Scale:	1" = 60'
Date:	07/05/16

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Sheet No.: FIGURE 58



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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Description: EASTERN SHORE DR. NEAR W. LINCOLN AVE.

Proj.No.: _____

Dwn.By: ____

Scale: 1" = 60'

Date: 07/05/16

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Sheet No.: FIGURE 59

EASTERN SHORE DRIVE

S. DIVISION STREET

S. DIVISION STREET

RIGHT TURN

EASTERN SHORE DRIVE NORTH OF SOUTH BOULEVARD EXTENDING TO THE AREA OF ELMWOOD STREET IS RECOMMENDED FOR FURTHER CONSIDERATION OF A BIKE LANE CONNECTION IN A DETAILED ENGINEERING STUDY THAT WILL DETERMINE PROJECTED IMPACTS TO LOS, DELAY, AND CAPACITY.

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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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156

Description: EASTERN SHORE DR. NEAR S. DIVISION ST.

Proj.No.: _____

Dwn.By: ____

Scale: 1" = 60'

Date: 07/05/16

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Sheet No.: FIGURE 60

EASTERN SHORE DRIVE

E. VINE STREET

WASHINGTON STREET

33′ PAVEMENT WIDTH
NO ROOM FOR BIKE LANES
WITHOUT REMOVAL OF
LEFT TURN LANE

EVOLUTION BREWING COMPANY

PACIFIC PRIDE

SALVATION ARMY THRIFT STORE

15

RIGHT TURN

SPEED LIMIT 30

EASTERN SHORE DRIVE NORTH OF SOUTH BOULEVARD EXTENDING TO THE AREA OF ELMWOOD STREET IS RECOMMENDED FOR FURTHER CONSIDERATION OF A BIKE LANE CONNECTION IN A DETAILED ENGINEERING STUDY THAT WILL DETERMINE PROJECTED IMPACTS TO LOS, DELAY, AND CAPACITY.

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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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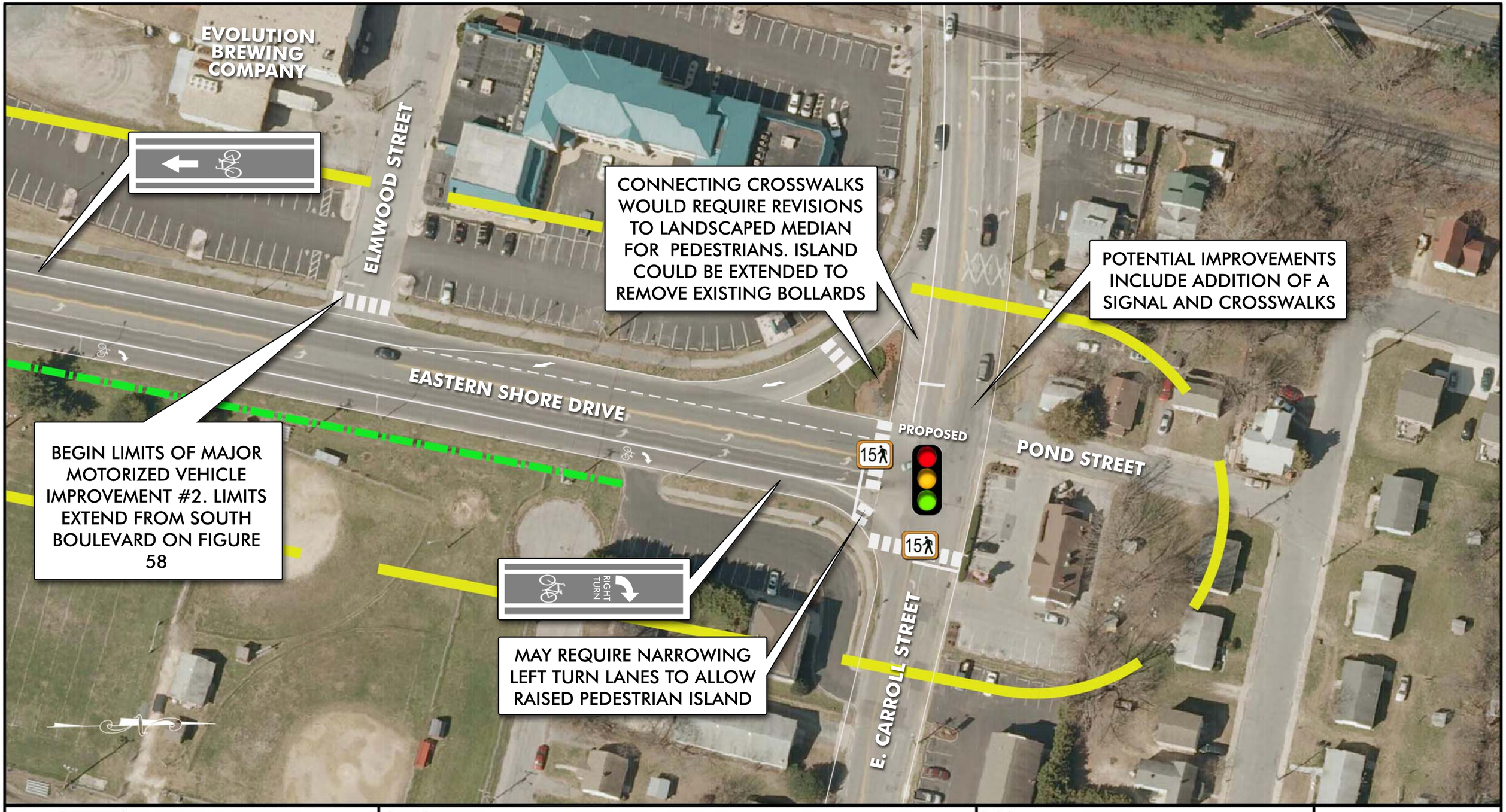
157

Description: EASTERN SHORE DR. NEAR VINE ST.

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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Sheet No.: FIGURE 61



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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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158

Description: EASTERN SHORE DR. NEAR E. CARROLL ST.

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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Sheet No.: FIGURE 62



FIGURE 63

NORTH OF INTERSECTION WITH SOUTH BOULEVARD
PROPOSED CONDITIONS



LOKING SOUTH AT EASTERN SHORE DRIVE/ SOUTH BLVD. INTERSECTION
PROPOSED CONDITIONS

CONCLUSIONS AND RECOMMENDATIONS

The **Eastern Shore Drive Corridor Study** was prepared on behalf of the Salisbury-Wicomico Metropolitan Planning Organization (S/WMPO) to evaluate the existing and future traffic along the **Eastern Shore Drive Corridor and surrounding area** in the City of Salisbury, Maryland in accordance with the Eastern Shore Drive Corridor Study Request for Proposal (RFP) and subsequent addendums dated March 12 and March 19, 2014. The study is a continuation to the East Side Corridor Study completed by The Traffic Group in 2008. Potential improvements to the transportation network including bike lane connections (road diet), additional auxiliary lanes, signalization, roundabouts, sidewalk/shared-use path connections, on-street parking (addition and/or removal of), dedicated transit lanes, crosswalks, restricted turning movements, and pedestrian refuge islands are evaluated.

Consulting the Long-Range Transportation Plan (LRTP), Eastern Shore Drive and South Division Street are listed as secondary radial corridors. Secondary radial corridors provide alternative routes with similar Level-of-Service (LOS) to primary routes nearby. Secondary radial corridors link the Downtown Salisbury area with activity centers and residential areas along the route while carrying substantially lower traffic volumes than primary routes.

The intersections within the study area have been evaluated using Synchro software to identify the existing (2014), mid-term (2024), and long-term (2034) Level-Of-Service (LOS) for each study phase required to identify needed improvements: Phase I (Motorized) and Phase II (Non-Motorized). ***Where LOS deficiencies (LOS E or F) are identified, improvement alternatives are discussed, improvement alternatives are proposed if feasible, planning level analysis of the improvements is provided, and the implementation of any improvements is discussed.***

Planning level cost estimates (**Figures 32** and **55**) are also **provided for proposed improvements** including options to consider as opportunities arise (such as projects already scheduled in the area for other purposes that could potentially accommodate signing and striping improvements or small level intersection improvements). Any planned developer improvements in the area should incorporate study recommendations to the extent feasible.

Based on the required analysis, each existing signalized intersection evaluated operates with acceptable LOS. The E. College Avenue/Eastern Shore Drive/South Division Street intersection currently lacks the necessary storage and is projected to continue to need additional storage to accommodate queuing in the future.

The greatest storage deficiencies are projected during the weekday evening peak hour. For the 2034 traffic projections, with recommended improvements (channelized pedestrian islands), the projected 95th Percentile Queues exceeding existing storage capacity are as follows: eastbound W. College Avenue left-turn lane (145-feet storage, 270-feet queue), eastbound W. College Avenue through lane (305-feet storage, 542-feet queue), eastbound W. College Avenue through/right-turn lane (305-feet storage, 507-feet queue), westbound E. College Avenue left-turn lane (125-feet storage, 197-feet queue), and southbound Eastern Shore Drive left-turn lane (150-feet storage, 217-feet queue). It should be noted that most of the left-turn lane storage lengths are limited by adjacent accesses and back-to-back left-turn lanes for those accesses.

Two (2) unsignalized intersections currently operate with unacceptable LOS along the side-street, stop-controlled approaches. An additional intersection, for a total of three (3) unsignalized intersections, are projected to operate with unacceptable LOS for turning movements under future conditions.

Further evaluation per an engineering study is necessary to determine whether a traffic control signal warrants installation in operational "stop-and-go" mode at any of the unsignalized intersections that exhibit a LOS deficiency. However, only one (1) intersection appears to be a good candidate for installation of a traffic control signal: E. Carroll Street at Eastern Shore Drive. A roundabout should be considered for installation at South Division Street/Avery Street and side street restrictions should be considered at Eastern Shore Drive/South Division Street/College Square Shopping Center, and project acceptable LOS for all turning movements.

Pedestrian and bicyclist traffic data was collected and all modes of travel are considered. Three (3) transit routes travel through the study area with two (2) bus stop locations within the study area. School buses are also prevalent when school is in session. Improvements such as pedestrian refuge islands, bike lanes, etc. are contemplated.

Phase I – Motorized Volumes – Unsignalized Intersection Analysis

Each unsignalized intersection was evaluated with the delays, level-of-service (LOS), and 95th Percentile Queue Lengths reported for the major street left-turn movement and each minor street movement and approach. The intersection of Eastern Shore Drive and E. Carroll Street operates with an unacceptable LOS F along the northbound Eastern Shore Drive approach.

An engineering study typically referred to as a Traffic Signal Justification Study (TSJS) needs to be completed to determine whether a signal is warranted per the Maryland Manual on Uniform Traffic Control Devices (MUTCD) Traffic Signal Needs Studies requirements (signal warrant analysis). The study should include the evaluation of improvements including auxiliary lane improvements, roundabouts, etc. as an alternative to installation of a traffic control signal in operational "stop and go" mode.

An initial evaluation indicates the peak hour volumes meet the minimum volume warrants for Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume) and Warrant 3 (Peak Hour). Warrant 1 and 2 require more than just the peak hour volumes, so additional time periods may be required. The traffic counts from this study could also be used, but warrant analyses typically include a minimum of an 8-hour (consecutive) or 12-hour traffic count. Warrant 4 (Pedestrian Volume) does not appear to meet minimum volume warrants.

Analysis is included with the signalization of the intersection of E. Carroll Street and Eastern Shore Drive. A signalized intersection is projected to operate with LOS C or better for both future Cases 2b and 3b. Pedestrian signals with marked crossings would also improve the unacceptable pedestrian LOS to allow for acceptable pedestrian LOS.

Signalization of the intersection is shown to improve the intersection delays to meet acceptable LOS. A rendering using an aerial photograph to illustrate the recommendation is included in **Figure 31**. Synchro analysis is provided in **Appendix C**.

While the westbound South Division Street and eastbound College Square Shopping Center (Ace Hardware) Entrance are also reflected as operating with unacceptable LOS E in the future, the intersection along Eastern Shore Drive was not considered for signalization because the spacing does not allow for it and the unacceptable LOS is not sufficient enough to warrant installation of a traffic control signal. Coordination with the S/WMPO resulted in a recommendation, contingent upon coordination with adjacent property owners and stakeholders, to restrict the side-street approaches to Right-In/Right-Out (RIRO) only movements. Acceptable LOS is projected for all vehicular movements with the recommended vehicular improvement.

The intersection of South Division Street and Avery Street operates with unacceptable LOS along eastbound Avery Street. Auxiliary lane improvements would not provide acceptable LOS.

Due to the existing signals to the north and south, a signal is not recommended for the intersection. A single lane roundabout projects acceptable LOS for all turning movements for the future traffic projections. A detailed engineering study would be required to determine if a roundabout is feasible at this location. The study would need to focus on intersection operations and interactions with adjacent intersections.

Phase I – Motorized Vehicles - Signalized Intersection Analysis

All signalized intersections that were included as part of the corridor study operate with acceptable LOS for existing conditions and are projected to continue operating with acceptable LOS for all future cases, including the Bike Connection (road diet) improvements, during each peak hour. The Eastern Shore Drive/E. College Avenue intersection is projected to need additional storage for some auxiliary lanes: each of the eastbound W. College Avenue approaches, the westbound E. College Avenue left-turn lane approach, and the southbound Eastern Shore Drive left-turn approach. The conditions may have improved somewhat since the relocation of James M. Bennett Middle School, but queueing deficiencies are still expected and projected. Additional storage lengths should be explored to the extent possible.

It appears that adequate storage lengths could be possible for the westbound E. College Avenue left-turn lane with side street restrictions to Right-In/Right-Out (RIRO) only movements along E. College Avenue at John Street. Along Eastern Shore Drive at the College Square Shopping Center entrance left-turns are proposed to be considered for restriction to/from the side streets. As part of the improvement, additional storage can be provided extending the southbound Eastern Shore Drive left-turn lane at College Avenue to meet projected queue lengths as illustrated in **Figure 46**. There does not appear to be an easy way to extend the storage along W. College Avenue without costly improvements such as the addition of a travel lane. Proper consideration

of any restrictions would require discussions and coordination with adjacent property owners and stakeholders along each impacted roadway.

Phase I – Potential Bike Connection (Road Diet) Option

It is noted the RFP listed the feasibility of a road diet as part of Phase I. In areas along Eastern Shore Drive projected to operate with acceptable intersection LOS D or better, the potential for a road diet (bike lane connection) is evaluated as an improvement option.

Road diets typically consist of converting a 4-lane undivided highway typical section with no auxiliary lanes into a 3-lane highway typical section including a center, two-way left-turn lane (TWLTL). Often the outer lanes are converted to off-street parking, bike lanes, transit lanes, or shared-use paths. Dedicated transit lanes are also a future possibility to reduce transit travel times, although that is not currently in demand along Eastern Shore Drive and would more likely be a long term consideration.

Ideally, any bike lane connections, pedestrian improvements, auxiliary lanes, etc. can be done as part of a street resurfacing or a street rehabilitation project typically done as a scheduled routine maintenance project such that the costs of implementing any improvements within the existing footprint of Eastern Shore Drive are minimal without any widening. That approach may require acceleration of a resurfacing project or rehabilitation project. Alternatively, delaying any improvements until a scheduled maintenance project moves forward that can implement the improvements may be the most fiscally prudent strategy depending on the available public financing for the project.

Other impacts of a bike lane connection must be considered. Per the publication "Road Diet Handbook: Setting Trends for Livable Streets", a ***side effect of road diets is also a small amount of route diversion by drivers due to the reduced capacity and freedom of movement.***

According to the handbook, the route diversion typically ranges from a low of about 2% to a high of about 15%. The diversion is not considered in the planning level recommendations. ***Any further evaluation as a result of the planning level recommendations must include a detailed engineering study of the impacts and/or improvements of any planned revisions to existing conditions that may impact travel patterns.***

Per the handbook, road diets are typically applicable to 4-lane highways with Average Annual Daily Traffic (AADT) of ideally not over 15,000 trips per day. While it may be possible to consider a road diet for roadways serving up to 25,000 trips per day, traffic data shows that road diets typically create congestion and traffic conditions break down around 20,000 AADT.

Eastern Shore Drive meets the criteria for consideration of a road diet (Bike Connection) with respect to the existing and projected roadway AADT of less than 15,000 trips per day. In areas where unacceptable LOS exists or is projected to exist, a Bike Connection reducing vehicular capacity is not contemplated. In those areas, improvements such as signalization are evaluated on a planning level.

Phase I – Bike Connection Option (Road Diet) – Motorized Analysis

To evaluate improving bicycle mobility in the area, two sections of Eastern Shore Drive are evaluated for a bike lane connection (road diet) in each direction:

1) Eastern Shore Drive, from Williamsport Circle to South Boulevard (southern section); and

2) Eastern Shore Drive, from South Boulevard to Elmwood Street (northern section).

Each section operates with excellent LOS A during each peak hour with the existing multilane highway conditions including a two-way-left-turn lane (TWLTL). The ***bicycle LOS however is projected as unacceptable LOS E*** primarily due to no in-road bicycle facility. The

analysis does not take into account the existing shared-use paths that exist along most of Eastern Shore Drive. Often, cyclists prefer to use the roadway.

Analysis of the ***southern section with the potential Bike Connection (road diet) yields projected unacceptable LOS E for a two-lane highway***. While bicycle LOS would certainly be improved, a ***Bike Connection is not recommended for further consideration along the southern section due to projected unacceptable delays and increased queuing.*** Suggestions for bicyclists along this section include the addition of wide (8-feet minimum) shared-use paths for both bicycle and pedestrians use, as well as installing signage (Share the Road) and/or pavement markings (Sharrows) alerting motorist to the possibility of pedestrians within the roadway.

Analysis of the northern section as a two-lane highway with the potential bike lane connection (road diet) yields projected acceptable LOS after removal of a through lane in each direction. ***While vehicular delays and queues would increase, the increases are to acceptable levels and a Bike Connection is recommended in each direction along the northern section from South Boulevard north to Elmwood Street.***

Phase II - Bicycle LOS

The *2010 Highway Capacity Manual* (HCM2010) provides a bicycle mode with Bicycle LOS reported for facilities including signalized intersections, multilane highway segments, and two-lane highways. Bicycle LOS is not reported for unsignalized intersections.

With respect to existing multilane highway segment, unacceptable Bicycle LOS exists and is projected to exist along Eastern Shore Drive without improvements due to the volumes, dual lanes, and lack of in-road bicycle facilities. While a significant amount of Eastern Shore Drive consists of a shared-use path wide enough to safely accommodate bicycles and pedestrians, often cyclists prefer riding in the roadway.

Options are considered to improve bicycle LOS. The Bike Connection (road diet) proposed to provide either a dedicated or shared bike lane along Eastern Shore Drive would improve the bicycle LOS from unacceptable LOS E to excellent LOS A. Due to vehicular capacity, delays and queuing concerns, the Bike Connection is only recommended from Elmwood Street (south of E. Carroll Street) to north of South Boulevard. South of the recommended Bike Connection roadway signage and/or pavement markings (sharrows) should be installed to alert motorists to the possibility of bicyclists within the travel lanes.

Phase II – Bicycle Connectivity

A shared-use path (SUP) currently exists along the west side of a large portion of Eastern Shore Drive. It is recommended that the existing path be updated and gaps filled in. A SUP does not exist along South Division Street (sidewalks exist in some locations). Installation of a path (or sidewalks) along South Division Street is recommended to connect to the existing SUP network along Eastern Shore Drive. Providing a SUP would allow bicyclists separation from vehicular traffic.

An additional ***dedicated bike lane is recommended along South Boulevard*** between Eastern Shore Drive and US Route 13 Business, consistent with the 2017 Salisbury Bike Network Plan. The dedicated bike lane does not reduce roadway or intersection capacity but would instead require the removal of on-street parking. Ample off-street parking appears available, and coordination with impacted businesses would need to occur. The Bike Connection is illustrated in **Figure 53**.

A Rail-with-Trail option is also proposed with the addition of a path along the existing Norfolk Southern Railroad that runs along the study corridor. Coordination with the Norfolk Southern Railroad would be required for the path to be considered for construction within the

railroad ROW. An additional engineering study would also need to be completed to determine the feasibility of the path. A potential Rail-Trail connection is illustrated in **Figure 54**.

Phase II - Pedestrian LOS

The *2010 Highway Capacity Manual* (HCM2010) provides a pedestrian mode with Pedestrian LOS reported for facilities including signalized intersections and unsignalized intersections. ***Unacceptable Pedestrian LOS exists and is projected to exist at three (3) intersections*** without improvements due to the pedestrian volumes, vehicular volumes, and lack of signalized pedestrian facilities with crosswalks.

Each signalized intersection within the study area includes marked pedestrian crossings, but some do not include pedestrian countdown signals. Installation of pedestrian countdown signals, similar to what was recently implemented at the signalized intersection of US Route 13 Business at South Boulevard are recommended.

Locations such as E. Carroll Street at Eastern Shore Drive/Pond Street are currently unsignalized locations with existing unacceptable LOS for pedestrians. The intersection is a large, high-volume intersection for pedestrians to cross without the aid of a signalized crossing.

Installation of a traffic control signal at E. Carroll Street/Eastern Shore Drive/Pond Street is recommended for further study and ultimately design and construction if warranted. With installation of a traffic control signal and signalized pedestrian crossings, improved LOS to acceptable conditions is projected for vehicles and pedestrians as opposed to the unacceptable LOS that exists for each mode of travel.

Signalization is not an option at all intersections and unacceptable pedestrian LOS is likely to continue to occur in some cases such as the unsignalized intersection of Eastern Shore Drive with South Division Street and the College Square Shopping Center without improvements. There

is a pedestrian demand but the location is not ideal for signalization. Improvements such as reducing pedestrian crossing distances with pedestrian refuge islands are recommended. The improvements reduce the pedestrian delays significantly, but unacceptable pedestrian LOS is still projected for the weekday evening peak hour. A signalized crossing is located nearby to the south if pedestrians choose to use it. Most pedestrians are college students cutting through the shopping center parking lot, and are not likely to walk to the signalized intersection to cross the main street.

Sidewalks or shared-use paths exist along various sections of both sides of the roadways in the study area. Crosswalks exist at all signalized intersections, but some do not include pedestrian signals. A recommendation to add pedestrian countdown signals is included in this report. All crosswalk markings should be checked for compliance with the MD MUTCD as well, and are recommended for upgrades if shown to not be compliant. **Figures 45** through **52** illustrate gaps in the non-motorized vehicle network and propose improvement options to connect the gaps.

Planning Level Cost Estimate and Funding Sources

Figures 32 and **55** provide a planning level cost estimate broken out per phase and short, mid, and long term improvements. ***Total estimated costs exceed $1,667,000.00.*** The Phase I (Motorized) costs estimate is $1,055,400.00 with breakdown as follows: Short Term - $15,000.00; Mid Term - $395,000.00; and Long Term – 645,400.00. The Phase II (Non-Motorized) costs estimate $611,950.00 with breakdown as follows: Short Term - $20,000.00; Mid Term - $242,850.00; and Long Term – 349,100.00.

Recommendations

Similar to the cost estimates, the recommendations are broken into Phases I and II per Short Term, Mid Term, and Long Term improvements consistent with the RFP. To better promote livable community concepts while also trying to remedy the existing and proposed LOS

deficiencies for all modes of travel, the following items are recommended for the Eastern Shore Drive Corridor Study area:

Phase I (Motorized)

Short Term:

- Complete a **Traffic Signal Justification Study** at the intersection of **E. Carroll Street/Eastern Shore Drive/Pond Street. The study will report whether the intersection meets warrants for consideration of a traffic control signal** per the *Maryland MUTCD***.** The determination to proceed with design and construction of the signal identified as **Major Improvement to Roadway Network #1** will be based upon the results of the study;

- **Coordinate with Shore Transit and Salisbury University for transit operations** and improvement options including additional potential stops on the two (2) existing routes traveling along Eastern Shore Drive;

- As projects in the area occur, **ensure all improvements comply with current relevant local, state and/or federal manuals, standards, and regulations;**

Mid Term:

- **Major Improvement to Roadway Network #1 –** If it is determined installation of a traffic control signal is warranted at the intersection of **E. Carroll Street/Eastern Shore Drive/Pond Street**, **design and install a traffic control signal. Figure 31 illustrates a rendering of the potential traffic control signal. Figure 31A** also illustrates a rendering of a potential roundabout option at the intersection. A detailed engineering study is required to further evaluate the two (2) options;

- **Motorized Major Improvement #2 (**see **Figures 58 through 62) - Consider a Bike Connection Improvement along Eastern Shore Drive consisting of converting the existing 5-lane section to a 3-lane section.** If determined to be feasible by a detailed engineering study beyond the scope of this study, the outside lane could be converted into a dedicated bike lane with right-turn lanes approaching intersections; or it could be converted into a shared right-turn lane and bike lane. The bike lane may need to be 4-feet wide to avoid widening the typical section unless the additional width to 5 feet is achieved by reducing the through lane widths or center, two-way left-turn lane (TWLTL) width. **Appropriate limits to consider as an option appear to be from approximately South Boulevard on the southern end to Elmwood Street on the northern end**.

  The *Maryland MUTCD* should be consulted for appropriate signing and pavement markings for the sections with and without the Bike Connection. **Bike Boxes and 2-Stage Turn Queue Boxes could also be considered at signalized intersections**

consistent with Federal Highway Administration (FHWA) guidelines from the Bicycle and Pedestrian Program. Ideally, any form of a Bike Connection can be accomplished as part of a planned pavement resurfacing or rehabilitation project;

- Contingent upon outreach with adjacent property owners and stakeholders, restrict the College Square Shopping Center access and South Division Street approaches along Eastern Shore Drive to Right-In/Right-Out (RIRO) only movements with large channelized islands;

Long Term:

- Consider constructing a single lane roundabout at the intersection of South Division Street/Avery Street. A detailed engineering study beyond the scope of this report would be required to evaluate the feasibility of the roundabout from an operations and constructability perspective. If a roundabout is constructed the *Maryland MUTCD* should be consulted for appropriate signing and pavement markings;

- Install concrete channelizing island to restrict the side street movements to Right-In/Right-Out (RIRO) at the unsignalized intersection of E. College Avenue/John Street;

Phase II (Non-Motorized)

Short Term:

- **Non-Motorized Major Improvement #1 (Figure 53) –** Consistent with the 2017 Salisbury Bike Network Plan, install a **Bike Connection Improvement along South Boulevard** and removing on-street parking. The outside lane could be converted into a dedicated bike lane in lieu of on-street parking. At the **Eastern Shore Drive intersection,** the existing 43 feet of pavement could allow 3-ll-feet wide lanes and 2-5-feet wide dedicated bike lanes including a **shared left-turn/through lane with a bike lane separating the shared lane and exclusive right-turn lane.** Ideally, this project could be accomplished as part of an upcoming resurfacing project reducing costs. Capacity is not being reduced along South Boulevard or at the intersections with the exception of parking capacity. **Any removal of parking should first be discussed with impacted property owners/business. Bike Boxes and 2-Stage Turn Queue Boxes could also be considered at signalized intersections consistent with Federal Highway Administration (FHWA) guidelines from the Bicycle and Pedestrian Program;**

- As projects in the area occur, **ensure all improvements comply with current relevant manuals, standards, and regulations;**

- As projects occur in the area, **upgrade existing signing and pavement markings** per the current *Maryland MUTCD.* Ideally, this can occur as part of a planned pavement resurfacing or rehabilitation project;

Mid Term:

- Consider adding **sidewalks or shared-use paths where feasible along sections of Eastern Shore Drive to complete any gaps in the existing network.** Potential locations are identified in green as noted on the legend and on aerial photographs as illustrated in **Figures 46** through **52.** As development occurs, developers should be required to provide sidewalks along their site frontage;

- Install concrete channelizing islands at the signalized intersection of Eastern Shore Drive/South Divisions Street/College Avenue along the northbound, southbound, and eastbound right-turn lanes;

- Install a pedestrian refuge island at the unsignalized intersection of Eastern Shore Drive/South Division Street/ACE Hardware in lieu of the existing Eastern Shore Drive left-turn lanes. A midblock crosswalk is also proposed;

- Install pedestrian countdown signals at all signalized intersections where they currently do not exist at marked crossings;

- Update existing crosswalk striping at signalized crosswalks where the existing striping is not compliant with the MD MUTCD. Ideally, this can occur as part of a planned pavement resurfacing or rehabilitation project;

- Consider the addition of Sharrows or Share the Road signs along Eastern Shore Drive for the multilane sections north and south of the Eastern Shore Drive Bike Connection. Sharrows were recently added in the area along US Route 13 Business;

Long Term:

- **Non-Motorized Major Improvement #2 –** Consider a Rail-with-Trail connection **(Figure 54)** along the existing Norfolk Southern railroad which runs parallel to Eastern Shore Drive and South Division Street throughout the study area. Coordination with Norfolk Southern is required if trail network constructed within railroad right-of-way (ROW);

- Consider adding **sidewalks and/or shared-use paths along South Division Street to complete gaps in the existing pedestrian network.** Locations are identified in green as noted on the legend on aerial photographs as illustrated in **Figures 45** and **46.** Sidewalks along the west side of South Division Street are likely contingent upon the expansion of the Salisbury University East Campus;

- Consider the addition of Sharrows or Share the Road signs along Eastern Shore Drive from South Boulevard to E. College Avenue and along E. Vine Street, E. Carroll Street, old South Division Street, Carrollton Avenue, South Division Street, Avery Street, Onley Road, Bateman Street, and Milford Street to complete the Bike

Connection along the study area related to the Eastern Shore Drive Bike Connection;

- Install street lighting at the signalized intersection of South Division Street/Milford Street; and

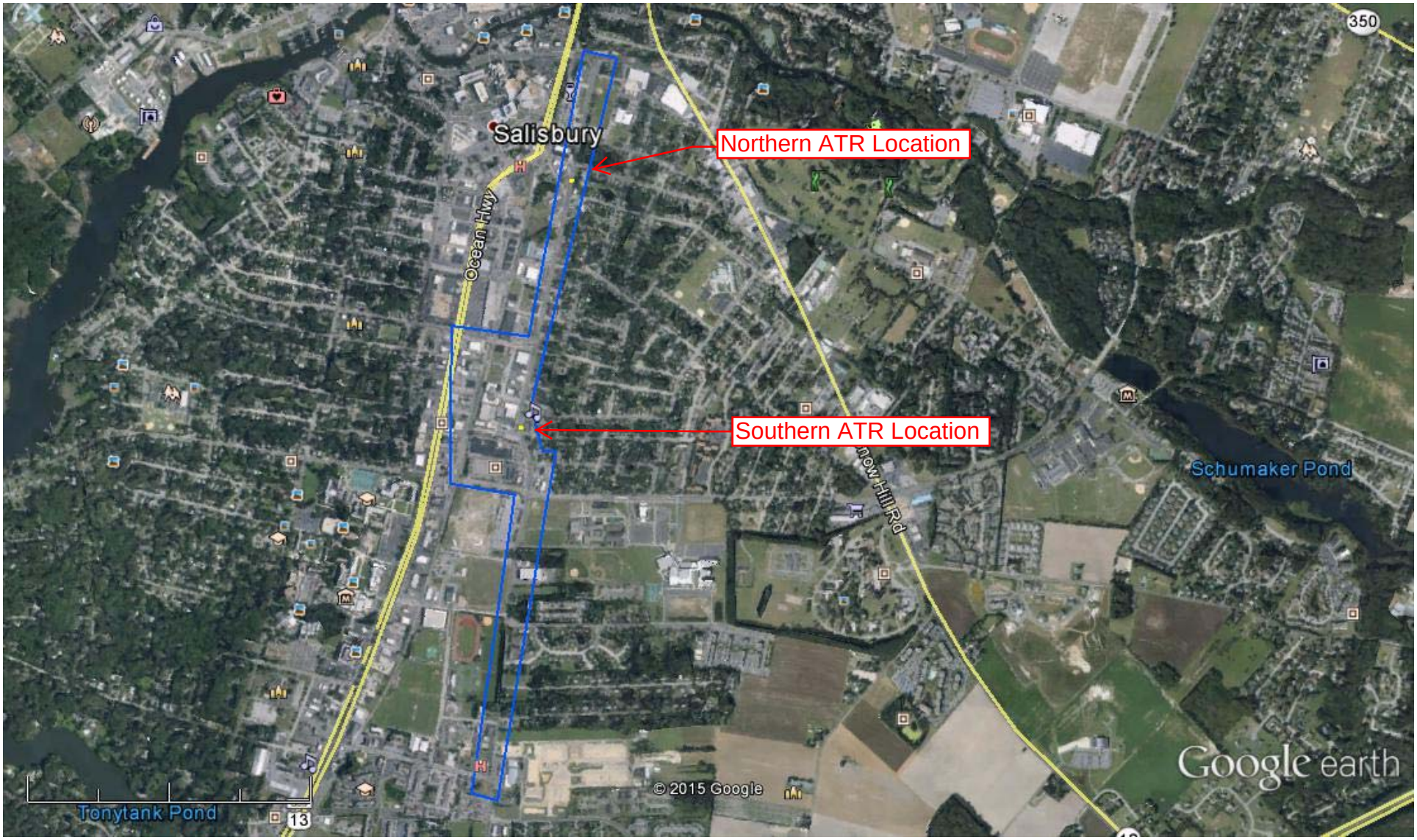
- As projects occur in the area, **upgrade any existing curb ramps in need of repair**. Ideally, this can be accomplished as part of a planned pavement resurfacing or rehabilitation project.

APPENDIX "A"
TRAFFIC COUNTS

DAVIS,
BOWEN &
FRIEDEL, INC.

ARCHITECTS ENGINEERS SURVEYORS

EASTERN SHORE DRIVE
ATR DATA



Google earth

miles 2
km 3

AERIAL PHOTOGRAPH
AUGUST 2, 2012

EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND
ATR PLACEMENT LOCATIONS



Google earth

feet 600
meters 200

AERIAL PHOTOGRAPHY
AUGUST 2, 2012

EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND
NORTHERN ATR PLACEMENT LOCATION

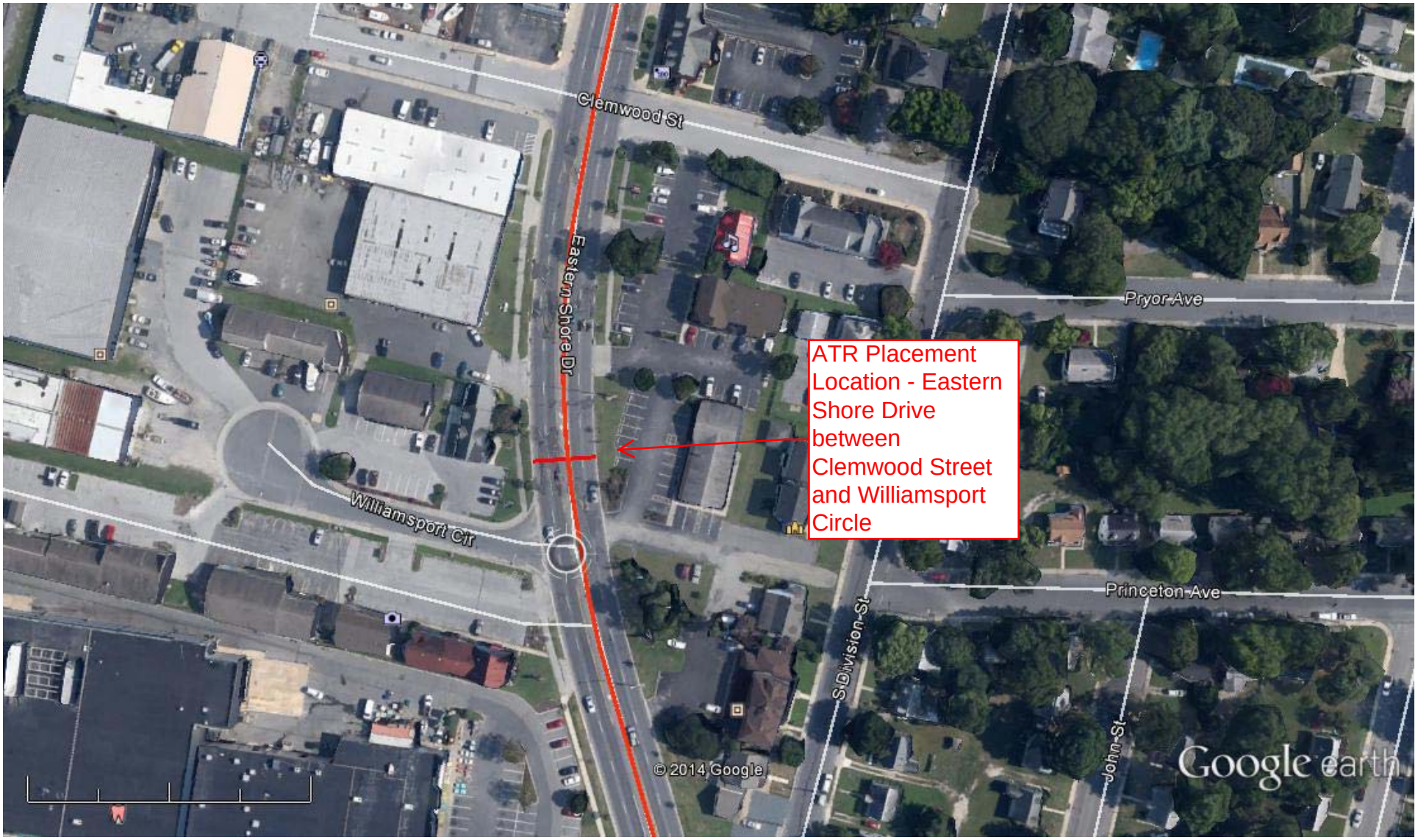








NORTHERN ATR PHOTOS



Google earth

feet 800

meters 200

AERIAL PHOTOGRAPHY
AUGUST 2, 2012

EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND
SOUTHERN ATR PLACEMENT LOCATION

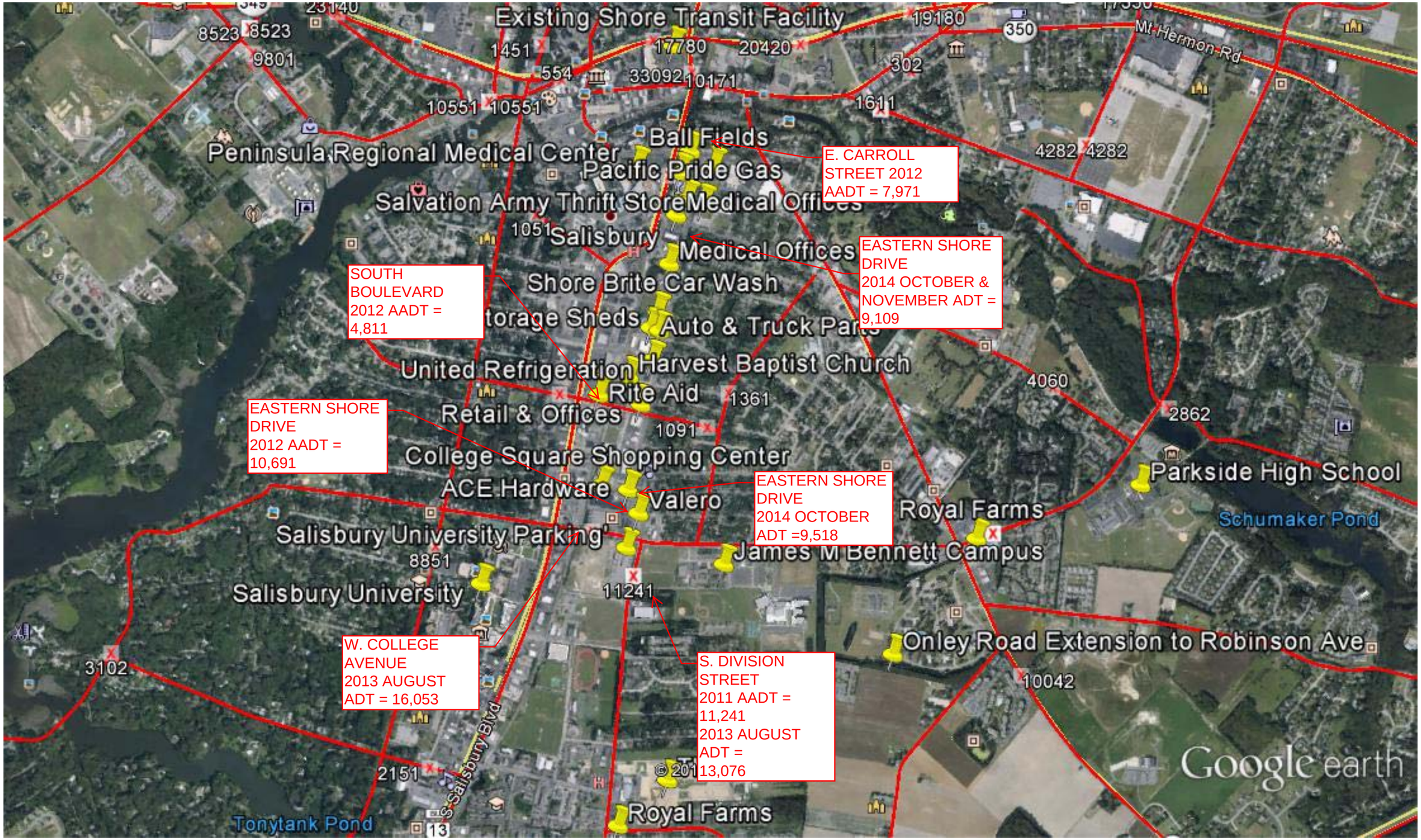








SOUTHERN ATR PHOTOS



Google earth miles 3 km 4

March 8, 2013
Aerial Photograph

EASTERN SHORE DRIVE CORRIDOR STUDY

LAND USES & ROAD WAY AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Date Start: 28-Oct-14
Date End: 24-Nov-14

Start Time	Tue 28-Oct-14 A.M.	P.M.	Wed 29-Oct-14 A.M.	P.M.	Thu 30-Oct-14 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	*	*	20	189	20	181	20	185
12:15	*	*	17	209	22	211	20	210
12:30	*	*	18	174	12	224	15	199
12:45	*	*	15	174	14	202	14	188
01:00	*	*	17	237	9	218	13	228
01:15	*	*	10	171	11	215	10	193
01:30	*	*	7	195	11	190	9	192
01:45	*	*	8	195	5	187	6	191
02:00	*	*	1	194	11	179	6	186
02:15	*	*	7	206	3	208	5	207
02:30	*	*	10	215	9	202	10	208
02:45	*	*	8	232	8	227	8	230
03:00	*	*	12	221	9	222	10	222
03:15	*	*	5	222	9	250	7	236
03:30	*	*	9	236	7	217	8	226
03:45	*	*	7	253	7	237	7	245
04:00	*	0	6	231	5	236	6	156
04:15	*	247	10	218	10	236	10	234
04:30	*	184	8	199	14	217	11	200
04:45	*	**243**	13	**245**	4	**280**	8	**256**
05:00	*	**225**	15	**232**	9	**231**	12	**229**
05:15	*	**230**	14	**244**	8	**258**	11	**244**
05:30	*	**222**	13	**223**	9	**226**	11	**224**
05:45	*	213	22	226	10	214	16	218
06:00	*	208	19	186	28	196	24	197
06:15	*	176	34	177	34	160	34	171
06:30	*	166	38	154	48	155	43	158
06:45	*	131	66	145	71	142	68	139
07:00	*	128	104	122	115	136	110	129
07:15	*	116	104	130	108	97	106	114
07:30	*	107	**197**	90	**194**	107	**196**	101
07:45	*	97	**247**	83	**230**	110	**238**	97
08:00	*	85	**198**	91	**186**	100	**192**	92
08:15	*	93	**161**	80	**158**	90	**160**	88
08:30	*	74	144	98	174	78	159	83
08:45	*	78	181	79	171	79	176	79
09:00	*	59	139	78	185	75	162	71
09:15	*	59	153	56	169	67	161	61
09:30	*	53	148	55	172	74	160	61
09:45	*	47	148	50	163	57	156	51
10:00	*	44	178	53	144	44	161	47
10:15	*	50	152	66	192	56	172	57
10:30	*	35	167	38	175	35	171	36
10:45	*	34	191	26	169	46	180	35
11:00	*	23	192	24	186	47	189	31
11:15	*	28	173	20	180	35	176	28
11:30	*	13	168	20	164	38	166	24
11:45	*	18	164	20	168	49	166	29
Total	0	3486	3738	7082	3820	7341	3779	7086
Combined Total	3486		10820		11161		10865	
Peak	-	04:45	- 07:30	04:45	- 07:30	04:45	- 07:30	04:45
Vol.	-	920	- 803	944	- 768	995	- 786	953
P.H.F.		0.947	0.813	0.933	0.835	0.888	0.826	0.931

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Date Start: 28-Oct-14
Date End: 24-Nov-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Fri 31-Oct-14 A.M.	P.M.	Sat 01-Nov-1 A.M.	P.M.	Sun 02-Nov-1 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	28	209	40	135	32	94	33	146
12:15	30	241	33	**139**	14	114	26	165
12:30	19	225	29	**137**	28	71	25	144
12:45	28	233	31	**140**	27	97	29	157
01:00	24	207	21	**139**	17	102	21	149
01:15	22	199	24	128	27	**101**	24	143
01:30	23	188	17	123	14	**142**	18	151
01:45	14	204	22	130	11	**111**	16	148
02:00	19	223	26	101	15	**105**	20	143
02:15	21	201	24	121	20	99	22	140
02:30	18	231	19	124	16	106	18	154
02:45	12	236	12	135	10	77	11	149
03:00	15	**243**	19	110	16	117	17	**157**
03:15	11	**234**	19	109	7	117	12	**153**
03:30	10	**259**	14	124	7	99	10	**161**
03:45	13	**245**	11	138	7	98	10	**160**
04:00	9	224	12	137	7	84	9	148
04:15	17	220	14	131	4	90	12	147
04:30	11	194	14	115	5	98	10	136
04:45	15	249	12	110	6	94	11	151
05:00	8	244	5	122	4	107	6	158
05:15	13	229	10	93	2	107	8	143
05:30	15	230	11	111	7	120	11	154
05:45	21	219	4	112	4	111	10	147
06:00	26	170	18	100	2	112	15	127
06:15	36	167	14	105	5	94	18	122
06:30	54	142	18	109	4	106	25	119
06:45	67	119	28	99	5	90	33	103
07:00	81	112	38	93	16	97	45	101
07:15	114	113	28	82	11	86	51	94
07:30	**205**	83	55	92	13	65	91	80
07:45	**233**	92	39	72	13	68	95	77
08:00	**194**	113	57	70	24	75	92	86
08:15	**146**	96	55	63	14	78	72	79
08:30	186	101	58	65	21	58	88	75
08:45	168	86	72	56	38	64	93	69
09:00	162	105	83	50	30	55	92	70
09:15	163	79	100	60	30	59	98	66
09:30	206	87	82	59	33	46	107	64
09:45	152	58	123	58	50	43	108	53
10:00	163	64	122	47	74	41	120	51
10:15	179	64	117	42	80	33	125	46
10:30	181	54	118	45	74	35	124	45
10:45	178	62	138	29	74	31	130	41
11:00	183	60	**183**	40	**58**	21	**141**	40
11:15	190	35	**177**	49	**91**	38	**153**	41
11:30	209	52	**132**	28	**109**	36	**150**	39
11:45	192	57	**142**	40	**98**	27	**144**	41
Total	4084	7558	2440	4517	1274	3919	2599	5333
Combined Total	11642		6957		5193		7932	
Peak	07:30	03:00	- 11:00	00:15	- 11:00	01:15	- 11:00	03:00
Vol.	778	981	- 634	555	- 356	459	- 588	631
P.H.F.	0.835	0.947	0.866	0.991	0.817	0.808	0.961	0.980

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Date Start: 28-Oct-14
Date End: 24-Nov-14

Start Time	Mon 03-Nov-1 A.M.	P.M.	Tue 04-Nov-1 A.M.	P.M.	Wed 05-Nov-1 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	24	162	26	189	30	154	27	168
12:15	19	177	17	186	17	166	18	176
12:30	21	194	21	212	22	170	21	192
12:45	21	208	20	191	21	161	21	187
01:00	18	175	19	209	20	183	19	189
01:15	20	226	15	186	25	199	20	204
01:30	18	182	9	194	15	196	14	191
01:45	14	197	15	187	13	196	14	193
02:00	8	219	5	200	7	194	7	204
02:15	8	201	8	217	20	200	12	206
02:30	21	191	7	192	10	184	13	189
02:45	10	200	4	167	4	175	6	181
03:00	20	195	6	185	6	185	11	188
03:15	3	192	8	221	10	178	7	197
03:30	3	170	11	198	3	193	6	187
03:45	6	197	11	198	6	204	8	200
04:00	2	213	9	210	4	213	5	212
04:15	11	211	4	**213**	8	213	8	212
04:30	7	219	6	**201**	12	214	8	211
04:45	6	211	11	**239**	1	211	6	220
05:00	6	224	7	**219**	10	215	8	219
05:15	4	229	15	203	12	245	10	226
05:30	4	**227**	6	174	9	211	6	**204**
05:45	13	**246**	8	200	11	**279**	11	**242**
06:00	11	**220**	10	216	9	**200**	10	**212**
06:15	7	**261**	7	258	10	**271**	8	**263**
06:30	18	171	18	187	18	**241**	18	200
06:45	21	193	19	198	18	219	19	203
07:00	38	161	20	155	29	201	29	172
07:15	38	148	39	148	45	180	41	159
07:30	45	120	37	90	50	160	44	123
07:45	75	123	75	119	71	126	74	123
08:00	101	113	106	97	124	119	110	110
08:15	87	100	82	91	111	122	93	104
08:30	100	90	108	93	**205**	91	138	91
08:45	138	74	128	73	**231**	95	166	81
09:00	183	75	170	85	**205**	86	186	82
09:15	129	61	133	68	**144**	78	135	69
09:30	153	58	137	67	159	85	150	70
09:45	146	55	166	47	177	85	163	62
10:00	**184**	48	165	53	170	62	173	54
10:15	**169**	66	142	58	140	49	150	58
10:30	**164**	56	140	74	154	49	153	60
10:45	**175**	40	155	53	173	55	**168**	49
11:00	170	34	**159**	53	169	50	**166**	46
11:15	170	28	**184**	44	157	55	**170**	42
11:30	164	30	**174**	36	149	31	**162**	32
11:45	154	38	**173**	39	166	29	164	35
Total	2927	7229	2815	7193	3180	7478	2976	7298
Combined Total	10156		10008		10658		10274	
Peak	10:00	05:30	11:00	04:15	08:30	05:45	10:45	05:30
Vol.	692	954	690	872	785	991	666	921
P.H.F.	0.940	0.914	0.938	0.912	0.850	0.888	0.979	0.875

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Date Start: 28-Oct-14
Date End: 24-Nov-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Thu 06-Nov-1 A.M.	P.M.		Fri 07-Nov-1 A.M.	P.M.		Sat 08-Nov-1 A.M.	P.M.		Daily Average A.M.	P.M.
12:00	25	186		23	184		56	**182**		35	184
12:15	20	164		33	193		54	**139**		36	165
12:30	21	187		37	175		48	**148**		35	170
12:45	18	170		21	186		29	**181**		23	179
01:00	13	180		26	186		33	159		24	175
01:15	15	212		25	218		30	137		23	189
01:30	13	192		14	203		17	123		15	173
01:45	17	174		22	202		16	139		18	172
02:00	9	209		7	219		24	153		13	194
02:15	19	212		13	210		25	139		19	187
02:30	11	193		15	194		13	152		13	180
02:45	8	171		12	168		19	143		13	161
03:00	11	206		7	197		12	136		10	180
03:15	6	196		12	200		10	131		9	176
03:30	12	194		14	220		17	136		14	183
03:45	6	230		9	171		13	133		9	178
04:00	9	229		8	227		8	125		8	194
04:15	7	242		7	**266**		17	131		10	213
04:30	8	226		10	**233**		11	114		10	191
04:45	5	210		6	**208**		6	120		6	179
05:00	5	226		11	**233**		9	150		8	203
05:15	10	215		12	214		7	127		10	185
05:30	6	203		8	221		9	128		8	184
05:45	9	**229**		13	253		12	138		11	**207**
06:00	10	**236**		6	216		6	129		7	**194**
06:15	13	**268**		11	239		13	138		12	**215**
06:30	18	**234**		18	231		4	128		13	**198**
06:45	17	179		12	177		5	95		11	150
07:00	30	155		24	178		16	124		23	152
07:15	39	161		40	168		20	98		33	142
07:30	55	155		49	143		18	94		41	131
07:45	73	111		82	116		35	87		63	105
08:00	109	126		98	121		45	87		84	111
08:15	113	103		113	112		43	102		90	106
08:30	**211**	109		**210**	123		44	89		155	107
08:45	**225**	91		**237**	91		59	74		174	85
09:00	**195**	77		**194**	106		60	76		150	86
09:15	**144**	87		**148**	85		64	63		119	78
09:30	160	60		176	98		66	67		134	75
09:45	149	63		152	93		84	53		128	70
10:00	167	68		191	74		103	68		154	70
10:15	183	62		158	74		93	57		145	64
10:30	142	54		152	58		104	66		133	59
10:45	151	56		171	58		116	48		146	54
11:00	145	36		144	74		**143**	59		**144**	56
11:15	155	41		147	68		**131**	54		**144**	54
11:30	167	42		149	51		**130**	36		**149**	43
11:45	186	23		208	43		**131**	38		**175**	35
Total	3140	7453		3255	7778		2028	5294		2807	6842
Combined Total	10593			11033			7322			9649	
Peak	08:30	05:45	-	08:30	04:15	-	11:00	12:00	-	11:00	05:45
Vol.	775	967	-	789	940	-	535	650	-	612	814
P.H.F.	0.861	0.902		0.832	0.883		0.935	0.893		0.874	0.947

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Date Start: 28-Oct-14
Date End: 24-Nov-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Sun A.M.	09-Nov-1 P.M.		Mon A.M.	10-Nov-1 P.M.		Tue A.M.	11-Nov-1 P.M.		Daily Average A.M.	Daily Average P.M.
12:00	29	101		19	172		29	141		26	138
12:15	51	94		19	172		23	185		31	150
12:30	37	89		26	164		31	170		31	141
12:45	27	71		20	165		20	161		22	132
01:00	20	101		7	177		17	162		15	147
01:15	29	104		17	195		27	184		24	161
01:30	28	**123**		13	207		9	179		17	170
01:45	30	**110**		8	172		13	174		17	152
02:00	14	**111**		11	216		11	167		12	165
02:15	24	**121**		8	180		17	182		16	161
02:30	9	117		6	184		14	186		10	162
02:45	19	100		4	204		7	184		10	163
03:00	17	119		4	179		13	177		11	158
03:15	10	102		4	198		9	200		8	167
03:30	20	103		3	188		12	177		12	156
03:45	10	115		9	215		11	189		10	173
04:00	6	119		3	258		3	222		4	**200**
04:15	7	111		4	240		7	235		6	**195**
04:30	14	108		2	219		8	180		8	**169**
04:45	9	109		5	188		8	228		7	**175**
05:00	5	95		3	220		7	188		5	168
05:15	5	97		8	207		5	188		6	164
05:30	5	109		4	184		5	**227**		5	173
05:45	7	101		10	**235**		14	**214**		10	183
06:00	5	99		8	**239**		12	**198**		8	179
06:15	8	112		14	**247**		7	**237**		10	199
06:30	5	101		11	**219**		20	202		12	174
06:45	7	90		20	202		13	172		13	155
07:00	9	93		23	150		26	185		19	143
07:15	12	92		52	135		34	138		33	122
07:30	11	85		42	123		40	142		31	117
07:45	18	81		68	120		75	100		54	100
08:00	28	85		106	132		94	117		76	111
08:15	21	71		125	96		88	94		78	87
08:30	21	73		**203**	105		95	80		106	86
08:45	21	75		**255**	90		133	83		136	83
09:00	34	59		**175**	66		178	95		129	73
09:15	33	54		**168**	80		151	110		117	81
09:30	37	49		156	60		**222**	86		**138**	65
09:45	45	59		171	70		**237**	66		**151**	65
10:00	61	41		188	72		**178**	60		**142**	58
10:15	59	39		159	50		**167**	54		**128**	48
10:30	55	43		169	47		144	52		123	47
10:45	88	35		194	45		157	54		146	45
11:00	**60**	25		172	38		171	38		134	34
11:15	**70**	41		164	50		147	41		127	44
11:30	**88**	31		159	32		147	25		131	29
11:45	**99**	23		187	35		144	26		143	28
Total	1327	4086		3206	7242		3000	6955		2508	6096
Combined Total	5413			10448			9955			8604	
Peak	11:00	01:30	-	08:30	05:45	-	09:30	05:30	-	09:30	04:00
Vol.	317	465	-	801	940	-	804	876	-	559	739
P.H.F.	0.801	0.945		0.785	0.911		0.848	0.924		0.925	0.924

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Date Start: 28-Oct-14
Date End: 24-Nov-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Wed 12-Nov-1 A.M.	Wed 12-Nov-1 P.M.	Thu 13-Nov-1 A.M.	Thu 13-Nov-1 P.M.	Fri 14-Nov-1 A.M.	Fri 14-Nov-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	26	161	35	153	24	152	28	155
12:15	23	189	27	163	31	184	27	179
12:30	13	172	14	167	28	179	18	173
12:45	19	182	29	179	29	203	26	188
01:00	13	170	27	180	15	201	18	184
01:15	14	196	34	226	30	230	26	217
01:30	19	171	17	173	21	191	19	178
01:45	21	191	16	174	19	212	19	192
02:00	11	176	8	221	14	207	11	201
02:15	9	181	14	195	15	202	13	193
02:30	8	189	6	164	10	199	8	184
02:45	9	201	10	192	11	218	10	204
03:00	8	206	6	176	14	204	9	195
03:15	5	193	7	189	15	202	9	195
03:30	6	183	7	201	8	241	7	208
03:45	8	216	10	219	13	223	10	219
04:00	11	**230**	7	246	14	240	11	**239**
04:15	10	**261**	9	235	8	245	9	**247**
04:30	4	**200**	2	210	8	233	5	**214**
04:45	10	**236**	14	230	9	214	11	**227**
05:00	6	226	5	211	14	**239**	8	225
05:15	4	198	15	248	21	**252**	13	233
05:30	4	221	8	206	19	**224**	10	217
05:45	16	221	4	**223**	12	**261**	11	235
06:00	10	196	14	**220**	9	226	11	214
06:15	13	229	10	**264**	8	236	10	243
06:30	16	197	13	**216**	17	202	15	205
06:45	20	191	13	203	18	190	17	195
07:00	28	194	34	179	24	166	29	180
07:15	31	137	36	161	41	160	36	153
07:30	34	144	59	140	40	151	44	145
07:45	77	122	84	133	69	137	77	131
08:00	107	124	116	119	89	127	104	123
08:15	82	96	114	112	126	111	107	106
08:30	107	118	**186**	105	**209**	114	167	112
08:45	108	99	**230**	93	**237**	76	**192**	89
09:00	159	87	**185**	84	**201**	94	**182**	88
09:15	**162**	81	**120**	90	**148**	84	**143**	85
09:30	**210**	79	157	65	169	86	**179**	77
09:45	**239**	66	146	54	148	82	178	67
10:00	**168**	59	171	72	166	80	168	70
10:15	145	53	171	57	167	68	161	59
10:30	158	57	151	56	141	63	150	59
10:45	146	47	161	52	169	52	159	50
11:00	182	44	136	57	150	56	156	52
11:15	149	42	159	46	181	75	163	54
11:30	161	38	134	28	158	61	151	42
11:45	167	39	161	28	162	58	163	42
Total	2956	7309	3092	7415	3249	7911	3098	7543
Combined Total	10265		10507		11160		10641	
Peak	09:15	04:00	08:30	05:45	08:30	05:00	08:45	04:00
Vol.	779	927	721	923	795	976	696	927
P.H.F.	0.815	0.888	0.784	0.874	0.839	0.935	0.906	0.938

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Date Start: 28-Oct-14
Date End: 24-Nov-14

Start Time	Sat A.M.	15-Nov-1 P.M.		Sun A.M.	16-Nov-1 P.M.		Mon A.M.	17-Nov-1 P.M.		Daily Average A.M.	Daily Average P.M.
12:00	49	**164**		49	94		18	160		39	139
12:15	39	**150**		48	86		25	162		37	133
12:30	43	**175**		36	89		13	139		31	134
12:45	35	**145**		36	86		21	149		31	127
01:00	30	160		31	98		18	149		26	136
01:15	43	153		26	93		15	202		28	**149**
01:30	38	146		24	**124**		13	153		25	**141**
01:45	27	153		25	**122**		6	160		19	**145**
02:00	23	133		19	**116**		12	196		18	**148**
02:15	21	154		12	**111**		4	178		12	148
02:30	20	143		15	87		1	151		12	127
02:45	15	133		12	121		6	169		11	141
03:00	16	122		13	118		5	161		11	134
03:15	23	131		9	102		2	170		11	134
03:30	21	125		20	94		4	167		15	129
03:45	16	128		8	113		5	**163**		10	135
04:00	24	120		9	93		3	**194**		12	136
04:15	16	122		3	108		2	**203**		7	144
04:30	10	120		10	97		2	**185**		7	134
04:45	17	150		6	113		6	160		10	141
05:00	10	127		7	95		4	171		7	131
05:15	8	120		1	89		6	154		5	121
05:30	4	123		4	94		10	150		6	122
05:45	11	118		7	93		4	164		7	125
06:00	6	123		3	120		4	172		4	138
06:15	11	96		5	110		9	198		8	135
06:30	9	151		6	94		15	144		10	130
06:45	15	114		6	74		16	143		12	110
07:00	16	103		15	85		28	137		20	108
07:15	23	91		14	73		29	99		22	88
07:30	22	100		8	67		33	88		21	85
07:45	29	87		15	90		56	79		33	85
08:00	38	100		19	66		98	75		52	80
08:15	40	86		18	74		98	54		52	71
08:30	34	89		19	99		**189**	64		81	84
08:45	45	82		24	78		**235**	58		101	73
09:00	76	73		27	63		**196**	55		100	64
09:15	66	66		29	63		**122**	53		72	61
09:30	74	68		31	49		141	67		82	61
09:45	77	62		29	45		162	65		89	57
10:00	102	61		51	47		145	46		99	51
10:15	94	54		65	46		114	39		91	46
10:30	95	54		68	38		120	35		94	42
10:45	**123**	43		74	32		148	39		115	38
11:00	**157**	50		**65**	33		158	30		**127**	38
11:15	**131**	58		**77**	34		150	38		**119**	43
11:30	**141**	55		**72**	37		123	31		**112**	41
11:45	118	32		**89**	20		150	24		**119**	25
Total	2101	5213		1259	3973		2744	5843		2032	5008
Combined Total	7314			5232			8587			7040	
Peak	10:45	12:00	-	11:00	01:30	-	08:30	03:45	-	11:00	01:15
Vol.	552	634	-	303	473	-	742	745	-	477	583
P.H.F.	0.879	0.906		0.851	0.954		0.789	0.917		0.939	0.978

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Date Start: 28-Oct-14
Date End: 24-Nov-14

Start Time	Tue 18-Nov-1 A.M.	Tue 18-Nov-1 P.M.	Wed 19-Nov-1 A.M.	Wed 19-Nov-1 P.M.	Thu 20-Nov-1 A.M.	Thu 20-Nov-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	30	125	21	179	22	159	24	154
12:15	23	113	19	159	28	171	23	148
12:30	25	117	18	175	25	163	23	152
12:45	22	126	12	175	25	159	20	153
01:00	8	152	12	203	27	195	16	183
01:15	19	138	26	182	32	200	26	173
01:30	18	148	7	201	15	188	13	179
01:45	12	169	17	176	16	178	15	174
02:00	11	146	9	197	11	195	10	179
02:15	14	118	9	165	13	216	12	166
02:30	8	128	11	208	11	175	10	170
02:45	3	149	11	171	4	194	6	171
03:00	3	151	9	177	3	174	5	167
03:15	5	165	7	198	9	173	7	179
03:30	9	152	6	206	10	180	8	179
03:45	7	160	5	198	13	216	8	191
04:00	10	197	11	203	12	223	11	208
04:15	7	186	4	210	9	238	7	211
04:30	8	152	7	207	4	205	6	188
04:45	8	195	6	197	13	208	9	200
05:00	2	191	6	213	9	253	6	219
05:15	11	172	6	216	8	235	8	208
05:30	5	171	5	**213**	6	216	5	**200**
05:45	8	**180**	11	**252**	11	**248**	10	**227**
06:00	7	**168**	4	**232**	11	**229**	7	**210**
06:15	7	**213**	12	**227**	10	**251**	10	**230**
06:30	18	**178**	14	192	14	**227**	15	199
06:45	13	146	20	156	15	202	16	168
07:00	30	104	21	157	29	176	27	146
07:15	25	116	28	139	47	158	33	138
07:30	33	108	37	149	44	133	38	130
07:45	66	128	54	132	83	123	68	128
08:00	86	96	88	125	97	113	90	111
08:15	85	80	91	113	104	128	93	107
08:30	**166**	87	**170**	85	**212**	114	**183**	95
08:45	**168**	87	**193**	101	**254**	89	**205**	92
09:00	**160**	74	**179**	82	**191**	92	**177**	83
09:15	**104**	74	**106**	72	**152**	84	**121**	77
09:30	128	60	110	62	139	84	126	69
09:45	139	52	125	55	162	69	142	59
10:00	117	42	144	64	182	79	148	62
10:15	112	42	147	63	151	56	137	54
10:30	113	44	145	49	151	65	136	53
10:45	147	52	165	45	178	40	163	46
11:00	108	37	157	61	148	56	138	51
11:15	131	39	160	38	150	53	147	43
11:30	115	37	155	29	164	29	145	32
11:45	131	29	159	24	182	31	157	28
Total	2485	5794	2739	7133	3206	7443	2810	6790
Combined Total	8279		9872		10649		9600	
Peak	08:30	05:45	08:30	05:30	08:30	05:45	08:30	05:30
Vol.	598	739	648	924	809	955	686	867
P.H.F.	0.890	0.867	0.839	0.917	0.796	0.951	0.837	0.942

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Date Start: 28-Oct-14
Date End: 24-Nov-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Fri 21-Nov-1 A.M.	Fri 21-Nov-1 P.M.	Sat 22-Nov-1 A.M.	Sat 22-Nov-1 P.M.	Sun 23-Nov-1 A.M.	Sun 23-Nov-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	32	188	51	133	31	84	38	135
12:15	29	222	42	105	49	105	40	144
12:30	29	202	32	**154**	28	78	30	145
12:45	27	245	29	**141**	28	88	28	158
01:00	28	198	38	**161**	22	96	29	152
01:15	27	220	22	**162**	38	**118**	29	167
01:30	25	208	24	126	34	**121**	28	152
01:45	18	202	23	130	20	**117**	20	150
02:00	8	231	17	145	14	**102**	13	159
02:15	21	227	27	118	20	100	23	148
02:30	17	192	20	127	16	86	18	135
02:45	12	204	8	123	14	93	11	140
03:00	11	208	15	129	9	102	12	146
03:15	24	198	17	145	13	99	18	147
03:30	13	182	19	153	16	92	16	142
03:45	22	240	22	103	9	112	18	152
04:00	17	240	6	120	8	103	10	154
04:15	16	243	14	125	7	98	12	155
04:30	9	227	3	115	6	97	6	146
04:45	11	229	10	107	12	123	11	153
05:00	9	**249**	10	153	5	117	8	**173**
05:15	6	**243**	9	113	6	100	7	**152**
05:30	14	**228**	2	127	5	89	7	**148**
05:45	9	**267**	2	119	4	100	5	**162**
06:00	8	229	2	121	3	103	4	151
06:15	12	245	2	121	10	106	8	157
06:30	9	216	6	104	8	95	8	138
06:45	16	193	10	112	6	99	11	135
07:00	33	190	14	118	11	91	19	133
07:15	29	177	10	112	15	88	18	126
07:30	41	156	15	98	7	92	21	115
07:45	57	145	28	97	10	76	32	106
08:00	80	156	35	97	30	82	48	112
08:15	117	131	33	79	27	65	59	92
08:30	**199**	131	38	91	32	57	90	93
08:45	**226**	94	37	59	25	70	96	74
09:00	**195**	118	55	77	39	68	96	88
09:15	**165**	87	52	72	32	55	83	71
09:30	173	94	62	69	29	64	88	76
09:45	172	88	100	66	47	51	106	68
10:00	141	73	115	59	55	34	104	55
10:15	176	68	91	54	61	39	109	54
10:30	156	72	97	62	63	32	105	55
10:45	142	76	118	54	68	30	109	53
11:00	172	39	**127**	43	**50**	26	**116**	36
11:15	141	57	**123**	47	**87**	30	**117**	45
11:30	175	39	**118**	39	**81**	29	**125**	36
11:45	164	62	**133**	42	**107**	12	**135**	39
Total	3233	8229	1883	5027	1317	3914	2144	5723
Combined Total	11462		6910		5231		7867	
Peak	08:30	05:00 -	11:00	00:30 -	11:00	01:15 -	11:00	05:00
Vol.	785	987 -	501	618 -	325	458 -	493	635
P.H.F.	0.868	0.924	0.942	0.954	0.759	0.946	0.913	0.918

Eastern Shore Drive Daily Traffic Counts
Salisbury, MD
October 28, 2014 - November 24, 2014
Average Daily Traffic

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code: on 022736
Northern ATR Location

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Date Start: 28-Oct-14
Date End: 24-Nov-14

Start Time	Mon A.M.	24-Nov-1 P.M.	Tue A.M.	25-Nov-1 P.M.	Wed A.M.	26-Nov-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	14	156	*	*	*	*	14	156
12:15	18	157	*	*	*	*	18	157
12:30	17	**166**	*	*	*	*	17	**166**
12:45	13	**162**	*	*	*	*	13	**162**
01:00	12	**180**	*	*	*	*	12	**180**
01:15	16	**193**	*	*	*	*	16	**193**
01:30	11	*	*	*	*	*	11	*
01:45	4	*	*	*	*	*	4	*
02:00	5	*	*	*	*	*	5	*
02:15	9	*	*	*	*	*	9	*
02:30	8	*	*	*	*	*	8	*
02:45	3	*	*	*	*	*	3	*
03:00	5	*	*	*	*	*	5	*
03:15	6	*	*	*	*	*	6	*
03:30	5	*	*	*	*	*	5	*
03:45	9	*	*	*	*	*	9	*
04:00	2	*	*	*	*	*	2	*
04:15	3	*	*	*	*	*	3	*
04:30	0	*	*	*	*	*	0	*
04:45	8	*	*	*	*	*	8	*
05:00	5	*	*	*	*	*	5	*
05:15	6	*	*	*	*	*	6	*
05:30	7	*	*	*	*	*	7	*
05:45	7	*	*	*	*	*	7	*
06:00	6	*	*	*	*	*	6	*
06:15	12	*	*	*	*	*	12	*
06:30	15	*	*	*	*	*	15	*
06:45	18	*	*	*	*	*	18	*
07:00	34	*	*	*	*	*	34	*
07:15	28	*	*	*	*	*	28	*
07:30	35	*	*	*	*	*	35	*
07:45	52	*	*	*	*	*	52	*
08:00	62	*	*	*	*	*	62	*
08:15	79	*	*	*	*	*	79	*
08:30	**163**	*	*	*	*	*	**163**	*
08:45	**192**	*	*	*	*	*	**192**	*
09:00	**162**	*	*	*	*	*	**162**	*
09:15	**139**	*	*	*	*	*	**139**	*
09:30	138	*	*	*	*	*	138	*
09:45	135	*	*	*	*	*	135	*
10:00	141	*	*	*	*	*	141	*
10:15	108	*	*	*	*	*	108	*
10:30	158	*	*	*	*	*	158	*
10:45	146	*	*	*	*	*	146	*
11:00	158	*	*	*	*	*	158	*
11:15	170	*	*	*	*	*	170	*
11:30	154	*	*	*	*	*	154	*
11:45	160	*	*	*	*	*	160	*
Total	2658	1014	0	0	0	0	2658	1014
Combined Total	3672		0		0		3672	
Peak	08:30	00:30	-	-	-	-	08:30	00:30
Vol.	656	701	-	-	-	-	656	701
P.H.F.	0.854	0.908					0.854	0.908
ADT		ADT 9,109	AADT 9,109					

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Mon 06-Oct-14 A.M.	Mon 06-Oct-14 P.M.	Tue 07-Oct-14 A.M.	Tue 07-Oct-14 P.M.	Wed 08-Oct-14 A.M.	Wed 08-Oct-14 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	*	*	18	225	12	248	15	236
12:15	*	*	12	202	14	202	13	202
12:30	*	*	12	227	10	206	11	216
12:45	*	*	9	214	4	240	6	227
01:00	*	*	4	198	6	214	5	206
01:15	*	*	4	233	6	216	5	224
01:30	*	*	2	202	6	190	4	196
01:45	*	*	3	204	4	212	4	208
02:00	*	*	6	196	4	219	5	208
02:15	*	212	4	184	4	204	4	200
02:30	*	200	6	214	5	206	6	207
02:45	*	230	3	240	8	239	6	236
03:00	*	231	7	226	8	242	8	233
03:15	*	212	1	214	0	211	0	212
03:30	*	196	12	237	7	246	10	226
03:45	*	222	4	252	11	242	8	239
04:00	*	208	8	236	3	236	6	227
04:15	*	224	3	238	13	246	8	236
04:30	*	208	11	**241**	4	231	8	**227**
04:45	*	**202**	7	**226**	12	239	10	**222**
05:00	*	**260**	7	**276**	3	**280**	5	**272**
05:15	*	**218**	20	**264**	16	**282**	18	**255**
05:30	*	**217**	22	221	18	**236**	20	225
05:45	*	196	30	224	32	**247**	31	222
06:00	*	184	31	184	36	200	34	189
06:15	*	157	38	138	41	164	40	153
06:30	*	130	64	158	69	156	66	148
06:45	*	114	107	158	100	159	104	144
07:00	*	135	110	122	118	153	114	137
07:15	*	104	182	122	176	146	179	124
07:30	*	88	203	108	211	118	207	105
07:45	*	96	151	82	204	99	178	92
08:00	*	96	146	102	142	109	144	102
08:15	*	87	134	90	134	124	134	100
08:30	*	51	126	90	169	104	148	82
08:45	*	66	130	66	160	92	145	75
09:00	*	53	158	68	142	77	150	66
09:15	*	44	154	46	136	42	145	44
09:30	*	50	141	46	203	40	172	45
09:45	*	28	158	42	166	45	162	38
10:00	*	48	163	47	168	46	166	47
10:15	*	22	170	38	173	45	172	35
10:30	*	20	146	26	188	34	167	27
10:45	*	23	159	22	174	26	166	24
11:00	*	23	**165**	16	**208**	22	**186**	20
11:15	*	16	**184**	20	**169**	16	**176**	17
11:30	*	14	**186**	11	**186**	27	**186**	17
11:45	*	14	**180**	16	**213**	14	**196**	15
Total	0	4899	3601	7212	3896	7592	3753	7208
Combined Total	4899		10813		11488		10961	
Peak	-	04:45	- 11:00	04:30	- 11:00	05:00	- 11:00	04:30
Vol.	-	897	- 715	1007	- 776	1045	- 744	976
P.H.F.		0.863	0.961	0.912	0.911	0.926	0.949	0.897

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Thu 09-Oct-14 A.M.	P.M.		Fri 10-Oct-14 A.M.	P.M.		Sat 11-Oct-14 A.M.	P.M.		Daily Average A.M.	P.M.
12:00	8	208		24	236		16	**152**		16	199
12:15	13	204		22	210		21	**159**		19	191
12:30	10	247		16	212		16	**126**		14	195
12:45	8	220		9	241		15	**145**		11	202
01:00	9	223		15	231		20	124		15	193
01:15	6	214		8	227		20	147		11	196
01:30	3	229		7	219		11	141		7	196
01:45	3	245		14	226		12	134		10	202
02:00	0	224		17	208		16	126		11	186
02:15	1	221		11	228		11	130		8	193
02:30	6	230		10	242		11	130		9	201
02:45	10	266		10	260		13	143		11	**223**
03:00	9	276		8	226		11	136		9	**213**
03:15	8	240		4	230		8	128		7	**199**
03:30	7	246		6	245		12	116		8	**202**
03:45	6	248		6	240		2	130		5	206
04:00	4	258		8	234		10	132		7	208
04:15	6	**248**		12	224		2	116		7	196
04:30	3	**272**		8	**260**		9	103		7	212
04:45	7	**258**		6	**230**		8	118		7	202
05:00	7	**286**		11	**254**		4	102		7	214
05:15	8	236		16	**250**		11	128		12	205
05:30	18	224		12	198		12	110		14	177
05:45	30	220		33	172		10	130		24	174
06:00	34	203		24	164		16	112		25	160
06:15	32	151		40	176		17	110		30	146
06:30	66	156		60	154		24	97		50	136
06:45	98	150		75	152		28	122		67	141
07:00	108	156		120	131		38	84		89	124
07:15	174	152		176	108		38	88		129	116
07:30	212	128		199	114		54	86		155	109
07:45	168	107		150	82		55	96		124	95
08:00	138	108		146	98		58	60		114	89
08:15	128	102		134	78		60	70		107	83
08:30	138	80		154	81		64	60		119	74
08:45	157	94		168	89		90	72		138	85
09:00	155	79		154	68		99	46		136	64
09:15	144	71		158	54		98	70		133	65
09:30	149	54		152	58		78	44		126	52
09:45	166	44		184	68		110	54		153	55
10:00	170	58		155	52		128	56		151	55
10:15	164	41		172	41		137	40		158	41
10:30	184	24		164	46		118	44		155	38
10:45	169	22		184	44		132	38		162	35
11:00	**180**	20		**170**	33		**150**	44		**167**	32
11:15	**198**	28		**172**	36		**133**	46		**168**	37
11:30	**191**	14		**210**	30		**148**	30		**183**	25
11:45	**212**	24		**228**	22		**152**	24		**197**	23
Total	3725	7809		3842	7482		2306	4699		3292	6665
Combined Total	11534			11324			7005			9957	
Peak	11:00	04:15	-	11:00	04:30	-	11:00	12:00	-	11:00	02:45
Vol.	781	1064	-	780	994	-	583	582	-	715	837
P.H.F.	0.921	0.930		0.855	0.956		0.959	0.915		0.907	0.938

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Sun 12-Oct-14 A.M.	Sun 12-Oct-14 P.M.	Mon 13-Oct-14 A.M.	Mon 13-Oct-14 P.M.	Tue 14-Oct-14 A.M.	Tue 14-Oct-14 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	19	**118**	11	165	14	226	15	170
12:15	22	**136**	12	149	12	197	15	161
12:30	17	**130**	16	166	6	216	13	171
12:45	10	**126**	8	180	4	222	7	176
01:00	8	102	4	168	9	224	7	165
01:15	13	108	0	192	7	190	7	163
01:30	9	122	2	172	2	202	4	165
01:45	10	126	2	186	4	232	5	181
02:00	14	122	0	164	1	200	5	162
02:15	12	110	4	177	6	176	7	154
02:30	15	106	6	182	2	208	8	165
02:45	8	100	3	208	4	244	5	184
03:00	9	114	2	214	4	230	5	186
03:15	5	102	6	179	4	180	5	154
03:30	4	124	3	190	4	232	4	182
03:45	2	117	4	181	10	232	5	177
04:00	3	112	9	190	6	214	6	172
04:15	6	124	6	**212**	4	234	5	**190**
04:30	1	108	4	**217**	8	218	4	**181**
04:45	3	94	4	**214**	10	**234**	6	**181**
05:00	4	110	7	**249**	6	**282**	6	**214**
05:15	5	94	15	200	15	**248**	12	181
05:30	2	104	15	211	20	**220**	12	178
05:45	10	114	14	173	22	212	15	166
06:00	10	98	34	191	36	182	27	157
06:15	8	94	42	138	42	166	31	133
06:30	22	86	63	130	60	140	48	119
06:45	25	113	88	151	107	124	73	129
07:00	17	91	99	108	134	124	83	108
07:15	19	75	**194**	87	**202**	81	138	81
07:30	23	70	**216**	108	**232**	101	157	93
07:45	40	77	**166**	94	**172**	114	126	95
08:00	40	60	**121**	82	**138**	92	100	78
08:15	32	64	127	64	134	93	98	74
08:30	54	54	141	62	157	80	117	65
08:45	74	40	158	62	165	68	132	57
09:00	82	36	131	54	164	47	126	46
09:15	80	32	126	48	144	50	117	43
09:30	69	33	145	48	163	47	126	43
09:45	82	34	150	32	180	44	137	37
10:00	92	36	120	38	162	44	125	39
10:15	81	40	156	38	157	32	131	37
10:30	104	17	140	20	176	28	140	22
10:45	102	25	140	22	186	24	143	24
11:00	**97**	18	148	28	176	20	**140**	22
11:15	**88**	22	141	16	178	14	**136**	17
11:30	**106**	12	156	22	168	18	**143**	17
11:45	**132**	8	160	17	212	12	**168**	12
Total	1690	3958	3319	6199	3829	7018	2945	5727
Combined Total	5648		9518		10847		8672	
Peak	11:00	12:00	07:15	04:15	07:15	04:45	11:00	04:15
Vol.	423	510	697	892	744	984	587	766
P.H.F.	0.801	0.938	0.807	0.896	0.802	0.872	0.874	0.895

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Wed 15-Oct-14 A.M.	Wed 15-Oct-14 P.M.		Thu 16-Oct-14 A.M.	Thu 16-Oct-14 P.M.		Fri 17-Oct-14 A.M.	Fri 17-Oct-14 P.M.		Daily Average A.M.	Daily Average P.M.
12:00	19	196		10	231		24	226		18	218
12:15	10	184		9	216		21	245		13	215
12:30	16	185		16	189		20	232		17	202
12:45	11	223		4	208		13	**224**		9	218
01:00	6	192		6	200		14	**232**		9	208
01:15	8	192		5	195		16	**284**		10	224
01:30	4	182		4	182		17	**251**		8	205
01:45	4	214		3	205		12	215		6	211
02:00	6	212		5	198		11	204		7	205
02:15	10	195		0	205		12	222		7	207
02:30	2	190		8	225		14	207		8	207
02:45	9	**226**		7	206		8	197		8	210
03:00	3	**241**		4	228		8	208		5	226
03:15	4	**191**		4	207		4	210		4	203
03:30	3	**210**		2	222		8	216		4	216
03:45	8	212		4	240		6	207		6	220
04:00	6	230		9	223		6	235		7	229
04:15	11	190		8	**236**		10	220		10	215
04:30	7	206		5	**238**		8	244		7	**229**
04:45	19	194		10	**230**		16	246		15	**223**
05:00	11	234		12	**258**		10	234		11	**242**
05:15	16	228		15	232		16	224		16	**228**
05:30	20	208		12	212		12	182		15	201
05:45	22	191		20	207		22	180		21	193
06:00	31	160		28	182		24	170		28	171
06:15	42	136		38	197		42	162		41	165
06:30	69	118		54	162		54	149		59	143
06:45	88	126		98	152		62	141		83	140
07:00	94	96		108	121		69	140		90	119
07:15	168	98		**182**	138		82	116		144	117
07:30	186	98		**208**	102		104	128		166	109
07:45	170	107		**184**	102		130	110		161	106
08:00	117	94		**151**	91		122	100		130	95
08:15	137	85		112	78		101	81		117	81
08:30	154	92		126	79		119	93		133	88
08:45	178	64		139	86		146	94		154	81
09:00	177	56		166	78		144	91		162	75
09:15	147	57		128	52		160	76		145	62
09:30	152	45		153	41		158	62		154	49
09:45	157	46		154	48		185	55		165	50
10:00	147	38		154	62		183	62		161	54
10:15	156	34		167	40		164	53		162	42
10:30	**231**	34		159	40		182	57		191	44
10:45	**214**	12		162	26		167	47		181	28
11:00	**201**	19		169	28		**202**	49		**191**	32
11:15	**174**	18		156	28		**200**	47		**177**	31
11:30	186	10		164	14		**206**	46		**185**	23
11:45	204	10		205	26		**224**	30		**211**	22
Total	3815	6579		3547	7166		3538	7504		3632	7082
Combined Total	10394			10713			11042			10714	
Peak	10:30	02:45	-	07:15	04:15	-	11:00	00:45	-	11:00	04:30
Vol.	820	868	-	725	962	-	832	991	-	764	922
P.H.F.	0.887	0.900		0.871	0.932		0.929	0.872		0.905	0.952

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Start Time	Sat 18-Oct-14 A.M.	P.M.	Sun 19-Oct-14 A.M.	P.M.	Mon 20-Oct-14 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	24	**172**	24	**137**	8	211	19	**173**
12:15	26	**172**	34	**126**	10	212	23	**170**
12:30	32	**174**	52	**131**	15	198	33	**168**
12:45	26	**142**	30	**129**	8	224	21	**165**
01:00	24	141	21	122	7	204	17	156
01:15	18	142	14	114	5	230	12	162
01:30	10	128	16	116	3	208	10	151
01:45	23	126	12	114	5	206	13	149
02:00	16	136	7	117	7	201	10	151
02:15	14	140	17	110	2	212	11	154
02:30	12	165	8	120	6	228	9	171
02:45	8	130	12	97	2	253	7	160
03:00	8	128	7	123	4	238	6	163
03:15	12	130	8	101	6	202	9	144
03:30	6	132	12	99	4	206	7	146
03:45	7	111	4	90	8	205	6	135
04:00	5	142	4	99	6	230	5	157
04:15	8	124	4	99	2	204	5	142
04:30	6	126	2	97	2	**220**	3	148
04:45	4	136	4	89	12	**252**	7	159
05:00	6	146	2	92	8	**265**	5	168
05:15	7	128	5	114	10	**246**	7	163
05:30	4	134	1	106	12	218	6	153
05:45	15	131	9	87	30	196	18	138
06:00	14	134	9	92	31	162	18	129
06:15	22	102	11	99	33	163	22	121
06:30	14	108	14	84	53	150	27	114
06:45	30	122	16	80	66	122	37	108
07:00	30	112	12	82	88	106	43	100
07:15	30	117	18	72	150	104	66	98
07:30	38	114	21	80	220	85	93	93
07:45	69	84	30	76	173	107	91	89
08:00	66	76	34	76	126	87	75	80
08:15	78	77	41	62	92	72	70	70
08:30	90	70	44	44	126	51	87	55
08:45	100	45	60	47	151	47	104	46
09:00	96	66	73	34	145	50	105	50
09:15	87	50	62	40	136	45	95	45
09:30	120	44	82	28	153	32	118	35
09:45	134	50	95	30	141	34	123	38
10:00	140	42	94	38	146	36	127	39
10:15	170	58	96	34	172	24	146	39
10:30	158	36	97	24	174	20	143	27
10:45	158	40	106	18	162	18	142	25
11:00	**146**	26	**92**	23	**179**	28	**139**	26
11:15	**172**	32	**104**	10	**168**	20	**148**	21
11:30	**169**	21	**97**	14	**180**	18	**149**	18
11:45	**170**	22	**131**	14	**184**	14	**162**	17
Total	2622	4984	1748	3830	3431	6864	2599	5229
Combined Total	7606		5578		10295		7828	
Peak	11:00	12:00	11:00	12:00	11:00	04:30	11:00	12:00
Vol.	657	660	424	523	711	983	598	676
P.H.F.	0.955	0.948	0.809	0.954	0.966	0.927	0.923	0.977

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Tue 21-Oct-14 A.M.	P.M.	Wed 22-Oct-14 A.M.	P.M.	Thu 23-Oct-14 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	6	234	15	226	13	194	11	218
12:15	10	222	12	190	16	204	13	205
12:30	10	162	10	197	8	174	9	178
12:45	9	206	8	198	14	202	10	202
01:00	10	194	14	175	8	174	11	181
01:15	3	212	8	172	1	164	4	183
01:30	2	200	4	194	1	216	2	203
01:45	6	223	10	176	6	204	7	201
02:00	4	186	3	171	4	204	4	187
02:15	6	184	4	200	4	181	5	188
02:30	3	206	2	181	6	218	4	202
02:45	2	251	8	212	8	246	6	236
03:00	5	224	1	233	5	264	4	240
03:15	4	206	2	184	5	210	4	200
03:30	6	**218**	5	208	8	227	6	218
03:45	4	**250**	5	193	6	222	5	222
04:00	8	**236**	8	211	2	227	6	225
04:15	10	**212**	4	179	6	234	7	208
04:30	6	216	10	**204**	4	**233**	7	**218**
04:45	8	207	10	**220**	8	**238**	9	**222**
05:00	9	247	11	**258**	8	**240**	9	**248**
05:15	16	232	14	**234**	13	**256**	14	**241**
05:30	21	194	15	189	12	200	16	194
05:45	32	202	30	212	26	199	29	204
06:00	22	166	23	166	23	168	23	167
06:15	40	150	40	140	37	148	39	146
06:30	66	147	51	141	64	126	60	138
06:45	88	167	76	126	72	128	79	140
07:00	98	117	108	120	94	96	100	111
07:15	**177**	112	**177**	118	**168**	106	**174**	112
07:30	**215**	84	**223**	88	**228**	86	**222**	86
07:45	**177**	74	**197**	88	**177**	72	**184**	78
08:00	**129**	104	**138**	84	**136**	91	**134**	93
08:15	122	68	110	102	152	92	128	87
08:30	146	82	160	104	131	84	146	90
08:45	150	66	160	72	156	70	155	69
09:00	174	62	140	60	136	79	150	67
09:15	136	55	141	61	142	60	140	59
09:30	152	60	156	50	134	36	147	49
09:45	137	52	148	41	172	32	152	42
10:00	166	40	156	40	121	44	148	41
10:15	152	26	134	38	146	37	144	34
10:30	190	30	171	24	155	33	172	29
10:45	158	22	162	18	180	22	167	21
11:00	182	23	163	18	160	22	168	21
11:15	158	20	168	10	156	26	161	19
11:30	172	16	184	14	179	19	178	16
11:45	175	12	184	12	196	16	185	13
Total	3582	6879	3583	6552	3507	6824	3558	6752
Combined Total	10461		10135		10331		10310	
Peak	07:15	03:30 -	07:15	04:30 -	07:15	04:30 -	07:15	04:30
Vol.	698	916 -	735	916 -	709	967 -	714	929
P.H.F.	0.812	0.916	0.824	0.888	0.777	0.916	0.804	0.936

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Fri 24-Oct-14 A.M.	P.M.		Sat 25-Oct-14 A.M.	P.M.		Sun 26-Oct-14 A.M.	P.M.		Daily Average A.M.	P.M.
12:00	14	**261**		25	153		18	**138**		19	**184**
12:15	22	**241**		26	156		26	**136**		25	**178**
12:30	14	**228**		23	**137**		27	**130**		21	**165**
12:45	14	**261**		18	**145**		13	**138**		15	**181**
01:00	5	236		16	**160**		22	126		14	174
01:15	4	228		16	**158**		19	105		13	164
01:30	6	236		8	122		14	98		9	152
01:45	6	214		12	147		13	92		10	151
02:00	10	220		9	167		6	114		8	167
02:15	8	214		12	120		10	117		10	150
02:30	6	243		10	136		9	115		8	165
02:45	6	264		16	156		13	109		12	176
03:00	8	245		2	140		12	112		7	166
03:15	10	214		12	150		8	100		10	155
03:30	5	210		3	150		4	110		4	157
03:45	6	214		4	129		1	112		4	152
04:00	11	222		1	128		1	106		4	152
04:15	4	230		8	127		2	114		5	157
04:30	10	224		6	118		7	108		8	150
04:45	12	249		6	139		5	110		8	166
05:00	6	272		6	132		6	86		6	163
05:15	8	212		6	128		10	103		8	148
05:30	14	225		12	118		4	108		10	150
05:45	35	206		18	102		7	96		20	135
06:00	25	188		18	108		9	90		17	129
06:15	33	192		20	117		10	95		21	135
06:30	62	152		20	102		20	91		34	115
06:45	90	135		28	108		18	98		45	114
07:00	90	138		27	110		14	78		44	109
07:15	190	135		38	80		19	69		82	95
07:30	195	126		29	106		22	74		82	102
07:45	169	124		56	110		29	76		85	103
08:00	122	113		58	101		35	66		72	93
08:15	124	102		56	92		32	60		71	85
08:30	140	86		82	68		48	42		90	65
08:45	146	82		80	58		61	38		96	59
09:00	120	76		88	66		63	41		90	61
09:15	143	67		98	66		84	39		108	57
09:30	173	80		105	48		59	34		112	54
09:45	156	61		144	50		66	43		122	51
10:00	147	66		144	45		80	40		124	50
10:15	170	43		152	61		102	28		141	44
10:30	190	54		142	38		101	26		144	39
10:45	172	40		155	66		77	18		135	41
11:00	**170**	42		**155**	62		**110**	24		**145**	43
11:15	**194**	31		**160**	52		**88**	16		**147**	33
11:30	**176**	34		**174**	36		**114**	7		**155**	26
11:45	**211**	23		**184**	23		**136**	8		**177**	18
Total	3652	7759		2488	5091		1654	3884		2597	5579
Combined Total	11411			7579			5538			8176	
Peak	11:00	12:00	-	11:00	00:30	-	11:00	12:00	-	11:00	12:00
Vol.	751	991	-	673	600	-	448	542	-	624	708
P.H.F.	0.890	0.949		0.914	0.938		0.824	0.982		0.881	0.962

Eastern Shore Drive Corridor Study
Salisbury, Maryland
October 6, 2014 - October 28, 2014
Roadway ADT

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign
Date Start: 06-Oct-14
Date End: 28-Oct-14

Davis, Bowen & Friedel, Inc.
23 N. Walnut Street
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Start Time	Mon 27-Oct-14 A.M.	P.M.	Tue 28-Oct-14 A.M.	P.M.	Wed 29-Oct-14 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	16	199	8	202	*	*	12	200
12:15	8	196	8	178	*	*	8	187
12:30	8	185	12	186	*	*	10	186
12:45	9	230	8	178	*	*	8	204
01:00	3	223	9	194	*	*	6	208
01:15	8	214	5	180	*	*	6	197
01:30	5	215	2	189	*	*	4	202
01:45	8	196	3	190	*	*	6	193
02:00	2	204	4	182	*	*	3	193
02:15	4	218	5	174	*	*	4	196
02:30	8	163	6	**216**	*	*	7	190
02:45	2	228	4	**226**	*	*	3	227
03:00	2	218	6	**222**	*	*	4	220
03:15	3	190	6	**204**	*	*	4	197
03:30	8	216	4	200	*	*	6	208
03:45	2	222	12	198	*	*	7	210
04:00	5	184	4	183	*	*	4	184
04:15	6	222	9	*	*	*	8	222
04:30	5	**226**	10	*	*	*	8	**226**
04:45	8	**224**	8	*	*	*	8	**224**
05:00	8	**274**	10	*	*	*	9	**274**
05:15	20	**236**	13	*	*	*	16	**236**
05:30	14	194	20	*	*	*	17	194
05:45	32	184	19	*	*	*	26	184
06:00	30	144	34	*	*	*	32	144
06:15	30	165	34	*	*	*	32	165
06:30	56	130	80	*	*	*	68	130
06:45	74	131	88	*	*	*	81	131
07:00	86	106	93	*	*	*	90	106
07:15	172	86	**184**	*	*	*	**178**	86
07:30	212	82	**228**	*	*	*	**220**	82
07:45	172	94	**186**	*	*	*	**179**	94
08:00	140	71	**134**	*	*	*	**137**	71
08:15	132	72	141	*	*	*	136	72
08:30	132	64	122	*	*	*	127	64
08:45	162	48	138	*	*	*	150	48
09:00	144	60	142	*	*	*	143	60
09:15	130	42	147	*	*	*	138	42
09:30	150	39	124	*	*	*	137	39
09:45	171	40	144	*	*	*	158	40
10:00	150	38	134	*	*	*	142	38
10:15	150	35	142	*	*	*	146	35
10:30	179	24	156	*	*	*	168	24
10:45	161	23	161	*	*	*	161	23
11:00	**188**	23	145	*	*	*	166	23
11:15	**163**	9	156	*	*	*	160	9
11:30	**200**	12	176	*	*	*	188	12
11:45	**198**	22	182	*	*	*	190	22
Total	3576	6621	3466	3302	0	0	3521	6522
Combined Total	10197		6768		0		10043	
Peak	11:00	04:30	- 07:15	02:30	- -	- -	07:15	04:30
Vol.	749	960	- 732	868	- -	- -	714	960
P.H.F.	0.936	0.876	0.803	0.960			0.811	0.876
ADT	ADT 9,518		AADT 9,518					

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/06/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	68	**2**	4	**30**	**135**	69	14	1	**1**	0	0	0	0	**1**	**325**	31-40	204
16:00	**72**	2	2	16	93	**80**	17	1	0	0	0	0	0	0	283	31-40	173
17:00	60	1	2	11	126	58	**19**	**2**	0	0	0	0	**1**	0	280	31-40	184
18:00	43	0	**5**	28	88	45	4	1	0	**1**	0	0	0	0	215	31-40	133
19:00	25	1	3	18	53	36	6	0	0	0	0	0	0	0	142	31-40	89
20:00	14	0	0	18	53	17	1	1	0	0	0	0	0	0	104	26-35	71
21:00	9	0	0	9	30	19	0	0	0	0	0	0	0	0	67	31-40	49
22:00	4	1	0	2	13	10	5	0	0	0	0	0	0	0	35	31-40	23
23:00	6	0	0	7	9	4	0	0	0	0	0	0	0	0	26	26-35	16
Total	301	7	16	139	600	338	66	6	1	1	0	0	1	1	1477		
Percent	20.4%	0.5%	1.1%	9.4%	40.6%	22.9%	4.5%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%			
AM Peak Vol.																	
PM Peak Vol.	16:00 72	15:00 2	18:00 5	15:00 30	15:00 135	16:00 80	17:00 19	17:00 2	15:00 1	18:00 1			17:00 1	15:00 1	15:00 325		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/07/14	4	0	0	4	10	5	0	0	0	0	0	0	0	0	23	29-38	15
01:00	1	0	0	1	1	3	0	0	0	0	0	0	0	0	6	30-39	4
02:00	1	0	0	0	0	2	4	0	0	0	0	0	0	0	7	36-45	6
03:00	3	0	0	1	4	1	1	0	0	0	0	0	0	0	10	28-37	5
04:00	4	0	0	0	4	5	1	0	0	0	0	0	0	0	14	31-40	9
05:00	8	0	0	8	13	9	4	**1**	0	0	0	0	0	0	43	29-38	22
06:00	20	1	1	7	62	33	2	1	0	0	0	0	0	0	127	31-40	95
07:00	53	0	3	33	**108**	**67**	**15**	1	0	0	0	0	0	0	**280**	31-40	175
08:00	46	**2**	**9**	38	84	44	8	1	0	0	0	0	0	0	232	31-40	128
09:00	**58**	0	3	38	93	45	5	1	0	0	0	0	0	0	243	31-40	138
10:00	50	2	6	**46**	81	40	9	0	0	0	0	0	0	0	234	26-35	127
11:00	48	0	7	35	95	52	9	1	0	0	0	0	0	0	247	31-40	147
12 PM	63	1	4	32	119	67	9	1	0	0	0	0	0	0	296	31-40	186
13:00	54	1	7	**46**	122	57	7	1	0	0	0	0	0	0	295	31-40	179
14:00	64	2	**8**	30	**135**	49	**19**	**2**	0	0	0	0	0	0	309	31-40	184
15:00	**101**	1	4	31	114	61	13	0	0	0	0	0	0	0	**325**	31-40	175
16:00	83	**3**	3	23	123	**79**	10	1	0	0	0	0	0	0	325	31-40	202
17:00	78	1	5	27	98	51	6	0	0	**1**	**1**	0	0	0	268	31-40	149
18:00	39	1	4	30	101	50	15	2	0	0	0	0	0	0	242	31-40	151
19:00	33	0	0	13	74	36	0	2	0	0	0	0	0	0	158	31-40	110
20:00	14	0	1	9	58	31	6	1	0	0	0	0	0	0	120	31-40	89
21:00	13	0	1	8	31	11	2	2	0	0	0	0	0	0	68	31-40	42
22:00	7	2	0	7	18	17	1	1	0	0	0	0	0	0	53	31-40	35
23:00	2	0	0	2	12	7	0	0	**1**	0	0	0	0	0	24	31-40	19
Total	847	17	66	469	1560	822	146	19	1	1	1	0	0	0	3949		
Percent	21.4%	0.4%	1.7%	11.9%	39.5%	20.8%	3.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	10:00	07:00	07:00	07:00	05:00							07:00		
Vol.	58	2	9	46	108	67	15	1							280		
PM Peak	15:00	16:00	14:00	13:00	14:00	16:00	14:00	14:00	23:00	17:00	17:00				15:00		
Vol.	101	3	8	46	135	79	19	2	1	1	1				325		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/08/14	5	0	0	6	6	2	1	0	0	0	0	0	0	0	20	26-35	12
01:00	3	1	0	3	6	0	0	0	0	0	0	0	0	0	13	26-35	9
02:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6	30-39	5
03:00	1	0	0	1	4	3	1	0	0	0	0	0	0	0	10	30-39	7
04:00	1	0	0	1	6	7	3	0	0	0	0	0	0	0	18	31-40	13
05:00	9	0	1	7	9	8	2	0	0	0	0	0	0	0	36	31-40	17
06:00	19	1	1	17	54	26	3	1	0	0	0	0	0	0	122	31-40	80
07:00	58	0	6	22	100	**78**	**11**	**3**	0	0	**1**	0	0	0	279	31-40	178
08:00	54	**2**	6	26	86	57	10	0	0	**1**	0	0	0	0	242	31-40	143
09:00	56	0	4	33	94	43	11	1	0	0	0	0	0	0	242	31-40	137
10:00	57	2	8	**36**	108	56	6	0	0	0	0	0	0	0	273	31-40	164
11:00	**74**	2	**10**	34	**128**	43	3	3	0	0	0	0	0	0	**297**	31-40	171
12 PM	71	**2**	**9**	34	107	75	**18**	1	0	0	0	0	0	0	317	31-40	182
13:00	52	1	2	26	116	70	17	**4**	0	0	0	0	0	0	288	31-40	186
14:00	63	2	5	36	106	68	7	1	0	0	0	0	0	0	288	31-40	174
15:00	**74**	1	7	**56**	**121**	64	8	0	0	0	0	0	0	0	**331**	31-40	185
16:00	71	0	2	24	107	77	14	0	0	0	0	0	0	0	295	31-40	184
17:00	74	1	2	19	111	**85**	14	0	0	0	0	0	0	0	306	31-40	196
18:00	52	0	3	35	99	50	8	2	0	0	0	0	0	0	249	31-40	149
19:00	33	0	5	24	62	42	6	1	0	0	0	0	0	**1**	174	31-40	104
20:00	23	0	1	15	58	37	5	0	0	0	0	0	0	0	139	31-40	95
21:00	10	1	1	14	27	15	2	2	0	0	0	0	0	0	72	29-38	42
22:00	7	0	0	8	20	12	0	0	0	0	0	0	0	0	47	31-40	32
23:00	4	0	0	6	14	7	3	0	0	0	0	0	0	0	34	31-40	21
Total	871	16	73	484	1551	928	153	19	0	1	1	0	0	1	4098		
Percent	21.3%	0.4%	1.8%	11.8%	37.8%	22.6%	3.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	10:00	11:00	07:00	07:00	07:00		08:00	07:00				11:00		
Vol.	74	2	10	36	128	78	11	3		1	1				297		
PM Peak	15:00	12:00	12:00	15:00	15:00	17:00	12:00	13:00						19:00	15:00		
Vol.	74	2	9	56	121	85	18	4						1	331		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/09/14	2	0	0	3	12	4	1	0	0	0	0	0	0	0	22	31-40	16
01:00	1	0	0	0	2	2	1	0	0	0	0	0	0	0	6	31-40	4
02:00	0	0	0	1	3	1	4	0	0	0	0	0	0	0	9	34-43	5
03:00	3	0	0	3	4	2	1	1	0	0	0	0	0	0	14	26-35	7
04:00	4	0	0	2	5	0	1	0	0	0	0	0	0	0	12	26-35	7
05:00	3	0	0	6	11	7	5	**2**	0	0	0	0	0	0	34	29-38	18
06:00	15	0	2	16	58	31	4	0	**1**	0	0	0	0	0	127	31-40	89
07:00	39	2	4	22	**133**	**73**	**18**	1	0	0	0	0	0	0	**292**	31-40	206
08:00	47	1	1	19	103	42	5	0	0	0	0	0	0	0	218	31-40	145
09:00	44	1	2	39	103	55	7	1	0	0	0	0	0	0	252	31-40	158
10:00	68	**3**	**7**	**40**	93	51	10	0	0	0	0	0	0	0	272	31-40	144
11:00	**69**	2	3	26	104	70	9	0	0	0	0	0	0	**1**	284	31-40	174
12 PM	76	1	**10**	27	130	69	8	0	0	0	0	0	0	0	321	31-40	199
13:00	65	1	9	44	153	63	9	**4**	0	**1**	0	0	0	0	349	31-40	216
14:00	72	1	4	42	139	54	**11**	2	0	0	0	0	0	0	325	31-40	193
15:00	75	1	8	30	137	63	9	2	0	0	0	0	0	**2**	327	31-40	200
16:00	**84**	1	7	29	**157**	**72**	11	3	1	0	0	0	**1**	0	**366**	31-40	229
17:00	75	**2**	2	**48**	135	60	4	0	**2**	0	0	**1**	0	0	329	31-40	195
18:00	53	2	4	22	97	54	9	3	1	0	**1**	1	0	0	247	31-40	151
19:00	25	0	3	27	97	25	6	3	1	0	0	0	0	0	187	26-35	124
20:00	17	1	3	20	66	29	8	1	0	0	0	0	1	0	146	31-40	95
21:00	16	0	2	12	32	17	4	2	0	0	0	0	0	0	85	31-40	49
22:00	12	0	0	6	23	18	2	0	0	0	0	0	0	0	61	31-40	41
23:00	8	0	0	4	22	8	0	0	0	0	0	0	0	0	42	31-40	30
Total	873	19	71	488	1819	870	147	25	6	1	1	2	2	3	4327		
Percent	20.2%	0.4%	1.6%	11.3%	42.0%	20.1%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	10:00	10:00	10:00	07:00	07:00	07:00	05:00	06:00					11:00	07:00		
Vol.	69	3	7	40	133	73	18	2	1					1	292		
PM Peak	16:00	17:00	12:00	17:00	16:00	16:00	14:00	13:00	17:00	13:00	18:00	17:00	16:00	15:00	16:00		
Vol.	84	2	10	48	157	72	11	4	2	1	1	1	1	2	366		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/10/14	1	0	0	7	14	11	3	0	0	0	0	0	0	0	36	31-40	25
01:00	5	0	0	3	9	5	0	0	0	0	0	0	0	0	22	30-39	14
02:00	2	0	1	1	2	10	2	0	0	0	0	0	0	0	18	31-40	12
03:00	0	0	0	0	5	4	0	0	0	0	0	0	0	0	9	31-40	9
04:00	4	0	1	4	5	4	0	0	0	0	0	0	0	0	18	31-40	9
05:00	4	0	1	6	16	10	2	1	0	0	0	0	0	0	40	31-40	26
06:00	15	1	1	15	41	24	2	1	1	0	0	0	0	0	101	31-40	65
07:00	45	0	2	31	89	**82**	**16**	**3**	**2**	0	0	0	0	0	270	31-40	171
08:00	**57**	**3**	**12**	23	105	35	13	3	2	0	**1**	0	0	0	254	31-40	140
09:00	53	0	3	42	118	45	4	2	0	0	1	0	0	0	268	31-40	163
10:00	57	0	9	41	91	39	5	0	0	**1**	0	0	0	0	243	26-35	132
11:00	56	0	7	**44**	**136**	45	8	0	1	0	0	0	0	0	**297**	29-38	181
12 PM	69	**4**	6	49	113	57	8	1	**1**	0	0	0	0	0	308	31-40	170
13:00	67	4	7	61	123	50	10	1	0	**1**	1	0	0	0	325	26-35	184
14:00	**78**	0	**10**	**78**	**144**	42	4	1	0	0	**3**	0	0	0	**360**	26-35	222
15:00	75	0	8	76	105	47	6	0	1	1	0	0	0	**2**	321	26-35	181
16:00	76	1	6	40	105	66	7	0	1	1	0	0	0	1	304	31-40	171
17:00	59	0	1	42	118	**67**	**12**	0	1	1	0	0	0	0	301	31-40	185
18:00	46	0	2	40	116	42	11	**4**	0	0	1	0	0	0	262	31-40	158
19:00	30	0	1	35	64	31	5	1	1	1	0	0	0	0	169	26-35	99
20:00	24	0	1	22	67	26	1	1	0	0	0	**1**	0	0	143	31-40	93
21:00	7	0	1	7	36	15	4	1	1	0	0	0	0	0	72	31-40	51
22:00	17	0	1	16	35	15	1	0	0	1	0	0	0	0	86	26-35	51
23:00	4	0	1	12	22	13	1	1	0	0	0	0	0	0	54	29-38	35
Total	851	13	82	695	1679	785	125	21	12	7	7	1	0	3	4281		
Percent	19.9%	0.3%	1.9%	16.2%	39.2%	18.3%	2.9%	0.5%	0.3%	0.2%	0.2%	0.0%	0.0%	0.1%			
AM Peak	08:00	08:00	08:00	11:00	11:00	07:00	07:00	07:00	07:00	10:00	08:00				11:00		
Vol.	57	3	12	44	136	82	16	3	2	1	1				297		
PM Peak	14:00	12:00	14:00	14:00	14:00	17:00	17:00	18:00	12:00	13:00	14:00	20:00		15:00	14:00		
Vol.	78	4	10	78	144	67	12	4	1	1	3	1		2	360		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/11/14	3	**1**	0	6	15	4	0	0	0	0	0	0	0	0	29	26-35	21
01:00	3	0	0	8	6	6	5	0	0	0	0	0	0	0	28	26-35	14
02:00	2	0	0	8	13	1	2	0	0	0	0	0	0	0	26	26-35	21
03:00	3	0	0	4	5	3	0	0	0	0	0	0	0	0	15	26-35	9
04:00	3	0	0	3	6	2	3	1	0	1	0	0	0	0	19	26-35	9
05:00	1	0	0	2	9	6	0	0	0	0	0	0	0	0	18	31-40	15
06:00	5	0	1	7	17	17	4	0	0	0	0	0	0	0	51	31-40	34
07:00	8	1	0	13	47	29	**6**	0	**1**	0	0	**1**	0	0	106	31-40	76
08:00	17	0	4	19	60	26	4	0	0	**2**	**2**	1	0	0	135	31-40	86
09:00	25	0	3	24	72	38	5	0	1	0	0	1	0	0	169	31-40	110
10:00	36	0	**6**	32	106	48	5	**2**	0	0	1	0	0	0	236	31-40	154
11:00	**50**	1	5	**43**	**116**	**55**	6	1	0	0	0	0	0	0	**277**	31-40	171
12 PM	38	0	2	**32**	114	41	3	0	**1**	1	0	0	0	0	232	31-40	155
13:00	**42**	0	**6**	20	**117**	40	7	1	0	0	0	0	0	0	233	31-40	157
14:00	36	0	2	29	95	**66**	5	2	0	**2**	0	0	0	0	**237**	31-40	161
15:00	18	0	2	16	108	43	7	1	0	0	0	0	0	0	195	31-40	151
16:00	24	0	1	26	102	30	5	2	0	0	0	**1**	0	0	191	31-40	132
17:00	32	0	0	21	75	46	**11**	3	0	0	0	0	0	0	188	31-40	121
18:00	29	0	4	16	75	46	3	1	0	0	**1**	0	0	0	175	31-40	121
19:00	13	0	1	12	60	30	6	**4**	0	0	0	0	0	**1**	127	31-40	90
20:00	9	0	1	13	49	28	0	0	0	0	0	0	0	0	100	31-40	77
21:00	5	0	1	5	43	13	3	2	0	0	0	0	0	0	72	31-40	56
22:00	13	0	1	10	26	16	5	1	1	0	0	0	0	0	73	31-40	42
23:00	7	0	0	16	35	13	3	1	0	0	0	0	0	0	75	26-35	51
Total	422	3	40	385	1371	647	98	22	4	6	4	4	0	1	3007		
Percent	14.0%	0.1%	1.3%	12.8%	45.6%	21.5%	3.3%	0.7%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%			
AM Peak	11:00	00:00	10:00	11:00	11:00	11:00	07:00	10:00	07:00	08:00	08:00	07:00			11:00		
Vol.	50	1	6	43	116	55	6	2	1	2	2	1			277		
PM Peak	13:00		13:00	12:00	13:00	14:00	17:00	19:00	12:00	14:00	18:00	16:00		19:00	14:00		
Vol.	42		6	32	117	66	11	4	1	2	1	1		1	237		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/12/14	5	0	0	4	10	4	0	1	0	0	0	0	0	0	24	31-40	14
01:00	1	0	1	3	9	4	0	0	0	0	0	0	0	0	18	31-40	13
02:00	5	0	0	5	12	2	2	1	0	0	0	0	0	0	27	26-35	17
03:00	1	0	0	1	3	2	1	0	0	0	0	0	0	0	8	31-40	5
04:00	1	0	0	1	2	1	1	0	0	0	0	0	0	0	6	31-40	3
05:00	1	0	0	7	4	2	0	0	0	**1**	0	0	0	0	15	26-35	11
06:00	8	0	1	5	13	13	3	0	0	0	0	0	0	0	43	31-40	26
07:00	8	0	0	13	21	11	3	0	0	0	**1**	0	0	0	57	26-35	34
08:00	12	0	0	14	46	26	5	0	**1**	1	0	0	0	0	105	31-40	72
09:00	22	0	2	11	54	49	**10**	**3**	1	0	0	0	0	0	152	31-40	103
10:00	**32**	0	**4**	21	72	39	7	1	1	1	0	0	0	0	178	31-40	111
11:00	22	0	3	**24**	**85**	**74**	7	2	1	0	1	0	0	0	**219**	31-40	159
12 PM	28	0	2	21	72	**70**	7	**3**	0	**1**	0	0	0	0	**204**	31-40	142
13:00	**34**	1	3	**29**	69	50	**14**	1	0	0	0	0	0	0	201	31-40	119
14:00	22	0	3	14	**85**	38	8	2	1	0	0	0	0	0	173	31-40	123
15:00	28	0	**4**	26	70	38	4	0	**2**	1	**1**	0	0	0	174	31-40	108
16:00	28	0	2	17	57	55	9	1	1	0	0	**2**	**2**	**2**	176	31-40	112
17:00	18	1	2	19	68	54	6	2	0	0	1	1	0	0	172	31-40	122
18:00	21	**2**	2	11	79	33	7	2	1	0	0	2	0	1	161	31-40	112
19:00	13	0	1	13	41	22	9	1	2	0	0	1	0	1	104	31-40	63
20:00	13	0	1	9	33	15	3	2	0	0	0	0	0	0	76	31-40	48
21:00	4	0	1	6	25	8	1	3	0	0	0	0	1	0	49	31-40	33
22:00	4	0	2	6	20	8	3	0	0	0	0	0	0	0	43	31-40	28
23:00	2	0	1	5	7	5	1	0	0	1	0	0	0	0	22	26-35	12
Total	333	4	35	285	957	623	111	25	11	6	4	6	3	4	2407		
Percent	13.8%	0.2%	1.5%	11.8%	39.8%	25.9%	4.6%	1.0%	0.5%	0.2%	0.2%	0.2%	0.1%	0.2%			
AM Peak	10:00		10:00	11:00	11:00	11:00	09:00	09:00	08:00	05:00	07:00				11:00		
Vol.	32		4	24	85	74	10	3	1	1	1				219		
PM Peak	13:00	18:00	15:00	13:00	14:00	12:00	13:00	12:00	15:00	12:00	15:00	16:00	16:00	16:00	12:00		
Vol.	34	2	4	29	85	70	14	3	2	1	1	2	2	2	204		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
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Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/13/14	6	0	2	5	6	7	1	0	0	0	0	0	0	0	27	30-39	13
01:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	19-28	3
02:00	1	0	0	3	3	2	1	0	0	0	0	0	0	0	10	26-35	6
03:00	1	0	0	1	5	2	0	0	0	0	0	0	0	0	9	31-40	7
04:00	5	0	1	3	5	3	0	0	0	0	0	0	0	0	17	26-35	8
05:00	4	0	1	1	9	8	1	0	0	0	0	0	0	**1**	25	31-40	17
06:00	11	0	6	31	49	32	4	0	0	0	0	0	0	0	133	29-38	81
07:00	48	2	7	33	**114**	**68**	8	**1**	0	0	0	1	**1**	0	**283**	31-40	182
08:00	38	1	8	28	103	41	**9**	1	0	0	0	1	0	1	231	31-40	144
09:00	42	2	**12**	47	111	41	8	0	**2**	0	0	0	0	0	265	26-35	158
10:00	**49**	**5**	3	49	93	27	0	0	2	0	**1**	0	0	0	229	26-35	142
11:00	44	2	6	**53**	97	51	7	1	1	0	0	**2**	0	0	264	26-35	150
12 PM	69	1	**10**	44	105	42	**17**	0	1	**3**	0	0	0	1	293	26-35	149
13:00	39	0	8	**52**	123	45	4	1	1	0	0	0	0	**2**	275	26-35	175
14:00	65	1	5	38	129	53	5	0	**2**	0	0	0	**1**	1	300	31-40	182
15:00	54	**4**	8	41	126	66	7	2	0	0	0	0	0	1	309	31-40	192
16:00	66	2	9	34	**130**	60	13	**3**	1	1	0	**1**	1	1	**322**	31-40	190
17:00	**71**	1	6	20	90	**89**	10	2	1	2	0	0	0	2	294	31-40	179
18:00	46	0	4	28	112	65	3	3	1	1	**1**	1	0	0	265	31-40	177
19:00	25	1	3	21	65	38	8	1	0	0	0	0	1	0	163	31-40	103
20:00	12	1	1	11	36	20	7	0	0	1	0	0	1	1	91	31-40	56
21:00	11	0	1	4	31	16	3	0	0	0	0	0	0	0	66	31-40	47
22:00	7	1	0	6	9	11	2	0	0	0	0	0	0	2	38	31-40	20
23:00	3	0	0	5	11	9	4	0	0	0	0	0	0	0	32	31-40	20
Total	717	24	103	559	1563	796	122	15	12	8	2	6	5	13	3945		
Percent	18.2%	0.6%	2.6%	14.2%	39.6%	20.2%	3.1%	0.4%	0.3%	0.2%	0.1%	0.2%	0.1%	0.3%			
AM Peak	10:00	10:00	09:00	11:00	07:00	07:00	08:00	07:00	09:00		10:00	11:00	07:00	05:00	07:00		
Vol.	49	5	12	53	114	68	9	1	2		1	2	1	1	283		
PM Peak	17:00	15:00	12:00	13:00	16:00	17:00	12:00	16:00	14:00	12:00	18:00	16:00	14:00	13:00	16:00		
Vol.	71	4	10	52	130	89	17	3	2	3	1	1	1	2	322		

Eastern Shore Drive Corridor Study
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Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/14/14	1	0	1	4	10	1	0	0	0	0	0	0	0	0	17	26-35	14
01:00	3	0	0	3	6	1	0	0	0	0	0	0	0	1	14	26-35	9
02:00	1	0	1	0	2	2	1	0	0	0	0	0	0	0	7	31-40	4
03:00	0	0	1	3	2	1	1	0	0	0	0	0	0	0	8	26-35	5
04:00	1	0	1	1	8	3	0	0	0	**1**	0	0	0	0	15	31-40	11
05:00	7	0	2	4	12	12	1	0	0	0	0	0	0	0	38	31-40	24
06:00	14	1	2	22	67	26	3	2	0	0	0	0	0	0	137	31-40	93
07:00	65	**3**	8	**46**	111	**78**	**12**	**3**	**1**	1	0	**1**	0	**4**	**333**	31-40	189
08:00	44	3	**9**	32	**124**	58	6	3	0	1	**2**	0	**1**	1	284	31-40	182
09:00	**69**	1	5	43	98	53	3	0	0	0	0	1	1	3	277	31-40	151
10:00	64	1	5	38	110	39	9	1	0	0	0	0	0	1	268	31-40	149
11:00	45	0	5	37	96	63	4	1	0	0	1	1	0	2	255	31-40	159
12 PM	59	1	4	39	108	69	14	1	1	0	0	**1**	0	1	298	31-40	177
13:00	70	1	6	37	117	70	**17**	0	**3**	0	0	0	0	**2**	323	31-40	187
14:00	76	2	**9**	30	**126**	74	12	1	0	**1**	0	1	0	2	334	31-40	200
15:00	71	1	8	**41**	122	**92**	10	0	1	0	0	0	0	0	**346**	31-40	214
16:00	**87**	2	4	21	91	74	13	1	1	0	0	0	0	1	295	31-40	165
17:00	71	**4**	4	16	115	79	12	**2**	0	0	**2**	0	0	1	306	31-40	194
18:00	54	1	5	18	101	61	5	2	0	1	1	1	0	1	251	31-40	162
19:00	30	0	0	8	54	31	5	1	1	0	1	0	**1**	0	132	31-40	85
20:00	20	1	0	22	47	29	10	0	0	0	0	0	0	0	129	31-40	76
21:00	5	0	2	6	30	15	1	2	0	0	1	0	0	0	62	31-40	45
22:00	8	0	0	6	25	15	4	0	0	0	0	0	0	0	58	31-40	40
23:00	2	0	0	6	8	6	0	0	0	0	0	0	0	0	22	26-35	14
Total	867	22	82	483	1590	952	143	20	8	5	8	6	3	20	4209		
Percent	20.6%	0.5%	1.9%	11.5%	37.8%	22.6%	3.4%	0.5%	0.2%	0.1%	0.2%	0.1%	0.1%	0.5%			
AM Peak	09:00	07:00	08:00	07:00	08:00	07:00	07:00	07:00	07:00	04:00	08:00	07:00	08:00	07:00	07:00		
Vol.	69	3	9	46	124	78	12	3	1	1	2	1	1	4	333		
PM Peak	16:00	17:00	14:00	15:00	14:00	15:00	13:00	17:00	13:00	14:00	17:00	12:00	19:00	13:00	15:00		
Vol.	87	4	9	41	126	92	17	2	3	1	2	1	1	2	346		

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Drug Free School Zone Sign

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/15/14	3	0	1	4	10	7	1	0	0	0	0	0	0	0	26	31-40	17
01:00	0	0	0	1	6	2	1	0	0	0	0	0	0	0	10	31-40	8
02:00	1	0	0	2	2	3	1	0	0	0	0	**1**	0	0	10	31-40	5
03:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	30-39	4
04:00	5	0	0	5	7	4	3	0	0	0	0	0	0	0	24	26-35	12
05:00	2	0	0	5	8	7	7	1	0	0	0	0	0	0	30	30-39	15
06:00	15	0	1	12	58	25	5	0	0	0	0	1	0	0	117	31-40	83
07:00	53	0	**11**	10	104	**69**	**10**	**3**	0	0	1	0	0	0	261	31-40	173
08:00	41	0	8	35	107	47	5	3	0	0	**2**	0	0	0	248	31-40	154
09:00	49	3	10	**48**	**111**	40	1	0	1	0	0	0	0	**1**	264	26-35	159
10:00	55	**4**	9	39	107	48	9	1	1	0	0	0	0	0	**273**	31-40	155
11:00	**67**	2	9	46	102	35	5	2	**2**	**1**	0	1	0	0	272	26-35	148
12 PM	62	2	**13**	**57**	96	48	4	1	**2**	0	0	0	0	0	285	26-35	153
13:00	60	2	7	47	**146**	**69**	**11**	0	0	**1**	0	0	0	1	**344**	31-40	215
14:00	**94**	0	7	53	103	39	6	0	2	0	**1**	**1**	**1**	**2**	309	26-35	156
15:00	64	4	7	41	138	48	9	1	2	1	0	1	0	0	316	31-40	186
16:00	62	**5**	5	31	128	48	9	0	0	1	0	1	0	0	290	31-40	176
17:00	59	1	5	30	134	55	8	0	0	0	1	0	0	1	294	31-40	189
18:00	31	2	6	21	89	38	4	1	0	0	1	0	0	1	194	31-40	127
19:00	20	1	4	16	55	31	2	0	1	0	0	0	0	0	130	31-40	86
20:00	15	1	2	17	47	31	6	**2**	0	0	1	0	0	0	122	31-40	78
21:00	14	0	1	9	27	19	2	0	0	1	0	0	0	0	73	31-40	46
22:00	7	1	0	7	16	8	4	0	0	0	0	0	0	0	43	31-40	24
23:00	1	0	1	1	2	7	2	0	0	0	0	0	0	0	14	31-40	9
Total	780	28	107	537	1605	730	115	15	11	5	7	6	1	6	3953		
Percent	19.7%	0.7%	2.7%	13.6%	40.6%	18.5%	2.9%	0.4%	0.3%	0.1%	0.2%	0.2%	0.0%	0.2%			
AM Peak	11:00	10:00	07:00	09:00	09:00	07:00	07:00	07:00	11:00	11:00	08:00	02:00		09:00	10:00		
Vol.	67	4	11	48	111	69	10	3	2	1	2	1		1	273		
PM Peak	14:00	16:00	12:00	12:00	13:00	13:00	13:00	20:00	12:00	13:00	14:00	14:00	14:00	14:00	13:00		
Vol.	94	5	13	57	146	69	11	2	2	1	1	1	1	2	344		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/16/14	0	0	0	3	12	1	0	0	0	0	0	0	0	0	16	26-35	15
01:00	0	0	0	2	3	0	0	1	0	0	0	0	0	0	6	26-35	5
02:00	2	0	1	1	1	1	2	0	0	0	0	0	0	0	8	36-45	3
03:00	0	0	1	2	3	1	0	0	0	0	0	0	0	0	7	26-35	5
04:00	2	0	1	1	9	4	2	0	0	0	0	0	0	0	19	31-40	13
05:00	4	1	4	3	11	7	0	1	0	0	0	1	0	0	32	31-40	18
06:00	11	1	5	14	54	26	4	0	0	0	0	0	0	1	116	31-40	80
07:00	65	**3**	3	28	**113**	**71**	9	1	0	0	1	**2**	0	**2**	**298**	31-40	184
08:00	43	1	7	28	81	45	6	**2**	**3**	0	1	0	**1**	0	218	31-40	126
09:00	48	3	4	**43**	87	47	10	1	1	0	0	1	1	0	246	31-40	134
10:00	**70**	1	4	31	75	40	8	1	0	**2**	**2**	0	0	1	235	31-40	115
11:00	63	2	**10**	31	90	59	**11**	0	0	0	0	0	0	1	267	31-40	149
12 PM	**89**	1	**7**	36	101	66	8	1	**1**	0	0	0	0	1	311	31-40	167
13:00	66	1	6	26	120	63	11	**3**	0	0	0	1	0	1	298	31-40	183
14:00	73	**3**	5	**38**	108	53	6	2	0	0	0	0	0	0	288	31-40	161
15:00	86	2	4	34	**141**	60	12	0	0	0	0	0	0	**2**	**341**	31-40	201
16:00	70	2	3	38	129	65	11	2	0	**3**	0	0	0	0	323	31-40	194
17:00	65	1	3	28	99	**83**	**16**	1	0	0	0	1	0	0	297	31-40	182
18:00	51	0	4	30	134	61	10	1	1	0	0	**2**	0	0	294	31-40	195
19:00	29	0	2	27	84	27	8	0	0	0	0	0	0	0	177	26-35	111
20:00	17	0	1	21	48	32	1	0	0	1	**1**	0	0	1	123	31-40	80
21:00	14	0	0	15	33	20	2	0	1	0	1	0	0	1	87	31-40	53
22:00	14	0	1	6	25	17	0	0	1	0	0	0	0	1	65	31-40	42
23:00	9	1	2	4	17	15	1	0	1	0	0	0	0	0	50	31-40	32
Total	891	23	78	490	1578	864	138	17	9	6	6	8	2	12	4122		
Percent	21.6%	0.6%	1.9%	11.9%	38.3%	21.0%	3.3%	0.4%	0.2%	0.1%	0.1%	0.2%	0.0%	0.3%			
AM Peak	10:00	07:00	11:00	09:00	07:00	07:00	11:00	08:00	08:00	10:00	10:00	07:00	08:00	07:00	07:00		
Vol.	70	3	10	43	113	71	11	2	3	2	2	2	1	2	298		
PM Peak	12:00	14:00	12:00	14:00	15:00	17:00	17:00	13:00	12:00	16:00	20:00	18:00		15:00	15:00		
Vol.	89	3	7	38	141	83	16	3	1	3	1	2		2	341		

Eastern Shore Drive Corridor Study
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Eastern Shore Drive
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Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/17/14	6	0	1	3	21	10	4	0	0	0	0	0	0	0	45	31-40	31
01:00	7	0	2	2	15	6	0	1	0	0	0	0	**1**	0	34	31-40	21
02:00	2	0	0	1	7	5	1	0	0	0	0	0	0	0	16	31-40	12
03:00	1	1	0	3	4	1	3	1	0	0	0	0	0	0	14	26-35	7
04:00	3	0	0	5	8	5	0	0	0	0	0	0	0	0	21	26-35	13
05:00	4	0	1	4	11	10	1	0	0	0	0	0	0	0	31	31-40	21
06:00	13	1	4	18	49	22	2	0	0	0	**1**	0	0	1	111	31-40	71
07:00	34	1	4	25	72	41	**8**	**2**	**1**	0	0	0	0	1	189	31-40	113
08:00	50	0	4	17	108	43	7	1	1	**1**	0	0	0	**2**	234	31-40	151
09:00	51	0	5	30	**113**	56	7	0	1	0	0	0	0	2	265	31-40	169
10:00	62	**5**	6	33	101	49	5	0	0	1	0	0	0	0	262	31-40	150
11:00	**69**	2	**9**	**43**	97	**59**	7	0	0	0	0	0	0	1	**287**	31-40	156
12 PM	**106**	0	**10**	26	93	71	8	**4**	0	0	1	0	0	1	**320**	31-40	164
13:00	89	3	3	32	111	60	7	1	0	0	0	0	0	0	306	31-40	171
14:00	72	2	3	**38**	**115**	65	6	2	0	0	0	0	0	0	303	31-40	180
15:00	88	1	7	32	89	31	2	2	0	**1**	1	**1**	0	0	255	26-35	121
16:00	72	2	2	23	114	71	**10**	3	0	0	1	0	0	0	298	31-40	185
17:00	58	3	3	26	115	**81**	10	1	**2**	0	**2**	0	0	1	302	31-40	196
18:00	56	**4**	9	29	104	57	6	0	1	0	2	0	0	1	269	31-40	161
19:00	29	1	3	24	82	38	7	0	0	1	0	0	0	0	185	31-40	120
20:00	14	0	3	12	59	23	4	1	1	1	0	0	0	**2**	120	31-40	82
21:00	15	2	4	14	39	24	3	0	0	1	1	0	0	1	104	31-40	63
22:00	10	1	2	21	32	17	0	2	0	1	0	0	0	1	87	26-35	53
23:00	8	0	3	14	32	13	0	1	0	0	0	0	0	0	71	26-35	46
Total	919	29	88	475	1591	858	108	22	7	7	9	1	1	14	4129		
Percent	22.3%	0.7%	2.1%	11.5%	38.5%	20.8%	2.6%	0.5%	0.2%	0.2%	0.2%	0.0%	0.0%	0.3%			
AM Peak	11:00	10:00	11:00	11:00	09:00	11:00	07:00	07:00	07:00	08:00	06:00		01:00	08:00	11:00		
Vol.	69	5	9	43	113	59	8	2	1	1	1		1	2	287		
PM Peak	12:00	18:00	12:00	14:00	14:00	17:00	16:00	12:00	17:00	15:00	17:00	15:00		20:00	12:00		
Vol.	106	4	10	38	115	81	10	4	2	1	2	1		2	320		

Eastern Shore Drive Corridor Study
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Drug Free School Zone Sign

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/18/14	8	1	1	11	18	5	2	**2**	0	0	0	**1**	0	2	51	26-35	29
01:00	5	**3**	**5**	10	13	6	1	0	0	0	0	0	0	0	43	26-35	23
02:00	5	0	1	2	5	6	0	1	0	**1**	0	0	0	0	21	31-40	11
03:00	5	0	0	4	4	3	0	0	0	0	0	0	0	0	16	26-35	8
04:00	3	0	1	0	6	5	1	0	0	0	0	0	0	0	16	31-40	11
05:00	2	0	0	5	7	4	2	0	0	0	0	0	0	0	20	26-35	12
06:00	7	1	2	7	18	9	2	0	0	0	**1**	0	0	**3**	50	30-39	27
07:00	14	1	4	12	29	26	4	0	**1**	0	0	1	0	0	92	31-40	55
08:00	27	0	5	12	74	40	**6**	1	1	1	0	0	0	1	168	31-40	114
09:00	47	0	3	17	84	31	4	2	1	0	0	0	0	0	189	31-40	115
10:00	59	0	4	30	77	**64**	5	0	0	0	0	1	0	0	240	31-40	141
11:00	**70**	1	0	**33**	**98**	48	5	1	0	0	0	0	0	1	**257**	31-40	146
12 PM	**64**	2	1	11	83	**48**	**11**	**1**	0	0	**1**	0	0	1	**223**	31-40	131
13:00	53	0	1	13	66	41	5	0	0	**2**	1	0	0	0	182	31-40	107
14:00	63	1	4	15	**88**	44	5	1	**1**	0	0	0	0	0	222	31-40	132
15:00	49	1	**5**	16	74	39	4	0	0	1	0	0	0	0	189	31-40	113
16:00	41	1	2	20	85	46	10	0	0	0	1	0	0	0	206	31-40	131
17:00	35	**3**	2	21	85	46	4	1	0	0	0	**1**	**3**	1	202	31-40	131
18:00	30	1	4	21	80	44	5	1	0	0	1	0	0	1	188	31-40	124
19:00	36	0	1	**29**	68	36	3	0	0	0	0	0	0	1	174	31-40	104
20:00	16	2	3	15	34	22	6	0	0	1	0	0	0	1	100	31-40	56
21:00	14	0	2	11	38	10	5	0	0	0	0	0	0	**2**	82	26-35	49
22:00	10	0	2	13	36	8	3	1	0	0	0	0	0	0	73	26-35	49
23:00	12	1	1	6	22	7	1	0	0	0	0	0	0	1	51	29-38	29
Total	675	19	54	334	1192	638	94	12	4	6	5	4	3	15	3055		
Percent	22.1%	0.6%	1.8%	10.9%	39.0%	20.9%	3.1%	0.4%	0.1%	0.2%	0.2%	0.1%	0.1%	0.5%			
AM Peak	11:00	01:00	01:00	11:00	11:00	10:00	08:00	00:00	07:00	02:00	06:00	00:00		06:00	11:00		
Vol.	70	3	5	33	98	64	6	2	1	1	1	1		3	257		
PM Peak	12:00	17:00	15:00	19:00	14:00	12:00	12:00	12:00	14:00	13:00	12:00	17:00	17:00	21:00	12:00		
Vol.	64	3	5	29	88	48	11	1	1	2	1	1	3	2	223		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/19/14	19	1	2	10	33	13	3	0	0	0	0	0	0	0	81	31-40	46
01:00	6	0	0	3	13	4	3	0	0	0	0	0	0	0	29	29-38	17
02:00	4	0	2	1	9	1	2	1	0	1	0	0	0	0	21	26-35	10
03:00	2	1	0	2	3	3	1	0	0	0	0	0	0	0	12	29-38	6
04:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6	31-40	4
05:00	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8	26-35	7
06:00	3	1	0	2	12	3	1	0	0	0	0	0	**1**	0	23	29-38	15
07:00	9	0	1	11	23	6	3	0	0	0	0	0	0	0	53	26-35	34
08:00	16	**3**	3	11	34	25	6	**2**	0	0	**1**	0	0	**1**	102	31-40	59
09:00	34	0	**4**	19	51	**47**	**8**	2	0	0	0	0	0	0	165	31-40	98
10:00	**43**	1	4	20	**97**	38	6	1	0	**3**	1	0	0	1	**215**	31-40	135
11:00	23	2	4	**28**	90	43	6	1	0	1	0	0	0	1	199	31-40	133
12 PM	33	1	2	24	**113**	**52**	8	**3**	**1**	0	0	0	0	1	**238**	31-40	165
13:00	**40**	1	1	27	65	43	8	0	0	0	0	0	0	1	186	31-40	108
14:00	34	1	**6**	19	52	48	**14**	1	0	**1**	0	0	0	0	176	31-40	100
15:00	27	1	1	14	67	38	8	0	0	1	0	0	0	1	158	31-40	105
16:00	25	2	2	10	51	52	7	0	0	0	0	0	0	0	149	31-40	103
17:00	23	2	1	**30**	63	43	5	0	0	0	0	0	0	0	167	31-40	106
18:00	22	2	0	27	52	35	4	3	0	0	0	0	0	0	145	31-40	87
19:00	17	0	0	12	58	26	2	2	1	0	0	0	0	**2**	120	31-40	84
20:00	22	**3**	1	11	39	24	4	1	0	0	0	0	0	1	106	31-40	63
21:00	9	0	1	8	21	13	1	0	0	1	0	0	0	0	54	31-40	34
22:00	14	3	2	4	21	11	1	0	0	0	0	0	0	1	57	31-40	32
23:00	6	0	2	2	8	7	2	0	0	0	0	0	0	1	28	31-40	15
Total	431	25	39	299	982	577	104	17	2	8	2	0	1	11	2498		
Percent	17.3%	1.0%	1.6%	12.0%	39.3%	23.1%	4.2%	0.7%	0.1%	0.3%	0.1%	0.0%	0.0%	0.4%			
AM Peak	10:00	08:00	09:00	11:00	10:00	09:00	09:00	08:00		10:00	08:00		06:00	08:00	10:00		
Vol.	43	3	4	28	97	47	8	2		3	1		1	1	215		
PM Peak	13:00	20:00	14:00	17:00	12:00	12:00	14:00	12:00	12:00	14:00				19:00	12:00		
Vol.	40	3	6	30	113	52	14	3	1	1				2	238		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/20/14	4	0	0	3	8	2	2	0	0	0	0	0	0	0	19	26-35	11
01:00	1	0	0	5	4	1	0	0	0	0	0	0	0	0	11	26-35	9
02:00	0	0	1	2	5	2	0	0	1	0	0	0	0	0	11	31-40	7
03:00	4	0	1	3	1	0	0	0	0	0	0	0	0	0	9	26-35	4
04:00	2	1	2	1	2	6	0	0	0	0	0	0	0	2	16	31-40	8
05:00	6	3	0	8	14	8	2	0	1	0	0	0	0	1	43	26-35	22
06:00	27	2	5	14	39	18	4	0	0	1	0	0	0	1	111	31-40	57
07:00	**76**	3	6	26	104	**67**	8	**1**	**2**	**2**	0	0	0	2	**297**	31-40	171
08:00	51	**5**	5	19	105	45	**9**	1	0	1	0	0	0	**4**	245	31-40	150
09:00	50	0	**7**	21	85	58	4	0	1	0	0	0	0	1	227	31-40	143
10:00	63	3	7	**34**	**114**	40	2	0	1	0	0	0	0	0	264	31-40	154
11:00	67	5	7	33	95	42	5	0	0	0	0	0	0	0	254	31-40	137
12 PM	68	1	6	32	108	46	3	1	**2**	0	0	0	**1**	1	269	31-40	154
13:00	81	3	3	**37**	107	51	5	0	0	**1**	**1**	0	0	0	289	31-40	158
14:00	**101**	3	**11**	36	100	59	4	0	1	0	0	0	0	1	**316**	31-40	159
15:00	89	3	3	22	93	57	7	1	1	0	1	0	0	1	278	31-40	150
16:00	78	0	8	12	111	58	**17**	**3**	0	0	0	0	0	0	287	31-40	169
17:00	74	1	1	18	**113**	**68**	12	3	2	0	0	0	0	0	292	31-40	181
18:00	39	**5**	6	32	89	56	6	1	1	1	0	0	0	0	236	31-40	145
19:00	19	1	1	18	57	30	6	0	0	0	0	0	1	**2**	135	31-40	87
20:00	18	1	2	5	37	22	8	1	0	0	0	0	0	0	94	31-40	59
21:00	5	0	0	4	27	16	1	0	0	0	0	0	0	0	53	31-40	43
22:00	11	0	1	2	13	8	0	0	0	0	1	0	0	0	36	31-40	21
23:00	8	1	1	5	15	7	1	0	0	0	0	0	0	0	38	30-39	22
Total	942	41	84	392	1446	767	106	12	13	6	3	0	2	16	3830		
Percent	24.6%	1.1%	2.2%	10.2%	37.8%	20.0%	2.8%	0.3%	0.3%	0.2%	0.1%	0.0%	0.1%	0.4%			
AM Peak	07:00	08:00	09:00	10:00	10:00	07:00	08:00	07:00	07:00	07:00				08:00	07:00		
Vol.	76	5	7	34	114	67	9	1	2	2				4	297		
PM Peak	14:00	18:00	14:00	13:00	17:00	17:00	16:00	16:00	12:00	13:00	13:00		12:00	19:00	14:00		
Vol.	101	5	11	37	113	68	17	3	2	1	1		1	2	316		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/21/14	2	0	0	5	8	2	0	0	0	0	0	0	0	0	17	26-35	13
01:00	4	1	1	0	4	4	0	0	0	0	0	0	0	0	14	31-40	8
02:00	1	0	0	1	3	2	0	0	0	0	0	0	0	0	7	29-38	5
03:00	2	0	0	1	6	0	0	0	0	0	0	0	0	0	9	26-35	7
04:00	2	0	0	5	6	4	1	0	0	0	0	0	0	**2**	20	26-35	11
05:00	4	0	0	8	16	12	1	1	0	0	0	0	0	0	42	31-40	28
06:00	23	4	3	10	46	33	2	0	0	0	0	0	0	0	121	31-40	79
07:00	41	**8**	4	19	**102**	**67**	**12**	**2**	0	0	**1**	0	0	0	**256**	31-40	169
08:00	44	4	**8**	25	89	54	7	2	**1**	**2**	0	0	0	0	236	31-40	143
09:00	38	2	5	**39**	96	31	6	1	0	0	1	0	0	1	220	26-35	135
10:00	**66**	4	7	38	71	31	3	1	0	0	0	0	0	0	221	26-35	109
11:00	65	2	5	20	79	45	8	0	0	1	0	0	0	0	225	31-40	124
12 PM	92	**5**	**7**	25	88	45	4	0	**1**	0	**1**	**1**	0	**1**	270	31-40	133
13:00	80	1	4	29	101	41	5	0	0	0	0	0	0	0	261	31-40	142
14:00	**104**	5	6	**33**	89	50	6	1	0	**1**	0	0	**1**	1	**297**	31-40	139
15:00	99	3	5	27	79	43	5	0	0	0	0	1	0	0	262	31-40	122
16:00	92	0	5	25	91	56	**7**	1	0	1	0	0	0	0	278	31-40	147
17:00	100	3	2	13	87	**67**	4	**2**	0	0	0	0	0	1	279	31-40	154
18:00	56	3	4	28	**112**	47	5	0	0	1	0	0	0	0	256	31-40	159
19:00	19	3	3	14	49	23	3	0	1	1	1	0	0	0	117	31-40	72
20:00	18	2	3	11	51	24	2	0	1	0	0	0	0	1	113	31-40	75
21:00	12	1	1	5	41	25	1	0	0	0	0	0	0	0	86	31-40	66
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	965	51	73	381	1314	706	82	11	4	7	4	2	1	7	3608		
Percent	26.7%	1.4%	2.0%	10.6%	36.4%	19.6%	2.3%	0.3%	0.1%	0.2%	0.1%	0.1%	0.0%	0.2%			
AM Peak	10:00	07:00	08:00	09:00	07:00	07:00	07:00	07:00	08:00	08:00	07:00			04:00	07:00		
Vol.	66	8	8	39	102	67	12	2	1	2	1			2	256		
PM Peak	14:00	12:00	12:00	14:00	18:00	17:00	16:00	17:00	12:00	14:00	12:00	12:00	14:00	12:00	14:00		
Vol.	104	5	7	33	112	67	7	2	1	1	1	1	1	1	297		

Eastern Shore Drive Corridor Study
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Daily Traffic Counts

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Eastern Shore Drive
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Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/22/14	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	*	*
02:00	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	*	*
04:00	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	*	*
06:00	7	0	0	0	**1**	0	0	0	0	0	0	0	0	0	8	1-10	5
07:00	23	**1**	0	0	0	0	0	0	0	0	0	0	0	0	24	6-15	15
08:00	24	0	**1**	0	0	0	0	0	0	0	0	0	0	0	25	1-10	16
09:00	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	6-15	9
10:00	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	6-15	15
11:00	**29**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**30**	6-15	19
12 PM	38	**1**	**1**	0	**1**	0	0	0	0	0	0	0	0	0	41	6-15	25
13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1-10	20
14:00	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1-10	18
15:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	39	6-15	26
16:00	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1-10	27
17:00	**60**	0	0	0	0	0	0	0	0	0	0	0	0	0	**60**	1-10	40
18:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1-10	11
19:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1-10	11
20:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1-10	10
21:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1-10	5
22:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1-10	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	415	2	2	1	2	0	0	0	0	0	0	0	0	0	422		
Percent	98.3%	0.5%	0.5%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	08:00	11:00	06:00										11:00		
Vol.	29	1	1	1	1										30		
PM Peak	17:00	12:00	12:00		12:00										17:00		
Vol.	60	1	1		1										60		

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Milford, DE 19963
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/23/14	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	*	*
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
07:00	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29	6-15	19
08:00	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1-10	13
09:00	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	6-15	11
10:00	23	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	25	6-15	15
11:00	**31**	0	0	0	0	0	0	0	0	0	0	0	0	0	**31**	1-10	21
12 PM	34	0	**1**	0	0	0	0	0	0	0	0	0	0	0	35	1-10	23
13:00	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1-10	27
14:00	48	**2**	0	**1**	**1**	0	0	0	**1**	0	0	0	0	0	**53**	1-10	32
15:00	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0	53	6-15	35
16:00	49	0	0	0	0	0	0	0	0	0	0	0	0	0	49	1-10	33
17:00	52	0	0	0	0	0	0	0	0	0	0	0	0	0	52	1-10	35
18:00	26	0	0	0	0	0	**1**	0	0	0	0	0	0	0	27	6-15	17
19:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1-10	5
20:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1-10	10
21:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1-10	5
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
Total	463	2	2	1	2	0	1	0	1	0	0	0	0	0	472		
Percent	98.1%	0.4%	0.4%	0.2%	0.4%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		10:00		10:00										11:00		
Vol.	31		1		1										31		
PM Peak	15:00	14:00	12:00	14:00	14:00		18:00		14:00						14:00		
Vol.	53	2	1	1	1		1		1						53		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/24/14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6-15	5
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1-10	5
07:00	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29	6-15	19
08:00	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1-10	23
09:00	26	0	0	0	0	0	0	0	0	0	0	0	0	0	26	6-15	17
10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1-10	20
11:00	**38**	0	0	0	0	0	0	0	0	0	0	0	0	0	**38**	6-15	25
12 PM	65	0	0	**1**	0	0	0	0	0	0	0	0	0	0	66	6-15	43
13:00	**73**	0	0	0	0	0	0	0	0	0	0	0	0	0	**73**	1-10	49
14:00	66	**1**	0	0	0	0	0	0	0	0	0	0	0	0	67	6-15	44
15:00	43	0	0	0	0	0	0	0	0	**1**	0	0	0	0	44	1-10	29
16:00	63	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	65	6-15	42
17:00	56	0	0	0	0	0	0	0	0	0	0	0	0	0	56	6-15	37
18:00	28	1	0	1	0	0	0	0	0	0	0	0	0	0	30	1-10	19
19:00	17	0	0	0	1	0	0	0	0	0	0	0	0	0	18	6-15	11
20:00	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15	6-15	9
21:00	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6	7-16	3
22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1-10	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	612	3	0	2	2	0	0	0	2	1	0	0	0	0	622		
Percent	98.4%	0.5%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00														11:00		
Vol.	38														38		
PM Peak	13:00	14:00		12:00	16:00				16:00	15:00					13:00		
Vol.	73	1		1	1				1	1					73		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/25/14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	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	*	*
04:00	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	*	*
06:00	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	3	*	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1-10	6
09:00	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1-10	15
10:00	37	1	0	0	0	0	0	0	0	0	0	0	0	0	38	1-10	25
11:00	**43**	0	0	0	0	0	0	0	0	0	0	0	0	0	**43**	1-10	29
12 PM	**31**	0	0	0	0	0	0	0	0	0	0	0	0	0	**31**	1-10	21
13:00	11	0	0	**1**	0	0	0	0	0	0	0	0	0	0	12	6-15	7
14:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1-10	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	164	2	1	1	1	0	0	0	0	0	0	0	0	0	169		
Percent	97.0%	1.2%	0.6%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	01:00	06:00		06:00										11:00		
Vol.	43	1	1		1										43		
PM Peak	12:00			13:00											12:00		
Vol.	31			1											31		

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Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/26/14	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	*	*
02:00	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	*	*
04:00	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	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	*	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	14:00 1														14:00 1		

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/27/14	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	*	*
02:00	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	*	*
04:00	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	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/28/14	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	*	*
02:00	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	*	*
04:00	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	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	
Total	13340	350	1096	6900	22405	11901	1859	278	108	82	64	46	25	127	58581		
Percent	22.8%	0.6%	1.9%	11.8%	38.2%	20.3%	3.2%	0.5%	0.2%	0.1%	0.1%	0.1%	0.0%	0.2%			

15th Percentile : 9 MPH
50th Percentile : 31 MPH
85th Percentile : 37 MPH
95th Percentile : 39 MPH

Stats

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 34306
Percent in Pace : 58.7%

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/06/14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	54	3	**21**	95	235	115	**20**	**3**	0	0	0	0	0	**1**	547	31-40	350
16:00	62	0	10	93	250	**125**	17	1	**1**	0	0	0	0	0	559	31-40	375
17:00	**70**	**5**	18	**117**	**260**	115	17	3	0	0	**1**	0	0	1	**607**	26-35	377
18:00	35	1	8	73	165	86	9	1	0	0	0	0	0	0	378	31-40	251
19:00	24	1	9	72	116	55	12	2	0	0	0	0	0	0	291	26-35	188
20:00	18	0	5	58	86	34	6	0	0	0	1	0	0	0	208	26-35	144
21:00	9	0	3	16	53	27	6	1	0	0	0	0	0	0	115	31-40	80
22:00	3	1	1	13	42	14	4	0	0	0	0	0	0	0	78	29-38	56
23:00	1	1	0	6	14	16	4	0	0	**1**	0	0	0	0	43	31-40	30
Total	276	12	75	543	1221	587	95	11	1	1	2	0	0	2	2826		
Percent	9.8%	0.4%	2.7%	19.2%	43.2%	20.8%	3.4%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%			
AM Peak Vol.																	
PM Peak Vol.	17:00 70	17:00 5	15:00 21	17:00 117	17:00 260	16:00 125	15:00 20	15:00 3	16:00 1	23:00 1	17:00 1			15:00 1	17:00 607		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

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23 N. Walnut St.
Milford, DE 19963
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/07/14	1	1	0	5	11	10	1	0	0	0	0	0	0	0	29	31-40	21
01:00	1	0	0	2	4	1	0	0	0	0	0	0	0	0	8	26-35	6
02:00	0	0	0	1	7	3	1	1	0	0	0	0	0	0	13	31-40	10
03:00	1	0	0	0	9	4	0	0	0	0	0	0	0	0	14	31-40	13
04:00	4	0	1	3	7	2	0	0	**1**	0	0	0	0	0	18	26-35	10
05:00	3	2	4	11	13	3	3	0	0	0	0	0	0	0	39	26-35	24
06:00	7	0	3	19	49	33	9	2	0	0	0	0	0	0	122	31-40	82
07:00	38	1	8	58	162	**86**	**21**	**6**	1	0	0	0	0	0	381	31-40	248
08:00	37	2	13	58	118	69	19	1	0	0	0	0	0	0	317	31-40	187
09:00	51	2	7	64	168	65	10	1	0	0	0	0	0	0	368	29-38	233
10:00	52	2	13	80	175	72	7	0	0	0	0	0	0	**1**	402	26-35	255
11:00	**59**	**3**	**20**	**106**	**202**	67	10	1	0	0	0	0	0	0	**468**	26-35	308
12 PM	61	0	16	130	255	75	**15**	2	0	0	0	0	0	1	555	26-35	385
13:00	60	2	24	141	210	86	8	0	0	0	0	0	0	0	531	26-35	351
14:00	51	2	11	128	252	68	8	1	0	0	0	0	0	0	521	26-35	380
15:00	73	12	48	120	231	90	10	**3**	0	0	0	0	0	1	588	26-35	351
16:00	67	4	13	99	**289**	**120**	7	1	0	0	0	0	0	**2**	602	31-40	409
17:00	**113**	**21**	**59**	**156**	262	67	8	1	0	0	0	0	0	1	**688**	26-35	418
18:00	30	2	9	85	190	69	12	0	0	0	0	0	0	1	398	26-35	275
19:00	19	0	8	60	137	54	6	0	0	0	0	0	0	0	284	26-35	197
20:00	16	1	3	34	111	58	9	1	0	0	0	0	0	0	233	31-40	169
21:00	9	0	2	17	64	37	8	1	0	0	0	0	0	0	138	31-40	101
22:00	4	0	0	16	37	21	3	1	0	0	0	0	0	0	82	31-40	58
23:00	0	0	1	6	22	6	4	0	0	0	0	0	0	0	39	31-40	28
Total	757	57	263	1399	2985	1166	179	23	2	0	0	0	0	7	6838		
Percent	11.1%	0.8%	3.8%	20.5%	43.7%	17.1%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	11:00	11:00	11:00	11:00	07:00	07:00	07:00	04:00					10:00	11:00		
Vol.	59	3	20	106	202	86	21	6	1					1	468		
PM Peak	17:00	17:00	17:00	17:00	16:00	16:00	12:00	15:00						16:00	17:00		
Vol.	113	21	59	156	289	120	15	3						2	688		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
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Eastern Shore Drive
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/08/14	1	0	0	3	8	7	1	1	0	0	0	0	0	0	21	31-40	15
01:00	0	0	1	5	3	2	1	0	0	0	0	0	0	0	12	26-35	8
02:00	1	0	1	3	5	4	0	0	0	0	0	0	0	0	14	29-38	9
03:00	2	0	0	3	5	1	1	0	0	0	0	0	0	0	12	26-35	8
04:00	0	1	1	1	6	5	0	0	0	0	0	0	0	0	14	31-40	11
05:00	2	1	3	6	15	8	1	0	0	0	0	0	0	0	36	30-39	23
06:00	10	0	3	23	54	33	5	0	0	0	0	0	0	0	128	31-40	87
07:00	47	1	9	69	172	**103**	**27**	**8**	0	0	0	0	0	0	436	31-40	275
08:00	49	1	8	47	156	89	11	2	0	0	0	0	0	**1**	364	31-40	245
09:00	41	**3**	9	70	177	86	9	0	0	0	0	0	0	0	395	31-40	263
10:00	63	2	15	64	178	79	19	1	0	0	0	0	0	0	421	31-40	257
11:00	**65**	1	**21**	**90**	**187**	70	11	0	**1**	0	0	0	0	0	**446**	26-35	277
12 PM	64	2	23	115	252	97	7	0	0	0	0	0	0	0	560	26-35	367
13:00	73	1	22	108	215	94	11	1	0	0	0	0	0	0	525	26-35	323
14:00	**87**	2	**30**	123	211	78	11	**4**	0	0	0	0	0	0	546	26-35	334
15:00	82	**8**	23	125	261	89	15	0	**1**	0	0	0	0	0	604	26-35	386
16:00	87	2	15	109	257	**138**	**20**	3	0	**1**	0	0	0	0	632	31-40	395
17:00	69	5	10	**126**	**342**	131	12	4	1	0	0	0	0	0	**700**	31-40	473
18:00	55	1	8	87	205	78	8	0	0	0	0	0	0	0	442	26-35	292
19:00	27	0	9	49	173	79	9	1	0	0	0	0	0	0	347	31-40	252
20:00	23	0	4	52	146	61	16	0	0	0	0	0	0	0	302	31-40	207
21:00	8	0	6	22	54	39	9	1	0	0	0	0	0	0	139	31-40	93
22:00	11	0	1	17	51	24	4	1	0	0	0	0	0	0	109	31-40	75
23:00	6	0	1	4	19	15	2	0	0	0	0	0	0	0	47	31-40	34
Total	873	31	223	1321	3152	1410	210	27	3	1	0	0	0	1	7252		
Percent	12.0%	0.4%	3.1%	18.2%	43.5%	19.4%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	11:00	11:00	07:00	07:00	07:00	11:00					08:00	11:00		
Vol.	65	3	21	90	187	103	27	8	1					1	446		
PM Peak	14:00	15:00	14:00	17:00	17:00	16:00	16:00	14:00	15:00	16:00					17:00		
Vol.	87	8	30	126	342	138	20	4	1	1					700		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/09/14	2	0	0	4	7	3	2	0	0	0	0	0	0	0	18	26-35	11
01:00	1	0	1	0	10	3	1	0	0	0	0	0	0	0	16	31-40	13
02:00	1	0	0	1	5	0	2	0	0	0	0	0	0	0	9	26-35	6
03:00	0	0	0	1	8	6	2	0	0	0	0	0	0	0	17	31-40	14
04:00	1	0	0	2	4	3	0	0	0	0	0	0	0	0	10	29-38	7
05:00	2	0	3	9	9	5	5	0	0	0	0	0	0	0	33	26-35	18
06:00	5	1	4	16	50	31	6	0	0	0	0	0	0	0	113	31-40	81
07:00	18	2	8	42	171	**104**	**24**	**5**	0	0	**1**	0	0	0	375	31-40	275
08:00	51	**4**	9	32	140	90	12	5	0	0	0	0	0	0	343	31-40	230
09:00	36	3	4	47	167	90	13	2	0	0	0	0	0	**1**	363	31-40	257
10:00	57	4	**19**	71	162	70	13	1	0	0	0	0	0	1	398	26-35	233
11:00	**76**	1	14	**84**	**211**	98	4	0	0	**1**	0	0	0	0	**489**	31-40	309
12 PM	76	2	12	102	232	102	17	2	0	**1**	0	0	0	0	546	26-35	334
13:00	67	**10**	21	101	241	101	11	1	0	0	0	0	0	0	553	26-35	342
14:00	66	3	10	119	263	105	**21**	**4**	0	0	0	0	0	0	591	26-35	382
15:00	**82**	2	**39**	**150**	281	91	11	1	**1**	0	0	0	0	0	**658**	26-35	431
16:00	56	2	27	129	**311**	**117**	11	1	0	0	0	**1**	0	0	655	26-35	440
17:00	63	1	8	122	301	102	12	0	0	1	0	0	0	0	610	26-35	423
18:00	32	0	6	76	199	89	13	3	0	0	0	0	0	**1**	419	31-40	288
19:00	20	0	5	67	180	71	18	2	0	0	0	0	0	0	363	31-40	251
20:00	13	1	3	38	120	60	10	0	0	0	0	0	0	0	245	31-40	180
21:00	8	0	2	24	71	47	11	3	0	0	0	0	0	0	166	31-40	118
22:00	2	0	3	18	44	19	4	1	0	0	**1**	0	0	0	92	29-38	63
23:00	2	0	3	3	24	11	2	1	0	0	0	0	0	0	46	31-40	35
Total	737	36	201	1258	3211	1418	225	32	1	3	2	1	0	3	7128		
Percent	10.3%	0.5%	2.8%	17.6%	45.0%	19.9%	3.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	10:00	11:00	11:00	07:00	07:00	07:00		11:00	07:00			09:00	11:00		
Vol.	76	4	19	84	211	104	24	5		1	1			1	489		
PM Peak	15:00	13:00	15:00	15:00	16:00	16:00	14:00	14:00	15:00	12:00	22:00	16:00		18:00	15:00		
Vol.	82	10	39	150	311	117	21	4	1	1	1	1		1	658		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/10/14	1	0	0	5	20	10	2	1	0	0	0	0	0	0	39	31-40	30
01:00	0	0	0	3	8	11	1	1	0	0	0	0	0	0	24	31-40	19
02:00	0	0	0	4	13	8	4	0	0	0	0	0	0	0	29	31-40	21
03:00	3	0	1	0	6	5	2	0	0	0	0	0	0	0	17	31-40	11
04:00	1	0	1	4	9	2	0	0	0	0	0	0	0	0	17	26-35	13
05:00	3	1	3	5	14	8	2	0	0	0	0	0	0	0	36	31-40	22
06:00	11	0	3	14	53	21	7	0	0	0	0	0	0	0	109	31-40	74
07:00	27	0	9	52	171	**102**	**25**	1	**1**	0	0	0	0	0	388	31-40	273
08:00	34	1	8	34	169	89	15	**2**	1	0	0	0	0	0	353	31-40	258
09:00	39	3	14	70	168	77	10	1	0	0	**1**	0	0	**1**	384	31-40	245
10:00	40	**4**	22	94	182	68	15	1	0	0	0	0	**1**	0	427	26-35	276
11:00	**55**	3	**26**	**121**	**198**	73	11	1	0	0	0	0	0	0	**488**	26-35	319
12 PM	68	1	14	105	282	104	8	1	0	0	0	0	0	0	583	26-35	387
13:00	93	5	26	137	231	74	6	0	0	0	0	0	0	0	572	26-35	368
14:00	67	6	31	151	223	85	**13**	0	**1**	0	0	**1**	0	0	578	26-35	374
15:00	**135**	**23**	**33**	163	194	59	7	0	0	0	0	0	0	0	614	26-35	357
16:00	54	1	19	**170**	**290**	91	8	2	0	0	0	0	0	0	**635**	26-35	460
17:00	90	3	21	110	234	89	7	**3**	0	0	0	0	0	**1**	558	26-35	344
18:00	23	1	8	75	167	**106**	11	1	0	0	0	0	0	0	392	31-40	273
19:00	16	0	5	64	137	46	13	1	0	0	0	0	0	0	282	26-35	201
20:00	20	0	5	34	100	52	5	0	0	0	0	0	0	0	216	31-40	152
21:00	5	0	3	28	103	38	4	0	0	0	0	0	0	0	181	31-40	141
22:00	9	0	2	22	42	27	2	0	0	0	0	0	**1**	0	105	31-40	69
23:00	6	1	2	9	30	17	5	0	0	0	0	0	0	0	70	31-40	47
Total	800	53	256	1474	3044	1262	183	16	3	0	1	1	2	2	7097		
Percent	11.3%	0.7%	3.6%	20.8%	42.9%	17.8%	2.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	07:00	07:00	08:00	07:00		09:00		10:00	09:00	11:00		
Vol.	55	4	26	121	198	102	25	2	1		1		1	1	488		
PM Peak	15:00	15:00	15:00	16:00	16:00	18:00	14:00	17:00	14:00			14:00	22:00	17:00	16:00		
Vol.	135	23	33	170	290	106	13	3	1			1	1	1	635		

Eastern Shore Drive Corridor Study
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Speed Study
Eastern Shore Drive
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October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/11/14	4	0	0	10	17	8	2	0	0	0	0	0	0	0	41	26-35	27
01:00	1	**1**	0	7	16	10	1	0	0	0	0	0	0	0	36	31-40	26
02:00	1	0	0	6	14	5	0	1	0	0	0	0	0	0	27	26-35	20
03:00	0	0	0	1	6	7	1	1	0	0	0	0	0	0	16	31-40	13
04:00	0	1	0	1	3	2	2	0	0	0	0	0	0	0	9	31-40	5
05:00	2	0	0	4	6	3	2	0	0	0	0	0	0	0	17	26-35	10
06:00	1	1	3	9	15	4	1	0	0	0	0	0	0	0	34	26-35	24
07:00	14	0	2	17	25	21	5	0	0	0	0	0	0	0	84	31-40	46
08:00	13	1	2	22	54	45	5	1	0	0	0	0	0	0	143	31-40	99
09:00	17	1	5	33	108	48	**8**	0	0	0	0	0	0	0	220	31-40	156
10:00	**28**	0	**10**	**63**	112	70	8	0	0	0	**1**	0	0	0	292	31-40	182
11:00	25	1	9	51	**146**	**76**	8	**4**	0	0	0	**1**	0	0	**321**	31-40	222
12 PM	21	3	**7**	**62**	**169**	82	6	**4**	0	**1**	0	**1**	0	0	**356**	31-40	251
13:00	**38**	1	5	50	151	70	8	1	1	0	0	0	0	0	325	31-40	221
14:00	26	**4**	2	55	133	71	10	2	0	0	0	0	0	0	303	31-40	204
15:00	20	1	7	52	134	85	12	2	0	0	0	0	0	0	313	31-40	219
16:00	9	2	7	36	138	79	11	0	0	0	0	0	0	0	282	31-40	217
17:00	11	1	4	32	142	**90**	10	0	0	0	**1**	0	0	0	291	31-40	232
18:00	12	0	1	34	119	88	**13**	1	**2**	0	1	0	0	0	271	31-40	207
19:00	5	0	0	38	108	68	9	1	0	0	0	0	0	0	229	31-40	176
20:00	7	0	3	23	83	44	7	1	0	0	0	0	0	0	168	31-40	127
21:00	8	0	4	26	50	44	11	0	0	0	0	0	0	0	143	31-40	94
22:00	4	0	3	10	59	29	5	0	0	0	0	0	0	0	110	31-40	88
23:00	4	1	2	10	30	22	6	0	1	0	0	0	0	0	76	31-40	52
Total	271	19	76	652	1838	1071	151	19	4	1	3	2	0	0	4107		
Percent	6.6%	0.5%	1.9%	15.9%	44.8%	26.1%	3.7%	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	01:00	10:00	10:00	11:00	11:00	09:00	11:00			10:00	11:00			11:00		
Vol.	28	1	10	63	146	76	8	4			1	1			321		
PM Peak	13:00	14:00	12:00	12:00	12:00	17:00	18:00	12:00	18:00	12:00	17:00	12:00			12:00		
Vol.	38	4	7	62	169	90	13	4	2	1	1	1			356		

Eastern Shore Drive Corridor Study
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Daily Traffic Counts

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Eastern Shore Drive
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Site Code:
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Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/12/14	2	0	1	5	22	16	0	0	0	0	0	0	0	0	46	31-40	38
01:00	2	0	0	3	9	7	2	1	0	0	0	0	0	0	24	31-40	16
02:00	0	0	0	2	11	7	4	0	0	0	0	0	0	0	24	31-40	18
03:00	1	0	0	1	8	2	1	0	0	0	0	0	0	0	13	29-38	10
04:00	0	**1**	1	2	1	2	0	0	0	0	0	0	0	0	7	31-40	3
05:00	0	0	1	1	4	0	1	0	0	0	0	0	0	0	7	26-35	5
06:00	0	0	0	8	10	4	3	1	0	0	0	0	0	0	26	26-35	18
07:00	3	0	0	7	17	15	5	0	0	0	0	0	0	0	47	31-40	32
08:00	6	0	1	17	35	30	**8**	2	0	**1**	0	0	0	0	100	31-40	65
09:00	13	1	**7**	17	74	45	6	1	0	0	0	0	0	0	164	31-40	119
10:00	**32**	0	4	**32**	75	**63**	6	2	0	0	0	0	**1**	0	215	31-40	138
11:00	29	0	0	30	**88**	61	8	**3**	**1**	0	0	0	0	0	**220**	31-40	149
12 PM	**29**	0	3	44	**139**	**79**	13	2	0	0	0	0	0	**1**	**310**	31-40	218
13:00	24	0	0	41	121	64	14	0	0	0	0	0	0	0	264	31-40	185
14:00	20	1	2	**51**	123	51	18	2	0	0	0	0	0	0	268	26-35	174
15:00	29	**2**	**10**	48	131	53	14	0	0	0	0	0	0	0	287	31-40	184
16:00	25	0	4	31	105	72	**24**	**8**	0	0	0	0	0	0	269	31-40	177
17:00	15	0	9	38	97	73	16	1	0	0	0	0	0	0	249	31-40	170
18:00	6	2	10	26	107	68	18	1	0	0	0	**1**	0	0	239	31-40	175
19:00	7	0	1	32	109	59	10	0	0	0	0	0	0	0	218	31-40	168
20:00	8	0	0	24	58	41	13	3	0	0	0	0	0	0	147	31-40	99
21:00	3	0	3	16	38	22	4	2	0	0	0	0	0	0	88	31-40	60
22:00	4	0	2	7	32	26	12	0	0	0	0	0	0	0	83	31-40	58
23:00	3	0	1	2	22	11	2	1	0	0	0	0	0	0	42	31-40	33
Total	261	7	60	485	1436	871	202	30	1	1	0	1	1	1	3357		
Percent	7.8%	0.2%	1.8%	14.4%	42.8%	25.9%	6.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	04:00	09:00	10:00	11:00	10:00	08:00	11:00	11:00	08:00			10:00		11:00		
Vol.	32	1	7	32	88	63	8	3	1	1			1		220		
PM Peak	12:00	15:00	15:00	14:00	12:00	12:00	16:00	16:00				18:00		12:00	12:00		
Vol.	29	2	10	51	139	79	24	8				1		1	310		

