Traffic Impact Analysis

Appendix A

Appendix B

Appendix C

Appendix D

US 13 NORTH CORRIDOR PLANNING STUDY

Wicomico County, Maryland

September 25, 2009

Prepared for:

Salisbury/Wicomico Metropolitan Planning Organization

Merging Innovation and Excellence*

Traffic Impact AnalysisText & Exhibits

US 13 NORTH CORRIDOR PLANNING STUDY

Wicomico County, Maryland

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Traffic Impact Analysis

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Corporate Office Baltimore, MD

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

Other Office Locations Delmarva Region Virginia

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Prepared by:

Betty Tustin, P.E., PTOE

Derek Joost, P.E., PTOE

Glenn Cook

DJ/jew

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STUDY PURPOSE AND BACKGROUND

STUDY PURPOSE

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

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

BACKGROUND

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

The S/WMPO member jurisdictions include:

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

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

STUDY AREA

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

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

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

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

EXISTING TRAFFIC CONDITIONS

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

A computer simulation model of the US 13 North Corridor was conducted using SYNCHRO and SimTraffic. These models utilize the Highway Capacity Manual (HCM) methodology to assess capacity and operations at the study intersections and roadway segments. The results are presented in Exhibit 11 and the Intersection Capacity Analyses¹ worksheets are contained in Appendix B.

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

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

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

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

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

<u>Bi-State Blvd (MD 675B) and Foskey Lane.</u>: The eastbound and westbound singlelane approaches to this STOP controlled intersection are experiencing

¹ The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.

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

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

FUTURE TRAFFIC CONDITIONS

PLANNED ROADWAY IMPROVEMENTS

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

ANTICIPATED DEVELOPMENT

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

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

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

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

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

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

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

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

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

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

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

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

ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2010

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

The computer simulation model of the US 13 North Corridor was updated to incorporate 2010 peak hour traffic volumes and the results are presented in Exhibit 11², Results of Intersection Capacity Analyses. For the study year 2010, the peak hour factor was adjusted to 0.92 for all approaches. For planning studies, peak hour factors are typically adjusted as additional traffic volumes resulting from additional development may be more evenly distributed through the peak hour. Therefore, the results of the capacity analyses may seem to improve from existing conditions, despite the additional traffic volumes. Worksheets are contained in Appendix B.

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

² The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.

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

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

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

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

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

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

ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2020

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

The computer simulation model of the US 13 North Corridor was updated to incorporate 2020 peak hour traffic volumes and the results are presented in Exhibit 11³, Results of Intersection Capacity Analyses. For the study year 2020, the peak hour factor was additionally adjusted to 0.95 for all approaches. For

³ The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.

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

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

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

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

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

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

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

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

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

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

Westbound approach - Add an exclusive left turn lane for 300 feet⁴

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

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

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

ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2030

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

The computer simulation model of the US 13 North Corridor was updated to incorporate 2030 peak hour traffic volumes and the results are presented in Exhibit 11⁵, Results of Intersection Capacity Analyses. For the study year 2030, the peak hour factor was adjusted to 0.95 for all approaches. Worksheets are contained in Appendix B.

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

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

the worst approach.

⁴ The intersection of MD 54 and Bi-State Blvd is in the heart of the Town of Delmar. Properties adjacent to this intersection are built and utilized. Therefore, it is doubtful that right-of-way exists to provide for the recommended improvement without acquiring adjacent properties. As traffic volumes increase in the study year 2030, it will be recommended that consideration be given to improving existing roadways to provide alternate routes which avoid the center of Delmar.
⁵ The Level of Service shown for unsignalized intersections represents the Level of Service for

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

Northbound approach - Add a third thru lane

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

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

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

• Northbound approach - Add a third thru lane

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

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

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

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

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

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

ACCIDENT ANALYSES

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

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

US 13 - From MD 675B to MD 54

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

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

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

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

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

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

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

MD 54 - From US 13 to MD 675B

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

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

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

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

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

MD 675B - From MD 54 to Connelly Mill Road

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

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

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

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

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

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

SUMMARY OF RECOMMENDATIONS

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

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

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

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

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

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

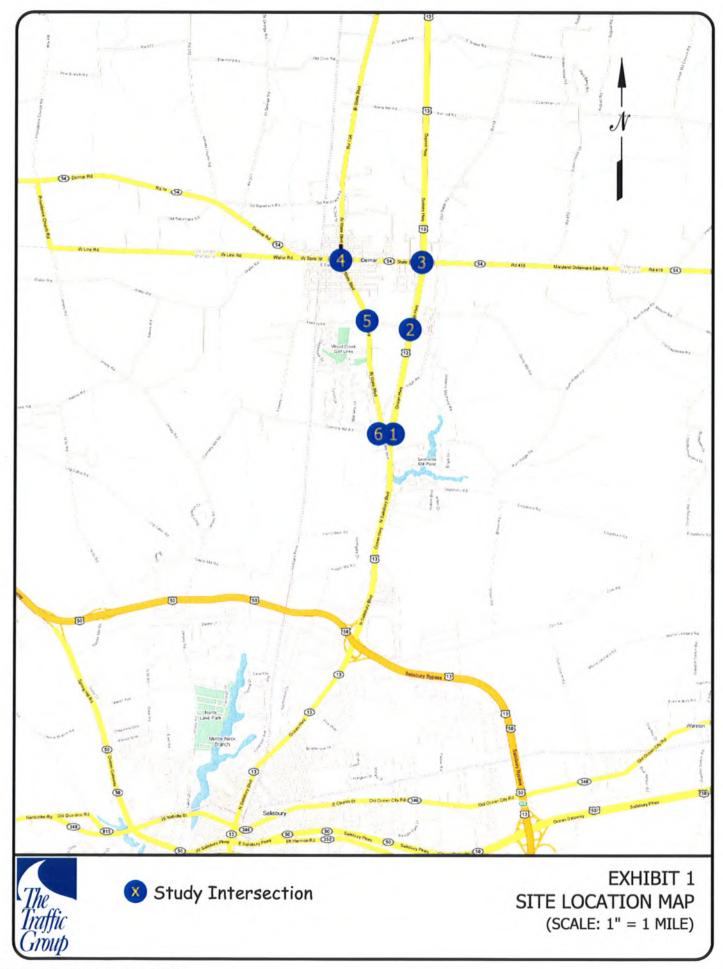
<u>Traffic Signalization</u>: Traffic signals are anticipated for the US 13 & Foskey Lane, Bi-State Boulevard & Foskey Lane and Bi-State Boulevard & Connelly Mill Road intersections. Traffic signalization should not occur unless the warrants specified in the Manual of Uniform Traffic Control Devices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

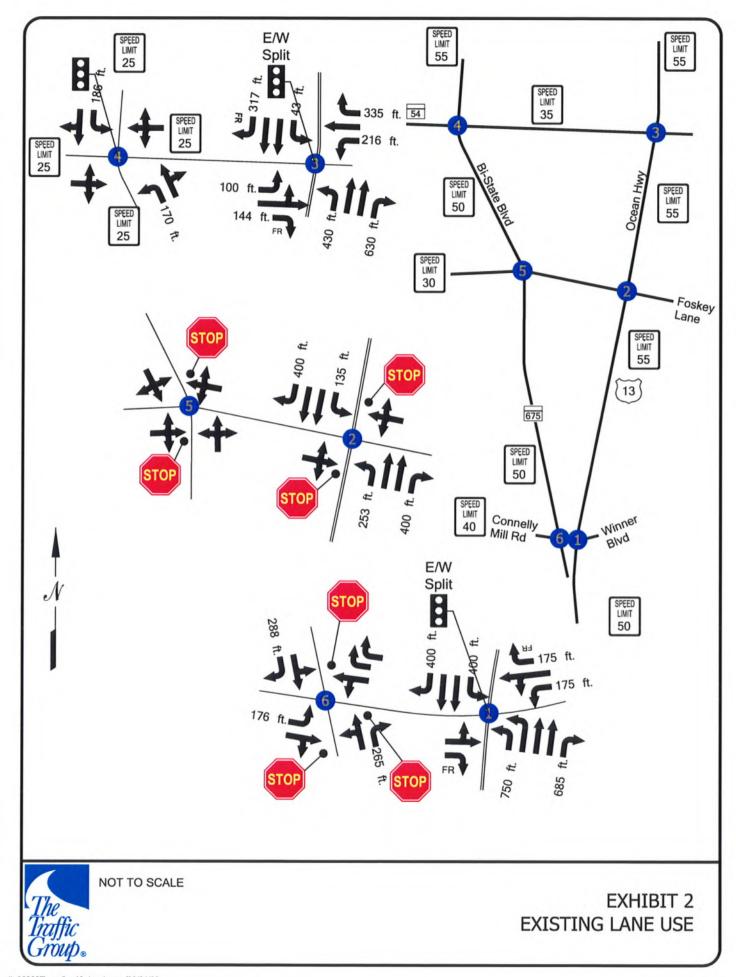
<u>Roundabout:</u> At the Bi-State Boulevard & Foskey Lane intersection, in lieu of traffic signalization, we suggest that some consideration be given to the construction of a roundabout which offers beneficial attributes of improved safety, traffic calming, and enhanced aesthetics. Construction costs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

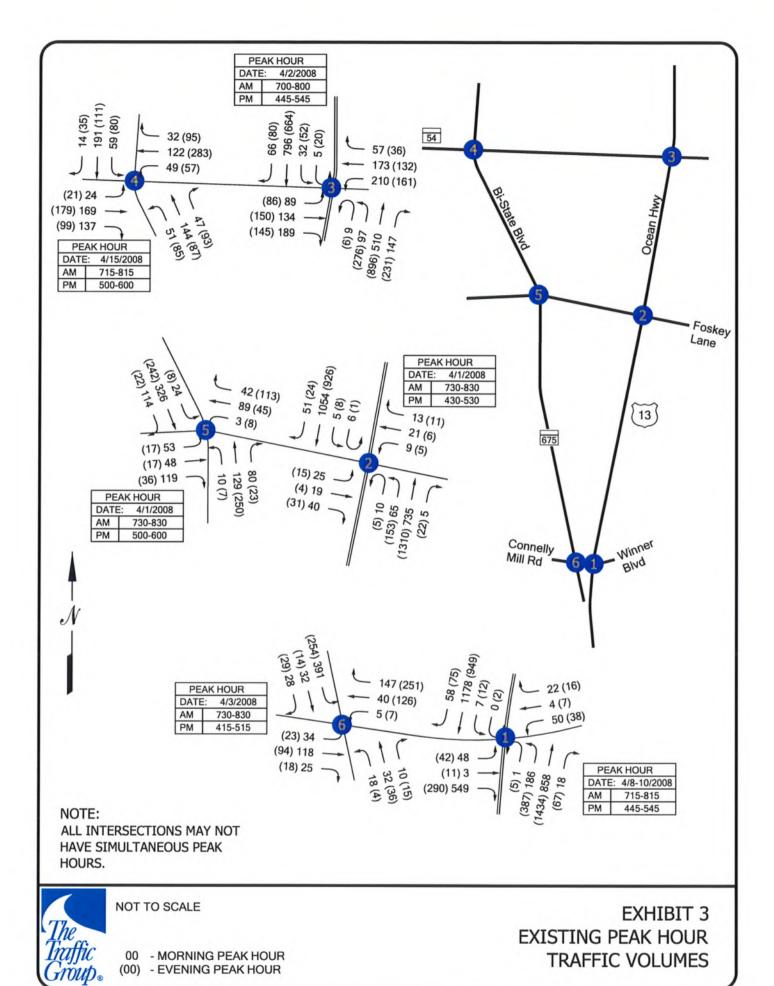
Bypass Routes: Acceptable LOS conditions are projected for the MD 54 & Bi-State Boulevard intersection under future 2020 and 2030 conditions; however significant queuing is also projected even with proposed improvements – particularly along the eastbound approach. The addition of turn lanes to critical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

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

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







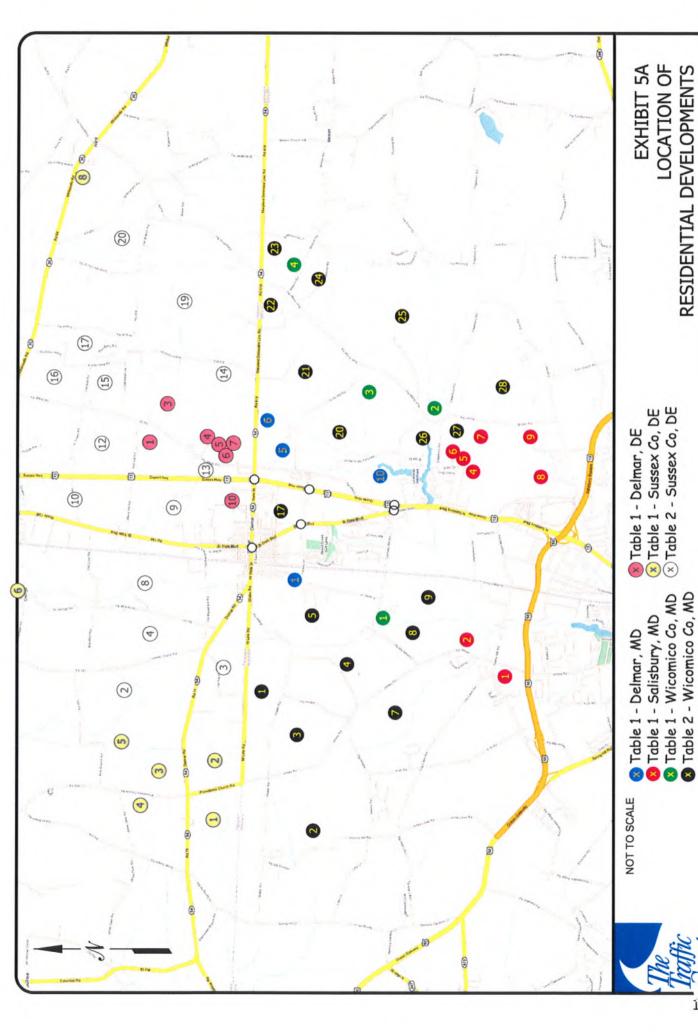
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	Table 1 Developn	nents
#	NAME	DESCRIPTION
	Delmar, MD	
1	Pheasant Lake	Residential
2	Delmar Public Safety Facility	Public Building
3	Foskey Lane Business Park	Business Park
4	Bank of Delmarva	Office building
5	Kilteel Estates	Residential
6	Heron Pond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

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

	Table 2 Developmer	nts in Maryland
#		
_	ZONING	BUILDOUT
1	A-1	155 Res. Units
2	A-1	55 Res. Units
3	A-1	117 Res. Units
4	A-1	196 Res. Units
5	TT	1,590 Res. Units
6	H Ind.	217 acres
7	A-1	51 Res. Units
8	TT	485 Res. Units
9	R-8A	1,050 Res. Units
10	H. Ind.	194 acres
11	Lt. Ind.	84 acres
12	H. Ind.	78 acres
13	H. Ind.	20 acres
14	Lt. Ind.	55 acres
15	Lt. Ind.	20 acres
16	General Commercial	7 acres
17	R-15	170 Res. Units
18	General Commercial	19 acres
19	General Commercial	29 acres
20	TT	2,330 Res. Units
21	TT	1,560 Res. Units
22	TT	210 Res. Units
23	A-1	67 Res. Units
24	A-1	87 Res. Units
25	A-1	238 Res. Units
26	R-20	300 Res. Units
27	R-15	260 Res. Units
28	A-1	222 Res. Units
-	Table 2 Developmer	nts in Delaware
#	TAZ	BUILDOUT
1	2252	None
2	2294	56 Res. Units
3	2331	58 Res. Units
4	2299	5 Res. Units
5	2274	None
6	2261	None
7	2262	None
8	2300	9 Res. Units
9	2313	21 Res. Units
10	2270	9 Res. Units
11	2271	None
12	2293	5 Res. Units
13	2315	9 Res. Units
14	2310	53 Res. Units
15	2295	5 Res. Units
16	2273	None
17	2280	23 Res. Units
18	2283	None
10		
19	2317	14 Res. Units
	2317 2287	14 Res. Units 4 Res. Units
19		



O Study intersection

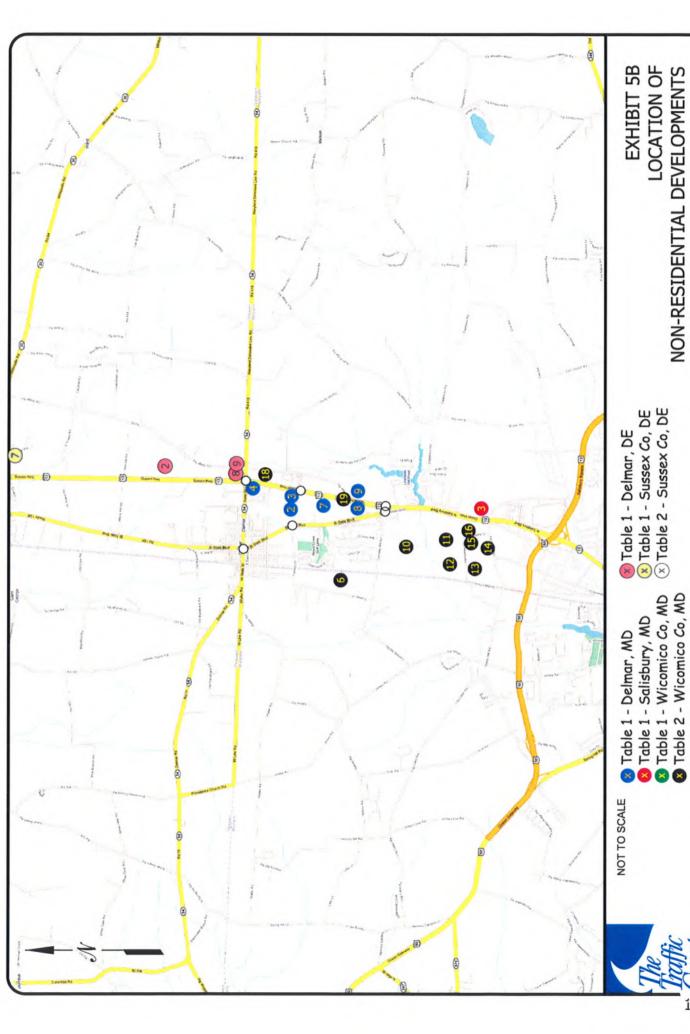


EXHIBIT 5B LOCATION OF NON-RESIDENTIAL DEVELOPMENTS

Table 1 - Delmar, DE

Table 1 - Sussex Co, DE

Table 2 - Sussex Co, DE

O Study intersection

TOID CENEDATION TOTALS				2010					20	2020					20	2030	ŀ	F
NIT GENERATION TOTALS		Morning Peak Hour	Peak	⊢	vening	Evening Peak Hour	⊢	Morning Peak	ak Hour	Evening	ng Peak	, Hour	Morning	ng Peak	된	Evenin	Evening Peak Hour	Hour
DelMar, MD		ln (Out	Total	u	Out Total	\vdash	Out	Total	드	Out	Total	=	Out	Total	=	Out	Total
1. Pheasant Lake	Res. trips	0	0	0	0	0 0	39	140	179	153	85	238	39	140	179	153	85	238
2. Delmar Public Safety Facility	Office trips	0	0	0	0	0 0	29	4	33	2	26	31	59	4	33	2	26	31
3. Foskey Lane Business Park	Office trips	143	27	170	41	137 178	3 283	54	337	78	259	337	283	54	337	78	259	337
4. Bank of Delmarva	Office trips	o	7	16	59	30 59	б	7	16	29	30	69	6	7	16	58	30	59
5. Kilteel Estates	Res. trips	15	47	62	53	31 84	15	47	62	53	31	84	15	47	62	53	31	84
6. Heron Pond	Res. trips	00	24	32	56	16 42	76	227	303	240	141	381	92	227	303	240	141	381
7. Light Square Auto Dealership	Retail trips	21	80	58	4	23 37	21	80	58	4	23	37	21	80	58	4	23	37
8. Delmar Gateway Annexation Commercial trips	imercial trips	129	34	163	111	170 281	106	28	134	92	138	230	106	28	134	92	138	230
9. Hynansky Commercial Propertyommercial trips	imercial trips	0	0	0	0	0 0	244	. 61	305	197	347	544	244	61	305	197	347	544
10. Hynansky Residential Property	Res. trips	0	0	0	0	0 0	0	0	0	0	0	0	13	64	11	52	25	11
1. Jersey RdLockman Annexation	Res. trips	0	0	0	0	0 0	15	51	99	5	32	86	20	69	68	73	41	114
	Retail trips	0	0	0	0	0 0	10	9	16	59	31	09	10	9	16	29	31	9
2. Three Creeks	Res. trips	0	0	0	0	0 0	49	146	195	159	93	252	64	192	256	205	121	326
3. Dairy Queen	Restr. trips	59	20	49	_	22 29	29	20	49	7	22	58	29	20	49	7	22	29
4. Addison Court Apartments	Res. trips	0	0	0	0	0 0	30	121	151	119	64	183	30	121	151	119	64	183
	Retail trips	0	0	0	0	0 0	2	-	3	9	7	13	2	-	8	9	7	13
5. North Pointe Commons	Res. trips	0	0	0	0	0 0	21	103	124	66	49	148	21	103	124	66	49	148
6. Martin's Mill	Res. trips	0	0	0	0	0 0	6	43	52	35	17	52	12	22	69	46	23	69
7. Brown Farm Annexation	Res. trips	0	0	0	0	0 0	45	191	233	189	26	286	77	337	414	341	174	515
8. Villages of Parsons Lake, Sec. 2	Res. trips	0	0	0	0	0 0	ო	00	11	6	2	41	2	16	21	48	10	28
9. Remainder of Parsons Lake	Res. trips	0	0	0	0	0 0	62	220	282	228	126	354	117	410	527	418	231	649
Wicomico County, MD																		
1. Chaplin's Cove	Res. trips	0	0	0	0	0 0	2	9	80	9	4	10	2	9	80	9	4	10
2. Stonebridge Subdivision	Res. trips	0	0	0	0	0 0	2	9	80	7	4	1	2	9	80	7	4	=
3. Essex Ridge, Sec. 5, 6 & 7	Res. trips	0	0	0	0	0 0	15	45	09	51	30	81	20	9	80	29	40	107
4. Layfield Subdivision	Res. trips	0	0	0	0	0 0	8	6	12	10	9	16	8	6	12	10	9	16
Total res	Total residential trips	23	71	94	79 7	47 126	380	1355	1735	1403	622	2182	511	1848	2359	1889	1039	2928
Total com	Total commercial trips	331	96	427	202 3	382 584	733	189	922	457	883	1340	733	189	922	457	883	1340



THE CENTER OF TOTAL																			
		Mornin	ing Peak Hour		Evening	Evening Peak Hour		Morning Peak Hour	Peak I		Evening	Evening Peak Hour		Mornin	Morning Peak Hour	Hour	Evenir	Evening Peak Hour	Hour
DelMar, DE		드	Out	Total	드	Out	Total	ıı	Out 1	Total	드	Out	Total	=	Out	Total	=	Out	Total
1. Delmar Grove	Res. trips	0	0	0	0	0	0	23	71	94	78	46	124	23	7.1	94	78	46	124
2. Stephenson	Office trips	0	0	0	0	0	0	1162	158	1320	232	1130	1362	1162	158	1320	232	1130	1362
3. Chesapeake Bay Reserves	comm. trips	0	0	0	0	0	0	86	258	344	271	159	430	98	258	344	271	159	430
4. Whitetail Run	Res. trips	0	0	0	0	0	0	27	125	152	121	63	184	27	125	152	121	63	184
5. Hurley	Res. trips	0	0	0	0	0	0	11	34	45	38	23	61	1	34	45	38	23	61
6. Yorkshire Estates	Res. trips	0	0	0	0	0	0	46	140	186	152	88	241	46	140	186	152	88	241
7. Stillwater	Res. trips	0	0	0	0	0	0	32	86	130	108	63	171	32	86	130	108	63	171
8. McDonalds	Commercial trips	20	33	83	7	38	49	20	33	83	=	38	49	20	33	83	1	38	49
9. Mattress Discount Store	Commercial trips	0	0	0	0	0	0	2	-	8	2	9	1	2	-	8	2	9	7
10. Fox Run	Res. trips	0	0	0	0	0	0	2	10	12	80	4	12	2	10	12	80	4	12
Sussex Co., DE																			
1. Blackwater Creek West Farm	m Res. trips	0	0	0	0	0	0	27	130	157	127	62	189	27	130	157	127	62	189
2. Blackwater Creek South Farm	rm Res. trips	0	0	0	0	0	0	72 2	218	290	231	135	366	72	218	290	231	135	366
3. Blackwater Creek North Farm	m Res. trips	0	0	0	0	0	0	207	177	229	178	66	277	207	177	229	178	66	277
	Restr. trips	0	0	0	0	0	0	2	3	8	14	16	30	2	3	8	14	16	30
4. Susan Beach Estates	Res. trips	0	0	0	0	0	0	19	28	11	99	38	104	38	116	154	127	74	201
5. Northview at Wild Pine CC	Res. trips	0	0	0	0	0	0	58	89	118	86	25	155	99	169	225	182	107	289
6. Rantz Farm	Res. trips	0	0	0	0	0	0	31	95	126	105	61	166	31	92	126	105	61	166
7. Sealadel Business Park	Commercial trips	0	0	0	0	0	0	12	2	4	2	13	15	12	2	4	2	13	15
8. Windmill Estates	Res. trips	0	0	0	0	0	0	22	89	06	92	45	121	44	134	178	146	98	232
Total	Total residential trips	0	0	0	0	0	0	548 1	313 1	9021	1386	785	2171	616	1517	1978	1601	912	2513
Total	Total commercial trips	20	33	83	11	38	49	1317 4	455 1	1772	535	1362	1897	1317	455	1772	535	1362	1897



TRIP GENERATION TOTALS

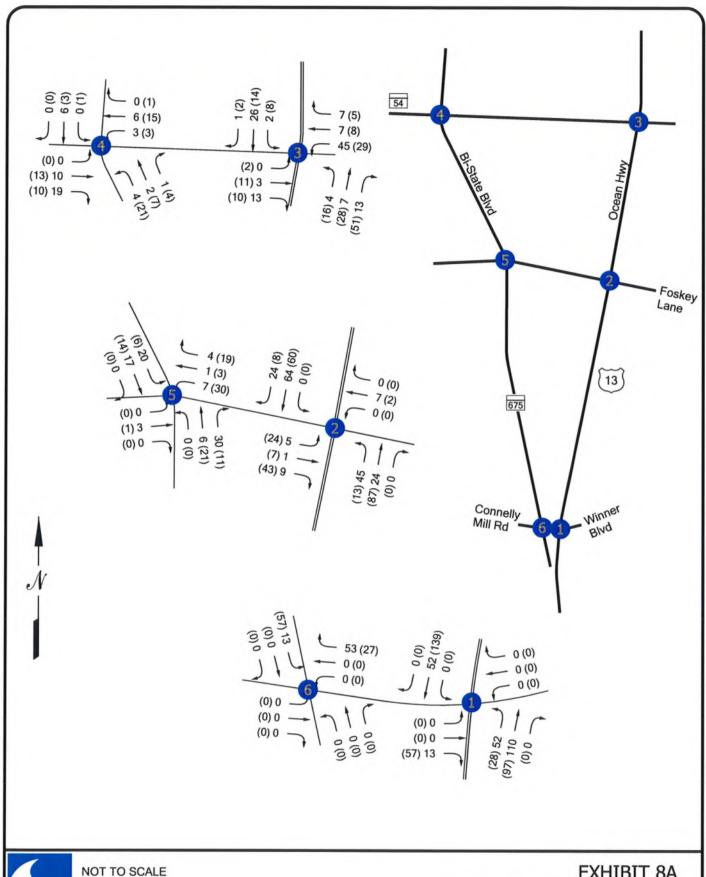
				2010	10						2020	0						2030	0			
WA	MARYLAND	a pigu	Morn	Morning Peak Hour	Hour	Evenin	Evening Peak Hour	Hour		Mornin	Morning Peak Hour	Hour	Evening	Evening Peak Hour			Mornin	Morning Peak Hour	Hour	Evenin	Evening Peak Hour	Hour
	Land Use	S IIII	⊑	Out	Total	드	Out	Total	units	ul	Out	Total	u	Out Total	-	units	=	Out	Total	=	Out	Total
+	A-1	0 SFUs	0	0	0	0	0	0	7 SFUs	1	4	2	4	3	7 16	16 SFUs	3		12	10		16
2	A-1	0 SFUs	0	0	0	0	0	0	3 SFUs	0	2	2	2	-	3	6 SFUs	-	4	2	4	2	9
e,	A-1	0 SFUs	0	0	0	0	0	0	6 SFUs	-	4	2	4	2 6	6 13	12 SFUs	2	7	6	œ	4	12
4	A-1	0 SFUs	0	0	0	0	0	0	10 SFUs	2	9	80	9	4	10 20	20 SFUs	4	=	15	13	7	20
5.	F	0 SFUs	0	0	0	0	0	0	80 SFUs	9	53	35	23	12 3	35 15	159 SFUs	12	28	2	47	23	70
9	H Ind.	0 acres	0	0	0	0	0	0	22 acres	167	34	201	45	169 21	214 4	43 acres	281	22	338	73	274	347
7.	A-1	0 SFUs	0	0	0	0	0	0	3 SFUs	0	2	2	2	-	3 5	5 SFUs	-	က	4	8	2	2
89	Þ	0 TUs	0	0	0	0	0	0	24 TUs	2	6	=	7	4	11	49 TUs	4	18	22	15	7	22
တ်	R-8A	0 TUs	0	0	0	0	0	0	52 TUS	4	19	23	15	8	23 10	105 TUs	80	38	46	31	15	46
10.	H Ind.	0 acres	0	0	0	0	0	0	19 acres	149	30	179	40	152 19	192 38	38 acres	255	52	307	29	250	317
7	Lt.Ind.	0 acres	0	0	0	0	0	0	8 acres	20	10	09	13	45 5	58 1	17 acres	106	22	128	27	96	123
15.	H Ind.	0 acres	0	0	0	0	0	0	8 acres	92	15	16	22	81 10	103 16	16 acres	129	27	156	36	134	170
13.	H Ind.	0 acres	0	0	0	0	0	0	2 acres	56	2	31	80	30 3	38 4	4 acres	44	6	53	13	20	63
14.	Lt.Ind.	0 acres	0	0	0	0	0	0	6 acres	37	8	45	10	34 44	_	11 acres	69	14	83	18	62	80
15.	Lt.Ind.	0 acres	0	0	0	0	0	0	10 acres	62	13	75	16	57 7	73 20	20 acres	124	56	150	32	113	145
16.	Gen. Comm.	0 acres	0	0	0	0	0	0	7 acres	85	22	107	71	103 17	174 7	7 acres	85	22	107	71	103	174
17.	R-15	0 MFUs	0	0	0	0	0	0	9 MFUs	-	က	4	e	1 4	_	17 MFUs	-	9	7	2	2	7
18.	Gen. Comm.	0 acres	0	0	0	0	0	0	2 acres	59	9	35	27	88 11	115 4	4 acres	52	13	9	20	117	167
19.	Gen. Comm.	0 acres	0	0	0	0	0	0	3 acres	45	6	51	40	102 14	142 6	6 acres	74	20	94	71	148	219
20.	F	0 TUs	0	0	0	0	0	0	116 TUs	6	42	21	34	17 51	_	233 TUs	17	85	102	80	40	120
21.	F	0 TUs	0	0	0	0	0	0	78 TUs	9	28	34	23	11 34	-	156 TUs	12	24	69	46	23	69
22.	Þ	0 TUs	0	0	0	0	0	0	10 TUs	-	e	4	ო	4		21 TUs	2	7	6	9	3	6
23.	A-1	0 SFUs	0	0	0	0	0	0	3 SFUs	0	2	2	2	1 3	_	7 SFUs	-	4	2	4	က	7
24.	A-1	0 SFUs	0	0	0	0	0	0	4 SFUs	-	2	8	n	1	-	9 SFUs	2	2	7	9	က	6
25.	A-1	0 SFUs	0	0	0	0	0	0	12 SFUs	2	7	6	8	4 12	-	24 SFUs	4	14	18	15	6	24
26.	R-20	0 MFUs	0	0	0	0	0	0	15 MFUs	-	9	7	2	2 7		30 MFUs	2	=	13	o	4	13
27.	R-15	0 MFUs	0	0	0	0	0	0	13 MFUs	-	2	9	4	2 6		26 MFUs	2	6	1	7	4	11
28.	A-1	0 SFUs	0	0	0	0	0	0	11 SFUs	2	9	8	7	4 11	1 22	2 SFUs	4	13	17	14	8	22
TOT	TOTAL RESIDENTIAL TRIPS	ITIAL TRIPS	0	0	0	0	0	0		40	179	219	155	79 234	4		82	359	441	323	165	488
TOT	TAL COMMER	TOTAL COMMERCIAL TRIPS	0	0	0	0	0	0		723	152	875	292	861 1153	53	*	1219	262	1481	458	1347	1805
												+		1				П	-	1	- 1	



TRIP GENERATION TOTALS

					2010						2	2020						20	2030	ľ	ı	
DEL	DELAWARE		Morn	Morning Peak Hour	k Hour	Even	Evening Peak Hour	k Hour		Morn	Morning Deak Hour	Hour	Fveni	Evening Deak Hour	Hour		Morni	Morning Boat Hour	1	u u	Evening Book Dem	1
	TAZ	units	≘	ont	Total	드	Out	Total	units	드	Out	Total	٩	Out	Total	units	<u>-</u>	Out	Total	II EVE	Out	Total
-	2252	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0		0
5	2294	13 SFUs	2	80	10	80	2	13	38 SFUs	7	22	58	24	4	38	56 SFUs	10	32	42	36	21	22
e,	2331	14 SFUs	e	80	1	6	2	4	40 SFUs	7	23	30	25	15	40	58 SFUs	11	33	44	37	22	59
4	2299	1 SFUs	0	-	-	-	0	-	3 SFUs	0	2	2	2	-	ო	5 SFUs	-	e	4	က	2	2
5.	2274	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
9	2261	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
7.	2262	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
œ	2300	2 SFUs	0	2	2	-	-	2	6 SFUs	-	4	2	4	2	9	9 SFUs	2	2	7	9	e	6
6	2313	5 SFUs	-	e	4	ო	2	2	14 SFUs	က	80	1	б	2	4	21 SFUs	4	12	16	13	80	21
10.	2270	2 SFUs	0	2	2	-	-	2	6 SFUs	-	4	2	4	2	9	9 SFUs	2	2	7	9	m	6
7	2271	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
15.	2293	1 SFUs	0	-	-	-	0	-	3 SFUs	0	2	2	2	-	n	5 SFUs	-	n	4	8	2	2
13.	2315	2 SFUs	0	2	2	-	-	2	6 SFUs	-	4	2	4	2	9	9 SFUs	2	2	7	9	က	0
4.	2310	12 SFUs	2	7	6	80	4	12	35 SFUs	9	20	56	22	13	35	53 SFUs	10	30	40	34	20	54
15.	2295	1 SFUs	0	-	-	-	0	-	3 SFUs	0	2	2	2	-	က	5 SFUs	-	က	4	ო	2	2
16.	2273	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
17.	2280	6 SFUs	-	4	2	4	2	9	16 SFUs	e	6	12	10	9	16	23 SFUs	4	13	17	4	o	23
18.	2283	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
19.	2317	3 SFUs	0	2	2	2	-	က	9 SFUs	2	2	7	9	က	б	14 SFUs	8	80	7	6	2	14
20.	2287	1 SFUs	0	-	-	-	0	-	3 SFUs	0	2	2	2	-	ო	4 SFUs	-	5	ო	က	-	4
21.	2289	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
	TOTAL	63 SFUs	6	45	21	41	22	63	182 SFUs	31	107	138	116	99	182	271 SFUs	52	154	206	173	101	274

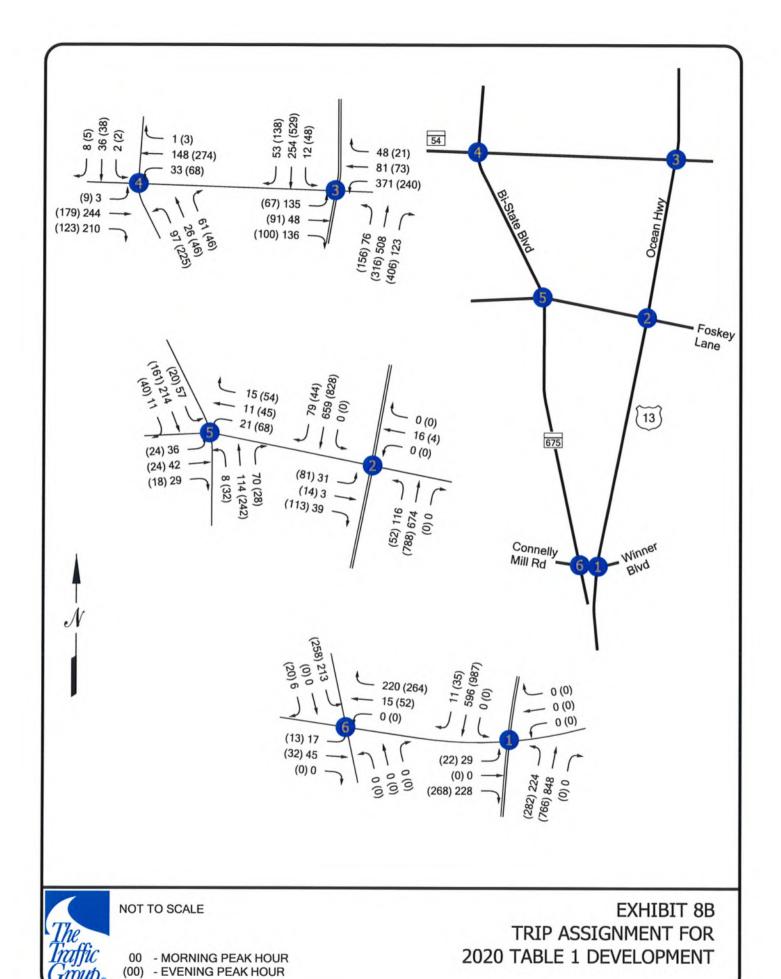




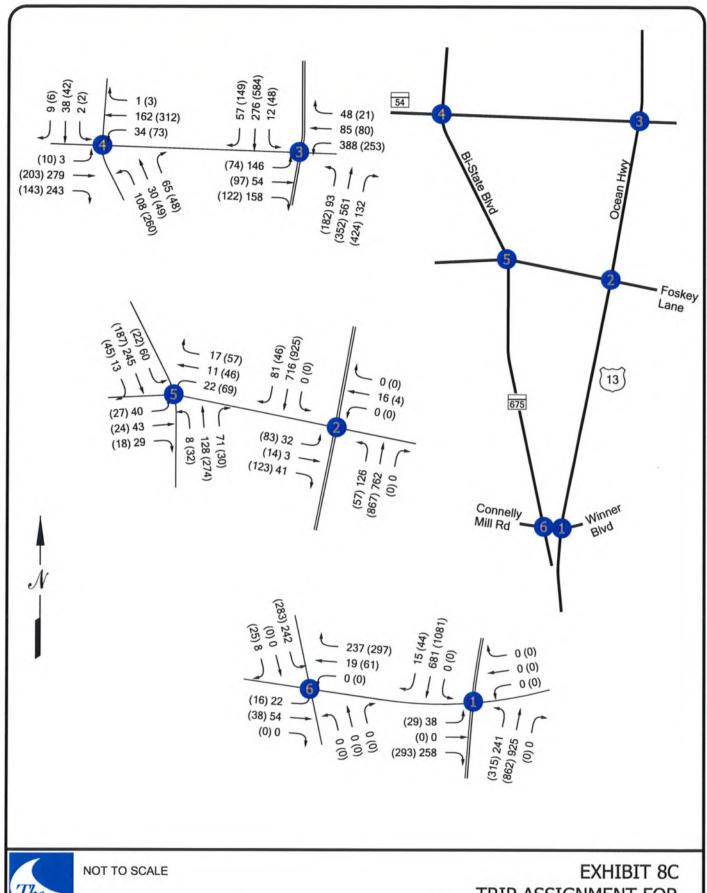


- MORNING PEAK HOUR - EVENING PEAK HOUR

EXHIBIT 8A TRIP ASSIGNMENT FOR 2010 TABLE 1 DEVELOPMENT

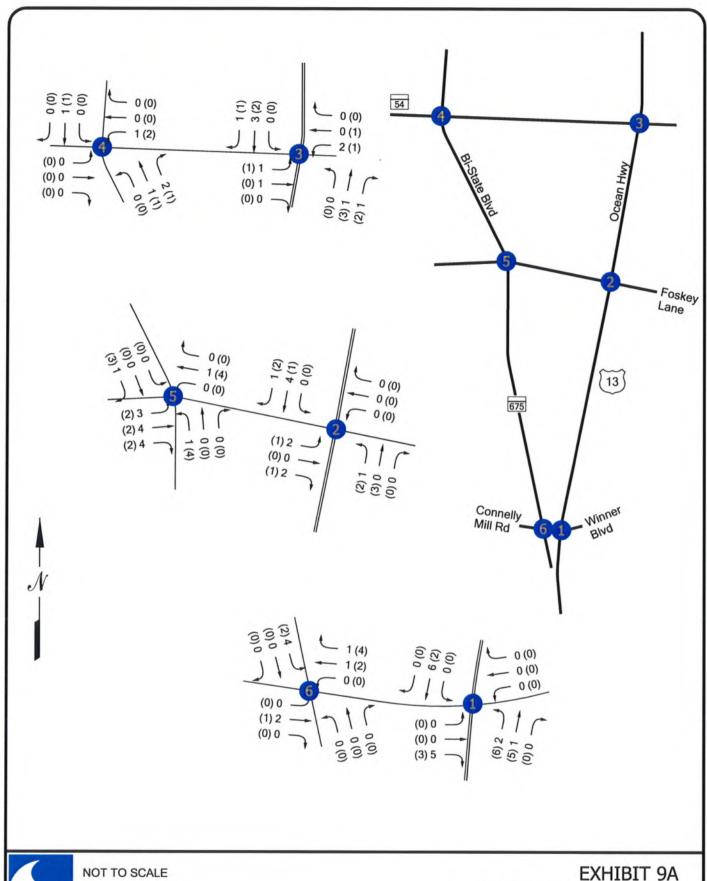


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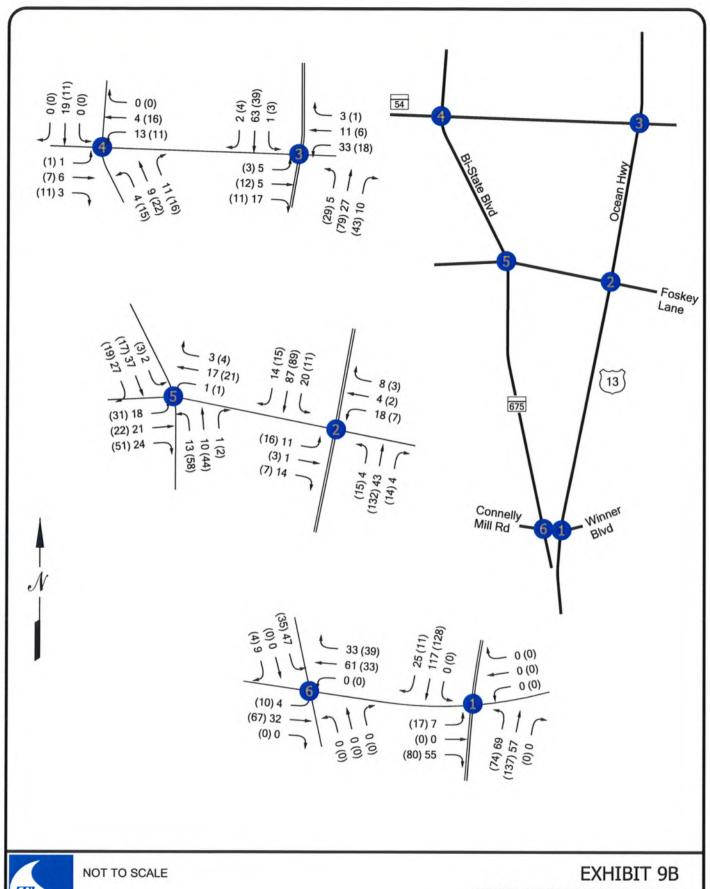


00 - MORNING PEAK HOUR (00) - EVENING PEAK HOUR EXHIBIT 8C TRIP ASSIGNMENT FOR 2030 TABLE 1 DEVELOPMENT



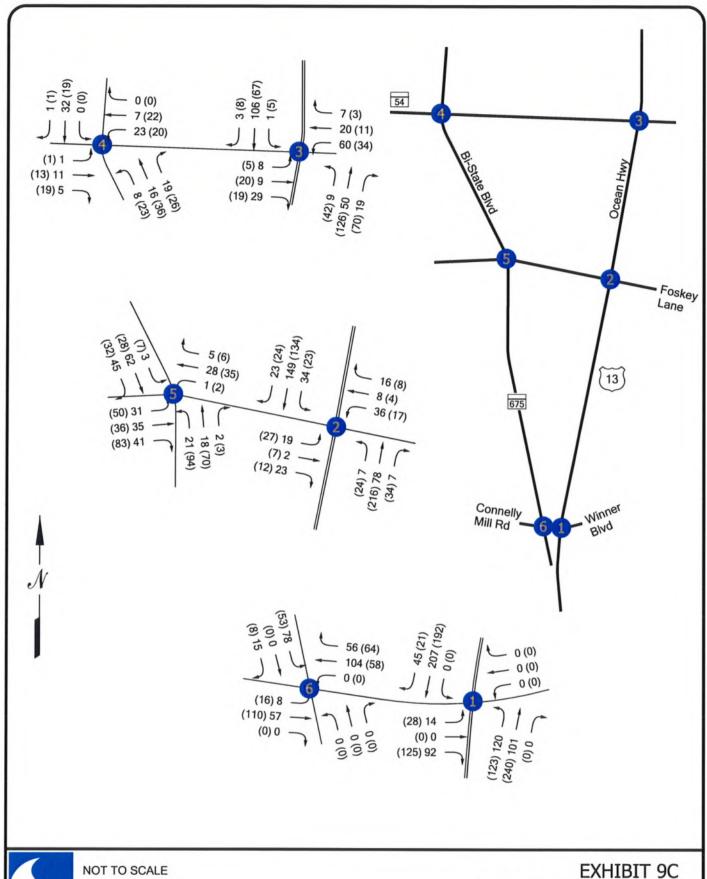


00 - MORNING PEAK HOUR (00) - EVENING PEAK HOUR TRIP ASSIGNMENT FOR 2010 TABLE 2 DEVELOPMENT



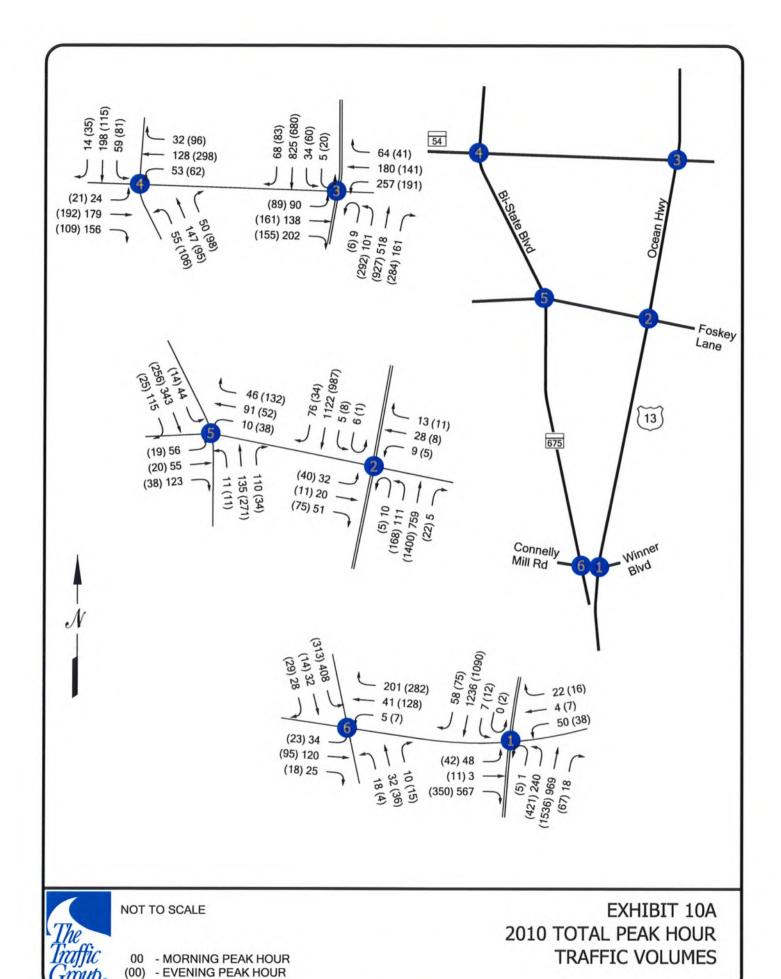
The Traffic Group_®

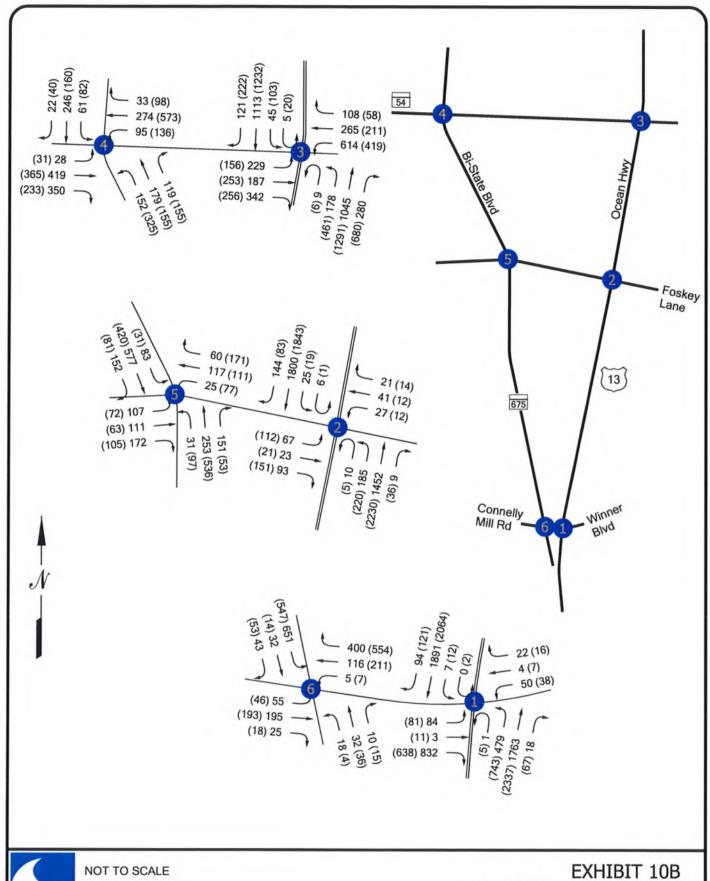
00 - MORNING PEAK HOUR 00) - EVENING PEAK HOUR EXHIBIT 9B TRIP ASSIGNMENT FOR 2020 TABLE 2 DEVELOPMENT





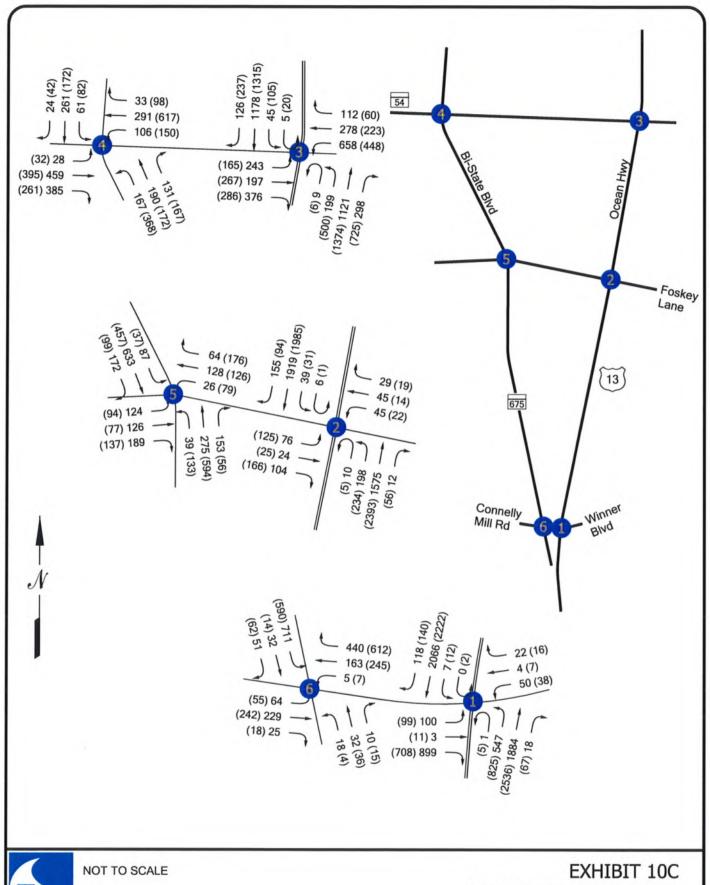
00 - MORNING PEAK HOUR 00) - EVENING PEAK HOUR TRIP ASSIGNMENT FOR 2030 TABLE 2 DEVELOPMENT







00 - MORNING PEAK HOUR 00) - EVENING PEAK HOUR EXHIBIT 10B 2020 TOTAL PEAK HOUR TRAFFIC VOLUMES



The Traffic Group。

00 - MORNING PEAK HOUR (00) - EVENING PEAK HOUR 2030 TOTAL PEAK HOUR TRAFFIC VOLUMES

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

NOTE:

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

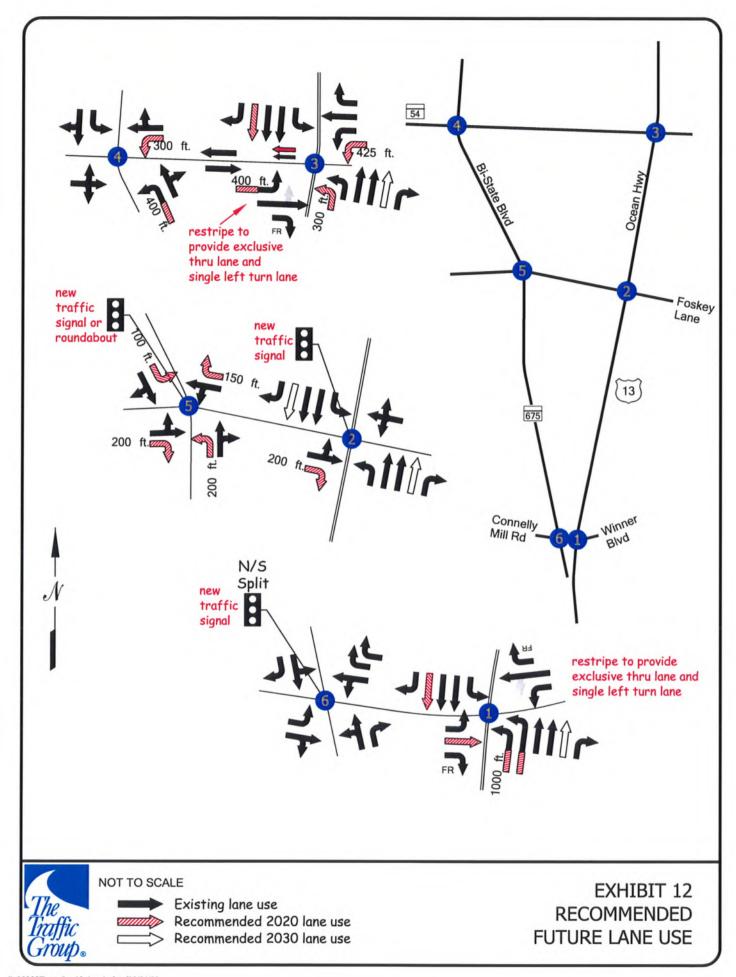
^{4/} BiState Blvd & Connelly Mill Rd under existing conditions is a 4-legged intersection with 3 legs under STOP control. The Highway Capacity Manual (HCM) does not provide a methodology to model this configuration. Under 2020 and 2030 conditions, the intersection is recommended to be signalized and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



EXHIBIT 11 RESULTS OF INTERSECTION CAPACITY ANALYSES - SYNCHRO

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

^{3/} Additional improvements are recommended at intersection # 5 to improve conditions relating to queuing.