Eastern Shore Drive Corridor Study
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/13/14	1	0	1	4	8	9	1	0	0	0	0	0	0	0	24	31-40	17
01:00	2	0	0	1	1	2	0	0	0	0	0	0	0	0	6	29-38	3
02:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	24-33	2
03:00	0	0	0	0	6	1	0	0	0	0	0	0	0	0	7	29-38	7
04:00	0	1	0	1	3	4	1	0	0	0	0	0	0	0	10	31-40	7
05:00	1	0	2	10	10	4	2	0	0	0	0	0	0	0	29	26-35	20
06:00	7	1	4	10	50	24	3	0	0	0	0	0	0	0	99	31-40	74
07:00	32	1	**18**	71	**164**	**82**	14	**5**	**1**	0	**1**	0	0	0	**389**	31-40	246
08:00	26	4	8	39	155	77	13	2	0	0	0	0	0	0	324	31-40	232
09:00	22	**9**	9	51	115	75	**15**	0	0	0	0	0	0	0	296	31-40	190
10:00	**36**	3	10	67	146	67	6	2	0	0	0	0	0	0	337	26-35	213
11:00	26	4	10	**100**	138	59	12	0	0	0	1	0	0	**1**	351	26-35	238
12 PM	38	4	**18**	80	162	73	7	0	0	0	0	0	0	0	382	26-35	242
13:00	33	**5**	11	97	199	83	6	1	0	0	0	0	0	0	435	26-35	296
14:00	45	0	8	84	210	80	7	**2**	0	0	0	0	0	**2**	438	26-35	294
15:00	47	2	18	86	209	93	12	1	**2**	0	0	0	0	0	470	31-40	302
16:00	36	1	11	82	**257**	**102**	13	1	0	0	0	0	0	1	504	31-40	359
17:00	**48**	2	10	**109**	251	98	**18**	1	0	0	0	0	0	0	**537**	26-35	360
18:00	23	1	4	63	166	83	11	1	1	0	0	0	0	0	353	31-40	249
19:00	11	1	5	51	118	59	3	0	0	0	0	0	0	0	248	31-40	177
20:00	6	1	3	32	86	48	8	0	0	0	0	0	0	0	184	31-40	134
21:00	9	0	1	26	50	30	5	1	0	0	0	0	0	0	122	31-40	80
22:00	2	2	0	15	36	25	5	0	0	0	0	0	0	0	85	31-40	61
23:00	2	0	1	13	17	18	3	0	0	0	0	0	0	0	54	31-40	35
Total	453	42	152	1093	2558	1196	166	17	4	0	2	0	0	4	5687		
Percent	8.0%	0.7%	2.7%	19.2%	45.0%	21.0%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	10:00	09:00	07:00	11:00	07:00	07:00	09:00	07:00	07:00		07:00			11:00	07:00		
Vol.	36	9	18	100	164	82	15	5	1		1			1	389		
PM Peak	17:00	13:00	12:00	17:00	16:00	16:00	17:00	14:00	15:00					14:00	17:00		
Vol.	48	5	18	109	257	102	18	2	2					2	537		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/14/14	1	1	0	3	10	3	1	0	**1**	0	0	0	0	0	20	26-35	13
01:00	1	0	0	0	6	3	1	0	0	0	0	0	0	0	11	31-40	9
02:00	0	0	0	0	5	0	1	0	0	0	0	0	0	0	6	31-40	5
03:00	1	1	0	2	6	3	0	0	0	0	0	0	0	0	13	29-38	9
04:00	1	0	0	5	4	4	2	0	0	0	0	0	0	0	16	26-35	9
05:00	0	1	4	5	12	6	1	1	0	0	0	0	0	0	30	29-38	18
06:00	8	0	3	14	60	24	3	3	0	0	0	0	0	0	115	31-40	84
07:00	33	1	9	51	178	**113**	**28**	**6**	1	0	0	0	0	0	420	31-40	291
08:00	17	0	12	36	145	80	24	2	0	0	0	0	0	0	316	31-40	225
09:00	42	**2**	14	71	148	71	10	3	0	0	**1**	0	0	0	362	26-35	219
10:00	56	0	6	64	191	74	9	0	0	0	0	0	0	0	400	31-40	265
11:00	**64**	1	**27**	**98**	**202**	74	3	2	0	0	1	0	0	**1**	**473**	26-35	300
12 PM	69	4	13	**118**	243	90	**15**	1	0	**1**	0	0	0	0	554	26-35	361
13:00	66	4	17	113	215	71	12	0	**1**	0	0	0	0	1	500	26-35	328
14:00	73	3	15	95	192	91	13	**4**	0	0	0	0	0	0	486	26-35	287
15:00	79	4	**20**	87	190	113	14	3	0	0	0	0	0	**2**	512	31-40	303
16:00	**91**	4	10	105	246	100	14	2	0	0	**1**	0	0	0	573	26-35	351
17:00	88	**5**	9	113	**293**	**128**	13	2	1	0	0	0	0	0	**652**	31-40	421
18:00	47	0	1	69	157	73	4	0	0	0	0	0	**1**	0	352	31-40	230
19:00	36	1	8	54	127	62	9	2	0	0	0	0	1	0	300	31-40	189
20:00	16	1	2	33	100	51	6	0	0	0	0	0	0	0	209	31-40	151
21:00	10	1	5	24	49	36	3	1	1	0	0	0	0	0	130	31-40	85
22:00	8	0	0	15	35	12	5	1	0	0	0	0	0	0	76	26-35	50
23:00	4	0	0	9	19	11	2	0	1	0	0	0	0	0	46	30-39	30
Total	811	34	175	1184	2833	1293	193	33	6	1	3	0	2	4	6572		
Percent	12.3%	0.5%	2.7%	18.0%	43.1%	19.7%	2.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	09:00	11:00	11:00	11:00	07:00	07:00	07:00	00:00		09:00			11:00	11:00		
Vol.	64	2	27	98	202	113	28	6	1		1			1	473		
PM Peak	16:00	17:00	15:00	12:00	17:00	17:00	12:00	14:00	13:00	12:00	16:00		18:00	15:00	17:00		
Vol.	91	5	20	118	293	128	15	4	1	1	1		1	2	652		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/15/14	5	0	0	4	16	6	1	0	0	0	0	0	0	0	32	30-39	22
01:00	1	0	0	0	5	6	0	0	0	0	0	0	0	0	12	31-40	11
02:00	1	0	1	0	7	7	1	0	0	0	0	0	0	0	17	31-40	14
03:00	1	0	0	5	8	0	0	0	0	0	0	0	0	0	14	26-35	13
04:00	0	1	0	7	7	4	2	0	0	0	0	0	0	0	21	26-35	14
05:00	4	0	5	5	17	7	1	1	0	0	0	0	0	0	40	30-39	24
06:00	13	1	3	25	43	22	4	1	0	0	0	0	0	0	112	26-35	68
07:00	43	0	8	51	157	81	**20**	1	0	0	0	0	0	**1**	362	31-40	238
08:00	46	0	9	56	136	**83**	7	**3**	0	0	0	0	0	0	340	31-40	219
09:00	40	4	14	71	152	64	7	0	**1**	0	0	0	0	1	354	26-35	223
10:00	55	2	6	116	**193**	69	16	0	1	0	0	0	0	0	458	26-35	309
11:00	**70**	**7**	**20**	**126**	188	64	10	0	0	0	0	0	0	0	**485**	26-35	314
12 PM	58	4	24	121	192	71	9	0	0	0	0	0	0	0	479	26-35	313
13:00	**84**	6	21	88	152	76	12	1	0	0	0	0	0	**2**	442	26-35	240
14:00	49	1	22	**133**	222	71	8	**4**	0	0	0	0	0	1	511	26-35	355
15:00	60	**8**	**29**	119	243	65	8	0	**2**	0	0	0	0	1	535	26-35	362
16:00	71	2	14	96	**252**	88	11	1	1	0	0	0	0	0	536	26-35	348
17:00	52	2	16	131	244	**90**	**13**	0	1	0	0	0	0	0	**549**	26-35	375
18:00	15	0	7	79	182	53	6	0	0	0	0	0	0	1	343	26-35	261
19:00	13	1	2	61	132	48	9	2	0	0	0	0	0	0	268	26-35	193
20:00	16	0	0	26	112	51	7	0	0	0	0	0	0	0	212	31-40	163
21:00	11	1	3	30	56	32	7	0	0	0	0	0	0	0	140	31-40	88
22:00	10	1	2	11	37	13	4	0	0	0	0	0	0	0	78	30-39	50
23:00	0	0	0	9	20	13	1	1	0	0	0	0	0	0	44	31-40	33
Total	718	41	206	1370	2773	1084	164	15	6	0	0	0	0	7	6384		
Percent	11.2%	0.6%	3.2%	21.5%	43.4%	17.0%	2.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	11:00	11:00	11:00	10:00	08:00	07:00	08:00	09:00					07:00	11:00		
Vol.	70	7	20	126	193	83	20	3	1					1	485		
PM Peak	13:00	15:00	15:00	14:00	16:00	17:00	17:00	14:00	15:00					13:00	17:00		
Vol.	84	8	29	133	252	90	13	4	2					2	549		

Eastern Shore Drive Corridor Study
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Automatic Traffic Recorder (ATR)
Daily Traffic Counts

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Eastern Shore Drive
Southern ATR Location
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Site Code:
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Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/16/14	2	0	2	4	7	5	0	1	0	0	0	0	0	0	21	29-38	12
01:00	4	0	0	0	5	3	1	0	0	0	0	0	0	0	13	31-40	8
02:00	1	0	1	3	5	2	0	0	0	0	0	0	0	0	12	26-35	8
03:00	1	0	1	1	5	0	0	0	0	0	0	0	0	0	8	26-35	6
04:00	1	0	0	0	6	5	0	1	0	0	0	0	0	0	13	31-40	11
05:00	1	0	4	6	10	6	1	0	0	0	0	0	0	0	28	26-35	16
06:00	11	0	2	15	43	27	4	2	0	0	0	0	0	**1**	105	31-40	70
07:00	23	2	5	48	**199**	**86**	**31**	2	0	0	0	0	0	1	397	31-40	285
08:00	24	**3**	7	46	130	79	13	**3**	**2**	0	0	0	0	1	308	31-40	209
09:00	52	1	5	56	156	75	11	0	0	0	0	**1**	0	0	357	31-40	231
10:00	67	2	**16**	70	153	80	11	2	1	0	0	0	0	0	402	31-40	233
11:00	**75**	1	10	**79**	172	80	8	0	1	0	**1**	0	0	0	**427**	29-38	252
12 PM	**98**	**7**	12	82	213	83	8	1	0	0	0	0	0	0	504	29-38	296
13:00	84	2	9	80	202	79	11	**3**	0	0	0	0	0	**2**	472	26-35	282
14:00	84	1	16	103	228	80	15	1	0	0	**1**	**1**	0	1	531	26-35	331
15:00	72	3	16	**106**	242	85	9	1	0	0	0	0	0	1	535	26-35	348
16:00	82	2	14	80	269	**112**	**20**	1	0	0	1	0	0	0	581	31-40	381
17:00	58	3	**22**	98	**300**	106	12	0	0	0	1	0	**1**	0	**601**	31-40	406
18:00	25	0	4	72	190	103	10	0	0	0	0	0	0	0	404	31-40	293
19:00	17	1	4	54	135	70	12	1	0	0	0	0	0	0	294	31-40	205
20:00	7	2	3	38	110	52	10	1	0	0	0	0	0	0	223	31-40	162
21:00	11	0	1	20	70	37	2	1	**1**	0	0	0	0	0	143	31-40	107
22:00	10	0	1	20	46	26	9	1	0	0	0	0	0	0	113	31-40	72
23:00	3	1	1	7	23	13	4	2	0	0	0	0	0	0	54	31-40	36
Total	813	31	156	1088	2919	1294	202	24	5	0	4	2	1	7	6546		
Percent	12.4%	0.5%	2.4%	16.6%	44.6%	19.8%	3.1%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%			
AM Peak	11:00	08:00	10:00	11:00	07:00	07:00	07:00	08:00	08:00		11:00	09:00		06:00	11:00		
Vol.	75	3	16	79	199	86	31	3	2		1	1		1	427		
PM Peak	12:00	12:00	17:00	15:00	17:00	16:00	16:00	13:00	21:00		14:00	14:00	17:00	13:00	17:00		
Vol.	98	7	22	106	300	112	20	3	1		1	1	1	2	601		

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Drug Free School Zone Sign

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/17/14	3	0	0	4	14	11	3	0	0	0	0	0	0	**1**	36	31-40	25
01:00	0	1	0	7	10	10	2	1	0	0	0	0	0	0	31	31-40	20
02:00	1	0	0	2	17	8	2	1	0	0	0	0	0	0	31	31-40	25
03:00	0	0	3	2	1	5	2	1	0	0	0	0	0	0	14	36-45	7
04:00	2	0	2	3	7	4	1	0	0	0	0	0	0	0	19	31-40	11
05:00	0	0	1	6	14	10	2	0	0	0	0	0	0	0	33	31-40	24
06:00	7	1	2	19	36	14	3	1	0	0	0	0	0	0	83	26-35	55
07:00	11	**4**	4	43	74	61	13	0	1	0	0	0	0	0	211	31-40	135
08:00	29	1	6	35	98	71	**19**	**2**	**2**	**1**	0	0	0	0	264	31-40	169
09:00	53	2	4	57	173	79	13	1	0	0	0	0	0	1	383	31-40	252
10:00	69	4	**11**	78	175	**84**	6	1	0	1	0	0	0	0	429	31-40	259
11:00	**88**	2	9	**115**	**209**	79	8	1	0	0	0	0	0	0	**511**	26-35	324
12 PM	**110**	**4**	16	101	245	93	9	0	**1**	0	0	0	0	0	579	26-35	346
13:00	109	3	13	**132**	269	94	**15**	1	0	1	0	0	0	**3**	**640**	26-35	401
14:00	88	3	14	92	237	73	5	0	1	0	0	0	0	0	513	26-35	329
15:00	83	3	**19**	108	257	106	6	**2**	0	0	0	0	0	0	584	26-35	365
16:00	75	0	8	89	**308**	**136**	12	0	1	0	0	0	0	1	630	31-40	444
17:00	51	0	12	91	237	105	12	1	1	1	0	0	0	0	511	31-40	342
18:00	34	0	3	67	176	65	10	1	0	0	0	0	**1**	2	359	26-35	243
19:00	21	0	3	71	143	64	7	0	0	**2**	0	0	0	0	311	26-35	214
20:00	8	0	4	52	132	55	3	0	1	0	0	0	0	0	255	31-40	187
21:00	7	0	3	35	86	45	8	2	0	0	0	0	0	0	186	31-40	131
22:00	7	0	7	23	72	25	2	1	0	0	**1**	0	0	0	138	31-40	97
23:00	3	0	5	13	48	29	4	1	0	0	0	0	0	0	103	31-40	77
Total	859	28	149	1245	3038	1326	167	18	8	6	1	0	1	8	6854		
Percent	12.5%	0.4%	2.2%	18.2%	44.3%	19.3%	2.4%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	07:00	10:00	11:00	11:00	10:00	08:00	08:00	08:00	08:00				00:00	11:00		
Vol.	88	4	11	115	209	84	19	2	2	1				1	511		
PM Peak	12:00	12:00	15:00	13:00	16:00	16:00	13:00	15:00	12:00	19:00	22:00		18:00	13:00	13:00		
Vol.	110	4	19	132	308	136	15	2	1	2	1		1	3	640		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/18/14	4	**4**	5	16	22	10	3	0	0	0	0	0	0	0	64	26-35	38
01:00	2	1	0	11	16	4	1	0	0	0	0	0	0	0	35	26-35	27
02:00	0	0	0	6	15	6	3	0	**1**	0	0	0	0	0	31	26-35	21
03:00	0	0	0	4	10	3	1	**1**	0	0	0	0	0	0	19	26-35	14
04:00	1	1	0	0	5	2	0	0	0	0	0	0	0	0	9	31-40	7
05:00	0	0	0	2	9	2	0	1	0	0	0	0	0	0	14	29-38	11
06:00	3	0	4	7	15	7	2	0	0	0	0	0	0	0	38	26-35	22
07:00	3	0	1	14	35	18	5	0	0	0	0	0	0	0	76	31-40	53
08:00	15	0	5	23	66	50	**10**	0	0	0	0	**1**	0	**1**	171	31-40	116
09:00	44	0	5	42	92	47	9	1	0	0	0	1	0	0	241	31-40	139
10:00	66	4	**10**	54	164	**74**	6	1	0	0	0	0	0	0	379	31-40	238
11:00	**78**	3	3	**60**	**170**	73	6	0	0	0	**1**	0	0	1	**395**	31-40	243
12 PM	**89**	4	**9**	68	**156**	**86**	9	1	**1**	1	**1**	0	0	**1**	**426**	31-40	242
13:00	75	**6**	6	41	147	65	**13**	1	0	0	0	0	0	1	355	31-40	212
14:00	56	1	5	50	145	73	8	**5**	0	0	0	**1**	0	0	344	31-40	218
15:00	52	0	8	46	133	65	10	2	0	0	0	0	**1**	0	317	31-40	198
16:00	48	1	6	63	151	52	5	1	0	1	0	0	0	0	328	26-35	214
17:00	37	0	7	**71**	155	61	8	2	1	0	0	1	0	0	343	26-35	226
18:00	17	1	5	53	146	54	9	0	1	0	0	0	0	0	286	31-40	200
19:00	13	1	8	38	131	57	12	0	0	0	0	0	0	0	260	31-40	188
20:00	15	1	1	29	85	40	7	0	0	**2**	0	0	0	0	180	31-40	125
21:00	4	0	2	21	64	41	4	1	0	0	0	0	0	0	137	31-40	105
22:00	5	0	1	21	45	32	4	0	0	0	0	0	0	0	108	31-40	77
23:00	2	0	2	12	20	18	3	0	0	0	0	0	0	0	57	31-40	38
Total	629	28	93	752	1997	940	138	17	4	4	2	4	1	4	4613		
Percent	13.6%	0.6%	2.0%	16.3%	43.3%	20.4%	3.0%	0.4%	0.1%	0.1%	0.0%	0.1%	0.0%	0.1%			
AM Peak	11:00	00:00	10:00	11:00	11:00	10:00	08:00	03:00	02:00		11:00	08:00		08:00	11:00		
Vol.	78	4	10	60	170	74	10	1	1		1	1		1	395		
PM Peak	12:00	13:00	12:00	17:00	12:00	12:00	13:00	14:00	12:00	20:00	12:00	14:00	15:00	12:00	12:00		
Vol.	89	6	9	71	156	86	13	5	1	2	1	1	1	1	426		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/19/14	2	0	0	11	30	24	5	0	0	0	0	0	0	0	72	31-40	54
01:00	0	0	0	8	13	9	2	**4**	**1**	0	0	0	0	0	37	29-38	22
02:00	1	0	0	2	9	12	3	0	0	0	0	0	0	0	27	31-40	21
03:00	0	0	0	5	11	4	1	0	0	0	0	0	0	0	21	26-35	16
04:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	8	30-39	7
05:00	0	1	0	2	1	3	2	0	0	0	0	0	0	0	9	36-45	5
06:00	2	0	1	5	12	7	0	1	0	0	0	0	0	0	28	30-39	19
07:00	4	0	0	4	15	9	2	0	0	0	0	0	0	0	34	31-40	24
08:00	3	**2**	1	15	37	26	4	1	0	0	0	0	0	0	89	31-40	63
09:00	16	1	6	24	56	44	4	0	0	0	0	0	0	**1**	152	31-40	100
10:00	**17**	1	9	28	92	35	**9**	0	0	0	0	0	0	0	191	31-40	127
11:00	13	2	**13**	**59**	**93**	**53**	5	0	0	0	0	0	0	0	**238**	26-35	152
12 PM	**29**	**2**	1	**47**	**146**	65	6	1	0	0	0	0	0	0	**297**	31-40	211
13:00	29	1	5	43	125	**80**	1	0	0	**1**	0	0	0	0	285	31-40	205
14:00	26	1	5	33	128	65	10	2	1	0	0	0	0	1	272	31-40	193
15:00	12	1	**6**	36	130	64	10	2	0	0	0	0	0	0	261	31-40	194
16:00	7	1	1	40	99	76	**14**	**4**	**2**	0	0	0	0	0	244	31-40	175
17:00	12	0	4	38	106	70	14	1	0	0	**1**	0	0	0	246	31-40	176
18:00	6	1	0	34	109	55	14	3	0	0	0	**1**	0	**2**	225	31-40	164
19:00	6	0	1	25	108	46	12	1	0	1	0	0	0	0	200	31-40	154
20:00	7	0	1	15	70	38	6	2	0	0	0	0	0	0	139	31-40	108
21:00	3	0	1	9	46	21	7	0	0	0	0	0	0	0	87	31-40	67
22:00	0	0	4	5	38	16	6	1	0	0	0	0	0	1	71	31-40	54
23:00	0	0	1	5	17	12	3	1	0	0	0	0	0	1	40	31-40	29
Total	195	14	60	494	1495	837	140	24	4	2	1	1	0	6	3273		
Percent	6.0%	0.4%	1.8%	15.1%	45.7%	25.6%	4.3%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.2%			
AM Peak	10:00	08:00	11:00	11:00	11:00	11:00	10:00	01:00	01:00					09:00	11:00		
Vol.	17	2	13	59	93	53	9	4	1					1	238		
PM Peak	12:00	12:00	15:00	12:00	12:00	13:00	16:00	16:00	16:00	13:00	17:00	18:00		18:00	12:00		
Vol.	29	2	6	47	146	80	14	4	2	1	1	1		2	297		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/20/14	3	0	1	3	7	7	3	0	0	0	**1**	0	0	0	25	31-40	14
01:00	0	0	0	0	6	4	0	0	0	0	0	0	0	0	10	31-40	10
02:00	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8	28-37	5
03:00	0	0	0	3	3	5	0	0	0	0	0	0	0	0	11	30-39	8
04:00	1	0	1	1	4	1	2	0	0	0	0	0	0	0	10	29-38	5
05:00	0	1	0	6	9	6	3	0	0	0	0	0	0	0	25	26-35	15
06:00	5	0	5	11	35	32	4	0	0	0	0	0	0	0	92	31-40	67
07:00	31	0	8	53	171	**103**	**20**	**4**	1	0	0	0	0	0	391	31-40	274
08:00	23	1	6	38	117	78	17	4	0	0	0	0	0	0	284	31-40	195
09:00	41	**8**	6	52	174	63	10	2	0	0	0	0	**1**	**1**	358	31-40	237
10:00	44	7	**20**	88	168	58	7	1	0	0	1	0	0	0	394	26-35	256
11:00	**85**	3	14	**95**	**189**	50	11	1	**2**	**1**	0	0	0	0	**451**	26-35	284
12 PM	93	3	28	111	256	63	9	0	0	0	**1**	0	0	**2**	566	26-35	367
13:00	92	3	27	121	221	60	8	0	0	0	0	**2**	**1**	0	535	26-35	342
14:00	**94**	**9**	25	115	234	73	8	1	0	0	0	0	0	0	559	26-35	349
15:00	77	6	19	120	260	74	8	**5**	0	0	0	0	0	0	569	26-35	380
16:00	62	6	20	108	**302**	**92**	10	0	**1**	**1**	0	1	1	0	604	26-35	410
17:00	66	3	**29**	**153**	261	83	10	2	1	0	0	0	0	0	**608**	26-35	414
18:00	30	0	4	55	192	77	9	1	0	0	1	0	0	0	369	31-40	269
19:00	17	0	4	53	132	55	**11**	1	0	0	0	0	0	1	274	30-39	187
20:00	8	1	0	33	85	40	6	0	0	0	0	0	0	0	173	31-40	125
21:00	5	1	3	15	55	28	4	0	0	0	0	0	0	0	111	31-40	83
22:00	4	0	1	7	38	16	6	0	0	0	0	1	0	0	73	31-40	54
23:00	4	0	1	7	26	8	2	0	0	0	0	0	0	0	48	29-38	34
Total	785	52	222	1249	2949	1077	170	22	5	2	4	4	3	4	6548		
Percent	12.0%	0.8%	3.4%	19.1%	45.0%	16.4%	2.6%	0.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%			
AM Peak	11:00	09:00	10:00	11:00	11:00	07:00	07:00	07:00	11:00	11:00	00:00		09:00	09:00	11:00		
Vol.	85	8	20	95	189	103	20	4	2	1	1		1	1	451		
PM Peak	14:00	14:00	17:00	17:00	16:00	16:00	19:00	15:00	16:00	16:00	12:00	13:00	13:00	12:00	17:00		
Vol.	94	9	29	153	302	92	11	5	1	1	1	2	1	2	608		

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Latitude: 0' 0.0000 Undefined

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23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/21/14	2	0	1	5	11	1	0	0	0	0	0	0	0	0	20	26-35	16
01:00	4	0	0	2	3	2	1	0	0	0	0	0	0	0	12	31-40	5
02:00	1	0	0	3	2	1	2	0	0	0	0	0	0	0	9	26-35	5
03:00	1	0	2	0	5	1	0	0	0	0	0	0	0	0	9	29-38	6
04:00	1	0	0	2	7	5	0	0	0	0	0	0	0	0	15	31-40	12
05:00	5	0	3	13	8	9	3	0	0	0	0	0	0	0	41	26-35	21
06:00	4	0	0	20	46	25	4	0	0	0	0	0	0	0	99	31-40	71
07:00	43	4	9	58	171	**98**	**23**	**4**	0	0	**1**	**1**	0	**1**	413	31-40	269
08:00	30	1	12	54	139	70	10	1	0	0	0	0	0	0	317	31-40	209
09:00	72	1	7	58	161	73	6	2	0	0	0	1	0	1	382	31-40	234
10:00	82	5	**23**	**78**	174	59	10	2	0	**2**	0	0	0	1	436	26-35	252
11:00	**91**	**10**	11	63	**189**	71	7	1	**2**	0	0	0	0	0	**445**	31-40	260
12 PM	120	6	16	91	207	81	5	0	0	**1**	0	**1**	0	1	529	26-35	298
13:00	115	5	17	86	219	80	10	0	0	0	0	0	0	0	532	26-35	305
14:00	**123**	6	2	75	213	82	5	**2**	0	1	0	0	0	2	511	31-40	295
15:00	107	**9**	**18**	**118**	266	77	8	0	**3**	1	0	0	0	0	**607**	26-35	384
16:00	93	2	13	99	250	**113**	12	1	2	0	0	0	0	1	586	31-40	363
17:00	89	3	18	80	**270**	97	**13**	1	0	1	0	1	0	**4**	577	31-40	367
18:00	51	3	8	75	157	71	9	0	0	0	0	0	**1**	0	375	26-35	232
19:00	24	0	3	53	129	60	11	0	1	1	0	0	0	0	282	31-40	189
20:00	14	0	2	50	92	51	7	0	0	1	0	0	0	0	217	31-40	143
21:00	13	0	1	20	60	44	8	0	0	0	0	0	0	0	146	31-40	104
22:00	51	1	2	16	35	15	2	0	0	0	0	0	0	1	123	26-35	51
23:00	39	0	0	6	19	11	1	0	0	0	0	0	0	0	76	31-40	30
Total	1175	56	168	1125	2833	1197	157	14	8	8	1	4	1	12	6759		
Percent	17.4%	0.8%	2.5%	16.6%	41.9%	17.7%	2.3%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%	0.2%			
AM Peak	11:00	11:00	10:00	10:00	11:00	07:00	07:00	07:00	11:00	10:00	07:00	07:00		07:00	11:00		
Vol.	91	10	23	78	189	98	23	4	2	2	1	1		1	445		
PM Peak	14:00	15:00	15:00	15:00	17:00	16:00	17:00	14:00	15:00	12:00		12:00	18:00	17:00	15:00		
Vol.	123	9	18	118	270	113	13	2	3	1		1	1	4	607		

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Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/22/14	26	0	0	4	12	5	1	0	0	0	0	0	0	0	48	6-15	17
01:00	17	0	0	6	8	4	1	0	**1**	0	0	0	0	0	37	26-35	14
02:00	6	0	1	2	6	2	0	0	0	0	0	0	0	0	17	31-40	8
03:00	6	0	0	3	4	0	0	0	0	0	0	0	0	0	13	26-35	7
04:00	21	1	0	1	6	3	1	0	0	0	0	0	0	0	33	1-10	14
05:00	38	2	4	8	12	4	3	0	0	0	0	0	0	0	71	6-15	25
06:00	99	2	3	14	43	13	2	1	0	0	0	0	0	0	177	1-10	66
07:00	**280**	1	10	55	**183**	**96**	**22**	1	1	0	0	0	0	0	**649**	31-40	279
08:00	242	**3**	11	49	141	65	10	**4**	0	0	0	0	0	0	525	31-40	206
09:00	257	1	7	74	123	72	5	1	0	0	0	0	0	0	540	26-35	197
10:00	252	3	13	62	170	71	6	0	0	**1**	0	0	0	0	578	31-40	241
11:00	260	2	**20**	**91**	178	77	12	2	0	0	0	0	0	0	642	26-35	269
12 PM	**315**	3	14	**106**	179	91	12	0	0	0	0	0	0	1	721	26-35	285
13:00	284	3	15	80	197	75	6	1	0	0	0	0	0	0	661	26-35	277
14:00	301	4	17	85	193	79	8	2	0	0	0	0	0	0	689	26-35	278
15:00	305	7	**21**	92	196	95	8	0	**2**	0	0	0	0	0	726	31-40	291
16:00	286	2	7	87	**253**	105	15	0	1	0	0	0	0	0	756	31-40	358
17:00	294	2	8	85	252	**115**	**16**	**4**	0	0	0	0	0	**3**	**779**	31-40	367
18:00	232	5	6	61	139	90	6	1	0	0	0	**2**	**1**	0	543	31-40	229
19:00	154	**8**	5	39	105	65	13	3	0	**2**	**1**	0	0	3	398	31-40	170
20:00	145	6	9	37	101	43	6	1	0	1	0	0	0	0	349	31-40	144
21:00	93	3	4	20	59	31	1	0	2	0	1	0	0	0	214	31-40	90
22:00	49	3	4	11	29	17	4	0	1	2	0	0	1	0	121	31-40	46
23:00	34	3	5	2	6	1	0	2	0	0	0	0	0	0	53	1-10	23
Total	3996	64	184	1074	2595	1219	158	23	8	6	2	2	2	7	9340		
Percent	42.8%	0.7%	2.0%	11.5%	27.8%	13.1%	1.7%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	07:00	08:00	11:00	11:00	07:00	07:00	07:00	08:00	01:00	10:00					07:00		
Vol.	280	3	20	91	183	96	22	4	1	1					649		
PM Peak	12:00	19:00	15:00	12:00	16:00	17:00	17:00	17:00	15:00	19:00	19:00	18:00	18:00	17:00	17:00		
Vol.	315	8	21	106	253	115	16	4	2	2	1	2	1	3	779		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/23/14	29	3	0	6	7	4	2	0	1	0	0	0	0	0	52	6-15	19
01:00	6	2	0	3	3	3	0	1	0	0	0	0	0	0	18	26-35	6
02:00	15	0	1	1	1	1	0	0	0	**1**	0	0	0	0	20	1-10	10
03:00	21	0	1	0	0	1	0	0	0	0	0	0	0	1	24	1-10	14
04:00	20	0	2	0	0	0	0	0	0	0	0	0	0	0	22	6-15	13
05:00	39	0	2	6	8	4	3	0	0	0	0	0	0	0	62	6-15	26
06:00	118	0	3	9	38	21	2	1	0	0	0	**1**	0	1	194	1-10	79
07:00	**276**	7	11	54	153	**85**	**20**	1	**2**	1	0	0	0	**2**	612	31-40	238
08:00	261	4	16	44	115	75	16	0	0	0	0	0	0	0	531	31-40	190
09:00	240	**8**	10	71	146	57	7	1	1	0	**1**	0	0	2	544	26-35	217
10:00	230	4	12	82	165	60	8	1	0	0	1	0	0	0	563	26-35	247
11:00	250	7	**19**	**115**	**170**	64	7	**2**	0	0	0	0	0	0	**634**	26-35	285
12 PM	301	7	6	86	201	74	12	1	0	**2**	**1**	0	0	**2**	693	26-35	287
13:00	304	3	15	86	197	61	6	0	0	1	0	**1**	0	2	676	26-35	283
14:00	321	5	10	**116**	198	73	**18**	0	0	0	0	1	0	0	742	26-35	314
15:00	**325**	**8**	**25**	114	231	85	12	1	0	1	0	0	0	1	**803**	26-35	345
16:00	308	7	17	105	**257**	90	12	1	0	1	0	0	0	0	798	26-35	362
17:00	320	2	12	95	225	**101**	13	**2**	**1**	2	0	0	0	2	775	31-40	326
18:00	220	3	8	74	139	67	8	0	0	0	0	0	**1**	2	522	26-35	213
19:00	155	0	7	34	102	39	7	1	0	0	0	0	1	1	347	31-40	141
20:00	123	1	7	28	105	51	8	0	0	0	0	0	0	1	324	31-40	156
21:00	79	3	3	16	59	32	8	2	0	1	0	1	0	1	205	31-40	91
22:00	60	0	2	14	36	24	3	0	0	0	0	1	0	0	140	31-40	60
23:00	41	3	5	8	11	10	1	1	1	0	0	0	1	0	82	6-15	27
Total	4062	77	194	1167	2567	1082	173	16	6	10	3	5	3	18	9383		
Percent	43.3%	0.8%	2.1%	12.4%	27.4%	11.5%	1.8%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%	0.2%			
AM Peak	07:00	09:00	11:00	11:00	11:00	07:00	07:00	11:00	07:00	02:00	09:00	06:00		07:00	11:00		
Vol.	276	8	19	115	170	85	20	2	2	1	1	1		2	634		
PM Peak	15:00	15:00	15:00	14:00	16:00	17:00	14:00	17:00	17:00	12:00	12:00	13:00	18:00	12:00	15:00		
Vol.	325	8	25	116	257	101	18	2	1	2	1	1	1	2	803		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/24/14	35	1	4	4	9	6	2	0	0	**1**	0	0	0	0	62	6-15	23
01:00	15	3	0	0	3	0	0	0	0	0	0	0	0	0	21	1-10	10
02:00	33	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1-10	22
03:00	25	0	1	0	2	0	0	0	0	0	0	0	0	0	28	1-10	17
04:00	27	0	1	1	4	2	0	2	0	0	0	0	0	0	37	1-10	18
05:00	43	4	5	5	4	2	1	0	**1**	0	0	0	0	1	66	1-10	29
06:00	103	3	2	16	46	18	5	2	1	1	0	**1**	0	0	198	1-10	69
07:00	254	4	10	54	161	**81**	**26**	2	0	1	0	0	0	0	593	31-40	242
08:00	248	3	8	56	110	55	5	1	0	0	0	1	0	0	487	26-35	166
09:00	259	7	11	67	124	60	8	**3**	0	0	0	0	0	**6**	545	26-35	191
10:00	299	7	**25**	**77**	138	43	2	2	0	0	0	1	**2**	3	599	26-35	215
11:00	**310**	**10**	19	73	**177**	64	10	1	0	0	**1**	0	0	5	**670**	26-35	250
12 PM	**384**	9	25	97	215	65	1	1	1	0	**4**	0	0	4	**806**	26-35	312
13:00	363	**15**	**27**	97	174	65	9	2	**3**	0	0	**3**	0	4	762	26-35	271
14:00	368	12	20	98	206	76	10	2	1	0	0	1	**1**	4	799	26-35	304
15:00	367	11	13	83	199	63	**20**	1	2	0	1	0	1	4	765	26-35	282
16:00	353	6	18	87	224	70	9	**4**	3	**3**	2	0	0	**5**	784	26-35	311
17:00	327	13	16	**107**	**240**	**78**	9	0	0	0	1	0	0	1	792	26-35	347
18:00	267	10	10	74	171	59	10	0	0	0	0	1	0	2	604	26-35	245
19:00	209	6	7	66	127	58	11	1	2	1	1	1	0	1	491	26-35	193
20:00	140	4	5	43	108	48	8	0	1	1	0	0	0	5	363	31-40	156
21:00	91	1	4	30	97	49	6	1	0	0	2	0	0	0	281	31-40	146
22:00	87	4	1	21	45	31	4	1	1	0	2	0	0	1	198	31-40	76
23:00	58	2	1	16	33	18	4	0	0	0	0	0	0	0	132	30-39	51
Total	4665	135	233	1172	2617	1011	160	26	16	8	14	9	4	46	10116		
Percent	46.1%	1.3%	2.3%	11.6%	25.9%	10.0%	1.6%	0.3%	0.2%	0.1%	0.1%	0.1%	0.0%	0.5%			
AM Peak	11:00	11:00	10:00	10:00	11:00	07:00	07:00	09:00	05:00	00:00	11:00	06:00	10:00	09:00	11:00		
Vol.	310	10	25	77	177	81	26	3	1	1	1	1	2	6	670		
PM Peak	12:00	13:00	13:00	17:00	17:00	17:00	15:00	16:00	13:00	16:00	12:00	13:00	14:00	16:00	12:00		
Vol.	384	15	27	107	240	78	20	4	3	3	4	3	1	5	806		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/25/14	34	2	1	13	22	15	2	0	0	1	0	0	**1**	0	91	31-40	37
01:00	30	0	1	2	14	4	1	0	0	0	1	0	0	0	53	1-10	20
02:00	15	0	0	6	16	7	1	1	0	0	0	0	0	1	47	29-38	23
03:00	7	1	0	4	3	5	0	0	0	0	0	0	0	0	20	29-38	8
04:00	10	0	0	5	5	3	1	0	0	0	0	0	0	0	24	26-35	10
05:00	27	0	1	3	9	4	0	0	0	0	0	0	0	0	44	1-10	18
06:00	52	0	0	7	21	7	3	1	0	0	0	0	0	0	91	1-10	35
07:00	79	1	0	14	35	17	**8**	0	0	0	0	0	0	1	155	1-10	53
08:00	137	2	6	22	52	42	4	1	0	0	0	0	0	0	266	31-40	94
09:00	222	8	17	29	83	40	7	**2**	1	2	0	**1**	0	0	412	1-10	148
10:00	282	13	13	44	**117**	**43**	7	2	**3**	2	1	0	0	2	529	1-10	188
11:00	**339**	**14**	**23**	**57**	99	32	6	1	1	**4**	**3**	1	0	**6**	**586**	1-10	226
12 PM	348	**17**	**18**	**27**	**65**	**25**	**7**	2	**1**	**2**	0	**2**	**2**	**6**	**522**	1-10	232
13:00	**478**	3	4	9	15	4	0	**5**	0	0	**2**	0	0	2	522	1-10	319
14:00	457	3	2	1	2	2	1	0	0	0	0	0	0	0	468	1-10	305
15:00	468	0	1	0	0	0	0	0	0	0	0	0	0	0	469	1-10	312
16:00	440	0	0	0	1	0	0	0	0	0	0	0	0	0	441	6-15	293
17:00	412	0	0	0	0	0	0	0	0	0	0	0	0	0	412	1-10	275
18:00	396	0	0	0	0	0	0	0	0	0	0	0	0	0	396	6-15	264
19:00	354	0	0	0	0	0	0	0	0	0	0	0	0	0	354	1-10	236
20:00	286	0	0	0	0	0	0	0	0	0	0	0	0	0	286	1-10	191
21:00	223	0	0	0	0	0	0	0	0	0	0	0	0	0	223	1-10	149
22:00	204	0	0	0	0	0	0	0	0	0	0	0	0	0	204	1-10	136
23:00	178	0	0	0	0	0	0	0	0	0	0	0	0	0	178	1-10	119
Total	5478	64	87	243	559	250	48	15	6	11	7	4	3	18	6793		
Percent	80.6%	0.9%	1.3%	3.6%	8.2%	3.7%	0.7%	0.2%	0.1%	0.2%	0.1%	0.1%	0.0%	0.3%			
AM Peak	11:00	11:00	11:00	11:00	10:00	10:00	07:00	09:00	10:00	11:00	11:00	09:00	00:00	11:00	11:00		
Vol.	339	14	23	57	117	43	8	2	3	4	3	1	1	6	586		
PM Peak	13:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00		
Vol.	478	17	18	27	65	25	7	5	1	2	2	2	2	6	522		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
Automatic Traffic Recorder (ATR)
Daily Traffic Counts

Speed Study
Eastern Shore Drive
Southern ATR Location
October 6, 2014 - October 28, 2014

Site Code:
Station ID: 022735
Drug Free School Zone Sign

Latitude: 0' 0.0000 Undefined

Davis, Bowen & Friedel, Inc.
23 N. Walnut St.
Milford, DE 19963
(302) 424-1441 (P) (302) 424-0430 (F)

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/26/14	79	**1**	0	0	0	0	0	0	0	0	0	0	0	0	80	1-10	53
01:00	66	0	0	0	0	0	0	0	0	0	0	0	0	0	66	1-10	44
02:00	41	0	0	0	0	0	0	0	0	0	0	0	0	0	41	6-15	27
03:00	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1-10	16
04:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1-10	11
05:00	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1-10	18
06:00	56	0	0	0	0	0	0	0	0	0	0	0	0	0	56	6-15	37
07:00	83	0	0	0	0	0	0	0	0	0	0	0	0	0	83	6-15	55
08:00	169	0	**2**	1	**1**	**1**	0	0	0	**1**	**1**	0	0	0	176	1-10	113
09:00	267	0	1	1	0	0	0	0	0	0	0	0	0	0	269	1-10	178
10:00	346	1	0	**2**	0	0	**1**	0	0	0	0	0	0	0	350	1-10	231
11:00	**400**	0	1	0	0	0	0	0	0	0	0	0	0	0	**401**	1-10	267
12 PM	**490**	0	**2**	**1**	**1**	0	0	0	**1**	0	0	0	0	0	**495**	1-10	327
13:00	400	0	0	0	0	0	0	0	0	0	0	0	0	0	400	1-10	267
14:00	416	0	0	0	0	0	0	0	0	0	0	0	0	0	416	6-15	277
15:00	404	0	0	0	0	0	0	0	0	0	0	0	0	0	404	6-15	269
16:00	407	0	0	0	0	0	0	0	0	0	0	0	0	0	407	6-15	271
17:00	371	0	0	0	0	0	0	0	0	0	0	0	0	0	371	6-15	247
18:00	347	0	0	0	0	0	0	0	0	0	0	0	0	0	347	6-15	231
19:00	284	0	0	0	0	0	0	0	0	0	0	0	0	0	284	6-15	189
20:00	204	0	0	0	0	0	0	0	0	0	0	0	0	0	204	1-10	136
21:00	155	0	0	0	0	0	0	0	0	0	0	0	0	0	155	6-15	103
22:00	111	0	0	0	0	0	0	0	0	0	0	0	0	0	111	1-10	74
23:00	58	0	0	0	0	0	0	0	0	0	0	0	0	0	58	1-10	39
Total	5221	2	6	5	2	1	1	0	1	1	1	0	0	0	5241		
Percent	99.6%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	00:00	08:00	10:00	08:00	08:00	10:00			08:00	08:00				11:00		
Vol.	400	1	2	2	1	1	1			1	1				401		
PM Peak	12:00		12:00	12:00	12:00				12:00						12:00		
Vol.	490		2	1	1				1						495		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/27/14	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1-10	27
01:00	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	6-15	15
02:00	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	6-15	11
03:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1-10	8
04:00	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1-10	17
05:00	75	0	0	0	0	0	0	0	0	0	0	0	0	0	75	1-10	50
06:00	191	0	0	0	0	0	0	0	0	0	0	0	0	0	191	6-15	127
07:00	542	0	0	0	0	0	0	0	0	0	0	0	0	0	542	6-15	361
08:00	503	0	0	0	0	0	0	0	0	0	0	0	0	0	503	6-15	335
09:00	532	0	0	0	0	0	0	0	0	0	0	0	0	0	532	1-10	355
10:00	555	0	0	0	0	0	0	0	0	0	0	0	0	0	555	1-10	370
11:00	**647**	0	0	0	0	0	0	0	0	0	0	0	0	0	**647**	6-15	431
12 PM	679	0	0	0	0	0	0	0	0	0	0	0	0	0	679	1-10	453
13:00	688	0	0	0	0	0	0	0	0	0	0	0	0	0	688	1-10	459
14:00	638	0	0	0	0	0	0	0	0	0	0	0	0	0	638	6-15	425
15:00	680	0	0	0	0	0	0	0	0	0	0	0	0	0	680	6-15	453
16:00	666	0	0	0	0	0	0	0	0	0	0	0	0	0	666	1-10	444
17:00	**700**	0	0	0	0	0	0	0	0	0	0	0	0	0	**700**	1-10	467
18:00	495	0	0	0	0	0	0	0	0	0	0	0	0	0	495	1-10	330
19:00	334	0	0	0	0	0	0	0	0	0	0	0	0	0	334	1-10	223
20:00	247	0	0	0	0	0	0	0	0	0	0	0	0	0	247	1-10	165
21:00	178	0	0	0	0	0	0	0	0	0	0	0	0	0	178	1-10	119
22:00	120	0	0	0	0	0	0	0	0	0	0	0	0	0	120	1-10	80
23:00	64	0	0	0	0	0	0	0	0	0	0	0	0	0	64	1-10	43
Total	8651	0	0	0	0	0	0	0	0	0	0	0	0	0	8651		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00														11:00		
Vol.	647														647		
PM Peak	17:00														17:00		
Vol.	700														700		

Eastern Shore Drive Corridor Study
Salisbury, Maryland
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/28/14	39	0	0	0	0	0	0	0	0	0	0	0	0	0	39	6-15	26
01:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	6-15	13
02:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	6-15	13
03:00	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1-10	19
04:00	32	0	0	0	0	0	0	0	0	0	0	0	0	0	32	6-15	21
05:00	66	0	0	0	0	0	0	0	0	0	0	0	0	0	66	1-10	44
06:00	221	0	0	0	0	0	0	0	0	0	0	0	0	0	221	6-15	147
07:00	556	0	0	0	0	0	0	0	0	0	0	0	0	0	556	1-10	371
08:00	452	0	0	0	0	0	0	0	0	0	0	0	0	0	452	6-15	301
09:00	467	0	0	0	0	0	0	0	0	0	0	0	0	0	467	6-15	311
10:00	513	0	0	0	0	0	0	0	0	0	0	0	0	0	513	1-10	342
11:00	**570**	0	0	0	0	0	0	0	0	0	0	0	0	0	**570**	1-10	380
12 PM	613	0	0	0	0	0	0	0	0	0	0	0	0	0	613	1-10	409
13:00	614	0	0	0	0	0	0	0	0	0	0	0	0	0	614	6-15	409
14:00	620	0	0	0	0	0	0	0	0	0	0	0	0	0	620	6-15	413
15:00	**625**	0	0	0	0	0	0	0	0	0	0	0	0	0	**625**	1-10	417
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5456	0	0	0	0	0	0	0	0	0	0	0	0	0	5456		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00														11:00		
Vol.	570														570		
PM Peak	15:00														15:00		
Vol.	625														625		
Total	47942	883	3239	20393	48622	21592	3282	422	102	66	53	40	24	161	146821		
Percent	32.7%	0.6%	2.2%	13.9%	33.1%	14.7%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			

15th Percentile : 6 MPH
50th Percentile : 30 MPH
85th Percentile : 35 MPH
95th Percentile : 39 MPH

Stats

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 70214
Percent in Pace : 47.9%

MARYLAND STATE HIGHWAY ADMINISTRATION (SHA)
HIGHWAY LOCATION REFERENCE
2013 TRAFFIC DATA

2013

Calendar Year

HIGHWAY LOCATION REFERENCE

ALL INTERSECTIONS

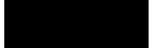
Data as of December 31, 2013

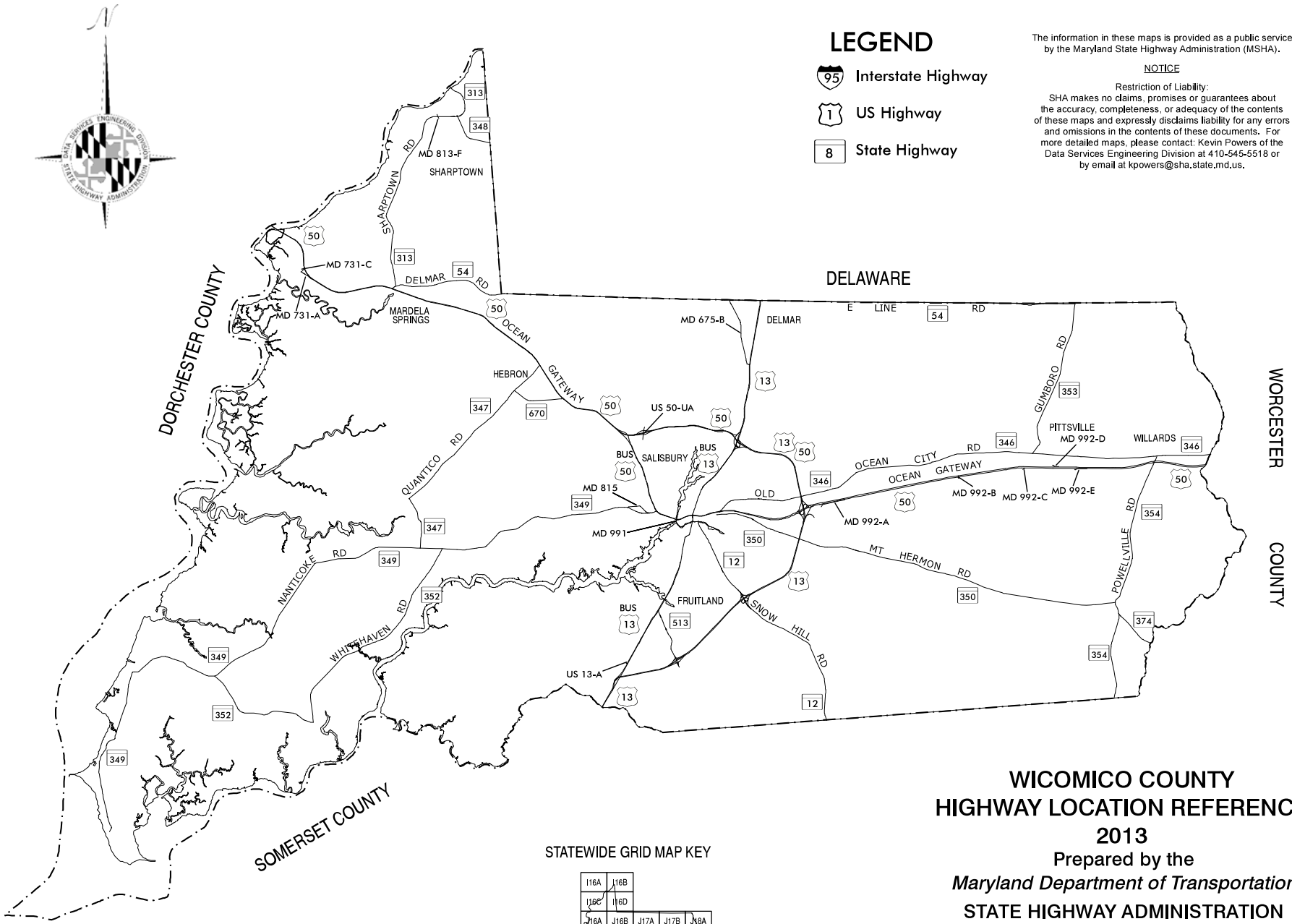
WICOMICO

COUNTY

SHA DISTRICT #1

WI




LEGEND
95 Interstate Highway
1 US Highway
8 State Highway
The information in these maps is provided as a public service by the Maryland State Highway Administration (MSHA).
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DELAWARE
DORCHESTER COUNTY
WORCESTER COUNTY
SOMERSET COUNTY
SHARPTOWN
MD 813-F
SHARPTOWN RD
MD 731-C
MD 731-A
DELMAR
DELMAR RD
MARDELA SPRINGS
OCEAN GATEWAY
HEBRON
QUANTICO RD
US 50-UA
SALISBURY
BUS
MD 675-B
E LINE RD
GUMBORO RD
PITTSVILLE
MD 992-D
WILLARDS
OCEAN CITY
MD 992-B
MD 992-C
MD 992-E
MD 992-A
OLD
MD 815
MD 991
NANTICOKE RD
WHITESHAVEN RD
FRUITLAND
SNOW HILL RD
MT HERMON RD
POWELLVILLE RD
US 13-A
STATEWIDE GRID MAP KEY
I16A I16B
I15C I16D
J16A J16B J17A J17B J18A
J15D J16C J16D J17C J17D J18C
K15B K16A K16B K17A K17B K18A
K15D K16C
WICOMICO COUNTY
HIGHWAY LOCATION REFERENCE
2013
Prepared by the
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
DATA SERVICES ENGINEERING DIVISION
0 1 2 3 4
Miles
Data as of December 31, 2013

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

Date: 8/27/2013 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	62	9	0	0	0	0	0	0	0	0	0	0	71
1:00	0	23	1	1	0	1	0	0	0	0	0	0	0	26
2:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
3:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
4:00	0	10	7	0	1	0	0	0	0	0	0	0	0	18
5:00	0	46	8	0	1	1	0	0	0	0	0	0	0	56
6:00	2	128	39	0	3	1	0	0	0	0	0	0	0	173
7:00	2	351	63	23	16	0	0	1	0	1	0	0	0	457
8:00	1	270	52	1	9	4	0	1	0	0	0	0	0	338
9:00	1	335	72	0	8	3	0	2	1	0	0	0	0	422
10:00	4	301	68	0	5	1	0	0	1	0	0	0	0	380
11:00	2	338	62	1	7	0	0	2	0	0	0	0	0	412
12:00	5	368	52	1	14	0	0	1	0	1	0	0	0	442
13:00	0	335	71	0	11	2	0	2	0	0	0	0	0	421
14:00	2	364	95	18	15	0	0	1	0	0	0	0	0	495
15:00	7	485	66	0	13	1	0	2	1	0	0	0	0	575
16:00	2	409	57	1	8	0	0	0	0	0	0	0	0	477
17:00	1	527	62	0	7	0	0	0	0	0	0	0	0	597
18:00	4	361	49	1	5	1	0	0	0	0	0	0	0	421
19:00	3	241	24	0	6	0	0	0	0	0	0	0	0	274
20:00	3	215	27	0	4	0	0	0	0	0	0	0	0	249
21:00	1	138	14	0	1	0	0	0	0	0	0	0	0	154
22:00	4	126	10	0	1	0	0	0	0	1	0	0	0	142
23:00	0	62	6	0	0	0	0	0	0	0	0	0	0	68
Total:	44	5,514	919	47	136	15	0	12	3	3	0	0	0	6,693
Percentage:	0.66%	82.38%	13.73%	0.70%	2.03%	0.22%	0.00%	0.18%	0.04%	0.04%	0.00%	0.00%	0.00%	

Total Class 1-3 :	6,477	**Percent Class 1-3:**	96.77%	**Total Class 4:**	47	**Percent Class 4:**	0.70%	**Total Class 5-13:**	169	**Percent Class 5-13:** 2.53%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

Date: 8/27/2013 **Direction: Southbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	51	11	0	0	0	0	0	0	0	0	0	0	64
1:00	1	22	3	0	0	1	0	0	0	0	0	0	0	27
2:00	1	14	1	0	0	0	0	0	0	0	0	0	0	16
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
5:00	0	31	6	0	0	2	0	0	0	0	0	0	0	39
6:00	3	82	25	0	5	1	0	0	0	0	0	0	0	116
7:00	0	293	38	16	15	0	0	4	1	0	0	0	0	367
8:00	3	309	77	3	13	4	0	4	0	0	0	0	0	413
9:00	3	296	66	0	12	1	0	2	0	0	0	0	0	380
10:00	2	305	68	0	9	1	0	1	0	0	0	0	0	386
11:00	2	289	76	1	11	1	0	1	0	0	0	0	0	381
12:00	3	410	62	0	19	0	0	0	0	0	0	0	0	494
13:00	3	421	76	3	10	1	0	0	0	0	0	0	0	514
14:00	4	399	66	12	10	0	0	2	0	1	0	0	0	494
15:00	5	452	85	8	17	0	0	2	1	0	0	0	0	570
16:00	7	423	67	0	4	0	0	3	0	1	0	0	0	505
17:00	4	447	67	0	7	0	0	3	0	0	0	0	0	528
18:00	4	312	44	0	4	0	0	0	0	0	0	0	0	364
19:00	2	254	45	0	2	0	0	1	0	0	0	0	0	304
20:00	0	235	22	0	1	0	0	0	0	0	0	0	0	258
21:00	1	170	18	0	0	0	0	1	0	0	0	0	0	190
22:00	0	109	15	0	1	0	0	0	0	0	0	0	0	125
23:00	1	83	3	0	0	0	0	0	0	0	0	0	0	87
Total:	51	5,426	943	43	140	12	0	24	2	2	0	0	0	6,643
Percentage:	0.77%	81.68%	14.20%	0.65%	2.11%	0.18%	0.00%	0.36%	0.03%	0.03%	0.00%	0.00%	0.00%	

Total Class 1-3 : 6,420 **Percent Class 1-3:** 96.64% **Total Class 4:** 43 **Percent Class 4:** 0.65% **Total Class 5-13:** 180 **Percent Class 5-13:** 2.71%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

***** Summary *****

					Single-Unit Trucks				Single-Trailer Trucks	Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	113	20	0	0	0	0	0	0	0	0	0	0	135
1:00	1	45	4	1	0	2	0	0	0	0	0	0	0	53
2:00	1	26	3	0	0	0	0	0	0	0	0	0	0	30
3:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
4:00	0	24	9	0	1	0	0	0	0	0	0	0	0	34
5:00	0	77	14	0	1	3	0	0	0	0	0	0	0	95
6:00	5	210	64	0	8	2	0	0	0	0	0	0	0	289
7:00	2	644	101	39	31	0	0	5	1	1	0	0	0	824
8:00	4	579	129	4	22	8	0	5	0	0	0	0	0	751
9:00	4	631	138	0	20	4	0	4	1	0	0	0	0	802
10:00	6	606	136	0	14	2	0	1	1	0	0	0	0	766
11:00	4	627	138	2	18	1	0	3	0	0	0	0	0	793
12:00	8	778	114	1	33	0	0	1	0	1	0	0	0	936
13:00	3	756	147	3	21	3	0	2	0	0	0	0	0	935
14:00	6	763	161	30	25	0	0	3	0	1	0	0	0	989
15:00	12	937	151	8	30	1	0	4	2	0	0	0	0	1,145
16:00	9	832	124	1	12	0	0	3	0	1	0	0	0	982
17:00	5	974	129	0	14	0	0	3	0	0	0	0	0	1,125
18:00	8	673	93	1	9	1	0	0	0	0	0	0	0	785
19:00	5	495	69	0	8	0	0	1	0	0	0	0	0	578
20:00	3	450	49	0	5	0	0	0	0	0	0	0	0	507
21:00	2	308	32	0	1	0	0	1	0	0	0	0	0	344
22:00	4	235	25	0	2	0	0	0	0	1	0	0	0	267
23:00	1	145	9	0	0	0	0	0	0	0	0	0	0	155
Total:	95	10,940	1,862	90	276	27	0	36	5	5	0	0	0	13,336
Percentage:	0.71%	82.03%	13.96%	0.67%	2.07%	0.20%	0.00%	0.27%	0.04%	0.04%	0.00%	0.00%	0.00%	

Total Class 1-3 : 12,897 **Percent Class 1-3:** 96.71% **Total Class 4:** 90 **Percent Class 4:** 0.67% **Total Class 5-13:** 349 **Percent Class 5-13:** 2.62%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

Date: 8/28/2013 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	52	6	0	0	0	0	0	0	0	0	0	0	58
1:00	0	25	2	0	0	0	0	0	1	0	0	0	0	28
2:00	0	14	4	0	1	0	0	0	0	0	0	0	0	19
3:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
5:00	1	46	13	0	2	1	0	0	0	0	0	0	0	63
6:00	0	128	41	0	2	1	0	0	0	0	0	0	0	172
7:00	2	345	59	19	11	0	0	1	0	0	0	0	0	437
8:00	2	307	37	1	8	1	0	3	0	0	0	0	0	359
9:00	3	286	57	1	6	1	0	1	0	0	0	0	0	355
10:00	4	322	60	1	8	0	0	1	1	0	0	0	0	397
11:00	0	359	70	2	6	2	1	3	0	0	0	0	0	443
12:00	1	346	62	0	9	0	0	3	0	0	0	0	0	421
13:00	5	301	64	1	18	1	0	0	0	0	0	0	0	390
14:00	3	396	78	16	13	0	0	3	0	0	0	0	0	509
15:00	0	408	69	0	12	0	0	3	0	0	0	0	0	492
16:00	1	441	51	1	6	0	0	0	1	0	0	0	0	501
17:00	1	486	65	0	7	0	0	4	0	0	0	0	0	563
18:00	3	306	38	0	3	0	0	0	0	0	0	0	0	350
19:00	4	245	21	1	5	0	0	0	0	0	0	0	0	276
20:00	0	196	19	0	3	0	0	1	0	0	0	0	0	219
21:00	0	124	11	0	0	0	0	0	0	0	0	0	0	135
22:00	0	106	7	0	0	0	0	0	0	0	0	0	0	113
23:00	2	59	5	0	0	0	0	0	0	0	0	0	0	66
Total:	32	5,312	843	43	122	7	1	23	3	0	0	0	0	6,386
Percentage:	0.50%	83.18%	13.20%	0.67%	1.91%	0.11%	0.02%	0.36%	0.05%	0.00%	0.00%	0.00%	0.00%	

Total Class 1-3 : 6,187 **Percent Class 1-3:** 96.88% **Total Class 4:** 43 **Percent Class 4:** 0.67% **Total Class 5-13:** 156 **Percent Class 5-13:** 2.44%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

Date: 8/28/2013 **Direction: Southbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	46	9	0	0	0	0	0	0	0	0	0	0	55
1:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
2:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12
3:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00	0	18	1	0	2	0	0	0	0	0	0	0	0	21
5:00	0	33	8	0	1	1	0	2	1	0	0	0	0	46
6:00	2	89	23	0	3	0	0	1	0	0	0	0	0	118
7:00	0	261	47	14	11	1	0	1	0	0	0	0	0	335
8:00	1	303	69	4	8	1	0	2	0	0	0	0	0	388
9:00	1	326	74	0	10	0	0	0	0	0	0	0	0	411
10:00	0	296	64	0	6	0	0	0	0	0	0	0	0	366
11:00	3	288	70	0	5	0	0	2	1	0	0	0	0	369
12:00	1	413	70	1	14	0	0	0	0	0	0	0	0	499
13:00	2	415	65	0	8	1	0	1	0	0	0	0	0	492
14:00	2	384	58	9	11	0	0	3	0	0	0	0	0	467
15:00	3	416	81	6	11	0	0	4	0	0	0	0	0	521
16:00	5	444	57	6	7	0	0	1	0	0	0	0	0	520
17:00	1	439	77	0	8	0	0	2	0	0	0	0	0	527
18:00	0	317	35	0	2	0	0	1	0	0	0	0	0	355
19:00	2	244	28	0	4	0	0	1	0	0	0	0	0	279
20:00	1	218	19	0	0	0	0	2	0	0	0	0	0	240
21:00	0	175	13	0	0	0	0	1	0	0	0	0	0	189
22:00	0	101	8	0	0	0	0	0	0	0	0	0	0	109
23:00	0	79	1	0	0	0	0	0	0	0	0	0	0	80
Total:	24	5,341	882	40	111	5	0	24	2	0	0	0	0	6,429
Percentage:	0.37%	83.08%	13.72%	0.62%	1.73%	0.08%	0.00%	0.37%	0.03%	0.00%	0.00%	0.00%	0.00%	

Total Class 1-3 : 6,247 **Percent Class 1-3:** 97.17% **Total Class 4:** 40 **Percent Class 4:** 0.62% **Total Class 5-13:** 142 **Percent Class 5-13:** 2.21%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	98	15	0	0	0	0	0	0	0	0	0	0	113
1:00	0	43	4	0	0	0	0	0	1	0	0	0	0	48
2:00	0	23	6	0	1	1	0	0	0	0	0	0	0	31
3:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
4:00	0	27	4	0	3	0	0	0	0	0	0	0	0	34
5:00	1	79	21	0	3	2	0	2	1	0	0	0	0	109
6:00	2	217	64	0	5	1	0	1	0	0	0	0	0	290
7:00	2	606	106	33	22	1	0	2	0	0	0	0	0	772
8:00	3	610	106	5	16	2	0	5	0	0	0	0	0	747
9:00	4	612	131	1	16	1	0	1	0	0	0	0	0	766
10:00	4	618	124	1	14	0	0	1	1	0	0	0	0	763
11:00	3	647	140	2	11	2	1	5	1	0	0	0	0	812
12:00	2	759	132	1	23	0	0	3	0	0	0	0	0	920
13:00	7	716	129	1	26	2	0	1	0	0	0	0	0	882
14:00	5	780	136	25	24	0	0	6	0	0	0	0	0	976
15:00	3	824	150	6	23	0	0	7	0	0	0	0	0	1,013
16:00	6	885	108	7	13	0	0	1	1	0	0	0	0	1,021
17:00	2	925	142	0	15	0	0	6	0	0	0	0	0	1,090
18:00	3	623	73	0	5	0	0	1	0	0	0	0	0	705
19:00	6	489	49	1	9	0	0	1	0	0	0	0	0	555
20:00	1	414	38	0	3	0	0	3	0	0	0	0	0	459
21:00	0	299	24	0	0	0	0	1	0	0	0	0	0	324
22:00	0	207	15	0	0	0	0	0	0	0	0	0	0	222
23:00	2	138	6	0	0	0	0	0	0	0	0	0	0	146
Total:	56	10,653	1,725	83	233	12	1	47	5	0	0	0	0	12,815
Percentage:	0.44%	83.13%	13.46%	0.65%	1.82%	0.09%	0.01%	0.37%	0.04%	0.00%	0.00%	0.00%	0.00%	

Total Class 1-3 : 12,434 **Percent Class 1-3:** 97.03% **Total Class 4:** 83 **Percent Class 4:** 0.65% **Total Class 5-13:** 298 **Percent Class 5-13:** 2.33%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220018 **County :** Wicomico

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range : 08/27/2013 to 08/28/2013

***** Summary of Total Report *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	211	35	0	0	0	0	0	0	0	0	0	0	248
1:00	1	88	8	1	0	2	0	0	1	0	0	0	0	101
2:00	1	49	9	0	1	1	0	0	0	0	0	0	0	61
3:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33
4:00	0	51	13	0	4	0	0	0	0	0	0	0	0	68
5:00	1	156	35	0	4	5	0	2	1	0	0	0	0	204
6:00	7	427	128	0	13	3	0	1	0	0	0	0	0	579
7:00	4	1,250	207	72	53	1	0	7	1	1	0	0	0	1,596
8:00	7	1,189	235	9	38	10	0	10	0	0	0	0	0	1,498
9:00	8	1,243	269	1	36	5	0	5	1	0	0	0	0	1,568
10:00	10	1,224	260	1	28	2	0	2	2	0	0	0	0	1,529
11:00	7	1,274	278	4	29	3	1	8	1	0	0	0	0	1,605
12:00	10	1,537	246	2	56	0	0	4	0	1	0	0	0	1,856
13:00	10	1,472	276	4	47	5	0	3	0	0	0	0	0	1,817
14:00	11	1,543	297	55	49	0	0	9	0	1	0	0	0	1,965
15:00	15	1,761	301	14	53	1	0	11	2	0	0	0	0	2,158
16:00	15	1,717	232	8	25	0	0	4	1	1	0	0	0	2,003
17:00	7	1,899	271	0	29	0	0	9	0	0	0	0	0	2,215
18:00	11	1,296	166	1	14	1	0	1	0	0	0	0	0	1,490
19:00	11	984	118	1	17	0	0	2	0	0	0	0	0	1,133
20:00	4	864	87	0	8	0	0	3	0	0	0	0	0	966
21:00	2	607	56	0	1	0	0	2	0	0	0	0	0	668
22:00	4	442	40	0	2	0	0	0	0	1	0	0	0	489
23:00	3	283	15	0	0	0	0	0	0	0	0	0	0	301
Total:	151	21,593	3,587	173	509	39	1	83	10	5	0	0	0	26,151
Percentage:	0.58%	82.57%	13.72%	0.66%	1.95%	0.15%	0.00%	0.32%	0.04%	0.02%	0.00%	0.00%	0.00%	

Total Class 1-3 : 25,331 **Percent Class 1-3:** 96.86% **Total Class 4:** 173 **Percent Class 4:** 0.66% **Total Class 5-13:** 647 **Percent Class 5-13:** 2.47%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : B220018

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range: 08/27/2013 **to** 08/28/2013

Date: 8/25/2013 **Direction: Northbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	71	58	0	0	0	65	65	0
1: 00	0	0	26	28	0	0	0	27	27	0
2: 00	0	0	14	19	0	0	0	17	17	0
3: 00	0	0	11	7	0	0	0	9	9	0
4: 00	0	0	18	13	0	0	0	16	16	0
5: 00	0	0	56	63	0	0	0	60	60	0
6: 00	0	0	173	172	0	0	0	173	173	0
7: 00	0	0	457	437	0	0	0	447	447	0
8: 00	0	0	338	359	0	0	0	349	349	0
9: 00	0	0	422	355	0	0	0	389	389	0
10: 00	0	0	380	397	0	0	0	389	389	0
11: 00	0	0	412	443	0	0	0	428	428	0
12: 00	0	0	442	421	0	0	0	432	432	0
13: 00	0	0	421	390	0	0	0	406	406	0
14: 00	0	0	495	509	0	0	0	502	502	0
15: 00	0	0	575	492	0	0	0	534	534	0
16: 00	0	0	477	501	0	0	0	489	489	0
17: 00	0	0	597	563	0	0	0	580	580	0
18: 00	0	0	421	350	0	0	0	386	386	0
19: 00	0	0	274	276	0	0	0	275	275	0
20: 00	0	0	249	219	0	0	0	234	234	0
21: 00	0	0	154	135	0	0	0	145	145	0
22: 00	0	0	142	113	0	0	0	128	128	0
23: 00	0	0	68	66	0	0	0	67	67	0
Total :	0	0	6,693	6,386	0	0	0	6,540	6,540	0

AMPeak Period HR.	**7:00**	**7:00**
6AM to 12PM CT.	**457**	**437**
PMPeak Period HR.	**17:00**	**17:00**
12PM to 6PM CT.	**597**	**563**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : B220018

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range: 08/27/2013 **to** 08/28/2013

Date: 8/25/2013 **Direction: Southbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	64	55	0	0	0	60	60	0
1: 00	0	0	27	20	0	0	0	24	24	0
2: 00	0	0	16	12	0	0	0	14	14	0
3: 00	0	0	5	10	0	0	0	8	8	0
4: 00	0	0	16	21	0	0	0	19	19	0
5: 00	0	0	39	46	0	0	0	43	43	0
6: 00	0	0	116	118	0	0	0	117	117	0
7: 00	0	0	367	335	0	0	0	351	351	0
8: 00	0	0	413	388	0	0	0	401	401	0
9: 00	0	0	380	411	0	0	0	396	396	0
10: 00	0	0	386	366	0	0	0	376	376	0
11: 00	0	0	381	369	0	0	0	375	375	0
12: 00	0	0	494	499	0	0	0	497	497	0
13: 00	0	0	514	492	0	0	0	503	503	0
14: 00	0	0	494	467	0	0	0	481	481	0
15: 00	0	0	570	521	0	0	0	546	546	0
16: 00	0	0	505	520	0	0	0	513	513	0
17: 00	0	0	528	527	0	0	0	528	528	0
18: 00	0	0	364	355	0	0	0	360	360	0
19: 00	0	0	304	279	0	0	0	292	292	0
20: 00	0	0	258	240	0	0	0	249	249	0
21: 00	0	0	190	189	0	0	0	190	190	0
22: 00	0	0	125	109	0	0	0	117	117	0
23: 00	0	0	87	80	0	0	0	84	84	0
Total :	0	0	6,643	6,429	0	0	0	6,536	6,536	0

AMPeak Period HR.	**8:00**	**9:00**
6AM to 12PM CT.	**413**	**411**
PMPeak Period HR.	**15:00**	**17:00**
12PM to 6PM CT.	**570**	**527**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : B220018

Location : DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W

Date Range: 08/27/2013 **to** 08/28/2013

Date: 8/25/2013 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	135	113	0	0	0	124	124	0
1: 00	0	0	53	48	0	0	0	51	51	0
2: 00	0	0	30	31	0	0	0	31	31	0
3: 00	0	0	16	17	0	0	0	17	17	0
4: 00	0	0	34	34	0	0	0	34	34	0
5: 00	0	0	95	109	0	0	0	102	102	0
6: 00	0	0	289	290	0	0	0	290	290	0
7: 00	0	0	824	772	0	0	0	798	798	0
8: 00	0	0	751	747	0	0	0	749	749	0
9: 00	0	0	802	766	0	0	0	784	784	0
10: 00	0	0	766	763	0	0	0	765	765	0
11: 00	0	0	793	812	0	0	0	803	803	0
12: 00	0	0	936	920	0	0	0	928	928	0
13: 00	0	0	935	882	0	0	0	909	909	0
14: 00	0	0	989	976	0	0	0	983	983	0
15: 00	0	0	1,145	1,013	0	0	0	1,079	1,079	0
16: 00	0	0	982	1,021	0	0	0	1,002	1,002	0
17: 00	0	0	1,125	1,090	0	0	0	1,108	1,108	0
18: 00	0	0	785	705	0	0	0	745	745	0
19: 00	0	0	578	555	0	0	0	567	567	0
20: 00	0	0	507	459	0	0	0	483	483	0
21: 00	0	0	344	324	0	0	0	334	334	0
22: 00	0	0	267	222	0	0	0	245	245	0
23: 00	0	0	155	146	0	0	0	151	151	0
Total:	0	0	13,336	12,815	0	0	0	13,076	13,076	0

AMPeak Period HR.:	**7:00**	**7:00**
6AM to 12PM CT.:	**824**	**772**
PMPeak Period HR.	**15:00**	**17:00**
12PM to 6PM CT.	**1145**	**1090**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

Date: 8/27/2013 **Direction: Eastbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	72	11	0	0	0	0	0	1	0	0	0	0	84
1:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
2:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
3:00	0	16	0	0	0	1	0	0	0	0	0	0	0	17
4:00	0	21	2	0	1	0	0	1	0	0	0	0	0	25
5:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
6:00	1	101	34	1	1	3	0	1	0	0	0	0	0	142
7:00	4	428	66	7	12	2	0	0	1	0	0	0	0	520
8:00	0	301	74	2	12	3	0	7	0	0	0	0	0	399
9:00	3	325	60	1	8	0	0	3	1	0	0	0	0	401
10:00	4	353	64	3	18	1	0	1	0	0	0	0	0	444
11:00	2	364	90	1	15	5	0	4	1	0	0	0	0	482
12:00	2	493	82	0	15	2	0	3	0	1	0	0	0	598
13:00	6	488	66	2	12	0	0	2	0	0	0	0	1	577
14:00	1	537	92	5	21	6	0	2	0	0	0	0	0	664
15:00	6	574	89	2	5	3	2	1	0	1	0	0	0	683
16:00	4	489	73	3	8	1	1	2	0	0	0	0	0	581
17:00	4	542	67	0	6	6	2	0	0	0	0	0	0	627
18:00	6	480	53	0	4	2	1	0	0	0	0	0	0	546
19:00	1	373	39	0	3	0	0	0	1	0	0	0	0	417
20:00	3	402	48	1	1	1	0	0	0	0	0	0	0	456
21:00	2	275	21	0	4	1	0	1	0	0	0	0	0	304
22:00	2	143	15	1	2	1	0	0	0	0	0	0	0	164
23:00	2	93	12	0	1	0	0	0	0	0	0	0	0	108
Total:	53	6,937	1,073	29	149	38	6	28	5	2	0	0	1	8,321
Percentage:	0.64%	83.37%	12.90%	0.35%	1.79%	0.46%	0.07%	0.34%	0.06%	0.02%	0.00%	0.00%	0.01%	

Total Class 1-3 : 8,063 **Percent Class 1-3:** 96.90% **Total Class 4:** 29 **Percent Class 4:** 0.35% **Total Class 5-13:** 229 **Percent Class 5-13:** 2.75%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

Date: 8/27/2013 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	46	9	0	0	0	0	0	1	0	0	0	0	56
1:00	1	27	2	0	0	1	0	0	0	0	0	0	0	31
2:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
3:00	1	15	3	0	0	0	0	0	1	0	0	0	0	20
4:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
5:00	0	41	6	0	3	0	0	0	0	0	0	0	0	50
6:00	2	87	28	0	1	1	0	1	0	0	0	0	0	120
7:00	5	267	42	2	6	2	0	0	0	0	0	0	0	324
8:00	7	324	56	1	9	4	1	2	0	1	0	0	0	405
9:00	4	417	68	3	5	1	0	4	1	0	0	0	0	503
10:00	4	380	68	0	16	1	1	0	0	0	0	0	0	470
11:00	5	404	78	0	10	3	0	7	0	0	0	0	1	508
12:00	3	461	72	0	11	4	1	2	1	0	0	0	0	555
13:00	6	477	77	0	10	2	1	2	1	0	0	0	0	576
14:00	2	445	69	8	6	5	0	4	0	0	0	0	0	539
15:00	3	557	72	7	14	9	2	4	1	0	0	0	0	669
16:00	4	527	68	0	6	5	1	3	0	0	0	0	0	614
17:00	7	586	78	2	9	6	0	1	2	1	0	0	0	692
18:00	1	400	55	0	8	2	0	1	0	0	0	0	0	467
19:00	6	336	40	1	1	2	0	1	0	1	0	0	0	388
20:00	5	313	49	0	7	5	1	0	0	0	0	0	0	380
21:00	1	189	24	1	2	0	0	1	0	0	0	0	0	218
22:00	2	120	21	0	2	0	0	4	0	1	0	0	0	150
23:00	0	75	10	0	0	0	0	4	0	0	0	0	0	89
Total:	69	6,520	1,001	25	126	53	8	41	8	4	0	0	1	7,856
Percentage:	0.88%	82.99%	12.74%	0.32%	1.60%	0.67%	0.10%	0.52%	0.10%	0.05%	0.00%	0.00%	0.01%	

Total Class 1-3 :	7,590	**Percent Class 1-3:**	96.61%	**Total Class 4:**	25	**Percent Class 4:**	0.32%	**Total Class 5-13:**	241	**Percent Class 5-13:**	3.07%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	118	20	0	0	0	0	0	2	0	0	0	0	140
1:00	1	49	4	0	0	1	0	0	0	0	0	0	0	55
2:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34
3:00	1	31	3	0	0	1	0	0	1	0	0	0	0	37
4:00	0	33	5	0	1	0	0	1	0	0	0	0	0	40
5:00	0	72	16	0	3	0	0	0	0	0	0	0	0	91
6:00	3	188	62	1	2	4	0	2	0	0	0	0	0	262
7:00	9	695	108	9	18	4	0	0	1	0	0	0	0	844
8:00	7	625	130	3	21	7	1	9	0	1	0	0	0	804
9:00	7	742	128	4	13	1	0	7	2	0	0	0	0	904
10:00	8	733	132	3	34	2	1	1	0	0	0	0	0	914
11:00	7	768	168	1	25	8	0	11	1	0	0	0	1	990
12:00	5	954	154	0	26	6	1	5	1	1	0	0	0	1,153
13:00	12	965	143	2	22	2	1	4	1	0	0	0	1	1,153
14:00	3	982	161	13	27	11	0	6	0	0	0	0	0	1,203
15:00	9	1,131	161	9	19	12	4	5	1	1	0	0	0	1,352
16:00	8	1,016	141	3	14	6	2	5	0	0	0	0	0	1,195
17:00	11	1,128	145	2	15	12	2	1	2	1	0	0	0	1,319
18:00	7	880	108	0	12	4	1	1	0	0	0	0	0	1,013
19:00	7	709	79	1	4	2	0	1	1	1	0	0	0	805
20:00	8	715	97	1	8	6	1	0	0	0	0	0	0	836
21:00	3	464	45	1	6	1	0	2	0	0	0	0	0	522
22:00	4	263	36	1	4	1	0	4	0	1	0	0	0	314
23:00	2	168	22	0	1	0	0	4	0	0	0	0	0	197
Total:	122	13,457	2,074	54	275	91	14	69	13	6	0	0	2	16,177
Percentage:	0.75%	83.19%	12.82%	0.33%	1.70%	0.56%	0.09%	0.43%	0.08%	0.04%	0.00%	0.00%	0.01%	

Total Class 1-3 : 15,653 **Percent Class 1-3:** 96.76% **Total Class 4:** 54 **Percent Class 4:** 0.33% **Total Class 5-13:** 470 **Percent Class 5-13:** 2.91%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

Date: 8/28/2013 **Direction: Eastbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	67	9	0	0	0	0	0	0	0	0	0	0	77
1:00	0	42	2	0	2	0	0	0	0	0	0	0	0	46
2:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
3:00	0	10	1	0	0	0	0	0	1	0	0	0	0	12
4:00	1	17	1	0	1	0	0	0	0	0	0	0	0	20
5:00	0	30	12	0	0	1	0	0	0	0	0	0	0	43
6:00	0	114	33	0	1	0	0	0	1	0	0	0	0	149
7:00	1	402	78	7	5	2	1	3	1	0	0	0	0	500
8:00	0	253	50	4	11	4	0	3	1	0	0	0	0	326
9:00	1	307	63	0	10	1	0	0	0	0	0	0	0	382
10:00	2	355	57	2	11	2	0	4	0	0	0	0	0	433
11:00	4	395	82	1	6	2	0	0	1	0	0	0	0	491
12:00	4	527	85	1	13	5	0	0	0	0	0	0	0	635
13:00	5	477	97	1	11	4	1	2	0	0	0	0	0	598
14:00	5	539	83	7	9	5	2	1	2	0	0	0	0	653
15:00	4	499	63	2	9	3	0	0	1	0	0	0	0	581
16:00	6	528	74	1	7	1	2	1	0	0	0	0	0	620
17:00	5	554	77	0	8	2	1	1	1	2	0	0	0	651
18:00	3	502	46	0	8	1	2	1	0	0	0	0	0	563
19:00	0	407	45	0	9	0	1	0	1	0	0	0	0	463
20:00	2	369	38	0	4	0	0	0	0	0	0	0	0	413
21:00	1	265	12	0	3	2	0	1	0	0	0	0	0	284
22:00	0	150	17	0	0	0	0	0	0	0	0	0	0	167
23:00	1	108	11	0	1	0	0	0	1	0	0	0	0	122
Total:	46	6,942	1,036	26	129	35	10	17	11	2	0	0	0	8,254
Percentage:	0.56%	84.10%	12.55%	0.31%	1.56%	0.42%	0.12%	0.21%	0.13%	0.02%	0.00%	0.00%	0.00%	

Total Class 1-3 : 8,024 **Percent Class 1-3:** 97.21% **Total Class 4:** 26 **Percent Class 4:** 0.31% **Total Class 5-13:** 204 **Percent Class 5-13:** 2.47%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

Date: 8/28/2013 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	46	8	0	0	0	0	0	0	0	0	0	0	54
1:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33
2:00	0	19	4	0	0	1	0	0	0	0	0	0	0	24
3:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
4:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
5:00	1	39	6	0	1	0	0	0	0	0	0	0	0	47
6:00	2	97	27	0	3	1	0	0	0	0	0	0	0	130
7:00	2	329	61	3	7	4	0	1	0	0	0	0	0	407
8:00	2	333	52	2	11	5	1	2	1	1	0	0	0	410
9:00	1	347	58	3	4	0	0	0	0	0	0	0	0	413
10:00	2	336	49	5	7	2	0	3	0	1	0	0	0	405
11:00	1	451	76	0	11	6	0	5	0	0	0	0	0	550
12:00	10	452	73	0	11	3	1	1	1	0	0	0	0	552
13:00	6	454	64	1	6	2	0	2	1	0	0	0	0	536
14:00	8	488	67	10	15	4	1	3	0	0	0	0	0	596
15:00	3	495	79	2	13	4	2	5	2	0	0	0	0	605
16:00	5	492	65	0	5	3	1	2	0	0	0	0	0	573
17:00	8	577	72	1	10	6	2	3	0	0	0	0	0	679
18:00	5	415	52	0	3	0	0	0	1	1	0	0	0	477
19:00	3	343	49	0	4	5	0	2	0	0	0	0	0	406
20:00	4	258	33	0	3	2	0	1	0	0	0	0	0	301
21:00	1	185	20	0	2	2	0	1	0	0	0	0	0	211
22:00	0	139	9	0	0	0	0	0	0	0	0	0	0	148
23:00	0	72	5	0	0	0	0	0	0	0	0	0	0	77
Total:	64	6,430	940	27	116	50	8	31	6	3	0	0	0	7,675
Percentage:	0.83%	83.78%	12.25%	0.35%	1.51%	0.65%	0.10%	0.40%	0.08%	0.04%	0.00%	0.00%	0.00%	

Total Class 1-3 : 7,434 **Percent Class 1-3:** 96.86% **Total Class 4:** 27 **Percent Class 4:** 0.35% **Total Class 5-13:** 214 **Percent Class 5-13:** 2.79%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

***** Summary *****

					Single-Unit Trucks				Single-Trailer Trucks	Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	113	17	0	0	0	0	0	0	0	0	0	0	131
1:00	0	71	6	0	2	0	0	0	0	0	0	0	0	79
2:00	0	44	4	0	0	1	0	0	0	0	0	0	0	49
3:00	0	25	4	0	0	0	0	0	1	0	0	0	0	30
4:00	1	36	5	0	1	0	0	0	0	0	0	0	0	43
5:00	1	69	18	0	1	1	0	0	0	0	0	0	0	90
6:00	2	211	60	0	4	1	0	0	1	0	0	0	0	279
7:00	3	731	139	10	12	6	1	4	1	0	0	0	0	907
8:00	2	586	102	6	22	9	1	5	2	1	0	0	0	736
9:00	2	654	121	3	14	1	0	0	0	0	0	0	0	795
10:00	4	691	106	7	18	4	0	7	0	1	0	0	0	838
11:00	5	846	158	1	17	8	0	5	1	0	0	0	0	1,041
12:00	14	979	158	1	24	8	1	1	1	0	0	0	0	1,187
13:00	11	931	161	2	17	6	1	4	1	0	0	0	0	1,134
14:00	13	1,027	150	17	24	9	3	4	2	0	0	0	0	1,249
15:00	7	994	142	4	22	7	2	5	3	0	0	0	0	1,186
16:00	11	1,020	139	1	12	4	3	3	0	0	0	0	0	1,193
17:00	13	1,131	149	1	18	8	3	4	1	2	0	0	0	1,330
18:00	8	917	98	0	11	1	2	1	1	1	0	0	0	1,040
19:00	3	750	94	0	13	5	1	2	1	0	0	0	0	869
20:00	6	627	71	0	7	2	0	1	0	0	0	0	0	714
21:00	2	450	32	0	5	4	0	2	0	0	0	0	0	495
22:00	0	289	26	0	0	0	0	0	0	0	0	0	0	315
23:00	1	180	16	0	1	0	0	0	1	0	0	0	0	199
Total:	110	13,372	1,976	53	245	85	18	48	17	5	0	0	0	15,929
Percentage:	0.69%	83.95%	12.41%	0.33%	1.54%	0.53%	0.11%	0.30%	0.11%	0.03%	0.00%	0.00%	0.00%	

Total Class 1-3 : 15,458 **Percent Class 1-3:** 97.04% **Total Class 4:** 53 **Percent Class 4:** 0.33% **Total Class 5-13:** 418 **Percent Class 5-13:** 2.62%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Location ID : B220031 **County :** Wicomico

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range : 08/27/2013 to 08/28/2013

***** Summary of Total Report *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	231	37	0	0	0	0	0	2	0	0	0	0	271
1:00	1	120	10	0	2	1	0	0	0	0	0	0	0	134
2:00	0	72	10	0	0	1	0	0	0	0	0	0	0	83
3:00	1	56	7	0	0	1	0	0	2	0	0	0	0	67
4:00	1	69	10	0	2	0	0	1	0	0	0	0	0	83
5:00	1	141	34	0	4	1	0	0	0	0	0	0	0	181
6:00	5	399	122	1	6	5	0	2	1	0	0	0	0	541
7:00	12	1,426	247	19	30	10	1	4	2	0	0	0	0	1,751
8:00	9	1,211	232	9	43	16	2	14	2	2	0	0	0	1,540
9:00	9	1,396	249	7	27	2	0	7	2	0	0	0	0	1,699
10:00	12	1,424	238	10	52	6	1	8	0	1	0	0	0	1,752
11:00	12	1,614	326	2	42	16	0	16	2	0	0	0	1	2,031
12:00	19	1,933	312	1	50	14	2	6	2	1	0	0	0	2,340
13:00	23	1,896	304	4	39	8	2	8	2	0	0	0	1	2,287
14:00	16	2,009	311	30	51	20	3	10	2	0	0	0	0	2,452
15:00	16	2,125	303	13	41	19	6	10	4	1	0	0	0	2,538
16:00	19	2,036	280	4	26	10	5	8	0	0	0	0	0	2,388
17:00	24	2,259	294	3	33	20	5	5	3	3	0	0	0	2,649
18:00	15	1,797	206	0	23	5	3	2	1	1	0	0	0	2,053
19:00	10	1,459	173	1	17	7	1	3	2	1	0	0	0	1,674
20:00	14	1,342	168	1	15	8	1	1	0	0	0	0	0	1,550
21:00	5	914	77	1	11	5	0	4	0	0	0	0	0	1,017
22:00	4	552	62	1	4	1	0	4	0	1	0	0	0	629
23:00	3	348	38	0	2	0	0	4	1	0	0	0	0	396
Total:	232	26,829	4,050	107	520	176	32	117	30	11	0	0	2	32,106
Percentage:	0.72%	83.56%	12.61%	0.33%	1.62%	0.55%	0.10%	0.36%	0.09%	0.03%	0.00%	0.00%	0.01%	

Total Class 1-3 : 31,111 **Percent Class 1-3:** 96.90% **Total Class 4:** 107 **Percent Class 4:** 0.33% **Total Class 5-13:** 888 **Percent Class 5-13:** 2.77%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : B220031

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range: 08/27/2013 **to** 08/28/2013

Date: 8/25/2013 **Direction: Eastbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	84	77	0	0	0	81	81	0
1: 00	0	0	24	46	0	0	0	35	35	0
2: 00	0	0	17	25	0	0	0	21	21	0
3: 00	0	0	17	12	0	0	0	15	15	0
4: 00	0	0	25	20	0	0	0	23	23	0
5: 00	0	0	41	43	0	0	0	42	42	0
6: 00	0	0	142	149	0	0	0	146	146	0
7: 00	0	0	520	500	0	0	0	510	510	0
8: 00	0	0	399	326	0	0	0	363	363	0
9: 00	0	0	401	382	0	0	0	392	392	0
10: 00	0	0	444	433	0	0	0	439	439	0
11: 00	0	0	482	491	0	0	0	487	487	0
12: 00	0	0	598	635	0	0	0	617	617	0
13: 00	0	0	577	598	0	0	0	588	588	0
14: 00	0	0	664	653	0	0	0	659	659	0
15: 00	0	0	683	581	0	0	0	632	632	0
16: 00	0	0	581	620	0	0	0	601	601	0
17: 00	0	0	627	651	0	0	0	639	639	0
18: 00	0	0	546	563	0	0	0	555	555	0
19: 00	0	0	417	463	0	0	0	440	440	0
20: 00	0	0	456	413	0	0	0	435	435	0
21: 00	0	0	304	284	0	0	0	294	294	0
22: 00	0	0	164	167	0	0	0	166	166	0
23: 00	0	0	108	122	0	0	0	115	115	0
Total :	0	0	8,321	8,254	0	0	0	8,288	8,288	0

AMPeak Period HR.	**7:00**	**7:00**
6AM to 12PM CT.	**520**	**500**
PMPeak Period HR.	**15:00**	**17:00**
12PM to 6PM CT.	**683**	**651**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : B220031

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range: 08/27/2013 **to** 08/28/2013

Date: 8/25/2013 **Direction: Westbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	56	54	0	0	0	55	55	0
1: 00	0	0	31	33	0	0	0	32	32	0
2: 00	0	0	17	24	0	0	0	21	21	0
3: 00	0	0	20	18	0	0	0	19	19	0
4: 00	0	0	15	23	0	0	0	19	19	0
5: 00	0	0	50	47	0	0	0	49	49	0
6: 00	0	0	120	130	0	0	0	125	125	0
7: 00	0	0	324	407	0	0	0	366	366	0
8: 00	0	0	405	410	0	0	0	408	408	0
9: 00	0	0	503	413	0	0	0	458	458	0
10: 00	0	0	470	405	0	0	0	438	438	0
11: 00	0	0	508	550	0	0	0	529	529	0
12: 00	0	0	555	552	0	0	0	554	554	0
13: 00	0	0	576	536	0	0	0	556	556	0
14: 00	0	0	539	596	0	0	0	568	568	0
15: 00	0	0	669	605	0	0	0	637	637	0
16: 00	0	0	614	573	0	0	0	594	594	0
17: 00	0	0	692	679	0	0	0	686	686	0
18: 00	0	0	467	477	0	0	0	472	472	0
19: 00	0	0	388	406	0	0	0	397	397	0
20: 00	0	0	380	301	0	0	0	341	341	0
21: 00	0	0	218	211	0	0	0	215	215	0
22: 00	0	0	150	148	0	0	0	149	149	0
23: 00	0	0	89	77	0	0	0	83	83	0
Total :	0	0	7,856	7,675	0	0	0	7,766	7,766	0

AMPeak Period HR.	**9:00**	**9:00**
6AM to 12PM CT.	**503**	**413**
PMPeak Period HR.	**17:00**	**17:00**
12PM to 6PM CT.	**692**	**679**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : B220031

Location : W COLLEGE AVE-.10 MI E OF US13BU

Date Range: 08/27/2013 **to** 08/28/2013

Date: 8/25/2013 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	140	131	0	0	0	136	136	0
1: 00	0	0	55	79	0	0	0	67	67	0
2: 00	0	0	34	49	0	0	0	42	42	0
3: 00	0	0	37	30	0	0	0	34	34	0
4: 00	0	0	40	43	0	0	0	42	42	0
5: 00	0	0	91	90	0	0	0	91	91	0
6: 00	0	0	262	279	0	0	0	271	271	0
7: 00	0	0	844	907	0	0	0	876	876	0
8: 00	0	0	804	736	0	0	0	770	770	0
9: 00	0	0	904	795	0	0	0	850	850	0
10: 00	0	0	914	838	0	0	0	876	876	0
11: 00	0	0	990	1,041	0	0	0	1,016	1,016	0
12: 00	0	0	1,153	1,187	0	0	0	1,170	1,170	0
13: 00	0	0	1,153	1,134	0	0	0	1,144	1,144	0
14: 00	0	0	1,203	1,249	0	0	0	1,226	1,226	0
15: 00	0	0	1,352	1,186	0	0	0	1,269	1,269	0
16: 00	0	0	1,195	1,193	0	0	0	1,194	1,194	0
17: 00	0	0	1,319	1,330	0	0	0	1,325	1,325	0
18: 00	0	0	1,013	1,040	0	0	0	1,027	1,027	0
19: 00	0	0	805	869	0	0	0	837	837	0
20: 00	0	0	836	714	0	0	0	775	775	0
21: 00	0	0	522	495	0	0	0	509	509	0
22: 00	0	0	314	315	0	0	0	315	315	0
23: 00	0	0	197	199	0	0	0	198	198	0
Total:	0	0	16,177	15,929	0	0	0	16,053	16,053	0

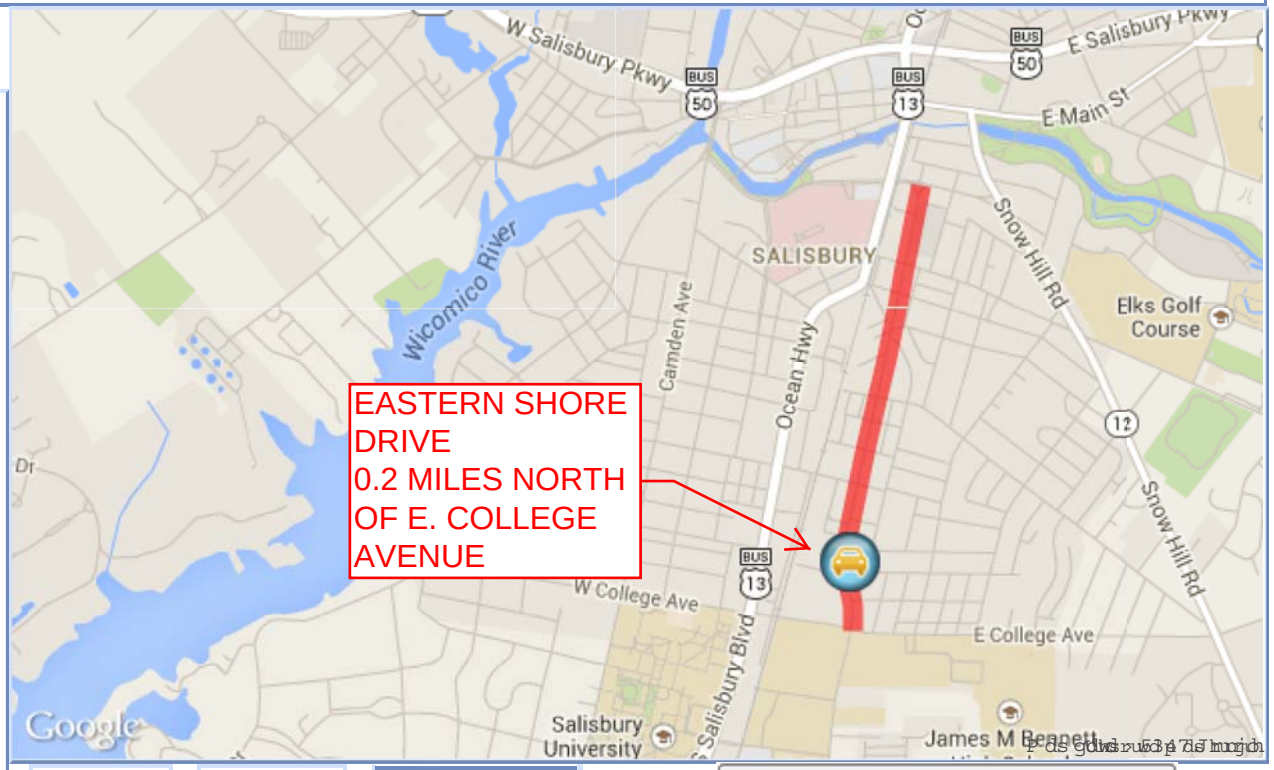
AMPeak Period HR.:	**9:00**	**7:00**
6AM to 12PM CT.:	**904**	**907**
PMPeak Period HR.	**15:00**	**17:00**
12PM to 6PM CT.	**1352**	**1330**

Internet Traffic Monitoring System (I-TMS)

Legend Help Disclaimer

Address Search

Route Search



Results Reports AADT Data

Display Locations within Map View

Choose a search distance: .25 **Mile(s)**

An address can contain partial information, such as: only Street Name, only Zip Code or only Route Number (ex: MD 140)

Address:

City: State: MD

Zip Code:

Find

If multiple addresses are found, please click one of the results.

Results:

X: Y:

Reset Search

COUNTY	LOCATION DESCRIPTION	ROAD NAME	AADT 2012	AADT 2011	AADT 2010	AAWDT 2012	AAWDT 2011	AAWDT 2010
Wicomico	EASTERN SHORE DR -.20 Mile North of College Ave E	EASTERN SHORE DR	10,691	10,780		11,551	11,640	

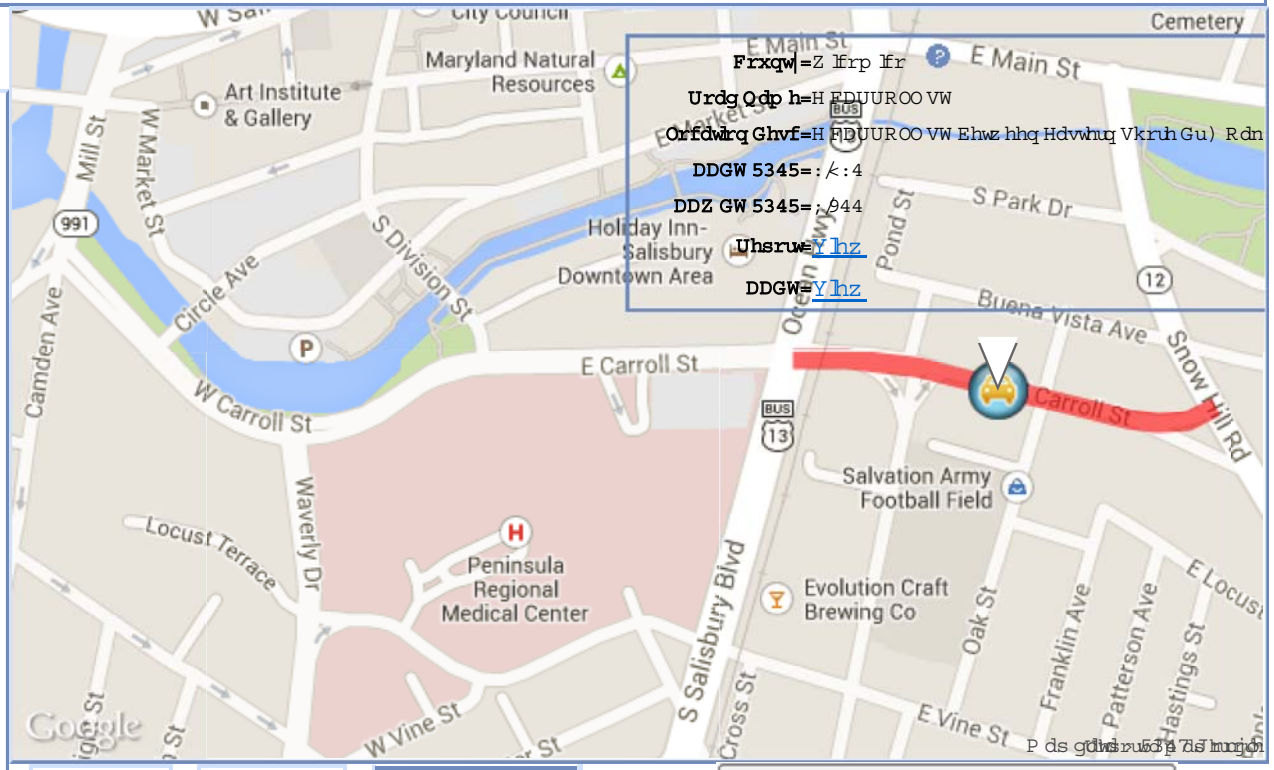
Page 1 of 1 1 Total Record(s) Records 1 - 1

Internet Traffic Monitoring System (I-TMS)

Legend Help Disclaimer

Address Search

Route Search



Results Reports AADT Data

Display Locations within Map View

Choose a search distance: .25 **Mile(s)**

An address can contain partial information, such as: only Street Name, only Zip Code or only Route Number (ex: MD 140)

Address:

City: State: MD

Zip Code:

Find

If multiple addresses are found, please click one of the results.

Results:

X: Y:

Reset Search

COUNTY	LOCATION DESCRIPTION	ROAD NAME	AADT 2012	AADT 2011	AADT 2010	AAWDT 2012	AAWDT 2011	AAWDT 2010
Wicomico	E CARROLL ST Between Eastern Shore Dr & Oak St	E CARROLL ST	7,971	8,030		8,611	8,670	

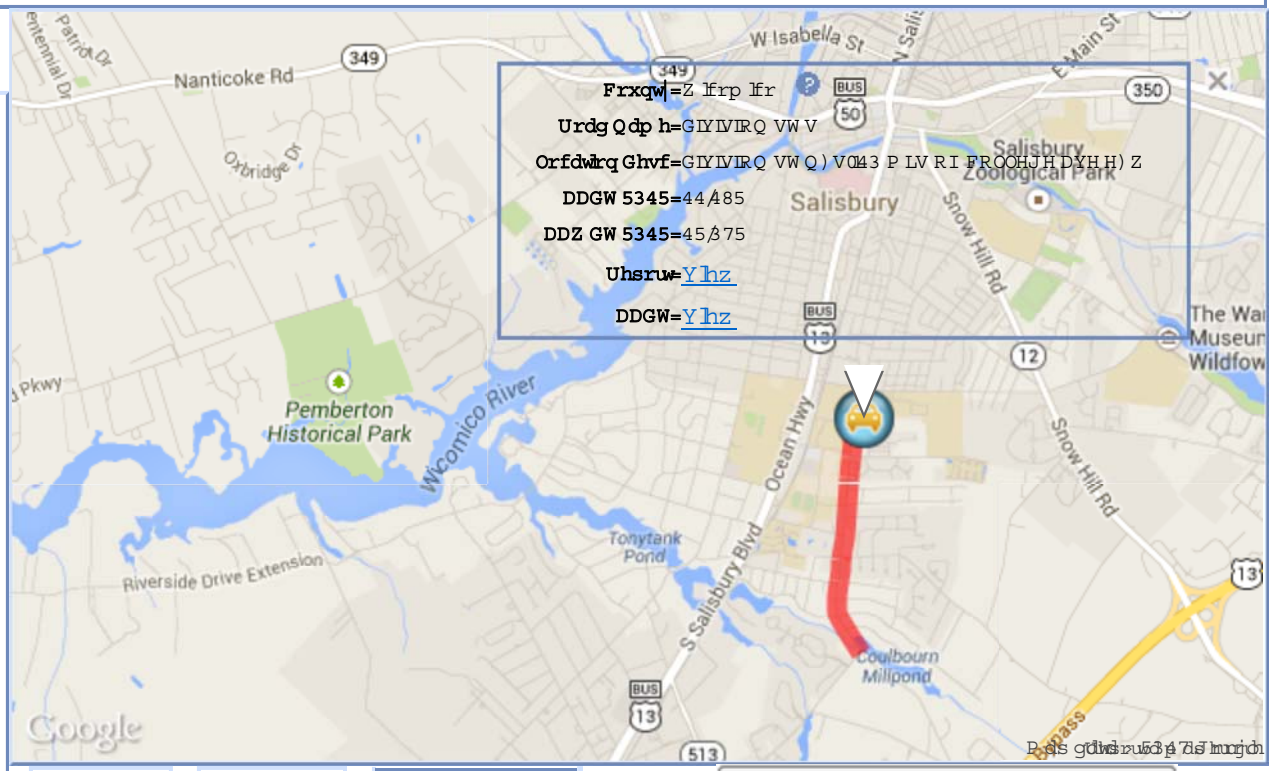
Page 1 of 1 1 Total Record(s) Records 1 - 1

Internet Traffic Monitoring System (I-TMS)

Legend Help Disclaimer

Address Search

Route Search



Results Reports AADT Data

Display Locations within Map View

Choose a search distance: .25 **Mile(s)**

An address can contain partial information, such as: only Street Name, only Zip Code or only Route Number (ex: MD 140)

Address:

City: State: MD

Zip Code:

Find

If multiple addresses are found, please click one of the results.

Results:

X: Y:

Reset Search

COUNTY	LOCATION DESCRIPTION	ROAD NAME	AADT 2012	AADT 2011	AADT 2010	AAWDT 2012	AAWDT 2011	AAWDT 2010
Wicomico	DIVISION ST N&S-.10 MI S OF COLLEGE AVE E&W	DIVISION ST S	11,152	11,241	11,190	12,042	12,141	11,970

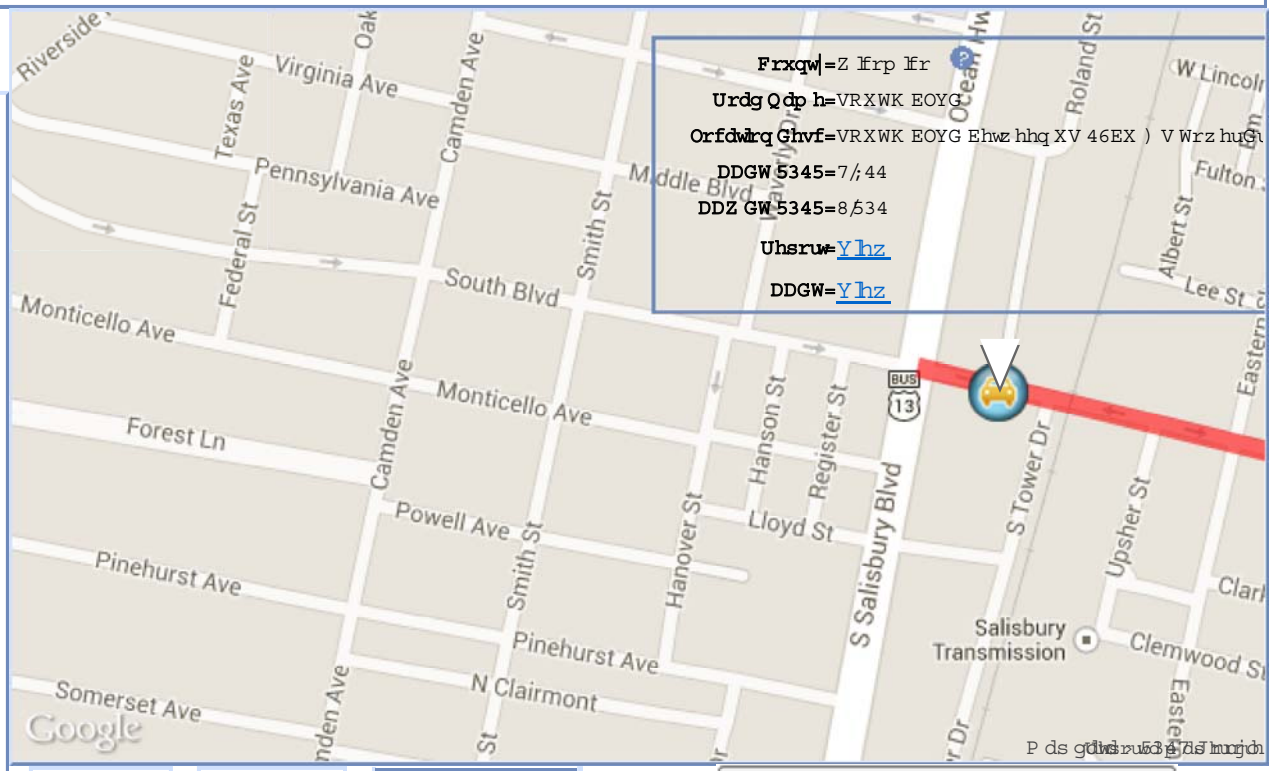
Page 1 of 1 1 Total Record(s) Records 1 - 1

Internet Traffic Monitoring System (I-TMS)

Legend Help Disclaimer

Address Search

Route Search



Results Reports AADT Data Display Locations within Map View

Choose a search distance: .25 **Mile(s)**

An address can contain partial information, such as: only Street Name, only Zip Code or only Route Number (ex: MD 140)

Address:

City: State: MD

Zip Code:

Find

If multiple addresses are found, please click one of the results.

Results:

X: Y:

Reset Search

COUNTY	LOCATION DESCRIPTION	ROAD NAME	AADT 2012	AADT 2011	AADT 2010	AAWDT 2012	AAWDT 2011	AAWDT 2010
Wicomico	SOUTH BLVD Between US 13BU & S Tower Dr	SOUTH BLVD	4,811	4,850		5,201	5,240	

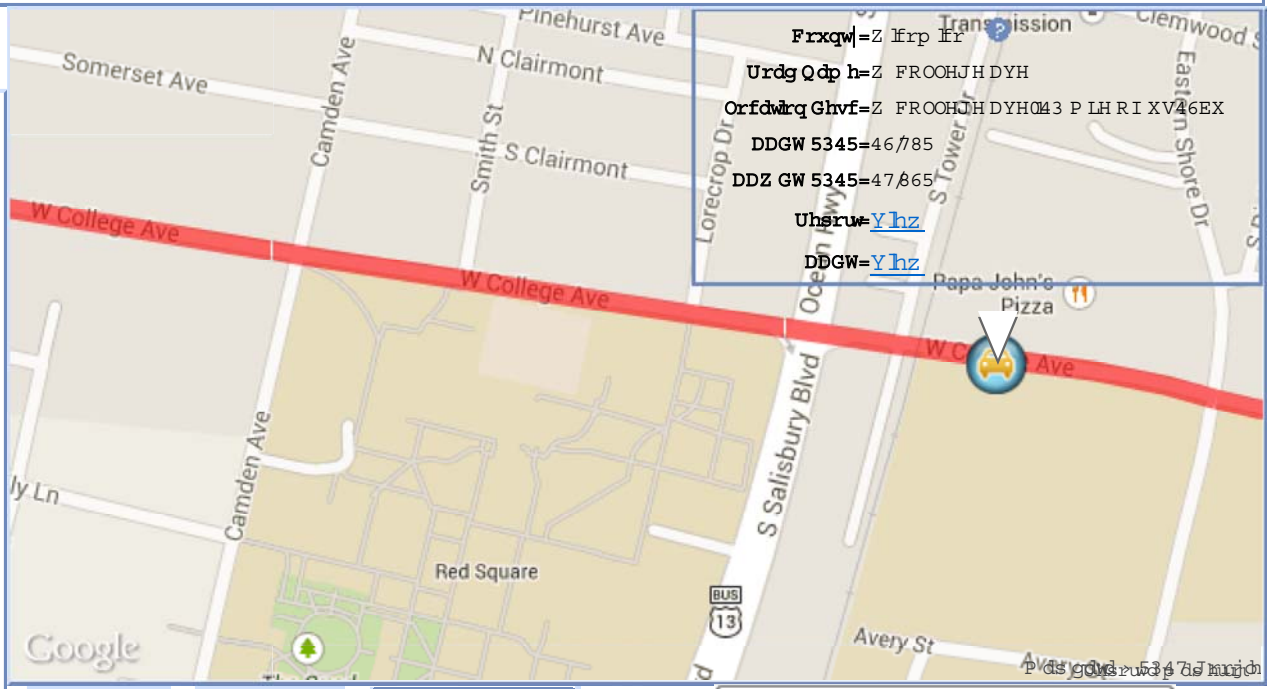
Page 1 of 1 1 Total Record(s) Records 1 - 1

Internet Traffic Monitoring System (I-TMS)

Legend Help Disclaimer

Address Search

Route Search



Results Reports AADT Data

Display Locations within Map View

StartDate: (mm/dd/yyyy)

EndDate: (mm/dd/yyyy)

Reset Dates

Display Results

Choose a search distance: .25 **Mile(s)**

An address can contain partial information, such as: only Street Name, only Zip Code or only Route Number (ex: MD 140)

Address:

City: State: MD

Zip Code:

Find

If multiple addresses are found, please click one of the results.

Results:

X: Y:

Reset Search

COUNTY	LOCATION DESCRIPTION	ROAD NAME	AADT 2012	AADT 2011	AADT 2010	AAWDT 2012	AAWDT 2011	AAWDT 2010
Wicomico	W COLLEGE AVE-.10 MI E OF US13BU	W COLLEGE AVE	13,452	13,561	13,510	14,532	14,651	14,460

Page 1 of 1 1 Total Record(s) Records 1 - 1

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2011220601

Location : EASTERN SHORE DR -.20 Mile North of College Ave E

Date Range: 11/29/2011 **to** 11/30/2011

Date: 11/27/2011 **Direction: Northbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	8	10	0	0	0	9	9	0
1: 00	0	0	14	10	0	0	0	12	12	0
2: 00	0	0	15	12	0	0	0	14	14	0
3: 00	0	0	24	24	0	0	0	24	24	0
4: 00	0	0	48	47	0	0	0	48	48	0
5: 00	0	0	140	133	0	0	0	137	137	0
6: 00	0	0	369	413	0	0	0	391	391	0
7: 00	0	0	359	387	0	0	0	373	373	0
8: 00	0	0	375	335	0	0	0	355	355	0
9: 00	0	0	370	358	0	0	0	364	364	0
10: 00	0	0	405	386	0	0	0	396	396	0
11: 00	0	0	455	477	0	0	0	466	466	0
12: 00	0	0	435	499	0	0	0	467	467	0
13: 00	0	0	425	461	0	0	0	443	443	0
14: 00	0	0	441	468	0	0	0	455	455	0
15: 00	0	0	438	452	0	0	0	445	445	0
16: 00	0	0	401	443	0	0	0	422	422	0
17: 00	0	0	279	236	0	0	0	258	258	0
18: 00	0	0	178	163	0	0	0	171	171	0
19: 00	0	0	136	126	0	0	0	131	131	0
20: 00	0	0	79	104	0	0	0	92	92	0
21: 00	0	0	68	73	0	0	0	71	71	0
22: 00	0	0	30	37	0	0	0	34	34	0
23: 00	0	0	39	36	0	0	0	38	38	0
Total :	0	0	5,531	5,690	0	0	0	5,611	5,611	0

AMPeak Period HR.	**8:00**	**6:00**
6AM to 12PM CT.	**375**	**413**
PMPeak Period HR.	**15:00**	**15:00**
12PM to 6PM CT.	**438**	**452**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2011220601

Location : EASTERN SHORE DR -.20 Mile North of College Ave E

Date Range: 11/29/2011 **to** 11/30/2011

Date: 11/27/2011 **Direction: Southbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	35	27	0	0	0	31	31	0
1: 00	0	0	9	17	0	0	0	13	13	0
2: 00	0	0	17	11	0	0	0	14	14	0
3: 00	0	0	10	8	0	0	0	9	9	0
4: 00	0	0	14	6	0	0	0	10	10	0
5: 00	0	0	19	27	0	0	0	23	23	0
6: 00	0	0	90	94	0	0	0	92	92	0
7: 00	0	0	381	361	0	0	0	371	371	0
8: 00	0	0	299	360	0	0	0	330	330	0
9: 00	0	0	344	369	0	0	0	357	357	0
10: 00	0	0	402	379	0	0	0	391	391	0
11: 00	0	0	451	414	0	0	0	433	433	0
12: 00	0	0	480	463	0	0	0	472	472	0
13: 00	0	0	446	495	0	0	0	471	471	0
14: 00	0	0	466	520	0	0	0	493	493	0
15: 00	0	0	496	482	0	0	0	489	489	0
16: 00	0	0	512	530	0	0	0	521	521	0
17: 00	0	0	490	525	0	0	0	508	508	0
18: 00	0	0	306	347	0	0	0	327	327	0
19: 00	0	0	224	261	0	0	0	243	243	0
20: 00	0	0	182	206	0	0	0	194	194	0
21: 00	0	0	101	160	0	0	0	131	131	0
22: 00	0	0	60	86	0	0	0	73	73	0
23: 00	0	0	35	45	0	0	0	40	40	0
Total :	0	0	5,869	6,193	0	0	0	6,031	6,031	0

AMPeak Period HR.	**7:00**	**6:00**
6AM to 12PM CT.	**381**	**369**
PMPeak Period HR.	**16:00**	**16:00**
12PM to 6PM CT.	**512**	**530**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2011220601

Location : EASTERN SHORE DR -.20 Mile North of College Ave E

Date Range: 11/29/2011 **to** 11/30/2011

Date: 11/27/2011 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	43	37	0	0	0	40	40	0
1: 00	0	0	23	27	0	0	0	25	25	0
2: 00	0	0	32	23	0	0	0	28	28	0
3: 00	0	0	34	32	0	0	0	33	33	0
4: 00	0	0	62	53	0	0	0	58	58	0
5: 00	0	0	159	160	0	0	0	160	160	0
6: 00	0	0	459	507	0	0	0	483	483	0
7: 00	0	0	740	748	0	0	0	744	744	0
8: 00	0	0	674	695	0	0	0	685	685	0
9: 00	0	0	714	727	0	0	0	721	721	0
10: 00	0	0	807	765	0	0	0	786	786	0
11: 00	0	0	906	891	0	0	0	899	899	0
12: 00	0	0	915	962	0	0	0	939	939	0
13: 00	0	0	871	956	0	0	0	914	914	0
14: 00	0	0	907	988	0	0	0	948	948	0
15: 00	0	0	934	934	0	0	0	934	934	0
16: 00	0	0	913	973	0	0	0	943	943	0
17: 00	0	0	769	761	0	0	0	765	765	0
18: 00	0	0	484	510	0	0	0	497	497	0
19: 00	0	0	360	387	0	0	0	374	374	0
20: 00	0	0	261	310	0	0	0	286	286	0
21: 00	0	0	169	233	0	0	0	201	201	0
22: 00	0	0	90	123	0	0	0	107	107	0
23: 00	0	0	74	81	0	0	0	78	78	0
Total:	0	0	11,400	11,883	0	0	0	11,642	11,642	0

AMPeak Period HR.:	**7:00**	**7:00**
6AM to 12PM CT.:	**740**	**748**
PMPeak Period HR.	**15:00**	**16:00**
12PM to 6PM CT.	**934**	**973**

EASTERN SHORE DRIVE @
E. CARROLL STREET

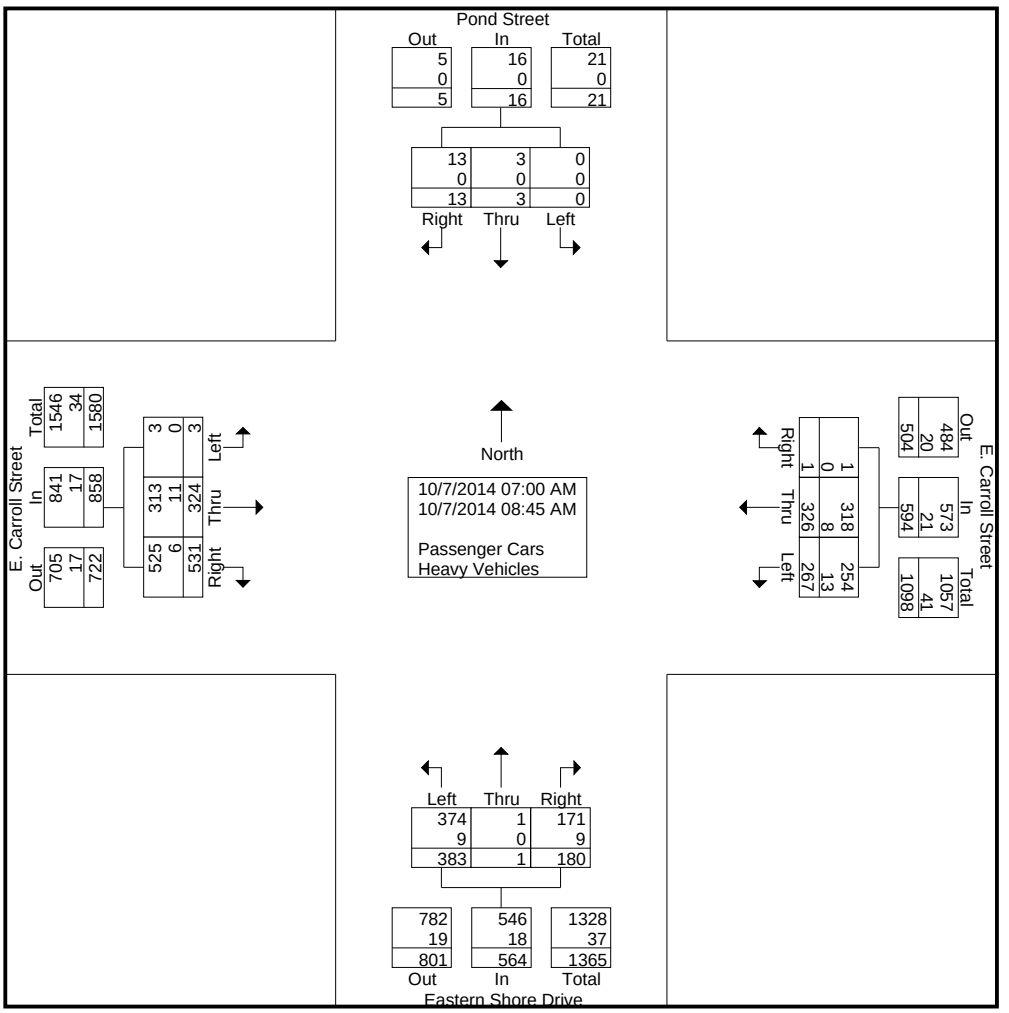
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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr@ ECarrollSt

File Name : eastern shore drive @ e carroll street - am - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	Pond Street Southbound				E. Carroll Street Westbound				Eastern Shore Drive Northbound				E. Carroll Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	22	22	0	44	32	0	17	49	0	26	49	75	169
07:15 AM	0	0	1	1	29	42	0	71	53	0	15	68	0	38	116	154	294
07:30 AM	0	0	3	3	28	38	0	66	68	0	29	97	0	33	70	103	269
07:45 AM	0	1	2	3	49	57	1	107	58	0	26	84	0	50	70	120	314
Total	0	1	7	8	128	159	1	288	211	0	87	298	0	147	305	452	1046
08:00 AM	0	0	1	1	33	45	0	78	42	0	17	59	0	47	51	98	236
08:15 AM	0	2	1	3	36	53	0	89	41	1	29	71	1	42	52	95	258
08:30 AM	0	0	1	1	38	31	0	69	45	0	25	70	1	37	68	106	246
08:45 AM	0	0	3	3	32	38	0	70	44	0	22	66	1	51	55	107	246
Total	0	2	6	8	139	167	0	306	172	1	93	266	3	177	226	406	986
Grand Total	0	3	13	16	267	326	1	594	383	1	180	564	3	324	531	858	2032
Apprch %	0	18.8	81.2		44.9	54.9	0.2		67.9	0.2	31.9		0.3	37.8	61.9		
Total %	0	0.1	0.6	0.8	13.1	16	0	29.2	18.8	0	8.9	27.8	0.1	15.9	26.1	42.2	
Passenger Cars	0	3	13	16	254	318	1	573	374	1	171	546	3	313	525	841	1976
% Passenger Cars	0	100	100	100	95.1	97.5	100	96.5	97.7	100	95	96.8	100	96.6	98.9	98	97.2
Heavy Vehicles	0	0	0	0	13	8	0	21	9	0	9	18	0	11	6	17	56
% Heavy Vehicles	0	0	0	0	4.9	2.5	0	3.5	2.3	0	5	3.2	0	3.4	1.1	2	2.8

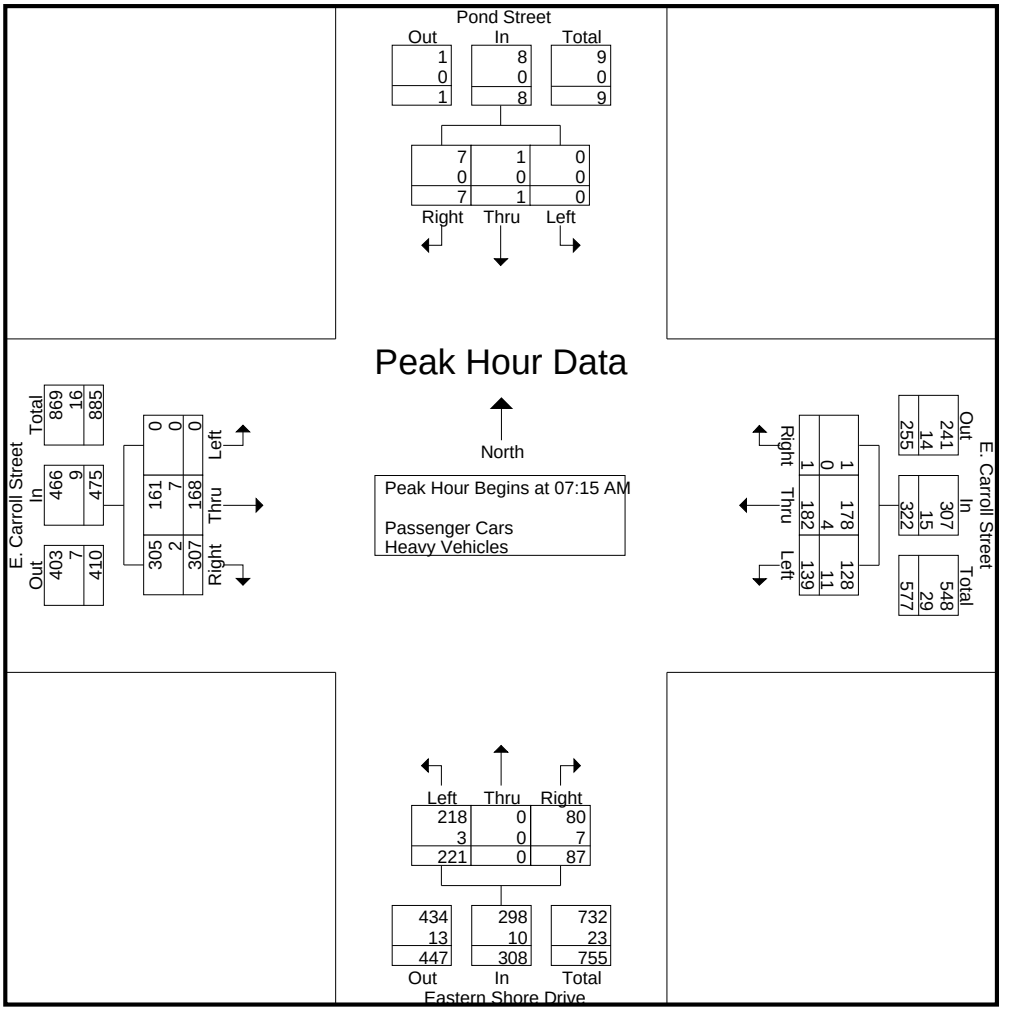


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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr@ ECarrollSt

File Name : eastern shore drive @ e carroll street - am - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 2

	Pond Street Southbound				E. Carroll Street Westbound				Eastern Shore Drive Northbound				E. Carroll Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	29	42	0	71	53	0	15	68	0	38	**116**	**154**	294
07:30 AM	0	0	**3**	**3**	28	38	0	66	**68**	0	**29**	**97**	0	33	70	103	269
07:45 AM	0	**1**	2	3	**49**	**57**	**1**	**107**	58	0	26	84	0	**50**	70	120	**314**
08:00 AM	0	0	1	1	33	45	0	78	42	0	17	59	0	47	51	98	236
Total Volume	0	1	7	8	139	182	1	322	221	0	87	308	0	168	307	475	1113
% App. Total	0	12.5	87.5		43.2	56.5	0.3		71.8	0	28.2		0	35.4	64.6		
PHF	.000	.250	.583	.667	.709	.798	.250	.752	.813	.000	.750	.794	.000	.840	.662	.771	.886
Passenger Cars	0	1	7	8	128	178	1	307	218	0	80	298	0	161	305	466	1079
% Passenger Cars	0	100	100	100	92.1	97.8	100	95.3	98.6	0	92.0	96.8	0	95.8	99.3	98.1	96.9
Heavy Vehicles	0	0	0	0	11	4	0	15	3	0	7	10	0	7	2	9	34
% Heavy Vehicles	0	0	0	0	7.9	2.2	0	4.7	1.4	0	8.0	3.2	0	4.2	0.7	1.9	3.1



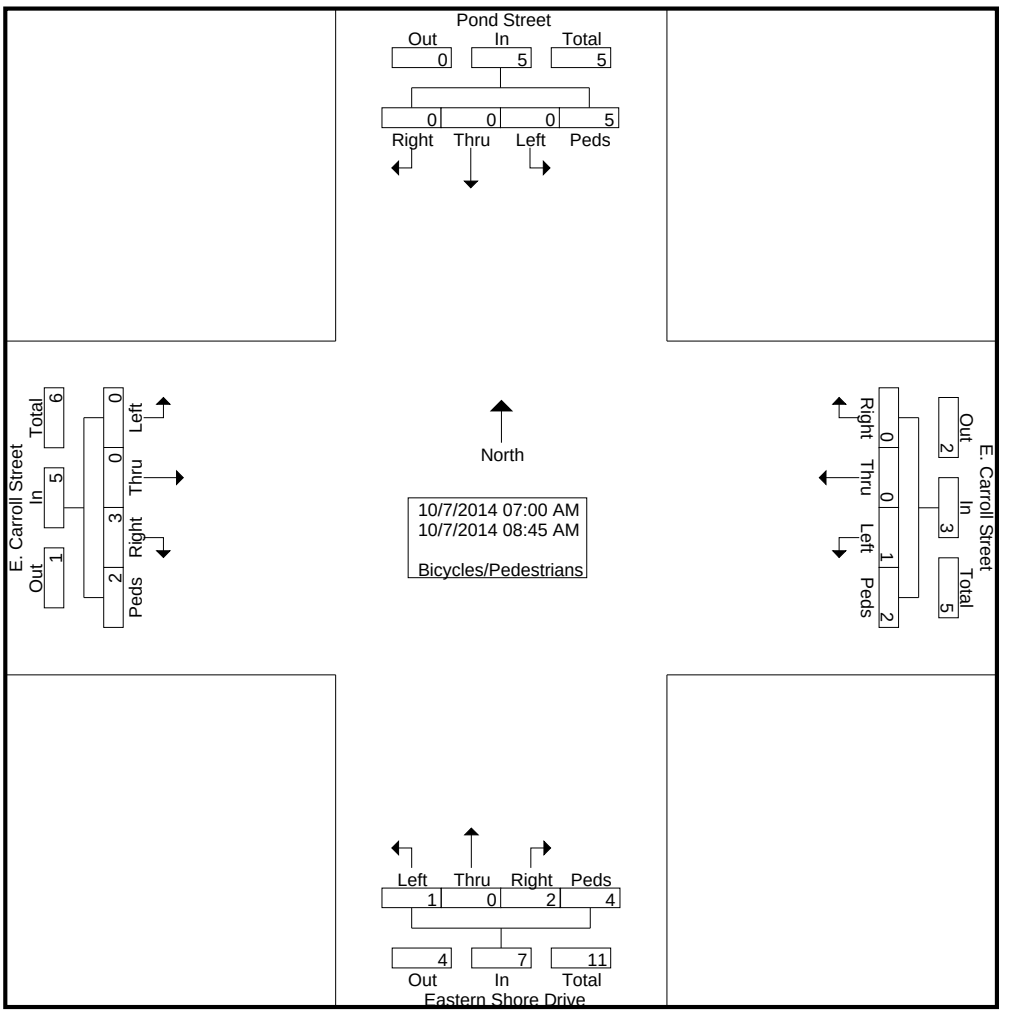
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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr@ ECarrollSt

File Name : Eastern Shore Drive @ E Carroll Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

Groups Printed- Bicycles/Pedestrians

	Pond Street Southbound					E. Carroll Street Westbound					Eastern Shore Drive Northbound					E. Carroll Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	5
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	2	3	0	0	2	1	3	7
Total	0	0	0	2	2	1	0	0	2	3	1	0	2	3	6	0	0	3	1	4	15
Grand Total	0	0	0	5	5	1	0	0	2	3	1	0	2	4	7	0	0	3	2	5	20
Apprch %	0	0	0	100		33.3	0	0	66.7		14.3	0	28.6	57.1		0	0	60	40		
Total %	0	0	0	25	25	5	0	0	10	15	5	0	10	20	35	0	0	15	10	25	

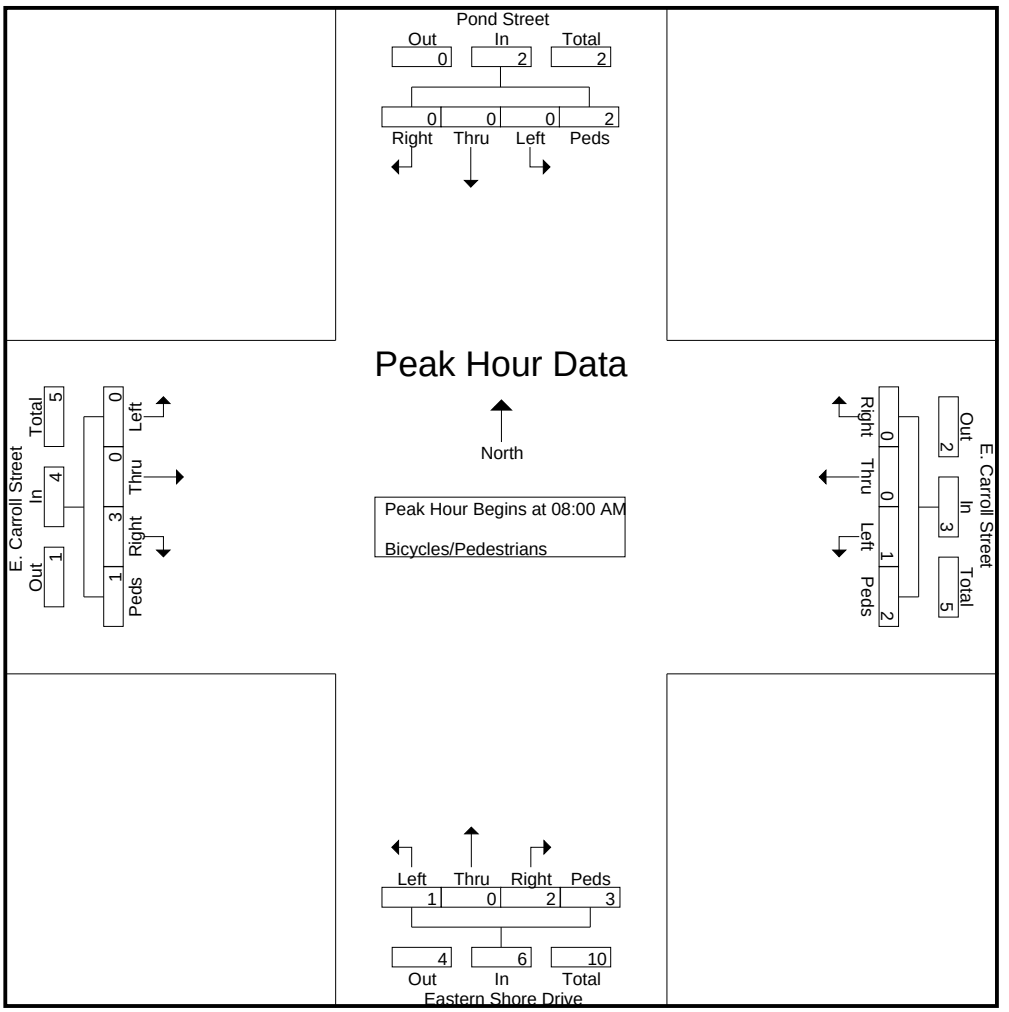


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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr@ ECarrollSt

File Name : Eastern Shore Drive @ E Carroll Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 4

	Pond Street Southbound					E. Carroll Street Westbound					Eastern Shore Drive Northbound					E. Carroll Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	**1**	1	0	0	**2**	0	2	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	1	1	**1**	0	0	**2**	**3**	0	0	**2**	**1**	**3**	**7**
Total Volume	0	0	0	2	2	1	0	0	2	3	1	0	2	3	6	0	0	3	1	4	15
% App. Total	0	0	0	100		33.3	0	0	66.7		16.7	0	33.3	50		0	0	75	25		
PHF	.000	.000	.000	.500	.500	.250	.000	.000	.500	.750	.250	.000	.250	.375	.500	.000	.000	.375	.250	.333	.536



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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr @ECarrollSt

File Name : eastern shore drive @ e carroll street - pm - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

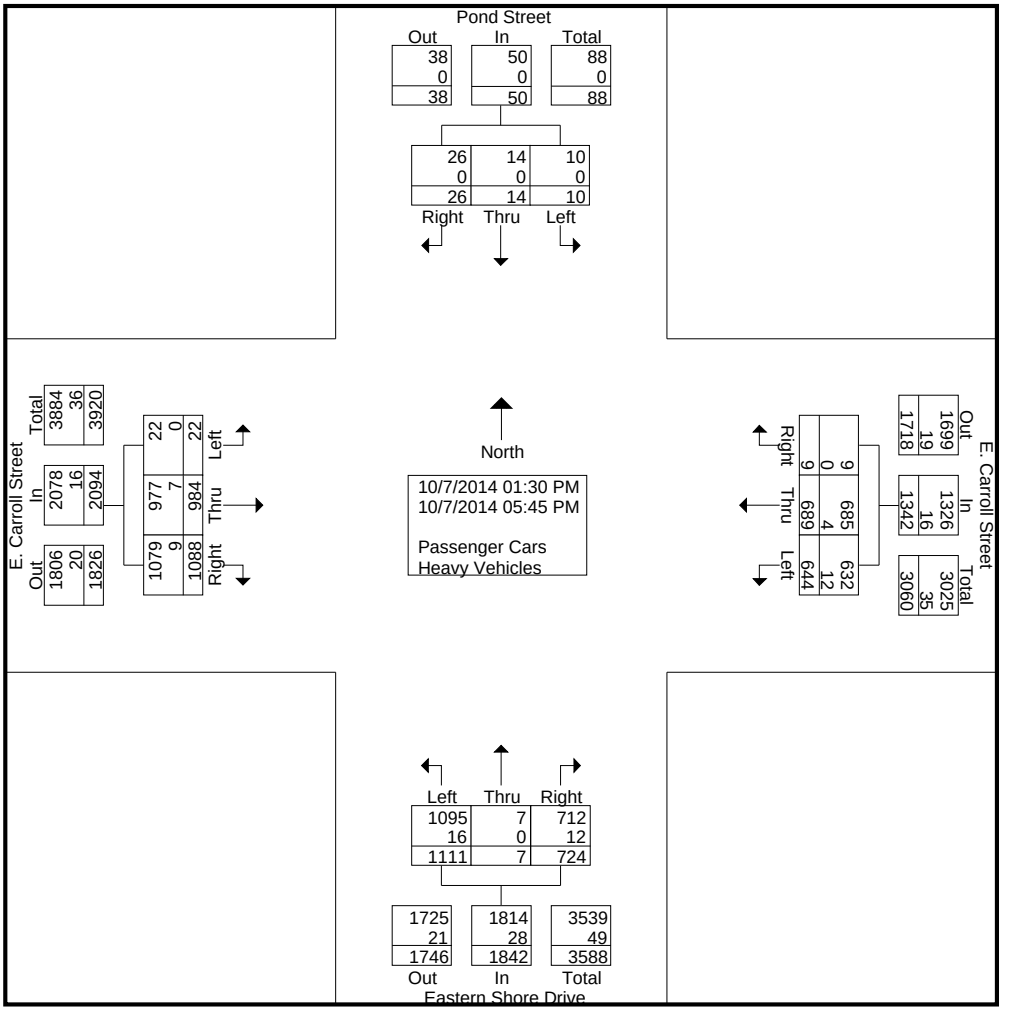
Groups Printed- Passenger Cars - Heavy Vehicles

	Pond Street Southbound				E. Carroll Street Westbound				Eastern Shore Drive Northbound				E. Carroll Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	1	4	2	7	40	27	0	67	50	1	34	85	1	43	39	83	242
01:45 PM	0	1	1	2	33	36	0	69	67	1	44	112	1	39	46	86	269
Total	1	5	3	9	73	63	0	136	117	2	78	197	2	82	85	169	511
02:00 PM	2	0	4	6	28	43	2	73	63	0	33	96	0	48	56	104	279
02:15 PM	0	1	1	2	46	41	0	87	46	0	29	75	0	48	57	105	269
02:30 PM	1	1	1	3	33	34	1	68	54	0	42	96	1	51	68	120	287
02:45 PM	0	1	1	2	37	46	0	83	74	0	57	131	0	49	59	108	324
Total	3	3	7	13	144	164	3	311	237	0	161	398	1	196	240	437	1159
03:00 PM	0	0	0	0	30	46	2	78	77	0	41	118	1	60	63	124	320
03:15 PM	0	1	2	3	33	39	1	73	47	0	29	76	0	68	61	129	281
03:30 PM	0	1	1	2	40	29	0	69	74	0	42	116	2	61	72	135	322
03:45 PM	0	1	1	2	38	29	0	67	71	0	46	117	2	55	61	118	304
Total	0	3	4	7	141	143	3	287	269	0	158	427	5	244	257	506	1227
04:00 PM	1	0	0	1	30	43	1	74	54	0	49	103	2	49	66	117	295
04:15 PM	1	2	4	7	30	37	0	67	74	0	39	113	1	48	40	89	276
04:30 PM	0	0	3	3	41	29	0	70	75	0	45	120	0	75	75	150	343
04:45 PM	0	0	0	0	36	43	0	79	62	0	34	96	3	65	71	139	314
Total	2	2	7	11	137	152	1	290	265	0	167	432	6	237	252	495	1228
05:00 PM	3	0	1	4	44	46	1	91	67	1	56	124	3	68	83	154	373
05:15 PM	1	0	1	2	42	38	1	81	54	1	34	89	1	60	59	120	292
05:30 PM	0	1	3	4	29	32	0	61	48	1	34	83	4	37	53	94	242
05:45 PM	0	0	0	0	34	51	0	85	54	2	36	92	0	60	59	119	296
Total	4	1	5	10	149	167	2	318	223	5	160	388	8	225	254	487	1203
Grand Total	10	14	26	50	644	689	9	1342	1111	7	724	1842	22	984	1088	2094	5328
Apprch %	20	28	52		48	51.3	0.7		60.3	0.4	39.3		1.1	47	52		
Total %	0.2	0.3	0.5	0.9	12.1	12.9	0.2	25.2	20.9	0.1	13.6	34.6	0.4	18.5	20.4	39.3	
Passenger Cars	10	14	26	50	632	685	9	1326	1095	7	712	1814	22	977	1079	2078	5268
% Passenger Cars	100	100	100	100	98.1	99.4	100	98.8	98.6	100	98.3	98.5	100	99.3	99.2	99.2	98.9
Heavy Vehicles	0	0	0	0	12	4	0	16	16	0	12	28	0	7	9	16	60
% Heavy Vehicles	0	0	0	0	1.9	0.6	0	1.2	1.4	0	1.7	1.5	0	0.7	0.8	0.8	1.1

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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr @ECarrollSt

File Name : eastern shore drive @ e carroll street - pm - r
Site Code : 00000000
Start Date : 10/7/2014

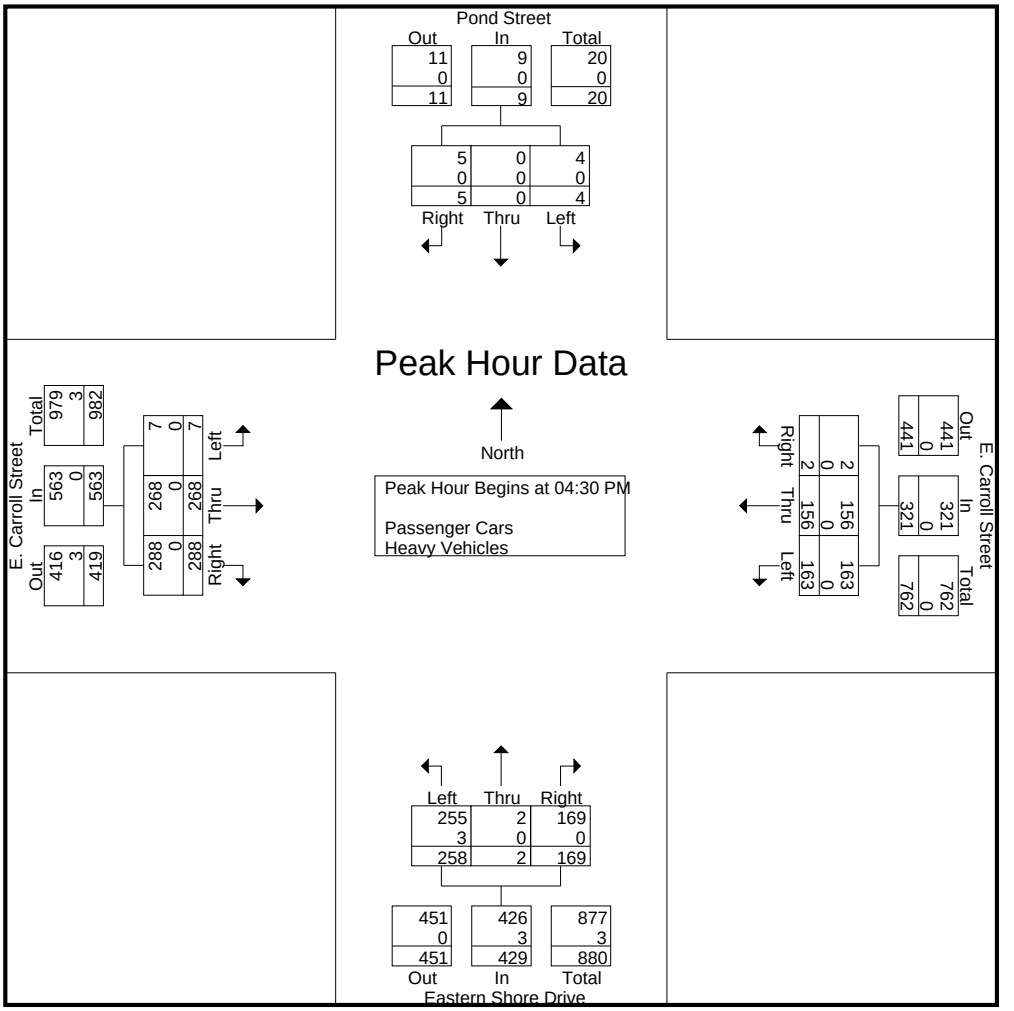


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File Name : eastern shore drive @ e carroll street - pm - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

	Pond Street Southbound				E. Carroll Street Westbound				Eastern Shore Drive Northbound				E. Carroll Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**3**	3	41	29	0	70	**75**	0	45	120	0	**75**	75	150	343
04:45 PM	0	0	0	0	36	43	0	79	62	0	34	96	**3**	65	71	139	314
05:00 PM	**3**	0	1	**4**	**44**	**46**	**1**	**91**	67	**1**	**56**	**124**	3	68	**83**	**154**	**373**
05:15 PM	1	0	1	2	42	38	1	81	54	1	34	89	1	60	59	120	292
Total Volume	4	0	5	9	163	156	2	321	258	2	169	429	7	268	288	563	1322
% App. Total	44.4	0	55.6		50.8	48.6	0.6		60.1	0.5	39.4		1.2	47.6	51.2		
PHF	.333	.000	.417	.563	.926	.848	.500	.882	.860	.500	.754	.865	.583	.893	.867	.914	.886
Passenger Cars	4	0	5	9	163	156	2	321	255	2	169	426	7	268	288	563	1319
% Passenger Cars	100	0	100	100	100	100	100	100	98.8	100	100	99.3	100	100	100	100	99.8
Heavy Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	0	0	1.2	0	0	0.7	0	0	0	0	0.2



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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr @ECarrollSt

File Name : Eastern Shore Drive @ E Carroll Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 4

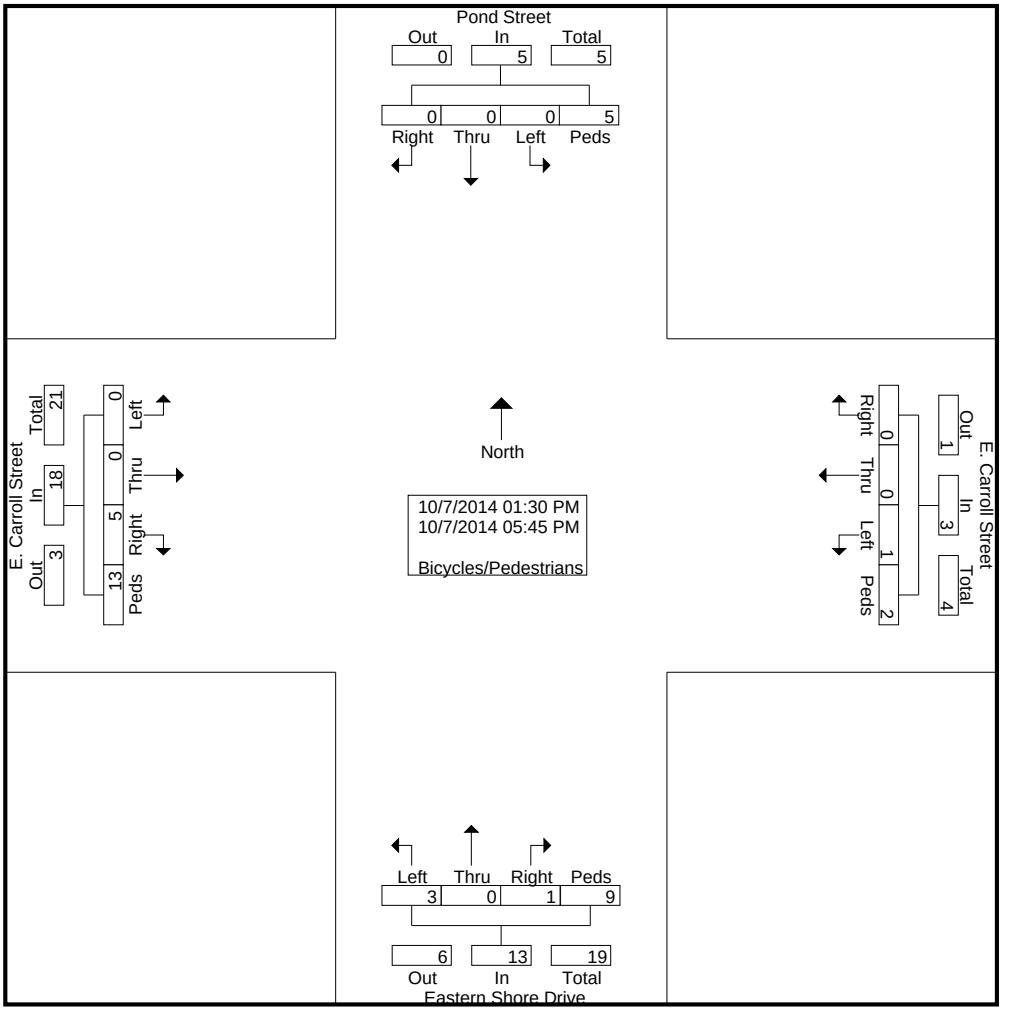
Groups Printed- Bicycles/Pedestrians

	Pond Street Southbound					E. Carroll Street Westbound					Eastern Shore Drive Northbound					E. Carroll Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
*** BREAK ***																					
03:45 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	1	0	0	1	2	0	0	2	2	4	8
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	1	1	3
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	0	0	1	1	0	0	0	1	1	1	0	0	1	2	0	0	1	3	4	8
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	6	6	0	0	0	3	3	10
*** BREAK ***																					
05:45 PM	0	0	0	1	1	1	0	0	0	1	1	0	1	1	3	0	0	0	1	1	6
Total	0	0	0	2	2	1	0	0	1	2	1	0	1	7	9	0	0	0	4	4	17
Grand Total	0	0	0	5	5	1	0	0	2	3	3	0	1	9	13	0	0	5	13	18	39
Apprch %	0	0	0	100		33.3	0	0	66.7		23.1	0	7.7	69.2		0	0	27.8	72.2		
Total %	0	0	0	12.8	12.8	2.6	0	0	5.1	7.7	7.7	0	2.6	23.1	33.3	0	0	12.8	33.3	46.2	

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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr @ECarrollSt

File Name : Eastern Shore Drive @ E Carroll Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 5

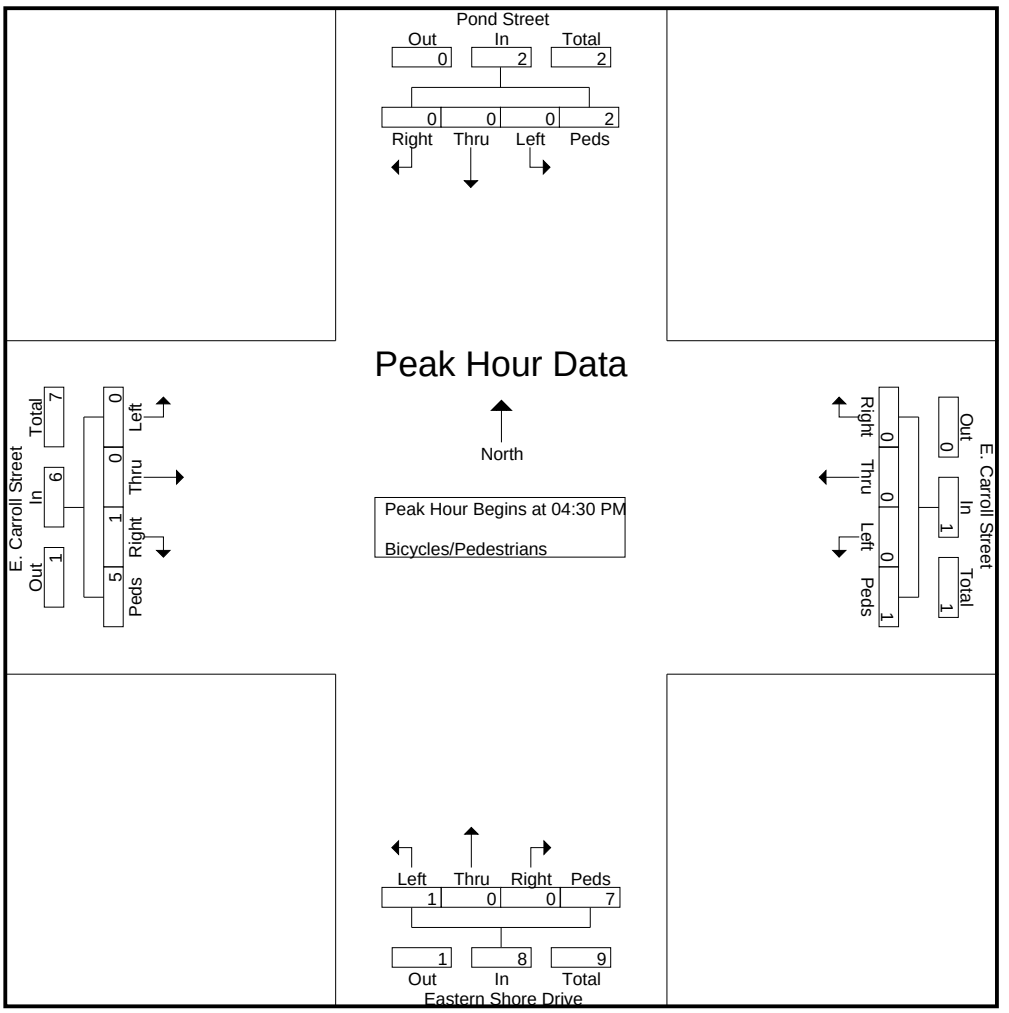


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Counted By: JM
Weather: Sunny
Intersection: EasternShoreDr @ECarrollSt

File Name : Eastern Shore Drive @ E Carroll Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 6

	Pond Street Southbound					E. Carroll Street Westbound					Eastern Shore Drive Northbound					E. Carroll Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	2	0	0	0	1	1	3
04:45 PM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	**6**	**6**	0	0	0	**3**	**3**	**10**
Total Volume	0	0	0	2	2	0	0	0	1	1	1	0	0	7	8	0	0	1	5	6	17
% App. Total	0	0	0	100		0	0	0	100		12.5	0	0	87.5		0	0	16.7	83.3		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.250	.250	.250	.000	.000	.292	.333	.000	.000	.250	.417	.500	.425



EASTERN SHORE DRIVE @
E. VINE STREET

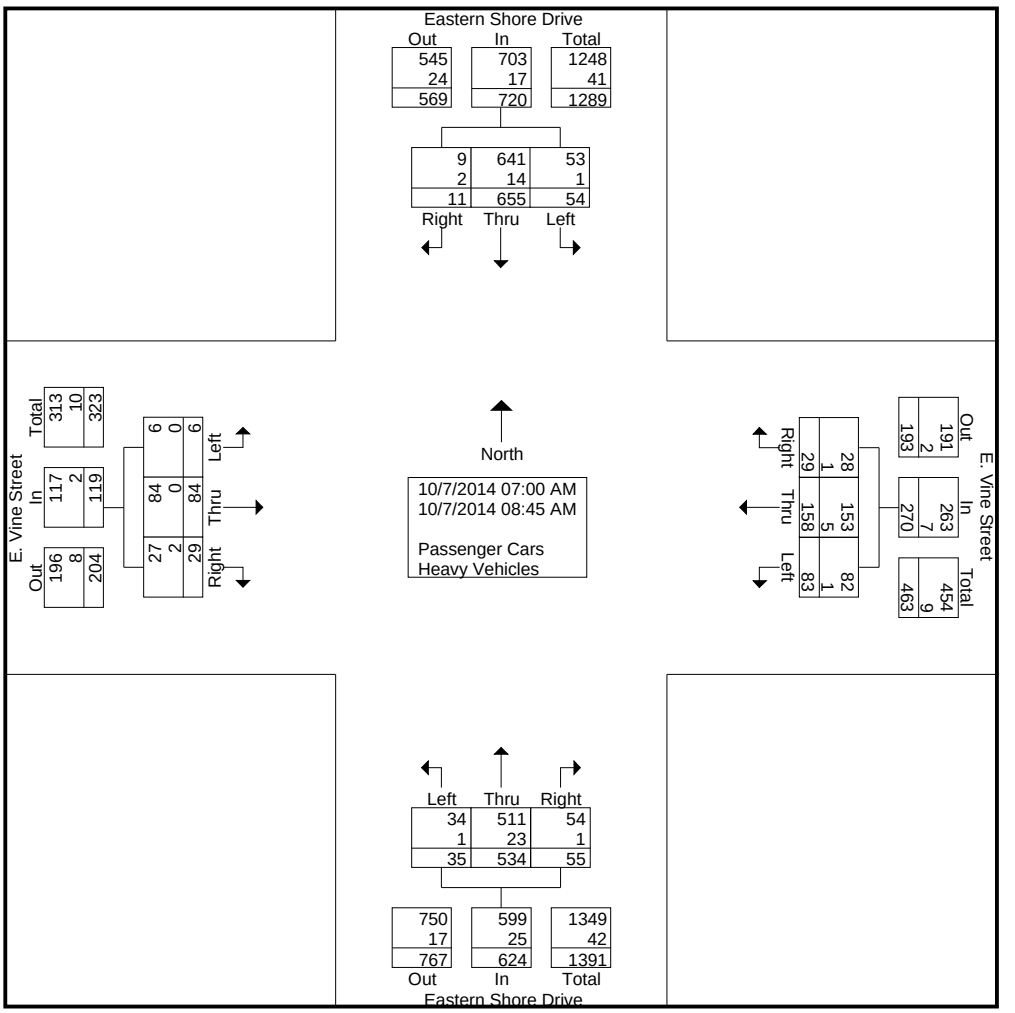
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Counted By: LD
Weather: Sunny
Intersection: EasternShoreDrive@EVineSt

File Name : Eastern Shore Drive @ E Vine Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound				E. Vine Street Westbound				Eastern Shore Drive Northbound				E. Vine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	60	0	65	8	9	5	22	3	41	2	46	0	8	2	10	143
07:15 AM	8	114	3	125	5	18	4	27	4	71	9	84	0	10	5	15	251
07:30 AM	6	86	0	92	12	32	3	47	10	95	8	113	2	12	8	22	274
07:45 AM	7	96	1	104	15	32	9	56	6	78	10	94	0	13	5	18	272
Total	26	356	4	386	40	91	21	152	23	285	29	337	2	43	20	65	940
08:00 AM	8	66	2	76	7	18	3	28	2	63	6	71	1	12	2	15	190
08:15 AM	7	78	3	88	12	21	3	36	7	62	5	74	0	11	3	14	212
08:30 AM	7	83	0	90	10	12	1	23	3	62	7	72	3	9	0	12	197
08:45 AM	6	72	2	80	14	16	1	31	0	62	8	70	0	9	4	13	194
Total	28	299	7	334	43	67	8	118	12	249	26	287	4	41	9	54	793
Grand Total	54	655	11	720	83	158	29	270	35	534	55	624	6	84	29	119	1733
Apprch %	7.5	91	1.5		30.7	58.5	10.7		5.6	85.6	8.8		5	70.6	24.4		
Total %	3.1	37.8	0.6	41.5	4.8	9.1	1.7	15.6	2	30.8	3.2	36	0.3	4.8	1.7	6.9	
Passenger Cars	53	641	9	703	82	153	28	263	34	511	54	599	6	84	27	117	1682
% Passenger Cars	98.1	97.9	81.8	97.6	98.8	96.8	96.6	97.4	97.1	95.7	98.2	96	100	100	93.1	98.3	97.1
Heavy Vehicles	1	14	2	17	1	5	1	7	1	23	1	25	0	0	2	2	51
% Heavy Vehicles	1.9	2.1	18.2	2.4	1.2	3.2	3.4	2.6	2.9	4.3	1.8	4	0	0	6.9	1.7	2.9

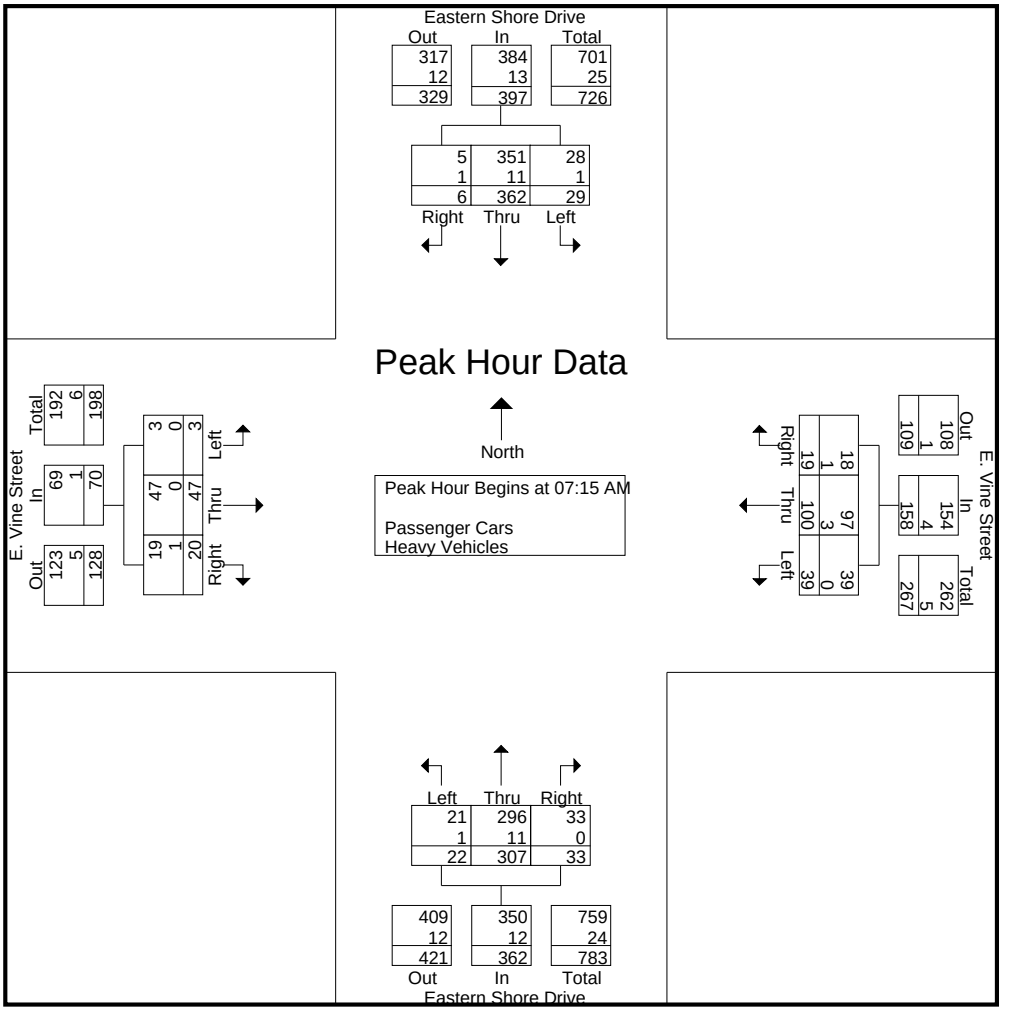


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Counted By: LD
Weather: Sunny
Intersection: EasternShoreDrive@EVineSt

File Name : Eastern Shore Drive @ E Vine Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 2

	Eastern Shore Drive Southbound				E. Vine Street Westbound				Eastern Shore Drive Northbound				E. Vine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**8**	**114**	**3**	**125**	5	18	4	27	4	71	9	84	0	10	5	15	251
07:30 AM	6	86	0	92	12	**32**	3	47	**10**	**95**	8	**113**	**2**	12	**8**	**22**	**274**
07:45 AM	7	96	1	104	**15**	32	**9**	**56**	6	78	**10**	94	0	**13**	5	18	272
08:00 AM	8	66	2	76	7	18	3	28	2	63	6	71	1	12	2	15	190
Total Volume	29	362	6	397	39	100	19	158	22	307	33	362	3	47	20	70	987
% App. Total	7.3	91.2	1.5		24.7	63.3	12		6.1	84.8	9.1		4.3	67.1	28.6		
PHF	.906	.794	.500	.794	.650	.781	.528	.705	.550	.808	.825	.801	.375	.904	.625	.795	.901
Passenger Cars	28	351	5	384	39	97	18	154	21	296	33	350	3	47	19	69	957
% Passenger Cars	96.6	97.0	83.3	96.7	100	97.0	94.7	97.5	95.5	96.4	100	96.7	100	100	95.0	98.6	97.0
Heavy Vehicles	1	11	1	13	0	3	1	4	1	11	0	12	0	0	1	1	30
% Heavy Vehicles	3.4	3.0	16.7	3.3	0	3.0	5.3	2.5	4.5	3.6	0	3.3	0	0	5.0	1.4	3.0