APPENDIX A

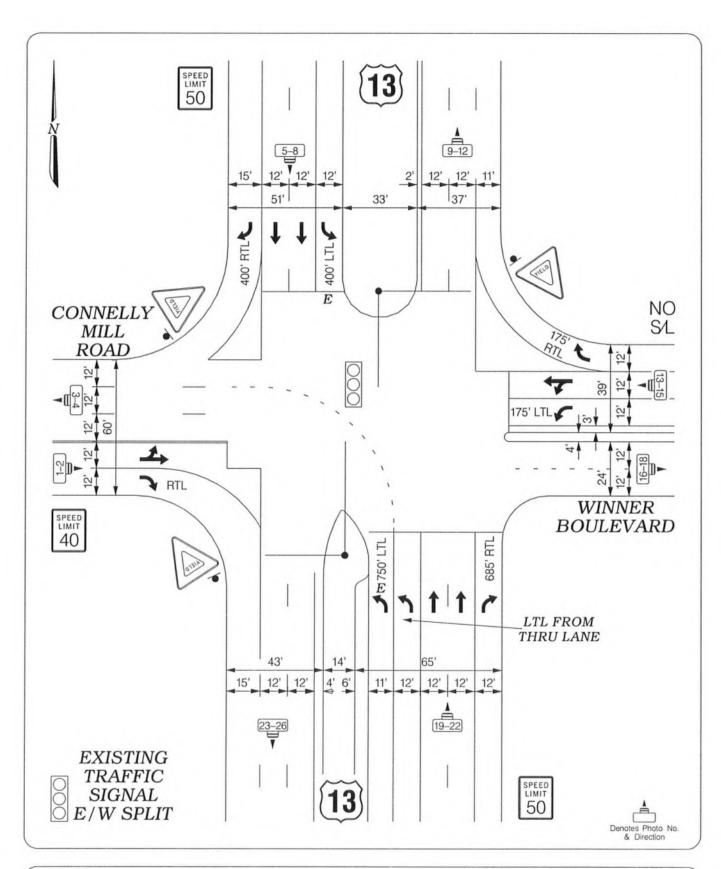
Intersection Turning Movement Counts

And Condition Diagrams



						ce	TOTAL	S + Z +	E+W		235	326	445	505	519	069	893	735	664	292	532	503	6614		1511	1795	2159	2607	2837	2982	2859	2498	2266		2982	0.83	4%
	- 1	7				Merging Innovation and Excellence www.trafficgroup.com	ST		TOTAL		30	53	114	92	110	134	162	149	155	116	112	72	1299		588	369	450	498	255	009	582	532	455		009	0.93	2%
	7	2	effic	mu	din	ation an ficgrou	OM WE		NT-U		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0		
			In	5	5.	ging Innovation and Excel www.trafficgroup.com	TRAFFIC FROM WEST	/ Mill Road	LEFT		4	2	14	6	16	6	19	13	7	13	17	9	132		32	44	48	23	24	48	52	20	43		48	0.63	29%
					:	Mergin	RAFF	on: Connelly Mill Road	THRU		0	0	0	-	-	0	2	-	0	-	0	0	9		-		2	4	4	က	4	2	-		3		%0
							-	•	RIGHT		26	48	100	82	93	125	141	135	148	102	95	99	1161		256	323	400	441	494	549	526	480	411		549		%0
	3/KT						AST		TOTAL		80	11	18	7	16	12	26	22	16	17	11	20	184		44	52	53	61	92	76	81	99	64		92	0.73	1%
	P/EZ/GS	8003	s,0s				SOM E	P	U-TN		0	0	0	0	0		0				0		0 4		0					0			0		0	6	
	DE/GA/E	Date: April 8, 10, 2008	Weather: Cloudy, 30-50's				TRAFFIC FROM EAST	on: Connelly Mill Road	J LEFT		4		8	4	6	9				9			107		23					20		38					6 2%
	by: SC/I	ate: Apr	ner: Clou	hv. GA	. Ka		TRAF	on: Conn	IT THRU		3 1	0	5 5	1	5 2	1 1		1 3		3		5 2	8 19						2 6		5 6		2 6		2 4		%0 %
	Counted by: SC/DE/GA/EP/EZ/GS/KT	ă	Weath	Entered hv. GA			_		AL RIGHT			94 4	150	168	181 5		lu-				178 4		2334 58									889 21	824 2		1063 22		2% 0%
ΚΥ	Ü						SOUTH		U-TN TOTAL					2 1		0 2			0 2			0	4 23		2 5				1 10	1 10		2 8	1 8.		1 10		9 %0
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COUN							TRA	on: US 13	RIGHT 1		0	0				2									e			14					16		18		%0
MENT		ad	ty, MD				Ξ		TOTAL		66	168	163	238	212	293	395	306	249	225	231	218	2797		899	781	906	1138	1206	1243	1175	1011	923		1243		2%
MOVE		y Mill Ro	co Coun	72			NOR		U-TN		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0		
NING	US 13	Connelly Mill Road	Wicomic	2006-063			FROM		LEFT		0	0	0	1	2	0	2	0	2	2	0	2	11		-	က	9	80	7	7	12	7	6		7	0.35	%0
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ICLES	INTERSECTION: US 13		700	PROJECT NUMBER: 2006-0627			TR	ë	RIGHT		12	12	12	24	တ	17	23	12	9	18	19	12	176		09	22	62	73	61	28	59	55	55		58	0.63	2%
TOTAL VEHICLES TURNING MOVEMEN	=			PRO				TIME		AM	06:0-15	15-30	30-45	45-00	07:0-15	15-30	30-45	45-00	08:0-15	15-30	30-45	45-00	3 Hr Totals	1 Hr Totals	20-90	615-715	630-730	645-745	02-08	715-815	730-830	745-845	60-80	PEAK HOUR	715-815	PHF	1%

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY	HICLES	S TUR	NING	MOVE	-MEN	r cou	NT-S	UMM	ARY)			
	INTERSECTION: US 13	CTION:	US 13							Count	Counted by: SC/DE/GA/EP/EZ/GS/KT	3C/DE/G	A/EP/E	Z/GS/K	_						
			Connelly Mill Road	y Mill F	load						Date:	Date: April 8, 10, 2008	10, 2008	_				I	0.8		
	LOC	LOCATION: Wicomico County, MD	Wicomi	co Cou	nty, MD					Ä	Weather: Cloudy, 30-50's	Sloudy,	30-50's					In	thic		
PRO	PROJECT NUMBER: 2006-0627	MBER:	2006-06	127						Ente	Entered by: GA	SA SA						3	du		
																4	Aerging ww	ging Innovation and Excel www.trafficgroup.com	ion and	Merging Innovation and Excellence [*] www.trafficgroup.com	*es
TIME	TR	TRAFFIC FROM NORTH	FROM	NO I	STH	TRA	TRAFFIC FROM SOUTH	FROM	SOU	H	TR	TRAFFIC FROM EAST	FRO	M EA	TS	TR	RAFFIC FR	TRAFFIC FROM WEST	M WE	ST	TOTAL
	FUCIO	Tubil	100	1	TOTAL	100	107	t			1100										+
Md	בוסצ	DAR		5	IOIAL	RIGH	DAH.	E I	2	TOTAL	RIGHI	THEO	H	NI-0	TOTAL	RIGHT	THRU	LEFT	N-I	TOTAL	×+ W
04:0-15	27	229	4	0	260	6	282	76	-	389	5	0	6	0	14	75	4	12	0	91	754
15-30	14	201	2	1	218	13	325	89	4	431	2	2	4	0	11	73	2	9	0	81	741
30-45	14	231	80	0	253	10	308	79	က	400	2	-	5	0	8	71	4	1	0	98	747
45-00	13	217	4	0	234	20	323	89	-	433	2	2	4	0	11	74	-	10	0	85	763
05:0-15	14	239	4	-	258	16	358	117	5	493	-	-	11	0	13	74	-	1	0	98	850
15-30	30	270	2	0	302	15	429	108	-	553	2	3	6	0	17	62	4	12	0	78	950
30-45	18	223	2	-	244	16	324	73	-	414	2	-	14	0	20	80	2	6	0	94	772
45-00	13	197	2	0	212	12	275	85	-	373	3	0	8	0	11	69	-	7	0	77	673
06:0-15	တ	213	4	0	226	18	281	17	0	376	4	3	10	0	17	77	4	6	0	06	602
15-30	15	195	2	0	212	80	219	70	-	298	3	-	2	0	6	61	0	6	0	20	589
30-45	13	203	4	1	221	14	221	62	2	302	3	1	10	0	14	49	-	9	0	99	593
45-00	11	109	2	0	122	10	194	74	-	279	2	-	6	0	12	41	0	8	0	44	457
3 Hr Totals	191	2527	40	4	2762	161	3539	1020	21	4741	43	16	86	0	157	908	27	105	0	938	8238
1 Hr Totals															TU						
04-05	89	878	18	-	965	25	1238	354	o :	1653	17	2	22	0	44	293	11	36	0	343	3005
430-530	3 2	888	2 2	7 -	1047	53	1314	303	10	1879	5 5	0 1	24	0 0	5 6	292	ω ç	2 28	0 0	338	33101
445-545	75	949	12		1038	67	1434	387	. 10	1893	16	. 1	38	0	2. 19	290	7 5	42	0 0	343	3335
02-06	75	929	10	2	1016	29	1386	383	0 0	1833	41	. 2	45	0	61	285	: =	39	0	335	3245
515-615	02	903	10	-	984	61	1309	343	8	1716	17	7	41	0	65	288	14	37	0	339	3104
530-630	55	828	10	-	894	54	1099	305	3	1461	15	5	37	0	57	287	10	34	0	331	2743
545-645	20	808	12	-	871	52	966	294	7	1349	13	5	33	0	51	256	9	31	0	293	2564
20-90	48	720	12	-	781	20	915	283	7	1255	12	9	34	0	52	228	c)	27	0	260	2348
PEAK HOUR	1	000	,		1000			100		000		,	00			000	;	9	(0,0	1000
445-545	75	949	12	2 0 50	1038	67	1434	387		1893	16	7	38	0	61	290	11	42	0	343	3335
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10/	0/0	4.70	0,0	0,0	4.70	070	1.70	1.70	2070	1.70	070	1470	070		7.0	0.70	070	14.70		0/.7	7.0





US 13 AT WINNER BOULEVARD/ CONNELLY MILL ROAD FIELD WORK BY: S. Scalzo
DRAWN BY: S. Langley
DATE: August, 2007
SCALE: N/A

JOB NO.: 2006-0627
US13@ConnellyMillRdDWG NAME: WinnerBlvd.DGN
LOCATION: Wicomico Co., MD
SHEET NO.: 3 OF 6

















































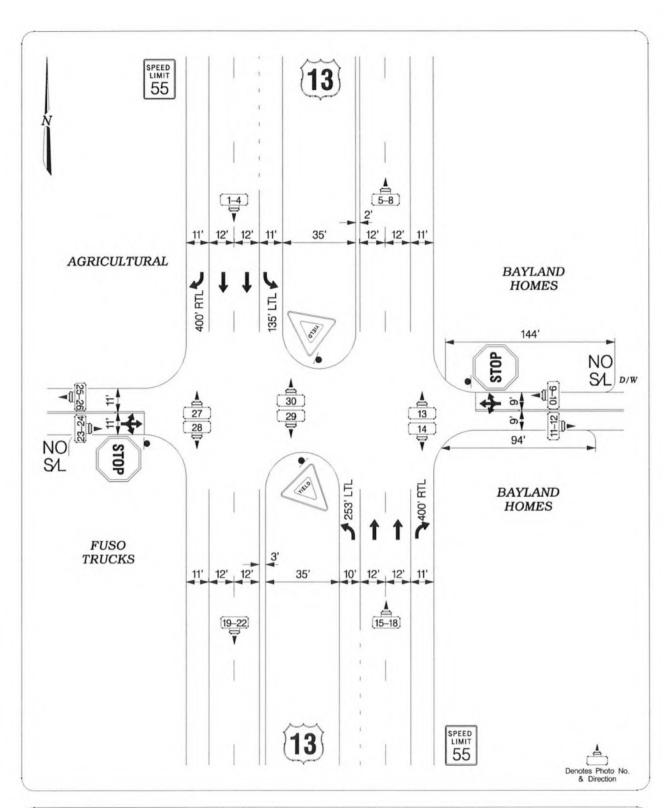






-	INTERSECTION: US 13	CTION:	US 13							Coun	ted by:	Counted by: DP/EP/GA/BT	3A/BT					E			
			Foskey Lane	Lane							Date:	Date: April 1, 2008	2008					In	2		
	LOC	LOCATION: Wicomico County, MD	Wicomi	ico Cou	nty, MD					3	eather:	Cloudy,	Weather: Cloudy, 50-70's					In	tic		
PRO	PROJECT NUMBER: 2006-0627	MBER:	2006-06	527						Ente	Entered by: GA	GA						3	m.		
																	Merging	Merging Innovation and Excellence [*] www.trafficgroup.com	ion and	Exceller, com	* 201
	TR	TRAFFIC FROM NORTH	FROM	A NOF	TH.	TRA	FFIC	TRAFFIC FROM SOUTH	SOU	Ŧ	TR	AFFIC	TRAFFIC FROM EAST	M EA	ST	TR	AFFIC	TRAFFIC FROM WEST	M WE	ST	TOTAL
TIME	:uo	on: US 13				.ii	on: US 13				ë	on: Foskey Lane	ne			.io	on: Foskey Lane	ae Je			S + +
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN T	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	E+W
AM																					
06:0-15	2	94	0	0	96	0	65	4	0	69	0	0	2	0	2	0	0	3	0	က	170
15-30	2	65	0	0	29	0	101	2	-	104	4	1	1	0	9	4	0	2	0	6	186
30-45	7	182	-	-	191	-	115	4	0	120	-	0	1	0	2	7	0	9	0	13	326
45-00	8	179	2	က	187	-	129	7	2	139	3	3	2	0	80	9	-	4	0	1	345
07:0-15	4	207	-	9	218	-	156	9	8	166	2	1	2	0	80	10	-	4	0	15	407
15-30	-	215	-	2	219	0	175	10	2	187	4	3	2	0	6	8	-	12	0	21	436
30-45	7	310	0	3	320	-	211	16	8	231	4	9	3	0	10	12	0	က	0	15	929
45-00	21	319	2	0	342	2	190	21	2	218	2	9	-	0	12	9	-	က	0	10	585
08:0-15	19	215	2	-	237	2	161	12	0	175	3	7	2	0	15	6	7	6	0	25	452
15-30	4	210	-	2	217	0	173	16	2	191	-	2	0	0	9	13	11	æ	0	32	446
30-45	က	220	-	2	226	2	154	15	5	173	3	4	2	0	12	12	0	9	0	18	429
45-00	9	509	2	3	220	2	147	10	2	164	-	0	2	0	9	6	80	က	0	20	407
3 Hr Totals	79	2425	13	23	2540	12	1777	123	25	1937	31	33	53	0	93	96	30	99	0	192	4762
1 Hr Totals																					
20-90	14	520	3	4	541	5	410	17	8	432	8	4	9	0	18	17	-	18	0	36	1027
615-715	16	633	4	10	663	က	501	19	9	529	10	2	6	0	24	27	5	19	0	48	1264
630-730	15	783	2	12	815	3	575	27	7	612	10	7	10	0	27	31	က	56	0	09	1514
645-745	15	911	4	14	944	က	671	39	10	723	13	10	12	0	35	36	က	23	0	62	1764
07-08	33	1051	4	11	1099	4	732	53	13	802	15	13	=	0	39	36	က	22	0	61	2001
715-815	48	1059	2	9	1118	2	737	69	10	811	16	19	11	0	46	35	6	27	0	71	2046
730-830	51	1054	2	9	1116	2	735	9	10	815	13	21	6	0	43	40	19	23	0	82	2056
745-845	47	964	9	2	1022	9	829	64	6	757	12	22	7	0	45	40	19	56	0	82	1909
08-09 PEAK HOUR	32	854	9	ω	006	9	635	23	6	703	80	16	12	0	36	43	26	26	0	95	1734
730-830	51	1054	5	9	1116	5	735	65	10	815	13	21	6	0	43	40	19	25	0	84	2058
PHF	0.61	0.83	0.63	0.50	0.82	0.63	0.87	0.77	0.50	0.88	0.65	0.75	0.45		0.72	0.77	0.43	69.0		0.66	0.88
1																					

IN STATE			IOTAL VEHICLES LURNING MOVEMENT	LIMILIN		NT-S	COUNT - SUMMARY	ARY												
	INTERSECTION: US 13	N: US 13							Count	Counted by: DP/EP/GA/BT	DP/EP/G	A/BT								
		Foske	Foskey Lane							Date: /	Date: April 1, 2008	2008					The	0.8		
	LOCATION: Wicomico County, MD	N: Wicon	nico Cou	unty, MD					We	Weather: Cloudy, 50-70's	Sloudy,	50-70's					Im	HIC		
PROJEC	PROJECT NUMBER: 2006-0627	R: 2006-(0627						Enter	Entered by: GA	A8						5	mp.		
															7	Merging	Merging Innovation and Excellence [*] www.trafficgroup.com	tion and	Exceller	,eou
TIME	TRAFFIC FROM NORTH	IC FRO	ON W	RTH	TRA on: L	TRAFFIC FROM SOUTH	FROM	Sou	Ξ	TR.	TRAFFIC FROM EAST on: Foskey Lane	FRO	M EA	ST	TR on:	reapple on: Foskey Lane	TRAFFIC FROM WEST on: Foskey Lane	M WE	ST	TOTAL N+S
2	RIGHT THRU	U LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN TC	TOTAL	RIGHT T	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	E + W
PM																				
04:0-15	6 255	5 5	-	267	2	301	31	-	335	2	4	3	0	6	10	2	က	0	18	629
15-30	4 215		-	223	o	271	23	0	303	က	0	5	0	80	က	2	2	0	10	544
30-45	9 252		-	262	4	305	34	2	345	4	2	2	0	80	13	0	4	0	17	632
45-00	6 218	3	0	227	9	304	34	7	346	4	2	0	0	9	7	3	က	0	13	592
05:0-15			0	229	80	344	40	0	392	0	-	1	0	2	က	-	4	0	80	631
15-30			0	241	4	357	45	-	407	3	-	2	0	9	80	0	4	0	12	999
30-45		3 5	0	280	9	293	39	-	339	2	1	2	0	2	2	8	2	0	7	631
45-00			1	249	9	254	25	0	285	2	2	2	0	12	9	-	က	0	10	929
06:0-15			0	216	7	219	27	-	254	1	2	2	0	2	7	-	2	0	10	485
15-30		3	0	167	2	176	16	0	197	2	0	-	0	3	4	4	-	0	б	376
30-45			0	162	8	189	19	0	211	3	2	2	0	7	4	8	8	0	10	390
45-00			0	133	0	159	15	-	175	1	-	4	0	9	2	9	2	0	13	327
3 Hr Totals	62 2558	8 32	4	2656	09	3172	348	6	3589	30	18	59	0	77	72	59	36	0	137	6459
S																				
		11	3	979	21	1181	122	2	1329	13	80	10	0	31	33	10	15	0	28	2397
			2	941	27	1224	131		1386	1	2	8	0	24	56	9	16	0	48	2399
			-	626	22	1310	153		1490	1	9	2	0	22	31	4	15	0	20	2521
			0	977	24	1298	158	4	1484	6	2	2	0	19	20	7	13	0	40	2520
			-	666	24	1248	149		1423	10	2	10	0	25	19	2	13	0	37	2484
			-	986	23	1123	136		1285	11	9	1	0	28	23	2	11	0	39	2338
			-	912	24	942	107		1075	10	5	10	0	25	19	6	œ	0	36	2048
545-645			1	794	21	838	87	-	947	11	9	10	0	27	21	6	6	0	39	1807
06-07 PEAK HOUR	15 654	6 +	0	678	15	743	77	2	837	7	2	6	0	21	20	4	ω	0	45	1578
430-530	24 926	3 8	1	959	22	1310	153	2	1490	11	9	5	0	22	31	4	15	0	20	2521
	0.67 0.92	2 0.67	0.25	0.92	69.0	0.92	0.85	0.63	0.92	69.0	0.75	0.63		69.0	09.0	0.33	0.94		0.74	0.95
%T	0% 2%	, 13%	%0	2%	%0	4%	1%	20%	3%	%6	17%	%0		%6	%9	%0	%2		%9	4%





US 13 AT FOSKEY LANE

FIELD WORK BY: G. Ashton DRAWN BY: S. Langley DATE: April, 2008

SCALE: N/A

JOB NO.: 2006-0627

DWG NAME: US13@FoskeyLa.DGN

LOCATION: Wicomico Co., MD

SHEET NO.: 1 OF 6





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30.jpg

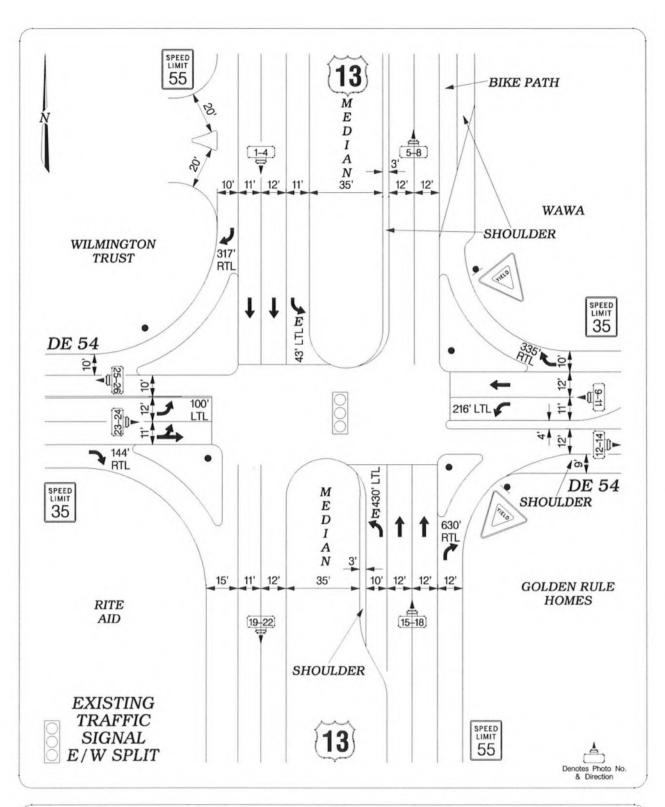


TOTAL VEHICLES TURNING MOVEMENT	HICLES	S TUR	NING	MOV	EMEN	т соп	NT-S	COUNT - SUMMARY	ARY												
_	INTERSECTION: US13	CTION:	US13							Count	Counted by: GA/DE/BT/GS/EZ	3A/DE/E	T/GS/E	Z				E	1		
			Route 54	75							Date:	Date: April 2, 2008	2008					In	0.8		
	LOC	ATION:	Wicom	ico Cou	LOCATION: Wicomico County, MD					We	Weather: Partly cloudy, 50-70's	Partly cl	oudy, 5	s.02-0				Im	thic		
PRO	PROJECT NUMBER: 2006-0627	IMBER:	2006-0	527						Enter	Entered by: GA	A8						5	dic		
																1	Merging	ging Innovation and Excel www.trafficgroup.com	tion and	Merging Innovation and Excellence [*] www.trafficgroup.com	nce*
	TR	TRAFFIC FROM NORTH	FRO	N NO	STH	TR/	FFIC	TRAFFIC FROM SOUTH	SOU	Ξ	TR	TRAFFIC FROM EAST	FRO	M EAS	ST	TR	AFFIC	TRAFFIC FROM WEST	M WE	ST	TOTAL
TIME	ë	on: US 13				:uo	on: US 13				on: F	4				.io	45				S + + Z
	RIGHT	THRU	LEFT	N-T-N	TOTAL	RIGHT	THRU	LEFT	U-TN T	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	E+W
AM 06:0-15	,	7.0	c	c	78	-	u u	c	,	2	·	ď	t		90	c	7	o	c	00	200
15-30	- ~	125	יט כ	٠ -	133	24	2 2	יט כ	- 0	106	י ני	13 0	28		46	3 0	- 1	0 %	0 0	20 20	335
30-45		135	0		147	20	. 0	0 1	, -	145	, ,	4	3 6		2 0	2 4		2 7	0 0	2 2	264
45-00	, ω	161	0 60	0	172	22	3 4	1 1		5 45	7 9	2 5	27		54	2 5	4 6	4 5	0 0	22	432
07:0-15	n	181	12	0	196	21	133	13	. 67	170	12	26	46	0	2 48	27	33	1 2	0	70	520
15-30	15	171	7	9	196	34	121	21	0	179	10	43	56	0	109	14	36	31	0	108	592
30-45	30	222	4	2	258	48	146	48	2	244	22	54	58	0	134	19	30	18	0	109	745
45-00	18	222	6	0	249	44	110	15	-	170	13	20	20	0	113	09	37	28	0	125	657
08:0-15	9	148	12	4	170	34	106	15	0	155	8	24	49	0	81	33	34	18	0	85	491
15-30	14	188	12	3	217	38	122	21	-	182	6	19	4	0	72	22	21	17	0	09	531
30-45	12	167	7	4	190	33	101	17	-	152	6	23	35	0	29	22	18	18	0	28	467
45-00	80	112	14	e	137	30	125	18	-	174	12	25	37	0	74	16	14	22	0	52	437
3 Hr Totals	120	1904	26	22	2143	363	1293	200	15	1871	111	319	479	0	606	360	279	211	0	820	5773
1 Hr Totals																					
20-90	14	493	20	9	530	81	329	32	8	445	16	55	104	0	175	78	28	47	0	183	1333
615-715	16	602	58	-	648	91	407	42	2	545	25	75	133	0	233	96	78	51	0	225	1651
630-730	29	648	31	က	711	101	451	28	8	618	30	105	161	0	296	114	100	69	0	283	1908
645-745	26	735	56	2	822	125	514	66	6	747	20	144	187	0	381	150	116	73	0	339	2289
07-08	99	962	32	2	899	147	510	26	6	763	22	173	210	0	440	189	134	88	0	412	2514
715-815	69	763	32	6	873	160	483	66	9	748	53	171	213	0	437	195	137	92	0	427	2485
730-830	89	780	37	6	894	164	484	66	4	751	52	147	201	0	400	176	122	81	0	379	2424
745-845	20	725	40	11	826	149	439	89	3	629	39	116	178	0	333	137	110	81	0	328	2146
08-09 PEAK HOUR	40	615	45	41	714	135	454	71	က	663	38	91	165	0	294	93	87	75	0	255	1926
07-08	99	962	32	5	899	147	510	76	6	763	57	173	210	0	440	189	134	88	0	412	2514
PHF	0.55	06.0	0.67	0.42	0.87	0.77	0.87	0.51	0.75	0.78	0.65	0.80	0.91		0.82	0.77	0.91	0.72		0.82	0.84
Т%	3%	%9	19%	20%	%4	3%	%2	2%	11%	2%	%0	%9	%6		%4	%0	16%	13%		%8	%9

=	INTERSECTION: US13	CTION:	US13							Coun	ted by:	Counted by: GA/DE/BT/GS/EZ	BT/GS/I	EZ							
			Route 54	45							Date:	Date: April 2, 2008	2008						le se	7	
	P	ATION:	Wicom	ico Cou	LOCATION: Wicomico County, MD					3	eather:	Weather: Partly cloudy, 50-70's	loudy,	50-70's				In	uttic		
PRO	PROJECT NUMBER: 2006-0627	JMBER:	2006-06	527						Ente	Entered by: GA	GA						5	dna		
																	Mergin Wu	ging Innovation and Excel www.trafficgroup.com	ition an ficgroi	Merging Innovation and Excellence [*] www.trafficgroup.com	ance *
TIME	TR	RAFFIC on: US 13	TRAFFIC FROM NORTH	A NOF	ктн	TR	TRAFFIC FROM SOUTH	FRON	I SOU	Ŧ	E ë	TRAFFIC FROM EAST on: Route 54	FRO	M EA	ST	F 8	rraffi	TRAFFIC FROM WEST	M W	EST	TOTAL N+S
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	NT-U	TOTAL	E + W
PM											188	1									
04:0-15	17	165	26	4	212	62	174	51	-	288	15	37	35	0	87	33	35	22	0	06	677
15-30	27	163	17	2	209	53	171	23	2	249	11	18	39	0	89	31	31	26	0	88	614
30-45	24	145	16	2	190	62	188	99	-	307	11	51	41	0	103	34	46	4	0	94	694
45-00	22	152	13	7	194	51	211	44	-	307	12	4	34	0	20	33	43	19	0	95	646
05:0-15	23	203	17	2	248	22	245	71	-	372	6	51	28	0	118	38	40	28	0	106	844
15-30	18	144	12	5	179	74	229	80	2	385	7	31	28	0	99	34	33	18	0	85	715
30-45	17	165	10	3	195	51	211	81	2	345	80	46	41	0	95	40	34	21	0	95	730
45-00	1	147	4	9	168	51	176	47	2	276	6	39	59	0	11	39	48	15	0	102	623
06:0-15	15	174	12	2	206	53	160	38	0	251	8	36	44	0	88	34	42	20	0	96	641
15-30	16	140	18	8	182	19	126	42	2	189	1	34	32	0	73	45	30	4	0	86	530
30-45	12	110	15	9	146	39	117	32	0	188	12	59	39	0	80	45	40	18	0	103	517
45-00	13	122	15	7	157	99	123	23	-	203	8	30	37	0	75	20	31	18	0	69	504
3 Hr Totals	218	1830	175	63	2286	626	2131	588	15	3360	117	406	457	0	980	423	453	233	0	1109	7735
1 Hr Totals																					
04-05	06	625	72	18	805	228	744	174	2	1151	49	110	149	0	308	131	155	81	0	367	2631
415-515	96	663	63	19	841	221	815	194	2	1235	43	124	172	0	339	136	160	87	0	383	2798
430-530	87	644	28	22	811	242	873	251	2	1371	39	137	161	0	337	139	162	79	0	380	2899
445-545	80	664	25	20	816	231	896	276	9	1409	36	132	161	0	329	145	150	86	0	381	2935
90-90	69	629	43	19	790	231	861	279	7	1378	33	167	156	0	356	151	155	82	0	388	2912
515-615	61	630	38	19	748	229	922	246	9	1257	32	152	142	0	326	147	157	74	0	378	2709
530-630	69	626	44	22	751	174	673	208	9	1061	32	155	146	0	333	155	154	70	0	379	2524
545-645	22	571	49	25	702	162	579	159	4	904	36	138	144	0	318	160	160	29	0	387	2311
06-07 PEAK HOUR	29	546	09	56	691	167	526	135	က	831	35	129	152	0	316	141	143	70	0	354	2192
445-545	80	664	52	20	816	231	968	276	9	1409	36	132	161	0	329	145	150	86	0	381	2935
PHF	0.87	0.82	92.0	0.71	0.82	0.78	0.91	0.85	0.75	0.91	0.75	0.65	69.0	N.	0.70	0.91	0.87	0.77		0.90	0.87
1																					

By-Phase Timing Data

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





US 13 AT DE 54

FIELD WORK BY: G. Ashton DRAWN BY: S. Langley DATE: August, 2007

SCALE: N/A

JOB NO.: 2006-0627

DWG NAME: US13@DE54.DGN

LOCATION: SUSSEX Co., DE

SHEET NO. 2 OF 6





02.jpg





03.jpg

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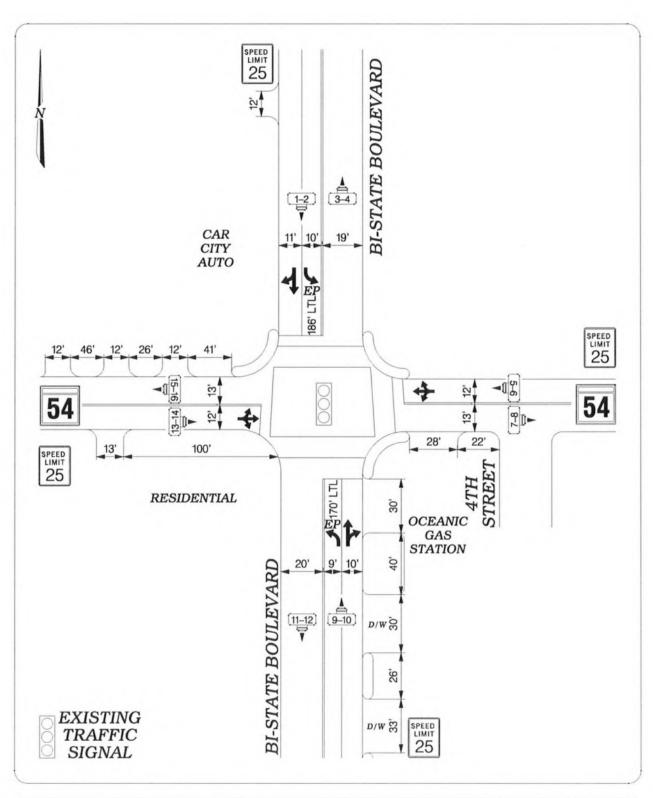


TOTAL VEHICLES TURNING MOVEMENT	HCLE	S TUR	NING	MOVE	EMEN		NT -	COUNT - SUMMARY	ARY												
-	INTERSECTION: Bi-State Blvd.	CTION:	Bi-State	Blvd.		0	5			Count	Counted by: GA/DE/EZ	A/DE/E	Z								
			Route 54	44)	A				Date: A	Date: April 15, 2008	2008					The	8		
	LOC	ATION:	LOCATION: Wicomico County, MD	ico Cou	nty, MD					×	Weather: Clear, 50-70's	lear, 50	s.02-					Im	the		
PRO,	PROJECT NUMBER: 2006-0627	JMBER:	2006-06	327						Enter	Entered by: GA	A						25	do		
																N	lerging www	Merging Innovation and Excellence [*] www.trafficgroup.com	on and	Excellen.com	* 23
TIME	TR.	RAFFIC F	TRAFFIC FROM NORTH on: Bi-State Blvd.	N NOF	хтн	TR	RAFFIC F	FRON.	On: Bi-Stae Bivd.	Ŧ	TR.	TRAFFIC FROM EAST on: Route 54	FRO	A EAS	ь	TR on: R	raffic on: Route 54	TRAFFIC FROM WEST	I WES	TS	TOTAL N+S
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN T	TOTAL	RIGHT TI	THRU LI	LEFT U	U-TN T	TOTAL R	RIGHT T	THRU L	LEFT U	L-TN	TOTAL	E+W
AM											0										
06:0-15	0	80	2	0	13	4	7	7	0	18	9	15	0	0	21	12	13	-	0	56	78
15-30	4	20	2	0	26	4	9	œ	0	18	က	16	0	0	19	18	15	2	0	35	86
30-45	0	33	6	0	42	2	9	7	0	18	1	22	-	0	34	28	21	0	0	49	143
45-00	0	38	12	0	20	က	17	12	0	32	17	20	-	0	38	19	23	က	0	45	165
07:0-15	4	25	14	0	43	2	21	4	0	30	12	22	3	0	37	59	59	2	0	63	173
15-30	-	30	14	0	45	9	25	16	0	47	1	30	3	0	4	37	44	ო	0	84	220
30-45	4	52	15	0	71	12	44	o	0	65	2	28	6	0	45	36	45	7	0	88	267
45-00	2	78	18	0	101	13	4	4	0	89	2	39	25	0	69	44	48	2	0	26	335
08:0-15	4	31	12	0	47	16	34	12	0	62	11	24	12	0	47	20	35	2	0	09	216
15-30	-	35	16	0	52	13	25	1	0	49	7	15	4	0	26	o	24	2	0	35	162
30-45	က	56	41	0	43	æ	16	7	0	31	9	36	2	0	47	17	28	4	0	49	170
45-00	4	22	12	0	38	6	19	9	0	34	8	21	-	0	30	16	24	2	0	42	144
3 Hr Totals	30	398	143	0	571	86	261	113	0	472	102	288	64	0	454	285	346	43	0	674	2171
1 Hr Totals																					
20-90	4	66	28	0	131	16	36	34	0	98	37	73	2	0	112	77	72	9	0	155	484
615-715	œ	116	37	0	161	17	20	31	0	86	43	80	2	0	128	94	88	10	0	192	629
630-730	2	126	49	0	180	19	69	39	0	127	51	94	80	0	153	113	117	=	0	241	701
645-745	6	145	22	0	209	56	107	41	0	174	45	100	16	0	161	121	138	22	0	281	825
07-08	14	185	61	0	260	36	131	43	0	210	33	119	40	0	192	146	163	24	0	333	962
715-815	14	191	29	0	264	47	144	51	0	242	32	121	49	0	202	137	169	24	0	330	1038
730-830	14	196	61	0	271	54	144	46	0	244	28	106	20	0	184	109	149	23	0	281	980
745-845	13	170	09	0	243	20	116	44	0	210	59	114	46	0	189	06	135	16	0	241	883
60-80	12	114	54	0	180	46	94	36	0	176	32	96	22	0	150	62	111	13	0	186	692
PEAK HOUR												5.1									
715-815	14	191	59	0	264	47	144	51	0	242	32	122	49	0	203	137	169	24	0	330	1039
PHF	0.70	0.61	0.82		0.65	0.73	0.82	0.80		68.0			0.49		0.74	0.78	0.88	0.55		0.85	0.78
±%	%4	%6	%2		8%	%6	%6	4%		%8	3%	12%	4%		%6	2%	15%	25%		10%	%6

TOTAL VEHICLES TURNING MOVEMENT	HICLES	S TUR	NING	MOV	EMEN	COU	NT-S	COUNT - SUMMARY	\RY												
_	INTERSECTION: Bi-State Blvd.	CTION:	Bi-State	Blvd.						Count	Counted by: GA/DE/EZ	A/DE/E	z								
			Route 54	4							Date: A	Date: April 15, 2008	2008					I	91	7	
	LOC	LOCATION: Wicomico County, MD	Wicomi	co Con	nty, MD					We	Weather: Clear, 50-70's	lear, 50	s.02-					Im	Hic		
PRO,	PROJECT NUMBER: 2006-0627	IMBER:	2006-06	127						Enter	Entered by: GA	Ą						5	dra		
																1	Merging	ging Innovation and Excel www.trafficgroup.com	tion and	Merging Innovation and Excellence [*] www.trafficgroup.com	nce*
	TR	TRAFFIC FROM NORTH	FROM	A NOF	ТН	TRA	FFIC	TRAFFIC FROM SOUTH	SOUT	Ŧ	TR	AFFIC	TRAFFIC FROM EAST	A EAS	TS	TR	AFFIC	TRAFFIC FROM WEST	M WE	ST	TOTAL
IIME	ii ii	on: Bi-State Blvd.	Nd.	1	TOTAL	8 :00 E	on: Bi-Stae Blvd.	t	1	1410	on: R	4				io i	2				S + + .
Md				5	200		OK I				NG III	IUKO		2 5	TOTAL	RIGHT	D HE	-	2	IOIAL	M + U
04:0-15	2	28	16	0	46	б	27	28	0	64	26	73	7	0	106	26	63	10	0	66	315
15-30	7	59	27	0	63	13	35	33	0	81	11	53	5	0	69	10	39	80	0	25	270
30-45	7	33	22	0	62	15	54	35	0	104	21	64	8	0	93	12	28	4	0	74	333
45-00	10	36	20	0	99	16	38	20	0	74	16	20	7	0	73	16	30	2	0	48	261
05:0-15	6	26	22	0	22	59	16	17	0	62	25	99	8	0	89	34	46	က	0	83	291
15-30	10	30	13	0	53	56	12	12	0	20	21	9/	12	0	109	20	37	7	0	64	276
30-45	9	30	27	0	63	24	32	18	0	74	34	80	20	0	134	24	48	7	0	42	350
42-00	10	25	18	0	53	14	27	38	0	62	15	71	17	0	103	21	48	4	0	73	308
06:0-15	13	29	16	0	58	11	23	19	0	53	80	65	10	0	83	16	37	-	0	54	248
15-30	4	23	12	0	39	9	27	59	0	62	3	71	8	0	82	22	37	7	0	99	249
30-45	က	20	10	0	33	7	18	20	0	45	13	34	9	0	53	22	33	2	0	09	191
45-00	œ	17	10	0	35	9	32	20		28	14	34	2	0	53	16	32	က	0	51	197
3 Hr Totals	68	326	213	0	628	176	341	289	0	908	207	727	113	0	1047	239	208	61	0	808	3289
1 Hr Totals																					
04-05	56	126	85	0	237	23	154	116		323	74	240	27	0	341	64	190	24	0	278	1179
415-515	33	124	1 6	0 0	248	73	143	105		321	73	223	28	0 0	324	72	173	17	0 0	262	1155
445-545	35	122	68	0 0	230	0 0	021	5 04	0 0	087	2 0	047	2 2	0 0	304 40E	20 00	181	0 0	0 0	607	1101
05-06	35	111	80	, 0	226	2 6	87	2 2		265	8 8	283	27		435	0	170	2. 6	0 0	200	1225
515-615	39	114	74	0	227	75	94	87		256	78	292	29	0	429	8 2	170	19	0	270	1182
530-630	33	107	73	0	213	55	109	104	0	268	09	287	55	0	402	83	170	19	0	272	1155
545-645	30	76	99	0	183	38	92	106		239	39	241	41	0	321	81	155	17	0	253	966
20-90	28	88	48	0	165	30	100	88	0	218	38	204	59	0	271	92	139	16	0	231	885
PEAK HOUR										250											
90-50	35	111	80	0	226	93	87	85	0		95	283	57	0	435	66	179	21	0	299	1225
PHF	0.88	0.93	0.74		0.90			0.56		0.84			0.71		0.81	0.73	0.93	0.75		06.0	0.88
Т%	3%	1%	%0		1%	4%	2%	1%		3%	2%	4%	4%		3%	5%	2%	%0		4%	3%

By-Phase Timing Data

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





MD 54 AT BI-STATE BOULEVARD

FIELD WORK BY: G. Ashton DRAWN BY: S. Langley DATE: April, 2008

SCALE: N/A

JOB NO.: 2006-0627

DWG NAME: MD54@Bi-StateBlvd.DGN

LOCATION: Wicomico Co., MD

SHEET NO. 5 OF 6





01.jpg

02.jpg





03.jpg

04.jpg





05.jpg

06.jpg





07.jpg

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12.jpg





13.jpg







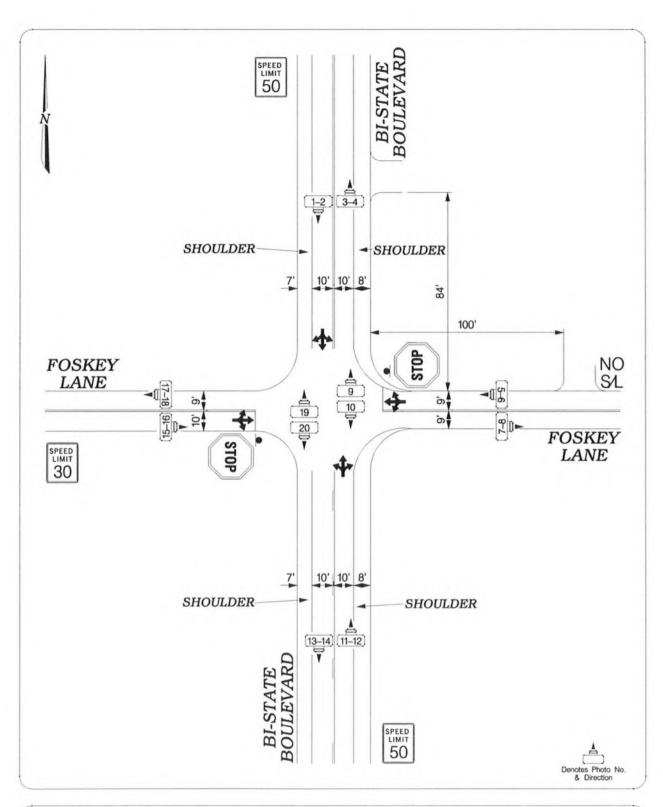
15.jpg

16.jpg



Ā																					
	FERSEC	:NOIL:	INTERSECTION: Bi-State Blvd.	Blvd.						Counte	Counted by: DE	ш						E			
			Foskey Lane	Lane							Date: A	Date: April 1, 2008	800				4	Ine			
	LOCA	TION:	Wicomi	LOCATION: Wicomico County, MD	nty, MD					Wea	ther: C	Weather: Cloudy, 50-70's	s,02-0				. 1	In	tic		
PROJE	CT NUN	MBER:	PROJECT NUMBER: 2006-0627	127						Entere	Entered by: GA	4						300	do.		
																M	rging L	Merging Innovation and Excellence [*] www.trafficgroup.com	on and i	Excellent	*0
	TRA	FFIC	FROM	TRAFFIC FROM NORTH	TH	TRA	FFIC	TRAFFIC FROM SOUTH	SOUT	I	TRA	FFIC	TRAFFIC FROM EAST	EAST		TRA	FFIC	TRAFFIC FROM WEST	WES		TOTAL
TIME	on: B	on: Bi-State Blvd.	vd.			on:	on: Bi-State Blvd.	ri or		20020	on: Fo	on: Foskey Lane				on: Fo	on: Foskey Lane				S + 2
	RIGHT	THRU	LEFT	N-TN	TOTAL	RIGHT	THRU	LEFT	U-TN TO	TOTAL RIC	RIGHT TH	THRU LEFT	FT U-TN	N TOTAL	TAL RIGHT		THRU LE	LEFT U-	U-TN T	TOTAL	E+W
AM										200											
06:0-15	0	17	0	0	17	-	9	0	0	7	3	-	1		75	2	0	0	0	2	34
15-30	0	59	4	0	33	2	11	0	0	13	-	2	0		88	4	2	0	0	9	55
30-45	-	71	3	0	75	-	6	2		12	2	7	-		10	10	8	-	0	19	116
45-00	က	51	80	0	62	c)	13	4		22	3	3	0			6	8	2	0	19	109
07:0-15	0	61	6	0	70	-	25	б	0	35	11	3	1	0	15	7	8	2	0	20	140
15-30	2	83	9	0	91	ო	36	80		47	6	3	-			11	6	9	0	26	177
30-45	17	98	2	0	108	က	35	20	0	58	11	10	-	0 2	22	15	9	7	0	28	216
45-00	55	110	2	0	167	2	25	37		64	12	29	1		Wi .	59	2	8	0	42	315
08:0-15	59	99	9	0	101	3	41	16		09	1	27	0			38	16	22	0	92	275
15-30	13	64	1	0	88	2	28	7		37	8	23	-			37	21	16	0	74	231
30-45	5	47	3	0	55	3	23	-		27	6	8			17	ღ	9	9	0	15	114
45-00	2	22	က	0	65	0	28	2		30	1	2	,	0		2	8	2	0	15	124
3 Hr Totals	130	742	09	0	932	56	280	106		412	91	118			L. F	73	26	75	0	345	1906
1 Hr Totals															170						
20-90	4	168	15	0	187	o	39	9		54	6	13	2	0		28	18	8	0	49	314
615-715	4	212	24	0	240	б	28	15		82	17	15			34	30	26	8	0	64	450
630-730	9	266	56	0	298	10	83	23		116	25	16				37	33	14	0	84	545
645-745	22	281	28	0	331	12	109	41	0	162	34	19	3	0		42	31	20	0	93	642
07-08	74	340	22	0	436	6	121	74		204	43	45			9	52	28	26	0	116	848
715-815	103	345	19	0	467	11	137	81		529	43	69				93	36	43	0	172	983
730-830	114	326	24	0	464	10	129	80		219	42	89				119	48	53	0	220	1037
745-845	102	287	22	0	411	10	117	61	0	188	40	87		0 1		107	48	52	0	207	935
08-09 PEAK HOUR	25	234	23	0	309	œ	120	26		154	39	09			101	83	51	46	0	180	744
	114	326	24	0	464	10	129	80	0	219	42	88	3	0 1		119	48	53	0	220	1037
		0.74	0.55		69.0	0.83	0.79	0.54	0	100								09.0		0.72	0.82
₩T	11%	2%	4%		4%	20%	%9	4%	-	%9	0%	11% 3	33%	80	8% 3	3%	4%	32%		10%	%9

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY	HICLES	S TUR	NING	MOVE	MEN	COU	NT-S	UMM	IRY												
	INTERSECTION: Bi-State Blvd.	CTION:	Bi-State	Blvd.						Count	Counted by: DE)E									
			Foskey Lane	Lane							Date: /	Date: April 1, 2008	2008						6		
	LOC	LOCATION: Wicomico County, MD	Wicomi	co Cour	nty, MD					W	Weather: Cloudy, 50-70's	Sloudy,	50-70's					In	Hic		
PRO	PROJECT NUMBER: 2006-0627	MBER:	2006-06	27						Enter	Entered by: GA	SA.						5	dna		
																	Merging ww	Innova w.traff	ging Innovation and Excel www.trafficgroup.com	Merging Innovation and Excellence [*] www.trafficgroup.com	* 201
TIME	TR 8	TRAFFIC FROM NORTH on: Bi-State Bivd.	FRON	I NOR	TH	TRA on: E	RAFFIC F	TRAFFIC FROM SOUTH on: Bi-State Bivd.	SOU	Ξ	TR on: F	TRAFFIC on: Foskey Lane	FRO	TRAFFIC FROM EAST on: Foskey Lane	ST	TR on:	rraffic I	FRO	TRAFFIC FROM WEST	ST	TOTAL N+S
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN T	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THEI	FET	N.F.	TOTAL	+ + M
PM									1		10					1					
04:0-15	3	51	80	0	62	4	73	12	0	68	53	Ξ	2	0	42	41	9	2	0	25	218
15-30	3	09	-	0	64	2	51	7	0	09	21	9	3	0	30	13	9	4	0	23	177
30-45	က	45	1	0	55	ო	61	2	0	99	59	14	4	0	47	10	4	2	0	16	184
45-00	-	55	2	0	58	7	49	9	0	25	25	12	2	0	39	80	က	က	0	14	168
05:0-15	2	09	2	0	64	0	72	3	0	75	23	6	3	0	35	80	4	9	0	18	192
15-30	9	09	-	0	29	2	99	б	0	77	32	18	-	0	51	2	4	4	0	13	208
30-45	80	11	-	0	80	က	20	2	0	28	38	11	2	0	51	16	4	2	0	52	214
45-00	9	51	4	0	61	7	62	9	0	20	20	7	2	0	29	7	2	2	0	14	174
06:0-15	က	24	2	0	62	0	44	7	0	21	12	6	-	0	22	9	-	9	0	13	148
15-30	4	54	က	0	61	က	36	9	0	45	17	11	3	0	31	-	2	0	0	9	140
30-45	-	28	0	0	59	2	59	2	0	33	1	80	2	0	21	4	2	-	0	10	93
45-00	-	38	2	0	4	က	34	0	0	37	17	က	0	0	20	က	2	2	0	10	111
3 Hr Totals	41	627	39	0	707	56	627	62	0	715	274	119	25	0	418	92	49	43	0	187	2027
1 Hr Totals																					
04-05	10	211	18	0	239	7	234	27	0	272	104	43	7	0	158	45	19	14	0	78	747
415-515	o (220	12	0	241	7	233	18	0	258	86	41	12	0	151	39	17	15	0	71	721
430-530	7 !	077	77	0	244	- 1	248	20	0 0	275	109	23	0 ,	0	1/2	31	15	15	0	19	752
445-545	1/	246	0	0	569	_	237	23	0	267	118	20	ω	0	176	37	12	18	0	0	782
90-90	22	242	œ	0	272	7	250	23	0	280	113	45	œ	0	166	36	17	17	0	20	788
515-615	23	236	7	0	270	7	222	27	0	256	102	45	9	0	153	34	14	17	0	9	744
530-630	21	230	13	0	264	80	192	21	0	221	87	38	80	0	133	30	15	13	0	28	929
545-645	14	187	12	0	213	7	171	18	0	196	09	35	œ	0	103	18	16	6	0	43	555
20-90	6	174	13	0	196	80	143	12	0	163	22	31	9	0	94	14	13	12	0	39	492
PEAK HOUR												100000		(0.00)	No. of Street, or other Persons and the street, or other persons are also and the street, or other persons and the street, or other persons are also and the street, or other persons and the street, or other persons and the street, or other persons are also are also also also are also also also also also also also						
90-90	22	242	8	0	272	7	250	23	0	280	113	45	80	0	166	36	17	17	0	20	788
PHF	69.0	0.85	0.50		0.85	0.58	0.87	0.64		0.91	0.74	0.63	0.67		0.81	0.56	0.85	0.71		0.70	0.92
1 %	2%	2%	%0		2%	29%	2%	%0		3%	2%	%0	%0		1%	3%	%0	18%		%9	2%