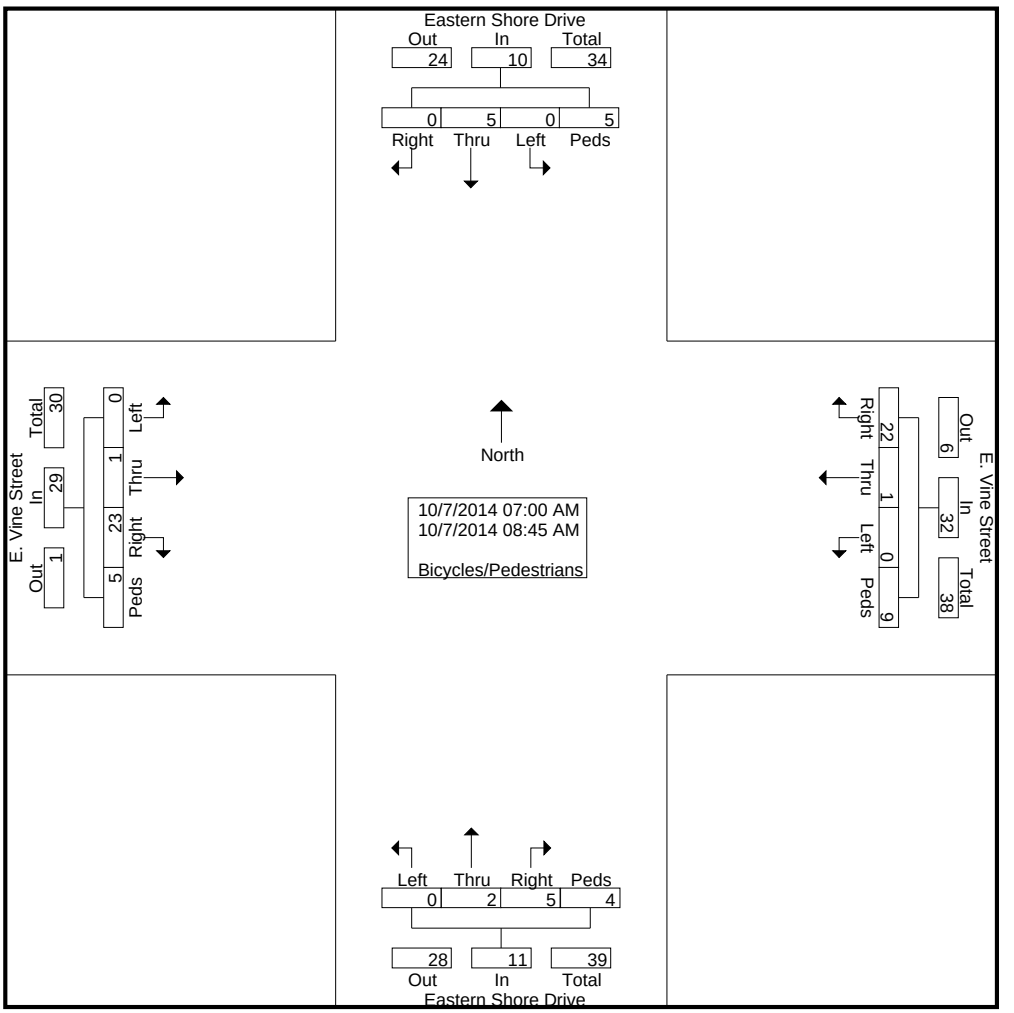
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Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					E. Vine Street Westbound					Eastern Shore Drive Northbound					E. Vine Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	4	0	0	4	1	5	0	0	2	0	2	0	0	4	2	6	17
07:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	0	5	1	6	10
07:45 AM	0	0	0	0	0	0	0	3	1	4	0	0	1	1	2	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	10	2	12	0	0	4	1	5	0	0	9	3	12	33
08:00 AM	0	1	0	0	1	0	1	2	1	4	0	0	0	0	0	0	0	1	0	1	6
08:15 AM	0	0	0	2	2	0	0	1	1	2	0	1	0	0	1	0	0	3	1	4	9
08:30 AM	0	0	0	2	2	0	0	3	3	6	0	1	0	2	3	0	0	6	0	6	17
08:45 AM	0	0	0	1	1	0	0	6	2	8	0	0	1	1	2	0	1	4	1	6	17
Total	0	1	0	5	6	0	1	12	7	20	0	2	1	3	6	0	1	14	2	17	49
Grand Total	0	5	0	5	10	0	1	22	9	32	0	2	5	4	11	0	1	23	5	29	82
Apprch %	0	50	0	50		0	3.1	68.8	28.1		0	18.2	45.5	36.4		0	3.4	79.3	17.2		
Total %	0	6.1	0	6.1	12.2	0	1.2	26.8	11	39	0	2.4	6.1	4.9	13.4	0	1.2	28	6.1	35.4	

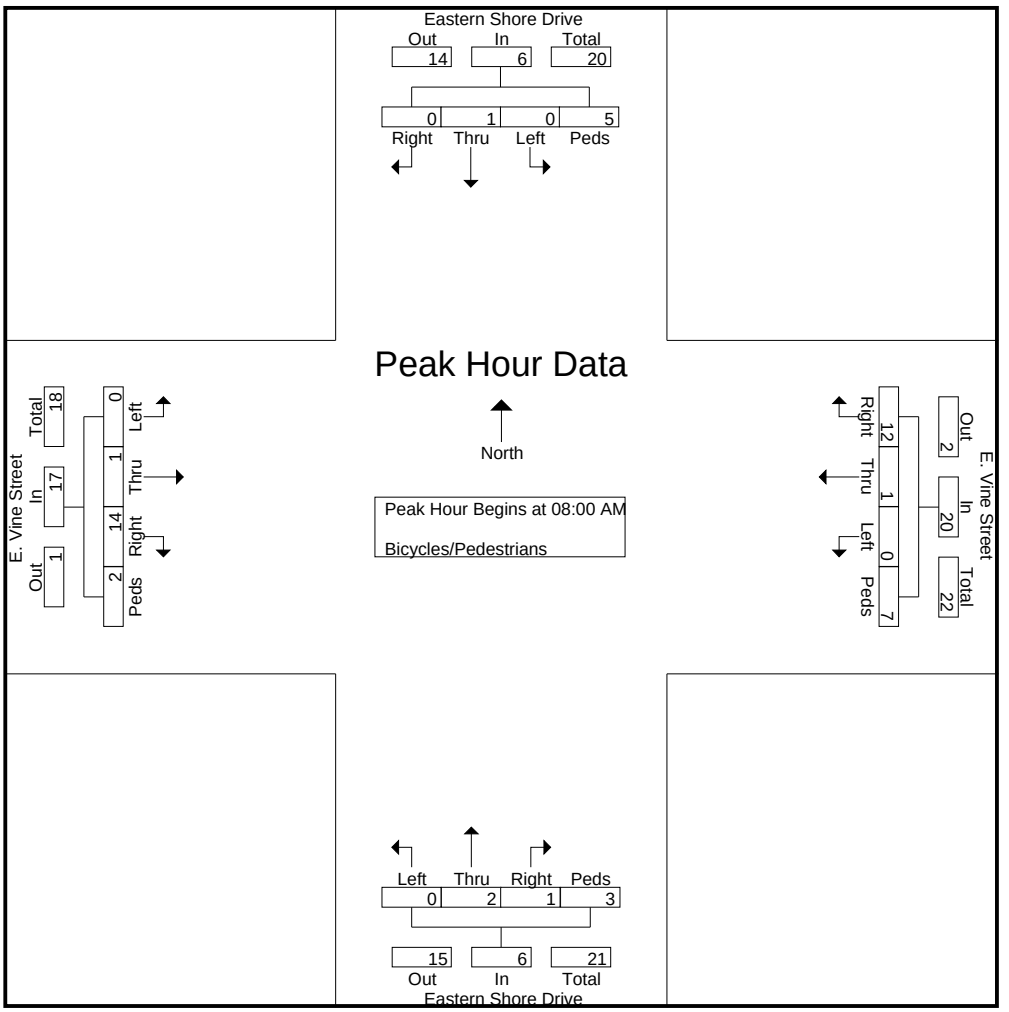


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File Name : Eastern Shore Drive @ E Vine Street - AM - R
Site Code : 00000000
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	Eastern Shore Drive Southbound					E. Vine Street Westbound					Eastern Shore Drive Northbound					E. Vine Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**1**	0	0	1	0	**1**	2	1	4	0	0	0	0	0	0	0	1	0	1	6
08:15 AM	0	0	0	**2**	**2**	0	0	1	1	2	0	**1**	0	0	1	0	0	3	**1**	4	9
08:30 AM	0	0	0	2	2	0	0	3	**3**	6	0	1	0	**2**	**3**	0	0	**6**	0	**6**	**17**
08:45 AM	0	0	0	1	1	0	0	**6**	2	**8**	0	0	**1**	1	2	0	**1**	4	1	6	17
Total Volume	0	1	0	5	6	0	1	12	7	20	0	2	1	3	6	0	1	14	2	17	49
% App. Total	0	16.7	0	83.3		0	5	60	35		0	33.3	16.7	50		0	5.9	82.4	11.8		
PHF	.000	.250	.000	.625	.750	.000	.250	.500	.583	.625	.000	.500	.250	.375	.500	.000	.250	.583	.500	.708	.721



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106 NORTH WASHINGTON STREET, P.O. BOX 1065, EASTON, MD 21601-3128 • 410.770.4744 • FAX 410.770.4515
EMAIL: Salisbury: dbf@dbfinc.com Milford: milford@dbfinc.com Easton: easton@dbfinc.com WEBPAGE: www.dbfinc.com
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Counted By:
Weather:
Intersection:

File Name : Eastern Shore Drive @ E Vine Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

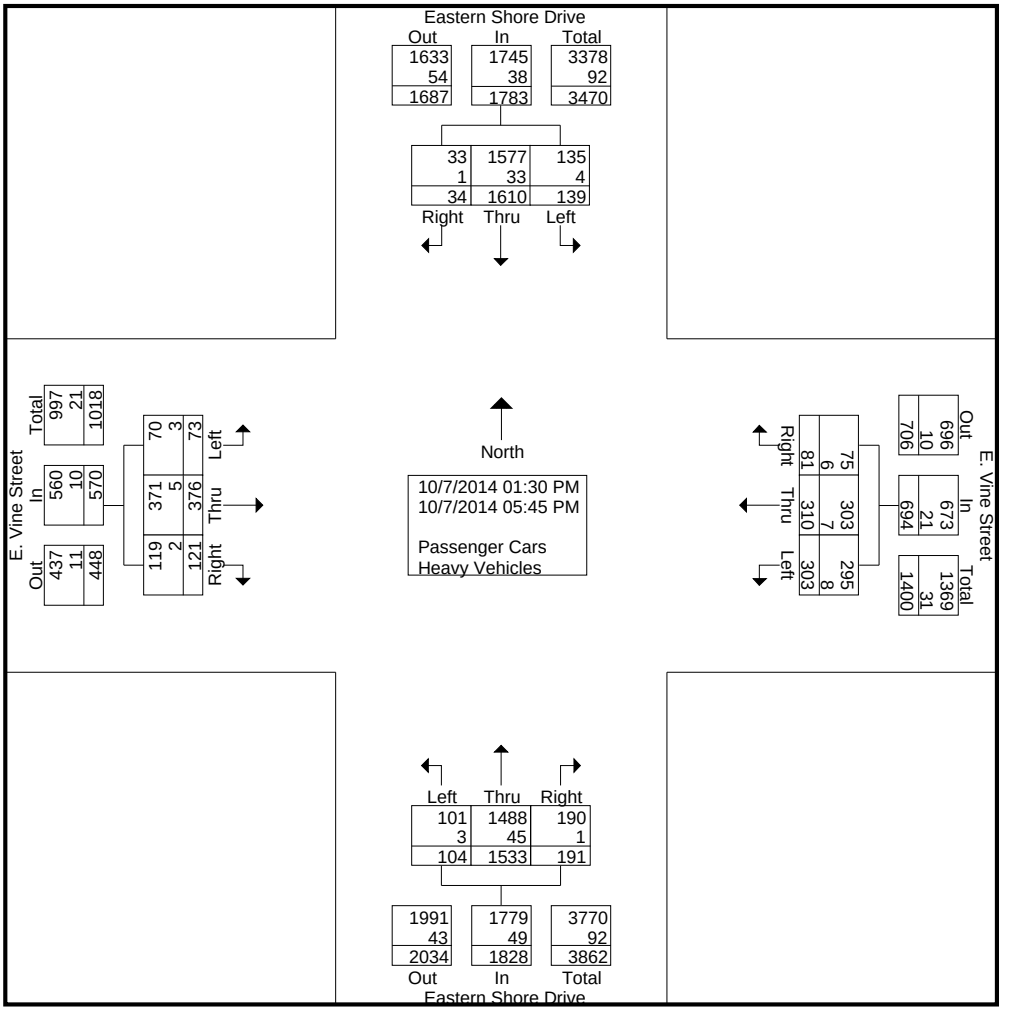
Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound				E. Vine Street Westbound				Eastern Shore Drive Northbound				E. Vine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	9	68	1	78	13	22	6	41	3	73	8	84	4	19	5	28	231
01:45 PM	6	79	2	87	14	20	3	37	2	88	7	97	5	20	4	29	250
Total	15	147	3	165	27	42	9	78	5	161	15	181	9	39	9	57	481
02:00 PM	7	69	2	78	12	15	4	31	8	74	13	95	3	27	5	35	239
02:15 PM	11	90	2	103	16	19	5	40	4	68	11	83	3	22	11	36	262
02:30 PM	5	86	2	93	26	21	8	55	5	87	8	100	5	18	1	24	272
02:45 PM	7	94	1	102	22	26	8	56	4	110	8	122	5	19	5	29	309
Total	30	339	7	376	76	81	25	182	21	339	40	400	16	86	22	124	1082
03:00 PM	9	88	1	98	19	21	8	48	8	99	9	116	2	22	8	32	294
03:15 PM	8	82	1	91	18	23	1	42	3	72	9	84	2	26	7	35	252
03:30 PM	11	96	6	113	12	18	4	34	6	94	13	113	7	17	14	38	298
03:45 PM	10	102	3	115	16	22	5	43	8	98	11	117	4	20	12	36	311
Total	38	368	11	417	65	84	18	167	25	363	42	430	15	85	41	141	1155
04:00 PM	4	91	1	96	16	13	6	35	10	79	12	101	7	32	7	46	278
04:15 PM	5	76	1	82	15	18	4	37	7	89	10	106	5	17	3	25	250
04:30 PM	15	89	3	107	21	8	4	33	5	101	16	122	0	26	11	37	299
04:45 PM	8	114	2	124	15	18	3	36	11	72	6	89	6	20	8	34	283
Total	32	370	7	409	67	57	17	141	33	341	44	418	18	95	29	142	1110
05:00 PM	7	123	2	132	22	10	2	34	5	119	12	136	5	23	8	36	338
05:15 PM	7	110	0	117	16	17	4	37	7	68	15	90	4	13	7	24	268
05:30 PM	6	73	4	83	17	9	3	29	3	67	13	83	3	19	2	24	219
05:45 PM	4	80	0	84	13	10	3	26	5	75	10	90	3	16	3	22	222
Total	24	386	6	416	68	46	12	126	20	329	50	399	15	71	20	106	1047
Grand Total	139	1610	34	1783	303	310	81	694	104	1533	191	1828	73	376	121	570	4875
Apprch %	7.8	90.3	1.9		43.7	44.7	11.7		5.7	83.9	10.4		12.8	66	21.2		
Total %	2.9	33	0.7	36.6	6.2	6.4	1.7	14.2	2.1	31.4	3.9	37.5	1.5	7.7	2.5	11.7	
Passenger Cars	135	1577	33	1745	295	303	75	673	101	1488	190	1779	70	371	119	560	4757
% Passenger Cars	97.1	98	97.1	97.9	97.4	97.7	92.6	97	97.1	97.1	99.5	97.3	95.9	98.7	98.3	98.2	97.6
Heavy Vehicles	4	33	1	38	8	7	6	21	3	45	1	49	3	5	2	10	118
% Heavy Vehicles	2.9	2	2.9	2.1	2.6	2.3	7.4	3	2.9	2.9	0.5	2.7	4.1	1.3	1.7	1.8	2.4

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Counted By:
Weather:
Intersection:

File Name : Eastern Shore Drive @ E Vine Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014

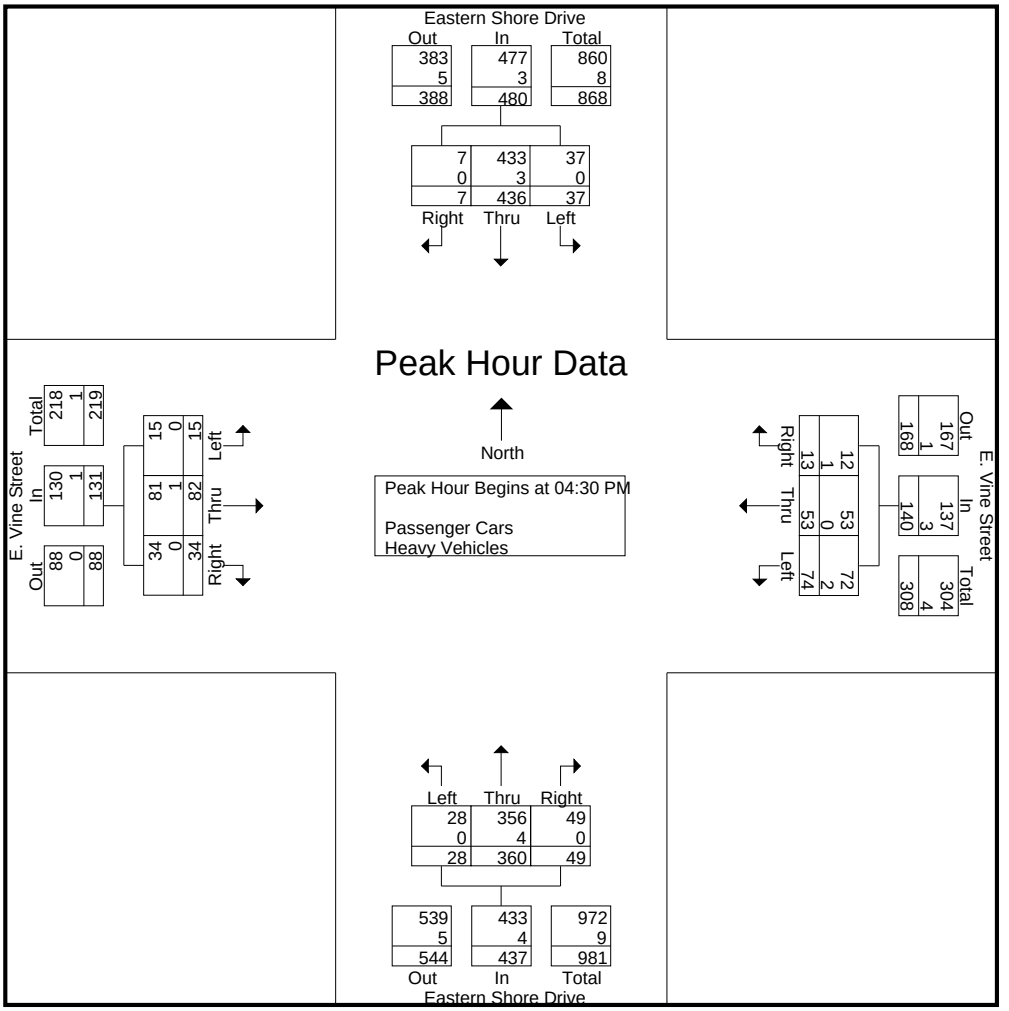


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Counted By:
Weather:
Intersection:

File Name : Eastern Shore Drive @ E Vine Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

	Eastern Shore Drive Southbound				E. Vine Street Westbound				Eastern Shore Drive Northbound				E. Vine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**15**	89	**3**	107	21	8	**4**	33	5	101	**16**	122	0	**26**	**11**	**37**	299
04:45 PM	8	114	2	124	15	**18**	3	36	**11**	72	6	89	**6**	20	8	34	283
05:00 PM	7	**123**	2	**132**	**22**	10	2	34	5	**119**	12	**136**	5	23	8	36	**338**
05:15 PM	7	110	0	117	16	17	4	**37**	7	68	15	90	4	13	7	24	268
Total Volume	37	436	7	480	74	53	13	140	28	360	49	437	15	82	34	131	1188
% App. Total	7.7	90.8	1.5		52.9	37.9	9.3		6.4	82.4	11.2		11.5	62.6	26		
PHF	.617	.886	.583	.909	.841	.736	.813	.946	.636	.756	.766	.803	.625	.788	.773	.885	.879
Passenger Cars	37	433	7	477	72	53	12	137	28	356	49	433	15	81	34	130	1177
% Passenger Cars	100	99.3	100	99.4	97.3	100	92.3	97.9	100	98.9	100	99.1	100	98.8	100	99.2	99.1
Heavy Vehicles	0	3	0	3	2	0	1	3	0	4	0	4	0	1	0	1	11
% Heavy Vehicles	0	0.7	0	0.6	2.7	0	7.7	2.1	0	1.1	0	0.9	0	1.2	0	0.8	0.9



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Counted By:
Weather:
Intersection:

File Name : Eastern Shore Drive @ E Vine Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 4

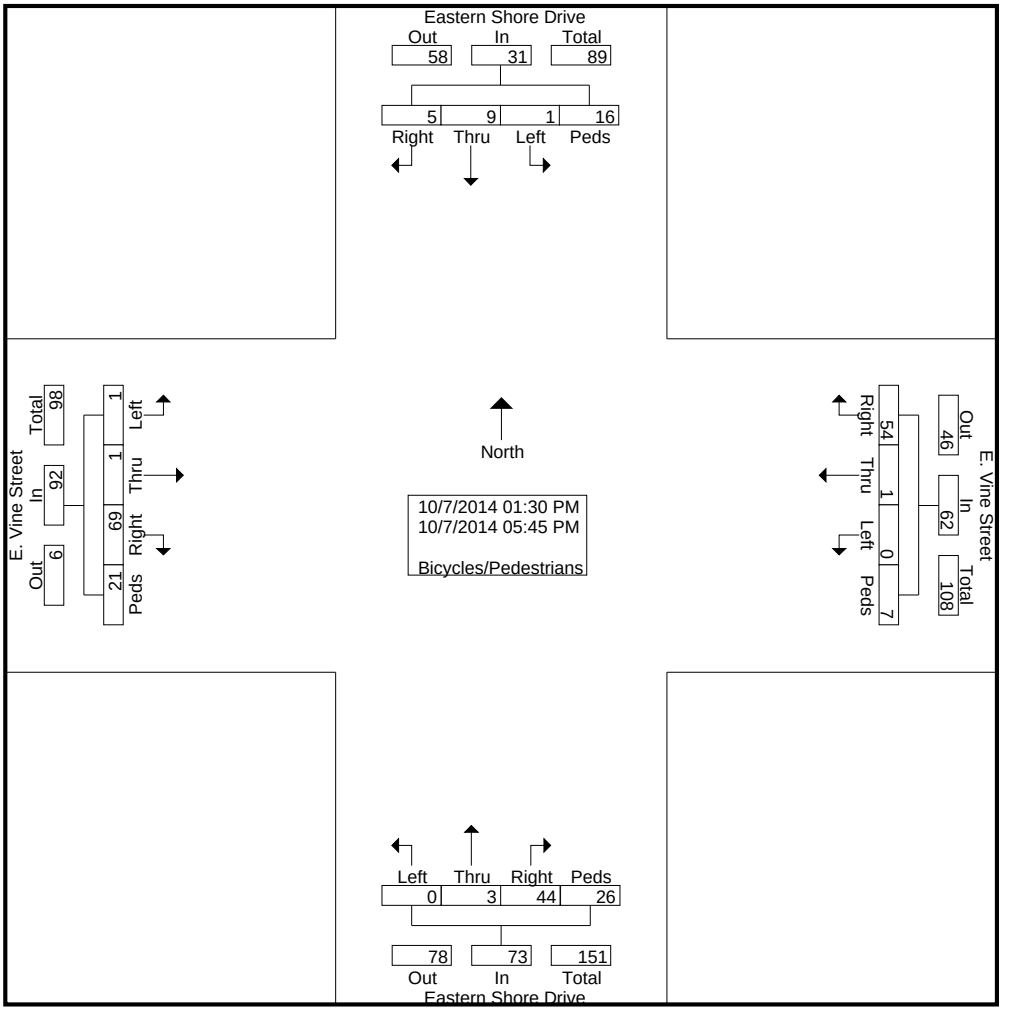
Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					E. Vine Street Westbound					Eastern Shore Drive Northbound					E. Vine Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	0	3	3	0	0	1	0	1	0	0	0	3	3	0	0	5	0	5	12
01:45 PM	0	1	1	1	3	0	1	4	0	5	0	0	1	2	3	0	0	0	0	0	11
Total	0	1	1	4	6	0	1	5	0	6	0	0	1	5	6	0	0	5	0	5	23
02:00 PM	0	0	0	1	1	0	0	2	0	2	0	0	0	1	1	0	0	3	0	3	7
02:15 PM	0	2	0	0	2	0	0	3	1	4	0	0	2	3	5	1	0	5	1	7	18
02:30 PM	0	1	0	0	1	0	0	3	0	3	0	1	4	0	5	0	0	4	4	8	17
02:45 PM	0	0	0	0	0	0	0	3	0	3	0	0	4	2	6	0	0	3	0	3	12
Total	0	3	0	1	4	0	0	11	1	12	0	1	10	6	17	1	0	15	5	21	54
03:00 PM	0	0	0	1	1	0	0	4	1	5	0	0	1	0	1	0	0	9	0	9	16
03:15 PM	0	0	0	2	2	0	0	4	0	4	0	0	1	1	2	0	0	2	1	3	11
03:30 PM	0	0	2	1	3	0	0	2	0	2	0	0	4	1	5	0	0	4	3	7	17
03:45 PM	0	1	0	0	1	0	0	4	0	4	0	0	3	1	4	0	0	2	0	2	11
Total	0	1	2	4	7	0	0	14	1	15	0	0	9	3	12	0	0	17	4	21	55
04:00 PM	0	2	0	0	2	0	0	2	0	2	0	0	2	2	4	0	1	4	2	7	15
04:15 PM	1	2	0	1	4	0	0	7	0	7	0	1	0	2	3	0	0	6	2	8	22
04:30 PM	0	0	0	0	0	0	0	2	1	3	0	0	3	1	4	0	0	4	0	4	11
04:45 PM	0	0	0	1	1	0	0	4	1	5	0	0	1	0	1	0	0	1	0	1	8
Total	1	4	0	2	7	0	0	15	2	17	0	1	6	5	12	0	1	15	4	20	56
05:00 PM	0	0	0	1	1	0	0	2	0	2	0	0	7	1	8	0	0	4	1	5	16
05:15 PM	0	0	1	0	1	0	0	3	0	3	0	0	3	0	3	0	0	8	1	9	16
05:30 PM	0	0	0	2	2	0	0	1	0	1	0	0	4	5	9	0	0	3	5	8	20
05:45 PM	0	0	1	2	3	0	0	3	3	6	0	1	4	1	6	0	0	2	1	3	18
Total	0	0	2	5	7	0	0	9	3	12	0	1	18	7	26	0	0	17	8	25	70
Grand Total	1	9	5	16	31	0	1	54	7	62	0	3	44	26	73	1	1	69	21	92	258
Apprch %	3.2	29	16.1	51.6		0	1.6	87.1	11.3		0	4.1	60.3	35.6		1.1	1.1	75	22.8		
Total %	0.4	3.5	1.9	6.2	12	0	0.4	20.9	2.7	24	0	1.2	17.1	10.1	28.3	0.4	0.4	26.7	8.1	35.7	

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Counted By:
Weather:
Intersection:

File Name : Eastern Shore Drive @ E Vine Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 5

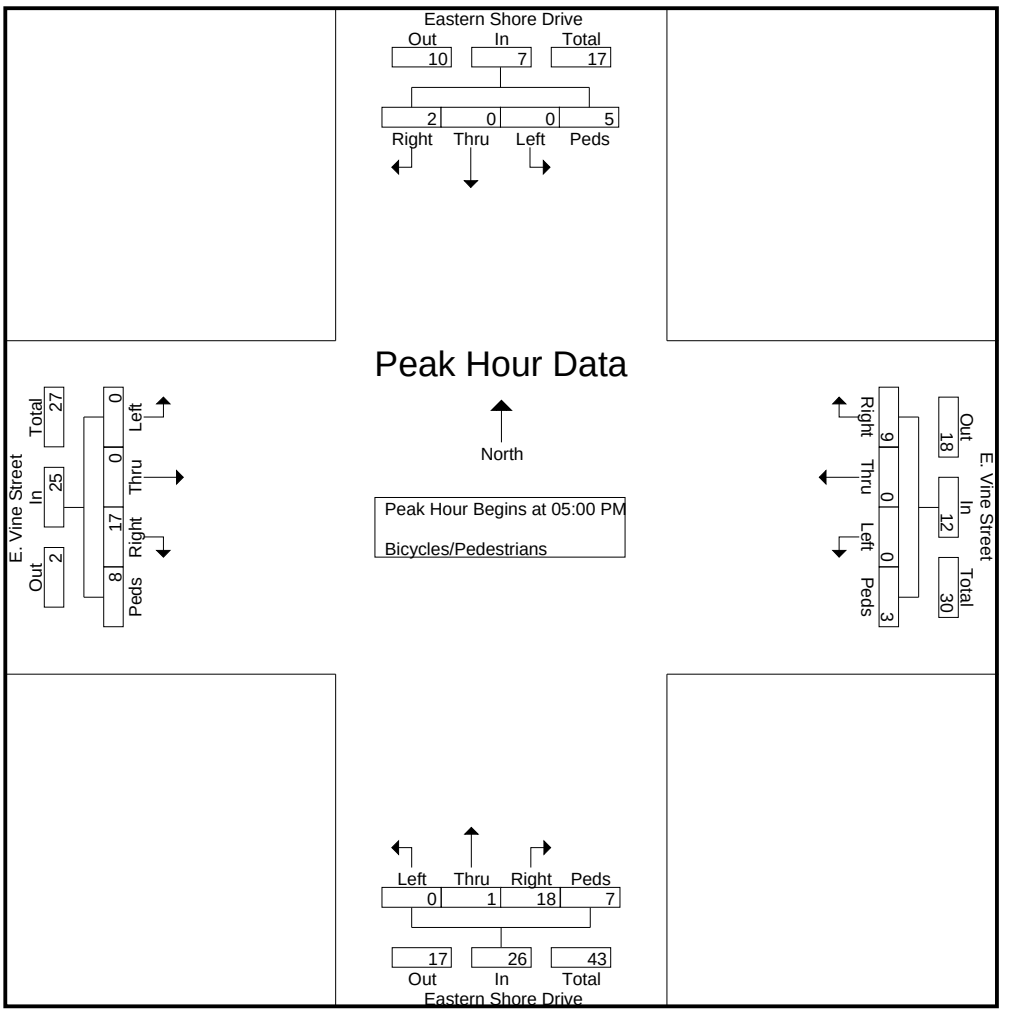


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Counted By:
Weather:
Intersection:

File Name : Eastern Shore Drive @ E Vine Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 6

	Eastern Shore Drive Southbound					E. Vine Street Westbound					Eastern Shore Drive Northbound					E. Vine Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	1	1	0	0	2	0	2	0	0	**7**	1	8	0	0	4	1	5	16
05:15 PM	0	0	**1**	0	1	0	0	**3**	0	3	0	0	3	0	3	0	0	**8**	1	**9**	16
05:30 PM	0	0	0	**2**	2	0	0	1	0	1	0	0	4	**5**	**9**	0	0	3	**5**	8	**20**
05:45 PM	0	0	1	2	**3**	0	0	3	**3**	**6**	0	**1**	4	1	6	0	0	2	1	3	18
Total Volume	0	0	2	5	7	0	0	9	3	12	0	1	18	7	26	0	0	17	8	25	70
% App. Total	0	0	28.6	71.4		0	0	75	25		0	3.8	69.2	26.9		0	0	68	32		
PHF	.000	.000	.500	.625	.583	.000	.000	.750	.250	.500	.000	.250	.643	.350	.722	.000	.000	.531	.400	.694	.875



EASTERN SHORE DRIVE @
SOUTH BOULEVARD

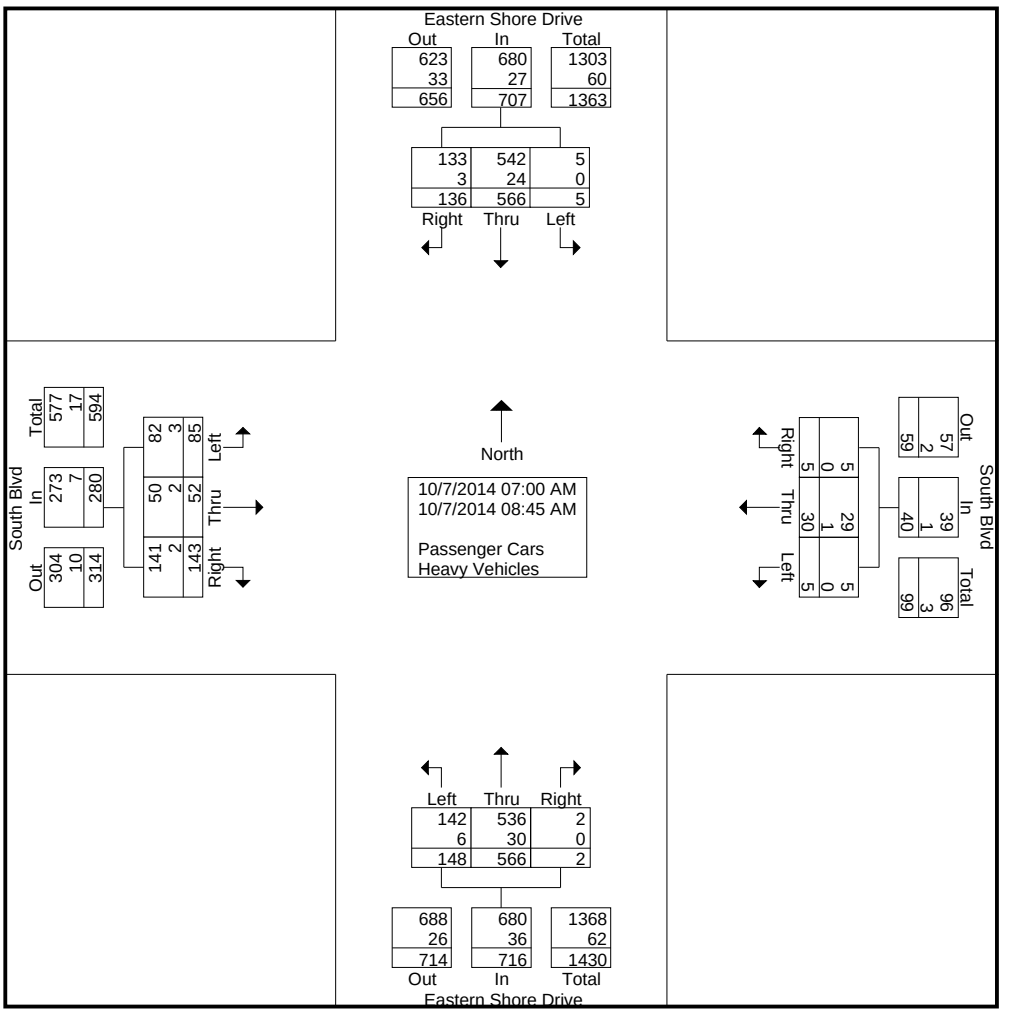
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Counted By: WG
Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : eastern shore drive @ south blvd - am - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound				South Blvd Westbound				Eastern Shore Drive Northbound				South Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	51	7	59	1	1	0	2	12	56	0	68	6	5	17	28	157
07:15 AM	1	114	7	122	0	3	1	4	10	68	0	78	11	12	14	37	241
07:30 AM	0	95	21	116	2	7	1	10	19	107	0	126	10	6	19	35	287
07:45 AM	0	63	17	80	1	4	0	5	35	91	1	127	13	6	15	34	246
Total	2	323	52	377	4	15	2	21	76	322	1	399	40	29	65	134	931
08:00 AM	1	66	11	78	0	5	0	5	18	67	1	86	9	3	20	32	201
08:15 AM	1	59	24	84	1	2	2	5	15	63	0	78	15	7	21	43	210
08:30 AM	0	60	22	82	0	3	0	3	14	58	0	72	9	6	18	33	190
08:45 AM	1	58	27	86	0	5	1	6	25	56	0	81	12	7	19	38	211
Total	3	243	84	330	1	15	3	19	72	244	1	317	45	23	78	146	812
Grand Total	5	566	136	707	5	30	5	40	148	566	2	716	85	52	143	280	1743
Apprch %	0.7	80.1	19.2		12.5	75	12.5		20.7	79.1	0.3		30.4	18.6	51.1		
Total %	0.3	32.5	7.8	40.6	0.3	1.7	0.3	2.3	8.5	32.5	0.1	41.1	4.9	3	8.2	16.1	
Passenger Cars	5	542	133	680	5	29	5	39	142	536	2	680	82	50	141	273	1672
% Passenger Cars	100	95.8	97.8	96.2	100	96.7	100	97.5	95.9	94.7	100	95	96.5	96.2	98.6	97.5	95.9
Heavy Vehicles	0	24	3	27	0	1	0	1	6	30	0	36	3	2	2	7	71
% Heavy Vehicles	0	4.2	2.2	3.8	0	3.3	0	2.5	4.1	5.3	0	5	3.5	3.8	1.4	2.5	4.1

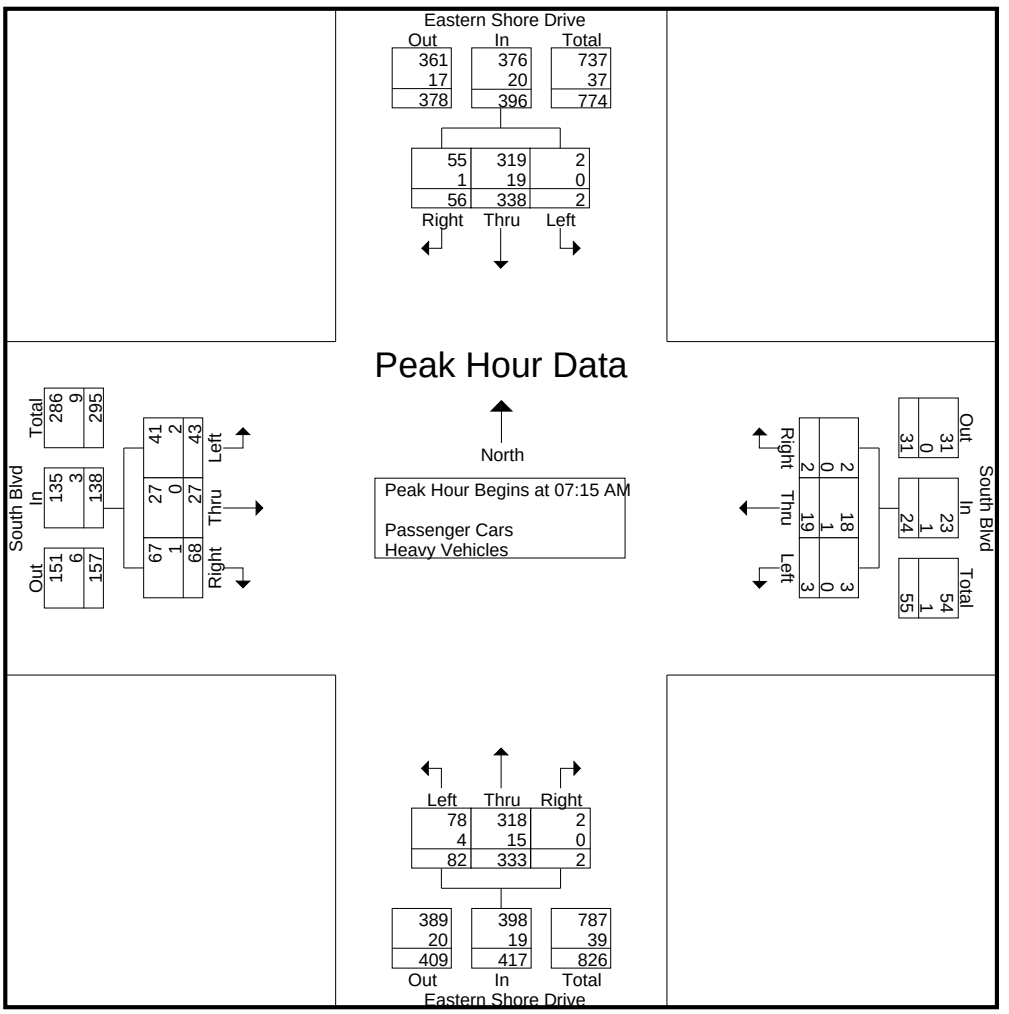


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Counted By: WG
Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : eastern shore drive @ south blvd - am - r
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound				South Blvd Westbound				Eastern Shore Drive Northbound				South Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	**114**	7	**122**	0	3	**1**	4	10	68	0	78	11	**12**	14	**37**	241
07:30 AM	0	95	**21**	116	**2**	**7**	1	**10**	19	**107**	0	126	10	6	19	35	**287**
07:45 AM	0	63	17	80	1	4	0	5	**35**	91	**1**	**127**	**13**	6	15	34	246
08:00 AM	1	66	11	78	0	5	0	5	18	67	1	86	9	3	**20**	32	201
Total Volume	2	338	56	396	3	19	2	24	82	333	2	417	43	27	68	138	975
% App. Total	0.5	85.4	14.1		12.5	79.2	8.3		19.7	79.9	0.5		31.2	19.6	49.3		
PHF	.500	.741	.667	.811	.375	.679	.500	.600	.586	.778	.500	.821	.827	.563	.850	.932	.849
Passenger Cars	2	319	55	376	3	18	2	23	78	318	2	398	41	27	67	135	932
% Passenger Cars	100	94.4	98.2	94.9	100	94.7	100	95.8	95.1	95.5	100	95.4	95.3	100	98.5	97.8	95.6
Heavy Vehicles	0	19	1	20	0	1	0	1	4	15	0	19	2	0	1	3	43
% Heavy Vehicles	0	5.6	1.8	5.1	0	5.3	0	4.2	4.9	4.5	0	4.6	4.7	0	1.5	2.2	4.4



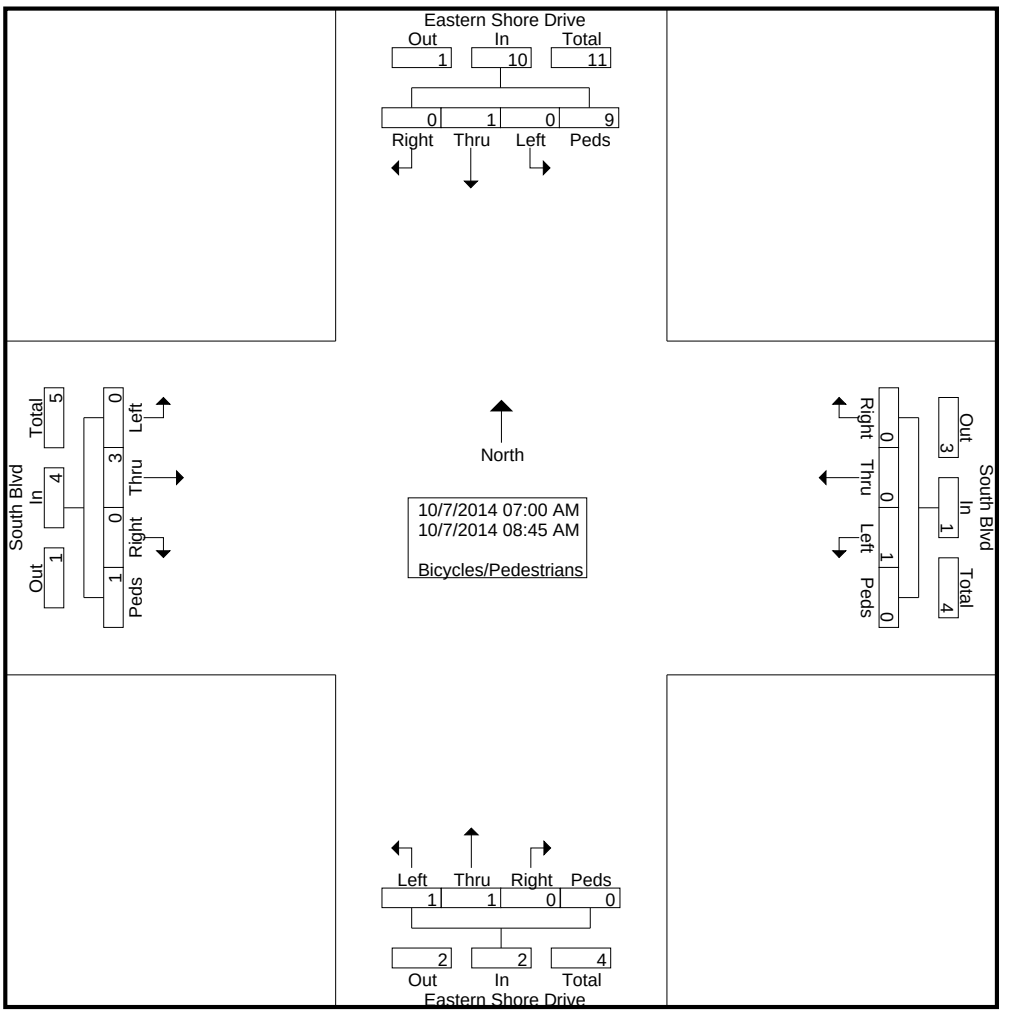
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Counted By: WG
Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : eastern shore drive @ south blvd - am - r
Site Code : 00000000
Start Date : 10/7/2014

Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					South Blvd Westbound					Eastern Shore Drive Northbound					South Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	6	6	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	10
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	3	4	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	7
Grand Total	0	1	0	9	10	1	0	0	0	1	1	1	0	0	2	0	3	0	1	4	17
Apprch %	0	10	0	90		100	0	0	0		50	50	0	0		0	75	0	25		
Total %	0	5.9	0	52.9	58.8	5.9	0	0	0	5.9	5.9	5.9	0	0	11.8	0	17.6	0	5.9	23.5	

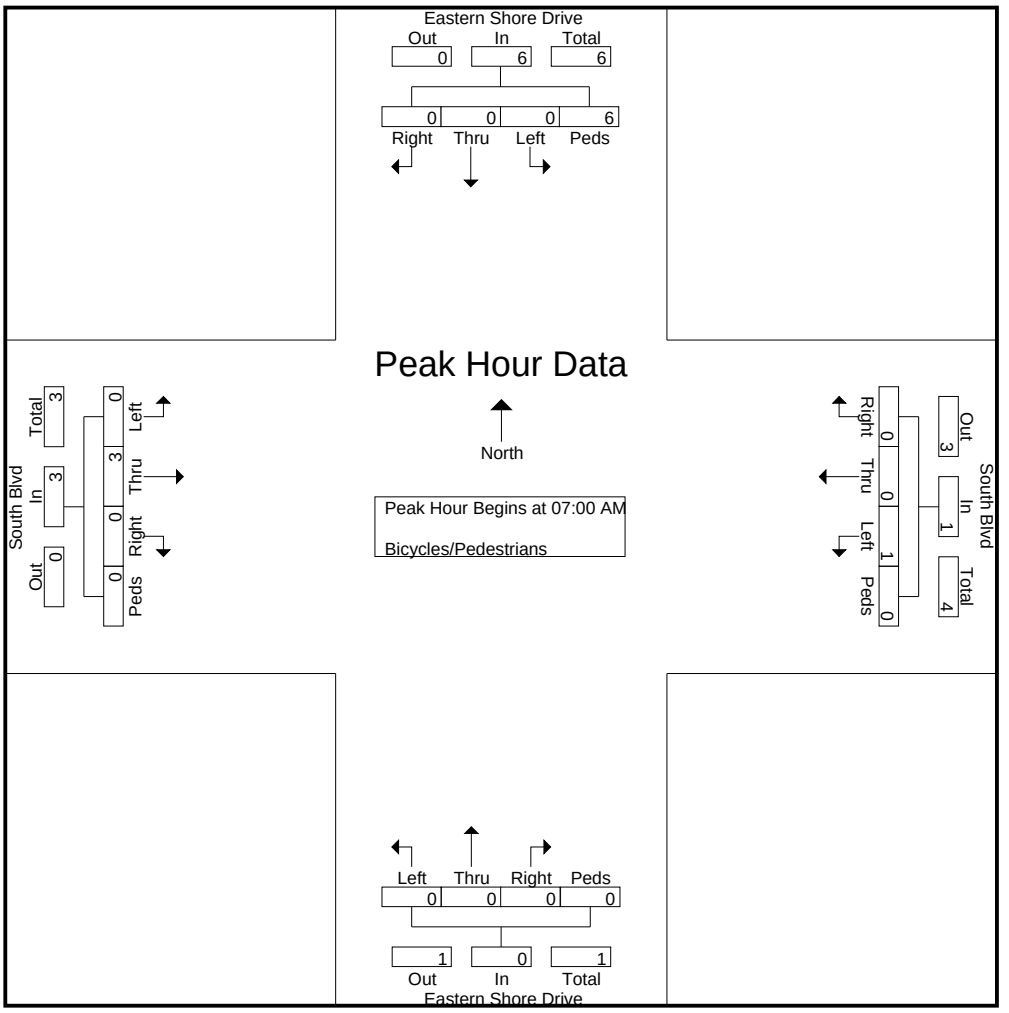


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Counted By: WG
Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : eastern shore drive @ south blvd - am - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 4

	Eastern Shore Drive Southbound					South Blvd Westbound					Eastern Shore Drive Northbound					South Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	3
07:15 AM	0	0	0	**5**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	6	6	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	10
% App. Total	0	0	0	100		100	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.300	.300	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.500



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Counted By: DO
Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : Eastern Shore Drive @ South Blvd - DO - PM
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

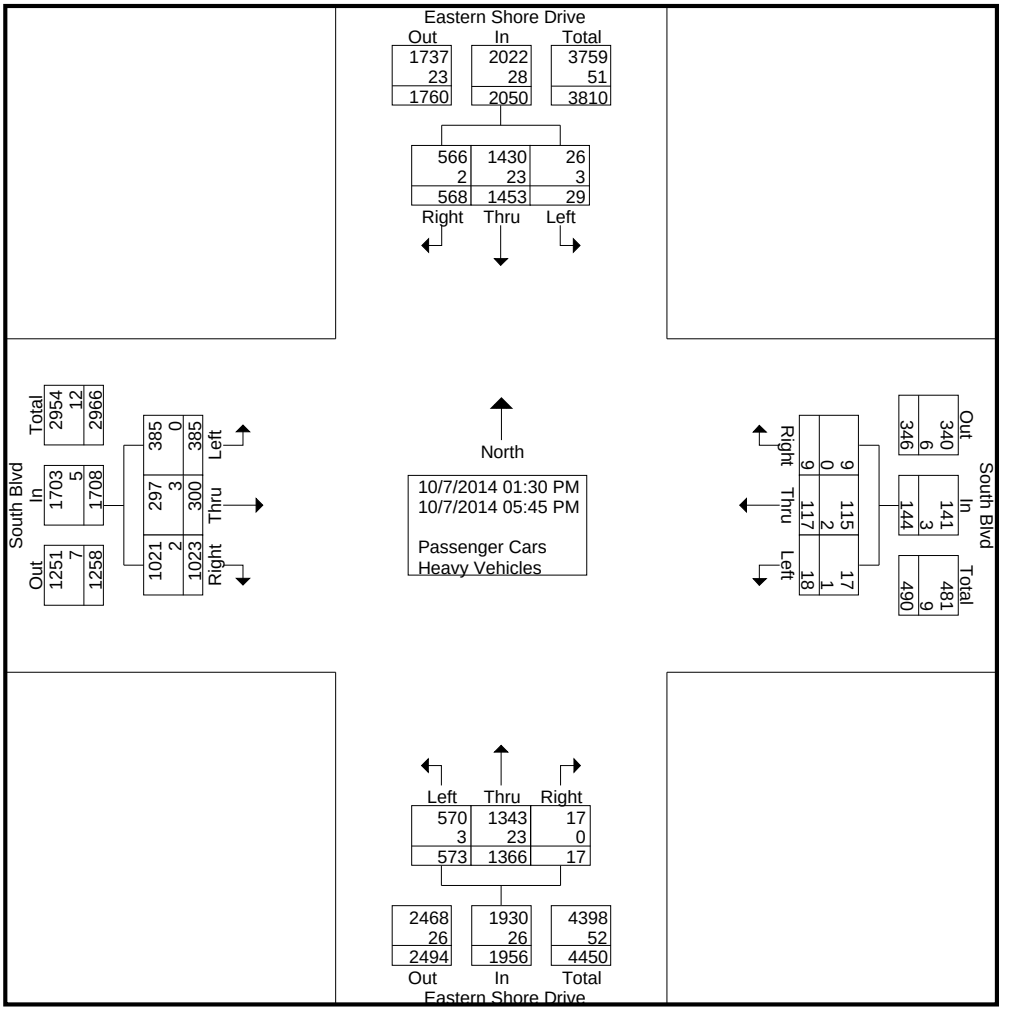
Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound				South Blvd Westbound				Eastern Shore Drive Northbound				South Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	1	65	24	90	1	5	0	6	23	71	0	94	17	19	57	93	283
01:45 PM	0	67	23	90	0	5	1	6	25	72	0	97	27	15	46	88	281
Total	1	132	47	180	1	10	1	12	48	143	0	191	44	34	103	181	564
02:00 PM	1	62	27	90	0	9	2	11	25	78	0	103	24	11	59	94	298
02:15 PM	1	96	28	125	0	9	0	9	23	72	0	95	12	17	33	62	291
02:30 PM	7	82	28	117	1	8	2	11	29	85	1	115	16	21	48	85	328
02:45 PM	3	86	36	125	0	3	0	3	42	99	0	141	21	6	50	77	346
Total	12	326	119	457	1	29	4	34	119	334	1	454	73	55	190	318	1263
03:00 PM	0	77	36	113	1	7	2	10	41	82	1	124	19	17	49	85	332
03:15 PM	0	72	38	110	0	9	1	10	28	62	7	97	22	15	61	98	315
03:30 PM	1	71	32	104	2	10	0	12	29	87	0	116	25	21	62	108	340
03:45 PM	5	96	33	134	1	7	0	8	36	82	3	121	27	13	61	101	364
Total	6	316	139	461	4	33	3	40	134	313	11	458	93	66	233	392	1351
04:00 PM	1	90	36	127	3	3	0	6	34	74	0	108	13	25	55	93	334
04:15 PM	3	78	28	109	0	3	0	3	40	69	0	109	20	7	72	99	320
04:30 PM	2	78	43	123	4	6	0	10	30	81	2	113	24	15	52	91	337
04:45 PM	0	80	39	119	1	11	0	12	31	70	1	102	20	20	50	90	323
Total	6	326	146	478	8	23	0	31	135	294	3	432	77	67	229	373	1314
05:00 PM	1	108	40	149	3	5	1	9	32	95	0	127	30	18	73	121	406
05:15 PM	0	103	33	136	1	6	0	7	31	54	1	86	32	26	72	130	359
05:30 PM	1	65	22	88	0	5	0	5	36	58	0	94	19	15	57	91	278
05:45 PM	2	77	22	101	0	6	0	6	38	75	1	114	17	19	66	102	323
Total	4	353	117	474	4	22	1	27	137	282	2	421	98	78	268	444	1366
Grand Total	29	1453	568	2050	18	117	9	144	573	1366	17	1956	385	300	1023	1708	5858
Apprch %	1.4	70.9	27.7		12.5	81.2	6.2		29.3	69.8	0.9		22.5	17.6	59.9		
Total %	0.5	24.8	9.7	35	0.3	2	0.2	2.5	9.8	23.3	0.3	33.4	6.6	5.1	17.5	29.2	
Passenger Cars	26	1430	566	2022	17	115	9	141	570	1343	17	1930	385	297	1021	1703	5796
% Passenger Cars	89.7	98.4	99.6	98.6	94.4	98.3	100	97.9	99.5	98.3	100	98.7	100	99	99.8	99.7	98.9
Heavy Vehicles	3	23	2	28	1	2	0	3	3	23	0	26	0	3	2	5	62
% Heavy Vehicles	10.3	1.6	0.4	1.4	5.6	1.7	0	2.1	0.5	1.7	0	1.3	0	1	0.2	0.3	1.1

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Counted By: DO
Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : Eastern Shore Drive @ South Blvd - DO - PM
Site Code : 00000000
Start Date : 10/7/2014
Page No : 2

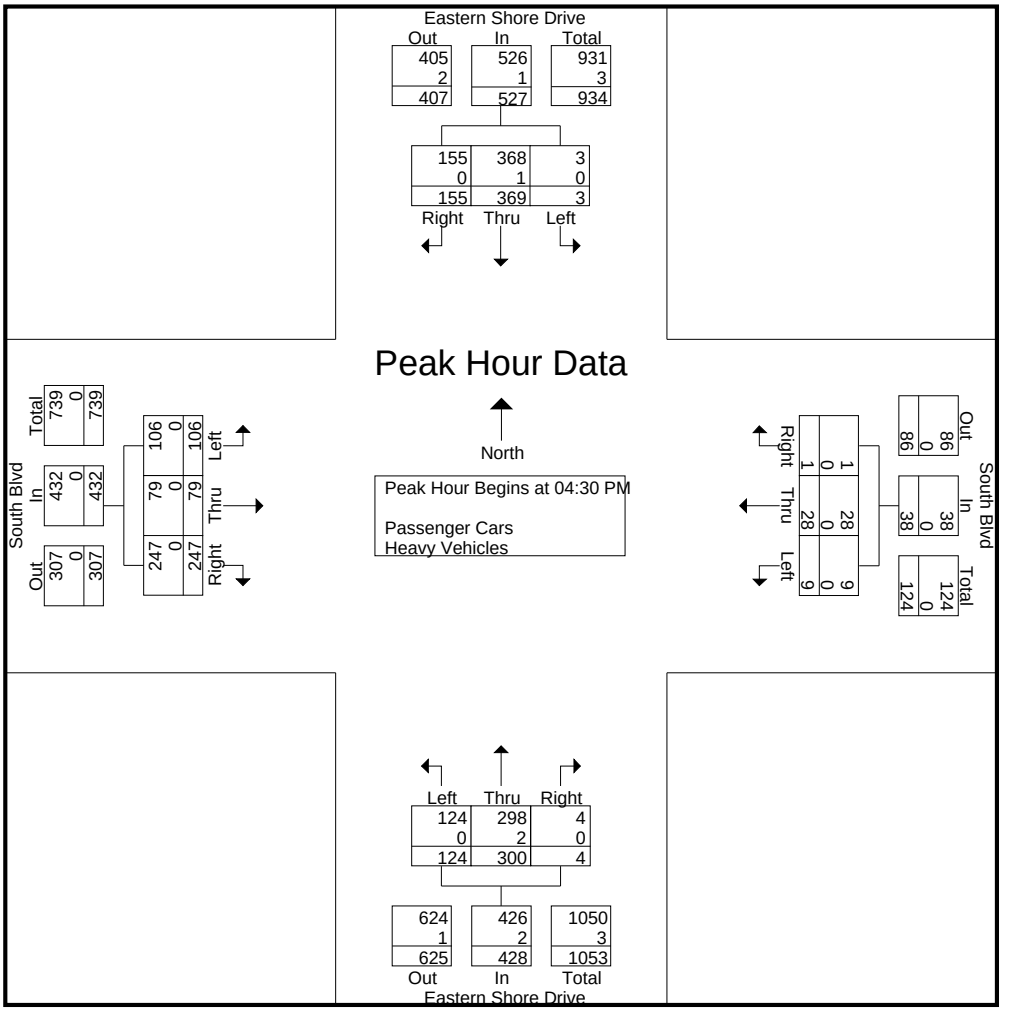


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Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : Eastern Shore Drive @ South Blvd - DO - PM
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

	Eastern Shore Drive Southbound				South Blvd Westbound				Eastern Shore Drive Northbound				South Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	78	**43**	123	**4**	6	0	10	30	81	**2**	113	24	15	52	91	337
04:45 PM	0	80	39	119	1	**11**	0	**12**	31	70	1	102	20	20	50	90	323
05:00 PM	1	**108**	40	**149**	3	5	**1**	9	**32**	**95**	0	**127**	30	18	**73**	121	**406**
05:15 PM	0	103	33	136	1	6	0	7	31	54	1	86	**32**	**26**	72	**130**	359
Total Volume	3	369	155	527	9	28	1	38	124	300	4	428	106	79	247	432	1425
% App. Total	0.6	70	29.4		23.7	73.7	2.6		29	70.1	0.9		24.5	18.3	57.2		
PHF	.375	.854	.901	.884	.563	.636	.250	.792	.969	.789	.500	.843	.828	.760	.846	.831	.877
Passenger Cars	3	368	155	526	9	28	1	38	124	298	4	426	106	79	247	432	1422
% Passenger Cars	100	99.7	100	99.8	100	100	100	100	100	99.3	100	99.5	100	100	100	100	99.8
Heavy Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% Heavy Vehicles	0	0.3	0	0.2	0	0	0	0	0	0.7	0	0.5	0	0	0	0	0.2



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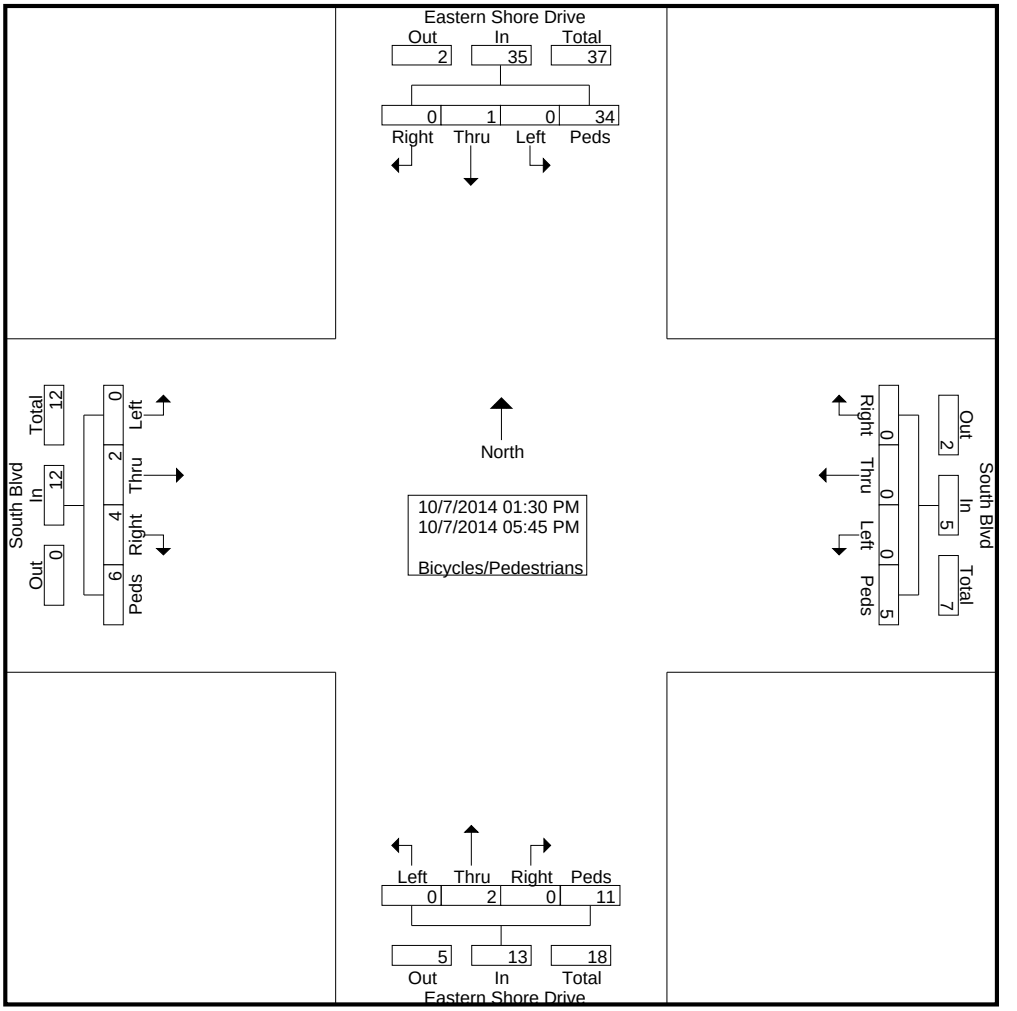
Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					South Blvd Westbound					Eastern Shore Drive Northbound					South Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	5
01:45 PM	0	1	0	4	5	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	9
Total	0	1	0	5	6	0	0	0	0	0	0	2	0	0	2	0	1	3	2	6	14
02:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	8
03:00 PM	0	0	0	12	12	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	15
03:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
03:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	17	17	0	0	0	2	2	0	0	0	1	1	0	1	0	1	2	22
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
04:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	7
Total	0	0	0	8	8	0	0	0	0	0	0	0	0	5	5	0	0	0	1	1	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	1	2	3	7
Grand Total	0	1	0	34	35	0	0	0	5	5	0	2	0	11	13	0	2	4	6	12	65
Apprch %	0	2.9	0	97.1		0	0	0	100		0	15.4	0	84.6		0	16.7	33.3	50		
Total %	0	1.5	0	52.3	53.8	0	0	0	7.7	7.7	0	3.1	0	16.9	20	0	3.1	6.2	9.2	18.5	

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Intersection: EasternShoreDr @ SouthBlvd

File Name : Eastern Shore Drive @ South Blvd - DO - PM
Site Code : 00000000
Start Date : 10/7/2014
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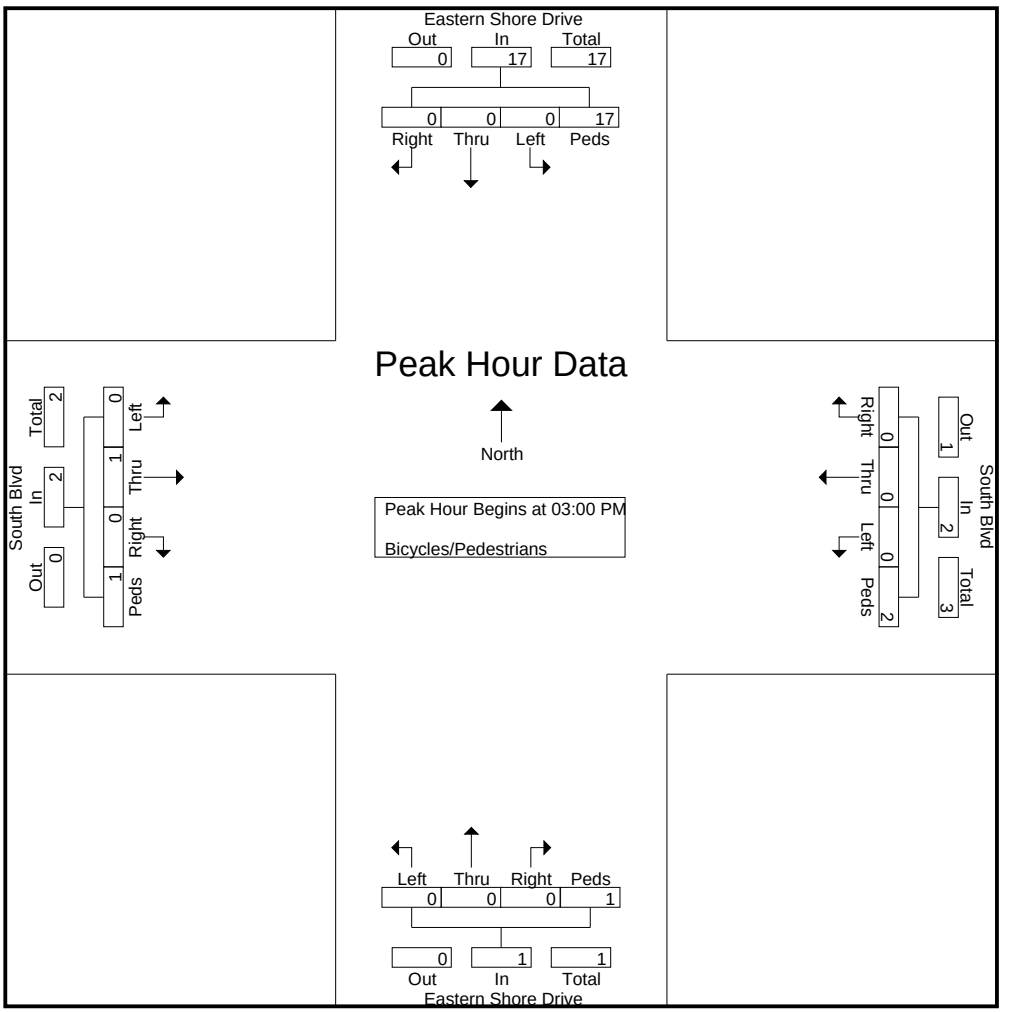


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Weather: Sunny
Intersection: EasternShoreDr @ SouthBlvd

File Name : Eastern Shore Drive @ South Blvd - DO - PM
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound					South Blvd Westbound					Eastern Shore Drive Northbound					South Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	**12**	**12**	0	0	0	**2**	**2**	0	0	0	**1**	**1**	0	0	0	0	0	**15**
03:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	2
03:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	17	17	0	0	0	2	2	0	0	0	1	1	0	1	0	1	2	22
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	50	0	50		
PHF	.000	.000	.000	.354	.354	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.250	.000	.250	.250	.367



EASTERN SHORE DRIVE @
SOUTH DIVISION STREET/ACE HARDWARE

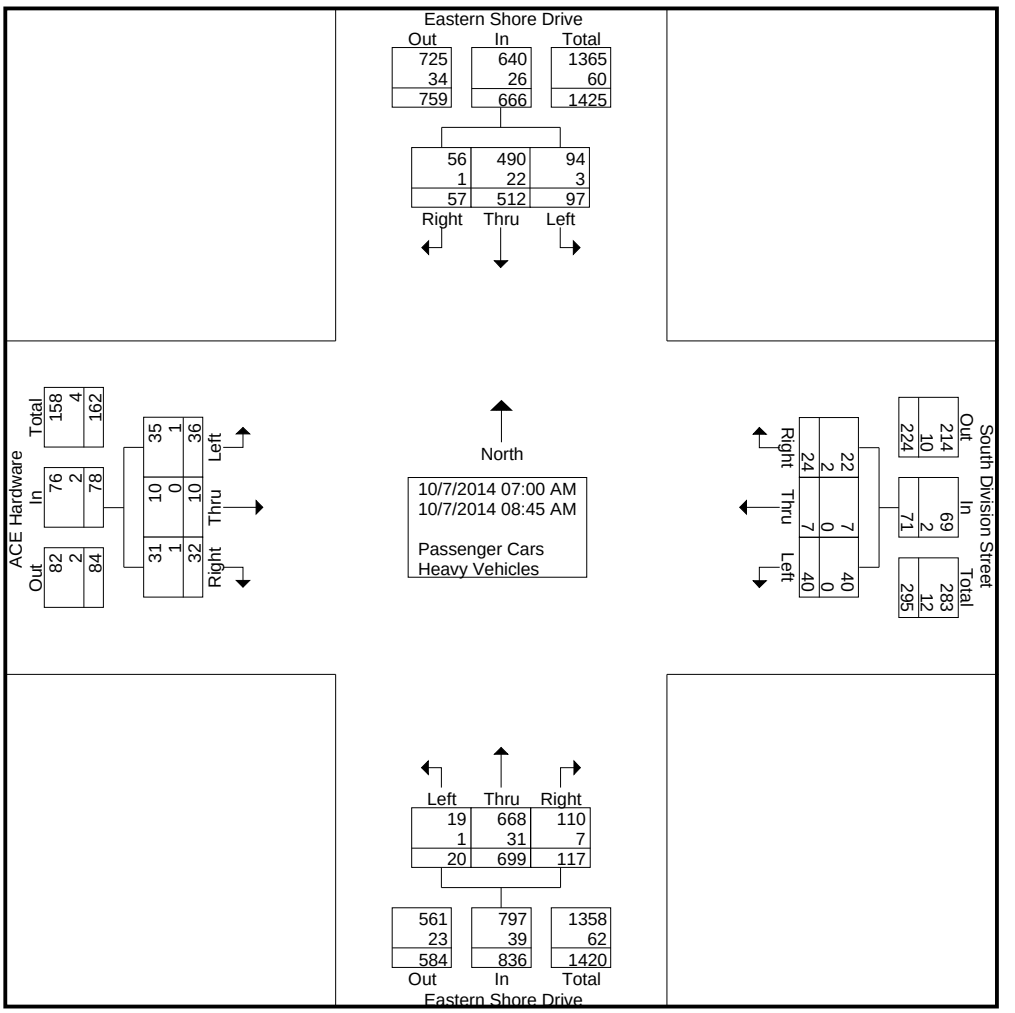
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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound				South Division Street Westbound				Eastern Shore Drive Northbound				ACE Hardware Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	53	4	62	4	1	5	10	2	63	5	70	1	0	4	5	147
07:15 AM	37	88	4	129	3	0	2	5	3	79	33	115	2	4	3	9	258
07:30 AM	39	71	7	117	9	1	3	13	3	129	26	158	2	0	4	6	294
07:45 AM	3	54	11	68	9	1	3	13	1	120	10	131	6	1	6	13	225
Total	84	266	26	376	25	3	13	41	9	391	74	474	11	5	17	33	924
08:00 AM	3	64	16	83	0	1	4	5	4	83	10	97	9	0	7	16	201
08:15 AM	3	65	4	72	5	1	1	7	2	72	14	88	8	1	2	11	178
08:30 AM	6	60	4	70	2	2	2	6	2	72	7	81	3	0	4	7	164
08:45 AM	1	57	7	65	8	0	4	12	3	81	12	96	5	4	2	11	184
Total	13	246	31	290	15	4	11	30	11	308	43	362	25	5	15	45	727
Grand Total	97	512	57	666	40	7	24	71	20	699	117	836	36	10	32	78	1651
Apprch %	14.6	76.9	8.6		56.3	9.9	33.8		2.4	83.6	14		46.2	12.8	41		
Total %	5.9	31	3.5	40.3	2.4	0.4	1.5	4.3	1.2	42.3	7.1	50.6	2.2	0.6	1.9	4.7	
Passenger Cars	94	490	56	640	40	7	22	69	19	668	110	797	35	10	31	76	1582
% Passenger Cars	96.9	95.7	98.2	96.1	100	100	91.7	97.2	95	95.6	94	95.3	97.2	100	96.9	97.4	95.8
Heavy Vehicles	3	22	1	26	0	0	2	2	1	31	7	39	1	0	1	2	69
% Heavy Vehicles	3.1	4.3	1.8	3.9	0	0	8.3	2.8	5	4.4	6	4.7	2.8	0	3.1	2.6	4.2

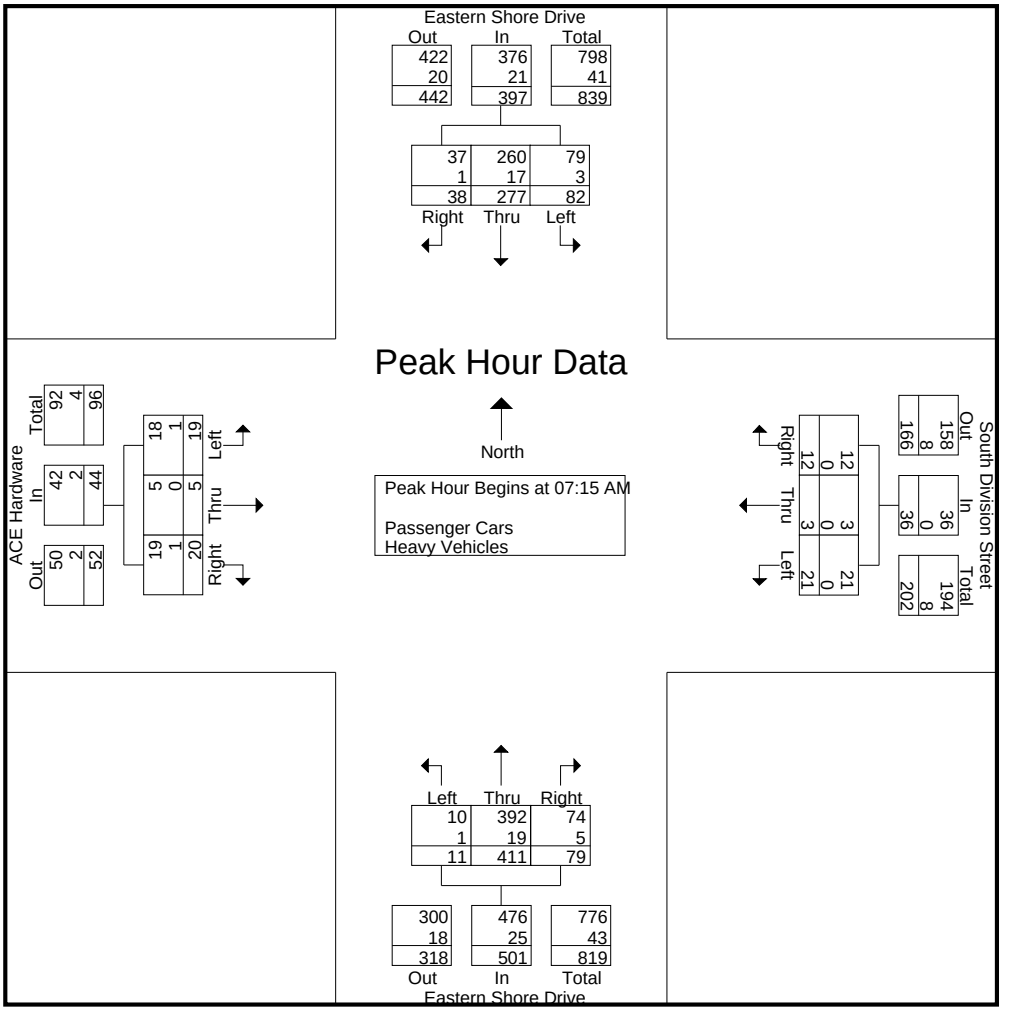


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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound				South Division Street Westbound				Eastern Shore Drive Northbound				ACE Hardware Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	37	**88**	4	**129**	3	0	2	5	3	79	**33**	115	2	**4**	3	9	258
07:30 AM	**39**	71	7	117	**9**	**1**	3	**13**	3	**129**	26	**158**	2	0	4	6	**294**
07:45 AM	3	54	11	68	9	1	3	13	1	120	10	131	6	1	6	13	225
08:00 AM	3	64	**16**	83	0	1	**4**	5	**4**	83	10	97	**9**	0	**7**	**16**	201
Total Volume	82	277	38	397	21	3	12	36	11	411	79	501	19	5	20	44	978
% App. Total	20.7	69.8	9.6		58.3	8.3	33.3		2.2	82	15.8		43.2	11.4	45.5		
PHF	.526	.787	.594	.769	.583	.750	.750	.692	.688	.797	.598	.793	.528	.313	.714	.688	.832
Passenger Cars	79	260	37	376	21	3	12	36	10	392	74	476	18	5	19	42	930
% Passenger Cars	96.3	93.9	97.4	94.7	100	100	100	100	90.9	95.4	93.7	95.0	94.7	100	95.0	95.5	95.1
Heavy Vehicles	3	17	1	21	0	0	0	0	1	19	5	25	1	0	1	2	48
% Heavy Vehicles	3.7	6.1	2.6	5.3	0	0	0	0	9.1	4.6	6.3	5.0	5.3	0	5.0	4.5	4.9



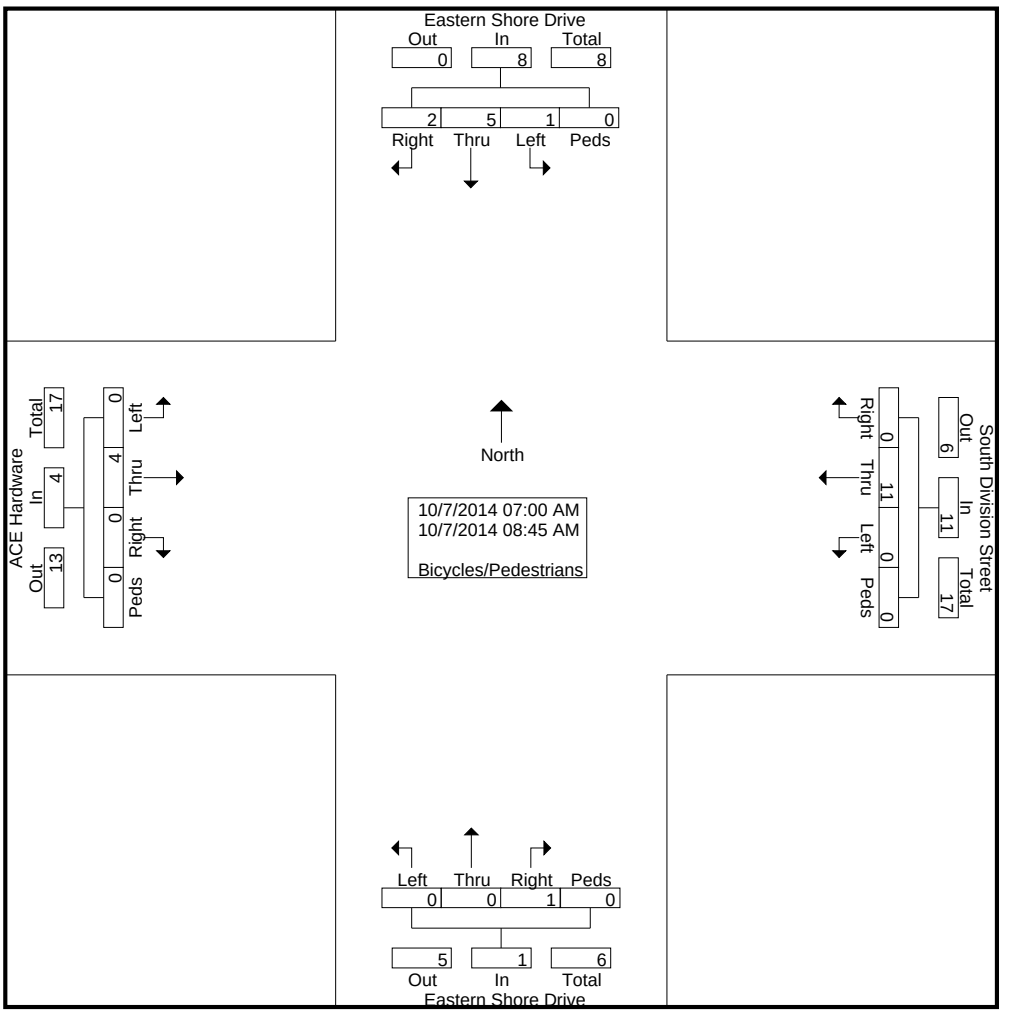
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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014

Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					South Division Street Westbound					Eastern Shore Drive Northbound					ACE Hardware Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	1	0	5	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	9
08:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
08:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	1	0	3	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	15
Grand Total	1	5	2	0	8	0	11	0	0	11	0	0	1	0	1	0	4	0	0	4	24
Apprch %	12.5	62.5	25	0		0	100	0	0		0	0	100	0		0	100	0	0		
Total %	4.2	20.8	8.3	0	33.3	0	45.8	0	0	45.8	0	0	4.2	0	4.2	0	16.7	0	0	16.7	

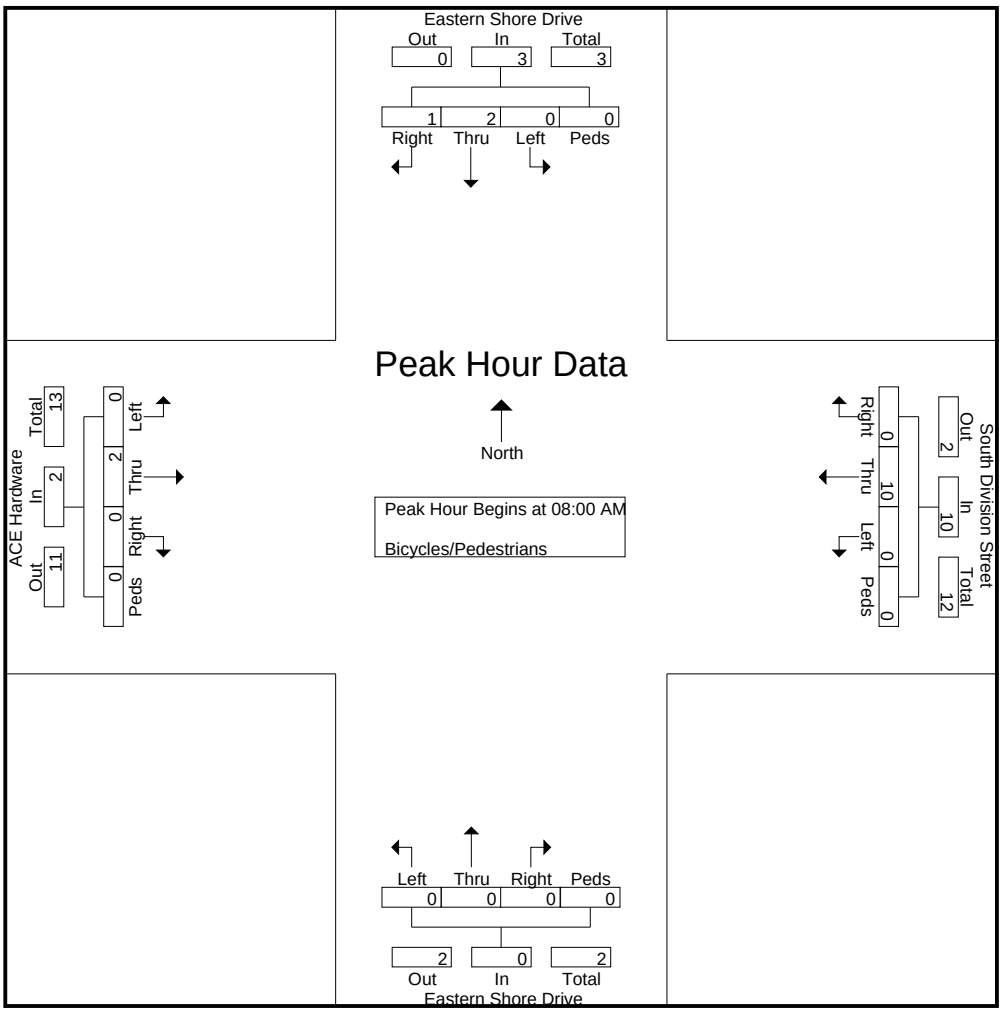


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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - AM - R
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound					South Division Street Westbound					Eastern Shore Drive Northbound					ACE Hardware Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**1**	0	0	**1**	0	**4**	0	0	**4**	0	0	0	0	0	0	**1**	0	0	**1**	**6**
08:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
08:30 AM	0	0	**1**	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	2	1	0	3	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	15
% App. Total	0	66.7	33.3	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.500	.250	.000	.750	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.625



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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

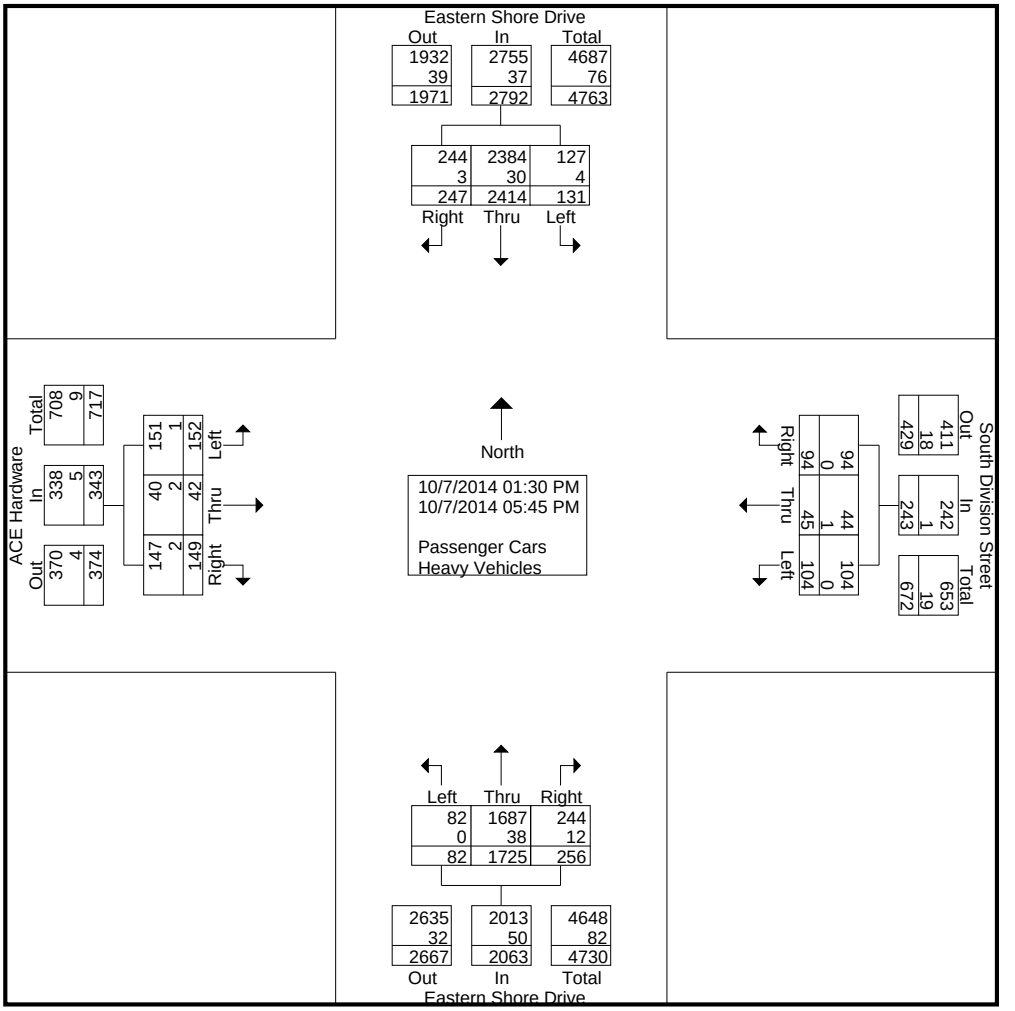
Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound				South Division Street Westbound				Eastern Shore Drive Northbound				ACE Hardware Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	8	117	14	139	9	2	4	15	5	90	8	103	8	0	9	17	274
01:45 PM	4	102	15	121	6	1	7	14	4	108	9	121	4	2	13	19	275
Total	12	219	29	260	15	3	11	29	9	198	17	224	12	2	22	36	549
02:00 PM	4	102	12	118	2	0	2	4	9	84	16	109	11	6	18	35	266
02:15 PM	3	110	13	126	2	2	6	10	6	75	15	96	7	4	8	19	251
02:30 PM	11	105	13	129	7	1	6	14	4	100	12	116	14	0	6	20	279
02:45 PM	13	110	10	133	5	2	8	15	4	109	8	121	10	0	9	19	288
Total	31	427	48	506	16	5	22	43	23	368	51	442	42	10	41	93	1084
03:00 PM	3	121	9	133	9	2	6	17	4	105	14	123	13	2	6	21	294
03:15 PM	5	125	14	144	7	1	3	11	7	70	14	91	7	3	10	20	266
03:30 PM	4	122	14	140	7	0	6	13	5	114	18	137	10	4	7	21	311
03:45 PM	10	174	9	193	6	2	8	16	6	103	16	125	10	3	7	20	354
Total	22	542	46	610	29	5	23	57	22	392	62	476	40	12	30	82	1225
04:00 PM	4	151	11	166	6	3	5	14	1	98	13	112	9	1	6	16	308
04:15 PM	5	139	18	162	10	1	5	16	1	101	21	123	6	0	8	14	315
04:30 PM	4	143	14	161	5	2	8	15	7	98	18	123	8	1	5	14	313
04:45 PM	7	130	13	150	1	2	6	9	5	96	18	119	11	1	8	20	298
Total	20	563	56	639	22	8	24	54	14	393	70	477	34	3	27	64	1234
05:00 PM	12	179	17	208	6	18	2	26	1	103	18	122	5	8	9	22	378
05:15 PM	20	190	32	242	4	2	3	9	4	79	13	96	8	1	10	19	366
05:30 PM	8	138	10	156	7	2	6	15	4	88	16	108	5	3	8	16	295
05:45 PM	6	156	9	171	5	2	3	10	5	104	9	118	6	3	2	11	310
Total	46	663	68	777	22	24	14	60	14	374	56	444	24	15	29	68	1349
Grand Total	131	2414	247	2792	104	45	94	243	82	1725	256	2063	152	42	149	343	5441
Apprch %	4.7	86.5	8.8		42.8	18.5	38.7		4	83.6	12.4		44.3	12.2	43.4		
Total %	2.4	44.4	4.5	51.3	1.9	0.8	1.7	4.5	1.5	31.7	4.7	37.9	2.8	0.8	2.7	6.3	
Passenger Cars	127	2384	244	2755	104	44	94	242	82	1687	244	2013	151	40	147	338	5348
% Passenger Cars	96.9	98.8	98.8	98.7	100	97.8	100	99.6	100	97.8	95.3	97.6	99.3	95.2	98.7	98.5	98.3
Heavy Vehicles	4	30	3	37	0	1	0	1	0	38	12	50	1	2	2	5	93
% Heavy Vehicles	3.1	1.2	1.2	1.3	0	2.2	0	0.4	0	2.2	4.7	2.4	0.7	4.8	1.3	1.5	1.7

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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014

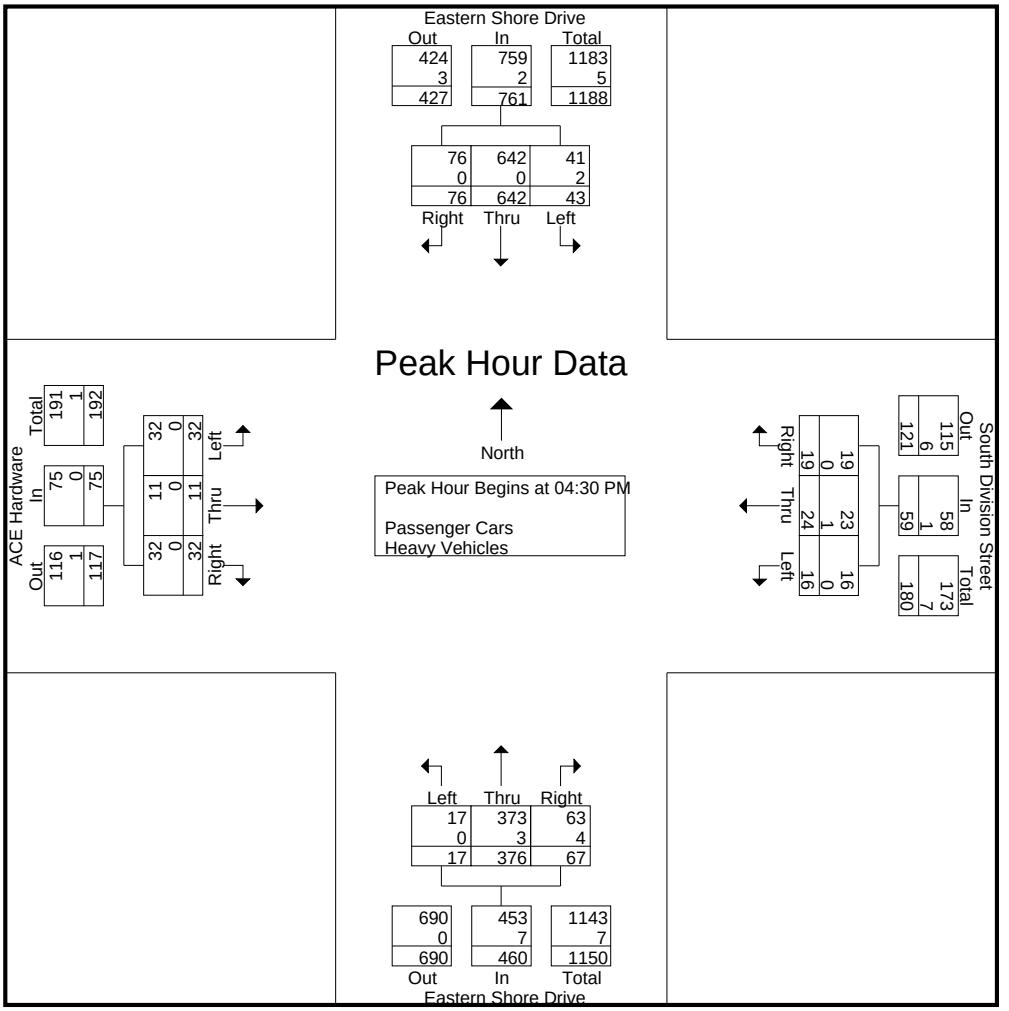


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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound				South Division Street Westbound				Eastern Shore Drive Northbound				ACE Hardware Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	143	14	161	5	2	**8**	15	**7**	98	**18**	**123**	8	1	5	14	313
04:45 PM	7	130	13	150	1	2	6	9	5	96	18	119	**11**	1	8	20	298
05:00 PM	12	179	17	208	**6**	**18**	2	**26**	1	**103**	18	122	5	**8**	9	**22**	**378**
05:15 PM	**20**	**190**	**32**	**242**	4	2	3	9	4	79	13	96	8	1	**10**	19	366
Total Volume	43	642	76	761	16	24	19	59	17	376	67	460	32	11	32	75	1355
% App. Total	5.7	84.4	10		27.1	40.7	32.2		3.7	81.7	14.6		42.7	14.7	42.7		
PHF	.538	.845	.594	.786	.667	.333	.594	.567	.607	.913	.931	.935	.727	.344	.800	.852	.896
Passenger Cars	41	642	76	759	16	23	19	58	17	373	63	453	32	11	32	75	1345
% Passenger Cars	95.3	100	100	99.7	100	95.8	100	98.3	100	99.2	94.0	98.5	100	100	100	100	99.3
Heavy Vehicles	2	0	0	2	0	1	0	1	0	3	4	7	0	0	0	0	10
% Heavy Vehicles	4.7	0	0	0.3	0	4.2	0	1.7	0	0.8	6.0	1.5	0	0	0	0	0.7



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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014

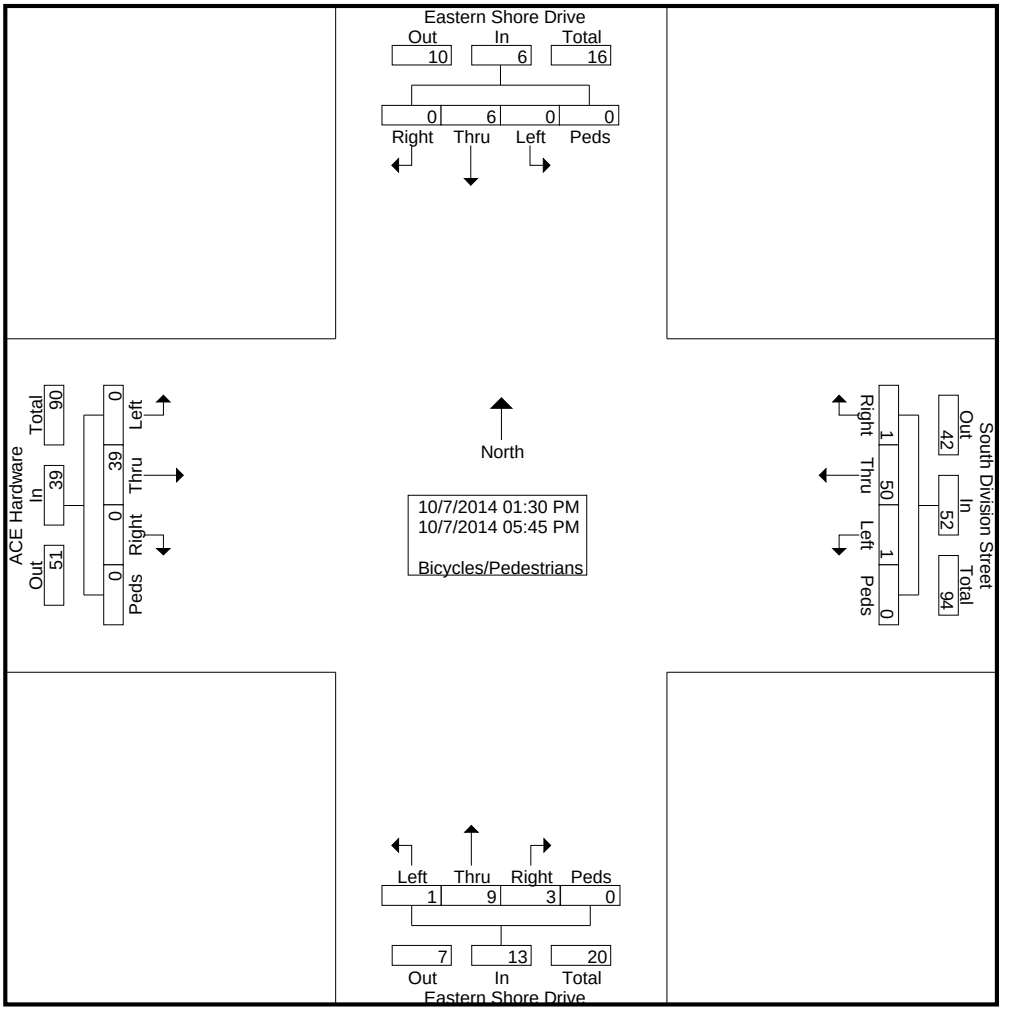
Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					South Division Street Westbound					Eastern Shore Drive Northbound					ACE Hardware Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
01:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	0	0	0	0	6	1	0	7	0	1	0	0	1	0	7	0	0	7	15
*** BREAK ***																					
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
02:45 PM	0	0	0	0	0	0	9	0	0	9	0	3	0	0	3	0	0	0	0	0	12
Total	0	0	0	0	0	0	11	0	0	11	0	3	1	0	4	0	4	0	0	4	19
03:00 PM	0	0	0	0	0	1	5	0	0	6	0	2	0	0	2	0	1	0	0	1	9
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	8
03:30 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4
03:45 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	11
Total	0	2	0	0	2	1	15	0	0	16	1	2	0	0	3	0	11	0	0	11	32
04:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	8
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	6
Total	0	2	0	0	2	0	7	0	0	7	0	3	1	0	4	0	7	0	0	7	20
05:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	6
05:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	2	0	0	2	0	11	0	0	11	0	0	1	0	1	0	10	0	0	10	24
Grand Total	0	6	0	0	6	1	50	1	0	52	1	9	3	0	13	0	39	0	0	39	110
Apprch %	0	100	0	0		1.9	96.2	1.9	0		7.7	69.2	23.1	0		0	100	0	0		
Total %	0	5.5	0	0	5.5	0.9	45.5	0.9	0	47.3	0.9	8.2	2.7	0	11.8	0	35.5	0	0	35.5	

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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 5

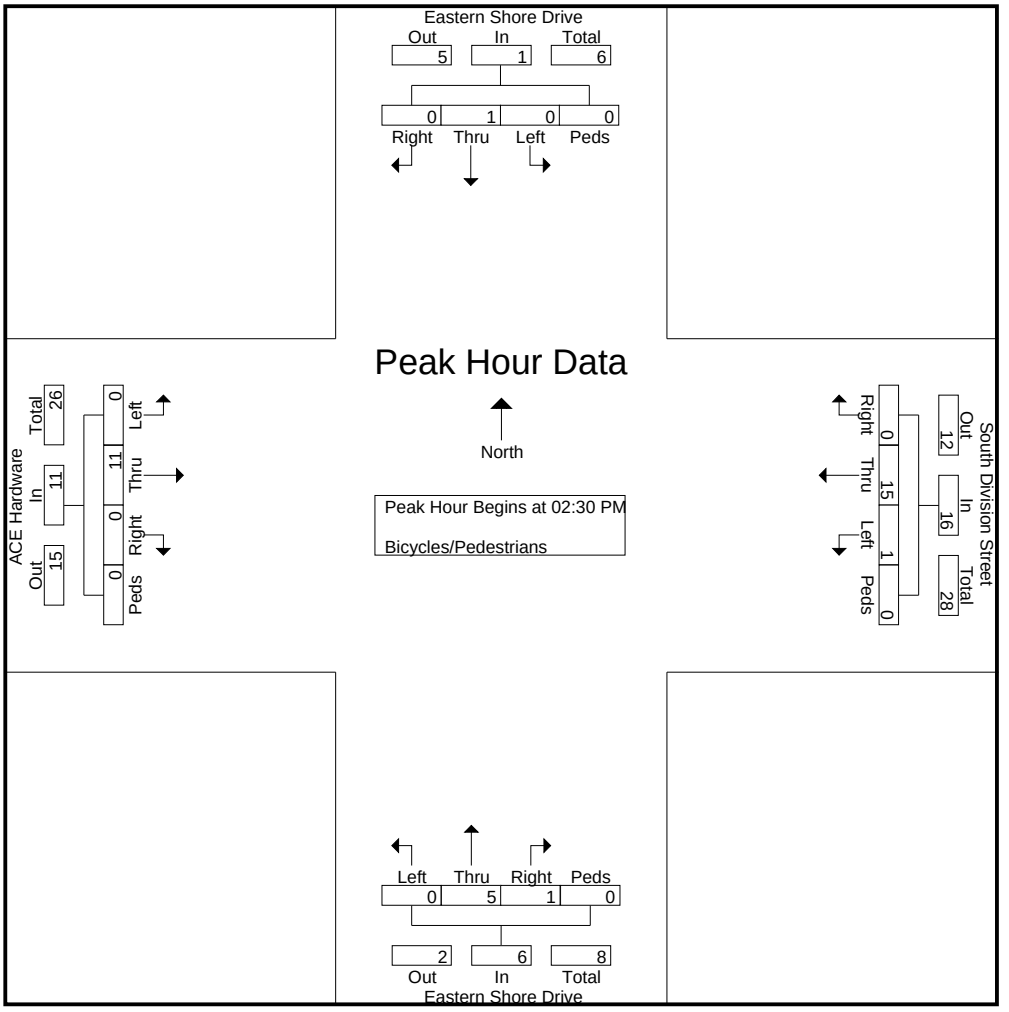


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Counted By: SR
Weather: Sunny
Intersection: EasternShoreDr@SouthDivSt

File Name : Eastern Shore Drive @ South Division Street - PM - R
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound					South Division Street Westbound					Eastern Shore Drive Northbound					ACE Hardware Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	**1**	0	1	0	3	0	0	3	5
02:45 PM	0	0	0	0	0	0	**9**	0	0	**9**	0	**3**	0	0	**3**	0	0	0	0	0	**12**
03:00 PM	0	0	0	0	0	**1**	5	0	0	6	0	2	0	0	2	0	1	0	0	1	9
03:15 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**7**	0	0	**7**	8
Total Volume	0	1	0	0	1	1	15	0	0	16	0	5	1	0	6	0	11	0	0	11	34
% App. Total	0	100	0	0		6.2	93.8	0	0		0	83.3	16.7	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.250	.417	.000	.000	.444	.000	.417	.250	.000	.500	.000	.393	.000	.000	.393	.708



SOUTH DIVISION STREET @
CARROLLTON AVENUE

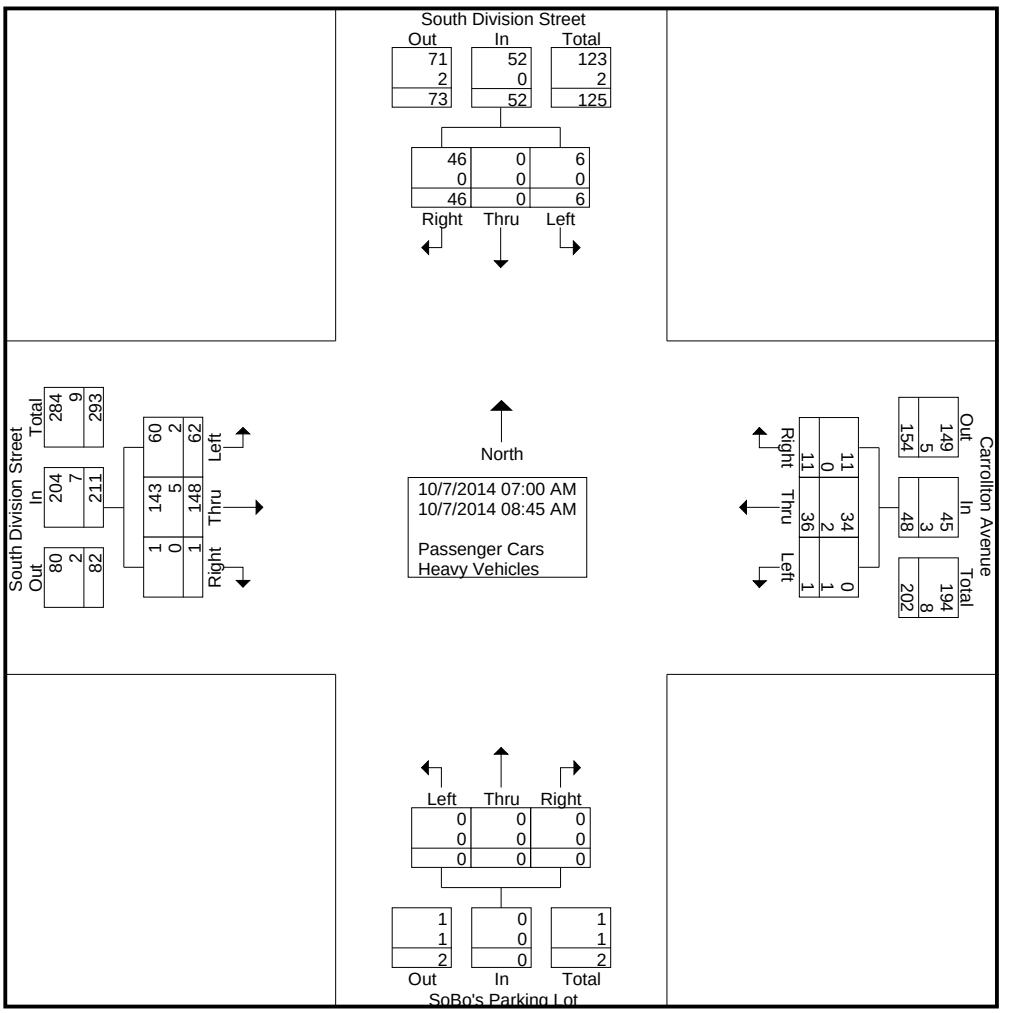
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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Carrollton Avenue Westbound				SoBo's Parking Lot Northbound				South Division Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	4	4	0	5	0	5	0	0	0	0	3	7	0	10	19
07:15 AM	2	0	4	6	0	3	4	7	0	0	0	0	15	55	0	70	83
07:30 AM	2	0	9	11	0	4	2	6	0	0	0	0	9	53	1	63	80
07:45 AM	1	0	9	10	0	4	1	5	0	0	0	0	5	8	0	13	28
Total	5	0	26	31	0	16	7	23	0	0	0	0	32	123	1	156	210
08:00 AM	0	0	2	2	1	5	1	7	0	0	0	0	8	4	0	12	21
08:15 AM	1	0	6	7	0	4	2	6	0	0	0	0	10	8	0	18	31
08:30 AM	0	0	3	3	0	4	1	5	0	0	0	0	6	7	0	13	21
08:45 AM	0	0	9	9	0	7	0	7	0	0	0	0	6	6	0	12	28
Total	1	0	20	21	1	20	4	25	0	0	0	0	30	25	0	55	101
Grand Total	6	0	46	52	1	36	11	48	0	0	0	0	62	148	1	211	311
Apprch %	11.5	0	88.5		2.1	75	22.9		0	0	0		29.4	70.1	0.5		
Total %	1.9	0	14.8	16.7	0.3	11.6	3.5	15.4	0	0	0	0	19.9	47.6	0.3	67.8	
Passenger Cars	6	0	46	52	0	34	11	45	0	0	0	0	60	143	1	204	301
% Passenger Cars	100	0	100	100	0	94.4	100	93.8	0	0	0	0	96.8	96.6	100	96.7	96.8
Heavy Vehicles	0	0	0	0	1	2	0	3	0	0	0	0	2	5	0	7	10
% Heavy Vehicles	0	0	0	0	100	5.6	0	6.2	0	0	0	0	3.2	3.4	0	3.3	3.2

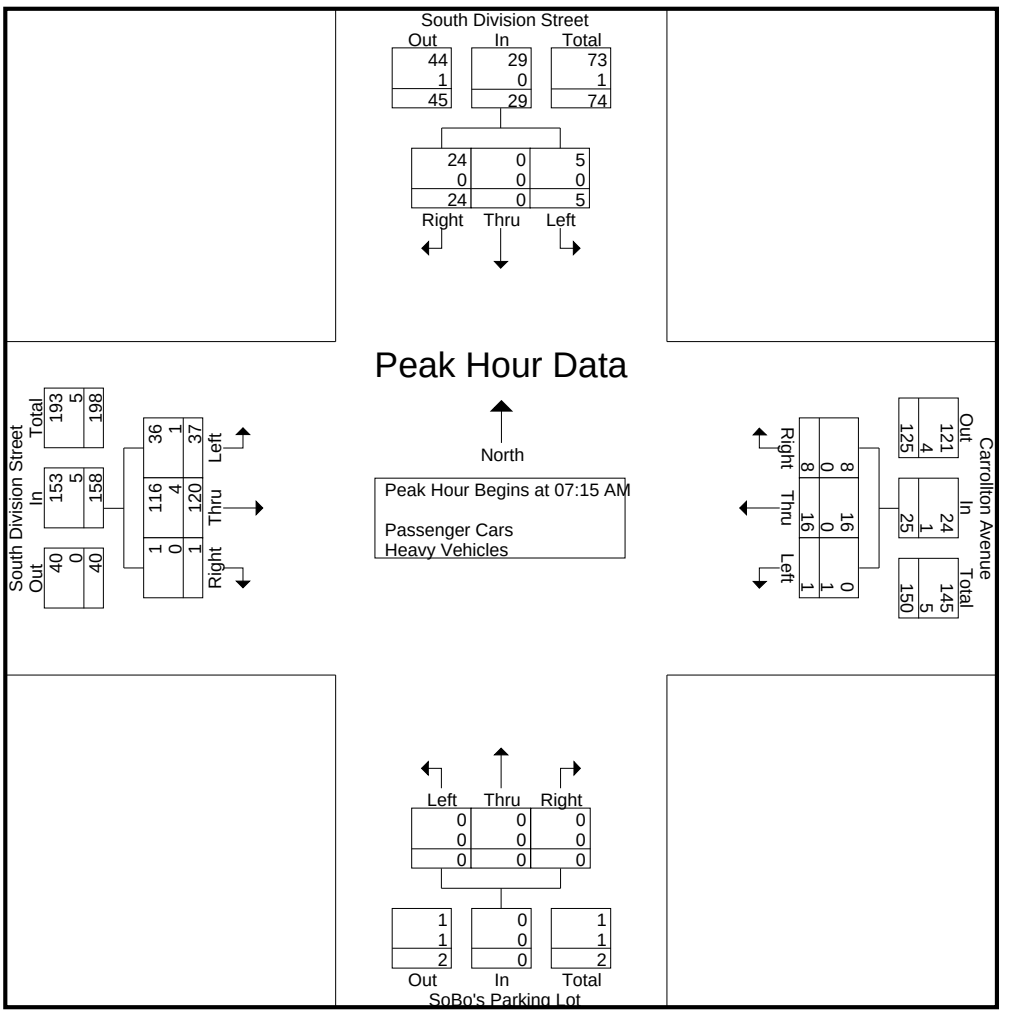


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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 2

	South Division Street Southbound				Carrollton Avenue Westbound				SoBo's Parking Lot Northbound				South Division Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	0	4	6	0	3	**4**	**7**	0	0	0	0	**15**	**55**	0	**70**	**83**
07:30 AM	2	0	**9**	**11**	0	4	2	6	0	0	0	0	9	53	**1**	63	80
07:45 AM	1	0	9	10	0	4	1	5	0	0	0	0	5	8	0	13	28
08:00 AM	0	0	2	2	**1**	**5**	1	7	0	0	0	0	8	4	0	12	21
Total Volume	5	0	24	29	1	16	8	25	0	0	0	0	37	120	1	158	212
% App. Total	17.2	0	82.8		4	64	32		0	0	0		23.4	75.9	0.6		
PHF	.625	.000	.667	.659	.250	.800	.500	.893	.000	.000	.000	.000	.617	.545	.250	.564	.639
Passenger Cars	5	0	24	29	0	16	8	24	0	0	0	0	36	116	1	153	206
% Passenger Cars	100	0	100	100	0	100	100	96.0	0	0	0	0	97.3	96.7	100	96.8	97.2
Heavy Vehicles	0	0	0	0	1	0	0	1	0	0	0	0	1	4	0	5	6
% Heavy Vehicles	0	0	0	0	100	0	0	4.0	0	0	0	0	2.7	3.3	0	3.2	2.8



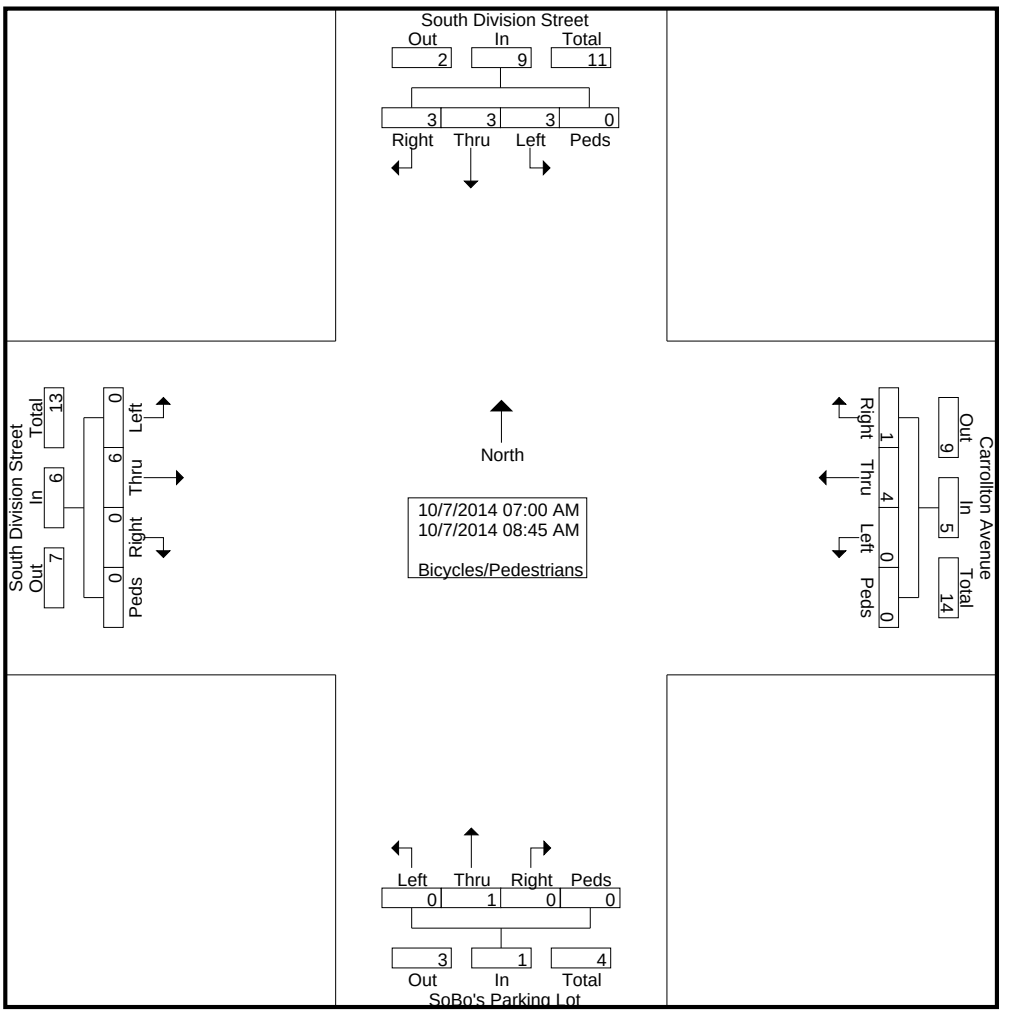
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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Carrollton Avenue Westbound					SoBo's Parking Lot Northbound					South Division Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	3	2	1	0	6	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	12
08:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	0	3	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	9
Grand Total	3	3	3	0	9	0	4	1	0	5	0	1	0	0	1	0	6	0	0	6	21
Apprch %	33.3	33.3	33.3	0		0	80	20	0		0	100	0	0		0	100	0	0		
Total %	14.3	14.3	14.3	0	42.9	0	19	4.8	0	23.8	0	4.8	0	0	4.8	0	28.6	0	0	28.6	

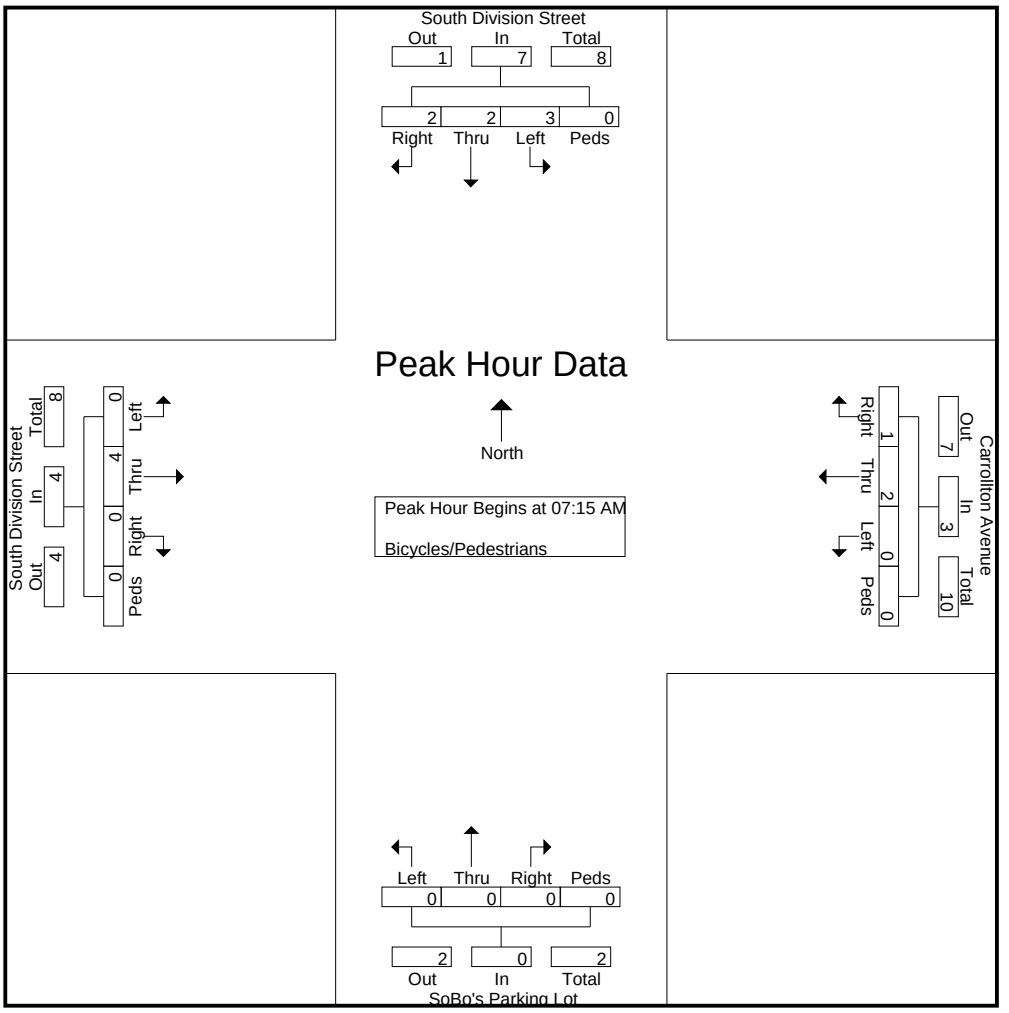


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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - AM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 4

	South Division Street Southbound					Carrollton Avenue Westbound					SoBo's Parking Lot Northbound					South Division Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**2**	**2**	**1**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**7**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	1	0	0	0	1	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	1	0	1	0	**2**	0	0	**2**	0	0	0	0	0	0	1	0	0	1	4
Total Volume	3	2	2	0	7	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	14
% App. Total	42.9	28.6	28.6	0		0	66.7	33.3	0		0	0	0	0		0	100	0	0		
PHF	.375	.250	.500	.000	.350	.000	.250	.250	.000	.375	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500



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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

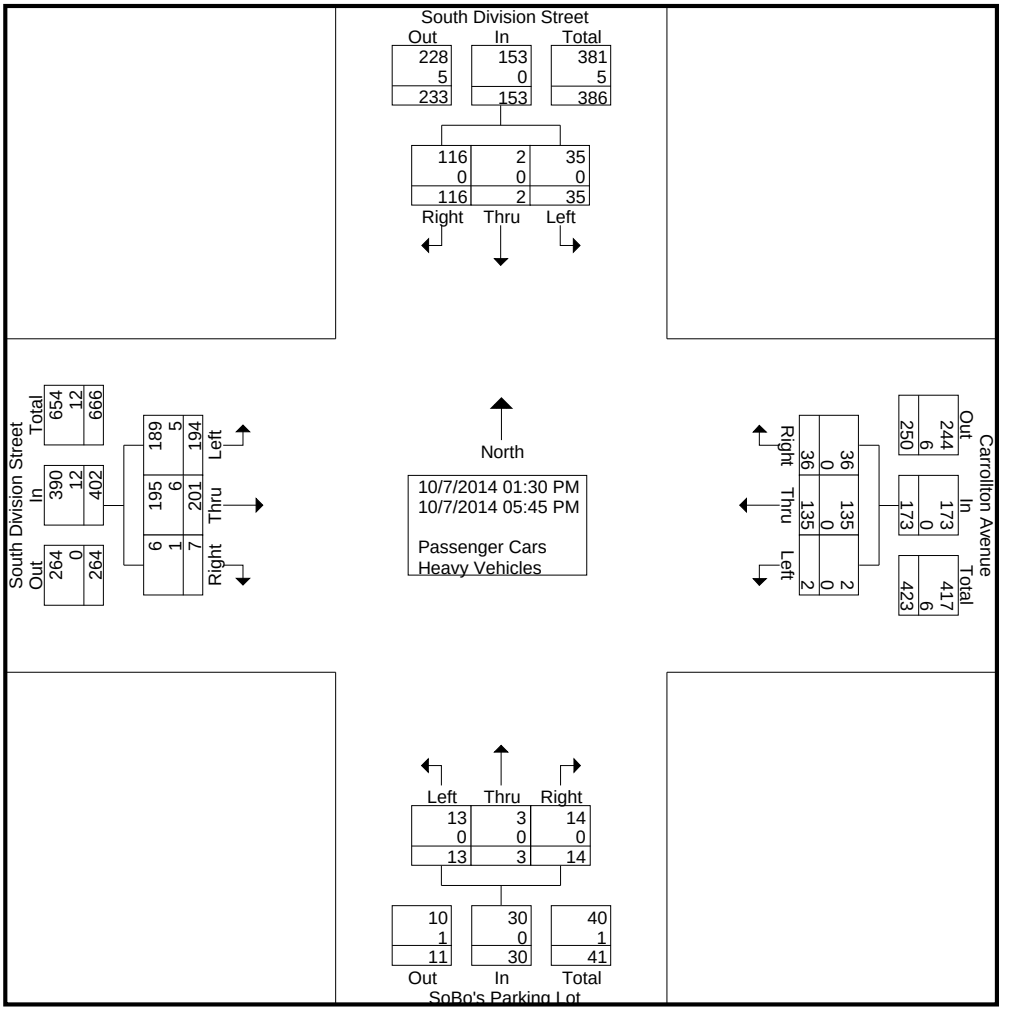
Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Carrollton Avenue Westbound				SoBo's Parking Lot Northbound				South Division Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	1	0	10	11	1	2	0	3	2	0	2	4	5	7	0	12	30
01:45 PM	1	0	5	6	0	8	2	10	2	0	1	3	5	10	0	15	34
Total	2	0	15	17	1	10	2	13	4	0	3	7	10	17	0	27	64
02:00 PM	0	0	1	1	0	4	0	4	0	0	2	2	14	9	0	23	30
02:15 PM	0	0	5	5	0	4	1	5	2	0	1	3	15	6	0	21	34
02:30 PM	1	1	7	9	0	8	3	11	0	0	0	0	10	14	0	24	44
02:45 PM	3	0	8	11	0	14	4	18	0	0	1	1	5	8	0	13	43
Total	4	1	21	26	0	30	8	38	2	0	4	6	44	37	0	81	151
03:00 PM	2	0	8	10	0	13	3	16	0	0	0	0	10	7	1	18	44
03:15 PM	0	0	9	9	0	6	4	10	0	1	0	1	11	15	0	26	46
03:30 PM	4	0	5	9	0	11	1	12	0	0	0	0	14	8	1	23	44
03:45 PM	2	0	11	13	0	9	4	13	0	0	1	1	12	20	0	32	59
Total	8	0	33	41	0	39	12	51	0	1	1	2	47	50	2	99	193
04:00 PM	3	1	4	8	0	14	1	15	1	0	1	2	11	7	0	18	43
04:15 PM	2	0	8	10	0	8	2	10	2	0	1	3	16	13	1	30	53
04:30 PM	1	0	8	9	0	6	1	7	0	0	0	0	12	10	0	22	38
04:45 PM	2	0	3	5	0	7	2	9	0	0	0	0	15	8	0	23	37
Total	8	1	23	32	0	35	6	41	3	0	2	5	54	38	1	93	171
05:00 PM	4	0	8	12	0	6	5	11	0	1	0	1	13	20	0	33	57
05:15 PM	3	0	6	9	0	0	1	1	2	0	0	2	9	20	2	31	43
05:30 PM	1	0	7	8	0	8	1	9	1	0	3	4	11	10	1	22	43
05:45 PM	5	0	3	8	1	7	1	9	1	1	1	3	6	9	1	16	36
Total	13	0	24	37	1	21	8	30	4	2	4	10	39	59	4	102	179
Grand Total	35	2	116	153	2	135	36	173	13	3	14	30	194	201	7	402	758
Apprch %	22.9	1.3	75.8		1.2	78	20.8		43.3	10	46.7		48.3	50	1.7		
Total %	4.6	0.3	15.3	20.2	0.3	17.8	4.7	22.8	1.7	0.4	1.8	4	25.6	26.5	0.9	53	
Passenger Cars	35	2	116	153	2	135	36	173	13	3	14	30	189	195	6	390	746
% Passenger Cars	100	100	100	100	100	100	100	100	100	100	100	100	97.4	97	85.7	97	98.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	5	6	1	12	12
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	2.6	3	14.3	3	1.6

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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - PM - R
Site Code : 00000000
Start Date : 10/7/2014

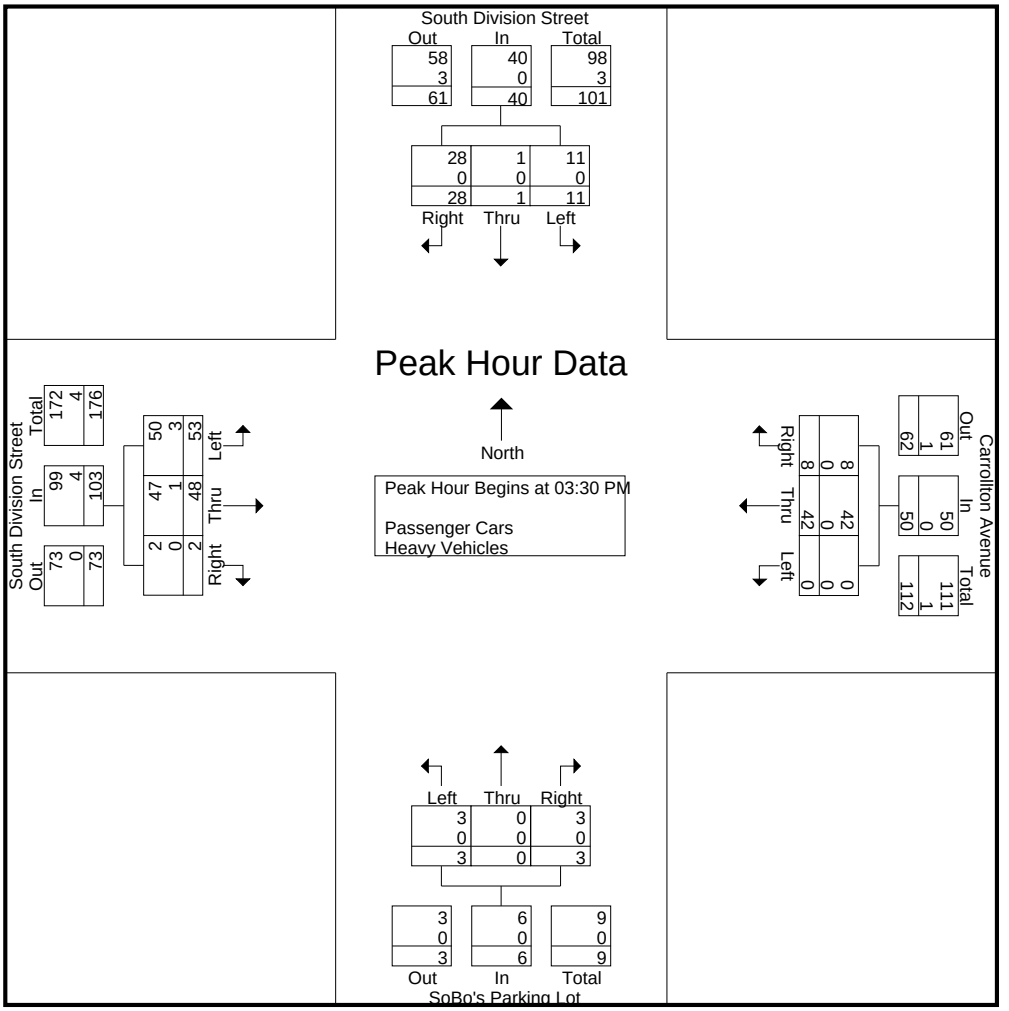


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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

	South Division Street Southbound				Carrollton Avenue Westbound				SoBo's Parking Lot Northbound				South Division Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**4**	0	5	9	0	11	1	12	0	0	0	0	14	8	**1**	23	44
03:45 PM	2	0	**11**	**13**	0	9	**4**	13	0	0	**1**	1	12	**20**	0	**32**	**59**
04:00 PM	3	**1**	4	8	0	**14**	1	**15**	1	0	1	2	11	7	0	18	43
04:15 PM	2	0	8	10	0	8	2	10	**2**	0	1	**3**	**16**	13	1	30	53
Total Volume	11	1	28	40	0	42	8	50	3	0	3	6	53	48	2	103	199
% App. Total	27.5	2.5	70		0	84	16		50	0	50		51.5	46.6	1.9		
PHF	.688	.250	.636	.769	.000	.750	.500	.833	.375	.000	.750	.500	.828	.600	.500	.805	.843
Passenger Cars	11	1	28	40	0	42	8	50	3	0	3	6	50	47	2	99	195
% Passenger Cars	100	100	100	100	0	100	100	100	100	0	100	100	94.3	97.9	100	96.1	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	5.7	2.1	0	3.9	2.0



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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - PM - R
Site Code : 00000000
Start Date : 10/7/2014

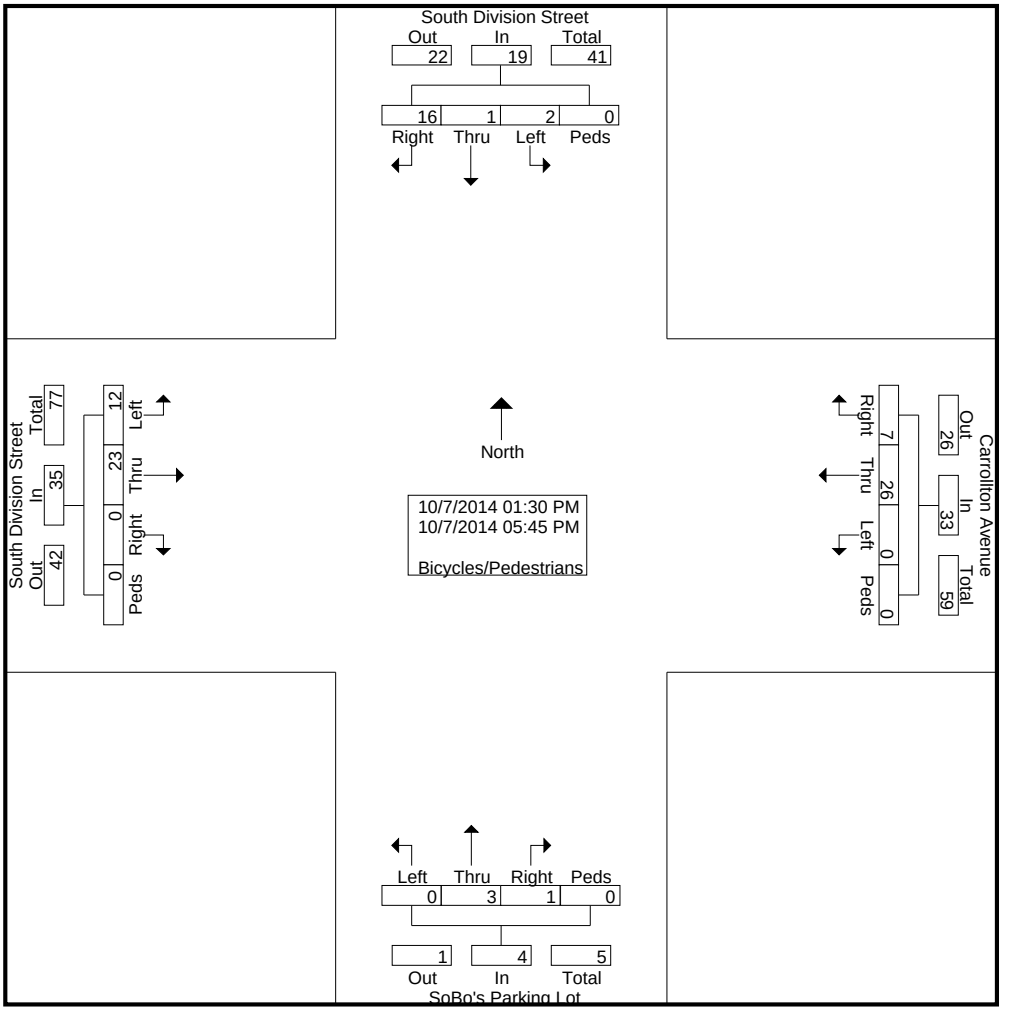
Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Carrollton Avenue Westbound					SoBo's Parking Lot Northbound					South Division Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	2	2	0	0	4	8
01:45 PM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	6
Total	0	0	5	0	5	0	2	0	0	2	0	1	0	0	1	3	3	0	0	6	14
02:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	4
02:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
02:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
02:45 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Total	0	1	3	0	4	0	7	0	0	7	0	0	1	0	1	4	1	0	0	5	17
03:00 PM	0	0	2	0	2	0	3	3	0	6	0	0	0	0	0	0	4	0	0	4	12
03:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:45 PM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
Total	1	0	4	0	5	0	8	4	0	12	0	0	0	0	0	1	9	0	0	10	27
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
04:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	16
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:30 PM	0	0	1	0	1	0	3	2	0	5	0	1	0	0	1	1	0	0	0	1	8
05:45 PM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	4	0	4	0	4	3	0	7	0	2	0	0	2	4	0	0	0	4	17
Grand Total	2	1	16	0	19	0	26	7	0	33	0	3	1	0	4	12	23	0	0	35	91
Apprch %	10.5	5.3	84.2	0		0	78.8	21.2	0		0	75	25	0		34.3	65.7	0	0		
Total %	2.2	1.1	17.6	0	20.9	0	28.6	7.7	0	36.3	0	3.3	1.1	0	4.4	13.2	25.3	0	0	38.5	

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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - PM - R
Site Code : 00000000
Start Date : 10/7/2014

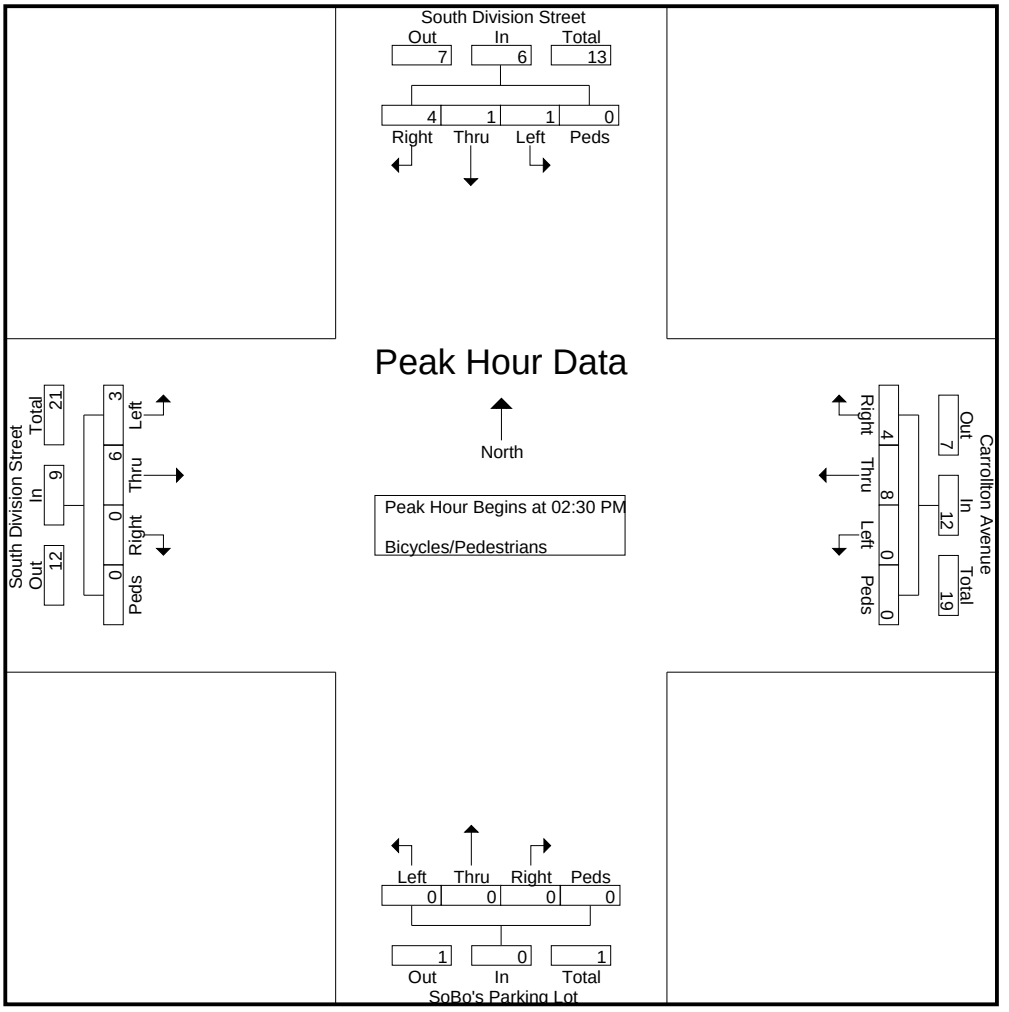


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Counted By: BR
Weather: Sunny
Intersection: SouthDivisionSt@Carrollton

File Name : South Division St @ Carrollton Avenue - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 6

	South Division Street Southbound					Carrollton Avenue Westbound					SoBo's Parking Lot Northbound					South Division Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	3	5
02:45 PM	0	0	1	0	1	0	**5**	0	0	5	0	0	0	0	0	0	0	0	0	0	6
03:00 PM	0	0	**2**	0	2	0	3	**3**	0	**6**	0	0	0	0	0	0	**4**	0	0	**4**	**12**
03:15 PM	**1**	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4
Total Volume	1	1	4	0	6	0	8	4	0	12	0	0	0	0	0	3	6	0	0	9	27
% App. Total	16.7	16.7	66.7	0		0	66.7	33.3	0		0	0	0	0		33.3	66.7	0	0		
PHF	.250	.250	.500	.000	.750	.000	.400	.333	.000	.500	.000	.000	.000	.000	.000	.250	.375	.000	.000	.563	.563



EASTERN SHORE DRIVE/SOUTH DIVISION STREET
@ COLLEGE AVENUE

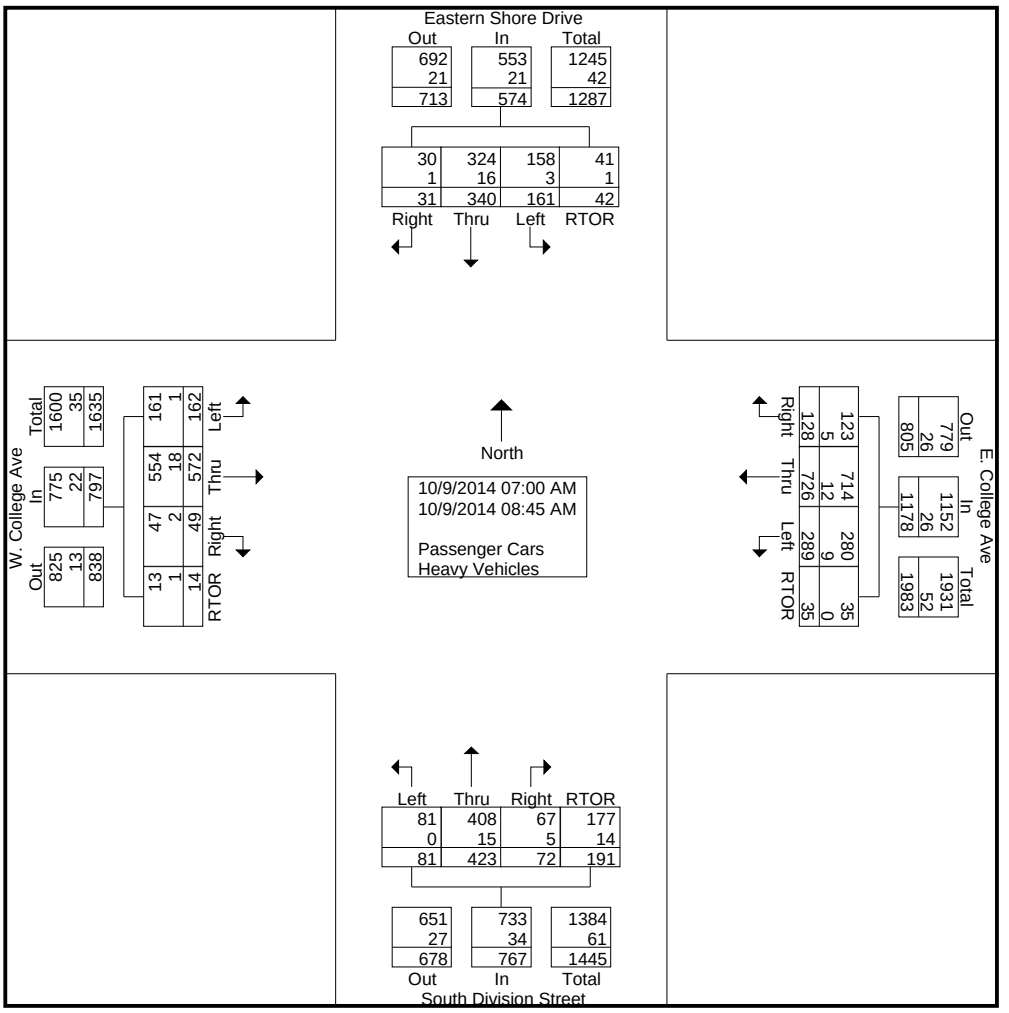
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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr @ CollegeAv

File Name : Eastern Shore Drive @ College - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound					E. College Ave Westbound					South Division Street Northbound					W. College Ave Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	22	20	4	3	49	11	31	4	4	50	8	45	8	24	85	17	67	3	0	87	271
07:15 AM	36	43	3	2	84	31	83	18	7	139	4	47	10	55	116	29	132	4	1	166	505
07:30 AM	33	43	3	8	87	45	152	29	9	235	10	58	17	35	120	24	113	8	0	145	587
07:45 AM	10	51	5	2	68	57	135	21	2	215	16	74	5	13	108	27	41	3	2	73	464
Total	101	157	15	15	288	144	401	72	22	639	38	224	40	127	429	97	353	18	3	471	1827
08:00 AM	15	46	1	5	67	28	72	19	3	122	8	51	8	14	81	14	54	8	4	80	350
08:15 AM	13	51	4	4	72	37	84	7	4	132	15	48	5	14	82	17	46	8	2	73	359
08:30 AM	14	38	5	6	63	34	85	19	2	140	12	40	12	14	78	18	68	5	0	91	372
08:45 AM	18	48	6	12	84	46	84	11	4	145	8	60	7	22	97	16	51	10	5	82	408
Total	60	183	16	27	286	145	325	56	13	539	43	199	32	64	338	65	219	31	11	326	1489
Grand Total	161	340	31	42	574	289	726	128	35	1178	81	423	72	191	767	162	572	49	14	797	3316
Apprch %	28	59.2	5.4	7.3		24.5	61.6	10.9	3		10.6	55.1	9.4	24.9		20.3	71.8	6.1	1.8		
Total %	4.9	10.3	0.9	1.3	17.3	8.7	21.9	3.9	1.1	35.5	2.4	12.8	2.2	5.8	23.1	4.9	17.2	1.5	0.4	24	
Passenger Cars	158	324	30	41	553	280	714	123	35	1152	81	408	67	177	733	161	554	47	13	775	3213
% Passenger Cars																					
Heavy Vehicles	3	16	1	1	21	9	12	5	0	26	0	15	5	14	34	1	18	2	1	22	103
% Heavy Vehicles	1.9	4.7	3.2	2.4	3.7	3.1	1.7	3.9	0	2.2	0	3.5	6.9	7.3	4.4	0.6	3.1	4.1	7.1	2.8	3.1

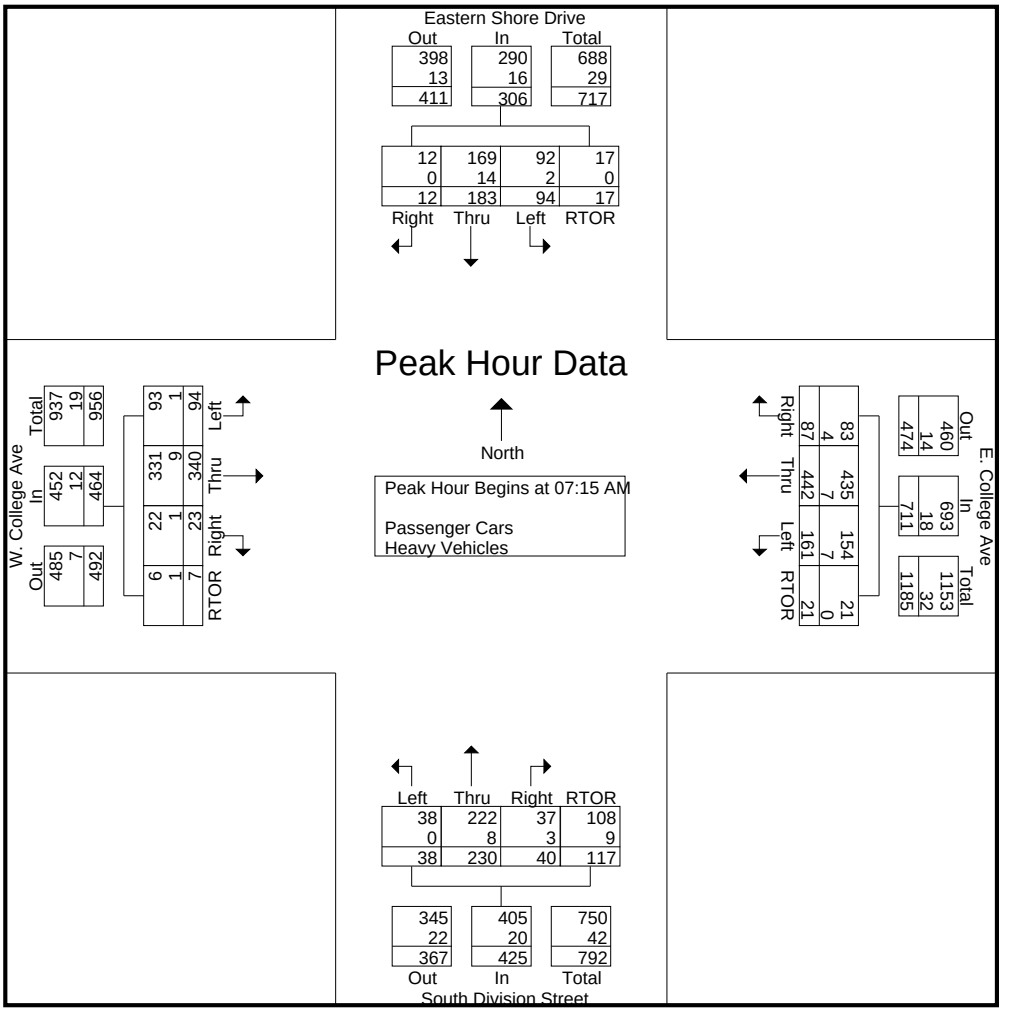


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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr @ CollegeAv

File Name : Eastern Shore Drive @ College - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

	Eastern Shore Drive Southbound					E. College Ave Westbound					South Division Street Northbound					W. College Ave Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**36**	43	3	2	84	31	83	18	7	139	4	47	10	**55**	116	**29**	**132**	4	1	**166**	505
07:30 AM	33	43	3	**8**	**87**	45	**152**	**29**	**9**	**235**	10	58	**17**	35	**120**	24	113	**8**	0	145	**587**
07:45 AM	10	**51**	**5**	2	68	**57**	135	21	2	215	**16**	**74**	5	13	108	27	41	3	2	73	464
08:00 AM	15	46	1	5	67	28	72	19	3	122	8	51	8	14	81	14	54	8	**4**	80	350
Total Volume	94	183	12	17	306	161	442	87	21	711	38	230	40	117	425	94	340	23	7	464	1906
% App. Total	30.7	59.8	3.9	5.6		22.6	62.2	12.2	3		8.9	54.1	9.4	27.5		20.3	73.3	5	1.5		
PHF	.653	.897	.600	.531	.879	.706	.727	.750	.583	.756	.594	.777	.588	.532	.885	.810	.644	.719	.438	.699	.812
Passenger Cars	92	169	12	17	290	154	435	83	21	693	38	222	37	108	405	93	331	22	6	452	1840
% Passenger Cars																					
Heavy Vehicles	2	14	0	0	16	7	7	4	0	18	0	8	3	9	20	1	9	1	1	12	66
% Heavy Vehicles	2.1	7.7	0	0	5.2	4.3	1.6	4.6	0	2.5	0	3.5	7.5	7.7	4.7	1.1	2.6	4.3	14.3	2.6	3.5



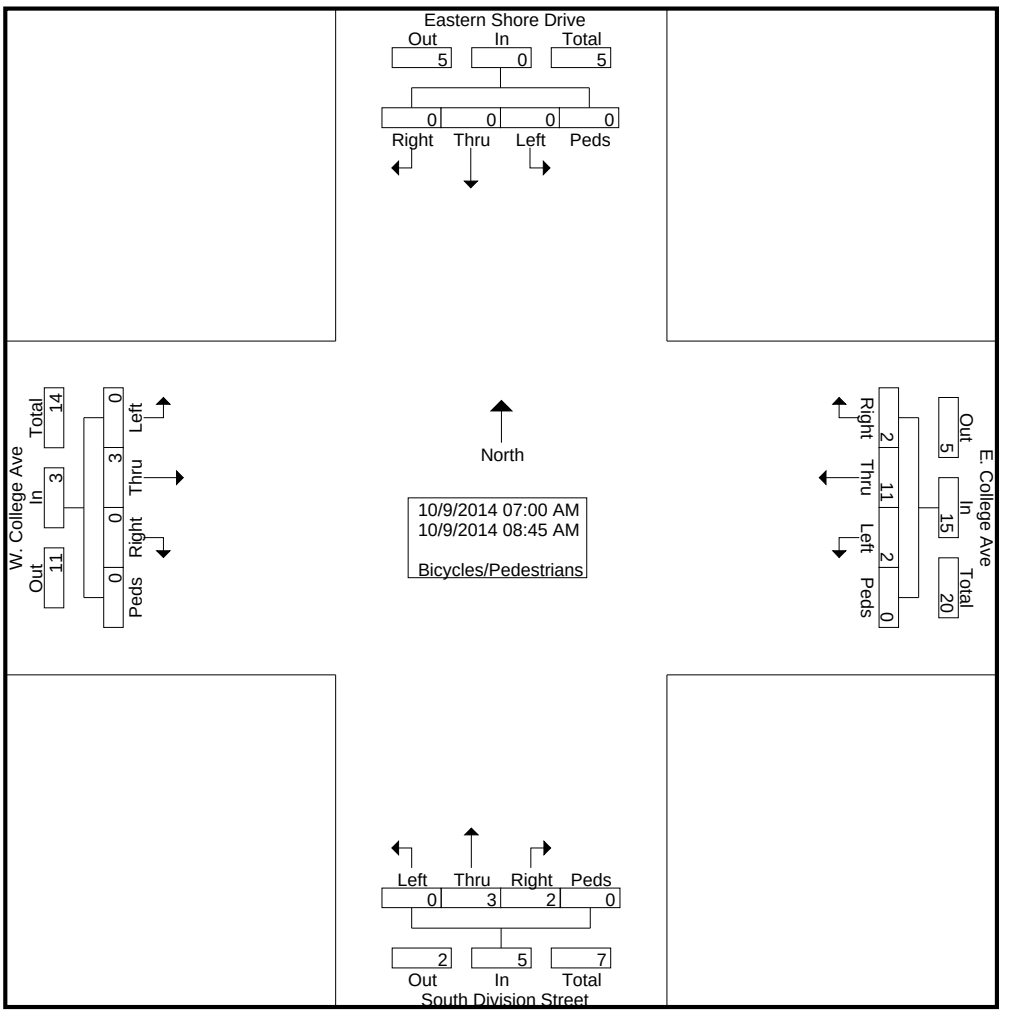
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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr @ CollegeAv

File Name : Eastern Shore Drive @ College - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 3

Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					E. College Ave Westbound					South Division Street Northbound					W. College Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	3	0	0	3	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	1	3	2	0	6	0	1	1	0	2	0	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	8	2	0	11	0	3	1	0	4	0	0	0	0	0	15
Grand Total	0	0	0	0	0	2	11	2	0	15	0	3	2	0	5	0	3	0	0	3	23
Apprch %	0	0	0	0		13.3	73.3	13.3	0		0	60	40	0		0	100	0	0		
Total %	0	0	0	0	0	8.7	47.8	8.7	0	65.2	0	13	8.7	0	21.7	0	13	0	0	13	

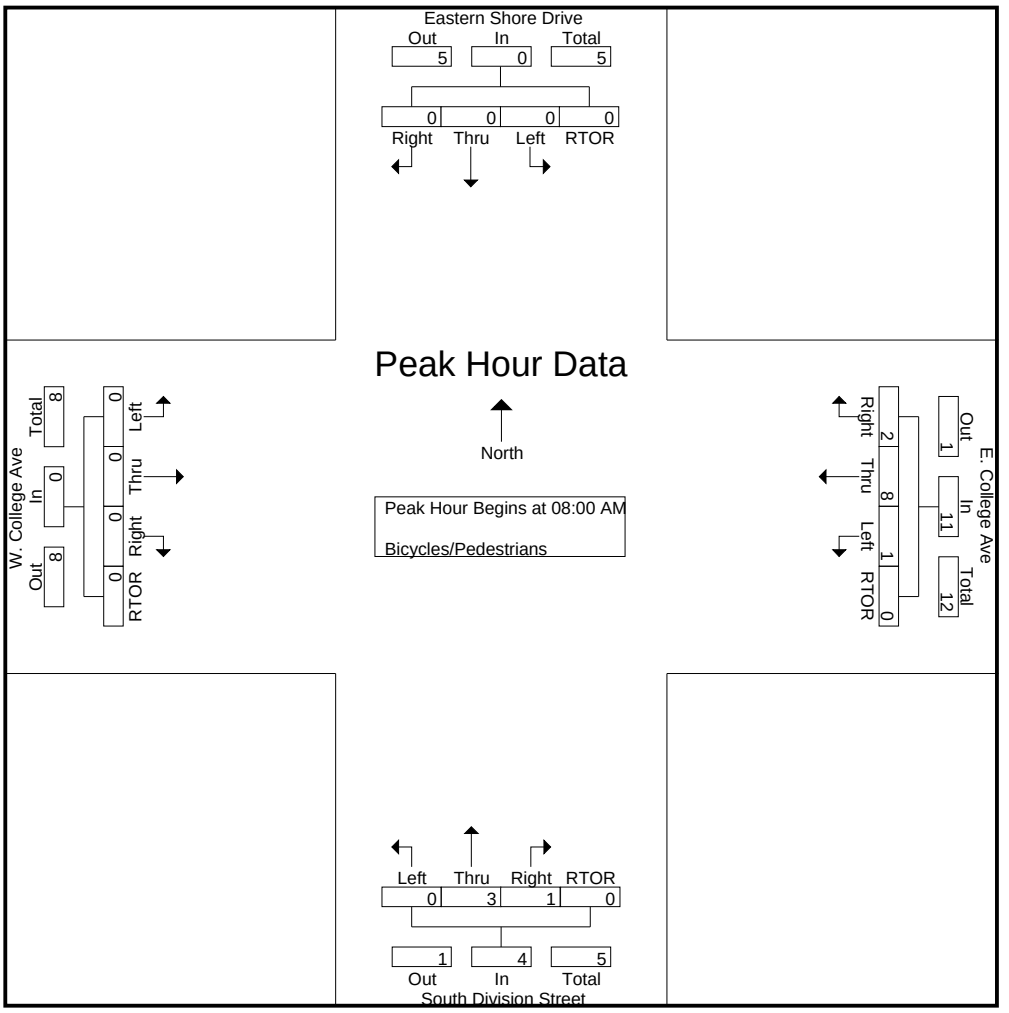


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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr @ CollegeAv

File Name : Eastern Shore Drive @ College - AM - R
Site Code : 00000000
Start Date : 10/9/2014

	Eastern Shore Drive Southbound					E. College Ave Westbound					South Division Street Northbound					W. College Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	**2**	0	0	**2**	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	**1**	3	**2**	0	**6**	0	1	**1**	0	2	0	0	0	0	0	**8**
08:45 AM	0	0	0	0	0	0	**4**	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	1	8	2	0	11	0	3	1	0	4	0	0	0	0	0	15
% App. Total	0	0	0	0		9.1	72.7	18.2	0		0	75	25	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.250	.000	.458	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.469



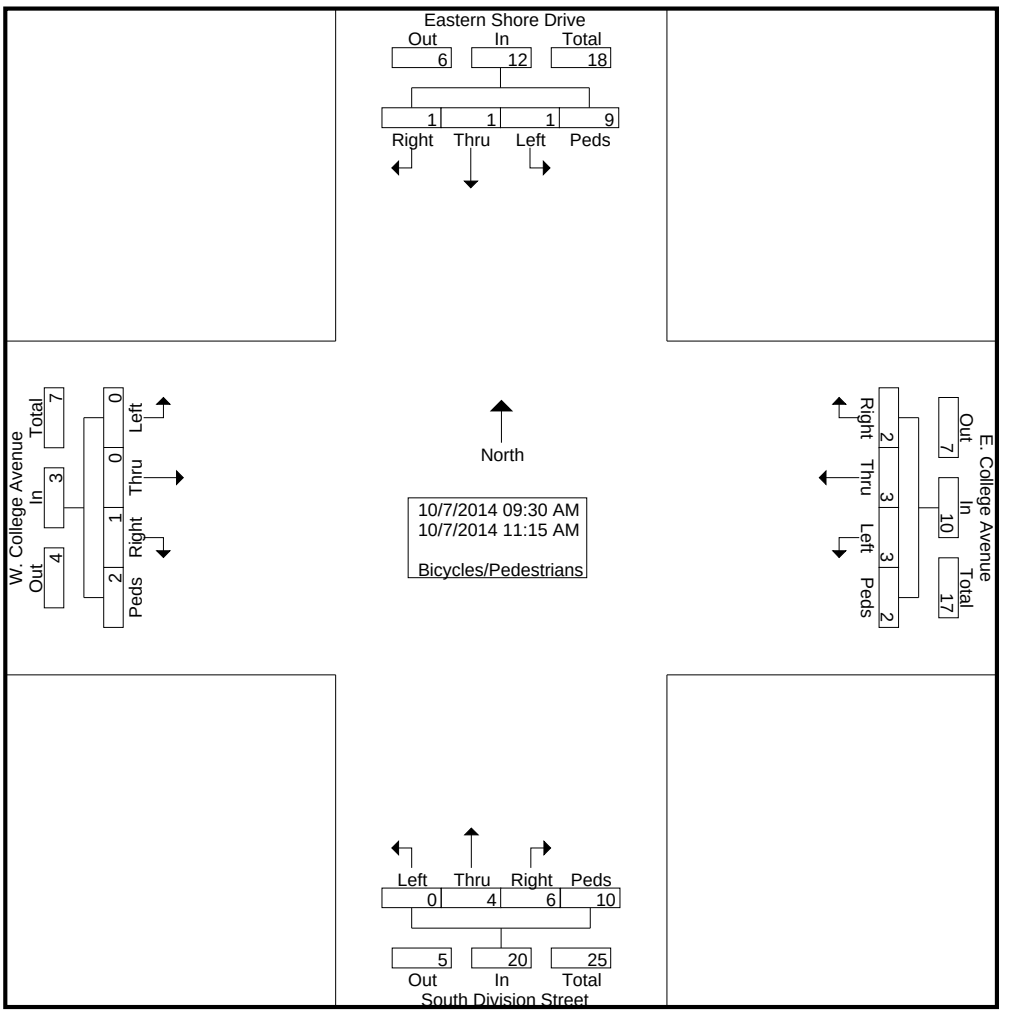
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Counted By: DO
Weather: Sunny
Intersection: EasternShoreDr@CollegeAve

File Name : Eastern Shore Drive @ College Avenue - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					E. College Avenue Westbound					South Division Street Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
09:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	1	1	3
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	1	1	2	0	0	0	1	1	5
10:00 AM	0	0	0	1	1	0	0	2	1	3	0	1	0	1	2	0	0	0	0	0	6
10:15 AM	0	1	1	1	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
10:30 AM	1	0	0	2	3	1	1	0	1	3	0	0	1	1	2	0	0	0	0	0	8
10:45 AM	0	0	0	3	3	1	0	0	0	1	0	0	1	4	5	0	0	0	0	0	9
Total	1	1	1	7	10	2	1	2	2	7	0	4	3	6	13	0	0	0	0	0	30
11:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	5
11:15 AM	0	0	0	1	1	0	1	0	0	1	0	0	1	0	1	0	0	1	1	2	5
Grand Total	1	1	1	9	12	3	3	2	2	10	0	4	6	10	20	0	0	1	2	3	45
Apprch %	8.3	8.3	8.3	75		30	30	20	20		0	20	30	50		0	0	33.3	66.7		
Total %	2.2	2.2	2.2	20	26.7	6.7	6.7	4.4	4.4	22.2	0	8.9	13.3	22.2	44.4	0	0	2.2	4.4	6.7	