BI-STATE BOULEVARD AT FOSKEY LANE

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

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







07.jpg 08.jpg





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11.jpg 12.jpg



18.jpg

17.jpg



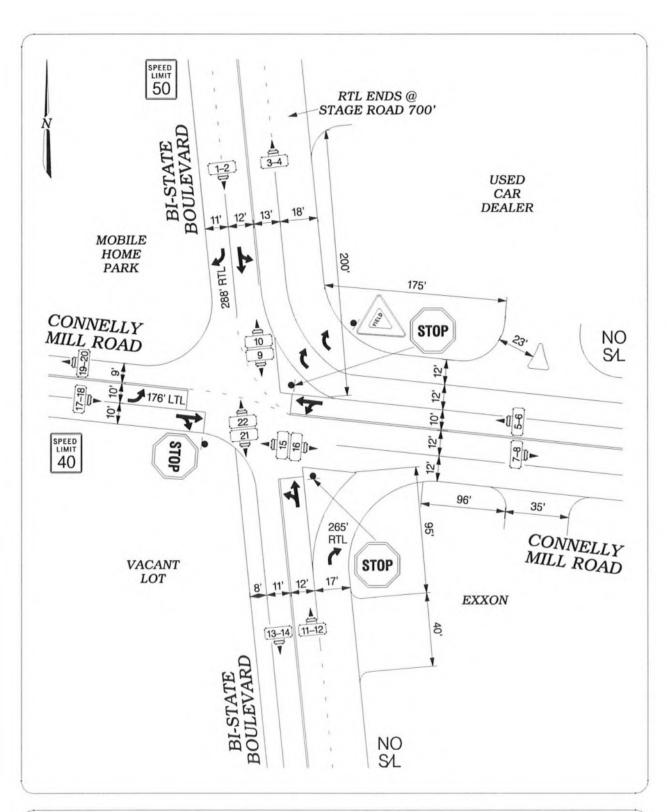


19.jpg 20.jpg



TOTAL VEHICLES TURNING MOVEMENT	HICLES	TUR	NING	MOV	EMEN	COU	N- LN	COUNT - SUMMARY	ARY									7			
_	INTERSECTION: Bi-State Blvd.	CTION:	Bi-State	Blvd.						Count	Counted by: DP/SC/GA	P/SC/G	A								
			Connelly Mill Road	y Mill R	toad						Date: A	Date: April 3, 2008	800				_	In	0,		
	LOC	ATION:	LOCATION: Wicomico County, MD	co Cou	nty, MD					We	Weather: Rain, 50-70's	ain, 50-	5,0Z					Im	thic		
PRO	PROJECT NUMBER: 2006-0627	MBER:	2006-06	127						Enter	Entered by: GA	4						3	duc		
																V	Merging ww	ging Innovation and Excel www.trafficgroup.com	tion and	Merging Innovation and Excellence [*] www.trafficgroup.com	ace*
	TRA	IFFIC	TRAFFIC FROM NORTH	A NOF	STH.	TRA	FFIC	FROM	TRAFFIC FROM SOUTH	I	TR	VFFIC	TRAFFIC FROM EAST	1 EAS	15	TR	AFFIC	TRAFFIC FROM WEST	M WE	ST	TOTAL
TIME	:uo	on: Bi-State Blvd.	lvd.			on:	on: Bi-State Blvd.	.jo			on: C	on: Connelly Mill Road	Road			.io	on: Connelly Mill Road	Aill Road			S + + Z
	RIGHT	THRU	LEFT	NT-0	TOTAL	RIGHT	THRU	LEFT	U-TN TO	TOTAL RI	RIGHT TH	THRU LE	LEFT U.	U-TN T	TOTAL R	RIGHT	THRU	LEFT	N-TN	TOTAL	E+W
AM																					
06:0-15	က	3	31	0	37	-	2	2	0	2	8	5	0	0	13	က	12	2	0	20	75
15-30	0	4	32	0	36	2	ო	-	0	9	7	3	0	0	10	4	19	-	0	24	92
30-45	2	9	89	0	92	4	4	က	0	7	80	12	0	0	20	2	27	2	0	31	138
45-00	7	2	61	0	73	2	7	9		15	26	16	-	0	43	2	32	3	0	40	171
07:0-15	8	4	22	0	64	0	8	2		2	12	10	-	0	23	-	26	9	0	33	125
15-30	9	3	83	0	92	က	7	-		7	23	6	0	0	32	2	27	က	0	32	167
30-45	7	14	92	0	117	4	11	-		16	32	6	က	0	44	11	32	1	0	54	231
45-00	8	1	114	0	124	6	80	ო		20	54	6	0	0	63	4	32	12	0	48	255
08:0-15	o	o	103	0	121	2	2	-		80	31	11	1	0	43	7	36	7	0	20	222
15-30	2	2	82	0	88	က	œ	2		16	30	1	-	0	42	က	18	4	0	25	172
30-45	-	4	9/	0	81	10	0	-		7	31	19	-	0	51	2	21	4	0	27	170
45-00	9	2	54	0	99	2	2	2	0	6	17	10	1	0	28	-	28	5	0	31	133
3 Hr Totals	26	99	853	0	975	45	09	28		133	279	124	6	0	412	45	310	09	0	415	1935
1 Hr Totals																					
20-90	12	18	192	0	222	6	16	12		37	49	36	1	0	98	14	06	1	0	115	460
615-715	12	19	218	0	249	8	17	12		37	53	41	2	0	96	12	104	12	0	128	510
630-730	18	18	569	0	305	6	21	12		42	69	47	2	0	118	10	112	14	0	136	601
645-745	27	26	293	0	346	6	28	10		47	93	44	2	0	142	19	117	23	0	159	694
07-08	23	28	346	0	397	16	59	7		52	121	37	4	0	162	18	117	32	0	167	778
715-815	53	33	392	0	454	18	31	9		25	140	38	4	0	182	24	127	33	0	184	875
730-830	28	32	391	0	451	18	32	10	0	09	147	40	2	0	192	25	118	34	0	177	880
745-845	18	22	375	0	415	24	21	10		25	146	20	3	0	199	16	107	27	0	150	819
60-80	77	20	315	0	356	20	15	o		44	109	51	4	0	164	13	103	17	0	133	269
PEAN HOUR																					
730-830	28	32	391	0	451	18	32	10	0				2	0	192	25	118	34	0	177	880
PHF	0.64	0.57	0.86		0.91	0.50	0.73	0.50	٠	(C)			0.42		97.0	0.57	0.82	0.71		0.82	0.86
1%	18%	%6	3%		4%	%9	%9	30%		10%	1%	18%	50%		2%	4%	15%	21%		12%	%9

TOTAL VEHICLES TURNING MOVEMENT	HICLES	S TUR	NING	MOV	EMEN		S-TN	COUNT - SUMMARY	4RY												
	INTERSECTION: Bi-State Blvd.	CTION:	Bi-State	e Blvd.						Count	Counted by: DP/SC/GA	P/SC/G	4								
			Connel	Connelly Mill Road	Road						Date: A	Date: April 3, 2008	8008						0.8		
	LOC	ATION:	Wicomi	ico Cou	LOCATION: Wicomico County, MD					×	Weather: Rain, 50-70's	Rain, 50	s.02-					In	Hic		
PRO	PROJECT NUMBER: 2006-0627	MBER:	2006-06	527						Enter	Entered by: GA	YS.						5	dic		
																1	Merging <u>ww</u>	ging Innovation and Excel www.trafficgroup.com	tion and	Merging Innovation and Excellence www.trafficgroup.com	nce*
TIME	TR on:	RAFFIC F	TRAFFIC FROM NORTH on: Bi-State Bivd.	A NOF	STH.	TRA on: B	RAFFIC F	TRAFFIC FROM SOUTH on: BI-State Bivd.	SOU	Ξ	TR.	TRAFFIC FROM EAST on: Conneily Mill Road	FRO	M EA	TS	T ë	CRAFFIC FRO	TRAFFIC FROM WEST	M WE	ST	TOTAL N+S
	RIGHT	THRU	LEFT	NT-U	TOTAL	RIGHT	THRU	LEFT	T NT-U	TOTAL	RIGHT	THRU	LEFT	II.TN	TOTAL	PIGHT	THE	THE	N. I.	TOTAL	+ H
PM															8 990					200	
04:0-15	14	5	73	0	92	-	4	9	0	1	62	38	0	0	100	2	22	က	0	27	230
15-30	2	1	46	0	52	က	#	-	0	15	09	25	2	0	87	2	27	7	0	39	193
30-45	7	2	09	0	69	0	9	4	0	10	73	23	2	0	86	4	26	9	0	36	213
45-00	6	9	02	0	85	0	10	8	0	18	26	34	-	0	91	9	18	8	0	27	221
05:0-15	80	5	78	0	91	-	6	2	0	12	62	44	2	0	108	က	23	7	0	33	244
15-30	2	0	29	0	72	0	7	4	0	=	54	28	2	0	84	0	19	2	0	24	191
30-45	2	8	55	0	09	2	4	7	0	13	09	9	4	0	02	-	56	2	0	32	175
45-00	7	9	99	0	9/	2	9	0	0	8	22	20	0	0	75	2	7	80	0	17	176
06:0-15	e	9	48	0	22	4	2	2	0	80	36	56	3	0	65	-	20	-	0	22	152
15-30	2	9	48	0	59	က	11	4	0	18	42	31	3	0	92	-	19	8	0	23	176
30-45	7	0	35	0	42	က	6	-	0	13	22	16	3	0	41	-	14	ო	0	18	114
45-00	4	2	33	0	39	2	2	-	0	8	21	20	-	0	42	9	16	-	0	23	112
3 Hr Totals	9/	39	629	0	794	21	84	40	0	145	603	311	23	0	937	32	237	52	0	321	2197
1 Hr Totals																					
04-05	35	14	249	0	298	4	31	19	0	54	251	120	2	0	376	17	93	19	0	129	857
415-515	53	4	254	0	297	4	36	15	0	22	251	126	7	0	384	18	94	23	0	135	871
430-530	53	13	275	0	317	-	32	18	0	21	245	129	7	0	381	13	98	21	0	120	869
445-545	24	14	270	0	308	n	30	21	0	24	232	112	6	0	353	10	98	20	0	116	831
90-90	22	7	266	0	299	2	56	13	0	44	231	86	80	0	337	9	75	25	0	106	786
515-615	17	12	236	0	265	80	19	13	0	40	205	80	6	0	294	4	72	19	0	92	694
530-630	17	18	217	0	252	7	23	13	0	47	193	83	10	0	286	2	72	17	0	94	629
545-645	22	15	197	0	234	12	28	7	0	47	155	93	6	0	257	2	09	15	0	80	618
20-90	19	4	164	0	197	12	27	80	0	47	121	93	10	0	224	б	69	œ	0	98	554
PEAK HOUR					Section 20						A STATE OF THE PARTY OF THE PAR										
415-515	58	14	254	0	297	4	36	15	0	55	251	126	7	0	384	18	94	23	0	135	871
PHF	0.81	0.58	0.81		0.82	0.33	0.82	0.47		92.0	0.86	0.72	0.88		0.89	0.75	0.87	0.82		0.87	0.89
1 %	42	%0	3%		3%	%0	11%	%0		%/	1%	%9	%0		3%	%0	4%	30%		8%	4%





BI-STATE BOULEVARD AT CONNELLY MILL ROAD

FIELD WORK BY: G. Ashton DRAWN BY: S. Langley DATE: April, 2008

SCALE: N/A

JOB NO.: 2006-0627
DWG NAME Connelly MillRd.DGN
LOCATION: Wicomico Co., MD
SHEET NO.: 6 OF 6





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Historical AADT Data For ATR Station P0009 Year **TQAA** 25000

APPENDIX B

Intersection Capacity Worksheets

Movement EBL EBT EBR WBL WBT WBR NBU NBL NBT NBR SBL	SBT
Lane Configurations ብ ሾ ካ ብ ሶ አካ ተተ	44
	1178
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1900
Total Lost time (s) 6.0 4.0 6.0 6.0 6.0 5.0 8.0 8.0 5.0	8.0
Lane Util. Factor 1.00 1.00 0.95 0.95 1.00 0.97 0.95 1.00 1.00	0.95
Frt 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00	1.00
Fit Protected 0.96 1.00 0.95 0.97 1.00 0.95 1.00 1.00 0.95	1.00
Satd. Flow (prot) 1440 1615 1681 1718 1615 3434 3406 1615 1805	3438
Flt Permitted 0.96 1.00 0.95 0.97 1.00 0.95 1.00 1.00 0.95	1.00
Satd. Flow (perm) 1440 1615 1681 1718 1615 3434 3406 1615 1805	3438
Peak-hour factor, PHF 0.63 0.38 0.93 0.69 0.33 0.69 0.25 0.76 0.87 0.75 0.35	0.80
Adj. Flow (vph) 76 8 590 72 12 32 4 245 986 24 20	1472
RTOR Reduction (vph) 0 0 0 0 0 0 0 0 0 0 0	0
Lane Group Flow (vph) 0 84 590 42 42 2 0 249 986 15 20	1472
Heavy Vehicles (%) 29% 0% 0% 2% 0% 0% 0% 2% 6% 0% 0%	5%
Turn Type Split Free Split Perm Prot Prot Perm Prot	
Protected Phases 4 4 8 8 5 5 2 1	6
Permitted Phases Free 8 2	
Actuated Green, G (s) 9.2 120.0 6.4 6.4 6.4 11.8 77.0 77.0 2.4	67.6
Effective Green, g (s) 9.2 120.0 6.4 6.4 6.4 11.8 77.0 77.0 2.4	67.6
Actuated g/C Ratio 0.08 1.00 0.05 0.05 0.05 0.10 0.64 0.64 0.02	0.56
Clearance Time (s) 6.0 6.0 6.0 5.0 8.0 8.0 5.0	8.0
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0	3.0
Lane Grp Cap (vph) 110 1615 90 92 86 338 2186 1036 36	1937
v/s Ratio Prot c0.06 0.02 0.02 c0.07 0.29 0.01 c	c0.43
v/s Ratio Perm c0.37 0.00 0.01	
v/c Ratio 0.76 0.37 0.47 0.46 0.02 0.74 0.45 0.01 0.56	0.76
Uniform Delay, d1 54.3 0.0 55.1 55.1 53.8 52.6 10.8 7.8 58.3	20.0
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
Incremental Delay, d2 26.4 0.6 3.8 3.6 0.1 8.1 0.7 0.0 17.3	2.9
Delay (s) 80.8 0.6 58.9 58.7 53.9 60.7 11.5 7.8 75.5	22.9
Level of Service F A E E D E B A E	С
	22.9
Approach LOS B E C	С
Intersection Summary	
HCM Average Control Delay 21.1 HCM Level of Service C	
HCM Volume to Capacity ratio 0.71	
Actuated Cycle Length (s) 120.0 Sum of lost time (s) 19.0	
Intersection Capacity Utilization 63.2% ICU Level of Service B	
Analysis Period (min) 15	

c Critical Lane Group



Movement	SBR
Lar Configurations	ř
Volume (vph)	58
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.63
Adj. Flow (vph)	92
RTOR Reduction (vph)	40
Lane Group Flow (vph)	52
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	67.6
Effective Green, g (s)	67.6
Actuated g/C Ratio	0.56
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	866
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.06
Uniform Delay, d1	11.8
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	12.0
Level of Service	В
Approach Delay (s)	
Approach LOS	
Intersection Summary	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		4	7	ሻ	4	7		ል ካ	ተተ	7	<u> </u>	<u> </u>
Volume (vph)	48	3	567	50	4	22	1	240	969	18	7	1236
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900.	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1424	1615	1681	1701	1615		3433	3406	1615	1805	3438
Flt Permitted		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1424	1615	1681	1701	1615		3433	3406	1615	1805	3438
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	3	616	54	4	24	1	261	1053	20	8	1343
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	0	7	0	0
Lane Group Flow (vph)	0	55	616	29	29	1	0	262	1053	13	8	1343
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	- 4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		7.6	120.0	6.4	6.4	6.4		13.1	79.8	79.8	1.2	67.9
Effective Green, g (s)		7.6	120.0	6.4	6.4	6.4		13.1	79.8	79.8	1.2	67.9
Actuated g/C Ratio		0.06	1.00	0.05	0.05	0.05		0.11	0.66	0.66	0.01	0.57
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		90	1615	90	91	86		375	2265	1074	18	1945
v/s Ratio Prot		0.04		0.02	0.02			c0.08	0.31		0.00	c0.39
v/s Ratio Perm			c0.38			0.00				0.01		
v/c Ratio		0.61	0.38	0.32	0.32	0.01		0.70	0.46	0.01	0.44	0.69
Uniform Delay, d1		54.8	0.0	54.7	54.7	53.8		51.5	9.7	6.8	59.1	18.6
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		11.7	0.7	2.1	2.0	0.1		5.6	0.7	0.0	16.5	2.0
Delay (s)		66.4	0.7	56.8	56.7	53.9		57.1	10.4	6.8	75.6	20.6
Level of Service		Е	Α	E	Ε	D		Ε	В	Α	E	С
Approach Delay (s)		6.1			55.9				19.5			20.5
Approach LOS		Α			E				В			С
Intersection Summary		en name d A Carabid	i kild iv v	Melo Malija	en e	Shall Park					in a section of the s	5.44
HCM Average Control Delay			18.2	H	CM Level	of Service			В			
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			120.0		ım of lost				13.0			
Intersection Capacity Utilization			66.4%	IC	U Level o	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												



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Movement	SBR	- WORLD	San
Lart Configurations	7		
Volume (vph)	58		
Ideal Flow (vphpl)	1900		
Total Lost time (s)	8.0		
Lane Util. Factor	1.00		
Frt	0.85		
Flt Protected	1.00		
Satd. Flow (prot)	1538		
Flt Permitted	1.00		
Satd. Flow (perm)	1538	 	
Peak-hour factor, PHF	0.92	 	
Adj. Flow (vph)	63		
RTOR Reduction (vph)	27		
Lane Group Flow (vph)	36		
Heavy Vehicles (%)	5%	 	
Turn Type	Perm	 	
Protected Phases			
Permitted Phases	6		
Actuated Green, G (s)	67.9		
Effective Green, g (s)	67.9		
Actuated g/C Ratio	0.57		
Clearance Time (s)	8.0		
Vehicle Extension (s)	3.0	 	
Lane Grp Cap (vph)	870	 	
v/s Ratio Prot			
v/s Ratio Perm	0.02		
v/c Ratio	0.04		
Uniform Delay, d1	11.6		
Progression Factor	1.00		
Incremental Delay, d2	0.1		
Delay (s)	11.7		
Level of Service	В		
Approach Delay (s)			
Approach LOS			
Approach 200			

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Movement	ĔBL	, EBT	EBR	WBL	WBT	WBR	NBU_	. NBL	NBT	NBR.	SBL	SBTI
Lane Configurations	•	ર્લ	7	ሻ	र्स	7	7,73	ል ኻ	↑↑	7	ሻ	个个
Volume (vph)	84	3	832	50	4	22	1	479	1763	18	7	1891
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Fit Protected		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1415	1615	1681	1702	1615		3433	3406	1615	1805	3438
Flt Permitted		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1415	1615	1681	1702	1615		3433	3406	1615	1805	3438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	88	3	876	53	4	23	1	504	1856	19	7	1991
RTOR Reduction (vph)	0	0	0	0	0	22	0	0	0	6	0	0
Lane Group Flow (vph)	0	91	876	29	28	1	0	505	1856	13	7	1991
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		18.7	79.4	79.4	1.2	61.9
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		18.7	79.4	79.4	1.2	61.9
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.16	0.66	0.66	0.01	0.52
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		94	1615	90	91	86		535	2254	1069	18	1773
v/s Ratio Prot		c0.06		0.02	0.02			c0.15	0.54		0.00	c0.58
v/s Ratio Perm			c0.54			0.00				0.01		
v/c Ratio		0.97	0.54	0.32	0.31	0.01		0.94	0.82	0.01	0.39	1.12
Uniform Delay, d1		55.9	0.0	54.7	54.7	53.8		50.1	15.1	6.9	59.0	29.0
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		81.5	1.3	2.1	1.9	0.1		25.5	3.6	0.0	13.4	63.4
Delay (s)		137.3	1.3	56.8	56.6	53.9		75.6	18.7	6.9	72.4	92.5
Level of Service		F	Α	Ε	Ε	D		E	В	Α	Ε	F
Approach Delay (s)		14.1			55.9				30.6			88.7
Approach LOS		В			Ε				С			F
Intersection Summary									ing the particular of the part			
HCM Average Control Delay			50.2	H	CM Level	of Service			D			
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			120.0		um of lost				19.0			
Intersection Capacity Utilization			93.3%	IC	U Level o	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												



Volume (vph) 94 Ideal Flow (vphpl) 1900 Total Lost time (s) 8.0 Lane Util. Factor 1.00 Frt 0.85 Fit Protected 1.00 Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Prot v/s Ratio Port v/s Ratio Port n/c Reduction 1.00 Uniform Delay, d1 Progression Factor 1.00 Incremental Delay, d2 Delay (s) 14.7 Level of Service Approach LOS	Movement	SBR
Volume (vph) 94 Ideal Flow (vphpl) 1900 Total Lost time (s) 8.0 Lane Util. Factor 1.00 Fit 0.85 Fit Protected 1.00 Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Port v/s Ratio Port V/s Ratio Doub, d1 14.5 Progression Factor 1.00 Inform Delay, d1 14.5 Progression Eactor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS		The state of the s
Ideal Flow (vphpl) 1900 Total Lost time (s) 8.0 Lane Util. Factor 1.00 Frt 0.85 Fit Protected 1.00 Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Port v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS		
Total Lost time (s) 8.0 Lane Util. Factor 1.00 Frt 0.85 Fit Protected 1.00 Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 64.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Port v/s Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS		
Lane Util. Factor 1.00 Frt 0.85 Fit Protected 1.00 Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS		
Fit Protected 1.00 Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (yph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Tum Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS	* •	1.00
Satd. Flow (prot) 1538 Fit Permitted 1.00 Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases 6 Actuated Brases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS	Frt	0.85
Petermitted	Fit Protected	1.00
Satd. Flow (perm) 1538 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases 6 Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Satd. Flow (prot)	1538
Peak-hour factor, PHF Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 0.52 Clearance Time (s) Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 Progression Factor 1.00 Incremental Delay, d2 Delay (s) Approach Delay (s) Approach LOS	Flt Permitted	1.00
Adj. Flow (vph) 99 RTOR Reduction (vph) 48 Lane Group Flow (vph) 51 Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Satd. Flow (perm)	1538
RTOR Reduction (vph) Lane Group Flow (vph) Heavy Vehicles (%) Turn Type Perm Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) V/s Ratio Prot V/s Ratio Perm 0.03 V/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Approach LOS	Peak-hour factor, PHF	0.95
Lane Group Flow (vph) Heavy Vehicles (%) Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 0.52 Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Approach LOS	Adj. Flow (vph)	99
Heavy Vehicles (%) 5% Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Port v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS		48
Turn Type Perm Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS		51
Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Heavy Vehicles (%)	5%
Protected Phases Permitted Phases 6 Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS	Turn Type	Perm
Actuated Green, G (s) 61.9 Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach LOS	Protected Phases	
Effective Green, g (s) 61.9 Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Permitted Phases	6
Actuated g/C Ratio 0.52 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Actuated Green, G (s)	61.9
Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Effective Green, g (s)	61.9
Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Actuated g/C Ratio	0.52
Lane Grp Cap (vph) 793 v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Clearance Time (s)	8.0
v/s Ratio Prot v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Vehicle Extension (s)	3.0
v/s Ratio Perm 0.03 v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Lane Grp Cap (vph)	793
v/c Ratio 0.06 Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	v/s Ratio Prot	
Uniform Delay, d1 14.5 Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	v/s Ratio Perm	0.03
Progression Factor 1.00 Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	v/c Ratio	0.06
Incremental Delay, d2 0.2 Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Uniform Delay, d1	14.5
Delay (s) 14.7 Level of Service B Approach Delay (s) Approach LOS	Progression Factor	1.00
Level of Service B Approach Delay (s) Approach LOS	Incremental Delay, d2	0.2
Approach Delay (s) Approach LOS		14.7
Approach LOS	Level of Service	В
	Approach Delay (s)	
Intercontion Summers	Approach LOS	
	Intersection Summary	

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Movement	ËBL	EBŤ	EBR	WBL	WBT	WBR	NBU.	NBLA	NBT.	NBR	#SBL	SBT
Lane Configurations	75	†	7	ኻ	†	ř		٦'n	个 个	7	ኘ	ተተተ
Volume (vph)	84	3	832	50	4	22	1	479	1763	18	7	1891
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615	1805	4940
Flt Permitted	0.76	1.00	1.00	0.76	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1112	1900	1615	1408	1900	1615		3433	3406	1615	1805	4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	88	3	876	53	4	23	1	504	1856	19	7	1991
RTOR Reduction (vph)	0	0	0	0	0	20	0	0	0	5	0	0
Lane Group Flow (vph)	88	3	876	53	4	3	0	505	1856	14	7	1991
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	Prot	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		Free	8		8				2		
Actuated Green, G (s)	13.4	13.4	120.0	13.4	13.4	13.4		19.6	86.4	86.4	1.2	68.0
Effective Green, g (s)	13.4	13.4	120.0	13.4	13.4	13.4		19.6	86.4	86.4	1.2	68.0
Actuated g/C Ratio	0.11	0.11	1.00	0.11	0.11	0.11		0.16	0.72	0.72	0.01	0.57
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	124	212	1615	157	212	180		561	2452	1163	18	2799
v/s Ratio Prot		0.00			0.00			c0.15	c0.54		0.00	0.40
v/s Ratio Perm	80.0		c0.54	0.04		0.00				0.01		
v/c Ratio	0.71	0.01	0.54	0.34	0.02	0.01		0.90	0.76	0.01	0.39	0.71
Uniform Delay, d1	51.4	47.4	0.0	49.2	47.4	47.4		49.2	10.3	4.7	59.0	18.9
Progression Factor	0.87	0.81	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.8	0.0	1.0	1.3	0.0	0.0		17.5	2.2	0.0	13.4	1.6
Delay (s)	57.7	38.4	1.0	50.5	47.5	47.5		66.7	12.6	4.8	72.4	20.4
Level of Service	Ε	D	Α	D	D	D		Ε	В	Α	Ε	С
Approach Delay (s)		6.2			49.5				24.0			20.2
Approach LOS		Α			D				С			С
Intersection Summary	va laborada	ebilitation					ik is be	Polska			orceni Na 2080	
HCM Average Control Delay			19.8	H	CM Level	of Service	!		В			•
HCM Volume to Capacity ratio)		0.68									
Actuated Cycle Length (s)			120.0	Su	ım of lost	time (s)			0.0			
Intersection Capacity Utilization	n		80.9%	IC	U Level d	of Service			D			
Analysis Period (min)			15									
 Critical Lane Group 												



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

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Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBU	. NBL.	NBT	NBR	SBL	SBT
Lane Configurations		ર્ન	7	ሻ	<u></u> -€	7		ሽካ	个个	7	ሻ	十 个
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1413	1615	1681	1702	1615		3433	3406	1615	1805	3438
Flt Permitted		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1413	1615	1681	1702	1615		3433	3406	1615	1805	3438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	3	946	53	4	23	1	576	1983	19	7	2175
RTOR Reduction (vph)	0	0	0	.0	0	22	0	0	0	6	0	0
Lane Group Flow (vph)	0	108	946	29	28	1	0	577	1983	13	7	2175
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		18.8	79.4	79.4	1.2	61.8
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		18.8	79.4	79.4	1.2	61.8
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.16	0.66	0.66	0.01	0.52
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		94	1615	90	91	86		538	2254	1069	18	1771
v/s Ratio Prot		c0.08		0.02	0.02			c0.17	0.58		0.00	c0.63
v/s Ratio Perm			c0.59			0.00				0.01		
v/c Ratio		1.15	0.59	0.32	0.31	0.01		1.07	0.88	0.01	0.39	1.23
Uniform Delay, d1		56.0	0.0	54.7	54.7	53.8		50.6	16.4	6.9	59.0	29.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		138.5	1.6	2.1	1.9	0.1		59.7	5.3	0.0	13.4	107.9
Delay (s)		194.5	1.6	56.8	56.6	53.9		110.3	21.8	6.9	72.4	137.0
Level of Service		F	Α	Ε	Е	D		F	С	Α	Ε	F
Approach Delay (s)		21.3			55.9				41.5			130.2
Approach LOS		С			Е				D			F
Intersection Summary	Že Paka	الرائد الأرائد الأوارا			48.583		ار در از					
HCM Average Control Delay			72.1	H	CM Level	of Service			E			
HCM Volume to Capacity ratio			1.11									
Actuated Cycle Length (s)			120.0		ım of lost				19.0			
Intersection Capacity Utilization			100.9%	IC	U Level c	f Service			G			
Analysis Period (min)			15									
c Critical Lane Group												



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

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Mövement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR:	. SBL	. SBT
Lane Configurations	¥j	1	7	ሻ	†	7		ሸ	ተተ	7	ሻ	ተተተ
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615	1805	4940
Flt Permitted	0.76	1.00	1.00	0.76	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1112	1900	1615	1408	1900	1615		3433	3406	1615	1805	4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	3	946	53	4	23	1	576	1983	19	7	2175
RTOR Reduction (vph)	0	0	0	0	0	21	0	0	0	5	0	0
Lane Group Flow (vph)	105	3	946	53	4	2	0	577	1983	14	7	2175
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	Prot	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		Free	8		8				2		
Actuated Green, G (s)	12.8	12.8	120.0	12.8	12.8	12.8		23.1	87.0	87.0	1.2	65.1
Effective Green, g (s)	12.8	12.8	120.0	12.8	12.8	12.8		23.1	87.0	87.0	1.2	65.1
Actuated g/C Ratio	0.11	0.11	1.00	0.11	0.11	0.11		0.19	0.72	0.72	0.01	0.54
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	119	203	1615	150	203	172		661	2469	1171	18	2680
v/s Ratio Prot		0.00			0.00			c0.17	c0.58		0.00	0.44
v/s Ratio Perm	c0.09		c0.59	0.04		0.00				0.01		
v/c Ratio	0.88	0.01	0.59	0.35	0.02	0.01		0.87	0.80	0.01	0.39	0.81
Uniform Delay, d1	52.9	48.0	0.0	49.8	48.0	48.0		47.0	10.9	4.6	59.0	22.4
Progression Factor	0.85	0.82	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	34.5	0.0	1.0	1.4	0.0	0.0		12.2	2.9	0.0	13.4	2.8
Delay (s)	79.5	39.2	1.0	51.2	48.0	48.0		59.2	13.7	4.6	72.4	25.2
Level of Service	E	D	Α	D	D	D		Ε	В	Α	Ε	С
Approach Delay (s)		8.9			50.1				23.9			24.7
Approach LOS		Α			D				С			С
Intersection Summary	alliera eta eta		V. V. V. V. S. (J. 45 J. S.)	andre Santa				rota Microso Wikispiewilek			Line was	
HCM Average Control Delay			21.9	H	CM Level	of Service	:		С			
HCM Volume to Capacity rat			0.76									
Actuated Cycle Length (s)			120.0	Sı	ım of lost	time (s)			6.0			
Intersection Capacity Utilizat	ion		85.1%			of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SBR			
L ♠♠ Configurations	7	tiga untigeneral trade de la companya de la company	A CALLES OF STREET, MAN BARRATON AS	2. 1985年 - 198
Volume (vph)	118			
ldeal Flow (vphpl)	1900			
Total Lost time (s)	8.0			
Lane Util. Factor	1.00			
Frt	0.85			
Flt Protected	1.00			
Satd. Flow (prot)	1538			
Flt Permitted	1.00			
Satd. Flow (perm)	1538			
Peak-hour factor, PHF	0.95			
Adj. Flow (vph)	124			
RTOR Reduction (vph)	57			
Lane Group Flow (vph)	67			
Heavy Vehicles (%)	5%		_	
Turn Type	Perm			
Protected Phases				
Permitted Phases	6			
Actuated Green, G (s)	65.1			
Effective Green, g (s)	65.1			
Actuated g/C Ratio	0.54			
Clearance Time (s)	8.0			
Vehicle Extension (s)	3.0			
Lane Grp Cap (vph)	834			
v/s Ratio Prot				
v/s Ratio Perm	0.04			
v/c Ratio	0.08			
Uniform Delay, d1	13.1			
Progression Factor	1.00			
Incremental Delay, d2	0.2			
Delay (s)	13.3			
Level of Service	В			
Approach Delay (s)				
Approach LOS				

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Movement	EBL	. EBT	4EBR	WBL	, WBT	WBR	NBU	21NBL	NBT	*NBR	SBL:	. SBT
Lane Configurations	ķ	↑	7	J,	†	7		ሽኘ	ተተተ	7	ሻ	ተተተ
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	4893	1615	1805	4940
Flt Permitted	0.76	1.00	1.00	0.76	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1112	1900	1615	1408	1900	1615		3433	4893	1615	1805	4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	3	946	53	4	23	1	576	1983	19	7	2175
RTOR Reduction (vph)	0	0	0	0	0	20	0	0	0	5	0	0
Lane Group Flow (vph)	105	3	946	53	4	3	0	577	1983	14	7	2175
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	Prot	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		Free	8		8				2		
Actuated Green, G (s)	14.4	14.4	120.0	14.4	14.4	14.4		23.1	85.4	85.4	1.2	63.5
Effective Green, g (s)	14.4	14.4	120.0	14.4	14.4	14.4		23.1	85.4	85.4	1.2	63.5
Actuated g/C Ratio	0.12	0.12	1.00	0.12	0.12	0.12		0.19	0.71	0.71	0.01	0.53
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	133	228	1615	169	228	194		661	3482	1149	18	2614
v/s Ratio Prot		0.00			0.00			c0.17	0.41		0.00	c0.44
v/s Ratio Perm	0.09		c0.59	0.04		0.00				0.01		
v/c Ratio	0.79	0.01	0.59	0.31	0.02	0.01		0.87	0.57	0.01	0.39	0.83
Uniform Delay, d1	51.3	46.5	0.0	48.3	46.6	46.5		47.0	8.4	5.0	59.0	23.8
Progression Factor	0.87	0.85	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.0	0.0	1.1	1.1	0.0	0.0		12.2	0.7	0.0	13.4	3.3
Delay (s)	63.9	39.6	1.1	49.3	46.6	46.6		59.2	9.1	5.0	72.4	27.0
Level of Service	E	D	Α	D	Đ	D		E	Α	Α	Ε	С
Approach Delay (s)		7.5			48.4				20.3			26.5
Approach LOS		Α			D				С			С
Intersection Summary	aliki Arab	King Language	Constant	45 Miles 78	a Cario	erez erez Králokkalokkáj			City Carlo LA	1000000 1000000 現底	n Malakata	
HCM Average Control Delay			20.8	H	CM Level	of Service)		C.			
HCM Volume to Capacity ratio)		0.76									
Actuated Cycle Length (s)			120.0	St	ım of lost	time (s)			8.0			
Intersection Capacity Utilizatio	n		83.6%	IC	U Level c	f Service			Ε			
Analysis Period (min)			15									
c Critical Lane Group												



Windsan Commence	
Movement Long Descriptions	SBR
Volume (vph)	r 118
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	124
RTOR Reduction (vph)	58
Lane Group Flow (vph)	66
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	63.5
Effective Green, g (s)	63.5
Actuated g/C Ratio	0.53
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	814
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.08
Uniform Delay, d1	13.9
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	14.1
Level of Service	В
Approach Delay (s)	
Approach LOS	
Intersection Summary	STATE OF THE STATE

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Movement	EBL	EBT	(EBR.	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	7	<u>J</u>	र्स	7		ሽኘ	^	7		Ä
Volume (vph)	42	11	290	38	7	16	5	387	1434	67	2	12
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1523	1615	1681	1726	1615		3434	3406	1615		1805
Flt Permitted		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1523	1615	1681	1726	1615		3434	3406	1615		1900
Peak-hour factor, PHF	0.88	0.55	0.91	0.68	0.58	0.80	0.63	0.83	0.84	0.84	0.50	0.75
Adj. Flow (vph)	48	20	319	56	12	20	8	466	1707	80	4	16
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	0	28	0	0
Lane Group Flow (vph)	0	68	319	34	34	1	0	474	1707	52	0	20
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	· 4	4		· 8	8		5	5	2			1
Permitted Phases			Free			8				2	1	
Actuated Green, G (s)		6.0	116.5	6.0	6.0	6.0		19.9	76.2	76.2		3.3
Effective Green, g (s)		6.0	116.5	6.0	6.0	6.0		19.9	76.2	76.2		3.3
Actuated g/C Ratio		0.05	1.00	0.05	0.05	0.05		0.17	0.65	0.65		0.03
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		78	1615	87	89	83	••	587	2228	1056		54
v/s Ratio Prot		c0.04		0.02	0.02			c0.14	c0.50			
v/s Ratio Perm			c0.20			0.00				0.03		0.01
v/c Ratio		0.87	0.20	0.39	0.38	0.01		0.81	0.77	0.05		0.37
Uniform Delay, d1		54.9	0.0	53.5	53.5	52.4		46.5	14.0	7.2		55.6
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		60.6	0.3	2.9	2.7	0.1		8.0	2.6	0.1		4.2
Delay (s)		115.5	0.3	56.4	56.2	52.5		54.5	16.6	7.3		59.8
Level of Service		F	Α	Ε	E	D		D	В	Α		Ε
Approach Delay (s)		20.5			55.4				24.2			
Approach LOS		С			Е				С			
Intersection Summary								n merga yang Sebi Mer West			ong dag paytaga Canada lahiri	#.6# 1
HCM Average Control Delay			23.8	Н	CM Level	of Service		sectors also been to a	С	a management of the state of th	right constraints and constraints	. 5 - 0 323 St 1931
HCM Volume to Capacity ratio			0.68		0 , 01				•			
Actuated Cycle Length (s)			116.5	Si	ım of lost	time (s)			11.0			
Intersection Capacity Utilization			78.8%			of Service			D			
Analysis Period (min)			15	.0	S =5101 C	00.4100			J			
c Critical Lane Group												



Movement	SBT.	SBR	
Lanesonfigurations	^	7	
Volume (vph)	949	75	
Ideal Flow (vphpl)	1900	1900	
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.95	1.00	
Frt	1.00	0.85	
Flt Protected	1.00	1.00	
Satd. Flow (prot)	3438	1538	
Flt Permitted	1.00	1.00	
Satd. Flow (perm)	3438	1538	
Peak-hour factor, PHF	0.88	0.63	
Adj. Flow (vph)	1078	119	
RTOR Reduction (vph)	0	58	
Lane Group Flow (vph)	1078	61	
Heavy Vehicles (%)	5%	5%	
Turn Type		Perm	
Protected Phases	6		
Permitted Phases		6	
Actuated Green, G (s)	59.6	59.6	
Effective Green, g (s)	59.6	59.6	
Actuated g/C Ratio	0.51	0.51	
Clearance Time (s)	8.0	8.0	
ehicle Extension (s)	3.0	3.0	
ane Grp Cap (vph)	1759	787	
/s Ratio Prot	0.31		
/s Ratio Perm		0.04	
/c Ratio	0.61	80.0	
Jniform Delay, d1	20.2	14.5	
rogression Factor	1.00	1.00	
cremental Delay, d2	1.6	0.2	
elay (s)	21.8	14.7	
evel of Service	C	В	
9010 3610			
Approach Delay (s) Approach LOS	21.8		

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Movement	EBL	EBŤ	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBU
Lane Configurations		4	7	7	4	7"		ሽኘ	^	7		Ä
Volume (vph)	42	11	350	38	7	16	5	421	1536	67	2	12
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1523	1615	1681	1726	1615		3434	3406	1615		1805
Fit Permitted		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1523	1615	1681	1726	1615		3434	3406	1615		1900
Peak-hour factor, PHF	0.88	0.55	0.91	0.68	0.58	0.80	0.63	0.83	0.84	0.84	0.50	0.75
Adj. Flow (vph)	48	20	385	56	12	20	8	507	1829	80	4	16
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	0	27	0	0
Lane Group Flow (vph)	0	68	385	34	34	1	0	515	1829	53	0	20
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	4	4		. 8	8		5	5	2			1
Permitted Phases			Free			8				2	1	
Actuated Green, G (s)		6.4	120.0	6.4	6.4	6.4		20.5	79.8	79.8		2.4
Effective Green, g (s)		6.4	120.0	6.4	6.4	6.4		20.5	79.8	79.8		2.4
Actuated g/C Ratio	•	0.05	1.00	0.05	0.05	0.05		0.17	0.66	0.66		0.02
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		81	1615	90	92	86		587	2265	1074		38
v/s Ratio Prot		c0.04		0.02	0.02			c0.15	c0.54			
v/s Ratio Perm			c0.24			0.00				0.03		0.01
v/c Ratio		0.84	0.24	0.38	0.37	0.01		0.88	0.81	0.05		0.53
Uniform Delay, d1		56.3	0.0	54.9	54.9	53.8		48.5	14.5	7.0		58.2
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		50.0	0.3	2.6	2.5	0.1		13.9	3.2	0.1		12.5
Delay (s)		106.3	0.3	57.5	57.4	53.9		62.4	17.8	7.1		70.8
Level of Service		F	Α	Ε	Ε	D		Ε	В	Α		E
Approach Delay (s)		16.3			56.6				26.9			
Approach LOS		В			E				C			
Intersection Summary		ing ang digital CMA Salaha Ka					va. U mem Markalika	arriga (n. 14. Sa Kabbatta		i vyaja nya Malakada	Marie S	
HCM Average Control Delay			25.6	H	CM Level	of Service			С			_
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0	St	um of lost	time (s)		٠	11.0			
Intersection Capacity Utilization			81.6%			of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												



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Movement	SBT	SBR	
LaneConfigurations	**	7	
Volume (vph)	1090	75	
Ideal Flow (vphpl)	1900	1900	
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.95	1.00	
Frt	1.00	0.85	
Fit Protected	1.00	1.00	
Satd. Flow (prot)	3438	1538	
Fit Permitted	1.00	1.00	
Satd. Flow (perm)	3438	1538	
Peak-hour factor, PHF	0.88	0.63	
Adj. Flow (vph)	1239	119	
RTOR Reduction (vph)	0	58	
Lane Group Flow (vph)	1239	61	
Heavy Vehicles (%)	5%	5%	
Turn Type		Perm	
Protected Phases	6		
Permitted Phases		6	
Actuated Green, G (s)	61.7	61.7	
Effective Green, g (s)	61.7	61.7	
Actuated g/C Ratio	0.51	0.51	
Clearance Time (s)	8.0	8.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	1768	791	
v/s Ratio Prot	0.36	-	
v/s Ratio Perm	-	0.04	
v/c Ratio	0.70	0.08	
Uniform Delay, d1	22.1	14.7	
Progression Factor	1.00	1.00	
Incremental Delay, d2	2.3	0.2	
Delay (s)	24.5	14.9	
Level of Service	C	В	
	24.3		
Approach Delay (s)			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR:	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		र्स	7	ሻ	ર્લ	7		ሽኘ	十 十	7		<u> </u>
Volume (vph)	81	11	638	38	7	16	5	743	2337	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1451	1615	1681	1719	1615		3433	3406	1615		1805
Flt Permitted		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1451	1615	1681	17 19	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	12	672	40	7	17	5	782	2460	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	25	0	0
Lane Group Flow (vph)	0	97	672	23	24	1	0	787	2460	46	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	٠ 4	4		` 8	8		5	5	2			1
Permitted Phases			Free			8	_			2	1	
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		23.8	78.2	78.2		2.4
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		23.8	78.2	78.2		2.4
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.20	0.65	0.65		0.02
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		97	1615	90	92	86		681	2220	1052		38
v/s Ratio Prot		c0.07		0.01	0.01			c0.23	0.72			-
v/s Ratio Perm			c0.42			0.00			· · · ·	0.03		0.01
v/c Ratio		1.00	0.42	0.26	0.26	0.01		1.16	1.11	0.04		0.39
Uniform Delay, d1		56.0	0.0	54.5	54.5	53.8		48.1	20.9	7.5		58.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		91.4	0.8	1.5	1.5	0.0		86.0	55.9	0.1		6.6
Delay (s)		147.4	0.8	56.0	56.0	53.8		134.1	76.8	7.6		64.7
Level of Service		F	Α	E	Ε	D		F	E	Α		E
Approach Delay (s)		19.3			55.5				88.9			
Approach LOS		В			E				F			
Intersection Summary								Sold Verdali		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
HCM Average Control Delay	-		111.8	Н	CM Level	of Service	1		F			
HCM Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			120.0	St	ım of lost	time (s)			19.0			
Intersection Capacity Utilization			106.0%			of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

1: Connelly Mill Rd & US 13

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Movement	SBT	SBR	
Lane onfigurations	ተተ	7	the second secon
Volume (vph)	2064	121	
Ideal Flow (vphpl)	1900	1900	
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.95	1.00	
Frt	1.00	0.85	
Flt Protected	1.00	1.00	
Satd. Flow (prot)	3438	1538	
Flt Permitted /	1.00	1.00	
Satd. Flow (perm)	3438	1538	
Peak-hour factor, PHF	0.95	0.95	
Adj. Flow (vph)	2173	127	
RTOR Reduction (vph)	0	58	
Lane Group Flow (vph)	2173	69	
Heavy Vehicles (%)	5%	5%	
Turn Type		Perm	
Protected Phases	6	. •	
Permitted Phases	•	6	
Actuated Green, G (s)	56.8	56.8	
Effective Green, g (s)	56.8	56.8	
Actuated g/C Ratio	0.47	0.47	
Clearance Time (s)	8.0	8.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	1627	728	
v/s Ratio Prot	c0.63		
v/s Ratio Perm	55100	0.04	
v/c Ratio	1.34	0.09	
Uniform Delay, d1	31.6	17.4	
Progression Factor	1.00	1.00	
Incremental Delay, d2	155.3	0.3	
Delay (s)	186.9	17.7	
Level of Service	100.9 F	17.7 B	
Approach Delay (s)	176.8	ט	
Approach LOS	170.6 F		
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Intersection Summary	. The state of the		

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Movement	EBL	. EBT.	EBR.	WBL.	. WBT∙	.Wer	NBU	NBL	NBT	NBR	SBU.	JSB1
Lane Configurations	7	↑	7	ሻ	†	7		ቭኘ	<u> </u>	7		<u> </u>
Volume (vph)	81	11	638	38	7	16	5	743	2337	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615		1805
Fit Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)	1109	1900	1615	1397	1900	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	12	672	40	7	17	5	782	2460	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	18	0	0
Lane Group Flow (vph)	85	12	672	40	7	1	0	787	2460	53	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases		4			8		5	5	2			1
Permitted Phases	4		Free	8		8				2	1	
Actuated Green, G (s)	9.0	9.0	120.0	9.0	9.0	9.0		30.0	89.6	89.6		2.4
Effective Green, g (s)	9.0	9.0	120.0	9.0	9.0	9.0		30.0	89.6	89.6		2.4
Actuated g/C Ratio	0.08	80.0	1.00	80.0	80.0	80.0		0.25	0.75	0.75		0.02
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	83	143	1615	105	143	121		858	2543	1206		38
v/s Ratio Prot		0.01			0.00			c0.23	c0.72			
v/s Ratio Perm	c0.08		0.42	0.03		0.00				0.03		0.01
v/c Ratio	1.02	0.08	0.42	0.38	0.05	0.01		0.92	0.97	0.04		0.39
Uniform Delay, d1	55.5	51.7	0.0	52.8	51.5	51.4		43.8	13.9	4.0		58.1
Progression Factor	0.84	0.81	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	93.4	0.2	0.6	2.3	0.1	0.0		14.4	11.7	0.1		6.6
Delay (s)	139.8	42.3	0.6	55.1	51.7	51.4		58.2	25.6	4.0		64.7
Level of Service	F	D	Α	Ε	D	D		Ε	С	Α		Ε
Approach Delay (s)		16.6			53.8				32.8			
Approach LOS		В			D				С			
Intersection Summary	i lawa na sida			en e	in series	and the second of the	Talla Mari	The second second second		MANALAK.	al Marine	wast want
HCM Average Control Delay	1		29.5	Н	CM Level	of Service)		С			
HCM Volume to Capacity ra	tio		0.99									
Actuated Cycle Length (s)			120.0	St	ım of lost	time (s)			19.0			
Intersection Capacity Utilizat	tion		103.8%			of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	. SBT	. SBR	
Lane Configurations	*	7	
Volume (vph)	2064	121	
Ideal Flow (vphpl)	1900	1900	•
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.91	1.00	
Frt	1.00	0.85	
Flt Protected	1.00	1.00	
Satd. Flow (prot)	4940	1538	
Fit Permitted	1.00	1.00	
Satd. Flow (perm)	4940	1538	
Peak-hour factor, PHF	0.95	0.95	
Adj. Flow (vph)	2173	127	
RTOR Reduction (vph)	0	61	
Lane Group Flow (vph)	2173	66	
Heavy Vehicles (%)	5%	5%	
Turn Type		Perm	
Protected Phases	6	1 01111	
Permitted Phases	J	6	
Actuated Green, G (s)	62.0	62.0	
Effective Green, g (s)	62.0	62.0	
Actuated g/C Ratio	0.52	0.52	
Clearance Time (s)	8.0	8.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	2552	795	
v/s Ratio Prot	0.44	,	
v/s Ratio Perm	• • • • • • • • • • • • • • • • • • • •	0.04	
v/c Ratio	0.85	0.08	
Uniform Delay, d1	25.0	14.6	
Progression Factor	1.00	1.00	
Incremental Delay, d2	3.8	0.2	
Delay (s)	28.9	14.8	
Level of Service	C	В	
Approach Delay (s)	28.3	-	
	C		

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Movement	ÉBL	EBT	EBR	WBL	WBT.	WBA	NBU.	NBL -	NBT	NBR	SBU	SBL
Lane Configurations		4	*	*		7		ሕ ኘ	ተተ	7		Ā
Volume (vph)	99	11	708	38	7	16	5	825	2536	67	2	12
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1443	1615	1681	1719	1615		3433	3406	1615		1805
Flt Permitted		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1443	1615	1681	1719	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	104	12	745	40	7	17	5	868	2669	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	25	0	0
Lane Group Flow (vph)	0	116	745	23	24	1	0	873	2669	46	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	· 4	4			8		5	5	2			1
Permitted Phases			Free			8		•		2	1	
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		22.8	78.2	78.2		2.4
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		22.8	78.2	78.2		2.4
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.19	0.65	0.65		0.02
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		96	1615	90	92	86		652	2220	1052		38
v/s Ratio Prot		c0.08		0.01	0.01			c0.25	0.78			
v/s Ratio Perm			c0.46			0.00				0.03		0.01
v/c Ratio		1.21	0.46	0.26	0.26	0.01		1.34	1.20	0.04		0.39
Uniform Delay, d1		56.0	0.0	54.5	54.5	53.8		48.6	20.9	7.5		58.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		158.2	1.0	1.5	1.5	0.0		162.8	95.6	0.1		6.6
Delay (s)		214.2	1.0	56.0	56.0	53.8		211.4	116.5	7.6		64.7
Level of Service		F	Α	Ε	Ε	D		F	F	Α		E
Approach Delay (s)		29.7			55.5				137.3			
Approach LOS		С			E				F			
Intersection Summary					y Halland (1997) Maharakana ka			ng yerda. Sasar Siya				
HCM Average Control Delay			148.3	Н	CM Level	of Service			F			
HCM Volume to Capacity ratio			1.26									
Actuated Cycle Length (s)			120.0	Su	ım of lost	time (s)			19.0			
Intersection Capacity Utilization	l		113.7%			of Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