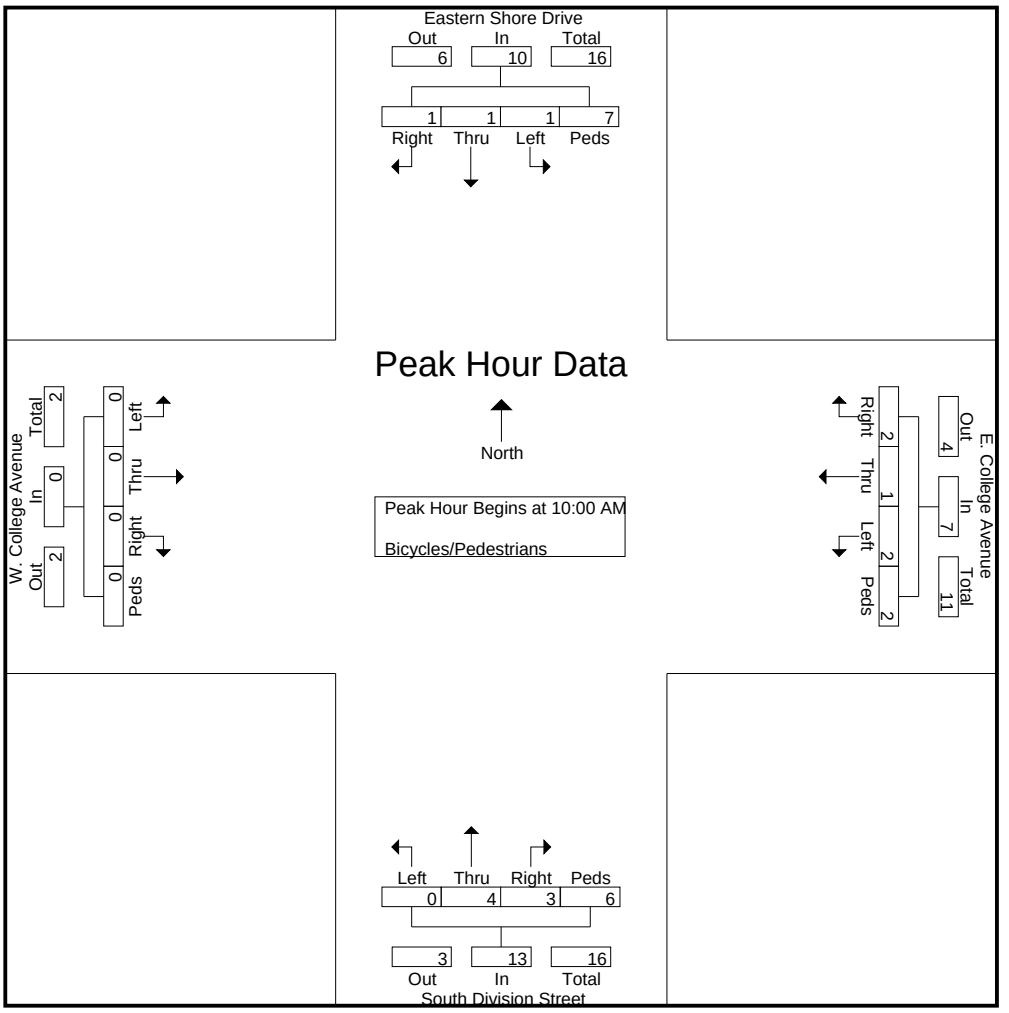


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Counted By: DO
Weather: Sunny
Intersection: EasternShoreDr@CollegeAve

File Name : Eastern Shore Drive @ College Avenue - R
Site Code : 00000000
Start Date : 10/7/2014

	Eastern Shore Drive Southbound					E. College Avenue Westbound					South Division Street Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	1	1	0	0	**2**	**1**	**3**	0	1	0	1	2	0	0	0	0	0	6
10:15 AM	0	**1**	**1**	1	**3**	0	0	0	0	0	0	**3**	**1**	0	4	0	0	0	0	0	7
10:30 AM	**1**	0	0	2	3	**1**	**1**	0	1	3	0	0	1	1	2	0	0	0	0	0	8
10:45 AM	0	0	0	**3**	3	1	0	0	0	1	0	0	1	**4**	**5**	0	0	0	0	0	**9**
Total Volume	1	1	1	7	10	2	1	2	2	7	0	4	3	6	13	0	0	0	0	0	30
% App. Total	10	10	10	70		28.6	14.3	28.6	28.6		0	30.8	23.1	46.2		0	0	0	0		
PHF	.250	.250	.250	.583	.833	.500	.250	.250	.500	.583	.000	.333	.750	.375	.650	.000	.000	.000	.000	.000	.833



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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr@CollegeAve

File Name : Eastern Shore Drive @ College - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

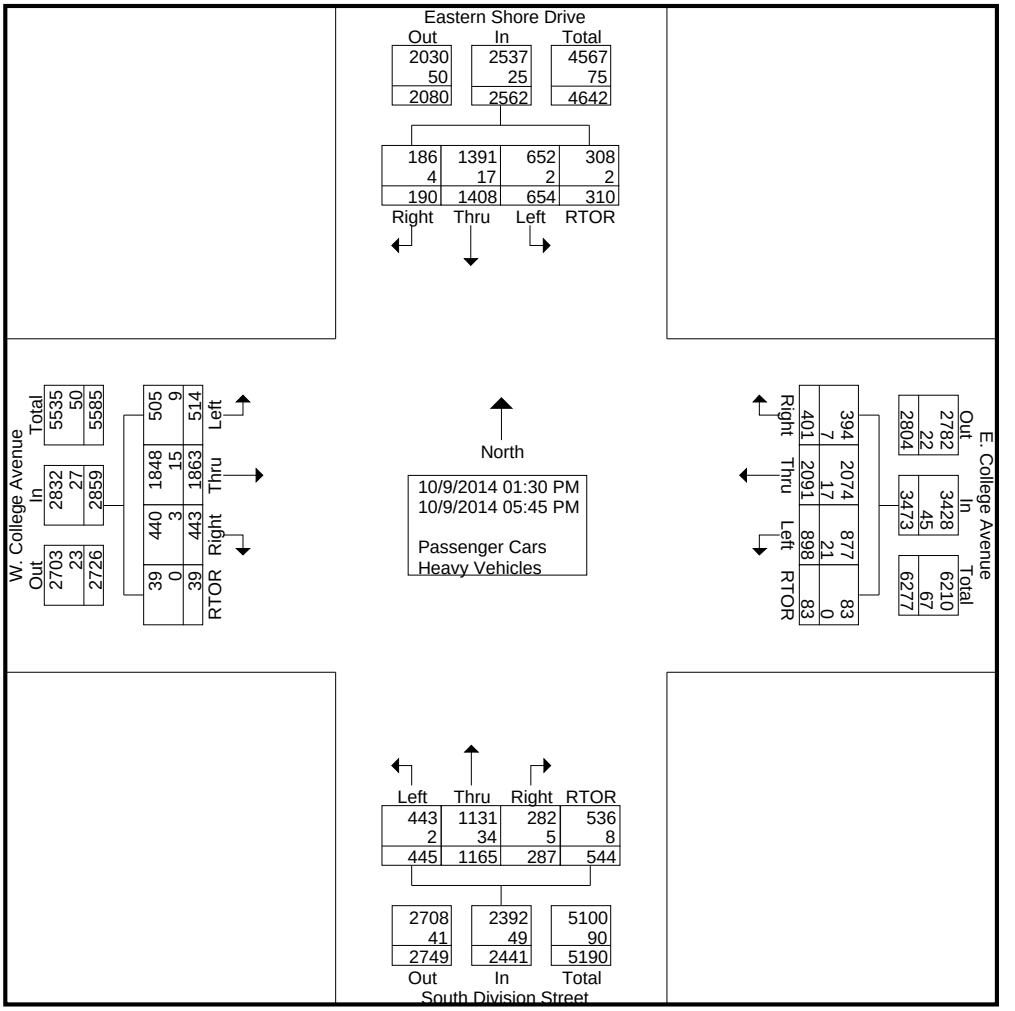
Groups Printed- Passenger Cars - Heavy Vehicles

	Eastern Shore Drive Southbound					E. College Avenue Westbound					South Division Street Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
01:30 PM	24	82	7	19	132	58	109	16	5	188	26	46	9	27	108	30	89	23	1	143	571
01:45 PM	29	53	15	19	116	43	103	21	9	176	31	55	13	35	134	28	96	24	2	150	576
Total	53	135	22	38	248	101	212	37	14	364	57	101	22	62	242	58	185	47	3	293	1147
02:00 PM	32	77	8	14	131	29	78	17	4	128	22	51	17	15	105	29	82	28	1	140	504
02:15 PM	33	74	11	15	133	38	69	16	5	128	20	59	16	24	119	31	94	26	3	154	534
02:30 PM	32	79	5	12	128	47	67	25	5	144	18	59	10	38	125	25	90	22	3	140	537
02:45 PM	36	74	15	16	141	68	143	29	4	244	25	71	14	26	136	32	114	28	0	174	695
Total	133	304	39	57	533	182	357	87	18	644	85	240	57	103	485	117	380	104	7	608	2270
03:00 PM	32	89	11	23	155	63	162	44	6	275	24	75	28	14	141	28	76	16	4	124	695
03:15 PM	40	75	6	19	140	44	104	18	6	172	27	64	14	43	148	32	97	22	0	151	611
03:30 PM	44	79	8	17	148	57	137	18	3	215	22	50	25	33	130	33	115	24	1	173	666
03:45 PM	39	82	12	21	154	51	121	24	0	196	16	82	12	43	153	32	100	23	0	155	658
Total	155	325	37	80	597	215	524	104	15	858	89	271	79	133	572	125	388	85	5	603	2630
04:00 PM	43	82	9	15	149	53	115	17	9	194	23	75	23	31	152	33	134	29	6	202	697
04:15 PM	45	85	11	13	154	44	119	25	3	191	11	60	20	35	126	31	87	26	7	151	622
04:30 PM	34	72	12	22	140	42	134	25	3	204	26	86	12	32	156	27	125	26	2	180	680
04:45 PM	43	80	15	18	156	55	135	23	1	214	28	57	16	28	129	30	110	20	7	167	666
Total	165	319	47	68	599	194	503	90	16	803	88	278	71	126	563	121	456	101	22	700	2665
05:00 PM	44	102	10	20	176	57	133	22	3	215	32	95	24	26	177	24	116	27	0	167	735
05:15 PM	37	92	15	18	162	69	126	23	5	223	35	47	16	31	129	27	120	25	1	173	687
05:30 PM	40	65	8	14	127	44	118	16	5	183	33	70	11	36	150	23	122	18	1	164	624
05:45 PM	27	66	12	15	120	36	118	22	7	183	26	63	7	27	123	19	96	36	0	151	577
Total	148	325	45	67	585	206	495	83	20	804	126	275	58	120	579	93	454	106	2	655	2623
Grand Total	654	1408	190	310	2562	898	2091	401	83	3473	445	1165	287	544	2441	514	1863	443	39	2859	11335
Apprch %	25.5	55	7.4	12.1		25.9	60.2	11.5	2.4		18.2	47.7	11.8	22.3		18	65.2	15.5	1.4		
Total %	5.8	12.4	1.7	2.7	22.6	7.9	18.4	3.5	0.7	30.6	3.9	10.3	2.5	4.8	21.5	4.5	16.4	3.9	0.3	25.2	
Passenger Cars	652	1391	186	308	2537	877	2074	394	83	3428	443	1131	282	536	2392	505	1848	440	39	2832	11189
% Passenger Cars	99.7	98.8	97.9	99.4	99	97.7	99.2	98.3	100	98.7	99.6	97.1	98.3	98.5	98	98.2	99.2	99.3	100	99.1	98.7
Heavy Vehicles	2	17	4	2	25	21	17	7	0	45	2	34	5	8	49	9	15	3	0	27	146
% Heavy Vehicles	0.3	1.2	2.1	0.6	1	2.3	0.8	1.7	0	1.3	0.4	2.9	1.7	1.5	2	1.8	0.8	0.7	0	0.9	1.3

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File Name : Eastern Shore Drive @ College - PM - R
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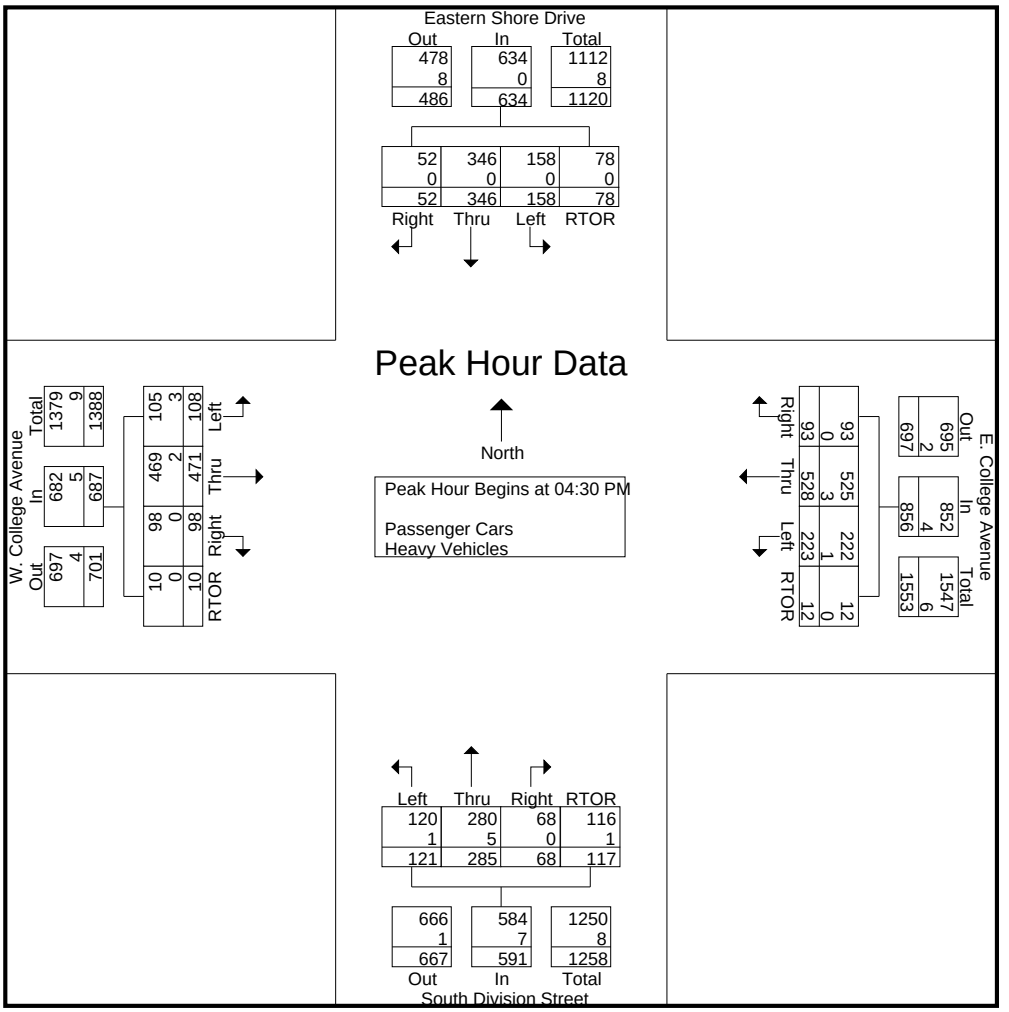


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File Name : Eastern Shore Drive @ College - PM - R
Site Code : 00000000
Start Date : 10/9/2014

	Eastern Shore Drive Southbound					E. College Avenue Westbound					South Division Street Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	34	72	12	**22**	140	42	134	**25**	3	204	26	86	12	**32**	156	27	**125**	26	2	**180**	680
04:45 PM	43	80	**15**	18	156	55	**135**	23	1	214	28	57	16	28	129	**30**	110	20	**7**	167	666
05:00 PM	**44**	**102**	10	20	**176**	57	133	22	3	215	32	**95**	**24**	26	**177**	24	116	**27**	0	167	**735**
05:15 PM	37	92	15	18	162	**69**	126	23	**5**	**223**	**35**	47	16	31	129	27	120	25	1	173	687
Total Volume	158	346	52	78	634	223	528	93	12	856	121	285	68	117	591	108	471	98	10	687	2768
% App. Total	24.9	54.6	8.2	12.3		26.1	61.7	10.9	1.4		20.5	48.2	11.5	19.8		15.7	68.6	14.3	1.5		
PHF	.898	.848	.867	.886	.901	.808	.978	.930	.600	.960	.864	.750	.708	.914	.835	.900	.942	.907	.357	.954	.941
Passenger Cars	158	346	52	78	634	222	525	93	12	852	120	280	68	116	584	105	469	98	10	682	2752
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	1	3	0	0	4	1	5	0	1	7	3	2	0	0	5	16
% Heavy Vehicles	0	0	0	0	0	0.4	0.6	0	0	0.5	0.8	1.8	0	0.9	1.2	2.8	0.4	0	0	0.7	0.6



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Start Date : 10/9/2014
Page No : 4

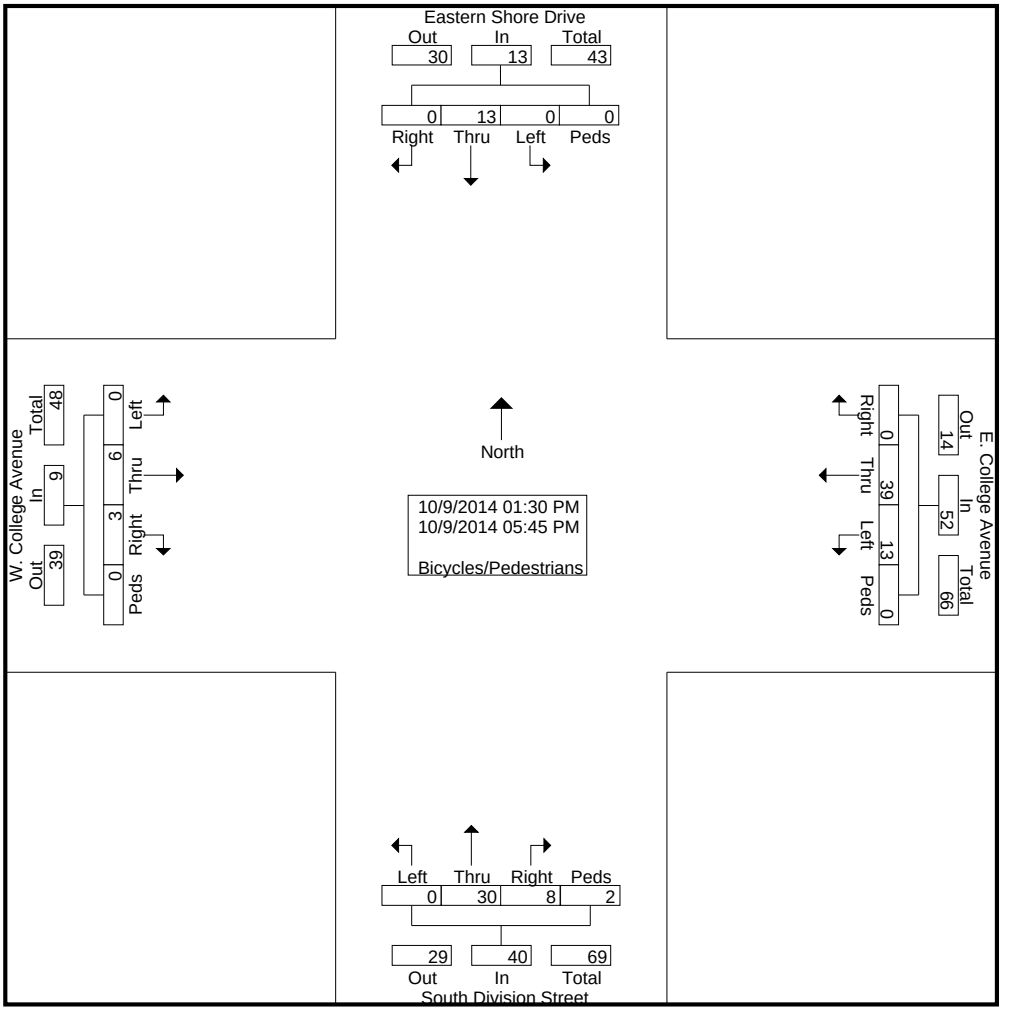
Groups Printed- Bicycles/Pedestrians

	Eastern Shore Drive Southbound					E. College Avenue Westbound					South Division Street Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	0	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	0	2	1	0	3	9
02:00 PM	0	0	0	0	0	2	0	0	0	2	0	3	1	0	4	0	0	1	0	1	7
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
02:45 PM	0	0	0	0	0	6	11	0	0	17	0	3	0	2	5	0	0	0	0	0	22
Total	0	0	0	0	0	9	13	0	0	22	0	6	1	2	9	0	0	2	0	2	33
03:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	6
03:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	20
Total	0	0	0	0	0	2	6	0	0	8	0	20	2	0	22	0	0	0	0	0	30
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	0	1	0	0	1	12
05:00 PM	0	12	0	0	12	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	15
05:15 PM	0	1	0	0	1	0	8	0	0	8	0	3	0	0	3	0	1	0	0	1	13
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	13	0	0	13	0	9	0	0	9	0	4	1	0	5	0	3	0	0	3	30
Grand Total	0	13	0	0	13	13	39	0	0	52	0	30	8	2	40	0	6	3	0	9	114
Apprch %	0	100	0	0		25	75	0	0		0	75	20	5		0	66.7	33.3	0		
Total %	0	11.4	0	0	11.4	11.4	34.2	0	0	45.6	0	26.3	7	1.8	35.1	0	5.3	2.6	0	7.9	

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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr@CollegeAve

File Name : Eastern Shore Drive @ College - PM - R
Site Code : 00000000
Start Date : 10/9/2014

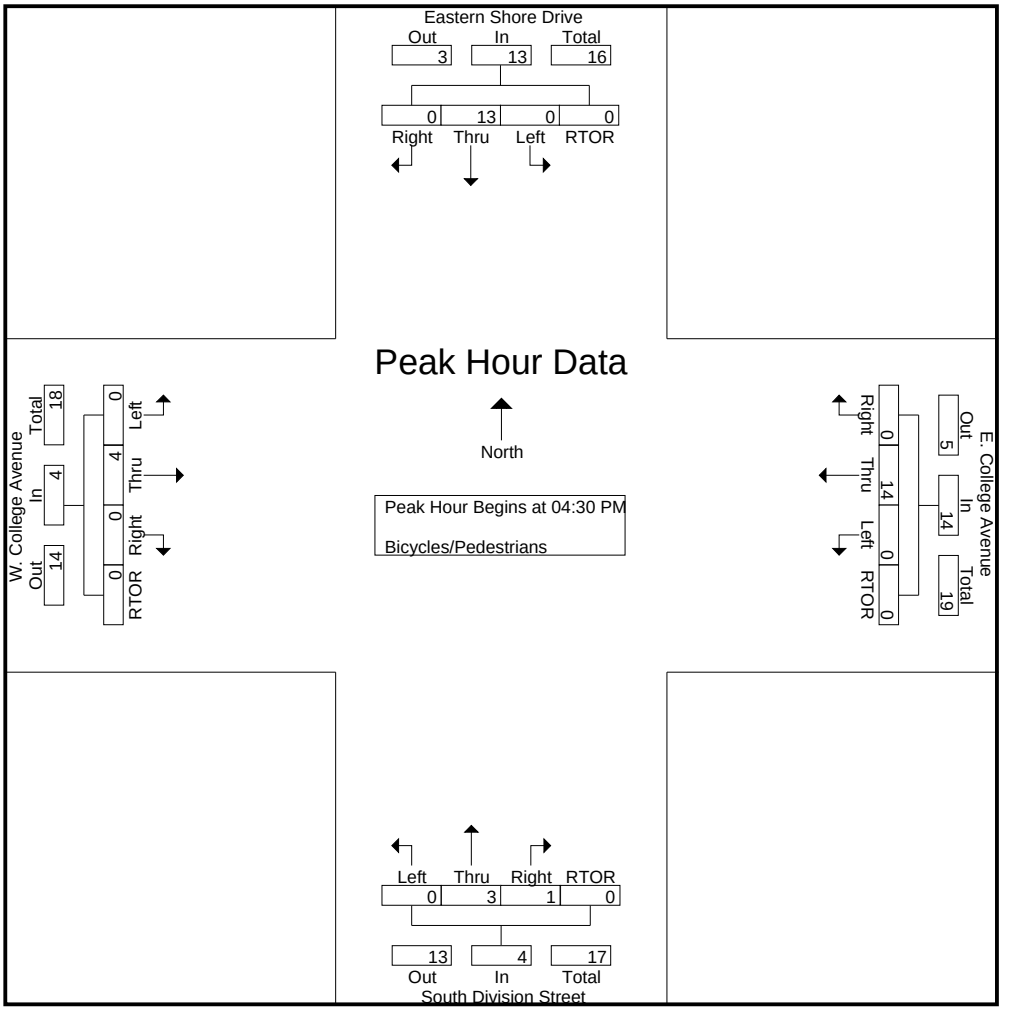


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Counted By: SR & BR
Weather: Sunny
Intersection: EasternShoreDr@CollegeAve

File Name : Eastern Shore Drive @ College - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 6

	Eastern Shore Drive Southbound					E. College Avenue Westbound					South Division Street Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
05:00 PM	0	**12**	0	0	**12**	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	**2**	**15**
05:15 PM	0	1	0	0	1	0	**8**	0	0	**8**	0	**3**	0	0	**3**	0	1	0	0	1	13
Total Volume	0	13	0	0	13	0	14	0	0	14	0	3	1	0	4	0	4	0	0	4	35
% App. Total	0	100	0	0		0	100	0	0		0	75	25	0		0	100	0	0		
PHF	.000	.271	.000	.000	.271	.000	.438	.000	.000	.438	.000	.250	.250	.000	.333	.000	.500	.000	.000	.500	.583



SOUTH DIVISION STREET @ AVERY STREET

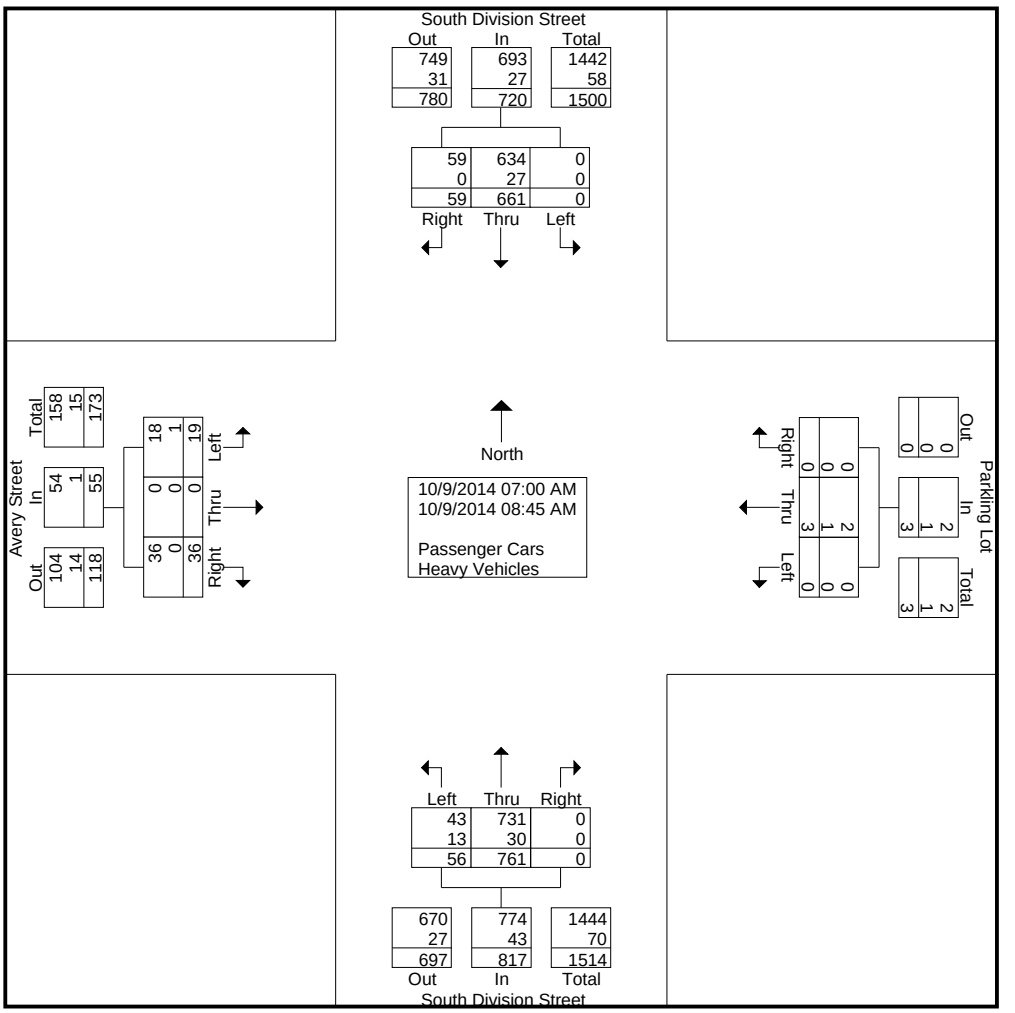
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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : south division @ avery - am - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Parkling Lot Westbound				South Division Street Northbound				Avery Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	35	3	38	0	1	0	1	2	81	0	83	3	0	1	4	126
07:15 AM	0	76	4	80	0	0	0	0	9	124	0	133	0	0	4	4	217
07:30 AM	0	103	6	109	0	0	0	0	10	121	0	131	4	0	1	5	245
07:45 AM	0	107	14	121	0	0	0	0	9	104	0	113	1	0	6	7	241
Total	0	321	27	348	0	1	0	1	30	430	0	460	8	0	12	20	829
08:00 AM	0	84	5	89	0	1	0	1	4	82	0	86	2	0	8	10	186
08:15 AM	0	94	5	99	0	1	0	1	8	78	0	86	0	0	5	5	191
08:30 AM	0	67	10	77	0	0	0	0	7	75	0	82	5	0	5	10	169
08:45 AM	0	95	12	107	0	0	0	0	7	96	0	103	4	0	6	10	220
Total	0	340	32	372	0	2	0	2	26	331	0	357	11	0	24	35	766
Grand Total	0	661	59	720	0	3	0	3	56	761	0	817	19	0	36	55	1595
Apprch %	0	91.8	8.2		0	100	0		6.9	93.1	0		34.5	0	65.5		
Total %	0	41.4	3.7	45.1	0	0.2	0	0.2	3.5	47.7	0	51.2	1.2	0	2.3	3.4	
Passenger Cars	0	634	59	693	0	2	0	2	43	731	0	774	18	0	36	54	1523
% Passenger Cars	0	95.9	100	96.2	0	66.7	0	66.7	76.8	96.1	0	94.7	94.7	0	100	98.2	95.5
Heavy Vehicles	0	27	0	27	0	1	0	1	13	30	0	43	1	0	0	1	72
% Heavy Vehicles	0	4.1	0	3.8	0	33.3	0	33.3	23.2	3.9	0	5.3	5.3	0	0	1.8	4.5

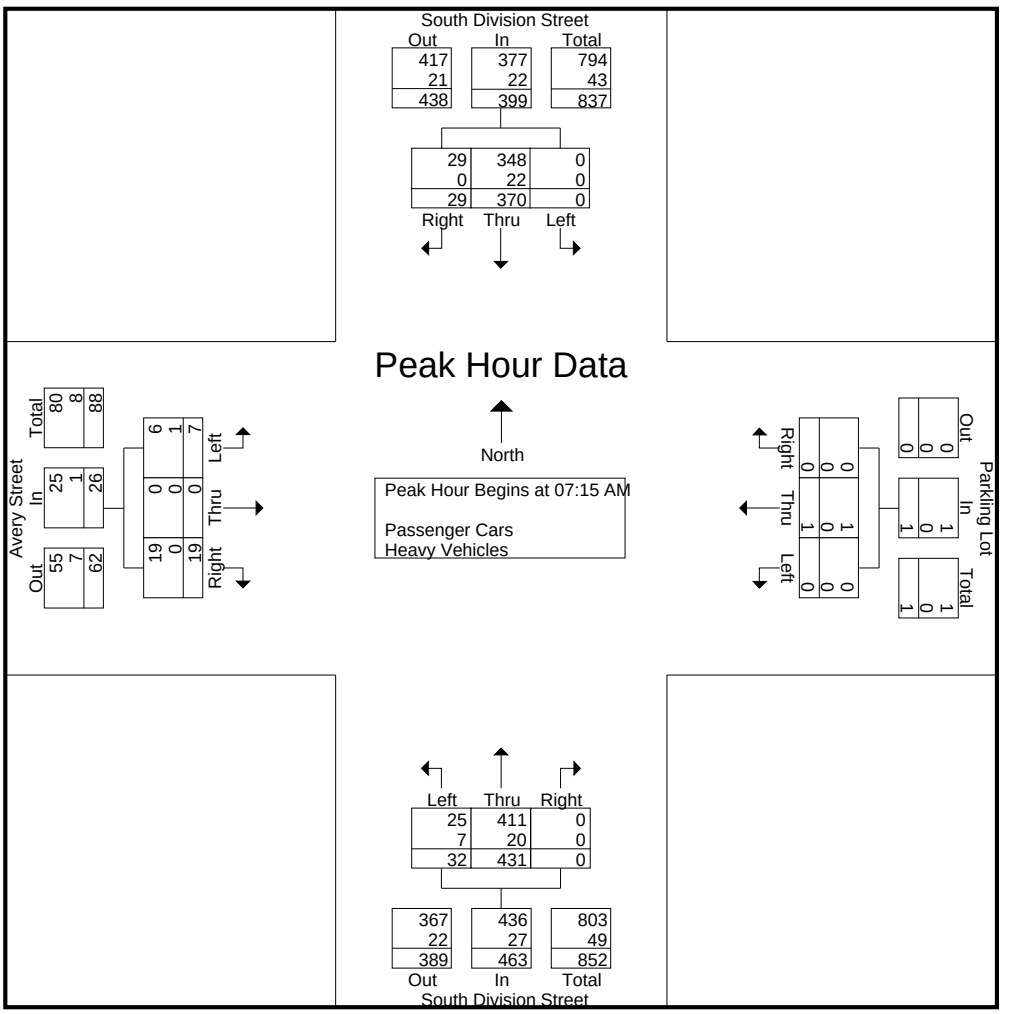


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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : south division @ avery - am - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound				Parkling Lot Westbound				South Division Street Northbound				Avery Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	76	4	80	0	0	0	0	9	**124**	0	**133**	0	0	4	4	217
07:30 AM	0	103	6	109	0	0	0	0	**10**	121	0	131	**4**	0	1	5	**245**
07:45 AM	0	**107**	**14**	**121**	0	0	0	0	9	104	0	113	1	0	6	7	241
08:00 AM	0	84	5	89	0	**1**	0	**1**	4	82	0	86	2	0	**8**	**10**	186
Total Volume	0	370	29	399	0	1	0	1	32	431	0	463	7	0	19	26	889
% App. Total	0	92.7	7.3		0	100	0		6.9	93.1	0		26.9	0	73.1		
PHF	.000	.864	.518	.824	.000	.250	.000	.250	.800	.869	.000	.870	.438	.000	.594	.650	.907
Passenger Cars	0	348	29	377	0	1	0	1	25	411	0	436	6	0	19	25	839
% Passenger Cars	0	94.1	100	94.5	0	100	0	100	78.1	95.4	0	94.2	85.7	0	100	96.2	94.4
Heavy Vehicles	0	22	0	22	0	0	0	0	7	20	0	27	1	0	0	1	50
% Heavy Vehicles	0	5.9	0	5.5	0	0	0	0	21.9	4.6	0	5.8	14.3	0	0	3.8	5.6



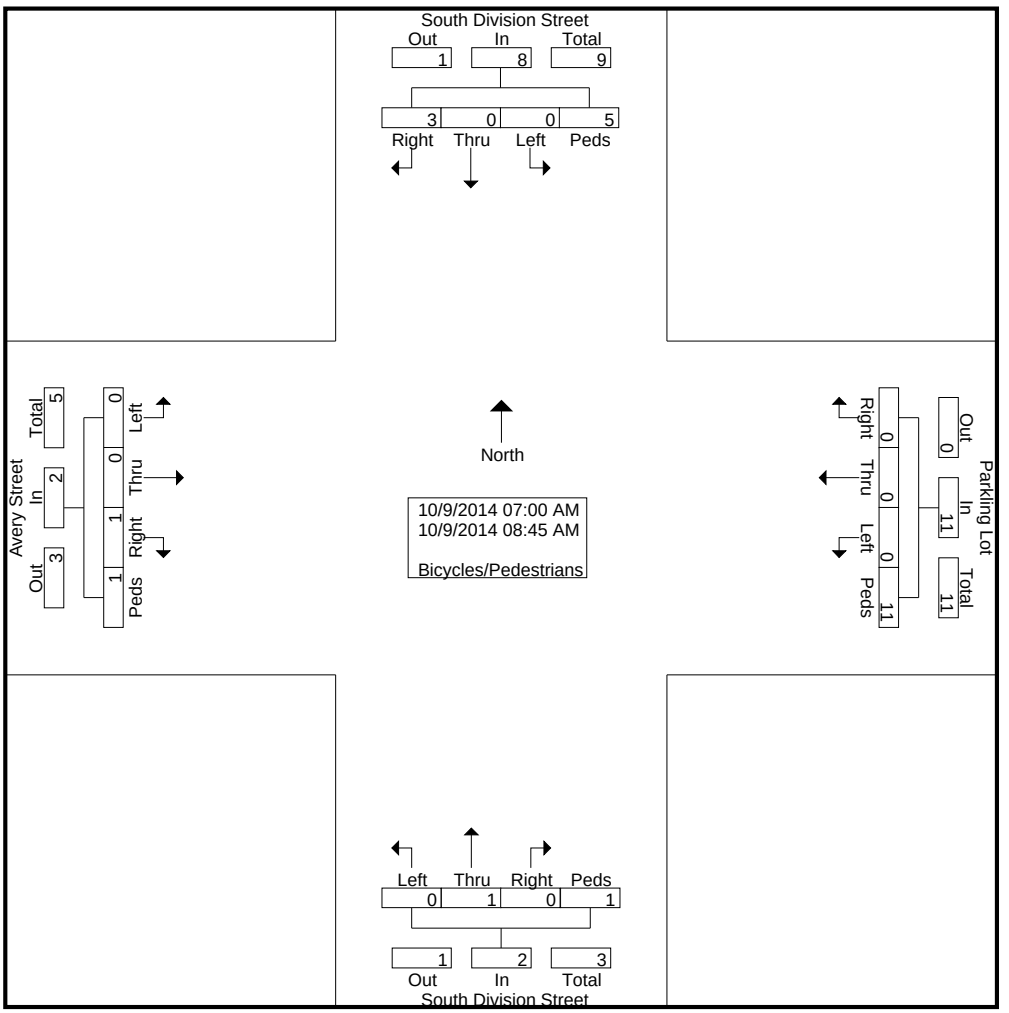
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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : south division @ avery - am - R
Site Code : 00000000
Start Date : 10/9/2014

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Parkling Lot Westbound					South Division Street Northbound					Avery Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	4
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	2	3	0	0	0	6	6	0	0	0	1	1	0	0	0	0	0	10
08:00 AM	0	0	1	2	3	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	1	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	6
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	3	5	0	0	0	5	5	0	1	0	0	1	0	0	1	1	2	13
Grand Total	0	0	3	5	8	0	0	0	11	11	0	1	0	1	2	0	0	1	1	2	23
Apprch %	0	0	37.5	62.5		0	0	0	100		0	50	0	50		0	0	50	50		
Total %	0	0	13	21.7	34.8	0	0	0	47.8	47.8	0	4.3	0	4.3	8.7	0	0	4.3	4.3	8.7	

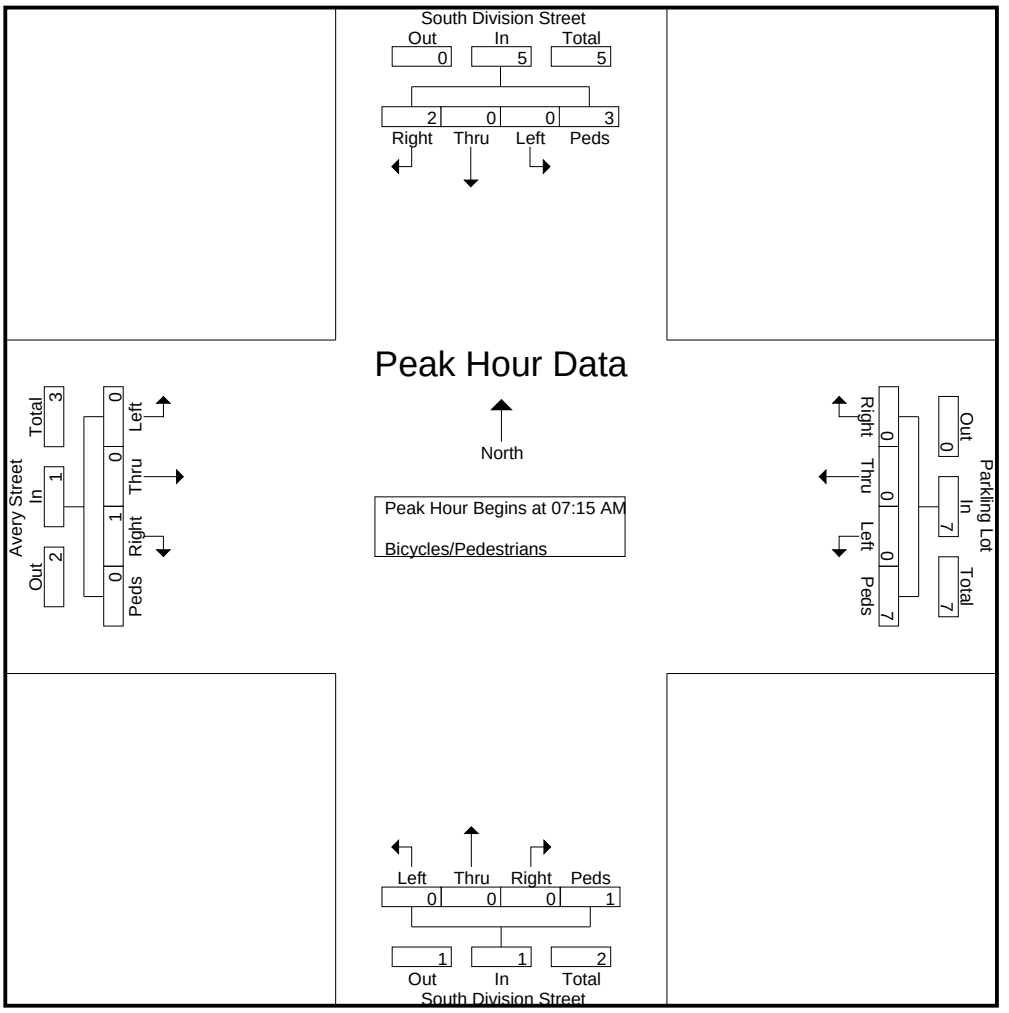


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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : south division @ avery - am - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound					Parkling Lot Westbound					South Division Street Northbound					Avery Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	1	1	0	0	0	**3**	**3**	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	**1**	**1**	0	0	0	0	0	4
07:45 AM	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	1	**2**	**3**	0	0	0	1	1	0	0	0	0	0	0	0	**1**	0	**1**	**5**
Total Volume	0	0	2	3	5	0	0	0	7	7	0	0	0	1	1	0	0	1	0	1	14
% App. Total	0	0	40	60		0	0	0	100		0	0	0	100		0	0	100	0		
PHF	.000	.000	.500	.375	.417	.000	.000	.000	.583	.583	.000	.000	.000	.250	.250	.000	.000	.250	.000	.250	.700



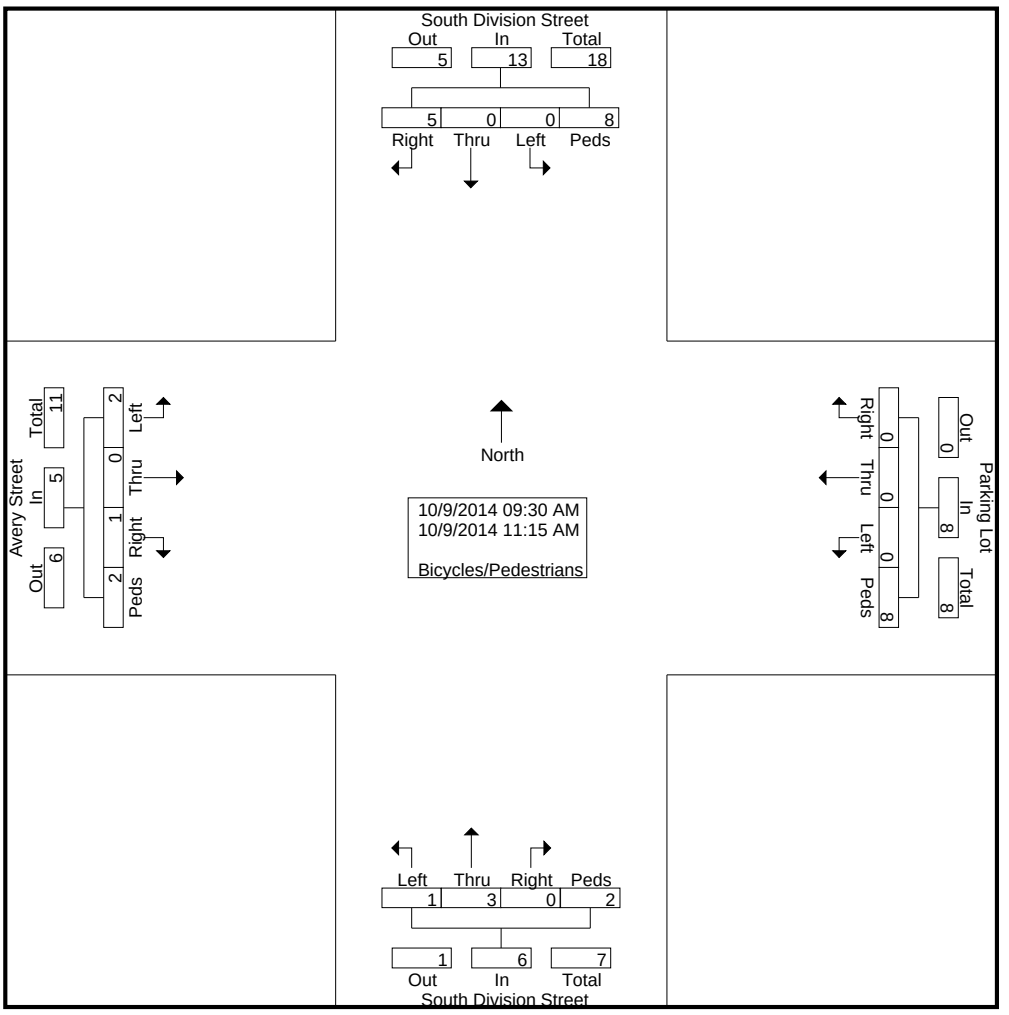
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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - R
Site Code : 00000000
Start Date : 10/9/2014

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Avery Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
09:30 AM	0	0	1	1	2	0	0	0	1	1	0	0	0	1	1	0	0	1	0	1	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	1	1	2	0	0	0	1	1	1	0	0	1	2	0	0	1	0	1	6
10:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	1	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	4
10:30 AM	0	0	2	3	5	0	0	0	3	3	0	1	0	1	2	1	0	0	0	1	11
10:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	3	6	9	0	0	0	5	5	0	2	0	1	3	2	0	0	0	2	19
11:00 AM	0	0	1	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	4
Grand Total	0	0	5	8	13	0	0	0	8	8	1	3	0	2	6	2	0	1	2	5	32
Apprch %	0	0	38.5	61.5		0	0	0	100		16.7	50	0	33.3		40	0	20	40		
Total %	0	0	15.6	25	40.6	0	0	0	25	25	3.1	9.4	0	6.2	18.8	6.2	0	3.1	6.2	15.6	

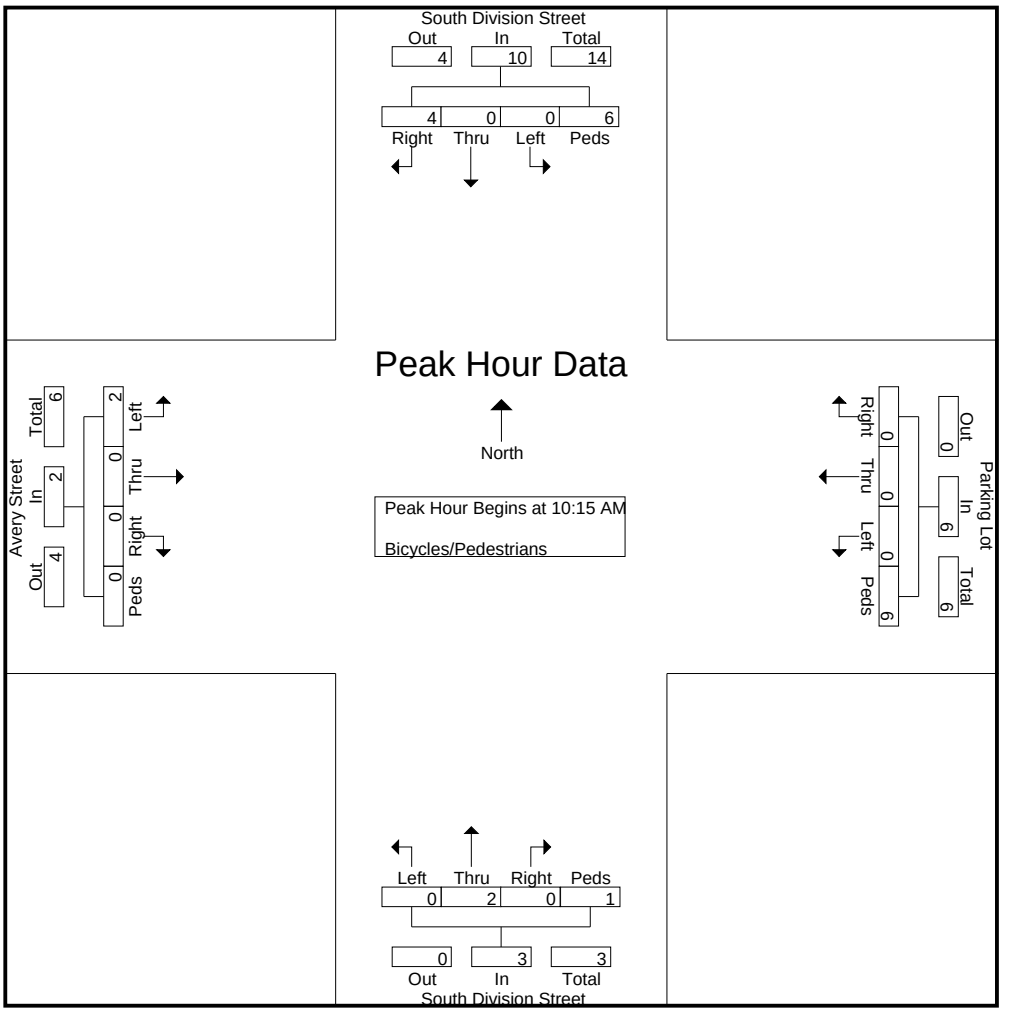


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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Avery Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15 AM																					
10:15 AM	0	0	0	1	1	0	0	0	2	2	0	**1**	0	0	1	0	0	0	0	0	4
10:30 AM	0	0	**2**	**3**	**5**	0	0	0	**3**	**3**	0	1	0	**1**	**2**	**1**	0	0	0	**1**	**11**
10:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
11:00 AM	0	0	1	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	4	6	10	0	0	0	6	6	0	2	0	1	3	2	0	0	0	2	21
% App. Total	0	0	40	60		0	0	0	100		0	66.7	0	33.3		100	0	0	0		
PHF	.000	.000	.500	.500	.500	.000	.000	.000	.500	.500	.000	.500	.000	.250	.375	.500	.000	.000	.000	.500	.477



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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

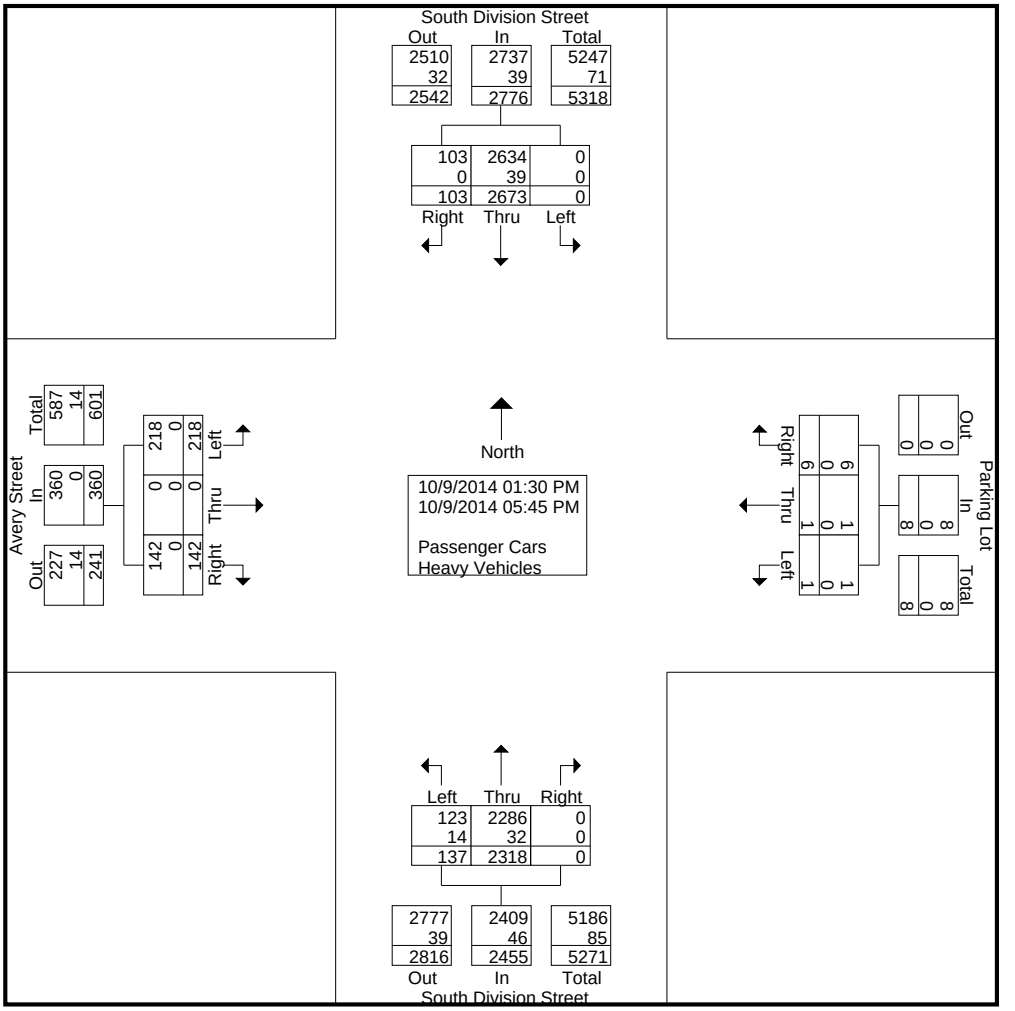
Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Parking Lot Westbound				South Division Street Northbound				Avery Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	0	152	10	162	0	0	0	0	7	107	0	114	6	0	9	15	291
01:45 PM	0	113	6	119	0	1	1	2	10	105	0	115	31	0	11	42	278
Total	0	265	16	281	0	1	1	2	17	212	0	229	37	0	20	57	569
02:00 PM	0	129	9	138	0	0	0	0	11	85	0	96	12	0	9	21	255
02:15 PM	0	138	1	139	0	0	0	0	7	116	0	123	7	0	4	11	273
02:30 PM	0	133	12	145	0	0	0	0	5	113	0	118	16	0	6	22	285
02:45 PM	0	163	5	168	0	0	0	0	6	135	0	141	8	0	9	17	326
Total	0	563	27	590	0	0	0	0	29	449	0	478	43	0	28	71	1139
03:00 PM	0	177	7	184	0	0	2	2	9	128	0	137	15	0	8	23	346
03:15 PM	0	142	5	147	1	0	0	1	4	123	0	127	21	0	18	39	314
03:30 PM	0	148	10	158	0	0	1	1	10	144	0	154	9	0	13	22	335
03:45 PM	0	152	3	155	0	0	0	0	7	129	0	136	12	0	7	19	310
Total	0	619	25	644	1	0	3	4	30	524	0	554	57	0	46	103	1305
04:00 PM	0	161	8	169	0	0	0	0	7	152	0	159	11	0	7	18	346
04:15 PM	0	160	4	164	0	0	0	0	8	126	0	134	14	0	7	21	319
04:30 PM	0	137	5	142	0	0	1	1	7	153	0	160	11	0	5	16	319
04:45 PM	0	161	5	166	0	0	0	0	11	133	0	144	3	0	6	9	319
Total	0	619	22	641	0	0	1	1	33	564	0	597	39	0	25	64	1303
05:00 PM	0	173	5	178	0	0	0	0	6	180	0	186	13	0	5	18	382
05:15 PM	0	178	1	179	0	0	0	0	6	137	0	143	6	0	5	11	333
05:30 PM	0	125	1	126	0	0	1	1	9	134	0	143	15	0	6	21	291
05:45 PM	0	131	6	137	0	0	0	0	7	118	0	125	8	0	7	15	277
Total	0	607	13	620	0	0	1	1	28	569	0	597	42	0	23	65	1283
Grand Total	0	2673	103	2776	1	1	6	8	137	2318	0	2455	218	0	142	360	5599
Apprch %	0	96.3	3.7		12.5	12.5	75		5.6	94.4	0		60.6	0	39.4		
Total %	0	47.7	1.8	49.6	0	0	0.1	0.1	2.4	41.4	0	43.8	3.9	0	2.5	6.4	
Passenger Cars	0	2634	103	2737	1	1	6	8	123	2286	0	2409	218	0	142	360	5514
% Passenger Cars	0	98.5	100	98.6	100	100	100	100	89.8	98.6	0	98.1	100	0	100	100	98.5
Heavy Vehicles	0	39	0	39	0	0	0	0	14	32	0	46	0	0	0	0	85
% Heavy Vehicles	0	1.5	0	1.4	0	0	0	0	10.2	1.4	0	1.9	0	0	0	0	1.5

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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - PM - R
Site Code : 00000000
Start Date : 10/9/2014

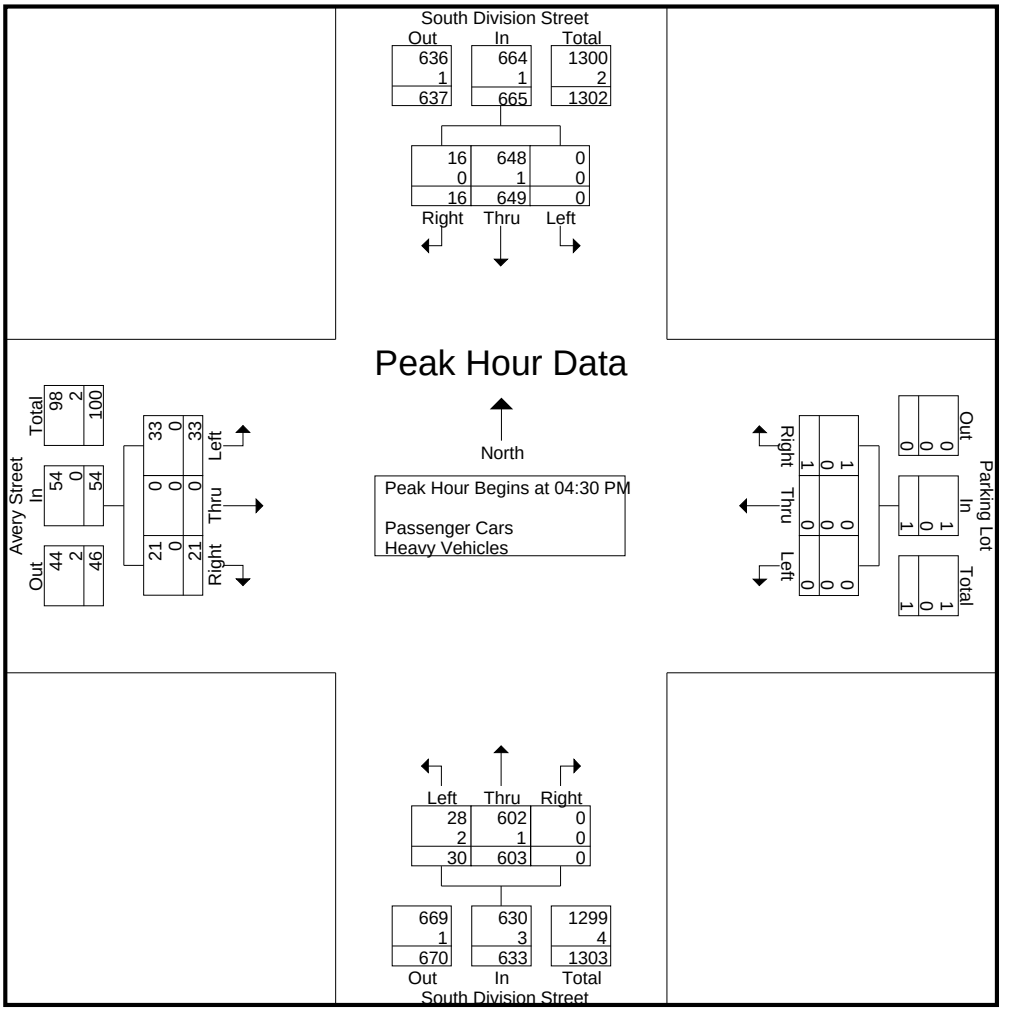


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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - PM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound				Parking Lot Westbound				South Division Street Northbound				Avery Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	137	**5**	142	0	0	**1**	**1**	7	153	0	160	11	0	5	16	319
04:45 PM	0	161	5	166	0	0	0	0	**11**	133	0	144	3	0	**6**	9	319
05:00 PM	0	173	5	178	0	0	0	0	6	**180**	0	**186**	**13**	0	5	**18**	**382**
05:15 PM	0	**178**	1	**179**	0	0	0	0	6	137	0	143	6	0	5	11	333
Total Volume	0	649	16	665	0	0	1	1	30	603	0	633	33	0	21	54	1353
% App. Total	0	97.6	2.4		0	0	100		4.7	95.3	0		61.1	0	38.9		
PHF	.000	.912	.800	.929	.000	.000	.250	.250	.682	.838	.000	.851	.635	.000	.875	.750	.885
Passenger Cars	0	648	16	664	0	0	1	1	28	602	0	630	33	0	21	54	1349
% Passenger Cars	0	99.8	100	99.8	0	0	100	100	93.3	99.8	0	99.5	100	0	100	100	99.7
Heavy Vehicles	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
% Heavy Vehicles	0	0.2	0	0.2	0	0	0	0	6.7	0.2	0	0.5	0	0	0	0	0.3



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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 4

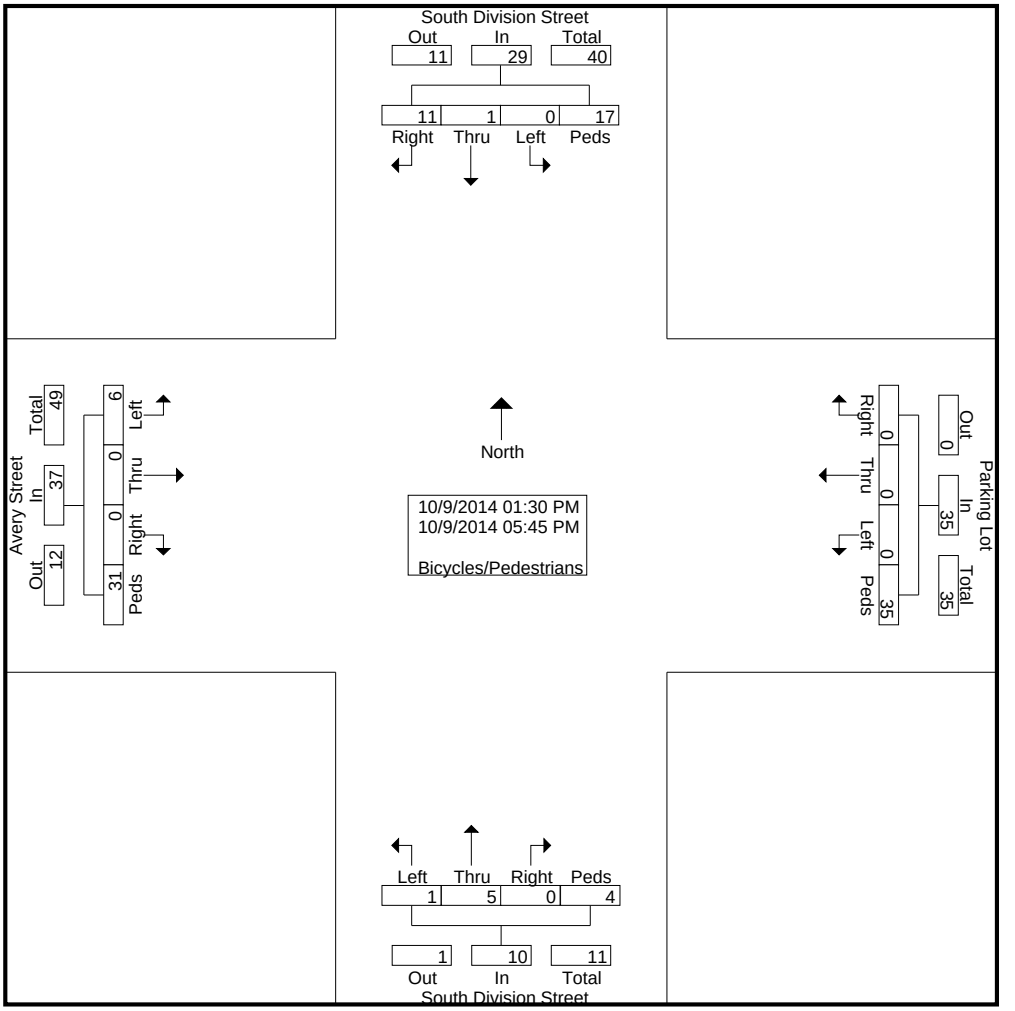
Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Avery Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
01:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	6
02:00 PM	0	0	1	1	2	0	0	0	2	2	1	1	0	0	2	1	0	0	0	1	7
02:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	4
02:45 PM	0	0	2	1	3	0	0	0	5	5	0	1	0	0	1	0	0	0	0	0	9
Total	0	0	3	5	8	0	0	0	9	9	1	2	0	0	3	1	0	0	1	2	22
03:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	2	0	0	1	3	8
03:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
03:45 PM	0	0	2	8	10	0	0	0	13	13	0	0	0	0	0	0	0	0	7	7	30
Total	0	0	2	9	11	0	0	0	17	17	0	0	0	2	2	3	0	0	9	12	42
04:00 PM	0	0	1	0	1	0	0	0	3	3	0	0	0	0	0	1	0	0	0	1	5
04:15 PM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	3
Total	0	0	2	1	3	0	0	0	4	4	0	0	0	1	1	2	0	0	2	4	12
05:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	18	18	20
05:15 PM	0	0	0	0	0	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:45 PM	0	0	1	1	2	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	0	1	2	3	0	0	0	5	5	0	2	0	1	3	0	0	0	18	18	29
Grand Total	0	1	11	17	29	0	0	0	35	35	1	5	0	4	10	6	0	0	31	37	111
Apprch %	0	3.4	37.9	58.6		0	0	0	100		10	50	0	40		16.2	0	0	83.8		
Total %	0	0.9	9.9	15.3	26.1	0	0	0	31.5	31.5	0.9	4.5	0	3.6	9	5.4	0	0	27.9	33.3	

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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - PM - R
Site Code : 00000000
Start Date : 10/9/2014

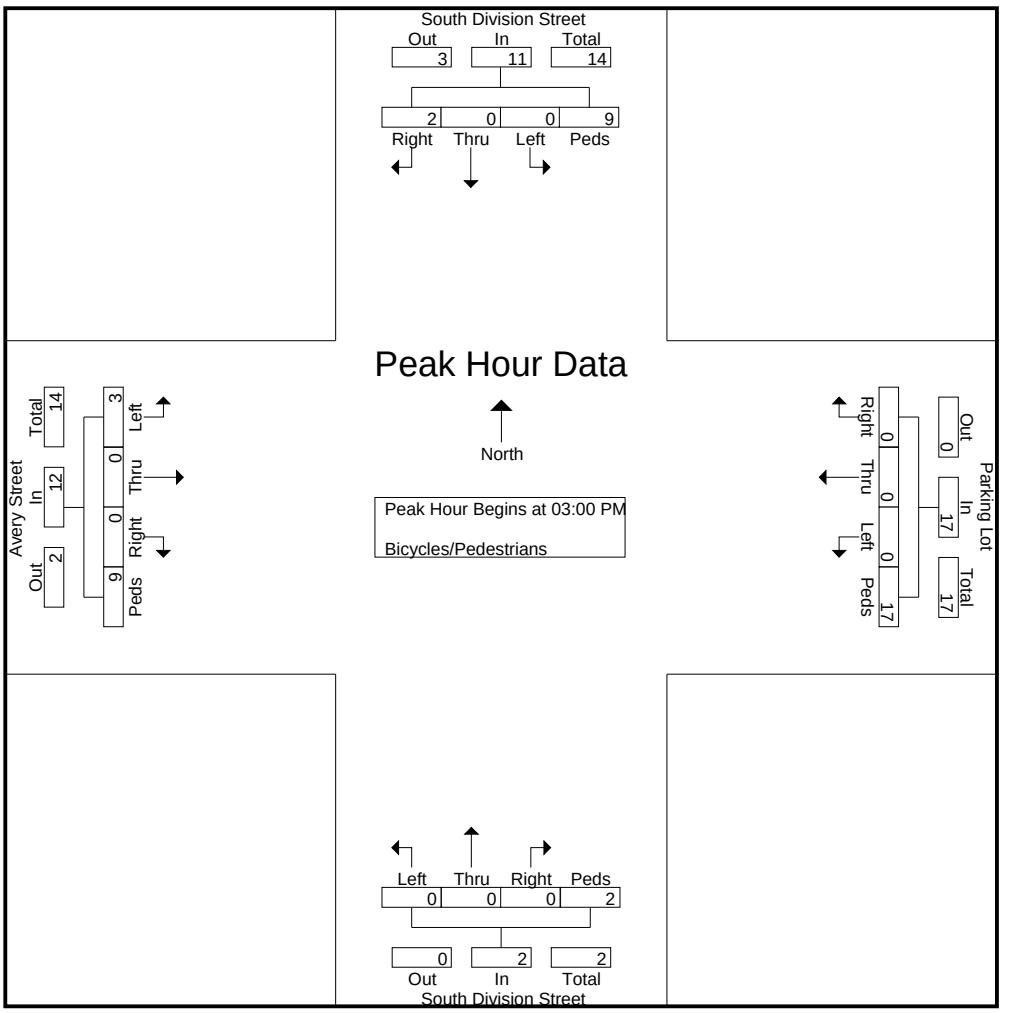


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Counted By: JM
Weather: Sunny
Intersection: SouthDivisionSt@AverySt

File Name : South Division @ Avery - PM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Avery Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	**2**	**2**	**2**	0	0	1	3	8
03:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
03:45 PM	0	0	**2**	**8**	**10**	0	0	0	**13**	**13**	0	0	0	0	0	0	0	0	**7**	**7**	**30**
Total Volume	0	0	2	9	11	0	0	0	17	17	0	0	0	2	2	3	0	0	9	12	42
% App. Total	0	0	18.2	81.8		0	0	0	100		0	0	0	100		25	0	0	75		
PHF	.000	.000	.250	.281	.275	.000	.000	.000	.327	.327	.000	.000	.000	.250	.250	.375	.000	.000	.321	.429	.350



SOUTH DIVISION STREET @ BATEMAN STREET/
ONLEY ROAD

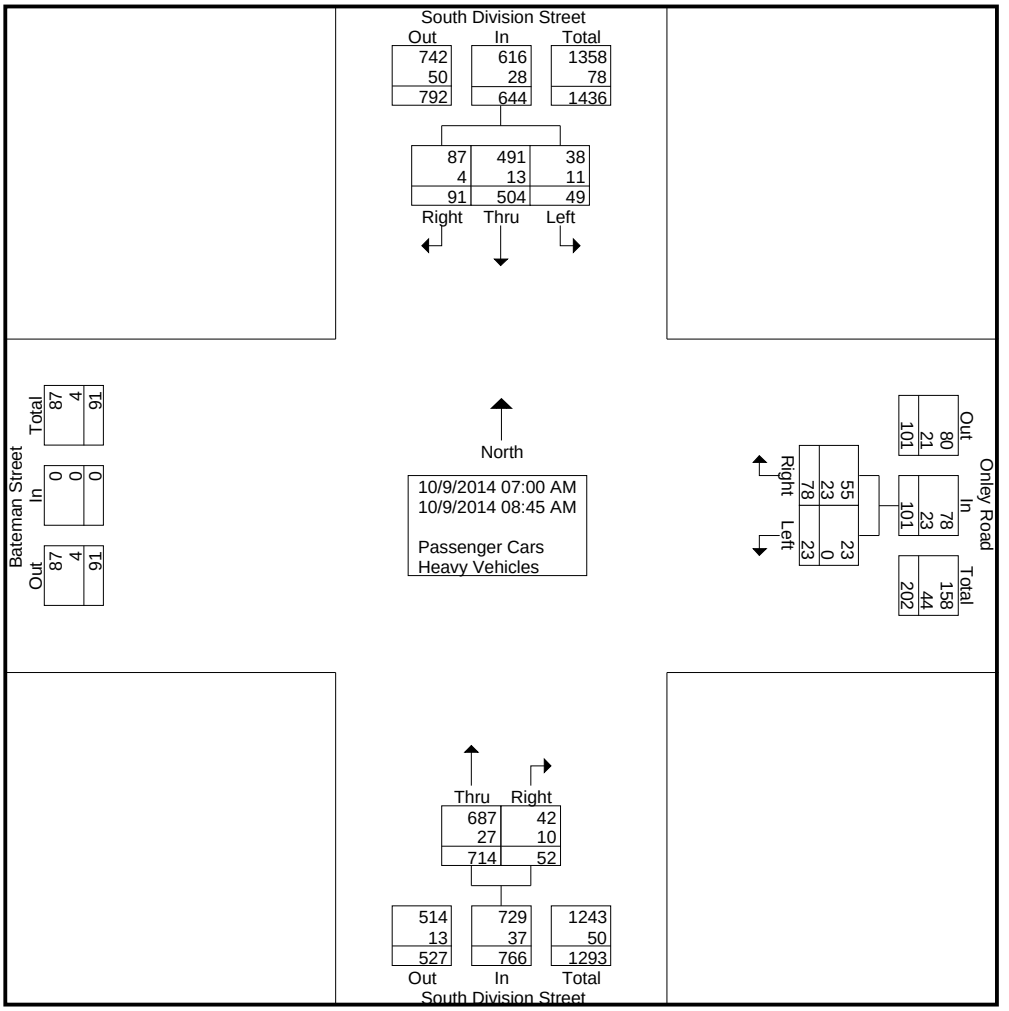
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Counted By: DO
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - am - r
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Onley Road Westbound			South Division Street Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	18	15	37	2	3	5	75	5	80	122
07:15 AM	13	51	4	68	2	9	11	115	12	127	206
07:30 AM	5	73	13	91	6	21	27	115	9	124	242
07:45 AM	6	88	14	108	1	11	12	102	3	105	225
Total	28	230	46	304	11	44	55	407	29	436	795
08:00 AM	6	68	9	83	3	8	11	72	5	77	171
08:15 AM	6	74	11	91	3	10	13	76	5	81	185
08:30 AM	2	63	11	76	4	6	10	70	6	76	162
08:45 AM	7	69	14	90	2	10	12	89	7	96	198
Total	21	274	45	340	12	34	46	307	23	330	716
Grand Total	49	504	91	644	23	78	101	714	52	766	1511
Apprch %	7.6	78.3	14.1		22.8	77.2		93.2	6.8		
Total %	3.2	33.4	6	42.6	1.5	5.2	6.7	47.3	3.4	50.7	
Passenger Cars	38	491	87	616	23	55	78	687	42	729	1423
% Passenger Cars	77.6	97.4	95.6	95.7	100	70.5	77.2	96.2	80.8	95.2	94.2
Heavy Vehicles	11	13	4	28	0	23	23	27	10	37	88
% Heavy Vehicles	22.4	2.6	4.4	4.3	0	29.5	22.8	3.8	19.2	4.8	5.8

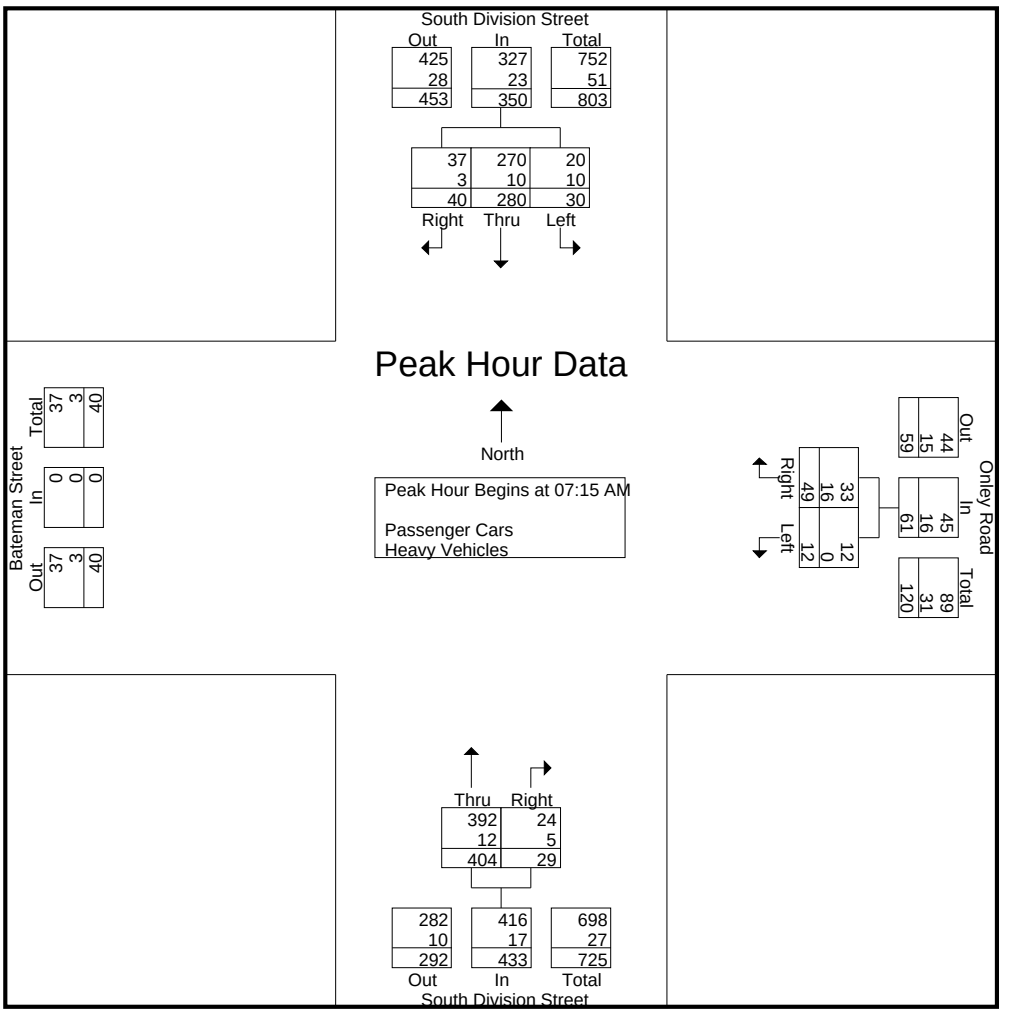


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Counted By: DO
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - am - r
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound				Onley Road Westbound			South Division Street Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	**13**	51	4	68	2	9	11	**115**	**12**	**127**	206
07:30 AM	5	73	13	91	**6**	**21**	**27**	115	9	124	**242**
07:45 AM	6	**88**	**14**	**108**	1	11	12	102	3	105	225
08:00 AM	6	68	9	83	3	8	11	72	5	77	171
Total Volume	30	280	40	350	12	49	61	404	29	433	844
% App. Total	8.6	80	11.4		19.7	80.3		93.3	6.7		
PHF	.577	.795	.714	.810	.500	.583	.565	.878	.604	.852	.872
Passenger Cars	20	270	37	327	12	33	45	392	24	416	788
% Passenger Cars	66.7	96.4	92.5	93.4	100	67.3	73.8	97.0	82.8	96.1	93.4
Heavy Vehicles	10	10	3	23	0	16	16	12	5	17	56
% Heavy Vehicles	33.3	3.6	7.5	6.6	0	32.7	26.2	3.0	17.2	3.9	6.6



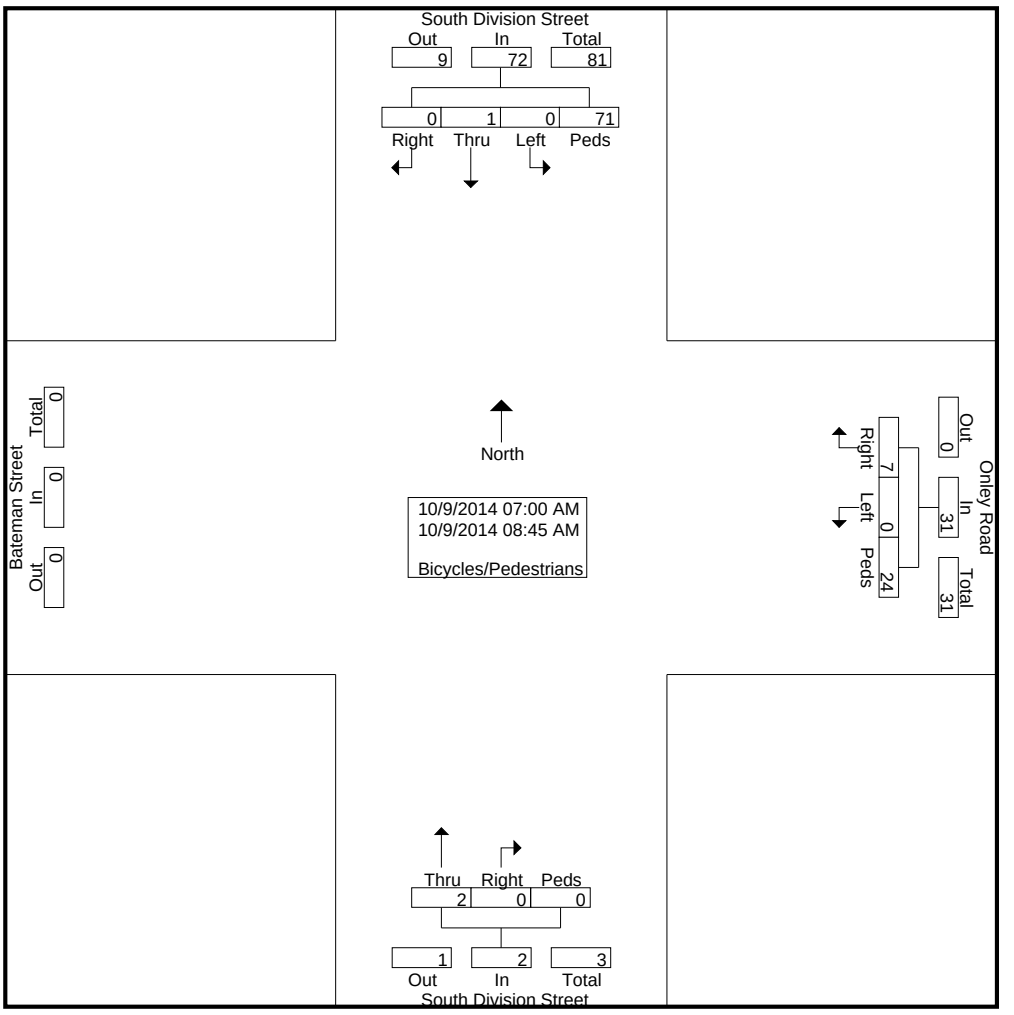
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Counted By: DO
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - am - r
Site Code : 00000000
Start Date : 10/9/2014

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Onley Road Westbound				South Division Street Northbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	2	2	0	4	2	6	0	0	0	0	8
07:15 AM	0	0	0	11	11	0	1	6	7	0	0	0	0	18
07:30 AM	0	0	0	11	11	0	0	1	1	0	0	0	0	12
07:45 AM	0	0	0	17	17	0	1	4	5	0	0	0	0	22
Total	0	0	0	41	41	0	6	13	19	0	0	0	0	60
08:00 AM	0	0	0	9	9	0	0	2	2	0	0	0	0	11
08:15 AM	0	1	0	4	5	0	0	3	3	1	0	0	1	9
08:30 AM	0	0	0	3	3	0	1	2	3	1	0	0	1	7
08:45 AM	0	0	0	14	14	0	0	4	4	0	0	0	0	18
Total	0	1	0	30	31	0	1	11	12	2	0	0	2	45
Grand Total	0	1	0	71	72	0	7	24	31	2	0	0	2	105
Apprch %	0	1.4	0	98.6		0	22.6	77.4		100	0	0		
Total %	0	1	0	67.6	68.6	0	6.7	22.9	29.5	1.9	0	0	1.9	

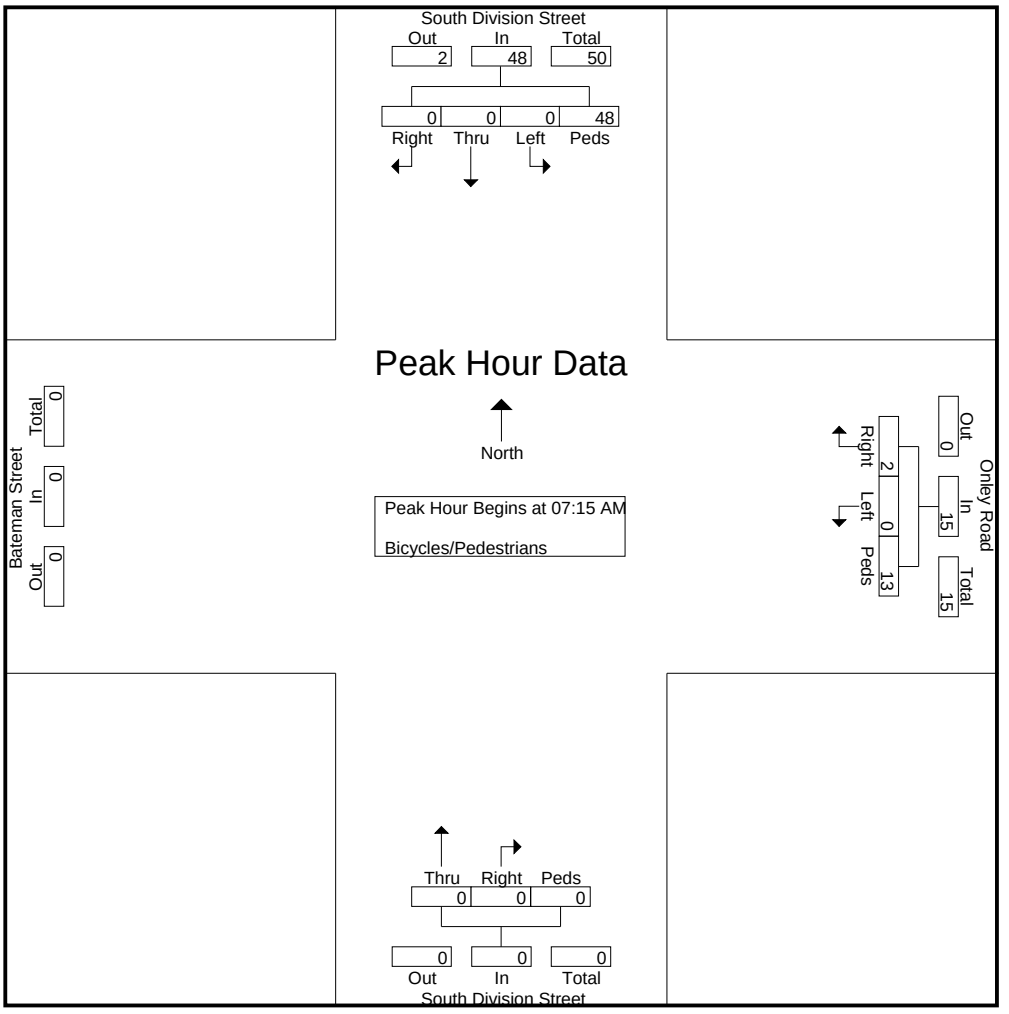


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Counted By: DO
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - am - r
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound					Onley Road Westbound				South Division Street Northbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:15 AM														
07:15 AM	0	0	0	11	11	0	**1**	**6**	**7**	0	0	0	0	18
07:30 AM	0	0	0	11	11	0	0	1	1	0	0	0	0	12
07:45 AM	0	0	0	**17**	**17**	0	1	4	5	0	0	0	0	**22**
08:00 AM	0	0	0	9	9	0	0	2	2	0	0	0	0	11
Total Volume	0	0	0	48	48	0	2	13	15	0	0	0	0	63
% App. Total	0	0	0	100		0	13.3	86.7		0	0	0		
PHF	.000	.000	.000	.706	.706	.000	.500	.542	.536	.000	.000	.000	.000	.716



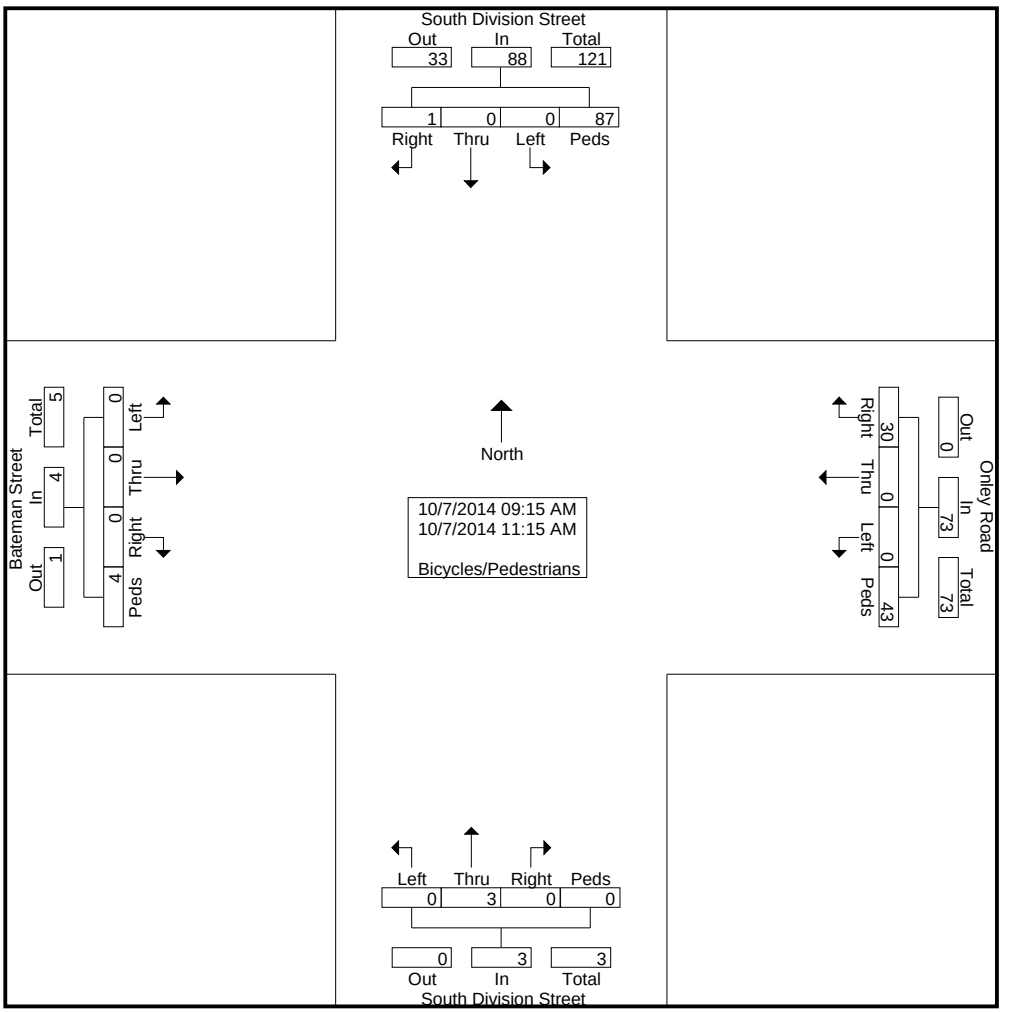
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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@OnleyRoad

File Name : south division street @onley road - r
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Onley Road Westbound					South Division Street Northbound					Bateman Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
09:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	6	6	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	14
09:45 AM	0	0	0	4	4	0	0	6	1	7	0	1	0	0	1	0	0	0	1	1	13
Total	0	0	0	12	12	0	0	9	6	15	0	1	0	0	1	0	0	0	1	1	29
10:00 AM	0	0	0	4	4	0	0	5	3	8	0	1	0	0	1	0	0	0	0	0	13
10:15 AM	0	0	0	4	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
10:30 AM	0	0	0	23	23	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	30
10:45 AM	0	0	1	32	33	0	0	3	16	19	0	0	0	0	0	0	0	0	3	3	55
Total	0	0	1	63	64	0	0	8	26	34	0	2	0	0	2	0	0	0	3	3	103
11:00 AM	0	0	0	6	6	0	0	8	8	16	0	0	0	0	0	0	0	0	0	0	22
11:15 AM	0	0	0	6	6	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	14
Grand Total	0	0	1	87	88	0	0	30	43	73	0	3	0	0	3	0	0	0	4	4	168
Apprch %	0	0	1.1	98.9		0	0	41.1	58.9		0	100	0	0		0	0	0	100		
Total %	0	0	0.6	51.8	52.4	0	0	17.9	25.6	43.5	0	1.8	0	0	1.8	0	0	0	2.4	2.4	

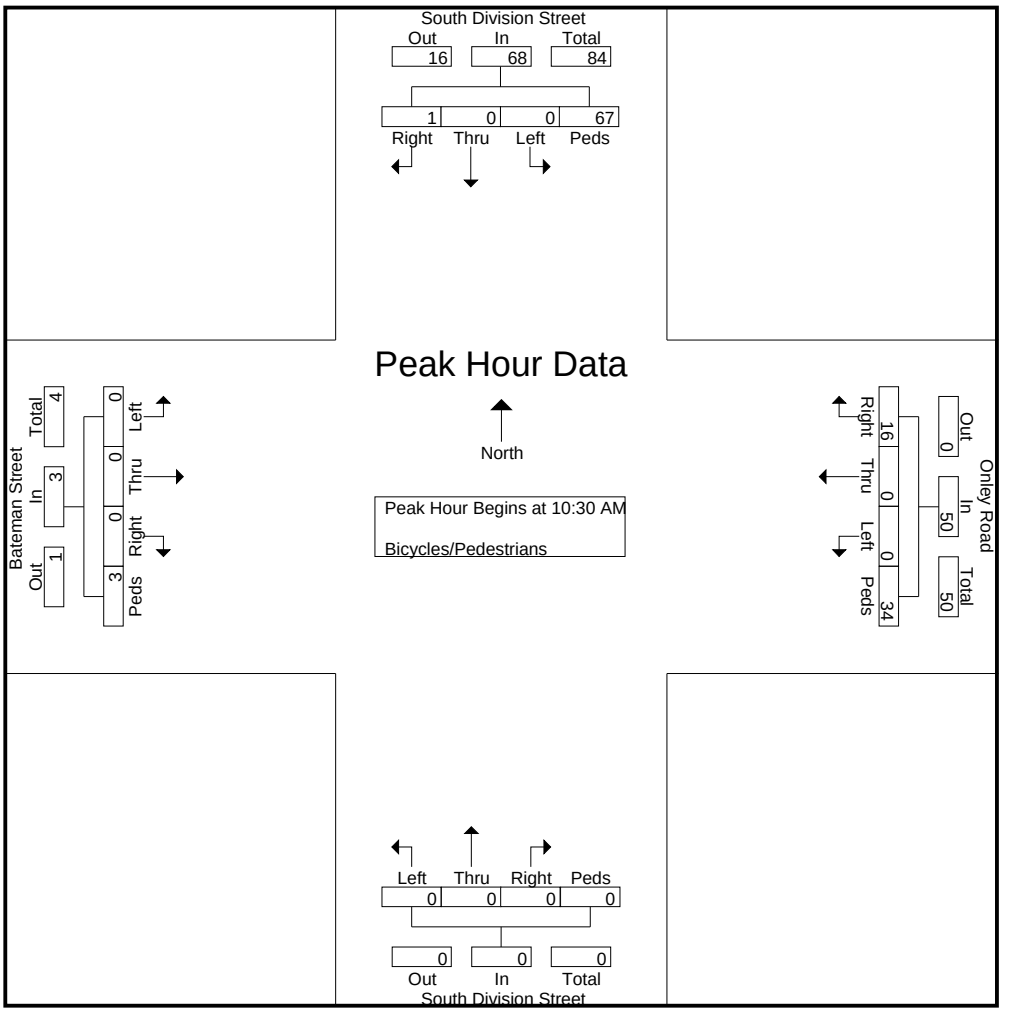


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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@OnleyRoad

File Name : south division street @onley road - r
Site Code : 00000000
Start Date : 10/7/2014

	South Division Street Southbound					Onley Road Westbound					South Division Street Northbound					Bateman Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:15 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30 AM																					
10:30 AM	0	0	0	23	23	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	30
10:45 AM	0	0	**1**	**32**	**33**	0	0	3	**16**	**19**	0	0	0	0	0	0	0	0	**3**	**3**	**55**
11:00 AM	0	0	0	6	6	0	0	**8**	8	16	0	0	0	0	0	0	0	0	0	0	22
11:15 AM	0	0	0	6	6	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	14
Total Volume	0	0	1	67	68	0	0	16	34	50	0	0	0	0	0	0	0	0	3	3	121
% App. Total	0	0	1.5	98.5		0	0	32	68		0	0	0	0		0	0	0	100		
PHF	.000	.000	.250	.523	.515	.000	.000	.500	.531	.658	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.550



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Counted By: WG
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - pm - r
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

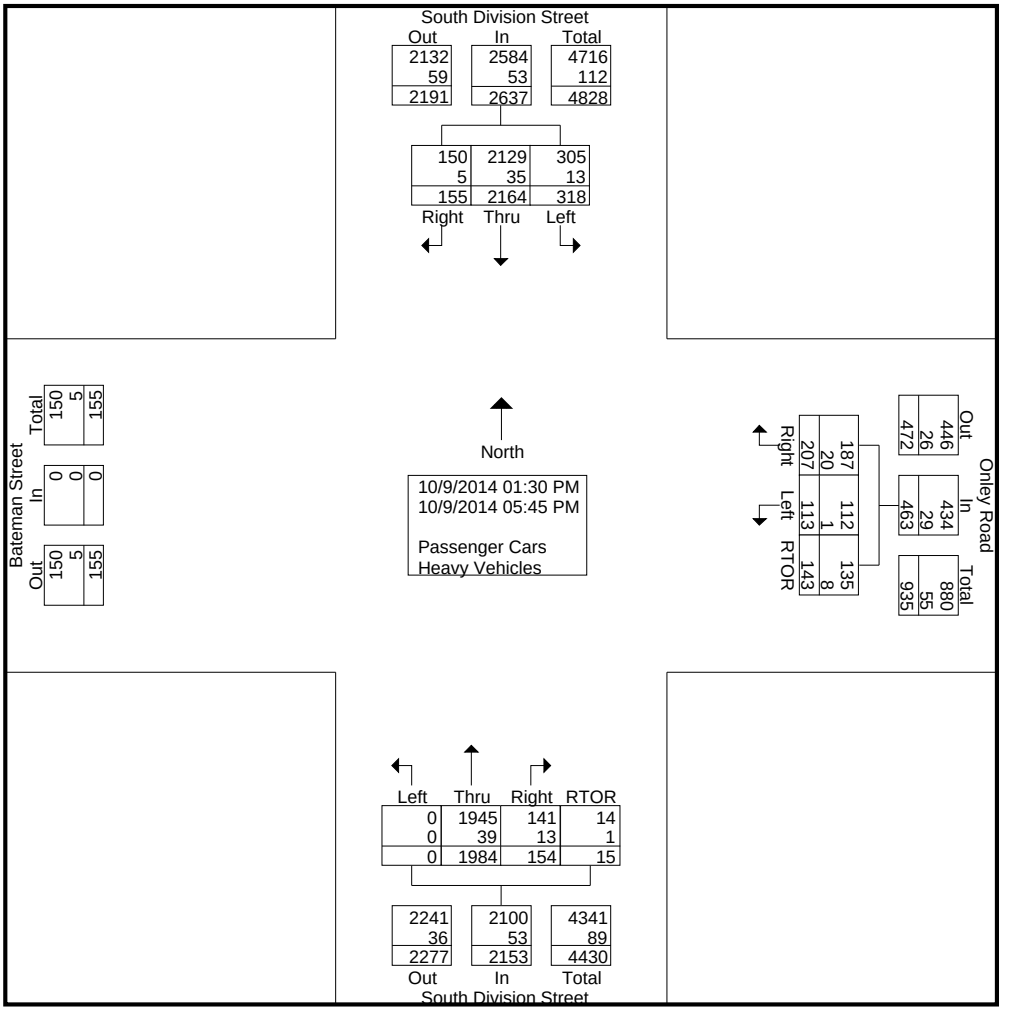
Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Onley Road Westbound				South Division Street Northbound					
Start Time	Left	Thru	Right	App. Total	Left	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
01:30 PM	14	116	11	141	8	8	8	24	0	87	12	0	99	264
01:45 PM	18	78	8	104	5	12	14	31	0	93	4	0	97	232
Total	32	194	19	245	13	20	22	55	0	180	16	0	196	496
02:00 PM	10	112	10	132	4	5	3	12	0	85	12	0	97	241
02:15 PM	14	110	8	132	1	3	7	11	0	104	8	1	113	256
02:30 PM	22	88	3	113	5	7	7	19	0	105	12	2	119	251
02:45 PM	15	119	20	154	6	18	14	38	0	101	8	0	109	301
Total	61	429	41	531	16	33	31	80	0	395	40	3	438	1049
03:00 PM	19	144	9	172	9	17	5	31	0	109	8	1	118	321
03:15 PM	17	128	5	150	5	4	7	16	0	109	8	0	117	283
03:30 PM	13	119	11	143	6	6	5	17	0	116	12	2	130	290
03:45 PM	22	120	8	150	6	5	10	21	0	113	6	1	120	291
Total	71	511	33	615	26	32	27	85	0	447	34	4	485	1185
04:00 PM	16	141	4	161	4	8	6	18	0	131	10	0	141	320
04:15 PM	19	134	6	159	8	11	10	29	0	113	8	0	121	309
04:30 PM	18	119	9	146	4	13	6	23	0	126	6	1	133	302
04:45 PM	23	126	8	157	10	19	4	33	0	119	9	3	131	321
Total	76	520	27	623	26	51	26	103	0	489	33	4	526	1252
05:00 PM	24	148	9	181	7	17	10	34	0	154	10	1	165	380
05:15 PM	17	153	9	179	11	18	7	36	0	103	10	0	113	328
05:30 PM	13	103	9	125	8	24	11	43	0	109	8	2	119	287
05:45 PM	24	106	8	138	6	12	9	27	0	107	3	1	111	276
Total	78	510	35	623	32	71	37	140	0	473	31	4	508	1271
Grand Total	318	2164	155	2637	113	207	143	463	0	1984	154	15	2153	5253
Apprch %	12.1	82.1	5.9		24.4	44.7	30.9		0	92.2	7.2	0.7		
Total %	6.1	41.2	3	50.2	2.2	3.9	2.7	8.8	0	37.8	2.9	0.3	41	
Passenger Cars	305	2129	150	2584	112	187	135	434	0	1945	141	14	2100	5118
% Passenger Cars	95.9	98.4	96.8	98	99.1	90.3	94.4	93.7	0	98	91.6	93.3	97.5	97.4
Heavy Vehicles	13	35	5	53	1	20	8	29	0	39	13	1	53	135
% Heavy Vehicles	4.1	1.6	3.2	2	0.9	9.7	5.6	6.3	0	2	8.4	6.7	2.5	2.6

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Counted By: WG
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - pm - r
Site Code : 00000000
Start Date : 10/9/2014

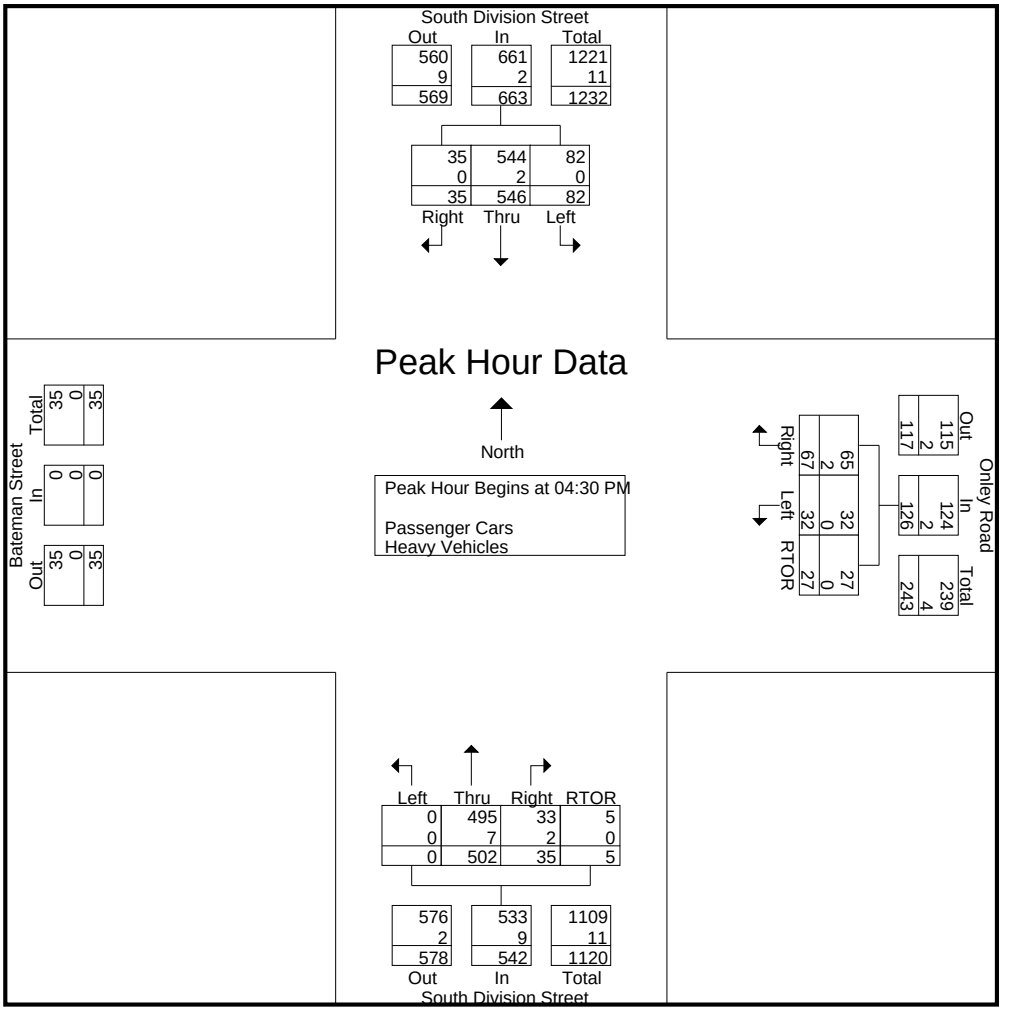


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Counted By: WG
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - pm - r
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound				Onley Road Westbound				South Division Street Northbound					
Start Time	Left	Thru	Right	App. Total	Left	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:30 PM														
04:30 PM	18	119	**9**	146	4	13	6	23	0	126	6	1	133	302
04:45 PM	23	126	8	157	10	**19**	4	33	0	119	9	**3**	131	321
05:00 PM	**24**	148	9	**181**	7	17	**10**	34	0	**154**	**10**	1	**165**	**380**
05:15 PM	17	**153**	9	179	**11**	18	7	**36**	0	103	10	0	113	328
Total Volume	82	546	35	663	32	67	27	126	0	502	35	5	542	1331
% App. Total	12.4	82.4	5.3		25.4	53.2	21.4		0	92.6	6.5	0.9		
PHF	.854	.892	.972	.916	.727	.882	.675	.875	.000	.815	.875	.417	.821	.876
Passenger Cars	82	544	35	661	32	65	27	124	0	495	33	5	533	1318
% Passenger Cars	100	99.6	100	99.7	100	97.0	100	98.4	0	98.6	94.3	100	98.3	99.0
Heavy Vehicles	0	2	0	2	0	2	0	2	0	7	2	0	9	13
% Heavy Vehicles	0	0.4	0	0.3	0	3.0	0	1.6	0	1.4	5.7	0	1.7	1.0



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Counted By: WG
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - pm - r
Site Code : 00000000
Start Date : 10/9/2014

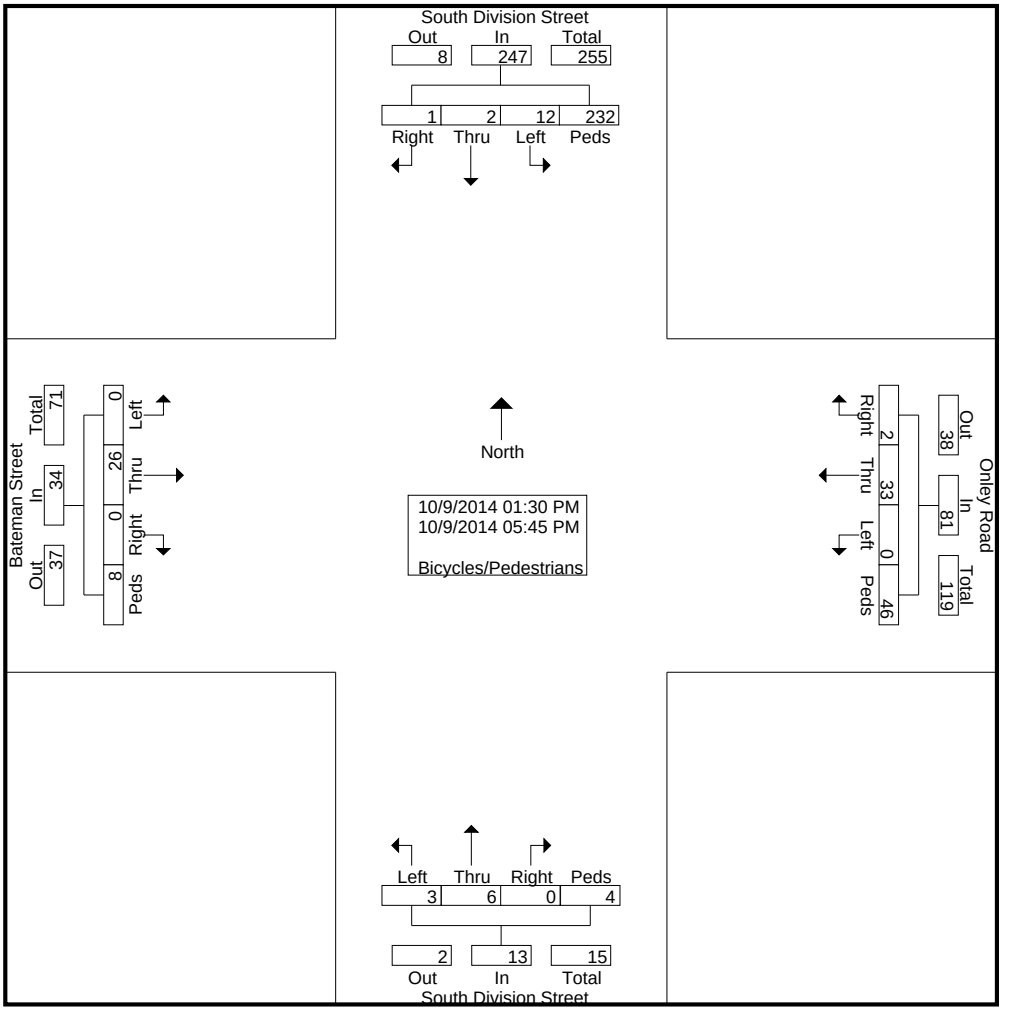
Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Onley Road Westbound					South Division Street Northbound					Bateman Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	4	0	0	16	20	0	0	0	4	4	0	0	0	1	1	0	0	0	2	2	27
01:45 PM	4	0	0	20	24	0	7	1	4	12	0	1	0	0	1	0	3	0	1	4	41
Total	8	0	0	36	44	0	7	1	8	16	0	1	0	1	2	0	3	0	3	6	68
02:00 PM	1	0	0	13	14	0	1	0	3	4	0	1	0	0	1	0	2	0	0	2	21
02:15 PM	0	0	0	10	10	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	12
02:30 PM	0	0	0	6	6	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	9
02:45 PM	0	0	0	9	9	0	0	0	2	2	0	1	0	0	1	0	2	0	0	2	14
Total	1	0	0	38	39	0	3	0	8	11	0	2	0	0	2	0	4	0	0	4	56
03:00 PM	0	0	0	13	13	0	5	0	5	10	0	1	0	0	1	0	3	0	0	3	27
03:15 PM	0	0	0	27	27	0	3	0	8	11	0	0	0	0	0	0	1	0	1	2	40
03:30 PM	3	1	1	23	28	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	30
03:45 PM	0	0	0	6	6	0	2	0	0	2	3	1	0	0	4	0	4	0	3	7	19
Total	3	1	1	69	74	0	11	0	14	25	3	2	0	0	5	0	8	0	4	12	116
04:00 PM	0	0	0	19	19	0	1	0	3	4	0	0	0	0	0	0	1	0	0	1	24
04:15 PM	0	0	0	19	19	0	1	0	2	3	0	0	0	0	0	0	4	0	0	4	26
04:30 PM	0	0	0	10	10	0	2	0	2	4	0	0	0	0	0	0	1	0	1	2	16
04:45 PM	0	1	0	9	10	0	1	0	5	6	0	0	0	0	0	0	1	0	0	1	17
Total	0	1	0	57	58	0	5	0	12	17	0	0	0	0	0	0	7	0	1	8	83
05:00 PM	0	0	0	11	11	0	1	0	1	2	0	0	0	0	0	0	2	0	0	2	15
05:15 PM	0	0	0	9	9	0	3	1	2	6	0	1	0	3	4	0	2	0	0	2	21
05:30 PM	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	8	8	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	0	32	32	0	7	1	4	12	0	1	0	3	4	0	4	0	0	4	52
Grand Total	12	2	1	232	247	0	33	2	46	81	3	6	0	4	13	0	26	0	8	34	375
Apprch %	4.9	0.8	0.4	93.9		0	40.7	2.5	56.8		23.1	46.2	0	30.8		0	76.5	0	23.5		
Total %	3.2	0.5	0.3	61.9	65.9	0	8.8	0.5	12.3	21.6	0.8	1.6	0	1.1	3.5	0	6.9	0	2.1	9.1	

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Counted By: WG
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - pm - r
Site Code : 00000000
Start Date : 10/9/2014

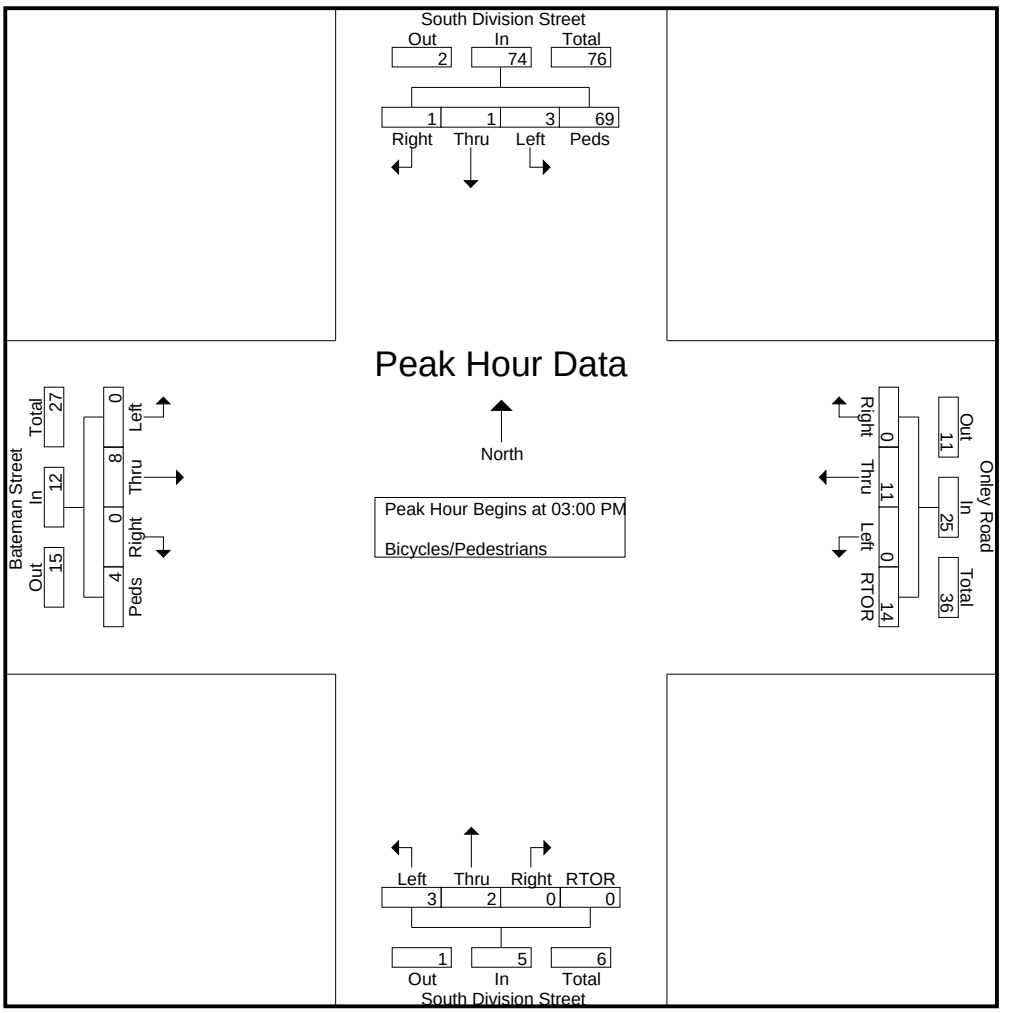


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Counted By: WG
Weather: Sunny
Intersection: SouthDivisionSt @ OnleyRd

File Name : south division street @ onley - pm - r
Site Code : 00000000
Start Date : 10/9/2014
Page No : 6

	South Division Street Southbound					Onley Road Westbound					South Division Street Northbound					Bateman Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	13	13	0	**5**	0	5	10	0	**1**	0	0	1	0	3	0	0	3	27
03:15 PM	0	0	0	**27**	27	0	3	0	**8**	**11**	0	0	0	0	0	0	1	0	1	2	**40**
03:30 PM	**3**	**1**	**1**	23	**28**	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	30
03:45 PM	0	0	0	6	6	0	2	0	0	2	**3**	1	0	0	**4**	0	**4**	0	**3**	**7**	19
Total Volume	3	1	1	69	74	0	11	0	14	25	3	2	0	0	5	0	8	0	4	12	116
% App. Total	4.1	1.4	1.4	93.2		0	44	0	56		60	40	0	0		0	66.7	0	33.3		
PHF	.250	.250	.250	.639	.661	.000	.550	.000	.438	.568	.250	.500	.000	.000	.313	.000	.500	.000	.333	.429	.725



SOUTH DIVISION STREET @ MILFORD STREET

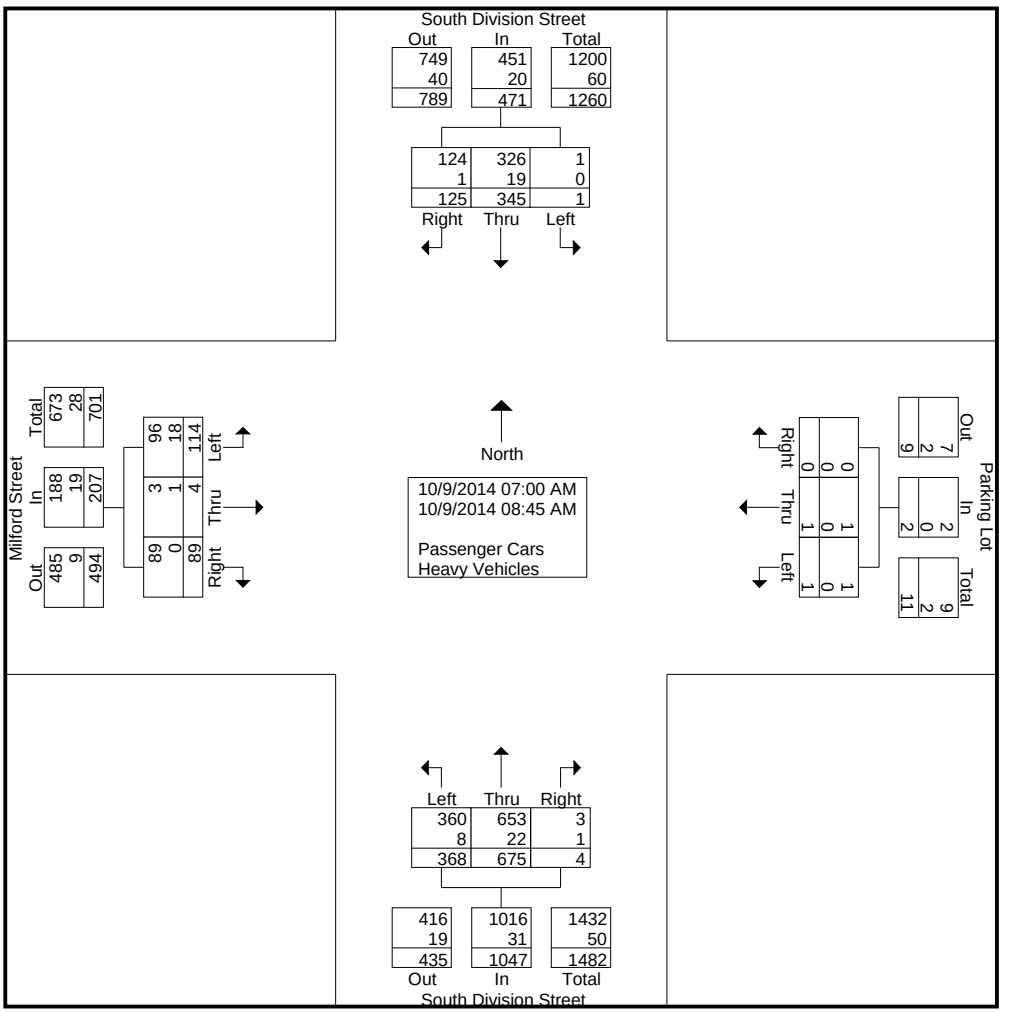
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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Parking Lot Westbound				South Division Street Northbound				Milford Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	8	23	0	0	0	0	38	70	0	108	13	0	3	16	147
07:15 AM	0	49	7	56	0	0	0	0	27	117	1	145	14	0	13	27	228
07:30 AM	1	59	8	68	0	1	0	1	53	103	1	157	8	1	15	24	250
07:45 AM	0	49	25	74	0	0	0	0	67	103	0	170	12	0	7	19	263
Total	1	172	48	221	0	1	0	1	185	393	2	580	47	1	38	86	888
08:00 AM	0	47	19	66	1	0	0	1	46	71	0	117	16	0	16	32	216
08:15 AM	0	50	17	67	0	0	0	0	43	67	0	110	11	1	13	25	202
08:30 AM	0	40	19	59	0	0	0	0	52	63	2	117	16	1	12	29	205
08:45 AM	0	36	22	58	0	0	0	0	42	81	0	123	24	1	10	35	216
Total	0	173	77	250	1	0	0	1	183	282	2	467	67	3	51	121	839
Grand Total	1	345	125	471	1	1	0	2	368	675	4	1047	114	4	89	207	1727
Apprch %	0.2	73.2	26.5		50	50	0		35.1	64.5	0.4		55.1	1.9	43		
Total %	0.1	20	7.2	27.3	0.1	0.1	0	0.1	21.3	39.1	0.2	60.6	6.6	0.2	5.2	12	
Passenger Cars	1	326	124	451	1	1	0	2	360	653	3	1016	96	3	89	188	1657
% Passenger Cars	100	94.5	99.2	95.8	100	100	0	100	97.8	96.7	75	97	84.2	75	100	90.8	95.9
Heavy Vehicles	0	19	1	20	0	0	0	0	8	22	1	31	18	1	0	19	70
% Heavy Vehicles	0	5.5	0.8	4.2	0	0	0	0	2.2	3.3	25	3	15.8	25	0	9.2	4.1

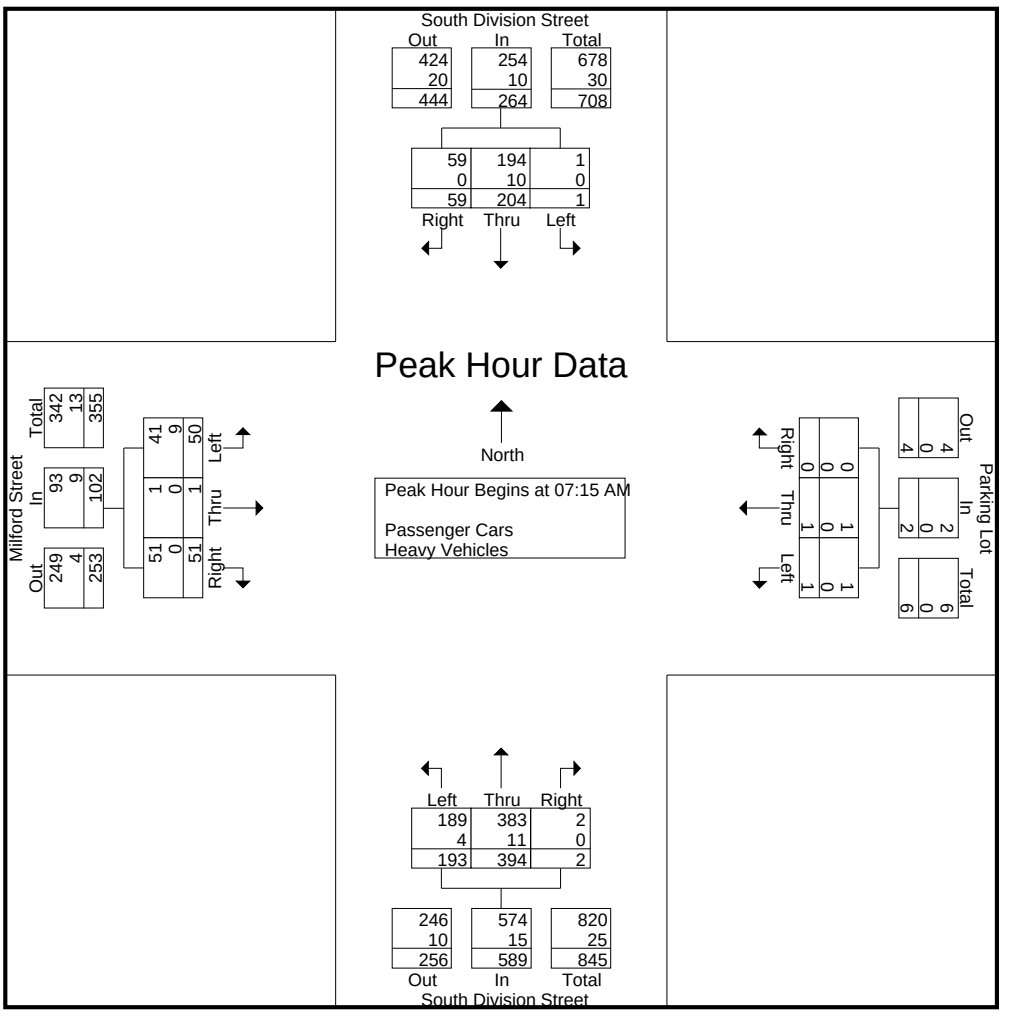


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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - AM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound				Parking Lot Westbound				South Division Street Northbound				Milford Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	49	7	56	0	0	0	0	27	**117**	**1**	145	14	0	13	27	228
07:30 AM	**1**	**59**	8	68	0	**1**	0	**1**	53	103	1	157	8	**1**	15	24	250
07:45 AM	0	49	**25**	**74**	0	0	0	0	**67**	103	0	**170**	12	0	7	19	**263**
08:00 AM	0	47	19	66	**1**	0	0	1	46	71	0	117	**16**	0	**16**	**32**	216
Total Volume	1	204	59	264	1	1	0	2	193	394	2	589	50	1	51	102	957
% App. Total	0.4	77.3	22.3		50	50	0		32.8	66.9	0.3		49	1	50		
PHF	.250	.864	.590	.892	.250	.250	.000	.500	.720	.842	.500	.866	.781	.250	.797	.797	.910
Passenger Cars	1	194	59	254	1	1	0	2	189	383	2	574	41	1	51	93	923
% Passenger Cars	100	95.1	100	96.2	100	100	0	100	97.9	97.2	100	97.5	82.0	100	100	91.2	96.4
Heavy Vehicles	0	10	0	10	0	0	0	0	4	11	0	15	9	0	0	9	34
% Heavy Vehicles	0	4.9	0	3.8	0	0	0	0	2.1	2.8	0	2.5	18.0	0	0	8.8	3.6



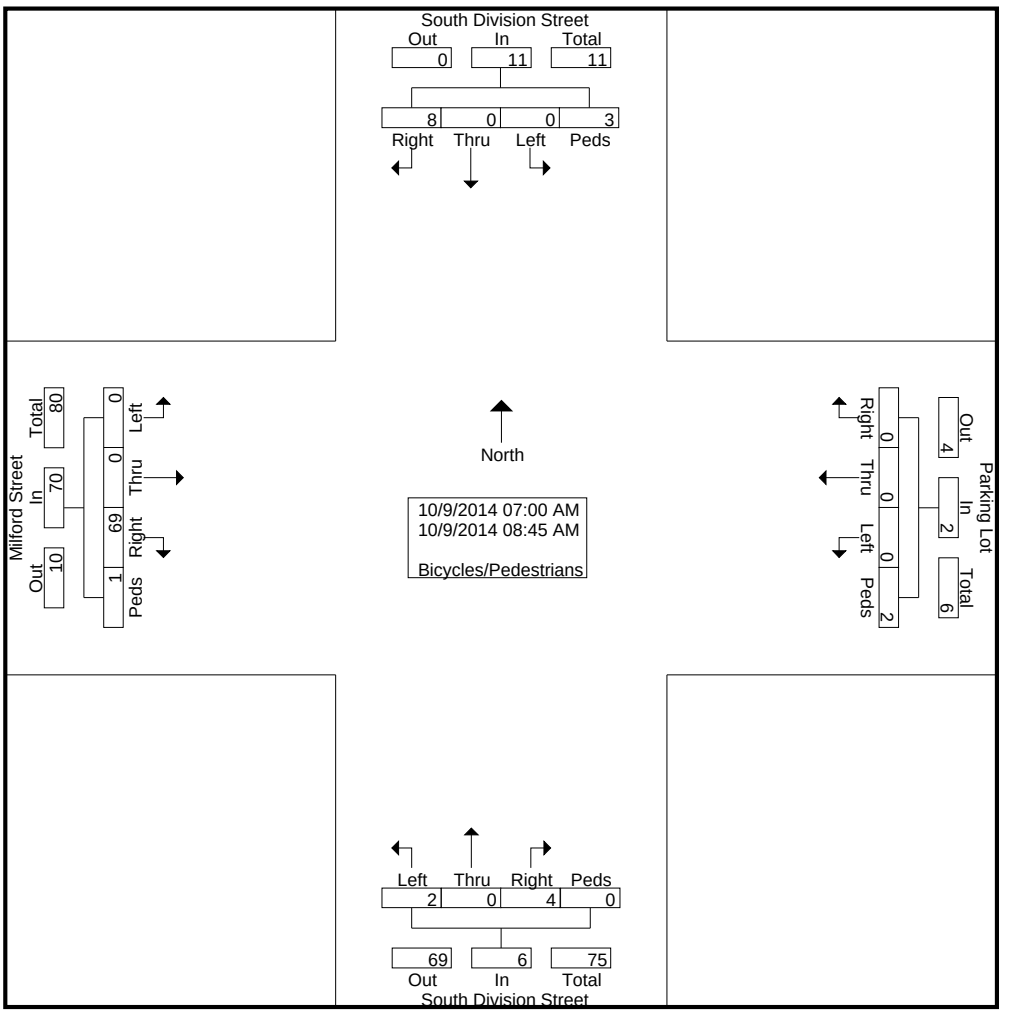
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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 3

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Milford Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	9	0	9	10
07:30 AM	0	0	2	0	2	0	0	0	0	0	2	0	1	0	3	0	0	10	1	11	16
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	13
Total	0	0	3	0	3	0	0	0	1	1	2	0	1	0	3	0	0	35	1	36	43
08:00 AM	0	0	1	1	2	0	0	0	1	1	0	0	2	0	2	0	0	6	0	6	11
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	11
08:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	11
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	13
Total	0	0	5	3	8	0	0	0	1	1	0	0	3	0	3	0	0	34	0	34	46
Grand Total	0	0	8	3	11	0	0	0	2	2	2	0	4	0	6	0	0	69	1	70	89
Apprch %	0	0	72.7	27.3		0	0	0	100		33.3	0	66.7	0		0	0	98.6	1.4		
Total %	0	0	9	3.4	12.4	0	0	0	2.2	2.2	2.2	0	4.5	0	6.7	0	0	77.5	1.1	78.7	

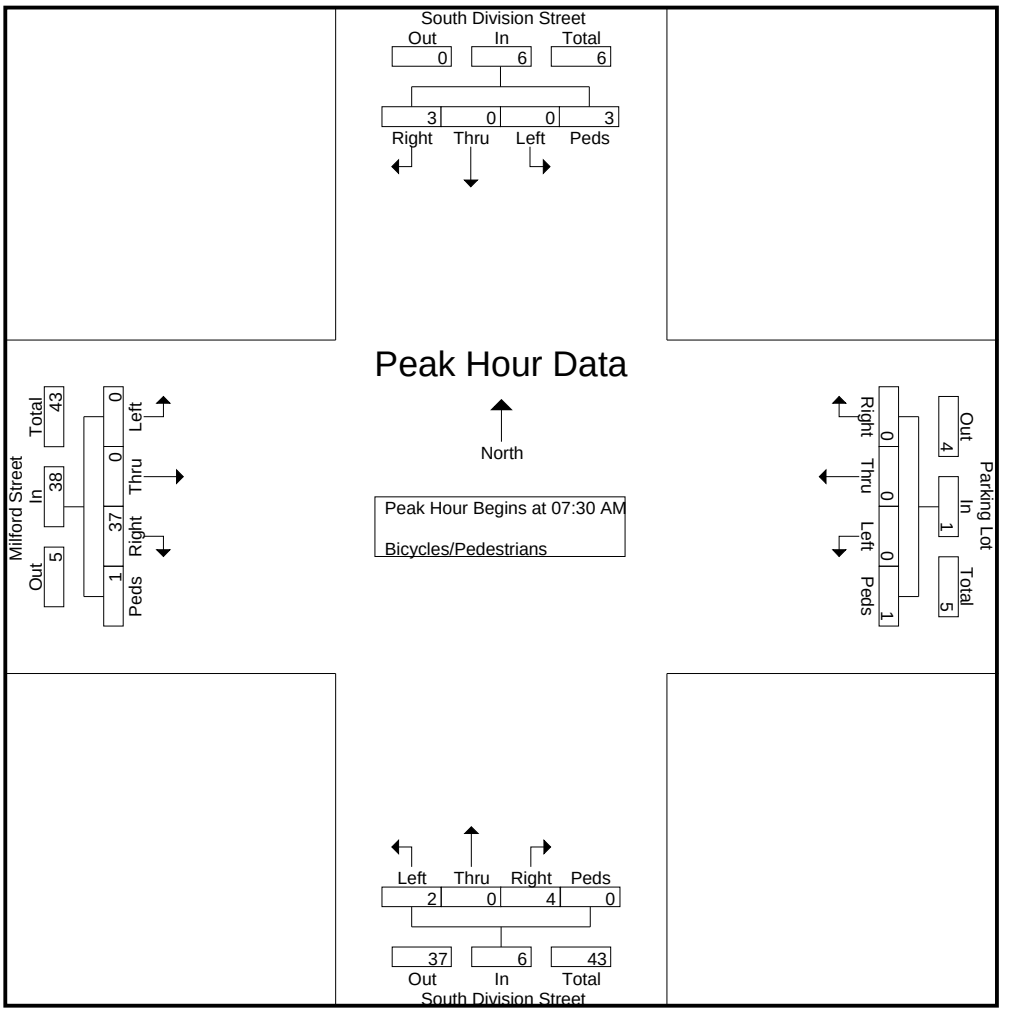


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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 4

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Milford Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	1	0	**3**	0	0	10	**1**	11	**16**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**13**	0	**13**	13
08:00 AM	0	0	1	1	2	0	0	0	**1**	**1**	0	0	**2**	0	2	0	0	6	0	6	11
08:15 AM	0	0	0	**2**	2	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	11
Total Volume	0	0	3	3	6	0	0	0	1	1	2	0	4	0	6	0	0	37	1	38	51
% App. Total	0	0	50	50		0	0	0	100		33.3	0	66.7	0		0	0	97.4	2.6		
PHF	.000	.000	.375	.375	.750	.000	.000	.000	.250	.250	.250	.000	.500	.000	.500	.000	.000	.712	.250	.731	.797



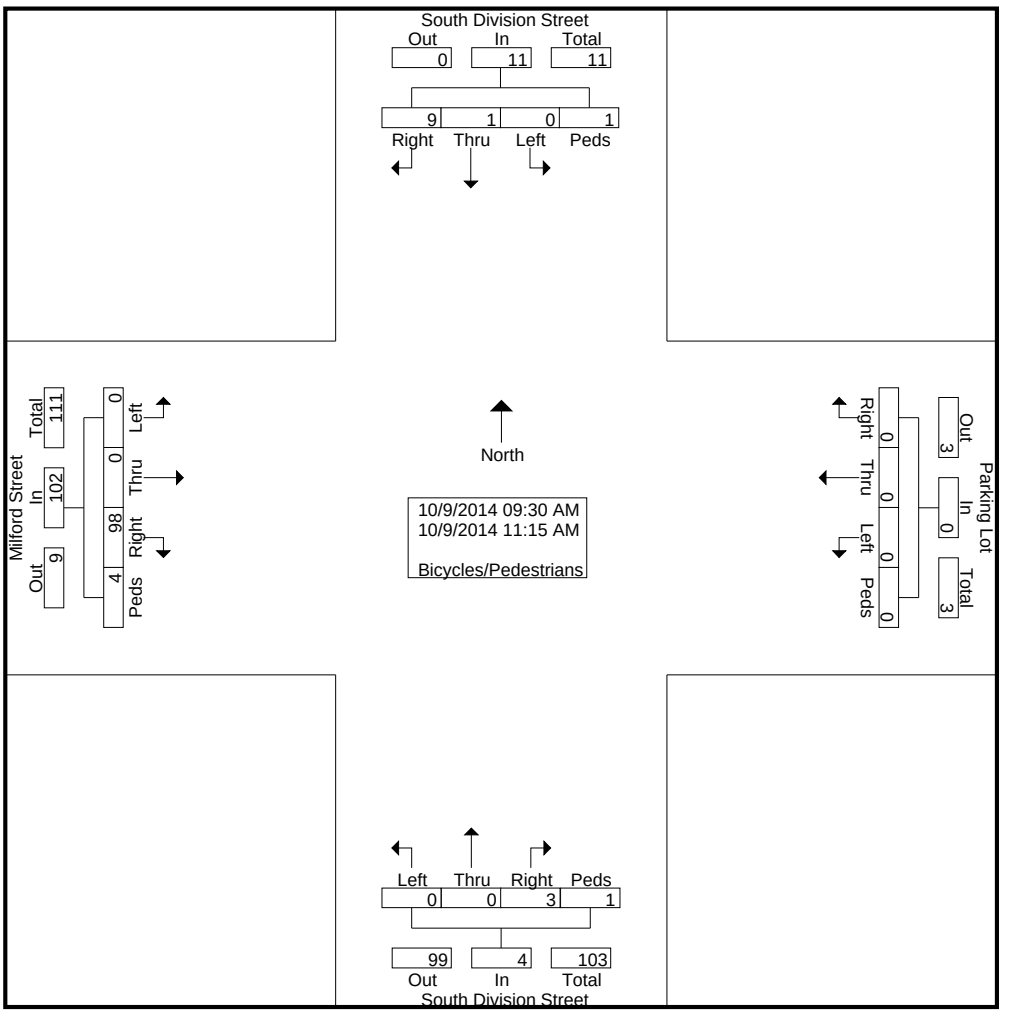
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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : south division @ milford - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Milford Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
09:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	12
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	24	0	24	25
Total	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	34	0	34	37
10:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	10
10:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	5
10:30 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	12
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	26	26
Total	0	1	4	1	6	0	0	0	0	0	0	0	1	0	1	0	0	44	2	46	53
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2	0	0	8	1	9	12
11:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	1	13	15
Grand Total	0	1	9	1	11	0	0	0	0	0	0	0	3	1	4	0	0	98	4	102	117
Apprch %	0	9.1	81.8	9.1		0	0	0	0		0	0	75	25		0	0	96.1	3.9		
Total %	0	0.9	7.7	0.9	9.4	0	0	0	0	0	0	0	2.6	0.9	3.4	0	0	83.8	3.4	87.2	

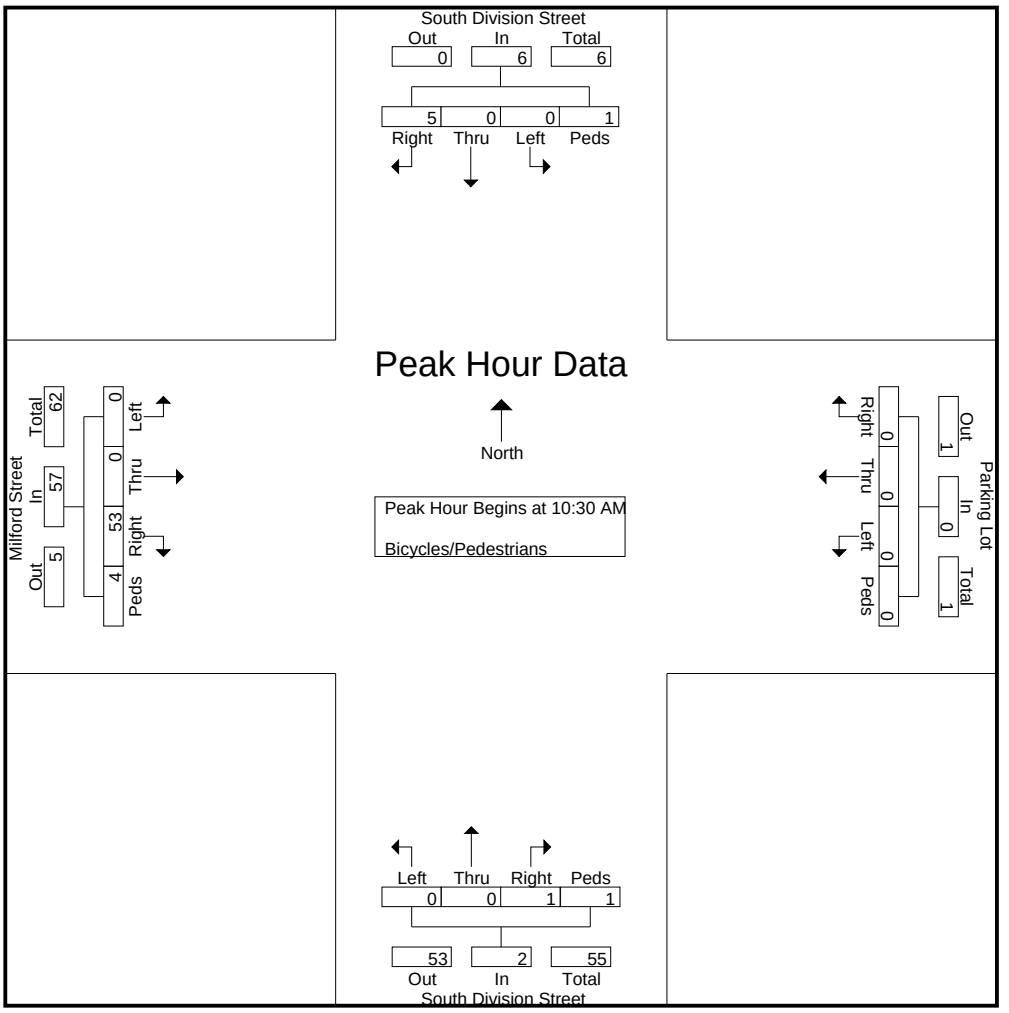


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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : south division @ milford - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Milford Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30 AM																					
10:30 AM	0	0	**2**	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	12
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24**	**2**	**26**	**26**
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	8	1	9	12
11:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	1	13	15
Total Volume	0	0	5	1	6	0	0	0	0	0	0	0	1	1	2	0	0	53	4	57	65
% App. Total	0	0	83.3	16.7		0	0	0	0		0	0	50	50		0	0	93	7		
PHF	.000	.000	.625	.250	.500	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.552	.500	.548	.625



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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

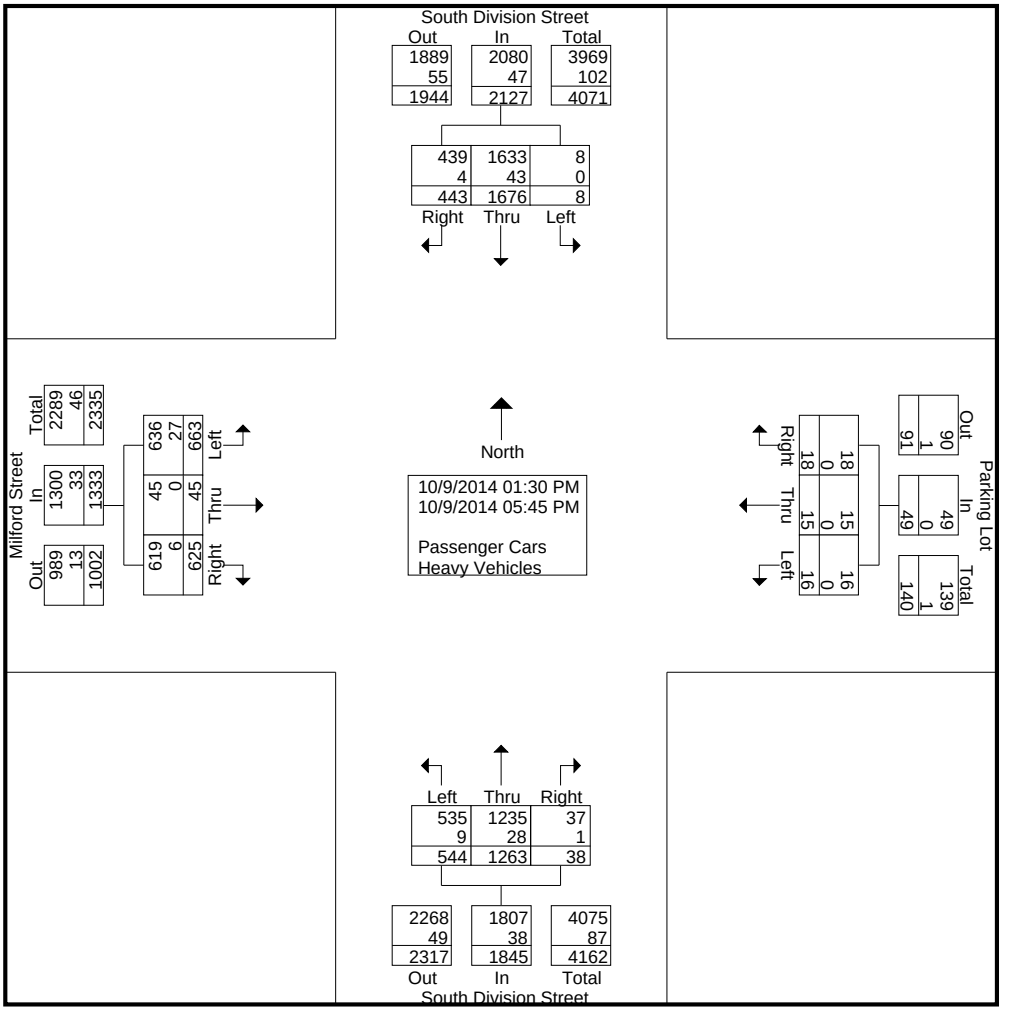
Groups Printed- Passenger Cars - Heavy Vehicles

	South Division Street Southbound				Parking Lot Westbound				South Division Street Northbound				Milford Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	3	91	30	124	0	0	0	0	32	56	0	88	31	0	13	44	256
01:45 PM	0	59	24	83	0	2	3	5	38	63	2	103	36	1	32	69	260
Total	3	150	54	207	0	2	3	5	70	119	2	191	67	1	45	113	516
02:00 PM	1	84	32	117	0	1	1	2	22	51	0	73	25	2	28	55	247
02:15 PM	0	77	33	110	1	1	0	2	29	60	1	90	31	3	28	62	264
02:30 PM	1	66	28	95	0	1	1	2	26	65	0	91	37	1	25	63	251
02:45 PM	0	81	24	105	2	1	1	4	26	68	3	97	49	3	23	75	281
Total	2	308	117	427	3	4	3	10	103	244	4	351	142	9	104	255	1043
03:00 PM	0	103	30	133	2	0	1	3	34	63	2	99	30	1	31	62	297
03:15 PM	2	99	23	124	0	1	0	1	37	75	0	112	32	2	42	76	313
03:30 PM	0	89	29	118	0	1	1	2	24	72	2	98	41	4	31	76	294
03:45 PM	0	90	25	115	1	1	0	2	31	80	0	111	34	1	25	60	288
Total	2	381	107	490	3	3	2	8	126	290	4	420	137	8	129	274	1192
04:00 PM	0	105	28	133	0	0	1	1	38	91	1	130	39	3	37	79	343
04:15 PM	1	103	26	130	1	0	1	2	19	79	3	101	41	1	44	86	319
04:30 PM	0	94	19	113	1	1	2	4	29	74	2	105	49	2	58	109	331
04:45 PM	0	103	33	136	1	0	0	1	37	77	3	117	41	1	50	92	346
Total	1	405	106	512	3	1	4	8	123	321	9	453	170	7	189	366	1339
05:00 PM	0	122	18	140	1	2	1	4	38	79	2	119	65	6	66	137	400
05:15 PM	0	132	16	148	1	1	3	5	35	72	3	110	29	5	43	77	340
05:30 PM	0	88	13	101	3	0	0	3	23	67	5	95	32	4	30	66	265
05:45 PM	0	90	12	102	2	2	2	6	26	71	9	106	21	5	19	45	259
Total	0	432	59	491	7	5	6	18	122	289	19	430	147	20	158	325	1264
Grand Total	8	1676	443	2127	16	15	18	49	544	1263	38	1845	663	45	625	1333	5354
Apprch %	0.4	78.8	20.8		32.7	30.6	36.7		29.5	68.5	2.1		49.7	3.4	46.9		
Total %	0.1	31.3	8.3	39.7	0.3	0.3	0.3	0.9	10.2	23.6	0.7	34.5	12.4	0.8	11.7	24.9	
Passenger Cars	8	1633	439	2080	16	15	18	49	535	1235	37	1807	636	45	619	1300	5236
% Passenger Cars	100	97.4	99.1	97.8	100	100	100	100	98.3	97.8	97.4	97.9	95.9	100	99	97.5	97.8
Heavy Vehicles	0	43	4	47	0	0	0	0	9	28	1	38	27	0	6	33	118
% Heavy Vehicles	0	2.6	0.9	2.2	0	0	0	0	1.7	2.2	2.6	2.1	4.1	0	1	2.5	2.2

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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

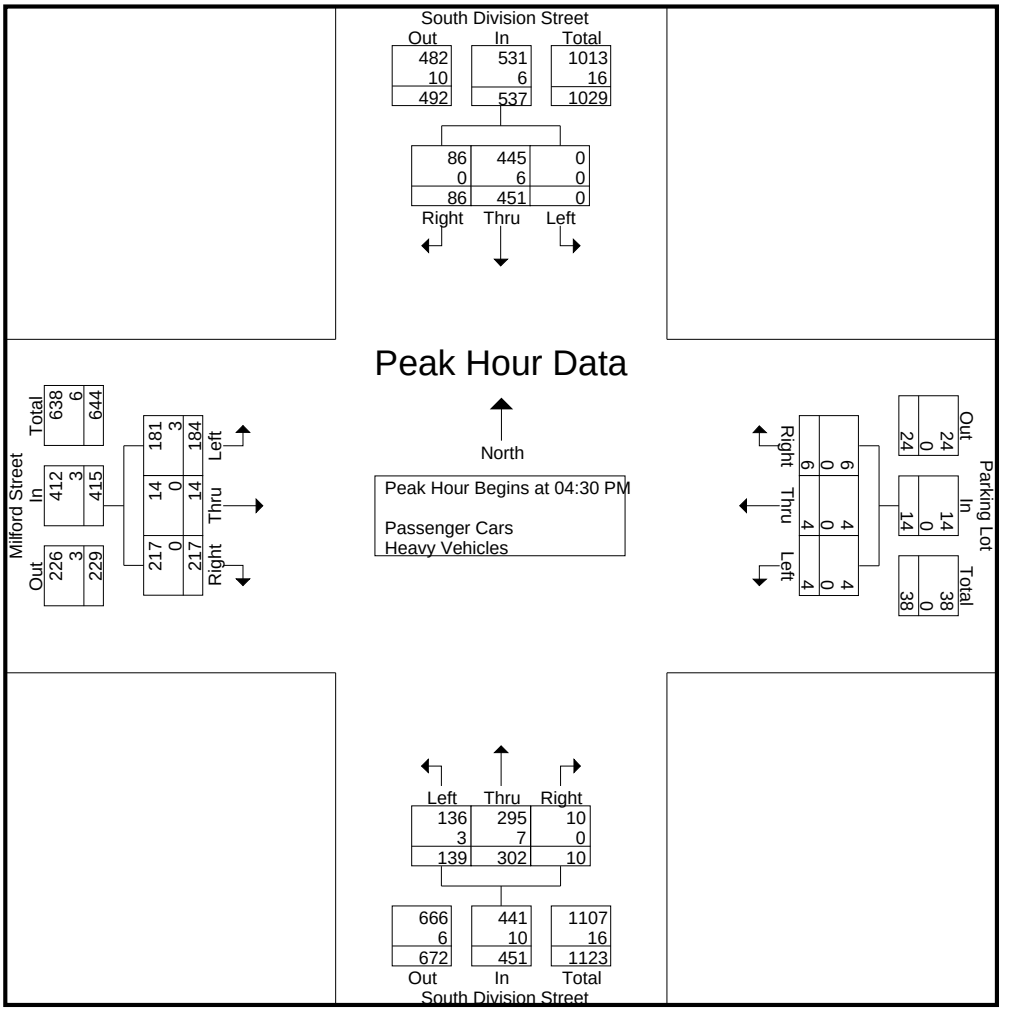


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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - PM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound				Parking Lot Westbound				South Division Street Northbound				Milford Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	94	19	113	**1**	1	2	4	29	74	2	105	49	2	58	109	331
04:45 PM	0	103	**33**	136	1	0	0	1	37	77	**3**	117	41	1	50	92	346
05:00 PM	0	122	18	140	1	**2**	1	4	**38**	**79**	2	**119**	**65**	**6**	**66**	**137**	**400**
05:15 PM	0	**132**	16	**148**	1	1	**3**	**5**	35	72	3	110	29	5	43	77	340
Total Volume	0	451	86	537	4	4	6	14	139	302	10	451	184	14	217	415	1417
% App. Total	0	84	16		28.6	28.6	42.9		30.8	67	2.2		44.3	3.4	52.3		
PHF	.000	.854	.652	.907	1.00	.500	.500	.700	.914	.956	.833	.947	.708	.583	.822	.757	.886
Passenger Cars	0	445	86	531	4	4	6	14	136	295	10	441	181	14	217	412	1398
% Passenger Cars	0	98.7	100	98.9	100	100	100	100	97.8	97.7	100	97.8	98.4	100	100	99.3	98.7
Heavy Vehicles	0	6	0	6	0	0	0	0	3	7	0	10	3	0	0	3	19
% Heavy Vehicles	0	1.3	0	1.1	0	0	0	0	2.2	2.3	0	2.2	1.6	0	0	0.7	1.3



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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - PM - R
Site Code : 00000000
Start Date : 10/9/2014

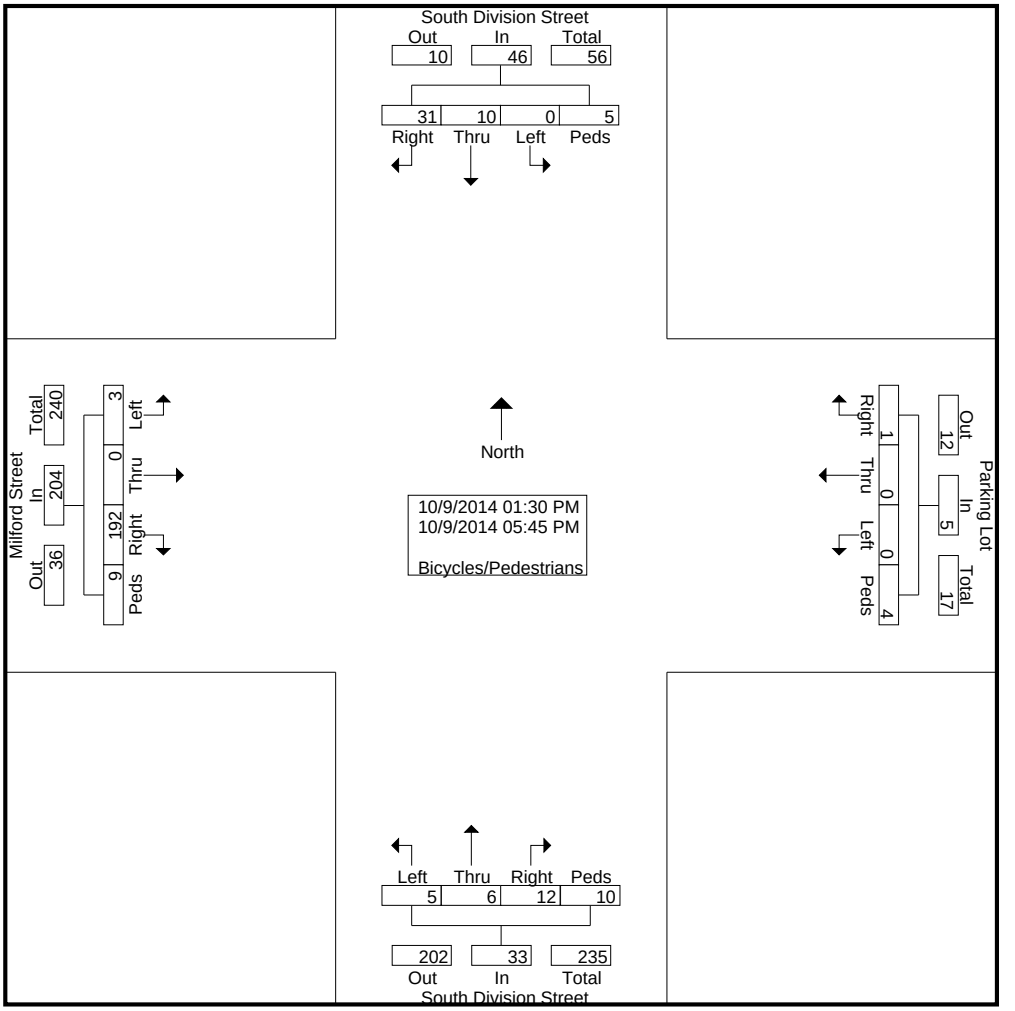
Groups Printed- Bicycles/Pedestrians

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Milford Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	1	1	2	0	0	1	0	1	0	0	1	0	1	0	0	23	0	23	27
01:45 PM	0	2	5	0	7	0	0	0	0	0	0	0	0	1	1	0	0	15	2	17	25
Total	0	2	6	1	9	0	0	1	0	1	0	0	1	1	2	0	0	38	2	40	52
02:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	9
02:15 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	12
02:30 PM	0	0	4	0	4	0	0	0	0	0	1	0	1	0	2	0	0	11	0	11	17
02:45 PM	0	1	1	1	3	0	0	0	0	0	0	1	0	0	1	0	0	9	0	9	13
Total	0	1	10	1	12	0	0	0	0	0	1	1	2	0	4	0	0	35	0	35	51
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	10
03:15 PM	0	1	2	1	4	0	0	0	0	0	0	0	1	0	1	1	0	12	0	13	18
03:30 PM	0	1	3	0	4	0	0	0	0	0	1	0	0	7	8	0	0	17	0	17	29
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	2	20	21
Total	0	2	7	1	10	0	0	0	0	0	1	0	1	7	9	1	0	56	2	59	78
04:00 PM	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	6	0	6	8
04:15 PM	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	7
04:30 PM	0	0	0	0	0	0	0	0	1	1	1	1	0	0	2	0	0	10	1	11	14
04:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	1	1	2	2	0	6	1	9	14
Total	0	1	5	2	8	0	0	0	2	2	2	1	1	1	5	2	0	24	2	28	43
05:00 PM	0	3	2	0	5	0	0	0	2	2	0	1	1	0	2	0	0	6	0	6	15
05:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	4	1	5	0	0	5	0	5	12
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	18	1	19	21
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	10	2	12	16
Total	0	4	3	0	7	0	0	0	2	2	1	4	7	1	13	0	0	39	3	42	64
Grand Total	0	10	31	5	46	0	0	1	4	5	5	6	12	10	33	3	0	192	9	204	288
Apprch %	0	21.7	67.4	10.9		0	0	20	80		15.2	18.2	36.4	30.3		1.5	0	94.1	4.4		
Total %	0	3.5	10.8	1.7	16	0	0	0.3	1.4	1.7	1.7	2.1	4.2	3.5	11.5	1	0	66.7	3.1	70.8	

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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 5

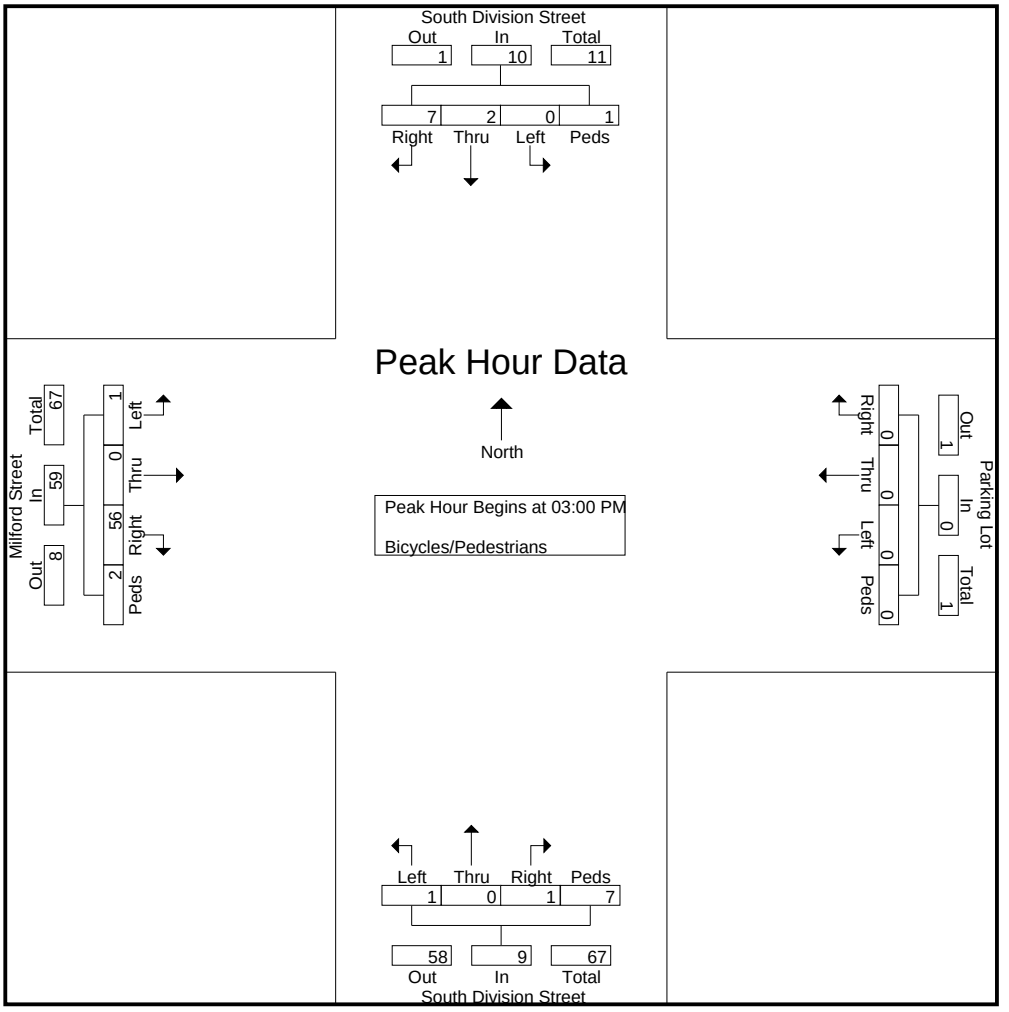


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Counted By: LD
Weather: Sunny
Intersection: SouthDivisionSt@MilfordSt

File Name : South Division @ Milford - PM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Division Street Southbound					Parking Lot Westbound					South Division Street Northbound					Milford Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	10
03:15 PM	0	**1**	2	**1**	**4**	0	0	0	0	0	0	0	**1**	0	1	**1**	0	12	0	13	18
03:30 PM	0	1	**3**	0	4	0	0	0	0	0	**1**	0	0	**7**	**8**	0	0	17	0	17	**29**
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**18**	**2**	**20**	21
Total Volume	0	2	7	1	10	0	0	0	0	0	1	0	1	7	9	1	0	56	2	59	78
% App. Total	0	20	70	10		0	0	0	0		11.1	0	11.1	77.8		1.7	0	94.9	3.4		
PHF	.000	.500	.583	.250	.625	.000	.000	.000	.000	.000	.250	.000	.250	.250	.281	.250	.000	.778	.250	.738	.672



SOUTH BOULEVARD @
SOUTH TOWER DRIVE

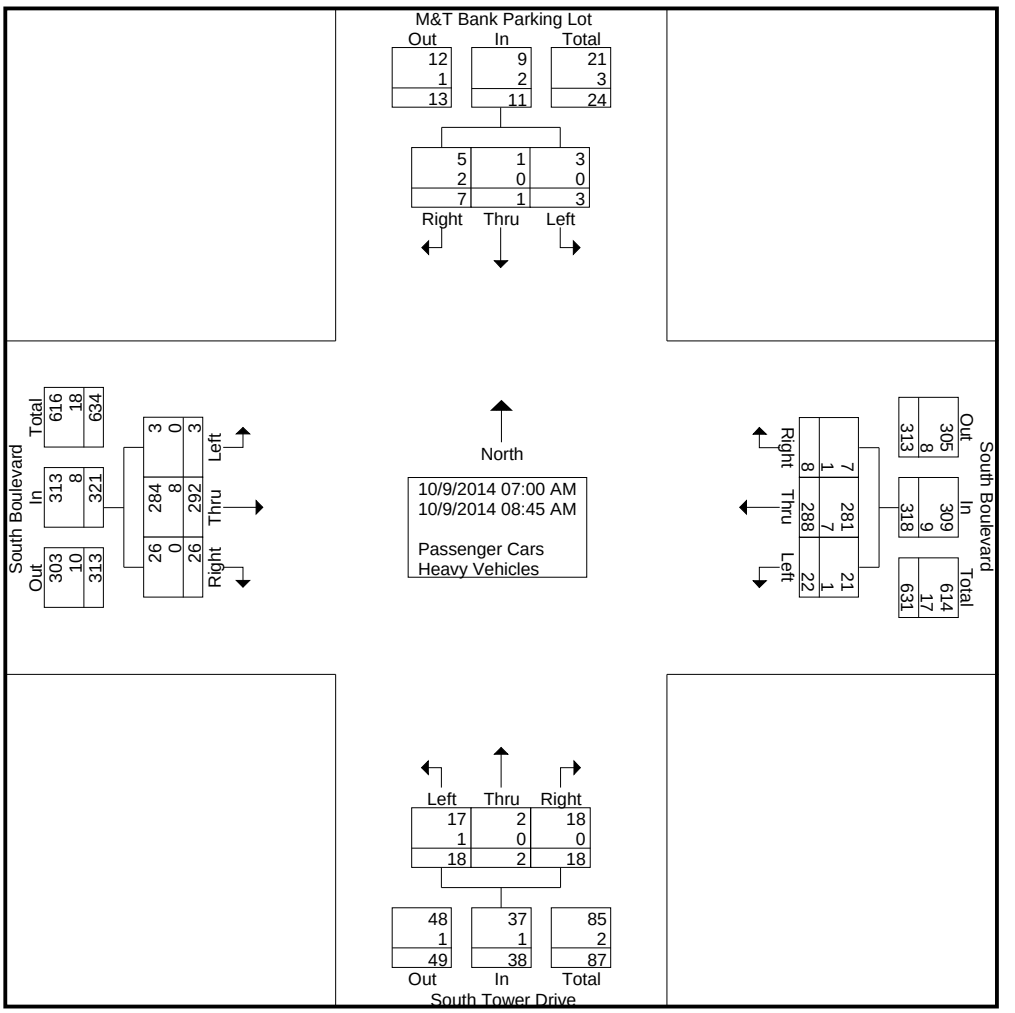
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Counted By: BH & WG
Weather: Sunny
Intersection: SouthBlvd@SouthTowerDr

File Name : South Blvd @ South Tower Drive - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	M&T Bank Parking Lot Southbound				South Boulevard Westbound				South Tower Drive Northbound				South Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	2	22	0	24	0	0	2	2	0	18	1	19	47
07:15 AM	0	1	2	3	0	25	0	25	1	0	2	3	1	47	3	51	82
07:30 AM	0	0	1	1	3	42	1	46	2	0	0	2	0	53	2	55	104
07:45 AM	1	0	0	1	1	47	2	50	0	0	1	1	0	33	5	38	90
Total	2	1	4	7	6	136	3	145	3	0	5	8	1	151	11	163	323
08:00 AM	0	0	2	2	3	31	0	34	3	0	0	3	0	32	4	36	75
08:15 AM	0	0	1	1	4	39	4	47	3	0	6	9	0	40	2	42	99
08:30 AM	0	0	0	0	6	34	0	40	4	0	4	8	2	29	1	32	80
08:45 AM	1	0	0	1	3	48	1	52	5	2	3	10	0	40	8	48	111
Total	1	0	3	4	16	152	5	173	15	2	13	30	2	141	15	158	365
Grand Total	3	1	7	11	22	288	8	318	18	2	18	38	3	292	26	321	688
Apprch %	27.3	9.1	63.6		6.9	90.6	2.5		47.4	5.3	47.4		0.9	91	8.1		
Total %	0.4	0.1	1	1.6	3.2	41.9	1.2	46.2	2.6	0.3	2.6	5.5	0.4	42.4	3.8	46.7	
Passenger Cars	3	1	5	9	21	281	7	309	17	2	18	37	3	284	26	313	668
% Passenger Cars	100	100	71.4	81.8	95.5	97.6	87.5	97.2	94.4	100	100	97.4	100	97.3	100	97.5	97.1
Heavy Vehicles	0	0	2	2	1	7	1	9	1	0	0	1	0	8	0	8	20
% Heavy Vehicles	0	0	28.6	18.2	4.5	2.4	12.5	2.8	5.6	0	0	2.6	0	2.7	0	2.5	2.9

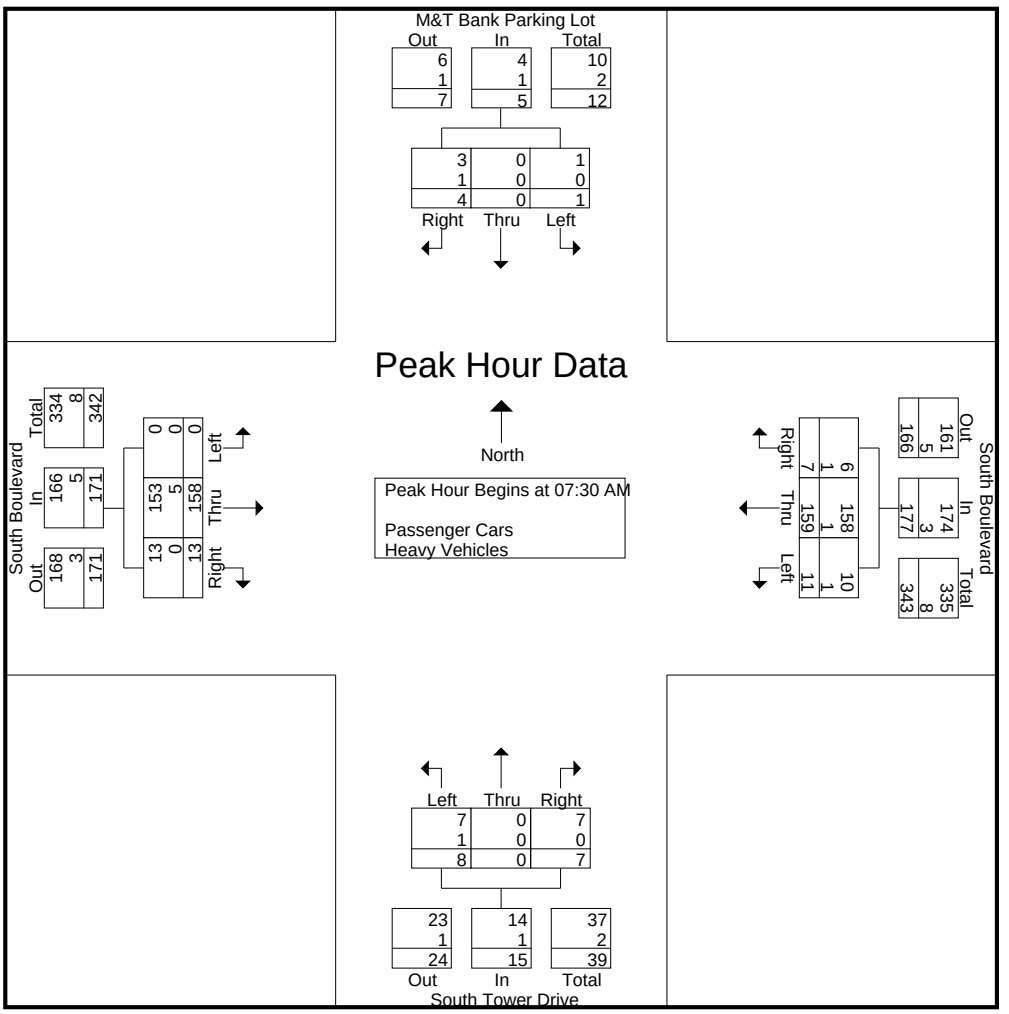


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Counted By: BH & WG
Weather: Sunny
Intersection: SouthBlvd@SouthTowerDr

File Name : South Blvd @ South Tower Drive - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

	M&T Bank Parking Lot Southbound				South Boulevard Westbound				South Tower Drive Northbound				South Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	3	42	1	46	2	0	0	2	0	**53**	2	**55**	**104**
07:45 AM	**1**	0	0	1	1	**47**	2	**50**	0	0	1	1	0	33	**5**	38	90
08:00 AM	0	0	**2**	**2**	3	31	0	34	**3**	0	0	3	0	32	4	36	75
08:15 AM	0	0	1	1	**4**	39	**4**	47	3	0	**6**	**9**	0	40	2	42	99
Total Volume	1	0	4	5	11	159	7	177	8	0	7	15	0	158	13	171	368
% App. Total	20	0	80		6.2	89.8	4		53.3	0	46.7		0	92.4	7.6		
PHF	.250	.000	.500	.625	.688	.846	.438	.885	.667	.000	.292	.417	.000	.745	.650	.777	.885
Passenger Cars	1	0	3	4	10	158	6	174	7	0	7	14	0	153	13	166	358
% Passenger Cars	100	0	75.0	80.0	90.9	99.4	85.7	98.3	87.5	0	100	93.3	0	96.8	100	97.1	97.3
Heavy Vehicles	0	0	1	1	1	1	1	3	1	0	0	1	0	5	0	5	10
% Heavy Vehicles	0	0	25.0	20.0	9.1	0.6	14.3	1.7	12.5	0	0	6.7	0	3.2	0	2.9	2.7



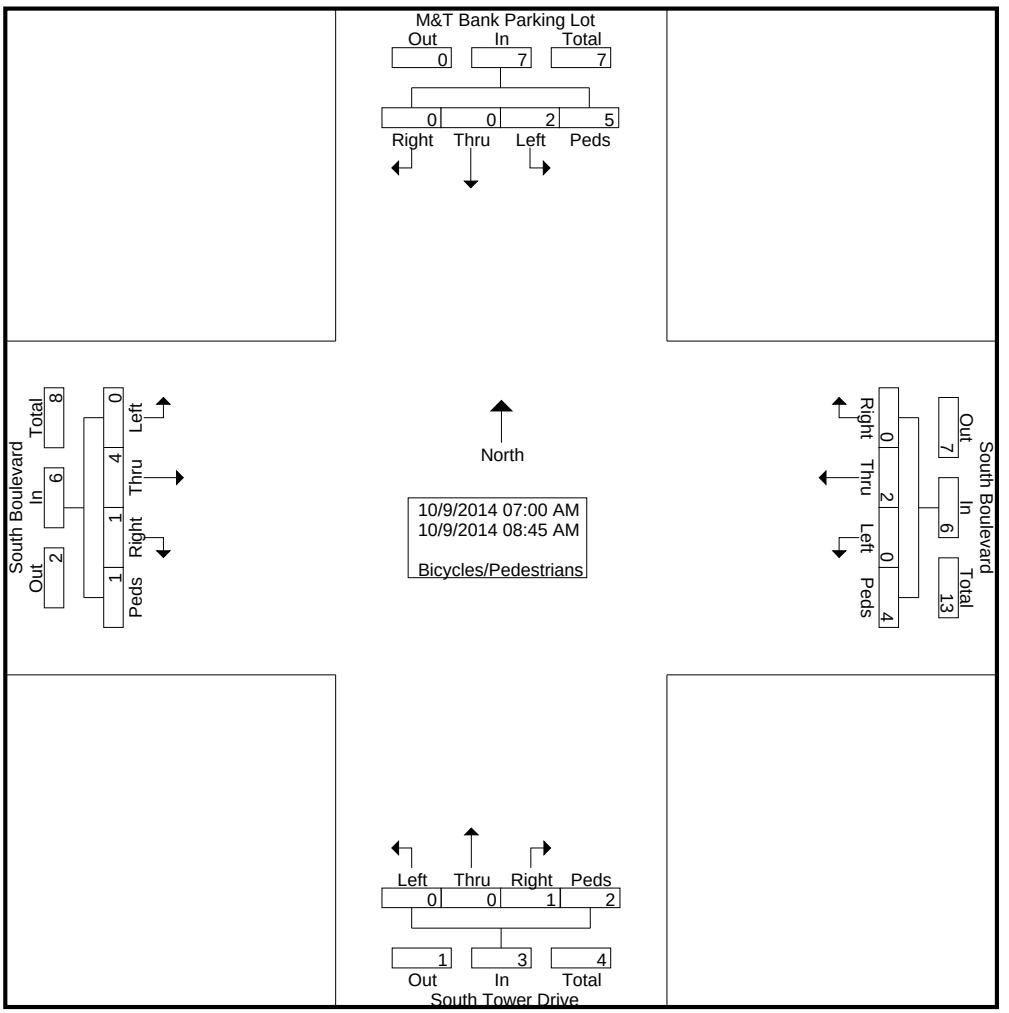
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Counted By: BH & WG
Weather: Sunny
Intersection: SouthBlvd@SouthTowerDr

File Name : South Blvd @ South Tower Drive - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 3

Groups Printed- Bicycles/Pedestrians

	M&T Bank Parking Lot Southbound					South Boulevard Westbound					South Tower Drive Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	2	0	0	2	5
07:15 AM	1	0	0	2	3	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
Total	1	0	0	5	6	0	0	0	1	1	0	0	1	2	3	0	4	1	1	6	16
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	0	0	1	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0	6
Grand Total	2	0	0	5	7	0	2	0	4	6	0	0	1	2	3	0	4	1	1	6	22
Apprch %	28.6	0	0	71.4		0	33.3	0	66.7		0	0	33.3	66.7		0	66.7	16.7	16.7		
Total %	9.1	0	0	22.7	31.8	0	9.1	0	18.2	27.3	0	0	4.5	9.1	13.6	0	18.2	4.5	4.5	27.3	

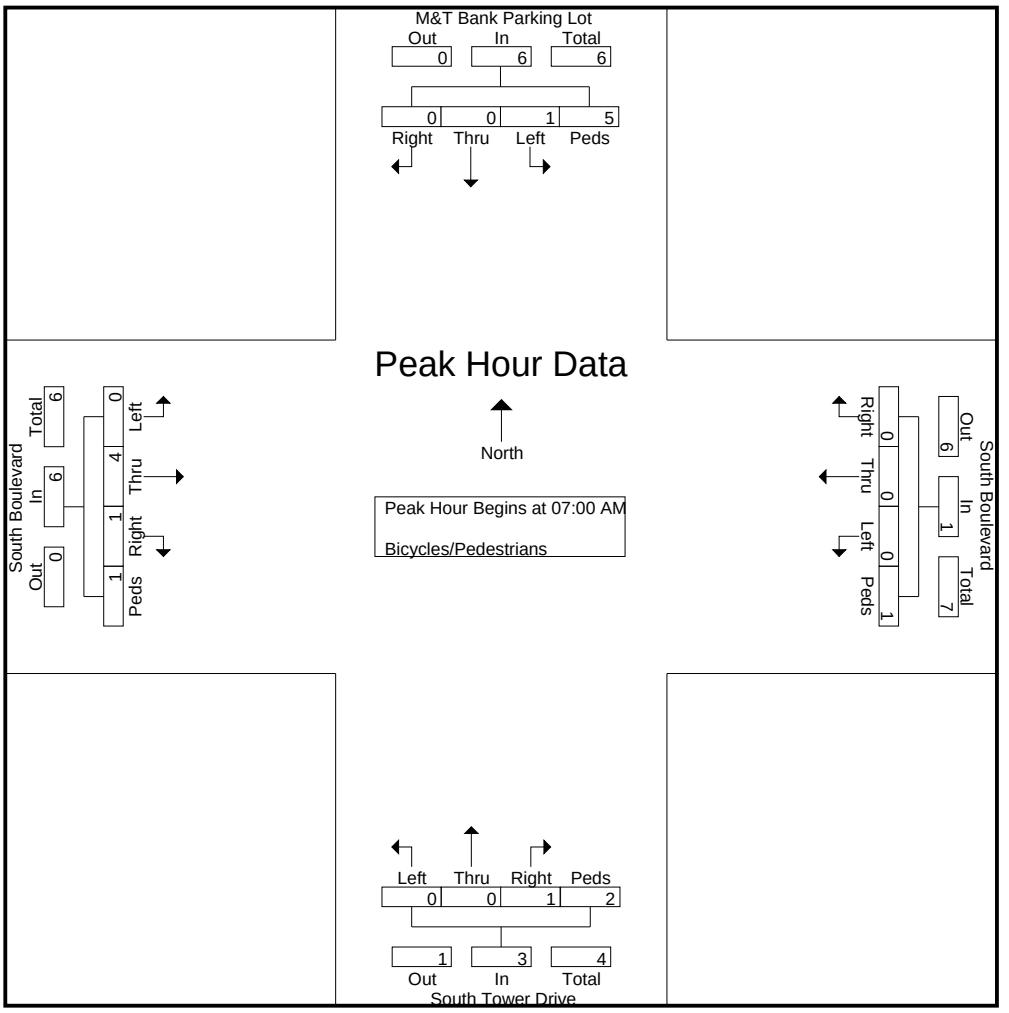


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Counted By: BH & WG
Weather: Sunny
Intersection: SouthBlvd@SouthTowerDr

File Name : South Blvd @ South Tower Drive - AM - R
Site Code : 00000000
Start Date : 10/9/2014

	M&T Bank Parking Lot Southbound					South Boulevard Westbound					South Tower Drive Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	1	1	0	0	0	**1**	**1**	0	0	0	**1**	**1**	0	**2**	0	0	**2**	**5**
07:15 AM	**1**	0	0	**2**	**3**	0	0	0	0	0	0	0	**1**	0	1	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2	4
Total Volume	1	0	0	5	6	0	0	0	1	1	0	0	1	2	3	0	4	1	1	6	16
% App. Total	16.7	0	0	83.3		0	0	0	100		0	0	33.3	66.7		0	66.7	16.7	16.7		
PHF	.250	.000	.000	.625	.500	.000	.000	.000	.250	.250	.000	.000	.250	.500	.750	.000	.500	.250	.250	.750	.800



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Counted By: BH
Weather: Sunny
Intersection: SouthBlvd @ SouthTowerDr

File Name : South Blvd @ South Tower Drive - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 1

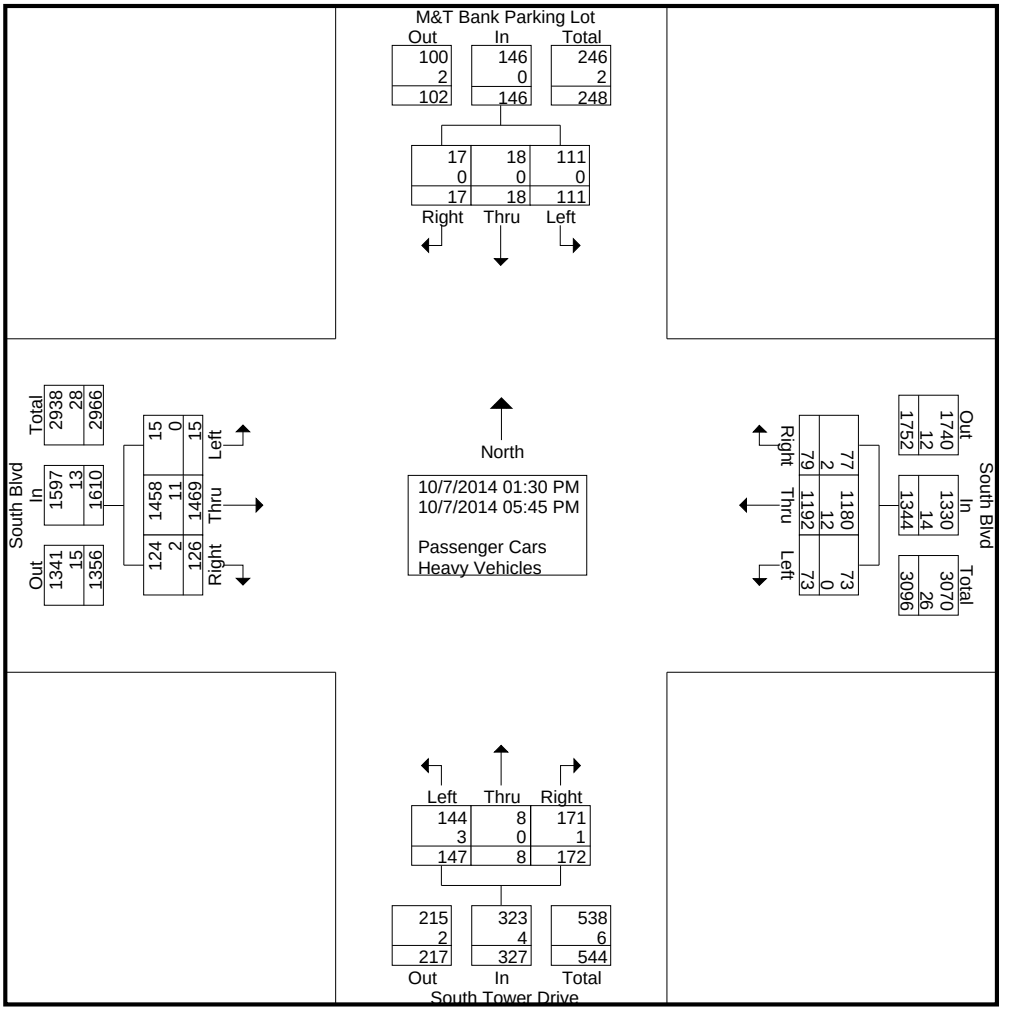
Groups Printed- Passenger Cars - Heavy Vehicles

	M&T Bank Parking Lot Southbound				South Blvd Westbound				South Tower Drive Northbound				South Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	7	2	0	9	4	50	1	55	5	0	15	20	1	76	11	88	172
01:45 PM	4	1	1	6	4	47	2	53	7	1	8	16	2	73	5	80	155
Total	11	3	1	15	8	97	3	108	12	1	23	36	3	149	16	168	327
02:00 PM	6	1	1	8	2	60	2	64	11	0	14	25	0	71	10	81	178
02:15 PM	4	0	2	6	2	58	3	63	8	0	7	15	3	58	3	64	148
02:30 PM	3	1	0	4	8	59	4	71	5	0	6	11	1	81	9	91	177
02:45 PM	4	0	2	6	8	64	11	83	0	0	7	7	2	64	6	72	168
Total	17	2	5	24	20	241	20	281	24	0	34	58	6	274	28	308	671
03:00 PM	7	0	1	8	1	78	5	84	7	0	7	14	4	78	10	92	198
03:15 PM	4	1	1	6	2	73	9	84	11	0	7	18	0	95	4	99	207
03:30 PM	6	2	1	9	4	65	5	74	17	1	12	30	0	85	12	97	210
03:45 PM	5	4	2	11	1	67	9	77	5	1	7	13	0	96	7	103	204
Total	22	7	5	34	8	283	28	319	40	2	33	75	4	354	33	391	819
04:00 PM	7	1	1	9	7	60	5	72	6	2	9	17	1	83	6	90	188
04:15 PM	8	2	0	10	3	73	4	80	10	1	7	18	0	78	13	91	199
04:30 PM	5	0	0	5	3	85	6	94	9	0	9	18	1	87	4	92	209
04:45 PM	8	1	1	10	8	77	3	88	8	0	7	15	0	81	6	87	200
Total	28	4	2	34	21	295	18	334	33	3	32	68	2	329	29	360	796
05:00 PM	10	1	1	12	5	81	2	88	15	0	21	36	0	82	6	88	224
05:15 PM	10	0	1	11	3	77	3	83	11	2	6	19	0	108	8	116	229
05:30 PM	10	1	2	13	4	61	4	69	6	0	12	18	0	80	4	84	184
05:45 PM	3	0	0	3	4	57	1	62	6	0	11	17	0	93	2	95	177
Total	33	2	4	39	16	276	10	302	38	2	50	90	0	363	20	383	814
Grand Total	111	18	17	146	73	1192	79	1344	147	8	172	327	15	1469	126	1610	3427
Apprch %	76	12.3	11.6		5.4	88.7	5.9		45	2.4	52.6		0.9	91.2	7.8		
Total %	3.2	0.5	0.5	4.3	2.1	34.8	2.3	39.2	4.3	0.2	5	9.5	0.4	42.9	3.7	47	
Passenger Cars	111	18	17	146	73	1180	77	1330	144	8	171	323	15	1458	124	1597	3396
% Passenger Cars	100	100	100	100	100	99	97.5	99	98	100	99.4	98.8	100	99.3	98.4	99.2	99.1
Heavy Vehicles	0	0	0	0	0	12	2	14	3	0	1	4	0	11	2	13	31
% Heavy Vehicles	0	0	0	0	0	1	2.5	1	2	0	0.6	1.2	0	0.7	1.6	0.8	0.9

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Counted By: BH
Weather: Sunny
Intersection: SouthBlvd @ SouthTowerDr

File Name : South Blvd @ South Tower Drive - PM - R
Site Code : 00000000
Start Date : 10/7/2014

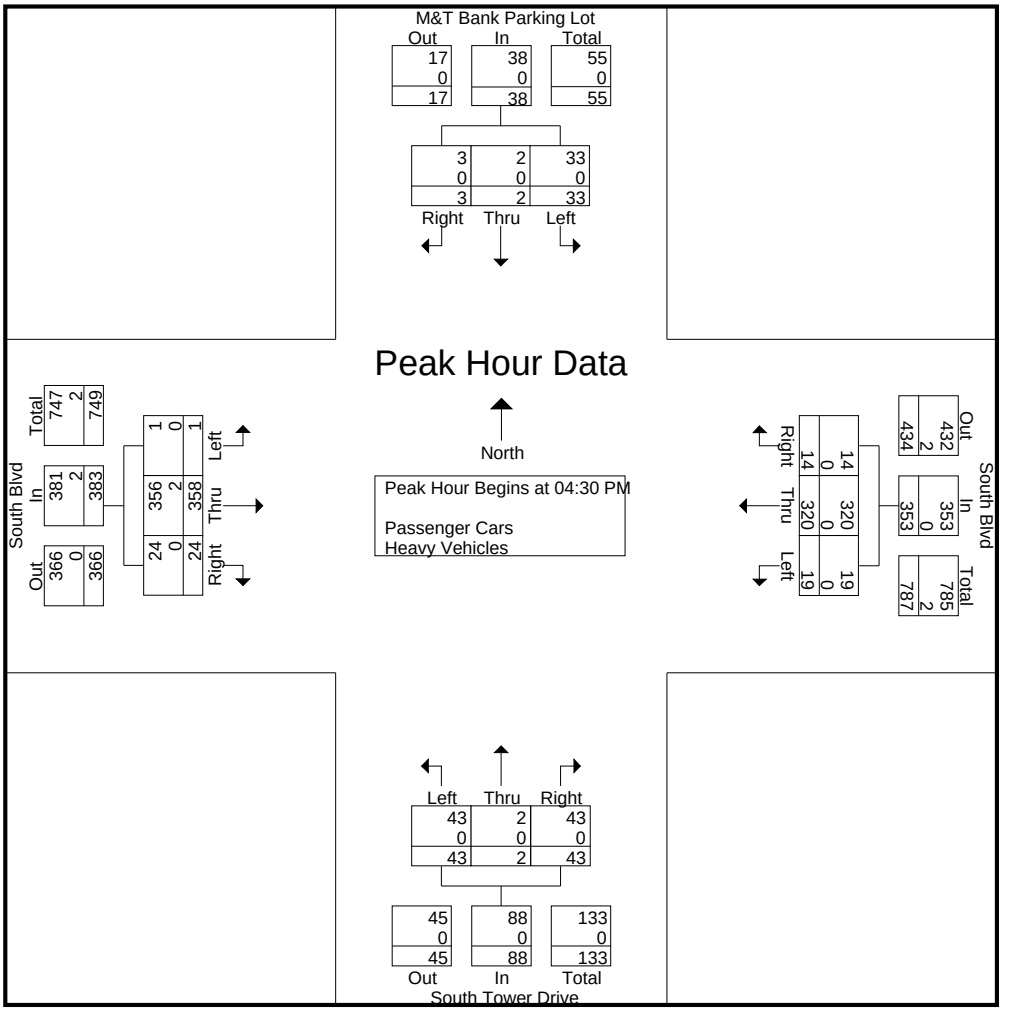


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Counted By: BH
Weather: Sunny
Intersection: SouthBlvd @ SouthTowerDr

File Name : South Blvd @ South Tower Drive - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 3

	M&T Bank Parking Lot Southbound				South Blvd Westbound				South Tower Drive Northbound				South Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	0	0	5	3	**85**	**6**	**94**	9	0	9	18	**1**	87	4	92	209
04:45 PM	8	**1**	**1**	10	**8**	77	3	88	8	0	7	15	0	81	6	87	200
05:00 PM	**10**	1	1	**12**	5	81	2	88	**15**	0	**21**	**36**	0	82	6	88	224
05:15 PM	10	0	1	11	3	77	3	83	11	**2**	6	19	0	**108**	**8**	**116**	**229**
Total Volume	33	2	3	38	19	320	14	353	43	2	43	88	1	358	24	383	862
% App. Total	86.8	5.3	7.9		5.4	90.7	4		48.9	2.3	48.9		0.3	93.5	6.3		
PHF	.825	.500	.750	.792	.594	.941	.583	.939	.717	.250	.512	.611	.250	.829	.750	.825	.941
Passenger Cars	33	2	3	38	19	320	14	353	43	2	43	88	1	356	24	381	860
% Passenger Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	99.4	100	99.5	99.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.5	0.2



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Intersection: SouthBlvd @ SouthTowerDr

File Name : South Blvd @ South Tower Drive - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 4

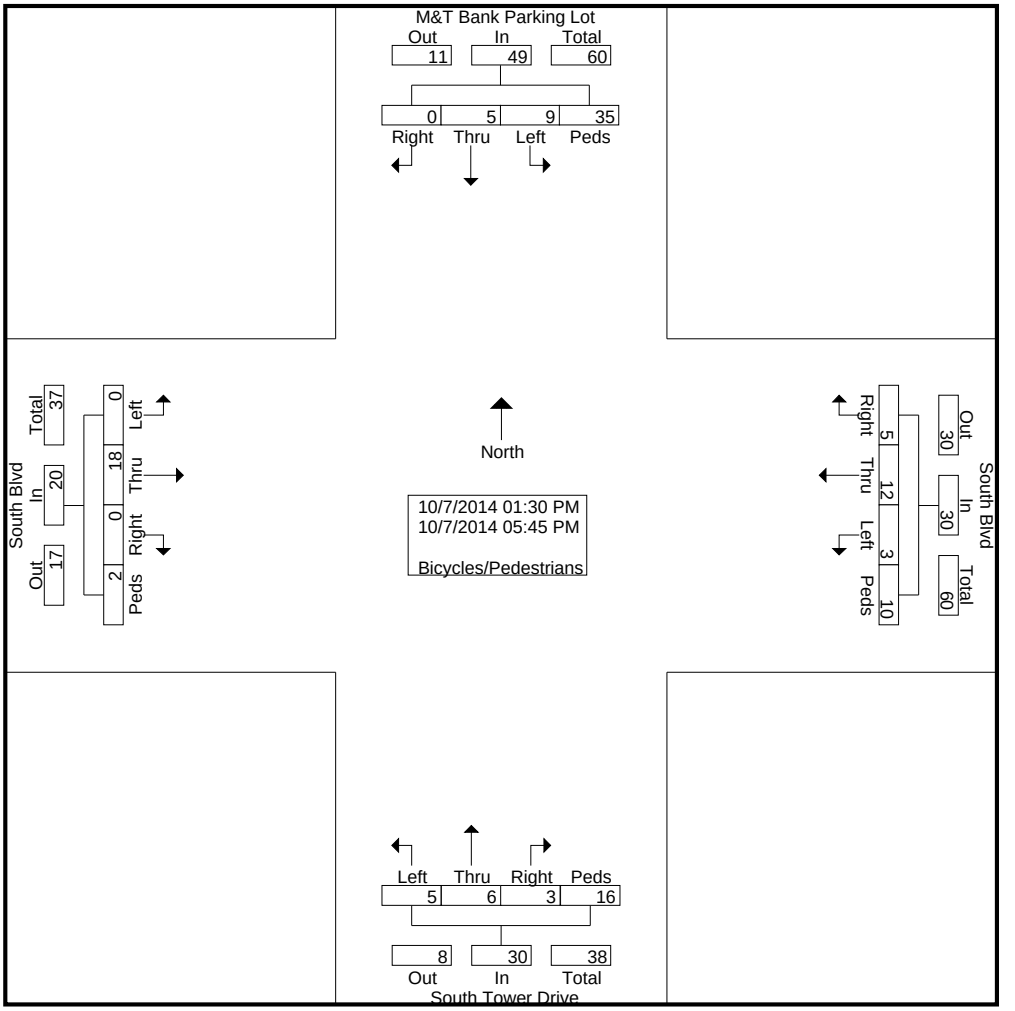
Groups Printed- Bicycles/Pedestrians

	M&T Bank Parking Lot Southbound					South Blvd Westbound					South Tower Drive Northbound					South Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	1	0	0	0	1	0	0	0	3	3	2	0	0	1	3	0	1	0	0	1	8
01:45 PM	0	0	0	3	3	0	2	0	2	4	0	0	0	1	1	0	0	0	0	0	8
Total	1	0	0	3	4	0	2	0	5	7	2	0	0	2	4	0	1	0	0	1	16
02:00 PM	0	0	0	3	3	1	0	0	0	1	0	0	0	3	3	0	0	0	0	0	7
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	3
02:30 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	2	3	0	0	0	0	0	4
02:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	1	0	2	3	6
Total	1	0	0	3	4	1	0	0	1	2	1	0	1	9	11	0	1	0	2	3	20
03:00 PM	0	0	0	3	3	0	1	4	2	7	0	0	0	2	2	0	0	0	0	0	12
03:15 PM	1	1	0	1	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
03:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	1	2	0	1	0	0	1	5
Total	3	1	0	6	10	0	3	4	2	9	0	1	1	3	5	0	1	0	0	1	25
04:00 PM	0	0	0	1	1	2	1	0	0	3	1	1	0	1	3	0	0	0	0	0	7
04:15 PM	1	0	0	5	6	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	9
04:30 PM	0	0	0	2	2	0	1	0	1	2	1	0	0	1	2	0	2	0	0	2	8
04:45 PM	0	1	0	1	2	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	9
Total	1	1	0	9	11	2	4	0	1	7	2	4	0	2	8	0	7	0	0	7	33
05:00 PM	1	1	0	1	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7
05:15 PM	2	1	0	10	13	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	16
05:30 PM	0	1	0	1	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5
05:45 PM	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	7
Total	3	3	0	14	20	0	3	1	1	5	0	1	1	0	2	0	8	0	0	8	35
Grand Total	9	5	0	35	49	3	12	5	10	30	5	6	3	16	30	0	18	0	2	20	129
Apprch %	18.4	10.2	0	71.4		10	40	16.7	33.3		16.7	20	10	53.3		0	90	0	10		
Total %	7	3.9	0	27.1	38	2.3	9.3	3.9	7.8	23.3	3.9	4.7	2.3	12.4	23.3	0	14	0	1.6	15.5	

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Counted By: BH
Weather: Sunny
Intersection: SouthBlvd @ SouthTowerDr

File Name : South Blvd @ South Tower Drive - PM - R
Site Code : 00000000
Start Date : 10/7/2014

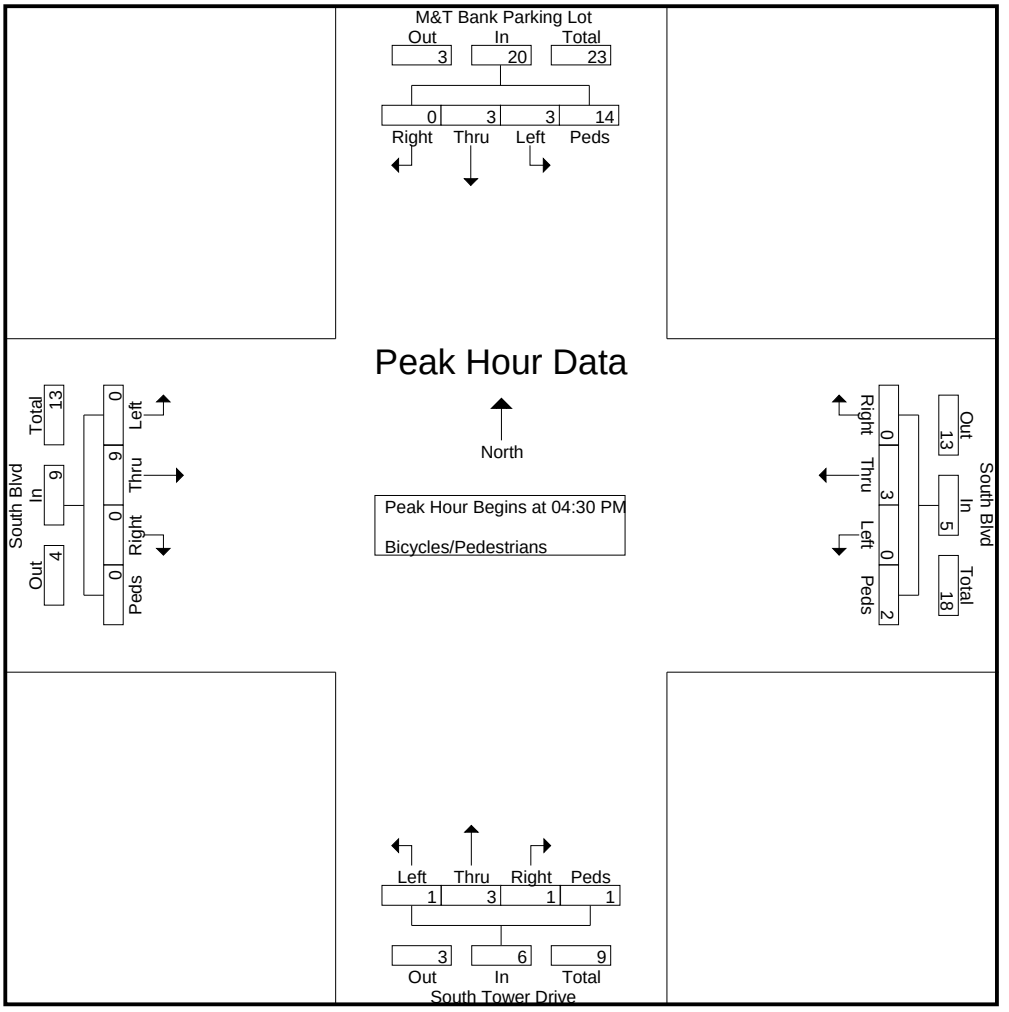


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Counted By: BH
Weather: Sunny
Intersection: SouthBlvd @ SouthTowerDr

File Name : South Blvd @ South Tower Drive - PM - R
Site Code : 00000000
Start Date : 10/7/2014
Page No : 6

	M&T Bank Parking Lot Southbound					South Blvd Westbound					South Tower Drive Northbound					South Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	2	2	0	**1**	0	**1**	**2**	**1**	0	0	**1**	**2**	0	2	0	0	2	8
04:45 PM	0	**1**	0	1	2	0	1	0	0	1	0	**2**	0	0	2	0	**4**	0	0	**4**	9
05:00 PM	1	1	0	1	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7
05:15 PM	**2**	1	0	**10**	**13**	0	0	0	1	1	0	1	**1**	0	2	0	0	0	0	0	**16**
Total Volume	3	3	0	14	20	0	3	0	2	5	1	3	1	1	6	0	9	0	0	9	40
% App. Total	15	15	0	70		0	60	0	40		16.7	50	16.7	16.7		0	100	0	0		
PHF	.375	.750	.000	.350	.385	.000	.750	.000	.500	.625	.250	.375	.250	.250	.750	.000	.563	.000	.000	.563	.625



W. COLLEGE AVENUE @
SOUTH TOWER DRIVE

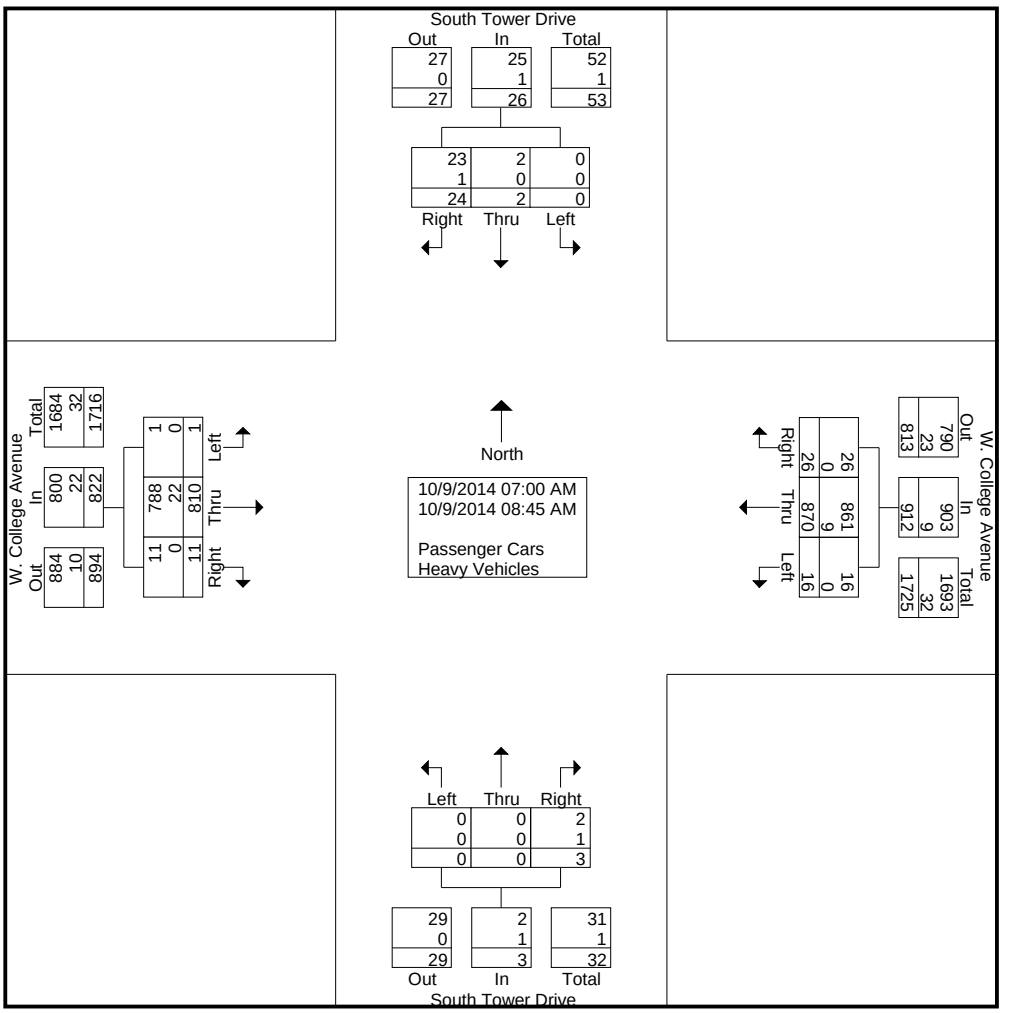
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Counted By: BH
Weather: Sunny
Intersection: W.CollegeAve@SouthTowerDr

File Name : College Ave @ South Tower - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	South Tower Drive Southbound				W. College Avenue Westbound				South Tower Drive Northbound				W. College Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	43	1	44	0	0	0	0	0	92	2	94	139
07:15 AM	0	0	2	2	1	90	2	93	0	0	0	0	0	173	0	173	268
07:30 AM	0	1	3	4	3	163	5	171	0	0	1	1	1	125	0	126	302
07:45 AM	0	0	2	2	3	150	1	154	0	0	0	0	0	83	0	83	239
Total	0	1	8	9	7	446	9	462	0	0	1	1	1	473	2	476	948
08:00 AM	0	0	4	4	2	89	5	96	0	0	0	0	0	91	1	92	192
08:15 AM	0	0	7	7	2	103	3	108	0	0	0	0	0	70	4	74	189
08:30 AM	0	1	1	2	1	111	3	115	0	0	1	1	0	98	2	100	218
08:45 AM	0	0	4	4	4	121	6	131	0	0	1	1	0	78	2	80	216
Total	0	1	16	17	9	424	17	450	0	0	2	2	0	337	9	346	815
Grand Total	0	2	24	26	16	870	26	912	0	0	3	3	1	810	11	822	1763
Apprch %	0	7.7	92.3		1.8	95.4	2.9		0	0	100		0.1	98.5	1.3		
Total %	0	0.1	1.4	1.5	0.9	49.3	1.5	51.7	0	0	0.2	0.2	0.1	45.9	0.6	46.6	
Passenger Cars	0	2	23	25	16	861	26	903	0	0	2	2	1	788	11	800	1730
% Passenger Cars	0	100	95.8	96.2	100	99	100	99	0	0	66.7	66.7	100	97.3	100	97.3	98.1
Heavy Vehicles	0	0	1	1	0	9	0	9	0	0	1	1	0	22	0	22	33
% Heavy Vehicles	0	0	4.2	3.8	0	1	0	1	0	0	33.3	33.3	0	2.7	0	2.7	1.9

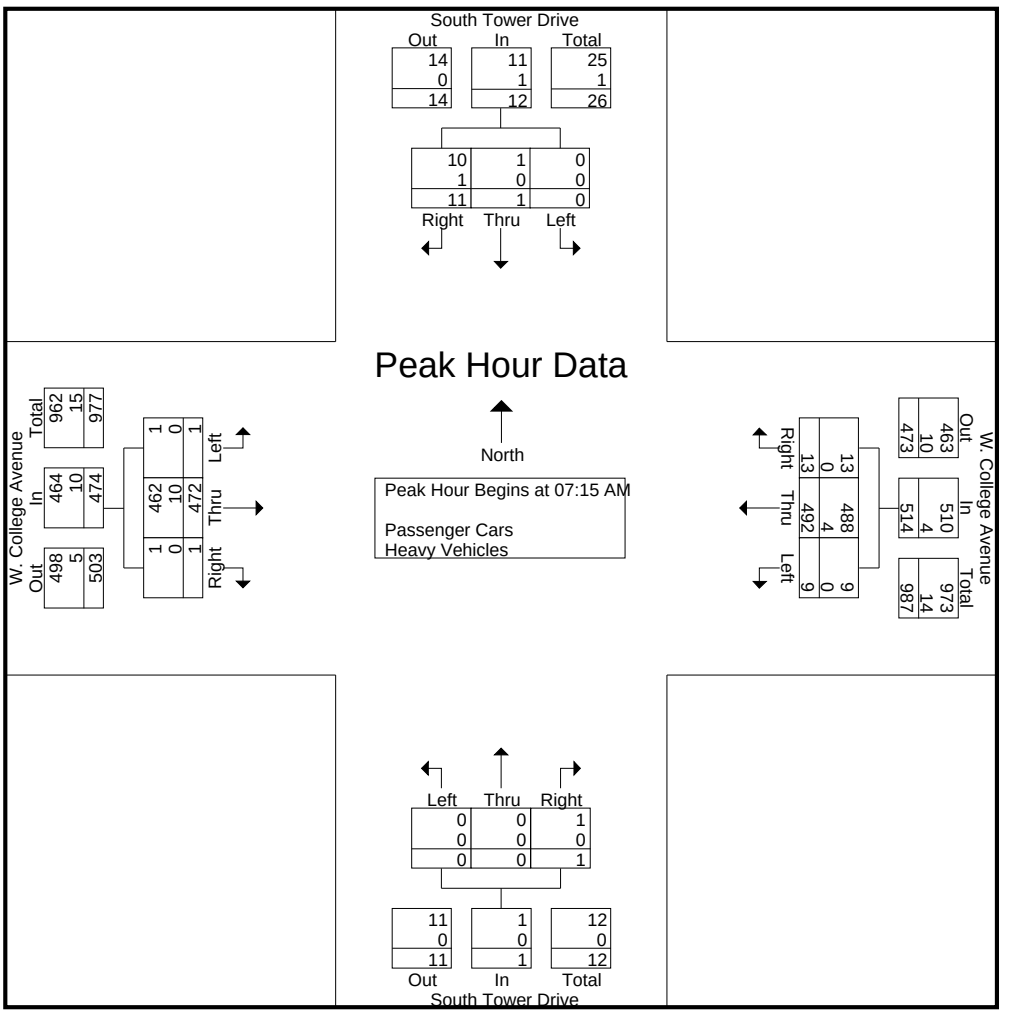


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Counted By: BH
Weather: Sunny
Intersection: W.CollegeAve@SouthTowerDr

File Name : College Ave @ South Tower - AM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Tower Drive Southbound				W. College Avenue Westbound				South Tower Drive Northbound				W. College Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	2	2	1	90	2	93	0	0	0	0	0	**173**	0	**173**	268
07:30 AM	0	**1**	3	**4**	**3**	**163**	**5**	**171**	0	0	**1**	**1**	**1**	125	0	126	**302**
07:45 AM	0	0	2	2	3	150	1	154	0	0	0	0	0	83	0	83	239
08:00 AM	0	0	**4**	4	2	89	5	96	0	0	0	0	0	91	**1**	92	192
Total Volume	0	1	11	12	9	492	13	514	0	0	1	1	1	472	1	474	1001
% App. Total	0	8.3	91.7		1.8	95.7	2.5		0	0	100		0.2	99.6	0.2		
PHF	.000	.250	.688	.750	.750	.755	.650	.751	.000	.000	.250	.250	.250	.682	.250	.685	.829
Passenger Cars	0	1	10	11	9	488	13	510	0	0	1	1	1	462	1	464	986
% Passenger Cars	0	100	90.9	91.7	100	99.2	100	99.2	0	0	100	100	100	97.9	100	97.9	98.5
Heavy Vehicles	0	0	1	1	0	4	0	4	0	0	0	0	0	10	0	10	15
% Heavy Vehicles	0	0	9.1	8.3	0	0.8	0	0.8	0	0	0	0	0	2.1	0	2.1	1.5



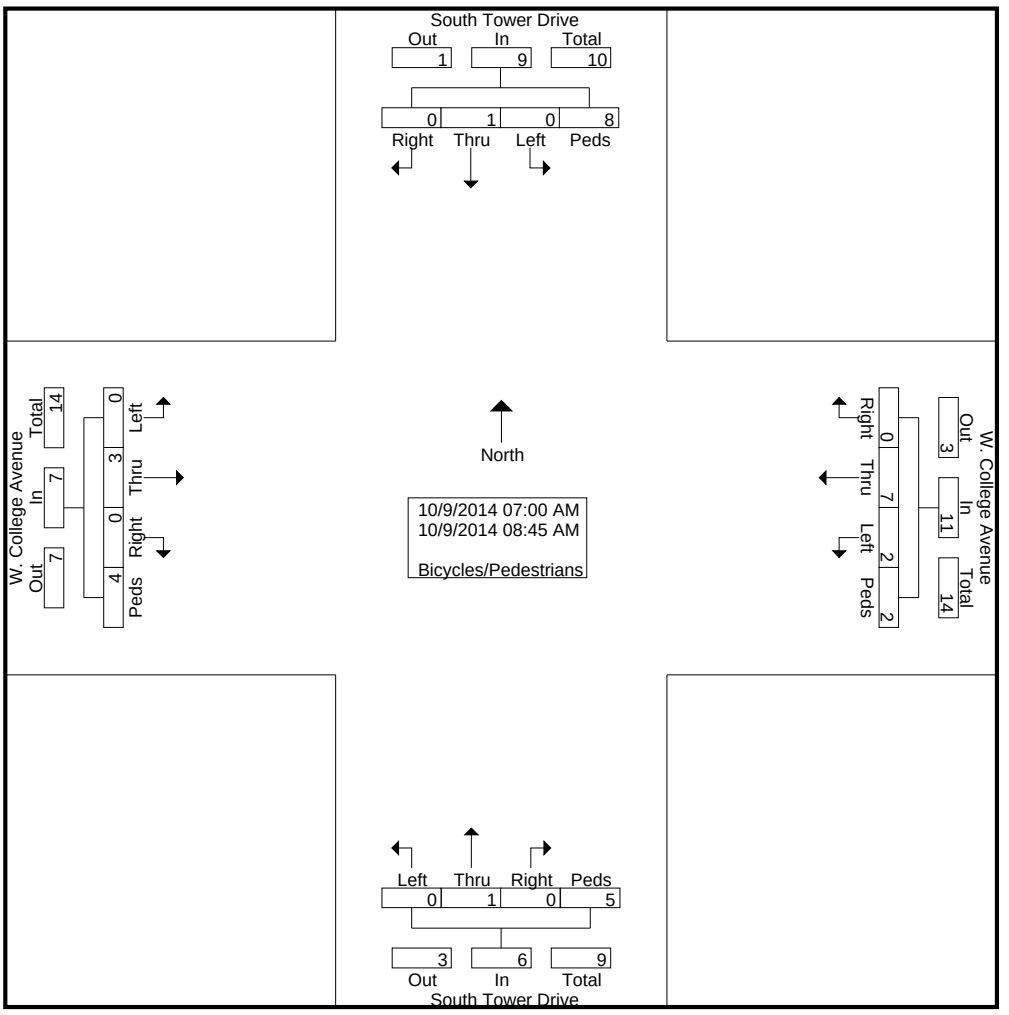
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Counted By: BH
Weather: Sunny
Intersection: W.CollegeAve@SouthTowerDr

File Name : College Ave @ South Tower - AM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 3

Groups Printed- Bicycles/Pedestrians

	South Tower Drive Southbound					W. College Avenue Westbound					South Tower Drive Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	0	1	1	5
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	1	0	1	2	5
07:45 AM	0	0	0	2	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	2	2	1	6	0	2	9	0	1	0	2	3	0	1	0	2	3	17
08:00 AM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
08:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	2	0	1	3	7
08:45 AM	0	1	0	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	6	7	1	1	0	0	2	0	0	0	3	3	0	2	0	2	4	16
Grand Total	0	1	0	8	9	2	7	0	2	11	0	1	0	5	6	0	3	0	4	7	33
Apprch %	0	11.1	0	88.9		18.2	63.6	0	18.2		0	16.7	0	83.3		0	42.9	0	57.1		
Total %	0	3	0	24.2	27.3	6.1	21.2	0	6.1	33.3	0	3	0	15.2	18.2	0	9.1	0	12.1	21.2	

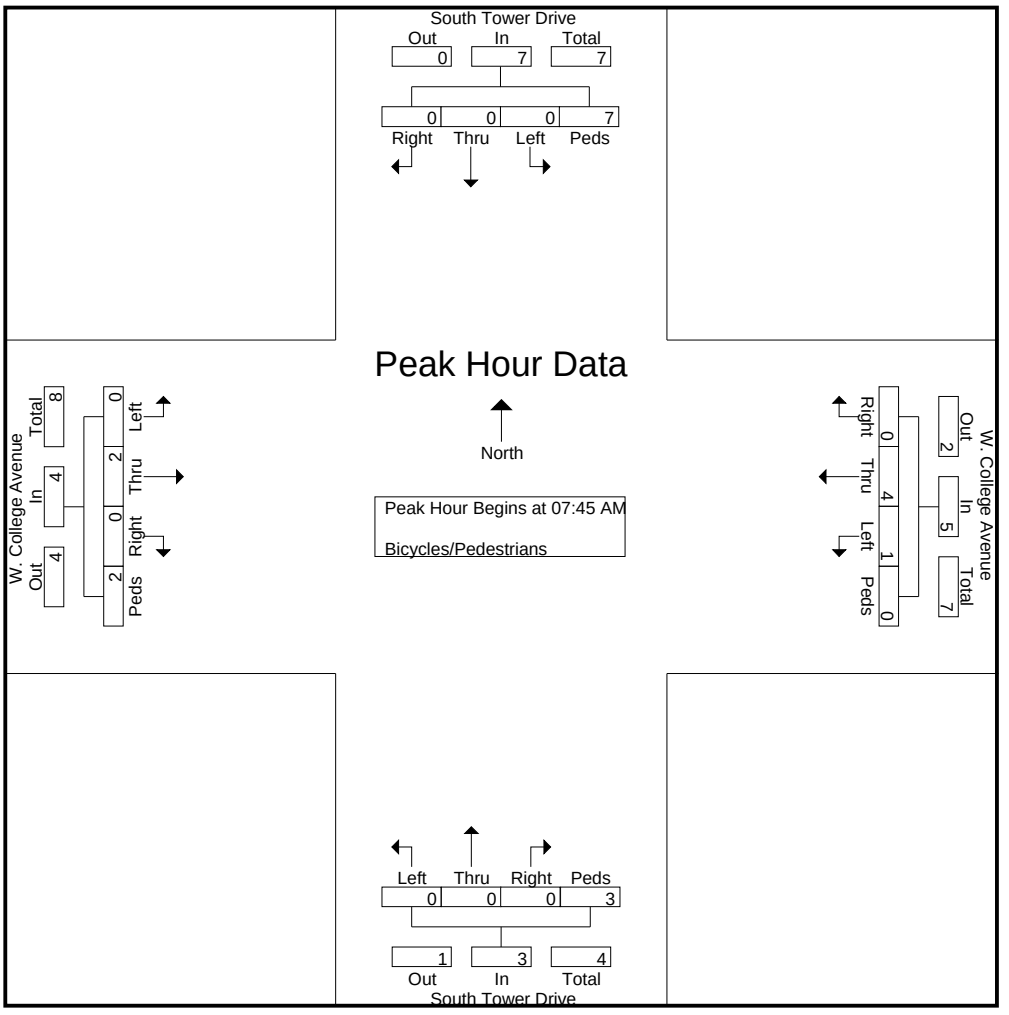


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Counted By: BH
Weather: Sunny
Intersection: W.CollegeAve@SouthTowerDr

File Name : College Ave @ South Tower - AM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Tower Drive Southbound					W. College Avenue Westbound					South Tower Drive Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	**2**	**2**	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	6
08:00 AM	0	0	0	1	1	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	**1**	1	4
08:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	**2**	**2**	0	**2**	0	1	**3**	**7**
Total Volume	0	0	0	7	7	1	4	0	0	5	0	0	0	3	3	0	2	0	2	4	19
% App. Total	0	0	0	100		20	80	0	0		0	0	0	100		0	50	0	50		
PHF	.000	.000	.000	.875	.875	.250	.250	.000	.000	.313	.000	.000	.000	.375	.375	.000	.250	.000	.500	.333	.679



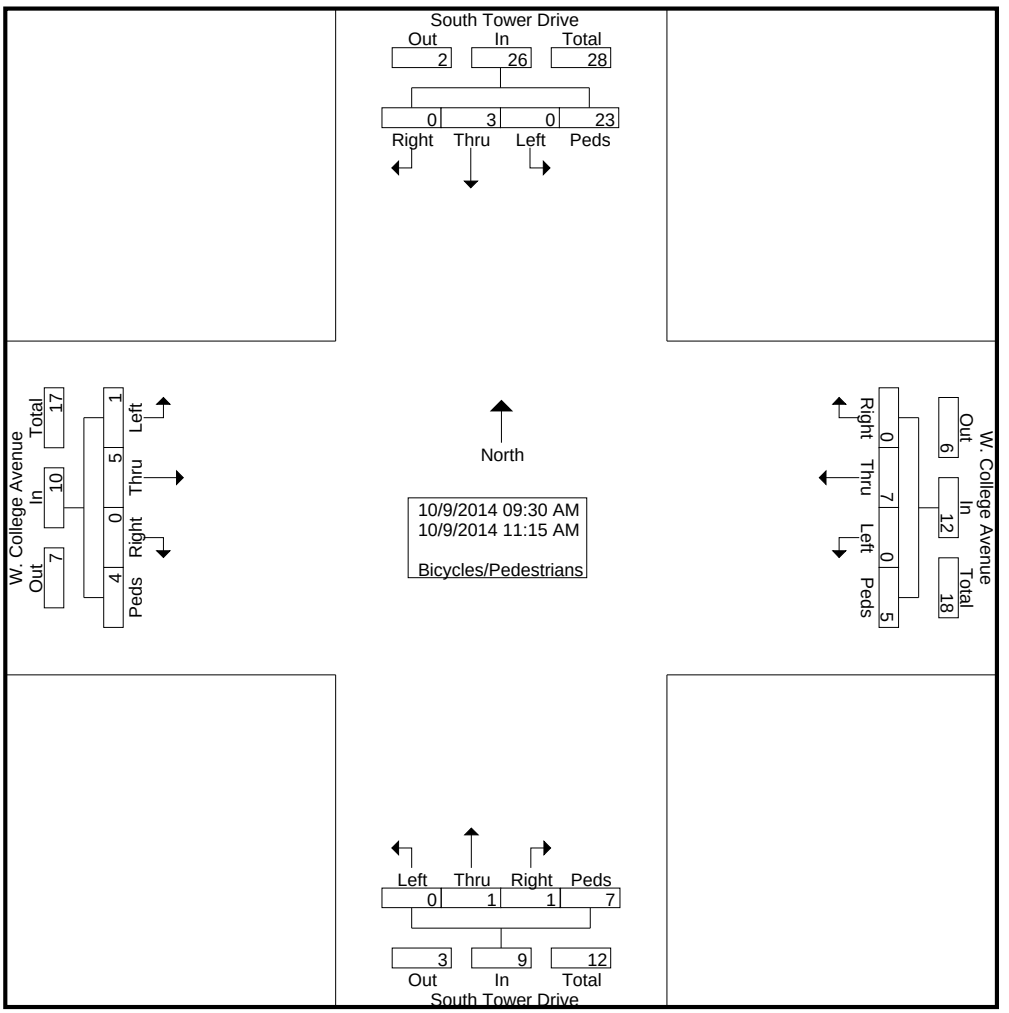
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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Bicycles/Pedestrians

	South Tower Drive Southbound					W. College Avenue Westbound					South Tower Drive Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
09:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	2	0	0	2	6
10:00 AM	0	0	0	0	0	0	2	0	1	3	0	1	0	0	1	1	0	0	0	1	5
10:15 AM	0	1	0	2	3	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	5
10:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	0	0	13	13	0	3	0	3	6	0	0	1	2	3	0	2	0	3	5	27
Total	0	1	0	18	19	0	6	0	4	10	0	1	1	3	5	1	2	0	3	6	40
11:00 AM	0	2	0	1	3	0	1	0	1	2	0	0	0	1	1	0	1	0	1	2	8
11:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Grand Total	0	3	0	23	26	0	7	0	5	12	0	1	1	7	9	1	5	0	4	10	57
Apprch %	0	11.5	0	88.5		0	58.3	0	41.7		0	11.1	11.1	77.8		10	50	0	40		
Total %	0	5.3	0	40.4	45.6	0	12.3	0	8.8	21.1	0	1.8	1.8	12.3	15.8	1.8	8.8	0	7	17.5	

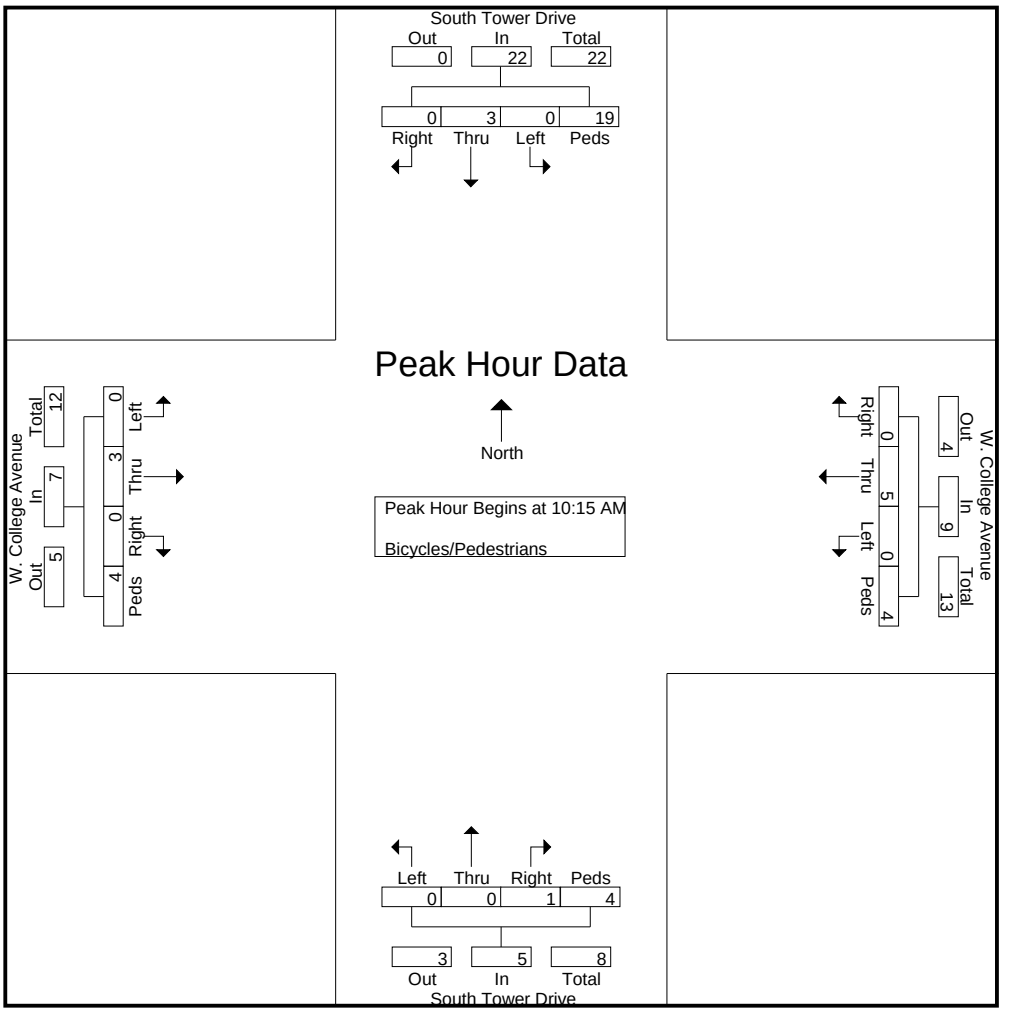


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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

	South Tower Drive Southbound					W. College Avenue Westbound					South Tower Drive Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15 AM																					
10:15 AM	0	1	0	2	3	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	5
10:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	0	0	**13**	**13**	0	**3**	0	**3**	**6**	0	0	**1**	**2**	**3**	0	**2**	0	**3**	**5**	**27**
11:00 AM	0	**2**	0	1	3	0	1	0	1	2	0	0	0	1	1	0	1	0	1	2	8
Total Volume	0	3	0	19	22	0	5	0	4	9	0	0	1	4	5	0	3	0	4	7	43
% App. Total	0	13.6	0	86.4		0	55.6	0	44.4		0	0	20	80		0	42.9	0	57.1		
PHF	.000	.375	.000	.365	.423	.000	.417	.000	.333	.375	.000	.000	.250	.500	.417	.000	.375	.000	.333	.350	.398



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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

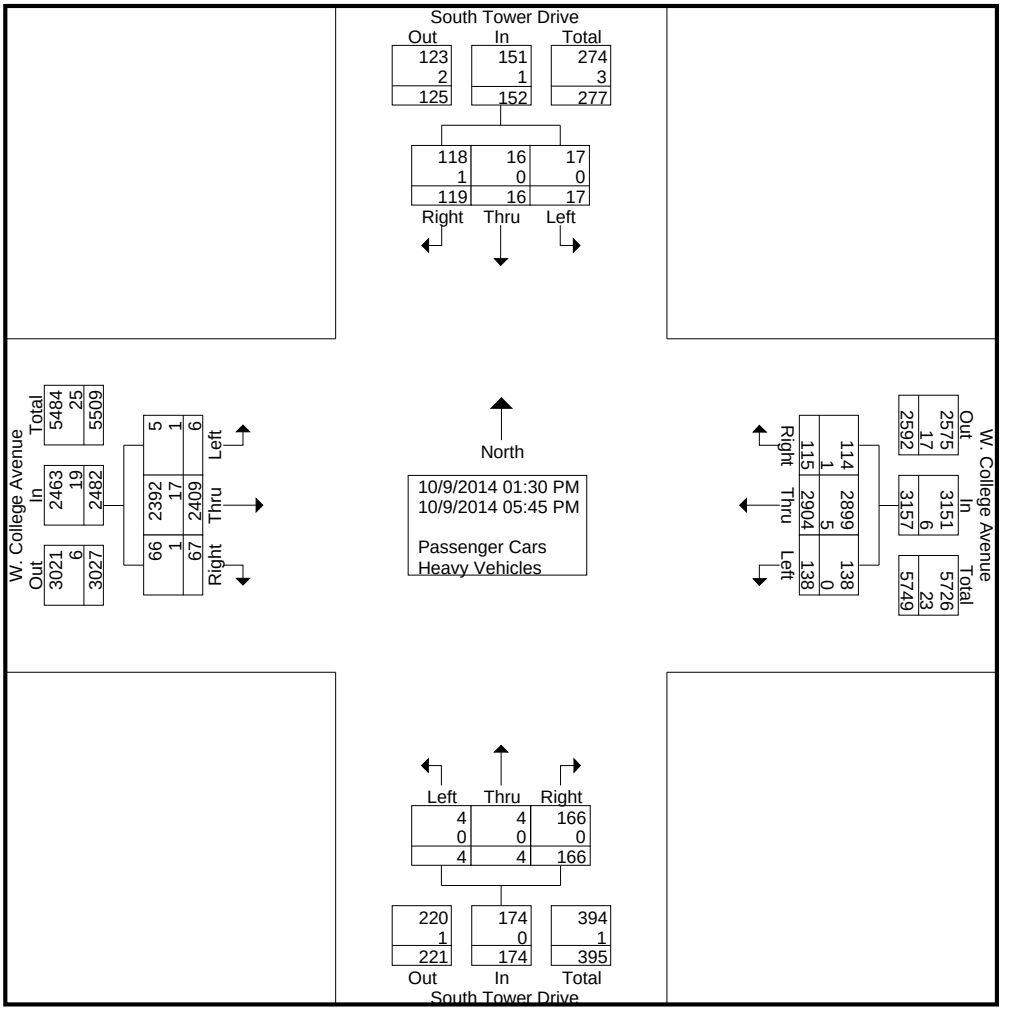
Groups Printed- Passenger Cars - Heavy Vehicles

	South Tower Drive Southbound				W. College Avenue Westbound				South Tower Drive Northbound				W. College Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:30 PM	1	3	11	15	10	146	6	162	0	0	17	17	2	123	7	132	326
01:45 PM	1	2	7	10	6	178	6	190	0	0	6	6	0	126	2	128	334
Total	2	5	18	25	16	324	12	352	0	0	23	23	2	249	9	260	660
02:00 PM	1	2	6	9	10	128	3	141	2	0	12	14	0	130	2	132	296
02:15 PM	3	1	11	15	5	108	9	122	0	0	6	6	1	136	4	141	284
02:30 PM	0	0	4	4	3	118	4	125	2	1	2	5	0	144	0	144	278
02:45 PM	1	1	7	9	12	160	8	180	0	0	4	4	1	131	5	137	330
Total	5	4	28	37	30	514	24	568	4	1	24	29	2	541	11	554	1188
03:00 PM	0	0	5	5	7	208	1	216	0	0	4	4	0	106	2	108	333
03:15 PM	2	2	6	10	7	155	10	172	0	0	8	8	0	120	3	123	313
03:30 PM	3	0	12	15	5	171	8	184	0	0	10	10	0	139	7	146	355
03:45 PM	0	1	9	10	14	165	1	180	0	0	11	11	1	132	5	138	339
Total	5	3	32	40	33	699	20	752	0	0	33	33	1	497	17	515	1340
04:00 PM	0	0	7	7	5	150	4	159	0	0	17	17	0	155	1	156	339
04:15 PM	0	1	5	6	6	154	10	170	0	2	17	19	0	141	6	147	342
04:30 PM	1	1	4	6	8	187	4	199	0	0	7	7	0	137	5	142	354
04:45 PM	2	0	4	6	4	177	9	190	0	1	8	9	0	142	4	146	351
Total	3	2	20	25	23	668	27	718	0	3	49	52	0	575	16	591	1386
05:00 PM	0	0	6	6	11	188	9	208	0	0	7	7	0	128	5	133	354
05:15 PM	0	1	3	4	12	187	9	208	0	0	15	15	0	143	2	145	372
05:30 PM	1	0	5	6	6	160	5	171	0	0	6	6	1	152	4	157	340
05:45 PM	1	1	7	9	7	164	9	180	0	0	9	9	0	124	3	127	325
Total	2	2	21	25	36	699	32	767	0	0	37	37	1	547	14	562	1391
Grand Total	17	16	119	152	138	2904	115	3157	4	4	166	174	6	2409	67	2482	5965
Apprch %	11.2	10.5	78.3		4.4	92	3.6		2.3	2.3	95.4		0.2	97.1	2.7		
Total %	0.3	0.3	2	2.5	2.3	48.7	1.9	52.9	0.1	0.1	2.8	2.9	0.1	40.4	1.1	41.6	
Passenger Cars	17	16	118	151	138	2899	114	3151	4	4	166	174	5	2392	66	2463	5939
% Passenger Cars	100	100	99.2	99.3	100	99.8	99.1	99.8	100	100	100	100	83.3	99.3	98.5	99.2	99.6
Heavy Vehicles	0	0	1	1	0	5	1	6	0	0	0	0	1	17	1	19	26
% Heavy Vehicles	0	0	0.8	0.7	0	0.2	0.9	0.2	0	0	0	0	16.7	0.7	1.5	0.8	0.4

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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

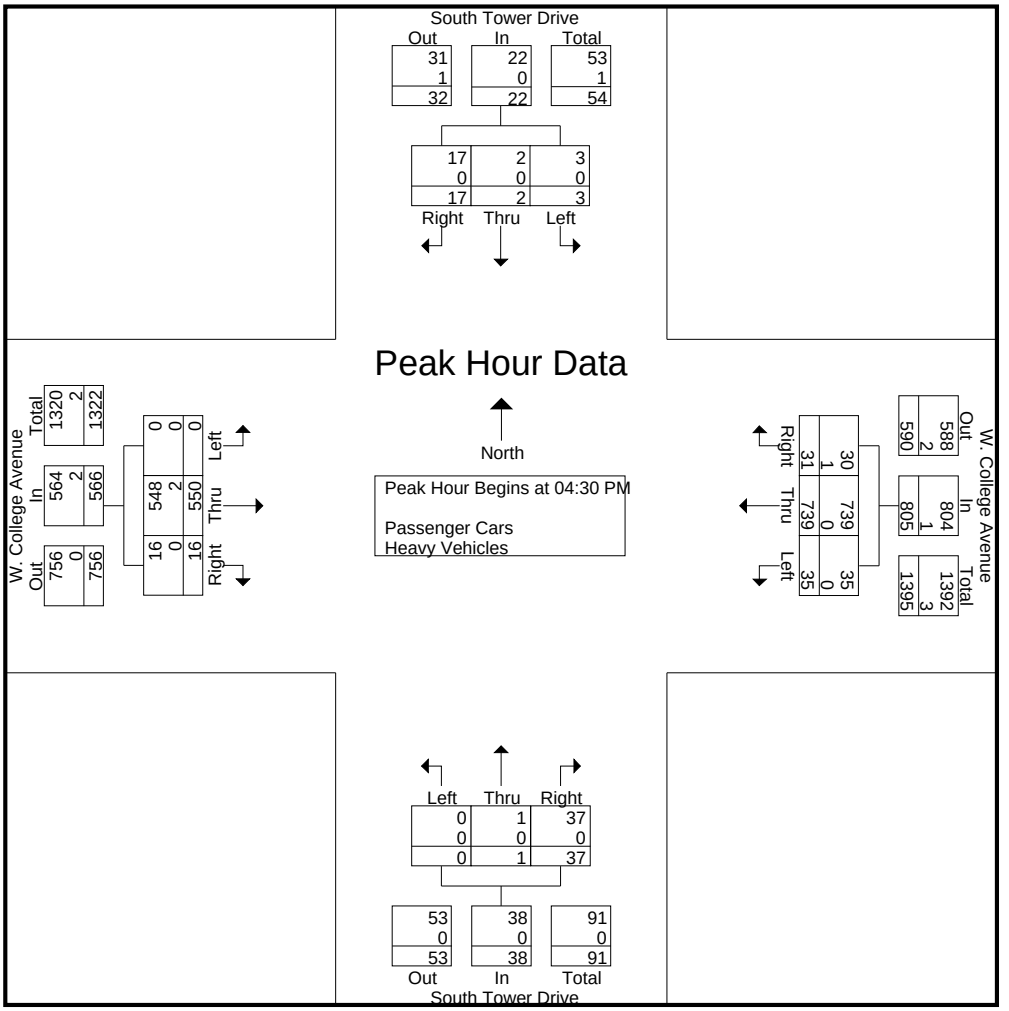


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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - PM - R
Site Code : 00000000
Start Date : 10/9/2014

	South Tower Drive Southbound				W. College Avenue Westbound				South Tower Drive Northbound				W. College Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	**1**	4	**6**	8	187	4	199	0	0	7	7	0	137	**5**	142	354
04:45 PM	**2**	0	4	6	4	177	**9**	190	0	**1**	8	9	0	142	4	**146**	351
05:00 PM	0	0	**6**	6	11	**188**	9	**208**	0	0	7	7	0	128	5	133	354
05:15 PM	0	1	3	4	**12**	187	9	208	0	0	**15**	**15**	0	**143**	2	145	**372**
Total Volume	3	2	17	22	35	739	31	805	0	1	37	38	0	550	16	566	1431
% App. Total	13.6	9.1	77.3		4.3	91.8	3.9		0	2.6	97.4		0	97.2	2.8		
PHF	.375	.500	.708	.917	.729	.983	.861	.968	.000	.250	.617	.633	.000	.962	.800	.969	.962
Passenger Cars	3	2	17	22	35	739	30	804	0	1	37	38	0	548	16	564	1428
% Passenger Cars	100	100	100	100	100	100	96.8	99.9	0	100	100	100	0	99.6	100	99.6	99.8
Heavy Vehicles	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
% Heavy Vehicles	0	0	0	0	0	0	3.2	0.1	0	0	0	0	0	0.4	0	0.4	0.2



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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - PM - R
Site Code : 00000000
Start Date : 10/9/2014

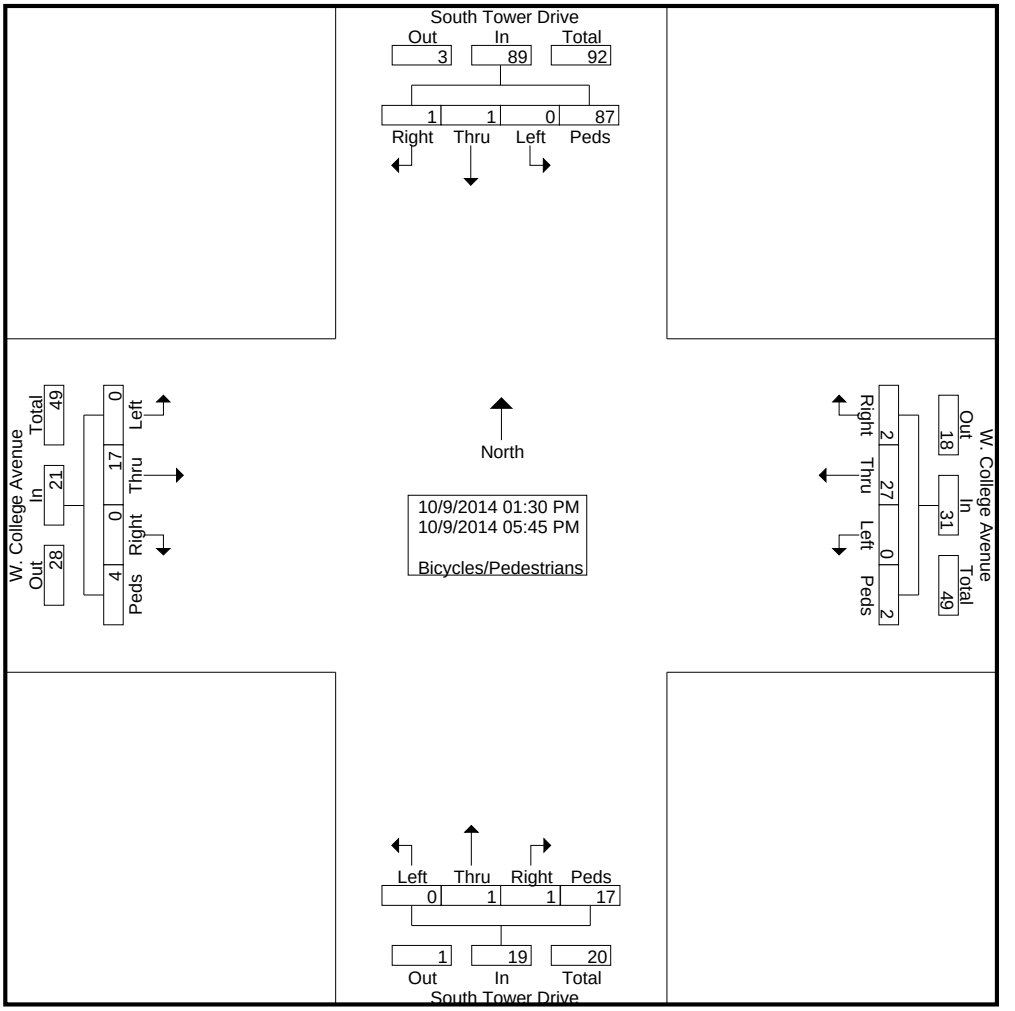
Groups Printed- Bicycles/Pedestrians

	South Tower Drive Southbound					W. College Avenue Westbound					South Tower Drive Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	0	20	20	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	23
Total	0	0	1	23	24	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	27
02:00 PM	0	0	0	9	9	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	14
02:15 PM	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
02:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
02:45 PM	0	0	0	6	6	0	4	0	0	4	0	0	0	1	1	0	1	0	0	1	12
Total	0	0	0	19	19	0	8	0	0	8	0	1	0	2	3	0	5	0	0	5	35
03:00 PM	0	0	0	3	3	0	4	1	1	6	0	0	1	3	4	0	2	0	0	2	15
03:15 PM	0	0	0	9	9	0	1	0	0	1	0	0	0	2	2	0	0	0	3	3	15
03:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4	0	1	0	0	1	9
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	17	17	0	5	1	1	7	0	0	1	9	10	0	3	0	3	6	40
04:00 PM	0	0	0	4	4	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	7
04:15 PM	0	0	0	2	2	0	2	0	0	2	0	0	0	2	2	0	0	0	0	0	6
04:30 PM	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	5	5	0	1	0	0	1	0	0	0	1	1	0	4	0	0	4	11
Total	0	1	0	15	16	0	3	0	1	4	0	0	0	4	4	0	5	0	0	5	29
05:00 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
05:15 PM	0	0	0	6	6	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	9
05:30 PM	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	0	1	0	1	2	9
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
Total	0	0	0	13	13	0	8	1	0	9	0	0	0	2	2	0	4	0	1	5	29
Grand Total	0	1	1	87	89	0	27	2	2	31	0	1	1	17	19	0	17	0	4	21	160
Apprch %	0	1.1	1.1	97.8		0	87.1	6.5	6.5		0	5.3	5.3	89.5		0	81	0	19		
Total %	0	0.6	0.6	54.4	55.6	0	16.9	1.2	1.2	19.4	0	0.6	0.6	10.6	11.9	0	10.6	0	2.5	13.1	

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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - PM - R
Site Code : 00000000
Start Date : 10/9/2014

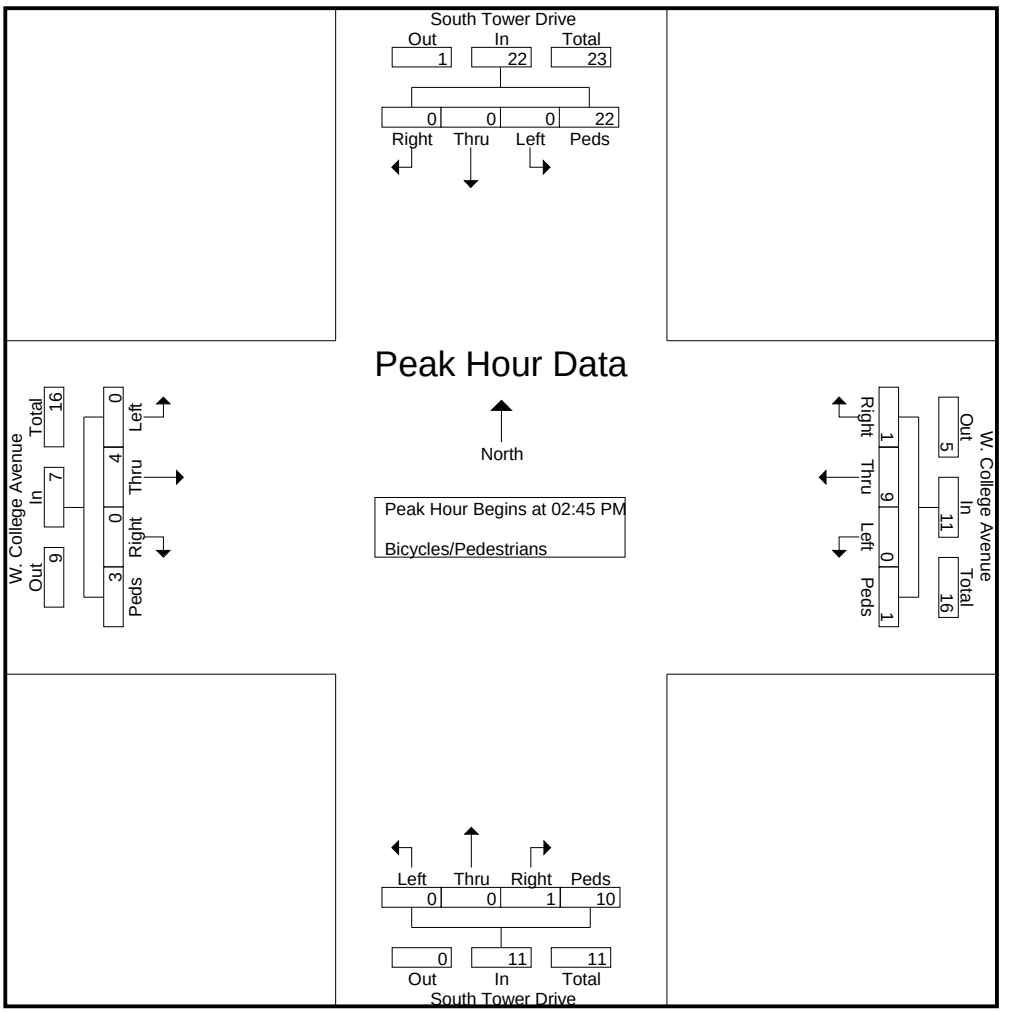


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Counted By: BH
Weather: Sunny
Intersection: WCollegeAve@SouthTower

File Name : College Ave @ South Tower - PM - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 6

	South Tower Drive Southbound					W. College Avenue Westbound					South Tower Drive Northbound					W. College Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	0	0	6	6	0	**4**	0	0	4	0	0	0	1	1	0	1	0	0	1	12
03:00 PM	0	0	0	3	3	0	4	**1**	**1**	**6**	0	0	**1**	3	**4**	0	**2**	0	0	2	**15**
03:15 PM	0	0	0	**9**	**9**	0	1	0	0	1	0	0	0	2	2	0	0	0	**3**	**3**	15
03:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	**4**	4	0	1	0	0	1	9
Total Volume	0	0	0	22	22	0	9	1	1	11	0	0	1	10	11	0	4	0	3	7	51
% App. Total	0	0	0	100		0	81.8	9.1	9.1		0	0	9.1	90.9		0	57.1	0	42.9		
PHF	.000	.000	.000	.611	.611	.000	.563	.250	.250	.458	.000	.000	.250	.625	.688	.000	.500	.000	.250	.583	.850



SOUTH SALISBURY BOULEVARD @
SOUTH BOULEVARD

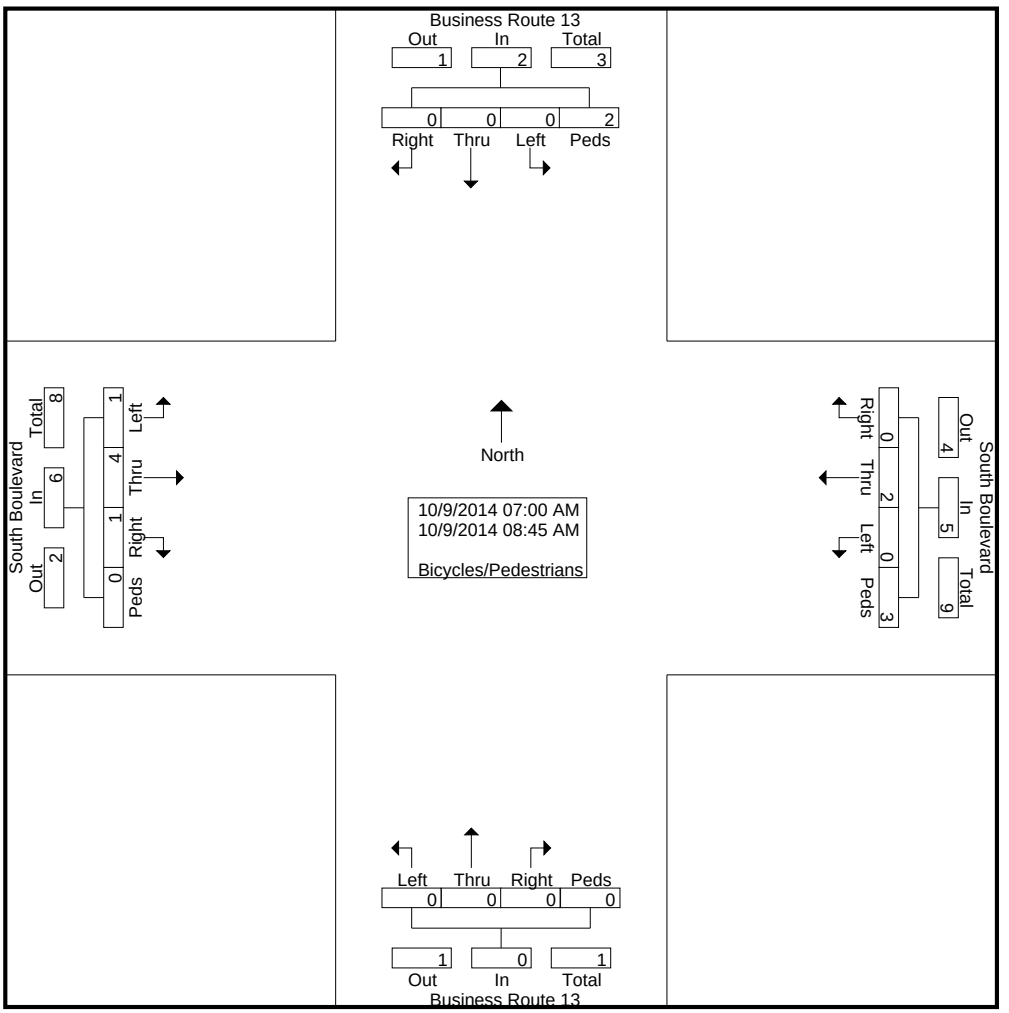
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Counted By: WG & DO
Weather: Sunny
Intersection: BusinessRoute13@South Blvd

File Name : BUS 13 @ South - AM -R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Bicycles/Pedestrians

	Business Route 13 Southbound					South Boulevard Westbound					Business Route 13 Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
08:15 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	1	1	1	0	3	7
Grand Total	0	0	0	2	2	0	2	0	3	5	0	0	0	0	0	1	4	1	0	6	13
Apprch %	0	0	0	100		0	40	0	60		0	0	0	0		16.7	66.7	16.7	0		
Total %	0	0	0	15.4	15.4	0	15.4	0	23.1	38.5	0	0	0	0	0	7.7	30.8	7.7	0	46.2	

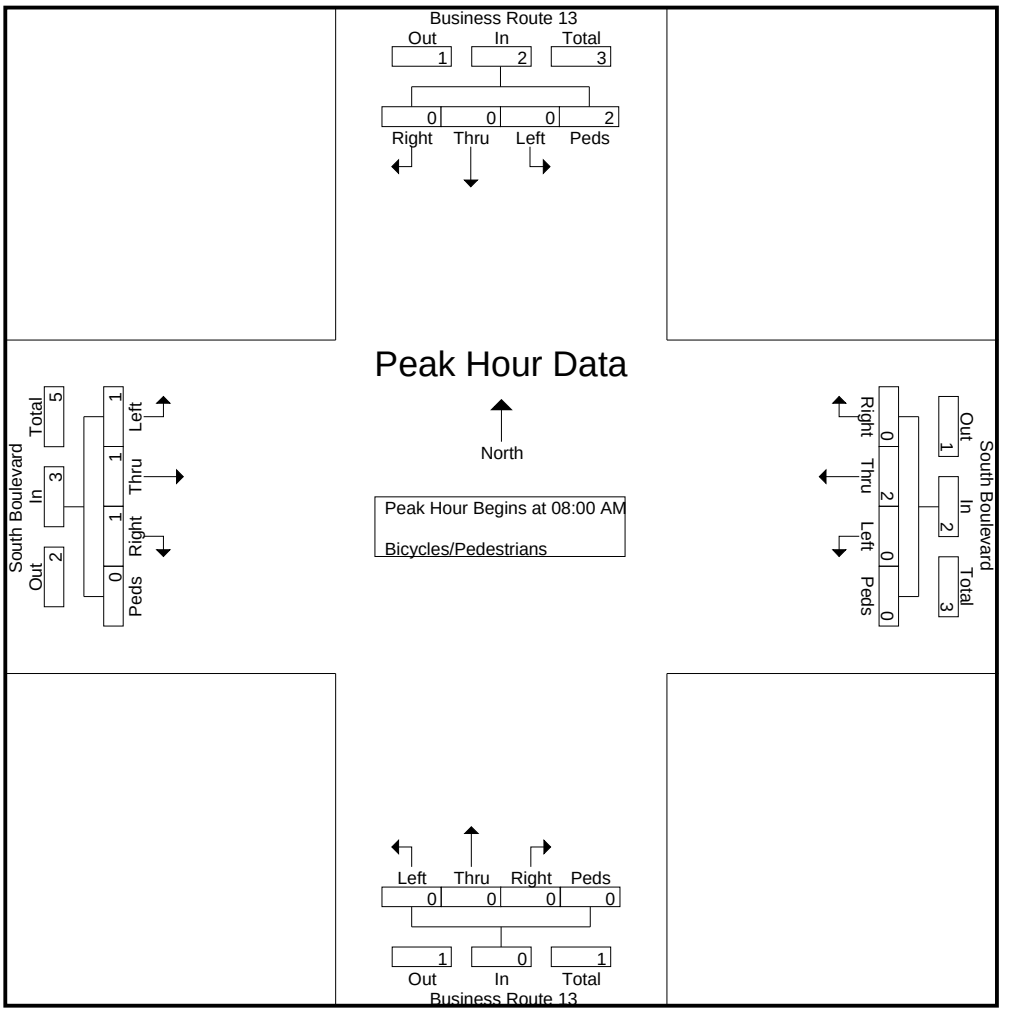


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Counted By: WG & DO
Weather: Sunny
Intersection: BusinessRoute13@South Blvd

File Name : BUS 13 @ South - AM -R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

	Business Route 13 Southbound					South Boulevard Westbound					Business Route 13 Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**2**	**2**
08:15 AM	0	0	0	**1**	**1**	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
08:45 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	1	1	1	0	3	7
% App. Total	0	0	0	100		0	100	0	0		0	0	0	0		33.3	33.3	33.3	0		
PHF	.000	.000	.000	.500	.500	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.250	.250	.000	.375	.875



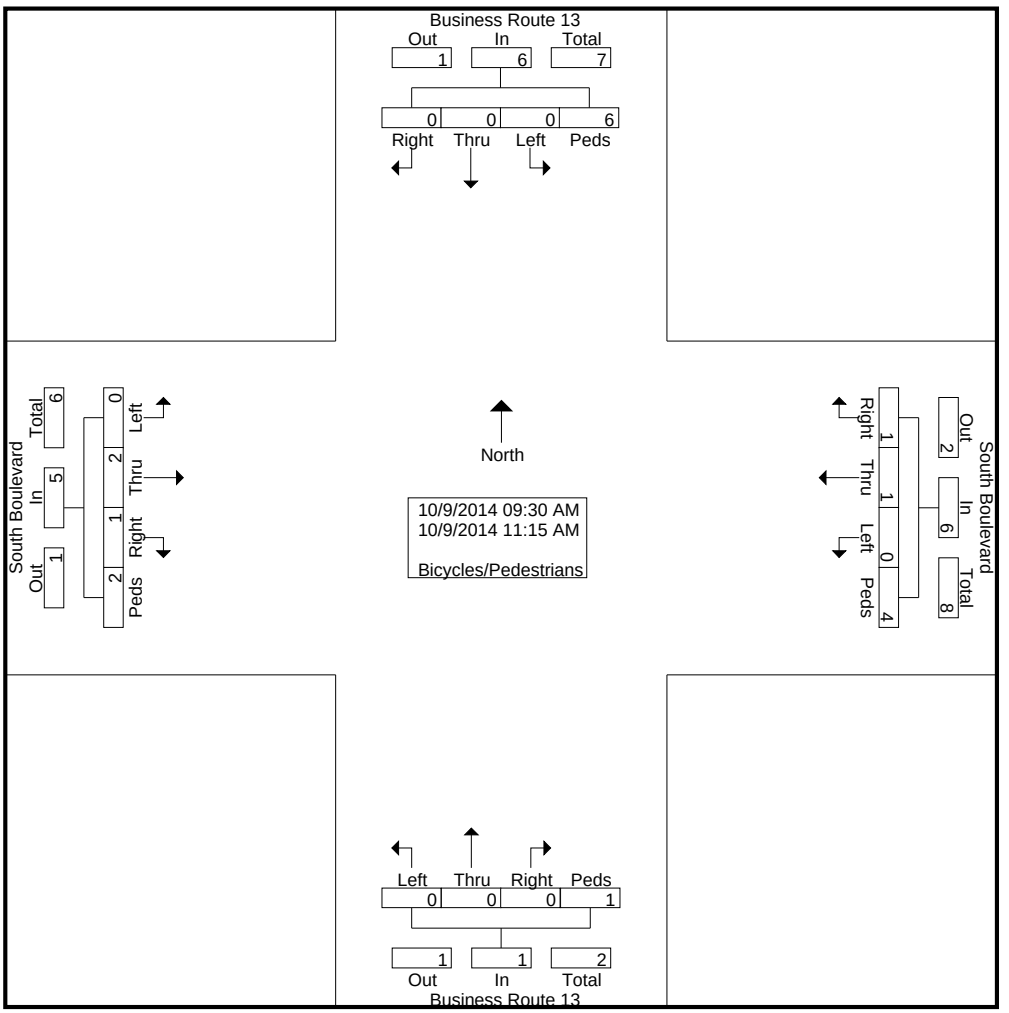
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Counted By: DO
Weather: Sunny
Intersection: BUS13 @ South Blvd

File Name : BUS 13 @ South - 930 - 1130 - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 1

Groups Printed- Bicycles/Pedestrians

	Business Route 13 Southbound					South Boulevard Westbound					Business Route 13 Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
09:30 AM	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	3
10:45 AM	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	4	4	0	0	0	3	3	0	0	0	0	0	0	2	1	1	4	11
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	6	6	0	1	1	4	6	0	0	0	1	1	0	2	1	2	5	18
Apprch %	0	0	0	100		0	16.7	16.7	66.7		0	0	0	100		0	40	20	40		
Total %	0	0	0	33.3	33.3	0	5.6	5.6	22.2	33.3	0	0	0	5.6	5.6	0	11.1	5.6	11.1	27.8	

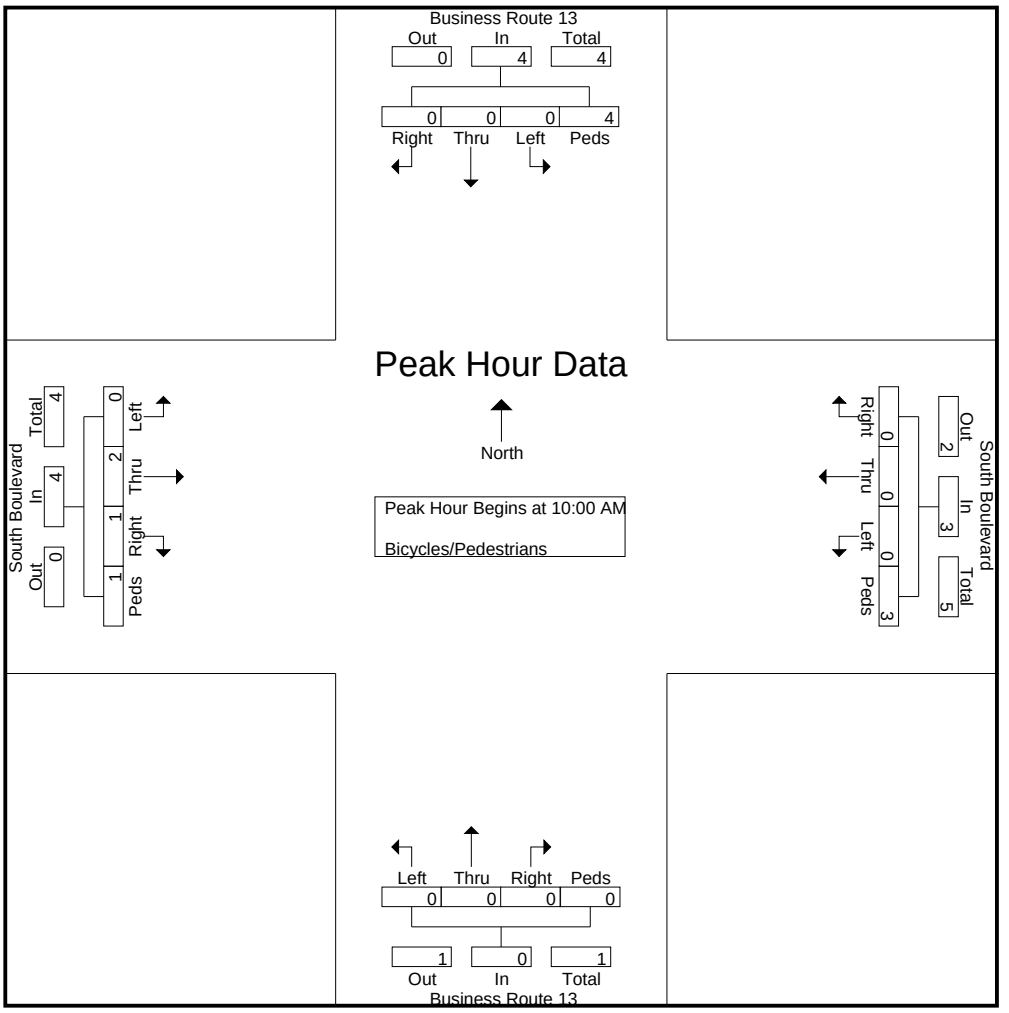


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Counted By: DO
Weather: Sunny
Intersection: BUS13 @ South Blvd

File Name : BUS 13 @ South - 930 - 1130 - R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 2

	Business Route 13 Southbound					South Boulevard Westbound					Business Route 13 Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**3**	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	3
10:45 AM	0	0	0	**3**	**3**	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	**5**
Total Volume	0	0	0	4	4	0	0	0	3	3	0	0	0	0	0	0	2	1	1	4	11
% App. Total	0	0	0	100		0	0	0	100		0	0	0	0		0	50	25	25		
PHF	.000	.000	.000	.333	.333	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.500	.250	.250	.333	.550



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Counted By: KB
Weather: Sunny
Intersection: BUS 13 @ South Blvd

File Name : BUS 13 @ South - PM -R
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Start Date : 10/9/2014
Page No : 1

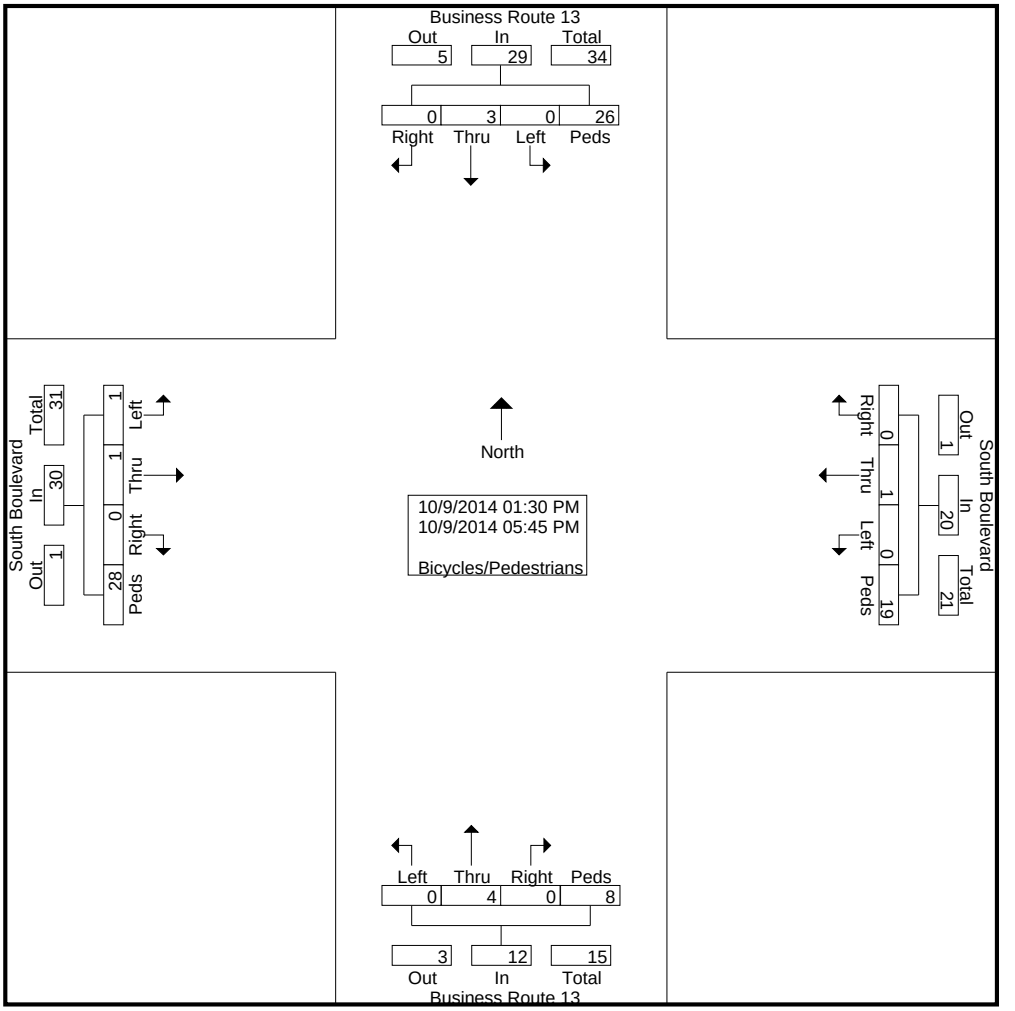
Groups Printed- Bicycles/Pedestrians

	Business Route 13 Southbound					South Boulevard Westbound					Business Route 13 Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:15 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	0	0	0	6	6	12
02:30 PM	0	1	0	4	5	0	1	0	4	5	0	0	0	2	2	0	0	0	6	6	18
02:45 PM	0	1	0	4	5	0	0	0	1	1	0	0	0	0	0	0	1	0	2	3	9
Total	0	2	0	12	14	0	1	0	5	6	0	0	0	4	4	0	1	0	15	16	40
03:00 PM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	6
03:15 PM	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	7
03:30 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
Total	0	0	0	10	10	0	0	0	6	6	0	0	0	2	2	0	0	0	2	2	20
04:00 PM	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	2	0	0	0	1	1	0	2	0	2	4	0	0	0	3	3	10
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	6
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	1	1	0	0	0	5	5	0	1	0	0	1	1	0	0	2	3	10
Total	0	0	0	3	3	0	0	0	7	7	0	2	0	0	2	1	0	0	7	8	20
Grand Total	0	3	0	26	29	0	1	0	19	20	0	4	0	8	12	1	1	0	28	30	91
Apprch %	0	10.3	0	89.7		0	5	0	95		0	33.3	0	66.7		3.3	3.3	0	93.3		
Total %	0	3.3	0	28.6	31.9	0	1.1	0	20.9	22	0	4.4	0	8.8	13.2	1.1	1.1	0	30.8	33	

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Counted By: KB
Weather: Sunny
Intersection: BUS 13 @ South Blvd

File Name : BUS 13 @ South - PM -R
Site Code : 00000000
Start Date : 10/9/2014

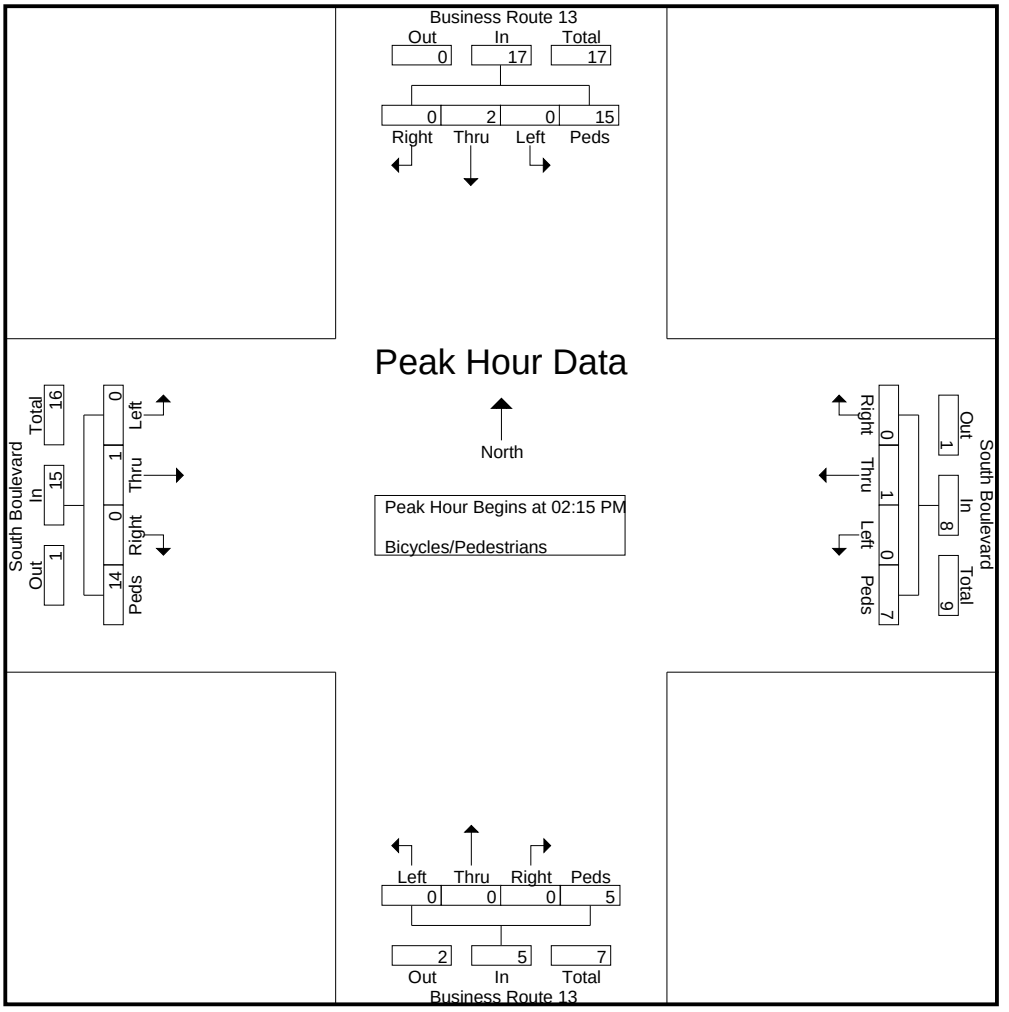


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Counted By: KB
Weather: Sunny
Intersection: BUS 13 @ South Blvd

File Name : BUS 13 @ South - PM -R
Site Code : 00000000
Start Date : 10/9/2014
Page No : 3

	Business Route 13 Southbound					South Boulevard Westbound					Business Route 13 Northbound					South Boulevard Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	0	0	**4**	4	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	**6**	**6**	12
02:30 PM	0	**1**	0	4	**5**	0	**1**	0	**4**	**5**	0	0	0	2	2	0	0	0	6	6	**18**
02:45 PM	0	1	0	4	5	0	0	0	1	1	0	0	0	0	0	0	**1**	0	2	3	9
03:00 PM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	6
Total Volume	0	2	0	15	17	0	1	0	7	8	0	0	0	5	5	0	1	0	14	15	45
% App. Total	0	11.8	0	88.2		0	12.5	0	87.5		0	0	0	100		0	6.7	0	93.3		
PHF	.000	.500	.000	.938	.850	.000	.250	.000	.438	.400	.000	.000	.000	.625	.625	.000	.250	.000	.583	.625	.625



CRASH DATA

Wendy Gingerich

From: Wendy Gingerich <wjg@dbfinc.com>
Sent: Tuesday, October 21, 2014 12:28 PM
To: 'khearn@salisburypd.com'
Subject: Eastern Shore Drive Corridor Study - Accident Reports
Attachments: Google Earth - Crash Data Request.pdf

Ms. Hearn,

I am contacting you in reference to the Eastern Shore Drive Corridor Study that our firm in conducting for the Salisbury/Wicomico Metropolitan Planning Organization. The study limits are along Eastern Shore Drive and South Division Street. We are evaluating many intersections in the area and part of our analysis is to analyze the type and number of crashes at an intersection to determine if improvements can be done to the intersections to eliminate potential safety issues. We are also interested in any pedestrian collisions at any of the intersections and along the corridor. We would like the most recent three (3) year crash data for the following intersections:

1) Eastern Shore Drive @ E. Carroll Street
2) Eastern Shore Drive @ E. Vine Street
3) Eastern Shore Drive @ South Boulevard
4) South Boulevard @ South Tower Drive
5) US Business Route 13 @ South Boulevard
6) Eastern Shore Drive @ South Division Street / College Square Access
7) South Division Street @ Carrollton Avenue
8) Eastern Shore Drive / South Division Street @ College Avenue
9) W. College Avenue @ South Tower Drive
10) South Division Street @ Avery Street
11) South Division Street @ Onley Road / Bateman Street
12) South Division Street @ Milford Street.

A Google Earth aerial is also attached showing the intersections of interest. While the above 12 intersection were counted by our firm, we are also interested in the corridor as a whole, to determine how the corridor functions from a safety standpoint. We understand that the lists of intersections is large, but we also would like to request data from any crashes that have occurred along Eastern Shore Drive/South Division Street from E. Carroll Street to Milford Street.

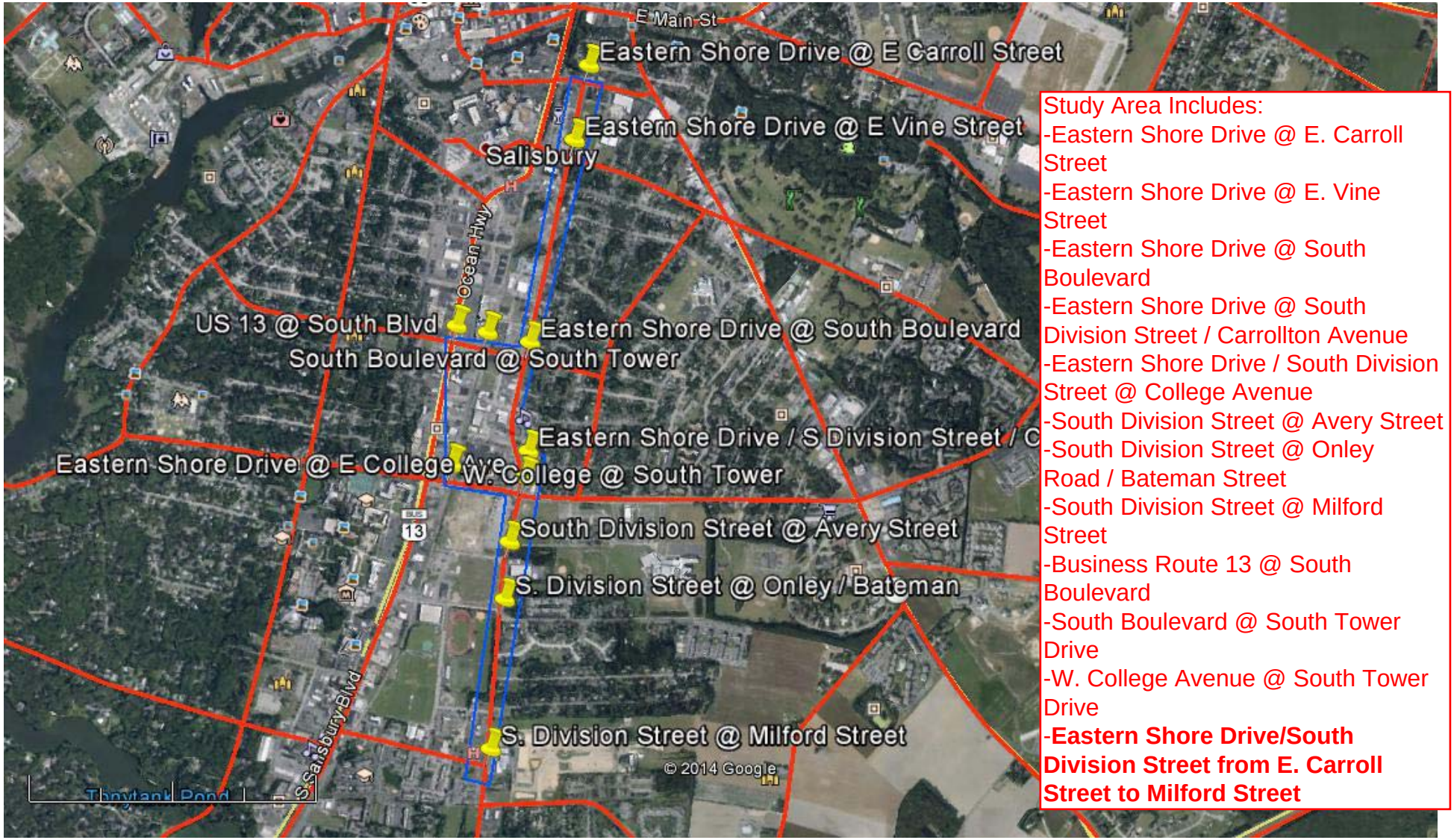
Thank you in advance for your time. Please reply or call if you have any questions or concerns.

Thanks,

Wendy Carpenter

Wendy Gingerich Carpenter | Traffic Engineer | Milford Office
23 N. Walnut Street | Milford , DE 19963 | www.dbfinc.com
Office: 302-424-1441| Fax: 302-424-0430 | Email: wjg@dbfinc.com

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Study Area Includes:
-Eastern Shore Drive @ E. Carroll Street
-Eastern Shore Drive @ E. Vine Street
-Eastern Shore Drive @ South Boulevard
-Eastern Shore Drive @ South Division Street / Carrollton Avenue
-Eastern Shore Drive / South Division Street @ College Avenue
-South Division Street @ Avery Street
-South Division Street @ Onley Road / Bateman Street
-South Division Street @ Milford Street
-Business Route 13 @ South Boulevard
-South Boulevard @ South Tower Drive
-W. College Avenue @ South Tower Drive
-**Eastern Shore Drive/South Division Street from E. Carroll Street to Milford Street**

Google earth

miles 2
km 3

AERIAL PHOTOGRAPHY
APRIL 9, 2013

EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND
CRASH DATA REQUEST

Wendy Gingerich

From: Kendahl Hearn <KHearn@salisburypd.com>
Sent: Friday, October 24, 2014 2:44 PM
To: Wendy Gingerich
Subject: RE: Eastern Shore Drive Corridor Study - Accident Reports
Attachments: Eastern Shore Dr Traffic Accident Study Wendy Gingerich Carpenter DBF 102414.xlsx

Ms Carpenter-

I queried the information you requested based on calls for service. Reports are called in and given an incident number and then a disposition which shows if there was anything further for that incident. In the case of accidents, if a report is done, the disposition would be MAARS or Cleared by Arrest. The city is broken down into small reporting areas called "beats" and the easiest way to get what you are looking for was to seacrh by beats. The beats include more area than just the intersections you asked for but since you said you were interested in anything along the corridor, I am sending all of the data for this area.

I have attached an Excel spreadsheet which contains a map of the area I queried, a list of accidents reported in the past 3 years which have reports, a list of all accidents reported during the same time period (all dispositions), and a list of pedestrian accidents in that area.

Let me know if you have any questions or need something else.

Kendahl

Kendahl J Hearn
Crime Data Analyst
Salisbury Police Department
699 W Salisbury Pkwy
Salisbury, MD 21801
410-548-3143
410-548-5980 (Fax)
khearn@salisburypd.com

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From: Wendy Gingerich [mailto:wjg@dbfinc.com]
Sent: Tuesday, October 21, 2014 12:28 PM
To: Kendahl Hearn
Subject: Eastern Shore Drive Corridor Study - Accident Reports

Ms. Hearn,

I am contacting you in reference to the Eastern Shore Drive Corridor Study that our firm in conducting for the Salisbury/Wicomico Metropolitan Planning Organization. The study limits are along Eastern Shore Drive and South Division Street. We are evaluating many intersections in the area and part of our analysis is to analyze the type and number of crashes at an intersection to determine if improvements can be done to the intersections to eliminate

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A Google Earth aerial is also attached showing the intersections of interest. While the above 12 intersection were counted by our firm, we are also interested in the corridor as a whole, to determine how the corridor functions from a safety standpoint. We understand that the lists of intersections is large, but we also would like to request data from any crashes that have occurred along Eastern Shore Drive/South Division Street from E. Carroll Street to Milford Street.

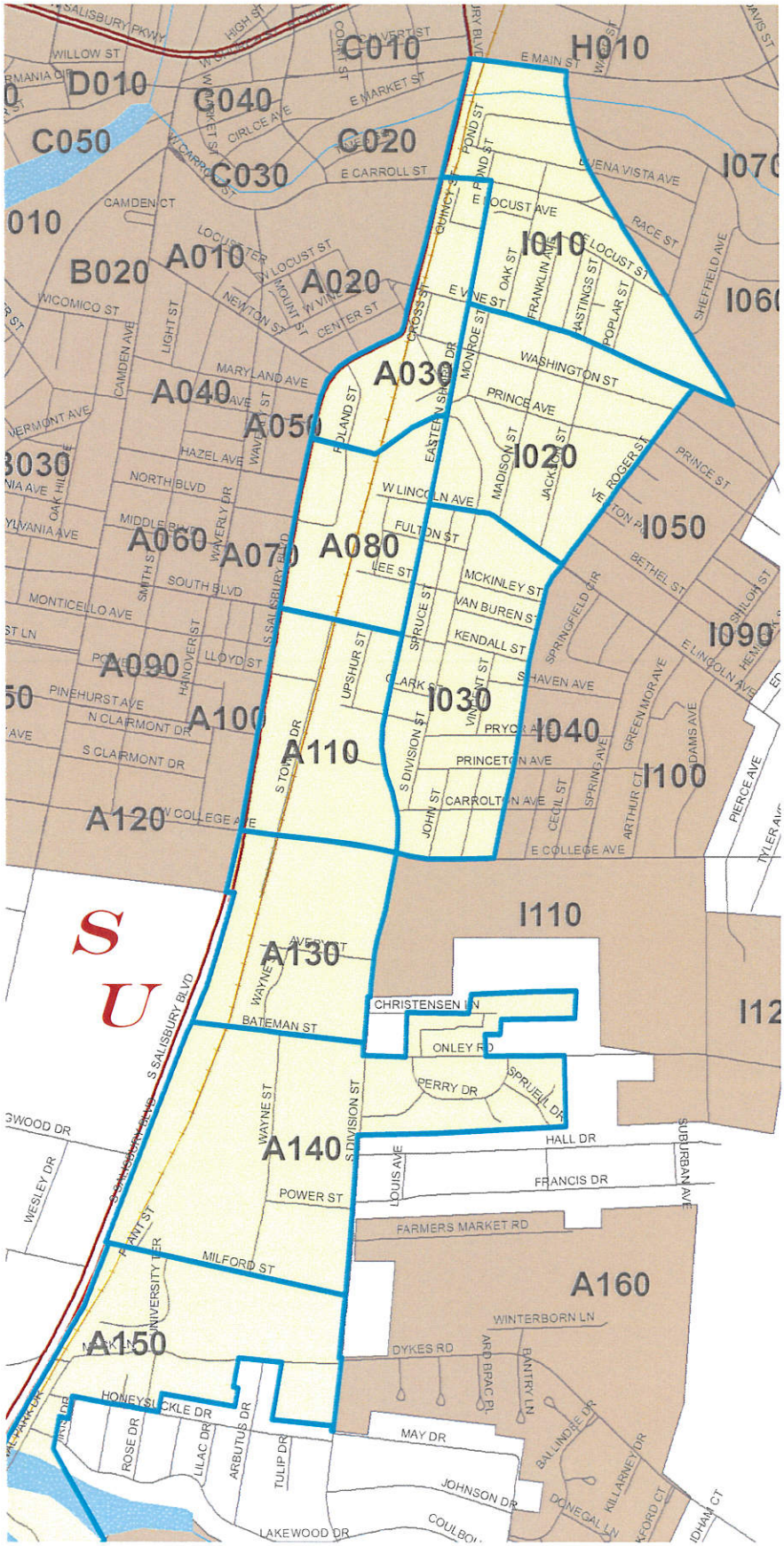
Thank you in advance for your time. Please reply or call if you have any questions or concerns.

Thanks,

Wendy Carpenter

Wendy Gingerich Carpenter | **Traffic Engineer** | **Milford Office**
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Office: 302-424-1441| Fax: 302-424-0430 | Email: wjg@dbfinc.com

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LEE ST
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KENDALL ST
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PRYOR AVE
PRINCETON AVE
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N CLAIRMONT DR
PINEHURST AVE
MONTICELLO AVE
SOUTH BLVD
NORTH BLVD
MARYLAND AVE
HAZEL AVE
WICOMICO ST
CAMDEN CT
CIRCLE AVE
CENTER ST
NEWTON ST
BETHEL ST
SHILOH ST
E LINCOLN AVE
PIERCE AVE
TYLER AVE
ARTHUR CT
GREENMOR AVE
ADAMS AVE
SPRINGFIELD DR
SHEFFIELD AVE
RACE ST
POPLAR ST
FRANKLIN ST
OAK ST
POND ST
CHURCH ST
CROSS ST
MONROE ST
MADISON ST
JACKSON ST
W ROGER ST
PRINCE ST
EASTERN SHORE DR
POLAND ST
WAVERLY DR
SMITH ST
HANOVER ST
LLOYD ST
UPSHUR ST
SPRUCE ST
VINE ST
S DIVISION ST
JOHN ST
CECIL ST
SPRING AVE
S SALISBURY BLVD
S TOWER DR
WAYNE ST
AVERY ST
BATEMAN ST
CHRISTENSEN LN
ONLEY RD
PERRY DR
SPRUELL DR
HALL DR
FRANCIS DR
SUBURBAN AVE
LOUIS AVE
POWER ST
FARMERS MARKET RD
MILFORD ST
WINTERBORN LN
DYKES RD
ARD RPAC PL
BANTRY LN
BALLINDREE DR
KILLARNEY DR
DONEGAL LN
MAY DR
JOHNSON DR
HONEYSUCKLE DR
ROSE DR
LILAC DR
ARBUTUS DR
TULIP DR
LAKEWOOD DR
UNIVERSITY TER
WESLEY DR
S
U

Salisbury Police Department

Accidents (10/24/11- 10/23/14)- Beats A030, A080, A110, A130, A140, A150, I010, I020, I030

Reported	Incident #	Activity	Location	CommonPlace
10/26/11 13:39	201100042079	M/V Accident PropDam	Snow Hill Rd/E Main St	
10/27/11 10:03	201100042217	M/V Accident PropDam	S Division St/Milford St	
10/27/11 15:29	201100042259	M/V Accident PropDam	S Salisbury Bv/W College Av	
10/27/11 15:33	201100042260	M/V Accident PropDam	S Division St/Onley Rd	
10/29/11 4:45	201100042535	M/V Accident PI	S Division St/Milford St	
10/29/11 13:37	201100042574	Hit And Run PropDam	751 S Salisbury Bv	Giant
10/31/11 10:04	201100042840	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
10/31/11 15:04	201100042882	M/V Accident PropDam	E College Av/Roger St	
10/31/11 19:23	201100042926	M/V Accident PropDam	Eastern Shore Dr/E College Av	
11/1/11 15:04	201100043034	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
11/1/11 15:10	201100043035	M/V Accident PropDam	Snow Hill Rd/E Main St	
11/2/11 6:54	201100043112	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
11/2/11 13:59	201100043162	M/V Accident PropDam	215 E Vine St	Salvation Army
11/2/11 19:25	201100043205	Hit And Run PropDam	751 S Salisbury Bv	Giant Food
11/2/11 21:36	201100043221	M/V Accident PropDam	S Salisbury Bv/South Bv	
11/4/11 10:14	201100043447	Hit And Run PropDam	1015 Eastern Shore Dr	Sobo's Wine Sistro
11/4/11 12:35	201100043470	Hit And Run PropDam	751 S Salisbury Bv	Giant
11/4/11 19:33	201100043532	M/V Accident PropDam	1020 Eastern Shore Dr	Valero
11/6/11 0:29	201100043730	M/V Accident PropDam	1147 S Salisbury Bv	Monkey Barrel
11/6/11 1:13	201100043740	M/V Accident PropDam	733 Roland St	The Bottle Factory
11/7/11 19:13	201100043974	M/V Accident PropDam	Eastern Shore Dr/E Vine St	
11/8/11 14:00	201100044090	M/V Accident PropDam	Poplar St/E Vine St	
11/11/11 15:10	201100044552	M/V Accident PI	Snow Hill Rd/E Main St	
11/11/11 17:10	201100044564	Hit And Run PropDam	S Salisbury Bv/South Bv	
11/11/11 18:07	201100044571	M/V Accident PropDam	1013 S Salisbury Bv	Bikesport
11/14/11 17:18	201100045025	M/V Accident PropDam	S Division St/Avery St	
11/14/11 19:00	201100045033	M/V Accident PropDam	S Salisbury Bv/W College Av	
11/16/11 14:16	201100045271	Hit And Run PropDam	E Carroll St/Eastern Shore Dr	
11/16/11 14:31	201100045275	Hit And Run PropDam	S Division St/Milford St	
11/16/11 14:56	201100045282	M/V Accident PropDam	W College Av/Eastern Shore Dr	
11/16/11 15:24	201100045285	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
11/18/11 1:23	201100045503	M/V Accident PropDam	1307 S Salisbury Bv	Romeo's Pizzeria
11/18/11 15:39	201100045602	M/V Accident PropDam	S Salisbury Bv/W College Av	

Reported	Incident #	Activity	Location	CommonPlace
11/20/11 12:41	201100045870	Hit And Run PropDam	751 S Salisbury Bv	Giant
11/21/11 12:15	201100045984	M/V Accident PropDam	436 Eastern Shore Dr	Pacific Pride
11/21/11 16:04	201100046011	M/V Accident PropDam	S Salisbury Bv/Milford St	
11/22/11 11:51	201100046132	Hit And Run PropDam	1045 S Salisbury Bv	Plaza Tapatia
11/22/11 13:10	201100046141	M/V Accident PropDam	S Salisbury Bv/E Carroll St	
11/24/11 12:14	201100046444	M/V Accident PI	107 E Lincoln Av	
11/28/11 14:12	201100047037	M/V Accident PropDam	S Salisbury Bv/Milford St	
11/29/11 9:36	201100047121	M/V Accident PI	Roger St/Carrolton Av	
11/29/11 12:26	201100047140	M/V Accident PropDam	125 W College Av	Superfresh
11/30/11 12:19	201100047284	M/V Accident PropDam	917 S Salisbury Bv	Sage Diner
12/1/11 14:53	201100047507	M/V Accident PropDam	Eastern Shore Dr/South Bv	
12/2/11 8:59	201100047620	M/V Accident PropDam	400 E Main St	Neighborcare
12/2/11 12:40	201100047657	M/V Accident PropDam	200 Carrolton Av	
12/4/11 12:27	201100047917	M/V Accident PropDam	1020 Eastern Shore Dr	Valero
12/4/11 15:47	201100047934	M/V Accident PropDam	1411 University Ter	University Park Unit G
12/5/11 16:12	201100048051	Hit And Run PropDam	101 Cedar Crossing Rd	
12/5/11 17:11	201100048059	M/V Accident PropDam	Snow Hill Rd/E Main St	
12/6/11 10:14	201100048165	M/V Accident PropDam	1345 S Division St	Doctor Cocky
12/6/11 14:14	201100048194	M/V Accident PropDam	106 Milford St	
12/6/11 20:44	201100048229	M/V Accident PropDam	114 Onley Rd	
12/8/11 14:19	201100048485	Hit And Run PropDam	833 S Salisbury Bv	Rite Aid
12/8/11 17:12	201100048504	M/V Accident PropDam	1407 S Salisbury Bv	Queens Nails
12/8/11 18:33	201100048519	Hit And Run PropDam	1402 University Ter	
12/9/11 8:27	201100048592	M/V Accident PI	S Salisbury Bv/South Bv	
12/10/11 11:08	201100048819	Hit And Run PropDam	833 S Salisbury Bv	Rite Aid
12/10/11 23:46	201100048918	M/V Accident PropDam	1147 S Salisbury Bv	Monkey Barrel
12/12/11 5:43	201100049095	M/V Accident PropDam	821 Eastern Shore Dr	Bill Martin & Associates
12/13/11 10:47	201100049275	M/V Accident PropDam	845 S Salisbury Bv	University Car Wash
12/14/11 10:25	201100049431	M/V Accident PI	1151 S Salisbury Bv	Pats Pizza
12/14/11 13:20	201100049454	M/V Accident PropDam	S Salisbury Bv/Milford St	
12/15/11 10:01	201100049638	M/V Accident PI	Eastern Shore Dr/S Division St	
12/15/11 18:44	201100049697	M/V Accident PI	S Salisbury Bv/South Bv	
12/16/11 21:36	201100049883	M/V Accident PropDam	S Salisbury Bv/E Vine St	
12/18/11 15:20	201100050139	M/V Accident PropDam	S Salisbury Bv/W College Av	
12/19/11 12:44	201100050270	M/V Accident PropDam	651 Roland St	Napa Auto Parts
12/21/11 12:46	201100050671	M/V Accident PropDam	S Division St/Van Buren Av	

Reported	Incident #	Activity	Location	CommonPlace
12/27/11 12:35	201100051540	M/V Accident PropDam	215 E Vine St	Salvation Army
12/27/11 15:17	201100051554	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
12/27/11 20:34	201100051581	M/V Accident PropDam	Eastern Shore Dr/E College Av	
12/29/11 18:47	201100051914	M/V Accident PI	S Salisbury Bv/South Bv	
12/30/11 22:50	201100052092	M/V Accident PropDam	121 W College Av	Ace
1/3/12 13:08	201200000319	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
1/6/12 10:08	201200000723	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
1/12/12 9:40	201200001636	M/V Accident PI	W College Av/Eastern Shore Dr	
1/12/12 14:15	201200001672	M/V Accident PropDam	106 Milford St	
1/12/12 17:56	201200001689	Hit And Run PropDam	1009 S Salisbury Bv	Breaktime
1/15/12 9:22	201200002090	M/V Accident PropDam	751 S Salisbury Bv	Giant
1/17/12 13:33	201200002359	M/V Accident PropDam	400 E Main St	Neighborcare
1/19/12 15:20	201200002640	M/V Accident PropDam	1025 Eastern Shore Dr	Asian Tastes
1/19/12 16:23	201200002645	M/V Accident PropDam	Eastern Shore Dr/South Bv	
1/21/12 17:42	201200002924	M/V Accident PropDam	S Division St/Washington St	
1/22/12 18:52	201200003044	M/V Accident PropDam	S Salisbury Bv/E Vine St	
1/23/12 12:09	201200003118	M/V Accident PI	Snow Hill Rd/E Carroll St	
1/23/12 20:56	201200003167	M/V Accident PropDam	1053 S Salisbury Bv	Thirsty's
1/24/12 13:55	201200003260	M/V Accident PropDam	S Salisbury Bv/W College Av	
1/25/12 12:32	201200003410	M/V Accident PropDam	1121 S Salisbury Bv	Pasco
1/25/12 22:30	201200003486	Hit And Run PropDam	1009 S Salisbury Bv	Breaktime
1/26/12 7:19	201200003531	Hit And Run PI	Pryor Av/Roger St	
1/27/12 17:08	201200003754	M/V Accident PropDam	S Salisbury Bv/South Bv	
2/1/12 14:01	201200004448	M/V Accident PropDam	S Salisbury Bv/W College Av	
2/2/12 12:50	201200004564	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
2/5/12 1:20	201200004969	Hit And Run PropDam	121 Onley Rd	
2/8/12 20:24	201200005406	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
2/10/12 18:47	201200005749	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
2/11/12 10:17	201200005855	M/V Accident PropDam	937 S Salisbury Bv	Phillips Dry Cleaners
2/11/12 16:20	201200005888	M/V Accident PropDam	937 S Salisbury Bv	Phillips Cleaners
2/11/12 22:28	201200005926	M/V Accident PropDam	Eastern Shore Dr/S Division St	
2/13/12 8:31	201200006055	M/V Accident PropDam	701 S Salisbury Bv	Expert Tire
2/13/12 16:04	201200006123	M/V Accident PropDam	124 South Bv	Crazy Louie's Pawn Shop
2/13/12 16:36	201200006130	M/V Accident PropDam	909 S Salisbury Bv	Carl King Tire
2/13/12 17:20	201200006133	M/V Accident PropDam	701 S Division St	Harris Market
2/13/12 21:17	201200006150	Hit And Run PropDam	107 Prince St	

Reported	Incident #	Activity	Location	CommonPlace
2/14/12 8:37	201200006196	M/V Accident PropDam	1020 Eastern Shore Dr	Shorestop
2/14/12 14:06	201200006257	M/V Accident PropDam	1503 S Salisbury Bv	Shore Bank
2/14/12 16:03	201200006281	M/V Accident PropDam	E Locust St/Snow Hill Rd	
2/15/12 11:05	201200006384	M/V Accident PropDam	Perry Dr/Onley Rd	
2/15/12 16:15	201200006440	M/V Accident PropDam	Snow Hill Rd/E Main St	
2/17/12 18:26	201200006754	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
2/18/12 14:12	201200006888	M/V Accident PI	1307 S Salisbury Bv	Romeos Pizza
2/18/12 17:59	201200006912	M/V Accident PropDam	S Salisbury Bv/W College Av	
2/19/12 2:15	201200006984	M/V Accident PropDam	S Salisbury Bv/W College Av	
2/19/12 14:57	201200007043	M/V Accident PropDam	751 S Salisbury Bv	Giant
2/23/12 7:22	201200007482	M/V Accident PropDam	Eastern Shore Dr/Lee St	
2/23/12 12:25	201200007514	M/V Accident PropDam	Eastern Shore Dr/Washington St	
2/23/12 13:52	201200007527	M/V Accident PropDam	677 S Salisbury Bv	Soft Touch Car Wash
2/23/12 16:24	201200007546	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
2/25/12 0:32	201200007785	Hit And Run PropDam	Perry Dr/Onley Rd	
2/25/12 11:02	201200007822	Hit And Run PropDam	1404 University Ter	
2/25/12 15:45	201200007849	M/V Accident PropDam	717 S Salisbury Bv	Liberty Tax Service
2/25/12 17:30	201200007864	M/V Accident PI	Milford St/Wayne St	
2/28/12 13:07	201200008235	M/V Accident PropDam	917 S Salisbury Bv	Sage Diner
2/29/12 12:38	201200008374	Hit And Run PropDam	651 Roland St	Napa Auto Parts
2/29/12 17:00	201200008407	M/V Accident PropDam	1025 S Salisbury Bv	Burger King
2/29/12 17:49	201200008413	Hit And Run PropDam	1101 S Salisbury Bv	Wendys
2/29/12 20:34	201200008424	M/V Accident PropDam	E College Av/John St	
3/1/12 16:19	201200008564	Hit And Run PropDam	106 Milford St	Delmarva Heart LLC
3/2/12 13:09	201200008715	M/V Accident PI	S Salisbury Bv/W College Av	
3/5/12 10:00	201200009134	M/V Accident PropDam	106 Milford St	Delmarva Heart LLC
3/5/12 14:56	201200009167	M/V Accident PropDam	1111 S Salisbury Bv	Arbys
3/5/12 15:38	201200009172	M/V Accident PI	S Salisbury Bv/W College Av	
3/7/12 7:25	201200009383	M/V Accident PropDam	Snow Hill Rd/E Carroll St	
3/9/12 18:24	201200009770	M/V Accident PropDam	1400 University Ter	
3/10/12 8:07	201200009850	M/V Accident PropDam	412 E Main St	Burnett White
3/10/12 11:20	201200009864	M/V Accident PropDam	1020 Eastern Shore Dr	Valero
3/11/12 15:47	201200010016	M/V Accident PropDam	200 Washington St	
3/13/12 17:43	201200010313	M/V Accident PropDam	123 Milford St	
3/15/12 16:54	201200010588	M/V Accident PI	Eastern Shore Dr/E College Av	
3/16/12 12:04	201200010699	M/V Accident PI	Eastern Shore Dr/E College Av	

Reported	Incident #	Activity	Location	CommonPlace
3/17/12 18:45	201200010893	M/V Accident PI	Eastern Shore Dr/S Division St	
3/20/12 14:56	201200011309	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
3/20/12 16:11	201200011325	Hit And Run PropDam	S Salisbury Bv/E Vine St	
3/22/12 15:29	201200011652	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
3/24/12 16:22	201200012007	M/V Accident PropDam	S Salisbury Bv/Milford St	
3/25/12 1:06	201200012083	M/V Accident PropDam	707 Roland St	Gomezs Barber Shop
3/26/12 16:34	201200012329	M/V Accident PropDam	Bateman St/Wayne St	
3/26/12 17:08	201200012336	M/V Accident PI	1045 S Salisbury Bv	Plaza Tapatia
3/28/12 13:32	201200012626	M/V Accident PropDam	S Salisbury Bv/W College Av	
3/28/12 21:47	201200012685	Hit And Run PropDam	208 Washington St	
3/30/12 15:34	201200012918	M/V Accident PropDam	Eastern Shore Dr/S Division St	
3/31/12 16:05	201200013058	M/V Accident PropDam	751 S Salisbury Bv	Giant
4/1/12 2:06	201200013131	Hit And Run PropDam	733 Roland St	Gullys
4/2/12 11:04	201200013289	M/V Accident PropDam	200 Bateman St	SU Parking Garage
4/4/12 14:29	201200013633	M/V Accident PropDam	121 W College Av	Ace Hardware
4/6/12 11:19	201200013928	Hit And Run PropDam	S Salisbury Bv/W College Av	
4/8/12 17:23	201200014246	M/V Accident PropDam	831 S Salisbury Bv	Rita's Italian Ice
4/10/12 9:28	201200014461	M/V Accident PI	121 W College Av	Ace Hardware
4/15/12 5:21	201200015179	M/V Accident PropDam	Bateman St/Wayne St	
4/16/12 12:39	201200015342	M/V Accident PI	Eastern Shore Dr/E College Av	
4/16/12 14:27	201200015356	M/V Accident PropDam	409 Washington St	
4/17/12 10:14	201200015465	Hit And Run PropDam	910 Eastern Shore Dr	EASTERN SHORE MEDICAL CENTER
4/18/12 10:49	201200015599	M/V Accident PI	100 E Carroll St	
4/19/12 8:22	201200015744	M/V Accident PropDam	1301 S Salisbury Bv	Hardee's
4/19/12 17:38	201200015823	M/V Accident PropDam	E Main St/Snow Hill Rd	
4/20/12 17:07	201200015998	M/V Accident PI	S Salisbury Bv/W College Av	
4/24/12 7:49	201200016434	M/V Accident PropDam	400 Eastern Shore Dr	Eastern Shore Pharmacy
4/25/12 17:31	201200016692	M/V Accident PropDam	124 South Bv	Crazy Louie's Pawn Shop
4/25/12 22:14	201200016728	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
4/26/12 9:46	201200016775	M/V Accident PropDam	1403 S Salisbury Bv	Auto Zone
4/26/12 11:15	201200016788	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/28/12 9:48	201200017072	Hit And Run PropDam	1400 Seagull Ln	Seagull Village
4/28/12 12:32	201200017090	M/V Accident PI	Snow Hill Rd/E Main St	
4/29/12 15:53	201200017270	Hit And Run PI	751 S Salisbury Bv	Giant
4/30/12 11:02	201200017357	M/V Accident PropDam	S Salisbury Bv/South Bv	
4/30/12 18:21	201200017405	M/V Accident PI	Vincent St/Kendall St	

Reported	Incident #	Activity	Location	CommonPlace
5/2/12 2:24	201200017585	M/V Accident PI	421 Franklin St	
5/3/12 12:39	201200017761	M/V Accident PropDam	S Salisbury Bv/W College Av	
5/3/12 18:32	201200017817	M/V Accident PI	Wayne St/Power St	
5/4/12 10:18	201200017916	M/V Accident PropDam	1305 S Salisbury Bv	McDonald's
5/4/12 12:09	201200017926	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
5/5/12 22:37	201200018155	Hit And Run PropDam	1025 S Salisbury Bv	Burger King
5/6/12 18:40	201200018225	Hit And Run PropDam	831 S Salisbury Bv	Ritas Italian Ice
5/7/12 11:16	201200018283	M/V Accident PropDam	1406 University Ter	University Park Unit C
5/7/12 19:39	201200018335	M/V Accident PI	S Salisbury Bv/Milford St	
5/9/12 14:52	201200018541	M/V Accident PropDam	1020 Eastern Shore Dr	Valero
5/9/12 17:58	201200018554	Hit And Run PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
5/9/12 20:46	201200018566	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
5/10/12 14:24	201200018636	Hit And Run PropDam	1015 Eastern Shore Dr	Sobo's Wine Bistro
5/12/12 18:47	201200018983	M/V Accident PropDam	S Salisbury Bv/E Vine St	
5/12/12 21:03	201200018998	Hit And Run PropDam	311 Prince St	
5/13/12 2:28	201200019045	M/V Accident PropDam	717 Roland St	
5/14/12 18:09	201200019254	Hit And Run PropDam	1019 Eastern Shore Dr	Sensational Seafood
5/15/12 9:25	201200019323	Hit And Run PropDam	825 S Division St	
5/17/12 17:16	201200019668	Hit And Run PropDam	751 S Salisbury Bv	Giant
5/17/12 19:01	201200019686	M/V Accident PropDam	S Division St/W Lincoln Av	
5/18/12 11:17	201200019767	M/V Accident PropDam	751 S Salisbury Bv	Giant
5/18/12 18:13	201200019814	M/V Accident PropDam	751 S Salisbury Bv	Giant
5/21/12 16:04	201200020150	Hit And Run PropDam	600 S Division St	Gene's Taxi
5/22/12 13:25	201200020256	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
5/25/12 12:26	201200020616	Hit And Run PropDam	751 S Salisbury Bv	Giant
5/26/12 17:21	201200020787	M/V Accident PI	751 S Salisbury Bv	Giant
5/27/12 13:59	201200020886	Hit And Run PropDam	307 E Lincoln Av	
5/30/12 17:10	201200021274	M/V Accident PI	1015 S Salisbury Bv	Burger King
5/31/12 15:39	201200021407	M/V Accident PI	945 S Salisbury Bv	Popeyes
6/2/12 11:28	201200021672	M/V Accident PropDam	751 S Salisbury Bv	Giant
6/4/12 12:56	201200021951	M/V Accident PropDam	751 S Salisbury Bv	Giant
6/4/12 15:38	201200021971	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
6/5/12 17:07	201200022121	M/V Accident PropDam	South Bv/S Salisbury Bv	
6/6/12 14:25	201200022247	Hit And Run PropDam	121 W College Av	Ace Hardware
6/8/12 16:14	201200022526	Hit And Run PropDam	1121 S Salisbury Bv	Pasco
6/12/12 12:14	201200023116	M/V Accident PropDam	401 Eastern Shore Dr	Coastal Copy Systems

Reported	Incident #	Activity	Location	CommonPlace
6/12/12 12:25	201200023118	M/V Accident PropDam	Snow Hill Rd/E Main St	
6/15/12 15:47	201200023612	M/V Accident PropDam	411 Washington St	
6/16/12 13:20	201200023726	M/V Accident PropDam	831 S Salisbury Bv	Ritas Italian Ice
6/20/12 13:37	201200024300	M/V Accident PropDam	S Division St/Cross St	
6/20/12 16:45	201200024316	M/V Accident PropDam	751 S Salisbury Bv	Giant
6/21/12 13:12	201200024405	M/V Accident PropDam	1121 S Salisbury Bv	Pasco
6/22/12 16:44	201200024568	M/V Accident PropDam	751 S Salisbury Bv	Giant
6/23/12 21:28	201200024782	Hit And Run PropDam	200 Elmwood St	Evolution Craft Brewing And Public House
6/24/12 12:09	201200024865	M/V Accident PropDam	W College Av/Eastern Shore Dr	
6/25/12 17:13	201200025057	M/V Accident PI	Eastern Shore Dr/E Carroll St	
6/25/12 19:16	201200025070	Hit And Run PropDam	Washington St/Jackson St	
6/25/12 22:20	201200025088	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
6/27/12 20:47	201200025334	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
6/28/12 15:01	201200025449	M/V Accident PropDam	833 S Salisbury Bv	Rite Aid
6/28/12 17:31	201200025474	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
6/28/12 18:16	201200025485	M/V Accident PropDam	Washington St/Eastern Shore Dr	
6/29/12 11:47	201200025597	M/V Accident PI	125 W College Av	Super Fresh
6/29/12 12:42	201200025604	M/V Accident PropDam	S Salisbury Bv/North Bv	
7/1/12 15:01	201200025836	M/V Accident PropDam	E College Av/John St	
7/6/12 14:01	201200026460	M/V Accident PropDam	751 S Salisbury Bv	Giant
7/7/12 10:31	201200026590	M/V Accident PropDam	HAZEL AV/Across From Walgreens	Walgreens
7/9/12 17:40	201200026951	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
7/13/12 10:32	201200027497	Hit And Run PropDam	751 S Salisbury Bv	Giant
7/13/12 11:39	201200027508	M/V Accident PropDam	1135 S Salisbury Bv	Horner Honda
7/13/12 19:31	201200027557	Hit And Run PropDam	119 South Bv	Halo Cafe
7/17/12 13:50	201200028008	M/V Accident PI	751 S Salisbury Bv	Giant
7/17/12 19:10	201200028042	M/V Accident PropDam	751 S Salisbury Bv	Giant
7/18/12 9:32	201200028113	M/V Accident PropDam	S Salisbury Bv/W College Av	
7/18/12 11:47	201200028131	M/V Accident PropDam	725 S Salisbury Bv	Community Pharmacy
7/18/12 12:07	201200028138	Hit And Run PropDam	728 Madison St	
7/23/12 12:58	201200028810	Hit And Run PropDam	Princeton Av/Marian St	
7/23/12 16:32	201200028846	M/V Accident PropDam	E College Av/Roger St	
7/23/12 16:44	201200028848	Hit And Run PropDam	S Division St/Milford St	
7/23/12 19:38	201200028868	Hit And Run PropDam	412 E Main St	Burnett White
7/24/12 11:47	201200028939	M/V Accident PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
7/25/12 11:16	201200029047	M/V Accident PropDam	136 Clemwood St	Kellys Collision

Reported	Incident #	Activity	Location	CommonPlace
7/26/12 8:28	201200029211	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
7/26/12 17:31	201200029267	M/V Accident PI	Eastern Shore Dr/E Vine St	
7/26/12 17:42	201200029268	Hit And Run PropDam	1025 Eastern Shore Dr	Asian Taste
7/27/12 14:13	201200029395	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
7/27/12 17:24	201200029411	M/V Accident PropDam	725 S Salisbury Bv	Community Pharmacy
8/2/12 12:01	201200030111	M/V Accident PropDam	S Division St/Milford St	
8/3/12 12:38	201200030266	M/V Accident PropDam	1300 S Division St	
8/3/12 15:58	201200030303	M/V Accident PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
8/5/12 10:18	201200030532	M/V Accident PropDam	S Salisbury Bv/South Bv	
8/6/12 13:24	201200030666	M/V Accident PI	106 Milford St	Labcorp
8/6/12 17:09	201200030695	M/V Accident PropDam	118 South Bv	Uniforms Unlimited
8/9/12 2:38	201200031002	M/V Accident PI	Snow Hill Rd/E Main St	
8/9/12 10:15	201200031029	M/V Accident PropDam	106 Milford St	DR KLOCEK
8/9/12 22:23	201200031125	M/V Accident PropDam	S Salisbury Bv/W College Av	
8/11/12 18:17	201200031328	M/V Accident PropDam	S Salisbury Bv/W College Av	
8/12/12 15:58	201200031439	Hit And Run PropDam	119 Princeton Av	
8/12/12 21:45	201200031457	Hit And Run PropDam	105 E College Av	Specific Gravity Pizzeria
8/13/12 18:46	201200031562	M/V Accident PI	Princeton Av/Roger St	
8/13/12 19:06	201200031565	M/V Accident PropDam	Eastern Shore Dr/E College Av	
8/15/12 15:44	201200031809	M/V Accident PropDam	Snow Hill Rd/E Main St	
8/16/12 12:06	201200031925	M/V Accident PI	S Salisbury Bv/W College Av	
8/17/12 17:37	201200032125	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
8/18/12 6:28	201200032204	M/V Accident PI	917 S Salisbury Bv	Sage Diner
8/18/12 13:11	201200032234	M/V Accident PropDam	S Salisbury Bv/W College Av	
8/19/12 23:31	201200032433	Hit And Run PropDam	1009 S Salisbury Bv	Break Time
8/20/12 8:50	201200032457	M/V Accident PropDam	S Division St/Eastern Shore Dr	
8/22/12 18:57	201200032758	M/V Accident PI	Roger St/Carrolton Av	
8/23/12 14:48	201200032862	M/V Accident PropDam	751 S Salisbury Bv	Giant
8/25/12 13:54	201200033168	M/V Accident PropDam	1301 S Salisbury Bv	Hardee's
8/26/12 17:30	201200033316	Hit And Run PropDam	S Salisbury Bv/W College Av	
8/27/12 11:51	201200033409	M/V Accident PropDam	S Salisbury Bv/South Bv	
8/29/12 13:02	201200033689	M/V Accident PropDam	1301 S Salisbury Bv	Hardee's
8/30/12 9:13	201200033785	M/V Accident PI	1305 S Salisbury Bv	McDonalds
8/31/12 12:59	201200033962	M/V Accident PI	659 S Salisbury Bv	Salisbury Immediate Care And Injury
9/1/12 12:45	201200034131	Hit And Run PropDam	1305 S Salisbury Bv	McDonalds
9/2/12 14:20	201200034295	M/V Accident PropDam	751 S Salisbury Bv	Giant

Reported	Incident #	Activity	Location	CommonPlace
9/4/12 9:47	201200034500	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/4/12 12:12	201200034519	M/V Accident PropDam	South Bv/S Salisbury Bv	
9/4/12 13:35	201200034528	M/V Accident PropDam	125 W College Av	Superfresh
9/4/12 16:30	201200034553	M/V Accident PropDam	South Bv/Tower Dr	
9/5/12 8:30	201200034618	M/V Accident PI	S Division St/Milford St	
9/7/12 16:46	201200034979	M/V Accident PropDam	S Salisbury Bv/E Vine St	
9/8/12 10:57	201200035074	M/V Accident PropDam	300 E Vine St	
9/10/12 20:05	201200035329	Hit And Run PropDam	751 S Salisbury Bv	Giant
9/13/12 22:53	201200035698	M/V Accident PropDam	1025 Eastern Shore Dr	Asian Taste
9/13/12 23:47	201200035706	M/V Accident PropDam	1411 Varsity Ln	
9/14/12 11:10	201200035760	M/V Accident PropDam	Eastern Shore Dr/Lee St	
9/16/12 2:25	201200036045	M/V Accident PropDam	717 Roland St	Rositas Bar
9/18/12 15:33	201200036322	M/V Accident PropDam	S Salisbury Bv/South Bv	
9/18/12 19:46	201200036354	M/V Accident PropDam	E Carroll St/Snow Hill Rd	
9/19/12 15:19	201200036439	M/V Accident PropDam	125 W College Av	Super Fresh
9/19/12 15:22	201200036441	Hit And Run PropDam	119 South Bv	Halo Shelter
9/21/12 0:17	201200036640	M/V Accident PropDam	205 Honeysuckle Dr	
9/21/12 7:36	201200036678	Hit And Run PropDam	414 E Locust St	
9/21/12 12:19	201200036721	M/V Accident PropDam	S Salisbury Bv/W College Av	
9/21/12 16:15	201200036747	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/23/12 0:49	201200036953	M/V Accident PropDam	S Division St/Onley Rd	
9/23/12 9:27	201200036977	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/26/12 16:23	201200037400	M/V Accident PropDam	123 W College Av	College Square
10/1/12 12:59	201200038036	M/V Accident PropDam	119 W College Av	Radio Shack
10/1/12 14:09	201200038047	M/V Accident PropDam	S Salisbury Bv/W College Av	
10/2/12 13:49	201200038211	Hit And Run PropDam	215 E Vine St	Salvation Army
10/6/12 17:25	201200038804	M/V Accident PropDam	Eastern Shore Dr/E Vine St	near Salvation Army
10/7/12 15:14	201200038933	Hit And Run PropDam	1025 S Salisbury Bv	Burger King
10/8/12 16:54	201200039079	M/V Accident PI	S Division St/Halsey Dr	
10/9/12 15:02	201200039186	Hit And Run PropDam	751 S Salisbury Bv	Giant
10/9/12 16:54	201200039204	M/V Accident PropDam	S Salisbury Bv/Milford St	
10/10/12 17:38	201200039364	M/V Accident PropDam	125 W College Av	Super Fresh
10/11/12 9:21	201200039429	M/V Accident PropDam	751 S Salisbury Bv	Giant
10/11/12 12:30	201200039454	M/V Accident PropDam	1135 S Salisbury Bv	Horner Honda
10/11/12 12:34	201200039455	Hit And Run PropDam	751 S Salisbury Bv	Giant
10/11/12 12:50	201200039457	M/V Accident PropDam	1415 University Ter	

Reported	Incident #	Activity	Location	CommonPlace
10/13/12 12:22	201200039757	M/V Accident PropDam	Eastern Shore Dr/E College Av	
10/14/12 19:34	201200039954	M/V Accident PropDam	751 S Salisbury Bv	Giant
10/15/12 15:09	201200040058	M/V Accident PI	121 W College Av	Ace Hardware
10/17/12 16:15	201200040291	Hit And Run PropDam	S Salisbury Bv/W College Av	
10/17/12 20:44	201200040315	Hit And Run PropDam	215 E Vine St	Salvation Army
10/19/12 13:26	201200040571	M/V Accident PropDam	1403 S Salisbury Bv	Auto Zone
10/19/12 16:04	201200040587	Hit And Run PropDam	751 S Salisbury Bv	Giant
10/19/12 18:51	201200040608	M/V Accident PropDam	S Division St/Onley Rd	
10/27/12 22:15	201200041730	M/V Accident PropDam	S Division St/Milford St	
10/31/12 12:31	201200042222	M/V Accident PI	833 S Salisbury Bv	Rite Aid
10/31/12 15:58	201200042259	M/V Accident PropDam	751 S Salisbury Bv	Giant
11/2/12 16:53	201200042623	M/V Accident PropDam	823 S Salisbury Bv	M & T Bank
11/3/12 2:09	201200042686	M/V Accident PropDam	W College Av/Eastern Shore Dr	
11/3/12 11:43	201200042725	M/V Accident PI	121 W College Av	Ace
11/3/12 13:23	201200042735	M/V Accident PropDam	909 S Salisbury Bv	Carl King Tire
11/4/12 7:51	201200042857	Hit And Run PropDam	S Division St/Halsey Dr	
11/5/12 15:57	201200043012	Hit And Run PropDam	418 Washington St	
11/7/12 12:16	201200043291	M/V Accident PropDam	S Division St/Dykes Rd	
11/8/12 7:53	201200043393	M/V Accident PropDam	S Salisbury Bv/W College Av	
11/8/12 17:19	201200043467	Hit And Run PropDam	216 Milford St	University Park Clubhouse
11/10/12 11:25	201200043722	Hit And Run PropDam	110 Van Buren Av	
11/12/12 11:47	201200043997	M/V Accident PropDam	S Salisbury Bv/W College Av	
11/12/12 12:32	201200044001	M/V Accident PropDam	845 S Salisbury Bv	University Car Wash
11/12/12 15:23	201200044021	M/V Accident PropDam	South Bv/S Salisbury Bv	
11/13/12 9:42	201200044082	M/V Accident PropDam	909 S Salisbury Bv	Carl King Tire
11/13/12 13:41	201200044111	M/V Accident PI	Roger St/Pryor Av	
11/13/12 17:23	201200044136	M/V Accident PropDam	125 W College Av	Superfresh
11/16/12 12:54	201200044532	Hit And Run PropDam	1145 S Salisbury Bv	Bank Of America
11/17/12 23:54	201200044740	Hit And Run PropDam	1147 S Salisbury Bv	Monkey Barrel
11/18/12 23:46	201200044833	Hit And Run PropDam	S Salisbury Bv/W College Av	
11/19/12 10:17	201200044866	M/V Accident PropDam	751 S Salisbury Bv	Super Giant
11/19/12 11:44	201200044886	M/V Accident PropDam	E Main St/Snow Hill Rd	
11/19/12 18:45	201200044936	M/V Accident PropDam	Roger St/E Lincoln Av	
11/20/12 7:47	201200045001	M/V Accident PropDam	1300 S Division St	
11/20/12 16:36	201200045078	Hit And Run PropDam	S Salisbury Bv/South Bv	
11/21/12 11:38	201200045173	M/V Accident PropDam	1503 S Salisbury Bv	Shore Bank

Reported	Incident #	Activity	Location	CommonPlace
11/27/12 6:54	201200045921	M/V Accident PI	E Vine St/Waverly Dr	
11/28/12 13:04	201200046124	M/V Accident PropDam	215 Milford St	American Home Patient
11/28/12 15:37	201200046142	Hit And Run PropDam	735 S Salisbury Bv	Walgreens
11/28/12 17:22	201200046148	M/V Accident PI	301 E Carroll St	Pizza City
11/29/12 12:21	201200046243	M/V Accident PropDam	Wayne St/Power St	
11/29/12 13:55	201200046251	M/V Accident PropDam	1309 S Salisbury Bv	Fratelli's
11/29/12 16:15	201200046267	Hit And Run PropDam	719 Jackson St	
11/29/12 16:39	201200046269	M/V Accident PropDam	1503 S Salisbury Bv	Shore Bank
11/29/12 17:09	201200046273	M/V Accident PropDam	S Salisbury Bv/W College Av	
11/30/12 11:59	201200046387	Hit And Run PropDam	106 Milford St	Delmarva Heart LLC
11/30/12 18:03	201200046427	Hit And Run PropDam	125 W College Av	Superfresh
11/30/12 18:34	201200046432	Hit And Run PropDam	1309 S Salisbury Bv	Fratelli's
12/2/12 13:40	201200046680	M/V Accident PropDam	1402 University Ter	University Park Unit B
12/3/12 9:17	201200046765	M/V Accident PropDam	Milford St/Wayne St	
12/4/12 7:18	201200046916	M/V Accident PI	S Division St/Power St	
12/6/12 8:24	201200047222	M/V Accident PI	1301 S Salisbury Bv	Hardee's
12/7/12 14:55	201200047440	M/V Accident PropDam	751 S Salisbury Bv	Giant
12/7/12 17:08	201200047451	M/V Accident PropDam	1409 S Salisbury Bv	Queens Nail Salon
12/9/12 9:34	201200047731	M/V Accident PropDam	Salisbury Bv/Mack Ln	
12/9/12 12:49	201200047753	M/V Accident PropDam	S Division St/Onley Rd	
12/9/12 15:38	201200047777	Hit And Run PropDam	807 S Salisbury Bv	Wicomico County Liquor Dispensary
12/11/12 15:11	201200048034	M/V Accident PropDam	S Salisbury Bv/W College Av	
12/13/12 17:12	201200048297	Hit And Run PropDam	807 S Salisbury Bv	Liquor Dispensary
12/14/12 15:54	201200048460	M/V Accident PI	S Salisbury Bv/W College Av	
12/14/12 17:44	201200048474	M/V Accident PropDam	105 E College Av	Viva Espresso
12/17/12 11:39	201200048796	M/V Accident PropDam	S Salisbury Bv/W College Av	
12/17/12 12:30	201200048805	M/V Accident PI	1300 S Division St	Eastern Shore Pregnancy Center
12/18/12 17:19	201200049001	M/V Accident PropDam	S Salisbury Bv/E Vine St	
12/20/12 11:39	201200049240	Hit And Run PropDam	751 S Salisbury Bv	Giant
12/22/12 18:54	201200049611	Hit And Run PropDam	Eastern Shore Dr/E Carroll St	
12/23/12 15:30	201200049734	M/V Accident PropDam	S Salisbury Bv/North Bv	
12/26/12 18:39	201200050106	M/V Accident PropDam	S Salisbury Bv/W College Av	
12/27/12 21:02	201200050235	M/V Accident PropDam	E Carroll St/Oak St	
12/28/12 9:11	201200050280	M/V Accident PropDam	1340 S Division St	
12/28/12 16:58	201200050341	M/V Accident PropDam	S Salisbury Bv/South Bv	
12/29/12 21:21	201200050503	M/V Accident PropDam	751 S Salisbury Bv	Giant

Reported	Incident #	Activity	Location	CommonPlace
12/30/12 16:46	201200050612	Hit And Run PropDam	150 Onley Rd	
12/31/12 10:43	201200050692	M/V Accident PropDam	103 Milford St	
1/2/13 13:34	201300000190	M/V Accident PropDam	751 S Salisbury Bv	Giant
1/2/13 14:59	201300000205	M/V Accident PropDam	S Salisbury Bv/E Vine St	
1/2/13 15:04	201300000208	M/V Accident PropDam	S Salisbury Bv/E Vine St	
1/2/13 17:16	201300000219	M/V Accident PI	701 S Salisbury Bv	Expert Tire
1/7/13 21:13	201300000936	Hit And Run PropDam	317 E Vine St	
1/8/13 15:27	201300001055	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
1/10/13 9:47	201300001307	M/V Accident PropDam	E Carroll St/Pond St	
1/10/13 12:42	201300001333	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
1/10/13 21:32	201300001391	M/V Accident PropDam	Washington St/Jackson St	
1/11/13 15:07	201300001485	M/V Accident PI	1015 Eastern Shore Dr	Sobo's Wine Bistro
1/13/13 14:42	201300001716	M/V Accident PropDam	751 S Salisbury Bv	Giant
1/14/13 11:37	201300001804	M/V Accident PropDam	833 S Salisbury Bv	Rite Aid
1/14/13 14:07	201300001825	M/V Accident PropDam	1145 S Salisbury Bv	Bank Of America
1/14/13 17:33	201300001858	Hit And Run PropDam	807 S Salisbury Bv	Wicomico County Dispensary
1/15/13 11:35	201300001932	M/V Accident PropDam	831 S Salisbury Bv	Ritas Italian Ice
1/15/13 17:46	201300001981	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
1/15/13 17:52	201300001984	M/V Accident PropDam	S Salisbury Bv/E Carroll St	
1/17/13 9:48	201300002160	M/V Accident PropDam	S Salisbury Bv/W College Av	
1/21/13 9:28	201300002687	M/V Accident PI	823 S Salisbury Bv	M & T Bank
1/21/13 11:23	201300002706	M/V Accident PropDam	1147 S Salisbury Bv	University Square
1/21/13 11:26	201300002707	M/V Accident PropDam	1301 S Salisbury Bv	Fractured Prune
1/21/13 11:48	201300002711	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
1/23/13 16:43	201300003021	Hit And Run PropDam	751 S Salisbury Bv	Giant
1/24/13 13:57	201300003154	M/V Accident PropDam	S Salisbury Bv/Milford St	
1/24/13 16:09	201300003169	M/V Accident PropDam	Milford St/Wayne St	
1/24/13 16:19	201300003170	M/V Accident PropDam	S Division St/Halsey Dr	
1/25/13 17:22	201300003328	M/V Accident PropDam	S Salisbury Bv/W College Av	
1/25/13 21:01	201300003358	Hit And Run PropDam	1147 S Salisbury Bv	The Deli
1/29/13 9:39	201300003797	M/V Accident PropDam	S Salisbury Bv/South Bv	
1/29/13 16:57	201300003867	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
1/30/13 17:18	201300004008	M/V Accident PropDam	1303 S Salisbury Bv	Romeos Pizzaria
1/31/13 7:43	201300004116	M/V Accident PropDam	Pryor Av/Roger St	
2/1/13 16:59	201300004334	M/V Accident PropDam	111 Milford St	Delmarva Beauty Academy
2/2/13 13:39	201300004473	Hit And Run PropDam	751 S Salisbury Bv	Giant

Reported	Incident #	Activity	Location	CommonPlace
2/2/13 16:39	201300004488	M/V Accident PropDam	733 S Salisbury Bv	Kitty's Flowers
2/3/13 16:01	201300004621	Hit And Run PropDam	751 S Salisbury Bv	Giant
2/5/13 11:35	201300004831	Hit And Run PropDam	745 S Division St	Cakes By David
2/5/13 15:19	201300004855	Hit And Run PropDam	400 Eastern Shore Dr	Eastern Shore Pharmacy
2/7/13 14:42	201300005094	M/V Accident PropDam	1147 S Salisbury Bv	
2/8/13 9:03	201300005208	Hit And Run PropDam	Milford St/Plant St	
2/8/13 16:16	201300005256	Hit And Run PropDam	200 Elmwood St	Evolution Craft Brewing And Public House
2/11/13 13:23	201300005653	Hit And Run PropDam	1147 S Salisbury Bv	Monkey Barrel
2/11/13 14:54	201300005667	M/V Accident PI	Eastern Shore Dr/Caroll St	
2/13/13 11:02	201300005943	M/V Accident PropDam	106 Milford St	Labcorp
2/13/13 15:57	201300005989	Hit And Run PropDam	S Salisbury Bv/W College Av	
2/13/13 19:01	201300006007	M/V Accident PropDam	S Division St/Milford St	
2/14/13 0:28	201300006043	Hit And Run PropDam	S Salisbury Bv/W College Av	
2/14/13 7:40	201300006072	M/V Accident PropDam	Roger St/E College Av	
2/14/13 15:37	201300006136	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
2/14/13 15:52	201300006138	M/V Accident PI	S Salisbury Bv/E Vine St	
2/15/13 9:48	201300006244	M/V Accident PropDam	S Division St/Dykes Rd	
2/15/13 11:34	201300006268	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
2/15/13 18:41	201300006333	M/V Accident PropDam	945 S Salisbury Bv	Popeyes
2/15/13 20:53	201300006345	M/V Accident PropDam	717 Roland St	Rositas Bar
2/16/13 16:18	201300006461	M/V Accident PropDam	South Bv/S Salisbury Bv	
2/16/13 19:03	201300006481	M/V Accident PropDam	S Division St/Onley Rd	
2/16/13 23:56	201300006515	Hit And Run PropDam	134 Cedar Crossing Rd	
2/18/13 9:25	201300006666	M/V Accident PropDam	1151 S Salisbury Bv	Pats Pizza
2/19/13 17:52	201300006848	M/V Accident PropDam	1111 S Salisbury Bv	Arbys
2/20/13 15:40	201300007014	M/V Accident PropDam	1025 Eastern Shore Dr	Asian Taste
2/21/13 11:46	201300007137	M/V Accident PropDam	1101 S Salisbury Bv	Wendy's
2/21/13 15:31	201300007169	Hit And Run PropDam	S Salisbury Bv/W College Av	
2/22/13 7:58	201300007267	Hit And Run PropDam	S Division St/Mckinley St	
2/22/13 21:03	201300007349	M/V Accident PropDam	E Lincoln Av/Roger St	
2/23/13 1:29	201300007412	M/V Accident PropDam	Carrolton Av/Roger St	
2/23/13 12:35	201300007464	Hit And Run PropDam	751 S Salisbury Bv	Giant
2/23/13 13:05	201300007469	M/V Accident PropDam	751 S Salisbury Bv	Giant
2/28/13 15:18	201300008242	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
3/1/13 7:41	201300008331	Hit And Run PropDam	200 Bateman St	Wayne St Parking Garage
3/1/13 15:07	201300008378	M/V Accident PropDam	Wayne St/Power St	