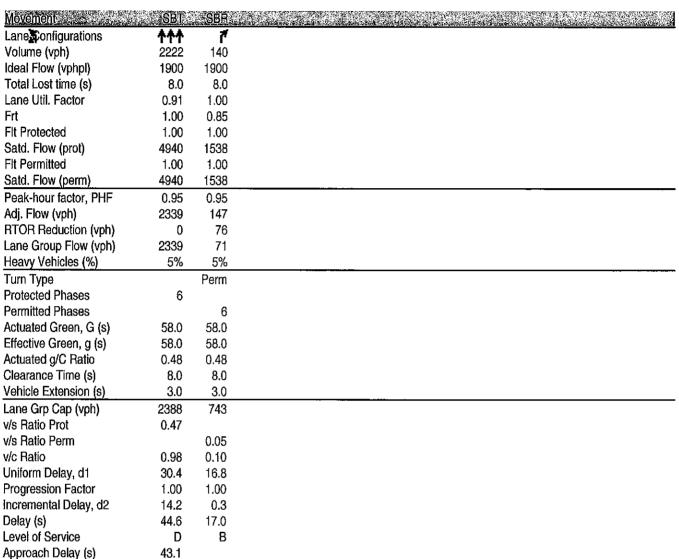


Movement Lane Configurations Volume (vph) 2222 Ideal Flow (vphpl) Total Lost time (s) Lane Util. Factor Fit Protected Satd. Flow (prot) Fit Permitted 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) Lane Group Flow (vph) Lane Group Flow (vph) Peavy Vehicles (%) Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 2222 8.00 1900 1900 1900 1900 1900 1900 1900 1	140 1900 8.0 1.00 0.85 1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Volume (vph) 2222 Ideal Flow (vphpl) 1900 Total Lost time (s) 8.0 Lane Util. Factor 0.95 Frt 1.00 Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	140 1900 8.0 1.00 0.85 1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Ideal Flow (vphpl) 1900 Total Lost time (s) 8.0 Lane Util. Factor 0.95 Frt 1.00 Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	1900 8.0 1.00 0.85 1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Total Lost time (s) Lane Util. Factor Prt 1.00 Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	8.0 1.00 0.85 1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Lane Util. Factor 0.95 Frt 1.00 Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	1.00 0.85 1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Frt 1.00 Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	0.85 1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	1.00 1538 1.00 1538 0.95 147 62 85 5% Perm
Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	1538 1.00 1538 0.95 147 62 85 5% Perm
Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	1.00 1538 0.95 147 62 85 5% Perm
Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	1538 0.95 147 62 85 5% Perm
Peak-hour factor, PHF Adj. Flow (vph) 2339 RTOR Reduction (vph) Lane Group Flow (vph) Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 0.48	0.95 147 62 85 5% Perm
Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Lane Group Flow (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	147 62 85 5% Perm
Adj. Flow (vph) 2339 RTOR Reduction (vph) 2339 Lane Group Flow (vph) 2339 Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	147 62 85 5% Perm
RTOR Reduction (vph) Lane Group Flow (vph) Heavy Vehicles (%) Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Carroller Company C	62 85 5% Perm
Lane Group Flow (vph) Heavy Vehicles (%) Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 2338 57.8 57.8 57.8 69 69 69 69 69 69 69 69 69 69 69 69 69	85 5% Perm
Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	Perm
Turn Type Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	Perm
Protected Phases Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	
Permitted Phases Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	
Actuated Green, G (s) 57.8 Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	6
Effective Green, g (s) 57.8 Actuated g/C Ratio 0.48	57.8
Actuated g/C Ratio 0.48	57.8
	0.48
Clearance Time (s) 8.0	8.0
Vehicle Extension (s) 3.0	3.0
Lane Grp Cap (vph) 1656	741
v/s Ratio Prot c0.68	, , ,
v/s Ratio Perm	0.06
v/c Ratio 1.41	0.11
Uniform Delay, d1 31.1	17.1
Progression Factor 1.00	1.00
Incremental Delay, d2 189.2	0.3
Delay (s) 220.3	17.4
Level of Service F	В
Approach Delay (s) 207.5	
Approach LOS F	
Intersection Summary	

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Movement & .	: EBL	EBT	ØEBR.	WBL	WBT	WBR	KNBU.	NBL	∂ <u>ŇB</u> T	NBR	.SBU	SBL
Lane Configurations	*	†	7	ሻ	†	7		ሽኘ	ተተ	#		Ä
Volume (vph)	99	11	708	38	7	16	5	825	2536	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615		1805
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)	1109	1900	1615	1397	1900	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	104	12	745	40	7	17	5	868	2669	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	15	0	0	0	20	0	0
Lane Group Flow (vph)	104	12	745	40	7	2	0	873	266 9	51	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases		4			8		5	5	2			1
Permitted Phases	4		Free	8		8				2	1	
Actuated Green, G (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	86.6	86.6		2.4
Effective Green, g (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	86.6	86.6		2.4
Actuated g/C Ratio	0.10	0.10	1.00	0.10	0.10	0.10		0.26	0.72	0.72		0.02
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	111	190	1615	140	190	162		887	2458	1165		38
v/s Ratio Prot		0.01			0.00			c0.25	c0.78			
v/s Ratio Perm	c0.09		0.46	0.03		0.00				0.03		0.01
v/c Ratio	0.94	0.06	0.46	0.29	0.04	0.01		0.98	1.09	0.04		0.39
Uniform Delay, d1	53.6	48.9	0.0	50.0	48.8	48.7		44.3	16.7	4.8		58.1
Progression Factor	0.87	0.83	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	52.8	0.1	0.7	1.1	0.1	0.0		26.2	46.3	0.1		6.6
Delay (s)	99.5	40.6	0.7	51.2	48.9	48.7		70.4	63.0	4.9		64.7
Level of Service	F	D	Α	D	D	D		E	Ε	Α		Е
Approach Delay (s)		13.2			50.2				63.7			
Approach LOS		В			D				E			
Intersection Summary	of the same	rika Maraja s	a angarantan	Color School	en mer mer er Sandlandisch	yan kabusa Kabbatan	lagisti Lagisti	is an The STA	propose v Hyteletak	e destado de se Mários en Listado	e la companya da di	
HCM Average Control Delay			50.1	H	CM Level	of Service)		D			
HCM Volume to Capacity rati	0		1.09									
Actuated Cycle Length (s)			120.0		um of lost				19.0			
Intersection Capacity Utilization	on		109.3%	IC	U Level o	of Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												



D



Approach LOS

Intersection Summary

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Movement	EBL	∴EBT:	ŒBR .	WBL	`.WBT:≗	WBR :	NBU?	NBL	NBT.	NBR	. * ISBU.	SBL
Lane Configurations	7	†	7	ሻ	†	7		ሕ ኻ	ተተተ	7		Ä
Volume (vph)	99	11	708	38	7	16	5	825	2536	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.91	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	4893	1615		1805
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1109	1900	1615	1397	1900	1615		3433	4893	1615		1810
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	104	12	745	40	7	17	5	868	2669	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	15	0	0	0	21	0	0
Lane Group Flow (vph)	104	12	745	40	7	2	0	873	2669	50	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases		4			8		5	5	2			1
Permitted Phases	4		Free	8		8				2	1	
Actuated Green, G (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	84.8	84.8		4.2
Effective Green, g (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	84.8	84.8		4.2
Actuated g/C Ratio	0.10	0.10	1.00	0.10	0.10	0.10		0.26	0.71	0.71		0.04
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	111	190	1615	140	190	162		887	3458	1141		63
v/s Ratio Prot		0.01			0.00			c0.25	0.55			
v/s Ratio Perm	c0.09		0.46	0.03		0.00				0.03		0.01
v/c Ratio	0.94	0.06	0.46	0.29	0.04	0.01		0.98	0.77	0.04		0.24
Uniform Delay, d1	53.6	48.9	0.0	50.0	48.8	48.7		44.3	11.4	5.3		56.3
Progression Factor	0.87	0.83	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	52.8	0.1	0.7	1.1	0.1	0.0		26.2	1.7	0.1		2.0
Delay (s)	99.5	40.6	0.7	51.2	48.9	48.7		70.4	13.1	5.4		58.3
Level of Service	F	D	Α	D	D	D		Е	В	Α		Ε
Approach Delay (s)		13.2			50.2				26.8			
Approach LOS		В			D				С			
Intersection Summary	Aleksia.	i en en en en en en Kan han ken k	ari Wasanin	a single Katalita	rentend An Louis	A LAST OF	ELEVA.	i hittiggar	en e	reservations Problematical Services	19. or in 1971 in 18. or 21. of 18. or in 18. or	
HCM Average Control Delay			31.1	HC	CM Level	of Service)		С			
HCM Volume to Capacity ration	c		0.98									
Actuated Cycle Length (s)			120.0		ım of lost				19.0			
Intersection Capacity Utilization	on		94.6%	IC	U Level d	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

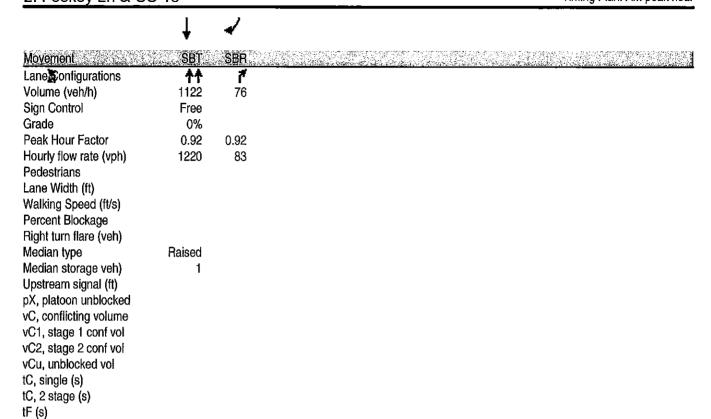


Movement	SBT	∴SBR′	
Lanesconfigurations	ት ተተ	7	
Volume (vph)	2222	140	
Ideal Flow (vphpl)	1900	1900	
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.91	1.00	
Frt	1.00	0.85	
Flt Protected	1.00	1.00	
Satd. Flow (prot)	4940	1538	
Flt Permitted	1.00	1.00	
Satd. Flow (perm)	4940	1538	
Peak-hour factor, PHF	0.95	0.95	
Adj. Flow (vph)	2339	147	
RTOR Reduction (vph)	0	76	
Lane Group Flow (vph)	2339	71	
Heavy Vehicles (%)	5%	5%	
Turn Type		Perm	
Protected Phases	6		
Permitted Phases		6	
Actuated Green, G (s)	58.0	58.0	
Effective Green, g (s)	58.0	58.0	
Actuated g/C Ratio	0.48	0.48	
Clearance Time (s)	8.0	8.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	2388	743	
v/s Ratio Prot	c0.47		
v/s Ratio Perm		0.05	
v/c Ratio	0.98	0.10	
Uniform Delay, d1	30.4	16.8	
Progression Factor	1.00	1.00	
Incremental Delay, d2	14.2	0.3	
Delay (s)	44.6	17.0	
Level of Service	D	В	
Approach Delay (s)	43.1		
Approach LOS	D		
Intersection Summary	er er er ver etter Olivera er er er er	izk ski ditw	

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Movement	EBL	EBT	EBR	WBL	ŴŖŢ	WBR	NBU	NBL	NBT	NBR	SBU	SBU
Lane Configurations Volume (veh/h) Sign Control	25	19 Stop	40	9	4) 21 Stop	13	10	6 5	↑↑ 735 Free	7 5	6	5
Grade		0%			0%				0%			
Peak Hour Factor	0.69	0.43	0.77	0.45	0.75	0.65	0.50	0.77	0.87	0.63	0.50	0.63
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage	36	44	52	20	28	20	0	84	845	8	0	8
Right turn flare (veh) Median type Median storage veh)									Raised			
Upstream signal (ft)									•			
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume vC1, stage 1 conf vol	1911 1286	2307 1286	635	1739 1014	2383 1014	422	. 0	1353			0	853
vC2, stage 2 conf vol vCu, unblocked vol	625 1911	1022 2307	605	725	1369	400	0	1050			0	050
tC, single (s)	7.6	230 <i>1</i> 6.7	635 7.0	1739 8.2	2383 6.5	422 6.9	0 0.0	1353 4.1			0 0.0	853 4.1
tC, 2 stage (s)	6.6	5.7	7.0	7.2	5.5	0.5	0.0	4.1			0.0	4,1
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	67	62	87	74	69	97	0	83			0.0	99
cM capacity (veh/h)	110	115	414	78	91	586	0	504			0	795
Direction, Lane #	EB1	WB 1	NB 1	NB 2	NB3	NB4	SB 1	SB 2	SB3	SB 4		
Volume Total	132	68	84	422	422	8	8	635	635	84		
Volume Left	36	20	84	0	0	0	8	0	0	0		
Volume Right	52	20	0	0	0	8	0	0	0	84		
cSH	158	114	504	1700	1700	1700	795	1700	1700	1700		
Volume to Capacity	0.84	0.60	0.17	0.25	0.25	0.00	0.01	0.37	0.37	0.05		
Queue Length 95th (ft)	141	74	15	0	0	0	1	0	0	0		
Control Delay (s)	91.2	75.4	13.6	0.0	0.0	0.0	9.6	0.0	0.0	0.0		
Lane LOS	F	_ F	В				Α					
Approach Delay (s) Approach LOS	91.2 F	75.4 F	1.2				0.1					
Intersection Summary								- 11				
Average Delay Intersection Capacity Utiliza Analysis Period (min)	7.4 50.7% 15	IC	U Level o	of Service			Α					

	↓	4	
Movement	ŞBT	SBR	
LaneConfigurations	ተተ	7	
Volume (veh/h)	1054	51	
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.83	0.61	
Hourly flow rate (vph)	1270	84	
Pedestrians			
Lane Width (ft)		,	
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	Raised		
Median storage veh)	1		
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume			
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			
tC, single (s)			
tC, 2 stage (s)			
tF (s)			
p0 queue free %			
cM capacity (veh/h)			
Direction, Lane #			

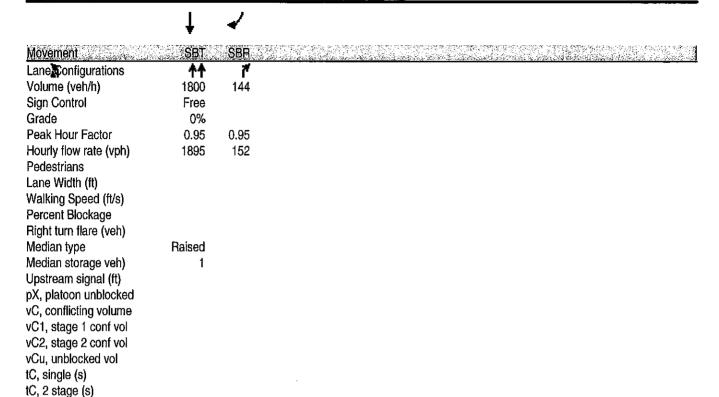
	۶	→	•	•	+	4	₹I	1	†	<i>></i>	L#	<u></u>
Movement	EBL	EBT	EBR	. WBL.	WBT	WBR	NBU.	NBL	NBT	NBR	SBU	SBL
Lane Configurations Volume (veh/h) Sign Control Grade	32	20 Stop 0%	51	9	45 28 Stop 0%	13	10	為 111	↑↑ 759 Free 0%	آ 5	6	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	35	22	55	10	30	14	0	121	825	5	0	5
Median type Median storage veh) Upstream signal (ft)									Raised 1			
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	1914 1230 683	2302 1230 1072	610	1753 1066 687	2379 1066 1313	412	0	1302			0	830
vCu, unblocked vol	1914	2302	610	1753	2379	412	0	1302			0	830
tC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	68	80	87	87	61	98	0	77			0	99
cM capacity (veh/h)	108	111	430	77	78	594	0	528			0	810
Direction, Lane #	EB 1/4	WB1	_NB-1	NB,2	NB3	NB4	SB 1	SB2	SB3	SB 4		
Volume Total	112	54	121	412	412	5	5	610	610	83		
Volume Left	35	10	121	0	0	0	5	0	0	0		
Volume Right	55	14	0	0	0	5	0	0	0	83		
cSH	173	100	528	1700	1700	1700	810	1700	1700	1700		
Volume to Capacity	0.65	0.54	0.23	0.24	0.24	0.00	0.01	0.36	0.36	0.05		
Queue Length 95th (ft) Control Delay (s)	93 57.6	62 77.4	22 13.8	0 0.0	0 0.0	0 0.0	1 9.5	0 0.0	0 0.0	0 0.0		
Lane LOS	57.0 F	77. 4 F	13.6 B	0.0	0.0	0.0	9.5 A	0.0	0.0	0.0		
Approach Delay (s) Approach LOS	57.6 F	77.4 F	1.8				0.0					
Intersection Summary	44444	r o strat en Maximo		n (j. 1. j.a. 131 Sand Alah Kari			en in the second	The second secon	No. 15 No.			
Average Delay Intersection Capacity Utiliza Analysis Period (min)	ition		5.1 57.8% 15	IC	CU Level o	of Service			В			



p0 queue free % cM capacity (veh/h)

Direction Lane #

	٠	-	*	•	←	•	₹ì	•	†	1	L	<u></u>
Movement.	EBL	EBT	EBR.	WBL	WBT	WBR	NBU	NBL	NBT	NBR_	SBU	SBL
Lane Configurations	67	₽	00	07	4	04	40	405	↑↑	7	0	Ā
Volume (veh/h)	67	23 Cton	93	27	41 Cton	21	10	185	1452	9	6	25
Sign Control Grade		Stop 0%			Stop				Free			
Peak Hour Factor	0.95	0.95	0.95	0.95	0% 0.95	0.05	0.05	0.05	0%	0.05	0.05	0.05
Hourly flow rate (vph)	71	24	98	28	43	0.95 22	0.95 0	0.95 195	0.95 1528	0.95 9	0.95 0	0.95 26
Pedestrians	7 1	24	90	20	43	22	U	190	1320	9	U	20
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)									-			
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3145	3875	947	3028	4017	764	0	2046			0	1538
vC1, stage 1 conf vol	1947	1947		1918	1918							
vC2, stage 2 conf vol	1197	1927		1110	2099							
vCu, unblocked vol	3145	3875	947	3028	4017	764	0	2046			0	1538
tC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	0	0	62	0	0	94	0	28			0	94
cM capacity (veh/h)	0	2	256	0	1	351	0	271			0	438
Direction, Lane #	EB 1	WB 1	NB.1	NB 2	NB3	NB 4	8B 1/	ŚB2.	SB 3	SB 4		
Volume Total	193	94	195	764	764	9	26	947	947	152		
Volume Left	71	28	195	0	0	0	26	0	0	0		
Volume Right	98	22	0	0	0	9	0	0	0	152		
cSH	0	0	271	1700	1700	1700	438	1700	1700	1700		
Volume to Capacity	Err	Err	0.72	0.45	0.45	0.01	0.06	0.56	0.56	0.09		
Queue Length 95th (ft)	Err	Err	125	0	0	0	5	0	0	0		
Control Delay (s)	Err	Err	46.0	0.0	0.0	0.0	13.7	0.0	0.0	0.0		
Lane LOS	_F	F	E				В					
Approach Delay (s)	Err	Err	5.2				0.2					
Approach LOS	F	F										
Intersection Summary	tie wallege	ورد از این این در این از ا این این این این این از این	tari sarah Kabupatèn			igan marana. Hiji galakan kan il	in the second	r de la lacora. Richardo de lacora	Andrew 1916			
Average Delay			Err						_			
Intersection Capacity Utilization 85.7%				IC	U Level c	of Service			E			
Analysis Period (min)			15									



tF (s)

p0 queue free % cM capacity (veh/h) Direction, Lane #

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Movement,	EBL	EBT	EBA	: WBL	WBT	WBR	NBU	NBL	. NBT	NBR	SBU	SBL
Lane Configurations		4	*		4	·		ă	个 个	7		Ä
Volume (vph)	67	23	93	27	41	21	10	185	1452	9	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.97			1.00	1.00	0.85		1.00
Fit Protected		0.96	1.00		0.99			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1674	1538		1483			1653	3282	1561		1745
Flt Permitted		0.69	1.00		0.86			0.05	1.00	1.00		0.17
Satd. Flow (perm)		1199	1538		1301			87	3282	1561		310
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	71	24	98	28	43	22	11	195	1528	9	6	26
RTOR Reduction (vph)	0	0	87	0	10	0	0	0	0	2	0	0
Lane Group Flow (vph)	0	95	11	0	83	0	0	206	1528	7	0	32
Heavy Vehicles (%)	4%	11%	5%	33%	0%	0%	0%	2%	10%	0%	0%	0%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		13.3	13.3		13.3			92.7	92.7	92.7		74.8
Effective Green, g (s)		13.3	13.3		13.3			92.7	92.7	92.7		74.8
Actuated g/C Ratio		0.11	0.11		0.11			0.77	0.77	0.77		0.62
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		133	170		144			236	2535	1206		193
v/s Ratio Prot								c0.09	0.47			
v/s Ratio Perm		c0.08	0.01		0.06			c0.58		0.00		0.10
v/c Ratio		0.71	0.06		0.58			0.87	0.60	0.01		0.17
Uniform Delay, d1		51.5	47.8		50.7			39.5	5.8	3.1		9.5
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		16.6	0.2		5.5			27.9	1.1	0.0		1.8
Delay (s)		68.1	47.9		56.2			67.4	6.9	3.1		11.3
Level of Service		E	D		Е			E	Α	Α		В
Approach Delay (s)		57.9			56.2				14.0			
Approach LOS		E			E				В			
Intersection Summary					03.00.00 03.00.00 03.00.00	iginativiys. Malaganiya			<u> Ansk</u>			
HCM Average Control Delay			22.1	HC	CM Level	of Servic	е		С			
HCM Volume to Capacity ratio			0.81	_								
Actuated Cycle Length (s)			120.0		m of lost				11.0			
Intersection Capacity Utilization			92.1%	IC	U Level o	f Service			F			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	<u>SBT</u>	SBR
Lanesconfigurations	ተተ	7
Volume (vph)	1800	144
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Fit Protected	1.00	1.00
Satd. Flow (prot)	3406	1301
Fit Permitted	1.00	1.00
Satd. Flow (perm)	3406	1301
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1895	152
RTOR Reduction (vph)	0	57
Lane Group Flow (vph)	1895	95
Heavy Vehicles (%)	6%	20%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	74.8	74.8
Effective Green, g (s)	74.8	74.8
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2123	811
v/s Ratio Prot	0.56	
v/s Ratio Perm		0.07
v/c Ratio	0.89	0.12
Uniform Delay, d1	19.2	9.2
Progression Factor	1.00	1.00
Incremental Delay, d2	6.2	0.3
Delay (s)	25.4	9.5
Level of Service	С	Α
Approach Delay (s)	24.0	
Approach LOS	С	
Intersection Summary		

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Movement	EBL	EBT	EBR	WBL	WBT	WBA	NBU	NBL	NBT	NBR	SBU	SBU
Lane Configurations Volume (veh/h) Sign Control Grade	76	24 Stop 0%	104	45	45 Stop 0%	29	10	1 98	↑↑ 1575 Free 0%	12	6	3 9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	80	25	109	47	47	31	0	208	1658	13	0	41
Median type Median storage veh) Upstream signal (ft)									Raised 1			
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	3402 2102 1300	4189 2102 2087	1010	3289 2075 1214	4340 2075 2265	829	0	2183			0	1671
vCu, unblocked vol	3402	4189	1010	3289	4340	829	0	2183			0	1671
tC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	0	0	53	0	0	90	0	13			0	89
cM capacity (veh/h)	0	0	233	0	0	318	0	240			0	390
Direction, Lane #	EB 1	WB1	NB 1.	NB2	NB 3	NB 4	SB1	SB 2	SB3	SB 4		
Volume Total	215	125	208	829	829	13	41	1010	1010	163		
Volume Left	80	47	208	0	0	0	41	0	0	0		
Volume Right	109	31	0	0	0	13	0	0	0	163		
cSH	0	0	240	1700	1700	1700	390	1700	1700	1700		
Volume to Capacity Queue Length 95th (ft)	Err Err	Err Err	0.87 178	0.49	0.49	0.01	0.11	0.59	0.59	0.10		
Control Delay (s)	Err	Err	72.8	0 0.0	0 0.0	0 0.0	9 15.3	0 0.0	0 0.0	0 0.0		
Lane LOS	F	F	72.0 F	0.0	0.0	0.0	13.3 C	0.0	0.0	0.0		
Approach Delay (s) Approach LOS	Err F	Err F	8.1				0.3					
Intersection Summary	TOTAL TANKS			erik yang. Alabasaka	and we have	ra moralis (1). Litavi oreginis		na jena je Liberalija		rango yang. Malayan Gera		
Average Delay Intersection Capacity Utilizatio Analysis Period (min)	Err 89.9% 15	IC	U Level c	of Service	. ,		E			····		



	•	•	
Movement	SBT	SBR	
Lane	↑ ↑	7	
Volume (veh/h)	1919	155	
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.95	0.95	
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	2020	163	
Median type	Raised		
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h)	1		
Direction, Lane #			

	۶		*	✓	4	4	₽ I	4	†	~	L#	1
Movement	EBL	, EBT	EBR	WBL	WBT	WBR	1NBÚ	NBL	NBT	NBA	SBU	SBL
Lane Configurations		<u></u> 4	7		- ↔			ă	ተተ	7		À
Volume (vph)	76	24	104	45	45	29	10	198	1575	12	6	39
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.97			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1674	1538		1443			1653	3282	1561		1745
Fit Permitted		0.61	1.00		0.79			0.05	1.00	1.00		0.15
Satd. Flow (perm)		1059	1538		1164			86	3282	1561		270
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	25	109	47	47	31	11	208	1658	13	6	41
RTOR Reduction (vph)	0	0	97	0	10	0	0	0	0	3	0	0
Lane Group Flow (vph)	0	105	12	0	115	0	0	219	1658	10	0	47
Heavy Vehicles (%)	4%	11%	5%	33%	0%	0%	0%	2%	10%	0%	0%	<u>0%</u>
Turn Type	Perm		Perm	Perm	_		pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2	_		_
Permitted Phases	4	10.0	4	8	40.0		2	2	00.0	2	6	6
Actuated Green, G (s)		13.0	13.0		13.0			93.0	93.0	93.0		76.0
Effective Green, g (s)		13.0	13.0		13.0			93.0	93.0	93.0		76.0
Actuated g/C Ratio		0.11 6.0	0.11 6.0		0.11			0.78	0.78	0.78		0.63
Clearance Time (s) Vehicle Extension (s)		3.0	3.0		6.0 3.0			5.0 3.0	8.0	8.0 3.0		8.0
		115	167						3.0			3.0 171
Lane Grp Cap (vph) v/s Ratio Prot		115	107		126			223 c0.10	2544	1210		171
v/s Ratio Perm		c0.10	0.01		0.10			c0.10	0.51	0.01		0.17
v/s natio remi		0.91	0.07		0.10			0.98	0.65	0.01		0.17 0.27
Uniform Delay, d1		52.9	48.1		52.9			42.4	6.1	3.1		9.8
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		57.2	0.2		54.2			54.9	1.3	0.0		3.9
Delay (s)		110.1	48.3		107.2			97.3	7.5	3.1		13.7
Level of Service		F	D		F			F	Α.	A		В
Approach Delay (s)		78.6	_		107.2			•	17.8	• • • • • • • • • • • • • • • • • • • •		_
Approach LOS		E			F				В			
Intersection Summary		rige og eg til Slandyskylig	VS.		44.55		n formation Standard group					
HCM Average Control Delay			28.0	H	CM Level	of Service	e		С			
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			120.0	Su	ım of lost	time (s)			11.0			
Intersection Capacity Utilization	1		98.5%	IC	U Level c	of Service	}		F			
Analysis Period (min)			15									
c Critical Lane Group												



	erenem a r e reso	
Movement	SBT	SBR
Lanesonfigurations		7
Volume (vph)	1919	155
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1301
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1301
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2020	163
RTOR Reduction (vph)	0	60
Lane Group Flow (vph)	2020	103
Heavy Vehicles (%)	6%	20%
Turn Type	070	Perm
Protected Phases	c	L-G[11]
Protected Phases Permitted Phases	6	0
	70.0	6
Actuated Green, G (s)	76.0	76.0
Effective Green, g (s)	76.0	76.0
Actuated g/C Ratio	0.63	0.63
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2157	824
v/s Ratio Prot	0.59	
v/s Ratio Perm		80.0
v/c Ratio	0.94	0.13
Uniform Delay, d1	19.8	8.8
Progression Factor	1.00	1.00
Incremental Delay, d2	9.3	0.3
Delay (s)	29.1	9.1
Level of Service	C	A
Approach Delay (s)	27.3	• •
Approach LOS	C	
• •		ar street o
Intersection Summary		

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Movement	ÉBL	EBT	EBR	WBL	. WBT.	- WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations			7		4			À	ተተተ	7		À
Volume (vph)	76	24	104	45	45	29	10	198	1575	12	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91	1.00		1.00
Frt		1.00	0.85		0.97			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1674	1538		1443			1653	4715	1561		1745
Flt Permitted		0.63	1.00		0.81			0.95	1.00	1.00		0.95
Satd. Flow (perm)		1095	1538		1185			1653	4715	1561		1745
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	25	109	47	47	31	11	208	1658	13	6	41
RTOR Reduction (vph)	0	0	95	0	10	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	105	14	0	115	0	0	219	1658	9	0	47
Heavy Vehicles (%)	_4%	11%	5%	33%	0%	0%	0%	2%	10%	0%	0%	0%
Turn Type	Perm		Perm	Perm			Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8						2		
Actuated Green, G (s)		15.4	15.4		15.4			20.1	79.2	79.2		6.4
Effective Green, g (s)		15.4	15.4		15.4			20.1	79.2	79.2		6.4
Actuated g/C Ratio		0.13	0.13		0.13			0.17	0.66	0.66		0.05
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		141	197		152			277	3112	1030		93
v/s Ratio Prot								c0.13	0.35			0.03
v/s Ratio Perm		0.10	0.01		c0.10					0.01		
v/c Ratio		0.74	0.07		0.75			0.79	0.53	0.01		0.51
Uniform Delay, d1		50.4	46.0		50.5			47.9	10.7	7.0		55.3
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		19.0	0.2		18.9			14.2	0.7	0.0		4.3
Delay (s)		69.4	46.2		69.3			62.1	11.4	7.0		59.5
Level of Service		Ε	D		Ε			Ε	В	Α		Ε
Approach Delay (s)		57.6			69.3				17.2			
Approach LOS		E			Е				В			
Intersection Summary		in the second se				in de la		desima.	en yang di Kanalyan			
HCM Average Control Delay			23.6	H(CM Level	of Service			С			
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			120.0	Sı	ım of lost	time (s)			19.0			
Intersection Capacity Utilization	l		82.5%	IC	U Level o	of Service			Ε			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	· SBT	SBR			
Lane Configurations	<u>ተ</u> ተተ	<u> </u>	en de la Carte	in the second second	。 1985年1月1日日本本一版中,日本新兴的社会,1980年日日本中,1980年日
Volume (vph)	1919	155			
Ideal Flow (vphpl)	1900	1900			
Lane Width	12	11			
Total Lost time (s)	8.0	8.0			
Lane Util. Factor	0.91	1.00			
Frt	1.00	0.85			
Flt Protected	1.00	1.00			
Satd. Flow (prot)	4893	1301			
Flt Permitted	1.00	1.00			
Satd. Flow (perm)	4893	1301			
Peak-hour factor, PHF	0.95	0.95			
Adj. Flow (vph)	2020	163			
RTOR Reduction (vph)	0	74			
Lane Group Flow (vph)	2020	89			
Heavy Vehicles (%)	6%	20%		_	
Turn Type		Perm			
Protected Phases	6				
Permitted Phases		6			
Actuated Green, G (s)	65.5	65.5			
Effective Green, g (s)	65.5	65.5			
Actuated g/C Ratio	0.55	0.55			
Clearance Time (s)	8.0	8.0			
Vehicle Extension (s)	3.0	3.0			
Lane Grp Cap (vph)	2671	710			
v/s Ratio Prot	c0.41				
v/s Ratio Perm		0.07			
v/c Ratio	0.76	0.13			
Uniform Delay, d1	21.1	13.3			
Progression Factor	1.00	1.00			
Incremental Delay, d2	2.1	0.4			
Delay (s)	23.1	13.6			
Level of Service	C	В			
Approach Delay (s)	23.2				
Approach LOS	С				
Intersection Summary			Di Biri Ni	ern par	
WAS SERVICE MARRIED A	agraf agust artes agus agus	owins bed 3	enterior, est i suita herritare presentati i delle est gigine i	Grante, Julia	<u> </u>

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4			ጭ			Ā	↑↑	7*		ă
Volume (veh/h)	15	4	31	5	- 6	11	5	153	1310	22	1	8
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.94	0.33	0.60	0.63	0.75	0.69	0.63	0.85	0.92	0.69	0.25	0.67
Hourly flow rate (vph)	16	12	52	8	8	16	0	180	1424	32	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									D			
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)							0.00				0.00	
pX, platoon unblocked	0400	0046	E00	0000	0050	740	0.00	1040			0.00	1.450
vC, conflicting volume	2122 1030	2846 1030	503	2369 1784	2850 1784	712	0	1042			0	1456
vC1, stage 1 conf vol	1092	1816		585	1066							
vC2, stage 2 conf vol vCu, unblocked vol	2122	2846	503	2369	2850	712	0	1042			0	1456
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5	7.0	6.5	5.8	7.1	0.0	4.1			0.0	4.4
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	3.0 81	81	90	83	81	96	0.0	73			0.0	97
cM capacity (veh/h)	82	64	503	48	41	359	0	669			0	409
										en AR ieres	n stantynstanie	100
Direction, Lane, #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	-SB 3 <	SB 4	<u>, 18, 9, 18,</u>	
Volume Total	80	32	180	712	712	32	12	503	503	36		
Volume Left	16	8	180	0	0	0	12	0	0	0		
Volume Right	52	16 70	0	1700	0	32	0	0	0	36		
cSH Valume to Canacity	164	79 0.40	669	1700	1700	1700	409	1700	1700	1700		
Volume to Capacity	0.49 58	0.40 40	0.27 27	0.42	0.42	0.02	0.03	0.30	0.30	0.02		
Queue Length 95th (ft) Control Delay (s)	46.4	78.8	12.4	0 0.0	0 0.0	0 0.0	2 14.1	0 0.0	0	0 0.0		
Lane LOS	40.4 E	70.0 F	12. 4 B	0.0	0.0	0.0	14.1 B	0.0	0.0	0.0		
Approach Delay (s)	46.4	78.8	1.4				0.2					
Approach LOS	40.4 E	70.0 F	1.7				0.2					
	er og skalende i de	1.3577500.00	erske gan i in	er gerig		naa yown	18374-15-1	31.35	o stanie	ar in the		4
Intersection Summary Average Delay	A TOTAL STREET		3.1	<u>A A CANADA A CA</u>		يتواده الداكل	45.6	-201 may 2015	1.00 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m		<u>a Sue Isl</u>	<u> </u>
		ا .ى 53.9%	IC.	ا امیما ا	of Service			Α				
Analysis Period (min)			ეე.გ. 15	10	O FOAGI	701 AICE			А			
miaiyəiə i cilou (illili)			10									

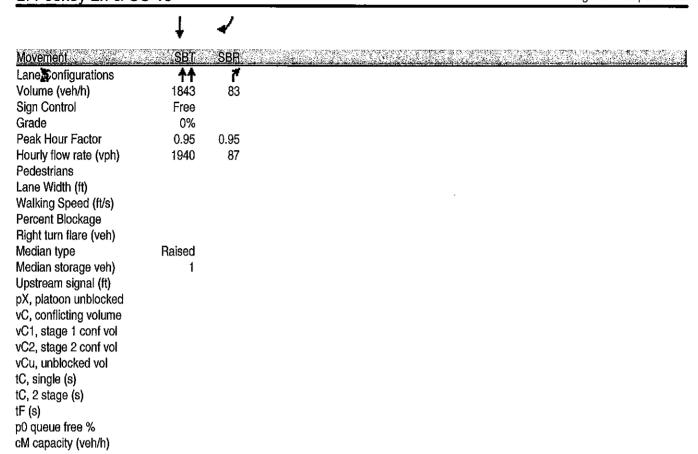
Lane Configurations At Volume (veh/h) 926 Sign Control Free Grade 0% Peak Hour Factor Hourly flow rate (vph) 1007 36 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)		Ţ	4	
Volume (veh/h) 926 24 Sign Control Free Grade 0% Peak Hour Factor 0.92 0.67 Hourly flow rate (vph) 1007 36 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)	Movement	SBT	SBR	
Volume (veh/h) 926 24 Sign Control Free Grade 0% Peak Hour Factor 0.92 0.67 Hourly flow rate (vph) 1007 36 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)	LaneConfigurations	† †	7	
Grade 0% Peak Hour Factor 0.92 0.67 Hourly flow rate (vph) 1007 36 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s)	Volume (veh/h)		24	
Grade 0% Peak Hour Factor 0.92 0.67 Hourly flow rate (vph) 1007 36 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s)	Sign Control	Free		
Hourly flow rate (vph) 1007 36 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)	Grade	0%		
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s)	Peak Hour Factor	0.92	0.67	
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s)	Hourly flow rate (vph)	1007	36	
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, stage 2 conf vol vC5, stage (s)	Pedestrians			
Percent Blockage Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)	Lane Width (ft)			
Right turn flare (veh) Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)	Walking Speed (ft/s)			
Median type Raised Median storage veh) 1 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s)	Percent Blockage			
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s)				
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, stage 2 conf vol vC5, stage 3 conf vol		Raised		
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)		1		
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)				
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)				
vC2, stage 2 conf vol vCu, unblocked vol tC, single (s)				
vCu, unblocked vol tC, single (s)	_			
tC, single (s)				
	· · · · · · · · · · · · · · · · · · ·			
	tC, 2 stage (s)			
	tF (s)			
	p0 queue free %			
эм сарасіту (ven/n)	cM capacity (veh/h)			

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Movement	EBL	ËBT	EBR	WBL	WBT	WBR	NBU	NBL	∘NBT3	NBR.	SBU	SBU
Lane Configurations		4			4			À	十 个	7		Ä
Volume (veh/h)	40	11	75	5	8	11	5	168	1400	22	1	8
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	12	82	5	9	12	0	183	1522	24	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)									•			
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2233	3001	536	2528	3014	761	0	1110			0	1546
vC1, stage 1 conf vol	1090	1090		1887	1887							
νC2, stage 2 conf vol	1142	1911		641	1127							
vCu, unblocked vol	2233	3001	536	2528	3014	761	0	1110			0	1546
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	41	79	83	86	74	96	0	71			0	98
cM capacity (veh/h)	74	57	478	39	33	333	0	631			0	376
Direction, Lane#	EB1	WB.1	NB1	NB 2	NB3	NB4	SB1	SB 2	_\$ B (3_∈	SB 4		
Volume Total	137	26	183	761	761	24	9	536	536	37		
Volume Left	43	5	183	0	0	0	9	0	0	0		
Volume Right	82	12	0	0	0	24	0	0	0	37		
cSH Valuma to Canadity	141	59	631	1700	1700	1700	376	1700	1700	1700		
Volume to Capacity Queue Length 95th (ft)	0.97 173	0.44 42	0.29 30	0.45	0.45	0.01	0.02 2	0.32	0.32	0.02		
Control Delay (s)	130.1	107.4	13.0	0 0.0	0.0	0.0	ے 14.8	0 0.0	0 0.0	0 0.0		
Lane LOS	F	107. 4	13.0 B	0.0	0.0	0.0	14.0 B	0.0	0.0	0.0		
Approach Delay (s)	130.1	107.4	1.4				0.1					
Approach LOS	F	F	•••				Ų. I					
Intersection Summary	an er en	n de page 1970 Lingvig Gregoria		ario e e esta. Notae de la composición								
Average Delay	an i i i i i arabatika katulatura (e, se o zako se zako	7.7	<u></u>	esupere apadita	an essentan in Silingé	r ser in high bid.	e. Outstatingsis	resetable set Albanyana Fizz	nga ng gita K. Pangilik	1. 2 mil. (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	and the Company
ntersection Capacity Utilization		63.8%										
Analysis Period (min)			15									



	Ŧ	_	
Movement	SBT	SBR	
Lanesonfigurations	^	7	
Volume (veh/h)	987	34	
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.92	0.92	
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	1073	37	
Median type	Raised		
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h)	1		
Direction, Lane #	Arista in		

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Movement	EBL	ËBT	EBR.	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4			4			Ā	个 个	7		ă
Volume (veh/h)	112	21	151	12	12	14	5	220	2230	36	1	19
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	118	22	159	13	13	15	0	232	2347	38	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									Delegal			
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft) pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3638	4828	970	3991	4878	1174	0.00	2027			0.00	2385
vC1, stage 1 conf vol	1980	1980	310	2811	2811	11/4	U	2021			U	2000
vC2, stage 2 conf vol	1658	2848		1180	2067							
vCu, unblocked vol	3638	4828	970	3991	4878	1174	0	2027			0	2385
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8		0.0	•••			0.0	
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	0	0	35	0	0	92	0	17			0	88
cM capacity (veh/h)	0	0	246	0	0	174	0	280			0	169
Direction, Lane:#	EB1	WB1	NB1	NB 2	NB.3	NB4	SB (SB 2	SB/3	SB.4	87.5 9 Y	53.60
Volume Total	299	40	232	1174	1174	38	20	970	970	87	Land Hold Described as	\$146. P 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1
Volume Left	118	13	232	0	0	0	20	0	0	0		
Volume Right	159	15	0	0	0	38	0	0	0	87		
cSH	0	0	280	1700	1700	1700	169	1700	1700	1700		
Volume to Capacity	Err	Err	0.83	0.69	0.69	0.02	0.12	0.57	0.57	0.05		
Queue Length 95th (ft)	Err	Err	170	0	0	0	10	0	0	0		
Control Delay (s)	Err	Err	58.4	0.0	0.0	0.0	29.2	0.0	0.0	0.0		
Lane LOS	F	F	F				D					
Approach Delay (s)	Err	Err	5.2				0.3					
Approach LOS	F	F										
Intersection Summary	ovens Superior	Se was here		AT SECURITY SELECTION			m penin Avida sal	er oan er Gwelet Mar	vicent javene Germanista		y die 100 maart 2016 begekeeling 180	
Average Delay			Err									
Intersection Capacity Utilization	j .		98.2%	IC	U Level o	of Service			F			
Analysis Period (min)			15									



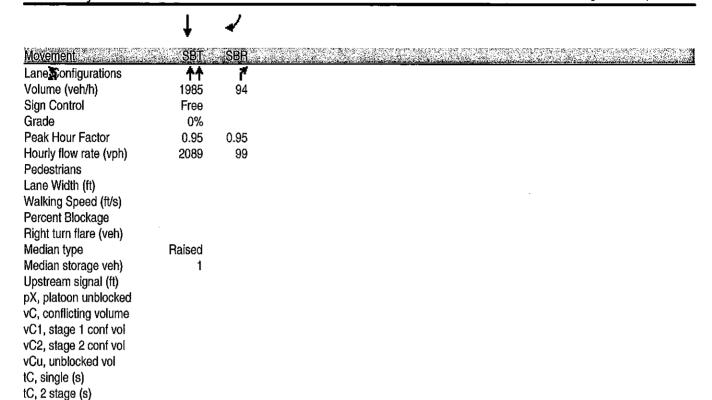
Direction, Lane #

	•	-	\rightarrow	•	4	•	₽I	4	†	/	L	1
Movement	EBL	, EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT:	NBR	SBU	SBL
Lane Configurations		4	7		4	11.5°S (26.672-27.72)	9 -1246-24 WHI KOLEY	Ä	ት ት	7	uni Paris Peterbalana di I	A STATE OF THE PARTY OF THE PAR
Volume (vph)	112	21	151	12	12	14	5	220	2230	36	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1664	1524		1472			1661	3471	1561		1553
Flt Permitted		0.73	1.00		0.87			0.05	1.00	1.00		0.06
Satd. Flow (perm)		1268	1524		1308			91	3471	1561		91
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	22	159	13	13	15	5	232	2347	38	1	20
RTOR Reduction (vph)	0	0	139	0	13	0	0	0	0	9	0	0
Lane Group Flow (vph)	0	140	20	0	28	0	0	237	2347	29	0	21
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		15.3	15.3		15.3			90.7	90.7	90.7		72.0
Effective Green, g (s)		15.3	15.3		15.3			90.7	90.7	90.7		72.0
Actuated g/C Ratio		0.13	0.13		0.13			0.76	0.76	0.76		0.60
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		162	194		167			248	2623	1180		55
v/s Ratio Prot						-		0.11	c0.68			
v/s Ratio Perm		c0.11	0.01		0.02			c0.61		0.02		0.23
v/c Ratio		0.86	0.10		0.17			0.96	0.89	0.02		0.38
Uniform Delay, d1		51.3	46.3		46.7			41.9	11.1	3.6		12.5
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		34.9	0.2		0.5			44.5	5.3	0.0		18.9
Delay (s)		86.2	46.5		47.1			86.4	16.3	3.7		31.4
Level of Service		· F	D		D			F	В	Α		С
Approach Delay (s)		65.1			47.1				22.5			
Approach LOS		E			D				С			
Intersection Summary				System itteli Sylemanici		astrojo ja <u>Markasta</u>	geren ja Eligeriaan			255. W		
HCM Average Control Delay			28.7	H	CM Level	of Servic	е		С			
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			120.0	Sı	ım of lost	time (s)			14.0			
Intersection Capacity Utilization			97.3%	IC	U Level o	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												



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Movement	The state of the s	SBR
Lane onfigurations	^	7
Volume (vph)	1843	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1561
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1561
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1940	87
RTOR Reduction (vph)	0	35
Lane Group Flow (vph)	1940	52
Heavy Vehicles (%)	5%	0%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	72.0	72.0
Effective Green, g (s)	72.0	72.0
Actuated g/C Ratio	0.60	0.60
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2063	937
v/s Ratio Prot	0.56	50.
v/s Ratio Perm	0.00	0.03
v/c Ratio	0.94	0.06
Uniform Delay, d1	22.0	9.9
Progression Factor	1.00	1.00
Incremental Delay, d2	10.0	0.1
Delay (s)	32.0	10.0
Level of Service	02.0 C	10.0 B
Approach Delay (s)	31.1	U
Approach LOS	31.1 C	
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Intersection Summary	i i sa najvasi ja paliti. Najvaj sa najvaj <u>esti i</u>	<u> </u>

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Movement.	EBL	ÆBT	EBR	WBL	WBT	WBR	NBU	NBL	. NBT	NBR	SBU	SBL
Lane Configurations		₽			4			ă	个个	7		7
Volume (veh/h)	125	25	166	22	_ 14	19	5	234	2393	56	1	31
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	132	26	175	23	15	20	0	246	2519	59	0	33
Pedestrians												
Lane Width (ft) Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)									•			
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3934	5225	1045	4309	5265	1259	0	2188			0	2578
vC1, stage 1 conf vol	2155	2155		3012	3012							
vC2, stage 2 conf vol	1779	3071		1298	2254		_					
vCu, unblocked vol	3934	5225	1045	4309	5265	1259	0	2188			0	2578
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	0	0	20	0	0	87	0	0			0	77
cM capacity (veh/h)	0	0	219	0	0	152	0	242			0	140
Direction, Lane#	EB()	WB.1	.∍NB f	NB.2	NB/3	NB 4	SB1	SB/2	⊹SB 3	SB4	Jan-1a	
Volume Total	333	58	246	1259	1259	5 9	33	1045	1045	99		
Volume Left	132	23	246	0	0	0	33	0	0	0		
Volume Right	175	20	0	0	0	59	0	0	0	99		
cSH	_0	0	242	1700	1700	1700	140	1700	1700	1700		
Volume to Capacity	Err	Err	1.02	0.74	0.74	0.03	0.23	0.61	0.61	0.06		
Queue Length 95th (ft)	Err	Err	247	0	0	0	21	0	0	0		
Control Delay (s) Lane LOS	Err F	Err F	106.6 F	0.0	0.0	0.0	38.4 E	0.0	0.0	0.0		
Approach Delay (s)	Err	Err	9.3				0.6					
Approach LOS	F	F	8.0				0.0					
	en nga mga nakati naka Tinga mga nakati naka	KOMMA OMOG	erman Medella		jan se omien	নির্গেল্যাক সুবৈদ্ধি নির্গেল্যাক সুবিদ্ধি	Merall March	gan giyayasis	r gwyrg ropusty	nangurawayya Sagurawayya	garayya ara	Markett of
Intersection Summary Average Delay	an salahan bara	garding a dust of	Err	iddinal) - girin	Semilable of A.	Continue los Escar	alder will e		da di Maria	er en	โรรเส้นสะไร	ue las
Intersection Capacity Utiliza	tion		103.2%	ıc	ון בעם ב	of Service			G			
Analysis Period (min)	won.		15	10	O LOVOIC	A OUNTIO			u			
rataryolo i ollou (illing			10									



tF (s)

p0 queue free % cM capacity (veh/h)
Direction, Lane.#

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBI
Lane Configurations		€Î	₹		4			ă	ተተ	7		Ā
Volume (vph)	125	25	166	22	14	19	5	234	2393	56	1	31
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1666	1524		1487			1662	3471	1561		1549
Flt Permitted		0.78	1.00		0.62			0.05	1.00	1.00		0.05
Satd. Flow (perm)		1353	1524		933			89	3471	1561		88
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	26	175	23	15	20	5	246	2519	59	1	33
RTOR Reduction (vph)	0	0	146	0	11	0	0	0	0	14	0	0
Lane Group Flow (vph)	0	158	29	0	47	0	0	251	2519	45	0	34
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		14.0	14.0		14.0			92.0	92.0	92.0		74.0
Effective Green, g (s)		14.0	14.0		14.0			92.0	92.0	92.0		74.0
Actuated g/C Ratio		0.12	0.12		0.12			0.77	0.77	0.77		0.62
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		158	178		109			239	2661	1197		54
v/s Ratio Prot								0.11	c0.73			
v/s Ratio Perm		c0.12	0.02		0.05			c0.70		0.03		0.39
v/c Ratio		1.00	0.16		0.43			1.05	0.95	0.04		0.63
Uniform Delay, d1		53.0	47.7		49.3			43.9	11.9	3.4		14.4
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		71.6	0.4		2.8			72.0	8.8	0.1		44.7
Delay (s)		124.6	48.2		52.1			115.9	20.7	3.4		59.1
Level of Service		F	D		D			F	С	Α		Е
Approach Delay (s)		84.4			52.1				28.8			
Approach LOS		F			D				С			
Intersection Summary				Sunday San								
HCM Average Control Delay			36.1	H	CM Level	of Service	e		D			
HCM Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			120.0		ım of lost				14.0			
Intersection Capacity Utilization)		102.7%	IC	U Level o	f Service			G			
Analysis Period (min)			15									
c Critical Lane Group												



Lane onfigurations Volume (vph) Ideal Flow (vphpl) Lane Width Total Lost time (s) Lane Util. Factor Fit Frt 1.00 Fit Protected Satd. Flow (prot) Satd. Flow (prot) Satd. Flow (perm) Peak-hour factor, PHF Adj. Flow (vph) Lane Group Flow (vph) Lane Group Flow (vph) Heavy Vehicles (%) Turn Type Protected Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 1900	94 1900 11 8.0 1.00 0.85 1.00 1561 1.00 1561 0.95 99 38 61 0%
Volume (vph) 1985 Ideal Flow (vphpi) 1900 Lane Width 12 Total Lost time (s) 8.0 Lane Util. Factor 0.95 Frt 1.00 Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type F Protected Phases 6 Permitted Phases 6 Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	944 1900 111 8.0 1.00 0.85 1.00 1561 1.00 1561 0.95 99 38 61 0% Perm
Ideal Flow (vphpl) 1900 Lane Width 12 Total Lost time (s) 8.0 Lane Util. Factor 0.95 Frt 1.00 Flt Protected 1.00 Satd. Flow (prot) 3438 Flt Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type F Protected Phases 6 Permitted Phases 6 Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1900 11 8.0 1.00 0.85 1.00 1561 1.00 1561 0.95 99 38 61 0%
Lane Width 12 Total Lost time (s) 8.0 Lane Util. Factor 0.95 Frt 1.00 Flt Protected 1.00 Satd. Flow (prot) 3438 Flt Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type F Protected Phases 6 Permitted Phases 6 Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	11 8.0 1.00 0.85 1.00 1561 1.00 1561 0.95 99 38 61 0%
Lane Util. Factor 0.95 Frt 1.00 Flt Protected 1.00 Satd. Flow (prot) 3438 Flt Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1.00 0.85 1.00 1561 1.00 1561 0.95 99 38 61 0%
Lane Util. Factor 0.95 Frt 1.00 Flt Protected 1.00 Satd. Flow (prot) 3438 Flt Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1.00 0.85 1.00 1561 1.00 1561 0.95 99 38 61 0%
Fit Protected 1.00 Satd. Flow (prot) 3438 Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1.00 1561 1.00 1561 0.95 99 38 61 0%
Satd. Flow (prot) 3438 Flt Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1561 1.00 1561 0.95 99 38 61 0% Perm
Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1.00 1561 0.95 99 38 61 0% Perm
Fit Permitted 1.00 Satd. Flow (perm) 3438 Peak-hour factor, PHF 0.95 Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	1561 0.95 99 38 61 0% Perm
Peak-hour factor, PHF Adj. Flow (vph) 2089 RTOR Reduction (vph) Lane Group Flow (vph) Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 2089 FF 6 FF 74.0 FF 74.0 Actuated g/C Ratio 74.0	0.95 99 38 61 0% Perm
Peak-hour factor, PHF Adj. Flow (vph) 2089 RTOR Reduction (vph) Lane Group Flow (vph) Heavy Vehicles (%) 5% Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Page 2089 1 2089 2089 5% FF FF 74.0 74.0 74.0 74.0 74.0 74.0	99 38 61 0% Perm
Adj. Flow (vph) 2089 RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases 6 Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	99 38 61 0% Perm
RTOR Reduction (vph) 0 Lane Group Flow (vph) 2089 Heavy Vehicles (%) 5% Turn Type Frotected Phases 6 Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	38 61 0% Perm
Lane Group Flow (vph) Heavy Vehicles (%) Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio 2089 5% 74.0 74.0 74.0 74.0 74.0 74.0	61 0% Perm
Heavy Vehicles (%) 5% Turn Type Frotected Phases 6 Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	0% Perm
Turn Type F Protected Phases 6 Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	Perm
Protected Phases 6 Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	
Permitted Phases Actuated Green, G (s) 74.0 Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	^
Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	6
Effective Green, g (s) 74.0 Actuated g/C Ratio 0.62	74.0
Actuated g/C Ratio 0.62	74.0
	0.62
Clearance Time (s) 8.0	8.0
Vehicle Extension (s) 3.0	3.0
Lane Grp Cap (vph) 2120	963
v/s Ratio Prot 0.61	
	0.04
	0.06
Uniform Delay, d1 22.5	9.2
	1.00
Incremental Delay, d2 16.4	0.1
Delay (s) 38.9	9.3
Level of Service D	Α
Approach Delay (s) 37.9	
Approach LOS D	
Intersection Summary	