Reported	Incident #	Activity	Location	CommonPlace
3/4/13 20:21	201300008981	M/V Accident PI	S Salisbury Bv/W College Av	
3/5/13 15:44	201300009160	M/V Accident PI	S Division St/W Lincoln Av	
3/6/13 9:17	201300009265	M/V Accident PropDam	106 Milford St	DR GAUL & KELLERHER'S OFFICE
3/8/13 13:42	201300009609	M/V Accident PropDam	400 E Main St	Neighborcare
3/9/13 3:19	201300009727	M/V Accident PropDam	Roger St/Washington St	
3/9/13 18:32	201300009810	M/V Accident PropDam	Pryor Av/Vincent St	
3/10/13 19:29	201300009995	Hit And Run PropDam	102 Perry Dr	
3/11/13 12:08	201300010088	M/V Accident PropDam	W College Av/Eastern Shore Dr	
3/13/13 18:31	201300010477	Hit And Run PropDam	751 S Salisbury Bv	Giant
3/15/13 13:07	201300010764	Hit And Run PropDam	1111 S Salisbury Bv	Arbys
3/15/13 13:37	201300010769	Hit And Run PropDam	400 Eastern Shore Dr	ONI
3/15/13 15:22	201300010781	M/V Accident PropDam	S Division St/Milford St	
3/15/13 18:08	201300010806	M/V Accident PropDam	751 S Salisbury Bv	Giant
3/18/13 12:05	201300011316	M/V Accident PropDam	1145 S Salisbury Bv	Bank Of America
3/19/13 17:50	201300011505	M/V Accident PropDam	751 S Salisbury Bv	Giant
3/20/13 16:01	201300011681	M/V Accident PropDam	1403 S Salisbury Bv	Auto Zone
3/26/13 16:58	201300012727	M/V Accident PropDam	Milford St/Plant St	
3/29/13 14:31	201300013170	M/V Accident PropDam	751 S Salisbury Bv	Giant
3/29/13 16:14	201300013185	M/V Accident PropDam	845 S Salisbury Bv	University Car Wash
3/29/13 18:22	201300013206	Hit And Run PropDam	408 Patterson Av	
3/29/13 20:06	201300013214	M/V Accident PropDam	Patterson Av/E Vine St	
3/30/13 17:24	201300013349	M/V Accident PropDam	S Division St/Eastern Shore Dr	
4/1/13 11:12	201300013600	M/V Accident PropDam	215 E Vine St	Salvation Army
4/1/13 14:50	201300013644	M/V Accident PropDam	831 S Salisbury Bv	Ritas Italian Ice
4/5/13 12:41	201300014200	Hit And Run PropDam	E Carroll St/Eastern Shore Dr	
4/6/13 7:17	201300014367	M/V Accident PropDam	Eastern Shore Dr/Carrolton Av	
4/9/13 15:33	201300014908	Hit And Run PropDam	1411 University Ter	University Park Unit G
4/9/13 17:27	201300014924	M/V Accident PropDam	301 E Carroll St	Pizza City
4/11/13 10:46	201300015196	Hit And Run PropDam	Snow Hill Rd/E Main St	
4/11/13 15:25	201300015244	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
4/11/13 17:22	201300015264	M/V Accident PropDam	215 Milford St	American Home Patient
4/11/13 17:35	201300015266	M/V Accident PropDam	E Main St/Snow Hill Rd	
4/13/13 9:54	201300015570	M/V Accident PropDam	200 Elmwood St	Evolution Craft Brewing And Public House
4/14/13 14:48	201300015750	M/V Accident PropDam	128 Cedar Crossing Rd	
4/15/13 6:37	201300015835	M/V Accident PropDam	720 Eastern Shore Dr	Shore Brite
4/17/13 10:36	201300016187	Hit And Run PropDam	1346 S Division St	Genesis Physician Services

Reported	Incident #	Activity	Location	CommonPlace
4/17/13 12:52	201300016208	M/V Accident PropDam	1147 S Salisbury Bv	University Square
4/17/13 13:08	201300016210	M/V Accident PropDam	1147 S Salisbury Bv	University Square
4/23/13 23:11	201300017272	Hit And Run PropDam	1411 University Ter	University Park Unit G
4/24/13 17:41	201300017352	M/V Accident PropDam	751 S Salisbury Bv	Giant
4/29/13 12:03	201300018135	M/V Accident PropDam	751 S Salisbury Bv	Giant
4/29/13 12:52	201300018144	M/V Accident PropDam	S Salisbury Bv/Milford St	
4/29/13 12:55	201300018145	M/V Accident PI	S Salisbury Bv/W College Av	
4/30/13 15:14	201300018296	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
5/3/13 17:45	201300018769	M/V Accident PropDam	400 Eastern Shore Dr	Eastern Shore Pharmacy
5/6/13 12:06	201300019134	M/V Accident PropDam	611 S Salisbury Bv	Scooter Boy
5/6/13 17:29	201300019182	M/V Accident PropDam	731 S Division St	
5/6/13 19:59	201300019198	Hit And Run PropDam	1411 University Ter	University Park Unit G
5/7/13 8:01	201300019247	M/V Accident PropDam	E Main St/Snow Hill Rd	
5/7/13 16:56	201300019321	M/V Accident PropDam	659 S Salisbury Bv	Aquacare Physical Therapy
5/8/13 13:11	201300019459	M/V Accident PropDam	S Salisbury Bv/W College Av	
5/9/13 13:47	201300019640	Hit And Run PropDam	S Division St/Onley Rd	
5/10/13 12:56	201300019794	M/V Accident PropDam	S Salisbury Bv/W College Av	
5/14/13 15:42	201300020440	M/V Accident PropDam	W College Av/Eastern Shore Dr	
5/15/13 12:18	201300020573	M/V Accident PropDam	S Salisbury Bv/W College Av	
5/17/13 19:16	201300020901	M/V Accident PropDam	408 Patterson Av	
5/20/13 12:15	201300021266	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
5/21/13 16:56	201300021501	Hit And Run PropDam	751 S Salisbury Bv	Giant
5/22/13 12:03	201300021598	M/V Accident PropDam	S Salisbury Bv/South Bv	
5/23/13 16:34	201300021804	M/V Accident PropDam	S Salisbury Bv/E Vine St	
5/25/13 21:28	201300022150	M/V Accident PropDam	S Salisbury Bv/W College Av	
5/26/13 21:14	201300022277	M/V Accident PropDam	831 S Salisbury Bv	Ritas Italian Ice
5/27/13 16:18	201300022386	M/V Accident PropDam	701 S Salisbury Bv	Expert Tire
5/28/13 13:57	201300022510	M/V Accident PropDam	1025 S Salisbury Bv	Burger King
5/29/13 12:48	201300022639	M/V Accident PI	Eastern Shore Dr/E Carroll St	
5/31/13 11:29	201300022966	M/V Accident PropDam	425 E Vine St	
6/3/13 15:31	201300023379	M/V Accident PropDam	701 S Salisbury Bv	Expert Tire
6/4/13 15:35	201300023540	M/V Accident PropDam	S Division St/Eastern Shore Dr	
6/11/13 9:57	201300024442	M/V Accident PropDam	106 Milford St	Aquacare Rehab
6/12/13 11:15	201300024585	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
6/13/13 12:08	201300024741	Hit And Run PropDam	751 S Salisbury Bv	Giant
6/13/13 18:49	201300024786	Hit And Run PropDam	751 S Salisbury Bv	Giant

Reported	Incident #	Activity	Location	CommonPlace
6/14/13 2:03	201300024838	M/V Accident PI	E Vine St/Cross St	
6/16/13 10:41	201300025171	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
6/21/13 11:16	201300025930	Hit And Run PropDam	733 S Salisbury Bv	Kitty's Flowers
6/21/13 16:40	201300025974	M/V Accident PropDam	751 S Salisbury Bv	Giant
6/26/13 13:52	201300026677	M/V Accident PI	Washington St/Jackson St	
7/1/13 10:45	201300027350	Hit And Run PropDam	751 S Salisbury Bv	Giant
7/2/13 7:39	201300027474	M/V Accident PI	S Salisbury Bv/W College Av	
7/2/13 11:37	201300027493	M/V Accident PropDam	Bateman St/Wayne St	
7/3/13 10:02	201300027623	M/V Accident PropDam	1145 S Salisbury Bv	Bank Of America
7/3/13 17:48	201300027697	Hit And Run PropDam	S Salisbury Bv/E Vine St	
7/4/13 16:05	201300027834	M/V Accident PI	S Salisbury Bv/W College Av	
7/4/13 19:18	201300027851	M/V Accident PropDam	119 W College Av	Papa Johns
7/5/13 16:29	201300027971	M/V Accident PropDam	106 Milford St	Milford St Pharmacy
7/11/13 12:56	201300028900	M/V Accident PropDam	S Salisbury Bv/W College Av	
7/12/13 17:11	201300029113	M/V Accident PropDam	751 S Salisbury Bv	Giant
7/12/13 17:23	201300029114	M/V Accident PropDam	1145 S Salisbury Bv	Bank Of America
7/12/13 17:39	201300029118	M/V Accident PI	S Salisbury Bv/South Bv	
7/15/13 9:24	201300029501	M/V Accident PI	751 S Salisbury Bv	Giant
7/21/13 13:16	201300030407	Hit And Run PropDam	206 Milford St	
7/21/13 14:33	201300030421	M/V Accident PI	833 S Salisbury Bv	Rite Aid
7/22/13 15:23	201300030548	M/V Accident PropDam	831 S Salisbury Bv	Ritas Italian Ice
7/23/13 13:09	201300030654	M/V Accident PropDam	921 Eastern Shore Dr	Bank Of Delmarva
7/23/13 17:03	201300030691	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
7/25/13 12:02	201300030934	M/V Accident PropDam	805 S Salisbury Bv	Hallmark
7/27/13 9:36	201300031214	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
7/29/13 18:50	201300031552	M/V Accident PropDam	Roger St/Princeton Av	
8/1/13 10:01	201300031921	M/V Accident PropDam	S Salisbury Bv/E Vine St	
8/1/13 18:01	201300031981	M/V Accident PropDam	W College Av/Eastern Shore Dr	
8/2/13 19:09	201300032134	Hit And Run PropDam	701- 733 Roland St	Goliath Shopping Center
8/6/13 17:04	201300032653	M/V Accident PropDam	S Salisbury Bv/E Carroll St	
8/7/13 9:16	201300032761	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
8/7/13 11:40	201300032770	Hit And Run PropDam	406 E Vine St	Korean United Methodist Church
8/9/13 19:32	201300033123	M/V Accident PropDam	807 S Division St	
8/9/13 21:47	201300033139	M/V Accident PI	S Division St/Milford St	
8/10/13 19:34	201300033248	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
8/14/13 10:30	201300033766	Hit And Run PropDam	407 Franklin St	

Reported	Incident #	Activity	Location	CommonPlace
8/14/13 12:04	201300033779	M/V Accident PropDam	1147 S Division St	
8/14/13 18:03	201300033825	M/V Accident PropDam	W College Av/Tower Dr	
8/15/13 10:08	201300033935	M/V Accident PropDam	Snow Hill Rd/E Main St	
8/16/13 14:15	201300034106	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
8/18/13 15:30	201300034361	M/V Accident PI	S Salisbury Bv/Milford St	
8/19/13 20:26	201300034509	Hit And Run PropDam	1309 S Salisbury Bv	Fratelli's
8/22/13 11:42	201300034869	M/V Accident PropDam	1409 S Salisbury Bv	Queens Nail Salon
8/22/13 13:41	201300034888	M/V Accident PropDam	E Carroll St/Oak St	
8/22/13 14:38	201300034901	M/V Accident PropDam	945 S Salisbury Bv	Popeyes
8/24/13 2:20	201300035143	M/V Accident PropDam	Onley Rd/Cedar Crossing Rd	
8/24/13 15:05	201300035193	M/V Accident PropDam	S Division St/Halsey Dr	
8/24/13 17:38	201300035213	M/V Accident PropDam	213 Milford St	
8/26/13 11:46	201300035414	Hit And Run PropDam	751 S Salisbury Bv	Giant
8/28/13 16:10	201300035730	Hit And Run PropDam	125 W College Av	Superfresh
8/28/13 22:55	201300035779	M/V Accident PropDam	205 Washington St	
8/30/13 12:06	201300035994	M/V Accident PropDam	1409 S Salisbury Bv	
8/31/13 11:48	201300036141	M/V Accident PropDam	S Salisbury Bv/South Bv	
9/2/13 14:42	201300036402	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/3/13 11:14	201300036531	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/4/13 7:52	201300036649	Hit And Run PropDam	S Salisbury Bv/E Vine St	
9/4/13 16:24	201300036711	Hit And Run PropDam	751 S Salisbury Bv	Giant
9/4/13 19:03	201300036728	M/V Accident PropDam	1402 University Ter	University Park Unit B
9/5/13 12:34	201300036830	M/V Accident PropDam	1401 S Salisbury Bv	BB&T Bank
9/6/13 12:36	201300036995	M/V Accident PropDam	1025 Eastern Shore Dr	Asian Taste
9/8/13 22:59	201300037360	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
9/11/13 14:16	201300037726	M/V Accident PI	833 S Salisbury Bv	Rite Aid
9/13/13 12:05	201300038038	M/V Accident PI	1053 S Salisbury Bv	Thirstys
9/13/13 13:19	201300038049	Hit And Run PropDam	831 S Salisbury Bv	Ritas Italian Ice
9/13/13 16:12	201300038073	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/13/13 16:45	201300038076	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
9/14/13 10:57	201300038163	Hit And Run PropDam	Roger St/E Lincoln Av	
9/15/13 16:28	201300038358	Hit And Run PropDam	751 S Salisbury Bv	Giant
9/16/13 19:02	201300038501	M/V Accident PI	712 Madison St	
9/20/13 15:08	201300039083	M/V Accident PropDam	125 W College Av	Super Fresh
9/21/13 20:22	201300039288	M/V Accident PropDam	734 Roger St	
9/22/13 11:38	201300039390	Hit And Run PropDam	1151 S Salisbury Bv	Pats Pizza

Reported	Incident #	Activity	Location	CommonPlace
9/24/13 18:00	201300039674	M/V Accident PropDam	S Salisbury Bv/South Bv	
9/25/13 14:39	201300039773	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
9/26/13 8:38	201300039868	M/V Accident PropDam	1001 Eastern Shore Dr	Kitchen Concepts
9/27/13 9:52	201300039983	M/V Accident PropDam	S Division St/Avery St	
9/30/13 8:18	201300040335	M/V Accident PI	121 W College Av	Ace
9/30/13 10:01	201300040344	M/V Accident PropDam	1342 S Division St	
9/30/13 17:07	201300040389	M/V Accident PropDam	751 S Salisbury Bv	Giant
10/1/13 7:42	201300040472	M/V Accident PropDam	E College Av/Roger St	
10/1/13 11:34	201300040495	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
10/1/13 12:13	201300040502	M/V Accident PI	1053 S Salisbury Bv	Thirstys
10/2/13 18:41	201300040653	M/V Accident PropDam	S Salisbury Bv/E Vine St	
10/2/13 19:17	201300040657	M/V Accident PropDam	1025 S Salisbury Bv	Burger King
10/3/13 10:41	201300040726	M/V Accident PropDam	701 S Salisbury Bv	Expert Tire
10/3/13 12:08	201300040737	M/V Accident PropDam	1001 S Salisbury Bv	Enterprise
10/4/13 10:32	201300040857	M/V Accident PropDam	905 Vincent St	
10/4/13 17:12	201300040899	M/V Accident PI	1401 S Salisbury Bv	BB&T Bank
10/7/13 7:30	201300041278	M/V Accident PropDam	Eastern Shore Dr/E Vine St	
10/10/13 17:59	201300041723	Hit And Run PropDam	Eastern Shore Dr/E Vine St	
10/11/13 13:15	201300041869	Hit And Run PropDam	South Bv/Eastern Shore Dr	
10/11/13 14:20	201300041872	M/V Accident PropDam	E Carroll St/Snow Hill Rd	
10/11/13 16:57	201300041886	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
10/15/13 13:54	201300042431	M/V Accident PropDam	S Salisbury Bv/W College Av	
10/20/13 17:49	201300043195	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
10/23/13 8:33	201300043535	Hit And Run PropDam	200 Elmwood St	Evolution Brewing Company
10/25/13 10:08	201300043835	M/V Accident PropDam	123 W College Av	College Square
10/25/13 12:41	201300043856	M/V Accident PropDam	S Salisbury Bv/Milford St	
10/25/13 15:04	201300043871	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
10/25/13 17:13	201300043886	M/V Accident PropDam	S Salisbury Bv/E Vine St	
10/27/13 1:19	201300044106	M/V Accident PropDam	S Salisbury Bv/E Vine St	
10/28/13 12:40	201300044276	M/V Accident PropDam	215 E Vine St	Salvation Army
10/30/13 13:06	201300044585	M/V Accident PropDam	University Ter/Milford St	
10/31/13 12:59	201300044741	Hit And Run PropDam	725 S Salisbury Bv	Community Pharmacy
11/1/13 11:28	201300044932	M/V Accident PropDam	409 Washington St	
11/1/13 15:16	201300044958	M/V Accident PropDam	S Salisbury Bv/E Vine St	
11/3/13 17:59	201300045312	Hit And Run PropDam	737 S Division St	
11/4/13 17:40	201300045474	M/V Accident PropDam	937 S Salisbury Bv	Phillips Cleaners

Reported	Incident #	Activity	Location	CommonPlace
11/5/13 15:08	201300045583	M/V Accident PropDam	S Salisbury Bv/Milford St	
11/6/13 14:01	201300045690	M/V Accident PropDam	751 S Salisbury Bv	Giant
11/6/13 18:21	201300045730	Hit And Run PropDam	751 S Salisbury Bv	Giant
11/7/13 16:36	201300045851	Hit And Run PI	E College Av/Marion St	
11/8/13 9:39	201300045984	M/V Accident PropDam	751 S Salisbury Bv	Giant
11/11/13 17:40	201300046451	M/V Accident PropDam	Eastern Shore Dr/E Vine St	
11/14/13 12:23	201300046801	M/V Accident PI	937 S Salisbury Bv	Phillips Cleaners
11/14/13 19:47	201300046847	Hit And Run PropDam	125 W College Av	Planet Fitness
11/15/13 14:27	201300046971	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
11/18/13 5:54	201300047319	M/V Accident PropDam	S Salisbury Bv/W College Av	
11/19/13 12:34	201300047528	M/V Accident PropDam	751 S Salisbury Bv	Super Giant
11/19/13 16:30	201300047560	M/V Accident PropDam	751 S Salisbury Bv	Giant
11/22/13 16:05	201300047988	M/V Accident PropDam	E Main St/Snow Hill Rd	
11/22/13 16:52	201300047995	M/V Accident PropDam	S Salisbury Bv/W College Av	
11/22/13 17:03	201300047999	M/V Accident PropDam	301 E Carroll St	Pizza City
11/23/13 0:45	201300048058	M/V Accident PropDam	Halsey Dr/Perry Dr	
11/23/13 14:26	201300048140	M/V Accident PropDam	751 S Salisbury Bv	Giant
11/26/13 15:35	201300048597	M/V Accident PropDam	751 S Salisbury Bv	Giant
11/27/13 17:22	201300048769	M/V Accident PropDam	412 E Main St	Burnett White
11/30/13 16:21	201300049167	M/V Accident PI	S Salisbury Bv/W College Av	
12/3/13 9:34	201300049514	M/V Accident PI	S Salisbury Bv/W College Av	
12/3/13 12:38	201300049535	M/V Accident PI	Franklin St/E Vine St	
12/5/13 14:50	201300049850	M/V Accident PropDam	1311 S Salisbury Bv	Five Guys Burgers And Fries
12/5/13 15:22	201300049855	M/V Accident PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
12/5/13 18:04	201300049874	M/V Accident PI	Snow Hill Rd/E Carroll St	
12/5/13 22:58	201300049899	M/V Accident PI	611 S Salisbury Bv	Scooter Boy
12/6/13 12:07	201300049982	M/V Accident PropDam	833 S Salisbury Bv	Rite Aid
12/6/13 23:40	201300050086	M/V Accident PropDam	1014 S Salisbury Bv	The Irish Penny
12/7/13 11:08	201300050138	M/V Accident PropDam	1401 S Salisbury Bv	BB&T Bank
12/10/13 12:52	201300050555	Hit And Run PropDam	751 S Salisbury Bv	Giant
12/12/13 18:17	201300050836	M/V Accident PropDam	1053 S Salisbury Bv	Thirstys
12/13/13 14:26	201300050955	M/V Accident PI	751 S Salisbury Bv	Giant Food
12/14/13 8:09	201300051056	Hit And Run PropDam	1401 Seagull Ln	
12/15/13 14:48	201300051218	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
12/17/13 8:48	201300051447	Hit And Run PropDam	Eastern Shore Dr/E College Av	
12/18/13 1:04	201300051562	M/V Accident PI	1020 Eastern Shore Dr	Valero

Reported	Incident #	Activity	Location	CommonPlace
12/18/13 16:24	201300051654	M/V Accident PropDam	733 S Salisbury Bv	Kitty's Flowers
12/19/13 7:48	201300051718	M/V Accident PropDam	S Salisbury Bv/E Carroll St	
12/23/13 18:49	201300052392	M/V Accident PropDam	S Division St/Eastern Shore Dr	
12/24/13 12:31	201300052484	M/V Accident PropDam	S Salisbury Bv/W College Av	
12/24/13 17:09	201300052519	M/V Accident PropDam	751 S Salisbury Bv	Giant
12/27/13 14:28	201300052833	M/V Accident PropDam	Locust St/Hastings St	
1/3/14 8:57	201400000308	M/V Accident PI	E Locust St/Snow Hill Rd	
1/4/14 8:12	201400000420	Hit And Run PropDam	224 Canal Park Dr	
1/4/14 15:11	201400000463	M/V Accident PropDam	751 S Salisbury Bv	Giant
1/6/14 7:35	201400000636	M/V Accident PI	208 Pryor Av	
1/6/14 8:38	201400000641	Hit And Run PropDam	S Salisbury Bv/E Carroll St	
1/9/14 7:25	201400000999	M/V Accident PI	Princeton Av/Roger St	
1/9/14 18:27	201400001059	M/V Accident PropDam	Eastern Shore Dr/E College Av	
1/11/14 8:02	201400001241	M/V Accident PI	S Salisbury Bv/South Bv	
1/11/14 9:48	201400001252	M/V Accident PropDam	S Salisbury Bv/W College Av	
1/13/14 8:19	201400001439	Hit And Run PropDam	309 E Carroll St	Peninsula Total Car Care
1/13/14 16:35	201400001501	Hit And Run PropDam	201 E Vine St	Evolution Brewing Company
1/14/14 11:37	201400001606	M/V Accident PI	S Salisbury Bv/W College Av	
1/14/14 12:18	201400001611	M/V Accident PropDam	1015 Eastern Shore Dr	Sobo's Wine Bistro
1/14/14 15:36	201400001633	M/V Accident PropDam	725 S Salisbury Bv	Community Pharmacy
1/15/14 12:29	201400001731	M/V Accident PropDam	Eastern Shore Dr/South Bv	
1/15/14 17:09	201400001773	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
1/17/14 15:01	201400002013	M/V Accident PropDam	S Division St/Princeton Av	
1/17/14 16:22	201400002027	M/V Accident PropDam	215 E Vine St	Salvation Army
1/20/14 12:51	201400002386	M/V Accident PropDam	118 South Bv	Uniforms Unlimited
1/21/14 12:29	201400002499	M/V Accident PropDam	S Salisbury Bv/South Bv	
1/23/14 11:30	201400002717	M/V Accident PropDam	Jackson St/Prince St	
1/24/14 21:29	201400002922	M/V Accident PropDam	S Salisbury Bv/W College Av	
1/25/14 13:30	201400002999	Hit And Run PropDam	215 E Vine St	Salvation Army
1/28/14 11:43	201400003369	M/V Accident PropDam	751 S Salisbury Bv	Giant
1/28/14 14:12	201400003387	Hit And Run PropDam	126 Perry Dr	
1/28/14 23:11	201400003444	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
1/29/14 9:07	201400003488	M/V Accident PropDam	S Salisbury Bv/E Vine St	
2/1/14 15:59	201400003982	M/V Accident PropDam	608 Madison St	
2/5/14 15:25	201400004466	M/V Accident PropDam	S Salisbury Bv/W College Av	
2/8/14 15:00	201400004867	M/V Accident PropDam	1405 S Salisbury Bv	Jersey Mikes Subs

Reported	Incident #	Activity	Location	CommonPlace
2/8/14 19:39	201400004885	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
2/10/14 12:19	201400005109	M/V Accident PropDam	201 E Vine St	Evolution Brewing Company
2/11/14 10:10	201400005208	M/V Accident PropDam	Eastern Shore Dr/E Vine St	
2/11/14 11:47	201400005223	Hit And Run PropDam	805 S Salisbury Bv	Nina Beauty Supply
2/13/14 16:00	201400005488	M/V Accident PropDam	823 S Salisbury Bv	M & T Bank
2/13/14 17:33	201400005496	M/V Accident PropDam	751 S Salisbury Bv	Giant
2/14/14 17:09	201400005640	M/V Accident PropDam	751 S Salisbury Bv	Giant
2/16/14 17:58	201400005933	Hit And Run PropDam	1415 University Ter	
2/17/14 20:31	201400006047	M/V Accident PropDam	825 S Division St	
2/18/14 11:08	201400006117	M/V Accident PropDam	821 Eastern Shore Dr	Community Behavioral Health Inc
2/20/14 7:26	201400006347	M/V Accident PI	729 Roland St	Frumex Paletas
2/20/14 15:40	201400006394	M/V Accident PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
2/22/14 2:45	201400006616	M/V Accident PI	S Division St/E Lincoln Av	
2/24/14 8:49	201400006902	Hit And Run PropDam	1403 University Ter	
2/24/14 12:04	201400006923	Hit And Run PropDam	751 S Salisbury Bv	Giant
2/25/14 13:15	201400007031	M/V Accident PropDam	751 S Salisbury Bv	Giant
2/28/14 12:41	201400007472	M/V Accident PI	1015 S Salisbury Bv	Black Cobra Tattoo
2/28/14 13:22	201400007480	Hit And Run PropDam	1020 Eastern Shore Dr	Shore Stop
2/28/14 15:54	201400007496	M/V Accident PropDam	S Division St/Milford St	
2/28/14 20:23	201400007518	M/V Accident PropDam	1405 S Salisbury Bv	Jersey Mikes Subs
2/28/14 20:38	201400007520	M/V Accident PropDam	S Salisbury Bv/W College Av	
3/3/14 10:22	201400007822	Hit And Run PropDam	1301 S Salisbury Bv	Hardee's
3/5/14 17:23	201400008081	M/V Accident PropDam	Eastern Shore Dr/E College Av	
3/6/14 13:25	201400008186	M/V Accident PropDam	106 Kendall St	
3/6/14 14:27	201400008193	M/V Accident PI	S Salisbury Bv/W College Av	
3/6/14 21:59	201400008244	M/V Accident PropDam	751 S Salisbury Bv	Giant
3/7/14 19:57	201400008386	M/V Accident PropDam	1111 S Salisbury Bv	Arbys
3/9/14 15:42	201400008619	M/V Accident PropDam	121 W College Av	Ace
3/10/14 13:51	201400008727	M/V Accident PropDam	S Salisbury Bv/South Bv	
3/10/14 16:40	201400008747	M/V Accident PropDam	751 S Salisbury Bv	Giant
3/11/14 10:11	201400008830	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
3/12/14 9:35	201400008958	Hit And Run PropDam	S Salisbury Bv/W College Av	
3/12/14 16:27	201400009018	Hit And Run PropDam	119 W College Av	Radio Shack
3/15/14 0:13	201400009377	M/V Accident PI	1401 S Division St	
3/15/14 18:14	201400009480	M/V Accident PropDam	109 Carrolton Av	
3/19/14 18:04	201400009964	M/V Accident PropDam	914 Eastern Shore Dr	R&R Coatings

Reported	Incident #	Activity	Location	CommonPlace
3/20/14 13:43	201400010061	M/V Accident PropDam	751 S Salisbury Bv	Giant
3/20/14 14:54	201400010072	M/V Accident PI	S Salisbury Bv/W College Av	
3/20/14 16:52	201400010086	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
3/21/14 22:40	201400010236	M/V Accident PropDam	S Salisbury Bv/W College Av	
3/22/14 10:57	201400010304	M/V Accident PI	S Salisbury Bv/W College Av	
3/22/14 14:45	201400010328	Hit And Run PropDam	751 S Salisbury Bv	Giant
3/24/14 19:08	201400010623	M/V Accident PropDam	1147 S Salisbury Bv	The Deli
3/25/14 12:29	201400010704	M/V Accident PropDam	101 Milford St	Peninsula Eye Surgery
3/31/14 10:31	201400011425	M/V Accident PropDam	1301 S Salisbury Bv	Hardee's
4/2/14 13:36	201400011737	M/V Accident PI	S Salisbury Bv/E Vine St	
4/2/14 18:03	201400011764	M/V Accident PropDam	1151 S Salisbury Bv	Pats Pizza
4/3/14 14:10	201400011868	Hit And Run PropDam	S Salisbury Bv/Milford St	
4/4/14 13:07	201400012035	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/4/14 14:10	201400012044	M/V Accident PropDam	121 W College Av	Ace
4/4/14 16:59	201400012065	M/V Accident PropDam	Eastern Shore Dr/E College Av	
4/4/14 18:11	201400012074	Hit And Run PropDam	751 S Salisbury Bv	Giant
4/5/14 19:28	201400012211	Hit And Run PropDam	Perry Dr/Onley Rd	
4/5/14 20:00	201400012212	Hit And Run PropDam	1313 Spruell Dr	
4/6/14 1:13	201400012261	M/V Accident PI	S Salisbury Bv/E Vine St	
4/7/14 9:08	201400012411	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/8/14 17:27	201400012617	Hit And Run PropDam	1147 S Salisbury Bv	Monkey Barrel
4/11/14 22:06	201400013084	M/V Accident PropDam	118 South Bv	Uniforms Unlimited
4/14/14 23:39	201400013503	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/15/14 16:47	201400013603	M/V Accident PropDam	S Salisbury Bv/E Vine St	
4/16/14 9:58	201400013687	M/V Accident PropDam	106 Milford St	Delmarva Heart LLC
4/16/14 10:16	201400013692	Hit And Run PropDam	1053 S Salisbury Bv	Thirstys
4/16/14 18:08	201400013746	M/V Accident PI	831 S Salisbury Bv	Ritas Italian Ice
4/17/14 8:15	201400013801	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
4/17/14 8:28	201400013803	M/V Accident PropDam	Eastern Shore Dr/Elmwood St	
4/17/14 12:10	201400013822	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/17/14 23:05	201400013931	M/V Accident PropDam	105 E College Av	Specific Gravity Pizzeria
4/18/14 12:09	201400013983	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/18/14 15:26	201400014004	M/V Accident PropDam	Eastern Shore Dr/E Vine St	
4/21/14 13:40	201400014363	M/V Accident PropDam	S Salisbury Bv/W College Av	
4/22/14 12:42	201400014502	M/V Accident PropDam	917 S Salisbury Bv	Sage Diner
4/22/14 16:19	201400014531	M/V Accident PropDam	1111 S Salisbury Bv	Arbys

Reported	Incident #	Activity	Location	CommonPlace
4/24/14 17:05	201400014836	Hit And Run PropDam	201 E Vine St	Evolution Brewing Company
4/24/14 19:46	201400014852	M/V Accident PropDam	Roger St/Carrolton Av	
4/25/14 16:21	201400014971	M/V Accident PI	S Salisbury Bv/E Vine St	
4/26/14 13:09	201400015072	M/V Accident PropDam	123 Cedar Crossing Rd	
4/27/14 13:35	201400015230	M/V Accident PropDam	Eastern Shore Dr/E College Av	
4/29/14 15:56	201400015521	Hit And Run PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
4/30/14 10:39	201400015606	M/V Accident PropDam	1340 S Division St	Peninsula Renal Care
4/30/14 12:55	201400015619	M/V Accident PropDam	Upshur St/South Bv	
5/1/14 13:10	201400015768	M/V Accident PropDam	831 S Salisbury Bv	Ritas Italian Ice
5/1/14 14:02	201400015776	M/V Accident PI	Roland St/Downing St	
5/1/14 16:22	201400015788	M/V Accident PropDam	1409 University Ter	University Park Unit F
5/2/14 23:50	201400015990	Hit And Run PropDam	129 Onley Rd	
5/3/14 14:23	201400016074	M/V Accident PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
5/5/14 23:39	201400016405	M/V Accident PI	Eastern Shore Dr/E College Av	
5/6/14 13:44	201400016465	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
5/6/14 17:15	201400016491	M/V Accident PropDam	121 W College Av	Ace Hardware
5/7/14 12:49	201400016565	M/V Accident PropDam	121 W College Av	Ace Hardware
5/7/14 15:31	201400016573	M/V Accident PropDam	106 Milford St	
5/9/14 11:26	201400016810	Hit And Run PropDam	723 Roland St	
5/9/14 12:35	201400016817	M/V Accident PropDam	S Salisbury Bv/E Vine St	
5/9/14 16:47	201400016854	Hit And Run PropDam	E Carroll St/Eastern Shore Dr	
5/9/14 17:32	201400016859	M/V Accident PropDam	751 S Salisbury Bv	Giant
5/9/14 17:34	201400016860	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
5/12/14 11:52	201400017246	M/V Accident PropDam	1101 S Salisbury Bv	Wendys
5/12/14 14:25	201400017266	Hit And Run PropDam	412 E Main St	Burnett White
5/12/14 16:18	201400017279	M/V Accident PI	S Salisbury Bv/W College Av	
5/15/14 12:16	201400017673	Hit And Run PropDam	751 S Salisbury Bv	Giant
5/15/14 12:57	201400017681	M/V Accident PropDam	S Salisbury Bv/E Vine St	
5/15/14 13:12	201400017684	M/V Accident PropDam	201 Milford St	Salisbury University Fitness Club
5/16/14 12:36	201400017809	M/V Accident PropDam	301 E Carroll St	Pizza City
5/16/14 14:03	201400017821	M/V Accident PropDam	S Division St/Dykes Rd	
5/16/14 14:10	201400017823	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
5/20/14 9:44	201400018339	Hit And Run PropDam	228 Canal Park Dr	Canal Woods
5/20/14 16:18	201400018394	M/V Accident PropDam	920 Eastern Shore Dr	Accents Salon
5/21/14 10:31	201400018512	M/V Accident PropDam	S Salisbury Bv/Milford St	
5/22/14 8:33	201400018648	M/V Accident PropDam	Snow Hill Rd/E Main St	

Reported	Incident #	Activity	Location	CommonPlace
5/22/14 18:52	201400018723	Hit And Run PropDam	735 S Salisbury Bv	Walgreens
5/23/14 14:45	201400018829	M/V Accident PropDam	735 S Salisbury Bv	Walgreens
5/24/14 15:41	201400018956	Hit And Run PropDam	707 Jackson St	
5/27/14 7:36	201400019281	M/V Accident PropDam	E Carroll St/Pond St	
5/29/14 13:11	201400019609	M/V Accident PropDam	South Bv/S Salisbury Bv	
5/29/14 15:24	201400019619	M/V Accident PropDam	215 E Vine St	Salvation Army Thrift Store
5/30/14 15:23	201400019779	Hit And Run PropDam	1020 Eastern Shore Dr	Valero
6/2/14 14:17	201400020164	M/V Accident PI	215 E Vine St	Salvation Army
6/6/14 16:24	201400020749	M/V Accident PropDam	301 E Carroll St	Pizza City
6/11/14 13:57	201400021461	M/V Accident PropDam	106 Milford St	Eastern Shore ENT & Allergy
6/12/14 12:02	201400021570	M/V Accident PropDam	106 Milford St	Milford St Pharmacy
6/13/14 8:07	201400021653	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
6/13/14 11:32	201400021685	M/V Accident PropDam	400 Eastern Shore Dr	Peninsula Cardiology
6/14/14 13:48	201400021854	M/V Accident PropDam	301 E Carroll St	Pizza City
6/16/14 15:43	201400022159	M/V Accident PropDam	1147 S Salisbury Bv	University Square
6/17/14 11:33	201400022280	M/V Accident PropDam	S Salisbury Bv/W College Av	
6/17/14 16:40	201400022320	M/V Accident PropDam	845 S Salisbury Bv	University Car Wash
6/18/14 20:26	201400022465	M/V Accident PropDam	S Salisbury Bv/E Vine St	
6/20/14 11:39	201400022665	Hit And Run PropDam	821 Eastern Shore Dr	Community Behavioral Health Inc
6/22/14 16:20	201400023011	Hit And Run PropDam	731 Jackson St	
6/26/14 1:54	201400023492	M/V Accident PI	641 S Salisbury Bv	Delmarva Surgery Center
6/27/14 15:15	201400023693	M/V Accident PropDam	415 E Carroll St	Hebron Savings Bank
6/28/14 19:49	201400023847	Hit And Run PropDam	751 S Salisbury Bv	Giant
7/1/14 14:08	201400024200	M/V Accident PropDam	S Salisbury Bv/South Bv	
7/3/14 12:35	201400024486	M/V Accident PI	Eastern Shore Dr/E Vine St	
7/4/14 15:54	201400024639	M/V Accident PropDam	1115 S Salisbury Bv	cookout
7/4/14 17:54	201400024652	M/V Accident PropDam	E Vine St/Jackson St	
7/5/14 11:04	201400024749	M/V Accident PropDam	108 Williamsport Cir	C&C Automotive And Performance
7/6/14 20:36	201400024941	M/V Accident PropDam	412 E Main St	Burnett White
7/7/14 13:06	201400025021	M/V Accident PropDam	751 S Salisbury Bv	Giant
7/7/14 17:04	201400025053	M/V Accident PropDam	516 Spring Hill Rd	Seven Eleven
7/10/14 13:30	201400025461	M/V Accident PropDam	1115 S Salisbury Bv	Cook Out Restaurant
7/11/14 10:46	201400025585	M/V Accident PropDam	W College Av/Eastern Shore Dr	
7/12/14 3:02	201400025711	M/V Accident PropDam	216 Milford St	University Park Clubhouse
7/16/14 21:10	201400026366	Hit And Run PropDam	201 E Vine St	Evolution Brewing Company
7/22/14 14:45	201400027209	M/V Accident PropDam	South Bv/S Salisbury Bv	

Reported	Incident #	Activity	Location	CommonPlace
7/23/14 16:03	201400027360	M/V Accident PropDam	Eastern Shore Dr/Washington St	
7/24/14 11:11	201400027460	M/V Accident PropDam	751 S Salisbury Bv	Giant
7/24/14 11:13	201400027461	M/V Accident PropDam	400 E Main St	Neighborcare
7/24/14 11:47	201400027463	M/V Accident PI	Eastern Shore Dr/E Carroll St	
7/24/14 13:22	201400027470	M/V Accident PropDam	Eastern Shore Dr/E Vine St	
7/24/14 14:27	201400027477	M/V Accident PropDam	641 S Salisbury Bv	Delmarva Surgery Center
7/24/14 14:28	201400027478	M/V Accident PropDam	200 Bateman St	Wayne St Parking Garage
7/25/14 9:28	201400027574	M/V Accident PropDam	S Salisbury Bv/E Vine St	
7/30/14 15:25	201400028353	M/V Accident PropDam	751 S Salisbury Bv	Giant
7/31/14 11:04	201400028450	M/V Accident PropDam	1340 S Division St	Fresenius Medical Care
7/31/14 17:32	201400028503	M/V Accident PropDam	1405 S Salisbury Bv	Saladworks
8/1/14 13:57	201400028604	M/V Accident PropDam	921 Eastern Shore Dr	Bank Of Delmarva
8/1/14 14:29	201400028607	M/V Accident PropDam	751 S Salisbury Bv	Giant
8/1/14 21:54	201400028644	Hit And Run PropDam	927 S Division St	
8/3/14 2:19	201400028817	Hit And Run PropDam	717 Roland St	Rositas Bar
8/4/14 15:46	201400028995	M/V Accident PI	1145 S Salisbury Bv	Bank Of America
8/9/14 13:23	201400029715	M/V Accident PropDam	659 S Salisbury Bv	Salisbury Immediate Care And Injury
8/10/14 21:54	201400029902	M/V Accident PropDam	S Salisbury Bv/E Vine St	
8/11/14 9:49	201400029971	M/V Accident PropDam	1145 S Salisbury Bv	Bank Of America
8/11/14 14:59	201400030006	M/V Accident PropDam	S Salisbury Bv/E Carroll St	
8/12/14 20:12	201400030158	Hit And Run PropDam	751 S Salisbury Bv	Giant
8/13/14 16:16	201400030248	Hit And Run PropDam	1147 S Salisbury Bv	The Deli
8/13/14 16:36	201400030254	M/V Accident PropDam	Eastern Shore Dr/South Bv	
8/13/14 17:28	201400030258	M/V Accident PropDam	Snow Hill Rd/E Main St	
8/14/14 20:35	201400030413	M/V Accident PropDam	301 E Carroll St	Pizza City
8/17/14 8:09	201400030845	M/V Accident PropDam	121 W College Av	Ace
8/20/14 16:19	201400031304	M/V Accident PropDam	E Carroll St/Eastern Shore Dr	
8/20/14 20:13	201400031324	M/V Accident PropDam	125 W College Av	Planet Fitness
8/21/14 11:11	201400031382	M/V Accident PropDam	S Salisbury Bv/E Carroll St	
8/21/14 19:01	201400031436	M/V Accident PropDam	1405 S Salisbury Bv	Jersey Mikes Subs
8/25/14 14:05	201400032085	Hit And Run PropDam	1115 S Salisbury Bv	Cook Out Restaurant
8/27/14 0:17	201400032294	Hit And Run PI	425 Patterson Av	
8/28/14 9:42	201400032511	Hit And Run PropDam	Wayne St/Power St	
8/29/14 16:17	201400032723	M/V Accident PropDam	S Salisbury Bv/Roland St	
8/29/14 17:50	201400032737	Hit And Run PropDam	751 S Salisbury Bv	Giant
8/30/14 12:08	201400032848	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop

Reported	Incident #	Activity	Location	CommonPlace
8/31/14 15:13	201400032994	M/V Accident PI	E Vine St/Monroe St	
9/3/14 12:40	201400033450	M/V Accident PropDam	823 S Salisbury Bv	M & T Bank
9/3/14 14:20	201400033461	M/V Accident PropDam	921 Eastern Shore Dr	Bank Of Delmarva
9/4/14 12:17	201400033584	M/V Accident PropDam	1305 S Salisbury Bv	McDonalds
9/4/14 18:09	201400033618	M/V Accident PropDam	1020 Eastern Shore Dr	Shore Stop
9/6/14 9:48	201400033845	M/V Accident PropDam	South Bv/S Salisbury Bv	
9/9/14 11:29	201400034264	M/V Accident PropDam	Bateman St/Wayne St	
9/9/14 16:02	201400034276	M/V Accident PropDam	S Division St/Milford St	
9/10/14 14:51	201400034391	M/V Accident PropDam	314 E Carroll St	
9/11/14 17:26	201400034543	M/V Accident PI	831 S Salisbury Bv	Ritas Italian Ice
9/11/14 17:31	201400034545	M/V Accident PropDam	Milford St/Wayne St	
9/12/14 10:08	201400034664	M/V Accident PropDam	407 Oak St	Salvation Army
9/12/14 12:22	201400034677	Hit And Run PropDam	105 Washington St	Jet Carpet Cleaning
9/13/14 10:54	201400034810	M/V Accident PropDam	1045 S Salisbury Bv	Plaza Tapatia
9/14/14 16:35	201400034990	Hit And Run PropDam	751 S Salisbury Bv	Giant
9/15/14 7:44	201400035045	M/V Accident PropDam	S Salisbury Bv/W College Av	
9/15/14 10:49	201400035077	M/V Accident PropDam	720 Eastern Shore Dr	Laundry Mat
9/16/14 17:56	201400035273	M/V Accident PI	1020 Roger St	
9/18/14 12:34	201400035483	M/V Accident PropDam	106 Milford St	
9/20/14 23:35	201400035871	M/V Accident PropDam	S Salisbury Bv/E Vine St	
9/21/14 10:22	201400035917	Hit And Run PropDam	1407 University Ter	
9/21/14 18:12	201400035963	M/V Accident PI	S Salisbury Bv/W College Av	
9/23/14 13:26	201400036182	Hit And Run PropDam	751 S Salisbury Bv	Giant
9/23/14 18:14	201400036215	M/V Accident PropDam	1401 S Salisbury Bv	BB&T Bank
9/25/14 14:04	201400036405	M/V Accident PropDam	S Salisbury Bv/W College Av	
9/25/14 15:58	201400036421	M/V Accident PropDam	751 S Salisbury Bv	Giant
9/25/14 18:41	201400036437	Hit And Run PropDam	751 S Salisbury Bv	Giant
9/26/14 23:07	201400036601	Hit And Run PropDam	S Salisbury Bv/W College Av	
9/27/14 14:47	201400036673	M/V Accident PropDam	1025 S Salisbury Bv	Burger King
9/27/14 15:55	201400036680	M/V Accident PropDam	1115 S Salisbury Bv	Cook Out Restaurant
10/2/14 12:22	201400037330	M/V Accident PropDam	S Salisbury Bv/South Bv	
10/2/14 18:30	201400037373	M/V Accident PropDam	1009 S Salisbury Bv	Break Time
10/4/14 13:59	201400037650	M/V Accident PropDam	751 S Salisbury Bv	Giant
10/6/14 7:41	201400037876	M/V Accident PropDam	121 W College Av	Ace
10/7/14 7:59	201400038001	M/V Accident PropDam	Bateman St/Wayne St	
10/7/14 18:28	201400038090	M/V Accident PropDam	833 S Salisbury Bv	Rite Aid

Reported	Incident #	Activity	Location	CommonPlace
10/8/14 8:30	201400038130	M/V Accident PropDam	600 S Division St	Gene's Taxi
10/8/14 14:42	201400038179	M/V Accident PropDam	E College Av/Roger St	
10/8/14 16:27	201400038193	M/V Accident PropDam	Eastern Shore Dr/E College Av	
10/10/14 14:56	201400038567	M/V Accident PropDam	S Division St/Power St	
10/11/14 5:57	201400038633	M/V Accident PI	S Salisbury Bv/E Vine St	
10/11/14 11:27	201400038662	M/V Accident PropDam	Wayne St/Power St	
10/12/14 18:07	201400038838	M/V Accident PropDam	1115 S Salisbury Bv	Cook Out Restaurant
10/13/14 12:22	201400038928	Hit And Run PropDam	106 Milford St	
10/13/14 13:17	201400038931	M/V Accident PropDam	1301 S Salisbury Bv	Hardee's
10/15/14 14:40	201400039201	M/V Accident PI	105 E College Av	Specific Gravity Pizzeria
10/15/14 16:55	201400039215	M/V Accident PropDam	Eastern Shore Dr/E College Av	
10/17/14 13:05	201400039452	M/V Accident PI	S Salisbury Bv/Roland St	
10/17/14 19:18	201400039501	M/V Accident PropDam	913 Vincent St	
10/18/14 12:56	201400039617	M/V Accident PropDam	1115 S Salisbury Bv	Cook Out Restaurant
10/19/14 0:42	201400039701	M/V Accident PropDam	1115 S Salisbury Bv	Cook Out Restaurant
10/21/14 16:40	201400040010	M/V Accident PropDam	845 S Salisbury Bv	University Car Wash
10/22/14 10:08	201400040111	M/V Accident PropDam	Eastern Shore Dr/E Carroll St	
10/23/14 16:41	201400040347	M/V Accident PropDam	105 Washington St	

Salisbury Police Department

Pedestrian Accidents (10/24/11- 10/23/14)- Beats A030, A080, A110, A130, A140, A150, I010, I020, I030

Reported	Incident #	Activity	Location	CommonPlace	CFS_Disposition	Blotter	Beat
10/29/11 4:45	201100042535	M/V Accident PI	S Division St/Milford St		Maars Report	A PEDESTRIAN WAS STRUCK BY A VEHICLE DRIVEN BY THE COMP.☐ ☐ EMS IS ENROUTE.☐ SEE VEH/PERSON MODULE☐ 0193 TRANSPORTED WITNESS TO 323 E COLLEGE AV @ 0505 HRS.☐ SEE MAARS REPORT.☐	A140
4/20/12 17:07	201200015998	M/V Accident PI	S Salisbury Bv/W College Av		Maars Report	PEDESTRIAN STRUCK☐ CODE 2 FOR 0169 ONLY PER 0151☐ EMS ON SCENE..☐ SEE VEHICLE & PERSON MODULES	A110
4/29/12 15:53	201200017270	Hit And Run PI	751 S Salisbury Bv	Giant	Maars Report	PEDESTRIAN EMPLOYEE HIT IN HIP WITH FRONT BUMPER. SUSPECT/ GREEN AND TAN SUV, OLDER MODEL.☐ OCCUPANTS, HISPANIC SUBJECTS. SEE VEH MODULE FOR ONLY INFORMATION AVAILABLE ON SUSPECT VEHICLE. ☐ SEE PERSON MODULE.☐ SEE MAARS.☐	A080
12/6/12 8:24	201200047222	M/V Accident PI	1301 S Salisbury Bv	Hardee's	Maars Report	CENTRAL ADVISED OF AN ACCIDENT WHERE A PEDESTRIAN WAS STRUCK BY A CAR.☐ SEE PERSON/VEHICLE MODULES.☐ SEE MAARS REPORT.	A140

12/14/12 15:54	201200048460	M/V Accident PI	S Salisbury Bv/W College Av		Maars Report	REF 10-50 VEHICLE VS PEDESTRIAN,☐ OFFICER STATED EMS IS ON SCENE, ☐ MINOR 10-50 PI, ☐ SEE MAARS AND VEHICLE MODULE☐	A110
6/30/14 18:37	201400024084	M/V Accident PI	Waverly Dr/Newton St		Maars Report	VEH HAS STRUCK A PEDESTRIAN☐ TOOK OFF UNKNOWN DIRECTION OF TRAVEL☐ SUSPECT VEH WAS A WHITE IMPALA☐ EMS 10-23 AT 1843 HOURS☐ SUBJECT TRANSPORTED BY EMS TO PRMC☐ OFC CHECKING THE WEST SIDE IN REF TO VEH, VEH SHOULD HAVE POSSIBLE DAMAGE TO PASSENGER SIDE & MIRROR☐ SEE MAARS	A040

APPENDIX "B"
ASSUMED DEVELOPMENTS
ADJUSTMENTS FOR EXTENSION OF ONLEY ROAD
INTERSECTION SUMMARY SHEETS

DAVIS,
BOWEN &
FRIEDEL, INC.

ARCHITECTS ENGINEERS SURVEYORS

INTERSECTION SUMMARY SHEETS

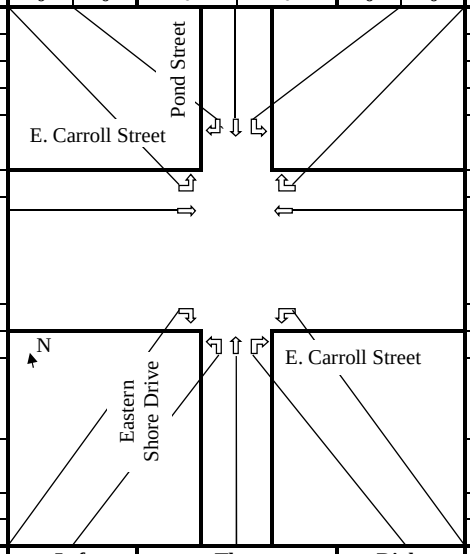
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ E. Carroll Street

Committed Developments Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	0	0	0	0	0	0	Committed Developments

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0			0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0			0	0	Lincoln Place
B&W, Glen Heights	0	0			0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Committed Developments	0	0			0	0	Committed Developments



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	3	3	1	0	0	3	2	1	3	The Orchard
The Gathering	0	1	1	0	0	0	2	1	1	1	The Gathering
Creekside, Cedar Commons, Rowen's	1	6	5	4	0	0	17	11	5	19	Creekside, Cedar Commons, Rowen's
Nutter's	10	31	29	18	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	1	1	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	11	42	39	23	0	0	22	14	7	23	Committed Developments

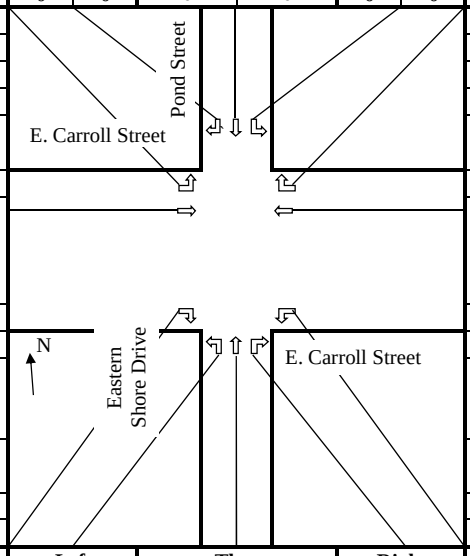
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ E. Carroll Street

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	0	0	0	0	0	0	Committed Developments

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0			0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0			0	0	Lincoln Place
B&W, Glen Heights	0	0			0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Committed Developments	0	0			0	0	Committed Developments



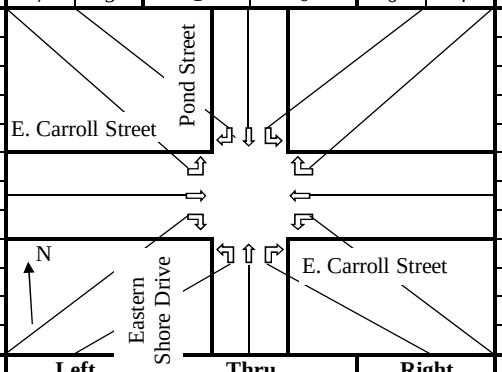
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	3	3	1	0	0	3	2	1	3	The Orchard
The Gathering	0	1	1	0	0	0	2	1	1	1	The Gathering
Creekside, Cedar Commons, Rowen's	1	6	5	4	0	0	17	11	5	19	Creekside, Cedar Commons, Rowen's
Nutter's	13	41	39	24	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	1	1	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	4	11	6	9	Harvest Baptist Church
Committed Developments	14	52	49	29	0	0	26	25	13	32	Committed Developments

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ E. Carroll Street

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	0	7	7	5	1	0	0	4	1	2	**Existing - 2014**
Committed Developments	0	0	0	0	0	0	0	0	0	0	**Committed Developments**
Future Traffic 2024	0	7	7	5	1	0	0	4	1	2	**Future Traffic 2024**
Future Traffic - 2024	0	7	7	5	1	0	0	4	1	2	**Future Traffic - 2024**
Committed Developments	0	0	0	0	0	0	0	0	0	0	**Committed Developments**
Future Traffic 2034	0	7	7	5	1	0	0	4	1	2	**Future Traffic 2034**
Future Traffic - 2034	0	7	7	5	1	0	0	4	1	2	**Future Traffic - 2034**

	Thru				Thru	
	AM	PM			AM	PM	
Existing - 2014	168	268			182	156	**Existing - 2014**
Committed Developments	0	0			0	0	**Committed Developments**
Future Traffic 2024	168	268			182	156	**Future Traffic 2024**
Future Traffic - 2024	168	268			182	156	**Future Traffic - 2024**
Committed Developments	0	0			0	0	**Committed Developments**
Future Traffic 2034	168	268			182	156	**Future Traffic 2034**
Future Traffic - 2034	168	268			182	156	**Future Traffic - 2034**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	307	288	221	258	0	2	87	169	139	163	**Existing - 2014**
Committed Developments	11	42	39	23	0	0	22	14	7	23	**Committed Developments**
Future Traffic 2024	307	288	221	258	0	2	87	169	139	163	**Future Traffic 2024**
Future Traffic - 2024	318	330	260	281	0	2	109	183	146	186	**Future Traffic - 2024**
Committed Developments	14	52	49	29	0	0	26	25	13	32	**Committed Developments**
Future Traffic 2034	307	288	221	258	0	2	87	169	139	163	**Future Traffic 2034**
Future Traffic - 2034	321	340	270	287	0	2	113	194	152	195	**Future Traffic - 2034**

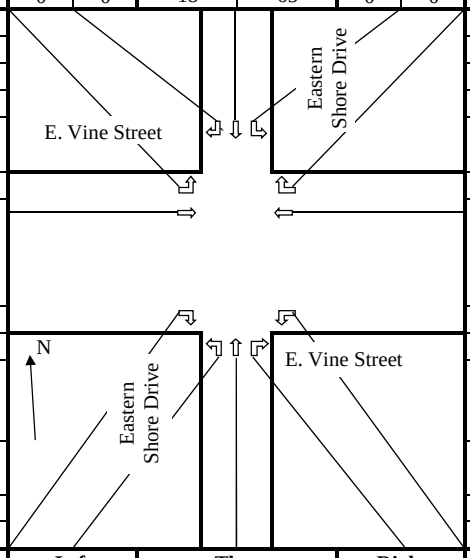
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ E. Vine Street

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	The Orchard
The Gathering	0	0	0	0	1	2	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	10	31	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	18	65	0	0	0	0	Committed Developments

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0			0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0			0	0	Lincoln Place
B&W, Glen Heights	2	9			10	5	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Committed Developments	2	9			10	5	Committed Developments



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	6	3	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	1	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	29	18	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	1	5	5	2	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	61	37	1	5	5	2	Committed Developments

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ E. Vine Street

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	The Orchard
The Gathering	0	0	0	0	1	2	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	13	41	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	6	9	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	27	84	0	0	0	0	Committed Developments

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0	E. Vine Street	Eastern Shore Drive	0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0			0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	N	E. Vine Street	0	0	Lincoln Place
B&W, Glen Heights	2	9	Eastern Shore Drive		10	5	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Committed Developments	2	9			10	5	Committed Developments

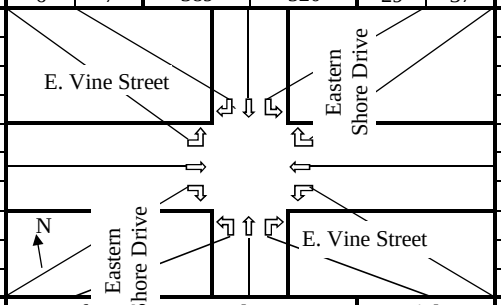
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	6	3	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	1	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	39	24	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	1	5	5	2	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	4	11	6	15	9	14	Harvest Baptist Church
Committed Developments	0	0	0	0	75	54	7	20	14	16	Committed Developments

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ E. Vine Street

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	3	15	6	7	362	436	29	37	19	13	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	18	65	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	3	15	6	7	362	436	29	37	19	13	**Future Traffic 2024**
Future Traffic - Case 2	3	15	6	7	380	501	29	37	19	13	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	27	84	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	3	15	6	7	362	436	29	37	19	13	**Future Traffic 2034**
Future Traffic - Case 3	3	15	6	7	389	520	29	37	19	13	**Future Traffic - Case 3**

	Thru				Thru		
	AM	PM			AM	PM	
Existing - 2014	47	82			100	53	**Existing - 2014**
Comm Dev - 2024	2	9			10	5	**Comm Dev - 2024**
Future Traffic 2024	47	82			100	53	**Future Traffic 2024**
Future Traffic - Case 2	49	91			110	58	**Future Traffic - Case 2**
Comm Dev - 2034	2	9			10	5	**Comm Dev - 2034**
Future Traffic 2034	47	82			100	53	**Future Traffic 2034**
Future Traffic - Case 3	49	91			110	58	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	20	34	22	28	307	360	33	49	39	74	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	61	37	1	5	5	2	**Comm Dev - 2024**
Future Traffic 2024	20	34	22	28	307	360	33	49	39	74	**Future Traffic 2024**
Future Traffic - Case 2	20	34	22	28	368	397	34	54	44	76	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	75	54	7	20	14	16	**Comm Dev - 2034**
Future Traffic 2034	20	34	22	28	307	360	33	49	39	74	**Future Traffic 2034**
Future Traffic - Case 3	20	34	22	28	382	414	40	69	53	90	**Future Traffic - Case 3**

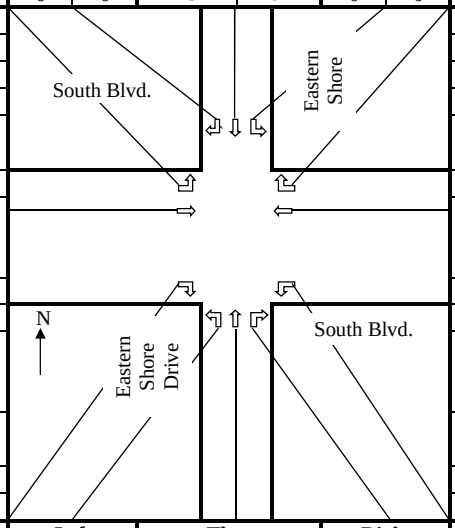
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ South Boulevard

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	1	2	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	10	31	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	0	1	0	0	0	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	5	2	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	**Harvest Baptist Church**
Committed Developments	0	0	0	0	23	67	0	0	0	0	**Committed Developments**

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	**The Orchard**
The Gathering	0	0			0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0			0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0			0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0			0	0	**Lincoln Place**
B&W, Glen Heights	0	0			0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0			0	0	**Harvest Baptist Church**
Committed Developments	0	0			0	0	**Committed Developments**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	6	3	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	3	1	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	29	18	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	1	0	0	0	0	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	1	5	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	**Harvest Baptist Church**
Committed Developments	0	0	0	0	62	42	0	0	0	0	**Committed Developments**

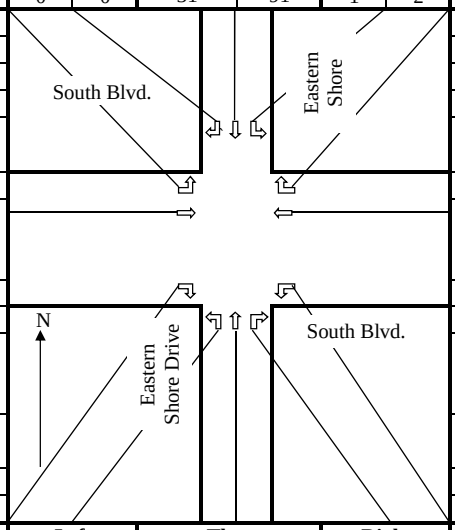
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ South Boulevard

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	1	2	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	13	41	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	0	1	0	0	0	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	5	2	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	5	14	1	2	0	0	**Harvest Baptist Church**
Comm Dev - 2034	0	0	0	0	31	91	1	2	0	0	**Comm Dev - 2034**

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	**The Orchard**
The Gathering	0	0			0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0			0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0			0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0			0	0	**Lincoln Place**
B&W, Glen Heights	0	0			0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	1	3			3	5	**Harvest Baptist Church**
Comm Dev - 2034	1	3			3	5	**Comm Dev - 2034**



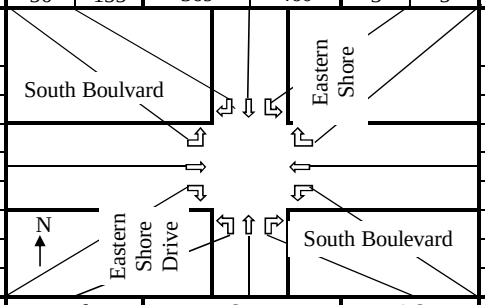
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	6	3	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	3	1	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	39	24	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	1	0	0	0	0	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	1	5	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	3	8	9	13	3	5	0	0	0	0	**Harvest Baptist Church**
Comm Dev - 2034	3	8	9	13	75	53	0	0	0	0	**Comm Dev - 2034**

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ South Boulevard

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	43	106	56	155	338	369	2	3	2	1	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	23	67	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	43	106	56	155	338	369	2	3	2	1	**Future Traffic 2024**
Future Traffic - Case 2	43	106	56	155	361	436	2	3	2	1	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	31	91	1	2	0	0	**Comm Dev - 2034**
Future Traffic 2034	43	106	56	155	338	369	2	3	2	1	**Future Traffic 2034**
Future Traffic - Case 3	43	106	56	155	369	460	3	5	2	1	**Future Traffic - Case 3**

	Thru				Thru		
	AM	PM			AM	PM	
Existing - 2014	27	79			19	28	**Existing - 2014**
Comm Dev - 2024	0	0			0	0	**Comm Dev - 2024**
Future Traffic 2024	27	79			19	28	**Future Traffic 2024**
Future Traffic - Case 2	27	79			19	28	**Future Traffic - Case 2**
Comm Dev - 2034	1	3			3	5	**Comm Dev - 2034**
Future Traffic 2034	27	79			19	28	**Future Traffic 2034**
Future Traffic - Case 3	28	82			22	33	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	68	247	82	124	333	300	2	4	3	9	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	62	42	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	68	247	82	124	333	300	2	4	3	9	**Future Traffic 2024**
Future Traffic - Case 2	68	247	82	124	395	342	2	4	3	9	**Future Traffic - Case 2**
Comm Dev - 2034	3	8	9	13	75	53	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	68	247	82	124	333	300	2	4	3	9	**Future Traffic 2034**
Future Traffic - Case 3	71	255	91	137	408	353	2	4	3	9	**Future Traffic - Case 3**

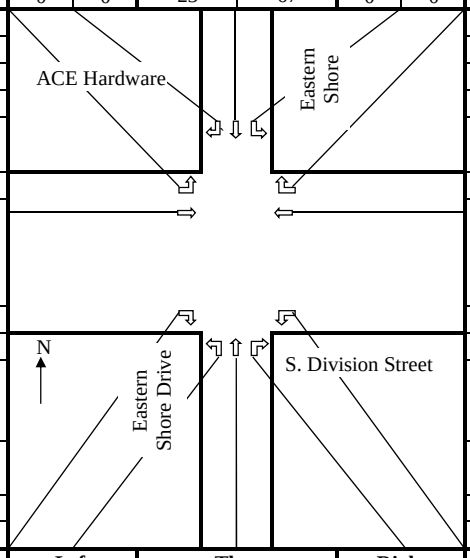
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ South Division Street / ACE Hardware

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	The Orchard
The Gathering	0	0	0	0	1	2	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	10	31	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	5	2	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	23	67	0	0	0	0	Comm Dev - 2024

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Comm Dev - 2024	0	0							0	0	Comm Dev - 2024



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	6	3	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	1	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	29	18	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	5	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	62	42	0	0	0	0	Comm Dev - 2024

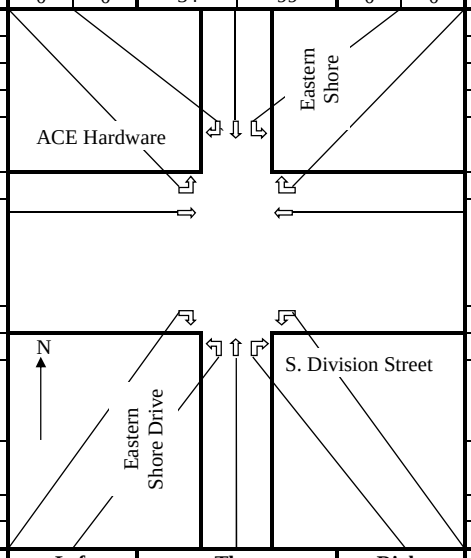
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ South Division Street / ACE Hardware

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	The Orchard
The Gathering	0	0	0	0	1	2	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	13	41	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	5	2	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	8	22	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	34	99	0	0	0	0	Comm Dev - 2034

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Comm Dev - 2034	0	0							0	0	Comm Dev - 2034



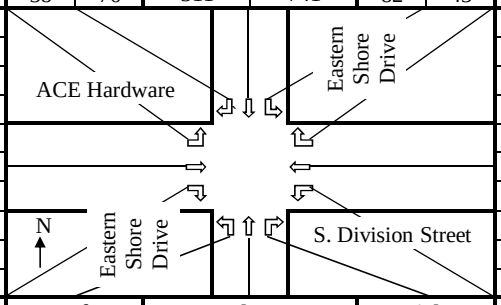
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	6	3	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	1	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	39	24	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	5	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	12	18	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	84	66	0	0	0	0	Comm Dev - 2034

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive @ South Division Street / ACE Hardware

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	19	32	38	76	277	642	82	43	12	19	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	23	67	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	19	32	38	76	277	642	82	43	12	19	**Future Traffic 2024**
Future Traffic - Case 2	19	32	38	76	300	709	82	43	12	19	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	34	99	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	19	32	38	76	277	642	82	43	12	19	**Future Traffic 2034**
Future Traffic - Case 3	19	32	38	76	311	741	82	43	12	19	**Future Traffic - Case 3**

	Thru				Thru	
	AM	PM			AM	PM	
Existing - 2014	5	11			3	24	**Existing - 2014**
Comm Dev - 2024	0	0			0	0	**Comm Dev - 2024**
Future Traffic 2024	5	11			3	24	**Future Traffic 2024**
Future Traffic - Case 2	5	11			3	24	**Future Traffic - Case 2**
Comm Dev - 2034	0	0			0	0	**Comm Dev - 2034**
Future Traffic 2034	5	11			3	24	**Future Traffic 2034**
Future Traffic - Case 3	5	11			3	24	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	20	32	11	17	411	376	79	67	21	16	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	62	42	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	20	32	11	17	411	376	79	67	21	16	**Future Traffic 2024**
Future Traffic - Case 2	20	32	11	17	473	418	79	67	21	16	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	84	66	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	20	32	11	17	411	376	79	67	21	16	**Future Traffic 2034**
Future Traffic - Case 3	20	32	11	17	495	442	79	67	21	16	**Future Traffic - Case 3**

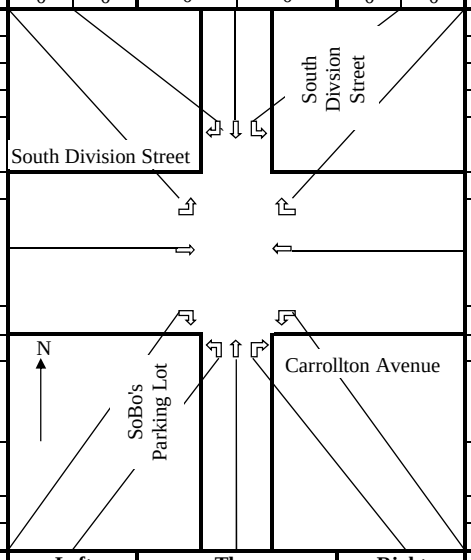
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street @ Carrollton Avenue

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	0	0	0	0	0	0	Committed Developments

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Committed Developments	0	0							0	0	Committed Developments



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	0	0	0	0	0	0	0	0	0	0	Committed Developments

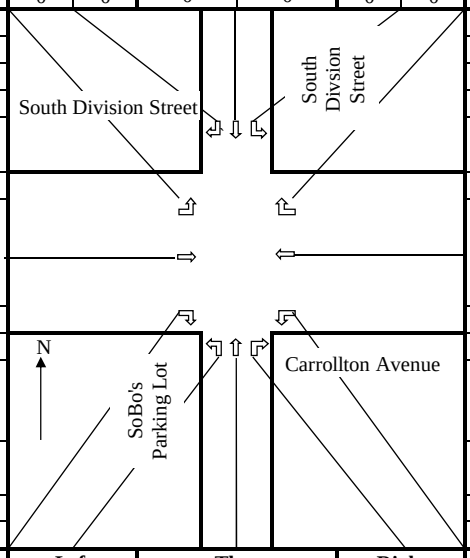
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street @ Carrollton Avenue

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2034

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Comm Dev - 2034	0	0							0	0	Comm Dev - 2034



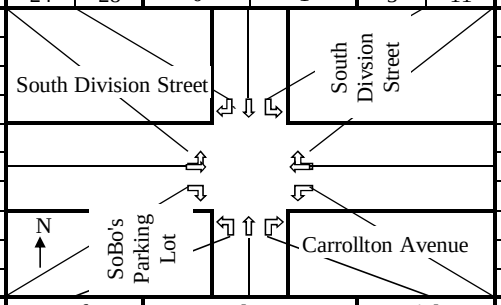
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2034

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street @ Carrollton Avenue

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	37	53	24	28	0	1	5	11	8	8	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	37	53	24	28	0	1	5	11	8	8	**Future Traffic 2024**
Future Traffic - Case 2	37	53	24	28	0	1	5	11	8	8	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	37	53	24	28	0	1	5	11	8	8	**Future Traffic 2034**
Future Traffic - Case 3	37	53	24	28	0	1	5	11	8	8	**Future Traffic - Case 3**

	Thru			Thru	
	AM	PM		AM	PM	
Existing - 2014	120	48		16	42	**Existing - 2014**
Comm Dev - 2024	0	0		0	0	**Comm Dev - 2024**
Future Traffic 2024	120	48		16	42	**Future Traffic 2024**
Future Traffic - Case 2	120	48		16	42	**Future Traffic - Case 2**
Comm Dev - 2034	0	0		0	0	**Comm Dev - 2034**
Future Traffic 2034	120	48		16	42	**Future Traffic 2034**
Future Traffic - Case 3	120	48		16	42	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	1	2	0	3	0	0	0	3	1	0	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	1	2	0	3	0	0	0	3	1	0	**Future Traffic 2024**
Future Traffic - Case 2	1	2	0	3	0	0	0	3	1	0	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	1	2	0	3	0	0	0	3	1	0	**Future Traffic 2034**
Future Traffic - Case 3	1	2	0	3	0	0	0	3	1	0	**Future Traffic - Case 3**

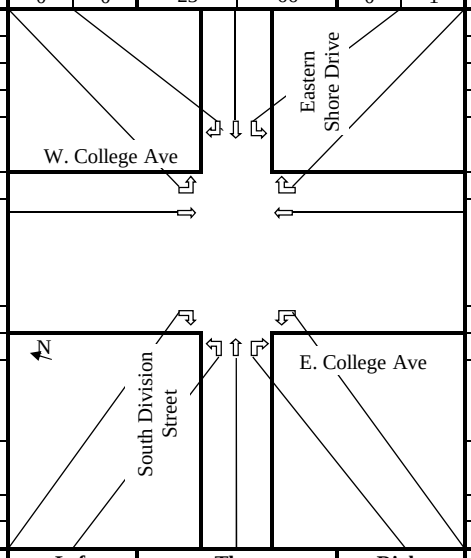
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive / South Division Street @ College Avenue

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	The Orchard
The Gathering	0	0	0	0	1	2	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	10	31	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	1	1	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	5	2	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	23	66	0	1	1	0	Comm Dev - 2024

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	10	31			29	18	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	30	91			86	53	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	1			1	0	Lincoln Place
B&W, Glen Heights	1	5			5	2	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	22	67			73	36	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	36	21			10	41	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Comm Dev - 2024	99	216			204	150	Comm Dev - 2024



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	3	14	15	7	6	3	6	3	1	6	The Orchard
The Gathering	1	6	6	3	3	1	3	1	1	2	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	11	6	4	12	Creekside, Cedar Commons, Rowen's
Nutter's	10	31	29	18	29	18	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	1	1	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	5	0	2	3	1	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	7	23	25	13	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	36	21	10	41	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	14	51	50	28	61	42	63	57	45	75	Comm Dev - 2024

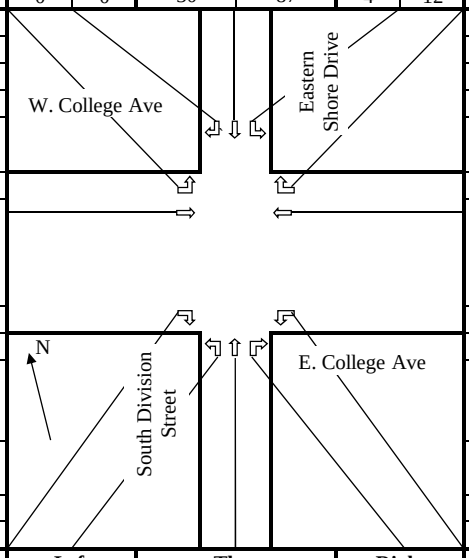
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive / South Division Street @ College Avenue

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	1	6	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	1	2	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	6	25	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	13	41	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	0	0	0	1	1	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	5	2	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	4	11	4	11	6	9	**Harvest Baptist Church**
Comm Dev - 2034	0	0	0	0	30	87	4	12	7	9	**Comm Dev - 2034**

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	**The Orchard**
The Gathering	0	0			0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0			0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	13	41			39	24	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	15	43			43	26	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	1			1	0	**Lincoln Place**
B&W, Glen Heights	1	5			5	2	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	26	92			98	48	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	36	21			10	41	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0			0	0	**Harvest Baptist Church**
Comm Dev - 2034	91	203			196	141	**Comm Dev - 2034**



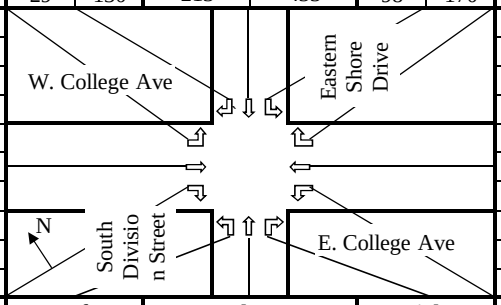
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	3	14	15	7	6	3	0	0	0	0	**The Orchard**
The Gathering	1	6	6	3	3	1	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	22	15	5	4	1	6	**Creekside, Cedar Commons, Rowen's**
Nutter's	13	41	39	24	39	24	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	0	0	0	1	1	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	1	5	0	2	3	1	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	9	31	33	17	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	36	21	10	41	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	6	9	0	0	0	0	**Harvest Baptist Church**
Comm Dev - 2034	17	61	60	34	77	57	50	59	48	65	**Comm Dev - 2034**

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

Eastern Shore Drive / South Division Street @ College Avenue

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	94	108	29	130	183	346	94	158	108	105	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	23	66	0	1	1	0	**Comm Dev - 2024**
Future Traffic 2024	94	108	29	130	183	346	94	158	108	105	**Future Traffic 2024**
Future Traffic - Case 2	94	108	29	130	206	412	94	159	109	105	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	30	87	4	12	7	9	**Comm Dev - 2034**
Future Traffic 2034	94	108	29	130	183	346	94	158	108	105	**Future Traffic 2034**
Future Traffic - Case 3	94	108	29	130	213	433	98	170	115	114	**Future Traffic - Case 3**

	Thru			Thru	
	AM	PM		AM	PM	
Existing - 2014	340	471		442	528	**Existing - 2014**
Comm Dev - 2024	99	216		204	150	**Comm Dev - 2024**
Future Traffic 2024	340	471		442	528	**Future Traffic 2024**
Future Traffic - Case 2	439	687		646	678	**Future Traffic - Case 2**
Comm Dev - 2034	91	203		196	141	**Comm Dev - 2034**
Future Traffic 2034	340	471		442	528	**Future Traffic 2034**
Future Traffic - Case 3	431	674		638	669	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	30	108	38	121	230	285	157	185	161	223	**Existing - 2014**
Comm Dev - 2024	14	51	50	28	61	42	63	57	45	75	**Comm Dev - 2024**
Future Traffic 2024	30	108	38	121	230	285	157	185	161	223	**Future Traffic 2024**
Future Traffic - Case 2	44	159	88	149	291	327	220	242	206	298	**Future Traffic - Case 2**
Comm Dev - 2034	17	61	60	34	77	57	50	59	48	65	**Comm Dev - 2034**
Future Traffic 2034	30	108	38	121	230	285	157	185	161	223	**Future Traffic 2034**
Future Traffic - Case 3	47	169	98	155	307	342	207	244	209	288	**Future Traffic - Case 3**

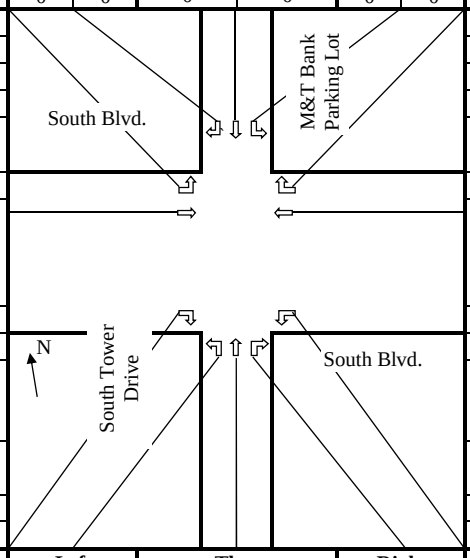
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Boulevard @ South Tower Drive

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2024

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0			0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0			0	0	Lincoln Place
B&W, Glen Heights	0	0			0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Comm Dev - 2024	0	0			0	0	Comm Dev - 2024



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2024

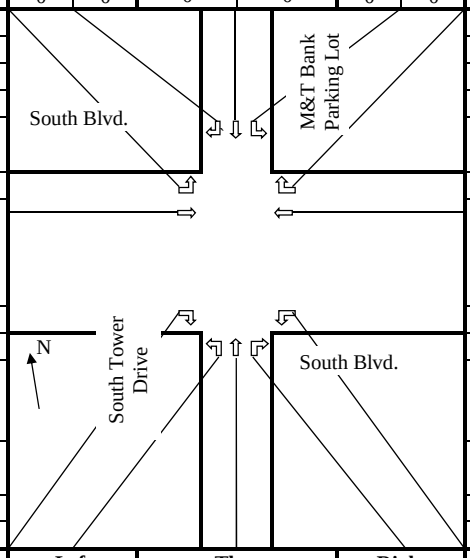
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Boulevard @ South Tower Drive

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	0	0	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	0	0	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	0	0	0	0	0	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	**Harvest Baptist Church**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**

	Thru				Thru	
	AM	PM			AM	PM	
The Orchard	0	0			0	0	**The Orchard**
The Gathering	0	0			0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0			0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0			0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0			0	0	**Lincoln Place**
B&W, Glen Heights	0	0			0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	30	45			18	53	**Harvest Baptist Church**
Comm Dev - 2034	30	45			18	53	**Comm Dev - 2034**



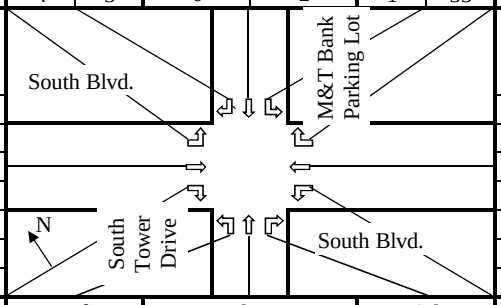
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	**The Orchard**
The Gathering	0	0	0	0	0	0	0	0	0	0	**The Gathering**
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	**Creekside, Cedar Commons, Rowen's**
Nutter's	0	0	0	0	0	0	0	0	0	0	**Nutter's**
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	**Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate**
Lincoln Place	0	0	0	0	0	0	0	0	0	0	**Lincoln Place**
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	**B&W, Glen Heights**
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake**
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	**Woodbrooke Medical, Village at Salisbury Lake**
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	**Harvest Baptist Church**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Boulevard @ South Tower Drive

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	0	1	4	3	0	2	1	33	7	14	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	0	1	4	3	0	2	1	33	7	14	**Future Traffic 2024**
Future Traffic - Case 2	0	1	4	3	0	2	1	33	7	14	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	0	1	4	3	0	2	1	33	7	14	**Future Traffic 2034**
Future Traffic - Case 3	0	1	4	3	0	2	1	33	7	14	**Future Traffic - Case 3**

	Thru				Thru		
	AM	PM			AM	PM	
Existing - 2014	158	358			159	320	**Existing - 2014**
Comm Dev - 2024	0	0			0	0	**Comm Dev - 2024**
Future Traffic 2024	158	358			159	320	**Future Traffic 2024**
Future Traffic - Case 2	158	358			159	320	**Future Traffic - Case 2**
Comm Dev - 2034	30	45			18	53	**Comm Dev - 2034**
Future Traffic 2034	158	358			159	320	**Future Traffic 2034**
Future Traffic - Case 3	188	403			177	373	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	13	24	8	43	0	2	7	43	11	19	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	13	24	8	43	0	2	7	43	11	19	**Future Traffic 2024**
Future Traffic - Case 2	13	24	8	43	0	2	7	43	11	19	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	13	24	8	43	0	2	7	43	11	19	**Future Traffic 2034**
Future Traffic - Case 3	13	24	8	43	0	2	7	43	11	19	**Future Traffic - Case 3**

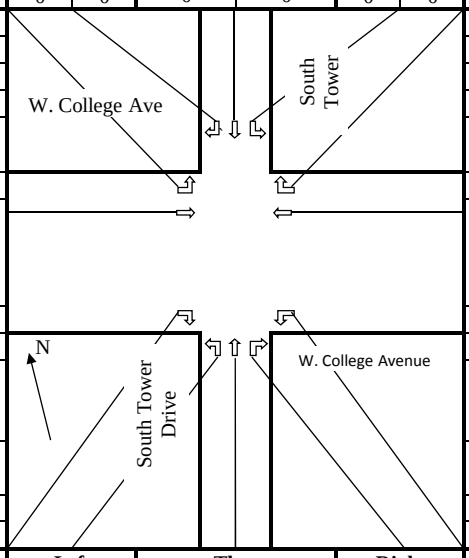
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

West College Avenue @ South Tower Drive

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2024

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	3	14			15	7	The Orchard
The Gathering	1	6			6	3	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	20	62			58	36	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	30	91			86	53	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	1			1	0	Lincoln Place
B&W, Glen Heights	1	5			5	2	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	22	67			73	36	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	36	21			10	41	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Comm Dev - 2024	113	267			254	178	Comm Dev - 2024



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2024

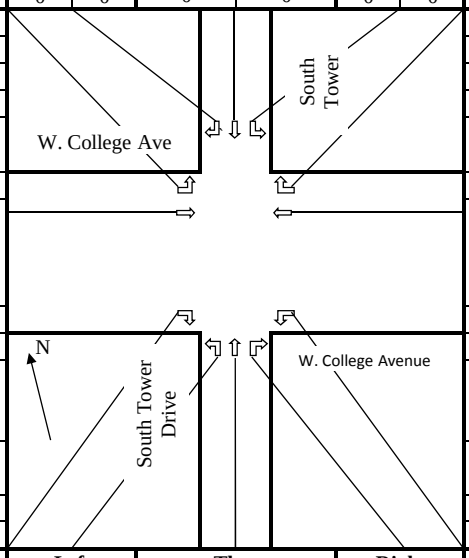
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

West College Avenue @ South Tower Drive

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2034

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	3	14			15	7	The Orchard
The Gathering	1	6			6	3	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	26	82			78	48	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	15	43			43	26	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	1			1	0	Lincoln Place
B&W, Glen Heights	1	5			5	2	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	26	92			98	48	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	36	21			10	41	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Comm Dev - 2034	108	264			256	175	Comm Dev - 2034



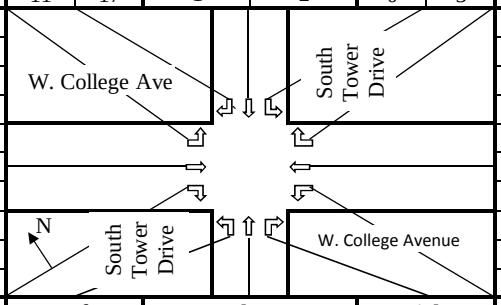
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	0	0	0	0	0	0	The Orchard
The Gathering	0	0	0	0	0	0	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	0	0	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	0	0	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	0	0	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	0	0	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	Comm Dev - 2034

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

West College Avenue @ South Tower Drive

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	1	0	11	17	1	2	0	3	13	31	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	1	0	11	17	1	2	0	3	13	31	**Future Traffic 2024**
Future Traffic - Case 2	1	0	11	17	1	2	0	3	13	31	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	1	0	11	17	1	2	0	3	13	31	**Future Traffic 2034**
Future Traffic - Case 3	1	0	11	17	1	2	0	3	13	31	**Future Traffic - Case 3**

	Thru				Thru	
	AM	PM			AM	PM	
Existing - 2014	472	550			492	739	**Existing - 2014**
Comm Dev - 2024	113	267			254	178	**Comm Dev - 2024**
Future Traffic 2024	472	550			492	739	**Future Traffic 2024**
Future Traffic - Case 2	585	817			746	917	**Future Traffic - Case 2**
Comm Dev - 2034	108	264			256	175	**Comm Dev - 2034**
Future Traffic 2034	472	550			492	739	**Future Traffic 2034**
Future Traffic - Case 3	580	814			748	914	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	1	16	0	0	0	1	1	37	9	35	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	1	16	0	0	0	1	1	37	9	35	**Future Traffic 2024**
Future Traffic - Case 2	1	16	0	0	0	1	1	37	9	35	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	0	0	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	1	16	0	0	0	1	1	37	9	35	**Future Traffic 2034**
Future Traffic - Case 3	1	16	0	0	0	1	1	37	9	35	**Future Traffic - Case 3**

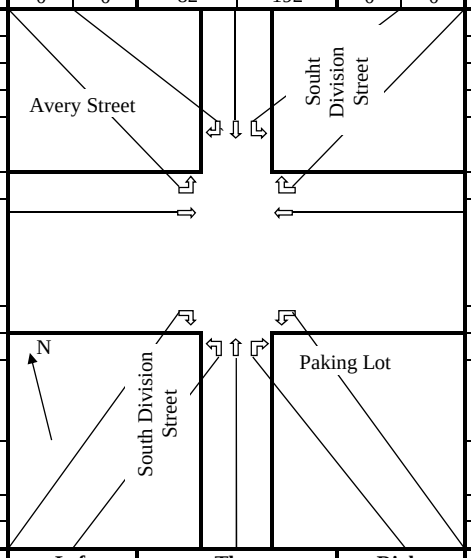
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street @ Avery Street

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	5	26	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	10	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	10	37	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	20	62	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	8	3	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	25	13	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	10	41	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	82	192	0	0	0	0	Comm Dev - 2024

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Comm Dev - 2024	0	0							0	0	Comm Dev - 2024



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	27	13	0	0	0	0	The Orchard
The Gathering	0	0	0	0	12	5	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	33	21	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	58	36	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	7	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	7	23	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	36	21	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	0	0	174	127	0	0	0	0	Comm Dev - 2024

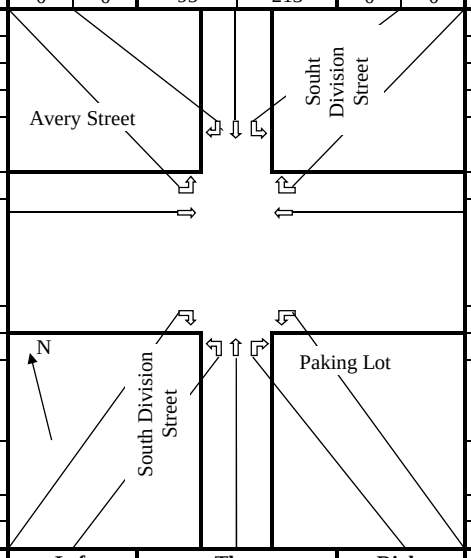
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street @ Avery Street

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	4	20	0	0	0	0	The Orchard
The Gathering	0	0	0	0	2	8	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	7	31	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	26	82	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	8	3	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	33	17	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	10	41	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	4	11	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	95	213	0	0	0	0	Comm Dev - 2034

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Comm Dev - 2034	0	0							0	0	Comm Dev - 2034



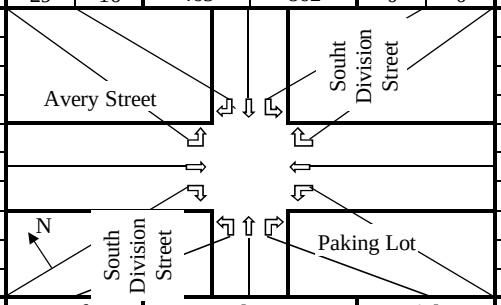
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	0	0	21	10	0	0	0	0	The Orchard
The Gathering	0	0	0	0	9	4	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	27	19	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	78	48	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	7	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	9	31	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	36	21	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	6	9	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	0	0	187	150	0	0	0	0	Comm Dev - 2034

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street @ Avery Street

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	7	33	29	16	370	649	0	0	0	1	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	82	192	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	7	33	29	16	370	649	0	0	0	1	**Future Traffic 2024**
Future Traffic - Case 2	7	33	29	16	452	841	0	0	0	1	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	95	213	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	7	33	29	16	370	649	0	0	0	1	**Future Traffic 2034**
Future Traffic - Case 3	7	33	29	16	465	862	0	0	0	1	**Future Traffic - Case 3**

	Thru				Thru		
	AM	PM			AM	PM	
Existing - 2014	0	0			1	0	**Existing - 2014**
Comm Dev - 2024	0	0			0	0	**Comm Dev - 2024**
Future Traffic 2024	0	0			1	0	**Future Traffic 2024**
Future Traffic - Case 2	0	0			1	0	**Future Traffic - Case 2**
Comm Dev - 2034	0	0			0	0	**Comm Dev - 2034**
Future Traffic 2034	0	0			1	0	**Future Traffic 2034**
Future Traffic - Case 3	0	0			1	0	**Future Traffic - Case 3**



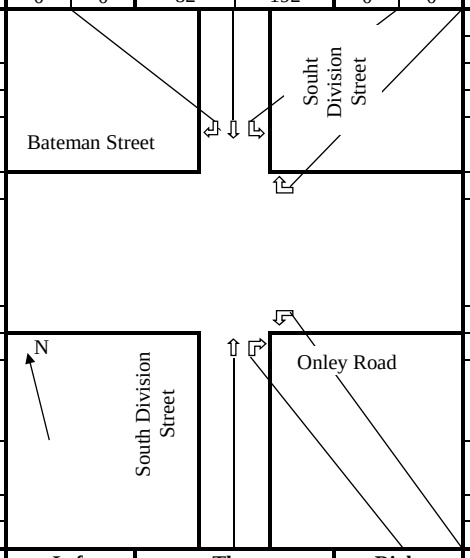
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	19	21	32	30	431	603	0	0	0	0	**Existing - 2014**
Comm Dev - 2024	0	0	0	0	174	127	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	19	21	32	30	431	603	0	0	0	0	**Future Traffic 2024**
Future Traffic - Case 2	19	21	32	30	605	730	0	0	0	0	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	0	0	187	150	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	19	21	32	30	431	603	0	0	0	0	**Future Traffic 2034**
Future Traffic - Case 3	19	21	32	30	618	753	0	0	0	0	**Future Traffic - Case 3**

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street / Onley Road / Bateman Street

Committed Development Volumes - 2024

	Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	5	26	0	0	0	0	The Orchard
The Gathering	0	0	3	10	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	10	37	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	20	62	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	8	3	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	25	13	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	10	41	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024	0	0	82	192	0	0	0	0	Comm Dev - 2024



	Thru		
	AM	PM	
The Orchard			The Orchard
The Gathering			The Gathering
Creekside, Cedar Commons, Rowen's			Creekside, Cedar Commons, Rowen's
Nutter's			Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate			Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place			Lincoln Place
B&W, Glen Heights			B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake			Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake			Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church			Harvest Baptist Church
Comm Dev - 2024			Comm Dev - 2024

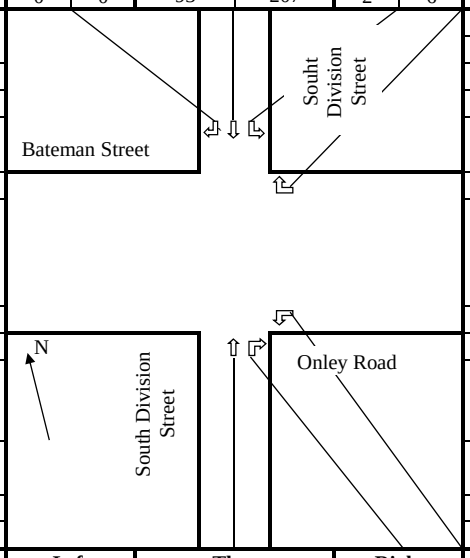
	Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard			27	13	0	0	0	0	The Orchard
The Gathering			12	5	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's			33	21	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's			58	36	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate			0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place			0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights			1	7	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake			7	23	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake			36	21	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church			0	0	0	0	0	0	Harvest Baptist Church
Comm Dev - 2024			174	127	0	0	0	0	Comm Dev - 2024

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street / Onley Road / Bateman Street

Committed Development Volumes - 2034

	Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	4	20	0	0	0	0	The Orchard
The Gathering	0	0	2	8	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	7	31	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	26	82	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	8	3	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	33	17	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	10	41	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	2	5	2	6	3	4	Harvest Baptist Church
Comm Dev - 2034	0	0	93	207	2	6	3	4	Comm Dev - 2034



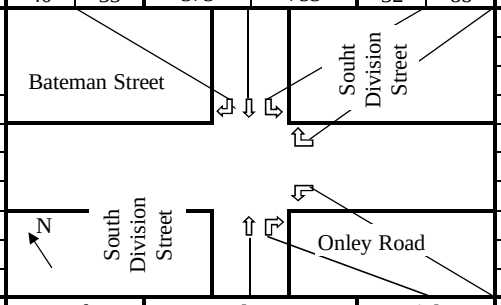
	Thru		
	AM	PM	
The Orchard	0	0	The Orchard
The Gathering	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	Lincoln Place
B&W, Glen Heights	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	Comm Dev - 2034

	Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	0	0	21	10	12	6	2	11	The Orchard
The Gathering	0	0	9	4	4	2	1	3	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	27	19	5	4	1	6	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	78	48	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	15	43	43	26	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	1	7	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	9	31	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	36	21	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	3	5	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	0	0	184	146	36	55	47	46	Comm Dev - 2034

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Division Street / Onley Road / Bateman Street

	Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	40	35	280	546	30	82	49	94	**Existing - 2014**
Comm Dev - 2024	0	0	82	192	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	40	35	280	546	30	82	49	94	**Future Traffic 2024**
Future Traffic - Case 2	40	35	362	738	30	82	49	94	**Future Traffic - Case 2**
Comm Dev - 2034	0	0	93	207	2	6	3	4	**Comm Dev - 2034**
Future Traffic 2034	40	35	280	546	30	82	49	94	**Future Traffic 2034**
Future Traffic - Case 3	40	35	373	753	32	88	52	98	**Future Traffic - Case 3**



	Thru		
	AM	PM	
Existing - 2014			**Existing - 2014**
Comm Dev - 2024			**Comm Dev - 2024**
Future Traffic 2024			**Future Traffic 2024**
Future Traffic - Case 2			**Future Traffic - Case 2**
Comm Dev - 2034			**Comm Dev - 2034**
Future Traffic 2034			**Future Traffic 2034**
Future Traffic - Case 3			**Future Traffic - Case 3**

	Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014			404	502	29	40	12	32	**Existing - 2014**
Comm Dev - 2024			174	127	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024			404	502	29	40	12	32	**Future Traffic 2024**
Future Traffic - Case 2			578	629	29	40	12	32	**Future Traffic - Case 2**
Comm Dev - 2034			184	146	36	55	47	46	**Comm Dev - 2034**
Future Traffic 2034			404	502	29	40	12	32	**Future Traffic 2034**
Future Traffic - Case 3			588	648	65	95	59	78	**Future Traffic - Case 3**

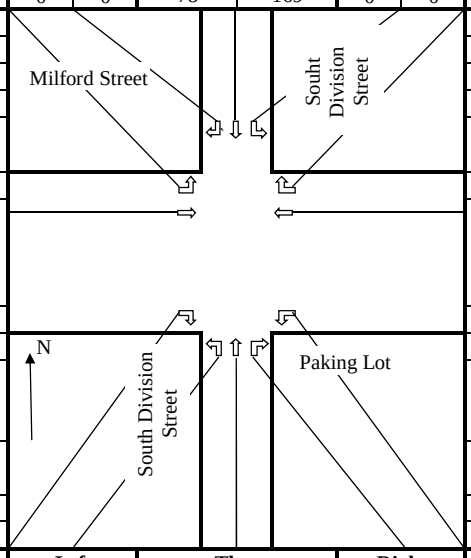
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Divisions Street @ Milford Street

Committed Development Volumes - 2024

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	1	8	0	0	1	3	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	10	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	10	37	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	20	62	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	8	3	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	25	13	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	10	41	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	1	8	0	0	78	169	0	0	0	0	Committed Developments

	Thru								Thru		
	AM	PM							AM	PM	
The Orchard	0	0							0	0	The Orchard
The Gathering	0	0							0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0							0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0							0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0							0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0							0	0	Lincoln Place
B&W, Glen Heights	0	0							0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0							0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0							0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0							0	0	Harvest Baptist Church
Committed Developments	0	0							0	0	Committed Developments



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	2	9	17	8	4	4	0	0	0	0	The Orchard
The Gathering	2	7	7	3	12	5	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	33	21	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	58	36	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	7	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	7	23	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	36	21	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	0	0	0	0	0	0	Harvest Baptist Church
Committed Developments	4	16	24	11	151	118	0	0	0	0	Committed Developments

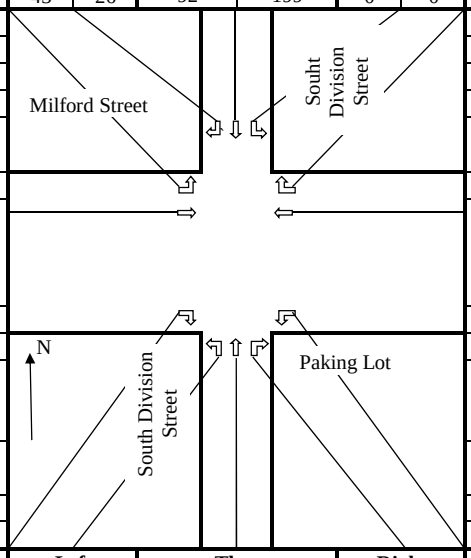
Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Divisions Street @ Milford Street

Committed Development Volumes - 2034

	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	1	8	0	0	1	3	0	0	0	0	The Orchard
The Gathering	0	0	0	0	3	11	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	8	37	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	26	82	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	15	43	43	26	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	1	0	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	8	3	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	33	17	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	10	41	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	2	5	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	16	51	43	26	92	199	0	0	0	0	Comm Dev - 2034

	Thru				Thru		
	AM	PM			AM	PM	
The Orchard	0	0			0	0	The Orchard
The Gathering	0	0			0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0			0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0			0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0			0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0			0	0	Lincoln Place
B&W, Glen Heights	0	0			0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0			0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0			0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0			0	0	Harvest Baptist Church
Comm Dev - 2034	0	0			0	0	Comm Dev - 2034



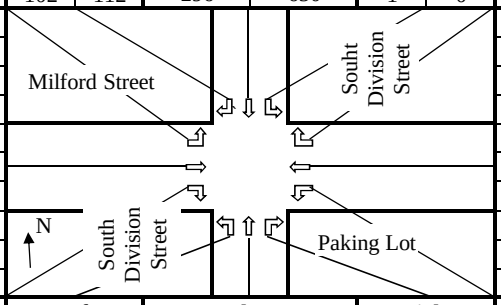
	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
The Orchard	2	9	17	8	4	4	0	0	0	0	The Orchard
The Gathering	2	7	7	3	13	6	0	0	0	0	The Gathering
Creekside, Cedar Commons, Rowen's	0	0	0	0	32	23	0	0	0	0	Creekside, Cedar Commons, Rowen's
Nutter's	0	0	0	0	78	48	0	0	0	0	Nutter's
Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate	0	0	0	0	0	0	0	0	0	0	Allen Mem. Church, Causey Annex., Johnson's Retreat, Marley Manor, Summersgate
Lincoln Place	0	0	0	0	0	1	0	0	0	0	Lincoln Place
B&W, Glen Heights	0	0	0	0	1	7	0	0	0	0	B&W, Glen Heights
Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake	0	0	0	0	9	31	0	0	0	0	Aydelotte Farm, Farlow Fields, Beaglin Crossing, Village at Salisbury Lake
Woodbrooke Medical, Village at Salisbury Lake	0	0	0	0	36	21	0	0	0	0	Woodbrooke Medical, Village at Salisbury Lake
Harvest Baptist Church	0	0	0	0	3	5	0	0	0	0	Harvest Baptist Church
Comm Dev - 2034	4	16	24	11	176	146	0	0	0	0	Comm Dev - 2034

Eastern Shore Drive Corridor Study
Weekday Peak Hour Summary

South Divisions Street @ Milford Street

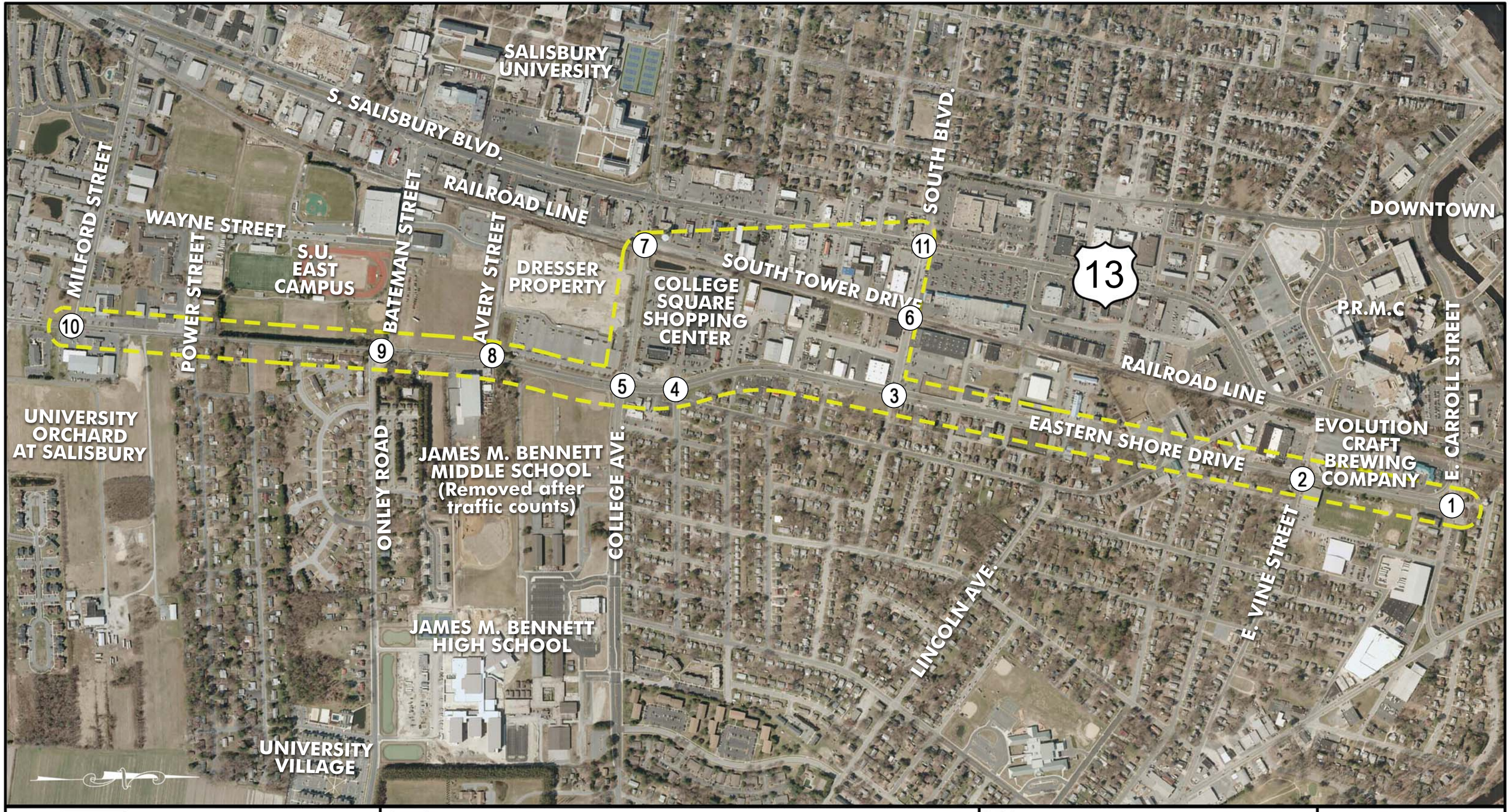
	Left		Right		Thru		Left		Right		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	50	184	59	86	204	451	1	0	0	6	**Existing - 2014**
Comm Dev - 2024	1	8	0	0	78	169	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	50	184	59	86	204	451	1	0	0	6	**Future Traffic 2024**
Future Traffic - Case 2	51	192	59	86	282	620	1	0	0	6	**Future Traffic - Case 2**
Comm Dev - 2034	16	51	43	26	92	199	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	50	184	59	86	204	451	1	0	0	6	**Future Traffic 2034**
Future Traffic - Case 3	66	235	102	112	296	650	1	0	0	6	**Future Traffic - Case 3**

	Thru			Thru		
	AM	PM		AM	PM	
Existing - 2014	1	14		1	4	**Existing - 2014**
Comm Dev - 2024	0	0		0	0	**Comm Dev - 2024**
Future Traffic 2024	1	14		1	4	**Future Traffic 2024**
Future Traffic - Case 2	1	14		1	4	**Future Traffic - Case 2**
Comm Dev - 2034	0	0		0	0	**Comm Dev - 2034**
Future Traffic 2034	1	14		1	4	**Future Traffic 2034**
Future Traffic - Case 3	1	14		1	4	**Future Traffic - Case 3**



	Right		Left		Thru		Right		Left		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Existing - 2014	51	217	193	139	394	302	2	10	1	4	**Existing - 2014**
Comm Dev - 2024	4	16	24	11	151	118	0	0	0	0	**Comm Dev - 2024**
Future Traffic 2024	51	217	193	139	394	302	2	10	1	4	**Future Traffic 2024**
Future Traffic - Case 2	55	233	217	150	545	420	2	10	1	4	**Future Traffic - Case 2**
Comm Dev - 2034	4	16	24	11	176	146	0	0	0	0	**Comm Dev - 2034**
Future Traffic 2034	51	217	193	139	394	302	2	10	1	4	**Future Traffic 2034**
Future Traffic - Case 3	55	233	217	150	570	448	2	10	1	4	**Future Traffic - Case 3**

ILLUSTRATIONS/RENDERINGS



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410.543.9091

Legend:

STUDY AREA BOUNDARY

1. Eastern Shore Drive / E. Carroll Street
2. Eastern Shore Drive / E. Vine Street
3. Eastern Shore Drive / South Boulevard
4. Eastern Shore Drive / Carrolton Avenue / South Division Street
5. Eastern Shore Drive / Carrolton Avenue / South Division Street
6. South Boulevard / South Tower Drive
7. W. College Avenue / South Tower Drive
8. South Division Street / Avery Street
9. South Divison Street / Onley Road / Bateman Street
10. South Division Stret / Milford Street
11. Business US Routh 13 / South Boulevard

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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7

Description: STUDY AREA

Proj.No.: --------

Dwn.By: ----

Scale:

Date: 06/05/15

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Sheet No.: FIGURE 1

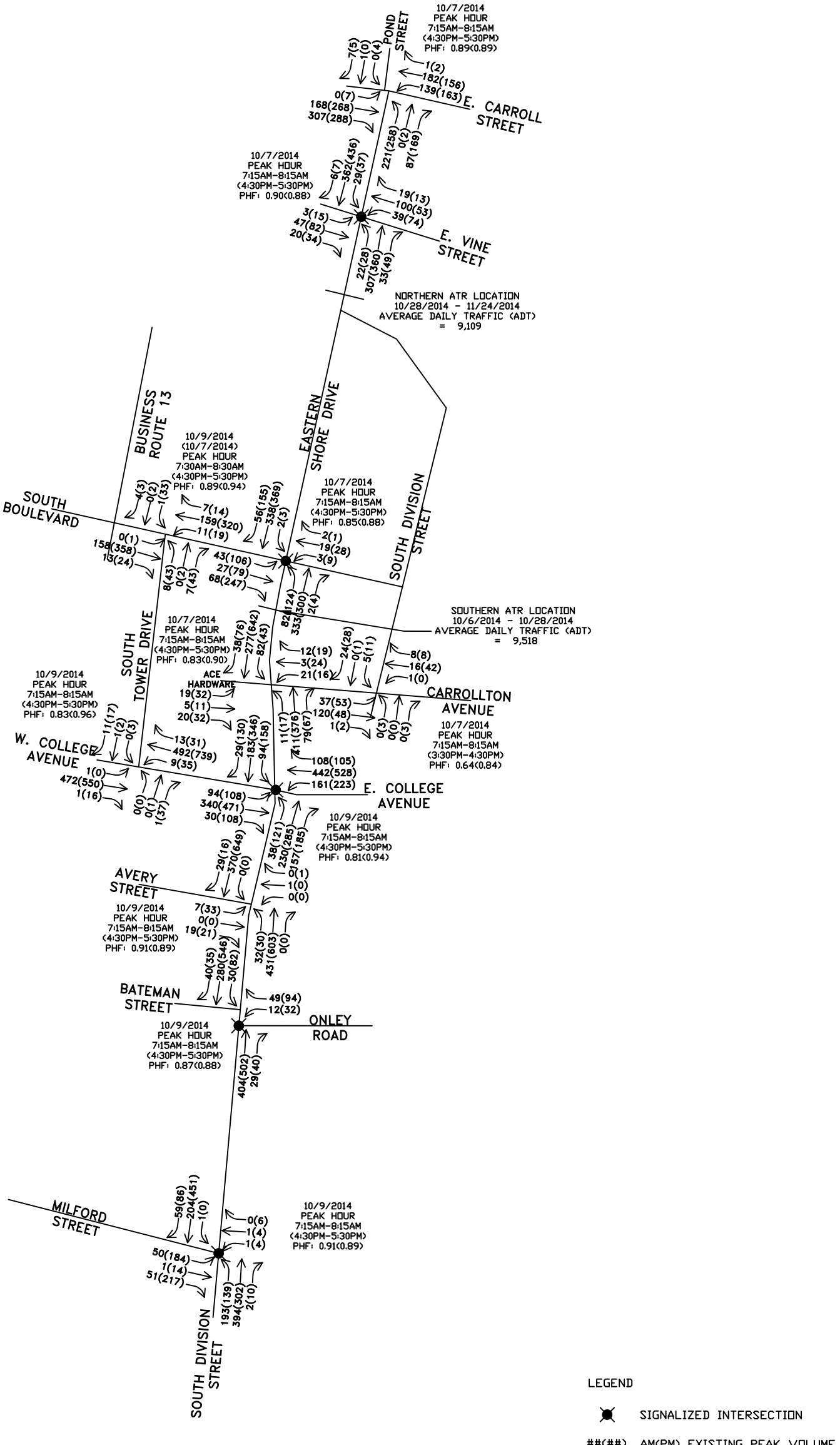


FIGURE 14

EXISTING MOTORIZED TRAFFIC COUNT VOLUMES
OCTOBER 7, 2014 & OCTOBER 9, 2014

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EASTERN SHORE DRIVE CORRIDOR STUDY SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
10/14	NONE	0166F001.A01

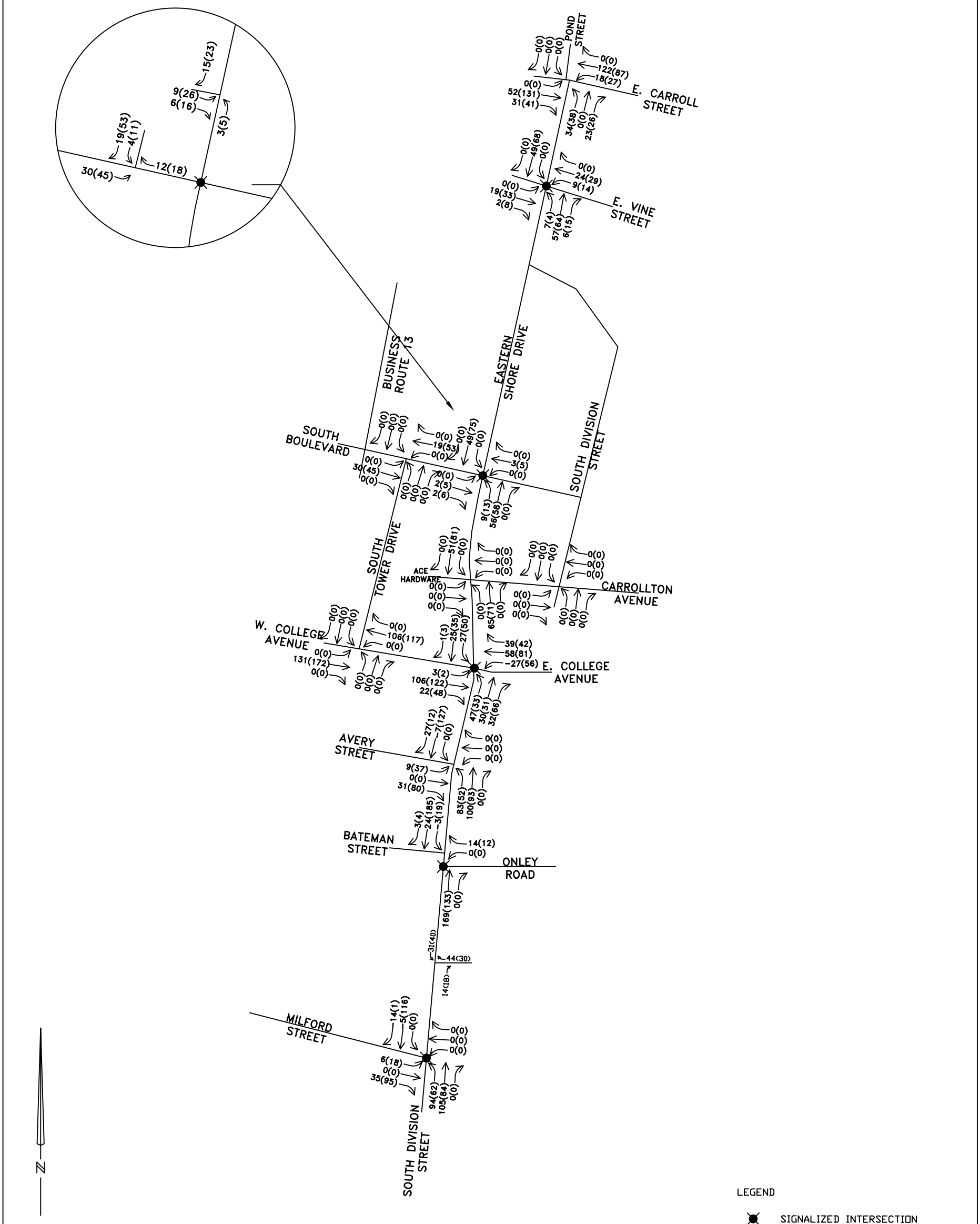


FIGURE 16

ASSUMMED DEVELOPMENT TRIP ASSIGNMENT – 2024

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MILFORD, DELAWARE 302–424–1441

EASTERN SHORE DRIVE CORRIDOR STUDY SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

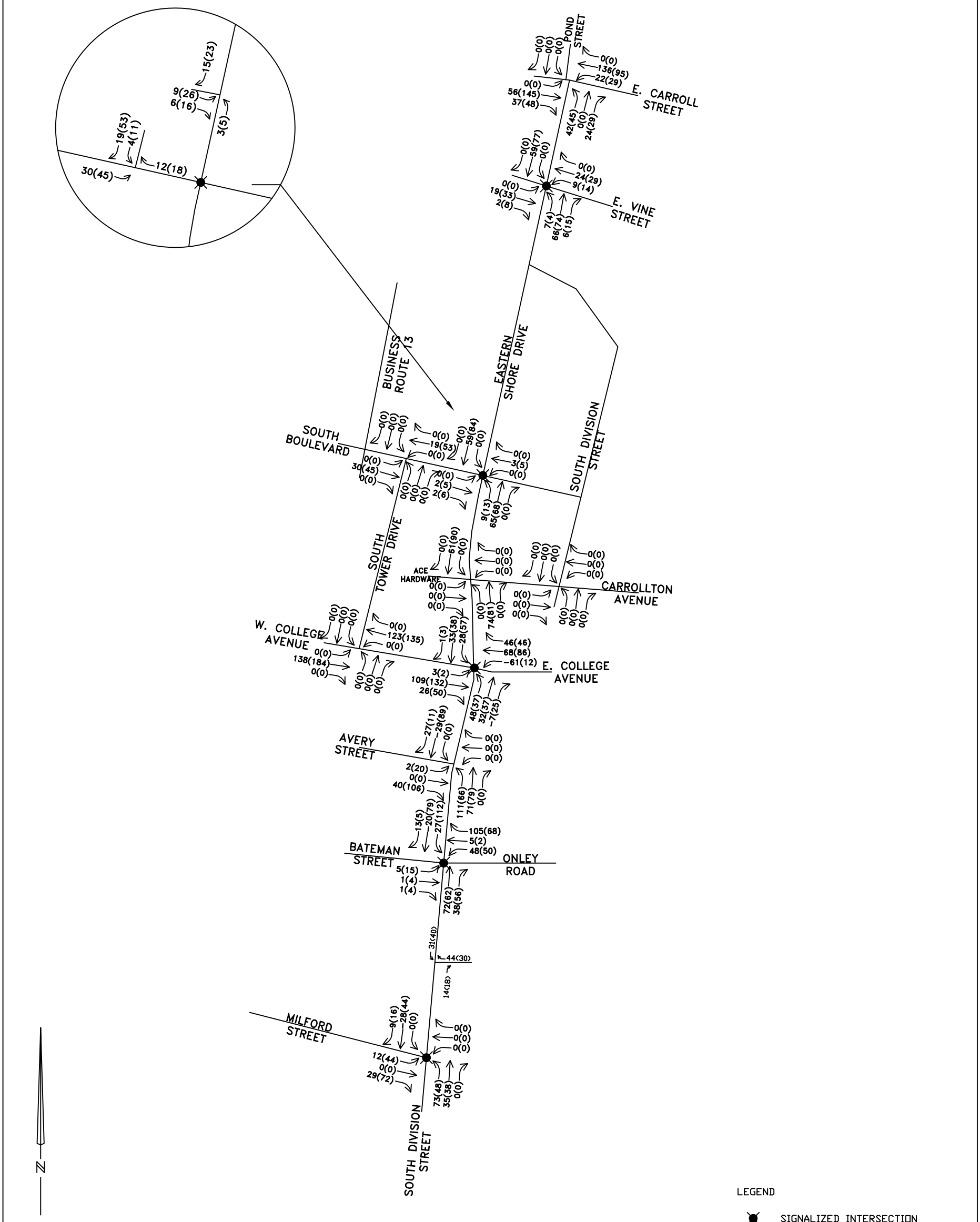


FIGURE 17

ASSUMMED DEVELOPMENT TRIP ASSIGNMENT – 2034

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MILFORD, DELAWARE 302–424–1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

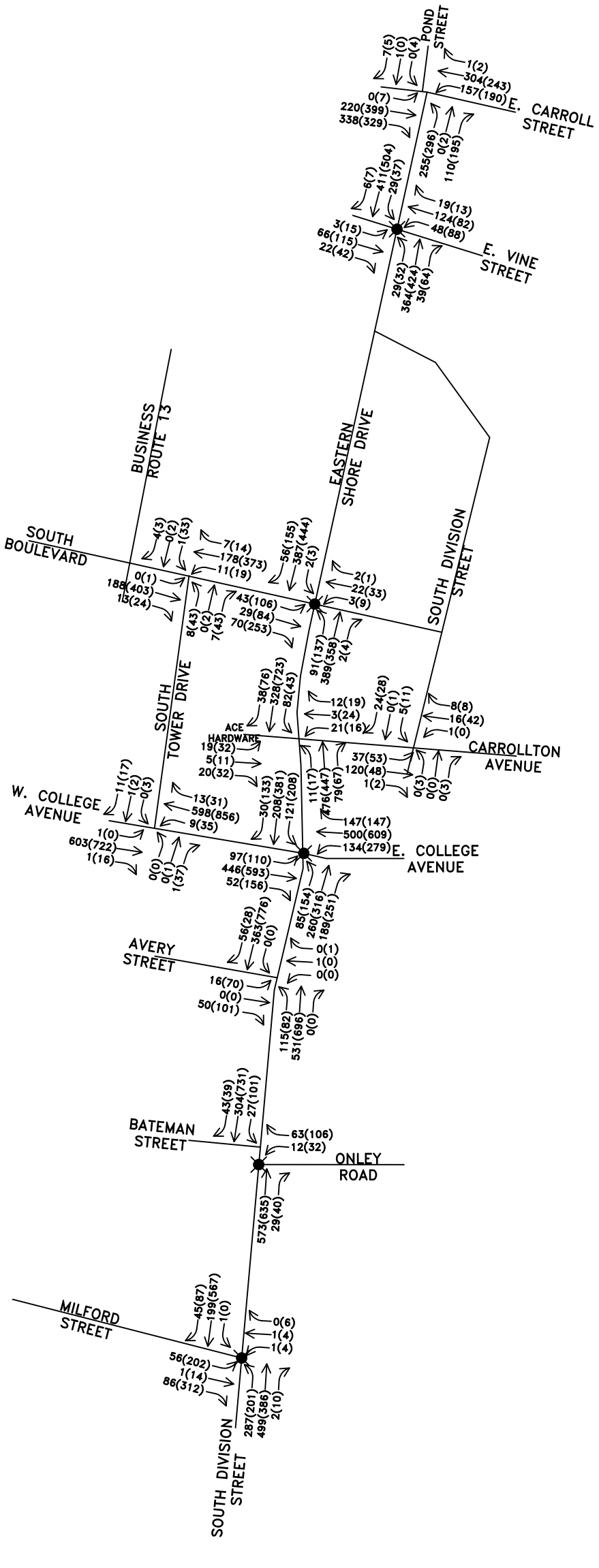


FIGURE 18

FUTURE MOTORIZED TRAFFIC – 2024

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EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01

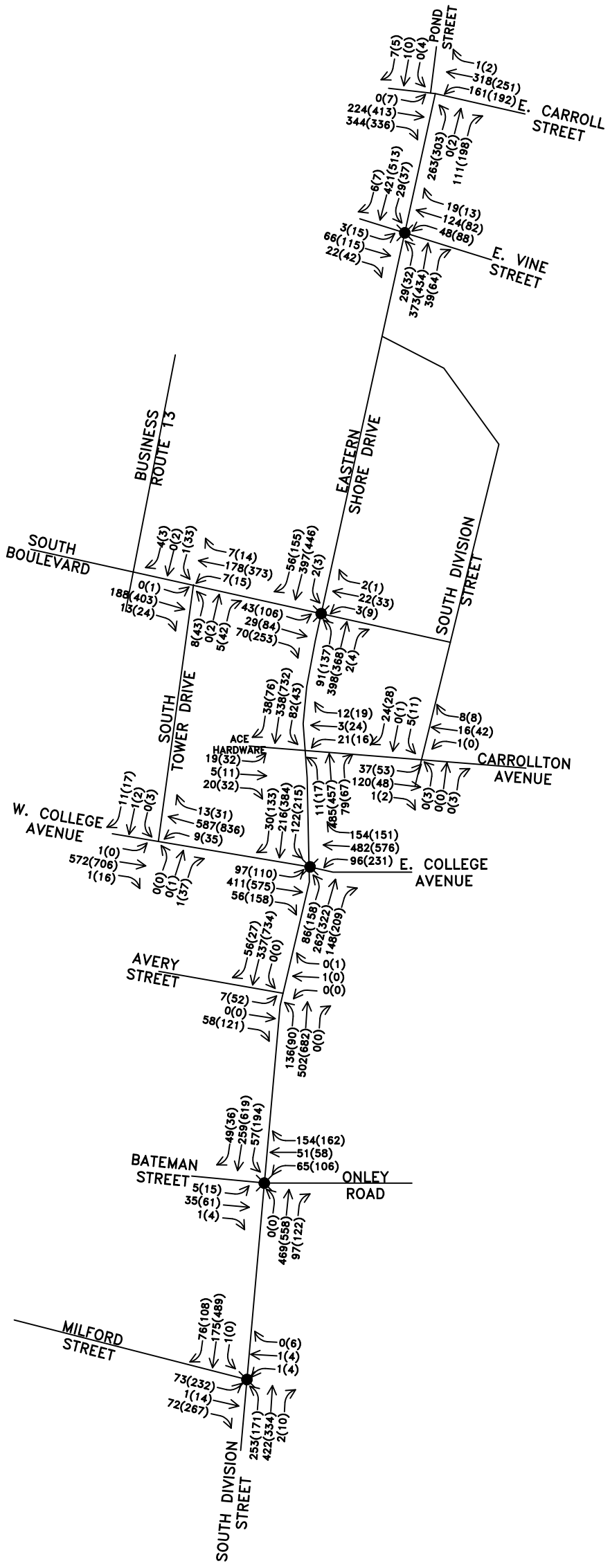


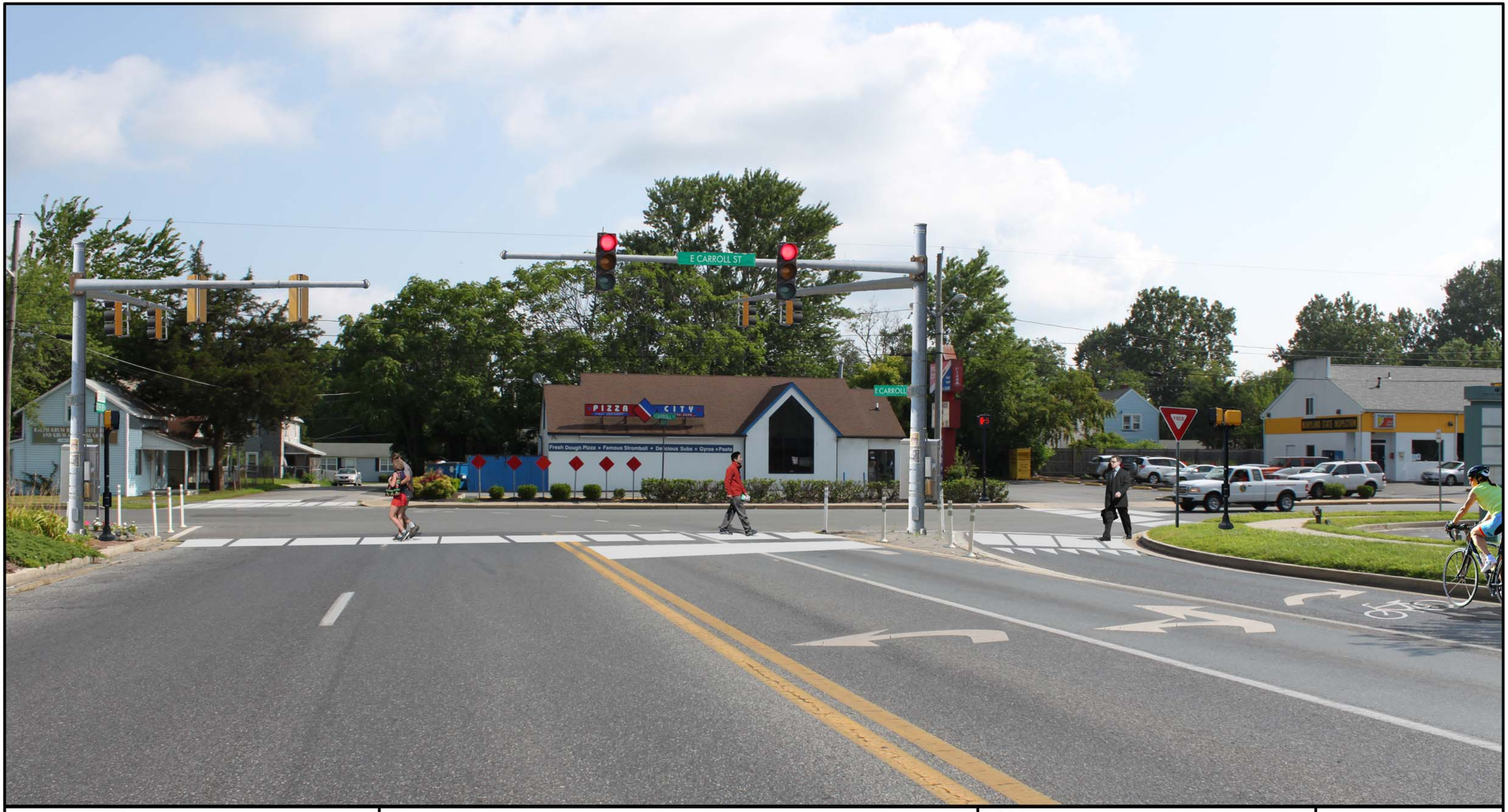
FIGURE 19

FUTURE MOTORIZED TRAFFIC – 2034

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EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
7/15	NONE	0166F001.A01



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410.543.9091

Figure Name:

MOTORIZED VEHICLE
MAJOR IMPROVEMENT #1
SIGNALIZATION OF
E. CARROLL STREET @ EASTERN SHORE DRIVE

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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77

Description:

E CARROLL STREET PROPOSED SIGNAL

Proj.No.: _____

Dwn.By: ____

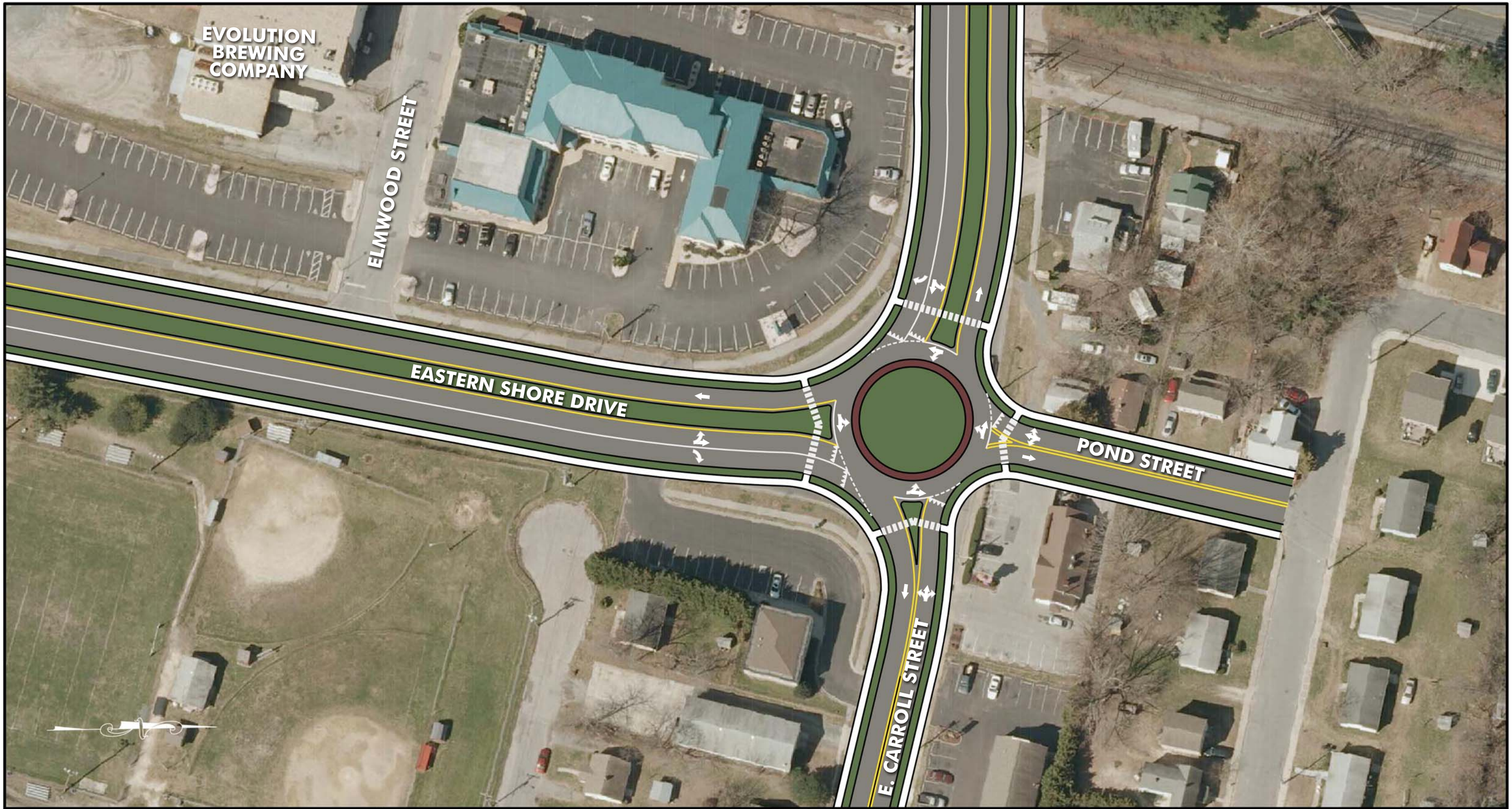
Scale:

Date: 07/05/16

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FIGURE 31



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NOTES:
MAJOR MOTORIZED VEHICLE IMPROVEMENT #1A
TO ROADWAY NETWORK
SIGNLE - LANE ROUNDABOUT
NB AND EB YIELDING BYPASS LANES

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

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78

Description:

EASTERN SHORE DR. NEAR E. CARROLL ST.

Proj.No.: _____

Dwn.By: ____

Scale: 1" = 60'

Date: 06/05/15

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Sheet No.:

FIGURE 31A

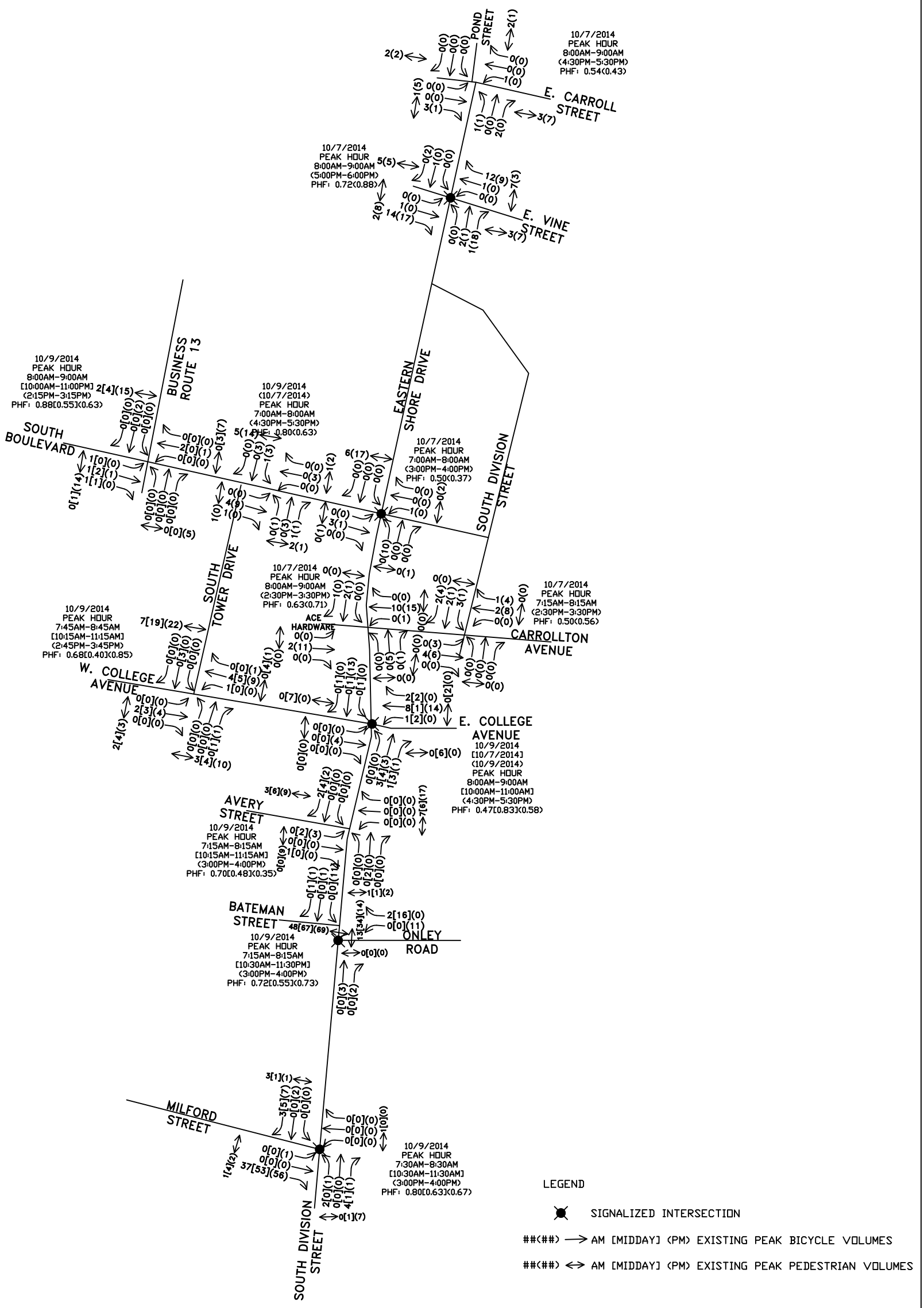


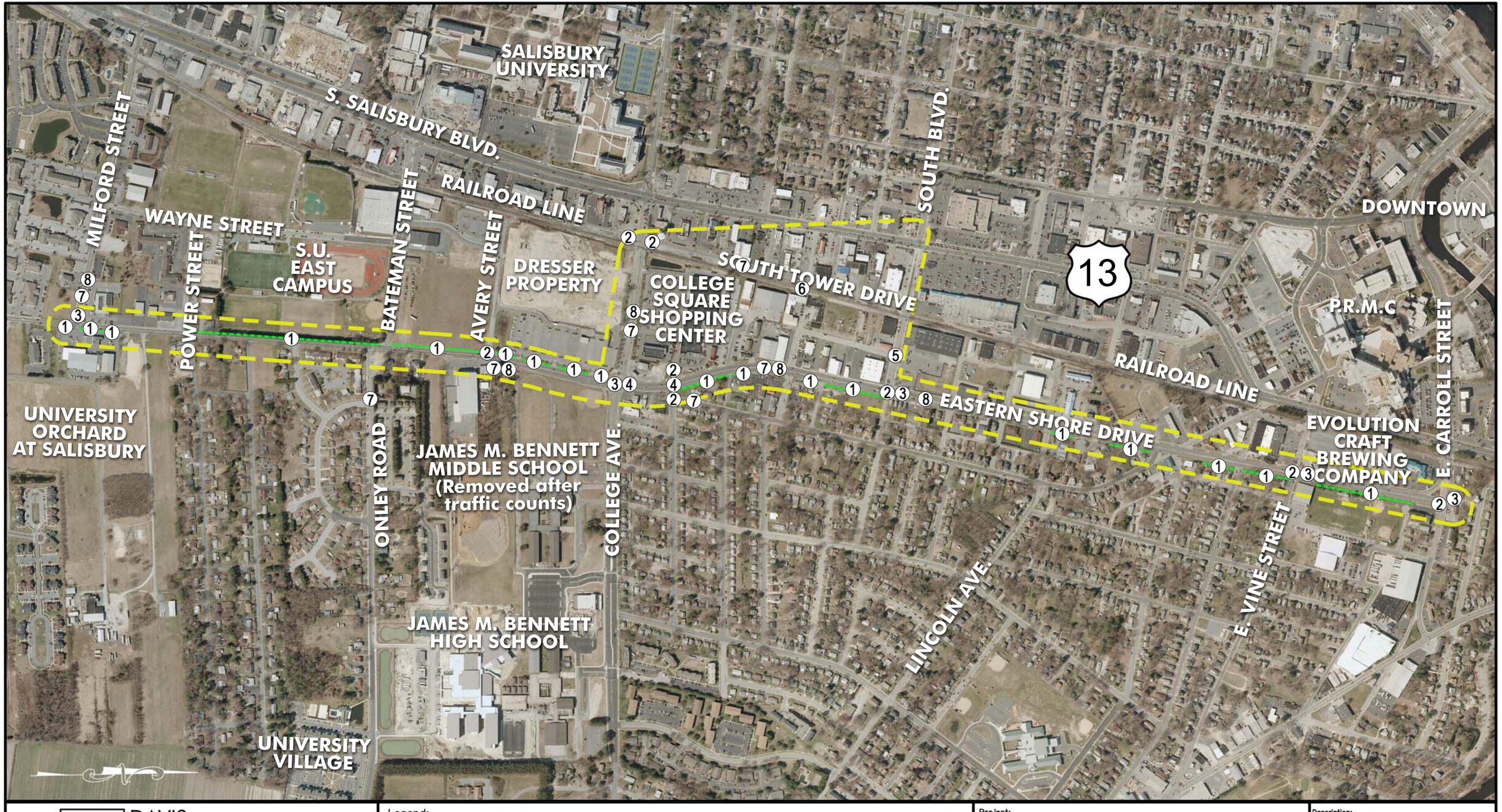
FIGURE 43

EXISTING NON-MOTORIZED TRAFFIC COUNT VOLUMES
OCTOBER 7, 2014 & OCTOBER 9, 2014

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MILFORD, DELAWARE 302-424-1441

EASTERN SHORE DRIVE
CORRIDOR STUDY
SALISBURY, MARYLAND

Date:	Scale:	Proj.No.:
10/14	NONE	0166F001.A01



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Legend:

- STUDY AREA BOUNDARY
- ① Gaps in Sidewalk
- ② Crosswalk Pavement Markings
- ③ Signalized Pedestrian Crossings
- ④ Channelization
- ⑤ Bike Connection
- ⑥ Rail - Trail Connection
- ⑦ Pavement Marking Improvements
- ⑧ Signing Improvements

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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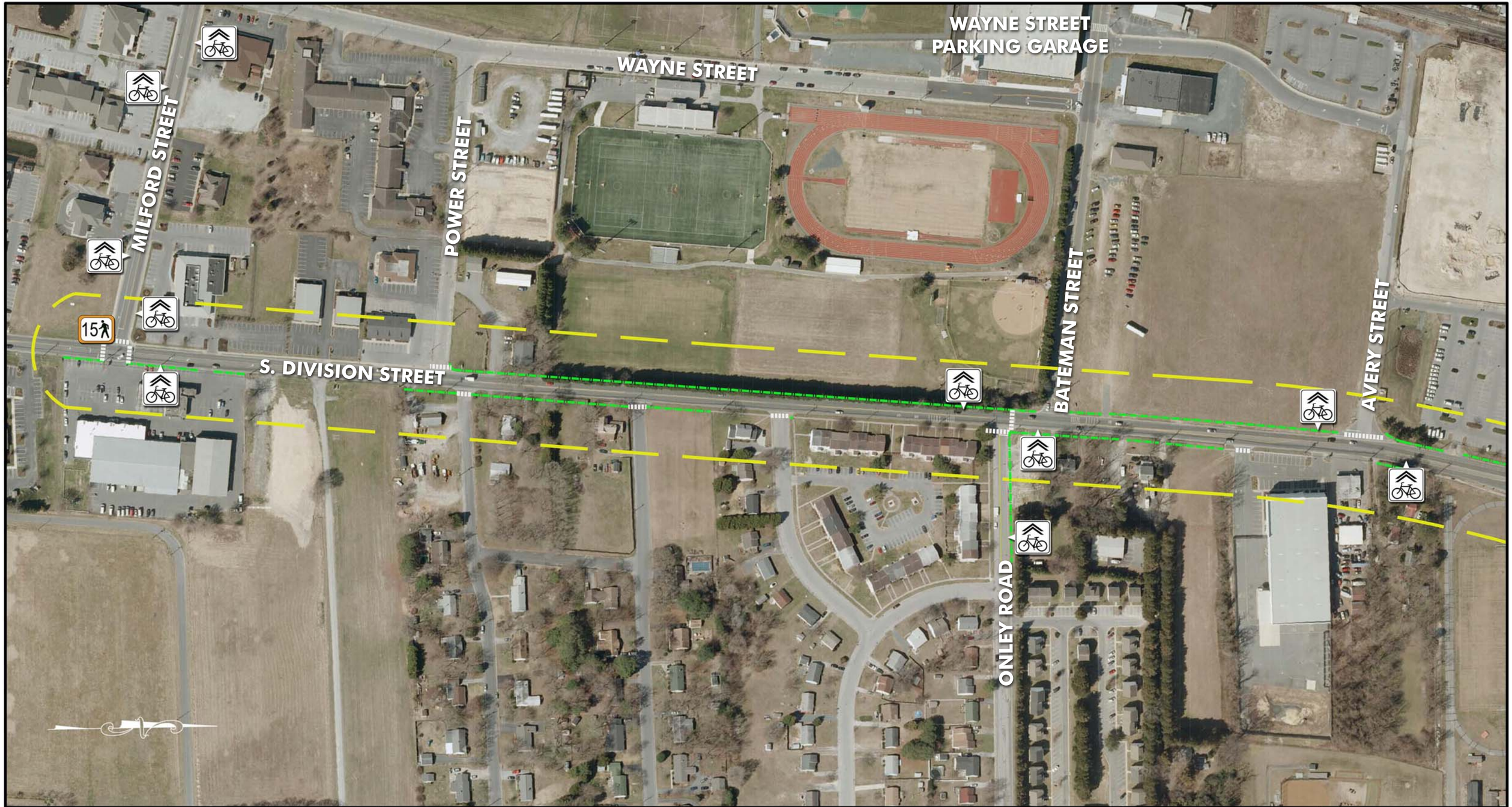
127

Description: STUDY AREA

Proj.No.: ________
Dwn.By: ____
Scale:
Date: 07/05/16

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Sheet No.: FIGURE 44



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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128

Description:

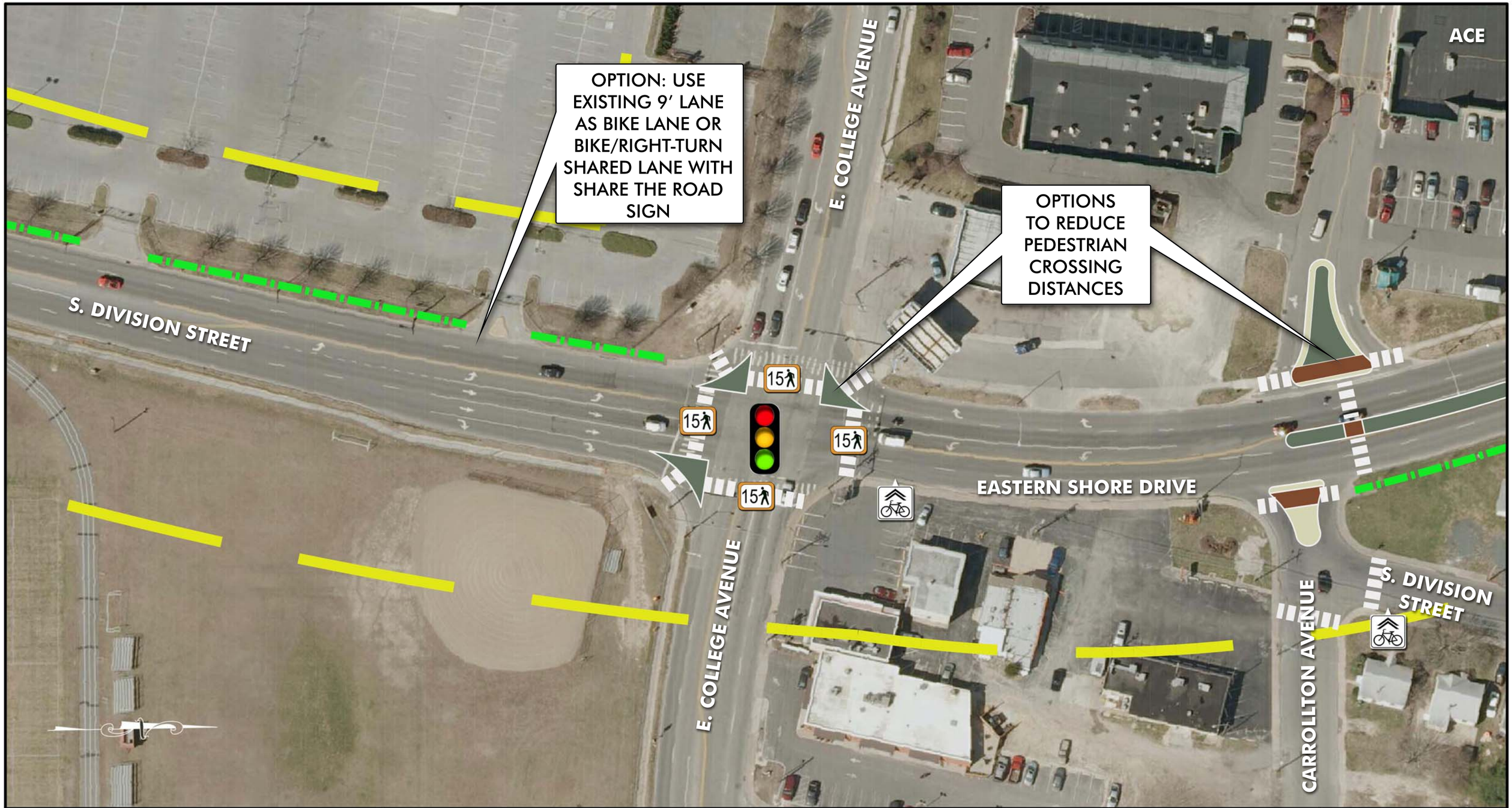
S. DIVISION STREET
MILFORD ST. TO AVERY ST.

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 200'
Date: 07/05/16

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FIGURE
45



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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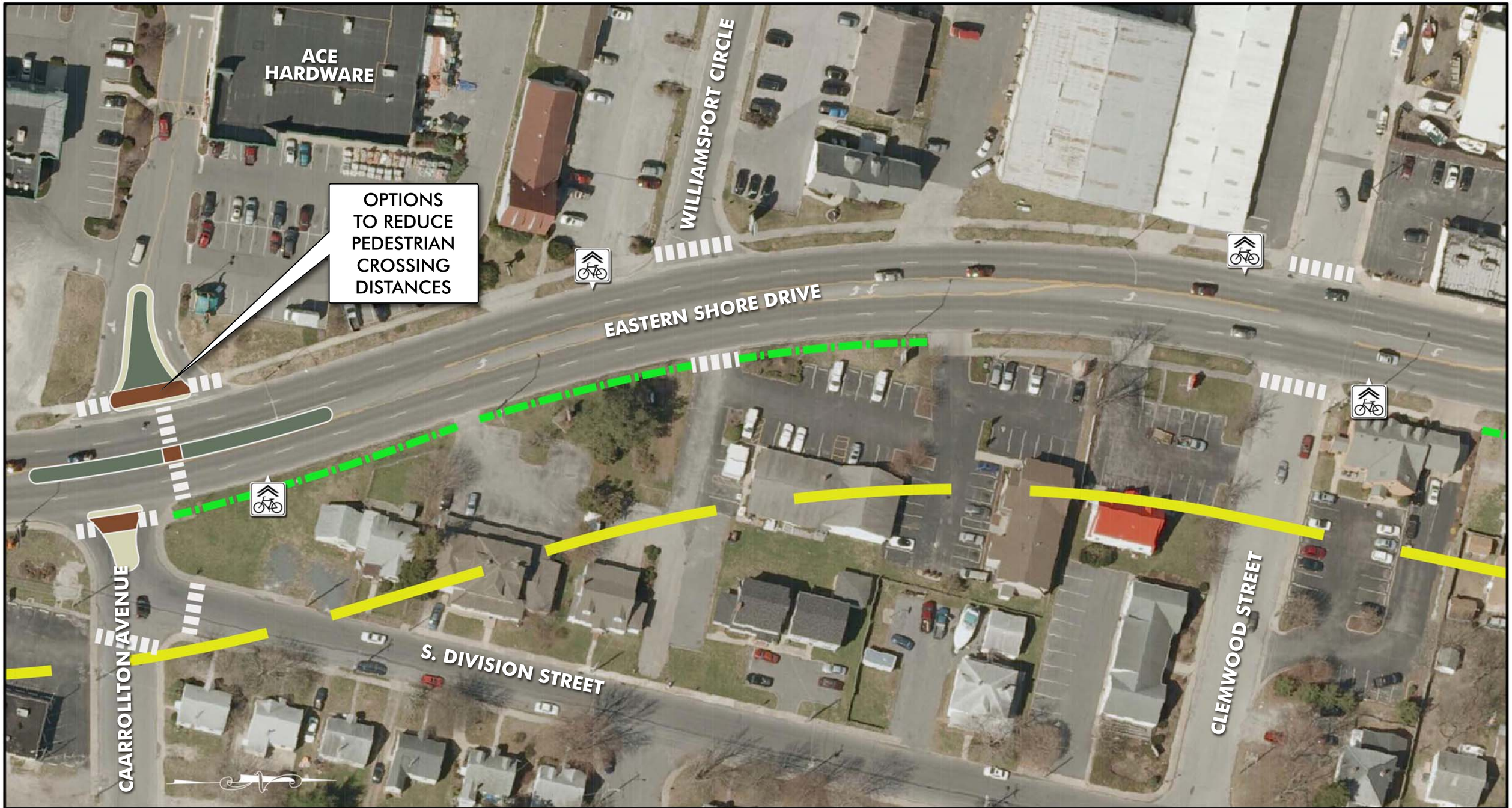
129

Description:
S. DIVISION STREET/
E. COLLEGE AVENUE/
EASTERN SHORE DRIVE

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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FIGURE
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SALISBURY,MARYLAND ■
410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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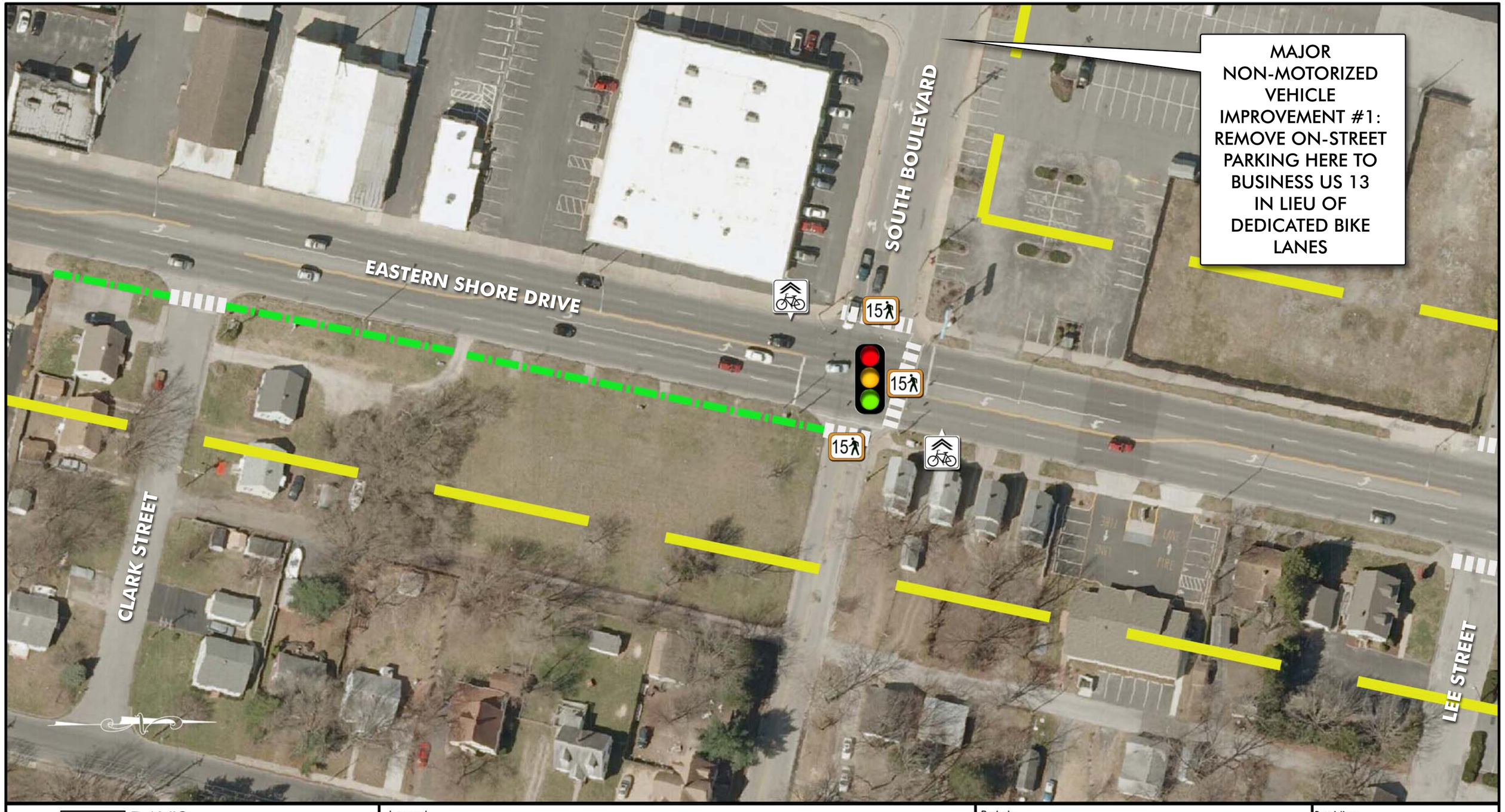
130

Description: EASTERN SHORE DR. NEAR ACE HARDWARE

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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131

Description: EASTERN SHORE DR. NEAR SOUTH BOULEVARD

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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Sheet No.: FIGURE 48



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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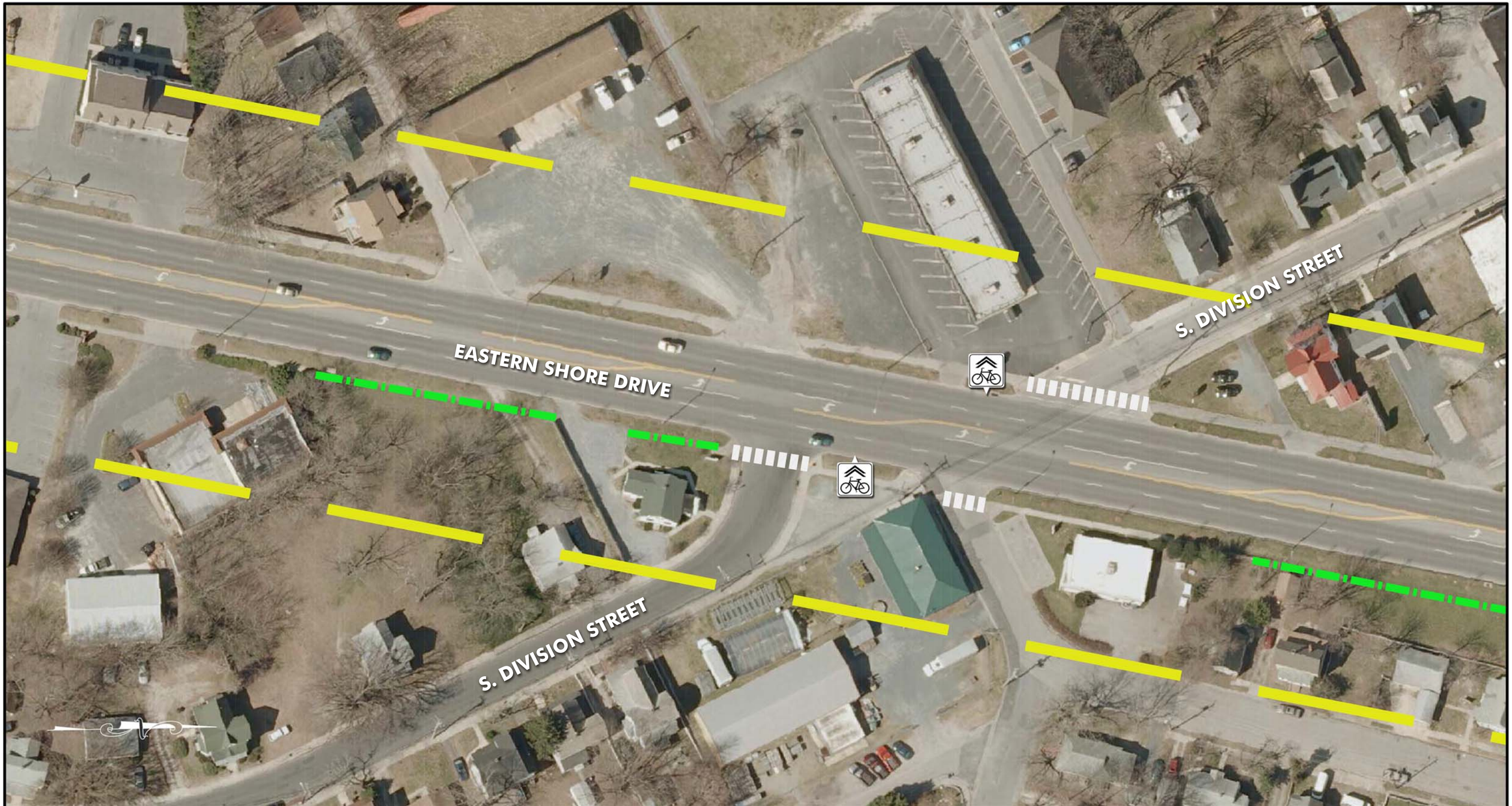
132

Description:
EASTERN SHORE DR.
NEAR W. LINCOLN AVE.

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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Sheet No.:
FIGURE
49



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SALISBURY,MARYLAND ■
410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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133

Description:

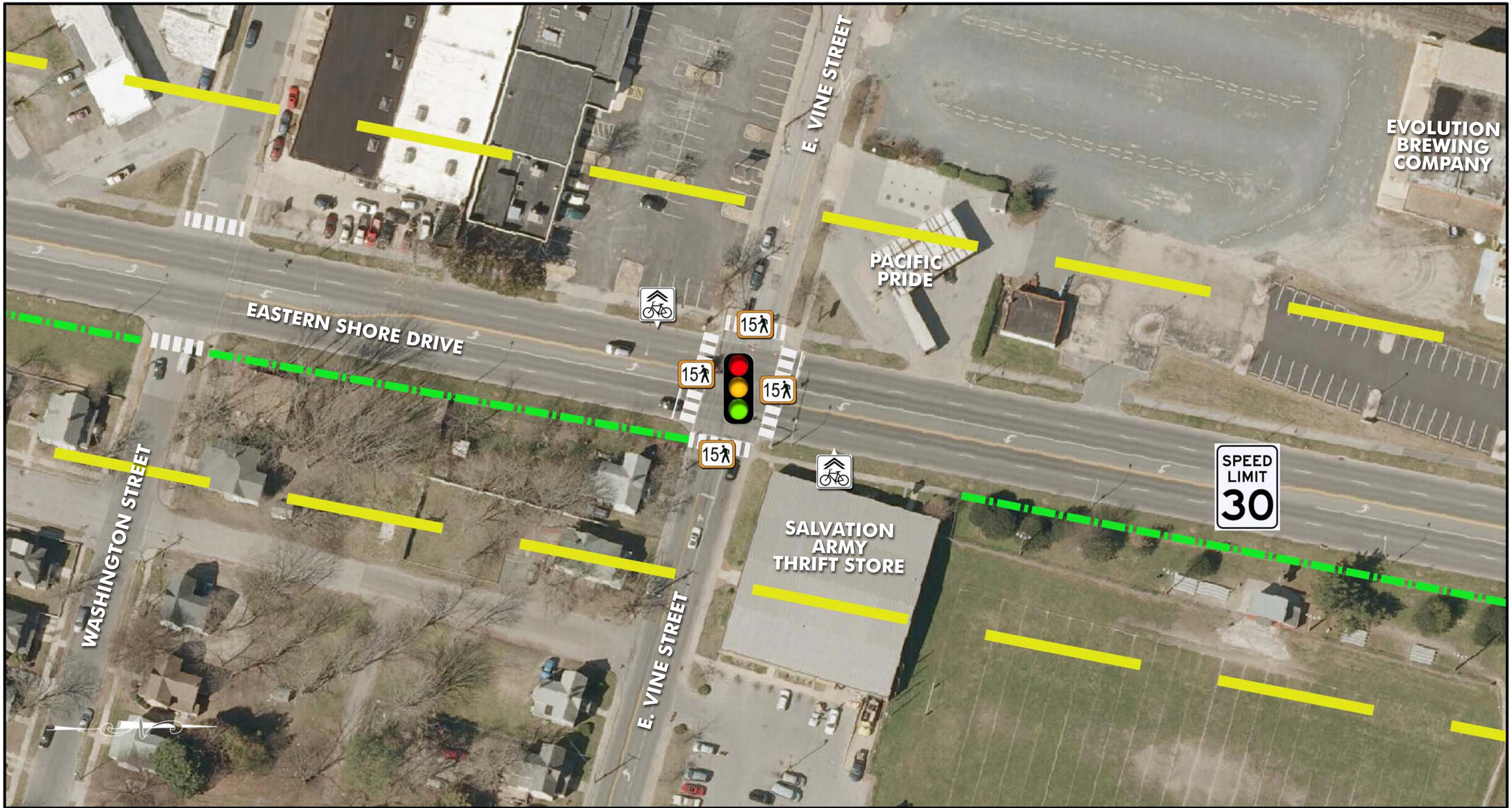
EASTERN SHORE DR.
NEAR S. DIVISION ST.

Proj.No.:	---------
Dwn.By:	----
Scale:	1" = 60'
Date:	07/05/16

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FIGURE
50



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410.770.4744 302.424.1441
SALISBURY,MARYLAND ■
410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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134

Description: EASTERN SHORE DR. NEAR VINE ST.

Proj.No.: _____

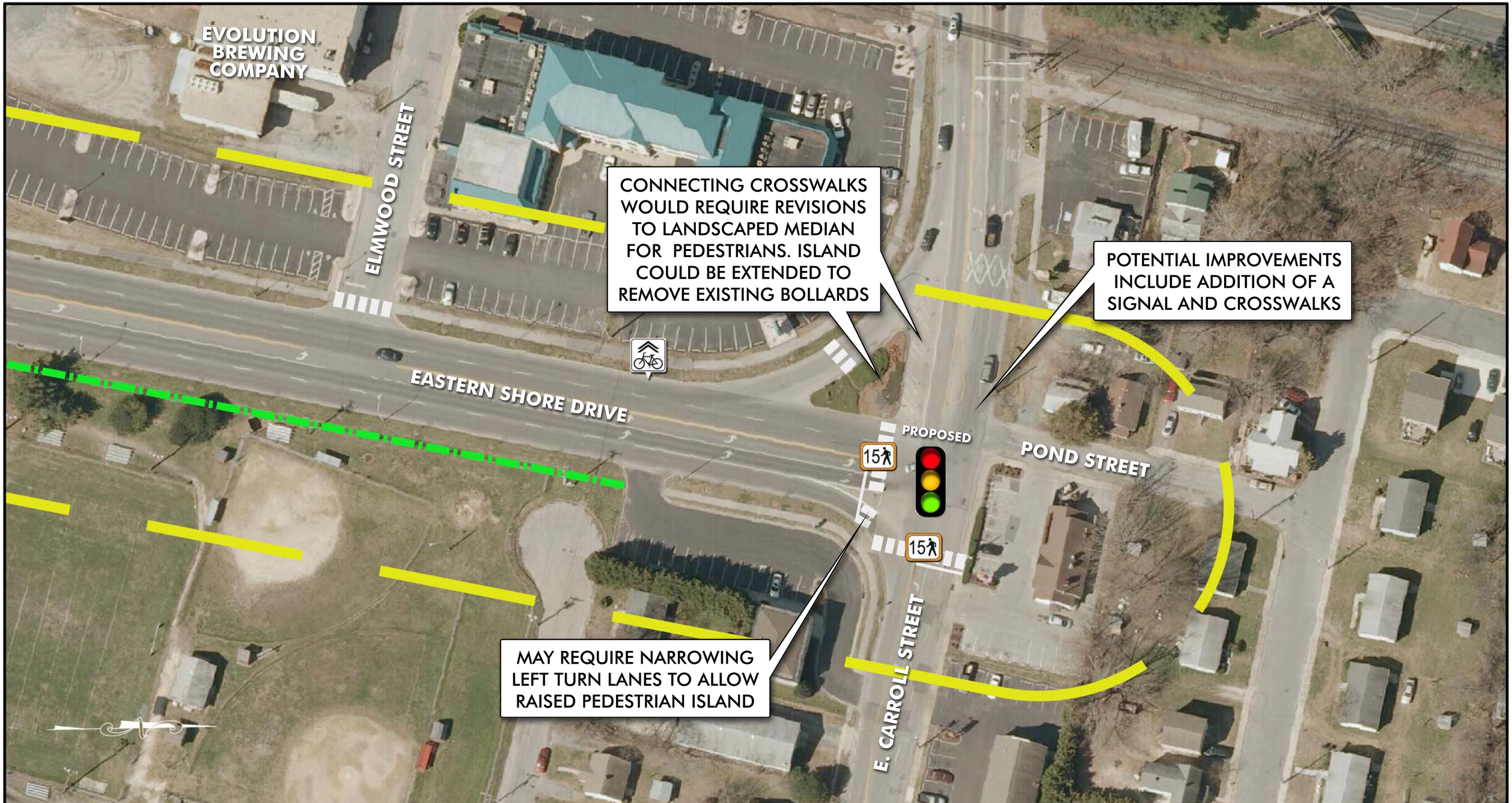
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Scale: 1" = 60'

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Sheet No.: FIGURE 51



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Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARE THE ROAD OR SHARROW
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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135

Description: EASTERN SHORE DR. NEAR E. CARROLL ST.

Proj.No.: _____

Dwn.By: ____

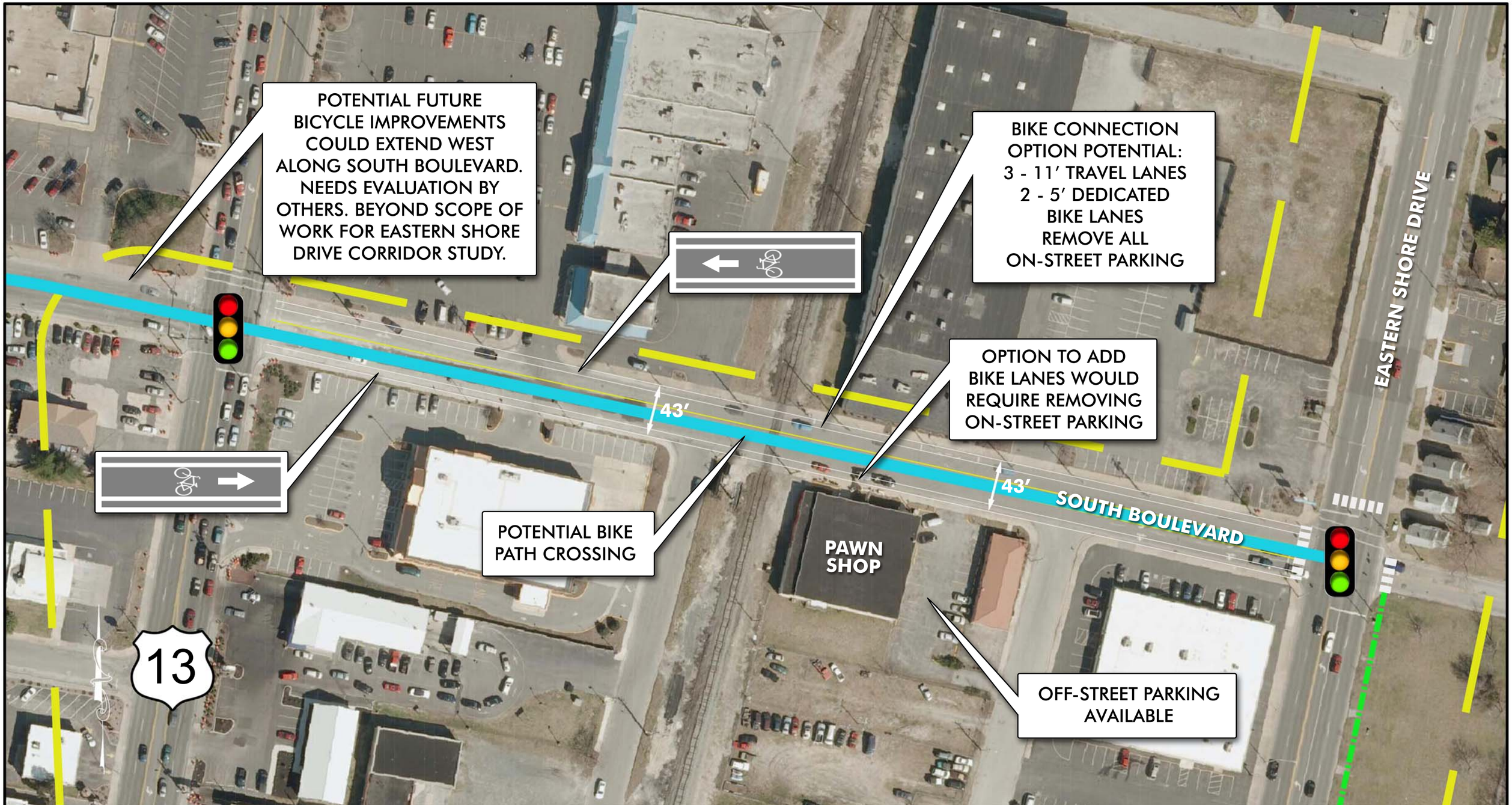
Scale: 1" = 60'

Date: 07/05/16

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FIGURE 52



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- POTENTIAL BIKE PATH CONNECTIONS
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION

NON-MOTORIZED MAJOR IMPROVEMENT #1
SOUTH BOULEVARD BIKE CONNECTION
SOUTH BOULEVARD

Project:
EASTERN SHORE DRIVE CORRIDOR STUDY
SALISBURY, MARYLAND

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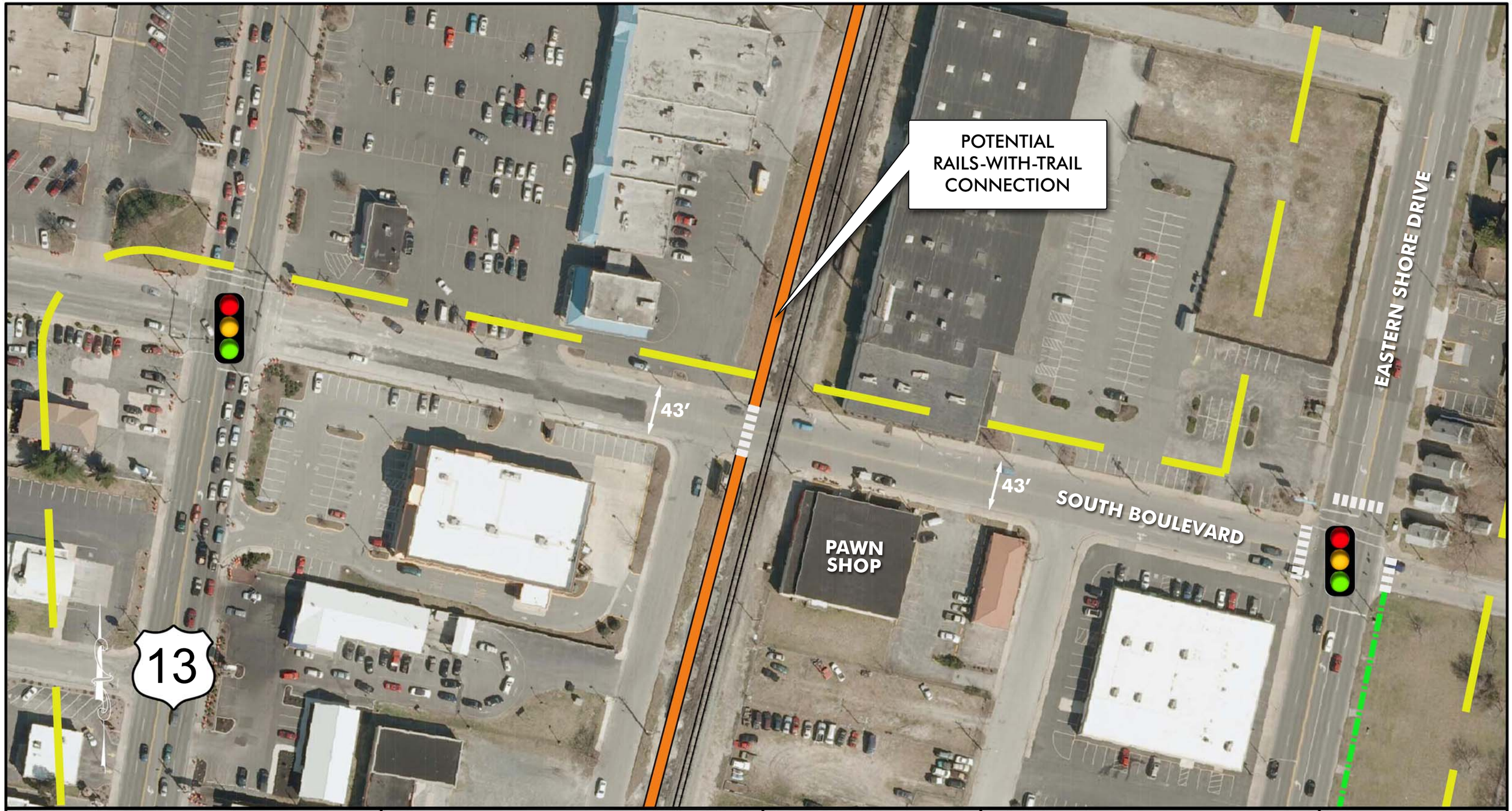
136

Description:

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Sheet No.:
FIGURE 53



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- POTENTIAL RAILS-WITH-TRAIL CONNECTION
- GAPS IN SIDEWALK

NON-MOTORIZED
MAJOR
IMPROVEMENT #2
RAILS-WITH-TRAIL
CONNECTION

SOUTH BOULEVARD

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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137

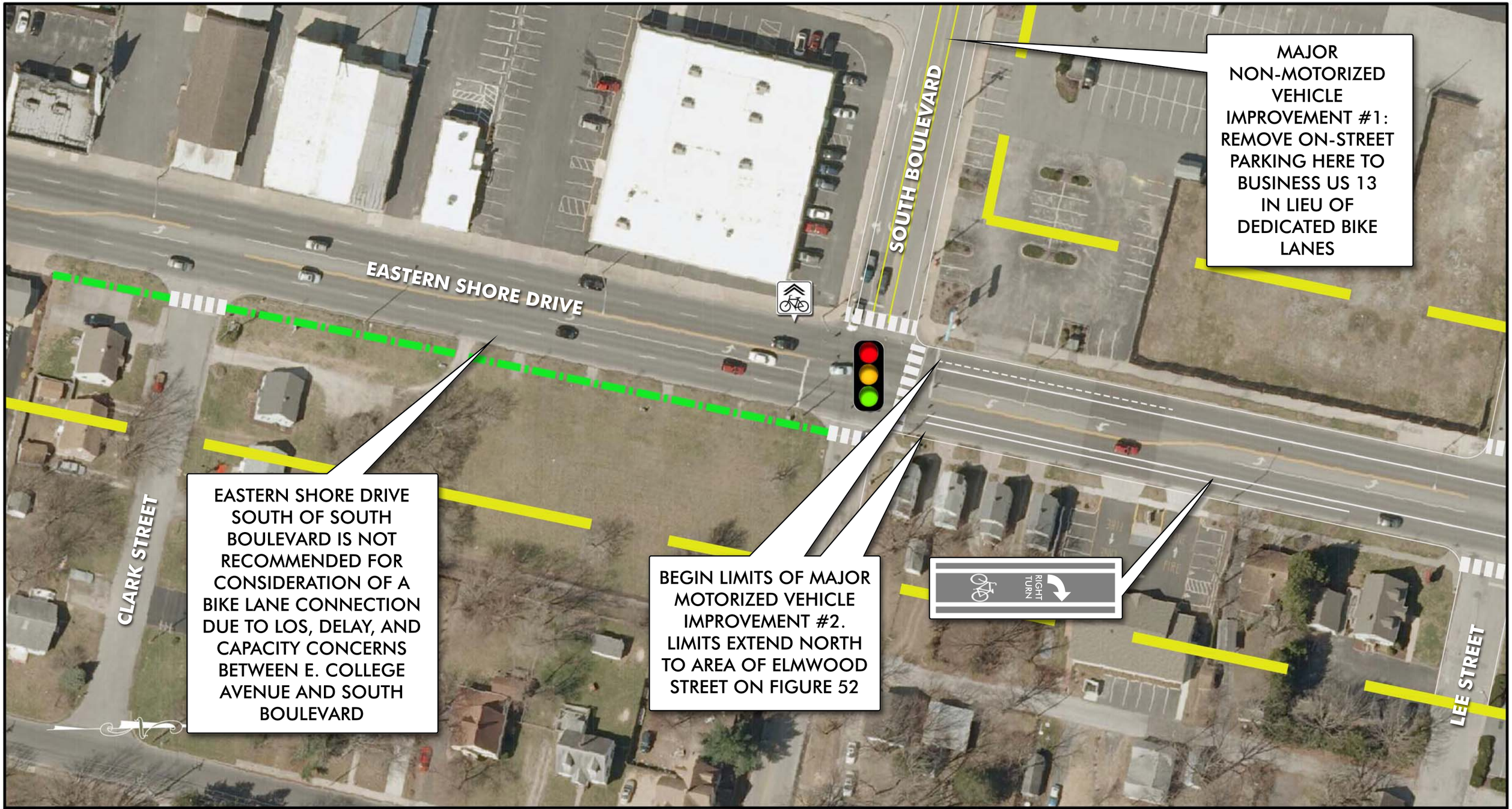
Description:

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Scale: 1" = 80'
Date: 07/05/16

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Sheet No.:

FIGURE 54



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SALISBURY,MARYLAND ■
410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- SHARED RIGHT-TURN AND BIKE LANE OPTION
- SHARE THE ROAD OR SHARROW

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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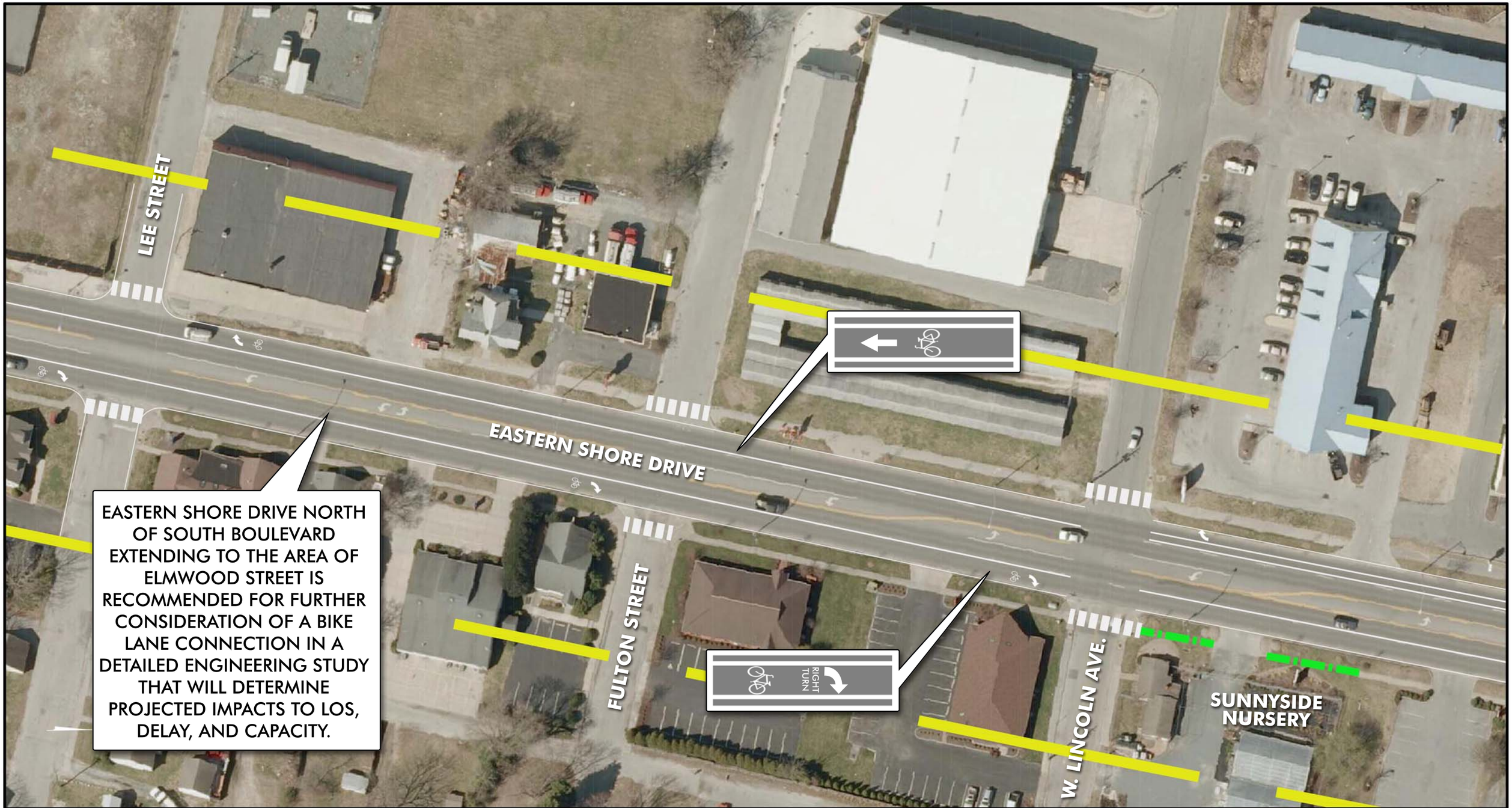
154

Description: EASTERN SHORE DR. NEAR SOUTH BOULEVARD

Proj.No.:	--------
Dwn.By:	----
Scale:	1" = 60'
Date:	07/05/16

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Sheet No.: FIGURE 58



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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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Description: EASTERN SHORE DR. NEAR W. LINCOLN AVE.

Proj.No.: _____

Dwn.By: ____

Scale: 1" = 60'

Date: 07/05/16

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Sheet No.: FIGURE 59

EASTERN SHORE DRIVE

S. DIVISION STREET

S. DIVISION STREET

RIGHT TURN

EASTERN SHORE DRIVE NORTH OF SOUTH BOULEVARD EXTENDING TO THE AREA OF ELMWOOD STREET IS RECOMMENDED FOR FURTHER CONSIDERATION OF A BIKE LANE CONNECTION IN A DETAILED ENGINEERING STUDY THAT WILL DETERMINE PROJECTED IMPACTS TO LOS, DELAY, AND CAPACITY.

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410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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156

Description: EASTERN SHORE DR. NEAR S. DIVISION ST.

Proj.No.: _____

Dwn.By: ____

Scale: 1" = 60'

Date: 07/05/16

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Sheet No.: FIGURE 60

EASTERN SHORE DRIVE

E. VINE STREET

WASHINGTON STREET

33′ PAVEMENT WIDTH
NO ROOM FOR BIKE LANES
WITHOUT REMOVAL OF
LEFT TURN LANE

EVOLUTION BREWING COMPANY

PACIFIC PRIDE

SALVATION ARMY THRIFT STORE

15

RIGHT TURN

SPEED LIMIT 30

EASTERN SHORE DRIVE NORTH OF SOUTH BOULEVARD EXTENDING TO THE AREA OF ELMWOOD STREET IS RECOMMENDED FOR FURTHER CONSIDERATION OF A BIKE LANE CONNECTION IN A DETAILED ENGINEERING STUDY THAT WILL DETERMINE PROJECTED IMPACTS TO LOS, DELAY, AND CAPACITY.

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SALISBURY,MARYLAND ■
410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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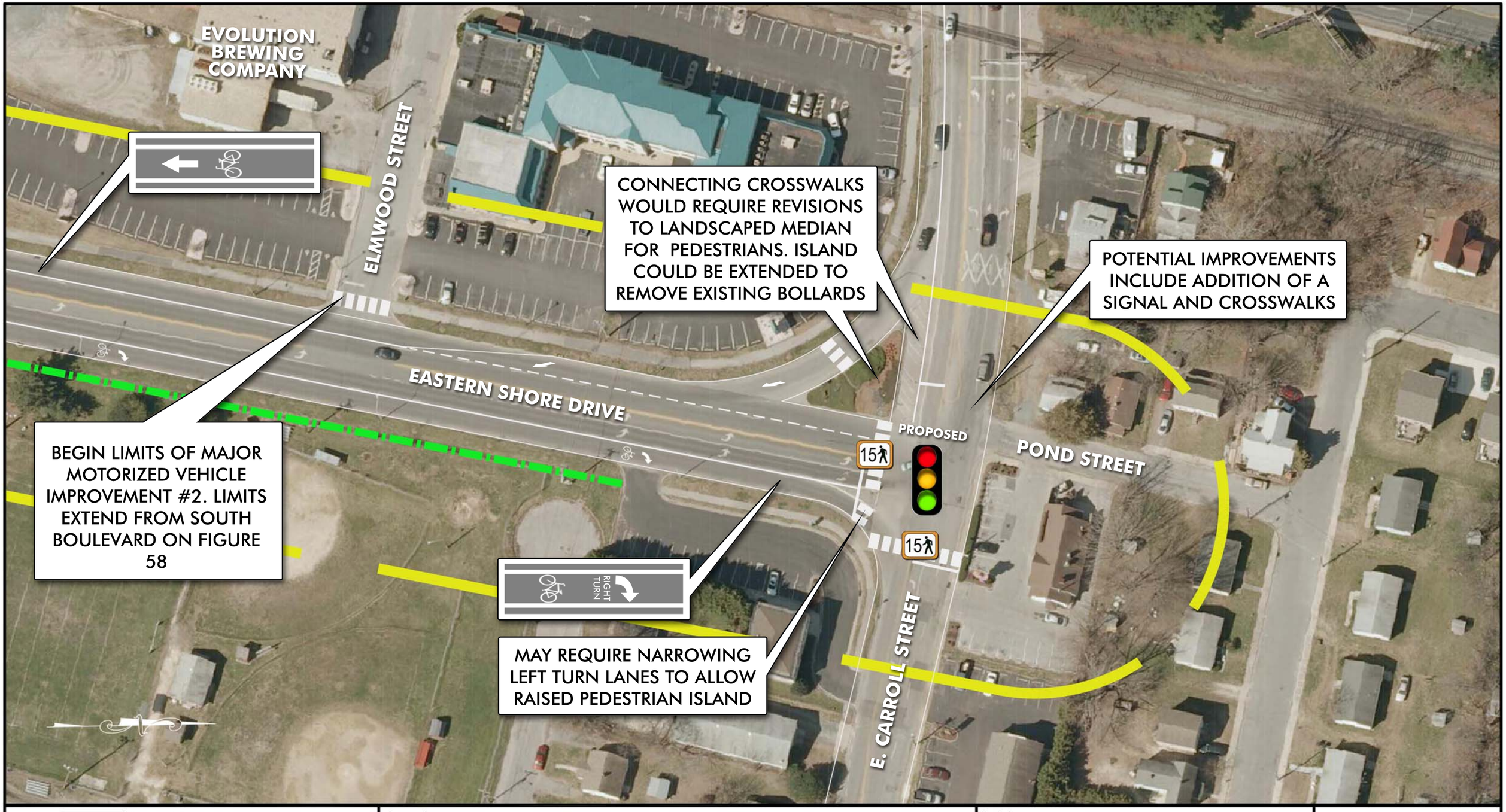
157

Description: EASTERN SHORE DR. NEAR VINE ST.

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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Sheet No.: FIGURE 61



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SALISBURY,MARYLAND ■
410.543.9091

Legend:

- STUDY AREA BOUNDARY
- GAPS IN SIDEWALK
- DEDICATED BIKE LANE OPTION
- SHARED RIGHT-TURN AND BIKE LANE OPTION
- 15 COUNTDOWN SIGNAL IDENTIFIER

Project:

EASTERN SHORE DRIVE CORRIDOR STUDY

SALISBURY, MARYLAND

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158

Description: EASTERN SHORE DR. NEAR E. CARROLL ST.

Proj.No.: _____
Dwn.By: ____
Scale: 1" = 60'
Date: 07/05/16

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Sheet No.: FIGURE 62

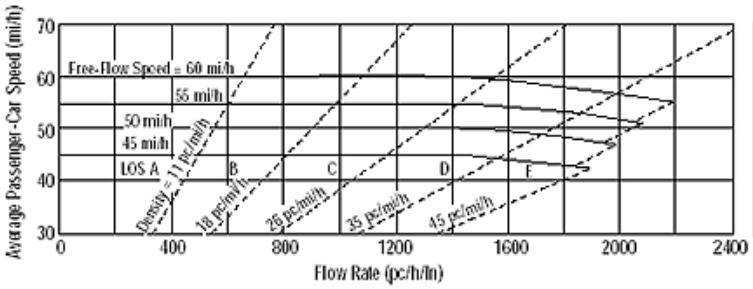
APPENDIX "C"
HCS2010, SYNCHRO, AND SIMTRAFFIC
REPORTS

DAVIS,
BOWEN &
FRIEDEL, INC.

ARCHITECTS ENGINEERS SURVEYORS

MULTILANE HIGHWAY SEGMENT
HCS 2010 ANALYSIS
(EACH DIRECTION OF TRAVEL)

MULTILANE HIGHWAYS WORKSHEET(Direction 1) NORTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	D.J. Hughes		
Agency or Company	Davis, Bowen & Friedel, Inc.	Highway/Direction to Travel	Eastern Shore Drive
Date Performed	12/14/2015	From/To	Williamsport Cir to Elmwood St
Analysis Time Period	Weekday AM Peak Hour	Jurisdiction	Salisbury, Maryland
		Analysis Year	Future Traffic 2024 - Case 2a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	482	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	11.0	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	6.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	37	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	45.0	FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS			

Eastern Shore Drive Posted Speed Limit = 30 mph

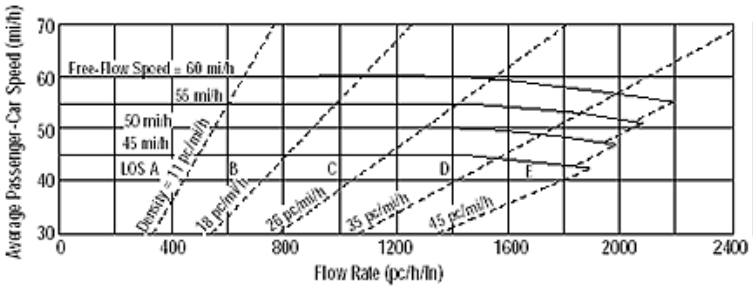
Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	280	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	6.2	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*273.9*
Effective width, W_v (Eq. 15-29) ft	*11.00*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.65*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2) SOUTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	D.J. Hughes		
Agency or Company	Davis, Bowen & Friedel, Inc.	Highway/Direction to Travel	Eastern Shore Drive
Date Performed	12/14/2015	From/To	Williamsport Cir to Elmwood St
		Jurisdiction	Salisbury, Maryland
Analysis Time Period	Weekday AM Peak Hour	Analysis Year	Future Traffic 2024 - Case 2a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	460	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	11.5	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	6.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	40	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	45.0	FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS			

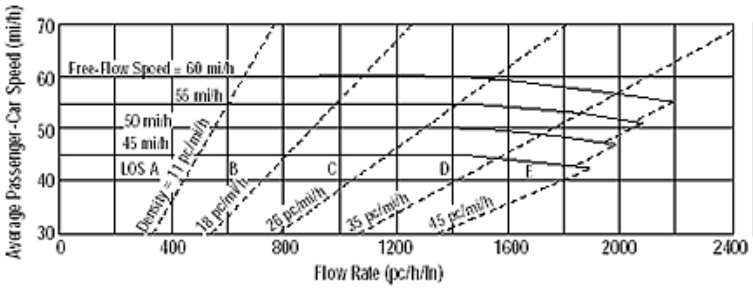
Eastern Shore Drive Posted Speed Limit = 30 mph

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	267	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	5.9	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*261.4*
Effective width, W_v (Eq. 15-29) ft	*11.50*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.57*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1) NORTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	D.J. Hughes
Agency or Company	Davis, Bowen & Friedel, Inc.
Date Performed	12/14/2015
Analysis Time Period	Weekday PM Peak Hour

Site Information

Highway/Direction to Travel	Eastern Shore Drive
From/To	Williamsport Cir to Elmwood St
Jurisdiction	Salisbury, Maryland
Analysis Year	Future Traffic 2024 - Case 2a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	499	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	11.0
Total Lateral Clearance, LC (ft)	6.0
Access Points, A (A/mi)	37
Median Type, M	
FFS (measured)	45.0
Base Free-Flow Speed, BFFS	

Calc Speed Adj and FFS

f_{LW} (mi/h)	
f_{LC} (mi/h)	
f_A (mi/h)	
f_M (mi/h)	
FFS (mi/h)	45.0

Eastern Shore Drive Posted Speed Limit = 30 mph

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	277
Speed, S (mi/h)	45.0
D (pc/mi/ln)	6.2
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

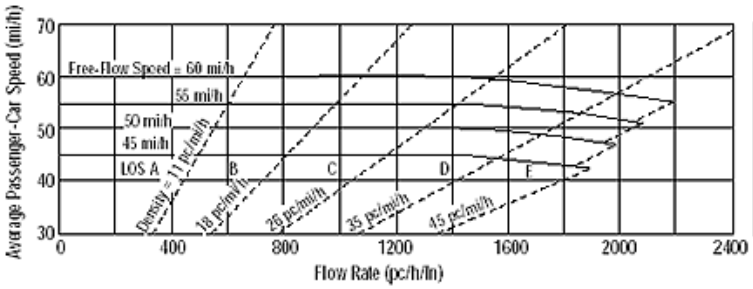
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*271.2*
Effective width, W_v (Eq. 15-29) ft	*11.00*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.64*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2) SOUTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	D.J. Hughes		
Agency or Company	Davis, Bowen & Friedel, Inc.	Highway/Direction to Travel	Eastern Shore Drive
Date Performed	12/14/2015	From/To	Williamsport Cir to Elmwood St
		Jurisdiction	Salisbury, Maryland
Analysis Time Period	Weekday PM Peak Hour	Analysis Year	Future Traffic 2024 - Case 2a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	709	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	11.5	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	6.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	40	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	45.0		
Base Free-Flow Speed, BFFS		FFS (mi/h)	45.0

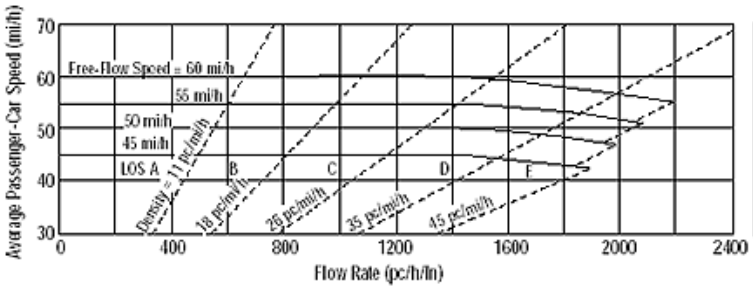
Eastern Shore Drive Posted Speed Limit = 30 mph

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	394	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	8.8	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*385.3*
Effective width, W_v (Eq. 15-29) ft	*11.50*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.76*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1) NORTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	D.J. Hughes		
Agency or Company	Davis, Bowen & Friedel, Inc.	Highway/Direction to Travel	Eastern Shore Drive
Date Performed	12/14/2015	From/To	Williamsport Cir to Elmwood St
		Jurisdiction	Salisbury, Maryland
Analysis Time Period	Weekday AM Peak Hour	Analysis Year	Future Traffic 2034 - Case 3a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	491	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	11.0
Total Lateral Clearance, LC (ft)	6.0
Access Points, A (A/mi)	37
Median Type, M	
FFS (measured)	45.0
Base Free-Flow Speed, BFFS	

Eastern Shore Drive Posted Speed Limit = 30 mph

Calc Speed Adj and FFS

f_{LW} (mi/h)	
f_{LC} (mi/h)	
f_A (mi/h)	
f_M (mi/h)	
FFS (mi/h)	45.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	285
Speed, S (mi/h)	45.0
D (pc/mi/ln)	6.3
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

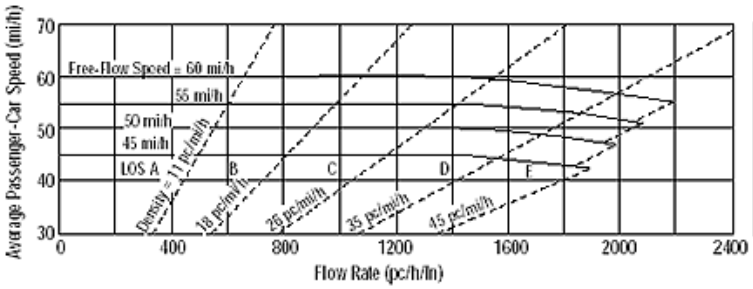
Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*279.0*
Effective width, W_v (Eq. 15-29) ft	*11.00*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.63*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2) SOUTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	D.J. Hughes		
Agency or Company	Davis, Bowen & Friedel, Inc.	Highway/Direction to Travel	Eastern Shore Drive
Date Performed	12/14/2015	From/To	Williamsport Cir to Elmwood St
		Jurisdiction	Salisbury, Maryland
Analysis Time Period	Weekday AM Peak Hour	Analysis Year	Future Traffic 2034 - Case 3a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	470	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	11.5	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	6.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	40	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	45.0	FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS			

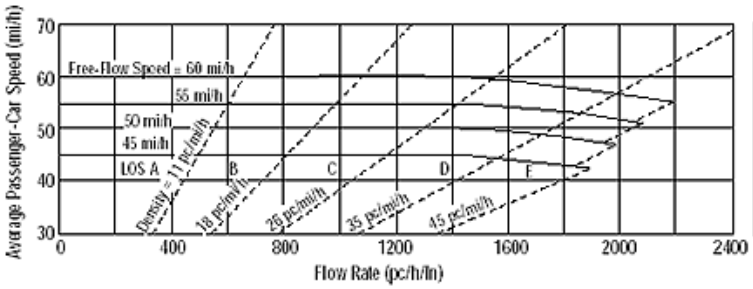
Eastern Shore Drive Posted Speed Limit = 30 mph

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	273	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	6.1	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*267.0*
Effective width, W_v (Eq. 15-29) ft	*11.50*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.55*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1) NORTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	D.J. Hughes		
Agency or Company	Davis, Bowen & Friedel, Inc.	Highway/Direction to Travel	Eastern Shore Drive
Date Performed	12/14/2015	From/To	Williamsport Cir to Elmwood St
		Jurisdiction	Salisbury, Maryland
Analysis Time Period	Weekday PM Peak Hour	Analysis Year	Future Traffic 2034 - Case 3a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	509	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	11.0	f_{LW} (mi/h)	
Total Lateral Clearance, LC (ft)	6.0	f_{LC} (mi/h)	
Access Points, A (A/mi)	37	f_A (mi/h)	
Median Type, M		f_M (mi/h)	
FFS (measured)	45.0	FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS			

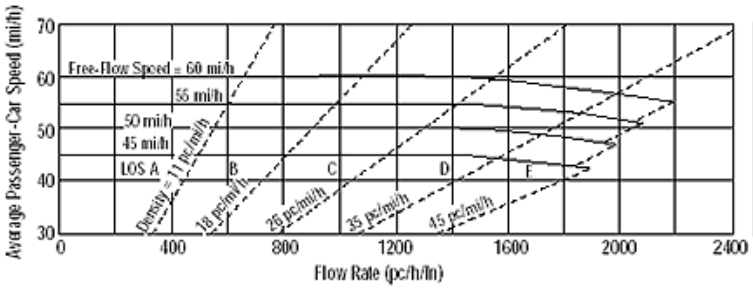
Eastern Shore Drive Posted Speed Limit = 30 mph

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	283	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	6.3	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*276.6*
Effective width, W_v (Eq. 15-29) ft	*11.00*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.65*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2) SOUTHBOUND



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	D.J. Hughes
Agency or Company	Davis, Bowen & Friedel, Inc.
Date Performed	12/14/2015
Analysis Time Period	Weekday PM Peak Hour

Site Information

Highway/Direction to Travel	Eastern Shore Drive
From/To	Williamsport Cir to Elmwood St
Jurisdiction	Salisbury, Maryland
Analysis Year	Future Traffic 2034 - Case 3a

Project Description Eastern Shore Drive

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	708	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	11.5
Total Lateral Clearance, LC (ft)	6.0
Access Points, A (A/mi)	40
Median Type, M	
FFS (measured)	45.0
Base Free-Flow Speed, BFFS	

Calc Speed Adj and FFS

f_{LW} (mi/h)	
f_{LC} (mi/h)	
f_A (mi/h)	
f_M (mi/h)	
FFS (mi/h)	45.0

Operations

Eastern Shore Drive Posted Speed Limit = 30 mph

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	394
Speed, S (mi/h)	45.0
D (pc/mi/ln)	8.8
LOS	A

ign

n (N)

ired Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*384.8*
Effective width, W_v (Eq. 15-29) ft	*11.50*
Effective speed factor, S_f (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.76*
Bicycle level of service (Exhibit 15-4)	*E*

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TWO-LANE HIGHWAYS
HCS 2010 ANALYSIS
SOUTH OF SOUTH BOULEVARD
(EACH DIRECTION OF TRAVEL)

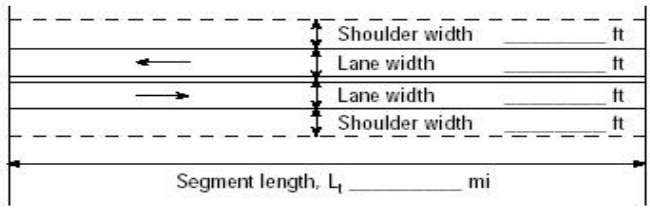
EASTERN SHORE DRIVE
NORTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Future Traffic - 2024*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data



Analysis direction vol., V_d *482*veh/h NORTHBOUND
Opposing direction vol., V_o *460*veh/h SOUTHBOUND
Shoulder width ft *10.0*
Lane Width ft *12.0*
Segment Length mi *1.1*



☐ Class I highway ☐ Class II highway ☑ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF *0.88*
No-passing zone *100%*
% Trucks and Buses , P_T *3* %
% Recreational vehicles, P_R *2%*
Access points *mi* *40*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.2*	*1.2*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.994*	*0.994*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*551*	*526*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*10.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.1 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*24.5 mi/h*
		Percent free flow speed, PFFS	*70.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*548*	*523*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*54.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*38.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*74.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.32*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1690*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*70.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*547.7*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.08*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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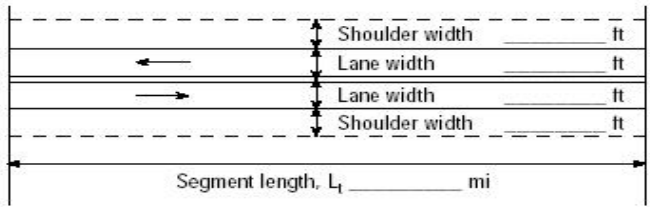
EASTERN SHORE DRIVE
SOUTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Future Traffic - 2024*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.88*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *37*/mi

Analysis direction vol., V_d	*460*veh/h SOUTHBOUND
Opposing direction vol., V_o	*482*veh/h NORTHBOUND
Shoulder width ft	*10.0*
Lane Width ft	*12.0*
Segment Length mi	*1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.2*	*1.2*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.994*	*0.994*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*526*	*551*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*9.3 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*25.4 mi/h*
		Percent free flow speed, PFFS	*71.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*523*	*548*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*53.2*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*38.1*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*71.8*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.31*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1690*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*71.0*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*522.7*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.06*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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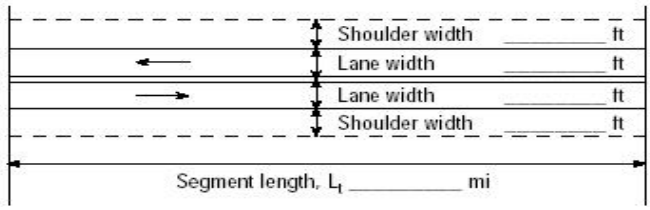
EASTERN SHORE DRIVE
NORTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Future Traffic - 2034*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.88*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *40*/mi

Analysis direction vol., V_d *491*veh/h NORTHBOUND

Opposing direction vol., V_o *470*veh/h SOUTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.2*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.994*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*560*	*537*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*10.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.1 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*24.4 mi/h*
		Percent free flow speed, PFFS	*69.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*558*	*534*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*54.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*37.5*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*73.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.33*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1690*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*69.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*558.0*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.07*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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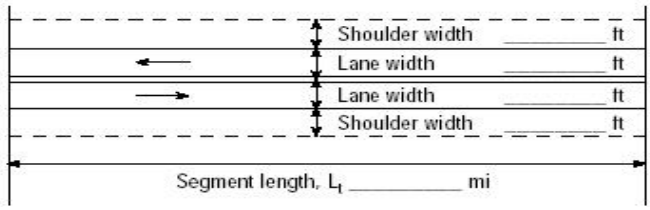
EASTERN SHORE DRIVE
SOUTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

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Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday AM Peak Hour*	Analysis Year	*Future Traffic - 2034*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.88*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *37*/mi

Analysis direction vol., V_d *470*veh/h SOUTHBOUND

Opposing direction vol., V_o *491*veh/h NORTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.2*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.994*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*537*	*560*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*9.3 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*25.3 mi/h*
		Percent free flow speed, PFFS	*70.6 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*534*	*558*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*54.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*37.5*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*72.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.32*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*70.6*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*534.1*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.07*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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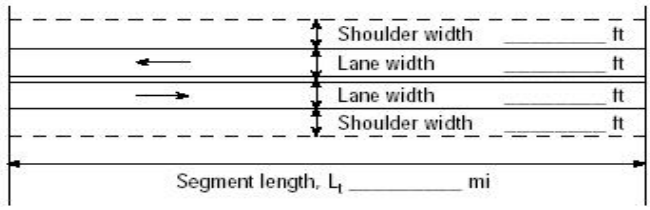
EASTERN SHORE DRIVE
NORTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2024*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *40*/mi

Analysis direction vol., V_d *499*veh/h NORTHBOUND

Opposing direction vol., V_o *709*veh/h SOUTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.2*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.994*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*546*	*773*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*10.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*1.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.5 mi/h*
		Percent free flow speed, PFFS	*67.1 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*542*	*771*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*56.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*29.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*69.1*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.32*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*67.1*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*542.4*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.08*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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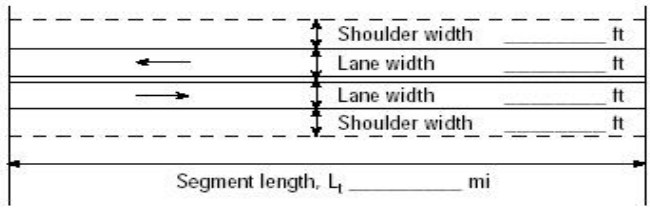
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Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2024*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *37*/mi

Analysis direction vol., V_d *709*veh/h SOUTHBOUND

Opposing direction vol., V_o *499*veh/h NORTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.2*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.994*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*773*	*546*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*9.3 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.5 mi/h*
		Percent free flow speed, PFFS	*65.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*771*	*542*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*65.9*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*29.6*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*83.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.45*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1690*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*65.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*770.7*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.26*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
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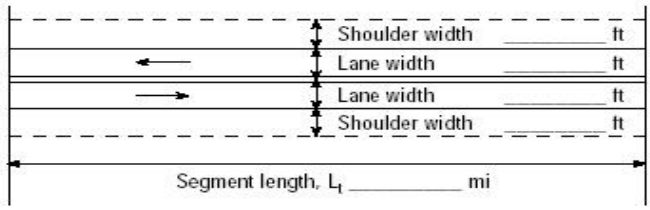
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Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *40*/mi

Analysis direction vol., V_d *509*veh/h NORTHBOUND

Opposing direction vol., V_o *708*veh/h SOUTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*555*	*772*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*10.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*1.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.4 mi/h*
		Percent free flow speed, PFFS	*66.9 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*553*	*770*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*57.7*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*29.4*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*70.0*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.33*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*66.9*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*553.3*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.09*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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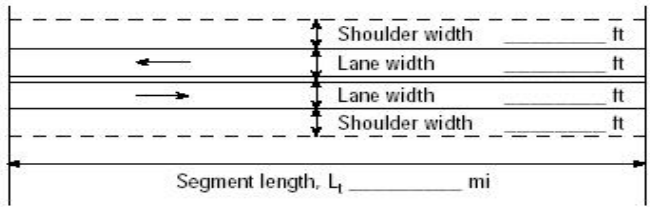
EASTERN SHORE DRIVE
SOUTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2034*

Project Description: *Eastern Shore Drive Corridor* South of South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *37*/mi

Analysis direction vol., V_d *708*veh/h SOUTHBOUND

Opposing direction vol., V_o *509*veh/h NORTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*772*	*555*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*9.3 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.4 mi/h*
		Percent free flow speed, PFFS	*65.6 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*770*	*553*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*65.2*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*29.4*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*82.3*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.45*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*65.6*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*769.6*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.26*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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TWO-LANE HIGHWAYS
HCS 2010 ANALYSIS
BETWEEN VINE STREET AND SOUTH BOULEVARD
(EACH DIRECTION OF TRAVEL)

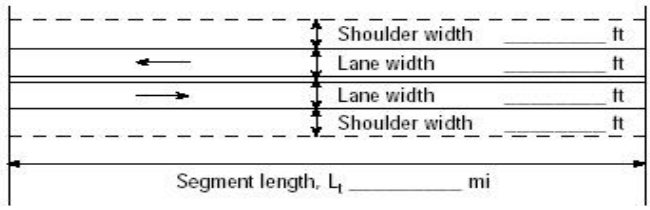
EASTERN SHORE DRIVE
NORTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2024*

Project Description: *Eastern Shore Drive Corridor* Between Vine Street and South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *40*/mi

Analysis direction vol., V_d *520*veh/h NORTHBOUND

Opposing direction vol., V_o *634*veh/h SOUTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*567*	*691*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*10.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*1.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.7 mi/h*
		Percent free flow speed, PFFS	*67.7 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*565*	*689*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*57.3*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*31.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*71.7*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.33*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*67.7*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*565.2*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.10*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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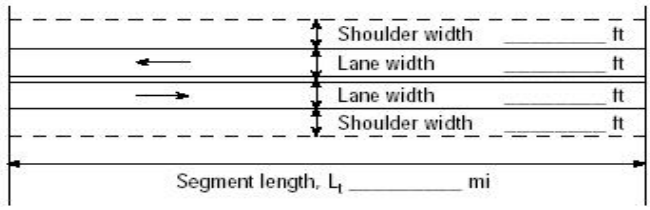
EASTERN SHORE DRIVE
SOUTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2024*

Project Description: *Eastern Shore Drive Corridor* Between Vine Street and South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *37*/mi

Analysis direction vol., V_d *634*veh/h SOUTHBOUND

Opposing direction vol., V_o *520*veh/h NORTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*691*	*567*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*9.3 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*1.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*24.0 mi/h*
		Percent free flow speed, PFFS	*67.2 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*689*	*565*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*62.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*31.9*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*79.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.41*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*67.2*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*689.1*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.20*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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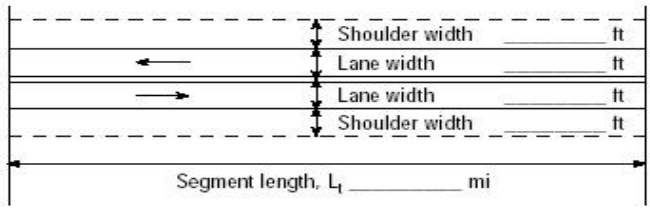
EASTERN SHORE DRIVE
NORTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2034*

Project Description: *Eastern Shore Drive Corridor* Between Vine Street and South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *40*/mi

Analysis direction vol., V_d *530*veh/h NORTHBOUND

Opposing direction vol., V_o *643*veh/h SOUTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*578*	*701*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*10.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*1.5 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.6 mi/h*
		Percent free flow speed, PFFS	*67.4 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*576*	*699*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*58.4*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*31.3*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*72.5*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.34*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*67.4*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*576.1*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.11*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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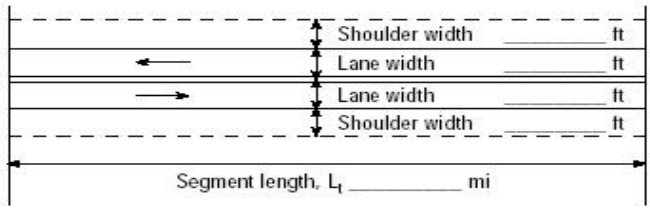
EASTERN SHORE DRIVE
SOUTHBOUND DIRECTIONAL ANALYSIS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Wendy Carpenter*	Highway / Direction of Travel	*Eastern Shore Drive*
Agency or Company	*Davis, Bowen and Friedel, Inc.*	From/To	*E. Carroll St to College Ave*
Date Performed	*12/14/2015*	Jurisdiction	*City of Salisbury*
Analysis Time Period	*Weekday PM Peak Hour*	Analysis Year	*Future Traffic - 2034*

Project Description: *Eastern Shore Drive Corridor* Between Vine Street and South Boulevard

Input Data





☐ Class I highway ☐ Class II highway ☑ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.92*

No-passing zone *100%*

% Trucks and Buses , P_T *3 %*

% Recreational vehicles, P_R *2%*

Access points *mi* *37*/mi

Analysis direction vol., V_d *643*veh/h SOUTHBOUND

Opposing direction vol., V_o *530*veh/h NORTHBOUND

Shoulder width ft *10.0*

Lane Width ft *12.0*

Segment Length mi *1.1*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.1*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.997*	*0.997*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*701*	*578*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*9.3 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*1.9 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*35.8 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*23.9 mi/h*
		Percent free flow speed, PFFS	*66.9 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*699*	*576*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*63.0*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*31.3*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*80.2*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*D*
Volume to capacity ratio, *v/c*	*0.41*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1695*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*66.9*

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*698.9*
Effective width, Wv (Eq. 15-29) ft	*32.00*
Effective speed factor, S_t (Eq. 15-30)	*3.39*
Bicycle level of service score, BLOS (Eq. 15-31)	*0.21*
Bicycle level of service (Exhibit 15-4)	*A*

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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EASTERN SHORE DRIVE @
E. CARROLL STREET

HCM 2010 TWSC
1: Eastern Shore Drive & East Carroll Street

11/18/2015

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	168	307	139	182	1	221	0	87	0	1	7
Future Vol, veh/h	0	168	307	139	182	1	221	0	87	0	1	7
Conflicting Peds, #/hr	2	0	4	3	0	4	1	0	5	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	0	175	-	-	350	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	1	8	2	0	1	0	8	0	0	0
Mvmt Flow	0	189	345	156	204	1	248	0	98	0	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	0	194	0	0	614	717	198	716	716	112
Stage 1	-	-	-	-	-	-	194	194	-	522	522	-
Stage 2	-	-	-	-	-	-	420	523	-	194	194	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.315	6.5	6.32	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.5095	4	3.376	3.5	4	3.3
Pot Cap-1 Maneuver	1372	-	-	1344	-	-	392	358	825	334	358	926
Stage 1	-	-	-	-	-	-	810	744	-	511	534	-
Stage 2	-	-	-	-	-	-	585	534	-	812	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1340	-	-	350	314	819	266	314	918
Mov Cap-2 Maneuver	-	-	-	-	-	-	350	314	-	266	314	-
Stage 1	-	-	-	-	-	-	806	741	-	509	470	-
Stage 2	-	-	-	-	-	-	509	470	-	713	741	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.5	29.2	9.9
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	-	819	1366	-	-	1340	-	-	740
HCM Lane V/C Ratio	0.709	-	0.119	-	-	-	0.117	-	-	0.012
HCM Control Delay (s)	36.8	0	10	0	-	-	8	-	-	9.9
HCM Lane LOS	E	A	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	5.2	-	0.4	0	-	-	0.4	-	-	0

HCM 2010 TWSC-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/18/2015

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	5.6	
Level of Service	B	

Crosswalk		
Length (ft)	19	28
Lanes Crossed	1	2
Veh Vol Crossed	168	182
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	8.43	11.00
Prob of Delayed X-ing	0.33	0.43
Prob of Blocked Lane	0.33	0.24
Delay for adq Gap	5.84	8.71
Avg Ped Delay (s)	1.90	3.71

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	33
Level of Service	E

Crosswalk	
Length (ft)	54
Lanes Crossed	3
Veh Vol Crossed	350
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	18.43
Prob of Delayed X-ing	0.83
Prob of Blocked Lane	0.45
Delay for adq Gap	39.59
Avg Ped Delay (s)	32.99

HCM 2010 TWSC
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Intersection	
Int Delay, s/veh	24.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	220	338	157	304	1	255	0	110	0	1	7
Future Vol, veh/h	0	220	338	157	304	1	255	0	110	0	1	7
Conflicting Peds, #/hr	2	0	4	3	0	4	1	0	5	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	0	175	-	-	350	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	1	8	2	0	1	0	8	0	0	0
Mvmt Flow	0	247	380	176	342	1	287	0	124	0	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	252	0	0	781	953	256	952	952	180
Stage 1	-	-	-	-	-	-	252	252	-	700	700	-
Stage 2	-	-	-	-	-	-	529	701	-	252	252	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.315	6.5	6.32	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.5095	4	3.376	3.5	4	3.3
Pot Cap-1 Maneuver	1222	-	-	1279	-	-	300	261	765	229	261	838
Stage 1	-	-	-	-	-	-	754	702	-	401	444	-
Stage 2	-	-	-	-	-	-	504	444	-	757	702	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1217	-	-	1275	-	-	~ 262	223	759	170	223	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 262	223	-	170	223	-
Stage 1	-	-	-	-	-	-	751	699	-	399	381	-
Stage 2	-	-	-	-	-	-	427	381	-	632	699	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.8	90.3	10.9
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	-	759	1217	-	-	1275	-	-	620
HCM Lane V/C Ratio	1.094	-	0.163	-	-	-	0.138	-	-	0.014
HCM Control Delay (s)	124.7	0	10.7	0	-	-	8.3	-	-	10.9
HCM Lane LOS	F	A	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	12	-	0.6	0	-	-	0.5	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	9.7	
Level of Service	B	

Crosswalk		
Length (ft)	19	28
Lanes Crossed	1	2
Veh Vol Crossed	220	304
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	8.43	11.00
Prob of Delayed X-ing	0.40	0.61
Prob of Blocked Lane	0.40	0.37
Delay for adq Gap	6.45	11.80
Avg Ped Delay (s)	2.60	7.14

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	75.1
Level of Service	F

Crosswalk	
Length (ft)	54
Lanes Crossed	3
Veh Vol Crossed	524
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	18.43
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.59
Delay for adq Gap	80.66
Avg Ped Delay (s)	75.14

HCM 2010 Signalized Intersection Summary
1: Eastern Shore Drive & East Carroll Street

11/20/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	220	338	157	304	1	255	0	110	0	1	7
Future Volume (veh/h)	0	220	338	157	304	1	255	0	110	0	1	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1900	1956	1759	1863	1900	1881	1900	1830	1900	1900	1900
Adj Flow Rate, veh/h	0	247	0	176	342	1	287	0	0	0	1	8
Adj No. of Lanes	0	1	1	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	1	8	2	2	1	0	8	0	0	0
Cap, veh/h	0	765	669	578	1457	4	649	553	452	0	53	423
Arrive On Green	0.00	0.40	0.00	0.40	0.40	0.40	0.29	0.00	0.00	0.00	0.29	0.29
Sat Flow, veh/h	0	1900	1663	1062	3620	11	1407	1900	1555	0	182	1453
Grp Volume(v), veh/h	0	247	0	176	167	176	287	0	0	0	0	9
Grp Sat Flow(s),veh/h/ln	0	1900	1663	1062	1770	1861	1407	1900	1555	0	0	1635
Q Serve(g_s), s	0.0	2.6	0.0	4.0	1.8	1.8	5.4	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	2.6	0.0	6.6	1.8	1.8	5.5	0.0	0.0	0.0	0.0	0.1
Prop In Lane	0.00		1.00	1.00		0.01	1.00		1.00	0.00		0.89
Lane Grp Cap(c), veh/h	0	765	669	578	712	749	649	553	452	0	0	475
V/C Ratio(X)	0.00	0.32	0.00	0.30	0.23	0.23	0.44	0.00	0.00	0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	1165	1020	802	1085	1141	1103	1165	954	0	0	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	8.3	5.8	5.8	9.4	0.0	0.0	0.0	0.0	7.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.3	0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	1.2	0.9	1.0	2.2	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	6.3	0.0	8.6	6.0	5.9	9.8	0.0	0.0	0.0	0.0	7.4
LnGrp LOS		A		A	A	A	A					A
Approach Vol, veh/h		247			519			287			9	
Approach Delay, s/veh		6.3			6.8			9.8			7.4	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		13.0		16.3		13.0		16.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		7.5		4.6		2.1		8.6
Green Ext Time (p_c), s		0.7		3.6		0.8		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Queuing and Blocking Report
AM Peak Hour

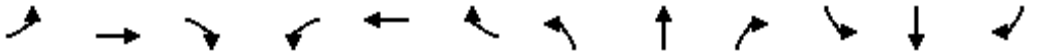
12/11/2015

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	LT	R	L	T	TR	L	LT	R	LTR
Maximum Queue (ft)	181	124	161	145	110	105	104	77	26
Average Queue (ft)	74	26	74	54	28	52	60	7	6
95th Queue (ft)	137	83	136	108	73	95	99	41	23
Link Distance (ft)	366	366					317	317	190
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175			350			
Storage Blk Time (%)			0	0					
Queuing Penalty (veh)			0	0					

HCM 2010 Signalized Intersection Summary
1: Eastern Shore Drive & East Carroll Street

12/11/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	220	338	157	304	1	255	0	110	0	1	7
Future Volume (veh/h)	0	220	338	157	304	1	255	0	110	0	1	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1956	1759	1863	1900	1881	1900	1830	1900	1900	1900
Adj Flow Rate, veh/h	0	247	0	176	342	1	287	0	0	0	1	8
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	1	8	2	0	1	0	8	0	0	0
Cap, veh/h	366	410	706	419	776	670	374	396	491	0	17	133
Arrive On Green	0.00	0.22	0.00	0.11	0.42	0.42	0.21	0.00	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1810	1900	1663	1675	1863	1607	1792	1900	1555	0	178	1425
Grp Volume(v), veh/h	0	247	0	176	342	1	287	0	0	0	0	9
Grp Sat Flow(s),veh/h/ln	1810	1900	1663	1675	1863	1607	1792	1900	1555	0	0	1603
Q Serve(g_s), s	0.0	6.3	0.0	4.0	7.0	0.0	8.1	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	6.3	0.0	4.0	7.0	0.0	8.1	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		0.89
Lane Grp Cap(c), veh/h	366	410	706	419	776	670	374	396	491	0	0	150
V/C Ratio(X)	0.00	0.60	0.00	0.42	0.44	0.00	0.77	0.00	0.00	0.00	0.00	0.06
Avail Cap(c_a), veh/h	532	872	1110	554	1047	904	1024	1086	1056	0	0	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	0.0	13.0	11.1	9.1	19.9	0.0	0.0	0.0	0.0	22.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.7	0.4	0.0	3.3	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	1.9	3.6	0.0	4.3	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	20.3	0.0	13.6	11.5	9.1	23.2	0.0	0.0	0.0	0.0	22.2
LnGrp LOS		C		B	B	A	C					C
Approach Vol, veh/h		247			519			287			9	
Approach Delay, s/veh		20.3			12.2			23.2			22.2	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		16.1	10.7	16.5		10.0	0.0	27.2
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	4.5	5.0
Max Green Setting (Gmax), s		30.5	10.0	24.5		5.0	5.0	30.0
Max Q Clear Time (g_c+I1), s		10.1	6.0	8.3		2.3	0.0	9.0
Green Ext Time (p_c), s		0.8	0.2	3.3		0.0	0.0	3.6

Intersection Summary		
HCM 2010 Ctrl Delay		17.2
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

12/11/2015

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	L	R	LTR
Maximum Queue (ft)	203	112	134	184	230	79	29
Average Queue (ft)	83	27	60	81	120	8	5
95th Queue (ft)	144	82	109	142	211	45	23
Link Distance (ft)	372	372				317	209
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			175		350		
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	1			

HCM 2010 Signals-Bicycles
1: Eastern Shore Drive & East Carroll Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	3	1	3	2
Total Flow Rate (veh/h)	627	519	411	9
Effct. Green for Bike (s)	12.6	26.8	12.0	5.1
Cross Street Width (ft)	34.0	31.4	45.4	50.0
Through Lanes Number	1	2	1	1
Through Lane Width (ft)	13.0	10.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	360	766	343	146
Bicycle Delay (s/bike)	23.6	13.3	24.1	30.1
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	2.90	2.90	3.15	2.55
Bicycle LOS	C	C	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	50.0	45.4	34.0	31.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	22.5	22.5	22.5	22.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.33	2.33	2.24	1.70
Pedestrian Crosswalk LOS	B	B	B	A

HCM 2010 TWSC
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Intersection	
Int Delay, s/veh	30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	224	344	161	318	1	263	0	111	0	1	7
Future Vol, veh/h	0	224	344	161	318	1	263	0	111	0	1	7
Conflicting Peds, #/hr	2	0	4	3	0	4	1	0	5	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	0	175	-	-	350	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	1	8	2	0	1	0	8	0	0	0
Mvmt Flow	0	252	387	181	357	1	296	0	125	0	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	257	0	0	803	982	261	982	982	188
Stage 1	-	-	-	-	-	-	257	257	-	725	725	-
Stage 2	-	-	-	-	-	-	546	725	-	257	257	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.315	6.5	6.32	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.5095	4	3.376	3.5	4	3.3
Pot Cap-1 Maneuver	1207	-	-	1274	-	-	~ 289	251	760	218	251	828
Stage 1	-	-	-	-	-	-	749	699	-	387	433	-
Stage 2	-	-	-	-	-	-	492	433	-	752	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1270	-	-	~ 252	213	754	161	213	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 252	213	-	161	213	-
Stage 1	-	-	-	-	-	-	746	696	-	385	370	-
Stage 2	-	-	-	-	-	-	415	370	-	626	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.8	110.9	11
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	252	-	754	1202	-	-	1270	-	-	605
HCM Lane V/C Ratio	1.173	-	0.165	-	-	-	0.142	-	-	0.015
HCM Control Delay (s)	153.2	0	10.7	0	-	-	8.3	-	-	11
HCM Lane LOS	F	A	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	13.6	-	0.6	0	-	-	0.5	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	10.2	
Level of Service	C	

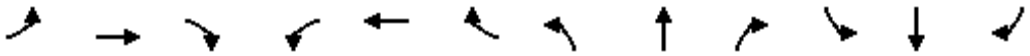
Crosswalk		
Length (ft)	19	28
Lanes Crossed	1	2
Veh Vol Crossed	224	318
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	8.43	11.00
Prob of Delayed X-ing	0.41	0.62
Prob of Blocked Lane	0.41	0.38
Delay for adq Gap	6.50	12.22
Avg Ped Delay (s)	2.65	7.59

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	81.4
Level of Service	F

Crosswalk	
Length (ft)	54
Lanes Crossed	3
Veh Vol Crossed	542
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	18.43
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.60
Delay for adq Gap	86.82
Avg Ped Delay (s)	81.41

Lanes, Volumes, Timings
1: Eastern Shore Drive & East Carroll Street

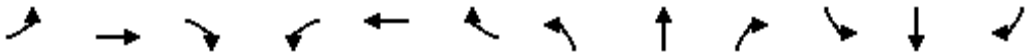
12/11/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	224	344	161	318	1	263	0	111	0	1	7
Future Volume (vph)	0	224	344	161	318	1	263	0	111	0	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	16	11	10	12	11	11	13	12	11	12
Storage Length (ft)	0		0	175		0	350		0	0		0
Storage Lanes	0		1	1		0	1		1	0		0
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00	1.00		1.00	1.00	0.97		0.97	
Frt			0.850						0.850		0.880	
Flt Protected				0.950			0.950	0.950				
Satd. Flow (prot)	0	1888	1812	1616	3303	0	1641	1641	1545	0	1561	0
Flt Permitted				0.950			0.950	0.950				
Satd. Flow (perm)	0	1888	1758	1608	3303	0	1639	1639	1495	0	1561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			387						125		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			721			387			259	
Travel Time (s)		9.5			16.4			8.8			5.9	
Confl. Peds. (#/hr)	2		4	3		4	1		5	2		5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	4%	1%	8%	2%	0%	1%	0%	8%	0%	0%	0%
Adj. Flow (vph)	0	252	387	181	357	1	296	0	125	0	1	8
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	0	252	387	181	358	0	148	148	125	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			11			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	0.85	1.04	1.09	1.00	1.04	1.04	0.96	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
1: Eastern Shore Drive & East Carroll Street

12/11/2015

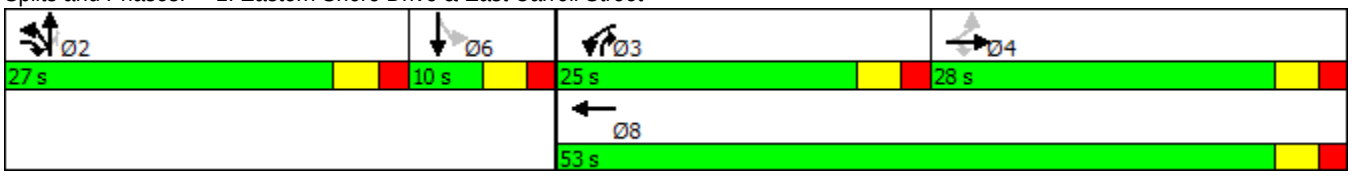


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA	pm+ov	Prot	NA		Split	NA	pm+ov		NA	
Protected Phases		4	2	3	8		2	2	3		6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	2	3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	23.0	10.0	23.0		23.0	23.0	10.0	10.0	10.0	
Total Split (s)	28.0	28.0	27.0	25.0	53.0		27.0	27.0	25.0	10.0	10.0	
Total Split (%)	31.1%	31.1%	30.0%	27.8%	58.9%		30.0%	30.0%	27.8%	11.1%	11.1%	
Maximum Green (s)	23.0	23.0	22.0	20.0	48.0		22.0	22.0	20.0	5.0	5.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	None	None		Min	Min	None	Min	Min	
Walk Time (s)			7.0		7.0		7.0	7.0				
Flash Dont Walk (s)			11.0		11.0		11.0	11.0				
Pedestrian Calls (#/hr)			0		0		0	0				
Act Effct Green (s)		14.5	27.8	13.0	32.8		13.3	13.3	26.3		5.2	
Actuated g/C Ratio		0.22	0.41	0.19	0.49		0.20	0.20	0.39		0.08	
v/c Ratio		0.62	0.40	0.58	0.22		0.46	0.46	0.19		0.07	
Control Delay		32.4	2.5	34.8	10.4		30.3	30.3	2.3		24.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay		32.4	2.5	34.8	10.4		30.3	30.3	2.3		24.2	
LOS		C	A	C	B		C	C	A		C	
Approach Delay		14.3			18.6			22.0			24.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		91	0	66	40		54	54	0		0	
Queue Length 95th (ft)		195	36	154	76		130	130	18		16	
Internal Link Dist (ft)		340			641			307			179	
Turn Bay Length (ft)				175			350					
Base Capacity (vph)		678	1174	505	2478		564	564	840		129	
Starvation Cap Reductn		0	0	0	0		0	0	0		0	
Spillback Cap Reductn		0	0	0	0		0	0	0		0	
Storage Cap Reductn		0	0	0	0		0	0	0		0	
Reduced v/c Ratio		0.37	0.33	0.36	0.14		0.26	0.26	0.15		0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 67	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 17.8	Intersection LOS: B

Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Eastern Shore Drive & East Carroll Street



Queuing and Blocking Report
AM Peak Hour

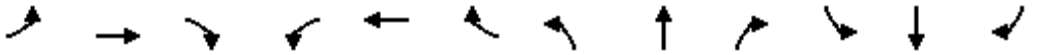
12/11/2015

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	LT	R	L	T	TR	L	LT	R	LTR
Maximum Queue (ft)	198	87	171	111	82	117	127	77	26
Average Queue (ft)	82	19	78	54	28	55	68	7	5
95th Queue (ft)	149	64	138	96	65	102	112	39	22
Link Distance (ft)	366	366					317	317	190
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175			350			
Storage Blk Time (%)			0						
Queuing Penalty (veh)			0						

HCM 2010 Signalized Intersection Summary
1: Eastern Shore Drive & East Carroll Street

12/11/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	224	344	161	318	1	263	0	111	0	1	7
Future Volume (veh/h)	0	224	344	161	318	1	263	0	111	0	1	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1956	1759	1863	1900	1881	1900	1830	1900	1900	1900
Adj Flow Rate, veh/h	0	252	0	181	357	1	296	0	0	0	1	8
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	4	1	8	2	0	1	0	8	0	0	0
Cap, veh/h	364	417	718	421	783	676	381	404	500	0	16	131
Arrive On Green	0.00	0.22	0.00	0.11	0.42	0.42	0.21	0.00	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1810	1900	1663	1675	1863	1607	1792	1900	1555	0	178	1424
Grp Volume(v), veh/h	0	252	0	181	357	1	296	0	0	0	0	9
Grp Sat Flow(s),veh/h/ln	1810	1900	1663	1675	1863	1607	1792	1900	1555	0	0	1602
Q Serve(g_s), s	0.0	6.5	0.0	4.2	7.5	0.0	8.5	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	6.5	0.0	4.2	7.5	0.0	8.5	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		0.89
Lane Grp Cap(c), veh/h	364	417	718	421	783	676	381	404	500	0	0	147
V/C Ratio(X)	0.00	0.60	0.00	0.43	0.46	0.00	0.78	0.00	0.00	0.00	0.00	0.06
Avail Cap(c_a), veh/h	527	890	1132	546	1060	915	970	1029	1012	0	0	147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	0.0	13.1	11.3	9.2	20.2	0.0	0.0	0.0	0.0	22.6
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.7	0.4	0.0	3.5	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	1.9	3.9	0.0	4.6	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	20.5	0.0	13.8	11.7	9.2	23.7	0.0	0.0	0.0	0.0	22.8
LnGrp LOS		C		B	B	A	C					C
Approach Vol, veh/h		252			539			296			9	
Approach Delay, s/veh		20.5			12.4			23.7			22.8	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		16.6	10.9	17.0		10.0	0.0	27.9
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	4.5	5.0
Max Green Setting (Gmax), s		29.5	10.0	25.5		5.0	5.0	31.0
Max Q Clear Time (g_c+I1), s		10.5	6.2	8.5		2.3	0.0	9.5
Green Ext Time (p_c), s		0.8	0.2	3.5		0.0	0.0	3.7

Intersection Summary		
HCM 2010 Ctrl Delay		17.4
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

6/21/2016

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	T	R	L	T	L	R	LTR
Maximum Queue (ft)	228	89	128	199	236	54	29
Average Queue (ft)	85	21	59	91	131	3	8
95th Queue (ft)	161	68	108	166	211	25	28
Link Distance (ft)	372	372				317	209
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			175		350		
Storage Blk Time (%)				1			
Queuing Penalty (veh)				2			

HCM 2010 Signals-Bicycles
1: Eastern Shore Drive & East Carroll Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	3	1	3	0
Total Flow Rate (veh/h)	639	539	421	9
Effct. Green for Bike (s)	14.5	32.8	13.3	5.2
Cross Street Width (ft)	34.0	31.4	45.4	50.0
Through Lanes Number	1	2	1	1
Through Lane Width (ft)	13.0	10.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	322	729	296	116
Bicycle Delay (s/bike)	31.7	18.2	32.7	40.0
Bicycle Compliance	Poor	Fair	Poor	Poor
Bicycle LOS Score	2.92	2.91	3.16	2.55
Bicycle LOS	C	C	C	B

HCM 2010 Signals-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/20/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	50.0	45.4	34.0	31.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	22.5	22.5	22.5	22.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.34	2.24	1.70
Pedestrian Crosswalk LOS	B	B	B	A

HCM 2010 Roundabout
1: Eastern Shore Drive & East Carroll Street

12/11/2015

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	639	539	421	9
Demand Flow Rate, veh/h	653	560	434	9
Vehicles Circulating, veh/h	196	299	262	858
Vehicles Exiting, veh/h	671	262	196	1
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	2	3	4
Ped Cap Adj	0.999	1.000	1.000	0.999
Approach Delay, s/veh	8.1	16.3	7.5	7.8
Approach LOS	A	C	A	A

Lane	Left	Bypass	Left	Left	Bypass	Left
Designated Moves	LT	R	LTR	LT	R	LTR
Assumed Moves	LT	R	LTR	LT	R	LTR
RT Channelized		Yield			Yield	
Lane Util	1.000		1.000	1.000		1.000
Critical Headway, s	5.193		5.193	5.193		5.193
Entry Flow, veh/h	262	391	560	299	135	9
Cap Entry Lane, veh/h	929	929	838	870	870	479
Entry HV Adj Factor	0.962	0.990	0.962	0.990	0.926	1.000
Flow Entry, veh/h	252	387	539	296	125	9
Cap Entry, veh/h	892	919	806	860	805	479
V/C Ratio	0.282	0.421	0.669	0.344	0.155	0.019
Control Delay, s/veh	7.0	8.8	16.3	8.1	6.1	7.8
LOS	A	A	C	A	A	A
95th %tile Queue, veh	1	2	5	2	1	0

SimTraffic Simulation Summary
AM Peak Hour

12/16/2015

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6487	6231	6291	6376	6408	6357
Vehs Exited	6480	6224	6290	6408	6395	6359
Starting Vehs	170	152	172	181	135	153
Ending Vehs	177	159	173	149	148	157
Travel Distance (mi)	3313	3222	3235	3255	3292	3263
Travel Time (hr)	162.3	156.4	158.1	159.0	159.9	159.1
Total Delay (hr)	44.0	41.7	42.6	43.0	42.4	42.7
Total Stops	5562	5320	5429	5496	5338	5426
Fuel Used (gal)	123.5	119.7	120.3	121.8	122.3	121.5

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6487	6231	6291	6376	6408	6357
Vehs Exited	6480	6224	6290	6408	6395	6359
Starting Vehs	170	152	172	181	135	153
Ending Vehs	177	159	173	149	148	157
Travel Distance (mi)	3313	3222	3235	3255	3292	3263
Travel Time (hr)	162.3	156.4	158.1	159.0	159.9	159.1
Total Delay (hr)	44.0	41.7	42.6	43.0	42.4	42.7
Total Stops	5562	5320	5429	5496	5338	5426
Fuel Used (gal)	123.5	119.7	120.3	121.8	122.3	121.5

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	LT	R	LTR
Maximum Queue (ft)	81	75	191	122	54	31
Average Queue (ft)	31	22	60	48	3	4
95th Queue (ft)	67	64	141	98	23	21
Link Distance (ft)	359	359		280	280	205
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

HCM 2010 TWSC
1: Eastern Shore Drive & East Carroll Street

11/18/2015

Intersection	
Int Delay, s/veh	30.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	268	288	163	156	2	258	2	169	4	0	5
Future Vol, veh/h	7	268	288	163	156	2	258	2	169	4	0	5
Conflicting Peds, #/hr	2	0	12	7	0	3	5	0	8	1	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	0	175	-	-	350	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	1	0	0	0	0	0
Mvmt Flow	8	301	324	183	175	2	290	2	190	4	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	309	0	0	786	876	316	876	875	108
Stage 1	-	-	-	-	-	-	325	325	-	550	550	-
Stage 2	-	-	-	-	-	-	461	551	-	326	325	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.315	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5095	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1402	-	-	1263	-	-	297	290	729	259	290	932
Stage 1	-	-	-	-	-	-	689	653	-	492	519	-
Stage 2	-	-	-	-	-	-	553	519	-	691	653	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1385	-	-	1256	-	-	~ 255	242	720	165	242	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 255	242	-	165	242	-
Stage 1	-	-	-	-	-	-	678	643	-	485	441	-
Stage 2	-	-	-	-	-	-	464	441	-	500	643	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	4.2	89.1	17.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	242	720	1385	-	-	1256	-	-	303
HCM Lane V/C Ratio	1.137	0.009	0.264	0.006	-	-	0.146	-	-	0.033
HCM Control Delay (s)	140.3	20	11.8	7.6	0	-	8.4	-	-	17.3
HCM Lane LOS	F	C	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	12.8	0	1.1	0	-	-	0.5	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/18/2015

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	6.4	
Level of Service	B	

Crosswalk		
Length (ft)	19	28
Lanes Crossed	1	2
Veh Vol Crossed	268	156
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	8.43	11.00
Prob of Delayed X-ing	0.47	0.38
Prob of Blocked Lane	0.47	0.21
Delay for adq Gap	7.07	8.16
Avg Ped Delay (s)	3.30	3.09

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	47.5
Level of Service	F

Crosswalk	
Length (ft)	54
Lanes Crossed	3
Veh Vol Crossed	424
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	18.43
Prob of Delayed X-ing	0.89
Prob of Blocked Lane	0.51
Delay for adq Gap	53.60
Avg Ped Delay (s)	47.48

HCM 2010 TWSC
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Intersection	
Int Delay, s/veh	98.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	399	329	190	243	2	296	2	195	4	0	5
Future Vol, veh/h	7	399	329	190	243	2	296	2	195	4	0	5
Conflicting Peds, #/hr	2	0	12	7	0	3	5	0	8	1	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	0	175	-	-	350	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	1	0	0	0	0	0
Mvmt Flow	8	448	370	213	273	2	333	2	219	4	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	456	0	0	1042	1181	463	1181	1180	157
Stage 1	-	-	-	-	-	-	472	472	-	708	708	-
Stage 2	-	-	-	-	-	-	570	709	-	473	472	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.315	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5095	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1292	-	-	1115	-	-	~ 197	192	603	158	192	867
Stage 1	-	-	-	-	-	-	574	562	-	396	441	-
Stage 2	-	-	-	-	-	-	477	440	-	576	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1109	-	-	~ 162	151	595	82	151	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 162	151	-	82	151	-
Stage 1	-	-	-	-	-	-	563	551	-	389	354	-
Stage 2	-	-	-	-	-	-	378	353	-	356	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.9	$ 330.7	28.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	151	595	1276	-	-	1109	-	-	165
HCM Lane V/C Ratio	2.053	0.015	0.368	0.006	-	-	0.193	-	-	0.061
HCM Control Delay (s)	$ 541	29.2	14.5	7.8	0	-	9	-	-	28.2
HCM Lane LOS	F	D	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	26.1	0	1.7	0	-	-	0.7	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	10.8	
Level of Service	C	

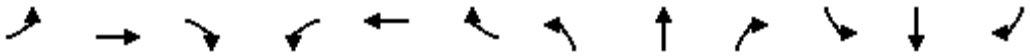
Crosswalk		
Length (ft)	19	28
Lanes Crossed	1	2
Veh Vol Crossed	399	243
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	8.43	11.00
Prob of Delayed X-ing	0.61	0.52
Prob of Blocked Lane	0.61	0.31
Delay for adq Gap	9.08	10.14
Avg Ped Delay (s)	5.51	5.31

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	125.9
Level of Service	F

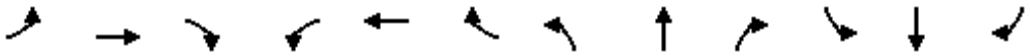
Crosswalk	
Length (ft)	54
Lanes Crossed	3
Veh Vol Crossed	642
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	18.43
Prob of Delayed X-ing	0.96
Prob of Blocked Lane	0.67
Delay for adq Gap	130.84
Avg Ped Delay (s)	125.95

Lanes, Volumes, Timings
1: Eastern Shore Drive & East Carroll Street

12/11/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	399	329	190	243	2	296	2	195	4	0	5
Future Volume (vph)	7	399	329	190	243	2	296	2	195	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	16	11	10	12	11	11	13	12	11	12
Storage Length (ft)	0		0	175		0	350		0	0		0
Storage Lanes	0		1	1		0	1		1	0		0
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.95	0.99	1.00		0.99	0.99	0.96		0.97	
Frt			0.850		0.999				0.850		0.919	
Flt Protected		0.999		0.950			0.950	0.953			0.980	
Satd. Flow (prot)	0	1961	1830	1745	3365	0	1641	1647	1669	0	1601	0
Flt Permitted		0.993		0.950			0.950	0.953			0.980	
Satd. Flow (perm)	0	1949	1734	1729	3365	0	1628	1633	1599	0	1600	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			370		1				219		131	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			721			387			259	
Travel Time (s)		9.5			16.4			8.8			5.9	
Confl. Peds. (#/hr)	2		12	7		3	5		8	1		7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	448	370	213	273	2	333	2	219	4	0	6
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	0	456	370	213	275	0	166	169	219	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			11			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	0.85	1.04	1.09	1.00	1.04	1.04	0.96	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases		4	2	3	8		2	2	3	6	6	
Permitted Phases	4		4						2			
Detector Phase	4	4	2	3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	23.0	10.0	22.5		23.0	23.0	10.0	10.0	10.0	
Total Split (s)	40.4	40.4	24.6	25.0	65.4		24.6	24.6	25.0	10.0	10.0	
Total Split (%)	40.4%	40.4%	24.6%	25.0%	65.4%		24.6%	24.6%	25.0%	10.0%	10.0%	
Maximum Green (s)	35.4	35.4	19.6	20.0	61.4		19.6	19.6	20.0	5.0	5.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	4.0		5.0	5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	None	None		Min	Min	None	Min	Min	
Walk Time (s)			7.0		7.0		7.0	7.0				
Flash Dont Walk (s)			11.0		11.0		11.0	11.0				
Pedestrian Calls (#/hr)			0		0		0	0				
Act Effct Green (s)		24.1	38.6	14.8	45.2		14.5	14.5	29.3		5.2	
Actuated g/C Ratio		0.30	0.48	0.19	0.57		0.18	0.18	0.37		0.07	
v/c Ratio		0.77	0.35	0.66	0.14		0.56	0.56	0.30		0.04	
Control Delay		35.9	2.0	43.0	8.3		39.8	40.0	2.8		0.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay		35.9	2.0	43.0	8.3		39.8	40.0	2.8		0.3	
LOS		D	A	D	A		D	D	A		A	
Approach Delay		20.7			23.4			25.3			0.3	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)		206	0	99	31		78	80	0		0	
Queue Length 95th (ft)		348	33	200	52		168	171	31		0	
Internal Link Dist (ft)		340			641			307			179	
Turn Bay Length (ft)				175			350					
Base Capacity (vph)		908	1159	459	2647		423	424	852		227	
Starvation Cap Reductn		0	0	0	0		0	0	0		0	
Spillback Cap Reductn		0	0	0	0		0	0	0		0	
Storage Cap Reductn		0	0	0	0		0	0	0		0	
Reduced v/c Ratio		0.50	0.32	0.46	0.10		0.39	0.40	0.26		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 79.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 22.7		Intersection LOS: C	

Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Eastern Shore Drive & East Carroll Street



Queuing and Blocking Report
PM Peak Hour

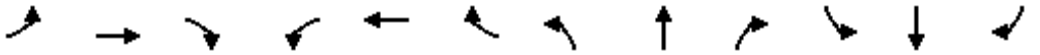
12/11/2015

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	LT	R	L	T	TR	L	LT	R	LTR
Maximum Queue (ft)	251	90	178	135	48	122	157	124	26
Average Queue (ft)	150	20	93	38	16	63	78	31	6
95th Queue (ft)	232	68	154	90	42	113	131	93	24
Link Distance (ft)	366	366					317	317	190
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175			350			
Storage Blk Time (%)			1	0					
Queuing Penalty (veh)			1	0					

HCM 2010 Signalized Intersection Summary
1: Eastern Shore Drive & East Carroll Street

12/16/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	399	329	190	243	2	296	2	195	4	0	5
Future Volume (veh/h)	7	399	329	190	243	2	296	2	195	4	0	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1976	1976	1900	1900	1900	1881	1900	1976	1900	1900	1900
Adj Flow Rate, veh/h	8	448	0	213	273	2	333	2	0	4	0	6
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	1	0	0	0	0	0
Cap, veh/h	415	536	831	349	681	705	401	425	540	53	0	80
Arrive On Green	0.01	0.27	0.00	0.10	0.36	0.36	0.22	0.22	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1810	1976	1680	1810	1900	1599	1792	1900	1680	657	0	985
Grp Volume(v), veh/h	8	448	0	213	273	2	333	2	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1810	1976	1680	1810	1900	1599	1792	1900	1680	1641	0	0
Q Serve(g_s), s	0.2	13.1	0.0	4.9	6.6	0.0	10.9	0.1	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.1	0.0	4.9	6.6	0.0	10.9	0.1	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.40		0.60
Lane Grp Cap(c), veh/h	415	536	831	349	681	705	401	425	540	134	0	0
V/C Ratio(X)	0.02	0.84	0.00	0.61	0.40	0.00	0.83	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	544	650	929	349	681	705	549	582	679	134	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	21.1	0.0	14.8	14.7	9.6	22.7	18.5	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.9	0.0	3.1	0.4	0.0	7.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.3	0.0	2.7	3.5	0.0	6.2	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	15.9	29.0	0.0	17.9	15.1	9.6	30.4	18.5	0.0	26.3	0.0	0.0
LnGrp LOS	B	C		B	B	A	C	B		C		
Approach Vol, veh/h		456			488			335			10	
Approach Delay, s/veh		28.8			16.3			30.3			26.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.7	11.0	21.6		10.0	5.6	27.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		18.8	6.0	20.2		5.0	5.0	21.2
Max Q Clear Time (g_c+I1), s		12.9	6.9	15.1		2.3	2.2	8.6
Green Ext Time (p_c), s		0.5	0.0	1.5		0.0	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

12/11/2015

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	R	LTR
Maximum Queue (ft)	25	277	115	141	147	14	220	31	110	34
Average Queue (ft)	4	145	34	68	63	1	134	2	24	6
95th Queue (ft)	18	225	96	116	116	6	215	13	82	25
Link Distance (ft)	372	372	372					317	317	209
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				175			350			
Storage Blk Time (%)				0	0					
Queuing Penalty (veh)				0	0					

HCM 2010 Signals-Bicycles
1: Eastern Shore Drive & East Carroll Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	1	0	1	0
Total Flow Rate (veh/h)	826	488	554	10
Effct. Green for Bike (s)	19.0	34.2	13.5	5.1
Cross Street Width (ft)	34.0	31.4	45.4	50.0
Through Lanes Number	1	2	1	1
Through Lane Width (ft)	13.0	10.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	507	912	360	136
Bicycle Delay (s/bike)	20.9	11.1	25.2	32.6
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.23	2.87	3.38	2.56
Bicycle LOS	C	C	C	B

HCM 2010 Signals-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/20/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	50.0	45.4	34.0	31.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	27.5	27.5	27.5	27.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.40	2.30	1.72
Pedestrian Crosswalk LOS	B	B	B	A

HCM 2010 TWSC
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Intersection	
Int Delay, s/veh	110.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	413	336	192	251	2	303	2	198	4	0	5
Future Vol, veh/h	7	413	336	192	251	2	303	2	198	4	0	5
Conflicting Peds, #/hr	2	0	12	7	0	3	5	0	8	1	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	0	175	-	-	350	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	1	0	0	0	0	0
Mvmt Flow	8	464	378	216	282	2	340	2	222	4	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	472	0	0	1067	1211	479	1211	1210	161
Stage 1	-	-	-	-	-	-	488	488	-	722	722	-
Stage 2	-	-	-	-	-	-	579	723	-	489	488	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.315	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5095	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1282	-	-	1100	-	-	~ 189	184	591	150	184	862
Stage 1	-	-	-	-	-	-	563	553	-	389	434	-
Stage 2	-	-	-	-	-	-	471	434	-	564	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	1094	-	-	~ 155	144	584	76	144	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 155	144	-	76	144	-
Stage 1	-	-	-	-	-	-	552	542	-	382	346	-
Stage 2	-	-	-	-	-	-	371	346	-	341	542	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.9	$ 371.2	30
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	155	144	584	1266	-	-	1094	-	-	154
HCM Lane V/C Ratio	2.196	0.016	0.381	0.006	-	-	0.197	-	-	0.066
HCM Control Delay (s)	$ 606.3	30.4	14.9	7.9	0	-	9.1	-	-	30
HCM Lane LOS	F	D	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	27.8	0	1.8	0	-	-	0.7	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
1: Eastern Shore Drive & East Carroll Street

11/19/2015

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	11.3	
Level of Service	C	

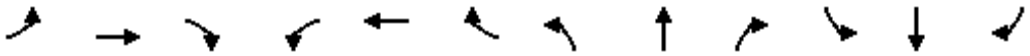
Crosswalk		
Length (ft)	19	28
Lanes Crossed	1	2
Veh Vol Crossed	413	251
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	8.43	11.00
Prob of Delayed X-ing	0.62	0.54
Prob of Blocked Lane	0.62	0.32
Delay for adq Gap	9.32	10.34
Avg Ped Delay (s)	5.78	5.54

Approach		
Approach Direction	WB	
Median Present?	No	
Approach Delay(s)	138.5	
Level of Service	F	

Crosswalk		
Length (ft)	54	
Lanes Crossed	3	
Veh Vol Crossed	664	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	18.43	
Prob of Delayed X-ing	0.97	
Prob of Blocked Lane	0.68	
Delay for adq Gap	143.24	
Avg Ped Delay (s)	138.45	

Lanes, Volumes, Timings
1: Eastern Shore Drive & East Carroll Street

12/10/2015

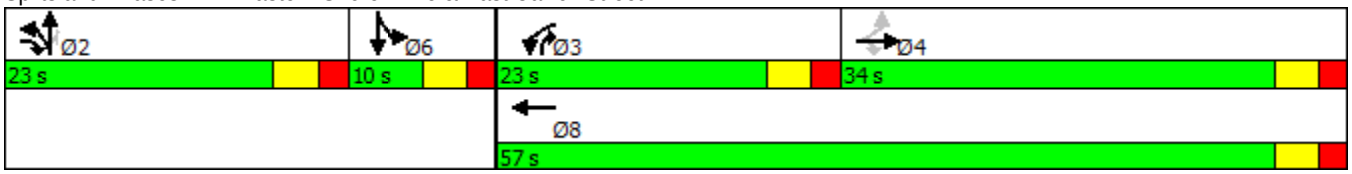


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	413	336	192	251	2	303	2	198	4	0	5
Future Volume (vph)	7	413	336	192	251	2	303	2	198	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	16	11	10	12	11	11	13	12	11	12
Storage Length (ft)	0		0	175		0	350		0	0		0
Storage Lanes	0		1	1		0	1		1	0		0
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.95	0.99	1.00		0.99	0.99	0.96		0.97	
Frt			0.850		0.999				0.850		0.919	
Flt Protected		0.999		0.950			0.950	0.953			0.980	
Satd. Flow (prot)	0	1961	1830	1745	3365	0	1641	1647	1669	0	1605	0
Flt Permitted		0.993		0.950			0.950	0.953			0.980	
Satd. Flow (perm)	0	1949	1740	1729	3365	0	1629	1635	1603	0	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			378		1				222		145	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			721			387			259	
Travel Time (s)		9.5			16.4			8.8			5.9	
Confl. Peds. (#/hr)	2		12	7		3	5		8	1		7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	464	378	216	282	2	340	2	222	4	0	6
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	0	472	378	216	284	0	170	172	222	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			11			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	0.85	1.04	1.09	1.00	1.04	1.04	0.96	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases		4	2	3	8		2	2	3	6	6	
Permitted Phases	4		4						2			
Detector Phase	4	4	2	3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		23.0	23.0	23.0	10.0	10.0	
Total Split (s)	34.0	34.0	23.0	23.0	57.0		23.0	23.0	23.0	10.0	10.0	
Total Split (%)	37.8%	37.8%	25.6%	25.6%	63.3%		25.6%	25.6%	25.6%	11.1%	11.1%	
Maximum Green (s)	29.0	29.0	18.0	18.0	52.0		18.0	18.0	18.0	5.0	5.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	None	None		Min	Min	None	Min	Min	
Walk Time (s)			7.0		7.0		7.0	7.0				
Flash Dont Walk (s)			11.0		11.0		11.0	11.0				
Pedestrian Calls (#/hr)			0		0		0	0				
Act Effct Green (s)		23.1	37.0	14.2	42.4		13.9	13.9	28.1		5.2	
Actuated g/C Ratio		0.30	0.48	0.18	0.55		0.18	0.18	0.36		0.07	
v/c Ratio		0.81	0.36	0.67	0.15		0.57	0.58	0.30		0.04	
Control Delay		38.0	2.1	42.5	8.7		39.1	39.2	2.7		0.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay		38.0	2.1	42.5	8.7		39.1	39.2	2.7		0.3	
LOS		D	A	D	A		D	D	A		A	
Approach Delay		22.0			23.3			24.8			0.3	
Approach LOS		C			C			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Eastern Shore Drive & East Carroll Street



Queuing and Blocking Report
PM Peak Hour

12/10/2015

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	LT	R	L	T	TR	L	LT	R	LTR
Maximum Queue (ft)	303	136	186	87	66	148	140	131	26
Average Queue (ft)	159	20	91	39	15	71	78	35	5
95th Queue (ft)	259	85	154	79	45	126	128	101	21
Link Distance (ft)	366	366					317	317	190
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)			175			350			
Storage Blk Time (%)			0						
Queuing Penalty (veh)			0						

HCM 2010 Signalized Intersection Summary
1: Eastern Shore Drive & East Carroll Street

12/10/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	413	336	192	251	2	303	2	198	4	0	5
Future Volume (veh/h)	7	413	336	192	251	2	303	2	198	4	0	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		0.99	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1976	1900	1900	1900	1881	1900	1976	1900	1900	1900
Adj Flow Rate, veh/h	8	464	0	216	282	2	340	2	0	4	0	6
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	1	0	0	0	0	0
Cap, veh/h	453	565	876	372	769	767	402	426	562	48	0	72
Arrive On Green	0.01	0.30	0.00	0.11	0.40	0.40	0.22	0.22	0.00	0.07	0.00	0.07
Sat Flow, veh/h	1810	1900	1680	1810	1900	1601	1792	1900	1680	655	0	982
Grp Volume(v), veh/h	8	464	0	216	282	2	340	2	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1680	1810	1900	1601	1792	1900	1680	1636	0	0
Q Serve(g_s), s	0.2	15.4	0.0	5.2	7.0	0.0	12.3	0.1	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	15.4	0.0	5.2	7.0	0.0	12.3	0.1	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.40		0.60
Lane Grp Cap(c), veh/h	453	565	876	372	769	767	402	426	562	120	0	0
V/C Ratio(X)	0.02	0.82	0.00	0.58	0.37	0.00	0.85	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	568	699	995	652	1077	1026	580	615	729	120	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.3	22.2	0.0	15.1	14.1	9.3	25.2	20.5	0.0	29.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.4	0.0	1.4	0.3	0.0	7.8	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.0	0.0	2.7	3.7	0.0	6.9	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	16.4	28.6	0.0	16.6	14.4	9.3	33.0	20.5	0.0	29.6	0.0	0.0
LnGrp LOS	B	C		B	B	A	C	C		C		
Approach Vol, veh/h		472			500			342			10	
Approach Delay, s/veh		28.4			15.3			32.9			29.6	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.2	12.5	25.2		10.0	5.2	32.5
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	4.5	5.0
Max Green Setting (Gmax), s		22.0	18.0	25.0		5.0	5.0	38.5
Max Q Clear Time (g_c+I1), s		14.3	7.2	17.4		2.4	2.2	9.0
Green Ext Time (p_c), s		0.7	0.4	2.8		0.0	0.0	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

6/21/2016

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	R	LTR
Maximum Queue (ft)	25	324	136	135	111	15	243	31	112	28
Average Queue (ft)	7	171	27	63	66	1	155	2	19	4
95th Queue (ft)	25	286	97	112	108	5	229	15	75	19
Link Distance (ft)		372	372					317	317	207
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50			175			350			
Storage Blk Time (%)		45								
Queuing Penalty (veh)		3								

HCM 2010 Signals-Bicycles
1: Eastern Shore Drive & East Carroll Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	1	0	1	0
Total Flow Rate (veh/h)	850	500	564	10
Effct. Green for Bike (s)	23.1	42.4	13.9	5.2
Cross Street Width (ft)	34.0	31.4	45.4	50.0
Through Lanes Number	1	2	1	1
Through Lane Width (ft)	13.0	10.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	513	942	309	116
Bicycle Delay (s/bike)	24.9	12.6	32.2	40.0
Bicycle Compliance	Fair	Fair	Poor	Poor
Bicycle LOS Score	3.27	2.88	3.40	2.56
Bicycle LOS	C	C	C	B

HCM 2010 Signals-Pedestrians
1: Eastern Shore Drive & East Carroll Street

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	50.0	45.4	34.0	31.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.43	2.43	2.33	1.74
Pedestrian Crosswalk LOS	B	B	B	A

HCM 2010 Roundabout

1: Eastern Shore Drive & East Carroll Street

12/10/2015

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	850	500	564	10
Demand Flow Rate, veh/h	850	500	567	10
Vehicles Circulating, veh/h	220	353	476	841
Vehicles Exiting, veh/h	631	468	216	12
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	7	1	7	3
Ped Cap Adj	0.999	1.000	0.999	1.000
Approach Delay, s/veh	9.9	15.1	11.1	7.6
Approach LOS	A	C	B	A

Lane	Left	Bypass	Left	Left	Bypass	Left
Designated Moves	LT	R	LTR	LT	R	LTR
Assumed Moves	LT	R	LTR	LT	R	LTR
RT Channelized		Yield			Yield	
Lane Util	1.000		1.000	1.000		1.000
Critical Headway, s	5.193		5.193	5.193		5.193
Entry Flow, veh/h	472	378	500	345	222	10
Cap Entry Lane, veh/h	907	910	794	702	708	487
Entry HV Adj Factor	1.000	1.000	1.000	0.991	1.000	1.000
Flow Entry, veh/h	472	378	500	342	222	10
Cap Entry, veh/h	906	910	794	695	707	487
V/C Ratio	0.521	0.416	0.630	0.492	0.314	0.021
Control Delay, s/veh	10.8	8.8	15.1	12.5	9.0	7.6
LOS	B	A	C	B	A	A
95th %tile Queue, veh	3	2	5	3	1	0

Case 3c - 2034 Roundabout
Single Lane Roundabout
PM Peak Hour
1 Entry Lane, 1 Conflict Lane, 1 Exit Lane All Approaches
Yielding Right-Turn Bypass Lane for EB & NB Approaches

SimTraffic Simulation Summary
PM Peak Hour

12/16/2015

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:15	4:15	4:15	4:15	4:15	4:15
End Time	4:45	4:45	4:45	4:45	4:45	4:45
Total Time (min)	30	30	30	30	30	30
Time Recorded (min)	15	15	15	15	15	15
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2257	2288	2262	2250	2216	2255
Vehs Exited	2264	2289	2255	2269	2197	2254
Starting Vehs	227	269	229	251	216	232
Ending Vehs	220	268	236	232	235	233
Travel Distance (mi)	1072	1068	1077	1104	1052	1074
Travel Time (hr)	59.6	62.1	62.6	61.2	58.7	60.9
Total Delay (hr)	21.1	23.7	23.9	21.8	20.8	22.3
Total Stops	2155	2207	2279	2337	2231	2235
Fuel Used (gal)	42.4	42.9	43.2	43.7	41.9	42.8

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2257	2288	2262	2250	2216	2255
Vehs Exited	2264	2289	2255	2269	2197	2254
Starting Vehs	227	269	229	251	216	232
Ending Vehs	220	268	236	232	235	233
Travel Distance (mi)	1072	1068	1077	1104	1052	1074
Travel Time (hr)	59.6	62.1	62.6	61.2	58.7	60.9
Total Delay (hr)	21.1	23.7	23.9	21.8	20.8	22.3
Total Stops	2155	2207	2279	2337	2231	2235
Fuel Used (gal)	42.4	42.9	43.2	43.7	41.9	42.8

Intersection: 1: Eastern Shore Drive & East Carroll Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	LT	R	LTR
Maximum Queue (ft)	95	66	118	152	56	24
Average Queue (ft)	58	28	54	82	23	6
95th Queue (ft)	105	73	126	144	64	26
Link Distance (ft)	357	357		284	284	205
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

EASTERN SHORE DRIVE @
E. VINE STREET

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	47	20	39	100	19	22	307	33	29	362	6
Future Volume (veh/h)	3	47	20	39	100	19	22	307	33	29	362	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1845	1900	1810	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	52	22	43	111	21	24	341	37	32	402	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	1	0	3	3	5	3	3	3	3	3
Cap, veh/h	267	152	64	333	244	46	468	1175	126	491	1328	23
Arrive On Green	0.00	0.12	0.12	0.04	0.16	0.16	0.03	0.37	0.37	0.04	0.38	0.38
Sat Flow, veh/h	1810	1245	527	1810	1499	284	1723	3180	342	1757	3523	61
Grp Volume(v), veh/h	3	0	74	43	0	132	24	187	191	32	200	209
Grp Sat Flow(s),veh/h/ln	1810	0	1772	1810	0	1783	1723	1752	1770	1757	1752	1832
Q Serve(g_s), s	0.1	0.0	2.0	1.0	0.0	3.4	0.4	3.9	3.9	0.6	4.1	4.1
Cycle Q Clear(g_c), s	0.1	0.0	2.0	1.0	0.0	3.4	0.4	3.9	3.9	0.6	4.1	4.1
Prop In Lane	1.00		0.30	1.00		0.16	1.00		0.19	1.00		0.03
Lane Grp Cap(c), veh/h	267	0	217	333	0	290	468	648	654	491	661	690
V/C Ratio(X)	0.01	0.00	0.34	0.13	0.00	0.45	0.05	0.29	0.29	0.07	0.30	0.30
Avail Cap(c_a), veh/h	436	0	655	428	0	659	587	648	654	599	661	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	20.7	18.3	0.0	19.5	9.6	11.4	11.5	9.4	11.3	11.3
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.2	0.0	1.1	0.0	1.1	1.1	0.1	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.5	0.0	1.8	0.2	2.1	2.1	0.3	2.2	2.3
LnGrp Delay(d),s/veh	19.7	0.0	21.6	18.5	0.0	20.6	9.6	12.6	12.6	9.5	12.4	12.4
LnGrp LOS	B		C	B		C	A	B	B	A	B	B
Approach Vol, veh/h		77			175			402			441	
Approach Delay, s/veh		21.5			20.1			12.4			12.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	25.0	7.3	11.3	7.5	25.4	5.2	13.4
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	19.0	5.0	19.0	5.0	19.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.6	5.9	3.0	4.0	2.4	6.1	2.1	5.4
Green Ext Time (p_c), s	0.0	3.9	0.0	1.0	0.0	3.9	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	23	75	55	87	49	142	119	39	101	98
Average Queue (ft)	2	29	20	45	12	55	41	13	39	47
95th Queue (ft)	14	59	48	79	38	112	91	37	78	83
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)		0				0				
Queuing Penalty (veh)		0				0				

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	15	13	3	6
Total Flow Rate (veh/h)	77	175	402	441
Effct. Green for Bike (s)	8.4	10.1	25.2	27.0
Cross Street Width (ft)	58.4	58.6	34.4	33.3
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	240	289	720	771
Bicycle Delay (s/bike)	27.3	25.8	14.4	13.2
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.79	2.96	2.42	2.43
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/18/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	58.4	58.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	2.02	2.47	2.46
Pedestrian Crosswalk LOS	A	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	66	22	48	124	19	29	364	39	29	411	6
Future Volume (veh/h)	3	66	22	48	124	19	29	364	39	29	411	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.97	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1845	1900	1810	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	73	24	53	138	21	32	404	43	32	457	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	1	0	3	3	5	3	3	3	3	3
Cap, veh/h	247	176	58	318	273	42	436	1197	127	447	1327	20
Arrive On Green	0.00	0.13	0.13	0.05	0.18	0.18	0.03	0.38	0.38	0.03	0.38	0.38
Sat Flow, veh/h	1810	1347	443	1810	1556	237	1723	3186	337	1757	3532	54
Grp Volume(v), veh/h	3	0	97	53	0	159	32	221	226	32	227	237
Grp Sat Flow(s),veh/h/ln	1810	0	1790	1810	0	1793	1723	1752	1771	1757	1752	1833
Q Serve(g_s), s	0.1	0.0	2.9	1.4	0.0	4.7	0.7	5.3	5.3	0.6	5.4	5.4
Cycle Q Clear(g_c), s	0.1	0.0	2.9	1.4	0.0	4.7	0.7	5.3	5.3	0.6	5.4	5.4
Prop In Lane	1.00		0.25	1.00		0.13	1.00		0.19	1.00		0.03
Lane Grp Cap(c), veh/h	247	0	233	318	0	315	436	658	665	447	658	689
V/C Ratio(X)	0.01	0.00	0.42	0.17	0.00	0.50	0.07	0.34	0.34	0.07	0.34	0.34
Avail Cap(c_a), veh/h	394	0	581	383	0	582	523	658	665	536	658	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	23.4	20.4	0.0	21.8	10.6	13.1	13.1	10.6	13.1	13.1
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.2	0.0	1.3	0.1	1.4	1.4	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.7	0.0	2.4	0.3	2.8	2.8	0.3	2.8	3.0
LnGrp Delay(d),s/veh	22.0	0.0	24.6	20.6	0.0	23.1	10.7	14.4	14.5	10.7	14.5	14.5
LnGrp LOS	C		C	C		C	B	B	B	B	B	B
Approach Vol, veh/h		100			212			479			496	
Approach Delay, s/veh		24.5			22.5			14.2			14.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.0	7.9	12.6	9.0	29.0	5.2	15.3
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0	5.0	19.0	5.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.6	7.3	3.4	4.9	2.7	7.4	2.1	6.7
Green Ext Time (p_c), s	0.0	4.8	0.0	1.2	0.0	4.8	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	11	95	70	148	58	158	153	44	101	111
Average Queue (ft)	1	39	27	55	18	64	62	14	48	59
95th Queue (ft)	8	76	58	110	47	127	123	39	91	97
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)		0		0		0				
Queuing Penalty (veh)		0		0		0				

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	15	13	3	6
Total Flow Rate (veh/h)	100	212	479	496
Effct. Green for Bike (s)	9.0	13.1	28.5	28.5
Cross Street Width (ft)	58.4	58.6	34.4	33.3
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	240	349	760	760
Bicycle Delay (s/bike)	29.3	25.7	14.4	14.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.83	3.02	2.48	2.48
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	58.4	58.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.02	2.04	2.50	2.48
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	66	22	48	124	19	29	364	39	29	411	6
Future Volume (veh/h)	3	66	22	48	124	19	29	364	39	29	411	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.99		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1845	1900	1810	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	3	73	24	53	138	21	32	404	43	32	457	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	1	0	3	3	5	3	3	3	3	3
Cap, veh/h	193	157	52	261	244	37	407	853	772	442	853	711
Arrive On Green	0.00	0.12	0.12	0.04	0.16	0.16	0.03	0.46	0.46	0.03	0.46	0.46
Sat Flow, veh/h	1810	1339	440	1810	1550	236	1723	1845	1518	1757	1845	1524
Grp Volume(v), veh/h	3	0	97	53	0	159	32	404	43	32	457	7
Grp Sat Flow(s),veh/h/ln	1810	0	1780	1810	0	1785	1723	1845	1518	1757	1845	1524
Q Serve(g_s), s	0.1	0.0	3.9	1.9	0.0	6.2	0.7	11.4	1.1	0.7	13.4	0.2
Cycle Q Clear(g_c), s	0.1	0.0	3.9	1.9	0.0	6.2	0.7	11.4	1.1	0.7	13.4	0.2
Prop In Lane	1.00		0.25	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	208	261	0	281	407	853	772	442	853	711
V/C Ratio(X)	0.02	0.00	0.47	0.20	0.00	0.57	0.08	0.47	0.06	0.07	0.54	0.01
Avail Cap(c_a), veh/h	305	0	447	301	0	448	465	853	772	501	853	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	31.2	27.5	0.0	29.5	11.1	14.0	9.5	10.7	14.5	10.8
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.4	0.0	1.8	0.1	1.9	0.1	0.1	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.0	1.0	0.0	3.2	0.3	6.2	0.5	0.3	7.3	0.1
LnGrp Delay(d),s/veh	29.4	0.0	32.8	27.9	0.0	31.3	11.1	15.9	9.6	10.8	16.9	10.8
LnGrp LOS	C		C	C		C	B	B	A	B	B	B
Approach Vol, veh/h		100			212			479			496	
Approach Delay, s/veh		32.7			30.4			15.0			16.4	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	42.0	10.4	13.8	9.4	42.0	7.3	16.9
Change Period (Y+Rc), s	7.0	7.0	7.0	5.0	7.0	7.0	7.0	5.0
Max Green Setting (Gmax), s	5.0	35.0	5.0	19.0	5.0	35.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.7	13.4	3.9	5.9	2.7	15.4	2.1	8.2
Green Ext Time (p_c), s	0.0	5.9	0.0	1.2	0.0	5.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	27	113	80	136	91	243	129	53	204	54
Average Queue (ft)	2	47	34	67	19	104	19	15	98	4
95th Queue (ft)	15	91	69	123	58	203	72	42	176	28
Link Distance (ft)		400		748		2681			546	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175		100	260		100
Storage Blk Time (%)		1				6			6	
Queuing Penalty (veh)		0				4			2	

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	15	13	3	6
Total Flow Rate (veh/h)	100	212	479	496
Effct. Green for Bike (s)	10.2	17.7	38.7	38.7
Cross Street Width (ft)	46.5	46.7	34.4	33.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	227	393	860	860
Bicycle Delay (s/bike)	35.6	29.2	14.6	14.7
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.65	2.84	2.88	1.82
Bicycle LOS	B	C	C	A

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/24/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	46.5	46.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.05	2.39	2.37
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	66	22	48	124	19	29	373	39	29	421	6
Future Volume (veh/h)	3	66	22	48	124	19	29	373	39	29	421	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.97	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1845	1900	1810	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	73	24	53	138	21	32	414	43	32	468	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	1	0	3	3	5	3	3	3	3	3
Cap, veh/h	247	176	58	318	273	42	431	1200	124	442	1327	20
Arrive On Green	0.00	0.13	0.13	0.05	0.18	0.18	0.03	0.38	0.38	0.03	0.38	0.38
Sat Flow, veh/h	1810	1347	443	1810	1556	237	1723	3195	330	1757	3533	53
Grp Volume(v), veh/h	3	0	97	53	0	159	32	226	231	32	232	243
Grp Sat Flow(s),veh/h/ln	1810	0	1790	1810	0	1793	1723	1752	1772	1757	1752	1833
Q Serve(g_s), s	0.1	0.0	2.9	1.4	0.0	4.7	0.7	5.4	5.5	0.6	5.6	5.6
Cycle Q Clear(g_c), s	0.1	0.0	2.9	1.4	0.0	4.7	0.7	5.4	5.5	0.6	5.6	5.6
Prop In Lane	1.00		0.25	1.00		0.13	1.00		0.19	1.00		0.03
Lane Grp Cap(c), veh/h	247	0	233	318	0	315	431	658	666	442	658	689
V/C Ratio(X)	0.01	0.00	0.42	0.17	0.00	0.50	0.07	0.34	0.35	0.07	0.35	0.35
Avail Cap(c_a), veh/h	394	0	581	383	0	582	518	658	666	532	658	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	23.4	20.4	0.0	21.8	10.6	13.1	13.1	10.6	13.1	13.2
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.2	0.0	1.3	0.1	1.4	1.4	0.1	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.7	0.0	2.4	0.3	2.8	2.9	0.3	3.0	3.1
LnGrp Delay(d),s/veh	22.0	0.0	24.6	20.6	0.0	23.1	10.7	14.5	14.5	10.7	14.6	14.6
LnGrp LOS	C		C	C		C	B	B	B	B	B	B
Approach Vol, veh/h		100			212			489			507	
Approach Delay, s/veh		24.5			22.5			14.3			14.4	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.0	7.9	12.6	9.0	29.0	5.2	15.3
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0	5.0	19.0	5.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.6	7.5	3.4	4.9	2.7	7.6	2.1	6.7
Green Ext Time (p_c), s	0.0	4.9	0.0	1.2	0.0	4.9	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	28	100	71	114	53	140	125	47	117	129
Average Queue (ft)	3	39	27	55	17	60	59	15	52	62
95th Queue (ft)	16	75	56	97	45	118	114	40	102	106
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)		0				0				
Queuing Penalty (veh)		0				0				

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	15	13	3	6
Total Flow Rate (veh/h)	100	212	489	507
Effct. Green for Bike (s)	9.0	13.1	28.5	28.5
Cross Street Width (ft)	58.4	58.6	34.4	33.3
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	240	349	760	760
Bicycle Delay (s/bike)	29.3	25.7	14.4	14.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.83	3.02	2.49	2.49
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	58.4	58.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.02	2.04	2.50	2.48
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	66	22	48	124	19	29	373	39	29	421	6
Future Volume (veh/h)	3	66	22	48	124	19	29	373	39	29	421	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.99		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1845	1900	1810	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	3	73	24	53	138	21	32	414	43	32	468	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	1	0	3	3	5	3	3	3	3	3
Cap, veh/h	193	157	52	261	244	37	400	853	772	434	853	711
Arrive On Green	0.00	0.12	0.12	0.04	0.16	0.16	0.03	0.46	0.46	0.03	0.46	0.46
Sat Flow, veh/h	1810	1339	440	1810	1550	236	1723	1845	1518	1757	1845	1524
Grp Volume(v), veh/h	3	0	97	53	0	159	32	414	43	32	468	7
Grp Sat Flow(s),veh/h/ln	1810	0	1780	1810	0	1785	1723	1845	1518	1757	1845	1524
Q Serve(g_s), s	0.1	0.0	3.9	1.9	0.0	6.2	0.7	11.8	1.1	0.7	13.8	0.2
Cycle Q Clear(g_c), s	0.1	0.0	3.9	1.9	0.0	6.2	0.7	11.8	1.1	0.7	13.8	0.2
Prop In Lane	1.00		0.25	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	208	261	0	281	400	853	772	434	853	711
V/C Ratio(X)	0.02	0.00	0.47	0.20	0.00	0.57	0.08	0.49	0.06	0.07	0.55	0.01
Avail Cap(c_a), veh/h	305	0	447	301	0	448	458	853	772	494	853	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	31.2	27.5	0.0	29.5	11.1	14.1	9.5	10.8	14.6	10.8
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.4	0.0	1.8	0.1	2.0	0.1	0.1	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.0	1.0	0.0	3.2	0.3	6.4	0.5	0.3	7.6	0.1
LnGrp Delay(d),s/veh	29.4	0.0	32.8	27.9	0.0	31.3	11.2	16.1	9.6	10.8	17.2	10.8
LnGrp LOS	C		C	C		C	B	B	A	B	B	B
Approach Vol, veh/h		100			212			489			507	
Approach Delay, s/veh		32.7			30.4			15.2			16.7	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	42.0	10.4	13.8	9.4	42.0	7.3	16.9
Change Period (Y+Rc), s	7.0	7.0	7.0	5.0	7.0	7.0	7.0	5.0
Max Green Setting (Gmax), s	5.0	35.0	5.0	19.0	5.0	35.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.7	13.8	3.9	5.9	2.7	15.8	2.1	8.2
Green Ext Time (p_c), s	0.0	6.0	0.0	1.2	0.0	5.8	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	23	111	78	143	154	268	150	49	248	70
Average Queue (ft)	2	51	30	63	19	114	21	15	112	5
95th Queue (ft)	13	94	67	110	73	217	82	40	196	40
Link Distance (ft)		400		748		2681			546	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175		100	260		100
Storage Blk Time (%)		0				7	0		8	
Queuing Penalty (veh)		0				5	0		3	

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	100	212	489	507
Effct. Green for Bike (s)	10.2	17.7	38.7	38.7
Cross Street Width (ft)	46.5	46.7	34.4	33.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	227	393	860	860
Bicycle Delay (s/bike)	35.4	29.0	14.6	14.6
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.65	2.84	2.89	1.83
Bicycle LOS	B	C	C	A

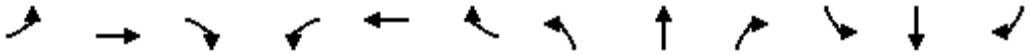
HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/24/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	46.5	46.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.05	2.39	2.37
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	82	34	75	53	13	28	360	49	37	436	7
Future Volume (veh/h)	15	82	34	75	53	13	28	360	49	37	436	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.99	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1863	1863	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	17	93	39	85	60	15	32	409	56	42	495	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	2	2	2	0	1	1	0	1	1
Cap, veh/h	348	182	76	323	270	68	419	1128	153	438	1317	21
Arrive On Green	0.02	0.15	0.15	0.06	0.19	0.19	0.03	0.36	0.36	0.04	0.37	0.37
Sat Flow, veh/h	1810	1247	523	1774	1435	359	1810	3147	428	1810	3599	58
Grp Volume(v), veh/h	17	0	132	85	0	75	32	231	234	42	246	257
Grp Sat Flow(s),veh/h/ln	1810	0	1769	1774	0	1794	1810	1787	1788	1810	1787	1870
Q Serve(g_s), s	0.5	0.0	4.2	2.4	0.0	2.2	0.7	5.8	5.9	0.9	6.2	6.2
Cycle Q Clear(g_c), s	0.5	0.0	4.2	2.4	0.0	2.2	0.7	5.8	5.9	0.9	6.2	6.2
Prop In Lane	1.00		0.30	1.00		0.20	1.00		0.24	1.00		0.03
Lane Grp Cap(c), veh/h	348	0	259	323	0	338	419	641	641	438	654	684
V/C Ratio(X)	0.05	0.00	0.51	0.26	0.00	0.22	0.08	0.36	0.37	0.10	0.38	0.38
Avail Cap(c_a), veh/h	459	0	548	357	0	556	504	641	641	510	654	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	24.2	20.3	0.0	21.1	11.8	14.5	14.5	11.6	14.3	14.3
Incr Delay (d2), s/veh	0.1	0.0	1.6	0.4	0.0	0.3	0.1	1.6	1.6	0.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.2	1.2	0.0	1.1	0.3	3.2	3.2	0.4	3.4	3.5
LnGrp Delay(d),s/veh	21.6	0.0	25.7	20.8	0.0	21.4	11.9	16.1	16.1	11.7	15.9	15.9
LnGrp LOS	C		C	C		C	B	B	B	B	B	B
Approach Vol, veh/h		149			160			497			545	
Approach Delay, s/veh		25.2			21.1			15.8			15.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	29.0	8.8	14.0	9.1	29.5	6.3	16.5
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0	5.0	19.0	5.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	7.9	4.4	6.2	2.7	8.2	2.5	4.2
Green Ext Time (p_c), s	0.0	5.1	0.0	0.9	0.0	5.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Queuing and Blocking Report
PM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	44	144	66	71	51	146	135	53	128	129
Average Queue (ft)	9	50	35	28	13	60	61	17	52	61
95th Queue (ft)	33	99	60	63	39	116	117	44	97	103
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)		1				0				
Queuing Penalty (veh)		0				0				

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	17	9	19	2
Total Flow Rate (veh/h)	149	160	497	545
Effct. Green for Bike (s)	9.2	12.7	28.9	31.0
Cross Street Width (ft)	58.4	58.6	34.4	33.3
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	245	339	771	827
Bicycle Delay (s/bike)	29.1	26.0	14.3	12.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.91	2.93	2.50	2.52
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/18/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	58.4	58.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.01	2.04	2.52	2.49
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	115	42	88	82	13	32	242	64	37	504	7
Future Volume (veh/h)	15	115	42	88	82	13	32	242	64	37	504	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.99	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1863	1863	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	17	131	48	100	93	15	36	275	73	42	573	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	2	2	2	0	1	1	0	1	1
Cap, veh/h	363	221	81	320	335	54	372	965	250	472	1265	18
Arrive On Green	0.02	0.17	0.17	0.07	0.21	0.21	0.04	0.35	0.35	0.04	0.35	0.35
Sat Flow, veh/h	1810	1304	478	1774	1563	252	1810	2786	723	1810	3608	50
Grp Volume(v), veh/h	17	0	179	100	0	108	36	174	174	42	284	297
Grp Sat Flow(s),veh/h/ln	1810	0	1782	1774	0	1815	1810	1787	1723	1810	1787	1871
Q Serve(g_s), s	0.5	0.0	5.9	2.9	0.0	3.2	0.8	4.5	4.7	0.9	7.8	7.8
Cycle Q Clear(g_c), s	0.5	0.0	5.9	2.9	0.0	3.2	0.8	4.5	4.7	0.9	7.8	7.8
Prop In Lane	1.00		0.27	1.00		0.14	1.00		0.42	1.00		0.03
Lane Grp Cap(c), veh/h	363	0	302	320	0	389	372	619	596	472	626	656
V/C Ratio(X)	0.05	0.00	0.59	0.31	0.00	0.28	0.10	0.28	0.29	0.09	0.45	0.45
Avail Cap(c_a), veh/h	468	0	533	344	0	543	447	619	596	540	626	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	24.4	20.0	0.0	20.8	12.8	15.0	15.1	12.4	15.9	15.9
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.6	0.0	0.4	0.1	1.1	1.2	0.1	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.0	1.5	0.0	1.6	0.4	2.4	2.4	0.5	4.2	4.4
LnGrp Delay(d),s/veh	21.1	0.0	26.2	20.6	0.0	21.2	12.9	16.2	16.3	12.5	18.3	18.2
LnGrp LOS	C		C	C		C	B	B	B	B	B	B
Approach Vol, veh/h		196			208			384			623	
Approach Delay, s/veh		25.8			20.9			15.9			17.8	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	29.0	9.1	15.8	9.4	29.3	6.3	18.6
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0	5.0	19.0	5.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	6.7	4.9	7.9	2.8	9.8	2.5	5.2
Green Ext Time (p_c), s	0.0	5.1	0.0	1.3	0.0	4.5	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Queuing and Blocking Report
PM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	154	93	96	54	129	128	56	143	175
Average Queue (ft)	11	63	42	43	17	48	51	18	68	75
95th Queue (ft)	42	119	77	81	42	100	101	44	119	132
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)		1				0				
Queuing Penalty (veh)		0				0				

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	17	20	6	6
Total Flow Rate (veh/h)	196	208	384	623
Effct. Green for Bike (s)	11.0	17.1	25.5	27.8
Cross Street Width (ft)	58.4	58.6	34.4	33.3
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	293	456	680	741
Bicycle Delay (s/bike)	27.5	22.6	16.4	14.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.99	3.01	2.40	2.58
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	58.4	58.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.06	2.52	2.48
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	115	42	88	82	13	32	242	64	37	504	7
Future Volume (veh/h)	15	115	42	88	82	13	32	242	64	37	504	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.97		0.98	1.00		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1863	1863	1900	1900	1881	1881	1900	1881	1881
Adj Flow Rate, veh/h	17	131	48	100	93	15	36	275	73	42	573	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	2	2	2	0	1	1	0	1	1
Cap, veh/h	341	212	78	299	324	52	274	729	701	471	737	648
Arrive On Green	0.02	0.16	0.16	0.06	0.21	0.21	0.04	0.39	0.39	0.04	0.39	0.39
Sat Flow, veh/h	1810	1296	475	1774	1561	252	1810	1881	1545	1810	1881	1572
Grp Volume(v), veh/h	17	0	179	100	0	108	36	275	73	42	573	8
Grp Sat Flow(s),veh/h/ln	1810	0	1771	1774	0	1813	1810	1881	1545	1810	1881	1572
Q Serve(g_s), s	0.5	0.0	6.5	3.2	0.0	3.5	0.8	7.3	1.9	0.9	18.6	0.2
Cycle Q Clear(g_c), s	0.5	0.0	6.5	3.2	0.0	3.5	0.8	7.3	1.9	0.9	18.6	0.2
Prop In Lane	1.00		0.27	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	0	290	299	0	377	274	729	701	471	737	648
V/C Ratio(X)	0.05	0.00	0.62	0.33	0.00	0.29	0.13	0.38	0.10	0.09	0.78	0.01
Avail Cap(c_a), veh/h	435	0	483	312	0	494	339	729	701	528	737	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	27.1	22.3	0.0	23.2	14.3	15.3	11.0	12.1	18.5	12.1
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.7	0.0	0.4	0.2	1.5	0.3	0.1	7.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.4	1.6	0.0	1.8	0.4	4.0	0.9	0.5	11.2	0.1
LnGrp Delay(d),s/veh	23.5	0.0	29.2	23.0	0.0	23.7	14.5	16.8	11.3	12.2	26.5	12.2
LnGrp LOS	C		C	C		C	B	B	B	B	C	B
Approach Vol, veh/h		196			208			384			623	
Approach Delay, s/veh		28.7			23.3			15.5			25.3	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	34.0	9.5	16.4	9.5	34.3	6.4	19.5
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	27.0	5.0	19.0	5.0	27.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	9.3	5.2	8.5	2.8	20.6	2.5	5.5
Green Ext Time (p_c), s	0.0	5.6	0.0	1.2	0.0	3.0	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	73	158	110	107	54	199	149	62	315	78
Average Queue (ft)	12	70	48	44	20	82	30	20	146	6
95th Queue (ft)	45	126	90	86	47	163	92	49	251	46
Link Distance (ft)		400		748		2681			546	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175		100	260		100
Storage Blk Time (%)		2				5			15	
Queuing Penalty (veh)		0				5			7	

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	17	20	6	6
Total Flow Rate (veh/h)	196	208	384	623
Effct. Green for Bike (s)	11.6	15.8	30.0	32.2
Cross Street Width (ft)	46.5	46.7	34.4	33.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	290	395	750	805
Bicycle Delay (s/bike)	29.5	26.0	15.7	14.3
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.81	2.83	2.72	2.03
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

12/11/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	46.5	46.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.04	2.07	2.41	2.37
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	115	42	88	82	13	32	434	64	37	513	7
Future Volume (veh/h)	15	115	42	88	82	13	32	434	64	37	513	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.98	0.99		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1863	1863	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	17	131	48	100	93	15	36	493	73	42	583	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	2	2	2	0	1	1	0	1	1
Cap, veh/h	363	221	81	320	335	54	368	1076	159	378	1264	17
Arrive On Green	0.02	0.17	0.17	0.07	0.21	0.21	0.04	0.35	0.35	0.04	0.35	0.35
Sat Flow, veh/h	1810	1299	476	1774	1560	252	1810	3109	458	1810	3608	49
Grp Volume(v), veh/h	17	0	179	100	0	108	36	282	284	42	289	302
Grp Sat Flow(s),veh/h/ln	1810	0	1774	1774	0	1811	1810	1787	1780	1810	1787	1870
Q Serve(g_s), s	0.5	0.0	5.9	2.9	0.0	3.2	0.8	7.8	7.9	0.9	8.0	8.0
Cycle Q Clear(g_c), s	0.5	0.0	5.9	2.9	0.0	3.2	0.8	7.8	7.9	0.9	8.0	8.0
Prop In Lane	1.00		0.27	1.00		0.14	1.00		0.26	1.00		0.03
Lane Grp Cap(c), veh/h	363	0	301	320	0	389	368	619	616	378	626	655
V/C Ratio(X)	0.05	0.00	0.59	0.31	0.00	0.28	0.10	0.46	0.46	0.11	0.46	0.46
Avail Cap(c_a), veh/h	468	0	530	343	0	541	443	619	616	445	626	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	24.4	20.0	0.0	20.8	12.8	16.1	16.2	12.7	16.0	16.0
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.6	0.0	0.4	0.1	2.4	2.5	0.1	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.0	1.5	0.0	1.6	0.4	4.3	4.3	0.5	4.4	4.5
LnGrp Delay(d),s/veh	21.1	0.0	26.2	20.6	0.0	21.2	12.9	18.5	18.6	12.9	18.4	18.3
LnGrp LOS	C		C	C		C	B	B	B	B	B	B
Approach Vol, veh/h		196			208			602			633	
Approach Delay, s/veh		25.8			20.9			18.3			18.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	29.0	9.1	15.8	9.4	29.3	6.3	18.6
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0	5.0	19.0	5.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	9.9	4.9	7.9	2.8	10.0	2.5	5.2
Green Ext Time (p_c), s	0.0	5.6	0.0	1.3	0.0	5.6	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Queuing and Blocking Report
PM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	36	117	107	102	53	137	166	48	130	128
Average Queue (ft)	9	61	45	42	18	70	78	18	65	70
95th Queue (ft)	32	107	82	83	43	122	137	44	106	115
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)		1				0				
Queuing Penalty (veh)		0				0				

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	17	20	6	6
Total Flow Rate (veh/h)	196	208	602	633
Effct. Green for Bike (s)	11.0	17.1	25.5	27.8
Cross Street Width (ft)	58.4	58.6	34.4	33.3
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	293	456	680	741
Bicycle Delay (s/bike)	27.5	22.6	16.4	14.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.99	3.01	2.58	2.59
Bicycle LOS	C	C	B	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	58.4	58.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.06	2.56	2.53
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
4: Eastern Shore Drive & E. Vine Street

12/15/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	115	42	88	82	13	32	434	64	37	513	7
Future Volume (veh/h)	15	115	42	88	82	13	32	434	64	37	513	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.97		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1863	1863	1900	1900	1881	1881	1900	1881	1881
Adj Flow Rate, veh/h	17	131	48	100	93	15	36	493	73	42	583	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	2	2	2	0	1	1	0	1	1
Cap, veh/h	369	207	76	308	261	42	239	695	689	294	702	683
Arrive On Green	0.07	0.16	0.16	0.07	0.17	0.17	0.04	0.37	0.37	0.04	0.37	0.37
Sat Flow, veh/h	1810	1286	471	1774	1554	251	1810	1881	1543	1810	1881	1538
Grp Volume(v), veh/h	17	0	179	100	0	108	36	493	73	42	583	8
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1774	0	1804	1810	1881	1543	1810	1881	1538
Q Serve(g_s), s	0.5	0.0	7.0	3.3	0.0	3.9	0.9	16.4	2.0	1.0	20.6	0.2
Cycle Q Clear(g_c), s	0.5	0.0	7.0	3.3	0.0	3.9	0.9	16.4	2.0	1.0	20.6	0.2
Prop In Lane	1.00		0.27	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	0	283	308	0	303	239	695	689	294	702	683
V/C Ratio(X)	0.05	0.00	0.63	0.32	0.00	0.36	0.15	0.71	0.11	0.14	0.83	0.01
Avail Cap(c_a), veh/h	691	0	457	613	0	469	299	695	689	347	702	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	28.6	23.0	0.0	26.9	16.2	19.7	11.9	15.0	20.8	11.5
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.6	0.0	0.7	0.3	6.1	0.3	0.2	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.6	1.7	0.0	2.0	0.4	9.7	0.9	0.5	12.8	0.1
LnGrp Delay(d),s/veh	22.0	0.0	31.0	23.6	0.0	27.7	16.5	25.8	12.2	15.2	31.8	11.5
LnGrp LOS	C		C	C		C	B	C	B	B	C	B
Approach Vol, veh/h		196			208			602			633	
Approach Delay, s/veh		30.2			25.7			23.6			30.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	34.0	12.5	16.8	9.6	34.3	12.0	17.3
Change Period (Y+Rc), s	7.0	7.0	7.0	5.0	7.0	7.0	7.0	5.0
Max Green Setting (Gmax), s	5.0	27.0	18.0	19.0	5.0	27.0	18.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	18.4	5.3	9.0	2.9	22.6	2.5	5.9
Green Ext Time (p_c), s	0.0	4.6	0.2	1.2	0.0	2.7	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

12/15/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	49	144	112	115	193	344	150	53	320	126
Average Queue (ft)	10	71	46	48	25	164	38	21	164	9
95th Queue (ft)	34	124	85	97	97	307	122	48	272	59
Link Distance (ft)		400		748		2681			546	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175		100	260		100
Storage Blk Time (%)		2				16			21	
Queuing Penalty (veh)		0				15			9	

HCM 2010 Signals-Bicycles
4: Eastern Shore Drive & E. Vine Street

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	17	20	6	6
Total Flow Rate (veh/h)	196	208	602	633
Effct. Green for Bike (s)	12.3	19.9	29.4	29.4
Cross Street Width (ft)	46.5	46.7	34.4	33.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	11.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	259	419	619	619
Bicycle Delay (s/bike)	36.3	30.0	22.7	22.7
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.81	2.83	3.08	2.04
Bicycle LOS	C	C	C	B

HCM 2010 Signals-Pedestrians
4: Eastern Shore Drive & E. Vine Street

11/23/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	33.3	34.4	46.5	46.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.04	2.07	2.47	2.42
Pedestrian Crosswalk LOS	B	B	B	B

EASTERN SHORE DRIVE @
SOUTH BOULEVARD

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/16/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	27	68	3	19	2	82	333	2	2	338	56
Future Volume (veh/h)	43	27	68	3	19	2	82	333	2	2	338	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1863	1900	1900	1895	1900	1810	1827	1900	1900	1810	1976
Adj Flow Rate, veh/h	51	32	80	4	22	2	96	392	2	2	398	66
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	5	2	2	5	5	5	5	4	4	0	5	5
Cap, veh/h	406	109	273	84	155	13	481	1527	8	493	1080	178
Arrive On Green	0.05	0.24	0.24	0.10	0.10	0.10	0.07	0.43	0.43	0.00	0.37	0.37
Sat Flow, veh/h	1723	465	1162	123	1558	129	1723	3541	18	1810	2952	486
Grp Volume(v), veh/h	51	0	112	28	0	0	96	192	202	2	230	234
Grp Sat Flow(s),veh/h/ln	1723	0	1627	1810	0	0	1723	1736	1824	1810	1719	1719
Q Serve(g_s), s	1.4	0.0	3.2	0.0	0.0	0.0	1.9	4.1	4.1	0.0	5.6	5.7
Cycle Q Clear(g_c), s	1.4	0.0	3.2	0.8	0.0	0.0	1.9	4.1	4.1	0.0	5.6	5.7
Prop In Lane	1.00		0.71	0.14		0.07	1.00		0.01	1.00		0.28
Lane Grp Cap(c), veh/h	406	0	383	252	0	0	481	748	786	493	629	629
V/C Ratio(X)	0.13	0.00	0.29	0.11	0.00	0.00	0.20	0.26	0.26	0.00	0.37	0.37
Avail Cap(c_a), veh/h	472	0	821	656	0	0	544	748	786	645	629	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	18.0	23.6	0.0	0.0	10.1	10.4	10.4	11.5	13.3	13.4
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.0	0.2	0.8	0.8	0.0	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.5	0.4	0.0	0.0	0.9	2.1	2.2	0.0	2.9	3.0
LnGrp Delay(d),s/veh	19.9	0.0	18.5	23.8	0.0	0.0	10.3	11.3	11.2	11.5	15.0	15.1
LnGrp LOS	B		B	C			B	B	B	B	B	B
Approach Vol, veh/h		163			28			490			466	
Approach Delay, s/veh		18.9			23.8			11.1			15.0	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	31.8		18.5	10.9	28.0	7.8	10.7
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	6.0	21.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	6.1		5.2	3.9	7.7	3.4	2.8
Green Ext Time (p_c), s	0.0	4.7		0.8	0.0	4.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

12/16/2015

Intersection: 4: Eastern Shore Drive & E. Vine Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	33	78	55	96	36	137	108	55	102	107
Average Queue (ft)	3	33	21	46	11	50	40	15	37	49
95th Queue (ft)	18	66	50	85	34	101	83	42	79	88
Link Distance (ft)		400		748		2682	2682		547	547
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	110		220		175			260		
Storage Blk Time (%)						0				
Queuing Penalty (veh)						0				

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/16/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	163	28	490	466
Effct. Green for Bike (s)	10.0	6.5	35.1	27.2
Cross Street Width (ft)	58.3	58.7	26.0	37.2
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	267	173	936	725
Bicycle Delay (s/bike)	28.2	31.3	10.6	15.2
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	2.93	2.08	2.36	2.51
Bicycle LOS	C	B	B	B

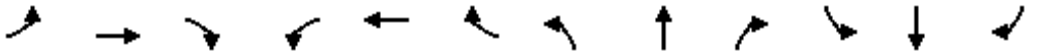
HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/16/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.2	26.0	58.3	58.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.06	1.75	2.49	2.48
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	387	56
Future Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	387	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1863	1900	1900	1893	1900	1810	1827	1900	1900	1810	1976
Adj Flow Rate, veh/h	51	34	82	4	26	2	107	458	2	2	455	66
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	5	2	2	5	5	5	5	4	4	0	5	5
Cap, veh/h	412	114	275	83	162	12	453	1498	7	451	1065	154
Arrive On Green	0.05	0.24	0.24	0.10	0.10	0.10	0.07	0.42	0.42	0.00	0.35	0.35
Sat Flow, veh/h	1723	477	1151	108	1597	114	1723	3544	15	1810	3013	435
Grp Volume(v), veh/h	51	0	116	32	0	0	107	224	236	2	259	262
Grp Sat Flow(s),veh/h/ln	1723	0	1629	1818	0	0	1723	1736	1824	1810	1719	1728
Q Serve(g_s), s	1.4	0.0	3.3	0.0	0.0	0.0	2.2	4.8	4.8	0.0	6.5	6.5
Cycle Q Clear(g_c), s	1.4	0.0	3.3	0.9	0.0	0.0	2.2	4.8	4.8	0.0	6.5	6.5
Prop In Lane	1.00		0.71	0.12		0.06	1.00		0.01	1.00		0.25
Lane Grp Cap(c), veh/h	412	0	389	256	0	0	453	734	771	451	608	611
V/C Ratio(X)	0.12	0.00	0.30	0.12	0.00	0.00	0.24	0.31	0.31	0.00	0.43	0.43
Avail Cap(c_a), veh/h	480	0	835	669	0	0	542	734	771	606	608	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	17.7	23.2	0.0	0.0	10.4	10.8	10.8	11.7	13.9	13.9
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.0	0.3	1.1	1.0	0.0	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.5	0.5	0.0	0.0	1.0	2.5	2.6	0.0	3.4	3.4
LnGrp Delay(d),s/veh	19.5	0.0	18.1	23.4	0.0	0.0	10.7	11.9	11.9	11.7	16.1	16.1
LnGrp LOS	B		B	C			B	B	B	B	B	B
Approach Vol, veh/h		167			32			567			523	
Approach Delay, s/veh		18.5			23.4			11.6			16.1	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	30.9		18.5	11.1	27.0	7.8	10.7
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	7.0	20.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	6.8		5.3	4.2	8.5	3.4	2.9
Green Ext Time (p_c), s	0.0	5.4		0.8	0.1	4.6	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		14.6
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	77	110	53	94	101	105	15	149	118
Average Queue (ft)	29	42	17	34	31	41	1	64	47
95th Queue (ft)	63	77	47	68	76	84	6	121	94
Link Distance (ft)		476	296		1391	1391		2682	2682
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	170			125			130		
Storage Blk Time (%)				0	0			1	
Queuing Penalty (veh)				0	0			0	

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	167	32	567	523
Effct. Green for Bike (s)	10.1	6.6	35.1	26.4
Cross Street Width (ft)	58.3	58.7	26.0	37.2
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	269	176	936	704
Bicycle Delay (s/bike)	28.1	31.2	10.6	15.7
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	2.94	2.08	2.43	2.56
Bicycle LOS	C	B	B	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.2	26.0	58.3	58.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.06	1.75	2.52	2.50
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	387	56
Future Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	387	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1863	1900	1900	1893	1900	1810	1827	1827	1900	1810	1976
Adj Flow Rate, veh/h	51	34	82	4	26	2	107	458	2	2	455	66
Adj No. of Lanes	1	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	5	2	2	5	5	5	5	4	4	0	5	5
Cap, veh/h	399	110	264	79	158	11	339	807	686	369	578	84
Arrive On Green	0.05	0.23	0.23	0.10	0.10	0.10	0.07	0.44	0.44	0.00	0.37	0.37
Sat Flow, veh/h	1723	472	1138	107	1595	113	1723	1827	1553	1810	1544	224
Grp Volume(v), veh/h	51	0	116	32	0	0	107	458	2	2	0	521
Grp Sat Flow(s),veh/h/ln	1723	0	1610	1815	0	0	1723	1827	1553	1810	0	1768
Q Serve(g_s), s	1.5	0.0	3.5	0.0	0.0	0.0	2.2	11.0	0.0	0.0	0.0	15.4
Cycle Q Clear(g_c), s	1.5	0.0	3.5	0.9	0.0	0.0	2.2	11.0	0.0	0.0	0.0	15.4
Prop In Lane	1.00		0.71	0.12		0.06	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	399	0	374	249	0	0	339	807	686	369	0	662
V/C Ratio(X)	0.13	0.00	0.31	0.13	0.00	0.00	0.32	0.57	0.00	0.01	0.00	0.79
Avail Cap(c_a), veh/h	463	0	794	643	0	0	365	807	686	518	0	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	18.7	24.3	0.0	0.0	12.0	12.2	9.2	11.8	0.0	16.3
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.2	0.0	0.0	0.5	2.9	0.0	0.0	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.6	0.5	0.0	0.0	1.0	6.1	0.0	0.0	0.0	9.1
LnGrp Delay(d),s/veh	20.4	0.0	19.1	24.5	0.0	0.0	12.5	15.1	9.2	11.8	0.0	25.5
LnGrp LOS	C		B	C			B	B	A	B		C
Approach Vol, veh/h		167			32			567			523	
Approach Delay, s/veh		19.5			24.5			14.6			25.5	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	33.0		18.7	11.1	29.0	7.8	10.8
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	5.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	13.0		5.5	4.2	17.4	3.5	2.9
Green Ext Time (p_c), s	0.0	4.2		0.8	0.0	2.5	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		19.9
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	T	R	L	TR
Maximum Queue (ft)	72	86	61	114	171	16	15	268
Average Queue (ft)	29	40	16	37	70	1	1	112
95th Queue (ft)	61	72	43	79	136	7	8	211
Link Distance (ft)		489	293					2681
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	170			125		100	130	
Storage Blk Time (%)				0	2			5
Queuing Penalty (veh)				0	2			0

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	3	1	0	0
Total Flow Rate (veh/h)	167	32	567	523
Effct. Green for Bike (s)	10.1	6.6	35.1	27.9
Cross Street Width (ft)	46.2	35.1	29.3	37.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	269	176	936	744
Bicycle Delay (s/bike)	28.1	31.2	10.6	14.8
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	2.76	1.72	2.94	1.92
Bicycle LOS	C	A	C	A

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.3	29.3	46.2	35.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.06	1.75	2.40	2.28
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	397	56
Future Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	397	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1863	1900	1900	1893	1900	1810	1827	1900	1900	1810	1976
Adj Flow Rate, veh/h	51	34	82	4	26	2	107	458	2	2	467	66
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	5	2	2	5	5	5	5	4	4	0	5	5
Cap, veh/h	412	114	275	83	162	12	448	1498	7	451	1069	150
Arrive On Green	0.05	0.24	0.24	0.10	0.10	0.10	0.07	0.42	0.42	0.00	0.35	0.35
Sat Flow, veh/h	1723	477	1151	108	1597	114	1723	3544	15	1810	3024	425
Grp Volume(v), veh/h	51	0	116	32	0	0	107	224	236	2	264	269
Grp Sat Flow(s),veh/h/ln	1723	0	1629	1818	0	0	1723	1736	1824	1810	1719	1730
Q Serve(g_s), s	1.4	0.0	3.3	0.0	0.0	0.0	2.2	4.8	4.8	0.0	6.6	6.7
Cycle Q Clear(g_c), s	1.4	0.0	3.3	0.9	0.0	0.0	2.2	4.8	4.8	0.0	6.6	6.7
Prop In Lane	1.00		0.71	0.12		0.06	1.00		0.01	1.00		0.25
Lane Grp Cap(c), veh/h	412	0	389	256	0	0	448	734	771	451	608	612
V/C Ratio(X)	0.12	0.00	0.30	0.12	0.00	0.00	0.24	0.31	0.31	0.00	0.44	0.44
Avail Cap(c_a), veh/h	480	0	835	669	0	0	538	734	771	606	608	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	17.7	23.2	0.0	0.0	10.4	10.8	10.8	11.7	14.0	14.0
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.0	0.3	1.1	1.0	0.0	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.5	0.5	0.0	0.0	1.0	2.5	2.6	0.0	3.5	3.6
LnGrp Delay(d),s/veh	19.5	0.0	18.1	23.4	0.0	0.0	10.7	11.9	11.9	11.7	16.2	16.3
LnGrp LOS	B		B	C			B	B	B	B	B	B
Approach Vol, veh/h		167			32			567			535	
Approach Delay, s/veh		18.5			23.4			11.7			16.2	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	30.9		18.5	11.1	27.0	7.8	10.7
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	7.0	20.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	6.8		5.3	4.2	8.7	3.4	2.9
Green Ext Time (p_c), s	0.0	5.4		0.8	0.1	4.6	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		14.7
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	72	95	61	97	85	98	21	137	112
Average Queue (ft)	27	39	20	31	30	41	1	65	47
95th Queue (ft)	59	72	51	71	65	83	10	119	93
Link Distance (ft)		476	296		1391	1391		2682	2682
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	170			125			130		
Storage Blk Time (%)				0				0	
Queuing Penalty (veh)				0				0	

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	3	1	0	0
Total Flow Rate (veh/h)	167	32	567	535
Effct. Green for Bike (s)	10.1	6.6	35.1	26.4
Cross Street Width (ft)	58.3	58.7	26.0	37.2
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	269	176	936	704
Bicycle Delay (s/bike)	28.1	31.2	10.6	15.7
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	2.94	2.08	2.43	2.57
Bicycle LOS	C	B	B	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.2	26.0	58.3	58.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.06	1.75	2.52	2.51
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	397	56
Future Volume (veh/h)	43	29	70	3	22	2	91	389	2	2	397	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1863	1900	1900	1893	1900	1810	1827	1827	1900	1810	1976
Adj Flow Rate, veh/h	51	34	82	4	26	2	107	458	2	2	467	66
Adj No. of Lanes	1	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	5	2	2	5	5	5	5	4	4	0	5	5
Cap, veh/h	374	103	248	73	150	11	369	884	751	411	651	92
Arrive On Green	0.05	0.22	0.22	0.09	0.09	0.09	0.07	0.48	0.48	0.00	0.42	0.42
Sat Flow, veh/h	1723	471	1137	106	1595	113	1723	1827	1553	1810	1550	219
Grp Volume(v), veh/h	51	0	116	32	0	0	107	458	2	2	0	533
Grp Sat Flow(s),veh/h/ln	1723	0	1609	1815	0	0	1723	1827	1553	1810	0	1769
Q Serve(g_s), s	1.6	0.0	3.9	0.0	0.0	0.0	2.2	11.1	0.0	0.0	0.0	16.1
Cycle Q Clear(g_c), s	1.6	0.0	3.9	1.0	0.0	0.0	2.2	11.1	0.0	0.0	0.0	16.1
Prop In Lane	1.00		0.71	0.12		0.06	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	374	0	351	233	0	0	369	884	751	411	0	743
V/C Ratio(X)	0.14	0.00	0.33	0.14	0.00	0.00	0.29	0.52	0.00	0.00	0.00	0.72
Avail Cap(c_a), veh/h	428	0	726	588	0	0	389	884	751	547	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	21.2	26.9	0.0	0.0	11.3	11.4	8.6	11.1	0.0	15.5
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.3	0.0	0.0	0.4	2.2	0.0	0.0	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.8	0.5	0.0	0.0	1.1	6.0	0.0	0.0	0.0	8.9
LnGrp Delay(d),s/veh	22.9	0.0	21.7	27.1	0.0	0.0	11.8	13.6	8.6	11.1	0.0	21.3
LnGrp LOS	C		C	C			B	B	A	B		C
Approach Vol, veh/h		167			32			567			535	
Approach Delay, s/veh		22.1			27.1			13.2			21.3	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	38.1		19.0	11.3	34.0	8.0	11.0
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	27.0		29.0	5.0	27.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	13.1		5.9	4.2	18.1	3.6	3.0
Green Ext Time (p_c), s	0.0	5.6		0.8	0.0	4.2	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay	18.0	
HCM 2010 LOS	B	

Queuing and Blocking Report
AM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	T	R	L	TR
Maximum Queue (ft)	92	101	58	105	175	9	16	274
Average Queue (ft)	34	43	15	36	72	0	1	112
95th Queue (ft)	74	78	40	74	139	6	9	212
Link Distance (ft)		489	293					2681
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	170			125		100	130	
Storage Blk Time (%)				0	2			5
Queuing Penalty (veh)				0	2			0

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	3	1	0	0
Total Flow Rate (veh/h)	167	32	567	535
Effct. Green for Bike (s)	10.2	6.6	40.0	32.9
Cross Street Width (ft)	46.2	35.1	29.5	37.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	255	165	1000	823
Bicycle Delay (s/bike)	30.5	33.7	10.0	13.9
Bicycle Compliance	Poor	Poor	Good	Fair
Bicycle LOS Score	2.76	1.72	2.95	1.94
Bicycle LOS	C	A	C	A

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.3	29.5	46.2	35.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.06	1.75	2.41	2.29
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	79	247	9	28	1	124	300	4	3	369	155
Future Volume (veh/h)	106	79	247	9	28	1	124	300	4	3	369	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.98		0.96	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1881	1900	1900	1900	1976
Adj Flow Rate, veh/h	120	90	281	10	32	1	141	341	5	3	419	176
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	0	0
Cap, veh/h	516	120	375	99	230	6	396	1384	20	450	764	317
Arrive On Green	0.07	0.30	0.30	0.15	0.15	0.15	0.08	0.38	0.38	0.00	0.31	0.31
Sat Flow, veh/h	1810	397	1240	185	1576	42	1810	3606	53	1810	2466	1023
Grp Volume(v), veh/h	120	0	371	43	0	0	141	169	177	3	305	290
Grp Sat Flow(s),veh/h/ln	1810	0	1637	1803	0	0	1810	1787	1872	1810	1805	1684
Q Serve(g_s), s	3.3	0.0	12.5	0.0	0.0	0.0	3.2	3.9	3.9	0.1	8.6	8.8
Cycle Q Clear(g_c), s	3.3	0.0	12.5	1.2	0.0	0.0	3.2	3.9	3.9	0.1	8.6	8.8
Prop In Lane	1.00		0.76	0.23		0.02	1.00		0.03	1.00		0.61
Lane Grp Cap(c), veh/h	516	0	495	336	0	0	396	686	718	450	559	522
V/C Ratio(X)	0.23	0.00	0.75	0.13	0.00	0.00	0.36	0.25	0.25	0.01	0.55	0.56
Avail Cap(c_a), veh/h	529	0	774	603	0	0	491	686	718	590	559	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	19.3	22.9	0.0	0.0	13.2	12.9	12.9	14.5	17.6	17.6
Incr Delay (d2), s/veh	0.2	0.0	2.3	0.2	0.0	0.0	0.5	0.9	0.8	0.0	3.8	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	6.0	0.6	0.0	0.0	1.6	2.1	2.2	0.0	4.8	4.7
LnGrp Delay(d),s/veh	18.5	0.0	21.6	23.0	0.0	0.0	13.8	13.7	13.7	14.5	21.4	21.9
LnGrp LOS	B		C	C			B	B	B	B	C	C
Approach Vol, veh/h		491			43			487			598	
Approach Delay, s/veh		20.9			23.0			13.7			21.6	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	30.5		23.5	11.8	26.0	9.6	14.0
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	8.0	19.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.1	5.9		14.5	5.2	10.8	5.3	3.2
Green Ext Time (p_c), s	0.0	5.3		2.4	0.1	3.6	0.0	2.5

Intersection Summary		
HCM 2010 Ctrl Delay		19.0
HCM 2010 LOS		B

Queuing and Blocking Report
PM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	114	179	70	110	90	93	21	153	188
Average Queue (ft)	50	82	26	48	32	46	1	77	89
95th Queue (ft)	94	143	60	89	71	85	11	133	159
Link Distance (ft)		476	296		1391	1391		2682	2682
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	170			125			130		
Storage Blk Time (%)		0		0	0			1	
Queuing Penalty (veh)		0		0	0			0	

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	491	43	487	598
Effct. Green for Bike (s)	12.9	7.2	29.6	20.6
Cross Street Width (ft)	58.3	58.7	26.0	37.2
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	344	192	789	549
Bicycle Delay (s/bike)	25.7	30.6	13.7	19.7
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	3.48	2.10	2.36	2.62
Bicycle LOS	C	B	B	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.2	26.0	58.3	58.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.22	1.79	2.54	2.51
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	84	253	9	33	1	137	358	4	3	444	155
Future Volume (veh/h)	106	84	253	9	33	1	137	358	4	3	444	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.98		0.96	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1881	1900	1900	1900	1976
Adj Flow Rate, veh/h	120	95	288	10	38	1	156	407	5	3	505	176
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	0	0
Cap, veh/h	517	123	374	93	242	6	375	1399	17	425	799	277
Arrive On Green	0.07	0.30	0.30	0.15	0.15	0.15	0.08	0.39	0.39	0.00	0.31	0.31
Sat Flow, veh/h	1810	407	1232	158	1630	37	1810	3616	44	1810	2610	904
Grp Volume(v), veh/h	120	0	383	49	0	0	156	201	211	3	348	333
Grp Sat Flow(s),veh/h/ln	1810	0	1639	1825	0	0	1810	1787	1873	1810	1805	1708
Q Serve(g_s), s	3.3	0.0	13.2	0.0	0.0	0.0	3.6	4.8	4.8	0.1	10.3	10.4
Cycle Q Clear(g_c), s	3.3	0.0	13.2	1.4	0.0	0.0	3.6	4.8	4.8	0.1	10.3	10.4
Prop In Lane	1.00		0.75	0.20		0.02	1.00		0.02	1.00		0.53
Lane Grp Cap(c), veh/h	517	0	497	340	0	0	375	691	725	425	552	523
V/C Ratio(X)	0.23	0.00	0.77	0.14	0.00	0.00	0.42	0.29	0.29	0.01	0.63	0.64
Avail Cap(c_a), veh/h	528	0	765	603	0	0	455	691	725	564	552	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	19.7	23.1	0.0	0.0	13.7	13.2	13.2	14.8	18.5	18.6
Incr Delay (d2), s/veh	0.2	0.0	2.6	0.2	0.0	0.0	0.7	1.1	1.0	0.0	5.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	6.3	0.8	0.0	0.0	1.8	2.5	2.7	0.0	6.0	5.7
LnGrp Delay(d),s/veh	18.7	0.0	22.3	23.3	0.0	0.0	14.4	14.2	14.2	14.8	23.9	24.4
LnGrp LOS	B		C	C			B	B	B	B	C	C
Approach Vol, veh/h		503			49			568			684	
Approach Delay, s/veh		21.4			23.3			14.3			24.1	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	31.0		23.8	12.3	26.0	9.6	14.2
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	8.0	19.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.1	6.8		15.2	5.6	12.4	5.3	3.4
Green Ext Time (p_c), s	0.0	6.1		2.4	0.1	3.5	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	177	82	120	106	120	61	211	191
Average Queue (ft)	49	85	28	51	39	54	4	95	96
95th Queue (ft)	94	146	63	92	83	98	33	163	164
Link Distance (ft)		476	296		1391	1391		2682	2682
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	170			125			130		
Storage Blk Time (%)	0	0		0	0			3	
Queuing Penalty (veh)	0	0		0	0			0	

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	503	49	568	684
Effct. Green for Bike (s)	13.3	7.5	29.7	20.6
Cross Street Width (ft)	58.3	58.7	26.0	37.2
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	355	200	792	549
Bicycle Delay (s/bike)	25.4	30.4	13.7	19.7
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	3.50	2.11	2.43	2.69
Bicycle LOS	C	B	B	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.2	26.0	58.3	58.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.23	1.79	2.57	2.54
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	84	253	9	33	1	137	358	4	3	444	155
Future Volume (veh/h)	106	84	253	9	33	1	137	358	4	3	444	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.94	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1881	1881	1900	1900	1976
Adj Flow Rate, veh/h	120	95	288	10	38	1	156	407	5	3	505	176
Adj No. of Lanes	1	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	0	0
Cap, veh/h	350	107	323	52	175	4	286	947	802	455	588	205
Arrive On Green	0.06	0.27	0.27	0.15	0.15	0.15	0.07	0.50	0.50	0.00	0.44	0.44
Sat Flow, veh/h	1810	399	1209	3	1175	25	1810	1881	1594	1810	1339	467
Grp Volume(v), veh/h	120	0	383	49	0	0	156	407	5	3	0	681
Grp Sat Flow(s),veh/h/ln	1810	0	1608	1202	0	0	1810	1881	1594	1810	0	1806
Q Serve(g_s), s	3.8	0.0	19.3	2.2	0.0	0.0	3.9	11.6	0.1	0.1	0.0	28.6
Cycle Q Clear(g_c), s	3.8	0.0	19.3	2.2	0.0	0.0	3.9	11.6	0.1	0.1	0.0	28.6
Prop In Lane	1.00		0.75	0.20		0.02	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	350	0	429	0	0	0	286	947	802	455	0	793
V/C Ratio(X)	0.34	0.00	0.89	0.00	0.00	0.00	0.55	0.43	0.01	0.01	0.00	0.86
Avail Cap(c_a), veh/h	382	0	496	0	0	0	291	947	802	555	0	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	29.7	0.0	0.0	0.0	17.2	13.3	10.4	13.3	0.0	21.3
Incr Delay (d2), s/veh	0.6	0.0	16.6	0.0	0.0	0.0	2.0	1.4	0.0	0.0	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	10.5	0.0	0.0	0.0	2.1	6.4	0.1	0.0	0.0	16.7
LnGrp Delay(d),s/veh	18.3	0.0	46.3	0.0	0.0	0.0	19.3	14.7	10.4	13.3	0.0	32.9
LnGrp LOS	B		D				B	B	B	B		C
Approach Vol, veh/h		503			49			568			684	
Approach Delay, s/veh		39.6			0.0			15.9			32.8	
Approach LOS		D			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	49.4		27.5	12.7	44.0	9.9	17.6
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	4.5	5.0
Max Green Setting (Gmax), s	5.0	38.0		26.0	6.0	37.0	6.9	31.6
Max Q Clear Time (g_c+I1), s	2.1	13.6		21.3	5.9	30.6	5.8	4.2
Green Ext Time (p_c), s	0.0	8.3		1.2	0.0	3.7	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

There is a large increase in the EB Right-Turn Lane Volumes for the PM Peak Hour which provides addition green time for the side street concurrent phasing. This is reflected in the WB Approach with an improved LOS, while the EB Approach has a decrease in LOS.

Queuing and Blocking Report
PM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	T	R	L	TR
Maximum Queue (ft)	169	291	107	122	213	22	65	466
Average Queue (ft)	69	132	29	55	101	2	4	247
95th Queue (ft)	138	238	76	99	180	12	33	424
Link Distance (ft)		489	293					2681
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	170			125		100	130	
Storage Blk Time (%)	0	4		0	7			28
Queuing Penalty (veh)	0	4		0	10			1

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	1	0	0	0
Total Flow Rate (veh/h)	503	49	568	684
Effct. Green for Bike (s)	18.6	10.2	48.0	37.2
Cross Street Width (ft)	46.2	35.1	29.3	37.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	354	194	914	709
Bicycle Delay (s/bike)	35.6	42.8	15.5	21.9
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.31	1.75	2.95	2.19
Bicycle LOS	C	A	C	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.3	29.3	46.2	35.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.24	1.81	2.48	2.35
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	84	253	9	33	1	137	368	4	3	446	155
Future Volume (veh/h)	106	84	253	9	33	1	137	368	4	3	446	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.98		0.96	0.99		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1881	1900	1900	1900	1976
Adj Flow Rate, veh/h	120	95	288	10	38	1	156	418	5	3	507	176
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	0	0
Cap, veh/h	517	123	374	93	242	6	375	1399	17	422	799	276
Arrive On Green	0.07	0.30	0.30	0.15	0.15	0.15	0.08	0.39	0.39	0.00	0.31	0.31
Sat Flow, veh/h	1810	407	1232	158	1630	37	1810	3617	43	1810	2613	901
Grp Volume(v), veh/h	120	0	383	49	0	0	156	206	217	3	349	334
Grp Sat Flow(s),veh/h/ln	1810	0	1639	1825	0	0	1810	1787	1873	1810	1805	1709
Q Serve(g_s), s	3.3	0.0	13.2	0.0	0.0	0.0	3.6	5.0	5.0	0.1	10.3	10.5
Cycle Q Clear(g_c), s	3.3	0.0	13.2	1.4	0.0	0.0	3.6	5.0	5.0	0.1	10.3	10.5
Prop In Lane	1.00		0.75	0.20		0.02	1.00		0.02	1.00		0.53
Lane Grp Cap(c), veh/h	517	0	497	340	0	0	375	691	725	422	552	523
V/C Ratio(X)	0.23	0.00	0.77	0.14	0.00	0.00	0.42	0.30	0.30	0.01	0.63	0.64
Avail Cap(c_a), veh/h	528	0	765	603	0	0	454	691	725	561	552	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	19.7	23.1	0.0	0.0	13.7	13.2	13.2	14.8	18.5	18.6
Incr Delay (d2), s/veh	0.2	0.0	2.6	0.2	0.0	0.0	0.7	1.1	1.1	0.0	5.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	6.3	0.8	0.0	0.0	1.8	2.6	2.7	0.0	6.0	5.8
LnGrp Delay(d),s/veh	18.7	0.0	22.3	23.3	0.0	0.0	14.4	14.3	14.3	14.8	24.0	24.4
LnGrp LOS	B		C	C			B	B	B	B	C	C
Approach Vol, veh/h		503			49			579			686	
Approach Delay, s/veh		21.4			23.3			14.3			24.2	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	31.0		23.8	12.3	26.0	9.6	14.2
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	22.0		29.0	8.0	19.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.1	7.0		15.2	5.6	12.5	5.3	3.4
Green Ext Time (p_c), s	0.0	6.1		2.4	0.1	3.5	0.0	2.6

Intersection Summary		
HCM 2010 Ctrl Delay		20.2
HCM 2010 LOS		C

Queuing and Blocking Report
PM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	126	206	68	106	91	112	26	172	195
Average Queue (ft)	54	90	27	51	41	55	2	87	89
95th Queue (ft)	96	156	59	91	78	94	12	144	154
Link Distance (ft)		476	296		1391	1391		2682	2682
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	170			125			130		
Storage Blk Time (%)	0	1		0				2	
Queuing Penalty (veh)	0	1		0				0	

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	1	0	0	0
Total Flow Rate (veh/h)	503	49	579	686
Effct. Green for Bike (s)	13.3	7.5	29.7	20.6
Cross Street Width (ft)	58.3	58.7	26.0	37.2
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	355	200	792	549
Bicycle Delay (s/bike)	25.4	30.4	13.7	19.7
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	3.50	2.11	2.44	2.69
Bicycle LOS	C	B	B	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.2	26.0	58.3	58.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.23	1.79	2.57	2.54
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
2: Eastern Shore Drive & South Boulevard

12/17/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	84	253	9	33	1	137	368	4	3	446	155
Future Volume (veh/h)	106	84	253	9	33	1	137	368	4	3	446	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.93	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1976	1900	1900	1881	1881	1900	1900	1976
Adj Flow Rate, veh/h	120	95	288	10	38	1	156	418	5	3	507	176
Adj No. of Lanes	1	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	0	0
Cap, veh/h	353	105	317	55	169	4	279	930	788	440	574	199
Arrive On Green	0.07	0.26	0.26	0.13	0.13	0.13	0.07	0.49	0.49	0.00	0.43	0.43
Sat Flow, veh/h	1810	399	1208	4	1286	27	1810	1881	1594	1810	1341	465
Grp Volume(v), veh/h	120	0	383	49	0	0	156	418	5	3	0	683
Grp Sat Flow(s),veh/h/ln	1810	0	1607	1317	0	0	1810	1881	1594	1810	0	1806
Q Serve(g_s), s	3.8	0.0	18.3	2.1	0.0	0.0	3.7	11.5	0.1	0.1	0.0	27.6
Cycle Q Clear(g_c), s	3.8	0.0	18.3	2.1	0.0	0.0	3.7	11.5	0.1	0.1	0.0	27.6
Prop In Lane	1.00		0.75	0.20		0.02	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	353	0	422	0	0	0	279	930	788	440	0	773
V/C Ratio(X)	0.34	0.00	0.91	0.00	0.00	0.00	0.56	0.45	0.01	0.01	0.00	0.88
Avail Cap(c_a), veh/h	390	0	425	0	0	0	289	930	788	547	0	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	28.4	0.0	0.0	0.0	16.9	13.1	10.2	13.1	0.0	20.9
Incr Delay (d2), s/veh	0.6	0.0	22.9	0.0	0.0	0.0	2.2	1.6	0.0	0.0	0.0	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	10.8	0.0	0.0	0.0	2.0	6.3	0.1	0.0	0.0	16.6
LnGrp Delay(d),s/veh	19.5	0.0	51.3	0.0	0.0	0.0	19.2	14.6	10.2	13.1	0.0	34.8
LnGrp LOS	B		D				B	B	B	B		C
Approach Vol, veh/h		503			49			579			686	
Approach Delay, s/veh		43.7			0.0			15.8			34.7	
Approach LOS		D			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	46.2		25.8	12.6	41.0	10.4	15.5
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	35.0		21.0	6.0	34.0	7.0	19.0
Max Q Clear Time (g_c+I1), s	2.1	13.5		20.3	5.7	29.6	5.8	4.1
Green Ext Time (p_c), s	0.0	8.0		0.2	0.0	2.7	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

There is a large increase in the EB Right-Turn Lane Volumes for the PM Peak Hour which provides addition green time for the side street concurrent phasing. This is reflected in the WB Approach with an improved LOS, while the EB Approach has a decrease in LOS.