	<u> </u>	→	*	1	4-	4	₹I	1	†	<i>></i>	L	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU.	NBL	NBT	NBR	SBU .	SBL
Lane Configurations		4	7		4			Ä	ተተተ	ř		Ä
Volume (vph)	125	25	166	22	14	19	5	234	2393	56	1	31
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91	1.00		1.00
Frt		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1666	1524		1487			1662	4988	1561		1549
Flt Permitted		0.77	1.00		0.76			0.95	1.00	1.00		0.95
Satd. Flow (perm)		1338	1524		1149			1662	4988	1561		1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	26	175	23	15	20	5	246	2519	59	1	33
RTOR Reduction (vph)	0	0	150	0	16	0	0	0	0	20	0	0
Lane Group Flow (vph)	0	158	25	0	42	0	0	251	2519	39	0	34
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm	_	Perm	Perm			Prot	Prot		Perm	Prot	Prot
Protected Phases		4		_	8		5	5	2		1	1
Permitted Phases	4		. 4	8						2		
Actuated Green, G (s)		17.3	17.3		17.3			21.6	79.5	79.5		4.2
Effective Green, g (s)		17.3	17.3		17.3			21.6	79.5	79.5		4.2
Actuated g/C Ratio		0.14	0.14		0.14			0.18	0.66	0.66		0.04
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		193	220		166			299	3305	1034		54
v/s Ratio Prot		-0.40	0.00		0.04			c0.15	0.51			0.02
v/s Ratio Perm		c0.12	0.02		0.04					0.03		
v/c Ratio		0.82	0.11		0.25			0.84	0.76	0.04		0.63
Uniform Delay, d1		49.8	44.7		45.6			47.5	13.8	7.0		57.1
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		22.9	0.2		0.8			18.3	1.7	0.1		20.8
Delay (s) Level of Service		72.7 E	44.9		46.4 D			65.8	15.5	7.1		77.9
Approach Delay (s)		58.1	D		ر 46.4			E	B	Α		Ε
Approach LOS		36.1 E			40.4 D				19.8 B			
Intersection Summary.		11480 <i>5</i>			U Version	Guarrie				1894 - 1907		23574
HCM Average Control Delay	<u>e vlatik) e s</u>	<u> </u>	25.6	<u>: 1000, 100 ма.</u> Н(CM Level	of Service	hillifinat diba	12-84 - 13 12-44 <i>2</i> - 2	<u>:::::::::::::::::::::::::::::::::::::</u>	<u> </u>	vikti. Nedivid es <u>ija</u>	(Daith val.)
HCM Volume to Capacity ratio			0.82	110	C141 F0401	OI OGIVIOG			J			
Actuated Cycle Length (s)			120.0	Si	um of lost	time (s)			19.0			
Intersection Capacity Utilization			86.0%			of Service			13.0 E			
Analysis Period (min)	'		15	.0	04016	, GOI VIOU			_			
c Critical Lane Group												
						-						

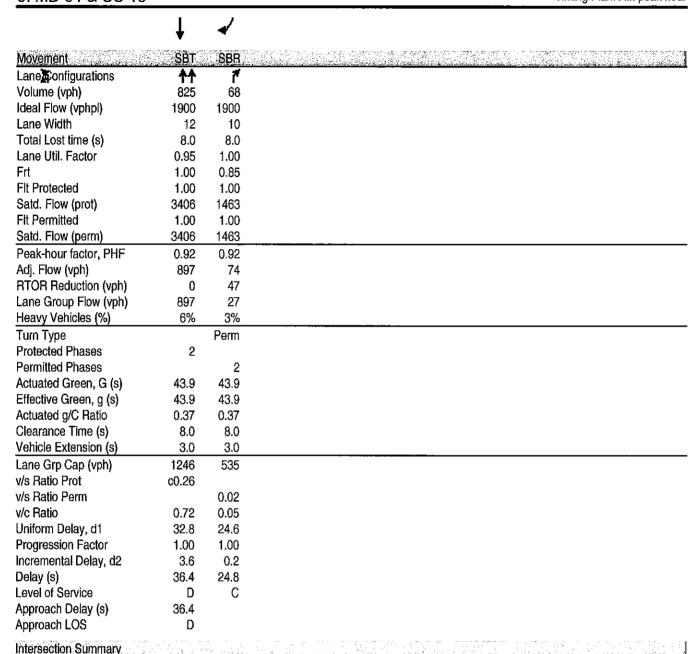


Movement Lane Configurations	\$8T ^^^	_SBR 7
Volume (vph)	1985	94
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Fit Protected	1.00	1.00
Satd. Flow (prot)	4940	1561
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1561
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2089	99
RTOR Reduction (vph)	0	48
Lane Group Flow (vph)	2089	51
Heavy Vehicles (%)	5%	0%
Turn Type		Perm
Protected Phases	6	1 01111
Permitted Phases	J	6
Actuated Green, G (s)	62.1	62.1
Effective Green, g (s)	62.1	62.1
Actuated g/C Ratio	0.52	0.52
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2556	808
v/s Ratio Prot	c0.42	
v/s Ratio Perm		0.03
v/c Ratio	0.82	0.06
Uniform Delay, d1	24.2	14.4
Progression Factor	1.00	1.00
Incremental Delay, d2	3.0	0.2
Delay (s)	27.2	14.6
Level of Service	С	В
COVOI OI OOI VIOO	_	
Approach Delay (s)	27.5	

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Movement	EBL	EBT	EBA	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBU
Lane Configurations	*	4	7	*	†	7		Ä	ተ ተ	7		À
Volume (vph)	89	134	189	210	173	57	9	97	510	147	5	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1501	1615	1601	1792	1615		1643	3374	1568		1514
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1501	1615	1601	1792	1615		1643	3374	1568		1514
Peak-hour factor, PHF	0.72	0.91	0.77	0.91	0.80	0.65	0.75	0.51	0.87	0.77	0.42	0.67
Adj. Flow (vph)	124	147	245	231	216	88	12	190	586	191	12	48
RTOR Reduction (vph)	0	0	214	0	0	73	0	0	0	109	0	0
Lane Group Flow (vph)	112	159	31	231	216	15	0	202	586	82	0	60
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		Prot	Split		Prot	Prot	Prot		Prot	Prot	Prot
Protected Phases	. 3	3	3	4	4	4	1	1	6	6	5	5
Permitted Phases												
Actuated Green, G (s)	15.2	15.2	15.2	20.3	20.3	20.3		17.6	51.4	51.4		8.1
Effective Green, g (s)	15.2	15.2	15.2	20.3	20.3	20.3		17.6	51.4	51.4		8.1
Actuated g/C Ratio	0.13	0.13	0.13	0.17	0.17	0.17		0.15	0.43	0.43		0.07
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	192	190	205	271	303	273		241	1445	672		102
v/s Ratio Prot	0.07	c0.11	0.02	c0.14	0.12	0.01		c0.12	0.17	0.05		0.04
v/s Ratio Perm												
v/c Ratio	0.58	0.84	0.15	0.85	0.71	0.05		0.84	0.41	0.12		0.59
Uniform Delay, d1	49.4	51.2	46.7	48.4	47.1	41.8		49.8	23.7	20.7		54.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	4.5	26.1	0.3	21.9	7.7	0.1		21.7	0.8	0.4		8.4
Delay (s)	53.9	77.3	47.0	70.3	54.8	41.9		71.5	24.6	21.1		62.7
Level of Service	D	E 57.0	D	E	D 50.4	D		Е	C	С		Ε
Approach LOS		57.8			59.4				33.6			
Approach LOS		E			Ε	19 11941			С			
Intersection Summary		<u> </u>										
HCM Average Control Delay			43.8	H	CM Level	of Service			D			
HCM Volume to Capacity ratio			0.80	_								
Actuated Cycle Length (s)			120.0		ım of lost				25.0			
Intersection Capacity Utilization			72.0%	IC	U Level o	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SBT	SBR
Lane	**************************************	A SANGER
Volume (vph)	796	66
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Fit Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.90	0.55
Adj. Flow (vph)	884	120
RTOR Reduction (vph)	0	78
Lane Group Flow (vph)	884	42
Heavy Vehicles (%)	6%	3%
Turn Type		Prot
Protected Phases	2	2
Permitted Phases		
Actuated Green, G (s)	41.9	41.9
Effective Green, g (s)	41.9	41.9
Actuated g/C Ratio	0.35	0.35
Clearance Time (s)	8.0	0.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1189	511
v/s Ratio Prot	c0.26	0.03
v/s Ratio Perm		
v/c Ratio	0.74	0.08
Uniform Delay, d1	34.3	26.2
Progression Factor	1.00	1.00
Incremental Delay, d2	4.2	0.3
Delay (s)	38.6	26.5
Level of Service	D	С
Approach Delay (s)	38.6	
Approach LOS	D	
Intersection Summary		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL.	NBT.	NBR .	SBU	SBL
Lane Configurations	Ŋ	4	7	Ť	†	7		Ä	ተተ	7		7
Volume (vph)	90	138	202	257	180	64	9	101	518	161	5	34
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1502	1615	1601	1792	1615		1640	3374	1568		1515
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1502	1615	1601	1792	1615		1640	3374	1568		1515
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	150	220	279	196	70	10	110	563	175	5	37
RTOR Reduction (vph)	0	0	180	0	0	57	0	0	0	102	0	0
Lane Group Flow (vph)	88	160	40	279	196	13	0	120	563	74	0	42
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%_	2%	7%	3%	20%	19%
Turn Type	Split		custom	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			4			4				6		
Actuated Green, G (s)	15.2	15.2	22.0	22.0	22.0	22.0		13.9	50.4	50.4		7.4
Effective Green, g (s)	15.2	15.2	22.0	22.0	22.0	22.0		13.9	50.4	50.4		7.4
Actuated g/C Ratio	0.13	0.13	0.18	0.18	0.18	0.18		0.12	0.42	0.42		0.06
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	192	190	296	294	329	296		190	1417	659		93
v/s Ratio Prot	0.06	c0.11		c0.17	0.11			c0.07	0.17			0.03
v/s Ratio Perm			0.02			0.01				0.05		
v/c Ratio	0.46	0.84	0.14	0.95	0.60	0.04		0.63	0.40	0.11		0.45
Uniform Delay, d1	48.6	51.2	41.0	48.4	44.9	40.3		50.6	24.2	21.2		54.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.7	27.2	0.2	38.5	2.9	0.1		6.7	8.0	0.3		3.5
Delay (s)	50.3	78.4	41.3	86.9	47.8	40.4		57.3	25.1	21.5		57.8
Level of Service	D	_ E	D	F	D	D		Е	С	С		Ε
Approach Delay (s)		55.7			66.9				28.8			
Approach LOS		E			E				С			
Intersection Summary					Jay A. Sile		3 4 h.			48.3		
HCM Average Control Delay			43.0	H	CM Level	of Service			D			
HCM Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			120.0		um of lost				25.0			
Intersection Capacity Utilization			76.5%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												



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Movement	, EBL	EBT	EBR	WBL	-WBT_	WBR	NBU_	NBL :	NBT	NBR	SBU	SBL
Lane Configurations	*	4	7	ሻ	†	7	- A Bridge was many of 1970 at	Ä	朴	7		Ä
Volume (vph)	229	187	342	614	265	108	9	178	1045	280	5	45
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1500	1615	1601	1792	1615		1645	3374	1568		1516
Fit Permitted	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1500	1615	1601	1792	1615		1645	3374	1568		<u> 1516</u>
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	197	360	646	279	114	9	187	1100	295	- 5	47
RTOR Reduction (vph)	0	0	258	0	0	82	0	0	0	191	0	0
Lane Group Flow (vph)	214	224	102	646	279	32	0	196	1100	104	0	52
Heavy Vehicles (%)	13%	16%	0%	9%_	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		custom	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			4			4				6		
Actuated Green, G (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Effective Green, g (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Actuated g/C Ratio	0.12	0.12	0.28	0.28	0.28	0.28		0.09	0.35	0.35		0.04
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	177	175	458	454	508	458		151	1187	551		61
v/s Ratio Prot	0.14	c0.15		c0.40	0.16			c0.12	0.33			0.03
v/s Ratio Perm			0.06			0.02				0.07		
v/c Ratio	1.21	1.28	0.22	1.42	0.55	0.07		1.30	0.93	0.19		0.85
Uniform Delay, d1	53.0	53.0	32.9	43.0	36.5	31.4		54.5	37.4	27.0		57.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	135.0	162.5	0.2	202.8	1.2	0.1		174.1	13.6	0.8		65.3
Delay (s)	188.0 F	215.5 F	33.1 C	2 4 5.8	37.7 D	31.5		228.6 F	51.0	27.8		122.6
Level of Service	Г	125.9	U	F		С		Г	D	С		F
Approach Delay (s) Approach LOS		125.9 F			166.4 F				68.6			
••	Tanki in Statistic kraskinovi	. Г ::::::::::::::::::::::::::::::::::::	TOTAL WAY THE	.804.0 (401.000)	Γ Sames on, in	uning ng kina i Jingimi na	x (12) = (2 = - = - = - = - = = = = = = = = = = =	re groot ee ting r	E	regions is	en e energe man.	turit o tat
Intersection Summary	endy in the Medical Court		444 =	e to discount in the	0141	- (O	1200 010	in die associati	<u> </u>	mel de la file (1) O incluyent de la colo	Santa de Vision de La Carte de	e-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1
HCM Volume to Conneity reti			111.5	П	Civi Levei	of Service			F			
HCM Volume to Capacity rati Actuated Cycle Length (s)	U		1.28 120.0	c.	ım of loci	time (a)			OE O			
Intersection Capacity Utilizati	on		120.0		um of lost U Level o				25.0 H			
Analysis Period (min)	OII		117.2%	IC	O FEAGU	n gervice			П			
c Critical Lane Group			เอ									
c Unitical Lane Group												



Movement	SBT	SBR	
Lane onfigurations	<u>↑</u>	7	
Volume (vph)	1113	121	
Ideal Flow (vphpl)	1900	1900	
Lane Width	12	10	
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.95	1.00	
Frt	1.00	0.85	
Fit Protected	1.00	1.00	
Satd. Flow (prot)	3406	1463	
Fit Permitted	1.00	1.00	
Satd. Flow (perm)	3406	1463	
Peak-hour factor, PHF	0.95	0.95	
Adj. Flow (vph)	1172	127	
RTOR Reduction (vph)	0	85	
Lane Group Flow (vph)	1172	42	
Heavy Vehicles (%)	6%	3%	
Turn Type		Perm	
Protected Phases	2		
Permitted Phases		2	
Actuated Green, G (s)	36.0	36.0	
Effective Green, g (s)	36.0	36.0	
Actuated g/C Ratio	0.30	0.30	
Clearance Time (s)	8.0	8.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	1022	439	
v/s Ratio Prot	c0.34		
//s Ratio Perm		0.03	
v/c Ratio	1.15	0.10	
Uniform Delay, d1	42.0	30.3	
Progression Factor	1.00	1.00	
ncremental Delay, d2	77.7	0.4	
Delay (s)	119.7	30.7	
Level of Service	F	С	
-5.31 01 001 1100	444 8		
Approach Delay (s)	111.5		

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Movement	EBL	(EBT	EBR	WBL	WBT.	WBA	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	ሻ	†	7	ሻሻ	↑	7		ሽኘ	ተተ	7		ক্র
Volume (vph)	229	187	342	614	265	108	9	178	1045	280	5	45
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1597	1583	1615	3105	1792	1615		3191	3374	1568		1516
Flt Permitted	0.59	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.13
Satd. Flow (perm)	989	1583	1615	3105	1792	1615		3191	3374	1568		201
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	197	360	646	279	114	9	187	1100	295	5	47
RTOR Reduction (vph)	0	0	0	0	0	86	0	0	0	179	0	0
Lane Group Flow (vph)	241	197	360	646	279	28	0	196	1100	116	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	30.3	16.6	120.0	26.6	29.5	29.5		9.9	47.0	47.0		46.7
Effective Green, g (s)	30.3	16.6	120.0	26.6	29.5	29.5		9.9	47.0	47.0		46.7
Actuated g/C Ratio	0.25	0.14	1.00	0.22	0.25	0.25		0.08	0.39	0.39		0.39
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	319	219	1615	688	441	397		263	1321	614		131
v/s Ratio Prot	0.09	c0.12		c0.21	0.16			c0.06	c0.33			0.02
v/s Ratio Perm	0.10		0.22			0.02				0.07		0.14
v/c Ratio	0.76	0.90	0.22	0.94	0.63	0.07		0.75	0.83	0.19		0.40
Uniform Delay, d1	39.6	50.9	0.0	45.9	40.4	34.7		53.8	33.0	24.0		25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	9.8	34.4	0.3	20.5	3.0	0.1		10.9	6.3	0.7		2.0
Delay (s)	49.3	85.3	0.3	66.4	43.4	34.8		64.7	39.2	24.6		27.4
Level of Service	D	F	Α	Ε	D	C		E	D	С		С
Approach Delay (s)		36.1			56.7				39.7			
Approach LOS		D			E				D			
Intersection Summary	e Se teorem had	granista (K.	ا رواد المحر			as Visit			845 A.		1154 (1) <u>1244 (1)</u>	
HCM Average Control Delay			41.3	H	CM Level	of Service			D			
HCM Volume to Capacity ratio)		0.89									
Actuated Cycle Length (s)			120.0		ım of lost				25.0			
Intersection Capacity Utilization	n		82.1%	IC	U Level c	of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SBT	ŚBR
Lane Configurations	<u></u>	7
Volume (vph)	1113	121
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4893	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4893	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1172	127
RTOR Reduction (vph)	0	83
Lane Group Flow (vph)	1172	44
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	41.9	41.9
Effective Green, g (s)	41.9	41.9
Actuated g/C Ratio	0.35	0.35
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1708	511
v/s Ratio Prot	0.24	
v/s Ratio Perm		0.03
v/c Ratio	0.69	0.09
Uniform Delay, d1	33.4	26.2
Progression Factor	1.00	1.00
Incremental Delay, d2	2.3	0.3
Delay (s)	35.7	26.5
Level of Service	D	С
Approach Delay (s)	34.5	
Approach LOS	С	
Intersection Summary	kolm Liles a	ane wys. Mae Arth

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Movement	EBL	O EBT	EBR.	WBL	WBT	WBR	NBU	NBL	NBT	NBR.	SBU	SBU
Lane Configurations	ች	4	7	*	†	*		À	↑ ↑	7		Ä
Volume (vph)	243	197	37 6	658	278	112	9	19 9	1121	298	5	4 5
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1500	1615	1601	1792	1615		1646	3374	1568		1516
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1500	1615	1601	1792	1615		1646	3374	1568		<u> 1516</u>
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	271	0	0	85	0	0	0	204	0	0
Lane Group Flow (vph)	228	235	125	693	293	33	0	218	1180	110	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		custom	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			4			4				6		
Actuated Green, G (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Effective Green, g (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Actuated g/C Ratio	0.12	0.12	0.28	0.28	0.28	0.28		0.09	0.35	0.35		0.04
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	177	175	458	454	508	458		151	1187	551		61
v/s Ratio Prot	0.15	c0.16		c0.43	0.16			c0.13	0.35			0.03
v/s Ratio Perm			0.08			0.02				0.07		
v/c Ratio	1.29	1.34	0.27	1.53	0.58	0.07		1.44	0.99	0.20		0.85
Uniform Delay, d1	53.0	53.0	33.4	43.0	36.8	31.5		54.5	38.8	27.1		57.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	165.3	187.4	0.3	247.9	1.6	0.1		232.9	24.8	0.8		65.3
Delay (s)	218.3	240.4	33.7	290.9	38.4	31.5		287.4	63.5	27.9		122.6
Level of Service	F	F	С	F	D	С		F	Ε	С		F
Approach Delay (s)		139.3			196.2				85.5			
Approach LOS		F			F				F			
Intersection Summary	energia Bigning belgib											
HCM Average Control Delay			132.5	H	CM Level	of Service)		F			
HCM Volume to Capacity rat	io		1.37									
Actuated Cycle Length (s)			120.0		um of lost				25.0			
Intersection Capacity Utilizat	ion		124.7%	IC	U Level o	of Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SBT	SBR
Lane Configurations	↑ ↑	*
Volume (vph)	1178	126
ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Fit Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1240	133
RTOR Reduction (vph)	0	83
Lane Group Flow (vph)	1240	50
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	36.0	36.0
Effective Green, g (s)	36.0	36.0
Actuated g/C Ratio	0.30	0.30
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1022	439
v/s Ratio Prot	c0.36	
v/s Ratio Perm	44.56	0.03
v/c Ratio	1.21	0.11
Uniform Delay, d1	42.0	30.4
Progression Factor	1.00	1.00
Incremental Delay, d2	105.1	0.5
Delay (s)	147.1	31.0
Level of Service	F	01.0 C
Approach Delay (s)	135.4	J
Approach LOS	100.4 F	
	The second secon	A19 #1
Intersection Summary		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBU
Lane Configurations	ار	<u> </u>	79	ሻሻ	†	7		ሽኘ	ተተ	7		Ä
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1597	1583	1615	3105	1792	1615		3193	3374	1568		1516
Flt Permitted	0.55	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.10
Satd. Flow (perm)	919	1583	1615	3105	1792	1615		3193	3374	1568		167
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	0	0	0	90	0	0	0	198	0	0
Lane Group Flow (vph)	256	207	396	693	293	28	0	218	1180	116	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	35.2	17.5	120.0	28.5	28.3	28.3		10.8	44.2	44.2		43.0
Effective Green, g (s)	35.2	17.5	120.0	28.5	28.3	28.3		10.8	44.2	44.2		43.0
Actuated g/C Ratio	0.29	0.15	1.00	0.24	0.24	0.24		0.09	0.37	0.37		0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	370	231	1615	737	423	381		287	1243	578		114
v/s Ratio Prot	0.10	c0.13		c0.22	0.16			c0.07	c0.35			0.02
v/s Ratio Perm	0.10		0.25			0.02				0.07		0.15
v/c Ratio	0.69	0.90	0.25	0.94	0.69	0.07		0.76	0.95	0.20		0.46
Uniform Delay, d1	35.7	50.4	0.0	44.9	41.9	35.7		53.3	36.8	25.8		28.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	5.5	32.6	0.4	20.0	4.9	0.1		11.0	16.0	8.0		2.9
Delay (s)	41.2	83.0	0.4	64.9	46.7	35.7		64.3	52.8	26.6		31.6
Level of Service	D	F	Α	E	D	D		Ε	D	C		C
Approach Delay (s)		32.4			56.9				49.4			
Approach LOS		С			Е				D			
Intersection Summary								nego e o o Za Sabalte i		en a de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición dela c		
HCM Average Control Delay			45.6	Н	CM Level	of Service			D			
HCM Volume to Capacity ratio) .		0.95									
Actuated Cycle Length (s)			120.0	Sı	um of lost	time (s)			25.0			
Intersection Capacity Utilizatio	n		86.0%			f Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

\$BT \$BR 1178 126 1900 1900 12 10 8.0 8.0 0.91 1.00 1.00 0.85 1.00 1.00 4893 1463 1.00 1.00 4893 1463 0.95 0.95 1240 133 0 91 1240 42 6% 3% Perm 2 2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 0.32 0.32 8.0 8.0 3.0 3.0 1558 466 0.25
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12 10 8.0 8.0 0.91 1.00 1.00 0.85 1.00 1.00 4893 1463 1.00 1.00 4893 1463 0.95 0.95 1240 133 0 91 1240 42 6% 3% Perm 2 2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 38.2 0.32 0.32 8.0 8.0 3.0 3.0 1558 466 0.25
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4893 1463 1.00 1.00 4893 1463 0.95 0.95 1240 133 0 91 1240 42 6% 3% Perm 2 2 38.2 38.2 38.2 38.2 38.2 38.2 0.32 0.32 8.0 8.0 3.0 3.0 1558 466 0.25
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4893 1463 0.95 0.95 1240 133 0 91 1240 42 6% 3% Perm 2 2 38.2 38.2 38.2 38.2 38.2 38.2 0.32 0.32 8.0 8.0 3.0 3.0 1558 466 0.25 0.03
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1240 133 0 91 1240 42 6% 3% Perm 2 2 38.2 38.2 38.2 38.2 0.32 0.32 8.0 8.0 3.0 3.0 1558 466 0.25 0.03
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Movement	EBL	EBT	EBA	WBL	WBT	WBR	NBU	NBL.	NBT	NBR:	SBU	SBL
Lane Configurations	75	†	7	ሻሻ	†	*		ሽኘ	ተተተ	7		Ä
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.91	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1597	1583	1615	3105	1792	1615		3193	4848	1568		1516
Flt Permitted	0.58	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	976	1583	1615	3105	1792	1615		3193	4848	1568		1516
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	0	0	0	87	0	0	0	204	0	0
Lane Group Flow (vph)	256	207	396	693	293	31	0	218	1180	110	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%_	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6		
Actuated Green, G (s)	34.0	18.2	120.0	29.2	31.6	31.6		10.1	42.0	42.0		5.6
Effective Green, g (s)	34.0	18.2	120.0	29.2	31.6	31.6		10.1	42.0	42.0		5.6
Actuated g/C Ratio	0.28	0.15	1.00	0.24	0.26	0.26		80.0	0.35	0.35		0.05
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	358	240	1615	756	472	425		269	1697	549		71
v/s Ratio Prot	0.09	c0.13		c0.22	0.16			c0.07	c0.24			0.03
v/s Ratio Perm	0.11		0.25			0.02				0.07		
v/c Ratio	0.72	0.86	0.25	0.92	0.62	0.07		0.81	0.70	0.20		0.73
Uniform Delay, d1	36.7	49.7	0.0	44.2	38.9	33.2		54.0	33.5	27.3		56.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	6.6	25.8	0.4	15.8	2.5	0.1		16.7	2.4	8.0		31.9
Delay (s)	43.4	75.5	0.4	60.0	41.5	33.3		70.7	35.9	28.1		88.4
Level of Service	D	Е	Α	Е	D	С		Е	D	С		F
Approach Delay (s)		31.3			52.2				38.9			
Approach LOS		С			D				D			
Intersection Summary	erter tenen. Karawa da					41.54.16.63	regionale Anglada Ang				Zirlandi ba	67674.074 844.054
HCM Average Control Delay			41.7	Н	CM Level	of Service			D			
HCM Volume to Capacity rati	0		0.93									
Actuated Cycle Length (s)			120.0	Su	ım of lost	time (s)			33.0			
Intersection Capacity Utilization	on		78.7%			f Service			D			
Analysis Period (min)			15									
c Critical Lane Group												



SBT SBR Lane Sportigurations 1178 126		•	-		
Volume (vph) 1178 126 Ideal Flow (vphpl) 1900 1900 Lane Width 12 10 Total Lost time (s) 8.0 8.0 Lane Util. Factor 0.91 1.00 Fit Protected 1.00 1.00 Satd. Flow (prot) 4893 1463 Fit Permitted 1.00 1.00 Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 3.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Gro Cap (vph)	TO SHALL MAN AND THE SAME AND THE PARTY OF T	The state of the s	11:PIX.20:030351		
Ideal Flow (vphpl) 1900	0				
Lane Width 12 10 Total Lost time (s) 8.0 8.0 Lane Util. Factor 0.91 1.00 Fit 1.00 0.85 Fit Protected 1.00 1.00 Satd. Flow (prot) 4893 1463 Fit Permitted 1.00 1.00 Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated Green, G (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Perm V/s Ratio Perm Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 43.2 Approach LOS D		1178	126		
Total Lost time (s) Lane Util. Factor 1.00 Fit 1.00 Fit 1.00 Satd. Flow (prot) Satd. Flow (prot) Satd. Flow (prot) 4893 1463 Fit Permitted 1.00 1.00 Satd. Flow (perm) 4893 1463 Fit Permitted 1.00 Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (prh) 1240 133 RTOR Reduction (vph) 1240 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Actuated Green, G (s) 37.5 S7.5 Actuated Green, G (s) 37.5 S7.5 Actuated green, G (s) 37.5 S7.5 Actuated green, G (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 v/s Ratio Prot v/s Ratio Drot v/s Ratio Drot v/s Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 Approach LOS D	Ideal Flow (vphpl)	1900	1900		
Lane Util. Factor 0.91 1.00 Fit 1.00 0.85 Fit Protected 1.00 1.00 Satd. Flow (prot) 4893 1463 Fit Permitted 1.00 1.00 Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Port 0.025 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D	Lane Width	12	10		
Fit Protected 1.00 0.85 Fit Protected 1.00 1.00 Satd. Flow (prot) 4893 1463 Fit Permitted 1.00 1.00 Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Perm 0.03 v/c Ratio Port 0.025 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D	Total Lost time (s)	8.0	8.0		
Fit Protected	Lane Util. Factor	0.91	1.00		
Satd. Flow (prot) 4893 1463 Fit Permitted 1.00 1.00 Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 Effective Green, g (s) 37.5 Actuated g/C Ratio 0.31 Clearance Time (s) 8.0 8.0 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 1529 v/s Ratio Perm 0.03 v/c Ratio 0.81 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 Incremental Delay, d2 4.8 O.4 Delay (s) Level of Service D C Agproach LOS <td>Frt</td> <td>1.00</td> <td>0.85</td> <td></td> <td></td>	Frt	1.00	0.85		
Fit Permitted	Flt Protected	1.00	1.00		
Satd. Flow (perm) 4893 1463 Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 37.5 Effective Green, g (s) 37.5 Actuated g/C Ratio 0.31 Clearance Time (s) 8.0 8.0 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Prot 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 <tr< td=""><td>Satd. Flow (prot)</td><td>4893</td><td>1463</td><td></td><td></td></tr<>	Satd. Flow (prot)	4893	1463		
Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 Effective Green, g (s) 37.5 Actuated g/C Ratio 0.31 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 1529 V/s Ratio Prot c0.25 V/s Ratio Prot c0.25 V/s Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D C	Fit Permitted	1.00	1.00		
Peak-hour factor, PHF 0.95 0.95 Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 Effective Green, g (s) 37.5 Actuated g/C Ratio 0.31 Clearance Time (s) 8.0 Vehicle Extension (s) 3.0 Lane Grp Cap (vph) 1529 V/s Ratio Prot c0.25 V/s Ratio Prot c0.25 V/s Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D C	Satd. Flow (perm)	4893	1463		
Adj. Flow (vph) 1240 133 RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Actuated Breen, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Gro Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D C		0.95	0.95		
RTOR Reduction (vph) 0 91 Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D	Adj. Flow (vph)				
Lane Group Flow (vph) 1240 42 Heavy Vehicles (%) 6% 3% Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D					
Turn Type Perm Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	Lane Group Flow (vph)	1240	42		
Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 c0.25 v/s Ratio Perm 0.03 co.25 v/s Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	Heavy Vehicles (%)	6%	3%		
Protected Phases 2 Permitted Phases 2 Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 c0.25 v/s Ratio Perm 0.03 co.25 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	Turn Type		Perm		
Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D		2			
Actuated Green, G (s) 37.5 37.5 Effective Green, g (s) 37.5 37.5 Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach LOS D	Permitted Phases		2		
Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	Actuated Green, G (s)	37.5			
Actuated g/C Ratio 0.31 0.31 Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D					
Clearance Time (s) 8.0 8.0 Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D		0.31	0.31		
Vehicle Extension (s) 3.0 3.0 Lane Grp Cap (vph) 1529 457 v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D		8.0	8.0		
v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D		3.0			
v/s Ratio Prot c0.25 v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	Lane Grp Cap (vph)	1529	457		
v/s Ratio Perm 0.03 v/c Ratio 0.81 0.09 Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D					
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Uniform Delay, d1 38.0 29.2 Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	v/c Ratio	0.81			
Progression Factor 1.00 1.00 Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D	Uniform Delay, d1				
Incremental Delay, d2 4.8 0.4 Delay (s) 42.8 29.6 Level of Service D C Approach Delay (s) 43.2 Approach LOS D					
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	ሻ	4	7"	ኻ	↑	7		ă	十 个	7		7
Volume (vph)	86	150	145	16 1	132	36	6	276	896	231	20	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1678	3505	1583		1664
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1678	3505	1583		1664
Peak-hour factor, PHF	0.77	0.87	0.91	0.69	0.65	0.75	0.75	0.85	0.91	0.78	0.71	0.76
Adj. Flow (vph)	112	172	159	233	203	48	8	325	985	296	28	68
RTOR Reduction (vph)	0	0	139	0	0	42	0	0	0	171	0	0
Lane Group Flow (vph)	101	183	20	233	203	6	0	333	985	125	0	96
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%_	17%	0%	3%	2%	0%	12%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4				6		
Actuated Green, G (s)	14.6	14.6	14.6	14.0	14.0	14.0		27.7	48.1	48.1		11.9
Effective Green, g (s)	14.6	14.6	14.6	14.0	14.0	14.0		27.7	48.1	48.1		11.9
Actuated g/C Ratio	0.13	0.13	0.13	0.12	0.12	0.12		0.24	0.42	0.42		0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	214	213	208	209	227	199		409	1484	670		174
v/s Ratio Prot	0.06	c0.11		c0.14	0.11			c0.20	0.28			0.06
v/s Ratio Perm			0.01			0.00				0.08		
v/c Ratio	0.47	0.86	0.10	1.11	0.89	0.03		0.81	0.66	0.19		0.55
Uniform Delay, d1	45.9	48.5	43.7	49.8	49.1	43.8		40.5	26.3	20.5		48.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.6	27.4	0.2	96.5	32.7	0.1		11.8	2.4	0.6		3.7
Delay (s)	47.6	75.9	43.9	146.3	81.8	43.9		52.3	28.6	21.1		52.1
Level of Service	D	_ E	D	F	F	D		D	C	С		D
Approach Delay (s)		57.9			109. <u>1</u>				32.1			
Approach LOS		Ē			F				С			
Intersection Summary								i de la composition de la composition La composition de la composition della composi				
HCM Average Control Delay			49.6	H	CM Level	of Service			D			
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			113.6		um of lost				25.0			
Intersection Capacity Utilization	ı		75.2%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												



Lanesconfigurations	朴	77
Volume (vph)	664	80
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Fit Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.82	0.87
Adj. Flow (vph)	810	92
RTOR Reduction (vph)	0	66
Lane Group Flow (vph)	810	26
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	32.3	32.3
Effective Green, g (s)	32.3	32.3
Actuated g/C Ratio	0.28	0.28
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	978	424
v/s Ratio Prot	c0.24	
v/s Ratio Perm		0.02
v/c Ratio	0.83	0.06
Uniform Delay, d1	38.1	29.6
Progression Factor	1.00	1.00
Incremental Delay, d2	8.0	0.3
Delay (s)	46.1	29.9
Level of Service	D	С
Feach of Scialce		
Approach Delay (s) Approach LOS	45.2	

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Movement.	EBL	JEBT.	EBR	. WBL	.∕we⊤	.WBR	.NBU	NBL	(NBT)	NBA	SBU	SBU
Lane Configurations	7	ની	7.	ሻ	†	7		À	† †	7	occupation of the second	Ž
Volume (vph)	89	161	155	191	141	41	6	292	927	284	20	60
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1679	3505	1583		1656
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1679	3505	1583		1656
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	175	168	208	153	45	7	317	1008	309	22	65
RTOR Reduction (vph)	0	0	148	0	0	39	0	0	0	169	0	0
Lane Group Flow (vph)	87	185	20	208	153	6	0	324	1008	140	0	87
Heavy Vehicles (%)	3%	5%	0%	3%_	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4				. 6		
Actuated Green, G (s)	14.0	14.0	14.0	15.0	15.0	15.0		28.6	54.4	54.4		11.6
Effective Green, g (s)	14.0	14.0	14.0	15.0	15.0	15.0		28.6	54.4	54.4		11.6
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12	0.12		0.24	0.45	0.45		0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	194	194	188	212	231	202		400	1589	718		160
v/s Ratio Prot	0.05	c0.11		c0.12	0.08			c0.19	0.29			0.05
v/s Ratio Perm			0.01			0.00				0.09		
v/c Ratio	0.45	0.95	0.10	0.98	0.66	0.03		0.81	0.63	0.20		0.54
Uniform Delay, d1	49.4	52.7	47.4	52.4	50.1	46.1		43.1	25.2	19.7		51.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.6	51.0	0.2	56.1	7.0	0.1		11.7	1.9	0.6		3.7
Delay (s)	51.1	103.7	47.6	108.5	57.0	46.2		54.9	27.1	20.3		55.4
Level of Service	D	F	D	F	E	Đ		D	C	С		Ε
Approach Delay (s)		71.9			82.2				31.3			
Approach LOS	* = 1 ** = 1 * = 0 **	Ε,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			F				С			
Intersection Summary				a dalah salah s		and suited in	towards.	Barrier de Bar				
HCM Average Control Delay			45.0	H(CM Level	of Service			D			
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0		ım of lost				25.0			
Intersection Capacity Utilization)		78.4%	IC	U Level d	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												



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<u>Movement</u>	<u> </u>	SBR	
Lanesconfigurations	^	7	
Volume (vph)	680	83	
Ideal Flow (vphpl)	1900	1900	
Lane Width	12	10	
Total Lost time (s)	8.0	8.0	
Lane Util. Factor	0.95	1.00	
Frt	1.00	0.85	
Fit Protected	1.00	1.00	
Satd. Flow (prot)	3438	1492	
Flt Permitted	1.00	1.00	
Satd. Flow (perm)	3438	1492	
Peak-hour factor, PHF	0.92	0.92	
Adj. Flow (vph)	739	90	
RTOR Reduction (vph)	0	62	
Lane Group Flow (vph)	739	28	
Heavy Vehicles (%)	5%	1%	
Turn Type		Perm	
Protected Phases	2		
Permitted Phases		2	
Actuated Green, G (s)	37.4	37.4	
Effective Green, g (s)	37.4	37.4	
Actuated g/C Ratio	0.31	0.31	
Clearance Time (s)	8.0	8.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	1072	465	
v/s Ratio Prot	c0.21		
v/s Ratio Perm		0.02	
v/c Ratio	0.69	0.06	
Uniform Delay, d1	36.2	29.0	
Progression Factor	1.00	1.00	
Incremental Delay, d2	3.6	0.2	
Delay (s)	39.8	29.2	
Level of Service	D	C	
Approach Delay (s)	40.3		
Approach LOS	D		
			Out, we deliver the designer are the experiences and the entry of the entry of the entry of the entry of the experiences.
Intersection Summary			

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Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	ħ	र्स	7	ሻ	↑	7		Ä	ተተ	7	,	Ā
Volume (vph)	156	253	256	419	211	58	6	461	1291	680	20	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	164	266	269	441	222	61	6	485	1359	716	21	108
RTOR Reduction (vph)	0	0	193	0	0	50	0	0	0	338	0	0
Lane Group Flow (vph)	148	282	76	441	222	11	0	491	1359	378	0	129
Heavy Vehicles (%)	3%	5%	0%	3%_	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3	_	4	4		1	1	6		5	5
Permitted Phases			3			4				6		
Actuated Green, G (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0
Effective Green, g (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0
Actuated g/C Ratio	0.13	0.13	0.13	0.18	0.18	0.18		0.22	0.39	0.39		0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	222	221	215	296	323	283		378	1373	620		150
v/s Ratio Prot	0.09	c0.17		c0.26	0.12			c0.29	0.39			0.08
v/s Ratio Perm			0.05			0.01				0.24		
v/c Ratio	0.67	1.28	0.35	1.49	0.69	0.04		1.30	0.99	0.61		0.86
Uniform Delay, d1	49.5	52.0	47.3	49.5	46.4	41.1		46.5	36.3	29.2		53.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	7.4	154.5	1.0	237.6	6.0	0.1		152.7	22.0	4.4		36.3
Delay (s)	56.8	206.5	48.3	287.1	52.4	41.2		199.2	58.2	33.6		90.0
Level of Service	Ε	F	D	F	D	D		F	E 70.0	С		F
Approach LOS		113.9			194.4 F				78.3			
Approach LOS		F			. г				E			,
Intersection Summary					4		<u> </u>	1 14 - 1 4 2 - 3 - 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2				
HCM Average Control Delay			140.1	H	CM Level	of Service			F			
HCM Volume to Capacity ratio			1.39	-								
Actuated Cycle Length (s)			120.0		ım of lost				25.0			
Intersection Capacity Utilization		•	119.8%	IC	U Level o	t Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SBT	SBR	ogravi a rostuji viltugi dili movetisti. At Istori viltumi di vakon deli me eseksim			
Lane	ተተ	7			27400 21 12 27 27 27 27 27 27 27 27 27 27 27 27 27	The state of the s
Volume (vph)	1232	83				
ldeal Flow (vphpl)	1900	1900				
Lane Width	12	10				
Total Lost time (s)	8.0	8.0				
Lane Util. Factor	0.95	1.00				
Frt	1.00	0.85				
Flt Protected	1.00	1.00				
Satd. Flow (prot)	3438	1492				
Flt Permitted	1.00	1.00				
Satd. Flow (perm)	3438	1492				
Peak-hour factor, PHF	0.95	0.95				
Adj. Flow (vph)	1297	87				
RTOR Reduction (vph)	0	52				
Lane Group Flow (vph)	1297	35				
Heavy Vehicles (%)	5%	1%				
Turn Type		Perm				
Protected Phases	2					
Permitted Phases		2				
Actuated Green, G (s)	31.0	31.0				
Effective Green, g (s)	31.0	31.0				
Actuated g/C Ratio	0.26	0.26				
Clearance Time (s)	8.0	8.0				
Vehicle Extension (s)	3.0	3.0				
Lane Grp Cap (vph)	888	385				
v/s Ratio Prot	c0.38					
v/s Ratio Perm		0.02				
v/c Ratio	1.46	0.09				
Uniform Delay, d1	44.5	33.8				
Progression Factor	1.00	1.00				
Incremental Delay, d2	213.5	0.5				
Delay (s)	258.0	34.3				
Level of Service	F	С				
Approach Delay (s)	230.8					
Approach LOS	F					
Intersection Summary	n ann an Air Air an Air an Ceann an Air			e i dista Peterbij bijesteksi		je rajerilije stij Storen in Lee Alika

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Movement .	EBL	EBT,	EBR	WBL	· WBT -	WBR.	NBU.	NBL	(NBT	NBA	"SBU	SB(
Lane Configurations	7	†	ř	ኻኻ	↑	7		ሽ ኘ	^	7		Ä
Volume (vph)	156	253	256	419	211	58	6	461	1291	680	20	103
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3261	3505	1583		1640
Flt Permitted	0.57	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.11
Satd. Flow (perm)	1057	1749	1615	3286	1845	1615		3261	3505	1583		182
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	164	266	269	441	222	61	6	485	1359	716	21	108
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	0	258	0	0
Lane Group Flow (vph)	164	266	269	441	222	13	0	491	1359	458	0	129
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	31.6	20.3	120.0	17.0	26.0	26.0		19.8	51.0	51.0		44.6
Effective Green, g (s)	31.6	20.3	120.0	17.0	26.0	26.0		19.8	51.0	51.0		44.6
Actuated g/C Ratio	0.26	0.17	1.00	0.14	0.22	0.22		0.16	0.42	0.42		0.37
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	344	296	1615	466	400	350		538	1490	673		149
v/s Ratio Prot	0.04	c0.15		c0.13	c0.12			c0.15	c0.39			0.05
v/s Ratio Perm	0.08		0.17			0.01				0.29		0.27
v/c Ratio	0.48	0.90	0.17	0.95	0.56	0.04		0.91	0.91	0.68		0.87
Uniform Delay, d1	35.9	48.8	0.0	51.0	41.8	37.1		49.2	32.4	27.9		29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.0	27.7	0.2	28.3	1.7	0.0		19.9	10.0	5.5		37.4
Delay (s)	37.0	76.5	0.2	79.4	43.5	37.2		69.1	42.4	33.4		66.4
Level of Service	D	E	Α	Е	D	D		E	D	C		E
Approach Delay (s)		37.9			64.8				45.0			
Approach LOS		D			E				D			
Intersection Summary							ra in the Sector Bally		is to the second as fluid fac		Taran Mark	7 - A
HCM Average Control Delay			46.6	Н	CM Level	of Service			D			
HCM Volume to Capacity ratio)		0.92									
Actuated Cycle Length (s)			120.0		um of lost	1 ,			23.0			
Intersection Capacity Utilization	n		88.6%	IC	U Level c	f Service			Е			
Analysis Period (min)			15									
c Critical Lane Group												



11.2 % SUBSECTION AND COLORS (1997) A 1.10 mm (1997)	The second secon	· on the second process
Movement	<u>SBT</u>	Control of the Control
Lane Configurations	ተተተ	7
Volume (vph)	1232	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
FIt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1297	87
RTOR Reduction (vph)	0	60
Lane Group Flow (vph)	1297	27
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.9	37.9
Effective Green, g (s)	37.9	37.9
Actuated g/C Ratio	0.32	0.32
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1560	471
v/s Ratio Prot	0.26	
v/s Ratio Perm		0.02
v/c Ratio	0.83	0.06
Uniform Delay, d1	38.1	28.6
Progression Factor	1.00	1.00
Incremental Delay, d2	5.3	0.2
Delay (s)	43,4	28.8
Level of Service	D	C
Approach Delay (s)	44.5	_
Approach LOS	D	
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Intersection Summary		10 2 to 10 10 10 10 10 10 10 10 10 10 10 10 10

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	Ť	4	7	ሻ	1	7		ă	ተተ	7		Ā
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	281	301	472	235	63	6	526	1446	763	21	111
RTOR Reduction (vph)	0	0	205	0	0	52	0	0	0	335	0	0
Lane Group Flow (vph)	157	298	96	472	235	11	0	532	1446	428	0	132
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4				6		
Actuated Green, G (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0
Effective Green, g (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0
Actuated g/C Ratio	0.13	0.13	0.13	0.18	0.18	0.18		0.22	0.39	0.39		0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	222	221	215	296	323	283		378	1373	620		150
v/s Ratio Prot	0.09	c0.18		c0.28	0.13			c0.32	0.41			0.08
v/s Ratio Perm	0.71		0.06	4.50	0 70	0.01			4.07	0.27		
v/c Ratio	0.71	1.35	0.45	1.59	0.73	0.04		1.41	1.05	0.69		0.88
Uniform Delay, d1	49.8	52.0	47.9	49.5	46.8	41.1		46.5	36.5	30.4		53.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	9.8	183.7	1.5	283.0	7.9	0.1		198.5	39.6	6.2		40.6
Delay (s) Level of Service	59.6 E	235.7 F	49.4 D	332.5 F	54.7 D	41.2		245.0	76.1	36.7		94.4
			U	F		D		F	E	D		F
Approach Delay (s) Approach LOS		125.0 F			223.9 F				97.9 F			
Intersection Summary		r To state to a	ergenera.		.5]\$1			eri evan.	Г 2 - 32, 12			
HCM Average Control Delay	· Me a turner	<u>a ekumban, .</u>	161.5	Н	CM Leve	l of Service	<u> </u>	Samuel	F	<u> </u>		
HCM Volume to Capacity ratio			1.49						•			
Actuated Cycle Length (s)			120.0	Su	ım of los	t time (s)			25.0			
Intersection Capacity Utilization		•	127.7%			of Service			Н			
Analysis Period (min)			15						- '			
c Critical Lane Group												

	↓	4
Movement	SBT	SBR
Lanesonfigurations	什	7
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	140
Lane Group Flow (vph)	1384	109
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	31.0	31.0
Effective Green, g (s)	31.0	31.0
Actuated g/C Ratio	0.26	0.26
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	888	385
v/s Ratio Prot	c0.40	
v/s Ratio Perm		0.07
v/c Ratio	1.56	0.28
Uniform Delay, d1	44.5	35.6
Progression Factor	1.00	1.00
Incremental Delay, d2	256.9	1.8
Delay (s)	301.4	37.4
Level of Service	F	D
Approach Delay (s)	248.7	
Approach LOS	F	
Intersection Summary		

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Movement	, EBL	(EBT)	EBR	WBL	· WBT		NBU	NBL.	. NBT	NBR:	√ુSBU.	· SBL
Lane Configurations	74	†	7	ሻሻ	†	7		ÄŤ	ተተ	7		Ä
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3262	3505	1583		1640
Flt Permitted	0.53	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.11
Satd. Flow (perm)	978	1749	1615	3286	1845	1615		3262	3505	1583		187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	281	301	472	235	63	6	526	1446	763	21	111
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	0	271	0	0
Lane Group Flow (vph)	174	281	301	472	235	13	0	532	1446	492	0	132
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	32.5	20.0	120.0	18.0	25.5	25.5		20.0	51.0	51.0		43.0
Effective Green, g (s)	32.5	20.0	120.0	18.0	25.5	25.5		20.0	51.0	51.0		43.0
Actuated g/C Ratio	0.27	0.17	1.00	0.15	0.21	0.21		0.17	0.42	0.42		0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	346	292	1615	493	392	343		544	1490	673		140
v/s Ratio Prot	0.05	c0.16		c0.14	c0.13			c0.16	c0.41			0.05
v/s Ratio Perm	0.08		0.19			0.01				0.31		0.29
v/c Ratio	0.50	0.96	0.19	0.96	0.60	0.04		0.98	0.97	0.73		0.94
Uniform Delay, d1	35.5	49.6	0.0	50.6	42.6	37.5		49.8	33.8	28.8		33.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.2	42.2	0.3	29.6	2.5	0.0		32.6	17.3	6.9		58.5
Delay (s)	36.6	91.8	0.3	80.3	45.1	37.6		82.4	51.0	35.6		91.9
Level of Service	D	F	Α	F	D	D		F	D	D		F
Approach LOS		42.7			66.0				52.8			
Approach LOS		D			E				D			
Intersection Summary		Albaid Se	halar dila sa		raine de la compansión de La compansión de la compa	10 - ec. 21	have a	Ann Ann	enion (196	e de la company	Astronomic State	
HCM Average Control Delay			52.4	Н	CM Level	of Service			D			
HCM Volume to Capacity ratio			0.97	_								
Actuated Cycle Length (s)			120.0		um of lost				23.0			
Intersection Capacity Utilizatio	n		92.6%	IC	U Level c	of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SBT	SBR
Lane Configurations	<u> </u>	7
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Fit Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	172
Lane Group Flow (vph)	1384	77
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.0	37.0
Effective Green, g (s)	37.0	37.0
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1523	460
v/s Ratio Prot	0.28	
v/s Ratio Perm		0.05
v/c Ratio	0.91	0.17
Uniform Delay, d1	39.9	30.3
Progression Factor	1.00	1.00
Incremental Delay, d2	9.5	8.0
Delay (s)	49.4	31.0
Level of Service	D	С
Approach Delay (s)	50.0	
Approach LOS	D	
Intersection Summary	en de la companya de	CONTRACTO Managara

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Movement) EBL	∴ EBT →	EBR	WBL	WBT	-WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	ሻ	†	7	لولو	†	7		ሽኘ	ተተተ	7		Ä
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.91	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3262	5036	1583		1640
Flt Permitted	0.57	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1049	1749	1615	3286	1845	1615		3262	5036	1583		1640
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	281	301	472	235	63	6	526	1446	763	21	111
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	0	251	0	0
Lane Group Flow (vph)	174	281	301	472	235	14	0	532	1446	512	0	132
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6		
Actuated Green, G (s)	31.4	20.0	120.0	18.0	26.6	26.6		20.0	47.0	47.0		10.0
Effective Green, g (s)	31.4	20.0	120.0	18.0	26.6	26.6		20.0	47.0	47.0		10.0
Actuated g/C Ratio	0.26	0.17	1.00	0.15	0.22	0.22		0.17	0.39	0.39		0.08
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	341	292	1615	493	409	358		544	1972	620		137
v/s Ratio Prot	0.05	c0.16		c0.14	0.13			c0.16	0.29			0.08
v/s Ratio Perm	0.08		0.19			0.01				0.32		
v/c Ratio	0.51	0.96	0.19	0.96	0.57	0.04		0.98	0.73	0.83		0.96
Uniform Delay, d1	36.3	49.6	0.0	50.6	41.7	36.7		49.8	31.2	32.8		54.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.3	42.2	0.3	29.6	2.0	0.0		32.6	2.5	11.9		65.3
Delay (s)	37.6	91.8	0.3	80.3	43.6	36.7		82.4	33.6	44.7		120.1
Level of Service	D	F	Α	F	D	D		F	С	D		F
Approach Delay (s)		42.9			65.5				46.2			
Approach LOS		D			Ε				D			
Intersection Summary	TO CARTANA Alba Englands	ndryk (policy) Gwaldese en Re	an Karyatta K Krafadaga ga				in Chinaku	Navati kiri ng Kalada Pagada		and the state of t		
HCM Average Control Delay			50.0	Н	CM Level	of Service	•		D			
HCM Volume to Capacity ration	0		0.94									
Actuated Cycle Length (s)			120.0	Su	ım of lost	time (s)			25.0			
Intersection Capacity Utilization	on		87.5%			of Service			Ε			
Analysis Period (min)			15									
c Critical Lane Group												



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Movement ,	SBT	SBR
Lane onfigurations	ተተተ	7
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	172
Lane Group Flow (vph)	1384	77
Heavy Vehicles (%)	5%	1%
	376	
Turn Type		Perm
Protected Phases	2	_
Permitted Phases		2
Actuated Green, G (s)	37.0	37.0
Effective Green, g (s)	37.0	37.0
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1523	460
v/s Ratio Prot	c0.28	
v/s Ratio Perm		0.05
v/c Ratio	0.91	0.17
Uniform Delay, d1	39.9	30.3
Progression Factor	1.00	1.00
Incremental Delay, d2	9.5	0.8
Delay (s)	49.4	31.0
Level of Service	D	C
Approach Delay (s)	52.1	J
Approach LOS	D	
Intersection Summary		1771 - 1851 - 1871 21. <u>21. 18. 1871 - 18</u>