Queuing and Blocking Report
PM Peak Hour

12/17/2015

Intersection: 2: Eastern Shore Drive & South Boulevard

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	T	R	L	TR
Maximum Queue (ft)	169	292	78	169	232	36	21	542
Average Queue (ft)	68	125	26	64	102	2	2	259
95th Queue (ft)	139	226	62	122	182	24	12	468
Link Distance (ft)		489	293					2681
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	170			125		100	130	
Storage Blk Time (%)	0	3		1	6			29
Queuing Penalty (veh)	0	4		3	9			1

HCM 2010 Signals-Bicycles
2: Eastern Shore Drive & South Boulevard

12/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	1	0	0	0
Total Flow Rate (veh/h)	503	49	579	686
Effct. Green for Bike (s)	16.8	8.4	44.9	34.1
Cross Street Width (ft)	46.1	35.1	29.3	37.3
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	11.0	14.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	373	187	998	758
Bicycle Delay (s/bike)	29.8	37.0	11.3	17.4
Bicycle Compliance	Fair	Poor	Fair	Fair
Bicycle LOS Score	3.31	1.75	2.96	2.19
Bicycle LOS	C	A	C	B

HCM 2010 Signals-Pedestrians
2: Eastern Shore Drive & South Boulevard

12/17/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.3	29.3	46.1	35.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.23	1.80	2.48	2.35
Pedestrian Crosswalk LOS	B	A	B	B

EASTERN SHORE DRIVE @
CARROLTON AVENUE

HCM 2010 TWSC
3: Eastern Shore Drive & Carrollton Avenue

11/18/2015

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	5	20	21	3	12	11	411	79	82	277	38
Future Vol, veh/h	19	5	20	21	3	12	11	411	79	82	277	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	150	-	-	-	-	-	60	-	-	135	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	0	5	0	0	0	9	5	6	4	6	3
Mvmt Flow	23	6	24	25	4	14	13	495	95	99	334	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	807	1148	167	936	1100	295	334	0	0	590	0	0
Stage 1	531	531	-	569	569	-	-	-	-	-	-	-
Stage 2	276	617	-	367	531	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	7	7.5	6.5	6.9	4.28	-	-	4.18	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4	3.35	3.5	4	3.3	2.29	-	-	2.24	-	-
Pot Cap-1 Maneuver	268	200	839	223	214	707	1173	-	-	968	-	0
Stage 1	492	529	-	479	509	-	-	-	-	-	-	0
Stage 2	698	484	-	630	529	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	237	178	839	193	190	707	1173	-	-	968	-	-
Mov Cap-2 Maneuver	237	178	-	193	190	-	-	-	-	-	-	-
Stage 1	487	475	-	474	503	-	-	-	-	-	-	-
Stage 2	671	479	-	542	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	22.1	0.2	2.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1173	-	-	237	481	254	968	-
HCM Lane V/C Ratio	0.011	-	-	0.097	0.063	0.171	0.102	-
HCM Control Delay (s)	8.1	-	-	21.8	13	22.1	9.1	-
HCM Lane LOS	A	-	-	C	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.6	0.3	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Carrollton Avenue

11/18/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	332.8
Level of Service	F

Crosswalk	
Length (ft)	67
Lanes Crossed	4
Veh Vol Crossed	688
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.14
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.65
Delay for adq Gap	337.73
Avg Ped Delay (s)	332.82

Approach	
Approach Direction	SB
Median Present?	No
Approach Delay(s)	396.1
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	4
Veh Vol Crossed	688
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.67
Delay for adq Gap	401.02
Avg Ped Delay (s)	396.07

HCM 2010 TWSC
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	5	20	21	3	12	11	476	79	82	328	38
Future Vol, veh/h	19	5	20	21	3	12	11	476	79	82	328	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	150	-	-	-	-	-	60	-	-	135	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	0	5	0	0	0	9	5	6	4	6	3
Mvmt Flow	23	6	24	25	4	14	13	573	95	99	395	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	908	1288	198	1046	1241	334	395	0	0	669	0	0
Stage 1	593	593	-	648	648	-	-	-	-	-	-	-
Stage 2	315	695	-	398	593	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	7	7.5	6.5	6.9	4.28	-	-	4.18	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4	3.35	3.5	4	3.3	2.29	-	-	2.24	-	-
Pot Cap-1 Maneuver	226	165	801	185	176	668	1112	-	-	904	-	0
Stage 1	452	497	-	430	469	-	-	-	-	-	-	0
Stage 2	662	447	-	605	497	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	197	145	801	158	155	668	1112	-	-	904	-	-
Mov Cap-2 Maneuver	197	145	-	158	155	-	-	-	-	-	-	-
Stage 1	447	443	-	425	464	-	-	-	-	-	-	-
Stage 2	635	442	-	515	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	26.4	0.2	1.9
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1112	-	-	197	421	211	904	-
HCM Lane V/C Ratio	0.012	-	-	0.116	0.072	0.206	0.109	-
HCM Control Delay (s)	8.3	-	-	25.7	14.2	26.4	9.5	-
HCM Lane LOS	A	-	-	D	B	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.7	0.4	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	602.5
Level of Service	F

Crosswalk	
Length (ft)	67
Lanes Crossed	4
Veh Vol Crossed	804
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.14
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	606.83
Avg Ped Delay (s)	602.51

Approach	
Approach Direction	SB
Median Present?	No
Approach Delay(s)	734.4
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	4
Veh Vol Crossed	804
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.72
Delay for adq Gap	738.72
Avg Ped Delay (s)	734.38

HCM 2010 TWSC
3: Eastern Shore Drive & Shopping Center/Carrollton Avenue

12/06/2016

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	0	12	0	476	79	0	328	38
Future Vol, veh/h	0	0	20	0	0	12	0	476	79	0	328	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	5	0	0	0	0	5	6	0	6	3
Mvmt Flow	0	0	24	0	0	14	0	573	95	0	395	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	198	-	-	287	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.35	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	801	0	0	716	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	801	-	-	716	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	10.1	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	801	716	-
HCM Lane V/C Ratio	-	0.03	0.02	-
HCM Control Delay (s)	-	9.6	10.1	-
HCM Lane LOS	-	A	B	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Shopping Center/Carrollton Avenue

12/06/2016

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	27.1	
Level of Service	D	

Crosswalk		
Length (ft)	30	34
Lanes Crossed	2	1
Veh Vol Crossed	476	328
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.57	12.71
Prob of Delayed X-ing	0.78	0.69
Prob of Blocked Lane	0.53	0.69
Delay for adq Gap	20.16	16.42
Avg Ped Delay (s)	15.79	11.27

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	31.9	
Level of Service	E	

Crosswalk		
Length (ft)	30	36
Lanes Crossed	2	1
Veh Vol Crossed	328	476
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.57	13.29
Prob of Delayed X-ing	0.65	0.83
Prob of Blocked Lane	0.41	0.83
Delay for adq Gap	13.74	27.76
Avg Ped Delay (s)	8.95	22.96

HCM 2010 TWSC
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	5	20	21	3	12	11	485	79	82	338	38
Future Vol, veh/h	19	5	20	21	3	12	11	485	79	82	338	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	150	-	-	-	-	-	60	-	-	135	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	0	5	0	0	0	9	5	6	4	6	3
Mvmt Flow	23	6	24	25	4	14	13	584	95	99	407	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	925	1311	204	1062	1263	340	407	0	0	680	0	0
Stage 1	605	605	-	658	658	-	-	-	-	-	-	-
Stage 2	320	706	-	404	605	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	7	7.5	6.5	6.9	4.28	-	-	4.18	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4	3.35	3.5	4	3.3	2.29	-	-	2.24	-	-
Pot Cap-1 Maneuver	219	160	794	180	171	662	1100	-	-	895	-	0
Stage 1	444	491	-	424	464	-	-	-	-	-	-	0
Stage 2	658	442	-	600	491	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	191	141	794	153	150	662	1100	-	-	895	-	-
Mov Cap-2 Maneuver	191	141	-	153	150	-	-	-	-	-	-	-
Stage 1	439	437	-	419	459	-	-	-	-	-	-	-
Stage 2	631	437	-	510	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	27.2	0.2	1.9
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1100	-	-	191	412	205	895	-
HCM Lane V/C Ratio	0.012	-	-	0.12	0.073	0.212	0.11	-
HCM Control Delay (s)	8.3	-	-	26.4	14.4	27.2	9.5	-
HCM Lane LOS	A	-	-	D	B	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.8	0.4	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	664.3
Level of Service	F

Crosswalk	
Length (ft)	67
Lanes Crossed	4
Veh Vol Crossed	823
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.14
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.72
Delay for adq Gap	668.51
Avg Ped Delay (s)	664.28

Approach	
Approach Direction	SB
Median Present?	No
Approach Delay(s)	813
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	4
Veh Vol Crossed	823
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.73
Delay for adq Gap	817.20
Avg Ped Delay (s)	812.95

HCM 2010 TWSC
3: Eastern Shore Drive & Shopping Center/Carrollton Avenue

12/06/2016

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	0	12	0	485	79	0	338	38
Future Vol, veh/h	0	0	20	0	0	12	0	485	79	0	338	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	0	5	0	0	0	9	5	6	4	6	3
Mvmt Flow	0	0	24	0	0	14	0	584	95	0	407	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	204	-	-	292	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.35	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	794	0	0	710	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	794	-	-	710	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10.2	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	794	710	-
HCM Lane V/C Ratio	-	0.03	0.02	-
HCM Control Delay (s)	-	9.7	10.2	-
HCM Lane LOS	-	A	B	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Shopping Center/Carrollton Avenue

12/06/2016

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	28.1	
Level of Service	D	

Crosswalk		
Length (ft)	30	34
Lanes Crossed	2	1
Veh Vol Crossed	485	338
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.57	12.71
Prob of Delayed X-ing	0.79	0.70
Prob of Blocked Lane	0.54	0.70
Delay for adq Gap	20.63	16.90
Avg Ped Delay (s)	16.29	11.78

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	31.7	
Level of Service	E	

Crosswalk		
Length (ft)	30	35
Lanes Crossed	2	1
Veh Vol Crossed	338	485
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.57	13.00
Prob of Delayed X-ing	0.66	0.83
Prob of Blocked Lane	0.42	0.83
Delay for adq Gap	14.10	27.04
Avg Ped Delay (s)	9.34	22.35

HCM 2010 TWSC
3: Eastern Shore Drive & Carrollton Avenue

11/18/2015

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	11	32	16	24	19	17	376	67	43	642	76
Future Vol, veh/h	32	11	32	16	24	19	17	376	67	43	642	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	150	-	-	-	-	-	60	-	-	135	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	4	0	0	1	6	5	0	0
Mvmt Flow	36	12	36	18	27	21	19	418	74	48	713	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1069	1339	357	951	1302	246	713	0	0	492	0	0
Stage 1	809	809	-	493	493	-	-	-	-	-	-	-
Stage 2	260	530	-	458	809	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.58	6.9	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.04	3.3	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	178	154	645	217	157	760	896	-	-	1047	-	0
Stage 1	345	396	-	532	540	-	-	-	-	-	-	0
Stage 2	728	530	-	557	387	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	142	144	645	182	147	760	896	-	-	1047	-	-
Mov Cap-2 Maneuver	142	144	-	182	147	-	-	-	-	-	-	-
Stage 1	338	378	-	521	529	-	-	-	-	-	-	-
Stage 2	658	519	-	486	369	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	29.1	0.3	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	896	-	-	142	341	214	1047	-
HCM Lane V/C Ratio	0.021	-	-	0.25	0.14	0.306	0.046	-
HCM Control Delay (s)	9.1	-	-	38.6	17.3	29.1	8.6	-
HCM Lane LOS	A	-	-	E	C	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.5	1.2	0.1	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Carrollton Avenue

11/18/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	1827.4
Level of Service	F

Crosswalk	
Length (ft)	67
Lanes Crossed	4
Veh Vol Crossed	1018
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.14
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.79
Delay for adq Gap	1830.91
Avg Ped Delay (s)	1827.42

Approach	
Approach Direction	SB
Median Present?	No
Approach Delay(s)	2334.8
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	4
Veh Vol Crossed	1018
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.80
Delay for adq Gap	2338.30
Avg Ped Delay (s)	2334.80

HCM 2010 TWSC
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	11	32	16	24	19	17	447	67	43	723	76
Future Vol, veh/h	32	11	32	16	24	19	17	447	67	43	723	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	150	-	-	-	-	-	60	-	-	135	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	4	0	0	1	6	5	0	0
Mvmt Flow	36	12	36	18	27	21	19	497	74	48	803	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1198	1508	402	1075	1471	286	803	0	0	571	0	0
Stage 1	899	899	-	572	572	-	-	-	-	-	-	-
Stage 2	299	609	-	503	899	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.58	6.9	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.04	3.3	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	144	122	604	177	124	717	830	-	-	977	-	0
Stage 1	304	360	-	477	498	-	-	-	-	-	-	0
Stage 2	691	488	-	524	351	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	109	113	604	145	115	717	830	-	-	977	-	-
Mov Cap-2 Maneuver	109	113	-	145	115	-	-	-	-	-	-	-
Stage 1	297	342	-	466	487	-	-	-	-	-	-	-
Stage 2	619	477	-	452	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.3	38.6	0.3	0.5
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	830	-	-	109	286	171	977	-
HCM Lane V/C Ratio	0.023	-	-	0.326	0.167	0.383	0.049	-
HCM Control Delay (s)	9.4	-	-	53.3	20.1	38.6	8.9	-
HCM Lane LOS	A	-	-	F	C	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.6	1.7	0.2	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	4081.5
Level of Service	F

Crosswalk	
Length (ft)	67
Lanes Crossed	4
Veh Vol Crossed	1170
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.14
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.83
Delay for adq Gap	4084.53
Avg Ped Delay (s)	4081.47

Approach	
Approach Direction	SB
Median Present?	No
Approach Delay(s)	5399.8
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	4
Veh Vol Crossed	1170
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.85
Delay for adq Gap	5402.84
Avg Ped Delay (s)	5399.78

HCM 2010 TWSC
3: Eastern Shore Drive & Shopping Center/Carrollton Avenue

12/06/2016

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	32	0	0	19	0	447	67	0	723	76
Future Vol, veh/h	0	0	32	0	0	19	0	447	67	0	723	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	4	0	0	1	6	5	0	0
Mvmt Flow	0	0	36	0	0	21	0	497	74	0	803	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	402	-	-	248	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	604	0	0	758	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	604	-	-	758	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	9.9	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	604	758	-
HCM Lane V/C Ratio	-	0.059	0.028	-
HCM Control Delay (s)	-	11.3	9.9	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0.1	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Shopping Center/Carrollton Avenue

12/06/2016

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	60.6	
Level of Service	F	

Crosswalk		
Length (ft)	30	34
Lanes Crossed	2	1
Veh Vol Crossed	447	723
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.57	12.71
Prob of Delayed X-ing	0.76	0.92
Prob of Blocked Lane	0.51	0.92
Delay for adq Gap	18.70	50.20
Avg Ped Delay (s)	14.26	46.30

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	51.2	
Level of Service	F	

Crosswalk		
Length (ft)	29	35
Lanes Crossed	2	1
Veh Vol Crossed	723	447
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	13.00
Prob of Delayed X-ing	0.90	0.80
Prob of Blocked Lane	0.68	0.80
Delay for adq Gap	35.44	24.23
Avg Ped Delay (s)	31.76	19.41

HCM 2010 TWSC
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	11	32	16	24	19	17	457	67	43	732	76
Future Vol, veh/h	32	11	32	16	24	19	17	457	67	43	732	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	150	-	-	-	-	-	60	-	-	135	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	4	0	0	1	6	5	0	0
Mvmt Flow	36	12	36	18	27	21	19	508	74	48	813	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1214	1529	407	1091	1492	291	813	0	0	582	0	0
Stage 1	909	909	-	583	583	-	-	-	-	-	-	-
Stage 2	305	620	-	508	909	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.58	6.9	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.04	3.3	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	140	118	599	172	120	712	823	-	-	968	-	0
Stage 1	300	357	-	470	492	-	-	-	-	-	-	0
Stage 2	685	483	-	521	347	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	105	110	599	140	111	712	823	-	-	968	-	-
Mov Cap-2 Maneuver	105	110	-	140	111	-	-	-	-	-	-	-
Stage 1	293	339	-	459	481	-	-	-	-	-	-	-
Stage 2	613	472	-	449	330	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.6	40.5	0.3	0.5
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	823	-	-	105	280	165	968	-
HCM Lane V/C Ratio	0.023	-	-	0.339	0.171	0.397	0.049	-
HCM Control Delay (s)	9.5	-	-	55.9	20.5	40.5	8.9	-
HCM Lane LOS	A	-	-	F	C	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.6	1.7	0.2	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & Carrollton Avenue

11/19/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	4516.9
Level of Service	F

Crosswalk	
Length (ft)	67
Lanes Crossed	4
Veh Vol Crossed	1189
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.14
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.84
Delay for adq Gap	4519.87
Avg Ped Delay (s)	4516.86

Approach	
Approach Direction	SB
Median Present?	No
Approach Delay(s)	6002.2
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	4
Veh Vol Crossed	1189
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.85
Delay for adq Gap	6005.23
Avg Ped Delay (s)	6002.22

HCM 2010 TWSC
3: Eastern Shore Drive & College Square Access/Carrollton Avenue

12/06/2016

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	32	0	0	19	0	457	67	0	732	76
Future Vol, veh/h	0	0	32	0	0	19	0	457	67	0	732	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	4	0	0	1	6	5	0	0
Mvmt Flow	0	0	36	0	0	21	0	508	74	0	813	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	407	-	-	254	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	599	0	0	752	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	599	-	-	752	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	9.9	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	599	752	-
HCM Lane V/C Ratio	-	0.059	0.028	-
HCM Control Delay (s)	-	11.4	9.9	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0.1	-

HCM 2010 TWSC-Pedestrians
3: Eastern Shore Drive & College Square Access/Carrollton Avenue

12/06/2016

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	62.4	
Level of Service	F	

Crosswalk		
Length (ft)	30	34
Lanes Crossed	2	1
Veh Vol Crossed	457	732
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.57	12.71
Prob of Delayed X-ing	0.77	0.92
Prob of Blocked Lane	0.52	0.92
Delay for adq Gap	19.19	51.49
Avg Ped Delay (s)	14.78	47.61

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	52.7	
Level of Service	F	

Crosswalk		
Length (ft)	29	35
Lanes Crossed	2	1
Veh Vol Crossed	732	457
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	13.00
Prob of Delayed X-ing	0.90	0.81
Prob of Blocked Lane	0.68	0.81
Delay for adq Gap	36.25	24.94
Avg Ped Delay (s)	32.59	20.15

EXISTING INTERSECTION CONFIGURATION

WORKSHEET 1: PEAK-HOUR, 35 MPH (55 KM/H) OR LESS

Analyst and Site Information			
Analyst: Wendy Carpenter Analysis Date: 1/20/2017 Data Collection Date: 10/7/2014		Major Street: Eastern Shore Drive Minor Street or Location: ACE Shopping Center Peak Hour: PM Peak Hour	
Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85th percentile speed on the major street): a) Worksheet 1 – 35 mph (55 km/h) or less b) Worksheet 2 – exceeds 35 mph (55 km/h), communities with less than 10,000, or where major transit stop exists			
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment?			
Peak-hour pedestrian volume (ped/h), V_p		*2a*	26
If *2a* ≥ 20 ped/h, then go to Step 3.			
If *2a* < 20 ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.			
Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?			
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}		*3a*	1,221
Minimum signal warrant volume for peak hour (use *3a* for V_{maj-s}), SC $SC = (0.00021\ V_{maj-s}^2 - 0.74072\ V_{maj-s} + 734.125)/0.75$ OR $[(0.00021\ 3a^2 - 0.74072\ 3a + 734.125)/0.75]$		*3b*	190.38
If *3b* < 133, then enter 133. If *3b* ≥ 133, then enter *3b*.		*3c*	190.38
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50 percent; otherwise enter *3c*.		*3d*	190.38
If *2a* ≥ *3d,* then the warrant has been met and a traffic signal should be considered if not within 300 ft (91 m) of another traffic signal. Otherwise, the warrant has not been met. Go to Step 4.			
Step 4: Estimate pedestrian delay.			
Pedestrian crossing distance, curb to curb (ft), L		*4a*	65'
Pedestrian walking speed (ft/s), S_p		*4b*	3.5
Pedestrian start-up time and end clearance time (s), t_s		*4c*	3.0
Critical gap required for crossing pedestrian (s), $t_c = (L/S_p) + t_s$ OR [(*4a*/*4b*) + *4c*)]		*4d*	21.57
Major road volume, total both approaches or approach being crossed if median refuge island is present during peak hour (veh/h), V_{maj-d}		*4e*	1,221
Major road flow rate (veh/s), $v = V_{maj-d}/3600$ OR [*4e/3600*]		*4f*	0.34
Average pedestrian delay (s/person), $d_p = (e^{v\ tc} - v\ t_c - 1) / v$ OR $[\ (e^{4f\ x\ 4d} - 4f\ x\ 4d - 1) / 4f\ ]$		*4g*	4478.99
Total pedestrian delay (h), $D_p = (d_p \times V_p)/3{,}600$ OR [(*4g*×*2a*)/3600] (this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment – assumes 0% compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.		*4h*	32.35
Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.			
Expected motorist compliance at pedestrian crossings in region, Comp = high or low		*5a*	Low
Total Pedestrian Delay, D_p (from *4h*) and Motorist Compliance, Comp (from *5a*)	**Treatment Category** (see Descriptions of Sample Treatments for examples)		
$D_p \geq 21.3$ h (Comp = high or low) OR 5.3 h ≤ D_p < 21.3 h and Comp = low	RED		
1.3 h ≤ D_p < 5.3 h (Comp = high or low) OR 5.3 h ≤ D_p < 21.3 h and Comp = high	ACTIVE OR ENHANCED		
D_p < 1.3 h (Comp = high or low)	CROSSWALK		

Figure A-2. Worksheet 1.

ASSUMES A PEDESTRIAN RUFUGE ISLAND IS INSTALLED ALONG EASTERN SHORE DRIVE
IN THE EXISTING CENTER LEFT-TURN LANES

WORKSHEET 1: PEAK-HOUR, 35 MPH (55 KM/H) OR LESS

Analyst and Site Information

Analyst:	Wendy Carpenter	Major Street:	Eastern Shore Drive
Analysis Date:	1/20/2017	Minor Street or Location:	ACE Shopping Center
Data Collection Date:	10/7/2014	Peak Hour:	PM Peak Hour

Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85th percentile speed on the major street):
a) Worksheet 1 – 35 mph (55 km/h) or less
b) Worksheet 2 – exceeds 35 mph (55 km/h), communities with less than 10,000, or where major transit stop exists

Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment?

Peak-hour pedestrian volume (ped/h), V_p	*2a*	26
If *2a* ≥ 20 ped/h, then go to Step 3.		
If *2a* < 20 ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.		

Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?

Major road volume, total of both approaches during peak hour (veh/h), $V_{maj\text{-}s}$	*3a*	1,221
Minimum signal warrant volume for peak hour (use *3a* for $V_{maj\text{-}s}$), SC $SC = (0.00021\ V_{maj\text{-}s}^2 - 0.74072\ V_{maj\text{-}s} + 734.125)/0.75$ OR $[(0.00021\ 3a^2 - 0.74072\ 3a + 734.125)/0.75]$	*3b*	190.38
If *3b* < 133, then enter 133. If *3b* ≥ 133, then enter *3b*.	*3c*	190.38
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce *3c* by up to 50 percent; otherwise enter *3c*.	*3d*	190.38
If *2a* ≥ *3d,* then the warrant has been met and a traffic signal should be considered if not within 300 ft (91 m) of another traffic signal. Otherwise, the warrant has not been met. Go to Step 4.		

Step 4: Estimate pedestrian delay.

Pedestrian crossing distance, curb to curb (ft), L WITH PEDESTRIAN REFUGE ISLAND	*4a*	65'
Pedestrian walking speed (ft/s), S_p	*4b*	3.5
Pedestrian start-up time and end clearance time (s), t_s	*4c*	3.0
Critical gap required for crossing pedestrian (s), $t_c = (L/S_p) + t_s$ OR [(*4a*/*4b*) + *4c*)]	*4d*	21.57
Major road volume, total both approaches or approach being crossed if median refuge island is present during peak hour (veh/h), $V_{maj\text{-}d}$	*4e*	1,221
Major road flow rate (veh/s), $v = V_{maj\text{-}d}/3600$ OR [*4e/3600*]	*4f*	0.34
Average pedestrian delay (s/person), $d_p = (e^{v\ tc} - v\ t_c - 1) / v$ OR $[\ (e^{4f\ x\ 4d} - 4f\ x\ 4d - 1) / 4f\ ]$	*4g*	4478.99
Total pedestrian delay (h), $D_p = (d_p \times V_p)/3{,}600$ OR [(*4g*×*2a*)/3600] (this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment – assumes 0% compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.	*4h*	32.35

Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.

Expected motorist compliance at pedestrian crossings in region, Comp = high or low	*5a*	Low

Total Pedestrian Delay, D_p (from *4h*) and Motorist Compliance, Comp (from *5a*)	**Treatment Category** (see Descriptions of Sample Treatments for examples)
$D_p \geq 21.3$ h (Comp = high or low) OR 5.3 h ≤ D_p < 21.3 h and Comp = low	RED
1.3 h ≤ D_p < 5.3 h (Comp = high or low) OR 5.3 h ≤ D_p < 21.3 h and Comp = high	ACTIVE OR ENHANCED
D_p < 1.3 h (Comp = high or low)	CROSSWALK

Figure A-2. Worksheet 1.

CARROLTON AVENUE @
SOUTH DIVISION STREET

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/18/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	37	120	16	8	5	24
Future Vol, veh/h	37	120	16	8	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	58	188	25	13	8	38

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	303	0
Stage 1	-	-	0	-
Stage 2	-	-	303	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	687	-
Mov Cap-2 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/18/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	4.1
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	120
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.38
Prob of Blocked Lane	0.38
Delay for adq Gap	10.74
Avg Ped Delay (s)	4.10

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	37	120	16	8	5	24
Future Vol, veh/h	37	120	16	8	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	58	188	25	13	8	38

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	303	0
Stage 1	-	-	0	-
Stage 2	-	-	303	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	687	-
Mov Cap-2 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	4.1
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	120
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.38
Prob of Blocked Lane	0.38
Delay for adq Gap	10.74
Avg Ped Delay (s)	4.10

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	37	120	16	8	5	24
Future Vol, veh/h	37	120	16	8	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	58	188	25	13	8	38

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	303	0
Stage 1	-	-	0	-
Stage 2	-	-	303	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	687	-
Mov Cap-2 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	4.1
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	120
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.38
Prob of Blocked Lane	0.38
Delay for adq Gap	10.74
Avg Ped Delay (s)	4.10

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	37	120	16	8	5	24
Future Vol, veh/h	37	120	16	8	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	58	188	25	13	8	38

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	303	0
Stage 1	-	-	0	-
Stage 2	-	-	303	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	687	-
Mov Cap-2 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	4.1
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	120
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.38
Prob of Blocked Lane	0.38
Delay for adq Gap	10.74
Avg Ped Delay (s)	4.10

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	37	120	16	8	5	24
Future Vol, veh/h	37	120	16	8	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	58	188	25	13	8	38

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	303	0
Stage 1	-	-	0	-
Stage 2	-	-	303	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	687	-
Mov Cap-2 Maneuver	-	-	687	-
Stage 1	-	-	-	-
Stage 2	-	-	747	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	4.1
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	120
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.38
Prob of Blocked Lane	0.38
Delay for adq Gap	10.74
Avg Ped Delay (s)	4.10

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/18/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	53	48	42	8	11	28
Future Vol, veh/h	53	48	42	8	11	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	63	57	50	10	13	33

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	183	0
Stage 1	-	-	0	-
Stage 2	-	-	183	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	804	-
Mov Cap-2 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/18/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	1.5
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	48
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.18
Delay for adq Gap	8.46
Avg Ped Delay (s)	1.48

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	53	48	42	8	11	28
Future Vol, veh/h	53	48	42	8	11	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	63	57	50	10	13	33

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	183	0
Stage 1	-	-	0	-
Stage 2	-	-	183	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	804	-
Mov Cap-2 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	1.5
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	48
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.18
Delay for adq Gap	8.46
Avg Ped Delay (s)	1.48

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	53	48	42	8	11	28
Future Vol, veh/h	53	48	42	8	11	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	63	57	50	10	13	33

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	183	0
Stage 1	-	-	0	-
Stage 2	-	-	183	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	804	-
Mov Cap-2 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	1.5
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	48
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.18
Delay for adq Gap	8.46
Avg Ped Delay (s)	1.48

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	53	48	42	8	11	28
Future Vol, veh/h	53	48	42	8	11	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	63	57	50	10	13	33

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	183	0
Stage 1	-	-	0	-
Stage 2	-	-	183	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	804	-
Mov Cap-2 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	1.5
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	48
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.18
Delay for adq Gap	8.46
Avg Ped Delay (s)	1.48

HCM 2010 TWSC
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	53	48	42	8	11	28
Future Vol, veh/h	53	48	42	8	11	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	63	57	50	10	13	33

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	183	0
Stage 1	-	-	0	-
Stage 2	-	-	183	-
Critical Hdwy	-	-	6.43	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.43	-
Follow-up Hdwy	-	-	3.527	-
Pot Cap-1 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	804	-
Mov Cap-2 Maneuver	-	-	804	-
Stage 1	-	-	-	-
Stage 2	-	-	846	-

Approach	EB	SB
HCM Control Delay, s		
HCM LOS		-

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 TWSC-Pedestrians
50: Carrollton Avenue & S. Dvision Street

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	1.5
Level of Service	A

Crosswalk	
Length (ft)	40
Lanes Crossed	1
Veh Vol Crossed	48
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	14.43
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.18
Delay for adq Gap	8.46
Avg Ped Delay (s)	1.48

EASTERN SHORE DRIVE @
E. COLLEGE AVENUE

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/18/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	340	30	161	442	108	38	230	157	94	183	29
Future Volume (veh/h)	94	340	30	161	442	108	38	230	157	94	183	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1845	1900	1827	1863	1900	1827	1827	1759	1863	1759	1900
Adj Flow Rate, veh/h	116	420	37	199	546	133	47	284	194	116	226	36
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	3	3	4	2	2	4	4	8	2	8	0
Cap, veh/h	284	782	69	374	750	182	372	856	503	390	434	506
Arrive On Green	0.07	0.24	0.24	0.09	0.27	0.27	0.07	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	1792	3257	286	1740	2814	683	1740	3471	1473	1774	1759	1615
Grp Volume(v), veh/h	116	225	232	199	343	336	47	284	194	116	226	36
Grp Sat Flow(s),veh/h/ln	1792	1752	1790	1740	1770	1727	1740	1736	1473	1774	1759	1615
Q Serve(g_s), s	3.6	8.4	8.5	6.5	13.2	13.3	1.4	5.0	7.5	3.6	8.3	1.2
Cycle Q Clear(g_c), s	3.6	8.4	8.5	6.5	13.2	13.3	1.4	5.0	7.5	3.6	8.3	1.2
Prop In Lane	1.00		0.16	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	421	430	374	472	461	372	856	503	390	434	506
V/C Ratio(X)	0.41	0.54	0.54	0.53	0.73	0.73	0.13	0.33	0.39	0.30	0.52	0.07
Avail Cap(c_a), veh/h	284	421	430	374	472	461	372	856	503	390	434	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	24.9	24.9	19.4	25.0	25.0	18.3	23.2	18.8	18.7	24.4	18.1
Incr Delay (d2), s/veh	4.3	4.8	4.8	5.3	9.4	9.8	0.7	1.0	2.2	1.9	4.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.6	4.8	3.6	7.6	7.6	0.7	2.5	3.4	1.9	4.6	0.6
LnGrp Delay(d),s/veh	24.6	29.7	29.7	24.8	34.4	34.9	19.0	24.2	21.0	20.7	28.8	18.4
LnGrp LOS	C	C	C	C	C	C	B	C	C	C	C	B
Approach Vol, veh/h		573			878			525			378	
Approach Delay, s/veh		28.7			32.4			22.6			25.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	25.5	14.0	25.0	10.5	25.5	12.0	27.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.5	18.5	7.0	18.0	5.5	18.5	5.0	20.0
Max Q Clear Time (g_c+I1), s	5.6	9.5	8.5	10.5	3.4	10.3	5.6	15.3
Green Ext Time (p_c), s	0.0	2.7	0.0	4.0	0.0	2.6	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Queuing and Blocking Report
AM Peak Hour

11/18/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	145	233	190	164	171	184	73	120	144	115	153	212
Average Queue (ft)	50	115	59	72	89	115	22	58	62	48	50	97
95th Queue (ft)	99	184	129	132	149	173	55	101	113	87	104	174
Link Distance (ft)		844	844		689	689		799	799			279
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)		4		1	2				0		0	2
Queuing Penalty (veh)		4		2	3				0		0	2

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	14
95th Queue (ft)	41
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	573	878	525	378
Effct. Green for Bike (s)	18.0	20.0	18.5	18.5
Cross Street Width (ft)	64.2	57.5	59.8	60.2
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	480	533	493	493
Bicycle Delay (s/bike)	21.7	20.2	21.3	21.3
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.01	3.16	2.91	3.32
Bicycle LOS	C	C	C	C

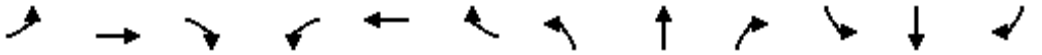
HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/18/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.2	59.8	64.2	57.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.54	2.62	2.62	2.48
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	446	52	134	500	147	85	260	189	121	208	30
Future Volume (veh/h)	97	446	52	134	500	147	85	260	189	121	208	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1845	1900	1827	1863	1900	1827	1827	1759	1863	1759	1900
Adj Flow Rate, veh/h	120	551	64	165	617	181	105	321	233	149	257	37
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	3	3	4	2	2	4	4	8	2	8	0
Cap, veh/h	248	759	88	321	717	210	348	856	503	371	434	506
Arrive On Green	0.07	0.24	0.24	0.09	0.27	0.27	0.07	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	1792	3161	366	1740	2689	787	1740	3471	1473	1774	1759	1615
Grp Volume(v), veh/h	120	305	310	165	406	392	105	321	233	149	257	37
Grp Sat Flow(s),veh/h/ln	1792	1752	1774	1740	1770	1706	1740	1736	1473	1774	1759	1615
Q Serve(g_s), s	3.7	12.0	12.1	5.2	16.4	16.4	3.3	5.8	9.3	4.7	9.7	1.2
Cycle Q Clear(g_c), s	3.7	12.0	12.1	5.2	16.4	16.4	3.3	5.8	9.3	4.7	9.7	1.2
Prop In Lane	1.00		0.21	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	421	426	321	472	455	348	856	503	371	434	506
V/C Ratio(X)	0.48	0.72	0.73	0.51	0.86	0.86	0.30	0.37	0.46	0.40	0.59	0.07
Avail Cap(c_a), veh/h	248	421	426	321	472	455	348	856	503	371	434	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	26.2	26.2	19.6	26.2	26.2	19.1	23.5	19.4	19.2	24.9	18.1
Incr Delay (d2), s/veh	6.6	10.4	10.4	5.8	18.2	19.0	2.2	1.3	3.0	3.2	5.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.0	7.1	3.0	10.4	10.1	1.8	2.9	4.2	2.6	5.3	0.6
LnGrp Delay(d),s/veh	27.6	36.6	36.7	25.4	44.3	45.1	21.4	24.7	22.5	22.4	30.8	18.4
LnGrp LOS	C	D	D	C	D	D	C	C	C	C	C	B
Approach Vol, veh/h		735			963			659			443	
Approach Delay, s/veh		35.2			41.4			23.4			26.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	25.5	14.0	25.0	10.5	25.5	12.0	27.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.5	18.5	7.0	18.0	5.5	18.5	5.0	20.0
Max Q Clear Time (g_c+I1), s	6.7	11.3	7.2	14.1	5.3	11.7	5.7	18.4
Green Ext Time (p_c), s	0.0	2.7	0.0	2.8	0.0	2.6	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Queuing and Blocking Report
AM Peak Hour

11/19/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	219	284	228	171	226	258	86	122	115	132	146	228
Average Queue (ft)	59	153	104	69	110	141	38	60	64	54	54	100
95th Queue (ft)	142	238	193	133	187	226	74	99	107	101	106	184
Link Distance (ft)		844	844		689	689		799	799			279
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)		10		0	4					0	0	3
Queuing Penalty (veh)		10		1	6					0	0	3

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	52
Average Queue (ft)	15
95th Queue (ft)	42
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles

10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	735	963	659	443
Effct. Green for Bike (s)	18.0	20.0	18.5	18.5
Cross Street Width (ft)	64.2	57.5	59.8	60.2
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	480	533	493	493
Bicycle Delay (s/bike)	21.7	20.2	21.3	21.3
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.15	3.23	3.02	3.43
Bicycle LOS	C	C	C	C

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.2	59.8	64.2	57.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.59	2.67	2.64	2.51
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/24/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	446	52	134	500	147	85	260	189	121	208	30
Future Volume (veh/h)	97	446	52	134	500	147	85	260	189	121	208	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1693	1660	1710	1644	1676	1710	1644	1644	1583	1676	1583	1710
Adj Flow Rate, veh/h	120	551	0	165	617	181	105	321	0	149	257	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	3	3	4	2	2	4	4	8	2	8	0
Cap, veh/h	217	828	0	307	696	204	309	797	343	363	404	371
Arrive On Green	0.06	0.26	0.00	0.09	0.29	0.29	0.07	0.25	0.00	0.07	0.25	0.00
Sat Flow, veh/h	1612	3237	0	1566	2420	709	1566	3124	1346	1597	1583	1454
Grp Volume(v), veh/h	120	551	0	165	406	392	105	321	0	149	257	0
Grp Sat Flow(s),veh/h/ln	1612	1577	0	1566	1593	1536	1566	1562	1346	1597	1583	1454
Q Serve(g_s), s	4.3	12.5	0.0	6.1	19.5	19.6	3.9	6.8	0.0	5.6	11.5	0.0
Cycle Q Clear(g_c), s	4.3	12.5	0.0	6.1	19.5	19.6	3.9	6.8	0.0	5.6	11.5	0.0
Prop In Lane	1.00		0.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	828	0	307	458	442	309	797	343	363	404	371
V/C Ratio(X)	0.55	0.67	0.00	0.54	0.89	0.89	0.34	0.40	0.00	0.41	0.64	0.00
Avail Cap(c_a), veh/h	217	828	0	307	458	442	309	797	343	363	404	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.1	26.4	0.0	20.1	27.2	27.3	20.5	24.7	0.0	20.4	26.5	0.0
Incr Delay (d2), s/veh	9.7	4.2	0.0	6.6	21.5	22.4	3.0	1.5	0.0	3.4	7.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.9	0.0	3.1	11.3	11.0	1.9	3.1	0.0	2.7	5.8	0.0
LnGrp Delay(d),s/veh	31.8	30.6	0.0	26.7	48.8	49.7	23.4	26.3	0.0	23.9	34.0	0.0
LnGrp LOS	C	C		C	D	D	C	C		C	C	
Approach Vol, veh/h		671			963			426			406	
Approach Delay, s/veh		30.8			45.4			25.6			30.3	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	27.4	14.0	28.0	10.6	27.4	12.0	30.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.6	20.4	7.0	21.0	5.6	20.4	5.0	23.0
Max Q Clear Time (g_c+I1), s	7.6	8.8	8.1	14.5	5.9	13.5	6.3	21.6
Green Ext Time (p_c), s	0.0	2.8	0.0	4.2	0.0	2.0	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Queuing and Blocking Report
AM Peak Hour

11/24/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	219	287	230	174	263	290	104	115	132	19	168	224
Average Queue (ft)	55	155	101	73	134	161	45	65	72	1	67	114
95th Queue (ft)	133	246	192	150	219	252	86	104	114	14	133	204
Link Distance (ft)		847	847		699	699		802	802			279
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)		9		1	8				0		0	4
Queuing Penalty (veh)		9		3	11				0		0	5

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	11
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/24/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	735	963	659	443
Effct. Green for Bike (s)	21.0	23.0	20.4	20.4
Cross Street Width (ft)	53.9	45.6	59.1	60.8
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	525	575	510	510
Bicycle Delay (s/bike)	21.8	20.3	22.2	22.2
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.99	3.05	3.01	3.44
Bicycle LOS	C	C	C	C

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/24/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.8	59.1	53.9	45.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.60	2.67	2.53	2.40
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	411	56	96	482	154	85	262	148	122	216	30
Future Volume (veh/h)	97	411	56	96	482	154	85	262	148	122	216	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1845	1900	1827	1863	1900	1827	1827	1759	1863	1759	1900
Adj Flow Rate, veh/h	120	507	69	119	595	190	105	323	183	151	267	37
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	3	3	4	2	2	4	4	8	2	8	0
Cap, veh/h	239	743	101	309	666	212	358	902	503	390	457	528
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1792	3097	420	1740	2628	837	1740	3471	1474	1774	1759	1615
Grp Volume(v), veh/h	120	286	290	119	400	385	105	323	183	151	267	37
Grp Sat Flow(s),veh/h/ln	1792	1752	1764	1740	1770	1696	1740	1736	1474	1774	1759	1615
Q Serve(g_s), s	3.7	11.1	11.2	3.7	16.4	16.4	3.2	5.7	7.0	4.7	9.9	1.2
Cycle Q Clear(g_c), s	3.7	11.1	11.2	3.7	16.4	16.4	3.2	5.7	7.0	4.7	9.9	1.2
Prop In Lane	1.00		0.24	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	421	423	309	448	430	358	903	503	390	457	528
V/C Ratio(X)	0.50	0.68	0.68	0.38	0.89	0.90	0.29	0.36	0.36	0.39	0.58	0.07
Avail Cap(c_a), veh/h	239	421	423	309	448	430	358	903	503	390	457	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	25.9	25.9	19.6	27.0	27.0	18.5	22.6	18.7	18.5	24.2	17.4
Incr Delay (d2), s/veh	7.3	8.6	8.7	3.6	22.7	23.9	2.1	1.1	2.0	2.9	5.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.3	6.5	2.1	10.8	10.5	1.7	2.9	3.1	2.6	5.5	0.6
LnGrp Delay(d),s/veh	28.6	34.5	34.6	23.2	49.7	50.9	20.5	23.7	20.7	21.4	29.6	17.7
LnGrp LOS	C	C	C	C	D	D	C	C	C	C	C	B
Approach Vol, veh/h		696			904			611			455	
Approach Delay, s/veh		33.5			46.7			22.3			25.9	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	26.5	13.0	25.0	10.5	26.5	12.0	26.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.5	19.5	6.0	18.0	5.5	19.5	5.0	19.0
Max Q Clear Time (g_c+I1), s	6.7	9.0	5.7	13.2	5.2	11.9	5.7	18.4
Green Ext Time (p_c), s	0.0	3.4	0.0	3.2	0.0	2.7	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Queuing and Blocking Report
AM Peak Hour

11/19/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	165	234	189	157	225	252	83	135	128	106	145	202
Average Queue (ft)	52	134	84	50	119	153	40	62	63	43	58	101
95th Queue (ft)	111	206	159	113	196	229	76	112	113	82	115	180
Link Distance (ft)		844	844		689	689		799	799			279
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)	0	7		0	7				0		0	3
Queuing Penalty (veh)	0	7		0	7				0		0	4

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	16
95th Queue (ft)	42
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles

10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	696	904	611	455
Effct. Green for Bike (s)	18.0	19.0	19.5	19.5
Cross Street Width (ft)	64.2	57.5	59.8	60.2
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	480	507	520	520
Bicycle Delay (s/bike)	21.7	20.9	20.5	20.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.12	3.19	2.98	3.45
Bicycle LOS	C	C	C	C

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.2	59.8	64.2	57.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.58	2.64	2.63	2.51
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

01/18/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	411	56	96	482	154	85	262	148	122	216	30
Future Volume (veh/h)	97	411	56	96	482	154	85	262	148	122	216	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1845	1900	1827	1863	1900	1827	1827	1759	1863	1759	1900
Adj Flow Rate, veh/h	120	507	0	119	595	190	105	323	0	151	267	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	3	3	4	2	2	4	4	8	2	8	0
Cap, veh/h	239	841	0	332	666	212	362	902	508	420	457	528
Arrive On Green	0.07	0.24	0.00	0.08	0.25	0.25	0.07	0.26	0.00	0.07	0.26	0.00
Sat Flow, veh/h	1792	3597	0	1740	2628	837	1740	3471	1495	1774	1759	1615
Grp Volume(v), veh/h	120	507	0	119	400	385	105	323	0	151	267	0
Grp Sat Flow(s),veh/h/ln	1792	1752	0	1740	1770	1696	1740	1736	1495	1774	1759	1615
Q Serve(g_s), s	3.7	9.6	0.0	3.7	16.4	16.4	3.2	5.7	0.0	4.7	9.9	0.0
Cycle Q Clear(g_c), s	3.7	9.6	0.0	3.7	16.4	16.4	3.2	5.7	0.0	4.7	9.9	0.0
Prop In Lane	1.00		0.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	841	0	332	448	430	362	903	508	420	457	528
V/C Ratio(X)	0.50	0.60	0.00	0.36	0.89	0.90	0.29	0.36	0.00	0.36	0.58	0.00
Avail Cap(c_a), veh/h	239	841	0	332	448	430	362	903	508	420	457	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	25.3	0.0	19.3	27.0	27.0	18.5	22.6	0.0	18.5	24.2	0.0
Incr Delay (d2), s/veh	7.3	3.2	0.0	3.0	22.7	23.9	2.0	1.1	0.0	2.4	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.0	0.0	2.0	10.8	10.5	1.7	2.9	0.0	2.5	5.5	0.0
LnGrp Delay(d),s/veh	28.6	28.5	0.0	22.3	49.7	50.9	20.5	23.7	0.0	20.9	29.6	0.0
LnGrp LOS	C	C		C	D	D	C	C		C	C	
Approach Vol, veh/h		627			904			428			418	
Approach Delay, s/veh		28.5			46.6			22.9			26.4	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	26.5	13.0	25.0	10.5	26.5	12.0	26.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.5	19.5	6.0	18.0	5.5	19.5	5.0	19.0
Max Q Clear Time (g_c+I1), s	6.7	7.7	5.7	11.6	5.2	11.9	5.7	18.4
Green Ext Time (p_c), s	0.0	2.9	0.0	4.0	0.0	2.2	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Queuing and Blocking Report
AM Peak Hour

01/18/2017

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	L	T	R
Maximum Queue (ft)	185	243	180	174	237	281	108	106	125	138	202	18
Average Queue (ft)	53	144	94	57	130	164	44	55	62	56	101	1
95th Queue (ft)	117	212	172	123	215	251	83	90	104	103	169	10
Link Distance (ft)		856	856		699	699		783	783		280	280
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	145			125			275			150		
Storage Blk Time (%)		8		0	9				0	0	2	
Queuing Penalty (veh)		8		1	8				0	0	2	

HCM 2010 Signals-Bicycles
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

01/18/2017

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	696	904	611	455
Effct. Green for Bike (s)	18.0	19.0	19.5	19.5
Cross Street Width (ft)	45.0	45.5	59.1	60.1
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	480	507	520	520
Bicycle Delay (s/bike)	21.7	20.9	20.5	20.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.82	3.00	2.97	3.44
Bicycle LOS	C	C	C	C

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

01/18/2017

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.1	59.1	45.0	45.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.58	2.64	2.39	2.40
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/18/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	471	108	223	528	105	121	285	185	158	346	130
Future Volume (veh/h)	108	471	108	223	528	105	121	285	185	158	346	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1900	1900	1900	1900	1900	1881	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	115	501	115	237	562	112	129	303	197	168	368	138
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	0	0	1	2	0	0	0	0
Cap, veh/h	273	699	159	307	757	150	301	915	541	404	494	518
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1757	2911	664	1810	2989	594	1792	3539	1591	1810	1900	1578
Grp Volume(v), veh/h	115	310	306	237	339	335	129	303	197	168	368	138
Grp Sat Flow(s),veh/h/ln	1757	1805	1770	1810	1805	1778	1792	1770	1591	1810	1900	1578
Q Serve(g_s), s	3.6	11.8	11.9	6.0	12.9	13.0	3.9	5.2	7.0	5.1	13.3	4.8
Cycle Q Clear(g_c), s	3.6	11.8	11.9	6.0	12.9	13.0	3.9	5.2	7.0	5.1	13.3	4.8
Prop In Lane	1.00		0.38	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	433	425	307	457	450	301	915	541	404	494	518
V/C Ratio(X)	0.42	0.71	0.72	0.77	0.74	0.74	0.43	0.33	0.36	0.42	0.74	0.27
Avail Cap(c_a), veh/h	273	433	425	307	457	450	301	915	541	404	494	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	26.1	26.2	23.8	25.7	25.8	19.4	22.5	18.7	18.6	25.5	18.6
Incr Delay (d2), s/veh	4.7	9.7	10.1	17.0	10.3	10.7	4.4	1.0	1.9	3.1	9.8	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.0	7.0	3.4	7.7	7.7	2.3	2.6	3.3	2.9	8.3	2.3
LnGrp Delay(d),s/veh	25.1	35.8	36.3	40.8	36.0	36.4	23.8	23.5	20.6	21.7	35.3	19.9
LnGrp LOS	C	D	D	D	D	D	C	C	C	C	D	B
Approach Vol, veh/h		731			911			629			674	
Approach Delay, s/veh		34.4			37.4			22.7			28.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	26.4	13.0	25.0	10.5	26.5	12.0	26.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.6	19.4	6.0	18.0	5.5	19.5	5.0	19.0
Max Q Clear Time (g_c+I1), s	7.1	9.0	8.0	13.9	5.9	15.3	5.6	15.0
Green Ext Time (p_c), s	0.0	4.0	0.0	2.7	0.0	2.1	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Queuing and Blocking Report
PM Peak Hour

11/19/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	219	330	262	174	218	240	145	108	133	138	224	281
Average Queue (ft)	78	173	136	99	121	142	60	62	62	54	82	155
95th Queue (ft)	179	278	221	168	198	219	117	100	105	101	172	256
Link Distance (ft)		844	844		689	689		799	799			279
Upstream Blk Time (%)												0
Queuing Penalty (veh)												2
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)	1	19		5	5				0	0	0	11
Queuing Penalty (veh)	1	20		13	11				0	0	0	18

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	78
Average Queue (ft)	39
95th Queue (ft)	69
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles

10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	731	911	629	674
Effct. Green for Bike (s)	18.0	19.0	19.4	19.5
Cross Street Width (ft)	64.2	57.5	59.8	60.2
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	480	507	517	520
Bicycle Delay (s/bike)	21.7	20.9	20.6	20.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.14	3.19	2.99	3.81
Bicycle LOS	C	C	C	D

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/18/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.2	59.8	64.2	57.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.61	2.65	2.67	2.54
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/24/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	593	156	279	609	147	154	316	251	208	381	133
Future Volume (veh/h)	110	593	156	279	609	147	154	316	251	208	381	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1900	1900	1900	1900	1900	1881	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	631	166	297	648	156	164	336	267	221	405	141
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	0	0	1	2	0	0	0	0
Cap, veh/h	353	727	191	392	830	200	219	708	318	353	439	364
Arrive On Green	0.12	0.26	0.26	0.16	0.29	0.29	0.07	0.20	0.20	0.10	0.23	0.23
Sat Flow, veh/h	1757	2820	741	1810	2873	691	1792	3539	1590	1810	1900	1575
Grp Volume(v), veh/h	117	404	393	297	407	397	164	336	267	221	405	141
Grp Sat Flow(s),veh/h/ln	1757	1805	1756	1810	1805	1759	1792	1770	1590	1810	1900	1575
Q Serve(g_s), s	4.0	19.2	19.3	10.4	18.6	18.7	6.0	7.6	14.5	8.8	18.7	6.8
Cycle Q Clear(g_c), s	4.0	19.2	19.3	10.4	18.6	18.7	6.0	7.6	14.5	8.8	18.7	6.8
Prop In Lane	1.00		0.42	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	465	453	392	521	508	219	708	318	353	439	364
V/C Ratio(X)	0.33	0.87	0.87	0.76	0.78	0.78	0.75	0.47	0.84	0.63	0.92	0.39
Avail Cap(c_a), veh/h	353	465	453	392	521	508	219	708	318	353	439	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	31.9	32.0	21.3	29.4	29.4	29.6	31.8	34.6	25.7	33.8	29.2
Incr Delay (d2), s/veh	2.5	19.1	19.8	12.9	11.0	11.4	20.6	2.3	22.6	8.1	27.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.0	11.8	6.5	10.9	10.7	2.4	3.9	8.4	5.1	13.1	3.3
LnGrp Delay(d),s/veh	22.6	51.1	51.8	34.2	40.4	40.8	50.2	34.1	57.2	33.8	61.1	32.3
LnGrp LOS	C	D	D	C	D	D	D	C	E	C	E	C
Approach Vol, veh/h		914			1101			767			767	
Approach Delay, s/veh		47.7			38.9			45.6			48.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	25.0	21.0	30.2	11.0	27.8	18.2	33.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.8	18.0	14.0	23.2	6.0	20.8	11.2	26.0
Max Q Clear Time (g_c+I1), s	10.8	16.5	12.4	21.3	8.0	20.7	6.0	20.7
Green Ext Time (p_c), s	0.0	0.9	0.2	1.5	0.0	0.0	0.1	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Queuing and Blocking Report
PM Peak Hour

11/24/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	220	409	383	174	287	304	214	155	151	154	225	304
Average Queue (ft)	106	235	206	128	168	183	92	84	85	70	165	239
95th Queue (ft)	236	363	326	199	260	274	177	130	132	121	278	343
Link Distance (ft)		844	844		689	689		799	799			279
Upstream Blk Time (%)												17
Queuing Penalty (veh)												67
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)	0	34		9	15		0		0	0	7	40
Queuing Penalty (veh)	1	38		27	41		0		0	0	26	84

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	172
Average Queue (ft)	50
95th Queue (ft)	110
Link Distance (ft)	279
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/24/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	914	1101	767	767
Effct. Green for Bike (s)	23.2	26.0	18.0	20.8
Cross Street Width (ft)	64.2	57.5	59.8	60.2
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	516	578	400	462
Bicycle Delay (s/bike)	24.8	22.8	28.8	26.6
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.30	3.35	3.11	3.96
Bicycle LOS	C	C	C	D

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/24/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.2	59.8	64.2	57.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.67	2.74	2.73	2.58
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/20/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	593	156	279	609	147	154	316	251	208	381	133
Future Volume (veh/h)	110	593	156	279	609	147	154	316	251	208	381	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1900	1900	1900	1900	1900	1881	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	631	0	297	648	156	164	336	0	221	405	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	0	0	1	2	0	0	0	0
Cap, veh/h	252	802	0	368	830	200	294	869	612	456	549	574
Arrive On Green	0.07	0.22	0.00	0.13	0.29	0.29	0.07	0.25	0.00	0.11	0.29	0.00
Sat Flow, veh/h	1757	3705	0	1810	2873	691	1792	3539	1615	1810	1900	1615
Grp Volume(v), veh/h	117	631	0	297	407	397	164	336	0	221	405	0
Grp Sat Flow(s),veh/h/ln	1757	1805	0	1810	1805	1759	1792	1770	1615	1810	1900	1615
Q Serve(g_s), s	4.6	14.8	0.0	11.2	18.6	18.7	6.0	7.1	0.0	7.9	17.3	0.0
Cycle Q Clear(g_c), s	4.6	14.8	0.0	11.2	18.6	18.7	6.0	7.1	0.0	7.9	17.3	0.0
Prop In Lane	1.00		0.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	802	0	368	521	508	294	869	612	456	549	574
V/C Ratio(X)	0.47	0.79	0.00	0.81	0.78	0.78	0.56	0.39	0.00	0.49	0.74	0.00
Avail Cap(c_a), veh/h	252	802	0	368	521	508	294	869	612	456	549	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.5	33.0	0.0	23.6	29.4	29.4	25.1	28.3	0.0	21.1	28.9	0.0
Incr Delay (d2), s/veh	6.1	7.7	0.0	17.2	11.0	11.4	7.4	1.3	0.0	3.7	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.2	0.0	7.2	10.9	10.7	1.4	3.6	0.0	4.3	10.4	0.0
LnGrp Delay(d),s/veh	31.5	40.6	0.0	40.8	40.4	40.8	32.5	29.6	0.0	24.7	37.5	0.0
LnGrp LOS	C	D		D	D	D	C	C		C	D	
Approach Vol, veh/h		748			1101			500			626	
Approach Delay, s/veh		39.2			40.6			30.5			33.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	29.1	19.0	27.0	11.0	33.0	13.0	33.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	9.9	22.1	12.0	20.0	6.0	26.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	9.9	9.1	13.2	16.8	8.0	19.3	6.6	20.7
Green Ext Time (p_c), s	0.0	3.9	0.0	2.4	0.0	2.6	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Queuing and Blocking Report
PM Peak Hour

11/20/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	220	766	737	174	365	351	159	142	154	113	224	287
Average Queue (ft)	173	524	490	142	194	192	77	76	85	8	93	161
95th Queue (ft)	301	770	743	204	324	298	133	124	134	55	185	252
Link Distance (ft)		847	847		699	699		802	802			279
Upstream Blk Time (%)		0	0									1
Queuing Penalty (veh)		0	0									2
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)	0	77		15	15				0		0	10
Queuing Penalty (veh)	0	85		46	43				1		2	21

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	67
Average Queue (ft)	8
95th Queue (ft)	43
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/20/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	914	1101	767	767
Effct. Green for Bike (s)	20.0	26.0	22.1	26.0
Cross Street Width (ft)	53.9	45.6	59.1	60.8
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	444	578	491	578
Bicycle Delay (s/bike)	27.2	22.8	25.6	22.8
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.14	3.17	3.10	3.97
Bicycle LOS	C	C	C	D

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/20/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.8	59.1	53.9	45.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.67	2.74	2.63	2.48
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	575	158	231	576	151	158	322	209	215	384	133
Future Volume (veh/h)	110	575	158	231	576	151	158	322	209	215	384	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1900	1900	1900	1900	1900	1881	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	612	168	246	613	161	168	343	222	229	409	141
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	0	0	1	2	0	0	0	0
Cap, veh/h	244	670	184	259	713	187	277	920	543	384	494	518
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1757	2791	765	1810	2815	738	1792	3539	1591	1810	1900	1578
Grp Volume(v), veh/h	117	395	385	246	393	381	168	343	222	229	409	141
Grp Sat Flow(s),veh/h/ln	1757	1805	1751	1810	1805	1748	1792	1770	1591	1810	1900	1578
Q Serve(g_s), s	3.7	16.0	16.0	6.0	15.6	15.6	5.2	6.0	8.0	5.5	15.2	5.0
Cycle Q Clear(g_c), s	3.7	16.0	16.0	6.0	15.6	15.6	5.2	6.0	8.0	5.5	15.2	5.0
Prop In Lane	1.00		0.44	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	433	420	259	457	443	277	920	543	384	494	518
V/C Ratio(X)	0.48	0.91	0.92	0.95	0.86	0.86	0.61	0.37	0.41	0.60	0.83	0.27
Avail Cap(c_a), veh/h	244	433	420	259	457	443	277	920	543	384	494	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	27.7	27.8	25.1	26.7	26.7	20.3	22.7	19.0	20.9	26.2	18.7
Incr Delay (d2), s/veh	6.6	26.1	27.1	44.3	18.5	19.3	9.6	1.2	2.3	6.7	14.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.0	10.9	5.3	10.1	9.9	3.3	3.1	3.8	2.2	10.0	2.3
LnGrp Delay(d),s/veh	27.6	53.8	54.9	69.4	45.2	46.0	29.9	23.9	21.3	27.6	40.9	20.0
LnGrp LOS	C	D	D	E	D	D	C	C	C	C	D	B
Approach Vol, veh/h		897			1020			733			779	
Approach Delay, s/veh		50.9			51.3			24.5			33.2	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	26.5	13.0	25.0	10.5	26.5	12.0	26.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.5	19.5	6.0	18.0	5.5	19.5	5.0	19.0
Max Q Clear Time (g_c+I1), s	7.5	10.0	8.0	18.0	7.2	17.2	5.7	17.6
Green Ext Time (p_c), s	0.0	4.2	0.0	0.0	0.0	1.4	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Queuing and Blocking Report
PM Peak Hour

11/19/2015

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	220	602	562	175	606	602	179	166	181	151	225	303
Average Queue (ft)	148	368	333	146	361	256	74	74	78	59	155	258
95th Queue (ft)	293	635	601	214	725	538	140	134	157	112	295	354
Link Distance (ft)		844	844		689	689		799	799			279
Upstream Blk Time (%)		0	0		16	2						49
Queuing Penalty (veh)		1	0		55	6						193
Storage Bay Dist (ft)	145			125			275			160	150	
Storage Blk Time (%)	0	63		57	9		0	0	1	1	3	66
Queuing Penalty (veh)	1	70		164	22		0	0	2	1	11	143

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	221
Average Queue (ft)	45
95th Queue (ft)	121
Link Distance (ft)	279
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

HCM 2010 Signals-Bicycles

10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	897	1020	733	779
Effct. Green for Bike (s)	18.0	19.0	19.5	19.5
Cross Street Width (ft)	64.2	57.5	59.8	60.2
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	480	507	520	520
Bicycle Delay (s/bike)	21.7	20.9	20.5	20.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.28	3.28	3.08	3.98
Bicycle LOS	C	C	C	D

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.2	59.8	64.2	57.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.5	37.5	37.5	37.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.66	2.71	2.71	2.58
Pedestrian Crosswalk LOS	B	B	B	B

HCM 2010 Signalized Intersection Summary
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

01/18/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	575	158	231	576	151	158	322	209	215	384	133
Future Volume (veh/h)	110	575	158	231	576	151	158	322	209	215	384	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1900	1900	1900	1900	1900	1881	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	612	0	246	613	161	168	343	0	229	409	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	0	0	0	1	2	0	0	0	0
Cap, veh/h	250	842	0	344	782	205	307	920	599	463	566	589
Arrive On Green	0.07	0.23	0.00	0.11	0.28	0.28	0.07	0.26	0.00	0.11	0.30	0.00
Sat Flow, veh/h	1757	3705	0	1810	2816	738	1792	3539	1615	1810	1900	1615
Grp Volume(v), veh/h	117	612	0	246	392	382	168	343	0	229	409	0
Grp Sat Flow(s),veh/h/ln	1757	1805	0	1810	1805	1749	1792	1770	1615	1810	1900	1615
Q Serve(g_s), s	4.5	14.1	0.0	9.3	18.1	18.1	6.2	7.1	0.0	8.2	17.3	0.0
Cycle Q Clear(g_c), s	4.5	14.1	0.0	9.3	18.1	18.1	6.2	7.1	0.0	8.2	17.3	0.0
Prop In Lane	1.00		0.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	842	0	344	501	486	307	920	599	463	566	589
V/C Ratio(X)	0.47	0.73	0.00	0.71	0.78	0.79	0.55	0.37	0.00	0.49	0.72	0.00
Avail Cap(c_a), veh/h	250	842	0	344	501	486	307	920	599	463	566	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.0	31.8	0.0	24.0	30.0	30.0	23.8	27.3	0.0	20.8	28.3	0.0
Incr Delay (d2), s/veh	6.2	5.4	0.0	12.0	11.6	12.0	6.9	1.2	0.0	3.7	7.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.6	0.0	5.7	10.5	10.3	3.6	3.6	0.0	4.6	10.3	0.0
LnGrp Delay(d),s/veh	31.2	37.3	0.0	35.9	41.6	42.1	30.6	28.4	0.0	24.5	36.1	0.0
LnGrp LOS	C	D		D	D	D	C	C		C	D	
Approach Vol, veh/h		729			1020			511			638	
Approach Delay, s/veh		36.3			40.4			29.2			31.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	30.4	17.0	28.0	11.2	33.8	13.0	32.0
Change Period (Y+Rc), s	5.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	9.6	23.4	10.0	21.0	6.2	26.8	6.0	25.0
Max Q Clear Time (g_c+I1), s	10.2	9.1	11.3	16.1	8.2	19.3	6.5	20.1
Green Ext Time (p_c), s	0.0	4.2	0.0	3.4	0.0	2.8	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Queuing and Blocking Report
PM Peak Hour

01/18/2017

Intersection: 10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	L	T	R
Maximum Queue (ft)	220	508	442	174	298	286	180	128	149	224	323	135
Average Queue (ft)	141	315	285	128	165	182	82	75	88	116	192	9
95th Queue (ft)	270	542	507	197	264	272	152	117	137	217	300	66
Link Distance (ft)		856	856		699	699		783	783		280	280
Upstream Blk Time (%)											2	0
Queuing Penalty (veh)											9	0
Storage Bay Dist (ft)	145			125			275			150		
Storage Blk Time (%)	0	52		8	14				0	2	17	
Queuing Penalty (veh)	1	57		24	33				0	7	37	

HCM 2010 Signals-Bicycles

10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

01/18/2017

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	897	1020	733	779
Effct. Green for Bike (s)	21.0	25.0	23.4	26.8
Cross Street Width (ft)	45.0	45.5	59.1	60.1
Through Lanes Number	2	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	467	556	520	596
Bicycle Delay (s/bike)	26.5	23.5	24.6	22.2
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.99	3.10	3.07	3.98
Bicycle LOS	C	C	C	D

HCM 2010 Signals-Pedestrians
10: S. Division Street/Eastern Shore Drive & W. College Avenue/E. College Avenue

01/18/2017

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.1	59.1	45.0	45.5
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.66	2.72	2.52	2.48
Pedestrian Crosswalk LOS	B	B	B	B

SOUTH BOULEVARD @
SOUTH TOWER DRIVE

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/18/2015

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	158	13	11	159	7	8	0	7	1	0	4
Future Vol, veh/h	0	158	13	11	159	7	8	0	7	1	0	4
Conflicting Peds, #/hr	5	0	3	2	0	6	1	0	3	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	9	1	14	3	3	3	3	3	3
Mvmt Flow	0	178	15	12	179	8	9	0	8	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	195	0	0	404	405	194	405	408	194
Stage 1	-	-	-	-	-	-	188	188	-	213	213	-
Stage 2	-	-	-	-	-	-	216	217	-	192	195	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1392	-	-	1337	-	-	555	533	845	554	531	845
Stage 1	-	-	-	-	-	-	811	743	-	787	724	-
Stage 2	-	-	-	-	-	-	784	721	-	807	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1327	-	-	542	522	836	536	520	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	542	522	-	536	520	-
Stage 1	-	-	-	-	-	-	808	740	-	781	711	-
Stage 2	-	-	-	-	-	-	767	708	-	793	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	10.7	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1383	-	-	1327	-	-	750
HCM Lane V/C Ratio	0.026	-	-	-	0.009	-	-	0.007
HCM Control Delay (s)	10.7	0	-	-	7.7	0	-	9.8
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/18/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	11.9
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	317
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.69
Prob of Blocked Lane	0.44
Delay for adq Gap	17.32
Avg Ped Delay (s)	11.94

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	11.9
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	317
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.69
Prob of Blocked Lane	0.44
Delay for adq Gap	17.32
Avg Ped Delay (s)	11.94

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/19/2015

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	188	13	11	178	7	8	0	7	1	0	4
Future Vol, veh/h	0	188	13	11	178	7	8	0	7	1	0	4
Conflicting Peds, #/hr	5	0	3	2	0	6	1	0	3	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	9	1	14	3	3	3	3	3	3
Mvmt Flow	0	211	15	12	200	8	9	0	8	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	229	0	0	459	461	228	460	464	215
Stage 1	-	-	-	-	-	-	222	222	-	235	235	-
Stage 2	-	-	-	-	-	-	237	239	-	225	229	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1368	-	-	1299	-	-	511	496	809	510	494	822
Stage 1	-	-	-	-	-	-	778	718	-	766	709	-
Stage 2	-	-	-	-	-	-	764	706	-	775	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1289	-	-	499	485	800	493	483	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	485	-	493	483	-
Stage 1	-	-	-	-	-	-	775	715	-	760	696	-
Stage 2	-	-	-	-	-	-	747	693	-	762	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	11.1	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1359	-	-	1289	-	-	718
HCM Lane V/C Ratio	0.028	-	-	-	0.01	-	-	0.008
HCM Control Delay (s)	11.1	0	-	-	7.8	0	-	10.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/20/2015

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	188	13	11	178	7	8	0	7	1	0	4
Future Vol, veh/h	0	188	13	11	178	7	8	0	7	1	0	4
Conflicting Peds, #/hr	5	0	3	2	0	6	1	0	3	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	9	1	14	3	3	3	3	3	3
Mvmt Flow	0	211	15	12	200	8	9	0	8	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	229	0	0	459	461	228	460	464	215
Stage 1	-	-	-	-	-	-	222	222	-	235	235	-
Stage 2	-	-	-	-	-	-	237	239	-	225	229	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1368	-	-	1299	-	-	511	496	809	510	494	822
Stage 1	-	-	-	-	-	-	778	718	-	766	709	-
Stage 2	-	-	-	-	-	-	764	706	-	775	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1289	-	-	499	485	800	493	483	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	485	-	493	483	-
Stage 1	-	-	-	-	-	-	775	715	-	760	696	-
Stage 2	-	-	-	-	-	-	747	693	-	762	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	11.1	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1359	-	-	1289	-	-	718
HCM Lane V/C Ratio	0.028	-	-	-	0.01	-	-	0.008
HCM Control Delay (s)	11.1	0	-	-	7.8	0	-	10.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

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Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	188	13	7	178	7	8	0	5	1	0	4
Future Vol, veh/h	0	188	13	7	178	7	8	0	5	1	0	4
Conflicting Peds, #/hr	5	0	3	2	0	6	1	0	3	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	9	1	14	3	3	3	3	3	3
Mvmt Flow	0	211	15	8	200	8	9	0	6	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	229	0	0	450	452	228	450	455	215
Stage 1	-	-	-	-	-	-	222	222	-	226	226	-
Stage 2	-	-	-	-	-	-	228	230	-	224	229	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1368	-	-	1299	-	-	518	502	809	518	500	822
Stage 1	-	-	-	-	-	-	778	718	-	774	715	-
Stage 2	-	-	-	-	-	-	772	712	-	776	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1289	-	-	507	493	800	504	491	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	507	493	-	504	491	-
Stage 1	-	-	-	-	-	-	775	715	-	768	705	-
Stage 2	-	-	-	-	-	-	758	702	-	765	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.3	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1359	-	-	1289	-	-	723
HCM Lane V/C Ratio	0.025	-	-	-	0.006	-	-	0.008
HCM Control Delay (s)	11.3	0	-	-	7.8	0	-	10
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

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Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/20/2015

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	188	13	7	178	7	8	0	5	1	0	4
Future Vol, veh/h	0	188	13	7	178	7	8	0	5	1	0	4
Conflicting Peds, #/hr	5	0	3	2	0	6	1	0	3	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	9	1	14	3	3	3	3	3	3
Mvmt Flow	0	211	15	8	200	8	9	0	6	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	229	0	0	450	452	228	450	455	215
Stage 1	-	-	-	-	-	-	222	222	-	226	226	-
Stage 2	-	-	-	-	-	-	228	230	-	224	229	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1368	-	-	1299	-	-	518	502	809	518	500	822
Stage 1	-	-	-	-	-	-	778	718	-	774	715	-
Stage 2	-	-	-	-	-	-	772	712	-	776	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1289	-	-	507	493	800	504	491	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	507	493	-	504	491	-
Stage 1	-	-	-	-	-	-	775	715	-	768	705	-
Stage 2	-	-	-	-	-	-	758	702	-	765	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.3	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1359	-	-	1289	-	-	723
HCM Lane V/C Ratio	0.025	-	-	-	0.006	-	-	0.008
HCM Control Delay (s)	11.3	0	-	-	7.8	0	-	10
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	14.8
Level of Service	C

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	366
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.74
Prob of Blocked Lane	0.49
Delay for adq Gap	20.04
Avg Ped Delay (s)	14.85

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/18/2015

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	358	24	19	320	14	43	2	43	33	2	3
Future Vol, veh/h	1	358	24	19	320	14	43	2	43	33	2	3
Conflicting Peds, #/hr	14	0	1	1	0	16	0	0	3	2	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	381	26	20	340	15	46	2	46	35	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	409	0	0	804	809	413	825	814	376
Stage 1	-	-	-	-	-	-	399	399	-	402	402	-
Stage 2	-	-	-	-	-	-	405	410	-	423	412	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1201	-	-	1161	-	-	304	317	643	294	315	675
Stage 1	-	-	-	-	-	-	631	606	-	629	604	-
Stage 2	-	-	-	-	-	-	626	599	-	613	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1137	-	-	289	303	628	256	301	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	303	-	256	301	-
Stage 1	-	-	-	-	-	-	628	603	-	617	580	-
Stage 2	-	-	-	-	-	-	596	575	-	554	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	17	20.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	393	1180	-	-	1137	-	-	271
HCM Lane V/C Ratio	0.238	0.001	-	-	0.018	-	-	0.149
HCM Control Delay (s)	17	8.1	0	-	8.2	0	-	20.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.5

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/18/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	46.2
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	678
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.92
Prob of Blocked Lane	0.71
Delay for adq Gap	50.35
Avg Ped Delay (s)	46.23

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	46.2
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	678
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.92
Prob of Blocked Lane	0.71
Delay for adq Gap	50.35
Avg Ped Delay (s)	46.23

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/19/2015

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	403	24	19	373	14	43	2	43	33	2	3
Future Vol, veh/h	1	403	24	19	373	14	43	2	43	33	2	3
Conflicting Peds, #/hr	14	0	1	1	0	16	0	0	3	2	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	429	26	20	397	15	46	2	46	35	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	457	0	0	908	913	460	930	918	432
Stage 1	-	-	-	-	-	-	447	447	-	459	459	-
Stage 2	-	-	-	-	-	-	461	466	-	471	459	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1114	-	-	258	276	605	250	274	628
Stage 1	-	-	-	-	-	-	595	577	-	586	570	-
Stage 2	-	-	-	-	-	-	584	566	-	577	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1124	-	-	1091	-	-	245	263	591	216	261	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	263	-	216	261	-
Stage 1	-	-	-	-	-	-	592	574	-	575	546	-
Stage 2	-	-	-	-	-	-	555	543	-	519	567	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	19.3	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1124	-	-	1091	-	-	230
HCM Lane V/C Ratio	0.272	0.001	-	-	0.019	-	-	0.176
HCM Control Delay (s)	19.3	8.2	0	-	8.4	0	-	24
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.6

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/20/2015

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	403	24	19	373	14	43	2	43	33	2	3
Future Vol, veh/h	1	403	24	19	373	14	43	2	43	33	2	3
Conflicting Peds, #/hr	14	0	1	1	0	16	0	0	3	2	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	429	26	20	397	15	46	2	46	35	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	457	0	0	908	913	460	930	918	432
Stage 1	-	-	-	-	-	-	447	447	-	459	459	-
Stage 2	-	-	-	-	-	-	461	466	-	471	459	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1114	-	-	258	276	605	250	274	628
Stage 1	-	-	-	-	-	-	595	577	-	586	570	-
Stage 2	-	-	-	-	-	-	584	566	-	577	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1124	-	-	1091	-	-	245	263	591	216	261	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	263	-	216	261	-
Stage 1	-	-	-	-	-	-	592	574	-	575	546	-
Stage 2	-	-	-	-	-	-	555	543	-	519	567	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	19.3	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1124	-	-	1091	-	-	230
HCM Lane V/C Ratio	0.272	0.001	-	-	0.019	-	-	0.176
HCM Control Delay (s)	19.3	8.2	0	-	8.4	0	-	24
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.6

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/19/2015

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	403	24	15	373	14	43	2	42	33	2	3
Future Vol, veh/h	0	403	24	15	373	14	43	2	42	33	2	3
Conflicting Peds, #/hr	14	0	1	1	0	16	0	0	3	2	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	429	26	16	397	15	46	2	45	35	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	457	0	0	897	902	460	918	907	432
Stage 1	-	-	-	-	-	-	444	444	-	450	450	-
Stage 2	-	-	-	-	-	-	453	458	-	468	457	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1114	-	-	263	280	605	254	278	628
Stage 1	-	-	-	-	-	-	597	579	-	592	575	-
Stage 2	-	-	-	-	-	-	590	570	-	579	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1124	-	-	1091	-	-	251	269	591	221	267	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	269	-	221	267	-
Stage 1	-	-	-	-	-	-	595	577	-	581	554	-
Stage 2	-	-	-	-	-	-	563	549	-	522	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	19.1	23.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	1124	-	-	1091	-	-	235
HCM Lane V/C Ratio	0.266	-	-	-	0.015	-	-	0.172
HCM Control Delay (s)	19.1	0	-	-	8.3	0	-	23.5
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.6

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

HCM 2010 TWSC
14: South Tower Drive & South Boulevard

11/20/2015

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	403	24	15	373	14	43	2	42	33	2	3
Future Vol, veh/h	0	403	24	15	373	14	43	2	42	33	2	3
Conflicting Peds, #/hr	14	0	1	1	0	16	0	0	3	2	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	429	26	16	397	15	46	2	45	35	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	457	0	0	897	902	460	918	907	432
Stage 1	-	-	-	-	-	-	444	444	-	450	450	-
Stage 2	-	-	-	-	-	-	453	458	-	468	457	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1114	-	-	263	280	605	254	278	628
Stage 1	-	-	-	-	-	-	597	579	-	592	575	-
Stage 2	-	-	-	-	-	-	590	570	-	579	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1124	-	-	1091	-	-	251	269	591	221	267	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	269	-	221	267	-
Stage 1	-	-	-	-	-	-	595	577	-	581	554	-
Stage 2	-	-	-	-	-	-	563	549	-	522	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	19.1	23.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	1124	-	-	1091	-	-	235
HCM Lane V/C Ratio	0.266	-	-	-	0.015	-	-	0.172
HCM Control Delay (s)	19.1	0	-	-	8.3	0	-	23.5
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.6

HCM 2010 TWSC-Pedestrians
14: South Tower Drive & South Boulevard

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	63.4
Level of Service	F

Crosswalk	
Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	776
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.94
Prob of Blocked Lane	0.76
Delay for adq Gap	67.23
Avg Ped Delay (s)	63.39

W. COLLEGE AVENUE @
SOUTH TOWER DRIVE

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/18/2015

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	472	1	9	492	13	0	0	1	0	0	12
Future Vol, veh/h	1	472	1	9	492	13	0	0	1	0	0	12
Conflicting Peds, #/hr	7	0	5	3	0	7	2	0	3	0	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	9
Mvmt Flow	1	569	1	11	593	16	0	0	1	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	617	0	0	573	0	0	843	1214	295	921	1206	320
Stage 1	-	-	-	-	-	-	575	575	-	631	631	-
Stage 2	-	-	-	-	-	-	268	639	-	290	575	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.99
Pot Cap-1 Maneuver	604	-	-	1010	-	-	288	183	707	256	185	561
Stage 1	-	-	-	-	-	-	461	506	-	371	477	-
Stage 2	-	-	-	-	-	-	684	474	-	674	506	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	600	-	-	1003	-	-	274	177	700	248	179	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	177	-	248	179	-
Stage 1	-	-	-	-	-	-	459	504	-	367	465	-
Stage 2	-	-	-	-	-	-	651	462	-	667	504	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.2	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	700	600	-	-	1003	-	-	553
HCM Lane V/C Ratio	0.002	0.002	-	-	0.011	-	-	0.026
HCM Control Delay (s)	10.2	11	0	-	8.6	0	-	11.7
HCM Lane LOS	B	B	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/18/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	1739.3
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	964
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.71
Delay for adq Gap	1742.98
Avg Ped Delay (s)	1739.29

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	2030.7
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	964
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.72
Delay for adq Gap	2034.40
Avg Ped Delay (s)	2030.71

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/19/2015

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	603	1	9	598	13	0	0	1	0	0	12
Future Vol, veh/h	1	603	1	9	598	13	0	0	1	0	0	12
Conflicting Peds, #/hr	7	0	5	3	0	7	2	0	3	0	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	9
Mvmt Flow	1	727	1	11	720	16	0	0	1	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	745	0	0	731	0	0	1052	1500	374	1128	1492	384
Stage 1	-	-	-	-	-	-	733	733	-	759	759	-
Stage 2	-	-	-	-	-	-	319	767	-	369	733	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.99
Pot Cap-1 Maneuver	525	-	-	883	-	-	210	123	629	188	125	510
Stage 1	-	-	-	-	-	-	372	429	-	303	418	-
Stage 2	-	-	-	-	-	-	638	414	-	607	429	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	522	-	-	877	-	-	198	119	623	181	121	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	119	-	181	121	-
Stage 1	-	-	-	-	-	-	370	426	-	300	406	-
Stage 2	-	-	-	-	-	-	603	402	-	600	426	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.8	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	522	-	-	877	-	-	503
HCM Lane V/C Ratio	0.002	0.002	-	-	0.012	-	-	0.029
HCM Control Delay (s)	10.8	11.9	0	-	9.2	0.1	-	12.4
HCM Lane LOS	B	B	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	6417.5
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1201
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.78
Delay for adq Gap	6420.54
Avg Ped Delay (s)	6417.55

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	7770.2
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1201
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.79
Delay for adq Gap	7773.15
Avg Ped Delay (s)	7770.17

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/20/2015

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	603	1	9	598	13	0	0	1	0	0	12
Future Vol, veh/h	1	603	1	9	598	13	0	0	1	0	0	12
Conflicting Peds, #/hr	7	0	5	3	0	7	2	0	3	0	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	9
Mvmt Flow	1	727	1	11	720	16	0	0	1	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	745	0	0	731	0	0	1052	1500	374	1128	1492	384
Stage 1	-	-	-	-	-	-	733	733	-	759	759	-
Stage 2	-	-	-	-	-	-	319	767	-	369	733	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.99
Pot Cap-1 Maneuver	525	-	-	883	-	-	210	123	629	188	125	510
Stage 1	-	-	-	-	-	-	372	429	-	303	418	-
Stage 2	-	-	-	-	-	-	638	414	-	607	429	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	522	-	-	877	-	-	198	119	623	181	121	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	119	-	181	121	-
Stage 1	-	-	-	-	-	-	370	426	-	300	406	-
Stage 2	-	-	-	-	-	-	603	402	-	600	426	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.8	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	522	-	-	877	-	-	503
HCM Lane V/C Ratio	0.002	0.002	-	-	0.012	-	-	0.029
HCM Control Delay (s)	10.8	11.9	0	-	9.2	0.1	-	12.4
HCM Lane LOS	B	B	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	6417.5
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1201
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.78
Delay for adq Gap	6420.54
Avg Ped Delay (s)	6417.55

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	7770.2
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1201
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.79
Delay for adq Gap	7773.15
Avg Ped Delay (s)	7770.17

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/20/2015

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	572	1	9	587	13	0	0	1	0	0	12
Future Vol, veh/h	1	572	1	9	587	13	0	0	1	0	0	12
Conflicting Peds, #/hr	7	0	5	3	0	7	2	0	3	0	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	9
Mvmt Flow	1	689	1	11	707	16	0	0	1	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	693	0	0	1009	1449	355	1096	1442	377
Stage 1	-	-	-	-	-	-	695	695	-	746	746	-
Stage 2	-	-	-	-	-	-	314	754	-	350	696	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.99
Pot Cap-1 Maneuver	533	-	-	912	-	-	225	132	647	197	134	515
Stage 1	-	-	-	-	-	-	392	447	-	310	424	-
Stage 2	-	-	-	-	-	-	642	420	-	623	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	530	-	-	906	-	-	213	128	641	190	129	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	128	-	190	129	-
Stage 1	-	-	-	-	-	-	390	444	-	306	412	-
Stage 2	-	-	-	-	-	-	607	408	-	616	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.6	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	641	530	-	-	906	-	-	507
HCM Lane V/C Ratio	0.002	0.002	-	-	0.012	-	-	0.029
HCM Control Delay (s)	10.6	11.8	0	-	9	0.1	-	12.3
HCM Lane LOS	B	B	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	5079.5
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1159
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.77
Delay for adq Gap	5082.61
Avg Ped Delay (s)	5079.52

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	6110.1
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1159
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.78
Delay for adq Gap	6113.21
Avg Ped Delay (s)	6110.12

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/20/2015

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	572	1	9	587	13	0	0	1	0	0	12
Future Vol, veh/h	1	572	1	9	587	13	0	0	1	0	0	12
Conflicting Peds, #/hr	7	0	5	3	0	7	2	0	3	0	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	9
Mvmt Flow	1	689	1	11	707	16	0	0	1	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	693	0	0	1009	1449	355	1096	1442	377
Stage 1	-	-	-	-	-	-	695	695	-	746	746	-
Stage 2	-	-	-	-	-	-	314	754	-	350	696	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.99
Pot Cap-1 Maneuver	533	-	-	912	-	-	225	132	647	197	134	515
Stage 1	-	-	-	-	-	-	392	447	-	310	424	-
Stage 2	-	-	-	-	-	-	642	420	-	623	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	530	-	-	906	-	-	213	128	641	190	129	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	128	-	190	129	-
Stage 1	-	-	-	-	-	-	390	444	-	306	412	-
Stage 2	-	-	-	-	-	-	607	408	-	616	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.6	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	641	530	-	-	906	-	-	507
HCM Lane V/C Ratio	0.002	0.002	-	-	0.012	-	-	0.029
HCM Control Delay (s)	10.6	11.8	0	-	9	0.1	-	12.3
HCM Lane LOS	B	B	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	5079.5
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1159
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.77
Delay for adq Gap	5082.61
Avg Ped Delay (s)	5079.52

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	6110.1
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1159
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.78
Delay for adq Gap	6113.21
Avg Ped Delay (s)	6110.12

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/18/2015

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	550	16	35	739	31	0	0	38	0	0	22
Future Vol, veh/h	0	550	16	35	739	31	0	0	38	0	0	22
Conflicting Peds, #/hr	22	0	13	10	0	23	3	0	11	1	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	573	17	36	770	32	0	0	40	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	827	0	0	601	0	0	998	1492	329	1181	1485	448
Stage 1	-	-	-	-	-	-	592	592	-	884	884	-
Stage 2	-	-	-	-	-	-	406	900	-	297	601	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.9
Pot Cap-1 Maneuver	480	-	-	986	-	-	228	125	673	173	126	482
Stage 1	-	-	-	-	-	-	450	497	-	249	366	-
Stage 2	-	-	-	-	-	-	565	360	-	668	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	471	-	-	964	-	-	199	113	651	147	113	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	113	-	147	113	-
Stage 1	-	-	-	-	-	-	445	492	-	243	333	-
Stage 2	-	-	-	-	-	-	491	328	-	614	488	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	10.9	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	651	471	-	-	964	-	-	461
HCM Lane V/C Ratio	0.061	-	-	-	0.038	-	-	0.05
HCM Control Delay (s)	10.9	0	-	-	8.9	0.2	-	13.2
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/18/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	10508
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1289
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.81
Delay for adq Gap	10510.80
Avg Ped Delay (s)	10508.00

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	12898.9
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1289
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.82
Delay for adq Gap	12901.70
Avg Ped Delay (s)	12898.90

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/19/2015

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	722	16	35	856	31	0	0	38	0	0	22
Future Vol, veh/h	0	722	16	35	856	31	0	0	38	0	0	22
Conflicting Peds, #/hr	22	0	13	10	0	23	3	0	11	1	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	752	17	36	892	32	0	0	40	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	949	0	0	780	0	0	1226	1793	418	1393	1786	509
Stage 1	-	-	-	-	-	-	771	771	-	1006	1006	-
Stage 2	-	-	-	-	-	-	455	1022	-	387	780	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.9
Pot Cap-1 Maneuver	420	-	-	846	-	-	162	82	589	125	82	440
Stage 1	-	-	-	-	-	-	353	413	-	205	321	-
Stage 2	-	-	-	-	-	-	528	316	-	593	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	412	-	-	827	-	-	138	72	570	103	72	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	72	-	103	72	-
Stage 1	-	-	-	-	-	-	349	409	-	200	285	-
Stage 2	-	-	-	-	-	-	446	281	-	540	405	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	11.8	14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	570	412	-	-	827	-	-	421
HCM Lane V/C Ratio	0.069	-	-	-	0.044	-	-	0.054
HCM Control Delay (s)	11.8	0	-	-	9.6	0.3	-	14
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/19/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	54501.2
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1578
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	54503.50
Avg Ped Delay (s)	54501.20

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	70020.1
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1578
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	70022.40
Avg Ped Delay (s)	70020.10

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/20/2015

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	722	16	35	856	31	0	0	37	0	0	22
Future Vol, veh/h	0	722	16	35	856	31	0	0	37	0	0	22
Conflicting Peds, #/hr	22	0	13	10	0	23	3	0	11	1	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	752	17	36	892	32	0	0	39	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	949	0	0	780	0	0	1226	1793	418	1393	1786	509
Stage 1	-	-	-	-	-	-	771	771	-	1006	1006	-
Stage 2	-	-	-	-	-	-	455	1022	-	387	780	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.9
Pot Cap-1 Maneuver	420	-	-	846	-	-	162	82	589	125	82	440
Stage 1	-	-	-	-	-	-	353	413	-	205	321	-
Stage 2	-	-	-	-	-	-	528	316	-	593	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	412	-	-	827	-	-	138	72	570	104	72	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	72	-	104	72	-
Stage 1	-	-	-	-	-	-	349	409	-	200	285	-
Stage 2	-	-	-	-	-	-	446	281	-	541	405	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	11.8	14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	570	412	-	-	827	-	-	421
HCM Lane V/C Ratio	0.068	-	-	-	0.044	-	-	0.054
HCM Control Delay (s)	11.8	0	-	-	9.6	0.3	-	14
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	54501.2
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1578
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	54503.50
Avg Ped Delay (s)	54501.20

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	70020.1
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1578
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	70022.40
Avg Ped Delay (s)	70020.10

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/20/2015

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	706	16	35	836	31	0	0	37	0	0	22
Future Vol, veh/h	0	706	16	35	836	31	0	0	37	0	0	22
Conflicting Peds, #/hr	22	0	13	10	0	23	3	0	11	1	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	735	17	36	871	32	0	0	39	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	928	0	0	763	0	0	1201	1756	410	1364	1748	499
Stage 1	-	-	-	-	-	-	755	755	-	985	985	-
Stage 2	-	-	-	-	-	-	446	1001	-	379	763	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.9
Pot Cap-1 Maneuver	430	-	-	859	-	-	168	86	596	131	87	447
Stage 1	-	-	-	-	-	-	361	420	-	212	329	-
Stage 2	-	-	-	-	-	-	535	323	-	599	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	422	-	-	840	-	-	144	76	577	109	77	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	76	-	109	77	-
Stage 1	-	-	-	-	-	-	357	416	-	207	293	-
Stage 2	-	-	-	-	-	-	453	288	-	547	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	11.7	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	422	-	-	840	-	-	428
HCM Lane V/C Ratio	0.067	-	-	-	0.043	-	-	0.054
HCM Control Delay (s)	11.7	0	-	-	9.5	0.2	-	13.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	44309.3
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1542
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.86
Delay for adq Gap	44311.60
Avg Ped Delay (s)	44309.30

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	56602.7
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1542
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	56605.00
Avg Ped Delay (s)	56602.70

HCM 2010 TWSC
13: South Tower Drive & W. College Avenue

11/20/2015

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	706	16	35	836	31	0	0	37	0	0	22
Future Vol, veh/h	0	706	16	35	836	31	0	0	37	0	0	22
Conflicting Peds, #/hr	22	0	13	10	0	23	3	0	11	1	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	-	110	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	735	17	36	871	32	0	0	39	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	928	0	0	763	0	0	1201	1756	410	1364	1748	499
Stage 1	-	-	-	-	-	-	755	755	-	985	985	-
Stage 2	-	-	-	-	-	-	446	1001	-	379	763	-
Critical Hdwy	5.3	-	-	4.1	-	-	6.95	6.5	6.9	6.95	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.65	4	3.3	3.65	4	3.9
Pot Cap-1 Maneuver	430	-	-	859	-	-	168	86	596	131	87	447
Stage 1	-	-	-	-	-	-	361	420	-	212	329	-
Stage 2	-	-	-	-	-	-	535	323	-	599	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	422	-	-	840	-	-	144	76	577	109	77	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	76	-	109	77	-
Stage 1	-	-	-	-	-	-	357	416	-	207	293	-
Stage 2	-	-	-	-	-	-	453	288	-	547	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	11.7	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	422	-	-	840	-	-	428
HCM Lane V/C Ratio	0.067	-	-	-	0.043	-	-	0.054
HCM Control Delay (s)	11.7	0	-	-	9.5	0.2	-	13.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

HCM 2010 TWSC-Pedestrians
13: South Tower Drive & W. College Avenue

11/20/2015

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	44309.3
Level of Service	F

Crosswalk	
Length (ft)	70
Lanes Crossed	5
Veh Vol Crossed	1542
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.86
Delay for adq Gap	44311.60
Avg Ped Delay (s)	44309.30

Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	56602.7
Level of Service	F

Crosswalk	
Length (ft)	72
Lanes Crossed	5
Veh Vol Crossed	1542
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	23.57
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	56605.00
Avg Ped Delay (s)	56602.70

SOUTH DIVISION STREET @
AVERY STREET

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/18/2015

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	0	19	0	1	0	32	431	0	0	370	29
Future Vol, veh/h	7	0	19	0	1	0	32	431	0	0	370	29
Conflicting Peds, #/hr	3	0	1	1	0	10	0	0	8	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	0	0	0	0	0	22	5	0	0	6	0
Mvmt Flow	8	0	21	0	1	0	35	474	0	0	407	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	965	964	418	974	964	491	410	0	0	484	0	0
Stage 1	410	410	-	554	554	-	-	-	-	-	-	-
Stage 2	555	554	-	420	410	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	223	257	639	233	257	582	1049	-	-	1089	-	-
Stage 1	595	599	-	520	517	-	-	-	-	-	-	-
Stage 2	495	517	-	615	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	215	245	632	216	245	573	1041	-	-	1082	-	-
Mov Cap-2 Maneuver	215	245	-	216	245	-	-	-	-	-	-	-
Stage 1	573	597	-	498	495	-	-	-	-	-	-	-
Stage 2	474	495	-	590	597	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	19.8	0.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1041	-	-	215	632	245	1082	-	-
HCM Lane V/C Ratio	0.034	-	-	0.036	0.033	0.004	-	-	-
HCM Control Delay (s)	8.6	-	-	22.4	10.9	19.8	0	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/18/2015

Approach		
Approach Direction	NB	
Median Present?	No	
Approach Delay(s)	216.5	
Level of Service	F	

Crosswalk		
Length (ft)	52	
Lanes Crossed	2	
Veh Vol Crossed	801	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	17.86	
Prob of Delayed X-ing	0.98	
Prob of Blocked Lane	0.86	
Delay for adq Gap	220.70	
Avg Ped Delay (s)	216.55	

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	19.5	
Level of Service	C	

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	370	431
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.65	0.73
Prob of Blocked Lane	0.65	0.48
Delay for adq Gap	11.93	16.15
Avg Ped Delay (s)	7.72	11.82

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	0	50	0	1	0	115	531	0	0	363	56
Future Vol, veh/h	16	0	50	0	1	0	115	531	0	0	363	56
Conflicting Peds, #/hr	3	0	1	1	0	10	0	0	8	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	0	0	0	0	0	22	5	0	0	6	0
Mvmt Flow	18	0	55	0	1	0	126	584	0	0	399	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1249	1248	410	1275	1248	601	402	0	0	594	0	0
Stage 1	402	402	-	846	846	-	-	-	-	-	-	-
Stage 2	847	846	-	429	402	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	142	175	646	145	175	504	1056	-	-	992	-	-
Stage 1	601	604	-	360	381	-	-	-	-	-	-	-
Stage 2	340	381	-	608	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	127	152	639	118	152	496	1048	-	-	986	-	-
Mov Cap-2 Maneuver	127	152	-	118	152	-	-	-	-	-	-	-
Stage 1	527	602	-	314	332	-	-	-	-	-	-	-
Stage 2	296	332	-	551	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	28.9	1.6	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	127	639	152	986	-	-
HCM Lane V/C Ratio	0.121	-	-	0.138	0.086	0.007	-	-	-
HCM Control Delay (s)	8.9	-	-	37.8	11.2	28.9	0	-	-
HCM Lane LOS	A	-	-	E	B	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.3	0	0	-	-

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	317.6
Level of Service	F

Crosswalk	
Length (ft)	52
Lanes Crossed	2
Veh Vol Crossed	894
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	17.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.89
Delay for adq Gap	321.44
Avg Ped Delay (s)	317.62

Approach	
Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	24.1
Level of Service	D

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	363	531
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.64	0.80
Prob of Blocked Lane	0.64	0.56
Delay for adq Gap	11.74	20.64
Avg Ped Delay (s)	7.52	16.56

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/20/2015

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	0	50	0	1	0	115	531	0	0	363	56
Future Vol, veh/h	16	0	50	0	1	0	115	531	0	0	363	56
Conflicting Peds, #/hr	3	0	1	1	0	10	0	0	8	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	0	0	0	0	0	22	5	0	0	6	0
Mvmt Flow	18	0	55	0	1	0	126	584	0	0	399	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1249	1248	410	1275	1248	601	402	0	0	594	0	0
Stage 1	402	402	-	846	846	-	-	-	-	-	-	-
Stage 2	847	846	-	429	402	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	142	175	646	145	175	504	1056	-	-	992	-	-
Stage 1	601	604	-	360	381	-	-	-	-	-	-	-
Stage 2	340	381	-	608	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	127	152	639	118	152	496	1048	-	-	986	-	-
Mov Cap-2 Maneuver	127	152	-	118	152	-	-	-	-	-	-	-
Stage 1	527	602	-	314	332	-	-	-	-	-	-	-
Stage 2	296	332	-	551	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	28.9	1.6	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	127	639	152	986	-	-
HCM Lane V/C Ratio	0.121	-	-	0.138	0.086	0.007	-	-	-
HCM Control Delay (s)	8.9	-	-	37.8	11.2	28.9	0	-	-
HCM Lane LOS	A	-	-	E	B	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.3	0	0	-	-

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/20/2015

Approach		
Approach Direction	NB	
Median Present?	No	
Approach Delay(s)	317.6	
Level of Service	F	

Crosswalk		
Length (ft)	52	
Lanes Crossed	2	
Veh Vol Crossed	894	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	17.86	
Prob of Delayed X-ing	0.99	
Prob of Blocked Lane	0.89	
Delay for adq Gap	321.44	
Avg Ped Delay (s)	317.62	

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	24.1	
Level of Service	D	

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	363	531
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.64	0.80
Prob of Blocked Lane	0.64	0.56
Delay for adq Gap	11.74	20.64
Avg Ped Delay (s)	7.52	16.56

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	0	58	0	1	0	136	502	0	0	337	56
Future Vol, veh/h	7	0	58	0	1	0	136	502	0	0	337	56
Conflicting Peds, #/hr	3	0	1	1	0	10	0	0	8	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	0	0	0	0	0	22	5	0	0	6	0
Mvmt Flow	8	0	64	0	1	0	149	552	0	0	370	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1234	1234	381	1266	1234	569	373	0	0	562	0	0
Stage 1	373	373	-	861	861	-	-	-	-	-	-	-
Stage 2	861	861	-	405	373	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.2	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.3	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	145	178	671	147	178	525	1084	-	-	1019	-	-
Stage 1	624	622	-	353	375	-	-	-	-	-	-	-
Stage 2	334	375	-	626	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	151	664	117	151	517	1076	-	-	1013	-	-
Mov Cap-2 Maneuver	128	151	-	117	151	-	-	-	-	-	-	-
Stage 1	536	620	-	301	320	-	-	-	-	-	-	-
Stage 2	285	320	-	562	620	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	29	1.9	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	128	664	151	1013	-	-
HCM Lane V/C Ratio	0.139	-	-	0.06	0.096	0.007	-	-	-
HCM Control Delay (s)	8.9	-	-	34.9	11	29	0	-	-
HCM Lane LOS	A	-	-	D	B	D	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	0.3	0	0	-	-

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Approach		
Approach Direction	NB	
Median Present?	No	
Approach Delay(s)	122.2	
Level of Service	F	

Crosswalk		
Length (ft)	42	
Lanes Crossed	2	
Veh Vol Crossed	839	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	15.00	
Prob of Delayed X-ing	0.97	
Prob of Blocked Lane	0.83	
Delay for adq Gap	126.03	
Avg Ped Delay (s)	122.21	

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	21.9	
Level of Service	D	

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	337	502
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.61	0.78
Prob of Blocked Lane	0.61	0.54
Delay for adq Gap	11.06	19.22
Avg Ped Delay (s)	6.78	15.08

HCM 2010 Roundabout
21: S. Division Street & Avery Street/Private Driveway

01/18/2017

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	72	1	701	432
Demand Flow Rate, veh/h	73	1	762	454
Vehicles Circulating, veh/h	392	771	9	183
Vehicles Exiting, veh/h	245	0	456	589
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	3	8	1	10
Ped Cap Adj	1.000	0.999	1.000	0.999
Approach Delay, s/veh	5.8	6.9	14.0	10.1
Approach LOS	A	A	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	73	1	762	454
Cap Entry Lane, veh/h	764	523	1120	941
Entry HV Adj Factor	0.986	1.000	0.920	0.951
Flow Entry, veh/h	72	1	701	432
Cap Entry, veh/h	753	522	1031	894
V/C Ratio	0.096	0.002	0.681	0.483
Control Delay, s/veh	5.8	6.9	14.0	10.1
LOS	A	A	B	B
95th %tile Queue, veh	0	0	6	3

Queuing and Blocking Report
AM Peak Hour

01/18/2017

Intersection: 21: S. Division Street & Avery Street/Private Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	5	124	132
Average Queue (ft)	8	0	22	45
95th Queue (ft)	33	4	80	105
Link Distance (ft)	850	44	704	783
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/18/2015

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	0	21	0	0	1	30	603	0	0	649	16
Future Vol, veh/h	33	0	21	0	0	1	30	603	0	0	649	16
Conflicting Peds, #/hr	9	0	11	2	0	26	9	0	19	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	1	0
Mvmt Flow	37	0	24	0	0	1	34	678	0	0	729	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1512	1511	759	1523	1511	722	740	0	0	704	0	0
Stage 1	740	740	-	771	771	-	-	-	-	-	-	-
Stage 2	772	771	-	752	740	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	100	121	410	98	121	430	867	-	-	903	-	-
Stage 1	412	426	-	396	413	-	-	-	-	-	-	-
Stage 2	395	413	-	405	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	112	399	86	112	413	851	-	-	889	-	-
Mov Cap-2 Maneuver	94	112	-	86	112	-	-	-	-	-	-	-
Stage 1	392	422	-	371	387	-	-	-	-	-	-	-
Stage 2	372	387	-	374	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.2	13.7	0.4	0
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	94	399	413	889	-	-
HCM Lane V/C Ratio	0.04	-	-	0.394	0.059	0.003	-	-	-
HCM Control Delay (s)	9.4	-	-	66.3	14.6	13.7	0	-	-
HCM Lane LOS	A	-	-	F	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.2	0	0	-	-

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/18/2015

Approach		
Approach Direction	NB	
Median Present?	No	
Approach Delay(s)	1410.8	
Level of Service	F	

Crosswalk		
Length (ft)	52	
Lanes Crossed	2	
Veh Vol Crossed	1252	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	17.86	
Prob of Delayed X-ing	1.00	
Prob of Blocked Lane	0.96	
Delay for adq Gap	1413.63	
Avg Ped Delay (s)	1410.79	

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	39.6	
Level of Service	E	

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	649	603
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.84	0.84
Prob of Blocked Lane	0.84	0.60
Delay for adq Gap	22.44	24.61
Avg Ped Delay (s)	18.84	20.72

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Intersection	
Int Delay, s/veh	21.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	0	101	0	0	1	82	696	0	0	776	28
Future Vol, veh/h	70	0	101	0	0	1	82	696	0	0	776	28
Conflicting Peds, #/hr	9	0	11	2	0	26	9	0	19	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	1	0
Mvmt Flow	79	0	113	0	0	1	92	782	0	0	872	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1876	1875	902	1932	1875	826	883	0	0	808	0	0
Stage 1	883	883	-	992	992	-	-	-	-	-	-	-
Stage 2	993	992	-	940	883	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 55	73	339	50	73	375	766	-	-	826	-	-
Stage 1	343	367	-	299	326	-	-	-	-	-	-	-
Stage 2	298	326	-	319	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 48	62	330	28	62	360	752	-	-	813	-	-
Mov Cap-2 Maneuver	~ 48	62	-	28	62	-	-	-	-	-	-	-
Stage 1	298	363	-	256	279	-	-	-	-	-	-	-
Stage 2	257	279	-	206	363	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	217.1	15	1.1	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	752	-	-	48	330	360	813	-	-
HCM Lane V/C Ratio	0.123	-	-	1.639	0.344	0.003	-	-	-
HCM Control Delay (s)	10.5	-	-	$ 499.3	21.5	15	0	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	7.7	1.5	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Approach		
Approach Direction	NB	
Median Present?	No	
Approach Delay(s)	3605.7	
Level of Service	F	

Crosswalk		
Length (ft)	52	
Lanes Crossed	2	
Veh Vol Crossed	1472	
Ped Vol Crossed	0	
Yield Rate(%)	0	
Ped Platooning	No	
Critical Headway (s)	17.86	
Prob of Delayed X-ing	1.00	
Prob of Blocked Lane	0.97	
Delay for adq Gap	3608.12	
Avg Ped Delay (s)	3605.69	

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	53.7	
Level of Service	F	

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	776	696
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.89	0.88
Prob of Blocked Lane	0.89	0.65
Delay for adq Gap	29.88	30.89
Avg Ped Delay (s)	26.52	27.21

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/20/2015

Intersection	
Int Delay, s/veh	21.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	0	101	0	0	1	82	696	0	0	776	28
Future Vol, veh/h	70	0	101	0	0	1	82	696	0	0	776	28
Conflicting Peds, #/hr	9	0	11	2	0	26	9	0	19	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	1	0
Mvmt Flow	79	0	113	0	0	1	92	782	0	0	872	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1876	1875	902	1932	1875	826	883	0	0	808	0	0
Stage 1	883	883	-	992	992	-	-	-	-	-	-	-
Stage 2	993	992	-	940	883	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 55	73	339	50	73	375	766	-	-	826	-	-
Stage 1	343	367	-	299	326	-	-	-	-	-	-	-
Stage 2	298	326	-	319	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 48	62	330	28	62	360	752	-	-	813	-	-
Mov Cap-2 Maneuver	~ 48	62	-	28	62	-	-	-	-	-	-	-
Stage 1	298	363	-	256	279	-	-	-	-	-	-	-
Stage 2	257	279	-	206	363	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	217.1	15	1.1	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	752	-	-	48	330	360	813	-	-
HCM Lane V/C Ratio	0.123	-	-	1.639	0.344	0.003	-	-	-
HCM Control Delay (s)	10.5	-	-	$ 499.3	21.5	15	0	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	7.7	1.5	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/20/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	3605.7
Level of Service	F

Crosswalk	
Length (ft)	52
Lanes Crossed	2
Veh Vol Crossed	1472
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	17.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3608.12
Avg Ped Delay (s)	3605.69

Approach	
Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	53.7
Level of Service	F

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	776	696
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.89	0.88
Prob of Blocked Lane	0.89	0.65
Delay for adq Gap	29.88	30.89
Avg Ped Delay (s)	26.52	27.21

HCM 2010 TWSC
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	52	0	121	0	0	1	90	682	0	0	734	27
Future Vol, veh/h	52	0	121	0	0	1	90	682	0	0	734	27
Conflicting Peds, #/hr	9	0	11	2	0	26	9	0	19	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	75	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	1	0
Mvmt Flow	58	0	136	0	0	1	101	766	0	0	825	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1831	1831	855	1899	1831	810	836	0	0	792	0	0
Stage 1	836	836	-	995	995	-	-	-	-	-	-	-
Stage 2	995	995	-	904	836	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	60	77	361	53	77	383	798	-	-	838	-	-
Stage 1	364	385	-	297	325	-	-	-	-	-	-	-
Stage 2	297	325	-	334	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 53	65	351	28	65	368	784	-	-	825	-	-
Mov Cap-2 Maneuver	~ 53	65	-	28	65	-	-	-	-	-	-	-
Stage 1	314	381	-	252	276	-	-	-	-	-	-	-
Stage 2	254	276	-	201	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99.6	14.8	1.2	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	784	-	-	53	351	368	825	-	-
HCM Lane V/C Ratio	0.129	-	-	1.102	0.387	0.003	-	-	-
HCM Control Delay (s)	10.3	-	-	281	21.6	14.8	0	-	-
HCM Lane LOS	B	-	-	F	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	5	1.8	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 TWSC-Pedestrians
21: S. Division Street & Avery Street/Private Driveway

11/19/2015

Approach	
Approach Direction	NB
Median Present?	No
Approach Delay(s)	910.5
Level of Service	F

Crosswalk	
Length (ft)	42
Lanes Crossed	2
Veh Vol Crossed	1416
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	15.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	913.02
Avg Ped Delay (s)	910.52

Approach	
Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	49.9
Level of Service	F

Crosswalk		
Length (ft)	25	28
Lanes Crossed	1	2
Veh Vol Crossed	734	682
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	10.14	11.00
Prob of Delayed X-ing	0.87	0.88
Prob of Blocked Lane	0.87	0.65
Delay for adq Gap	27.18	29.85
Avg Ped Delay (s)	23.74	26.14

HCM 2010 Roundabout
21: S. Division Street & Avery Street/Private Driveway

01/18/2017

Intersection	
Intersection Delay, s/veh	21.8
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	194	1	867	855
Demand Flow Rate, veh/h	194	1	877	863
Vehicles Circulating, veh/h	833	935	58	103
Vehicles Exiting, veh/h	133	0	969	833
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	18	19	11	26
Ped Cap Adj	0.998	1.000	0.998	0.996
Approach Delay, s/veh	14.1	8.1	21.2	24.1
Approach LOS	B	A	C	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	194	1	877	863
Cap Entry Lane, veh/h	491	444	1066	1019
Entry HV Adj Factor	1.000	1.000	0.989	0.990
Flow Entry, veh/h	194	1	867	855
Cap Entry, veh/h	490	444	1053	1006
V/C Ratio	0.396	0.002	0.824	0.850
Control Delay, s/veh	14.1	8.1	21.2	24.1
LOS	B	A	C	C
95th %tile Queue, veh	2	0	10	11

Queuing and Blocking Report
PM Peak Hour

01/18/2017

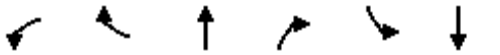
Intersection: 21: S. Division Street & Avery Street/Private Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	104	10	417	389
Average Queue (ft)	41	0	136	148
95th Queue (ft)	82	6	349	356
Link Distance (ft)	850	44	704	783
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

SOUTH DIVISION STREET @
ONLEY ROAD / BATEMAN STREET

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	49	404	29	30	280
Future Volume (veh/h)	12	49	404	29	30	280
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.85		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1607	1976	1810	1900	1557	1845
Adj Flow Rate, veh/h	14	56	464	33	34	322
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	5	5	22	3
Cap, veh/h	39	156	1004	71	524	1110
Arrive On Green	0.16	0.16	0.60	0.60	0.60	0.60
Sat Flow, veh/h	242	966	1668	119	747	1845
Grp Volume(v), veh/h	71	0	0	497	34	322
Grp Sat Flow(s),veh/h/ln	1225	0	0	1787	747	1845
Q Serve(g_s), s	2.0	0.0	0.0	5.8	1.0	3.2
Cycle Q Clear(g_c), s	2.0	0.0	0.0	5.8	6.8	3.2
Prop In Lane	0.20	0.79		0.07	1.00	
Lane Grp Cap(c), veh/h	198	0	0	1076	524	1110
V/C Ratio(X)	0.36	0.00	0.00	0.46	0.06	0.29
Avail Cap(c_a), veh/h	583	0	0	1076	524	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	4.2	6.1	3.6
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.4	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	3.2	0.2	1.8
LnGrp Delay(d),s/veh	15.3	0.0	0.0	5.6	6.3	4.3
LnGrp LOS	B			A	A	A
Approach Vol, veh/h	71		497			356
Approach Delay, s/veh	15.3		5.6			4.5
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		27.4				27.4		10.6
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		22.9				22.9		18.1
Max Q Clear Time (g_c+I1), s		7.8				8.8		4.0
Green Ext Time (p_c), s		4.9				4.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

Queuing and Blocking Report
AM Peak Hour

11/18/2015

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	93	251	67	87
Average Queue (ft)	39	86	21	47
95th Queue (ft)	77	184	59	92
Link Distance (ft)	2528	759	60	60
Upstream Blk Time (%)			1	4
Queuing Penalty (veh)			2	6
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

11/17/2015

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	70	497	356
Effct. Green for Bike (s)	6.3	32.7	32.7
Cross Street Width (ft)	33.5	25.0	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	280	1453	1453
Bicycle Delay (s/bike)	16.6	1.7	1.7
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	1.97	2.76	2.66
Bicycle LOS	A	C	B

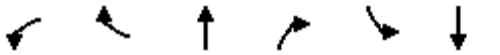
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

11/18/2015

Approach	WB	NB	SB
Crosswalk Length (ft)	25.0	33.7	33.5
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	25.0	25.0	25.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.77	2.11	2.21
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	63	573	29	27	304
Future Volume (veh/h)	12	63	573	29	27	304
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.85		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1607	1976	1810	1900	1557	1845
Adj Flow Rate, veh/h	14	72	659	33	31	349
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	5	5	22	3
Cap, veh/h	31	158	1129	57	424	1219
Arrive On Green	0.16	0.16	0.66	0.66	0.66	0.66
Sat Flow, veh/h	195	1001	1708	86	625	1845
Grp Volume(v), veh/h	87	0	0	692	31	349
Grp Sat Flow(s),veh/h/ln	1210	0	0	1793	625	1845
Q Serve(g_s), s	3.2	0.0	0.0	10.6	1.4	3.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	10.6	12.0	3.9
Prop In Lane	0.16	0.83		0.05	1.00	
Lane Grp Cap(c), veh/h	192	0	0	1185	424	1219
V/C Ratio(X)	0.45	0.00	0.00	0.58	0.07	0.29
Avail Cap(c_a), veh/h	440	0	0	1185	424	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	4.7	8.0	3.5
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.1	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	5.7	0.3	2.1
LnGrp Delay(d),s/veh	20.7	0.0	0.0	6.8	8.3	4.1
LnGrp LOS	C			A	A	A
Approach Vol, veh/h	87		692			380
Approach Delay, s/veh	20.7		6.8			4.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.4				37.4		12.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		32.9				32.9		18.1
Max Q Clear Time (g_c+I1), s		12.6				14.0		5.2
Green Ext Time (p_c), s		7.6				7.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

Queuing and Blocking Report
AM Peak Hour

11/19/2015

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	102	267	70	87
Average Queue (ft)	43	114	19	54
95th Queue (ft)	86	227	55	92
Link Distance (ft)	2528	759	60	60
Upstream Blk Time (%)			1	5
Queuing Penalty (veh)			1	8
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

11/19/2015

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	86	692	380
Effct. Green for Bike (s)	7.0	45.9	45.9
Cross Street Width (ft)	33.5	25.0	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	233	1530	1530
Bicycle Delay (s/bike)	23.4	1.7	1.7
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.00	3.08	2.70
Bicycle LOS	A	C	B

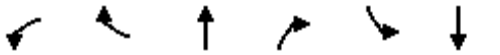
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

11/19/2015

Approach	WB	NB	SB
Crosswalk Length (ft)	25.0	33.7	33.5
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.78	2.22	2.29
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	63	573	29	27	304
Future Volume (veh/h)	12	63	573	29	27	304
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.85		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1607	1976	1810	1900	1557	1845
Adj Flow Rate, veh/h	14	72	659	33	31	349
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	5	5	22	3
Cap, veh/h	31	158	1129	57	424	1219
Arrive On Green	0.16	0.16	0.66	0.66	0.66	0.66
Sat Flow, veh/h	195	1001	1708	86	625	1845
Grp Volume(v), veh/h	87	0	0	692	31	349
Grp Sat Flow(s),veh/h/ln	1210	0	0	1793	625	1845
Q Serve(g_s), s	3.2	0.0	0.0	10.6	1.4	3.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	10.6	12.0	3.9
Prop In Lane	0.16	0.83		0.05	1.00	
Lane Grp Cap(c), veh/h	192	0	0	1185	424	1219
V/C Ratio(X)	0.45	0.00	0.00	0.58	0.07	0.29
Avail Cap(c_a), veh/h	440	0	0	1185	424	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	4.7	8.0	3.5
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.1	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	5.7	0.3	2.1
LnGrp Delay(d),s/veh	20.7	0.0	0.0	6.8	8.3	4.1
LnGrp LOS	C			A	A	A
Approach Vol, veh/h	87		692			380
Approach Delay, s/veh	20.7		6.8			4.5
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.4				37.4		12.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		32.9				32.9		18.1
Max Q Clear Time (g_c+I1), s		12.6				14.0		5.2
Green Ext Time (p_c), s		7.6				7.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

Queuing and Blocking Report
AM Peak Hour

11/20/2015

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	109	241	67	79
Average Queue (ft)	44	114	21	51
95th Queue (ft)	89	213	55	89
Link Distance (ft)	2528	759	60	60
Upstream Blk Time (%)			1	4
Queuing Penalty (veh)			1	7
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

11/20/2015

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	86	692	380
Effct. Green for Bike (s)	7.0	45.9	45.9
Cross Street Width (ft)	33.5	25.0	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	233	1530	1530
Bicycle Delay (s/bike)	23.4	1.7	1.7
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.00	3.08	2.70
Bicycle LOS	A	C	B

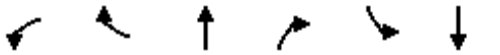
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

11/20/2015

Approach	WB	NB	SB
Crosswalk Length (ft)	25.0	33.7	33.5
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.78	2.22	2.29
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	59	52	588	65	32	373
Future Volume (veh/h)	59	52	588	65	32	373
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.79		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1607	1976	1810	1900	1557	1845
Adj Flow Rate, veh/h	68	60	676	75	37	429
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	5	5	22	3
Cap, veh/h	78	69	1094	121	428	1262
Arrive On Green	0.12	0.12	0.68	0.68	0.68	0.68
Sat Flow, veh/h	676	597	1599	177	592	1845
Grp Volume(v), veh/h	129	0	0	751	37	429
Grp Sat Flow(s),veh/h/ln	1283	0	0	1776	592	1845
Q Serve(g_s), s	4.4	0.0	0.0	10.4	1.6	4.3
Cycle Q Clear(g_c), s	4.4	0.0	0.0	10.4	12.0	4.3
Prop In Lane	0.53	0.47		0.10	1.00	
Lane Grp Cap(c), veh/h	148	0	0	1215	428	1262
V/C Ratio(X)	0.87	0.00	0.00	0.62	0.09	0.34
Avail Cap(c_a), veh/h	214	0	0	1215	428	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	3.9	7.2	2.9
Incr Delay (d2), s/veh	22.3	0.0	0.0	2.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	5.6	0.3	2.4
LnGrp Delay(d),s/veh	41.8	0.0	0.0	6.2	7.6	3.7
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	129		751			466
Approach Delay, s/veh	41.8		6.2			4.0
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.2				35.2		9.7
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		30.7				30.7		7.5
Max Q Clear Time (g_c+I1), s		12.4				14.0		6.4
Green Ext Time (p_c), s		8.4				8.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Queuing and Blocking Report
AM Peak Hour

12/06/2016

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	123	222	88	131
Average Queue (ft)	56	87	24	43
95th Queue (ft)	102	181	64	101
Link Distance (ft)	2525	759		726
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

12/06/2016

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	128	751	466
Effct. Green for Bike (s)	6.9	39.4	39.4
Cross Street Width (ft)	34.0	25.4	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	294	1677	1677
Bicycle Delay (s/bike)	17.1	0.6	0.6
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.08	3.40	3.06
Bicycle LOS	B	C	C

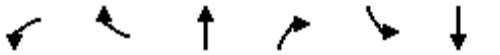
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

12/06/2016

Approach	WB	NB	SB
Crosswalk Length (ft)	25.4	33.7	34.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	23.5	23.5	23.5
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.82	2.31	2.31
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

01/18/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	59	52	588	65	32	373
Future Volume (veh/h)	59	52	588	65	32	373
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.79		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1607	1976	1810	1900	1557	1845
Adj Flow Rate, veh/h	68	60	676	75	37	429
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	5	5	22	3
Cap, veh/h	78	69	1094	121	428	1262
Arrive On Green	0.12	0.12	0.68	0.68	0.68	0.68
Sat Flow, veh/h	676	597	1599	177	592	1845
Grp Volume(v), veh/h	129	0	0	751	37	429
Grp Sat Flow(s),veh/h/ln	1283	0	0	1776	592	1845
Q Serve(g_s), s	4.4	0.0	0.0	10.4	1.6	4.3
Cycle Q Clear(g_c), s	4.4	0.0	0.0	10.4	12.0	4.3
Prop In Lane	0.53	0.47		0.10	1.00	
Lane Grp Cap(c), veh/h	148	0	0	1215	428	1262
V/C Ratio(X)	0.87	0.00	0.00	0.62	0.09	0.34
Avail Cap(c_a), veh/h	214	0	0	1215	428	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	3.9	7.2	2.9
Incr Delay (d2), s/veh	22.3	0.0	0.0	2.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	5.6	0.3	2.4
LnGrp Delay(d),s/veh	41.8	0.0	0.0	6.2	7.6	3.7
LnGrp LOS	D			A	A	A
Approach Vol, veh/h	129		751			466
Approach Delay, s/veh	41.8		6.2			4.0
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.2				35.2		9.7
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		30.7				30.7		7.5
Max Q Clear Time (g_c+I1), s		12.4				14.0		6.4
Green Ext Time (p_c), s		8.4				8.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Queuing and Blocking Report
AM Peak Hour

01/18/2017

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	137	226	71	112
Average Queue (ft)	60	86	22	45
95th Queue (ft)	109	182	59	92
Link Distance (ft)	2525	759		704
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

01/18/2017

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	128	751	466
Effct. Green for Bike (s)	6.9	39.4	39.4
Cross Street Width (ft)	34.1	25.4	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	294	1677	1677
Bicycle Delay (s/bike)	17.1	0.6	0.6
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.08	3.40	3.06
Bicycle LOS	B	C	C

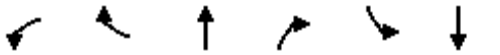
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

01/18/2017

Approach	WB	NB	SB
Crosswalk Length (ft)	25.4	33.7	34.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	23.5	23.5	23.5
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.82	2.31	2.31
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	94	502	40	82	546
Future Volume (veh/h)	32	94	502	40	82	546
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.82		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1976	1863	1900	1900	1900
Adj Flow Rate, veh/h	36	107	570	45	93	620
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	2	2	0	0
Cap, veh/h	82	244	994	78	457	1111
Arrive On Green	0.23	0.23	0.58	0.58	0.58	0.58
Sat Flow, veh/h	362	1075	1699	134	818	1900
Grp Volume(v), veh/h	144	0	0	615	93	620
Grp Sat Flow(s),veh/h/ln	1447	0	0	1834	818	1900
Q Serve(g_s), s	4.1	0.0	0.0	10.0	3.8	9.6
Cycle Q Clear(g_c), s	4.1	0.0	0.0	10.0	13.9	9.6
Prop In Lane	0.25	0.74		0.07	1.00	
Lane Grp Cap(c), veh/h	329	0	0	1072	457	1111
V/C Ratio(X)	0.44	0.00	0.00	0.57	0.20	0.56
Avail Cap(c_a), veh/h	544	0	0	1072	457	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	6.2	10.5	6.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	2.2	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	5.6	1.0	5.6
LnGrp Delay(d),s/veh	16.8	0.0	0.0	8.4	11.5	8.2
LnGrp LOS	B			A	B	A
Approach Vol, veh/h	144		615			713
Approach Delay, s/veh	16.8		8.4			8.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		32.5				32.5		15.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		28.0				28.0		18.0
Max Q Clear Time (g_c+I1), s		12.0				15.9		6.1
Green Ext Time (p_c), s		8.2				6.9		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

Queuing and Blocking Report
PM Peak Hour

11/19/2015

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	99	244	75	90
Average Queue (ft)	47	119	45	70
95th Queue (ft)	84	206	80	93
Link Distance (ft)	2528	759	60	60
Upstream Blk Time (%)			4	14
Queuing Penalty (veh)			13	45
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

11/18/2015

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	143	615	713
Effct. Green for Bike (s)	7.4	36.1	36.1
Cross Street Width (ft)	33.5	25.0	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	269	1313	1313
Bicycle Delay (s/bike)	20.6	3.2	3.2
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.09	2.96	3.25
Bicycle LOS	B	C	C

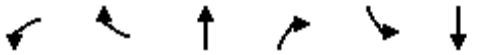
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

11/18/2015

Approach	WB	NB	SB
Crosswalk Length (ft)	25.0	33.7	33.5
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	27.5	27.5	27.5
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.84	2.32	2.38
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	106	635	40	101	731
Future Volume (veh/h)	32	106	635	40	101	731
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.81		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1976	1863	1900	1900	1900
Adj Flow Rate, veh/h	36	120	722	45	115	831
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	2	2	0	0
Cap, veh/h	73	245	1056	66	369	1159
Arrive On Green	0.22	0.22	0.61	0.61	0.61	0.61
Sat Flow, veh/h	329	1096	1731	108	712	1900
Grp Volume(v), veh/h	157	0	0	767	115	831
Grp Sat Flow(s),veh/h/ln	1434	0	0	1839	712	1900
Q Serve(g_s), s	5.2	0.0	0.0	15.1	7.0	16.4
Cycle Q Clear(g_c), s	5.2	0.0	0.0	15.1	22.1	16.4
Prop In Lane	0.23	0.76		0.06	1.00	
Lane Grp Cap(c), veh/h	320	0	0	1122	369	1159
V/C Ratio(X)	0.49	0.00	0.00	0.68	0.31	0.72
Avail Cap(c_a), veh/h	477	0	0	1122	369	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	7.1	14.4	7.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	3.4	2.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	8.5	1.6	9.5
LnGrp Delay(d),s/veh	19.5	0.0	0.0	10.4	16.6	11.1
LnGrp LOS	B			B	B	B
Approach Vol, veh/h	157		767			946
Approach Delay, s/veh	19.5		10.4			11.8
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.5				37.5		16.6
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		33.0				33.0		18.0
Max Q Clear Time (g_c+I1), s		17.1				24.1		7.2
Green Ext Time (p_c), s		10.8				6.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

Queuing and Blocking Report
PM Peak Hour

11/19/2015

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	110	299	80	88
Average Queue (ft)	55	147	56	73
95th Queue (ft)	96	257	89	85
Link Distance (ft)	2528	759	60	60
Upstream Blk Time (%)			12	19
Queuing Penalty (veh)			49	80
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

11/19/2015

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	156	767	946
Effct. Green for Bike (s)	7.5	40.0	40.0
Cross Street Width (ft)	33.5	25.0	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	250	1333	1333
Bicycle Delay (s/bike)	23.0	3.3	3.3
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.12	3.21	3.64
Bicycle LOS	B	C	D

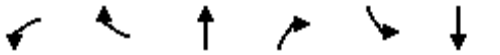
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

11/19/2015

Approach	WB	NB	SB
Crosswalk Length (ft)	25.0	33.7	33.5
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.86	2.51	2.51
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	106	635	40	101	731
Future Volume (veh/h)	32	106	635	40	101	731
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.81		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1976	1863	1900	1900	1900
Adj Flow Rate, veh/h	36	120	722	45	115	831
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	2	2	0	0
Cap, veh/h	73	245	1056	66	369	1159
Arrive On Green	0.22	0.22	0.61	0.61	0.61	0.61
Sat Flow, veh/h	329	1096	1731	108	712	1900
Grp Volume(v), veh/h	157	0	0	767	115	831
Grp Sat Flow(s),veh/h/ln	1434	0	0	1839	712	1900
Q Serve(g_s), s	5.2	0.0	0.0	15.1	7.0	16.4
Cycle Q Clear(g_c), s	5.2	0.0	0.0	15.1	22.1	16.4
Prop In Lane	0.23	0.76		0.06	1.00	
Lane Grp Cap(c), veh/h	320	0	0	1122	369	1159
V/C Ratio(X)	0.49	0.00	0.00	0.68	0.31	0.72
Avail Cap(c_a), veh/h	477	0	0	1122	369	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	7.1	14.4	7.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	3.4	2.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	8.5	1.6	9.5
LnGrp Delay(d),s/veh	19.5	0.0	0.0	10.4	16.6	11.1
LnGrp LOS	B			B	B	B
Approach Vol, veh/h	157		767			946
Approach Delay, s/veh	19.5		10.4			11.8
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.5				37.5		16.6
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		33.0				33.0		18.0
Max Q Clear Time (g_c+I1), s		17.1				24.1		7.2
Green Ext Time (p_c), s		10.8				6.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

Queuing and Blocking Report
PM Peak Hour

11/20/2015

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	118	306	79	91
Average Queue (ft)	54	151	53	72
95th Queue (ft)	95	265	85	88
Link Distance (ft)	2528	759	60	60
Upstream Blk Time (%)			12	18
Queuing Penalty (veh)			48	74
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

11/20/2015

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	156	767	946
Effct. Green for Bike (s)	7.5	40.0	40.0
Cross Street Width (ft)	33.5	25.0	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	250	1333	1333
Bicycle Delay (s/bike)	23.0	3.3	3.3
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.12	3.21	3.64
Bicycle LOS	B	C	D

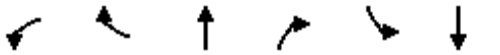
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

11/20/2015

Approach	WB	NB	SB
Crosswalk Length (ft)	25.0	33.7	33.5
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.86	2.51	2.51
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

12/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	98	648	95	88	753
Future Volume (veh/h)	78	98	648	95	88	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.75		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1976	1845	1900	1845	1845
Adj Flow Rate, veh/h	89	111	736	108	100	856
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	3	3	3	3
Cap, veh/h	104	129	1089	160	380	1283
Arrive On Green	0.16	0.16	0.70	0.70	0.70	0.70
Sat Flow, veh/h	634	791	1566	230	643	1845
Grp Volume(v), veh/h	201	0	0	844	100	856
Grp Sat Flow(s),veh/h/ln	1431	0	0	1795	643	1845
Q Serve(g_s), s	9.2	0.0	0.0	18.2	7.1	17.8
Cycle Q Clear(g_c), s	9.2	0.0	0.0	18.2	25.4	17.8
Prop In Lane	0.44	0.55		0.13	1.00	
Lane Grp Cap(c), veh/h	234	0	0	1249	380	1283
V/C Ratio(X)	0.86	0.00	0.00	0.68	0.26	0.67
Avail Cap(c_a), veh/h	265	0	0	1249	380	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	5.9	13.2	5.8
Incr Delay (d2), s/veh	21.5	0.0	0.0	2.9	1.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	9.7	1.4	9.8
LnGrp Delay(d),s/veh	49.0	0.0	0.0	8.8	14.9	8.6
LnGrp LOS	D			A	B	A
Approach Vol, veh/h	201		844			956
Approach Delay, s/veh	49.0		8.8			9.3
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		52.0				52.0		15.6
Change Period (Y+Rc), s		5.0				5.0		4.5
Max Green Setting (Gmax), s		47.0				47.0		12.5
Max Q Clear Time (g_c+I1), s		20.2				27.4		11.2
Green Ext Time (p_c), s		16.7				13.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

Queuing and Blocking Report
PM Peak Hour

12/06/2016

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	203	267	151	236
Average Queue (ft)	92	118	53	113
95th Queue (ft)	168	222	113	203
Link Distance (ft)	2525	759		726
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)			0	2
Queuing Penalty (veh)			1	2

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

12/06/2016

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	200	844	956
Effct. Green for Bike (s)	10.1	50.9	50.9
Cross Street Width (ft)	34.0	25.4	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	293	1475	1475
Bicycle Delay (s/bike)	25.1	2.4	2.4
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.20	3.56	3.87
Bicycle LOS	B	D	D

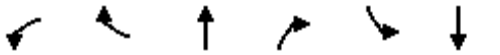
HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

12/06/2016

Approach	WB	NB	SB
Crosswalk Length (ft)	25.4	33.7	34.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	34.5	34.5	34.5
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.91	2.59	2.53
Pedestrian Crosswalk LOS	A	B	B

HCM 2010 Signalized Intersection Summary
25: S. Division Street & Onley Road

01/18/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	98	648	95	88	753
Future Volume (veh/h)	78	98	648	95	88	753
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.75		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1918	1976	1845	1900	1845	1845
Adj Flow Rate, veh/h	89	111	736	108	100	856
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	3	3	3	3
Cap, veh/h	104	130	1117	164	393	1316
Arrive On Green	0.16	0.16	0.71	0.71	0.71	0.71
Sat Flow, veh/h	634	791	1566	230	643	1845
Grp Volume(v), veh/h	201	0	0	844	100	856
Grp Sat Flow(s),veh/h/ln	1432	0	0	1795	643	1845
Q Serve(g_s), s	10.0	0.0	0.0	18.7	7.3	18.2
Cycle Q Clear(g_c), s	10.0	0.0	0.0	18.7	26.0	18.2
Prop In Lane	0.44	0.55		0.13	1.00	
Lane Grp Cap(c), veh/h	235	0	0	1281	393	1316
V/C Ratio(X)	0.86	0.00	0.00	0.66	0.25	0.65
Avail Cap(c_a), veh/h	302	0	0	1281	393	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	0.0	5.7	12.7	5.6
Incr Delay (d2), s/veh	17.1	0.0	0.0	2.7	1.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	9.9	1.4	10.0
LnGrp Delay(d),s/veh	46.9	0.0	0.0	8.4	14.3	8.1
LnGrp LOS	D			A	B	A
Approach Vol, veh/h	201		844			956
Approach Delay, s/veh	46.9		8.4			8.8
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		56.9				56.9		16.6
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		52.4				52.4		15.5
Max Q Clear Time (g_c+I1), s		20.7				28.0		12.0
Green Ext Time (p_c), s		18.6				15.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Notes

Queuing and Blocking Report
AM Peak Hour

Intersection: 25: S. Division Street & Onley Road

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	137	226	71	112
Average Queue (ft)	60	86	22	45
95th Queue (ft)	109	182	59	92
Link Distance (ft)	2525	759		704
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

HCM 2010 Signals-Bicycles
25: S. Division Street & Onley Road

01/18/2017

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	200	844	956
Effct. Green for Bike (s)	11.4	56.3	56.3
Cross Street Width (ft)	34.1	25.4	33.7
Through Lanes Number	1	1	1
Through Lane Width (ft)	13.0	11.0	11.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	296	1462	1462
Bicycle Delay (s/bike)	27.9	2.8	2.8
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.20	3.56	3.87
Bicycle LOS	B	D	D

HCM 2010 Signals-Pedestrians
25: S. Division Street & Onley Road

01/18/2017

Approach	WB	NB	SB
Crosswalk Length (ft)	25.4	33.7	34.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	38.5	38.5	38.5
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.92	2.59	2.53
Pedestrian Crosswalk LOS	A	B	B

SOUTH DIVISION STREET @
MILFORD STREET

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/18/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	51	1	1	0	193	394	2	1	204	59
Future Volume (veh/h)	50	1	51	1	1	0	193	394	2	1	204	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1610	1976	1900	1900	1900	1900	1863	1845	1900	1900	1827	1900
Adj Flow Rate, veh/h	55	1	56	1	1	0	212	433	2	1	224	65
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	18	0	0	0	0	0	2	3	3	0	4	4
Cap, veh/h	530	10	539	329	300	0	519	934	4	448	445	129
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.00	0.10	0.51	0.51	0.33	0.33	0.33
Sat Flow, veh/h	1219	29	1647	705	916	0	1774	1835	8	968	1360	395
Grp Volume(v), veh/h	55	0	57	2	0	0	212	0	435	1	0	289
Grp Sat Flow(s),veh/h/ln	1219	0	1676	1621	0	0	1774	0	1843	968	0	1754
Q Serve(g_s), s	1.7	0.0	1.3	0.0	0.0	0.0	4.0	0.0	8.3	0.0	0.0	7.3
Cycle Q Clear(g_c), s	1.7	0.0	1.3	0.0	0.0	0.0	4.0	0.0	8.3	0.0	0.0	7.3
Prop In Lane	1.00		0.98	0.50		0.00	1.00		0.00	1.00		0.22
Lane Grp Cap(c), veh/h	530	0	549	629	0	0	519	0	938	448	0	574
V/C Ratio(X)	0.10	0.00	0.10	0.00	0.00	0.00	0.41	0.00	0.46	0.00	0.00	0.50
Avail Cap(c_a), veh/h	530	0	549	629	0	0	519	0	938	448	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	12.9	12.5	0.0	0.0	10.0	0.0	8.7	12.5	0.0	14.9
Incr Delay (d2), s/veh	0.4	0.0	0.4	0.0	0.0	0.0	2.4	0.0	1.6	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.0	0.0	0.0	2.2	0.0	4.7	0.0	0.0	4.0
LnGrp Delay(d),s/veh	13.4	0.0	13.3	12.5	0.0	0.0	12.3	0.0	10.3	12.5	0.0	18.0
LnGrp LOS	B		B	B			B		B	B		B
Approach Vol, veh/h		112			2			647			290	
Approach Delay, s/veh		13.3			12.5			11.0			18.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		32.5		22.5	10.0	22.5		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0		18.0
Max Q Clear Time (g_c+I1), s		10.3		3.7	6.0	9.3		2.0
Green Ext Time (p_c), s		4.4		0.4	0.0	3.0		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		13.2
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

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Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	86	48	24	124	186	5	154
Average Queue (ft)	28	19	1	61	91	0	90
95th Queue (ft)	70	43	11	103	151	4	151
Link Distance (ft)		1977	92		484		153
Upstream Blk Time (%)							1
Queuing Penalty (veh)							2
Storage Bay Dist (ft)	235			160		261	
Storage Blk Time (%)					0		1
Queuing Penalty (veh)					1		0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	112	2	647	290
Effct. Green for Bike (s)	18.0	18.0	28.0	18.0
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	655	655	1018	655
Bicycle Delay (s/bike)	12.4	12.4	6.6	12.4
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.09	2.13	2.99	2.61
Bicycle LOS	B	B	C	B

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/18/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	27.5	27.5	27.5	27.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.06	1.71	2.23	2.18
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1	86	1	1	0	287	499	2	1	199	45
Future Volume (veh/h)	56	1	86	1	1	0	287	499	2	1	199	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1610	1976	1900	1900	1900	1900	1863	1845	1900	1900	1827	1900
Adj Flow Rate, veh/h	62	1	95	1	1	0	315	548	2	1	219	49
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	18	0	0	0	0	0	2	3	3	0	4	4
Cap, veh/h	499	5	497	290	263	0	623	1010	4	381	433	97
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.00	0.17	0.55	0.55	0.30	0.30	0.30
Sat Flow, veh/h	1219	17	1656	667	878	0	1774	1837	7	870	1444	323
Grp Volume(v), veh/h	62	0	96	2	0	0	315	0	550	1	0	268
Grp Sat Flow(s),veh/h/ln	1219	0	1674	1544	0	0	1774	0	1843	870	0	1767
Q Serve(g_s), s	0.0	0.0	2.6	0.0	0.0	0.0	6.4	0.0	11.5	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.8	0.0	2.6	2.6	0.0	0.0	6.4	0.0	11.5	0.0	0.0	7.5
Prop In Lane	1.00		0.99	0.50		0.00	1.00		0.00	1.00		0.18
Lane Grp Cap(c), veh/h	499	0	502	553	0	0	623	0	1014	381	0	530
V/C Ratio(X)	0.12	0.00	0.19	0.00	0.00	0.00	0.51	0.00	0.54	0.00	0.00	0.51
Avail Cap(c_a), veh/h	499	0	502	553	0	0	623	0	1014	381	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.6	14.7	0.0	0.0	9.9	0.0	8.7	14.7	0.0	17.3
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.0	0.0	0.0	2.9	0.0	2.1	0.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.3	0.0	0.0	0.0	3.5	0.0	6.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.8	0.0	16.4	14.7	0.0	0.0	12.8	0.0	10.7	14.7	0.0	20.7
LnGrp LOS	B		B	B			B		B	B		C
Approach Vol, veh/h		158			2			865			269	
Approach Delay, s/veh		16.2			14.7			11.5			20.7	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		37.5		22.5	15.0	22.5		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0	10.5	18.0		18.0
Max Q Clear Time (g_c+I1), s		13.5		4.6	8.4	9.5		4.6
Green Ext Time (p_c), s		5.3		0.6	0.2	3.4		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		14.0
HCM 2010 LOS		B

Queuing and Blocking Report
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Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	108	59	12	179	224	11	163
Average Queue (ft)	33	25	1	80	107	1	105
95th Queue (ft)	82	50	9	141	182	8	167
Link Distance (ft)		1977	92		484		153
Upstream Blk Time (%)							2
Queuing Penalty (veh)							5
Storage Bay Dist (ft)	235			160		261	
Storage Blk Time (%)				0	1		2
Queuing Penalty (veh)				1	3		0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	158	2	865	269
Effct. Green for Bike (s)	18.0	18.0	33.0	18.0
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	600
Bicycle Delay (s/bike)	14.7	14.7	6.1	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.16	2.13	3.35	2.58
Bicycle LOS	B	B	C	B

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.10	1.71	2.32	2.22
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/20/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1	86	1	1	0	287	499	2	1	199	45
Future Volume (veh/h)	56	1	86	1	1	0	287	499	2	1	199	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1610	1976	1900	1900	1900	1900	1863	1845	1900	1900	1827	1900
Adj Flow Rate, veh/h	62	1	95	1	1	0	315	548	2	1	219	49
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	18	0	0	0	0	0	2	3	3	0	4	4
Cap, veh/h	499	5	497	290	263	0	623	1010	4	381	433	97
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.00	0.17	0.55	0.55	0.30	0.30	0.30
Sat Flow, veh/h	1219	17	1656	667	878	0	1774	1837	7	870	1444	323
Grp Volume(v), veh/h	62	0	96	2	0	0	315	0	550	1	0	268
Grp Sat Flow(s),veh/h/ln	1219	0	1674	1544	0	0	1774	0	1843	870	0	1767
Q Serve(g_s), s	0.0	0.0	2.6	0.0	0.0	0.0	6.4	0.0	11.5	0.0	0.0	7.5
Cycle Q Clear(g_c), s	1.8	0.0	2.6	2.6	0.0	0.0	6.4	0.0	11.5	0.0	0.0	7.5
Prop In Lane	1.00		0.99	0.50		0.00	1.00		0.00	1.00		0.18
Lane Grp Cap(c), veh/h	499	0	502	553	0	0	623	0	1014	381	0	530
V/C Ratio(X)	0.12	0.00	0.19	0.00	0.00	0.00	0.51	0.00	0.54	0.00	0.00	0.51
Avail Cap(c_a), veh/h	499	0	502	553	0	0	623	0	1014	381	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.6	14.7	0.0	0.0	9.9	0.0	8.7	14.7	0.0	17.3
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.0	0.0	0.0	2.9	0.0	2.1	0.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.3	0.0	0.0	0.0	3.5	0.0	6.4	0.0	0.0	4.2
LnGrp Delay(d),s/veh	15.8	0.0	16.4	14.7	0.0	0.0	12.8	0.0	10.7	14.7	0.0	20.7
LnGrp LOS	B		B	B			B		B	B		C
Approach Vol, veh/h		158			2			865			269	
Approach Delay, s/veh		16.2			14.7			11.5			20.7	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		37.5		22.5	15.0	22.5		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0	10.5	18.0		18.0
Max Q Clear Time (g_c+I1), s		13.5		4.6	8.4	9.5		4.6
Green Ext Time (p_c), s		5.3		0.6	0.2	3.4		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		14.0
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

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Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	102	57	24	177	211	11	161
Average Queue (ft)	34	25	1	86	105	1	100
95th Queue (ft)	79	48	10	146	179	7	163
Link Distance (ft)		1977	92		484		153
Upstream Blk Time (%)							1
Queuing Penalty (veh)							4
Storage Bay Dist (ft)	235			160		261	
Storage Blk Time (%)				1	1		1
Queuing Penalty (veh)				3	3		0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/20/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	158	2	865	269
Effct. Green for Bike (s)	18.0	18.0	33.0	18.0
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	600
Bicycle Delay (s/bike)	14.7	14.7	6.1	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.16	2.13	3.35	2.58
Bicycle LOS	B	B	C	B

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/20/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.10	1.71	2.32	2.22
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1	72	1	1	0	253	422	2	1	175	76
Future Volume (veh/h)	73	1	72	1	1	0	253	422	2	1	175	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1610	1976	1900	1900	1900	1900	1863	1845	1900	1900	1827	1900
Adj Flow Rate, veh/h	80	1	79	1	1	0	278	464	2	1	192	84
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	18	0	0	0	0	0	2	3	3	0	4	4
Cap, veh/h	497	6	496	298	271	0	614	1009	4	402	361	158
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.00	0.17	0.55	0.55	0.30	0.30	0.30
Sat Flow, veh/h	1219	21	1654	692	903	0	1774	1835	8	941	1203	526
Grp Volume(v), veh/h	80	0	80	2	0	0	278	0	466	1	0	276
Grp Sat Flow(s),veh/h/ln	1219	0	1674	1595	0	0	1774	0	1843	941	0	1730
Q Serve(g_s), s	0.3	0.0	2.1	0.0	0.0	0.0	5.5	0.0	9.1	0.0	0.0	8.0
Cycle Q Clear(g_c), s	2.4	0.0	2.1	2.1	0.0	0.0	5.5	0.0	9.1	0.0	0.0	8.0
Prop In Lane	1.00		0.99	0.50		0.00	1.00		0.00	1.00		0.30
Lane Grp Cap(c), veh/h	497	0	502	568	0	0	614	0	1014	402	0	519
V/C Ratio(X)	0.16	0.00	0.16	0.00	0.00	0.00	0.45	0.00	0.46	0.00	0.00	0.53
Avail Cap(c_a), veh/h	497	0	502	568	0	0	614	0	1014	402	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	15.4	14.7	0.0	0.0	9.7	0.0	8.1	14.7	0.0	17.5
Incr Delay (d2), s/veh	0.7	0.0	0.7	0.0	0.0	0.0	2.4	0.0	1.5	0.0	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.1	0.0	0.0	0.0	3.0	0.0	5.0	0.0	0.0	4.3
LnGrp Delay(d),s/veh	16.2	0.0	16.1	14.7	0.0	0.0	12.1	0.0	9.6	14.7	0.0	21.4
LnGrp LOS	B		B	B			B		A	B		C
Approach Vol, veh/h		160			2			744			277	
Approach Delay, s/veh		16.2			14.7			10.6			21.3	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		37.5		22.5	15.0	22.5		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0	10.5	18.0		18.0
Max Q Clear Time (g_c+I1), s		11.1		4.4	7.5	10.0		4.1
Green Ext Time (p_c), s		4.9		0.6	0.3	2.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Queuing and Blocking Report
AM Peak Hour

11/19/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	124	52	22	151	193	5	161
Average Queue (ft)	42	23	1	74	91	0	99
95th Queue (ft)	90	47	12	130	157	4	159
Link Distance (ft)		1977	92		484		153
Upstream Blk Time (%)							1
Queuing Penalty (veh)							4
Storage Bay Dist (ft)	235			160		261	
Storage Blk Time (%)				0	0		1
Queuing Penalty (veh)				0	1		0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	160	2	744	277
Effct. Green for Bike (s)	18.0	18.0	33.0	18.0
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	600
Bicycle Delay (s/bike)	14.7	14.7	6.1	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.16	2.13	3.15	2.59
Bicycle LOS	B	B	C	B

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.10	1.71	2.26	2.20
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/20/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1	72	1	1	0	253	422	2	1	175	76
Future Volume (veh/h)	73	1	72	1	1	0	253	422	2	1	175	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1610	1976	1900	1900	1900	1900	1863	1845	1900	1900	1827	1900
Adj Flow Rate, veh/h	80	1	79	1	1	0	278	464	2	1	192	84
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	18	0	0	0	0	0	2	3	3	0	4	4
Cap, veh/h	497	6	496	298	271	0	614	1009	4	402	361	158
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.00	0.17	0.55	0.55	0.30	0.30	0.30
Sat Flow, veh/h	1219	21	1654	692	903	0	1774	1835	8	941	1203	526
Grp Volume(v), veh/h	80	0	80	2	0	0	278	0	466	1	0	276
Grp Sat Flow(s),veh/h/ln	1219	0	1674	1595	0	0	1774	0	1843	941	0	1730
Q Serve(g_s), s	0.3	0.0	2.1	0.0	0.0	0.0	5.5	0.0	9.1	0.0	0.0	8.0
Cycle Q Clear(g_c), s	2.4	0.0	2.1	2.1	0.0	0.0	5.5	0.0	9.1	0.0	0.0	8.0
Prop In Lane	1.00		0.99	0.50		0.00	1.00		0.00	1.00		0.30
Lane Grp Cap(c), veh/h	497	0	502	568	0	0	614	0	1014	402	0	519
V/C Ratio(X)	0.16	0.00	0.16	0.00	0.00	0.00	0.45	0.00	0.46	0.00	0.00	0.53
Avail Cap(c_a), veh/h	497	0	502	568	0	0	614	0	1014	402	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	15.4	14.7	0.0	0.0	9.7	0.0	8.1	14.7	0.0	17.5
Incr Delay (d2), s/veh	0.7	0.0	0.7	0.0	0.0	0.0	2.4	0.0	1.5	0.0	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.1	0.0	0.0	0.0	3.0	0.0	5.0	0.0	0.0	4.3
LnGrp Delay(d),s/veh	16.2	0.0	16.1	14.7	0.0	0.0	12.1	0.0	9.6	14.7	0.0	21.4
LnGrp LOS	B		B	B			B		A	B		C
Approach Vol, veh/h		160			2			744			277	
Approach Delay, s/veh		16.2			14.7			10.6			21.3	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		37.5		22.5	15.0	22.5		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		33.0		18.0	10.5	18.0		18.0
Max Q Clear Time (g_c+I1), s		11.1		4.4	7.5	10.0		4.1
Green Ext Time (p_c), s		4.9		0.6	0.3	2.9		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		13.8
HCM 2010 LOS		B

Queuing and Blocking Report
AM Peak Hour

11/20/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	124	56	12	164	202	6	163
Average Queue (ft)	43	23	1	75	87	0	104
95th Queue (ft)	93	49	9	139	161	4	166
Link Distance (ft)		1977	92		484		153
Upstream Blk Time (%)							2
Queuing Penalty (veh)							5
Storage Bay Dist (ft)	235			160		261	
Storage Blk Time (%)				0	1		2
Queuing Penalty (veh)				2	1		0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/20/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	160	2	744	277
Effct. Green for Bike (s)	18.0	18.0	33.0	18.0
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	600
Bicycle Delay (s/bike)	14.7	14.7	6.1	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.16	2.13	3.15	2.59
Bicycle LOS	B	B	C	B

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

12/16/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.10	1.71	2.26	2.20
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/18/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	14	217	4	4	6	139	302	10	0	451	86
Future Volume (veh/h)	184	14	217	4	4	6	139	302	10	0	451	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1976	1900	1900	1900	1900	1863	1863	1900	1900	1881	1900
Adj Flow Rate, veh/h	207	16	244	4	4	7	156	339	11	0	507	97
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	2	2	2	0	1	1
Cap, veh/h	490	31	473	145	149	191	341	984	32	120	596	114
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.09	0.55	0.55	0.00	0.39	0.39
Sat Flow, veh/h	1385	103	1568	229	494	633	1774	1794	58	1047	1534	294
Grp Volume(v), veh/h	207	0	260	15	0	0	156	0	350	0	0	604
Grp Sat Flow(s),veh/h/ln	1385	0	1671	1355	0	0	1774	0	1852	1047	0	1828
Q Serve(g_s), s	2.1	0.0	7.7	0.0	0.0	0.0	2.9	0.0	6.3	0.0	0.0	18.1
Cycle Q Clear(g_c), s	9.8	0.0	7.7	7.7	0.0	0.0	2.9	0.0	6.3	0.0	0.0	18.1
Prop In Lane	1.00		0.94	0.27		0.47	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	490	0	504	485	0	0	341	0	1016	120	0	710
V/C Ratio(X)	0.42	0.00	0.52	0.03	0.00	0.00	0.46	0.00	0.34	0.00	0.00	0.85
Avail Cap(c_a), veh/h	490	0	504	485	0	0	341	0	1016	120	0	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	17.3	14.8	0.0	0.0	12.2	0.0	7.5	0.0	0.0	16.8
Incr Delay (d2), s/veh	2.7	0.0	3.7	0.1	0.0	0.0	4.4	0.0	0.9	0.0	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.1	0.2	0.0	0.0	1.8	0.0	3.5	0.0	0.0	11.5
LnGrp Delay(d),s/veh	21.0	0.0	21.1	14.9	0.0	0.0	16.5	0.0	8.5	0.0	0.0	29.0
LnGrp LOS	C		C	B			B		A			C
Approach Vol, veh/h		467			15			506			604	
Approach Delay, s/veh		21.0			14.9			11.0			29.0	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		37.4		22.6	9.6	27.8		22.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		32.9		18.1	5.1	23.3		18.1
Max Q Clear Time (g_c+I1), s		8.3		11.8	4.9	20.1		9.7
Green Ext Time (p_c), s		7.0		1.3	0.0	1.8		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

11/19/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	TR
Maximum Queue (ft)	145	146	48	127	145	176
Average Queue (ft)	74	63	11	52	67	134
95th Queue (ft)	125	117	37	96	123	175
Link Distance (ft)		1977	92		484	153
Upstream Blk Time (%)						4
Queuing Penalty (veh)						11
Storage Bay Dist (ft)	235			160		
Storage Blk Time (%)				0	0	4
Queuing Penalty (veh)				0	0	0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/18/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	467	15	506	604
Effct. Green for Bike (s)	18.1	18.1	32.9	23.3
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	603	603	1097	777
Bicycle Delay (s/bike)	14.6	14.6	6.1	11.2
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.67	2.15	2.76	3.13
Bicycle LOS	B	B	C	C

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/18/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.17	1.73	2.34	2.31
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	14	312	4	4	6	201	386	10	0	567	87
Future Volume (veh/h)	202	14	312	4	4	6	201	386	10	0	567	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1976	1900	1900	1900	1900	1863	1863	1900	1900	1881	1900
Adj Flow Rate, veh/h	227	16	351	4	4	7	226	434	11	0	637	98
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	2	2	2	0	1	1
Cap, veh/h	442	23	496	95	98	125	308	1065	27	80	686	106
Arrive On Green	0.06	0.31	0.31	0.20	0.20	0.20	0.11	0.59	0.59	0.00	0.43	0.43
Sat Flow, veh/h	1774	73	1594	224	490	624	1774	1808	46	960	1592	245
Grp Volume(v), veh/h	227	0	367	15	0	0	226	0	445	0	0	735
Grp Sat Flow(s),veh/h/ln	1774	0	1667	1337	0	0	1774	0	1854	960	0	1837
Q Serve(g_s), s	5.5	0.0	17.5	0.0	0.0	0.0	5.8	0.0	11.7	0.0	0.0	34.2
Cycle Q Clear(g_c), s	5.5	0.0	17.5	7.5	0.0	0.0	5.8	0.0	11.7	0.0	0.0	34.2
Prop In Lane	1.00		0.96	0.27		0.47	1.00		0.02	1.00		0.13
Lane Grp Cap(c), veh/h	442	0	519	318	0	0	308	0	1092	80	0	792
V/C Ratio(X)	0.51	0.00	0.71	0.05	0.00	0.00	0.73	0.00	0.41	0.00	0.00	0.93
Avail Cap(c_a), veh/h	442	0	519	318	0	0	308	0	1092	80	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	27.4	29.1	0.0	0.0	18.8	0.0	10.0	0.0	0.0	24.3
Incr Delay (d2), s/veh	4.2	0.0	7.9	0.3	0.0	0.0	14.3	0.0	1.1	0.0	0.0	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	9.2	0.3	0.0	0.0	4.0	0.0	6.3	0.0	0.0	21.2
LnGrp Delay(d),s/veh	31.5	0.0	35.3	29.4	0.0	0.0	33.1	0.0	11.1	0.0	0.0	42.9
LnGrp LOS	C		D	C			C		B			D
Approach Vol, veh/h		594			15			671			735	
Approach Delay, s/veh		33.9			29.4			18.5			42.9	
Approach LOS		C			C			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	7	8
Phs Duration (G+Y+Rc), s		57.5		32.5	14.2	43.3	10.0	22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s		53.0		28.0	9.7	38.8	5.5	18.0
Max Q Clear Time (g_c+I1), s		13.7		19.5	7.8	36.2	7.5	9.5
Green Ext Time (p_c), s		10.7		1.6	0.1	1.8	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

11/24/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	TR
Maximum Queue (ft)	230	241	56	181	247	162
Average Queue (ft)	103	113	11	87	100	143
95th Queue (ft)	176	199	38	157	191	177
Link Distance (ft)		1977	92		484	153
Upstream Blk Time (%)			0			9
Queuing Penalty (veh)			0			24
Storage Bay Dist (ft)	235			160		
Storage Blk Time (%)	0	0		2	1	9
Queuing Penalty (veh)	0	1		6	2	0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	594	15	671	735
Effct. Green for Bike (s)	28.0	18.0	53.0	38.8
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	622	400	1178	862
Bicycle Delay (s/bike)	21.4	28.8	7.6	14.6
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.88	2.15	3.03	3.35
Bicycle LOS	C	B	C	C

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.25	1.75	2.49	2.41
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	14	312	4	4	6	201	386	10	0	567	87
Future Volume (veh/h)	202	14	312	4	4	6	201	386	10	0	567	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1976	1900	1900	1900	1900	1863	1863	1900	1900	1881	1900
Adj Flow Rate, veh/h	227	16	351	4	4	7	226	434	11	0	637	98
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	2	2	2	0	1	1
Cap, veh/h	442	23	496	95	98	125	308	1065	27	80	686	106
Arrive On Green	0.06	0.31	0.31	0.20	0.20	0.20	0.11	0.59	0.59	0.00	0.43	0.43
Sat Flow, veh/h	1774	73	1594	224	490	624	1774	1808	46	960	1592	245
Grp Volume(v), veh/h	227	0	367	15	0	0	226	0	445	0	0	735
Grp Sat Flow(s),veh/h/ln	1774	0	1667	1337	0	0	1774	0	1854	960	0	1837
Q Serve(g_s), s	5.5	0.0	17.5	0.0	0.0	0.0	5.8	0.0	11.7	0.0	0.0	34.2
Cycle Q Clear(g_c), s	5.5	0.0	17.5	7.5	0.0	0.0	5.8	0.0	11.7	0.0	0.0	34.2
Prop In Lane	1.00		0.96	0.27		0.47	1.00		0.02	1.00		0.13
Lane Grp Cap(c), veh/h	442	0	519	318	0	0	308	0	1092	80	0	792
V/C Ratio(X)	0.51	0.00	0.71	0.05	0.00	0.00	0.73	0.00	0.41	0.00	0.00	0.93
Avail Cap(c_a), veh/h	442	0	519	318	0	0	308	0	1092	80	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	27.4	29.1	0.0	0.0	18.8	0.0	10.0	0.0	0.0	24.3
Incr Delay (d2), s/veh	4.2	0.0	7.9	0.3	0.0	0.0	14.3	0.0	1.1	0.0	0.0	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	9.2	0.3	0.0	0.0	4.0	0.0	6.3	0.0	0.0	21.2
LnGrp Delay(d),s/veh	31.5	0.0	35.3	29.4	0.0	0.0	33.1	0.0	11.1	0.0	0.0	42.9
LnGrp LOS	C		D	C			C		B			D
Approach Vol, veh/h		594			15			671			735	
Approach Delay, s/veh		33.9			29.4			18.5			42.9	
Approach LOS		C			C			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	7	8
Phs Duration (G+Y+Rc), s		57.5		32.5	14.2	43.3	10.0	22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s		53.0		28.0	9.7	38.8	5.5	18.0
Max Q Clear Time (g_c+I1), s		13.7		19.5	7.8	36.2	7.5	9.5
Green Ext Time (p_c), s		10.7		1.6	0.1	1.8	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

11/24/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	TR
Maximum Queue (ft)	230	224	44	185	227	170
Average Queue (ft)	104	114	10	87	102	142
95th Queue (ft)	172	193	34	157	187	180
Link Distance (ft)		1977	92		484	153
Upstream Blk Time (%)			0			10
Queuing Penalty (veh)			0			26
Storage Bay Dist (ft)	235			160		
Storage Blk Time (%)	0	0		1	1	10
Queuing Penalty (veh)	0	0		4	2	0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	594	15	671	735
Effct. Green for Bike (s)	28.0	18.0	53.0	38.8
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	622	400	1178	862
Bicycle Delay (s/bike)	21.4	28.8	7.6	14.6
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.88	2.15	3.03	3.35
Bicycle LOS	C	B	C	C

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.25	1.75	2.49	2.41
Pedestrian Crosswalk LOS	B	A	B	B

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	14	267	4	4	6	171	334	10	0	489	108
Future Volume (veh/h)	232	14	267	4	4	6	171	334	10	0	489	108
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1976	1900	1900	1900	1900	1863	1863	1900	1900	1881	1900
Adj Flow Rate, veh/h	261	16	300	4	4	7	192	375	11	0	549	121
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	2	2	2	0	1	1
Cap, veh/h	398	23	440	113	117	140	344	1050	31	111	618	136
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.58	0.58	0.00	0.41	0.41
Sat Flow, veh/h	1386	84	1582	154	420	502	1774	1800	53	1013	1493	329
Grp Volume(v), veh/h	261	0	316	15	0	0	192	0	386	0	0	670
Grp Sat Flow(s),veh/h/ln	1386	0	1666	1075	0	0	1774	0	1853	1013	0	1822
Q Serve(g_s), s	5.6	0.0	11.0	0.1	0.0	0.0	3.6	0.0	7.1	0.0	0.0	22.2
Cycle Q Clear(g_c), s	16.6	0.0	11.0	11.0	0.0	0.0	3.6	0.0	7.1	0.0	0.0	22.2
Prop In Lane	1.00		0.95	0.27		0.47	1.00		0.03	1.00		0.18
Lane Grp Cap(c), veh/h	398	0	464	370	0	0	344	0	1080	111	0	754
V/C Ratio(X)	0.66	0.00	0.68	0.04	0.00	0.00	0.56	0.00	0.36	0.00	0.00	0.89
Avail Cap(c_a), veh/h	398	0	464	370	0	0	344	0	1080	111	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	20.9	17.3	0.0	0.0	13.3	0.0	7.1	0.0	0.0	17.7
Incr Delay (d2), s/veh	8.2	0.0	7.9	0.2	0.0	0.0	6.4	0.0	0.9	0.0	0.0	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	6.0	0.2	0.0	0.0	2.3	0.0	3.8	0.0	0.0	14.1
LnGrp Delay(d),s/veh	32.2	0.0	28.7	17.5	0.0	0.0	19.7	0.0	8.1	0.0	0.0	32.4
LnGrp LOS	C		C	B			B		A			C
Approach Vol, veh/h		577			15			578			670	
Approach Delay, s/veh		30.3			17.5			11.9			32.4	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		42.4		22.6	11.0	31.4		22.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		37.9		18.1	6.5	26.9		18.1
Max Q Clear Time (g_c+I1), s		9.1		18.6	5.6	24.2		13.0
Green Ext Time (p_c), s		8.4		0.0	0.0	1.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Queuing and Blocking Report
PM Peak Hour

11/24/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	TR
Maximum Queue (ft)	198	158	51	134	146	176
Average Queue (ft)	103	78	9	64	76	134
95th Queue (ft)	167	137	34	110	126	177
Link Distance (ft)		1977	92		484	153
Upstream Blk Time (%)						6
Queuing Penalty (veh)						15
Storage Bay Dist (ft)	235			160		
Storage Blk Time (%)	0			0	0	6
Queuing Penalty (veh)	0			0	0	0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/24/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	577	15	578	670
Effct. Green for Bike (s)	18.1	18.1	37.9	26.9
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	557	557	1166	828
Bicycle Delay (s/bike)	16.9	16.9	5.6	11.2
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.85	2.15	2.88	3.24
Bicycle LOS	C	B	C	C

HCM 2010 Signalized Intersection Summary
45: S. Division Street & Milford Street/Shopping Center

11/23/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	14	267	4	4	6	171	334	10	0	489	108
Future Volume (veh/h)	232	14	267	4	4	6	171	334	10	0	489	108
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1976	1900	1900	1900	1900	1863	1863	1900	1900	1881	1900
Adj Flow Rate, veh/h	261	16	300	4	4	7	192	375	11	0	549	121
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	2	2	2	0	1	1
Cap, veh/h	317	22	413	85	90	109	408	1150	34	80	718	158
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.64	0.64	0.00	0.48	0.48
Sat Flow, veh/h	1394	84	1580	132	344	416	1774	1800	53	1013	1493	329
Grp Volume(v), veh/h	261	0	316	15	0	0	192	0	386	0	0	670
Grp Sat Flow(s),veh/h/ln	1394	0	1665	892	0	0	1774	0	1853	1013	0	1822
Q Serve(g_s), s	7.8	0.0	15.6	0.1	0.0	0.0	4.2	0.0	8.6	0.0	0.0	27.2
Cycle Q Clear(g_c), s	23.5	0.0	15.6	15.7	0.0	0.0	4.2	0.0	8.6	0.0	0.0	27.2
Prop In Lane	1.00		0.95	0.27		0.47	1.00		0.03	1.00		0.18
Lane Grp Cap(c), veh/h	317	0	435	284	0	0	408	0	1184	80	0	877
V/C Ratio(X)	0.82	0.00	0.73	0.05	0.00	0.00	0.47	0.00	0.33	0.00	0.00	0.76
Avail Cap(c_a), veh/h	317	0	435	284	0	0	408	0	1184	80	0	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	30.3	25.4	0.0	0.0	13.9	0.0	7.4	0.0	0.0	19.2
Incr Delay (d2), s/veh	20.8	0.0	10.2	0.4	0.0	0.0	3.9	0.0	0.7	0.0	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	8.3	0.3	0.0	0.0	2.5	0.0	4.5	0.0	0.0	15.1
LnGrp Delay(d),s/veh	57.0	0.0	40.5	25.7	0.0	0.0	17.8	0.0	8.1	0.0	0.0	25.5
LnGrp LOS	E		D	C			B		A			C
Approach Vol, veh/h		577			15			578			670	
Approach Delay, s/veh		48.0			25.7			11.4			25.5	
Approach LOS		D			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		62.0		28.0	14.2	47.8		28.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		57.5		23.5	9.7	43.3		23.5
Max Q Clear Time (g_c+I1), s		10.6		25.5	6.2	29.2		17.7
Green Ext Time (p_c), s		9.3		0.0	0.2	6.1		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.1
HCM 2010 LOS	C

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/19/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	1.73	2.40	2.36
Pedestrian Crosswalk LOS	B	A	B	B

Queuing and Blocking Report
PM Peak Hour

11/24/2015

Intersection: 45: S. Division Street & Milford Street/Shopping Center

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	TR
Maximum Queue (ft)	240	192	43	152	179	174
Average Queue (ft)	126	83	11	72	70	132
95th Queue (ft)	207	151	35	124	140	174
Link Distance (ft)		1977	92		484	153
Upstream Blk Time (%)						5
Queuing Penalty (veh)						13
Storage Bay Dist (ft)	235			160		
Storage Blk Time (%)	1			0	0	5
Queuing Penalty (veh)	1			0	1	0

HCM 2010 Signals-Bicycles
45: S. Division Street & Milford Street/Shopping Center

11/23/2015

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	577	15	578	670
Effct. Green for Bike (s)	23.5	23.5	57.5	43.3
Cross Street Width (ft)	36.3	37.0	23.9	37.7
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	13.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	522	522	1278	962
Bicycle Delay (s/bike)	24.6	24.6	5.9	12.1
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.85	2.15	2.88	3.24
Bicycle LOS	C	B	C	C

HCM 2010 Signals-Pedestrians
45: S. Division Street & Milford Street/Shopping Center

11/23/2015

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.7	23.9	36.3	37.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.24	1.75	2.42	2.38
Pedestrian Crosswalk LOS	B	A	B	B

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