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Movement	EBL	EBT	EBR	WBL.	Wet	WBR	NBL	NBT	NBR.	SBL	. \$BT	SBR
Lane Configurations		4			4		ሻ	ĵ.	,,	ሻ	1>	
Volume (vph)	24	169	137	49	122	32	51	144	47	59	191	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.98		1.00	0.96		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1613			1696		1562	1562		1574	1672	
Flt Permitted		0.94			0.63		0.50	1.00		0.60	1.00	
Satd. Flow (perm)		1526			1080		817	1562		997	1672	
Peak-hour factor, PHF	0.55	88.0	0.78	0.49	0.78	0.73	0.80	0.82	0.73	0.82	0.61	0.70
Adj. Flow (vph)	44	192	176	100	156	44	64	176	64	72	313	20
RTOR Reduction (vph)	0	48	0	0	11	0	0	20	0	0	3	0
Lane Group Flow (vph)	0	364	0	0	289	0	64	220	0	72	330	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.9			17.9		28.1	25.4		28.1	25.4	
Effective Green, g (s)		17.9			17.9		28.1	25.4		28.1	25.4	
Actuated g/C Ratio		0.30			0.30		0.47	0.42		0.47	0.42	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		455			322		416	661		493	708	
v/s Ratio Prot				٨			c0.01	0.14		0.01	c0.20	
v/s Ratio Perm		0.24		~	c0.27		0.07			0.06		
v/c Ratio		0.80			0.90		0.15	0.33		0.15	0.47	
Uniform Delay, d1		19.4			20.2		8.9	11.6		8.9	12.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.5			25.8		0.2	1.4		0.1	2.2	
Delay (s)		28.9			45.9		9.1	13.0		9.0	14.6	
Level of Service		C			D		Α	В		Α	В	
Approach Delay (s)		28.9			45.9			12.2			13.6	
Approach LOS		С			D			В			В	
Intersection Summary		A A A	2000 (1000) 2004 (1000)			e politika kaj kaj kaj kaj kaj kaj kaj kaj kaj k				To the second of	nin estat men Gradentin talah	
HCM Average Control Delay			24.5	H	CM Level	of Service	е		С			
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			60.0	Sı	um of lost	time (s)			14.0			
Intersection Capacity Utilization	1		51.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	∛ WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4		*	1		* 5	1→	
Volume (vph)	24	179	156	53	128	32	55	147	50	59	198	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.98		1.00	0.96		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1623			1692		1562	1565		1574	1671	
Fit Permitted		0.97			0.75		0.62	1.00		0.62	1.00	
Satd. Flow (perm)		1575			1292		1011	1565		1034	1671	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	195	170	58	139	35	60	160	54	64	215	15
RTOR Reduction (vph)	0	51	0	0	11	0	0	18	0	0	3	0
Lane Group Flow (vph)	0	340	0	0	221	0	60	196	0	64	227	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.0			17.0		29.0	26.1		29.0	26.1	
Effective Green, g (s)		17.0			17.0		29.0	26.1		29.0	26.1	
Actuated g/C Ratio		0.28			0.28		0.48	0.44		0.48	0.44	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		446			366		515	681		526	727	
v/s Ratio Prot							0.01	0.13		c0.01	c0.14	
v/s Ratio Perm		c0.22			0.17		0.05			0.05		
v/c Ratio		0.76			0.60		0.12	0.29		0.12	0.31	
Uniform Delay, d1		19.7			18.6		8.3	11.0		8.3	11.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.6			2.8		0.1	1.1		0.1	1.1	
Delay (s)		27.2			21.4		8.4	12.0		8.5	12.2	
Level of Service		С			С		Α	В		Α	В	
Approach Delay (s)		27.2			21.4			11.2			11.4	
Approach LOS		С			С			В			В	
Intersection Summary	n em e di n New ye	<u>.</u> 14.102	<u> </u>			ر براید <u>در مگذر تا مدمع</u> د		jajan marajan ku kujuju mara Marajan kum <u>arajan k</u> a	v 1 24 (1-14) (13 vs		<u> </u>	
HCM Average Control Delay			18.5	H	CM Leve	I of Servic	е		В			
HCM Volume to Capacity ratio			0.47	_								
Actuated Cycle Length (s)			60.0			t time (s)			14.0			
Intersection Capacity Utilization			54.4%	IC	U Level	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	∵WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44>			4		ሻ	1}→		ሻ	∱-	
Volume (vph)	28	419	350	95	274	33	152	179	119	61	246	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.99		1.00	0.94		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1631			1698		1562	1529		1574	1667	
Flt Permitted		0.98			0.64		0.30	1.00		0.42	1.00	
Satd. Flow (perm)		1595			1095		488	1529		703	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	441	368	100	288	35	160	188	125	64	259	23
RTOR Reduction (vph)	0	25	0	0	3	0	0	19	0	0	2	0
Lane Group Flow (vph)	0	813	0	0	420	0	160	294	0	64	280	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	<u>7%</u>
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		68.0			68.0		42.0	34.2		32.2	28.4	
Effective Green, g (s)		68.0			68.0		42.0	34.2		32.2	28.4	
Actuated g/C Ratio		0.57			0.57		0.35	0.29		0.27	0.24	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		904			621		257	436		216	395	
v/s Ratio Prot							c0.05	c0.19		0.01	0.17	
v/s Ratio Perm		c0.51			0.38		0.17			0.07		
v/c Ratio		0.90			0.68		0.62	0.67		0.30	0.71	
Uniform Delay, d1		23.0			18.3		29.5	38.0		33.7	42.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.6			2.9		4.6	8.1		0.8	10.3	
Delay (s)		34.6			21.2		34.2	46.0		34.5	52.3	
Level of Service		С			С		С	D		С	D	
Approach Delay (s)		34.6			21.2			42.0			49.0	
Approach LOS		С			С			D			D	
Intersection Summary					2			Tagentes Liberte		V V2		
HCM Average Control Delay			36.0	HO	CM Level	of Service	e		D			
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			120.0		ım of lost				9.0			
Intersection Capacity Utilization	l		96.0%	IC	U Level o	f Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	. EBR.	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44		74	Ť,		7	f)		ሻ	(Î	
Volume (vph)	28	419	350	95	274	33	152	179	119	61	246	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.98		1.00	0.94		1.00	0.99	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1631		1736	1684		1562	1529		1574	1667	
Flt Permitted		0.98		0.28	1.00		0.30	1.00		0.44	1.00	
Satd. Flow (perm)		1601		503	1684		492	1529		735	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	441	368	100	288	35	160	188	125	64	259	23
RTOR Reduction (vph)	0	25	0	.0	4	0	0	19	0	0	2	0
Lane Group Flow (vph)	0	813	0	100	319	0	160	294	0	64	280	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		67.2		67.2	67.2		42.8	35.1		32.3	28.6	
Effective Green, g (s)		67.2		67.2	67.2		42.8	35.1		32.3	28.6	
Actuated g/C Ratio		0.56		0.56	0.56		0.36	0.29		0.27	0.24	
Clearance Time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	<u></u>	3.0	3.0	
Lane Grp Cap (vph)		897		282	943		266	447		224	397	
v/s Ratio Prot					0.19		c0.05	c0.19		0.01	0.17	
v/s Ratio Perm		c0.51		0.20			0.16			0.07		
v/c Ratio		0.91		0.35	0.34		0.60	0.66		0.29	0.70	
Uniform Delay, d1		23.6		14.5	14.3		28.9	37.2		33.6	41.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.6		0.8	0.2		3.8	7.4		0.7	10.1	
Delay (s)		36.2		15.3	14.5		32.7	44.6		34.3	51.9	
Level of Service		D		В	В		С	D		С	D	
Approach Delay (s)		36.2			14.7			40.6			48.6	
Approach LOS		D			В			D			D	
Intersection Summary								Edvid				2000 A
HCM Average Control Delay			34.9	H	CM Level	of Service	e		С			
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			120.0		ım of lost				9.0			
Intersection Capacity Utilization	l		99.9%	IC	U Level o	f Service)		F			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	JEBT .	ÉBR	WBL	WBT	WBR	NBL.	NBT	NBR.	SBL	SBT	SBR
Lane Configurations		↔			4		ሻ	f)		ሻ	4	
Volume (vph)	28	459	385	106	291	33	167	190	131	61	261	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.99		1.00	0.94		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1699		1562	1527		1574	1667	
Flt Permitted		0.98			0.59		0.24	1.00		0.37	1.00	
Satd. Flow (perm)		1596			1020		398	1527		611	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	483	405	112	306	35	176	200	138	64	275	25
RTOR Reduction (vph)	0	24	0	0	2	0	0	20	0	0	2	0
Lane Group Flow (vph)	0	893	0	0	451	0	176	318	0	64	298	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	<u>7%</u>
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		70.1			70.1		39.9	32.7		29.7	26.5	
Effective Green, g (s)		70.1			70.1		39.9	32.7		29.7	26.5	
Actuated g/C Ratio		0.58			0.58		0.33	0.27		0.25	0.22	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		932			596		224	416		177	368	
v/s Ratio Prot							c0.06	0.21		0.01	0.18	
v/s Ratio Perm		c0.56			0.44		c0.20			80.0		
v/c Ratio		0.96			0.76		0.79	0.76		0.36	0.81	
Uniform Delay, d1		23.6			18.6		32.8	40.1		37.0	44.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.8			5.4		16.4	12.5		1.3	17.2	
Delay (s)		43.4			24.0		49.3	52.6		38.3	61.6	
Level of Service		D			C		D	D		D	E	
Approach Delay (s)		43.4			24.0			51.5			57.5	
Approach LOS		D		1 1 1 10	С			D			E	
Intersection Summary			il ja varanija. <u>Sp. sa katalija a</u>	200000 0000			Para Land				to next, ever	
HCM Average Control Delay			43.6	H	CM Level	of Service	e		D			
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0		ım of lost				9.0			
Intersection Capacity Utilization			106.3%	IC	U Level c	of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement 2. 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ÆBL	EBT	EBR	: WBL/4	WBT	WBR	NBL	NBT-	NBR.	<u>(SBL-</u>	SBT	SBR
Lane Configurations		4		ሻ	f)		۲,	₽.		ሻ	ĵ»	
Volume (vph)	28	459	385	106	291	33	167	190	131	61	261	24
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.98		1.00	0.94		1.00	0.99	
Fit Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632		1736	1684		1562	1527		1574	1667	
Flt Permitted		0.98		0.26	1.00		0.24	1.00		0.37	1.00	
Satd. Flow (perm)		1604		473	1684		401	1527		613	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	483	405	112	306	35	176	200	138	64	275	25
RTOR Reduction (vph)	0	24	0	0	3	0	0	20	0	0	2	0
Lane Group Flow (vph)	0	893	0	112	338	0	176	318	0	64	298	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		70.0		70.0	70.0		40.0	32.8		29.8	26.6	
Effective Green, g (s)		70.0		70.0	70.0		40.0	32.8		29.8	26.6	
Actuated g/C Ratio		0.58		0.58	0.58		0.33	0.27		0.25	0.22	
Clearance Time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		936		276	982		225	417		178	370	
v/s Ratio Prot					0.20		c0.06	0.21		0.01	0.18	
v/s Ratio Perm		c0.56		0.24			c0.20			0.08		
v/c Ratio		0.95		0.41	0.34		0.78	0.76		0.36	0.80	
Uniform Delay, d1		23.5		13.6	13.0		32.7	40.0		36.9	44.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.1		1.0	0.2		16.1	12.4		1.2	16.8	
Delay (s)		42.6		14.6	13.2		48.8	52.4		38.1	61.0	
Level of Service		D		В	В		D	D		Ð	Ε	
Approach Delay (s)		42.6			13.6			51.2			57.0	
Approach LOS		D			В			D			Е	
Intersection Summary	S Main and a	ense de Auto	Lui salesan				4.00		400 a 1 a 3 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a 1		A. Salida ka sa	
HCM Average Control Delay			41.0	H	CM Level	of Service	:e		D			
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0	St	ım of lost	time (s)			9.0			
Intersection Capacity Utilization			106.8%		U Level o				G			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			4	-	ሻ	₽		ሻ	Þ	
Volume (vph)	21	170	88	55	272	87	84	83	71	80	110	30
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.97		1.00	0.94		1.00	0.97	
Fit Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1738			1762		1608	1588		1685	1750	
Fit Permitted		0.94			0.91		0.66	1.00		0.63	1.00	
Satd. Flow (perm)		1649			1609		1118	1588		1110	1750	
Peak-hour factor, PHF	0.75	0.93	0.73	0.71	0.88	0.70	0.56	0.68	0.80	0.74	0.93	0.88
Adj. Flow (vph)	28	183	121	77	309	124	150	122	89	108	118	34
RTOR Reduction (vph)	0	39	0	0	22	0	0	41	0	0	16	0
Lane Group Flow (vph)	0	293	0	0	488	0	150	170	0	108	136	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%_	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.2			20.2		18.6	15.6		18.6	15.6	
Effective Green, g (s)		20.2			20.2		18.6	15.6		18.6	15.6	
Actuated g/C Ratio		0.38			0.38		0.35	0.30		0.35	0.30	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		631			616		422	469		424	517	
v/s Ratio Prot							c0.02	c0.11		0.01	80.0	
v/s Ratio Perm		0.18			c0.30		0.11			0.08		
v/c Ratio		0.46			0.79		0.36	0.36		0.25	0.26	
Uniform Delay, d1		12.2			14.4		12.2	14.7		11.8	14.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			6.9		0.5	2.2		0.3	1.2	
Delay (s)		12.8			21.4		12.7	16.8		12.2	15.4	
Level of Service		В			С		В	В		В	В	
Approach Delay (s)		12.8			21.4			15.1			14.1	
Approach LOS		В			С			В			В	
Intersection Summary									in seri syr Sel naresiar			
HCM Average Control Delay			16.6	H	CM Level	of Servic	e		В			
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			52.8		um of lost				14.0			
Intersection Capacity Utilization	1		64.5%	IC	U Level o	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR.	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			€}		J.	<u>}</u>		Ť	1 >	
Volume (vph)	21	192	109	62	298	96	106	95	98	81	115	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.97		1.00	0.92		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1744			1770		1608	1567		1685	1747	
Flt Permitted		0.96			0.91		0.63	1.00		0.63	1.00	
Satd. Flow (perm)		1679			1620		1069	1567		1111	1747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	209	118	67	324	104	115	103	107	88	125	38
RTOR Reduction (vph)	0	33	0	0	17	0	0	57	0	0	17	0
Lane Group Flow (vph)	0	317	0	0	478	0	115	153	0	88	146	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		21.6			21.6		25.1	20.4		23.7	19.7	
Effective Green, g (s)		21.6			21.6		25.1	20.4		23.7	19.7	
Actuated g/C Ratio		0.36			0.36		0.42	0.34		0.39	0.33	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		604			583		489	533		477	574	
v/s Ratio Prot							c0.02	c0.10		0.01	0.08	
v/s Ratio Perm		0.19			c0.29		80.0			0.06		
v/c Ratio		0.52			0.82		0.24	0.29		0.18	0.25	
Uniform Delay, d1		15.1			17.4		10.9	14.5		1 1.6	14.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.0			8.8		0.2	1.3		0.2	1.1	
Delay (s)		16.0			26.2		11.2	15.8		11.8	15.8	
Level of Service		В			С		В	В		В	В	
Approach Delay (s)		16.0			26.2	•		14.2			14.4	
Approach LOS		В			С			В			В	
Intersection Summary		د در ایر ۱۳۳۶ <u>عن آماد المحدودی د</u>			n yn gedid yn Gwyl llig y y lli	<u> 1887 ji</u>		15 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4	fakt:			
HCM Average Control Delay			18.9	H	CM Leve	I of Servic	е		В			
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			60.0	Sı	um of los	t time (s)			9.0			
Intersection Capacity Utilization	1		71.5%	IC	U Level	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					ħ	[a		ሻ	1>	
Volume (vph)	31	365	233	136	573	98	325	155	155	82	160	40
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.98		1.00	0.92		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1737			1786		1608	1570		1685	1757	
Flt Permitted		0.94			0.71		0.52	1.00		0.46	1.00	
Satd. Flow (perm)		1642			1282		887	1570		816	1757	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	384	245	143	603	103	342	163	163	86	168	42
RTOR Reduction (vph)	0	35	0	0	9	0	0	59	0	0	15	0
Lane Group Flow (vph)	0	627	0	0	841	0	342	267	0	86	195	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		26.0			26.0		21.8	16.8		18.2	15.0	
Effective Green, g (s)		26.0			26.0		21.8	16.8		18.2	15.0	
Actuated g/C Ratio		0.43			0.43		0.36	0.28		0.30	0.25	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		712			556		382	440		294	439	
v/s Ratio Prot							c0.07	0.17		0.02	0.11	
v/s Ratio Perm		0.38			c0.66		c0.25			0.07		
v/c Ratio		0.88			1.51		0.90	0.61		0.29	0.44	
Uniform Delay, d1		15.6			17.0		17.5	18.7		15.4	19.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.3			239.5		22.5	6.1		0.6	3.2	
Delay (s)		27.8			256.5		40.0	24.8		16.0	22.2	
Level of Service		C			F		D	C		В	C	
Approach Delay (s)		27.8			256.5			32.6			20.4	
Approach LOS		С			F			C			С	
Intersection Summary			43,14							e adequate to		
HCM Average Control Delay			106.7	H	CM Level	of Servic	e		F			
HCM Volume to Capacity ratio		-	1.25									
Actuated Cycle Length (s)			60.0		ım of lost	` '			13.0			
Intersection Capacity Utilization	İ		125.1%	IC	U Level o	of Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL.	EBT	EBR.	WBL	WBT	WBR	C NBL	NBT	NBR'	: SBL	SBT -	SBR
Lane Configurations		44	·	7	4		*	1}→		ሻ	† >	
Volume (vph)	31	365	233	136	573	98	325	155	155	82	160	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		4.0	5.0		4.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.98		1.00	0.92		1.00	0.97	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1737		1736	1792		1608	1570		1685	1757	
Flt Permitted		0.82		0.27	1.00		0.35	1.00		0.56	1.00	
Satd. Flow (perm)		1430		497	1792		590	1570		999	1757	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	384	245	143	603	103	342	163	163	86	168	42
RTOR Reduction (vph)	0	19	0	0	5	0	0	29	0	0	7	0
Lane Group Flow (vph)	0	643	0	143	701	0	342	297	0	86	203	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%_	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		54.5		62.5	62.5		47.5	47.5		22.7	22.7	
Effective Green, g (s)		54.5		62.5	62.5		47.5	47.5		22.7	22.7	
Actuated g/C Ratio		0.45		0.52	0.52		0.40	0.40		0.19	0.19	
Clearance Time (s)		5.0		4.0	5.0		4.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		649		300	933		410	621		189	332	
v/s Ratio Prot				0.02	c0.39		c0.14	0.19			0.12	
v/s Ratio Perm		c0.45		0.23			c0.19			0.09		
v/c Ratio		0.99		0.48	0.75		0.83	0.48		0.46	0.61	
Uniform Delay, d1		32.5		21.9	22.6		28.7	27.0		43.2	44.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		33.0		1.2	3.4		13.6	2.6		7.7	8.1	
Delay (s)		65.5		23.1	26.1		42.3	29.6		50.9	52.7	
Level of Service		Е		С	С		D	С		D	D	
Approach Delay (s)		65.5			25.6			36.1			52.2	
Approach LOS		Е			С			Đ			D	
Intersection Summary						Maria Carl		Art for the second				
HCM Average Control Delay			42.3	H	CM Level	of Service	e		D			,
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			120.0		um of lost				14.0			
Intersection Capacity Utilization	1		107.6%	IC	CU Level c	f Service	}		G			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	ÉBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBŤ	SBR
Lane Configurations		4			4		٦	}		ሻ	1>	
Volume (vph)	32	395	261	150	617	98	368	172	167	82	172	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.98		1.00	0.93		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736			1787		1608	1571		1685	1758	
Fit Permitted		0.94			0.68		0.53	1.00		0.36	1.00	
Satd. Flow (perm)		1640			1224		899	1571		639	1758	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	416	275	158	649	103	387	181	176	86	181	44
RTOR Reduction (vph)	0	37	0	0	8	0	0	57	0	0	14	0
Lane Group Flow (vph)	0	688	0	0	902	0	387	300	0	86	211	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.0			27.0		19.8	15.8		18.2	15.0	
Effective Green, g (s)		27.0			27.0		19.8	15.8		18.2	15.0	
Actuated g/C Ratio		0.45			0.45		0.33	0.26		0.30	0.25	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		738			551		344	414		250	440	
v/s Ratio Prot							c0.07	0.19		0.02	0.12	
v/s Ratio Perm		0.42			c0.74		c0.30			0.09		
v/c Ratio		0.93			1.64		1.12	0.72		0.34	0.48	
Uniform Delay, d1		15.6			16.5		19.8	20.1		15.6	19.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
incremental Delay, d2		18.6			295.1		86.8	10.5		0.8	3.7	
Delay (s)		34.2			311.6		106.6	30.6		16.4	22.9	
Level of Service		С			F		F	С		В	С	
Approach Delay (s)		34.2			311.6			70.1			21.1	
Approach LOS		С			F			E			С	
Intersection Summary								19	1	4.022	1 14 14 3 1 48 8 15	
HCM Average Control Delay			136.4	H	CM Level	of Service	e		F			
HCM Volume to Capacity ratio			1.30	_								
Actuated Cycle Length (s)			60.0		um of lost				9.0			
Intersection Capacity Utilization			133.9%	IC	U Level o	ot Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	- Seman S	A EGT	T WESS	¥ Somme	S.W.	-	\ \$30 0006 080		/ 3020650	- Const	T	-
	EBL	EBT.	EBR	WBL	<u>WBT</u>	. WBR	NBL	NBT.	NBR-	SBL/		SBR
Lane Configurations	00	⊕	001	ነ ሻ	₽	00	ካ	}	407	أر	þ	40
Volume (vph)	32	395	261	150	617	98	368	172	167	82	172	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.98		1.00	0.93		1.00	0.97	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1736	1794		1608	1571		1685	1758	
Fit Permitted		0.82		0.27	1.00		0.21	1.00		0.55	1.00	
Satd. Flow (perm)		1434		487	1794		356	1571		971	1758	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	416	275	158	649	103	387	181	176	86	181	44
RTOR Reduction (vph)	0	18	0	0	5	0	0	29	0	0	7	0
Lane Group Flow (vph)	0	707	0	158	747	0	387	328	. 0	86	218	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			pm+pt			pm+pt			pm+pt		
Protected Phases		4		. 3	8		5	2		` <u>'</u> 1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		59.0		67.0	67.0		44.0	36.8		18.2	15.0	
Effective Green, g (s)		59.0		67.0	67.0		44.0	36.8		18.2	15.0	
Actuated g/C Ratio		0.49		0.55	0.55		0.36	0.30		0.15	0.12	
Clearance Time (s)		5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		699		311	993		388	478		165	218	
v/s Ratio Prot		000		0.02	c0.42		c0.21	0.21		0.01	0.12	
v/s Ratio Perm		c0.49		0.26	00		c0.16	0.21		0.06	0.12	
v/c Ratio		1.01		0.51	0.75		1.00	0.69		0.52	1.00	
Uniform Delay, d1		31.0		20.8	20.7		34.7	37.0		46.4	53.0	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		36.9		1.3	3.3		44.7	7.8		3.0	60.9	
Delay (s)		67.9		22.1	23.9		79.4	44.9		49.3	113.9	
Level of Service		E		C	20.0 C		7 5.4 E	77.3 D		73.5 D	F	
Approach Delay (s)		67.9		·	23.6		-	62.8		U	96.1	
Approach LOS		67.5 E			20.0 C			62.0 E			50.1 F	
Intersection Summary.		Sala								San Tana San San San San San San San San San		
HCM Average Control Delay			54.8	Н	CM Level	of Service	e		D			
HCM Volume to Capacity ratio			1.00						_			
Actuated Cycle Length (s)			121.0	S	um of lost	time (s)			14.0			
Intersection Capacity Utilization)		118.0%		U Level o		ı		Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement :	EBL	ÉBT	EBR	WBL.,	Wet	WBR	√ NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations		4		_	4			4			4	
Volume (veh/h)	53	48	119	3	89	42	10	129	80	24	326	114
Sign Control Grade		Stop 0%			Stop			Free			Free	
Peak Hour Factor	0.60	0.57	0.78	0.75	0% 0.77	0.88	0.54	0% 0.79	0.83	0.55	0% 0.74	0.52
Hourly flow rate (vph)	88	84	153	4	116	48	19	163	96	44	441	219
Pedestrians	00	04	100		110	40	10	100	00	77	771	210
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	004	004		1001	000	044	200			000		
vC, conflicting volume vC1, stage 1 conf vol	991	934	550	1081	996	211	660			260		
vC2, stage 2 conf vol												
vCu, unblocked vol	991	934	550	1081	996	211	660			260		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2,2			2.2		
p0 queue free %	17	66	71	95	48	94	98			97		
cM capacity (veh/h)	107	250	533	87	223	834	919			1293		
Direction, Lane #	. EB1	WB1	NB1	SB 1	ign e				6.535.W	N. Wales	1850. W	
Volume Total	325	167	278	703								
Volume Left	88	4	19	44								
Volume Right	153	48	96	219								
cSH	224	270	919	1293								
Volume to Capacity	1.45 476	0.62 95	0.02 2	0.03								
Queue Length 95th (ft) Control Delay (s)	267.1	38.0	0.8	3 0.9								
Lane LOS	207.1 F	50.0 E	0.0 A	0.9 A								
Approach Delay (s)	267.1	38.0	0.8	0.9								
Approach LOS	F	Ε										
Intersection Summary	r eve ster e growere Video Sankara Stere		ากเกมร์ อันเรียงอีเวียง โร		20 No. 10 No. 10	veriente de Litte (1000 com	Tablisher J. J.	a Asset and Asset		TO THE STATE OF TH		
Average Delay			63.8									100
	section Capacity Utilization		63.1%	IC	U Level o	f Service			В			
Analysis Period (min)			15									

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Movement	EBL	ĒBŤ	EBR	WBL	WBŤ.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			₩	
Volume (veh/h)	56	55	123	10	91	46	11	135	110	44	343	115
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	60	134	11	99	50	12	147	120	48	373	125
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh) Median type								None			Mono	
Median storage veh)								None			None	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	861	821	435	925	824	207	498			266		
vC1, stage 1 conf vol	001	021	400	323	024	201	430			200		
vC2, stage 2 conf vol												
vCu, unblocked vol	861	821	435	925	824	207	498			266		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)		0.0	0	•••	0.0	Ų. <u> </u>						
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2.2			2.2		
p0 queue free %	62	80	78	92	65	94	99			96		
cM capacity (veh/h)	162	292	619	140	284	839	1056			1286		
Direction Lane #	EB.1	WB 1	NB 1	SB1								
Volume Total	254	160	278	546								
Volume Left	61	11	12	48								
Volume Right	134	50	120	125								
cSH	320	329	1056	1286								
Volume to Capacity	0.80	0.49	0.01	0.04								
Queue Length 95th (ft)	163	63	1	3								
Control Delay (s)	48.7	25.8	0.5	1.1								
Lane LOS	Ε	D	Α	Α								
Approach Delay (s)	48.7	25.8	0.5	1.1								
Approach LOS	E	D										
Intersection Summary	catowici Markway	I) i jedini. Andratelija	in spinist			A to the time of	ray entre Ketanganak	i di		eri eregin Varja - Visus	oj mijer 1995. i Audol dravi sve	
Average Delay			13.9									
Intersection Capacity Utilizatio	n		74.0%	IC	U Level o	f Service			D			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	°WBR∷	NBL.	NBT	NBR.	SBL	SBT.	SBR
Lane Configurations		4			4			4			43-	
Volume (veh/h)	107	111	172	25	117	60	31	253	151	83	577	152
Sign Control		Stop			Stop			Free			Free	
Grade	0.05	0%	0.05	0.05	0%	0.05	0.05	0%		0.05	0%	• • •
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph) Pedestrians	113	117	181	26	123	63	33	266	159	87	607	160
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1398	1353	687	1513	1353	346	767			425		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1398	1353	687	1513	1353	346	767			425		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s) tF (s)	3.8	4.0	3.3	3.8	4.1	2.2	0.0			0.0		
p0 queue free %	0.0	4.0 11	ა.ა 59	3.0 0	4.1 3	3.3 91	2.2 96			2.2 92		
cM capacity (veh/h)	10	132	445	11	127	702	837			1123		
							150.2533	5 2528 1828	-900.0000000000000000000000000000000000	1120	Finally very si	
Direction, Lane # Volume Total	EB 1 411	WB 1 213	NB:1 458	SB 1 855	<u> </u>		ils and talk		alice and a second		Section 1. A	estrib (estre section)
Volume Left	113	213 26	33	655 87								
Volume Right	181	63	159	160								
cSH	33	62	837	1123								
Volume to Capacity	12.33	3.45	0.04	0.08								
Queue Length 95th (ft)	Err	Err	3	6								
Control Delay (s)	Err	Err	1.1	1.9								
Lane LOS	F	F	Α	Α								
Approach Delay (s)	Err	Err	1.1	1.9								
Approach LOS	F	F										
Intersection Summary	X Lot with Basis To	engleding er o still whether the	a Salara Salara	Nancial Nancia	4.78.4		an garaga ya kara da k Mara da kara d			erania erania Silata galfalla		- 27 - 17 - 17 - 17 - 17 - 18 - 17 - 18 - 17 - 18 - 18
Average Delay			3219.9									
	rsection Capacity Utilization		107.4%	IC	U Level c	f Service			G			
Analysis Period (min)			15									

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Movement	(EBL)	EBT	EBR	WBL	₩BT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ኘ	7>		*	ĵ»	
Volume (vph)	107	111	172	25	117	60	31	253	151	83	577	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	0.94		1.00	0.97	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1479			1477		1736	1505		1736	1654	
Fit Permitted		0.85			0.93		0.16	1.00		0.42	1.00	
Satd. Flow (perm)		1281			1386		296	1505		774	1654	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	117	181	26	123	63	33	266	159	87	607	160
RTOR Reduction (vph)	0	32	0	0	17	0	0	24	0	0	11	0
Lane Group Flow (vph)	0	379	0	0	195	0	33	401	0	87	756	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.0			27.0		38.7	38.7		38.7	38.7	
Effective Green, g (s)		27.0			27.0		38.7	38.7		38.7	38.7	
Actuated g/C Ratio		0.37			0.37		0.53	0.53		0.53	0.53	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		469			508		155	790		406	869	
v/s Ratio Prot								0.27			c0.46	
v/s Ratio Perm		c0.30			0.14		0.11			0.11		
v/c Ratio		0.81			0.38		0.21	0.51		0.21	0.87	
Uniform Delay, d1		21.0			17.2		9.4	11.3		9.4	15.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.8			0.5		0.7	0.5		0.3	9.5	
Delay (s)		30.8			17.7		10.0	11.8		9.6	24.8	
Level of Service		С			В		В	В		Α	C	
Approach Delay (s)		30.8			17.7			11.7			23.2	
Approach LOS		С			В			В			С	
Intersection Summary		3.415 8.415 (4)1										
HCM Average Control Delay			21.5	H	CM Level	of Service	9		С			
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			73.7		um of lost	, ,			8.0			
Intersection Capacity Utilization	ì		89.8%	IC	U Level o	f Service			Ε			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	Wet	WBR.	NBL	NBT.	NBA	SBL	. SBT	SBF
Lane Configurations		4	7		4	7	ች	eĵ	_	ሻ	(Î	
Volume (vph)	107	111	172	25	117	60	31	253	151	83	577	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.94		1.00	0.97	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1470	1568		1476	1615	1736	1505		1736	1654	
Flt Permitted		0.78	1.00		0.93	1.00	0.21	1.00		0.45	1.00	
Satd. Flow (perm)		1178	1568		1382	1615	378	1505		828	1654	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	117	181	26	123	63	33	266	159	87	607	160
RTOR Reduction (vph)	0	0	127	0	0	44	0	26	0	0	11	0
Lane Group Flow (vph)	0	230	54	0	149	19	33	399	0	87	756	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		18.3	18.3		18.3	18.3	34.7	34.7		34.7	34.7	
Effective Green, g (s)		18.3	18.3		18.3	18.3	34.7	34.7		34.7	34.7	
Actuated g/C Ratio		0.30	0.30		0.30	0.30	0.57	0.57		0.57	0.57	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		353	470		415	485	215	856		471	941	
v/s Ratio Prot								0.27			c0.46	
v/s Ratio Perm		c0.20	0.03		0.11	0.01	0.09			0.11		
v/c Ratio		0.65	0.12		0.36	0.04	0.15	0.47		0.18	0.80	
Uniform Delay, d1		18.6	15.5		16.7	15.1	6.2	7.7		6.3	10.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.3	0.1		0.5	0.0	0.3	0.4		0.2	5.0	
Delay (s)		22.8	15.6		17.3	15.2	6.5	8.1		6.5	15.5	
Level of Service		С	В		В	В	Α	Α		Α	В	
Approach Delay (s)		19.7			16.7			8.0			14.6	
Approach LOS		В			В			Α			В	
Intersection Summary												
HCM Average Control Delay			14.3	Н	CM Level	of Service	9		В			
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			61.0	St	ım of lost	time (s)			8.0			
Intersection Capacity Utilization	1		71.4%			of Service			C			
Analysis Period (min)			15						_			
c Critical Lane Group												

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Movement	EBL	JEBT .	EBR.	WBL.	WBT	WBR	NBL.	NBT.	NBR	SBL	SBT	SBR
Lane Configurations		⋪			4			4			4	
Volume (veh/h)	124	126	189	26	128	64	39	275	153	87	633	172
Sign Control		Stop			Stop			Free			Free	
Grade	0.05	0%	0.05	0.05	0%	0.05	0.05	0%	0.05		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph) Pedestrians	131	133	199	27	135	67	41	289	161	92	666	181
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)								110110			110110	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1527	1473	757	1657	1483	370	847			451		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1527	1473	757	1657	1483	370	847			451		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2.2			2.2		
p0 queue free %	0	0	51	0	0	90	95			92		
cM capacity (veh/h)	0	109	406	0	104	680	781			1099		
Direction, Lane:#	EB1	WB 1 :	NB 1	SB _J I _{sk}	Aracka S	i de la filosofia			X-1069 Z 15			
Volume Total	462	229	492	939								
Volume Left	131	27	41	92								
Volume Right	199	67	161	181								
cSH	_0	_0	781	1099								
Volume to Capacity	Err	Err	0.05	0.08								
Queue Length 95th (ft)	Err	Err	4	7								
Control Delay (s) Lane LOS	Err F	Err F	1.5	2.1								
Approach Delay (s)	Err	Err	A 1.5	A 2.1								
Approach LOS	F	F	1.0	۷.۱								
Intersection Summary		VERN CAR S							7 TH 1 - 1 P	5 15 EUR E	nas nina _{nas} i	FE 23
Average Delay	ut vin Fer 194 og ster 1940.	reson sibility do	Err	ional (1996) de la coloria.	trockfulli Published	a production of the second	<u> Royal Sauleni</u>	a. 新加州BT模型	<u>ตร์โดย จนางให้สะบานได้</u>	ra tali cashirilisi nd	newsfort office do	15 (18 og 17 f
Intersection Capacity Utilizatio	n	1	13.7%	IC	U Level o	f Service			Н			
Analysis Period (min)		,	15	.0					••			
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Movement	EBL	EBT	: ŒBR.	. WBL	WBT	WBA	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Part Book Control	43	The second second second	a providence of the second	4		ሻ	þ	ALL PROPER MARIE PARKETS	K	ĵ	4 11:26/207-22-21
Volume (vph)	124	126	189	26	128	64	39	275	153	87	633	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	0.95		1.00	0.97	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1477			1479		1736	1512		1736	1652	
Flt Permitted		0.81			0.93		0.10	1.00		0.40	1.00	
Satd. Flow (perm)		1220			1387		191	1512		728	1652	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	131	133	199	27	135	67	41	289	161	92	666	181
RTOR Reduction (vph)	0	30	0	0	17	0	0	23	0	0	11	0
Lane Group Flow (vph)	0	433	0	0	212	0	41	427	0	92	836	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.5			32.5		45.8	45.8		45.8	45.8	
Effective Green, g (s)		32.5			32.5		45.8	45.8		45.8	45.8	
Actuated g/C Ratio		0.38			0.38		0.53	0.53		0.53	0.53	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		459			522		101	802		386	877	
v/s Ratio Prot		0.05						0.28			c0.51	
v/s Ratio Perm		c0.35			0.15		0.21	0.50		0.13	0.05	
v/c Ratio		0.94			0.41		0.41	0.53		0.24	0.95	
Uniform Delay, d1		26.0			19.8		12.1	13.3		10.9	19.2	
Progression Factor		1.00 28.1			1.00		1.00	1.00		1.00	1.00	
incremental Delay, d2 Delay (s)		26.1 54.1			0.5 20.3		2.7	0.7		0.3	19.9	
Level of Service		54.1 D			20.3 C		14.8 B	13.9 B		11.2 B	39.1 D	
Approach Delay (s)		54.1			20.3		В	14.0		Ð	36.4	
Approach LOS		D . 1			20.S C			14.0 B			30.4 D	
Intersection Summary			7 1880 IS						3 14722 U	Be Well	14.00 14.000	
HCM Average Control Delay	2 191 <u>2</u> 2 4 5.	3 8 2 12 8 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1	33.3	H(CM Leve	of Service)	5 14 5 1 826 N - 515	С	- FV************************************	ider <u>burgaren</u>	<u> </u>
HCM Volume to Capacity ratio			0.95				-		•			
Actuated Cycle Length (s)			86.3	Su	ım of los	t time (s)			8.0			
Intersection Capacity Utilization			97.6%			of Service			F			
Analysis Period (min)			15						-			
c Critical Lane Group												
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Movement	EBL	EBT	EBR	: WBL	WBT	WBR	NBL .	NBT	: NBR	SBL	SBT	SBR
Lane Configurations		€ Î	7		4	7	ሻ			ሻ	₽	
Volume (vph)	124	126	189	26	128	64	39	275	153	87	633	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.95		1.00	0.97	
Fit Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1468	1568		1479	1615	1736	1512		1736	1652	
Flt Permitted		0.77	1.00		0.93	1.00	0.13	1.00		0.42	1.00	
Satd. Flow (perm)		1159	1568		1383	1615	246	1512		769	1652	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	131	133	199	27	135	67	41	289	161	92	666	181
RTOR Reduction (vph)	0	0	133	0	0	45	0	25	0	0	13	0
Lane Group Flow (vph)	0	264	66	0	162	22	41	425	0	92	834	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		22.4	22.4		22.4	22.4	37.6	37.6		37.6	37.6	
Effective Green, g (s)		22.4	22.4		22.4	22.4	37.6	37.6		37.6	37.6	
Actuated g/C Ratio		0.33	0.33		0.33	0.33	0.55	0.55		0.55	0.55	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		382	517		456	532	136	836		425	913	
v/s Ratio Prot								0.28			c0.51	
v/s Ratio Perm		c0.23	0.04		0.12	0.01	0.17			0.12		
v/c Ratio		0.69	0.13		0.36	0.04	0.30	0.51		0.22	0.91	
Uniform Delay, d1		19.8	16.0		17.3	15.5	8.2	9.4		7.7	13.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.3	0.1		0.5	0.0	1.3	0.5		0.3	13.3	
Delay (s)		25.1	16.1		17.8	15.5	9.4	9.9		8.0	27.1	
Level of Service		C	В		В	В	Α	Α		Α	С	
Approach Delay (s)		21.2			17.1			9.9			25.2	
Approach LOS		С			В			Α			С	
Intersection Summary												ty.
HCM Average Control Delay			19.9	H	CM Level	of Servic	е		В			
HCM Volume to Capacity ratio	ı		0.83									
Actuated Cycle Length (s)			68.0		ım of lost				8.0			
Intersection Capacity Utilizatio	n		82.1%	IC	U Level c	of Service			Е			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement :	EBL	EBT	EBR	.WBL -	.WBT	WBR.	NBL .	NBT.	NBR	∂ SBL	. SBT	SBR
Lane Configurations		4			4			4			4	
Volume (veh/h)	17	_ 17	36	8	45	113	23	250	7	8	242	22
Sign Control		Stop			Stop			Free			Free	
Grade	o - 4	0%	0.50		0%			0%			0%	
Peak Hour Factor	0.71	0.85	0.56	0.67	0.63	0.74	0.64	0.87	0.58	0.50	0.85	0.69
Hourly flow rate (vph) Pedestrians	24	20	64	12	71	153	36	287	12	16	285	32
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	886	704	301	772	714	293	317			299		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	000	704	004	770		000	0.47			000		
vCu, unblocked vol	886 7.3	704 6.5	301	772	714	293	317			299		
tC, single (s) tC, 2 stage (s)	7.3	0.0	6.2	7.1	6.5	6.2	4.1			4.1		
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 gueue free %	85	94	91	96	79	80	97			99		
cM capacity (veh/h)	161	349	737	270	345	746	1255			1273		
Direction Lane #	EBI	WB1.	NB1	SB 1	30.24		in in the second	Weich.	E.S. T.	0.9 02	Franks.	
Volume Total	108	236	335	333	3412 (1976 A 1966) Property	in Andrewski	Control Control	aganggala setia dalah	na manganganga	SAS PERSONS	≠288 ika WestXeirda	Halmindilipat S. H.
Volume Left	24	12	36	16								
Volume Right	64	153	12	32								
cSH	369	517	1255	1273								
Volume to Capacity	0.29	0.46	0.03	0.01								
Queue Length 95th (ft)	30	59	2	1								
Control Delay (s)	18.7	17.7	1.1	0.5								
Lane LOS	C	C	Α	Α								
Approach Delay (s) Approach LOS	18.7 C	17.7 C	1.1	0.5								
		engos su coloni	en volument of the second	nya anna ar me, wey a	ong a service a sing of the service	n skin tagenton navyos	5 25 5 6 40 W		and page of the magnetic of		ray and the second of the second	er in our
Intersection Summary	in Line water Thirty	in Marin State State .	D. Admirio	Ales Santa a Cal	Carlon 16			in walks.	(A) (A)	Shipa Vajiki	er Statement	12.5
Average Delay	.n		6.7	10	lllassal-	I Canda-			А			
Intersection Capacity Utilization Analysis Period (min)) I t		41.3% 15	IC	U Level o	i pelvice			Α			
Analysis reliou (IIIIII)			15									

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Movement	EBL	EBT	EBR	WBL	:WBT	WBR.	NBL:	NBT	NBR	ŚBL	SBT	SBR
Lane Configurations		4			4	.,		4			4	
Volume (veh/h)	19	20	38	38	52	132	23	250	7	14	256	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	22	41	41	57	143	25	272	8	15	278	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)											h 1	
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked vC, conflicting volume	820	652	292	700	661	276	305			279		
vC1, stage 1 conf vol	620	002	292	700	001	270	300			219		
vC2, stage 2 conf vol												
vCu, unblocked vol	820	652	292	700	661	276	305			279		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	. 10	0.0	0.2	•••	0.0	J,_	•••					
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	94	94	87	85	81	98			99		
cM capacity (veh/h)	194	378	745	314	373	763	1267			1295		
Direction Lane #	EBA)	WB1	NB.1	SB 1		istri.			ALLE SERVE	an Sant A		
Volume Total	84	241	304	321								
Volume Left	21	41	25	15								
Volume Right	41	143	8	27								
cSH	381	512	1267	1295								
Volume to Capacity	0.22	0.47	0.02	0.01								
Queue Length 95th (ft)	21	62	2	1								
Control Delay (s)	17.1	18.1	0.8	0.5								
Lane LOS	C	C	Α	Α								
Approach Delay (s)	17.1	18.1	8.0	0.5								
Approach LOS	С	C										
Intersection Summary		ksinsing()		er en dateur		2. 17 157178 14-4 - \$4. 3	e, arta era Kawasan			ga orden seve Zaniyal yayası o		on Variant
Average Delay			6.5									
Intersection Capacity Utilization	1		44.1%	IC	U Level o	f Service			Α			
Analysis Period (min)			15									

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Movement :	ĒBL	EBT	EBR.	WBL.	.wbt.	WBR	NBL	:NBT	NBR	SBL	SBT	SBA
Lane Configurations		ф			4			44>			4	,
Volume (veh/h)	42	63	105	77	111	171	97	536	53	31	420	81
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	44	66	111	81	117	180	102	564	56	33	442	85
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1585	1374	485	1490	1389	592	527			620		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	4505	4074	405	4400	1000	500				200		
vCu, unblocked vol	1585	1374	485	1490	1389	592	527			620		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	3.7	4.0	0.0	0.5	4.0	0.0	0.0			0.0		
tF (s) p0 queue free %	3.7 0	4.0 48	3.3 81	3.5	4.0 7	3.3 64	2.2 90			2.2 97		
cM capacity (veh/h)	9	128	580	0 4 5	126	506						
					1 20 	OUC	1050	usedowaez weznie w	TOTAL SERVICES CONTRACTOR	970	ae-maranya yangga	oratea transfer
Direction, Lane #	EB1		NB 1	SB1				ALCOHOL: YOU			The Section of the Control of the Co	54424N35N
Volume Total	221	378	722	560								
Volume Left	44 111	81	102	33								
Volume Right cSH	38	180 122	56 1050	85 970								
Volume to Capacity	5.83	3.09	0.10	0.03								
Queue Length 95th (ft)	5.65 Err	5.09 Err	0.10	3								
Control Delay (s)	Err	Err	2.4	0.9								
Lane LOS	F	F	Α.	0.5 A								
Approach Delay (s)	Err	Err	2.4	0.9								
Approach LOS	F	F	L	0.0								
Intersection Summary			ng roga sa kalawan Manada kalawan Silo		gapisa ya m Mariota Tibo						2.W 334	
Average Delay	- 20 20 2 AS 140	es proportion of the Control of the Control	3185.0	and the second of the second of	vests made limited	okus 1902 - 1905 - 1914 Sapring 1905	and the contribution of the S	TRANSPORTER STATE	sussing the NAME.	<u>enger a Volget (2</u>	general distinction	C1000 15850 250
Intersection Capacity Utilization	n		99.3%	IC	U Level o	f Service			F			
Analysis Period (min)			15						-			
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Movement	ËBL	EBT	EBR	. WBL.		WBR	NBL	2 NBT	NBR.	SBL	SBT	SBR
Lane Configurations		4			44		Ť	4		ች	- ↑	
Volume (vph)	42	63	105	77	111	171	97	536	53	31	420	81
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.99		1.00	0.98	
Fit Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1558			1568		1805	1675		1805	1688	
Flt Permitted		0.89			0.90		0.24	1.00		0.36	1.00	
Satd. Flow (perm)		1403			1424		449	1675		691	1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	66	111	81	117	180	102	564	56	33	442	85
RTOR Reduction (vph)	0	43	0	0	38	0	0	4	0	0	8	0
Lane Group Flow (vph)	0	178	0	0	340	0	102	616	0	33	519	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.4			20.4		32.6	32.6		25.6	25.6	
Effective Green, g (s)		20.4			20.4		32.6	32.6		25.6	25.6	
Actuated g/C Ratio		0.33			0.33		0.53	0.53		0.42	0.42	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		469			476		307	895		290	708	
v/s Ratio Prot							0.02	c0.37			0.31	
v/s Ratio Perm		0.13			c0.24		0.16			0.05		
v/c Ratio		0.38			0.71		0.33	0.69		0.11	0.73	
Uniform Delay, d1		15.5			17.8		9.0	10.5		10.8	14.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			5.0		0.6	2.2		0.2	3.9	
Delay (s)		16.0			22.8		9.6	12.7		11.0	18.8	
Level of Service		В			C		Α	В		В	В	
Approach Delay (s)		16.0			22.8			12.2			18.3	
Approach LOS	ins man	В		e a vaci on ector	С	arra en en en en	agus au constant	В			В	a vicens and
Intersection Summary	Service Ka						<u> </u>	ing the land				2.00.
HCM Average Control Delay			16.6	H	CM Level	of Service	е		В			
HCM Volume to Capacity ratio			0.70	_								
Actuated Cycle Length (s)			61.0		ım of lost				8.0			
Intersection Capacity Utilization			73.0%	IC	U Level c	t Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	ÆBL	∌EB∏.	EBR.	: WBL:	WBT	-WBR	NBL	\$ NBT	NBR	∘\SBL:/	SBT	SBR
Lane Configurations		र्स	7		र्ब	7	ሻ	1>		ሻ	eĵ	
Volume (vph)	42	63	105	77	111	171	97	536	53	31	420	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.98	
Fit Protected		0.98	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1622	1568		1676	1583	1805	1675		1805	1688	
Flt Permitted		0.83	1.00		0.83	1.00	0.26	1.00		0.43	1.00	
Satd. Flow (perm)		1376	1568		1426	1583	496	1675		816	1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	66	111	81	117	180	102	564	56	33	442	85
RTOR Reduction (vph)	0	0	82	0	0	134	0	4	0	0	9	0
Lane Group Flow (vph)	0	110	29	0	198	46	102	616	0	33	518	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		13.6	13.6		13.6	13.6	31.3	31.3		23.5	23.5	
Effective Green, g (s)		13.6	13.6		13.6	13.6	31.3	31.3		23.5	23.5	
Actuated g/C Ratio		0.26	0.26		0.26	0.26	0.59	0.59		0.44	0.44	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		354	403	•	367	407	388	991		362	750	
v/s Ratio Prot							0.02	c0.37			c0.31	
v/s Ratio Perm		0.08	0.02		c0.14	0.03	0.14			0.04		
v/c Ratio		0.31	0.07		0.54	0.11	0.26	0.62		0.09	0.69	
Uniform Delay, d1		15.9	14.9		16.9	15.0	6.3	7.0		8.5	11.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5	0.1		1.5	0.1	0.4	1.2		0.1	2.7	
Delay (s)		16.4	14.9		18.5	15.2	6.6	8.2		8.6	14.5	
Level of Service		В	В		В	В	Α	Α		Α	В	
Approach Delay (s)		15.7			16.9			8.0			14.2	
Approach LOS		В			В			Α			В	
Intersection:Summary						erene Madrid C.C		raciona Phase Markettanico	Tiple of			0.55
HCM Average Control Delay			12.5	H	CM Level	of Service	:6		В			
HCM Volume to Capacity ratio)		0.66			2.710			-			
Actuated Cycle Length (s)			52.9	Sı	um of lost	time (s)			12.0			
Intersection Capacity Utilization	n		61.5%		U Level o)		В			
Analysis Period (min)			15						_			
			10									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	. \$BL	SBT	SBR
Lane Configurations		€₽			4			₩			4	
Volume (veh/h)	94	77	137	79	126	176	133	594	56	37	457	99
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	99	81	144	83	133	185	140	625	59	39	481	104
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage Right turn flare (veh)												
Median type								None			Mono	
Median storage veh)								None			None	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1797	1575	533	1731	1598	655	585			684		
vC1, stage 1 conf vol	1107	1010	000	1701	1000	000	000			007		
vC2, stage 2 conf vol												
vCu, unblocked vol	1797	1575	533	1731	1598	655	585			684		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	11	74	0	0	60	86			96		
cM capacity (veh/h)	0	91	545	11	88	466	999			919		
Direction Lane #	EB:1	WB1	NB1	SB 1								
Volume Total	324	401	824	624								
Volume Left	99	83	140	39								
Volume Right	144	185	59	104								
cSH	0	42	999	919								
Volume to Capacity	Err	9.48	0.14	0.04								
Queue Length 95th (ft)	Err	Err	12	3								
Control Delay (s)	Err	Err	3.3	1.1								
Lane LOS	F	F	A	Α								
Approach Delay (s)	Err F	Err	3.3	1.1								
Approach LOS	Г	F										
Intersection Summary			عدوا د النظام المعطول	r. 1906 - 196 Constitue Green	in a color	28.22.1	sio desdu	an adamanan Lan adaman	A. A. J. M. 174.		1.0.27).2945.	
Average Delay			Err			(0						
Intersection Capacity Utilization	l	•	111.8%	IC	U Level o	t Service			Н			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		75	ĵ,		Ĭ,	fə	
Volume (vph)	94	77	137	79	126	176	133	594	56	37	457	99
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	0.99		1.00	0.97	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1537			1573		1805	1678		1805	1683	
Flt Permitted		0.73			0.86		0.19	1.00		0.29	1.00	
Satd. Flow (perm)		1144			1368		365	1678		559	1683	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	81	144	83	133	185	140	625	59	39	481	104
RTOR Reduction (vph)	0	33	0	0	35	0	0	4	0	0	9	0
Lane Group Flow (vph)	0	291	0	0	366	0	140	680	0	39	576	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		24.5			24.5		37.8	37.8		30.1	30.1	
Effective Green, g (s)		24.5			24.5		37.8	37.8		30.1	30.1	
Actuated g/C Ratio		0.35			0.35		0.54	0.54		0.43	0.43	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		399			477		272	902		239	721	
v/s Ratio Prot							0.03	c0.41			0.34	
v/s Ratio Perm		0.25			c0.27		0.25			0.07		
v/c Ratio		0.73			0.77		0.51	0.75		0.16	0.80	
Uniform Delay, d1		20.0			20.4		11.3	12.6		12.4	17.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.7			7.3		1.6	3.6		0.3	6.2	
Delay (s)		26.8			27.7		13.0	16.3		12.7	23.6	
Level of Service		С			С		В	В		В	C	
Approach Delay (s)		26.8			27.7			15.7			23.0	
Approach LOS		С			С			В			С	
Intersection Summary								Augus.		n a mer Ministratia		
HCM Average Control Delay			21.6	H	CM Level	of Servic	е		С			
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			70.3		um of losi				8.0			
Intersection Capacity Utilization			75.6%	IC	U Level	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	ĒBT.	EBR	. WBL	WBT	Weh	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		4	7	ሻ	4	in a property in the second	ኝ	Þ	718
Volume (vph)	94	77	137	79	126	176	133	594	56	37	457	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.97	
Fit Protected		0.97	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1570	1568		1678	1583	1805	1678		1805	1683	
Fit Permitted		0.73	1.00		0.82	1.00	0.33	1.00		0.25	1.00	
Satd. Flow (perm)		1184	1568		1400	1583	628	1678		484	1683	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	81	144	83	133	185	140	625	59	39	481	104
RTOR Reduction (vph)	0	0	102	0	0	131	0	6	0	0	13	0
Lane Group Flow (vph)	0	180	42	0	216	54	140	678	0	39	572	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		13.0	13.0		13.0	13.0	23.9	23.9		23.9	23.9	
Effective Green, g (s)		13.0	13.0		13.0	13.0	23.9	23.9		23.9	23.9	
Actuated g/C Ratio		0.29	0.29		0.29	0.29	0.53	0.53		0.53	0.53	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		343	454		405	458	334	893		258	896	
v/s Ratio Prot								c0.40			0.34	
v/s Ratio Perm		0.15	0.03		c0.15	0.03	0.22			0.08		
v/c Ratio		0.52	0.09		0.53	0.12	0.42	0.76		0.15	0.64	
Uniform Delay, d1		13.4	11.6		13.4	11.7	6.3	8.2		5.3	7.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5	0.1		1.4	0.1	0.9	3.8		0.3	1.5	
Delay (s)		14.8	11.7		14.8	11.8	7.2	12.0		5.6	8.9	
Level of Service		В	В		В	В	Α	В		Α	Α	
Approach Delay (s)		13.4			13.4			11.2			8.7	
Approach LOS		В			В			В			Α	
Intersection Summary	erre des Museig	teri yazı ili yaşı Teriyadığı Teriyadığı							in ing pase in ing pase in align ap 1			
HCM Average Control Delay			11.2	HO	CM Level	of Servic	е		В			
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			44.9	Su	ım of lost	time (s)			8.0			
Intersection Capacity Utilization	ì		71.6%	IC	U Level c	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Summary

US 13 North Corridor Study

2030 - AM Peak Hour

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



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Movement Summary

US 13 North Corridor Study

2030 - AM Peak Hour

Roundabout

Vehicle Movements

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

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



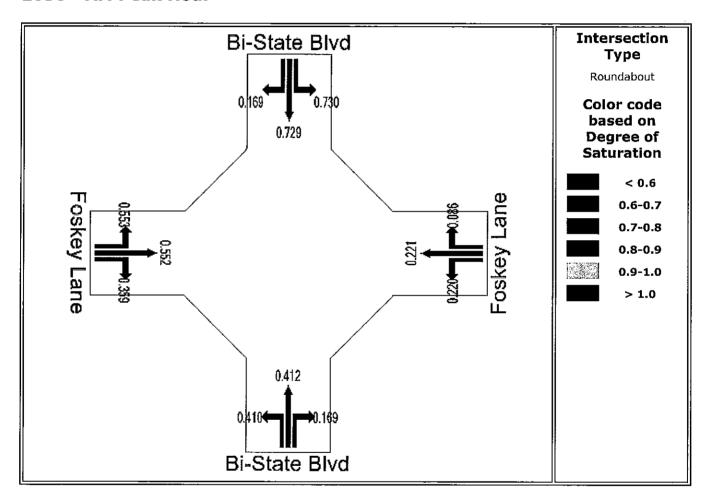
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Degree of Saturation

Demand Volume / Capacity (v/c) ratio

US 13 North Corridor Study

2030 - AM Peak Hour





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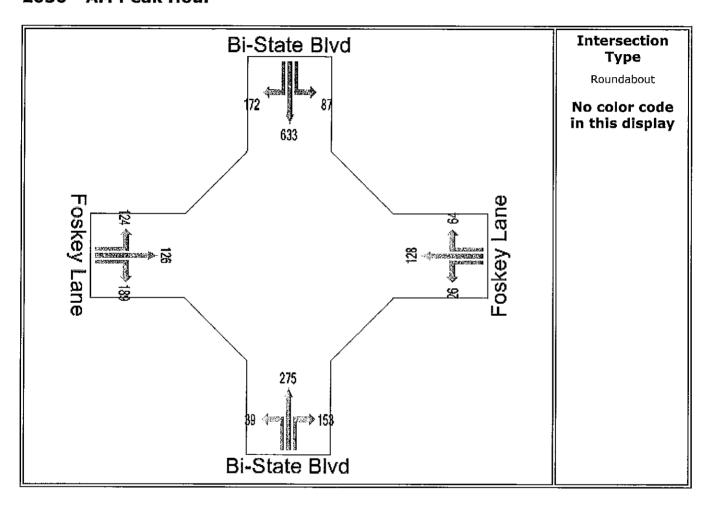


Input Volumes

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

US 13 North Corridor Study

2030 - AM Peak Hour





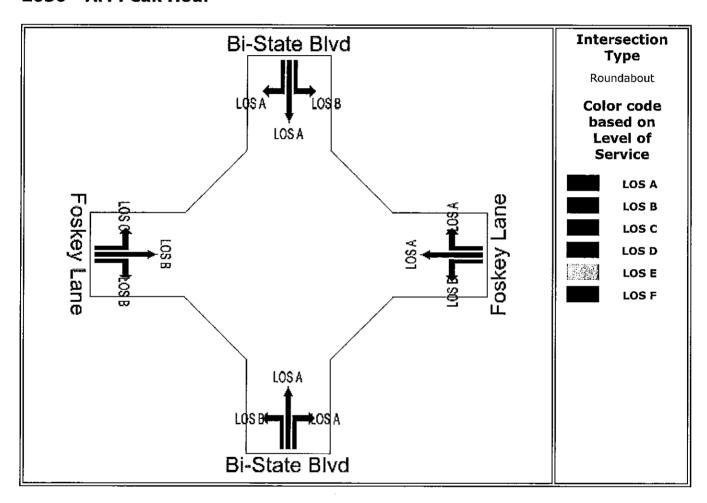
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Level of Service

Based on Delay (HCM method)

US 13 North Corridor Study

2030 - AM Peak Hour





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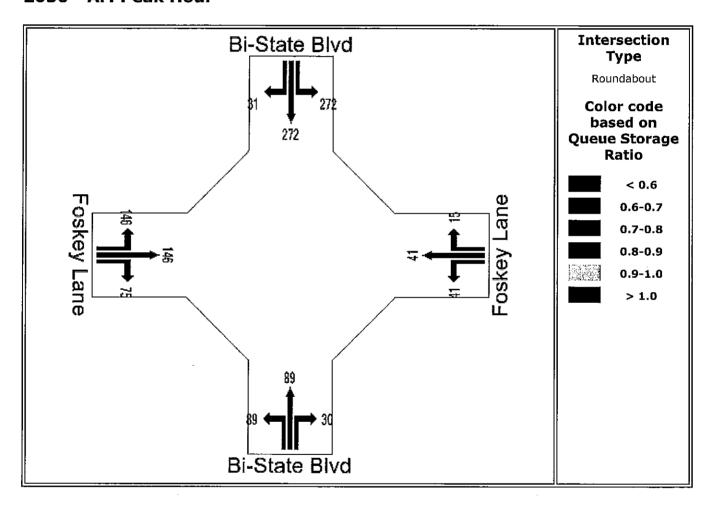


Queue Distance

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

US 13 North Corridor Study

2030 - AM Peak Hour





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

Intersection Summary

US 13 North Corridor Study

2030 - PM Peak Hour

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

US 13 North Corridor Study

2030 - PM Peak Hour

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
Bi-State B	lvd	- · · · · · · · · · · ·								
3L	L	140	2.1	0.757	17.0	LOS B	310	0.85	0.81	27.3
8T	Т	625	2.1	0.757	9.7	LOS A	310	0.85	0.76	30.5
8R	R	59	1.7	0.052	6.6	LOS A	9	0.29	0.49	32.6
Approach		825	2.1	0.757	10.7	LOS B	310	0.81	0.75	30.0
Foskey Laı	1e									
1L	L	83	2,4	0.506	24.1	LOS C	126	0.95	1.06	24.1
6T	Т	133	2.3	0.506	16.8	LOS B	126	0.95	1.05	26.8
6R	R	185	2.2	0.341	12.0	LOS B	71	0.84	0.89	29.6
Approach		402	2.2	0.505	16.1	LOS B	126	0.90	0.98	27.4
Bi-State Bl	vd	•								•
7L	L	39	2.6	0.629	17.7	LOS B	191	0.81	0.90	27.0
4T	Т	481	2.1	0.630	10.4	LOS B	191	0.81	0.84	30.7
4R	R	104	1.9	0.113	7.7	LOS A	19	0.47	0.58	31.8
Approach		624	2.1	0.630	10.4	LOS B	191	0.75	0.80	30.6
Foskey Lar	1e									
5L	L	99	2.0	0.293	17.1	LOS B	59	0.77	0.87	27.3
2 T	Т	81	2.5	0.293	9.8	LOS A	59	0.77	0.81	30.9
2R	R	1.44	2.1	0.222	10.2	LOS B	43	0.72	0.77	30.7
Approach		324	2.2	0.293	12.2	LOS B	59	0.74	0.81	29.6
	s	**								

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

9/18/2009

- Density for continuous movement



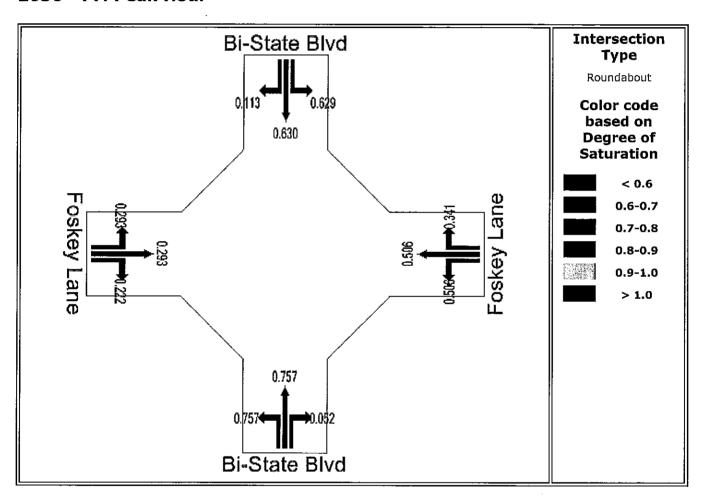
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Degree of Saturation

Demand Volume / Capacity (v/c) ratio

US 13 North Corridor Study

2030 - PM Peak Hour





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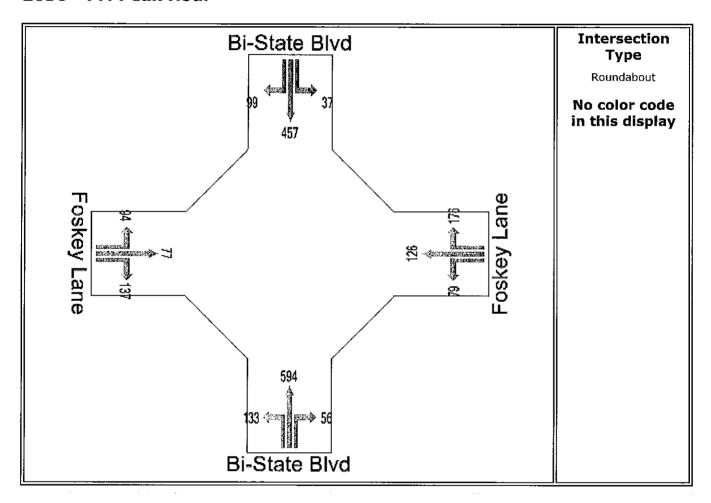


Input Volumes

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

US 13 North Corridor Study

2030 - PM Peak Hour





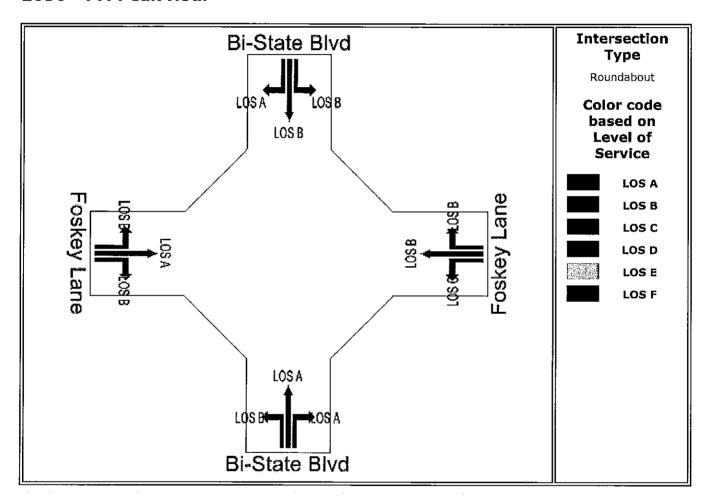
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Level of Service

Based on Delay (HCM method)

US 13 North Corridor Study

2030 - PM Peak Hour





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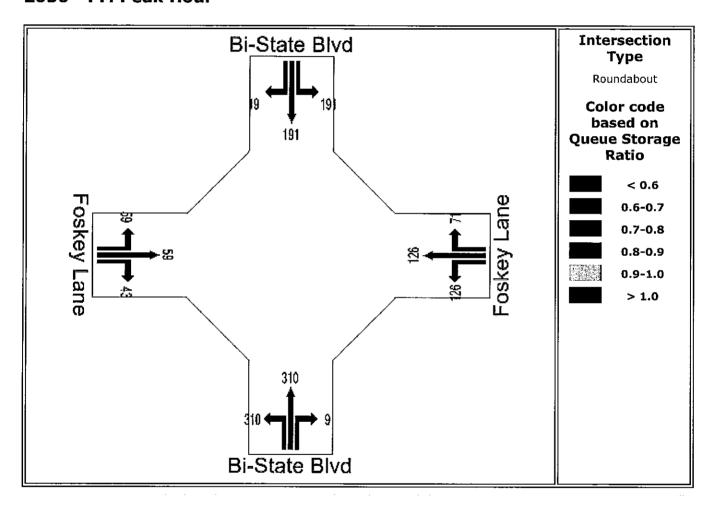


Queue Distance

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

US 13 North Corridor Study

2030 - PM Peak Hour





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

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Movement	EBL	Z EBT	EBR:	WBL	WBT		NBE	NBT :	NBR .	SBL	SBT	SBP
Lane Configurations	ሻ	4			4	77		4	7 ^e		4	7
Volume (vph)	55	195	25	5	116	400	10	32	18	651	32	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.98			1.00	0.85		1.00	0.85		1.00	0.85
Fit Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1392	1569			1499	2814		1678	1524		1756	1323
Fit Permitted	0.57	1.00	•		0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	833	1569			1483	2814		1678	1524		1756	1323
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	205	26	5	122	421	11	34	19	685	34	45
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	16	0	0	21
Lane Group Flow (vph)	58	227	0	0	127	421	0	45	3	0	719	24
Heavy Vehicles (%)	21%	12%	4%	20%	18%	1%	30%	6%	6%	3%	9%	18%
Turn Type	Perm			Perm		Free	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		Free			2			6
Actuated Green, G (s)	21.8	21.8			21.8	120.0		21.2	21.2		65.0	65.0
Effective Green, g (s)	21.8	21.8			21.8	120.0		21.2	21.2		65.0	65.0
Actuated g/C Ratio	0.18	0.18			0.18	1.00		0.18	0.18		0.54	0.54
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	151	285			269	2814		296	269		951	717
v/s Ratio Prot		c0.14						0.03			c0.41	
v/s Ratio Perm	0.07				0.09	c0.15			0.00			0.02
v/c Ratio	0.38	0.80			0.47	0.15		0.15	0.01		0.76	0.03
Uniform Delay, d1	43.2	47.0			43.9	0.0		41.8	40.8		21.3	12.8
Progression Factor	1.00	1.00			1.17	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6	14.2			0.8	0.1		1.1	0.1		5.6	0.1
Delay (s)	44.8	61.2			52.0	0.1		42.9	40.8		26.9	12.9
Level of Service	D	_ E			D	Α		D	D		C	В
Approach Delay (s)		57.9			12.1			42.3			26.1	
Approach LOS		E			В			D			С	
Intersection Summary		بمع فال الرجال الأولى							14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	en Filosofi	e alan di sesa	
HCM Average Control Delay			27.6	H	CM Level	of Service	€		С			
HCM Volume to Capacity ratio)		0.63									
Actuated Cycle Length (s)			120.0		um of lost	, ,			8.0			
Intersection Capacity Utilization	n		62.9%	IC	U Level of	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	(EBT)	EBR	.WBL	WBT	WBR:	NBL	NBT	NBR	- SBL	:SBT	SBR
Lane Configurations	75	f)			ર્ન	77		4	7		4	7
Volume (vph)	64	229	25	5	163	440	10	32	18	711	32	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.99			1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1392	1571			1500	2814		1678	1524		1756	1323
Fit Permitted	0.47	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	693	1571			1488	2814		1678	1524		1756	1323
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	241	26	5	172	463	11	34	19	748	34	54
RTOR Reduction (vph)	0	3	0	0	0	370	0	0	17	0	0	23
Lane Group Flow (vph)	67	264	0	0	177	93	0	45	2	0	782	32
Heavy Vehicles (%)	21%	12%	4%	20%	18%	1%	30%	6%	6%	3%	9%	18%
Turn Type	Perm			Perm		Perm	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	24.1	24.1			24.1	24.1		13.9	13.9		70.0	70.0
Effective Green, g (s)	24.1	24.1			24.1	24.1		13.9	13.9		70.0	70.0
Actuated g/C Ratio	0.20	0.20			0.20	0.20		0.12	0.12		0.58	0.58
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	139	316			299	565		194	177		1024	772
v/s Ratio Prot		c0.17						c0.03			c0.45	
v/s Ratio Perm	0.10				0.12	0.03			0.00			0.02
v/c Ratio	0.48	0.83			0.59	0.16		0.23	0.01		0.76	0.04
Uniform Delay, d1	42.4	46.0			43.5	39.6		48.2	47.0		18.8	10.7
Progression Factor	1.00	1.00			0.20	0.08		1.00	1.00		1.00	1.00
Incremental Delay, d2	2.6	17.0			2.2	0.1		2.8	0.1		5.4	0.1
Delay (s)	45.0	63.1			10.7	3.5		51.0	47.1		24.2	10.8
Level of Service	D	E			В	Α		D	D		С	В
Approach Delay (s)		59.5			5.5			49.8			23.3	
Approach LOS		Ε			Α			D			С	
Intersection/Summary				Magazi								
HCM Average Control Delay			24.6	H	CM Level	of Service			С			
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0	Şu	ım of lost	time (s)			12.0			
Intersection Capacity Utilization	n		80.2%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	•	→	*	•	+	4	1	†	<i>></i>	-	↓	4
Movement 4 1	EBL ₃	EBT	/ EBR	WBL	WBT	WBR	NBL	NBT.	≥ NBR (2 SBL	SBT	SBR
Lane Configurations	14	<u></u>			ની	7 7		4	7		4	7
Volume (vph)	46	193	18	7	211	554	15	36	4	547	14	53
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.99			1.00	0.85		1.00	0.85		1.00	0.85
Fit Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1291	1689			1673	2814		1738	1 6 15		1760	1459
Fit Permitted	0.35	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	476	1689			1659	2814		1738	1615		1760	1459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	203	19	7	222	583	16	38	4	576	15	56
RTOR Reduction (vph)	0	3	0	0	0	469	0	0	3	0	0	28
Lane Group Flow (vph)	48	219	0	0	229	114	0	54	1	0	591	28
Heavy Vehicles (%)	30%	4%	0%	0%	6%	1%	0%	11%	0%	3%	0%	7%
Bus Blockages (#/hr)	1	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm		Perm	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	23.4	23.4			23.4	23.4		24.6	24.6		60.0	60.0
Effective Green, g (s)	23.4	23.4	-		23.4	23.4		24.6	24.6		60.0	60.0
Actuated g/C Ratio	0.19	0.19			0.19	0.19		0.20	0.20		0.50	0.50
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	93	329			324	549		356	331		880	730
v/s Ratio Prot		0.13						c0.03			c0.34	
v/s Ratio Perm	0.10				c0.14	0.04			0.00			0.02
v/c Ratio	0.52	0.66			0.71	0.21		0.15	0.00		0.67	0.04
Uniform Delay, d1	43.2	44.7			45.1	40.5		39.1	37.9		22.6	15.3
Progression Factor	1.00	1.00			0.23	0.15		1.00	1.00		1.00	1.00
Incremental Delay, d2	4.8	5.0			4.2	0.1		0.9	0.0		4.1	0.1
Delay (s)	48.0	49.7			14.6	6.2		40.0	38.0		26.7	15.4
Level of Service	D	D			В	Α		D	D		С	В
Approach Delay (s)		49.4			8.6			39.9			25.7	
Approach LOS		D			Α			D			С	
Intersection Summary.		1017977		Committee of	ac Isma	aca asatasa	in the second	Jana Gert	ofere to the Lower flow wa		va basa	reason y
HCM Average Control Delay			22.0	H	CM Level	of Service	€		С			
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			120.0		um of lost				12.0			
Intersection Capacity Utilization	า		70.4%	IC	U Level o	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT:	: EBR	. WBL:	.WBT.	WBR	NBL.	NBT.	NBR.	SBL	, SBT,	§8₿R
Lane Configurations	ሻ	4			4	7474		4	آخ		स	7
Volume (vph)	55	242	18	7	245	612	15	36	4	590	14	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	.10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor Frt	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Fit Protected	1.00 0.95	0.99 1.00			1.00 1.00	0.85 1.00		1.00 0.99	0.85 1.00		1.00	0.85
Satd. Flow (prot)	1291	1692			1673	2814		1738	1615		0.95 1760	1.00 1459
Fit Permitted	0.31	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	423	1692			1659	2814		1738	1615		1760	1459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	255	19	7	258	644	16	38	4	621	15	65
RTOR Reduction (vph)	0	2	0	0	0	506	0	0	3	0_0	0	33
Lane Group Flow (vph)	58	272	Ö	0	265	138	Ō	54	1	Ö	636	33
Heavy Vehicles (%)	30%	4%	0%	0%	6%	1%	0%	11%	0%	3%	0%	7%
Bus Blockages (#/hr)	1	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm		Perm	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	25.7	25.7			25.7	25.7		22.3	22.3		60.0	60.0
Effective Green, g (s)	25.7	25.7			25.7	25.7		22.3	22.3		60.0	60.0
Actuated g/C Ratio	0.21	0.21			0.21	0.21		0.19	0.19		0.50	0.50
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	91	362			355	603		323	300		880	730
v/s Ratio Prot	0.14	c0.16			0.40	0.05		c0.03	0.00		c0.36	0.00
v/s Ratio Perm v/c Ratio	0.14 0.64	0.75			0.16 0.75	0.05		0.17	0.00		0.70	0.02
Uniform Delay, d1	42.9	0.75 44.1			44.1	0.23 39.0		0.17 41 .0	0.00 39.8		0.72 23.5	0.04
Progression Factor	1.00	1.00			0.71	1.45		1.00	1.00		1,00	15.3 1.00
Incremental Delay, d2	13.7	8.5			4.1	0.1		1.1	0.0		5.1	0.1
Delay (s)	56.6	52.6			35.6	56.5		42.2	39.8		28.6	15.5
Level of Service	E	D			D	E		D	D		C	В
Approach Delay (s)	_	53.3			50.4	_		42.0	_		27.4	_
Approach LOS		D			D			D			C	
Intersection Summary		erack Seamon		(1) Wall		i (Teologica) William William (Maria	arangangan Makangan	Tarana Tarana	resident (f. 1838) Mandar (f. 1848)		o gregoria	
HCM Average Control Delay			42.6	Н	CM Level	of Service)		D			
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			120.0		ım of lost				12.0			
Intersection Capacity Utilization)		77.2%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX C

Trip Assignment for Table 1
And Table 2 Developments

TRIP GENERATION TOTALS	Morn	ing Pea	k Hour	Even	ing Peal	Hour
	In	Out	Total	In	Out	Total
Delmar, MD						
1. Pheasant Lake 50% SFUs, 50	% TUs					
0 residential units (ITE-210, ITE-2	30) 0	0	0	0	0	0
2. Delmar Public Safety Facility						
0 sf General Office (ITE-7	10) 0	0	0	0	0	0
3. Foskey Lane Business Park 13	3.7 acres, F	AR 0.2				
119,400 sq.ft. Bus. Park. (ITE-7	70) 143	27	170	41	137	178
4. Bank of Delmarva						
2,600 sq.ft. drive-in bank (ITE-9	12) 18	14	32	59	60	119
less 50% passby to	rips <u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>
net new to	rips 9	7	16	29	30	59
5. Kiteel Estates						
83 Single-Family Detached Units (ITE-2	10) 15	47	62	53	31	84
6. Heron Pond						
42 Single-Family Detached Units (ITE-2	10) 8	24	32	26	16	42
7. Light Square Auto Dealership						
14,226 sf New Car Sales (ITE-8	41) 21	8	29	14	23	37
8. Delmar Gateway Annexation 9.	15 acres; FA	AR 0.26;	50% Gen	eral Offi	ce, 50%	Retail
51,800 sf General Office (ITE-7	10) 98	13	111	13	64	77
51,800 sq.ft. sf retail (ITE-8	20) 63	41	104	196	213	409
less 50% passby to	rips <u>-32</u>	<u>-20</u>	<u>-52</u>	<u>-98</u>	<u>-107</u>	-205
net new to	rips 129	34	163	111	170	281
9. Hynansky Commercial Property 0 a	acres; FAR	0.2; 50%	General	Office, 5	50% Reta	iil
00 sf General Office (ITE-7	10) 0	0	0	0	0	0
00 sf retail (ITE-8	20) 0	0	0	0	0	0
less 35% passby to	rips <u>0</u>	0	0	0	0	0
net new tr	rips 0	0	0	0	0	0
10. Hynansky Residential Property						
0 Townhouse Units (ITE-2	30) 0	0	0	0	0	0



EXHIBIT C-1
TRIP GENERATION RATES AND TOTALS
FOR DELMAR, MD - TABLE 1 2010 DEVELOPMENTS

TRIP CENERATION TOTAL C						
RIP GENERATION TOTALS	200	ing Peal				
Callabarra, MA	In	Out	Total	ln	Out	Total
Salisbury, MD						
	FUs, 50	% MFUs	3			
0 residential units (ITE-210, ITE-230)	0	0	0	0	0	0
0 sq.ft. retail (ITE-820)	0	0	0	0	0	0
less 50% passby trips	0	0	0	0	0	0
net new trips	0	0	0	0	0	0
2. Three Creeks						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
3. Dairy Queen						
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	-30	-19	-49	<u>-7</u>	-23	-30
net new trips	29	20	49	-7 7	22	29
4. Addison Court Apartments						
0 Apartment Units (ITE-220)	0	0	0	0	0	0
00 sq.ft. sq. ft. specialty retail (ITE-814)	0	0	0	0		0
less 70% passby trips	0	0	0	0		0
net new retail trips	0	0	0	0	0	0
5. North Pointe Commons						
0 Apartment Units (ITE-220)	0	0	0	0	0	0
6. Martin's Mill	Ü	0	0	Ü	o	O
0 Townhouse Units (ITE-230)	0	0	0	0	0	0
7. Brown Farm Annextion	O	· ·	· ·	U	O	O
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
0 Townhouse Units (ITE-230)						
o rowiniouse office (TE 200)	0	0	0	0	0	0
8. Villages of Parsons Lake, Sec. 2	U	U	U	O	U	U
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
0 Multi-family Units (ITE-230)	0	0	0	0		0
9. Remainder of Parsons Lake	U	U	U	U	U	U
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
	0	0	0	0		0
0 Multi-family Units (ITE-230)	0	0	0	0	0	0
Total Salisbury Trips	29	20	49	7	22	29
Wicomico County						
1. Chaplin's Cove						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
2. Stonebridge Subdivision		-				
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
3. Essex Ridge, Sec. 5, 6 & 7					-	
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
4. Layfield Subdivision	•	0	0	0	0	U
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
o onigion anni potacilea onito (112-210)	U	U	U	U	0 0 0 0 45 -23 22 0 0 0 0 0 0	U
Total Wicomico Co. Trips	0	0	0	0		0
Total Wicollico Co. 111ps	0	J	0	U	U	U



EXHIBIT C-2 TRIP GENERATION RATES AND TOTALS FOR SALISBURY, WICOMICO CO. TABLE 1 2010 DEVELOPMENTS

TRIP GENERATION TOTALS	Morr	ning Pea	k Hour	Evening Peal		k Hour	
	In	Out	Total	In	Out		
Delmar, DE							
1. Delmar Grove							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
2. Stepenson		0 acres	; FAR 0.2; 1	00% Gen	eral Office	(ITE-710)	
00 sq.ft. General Office (ITE-710)	0	0	0	0	0	0	
3. Chesapeake Bay Reserves							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
4. WhiteTail Run							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
0 Townhouse Units (ITE-230)	0	0	0	0	0	0	
0 residentials units	0	0	0	0	0	0	
5. Hurley							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
6. Yorkshire Estates							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
7. Stillwater							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
8. McDonalds							
3,800 sq.ft. fast food	100	67	167	23	76	99	
less 50% passby trips	-50	-34	-84	-12	-38	<u>-50</u>	
net new trips	50	33	83	11	38	49	
9. Mattress Discount Store							
0 sq. ft. retail (ITE-820)	0	0	0	0	0	0	
10. Fox Run					•	Ü	
0 Townhouse Units (ITE-230)	0	0	0	0	0	0	
Total Salisbury Trips	50	33	83	11	38	49	
			00		30	43	
Sussex County							
Blackwater Creek West Farm							
0 Multi-family Units (ITE-230)	0	0	0	0	0	0	
2. Blackwater Creek South Farm							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
3. Blackwater Creek North Farm							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
0 Multi-family Units (ITE-230)	0	0	0	0	0	0	
00 sq.ft. retail	0	0	0	0	0	0	
less 60% passby trips	0	0	0	0	0	0	
net new trips	0	0	0	0	0	0	
4. Susan Beach Estates							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
5. Northview at Wild Pine CC							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
6. Rantz Farm							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
7. Sealadel Business Park							
0 sq.ft. distribution ctr (ITE-110)	0	0	0	0	0	0	
8. Windmill Estates							
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
Total Sussex Co. Trips	0	0	0	0	0	0	
					-		



EXHIBIT C-3 TRIP GENERATION RATES AND TOTALS FOR DELMAR, DE AND SUSSEX CO. TABLE 1 2010 DEVELOPMENTS

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



EXHIBIT C-4
TRIP GENERATION RATES AND TOTALS
FOR DELMAR, MD - TABLE 1 2020 DEVELOPMENTS

TRIP GENERATION TOTALS	Morn	ing Peak			ng Peal	
	In	Out	Total	In	Out	Total
Salisbury, MD						
1. Jersey RdLockman Annexation 50% S	FUs, 50	% MFUs	;			
105 residential units (ITE-210, ITE-230)	15	51	66	54	32	86
32,100 sq.ft. retail (ITE-820)	20	12	32	58	62	120
less 50% passby trips	-10	<u>-6</u>	-16	-29	<u>-31</u>	-60
net new trips	25	57	82	83	63	146
2. Three Creeks						
264 Single-Family Detached Units (ITE-210)	49	146	195	159	93	252
3. Dairy Queen						
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	<u>-30</u>	<u>-19</u>	<u>-49</u>	<u>-7</u>	<u>-23</u> 22	<u>-30</u>
net new trips	29	20	49	7	22	29
4. Addison Court Apartments						
300 Apartment Units (ITE-220)	30	121	151	119	64	183
11,275 sq.ft. sq. ft. specialty retail (ITE-814)	7	4	11	21	21	42
less 70% passby trips	<u>-5</u>	<u>-3</u>	<u>-8</u>	<u>-15</u>	<u>-14</u>	<u>-29</u>
net new retail trips	2	1	3	6	7	13
5. North Pointe Commons	4.7			6.2		
300 Townhouse Units (ITE-230)	21	103	124	99	49	148
6. Martin's Mill		7.2				
118 Townhouse Units (ITE-230)	9	43	52	35	17	52
7. Brown Farm Annextion						120
50 Single-Family Detached Units (ITE-210)	9	29	38	32	19	51
526 Townhouse Units (ITE-230)	33	162	<u>195</u>	157	<u>78</u>	235
	42	191	233	189	97	286
8. Villages of Parsons Lake, Sec. 2					_	
14 Single-Family Detached Units (ITE-210)	3	8	11	9	5	14
136 Multi-family Units (ITE-230)	10	50	60	40	20	60
9. Remainder of Parsons Lake		404	470	4.40	0.5	004
240 Single-Family Detached Units (ITE-210)	44	134	178	146	85	231
240 Multi-family Units (ITE-230)	18	86	104	82	41	123
Total Salisbury Trips	297	1011	1308	1028	595	1623
Wicomico County						
Chaplin's Cove Single-Family Detached Units (ITE-210)	2	6	8	6	4	10
	2	0	0	O	4	10
2. Stonebridge Subdivision 11 Single-Family Detached Units (ITE-210)	2	6	8	7	4	11
3. Essex Ridge, Sec. 5, 6 & 7	2	0	0	1	4	11
80 Single-Family Detached Units (ITE-210)	15	45	60	51	30	81
4. Layfield Subdivision	13	40	00	31	30	01
16 Single-Family Detached Units (ITE-210)	3	9	12	10	6	16
To onlyie-i airing Detached Office (TTE-210)	3	3	12	10	0	10
Total Wicomico Co. Trips	22	66	88	74	44	118



EXHIBIT C-5 TRIP GENERATION RATES AND TOTALS FOR SALISBURY, WICOMICO CO. TABLE 1 2020 DEVELOPMENTS

	Morn	ing Peal	Hour	Eveni	ng Peak	Hour
	In	Out	Total	In	Out	Tota
Delmar, DE						
1. Delmar Grove						
120 Single-Family Detached Units (ITE-210)	23	71	94	78	46	124
2. Stepenson	13	1.5 acres;	FAR 0.2;	100% Gen	eral Office	(ITE-71
1,146,000 sq.ft. General Office (ITE-710)	1162	158	1320	232	1130	1362
3. Chesapeake Bay Reserves						
478 Single-Family Detached Units (ITE-210)	86	258	344	271	159	430
4. WhiteTail Run						
34 Single-Family Detached Units (ITE-210)	6	20	26	21	13	34
306 Townhouse Units (ITE-230)	21	<u>105</u>	126	100	50	150
340 residentials units	27	125	152	121	63	184
5. Hurley						
60 Single-Family Detached Units (ITE-210)	11	34	45	38	23	61
6. Yorkshire Estates	40	4.40	400	450		
252 Single-Family Detached Units (ITE-210)	46	140	186	152	89	241
7. Stillwater	00	00	400	400		
172 Single-Family Detached Units (ITE-210)	32	98	130	108	63	171
8. McDonalds	400	07	407	00	70	00
3,800 sq.ft. fast food	100	67	167	23	76	99
less 50% passby trips	<u>-50</u>	-34	-84	<u>-12</u>	-38	<u>-50</u>
net new trips 9. Mattress Discount Store	50	33	83	11	38	49
	2	1	3	5	6	11
3,000 retail (ITE-820)	2	1	3	5	0	11
28 Townhouse Units (ITE-230)	2	10	12	8	4	12
Total Salisbury Trips	1441	928	2369	1024	1621	2645
		020		1024	1021	2040
Sussex County			2000	1024	1021	2045
				1024	1021	2043
1. Blackwater Creek West Farm	27					
Blackwater Creek West Farm 403 Multi-family Units (ITE-230)	27	130	157	127	62	189
Blackwater Creek West Farm		130	157	127	62	189
Blackwater Creek West Farm	27 72					
Blackwater Creek West Farm	72	130 218	157 290	127 231	62 135	189 366
Blackwater Creek West Farm	72 39	130 218 116	157 290 155	127 231 128	62 135 75	189 366 203
Blackwater Creek West Farm	72 39 168	130 218 116 61	157 290 155 74	127 231 128 50	62 135 75 24	189 366 203 74
Blackwater Creek West Farm	72 39 168 12	130 218 116 61 8	157 290 155 74 20	127 231 128 50 36	62 135 75 24 39	189 366 203 74 75
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips	72 39 168 12 <u>-7</u>	130 218 116 61 8 -5	157 290 155 74 20 -12	127 231 128 50 36 -22	62 135 75 24 39 -23	189 366 203 74 75 -45
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips	72 39 168 12	130 218 116 61 8	157 290 155 74 20	127 231 128 50 36	62 135 75 24 39	189 366 203 74 75
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates	72 39 168 12 <u>-7</u> 212	130 218 116 61 8 - <u>5</u> 180	157 290 155 74 20 -12 237	127 231 128 50 36 -22 192	62 135 75 24 39 -23 115	189 366 203 74 75 <u>-45</u> 307
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210)	72 39 168 12 <u>-7</u>	130 218 116 61 8 -5	157 290 155 74 20 -12	127 231 128 50 36 -22	62 135 75 24 39 -23	189 366 203 74 75 -45
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC	72 39 168 12 <u>-7</u> 212	130 218 116 61 8 - <u>5</u> 180	157 290 155 74 20 -12 237	127 231 128 50 36 -22 192	62 135 75 24 39 -23 115	189 366 203 74 75 <u>-45</u> 307
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC 154 Single-Family Detached Units (ITE-210)	72 39 168 12 <u>-7</u> 212	130 218 116 61 8 - <u>5</u> 180	157 290 155 74 20 -12 237	127 231 128 50 36 -22 192	62 135 75 24 39 -23 115	189 366 203 74 75 -45 307
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC 154 Single-Family Detached Units (ITE-210) 6. Rantz Farm	72 39 168 12 -7 212 19	130 218 116 61 8 - <u>5</u> 180 58	157 290 155 74 20 -12 237 77	127 231 128 50 36 -22 192 66	62 135 75 24 39 -23 115 38	189 366 203 74 75 -45 307 104
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC 154 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210)	72 39 168 12 <u>-7</u> 212	130 218 116 61 8 - <u>5</u> 180	157 290 155 74 20 -12 237	127 231 128 50 36 -22 192	62 135 75 24 39 -23 115	189 366 203 74 75 <u>-45</u> 307
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC 154 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park	72 39 168 12 -7 212 19 29	130 218 116 61 8 <u>-5</u> 180 58 89	157 290 155 74 20 -12 237 77 118	127 231 128 50 36 -22 192 66 98	62 135 75 24 39 -23 115 38 57	189 366 203 74 75 -45 307 104 155
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC 154 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park 15,000 sq.ft. distribution ctr (ITE-110)	72 39 168 12 -7 212 19	130 218 116 61 8 - <u>5</u> 180 58	157 290 155 74 20 -12 237 77	127 231 128 50 36 -22 192 66	62 135 75 24 39 -23 115 38	189 366 203 74 75 -45 307 104
1. Blackwater Creek West Farm 403 Multi-family Units (ITE-230) 2. Blackwater Creek South Farm 400 Single-Family Detached Units (ITE-210) 3. Blackwater Creek North Farm 208 Single-Family Detached Units (ITE-210) 168 Multi-family Units (ITE-230) 20,000 sq.ft. retail less 60% passby trips net new trips 4. Susan Beach Estates 103 Single-Family Detached Units (ITE-210) 5. Northview at Wild Pine CC 154 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park	72 39 168 12 -7 212 19 29	130 218 116 61 8 <u>-5</u> 180 58 89	157 290 155 74 20 -12 237 77 118	127 231 128 50 36 -22 192 66 98	62 135 75 24 39 -23 115 38 57	189 366 203 74 75 -45 307 104 155



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

In	Out	Total	I m		
		TOtal	In	Out	Total
TUs					
) 39	140	179	153	85	238
) 29	4	33	5	26	31
acres, F.	AR 0.2				
) 283	54	337	78	259	337
) 18	14	32	59	60	119
s <u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>
s 9	7	16	29	30	59
) 15	47	62	53	31	84
) 76	227	303	240	141	381
) 21	8	29	14	23	37
acres; FA	AR 0.2; 5	0% Gene	ral Offic	e, 50% R	etail
) 79	11	90	10	49	59
) 54	35	89	165	178	343
s <u>-27</u>	<u>-18</u>	<u>-45</u>	<u>-83</u>	<u>-89</u>	<u>-172</u>
106	28	134	92	138	230
255 sf; 50	% Gene	ral Office,	50% Re	etail	
) 98	13	111	13	64	77
) 63	41	104	196	213	409
s <u>-28</u>	<u>-19</u>	<u>-47</u>	<u>-88</u>	<u>-96</u>	<u>-184</u>
133	35	168	121	181	302
acres; FA	AR 0.2; 5	0% Gene	ral Offic	e, 50% R	etail
) 189	26	215	35	172	207
) 85	54	139	249	269	518
<u>-30</u>	<u>-19</u>	<u>-49</u>	<u>-87</u>	<u>-94</u>	<u>-181</u>
244	61	305	197	347	544
) 13	64	77	52	25	77
913	640	1553	872	1111	1983
	29 acres, F. (2) 283 (2) 18 (2) 18 (2) 15 (2	9) 39 140 9) 29 4 9 acres, FAR 0.2 9) 283 54 9) 18 14 8 -9 -7 8 9 7 9) 15 47 9) 76 227 9) 21 8 9 acres; FAR 0.2; 5 9) 79 11 9) 54 35 8 -27 -18 8 106 28 255 sf; 50% General 9 98 13 9 63 41 8 -28 -19 8 133 35 9 acres; FAR 0.2; 5 9 133 35 9 35 9 36 41 9 5 133 35 9 63 41 9 5 28 -19 9 7	9) 39 140 179 9) 29 4 33 9 acres, FAR 0.2 9) 283 54 337 18 14 32 18 9 7 16 19 15 47 62 10 15 47 62 10 76 227 303 11 90 12 8 29 13 11 90 15 435 89 15 27 18 -45 16 18 19 11 90 16 28 134 17 104 18 29 18 19 11 90 19 54 35 89 18 -27 -18 -45 18 106 28 134 19 54 35 89 18 -27 -18 -45 19 106 28 134 107 108 13 111 109 109 11 10	10) 39 140 179 153 10) 29 4 33 5 10) 283 54 337 78 118 14 32 59 129 4 32 59 130 16 29 140 179 16 29 15 47 62 53 16 227 303 240 17 16 29 18 29 14 18 29 14 18 29 14 18 29 14 18 29 14 18 29 14 18 29 14 18 29 14 18 29 14 18 29 14 18 29 165 18 27 18 -45 -83 18 106 28 134 92 18 255 sf; 50% General Office, 50% Reference of the second of the se	10) 39 140 179 153 85 10) 29 4 33 5 26 12) 283 54 337 78 259 12) 18 14 32 59 60 13 9 7 16 29 30 15 47 62 53 31 17 6 227 303 240 141 18 14 35 89 165 178 19 17 18 90 10 49 10 54 35 89 165 178 11 90 10 49 11 90 10 49 12 18 29 14 23 13 11 13 64 13 11 13 64 14 104 196 213 15 28 -19 -47 -88 -96 16 3 13 15 168 121 181 18 acres; FAR 0.2; 50% General Office, 50% Retail 19 18 13 111 13 64 10 63 41 104 196 213 11 36 4 104 196 213 12 36 -28 -19 -47 -88 -96 13 13 35 168 121 181 13 acres; FAR 0.2; 50% General Office, 50% Retail 10 189 26 215 35 172 10 189 26 215 35 172 11 364 77 52 25



EXHIBIT C-7
TRIP GENERATION RATES AND TOTALS
FOR DELMAR, MD - TABLE 1 2030 DEVELOPMENTS

TRIP GENERATION TOTALS						
TRIP GENERATION TOTALS	-	ning Peak			ng Peal	
	In	Out	Total	ln	Out	Total
Salisbury, MD						
1. Jersey RdLockman Annexation 50% S	FUs. 50	0% MFUs				
140 residential units (ITE-210, ITE-230)	20	69	89	73	41	114
32,100 sq.ft. retail (ITE-820)	20	12	32	58	62	120
less 50% passby trips	-10	<u>-6</u>	-16	-29	-31	-60
net new trips	30	75	105	102	72	174
2. Three Creeks	7.0				3,42	
352 Single-Family Detached Units (ITE-210)	64	192	256	205	121	326
3. Dairy Queen						020
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	-30	-19	-49		-23	-30
net new trips	29	20	49	-7	22	29
4. Addison Court Apartments			10			20
300 Apartment Units (ITE-220)	30	121	151	119	64	183
11,275 sq.ft. sq. ft. specialty retail (ITE-814)	7	4	11	21	21	42
less 70% passby trips		<u>-3</u>	<u>-8</u>	<u>-15</u>	-14	-29
net new retail trips	<u>-5</u>	1	3	6	7	13
5. North Pointe Commons	2		0	0	,	15
300 Townhouse Units (ITE-230)	21	103	124	99	40	148
6. Martin's Mill	21	103	124	99	<u>49</u>	140
157 Townhouse Units (ITE-230)	12	57	69	46	23	60
7. Brown Farm Annextion	12	37	09	40	23	69
	40	FC	75	0.4	07	404
100 Single-Family Detached Units (ITE-210)	19	56	75	64	37	101
1052 Townhouse Units (ITE-230)	<u>58</u>	281	339	277	137	414
0. VIII	77	337	414	341	174	515
8. Villages of Parsons Lake, Sec. 2	-	40	0.4	40	40	
28 Single-Family Detached Units (ITE-210)	5	16	21	18	10	28
272 Multi-family Units (ITE-230)	20	95	115	92	45	137
9. Remainder of Parsons Lake						
480 Single-Family Detached Units (ITE-210)	86	260	346	272	159	431
480 Multi-family Units (ITE-230)	31	150	181	146	72	218
Total Salisbury Trips	427	1496	1923	1526	859	2385
Wicomico County						
1. Chaplin's Cove	0					4.0
10 Single-Family Detached Units (ITE-210)	2	6	8	6	4	10
2. Stonebridge Subdivision						
11 Single-Family Detached Units (ITE-210)	2	6	8	7	4	11
3. Essex Ridge, Sec. 5, 6 & 7						
106 Single-Family Detached Units (ITE-210)	20	60	80	67	40	107
4. Layfield Subdivision						
16 Single-Family Detached Units (ITE-210)	3	9	12	10	6	16
		-		.0	,	.0
Total Wicomico Co. Trips	27	81	108	90	54	144



EXHIBIT C-8
TRIP GENERATION RATES AND TOTALS
FOR SALISBURY, WICOMICO CO. TABLE 1 2030 DEVELOPMENTS

Morn	ing Peal	(Hour	Even	ing Peal	(Hour
In	Out	Total	In	Out	Total

1. Delmar Grove						
120 Single-Family Detached Units (ITE-210)	23	71	94	78	46	124
2. Stepenson				100% Gen		
1,146,000 sq.ft. General Office (ITE-710)	1162	158	1320	232	1130	1362
3. Chesapeake Bay Reserves						
478 Single-Family Detached Units (ITE-210)	86	258	344	271	159	430
4. WhiteTail Run						
34 Single-Family Detached Units (ITE-210)	6	20	26	21	13	34
306 Townhouse Units (ITE-230)	21	105	126	100	50	150
340 residentials units	27	125	152	121	63	184
5. Hurley						
60 Single-Family Detached Units (ITE-210)	11	34	45	38	23	61
6. Yorkshire Estates						
252 Single-Family Detached Units (ITE-210)	46	140	186	152	89	241
7. Stillwater	40	140	100	102	03	241
172 Single-Family Detached Units (ITE-210)	32	98	130	108	63	171
8. McDonalds	32	90	130	100	03	17.1
	100	07	107	00	70	00
3,800 sq.ft. fast food	100	67	167	23	76	99
less 50% passby trips	<u>-50</u>	<u>-34</u>	<u>-84</u>	-12	<u>-38</u>	<u>-50</u>
net new trips	50	33	83	11	38	49
9. Mattress Discount Store						
3,000 retail (ITE-820)	2	1	3	5	6	11
I0. Fox Run						
28 Townhouse Units (ITE-230)	2	10	12	8	4	12
Total Salisbury Trips	1441	928	2369	1024	1621	2645
Sussex County					3777	
Blackwater Creek West Farm						
403 Multi-family Units (ITE-230)	27	130	157	127	62	189
2. Blackwater Creek South Farm	21	130	137	121	02	103
400 Single-Family Detached Units (ITE-210)	72	218	290	231	135	366
3. Blackwater Creek North Farm	12	210	290	231	133	300
	20	440	455	400	7.5	000
208 Single-Family Detached Units (ITE-210)	39	116	155	128	75	203
168 Multi-family Units (ITE-230)	168	61	74	50	24	74
20,000 sq.ft. retail	12	8	20	36	39	75
less 60% passby trips	<u>-7</u>	<u>-5</u>	<u>-12</u>	-22	<u>-23</u>	<u>-45</u>
net new trips	212	180	237	192	115	307
4. Susan Beach Estates						
206 Single-Family Detached Units (ITE-210)	38	116	154	127	74	201
5. Northview at Wild Pine CC	56	169	225	182	107	289
308 Single-Family Detached Units (ITE-210)	30	100				
308 Single-Family Detached Units (ITE-210) 6. Rantz Farm			126	105	61	166
308 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210)	31	95	126	105	61	166
308 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park	31	95				
308 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park 15,000 sq.ft. distribution ctr (ITE-110)			126 14	105 2	61 13	166 15
308 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park 15,000 sq.ft. distribution ctr (ITE-110) 8. Windmill Estates	31 12	95 2	14	2	13	15
308 Single-Family Detached Units (ITE-210) 6. Rantz Farm 166 Single-Family Detached Units (ITE-210) 7. Sealadel Business Park 15,000 sq.ft. distribution ctr (ITE-110)	31	95				



RIP (GENER	ATION TOTALS		ing Peal			ing Peal	
	TAZ		ln	Out	Total	ln	Out	Tota
4	70.000				NO	NIE		
1.	2252				NOI			
2.	2294	13 Residential Units (ITE-210)	2	8	10	8	5	13
3.	2331	14 Residential Units (ITE-210)	3	8	11	9	5	14
4.	2299	1 Residential Units (ITE-210)	0	1	1	1	0	1
5.	2274				NOI	NE		
6.	2261				NOI	NE		
7.	2262				NOI	NE		
8.	2300	2 Residential Units (ITE-210)	0	1	1	1	0	1
9.	2313	5 Residential Units (ITE-210)	0	2	2	1	1	2
10.	2270	2 Residential Units (ITE-210)	0	1	1	1	0	1
11.	2271				NOI	NE		
12.	2293	1 Residential Units (ITE-210)	0	0	0	0	0	0
13.	2315	2 Residential Units (ITE-210)	0	1	1	1	0	1
14.	2310	12 Residential Units (ITE-210)	1	4	5	3	2	5
15.	2295	1 Residential Units (ITE-210)	0	0	0	0	0	0
16.	2273				NOI	NE		
17.	2280	6 Residential Units (ITE-210)	1	2	3	2	1	3
18.	2283				NOI	NE		
19.	2317	3 Residential Units (ITE-210)	0	1	1	1	0	1
20.	2287	1 Residential Units (ITE-210)	0	0	0	0	0	0
21.	2289				NOI	NE		
		Total - 63 Residential Units						
		Total Table 2 Trips - Delaware	7	29	36	28	14	42



EXHIBIT C-10 TRIP GENERATION RATES AND TOTALS FOR TABLE 2 2010 DEVELOPMENTS DELAWARE

TRIE	GENER.	ATION TOTALS	Morn In	ing Peal Out	k Hour Total	Even In	ing Peal Out	Hour Tota
	Zoning			Out	Total	111	Out	Tota
1.	A-1	7 Single-Family Units (ITE-210)	1	4	5	4	3	7
2.	A-1	3 Single-Family Units (ITE-210)	0	2	2	2	1	3
3.	A-1	6 Single-Family Units (ITE-210)	1	4	5	4	2	6
4.	A-1	10 Single-Family Units (ITE-210)	2	6	8	6	4	10
5.	TT	80 Multi-family Units (ITE-230)	6	29	35	23	12	35
6.	H Ind.	22 acres Industrial Park (ITE-130)	167	34	201	45	169	214
7.	A-1	3 Single-Family Units (ITE-210)	0	2	2	2	1	3
8.	TT	24 Multi-family Units (ITE-230)	2	9	11	7	4	11
9.	R-8A	52 townhouse units (ITE-230)	5	26	31	23	12	35
10.	H Ind.	19 acres Industrial Park (ITE-130)	149	30	179	40	152	192
11.	Lt.Ind.	8 acres Gen. Light Ind. (ITE-110)	50	10	60	13	45	58
12.	H Ind.	8 acres Industrial Park (ITE-130)	76	15	91	22	81	103
13.	H Ind.	2 acres Industrial Park (ITE-130)	26	5	31	8	30	38
14.	Lt.Ind.	6 acres Gen. Light Ind. (ITE-110)	37	8	45	10	34	44
15.	Lt.Ind.	10 acres Gen. Light Ind. (ITE-110)	62	13	75	16	57	73
16. (Gen. Comm.	7 acres; FAR 0.2; 50% General Office	, 50% F	Retail				
		61,000 sq.ft. Commercial (ITE-710,820)	85	22	107	71	103	174
17.	R-15	9 Multi-family Units (ITE-230)	1	3	4	3	1	4
18. (Gen. Comm.	2 acres; FAR 0.2; 50% General Office	, 50% F	Retail, 79	% passby	y trips		
		17,400 sq.ft. Commercial (ITE-710,820)	29	6	35	27	88	115
19. (Gen. Comm.	3 acres; FAR 0.2; 50% General Office	, 50% F	Retail, 70	% passby	y trips		
		26,100 sq.ft. Commercial	42	9	51	40	102	142
20.	TT	116 Multi-family Units (ITE-230)	9	42	51	34	17	51
21.	TT	78 Multi-family Units (ITE-230)	6	28	34	23	11	34
22.	TT	10 Multi-family Units (ITE-230)	1	3	4	3	1	4
23.	A-1	3 Single-Family Units (ITE-210)	0	2	2	2	1	3
24.	A-1	4 Single-Family Units (ITE-210)	1	2	3	3	1	4
25.	A-1	12 Single-Family Units (ITE-210)	2	7	9	8	4	12
26.	R-20	15 Multi-family Units (ITE-230)	1	6	7	5	2	7
27.	R-15	13 Multi-family Units (ITE-230)	1	5	6	4	2	6
28.	A-1	11 Single-Family Units (ITE-210)	2	6	8	7	4	11
		Total Table 2 Trips - Maryland	764	338	1102	455	944	1399



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

TRIP	GENE	RATION TOTALS		ing Peak			ing Peal	
	TAZ		ln	Out	Total	ln	Out	Total
1.	2252				NC	NE		
2.	2294	38 Residential Units (ITE-210)	7	22	29	24	14	38
3.	2331	40 Residential Units (ITE-210)	7	23	30	25	15	40
4.	2299	3 Residential Units (ITE-210)	0	2	2	2	1	3
5.	2274				NC	NE		
6.	2261				NC	NE		
7.	2262				NC	NE		
8.	2300	6 Residential Units (ITE-210)	1	4	5	4	2	6
9.	2313	14 Residential Units (ITE-210)	3	8	11	9	5	14
10.	2270	6 Residential Units (ITE-210)	1	4	5	4	2	6
11.	2271				NC	NE		
12.	2293	3 Residential Units (ITE-210)	0	2	2	2	1	3
13.	2315	6 Residential Units (ITE-210)	1	4	5	4	2	6
14.	2310	35 Residential Units (ITE-210)	6	20	26	22	13	35
15.	2295	3 Residential Units (ITE-210)	0	2	2	2	1	3
16.	2273				NC	NE		
17.	2280	16 Residential Units (ITE-210)	3	9	12	10	6	16
18.	2283				NO	NE		
19.	2317	9 Residential Units (ITE-210)	2	5	7	6	3	9
20.	2287	3 Residential Units (ITE-210)	0	2	2	2	1	3
21.	2289				NO	NE		
		Total Table 2 Trips - Delaware	31	107	138	116	66	182



EXHIBIT C-12 TRIP GENERATION RATES AND TOTALS FOR TABLE 2 2020 DEVELOPMENTS DELAWARE

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



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

RIP (GENER	ATION TOTALS		ing Peak			ing Peal	
	TAZ		ln	Out	Total	ln	Out	Tota
1.	2252				NC	NE		
2.	2294	56 Residential Units (ITE-210)	10	32	42	36	21	57
3.	2331	58 Residential Units (ITE-210)	11	33	44	37	22	59
4.	2299	5 Residential Units (ITE-210)	1	3	4	3	2	5
5.	2274					NE		
6.	2261					NE		
7.	2262				NC	NE		
8.	2300	9 Residential Units (ITE-210)	2	5	7	6	3	9
9.	2313	21 Residential Units (ITE-210)	4	12	16	13	8	21
10.	2270	9 Residential Units (ITE-210)	2	5	7	6	3	9
11.	2271				NO	NE		
12.	2293	5 Residential Units (ITE-210)	1	3	4	3	2	5
13.	2315	9 Residential Units (ITE-210)	2	5	7	6	3	9
14.	2310	53 Residential Units (ITE-210)	10	30	40	34	20	54
15.	2295	5 Residential Units (ITE-210)	1	3	4	3	2	5
16.	2273				NO	NE		
17.	2280	23 Residential Units (ITE-210)	4	13	17	14	9	23
18.	2283				NO	NE		
19.	2317	14 Residential Units (ITE-210)	3	8	11	9	5	14
20.	2287	4 Residential Units (ITE-210)	1	2	3	3	1	4
21.	2289				NO	NE		
		Total Table 2 Trips - Delaware	52	154	206	173	101	274



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

Table 1 - Proposed Developments (Plans Have Been Submitted)

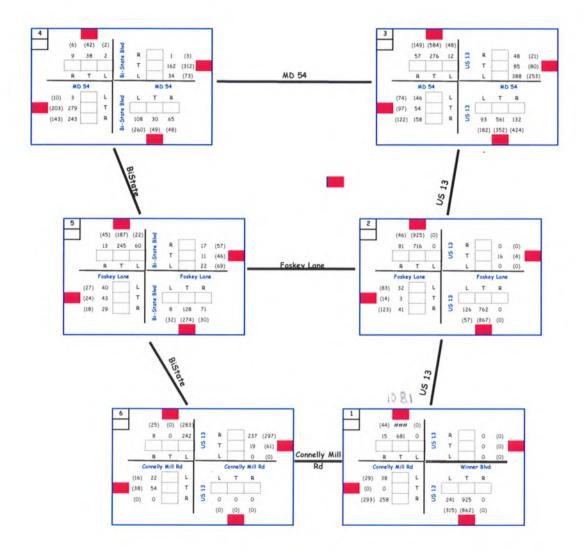
#	NAME	DESCRIPTION	BUILDOUT	AS OF 2010	AS OF 2020	AS OF 2030
	Delmar, MD					
-	Pheasant Lake	MF Residential	304 MF units	1	304 MF units	304 MF units
7	Delmar Public Safety Facility	Public Building	21,000 s.f. building	1	21,000 s.f. bldg.	21,000 s.f. bldg.
m	Foskey Lane Business Park	Business Park	10 commercial lots on 27.5	5 commercial lots	10 commercial	10 commercial
			ac.	on 13.7 ac.	lots on 27.5 ac.	lots on 27.5 ac.
4	Bank of Delmarva	Office building (bank)	2,600 s.f. building	2,600 s.f. bldg.	2,600 s.f. bldg.	2,600 s.f. bldg.
S	Kilteel Estates	SF Residential	83 SF units	83 SF units	83 SF units	83 SF units
9	Heron Pond	SF Residential	419 SF units	42 SF units	419 SF units	419 SF units
7	Light Square Auto Dealership	Commercial	14,226 s.f. building	14,226 s.f. bldg.	14,226 s.f. bldg.	14,226 s.f. bldg.
8	Delmar Gateway Annexation	Commercial	7 commercial lots on 9.15	7 commercial lots	7 commercial lots	7 commercial lots
			ac.; and comm. floor area	on 9.15 ac.; and	on 9.15 ac.; and	on 9.15 ac.; and
			of 103,255 s.f.	comm. floor area	comm. floor area	comm. floor area
				of 103,255 s.f.	of 103,255 s.f.	of 103,255 s.f.
6	Hynansky Commercial Property	Commercial	31.9 ac. of Commercial	-	31.9 ac. of Comm.	31.9 ac. of Comm.
10	Hynansky Residential Property	MF Residential	174 MF units		1	174 MF units
	TOTAL - Delmar, MD		980 Residential units (502	125 Residential	806 Res. units	980 Res. units
			SF lots & 478 MF units);	units (all SF	(502 SF lots &	(502 SF lots &
			21,000 s.f. public facility	lots); 120,081 s.f.	304 MF units);	478 MF units);
			bldg: 120.081 s.f.	Commercial	21.000 s.f. public	21.000 s.f. nublic
			Commercial bldg: 31.9	bldo. 12	facility bldg:	facility bldg:
			ac. of Commercial land:	Commercial lots	120.081 s.f.	120.081 s.f.
			17 Commercial lots on	on 22.9 ac.	Comm. bldg.;	Comm. bldg.;
			36.7 ac.		31.9 ac. of	31.9 ac. of
					Comm. land; 17	Comm. land; 17
					Comm. lots on	Comm. lots on
					36.7 ac.	36.7 ac.
	Delmar, DE					
_	Delmar Grove	SF Residential	120 units	1	120 units	120 units
7	Stephenson	Highway Commercial	131.5 ac. of Commercial	-	131.5 ac. Comm.	131.5 ac. Comm.
m	Chesapeake Bay Reserves	SF Residential	478 units	:	478 units	478 units
4	Whitetail Run	SF & MF Residential	340 units - 306 TH, 34 SF	-	340 units	340 units
S	Hurley	SF Residential	60 units		30 units	60 units
9	Yorkshire Estates	SF Residential	252 units		252 units	252 units
7	Stillwater	SF Residential	172 units		172 units	172 units
8	McDonalds	Fast Food Restaurant	3,800 s.f. bldg.	3,800 s.f. bldg.	3,800 s.f. bldg.	3,800 s.f. bldg.
6	Mattress Discount Store	Retail	3,000 s.f. bldg.	3,000 s.f. bldg.	3,000 s.f. bldg.	3,000 s.f. bldg.
10	Fox Run	MF Residential	28 TH units	1	28 units	28 units

	TOTAL – Delmar, DE		1,450 Residential units (1,116 SF & 334 TH); 6,800 s.f. of Comm. bldgs.; 131.5 ac. of Comm. land	6,800 s.f. of Comm. bldgs.	1,420 Residential units (1,086 SF & 334 TH); 6,800 s.f. of Comm. bldgs.; 131.5 ac. of Comm. land	1,450 Residential units (1,116 SF & 334 TH); 6,800 s.f. of Comm. bldgs.; 131.5 ac. of Comm. land
	Salisbury					
	Jersey RdLockman Annexation	SF, MF Residential & Commercial	140 Residential units (28 SF, 112 MF) & 32,100 s.f. shopping center	1	105 Res. units (21 SF, 84 MF) & 32,100 s.f. comm	140 Res. units (28 SF, 112 MF) & 32.100 s.f. comm
	Three Creeks	SF Residential	352 SF lots	1	264 SF lots	352 SF lots
	Dairy Queen	Restaurant	2,240 s.f. commercial bldg.	2,240 s.f. comm. bldg.	2,240 s.f. comm. bldg.	2,240 s.f. comm. bldg.
	Addison Court Apartments	MF Residential & Comm.	300 MF units & 11,275 s.f. commercial bldg.	ı	300 MF units & 11,275 s.f. comm.	300 MF units & 11,275 s.f. comm.
	North Pointe Commons	MF Residential	300 MF units	1	300 MF units	300 MF units
	Martin's Mill	Residential & Institutional	157 MF units & church & related facilities expansion	ı	118 MF units & church expansion	157 MF units & church expansion
1	Brown Farm Annexation	SF & MF Residential	100 SF units: 1.052 MF	1	50 SF units: 526	100 SF units:
-			units		MF units	1,052 MF units
	Villages of Parsons Lake, Sec. 2	SF & MF Residential	300 units - 28 SF & 272	1	150 units - 14 SF	300 units - 28 SF
+			Mr units		& 136 MF units	& 2/2 Mr units
-	Remainder of Parsons Lake	SF & MF Residential	960 units (480 SF, 480 MF)	I	480 units (240 SF, 240 MF)	960 units (480 SF, 480 MF)
-	TOTAL - Salisbury		3,661 Residential Units	2,240 s.f. of	2,293 Res. Units	3,661 Res. Units
			(988 SF & 2,673 MF); 45,615 s.f. of commercial space	commercial	(589 SF & 1,704 MF); 45,615 s.f. of comm. space	(988 SF & 2,673 MF); 45,615 s.f. of comm. space
1 1						
-	Wicomico County (MD)					
	Chaplin's Cove	SF Residential	10 SF lots		10 SF lots	10 SF lots
	Stonebridge Subdivision	SF Residential	11 SF lots	-	11 SF lots	11 SF lots
-	Essex Ridge, Sec. 5, 6 & 7	SF Residential	106 SF lots	1	80 SF lots	106 SF lots
\dashv	Layfield Subdivision	SF Residential	16 SF lots	1	16 SF lots	16 SF lots
	TOTAL - Wicomico County		143 Residential Units (all SF)	1	117 Res. Units (all SF)	143 Res. Units

,	Sussex County (DE)					
	Blackwater Creek West Farm	SF Residential	403 MF units	-	403 MF units	403 MF units
2	Blackwater Creek South Farm	SF Residential	400 SF lots	-	400 SF lots	400 SF lots
	Blackwater Creek North Farm	SF & MF Residential,	208 SF lots; 168 MF units;	-	208 SF lots; 168	208 SF lots; 168
		Commercial; Golf Course	20,000 s.f. of commercial		MF units; 20,000	MF units; 20,000
			space; Golf Course		s.f. of commercial	s.f. of commercial
					space; Golf	space; Golf
					Course	Course
4	Susan Beach Estates		206 SF lots	1	103 SF lots	206 SF lots
2	Northview at Wild Pine CC	SF Residential & Golf	308 SF lots; Golf Course	1	154 SF lots; Golf	308 SF lots; Golf
		Course			Course	Course
9	Rantz Farm	SF Residential	166 SF lots		166 SF lots	166 SF lots
	Sealadel Business Park	Business Park	3 commercial lots – 15,000	1	15,000 s.f.	15,000 s.f.
			s.f. distribution center;		distribution	distribution
			4,000 s.f. restaurant; 4,800		center; 4,000 s.f.	center; 4,000 s.f.
			s.f. service station		restaurant; 4,800	restaurant; 4,800
					s.f. service station	s.f. service station
8	Windmill Estates	SF Residential	241 SF lots	-	120 SF lots	241 SF lots
	TOTAL - Sussex County (DE)		2,100 Residential Units	1	1,722 Res. Units	2,100 Res. Units
			(1,529 SF lots & 571 MF		(1,151 SF & 571	(1,529 SF lots &
			units); 15,000 s.f.		MF); 15,000 s.f.	571 MF units);
			distribution center;		distribution	15,000 s.f.
			28,800 s.f. of Comm.		center; 28,800 s.f.	distribution
			space; 2 Golf Courses		of Comm. space;	center; 28,800 s.f.
					2 Golf Courses	of Comm. space;
						2 Golf Courses
0	TOTAL - Delmar (MD & DE), Salisbury, Wicomico	oury, Wicomico County &	8,334 Residential Units	125 Res. Units	6,358 Res. Units	8,334 Res. Units
nss	Sussex County		(4,278 SF & 4,056 MF);	(All SF); 129,121	(3,445 SF &	(4,278 SF &
			21,000 s.f. public facility	s.f. of Comm.	2,913 MF);	4,056 MF);
			bldg.; 15,000 s.f.	space; 12 Comm.	21,000 s.f. public	21,000 s.f. public
			distribution center;	lots on 22.9 ac.	facility bldg.;	facility bldg.;
			201,296 s.f. of		15,000 s.f. dist.	15,000 s.f. dist.
			Commercial space; 163.4		ctr; 201,296 s.f.	Ctr.; 201,296 s.1.
			ac. of Commercial land;		of Comm. space;	of Comm. space;
			17 Commercial lots on		163.4 ac. of	165.4 ac. 01
			30.7 ac.; 2 Golf Courses		Comm. land; 1/	Comm. land; 17
					36 7 ac : 2 Golf	36.7 ac : 2 Golf
					100 4 (1)	100 7 10011

Development: TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS

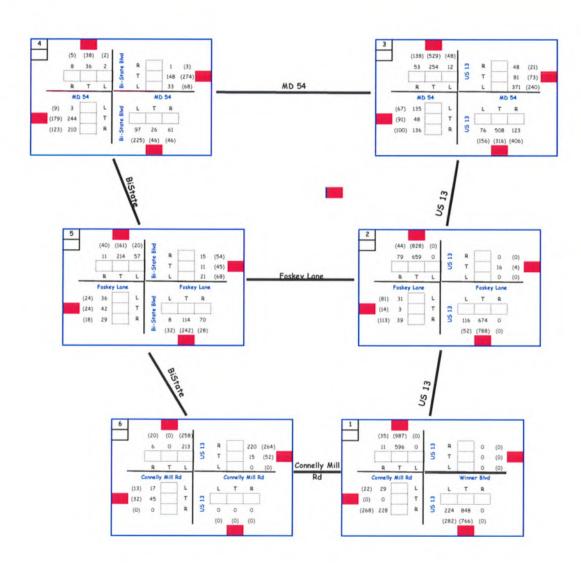
in 2633 (4367) out 3914 (3626)



Development:

TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS

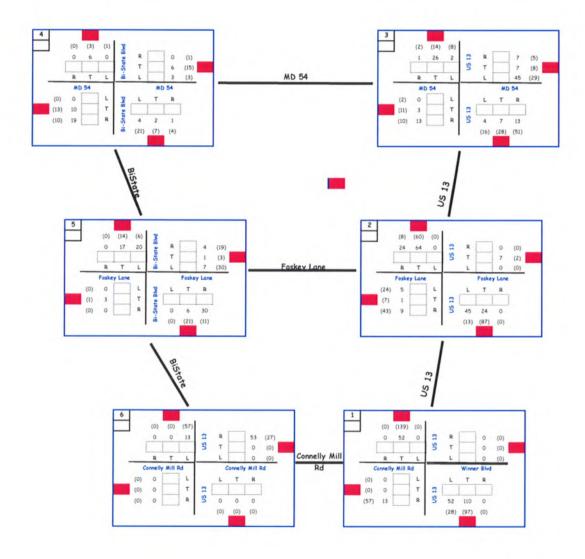
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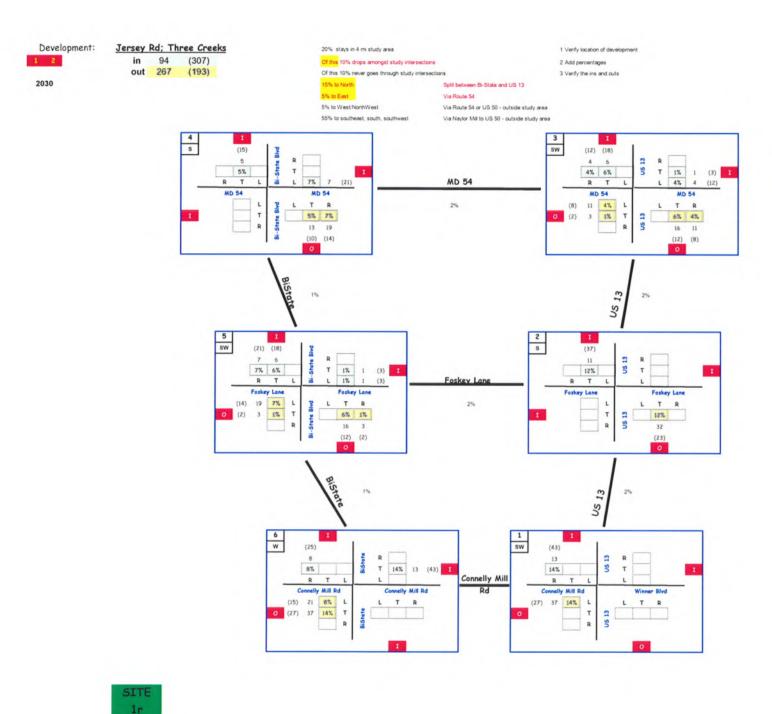


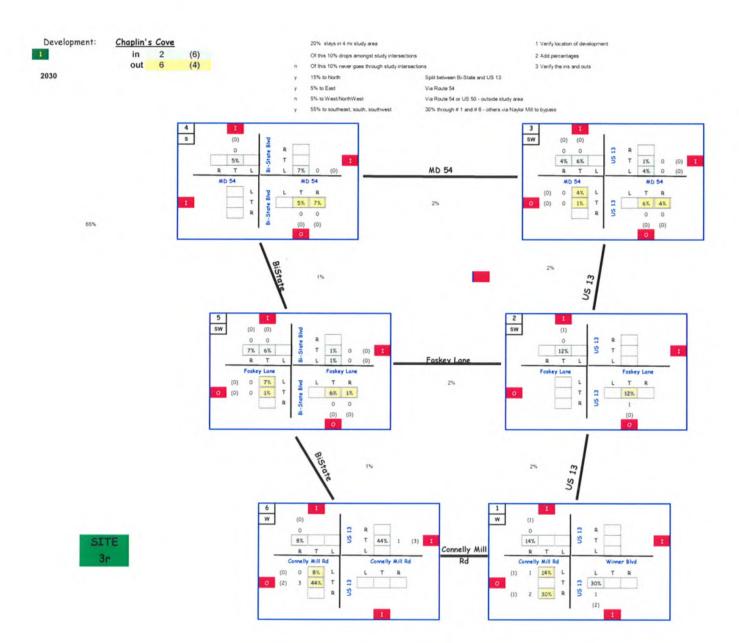
Development: TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS

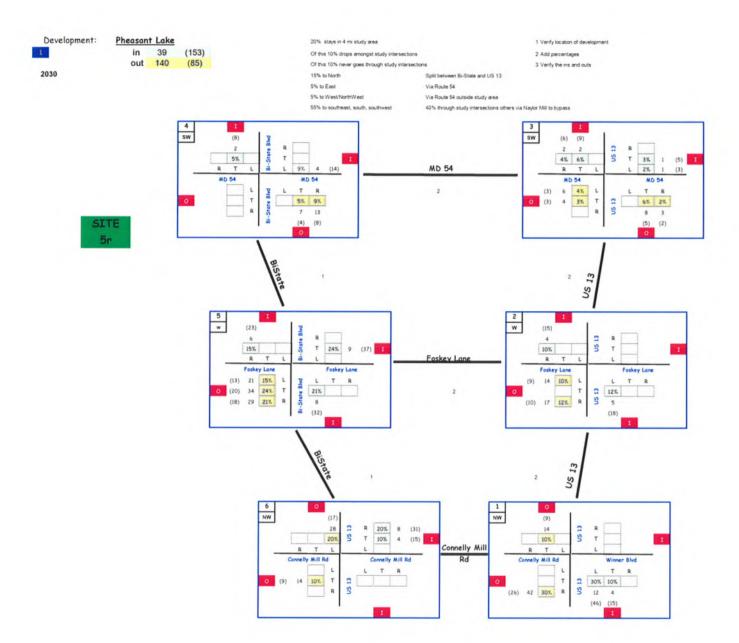
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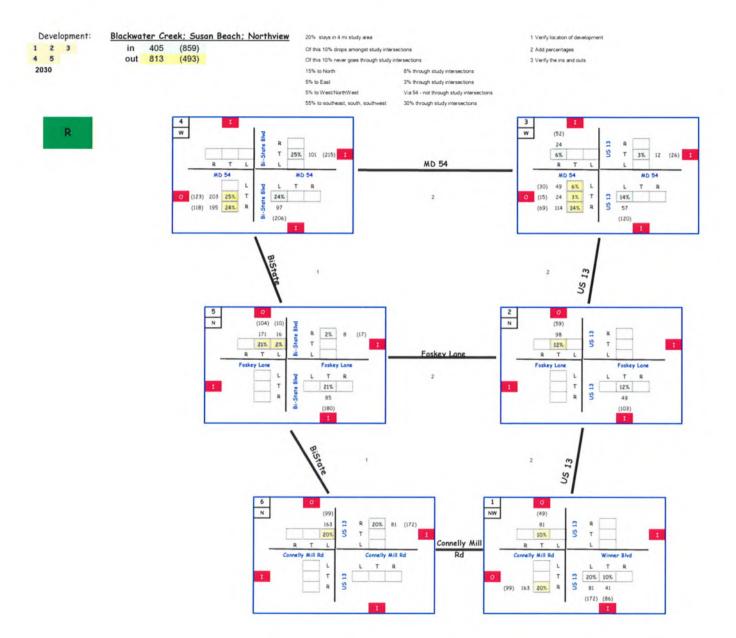
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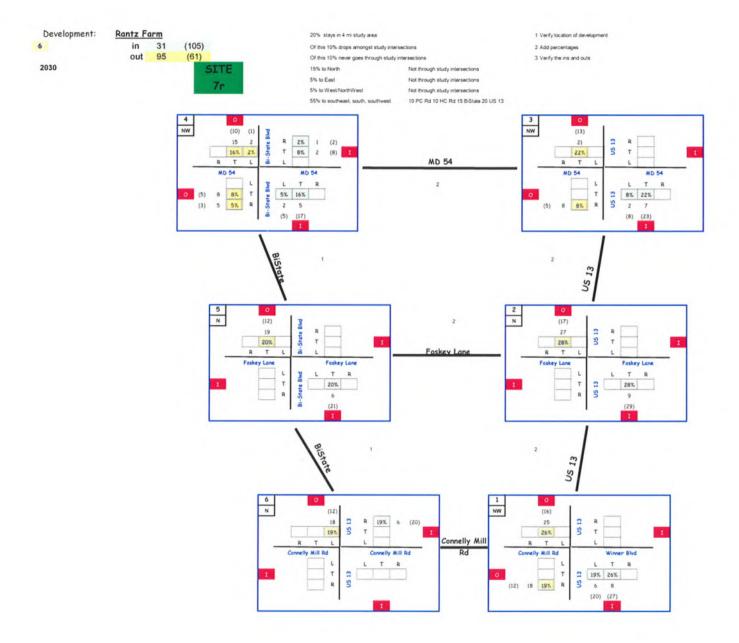


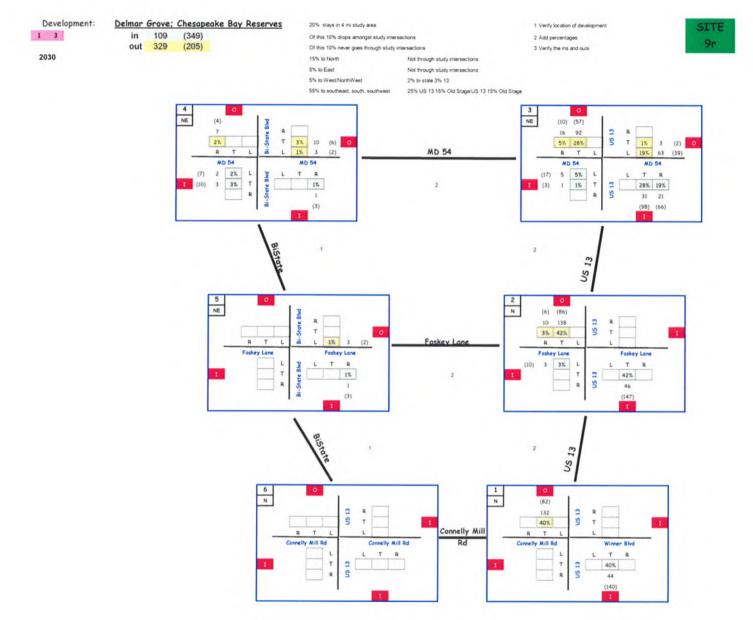


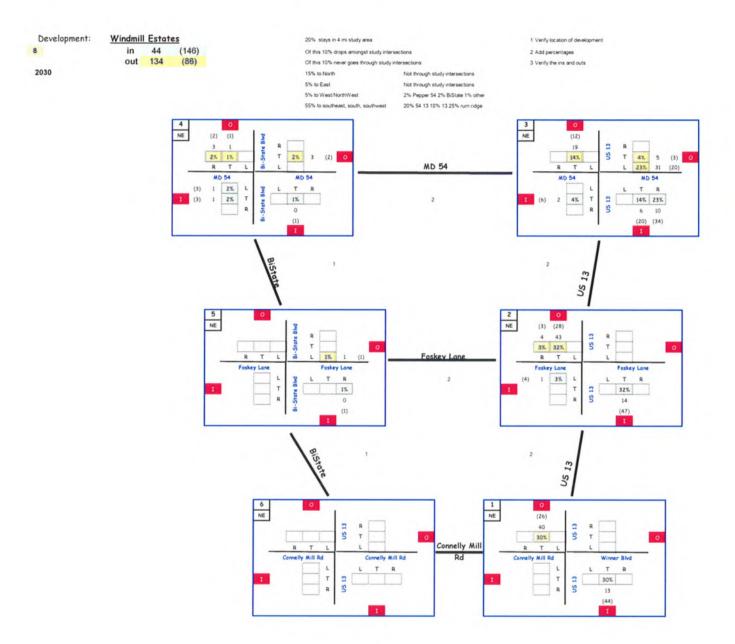


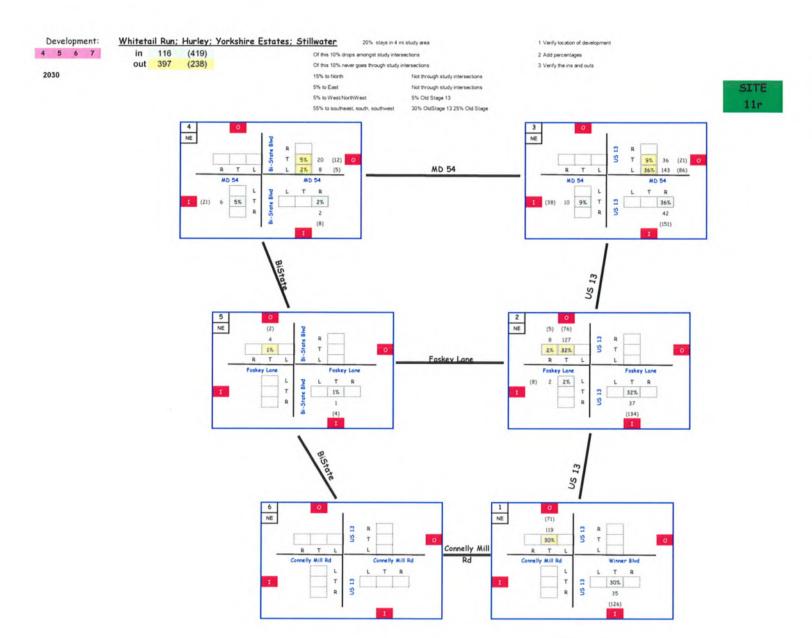


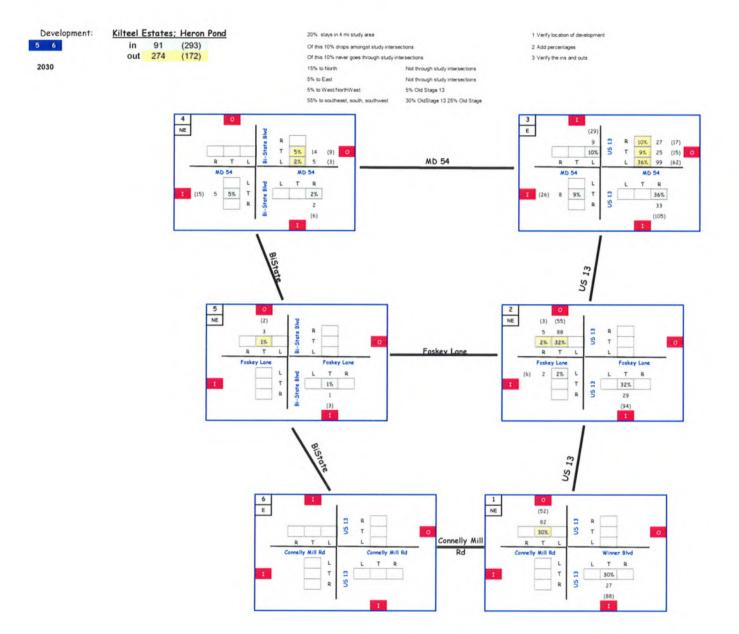




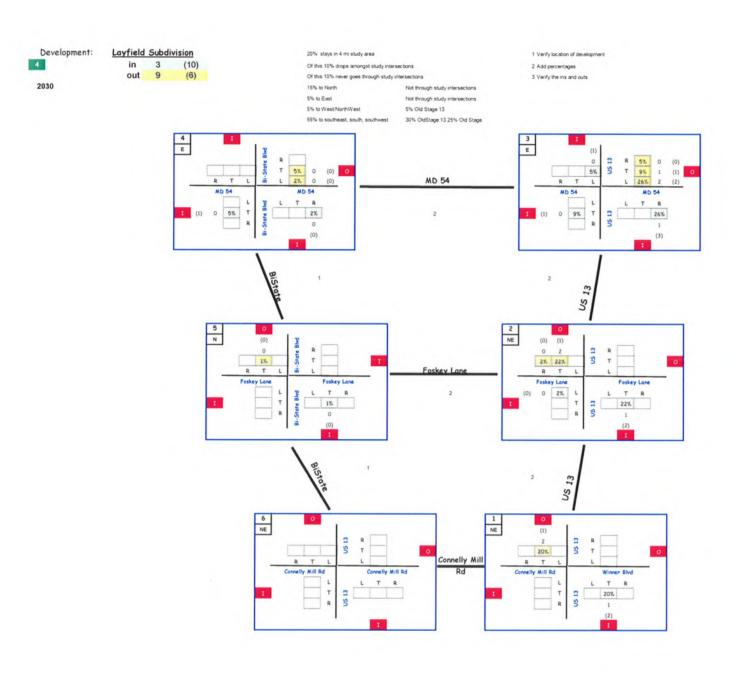


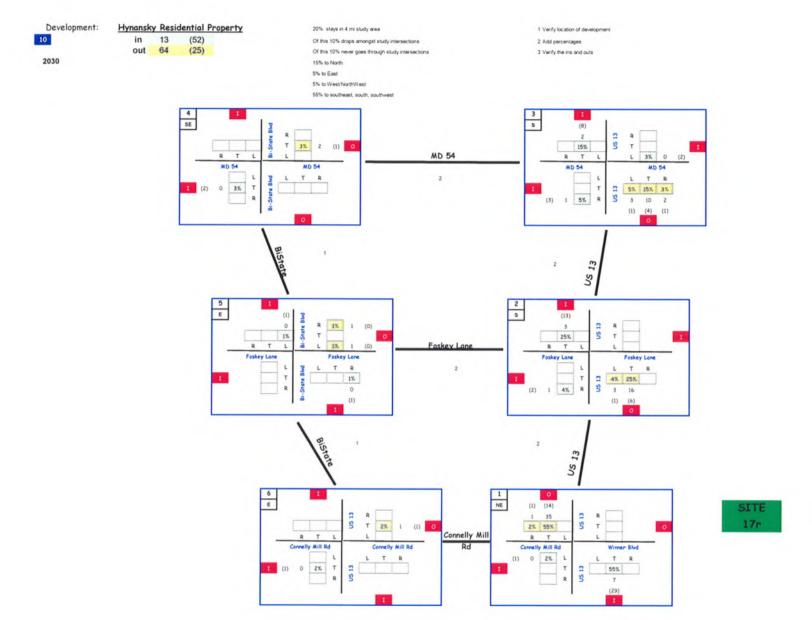


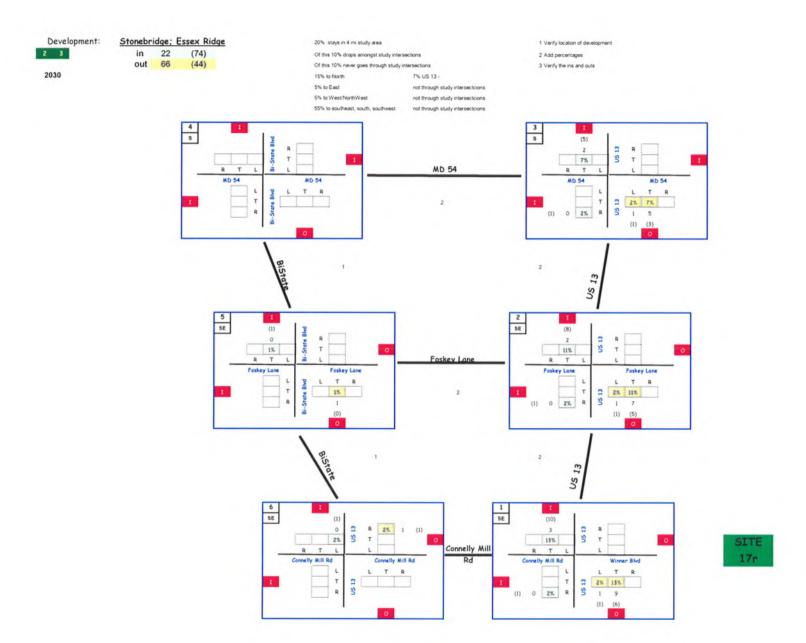






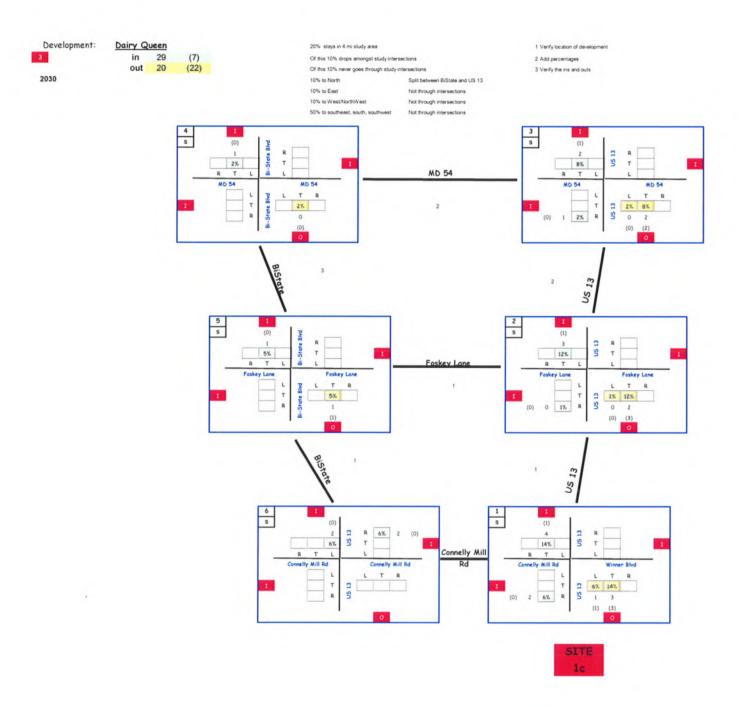


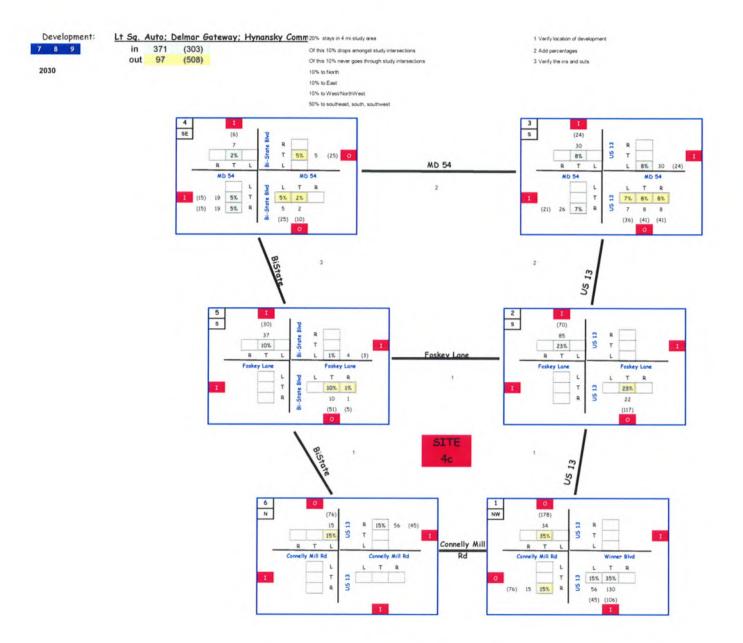


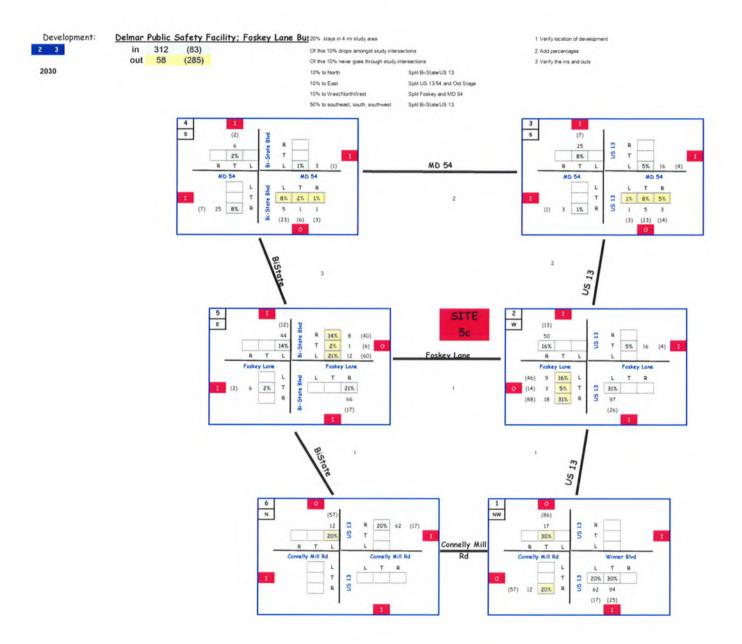


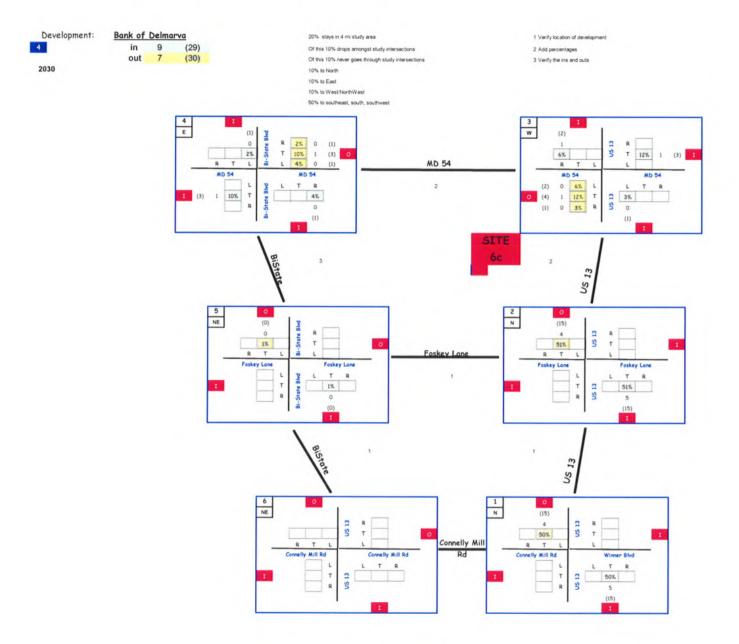
Development: Addison Ct Apts; N. Pointe Commons; Martins 20% stays in 4 mi study area 1 Verify location of development 4 5 6 7 8 9 2030 in 264 (1047) out 1045 (558) Of this 10% drops amongst study intersections 2 Add percentages Of this 10% never goes through study intersections 3 Verify the ins and outs 15% to North 10% uses 13 5% to East not through out study intersections 5% to West/NorthWest not through out study intersections 55% to southeast, south, south not through out study intersections 4 3 (105) 26 10% MD 54 MD 54 MD 54 2% 10% (21) 5 2% R 21 105 (11) (56) US 13 5 s 2 (10) (147) 37 US 13 1% R T 14% Foskey Lane Foskey Lane 2% 14% 5 21 146 (21) 5 2% 21 146 (11) (78) US 13 6 SE 1 SE (21) (168) R 2% 21 (II) US 13 42 US 13 2% L 16% Connelly Mill Connelly Mill Rd L L 2% 16% 21 167 US 13 т (21) 5 2% R

(11) (89)









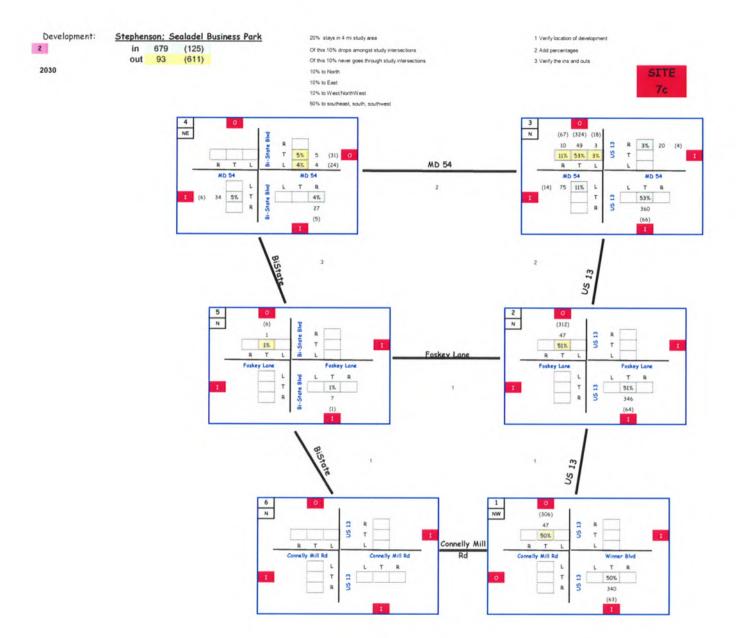


Table 2 - Other Development Areas in Maryland (No Plans Have Been Submitted)

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

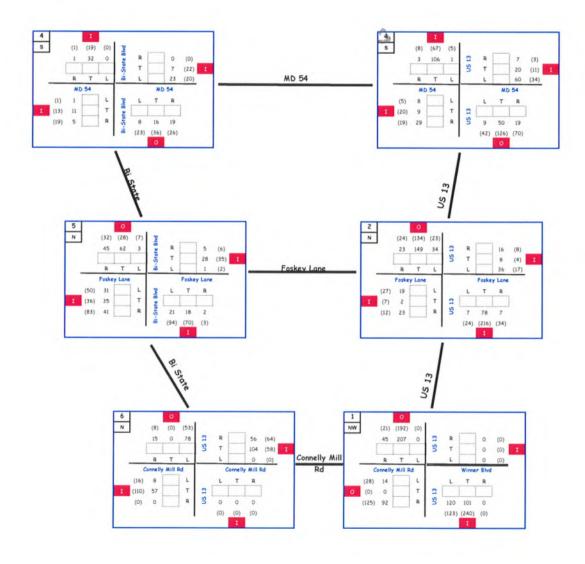
Table 2 - Other Development Areas in Delaware (No Plans Have Been Submitted)

#	TAZ	DESCRIPTION	NEW DEVELOPMENT 2005-2030	AS OF 2010	AS OF 2020	AS OF 2030
	2252	East side of Susan Beach & Providence Church Rd.	None	1	1	1
2	2294	South side of Pine Branch Rd.	56 Res. Units	13	38	56
3	2331	South side of Delmar Rd.	58 Res. Units	14	40	58
4	2299	Between Horsey Church Rd. & St. George Rd.	5 Res. Units	-	3	S
5	2274	Between Blackbird Rd. and Jackson Rd.	None	1	1	1
9	2261	North side of Jackson Rd.	None	1	1	1
7	2262	South of Bacons Rd. west of Bi-State Blvd.	None	1	1	1
8	2300	South of Old Crow Rd., west of Bi-State Blvd.	9 Res. Units	2	9	6
6	2313	North of Town limits, south of Allens Mill Rd.	21 Res. Units	5	14	21
10	2270	North of Allens Mill Rd., south of Dorothy Rd.	9 Res. Units	2	9	6
1	2271	South of Whitesville Rd., south of Old Stage Rd.	None	1	1	1
12	2293	East of Rte. 13, north or Iron Hill Rd.	5 Res. Units	1	3	5
13	2315	Between Rte. 13 & Old Stage Rd., north of Line Rd.	9 Res. Units	2	9	6
14	2310	North of Line Rd., west of Robin Hood Rd.	53 Res. Units	12	35	53
15	2295	East of Old Stage Rd., north of Coachmen Lane	5 Res. Units	1	3	5
91	2273	East of Old Stage Rd., south of Whitesville Rd.	None	-	1	1
17	2280	South of Whitesville Rd., west of August Rd.	23 Res. Units	9	16	23
18	2283	Between August Rd. & Smith Mill Church Rd.	None		-	-
16	2317	East of Robin Hood Rd. & north of Line Rd.	14 Res. Units	3	6	14
20	2287	North of Oak Branch Rd. & west of Brittingham Rd.	4 Res. Units	1	3	4
11	2289	South of Whitesville Rd. & east of Brittingham Rd.	None			-
TOTAL			271 Res. Units (All SF)	63 Res. Units	182 Res. Units	271 Res. Units

3-11-09

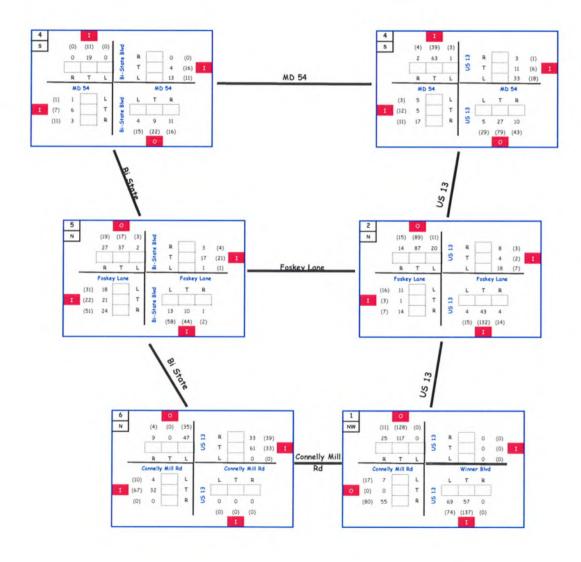
Development: TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

in 1324 (856) out 687 (1558)



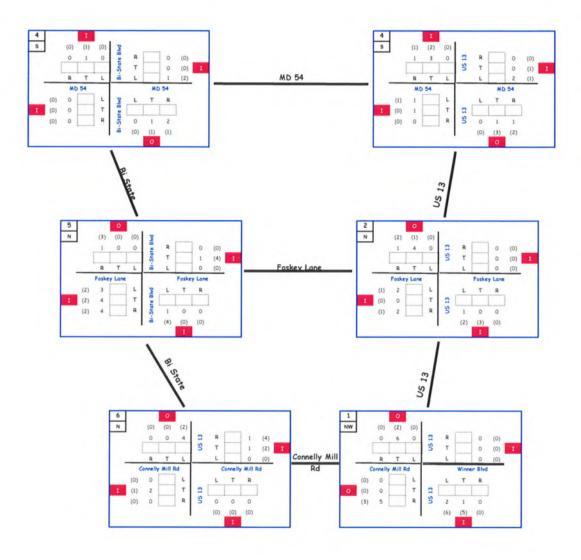
TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

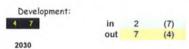
in 777 (505) out 384 (973)

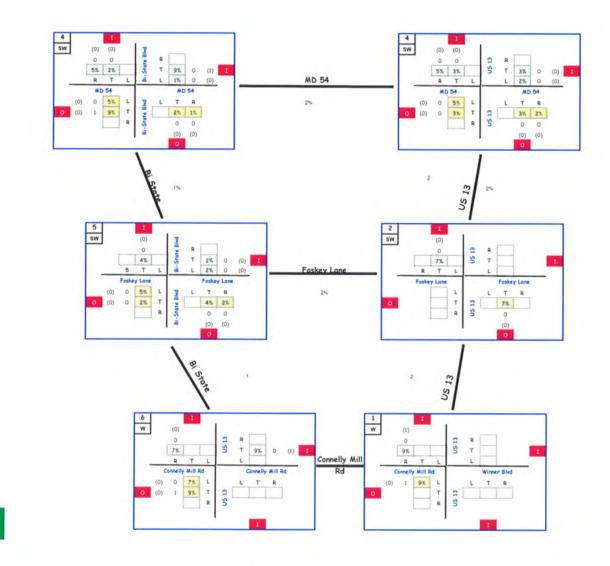


Development: TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

in 6 (27) out 28 (14)



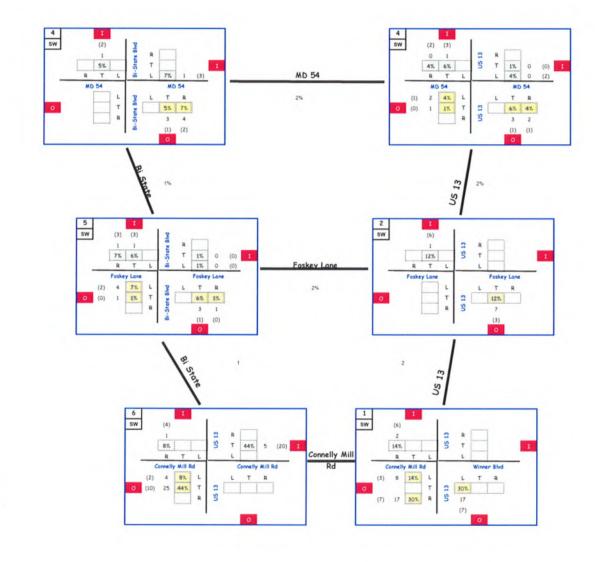




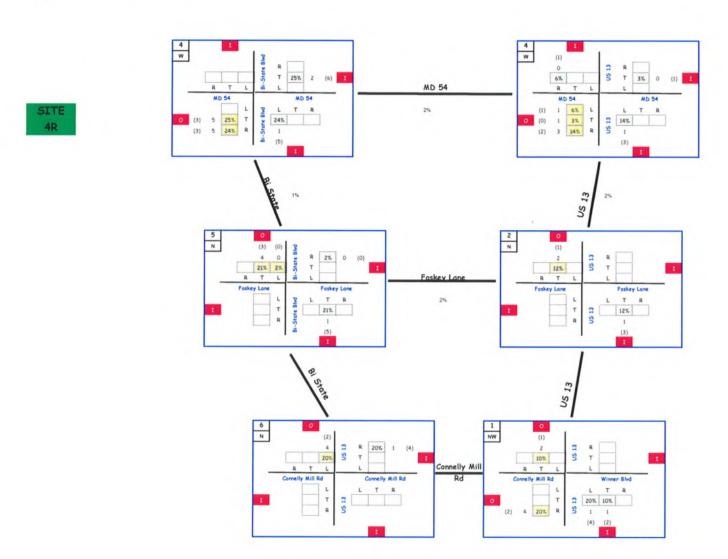
SITE 2R Development:

8 9 in 12 (46)
out 56 (22)

3R



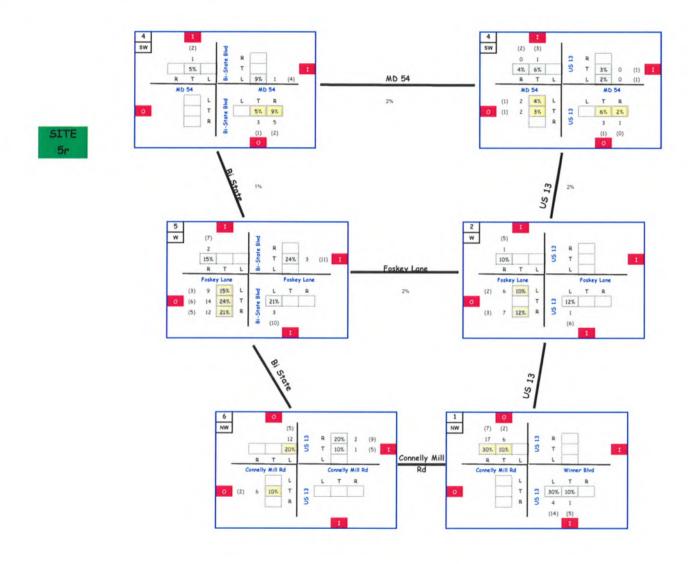




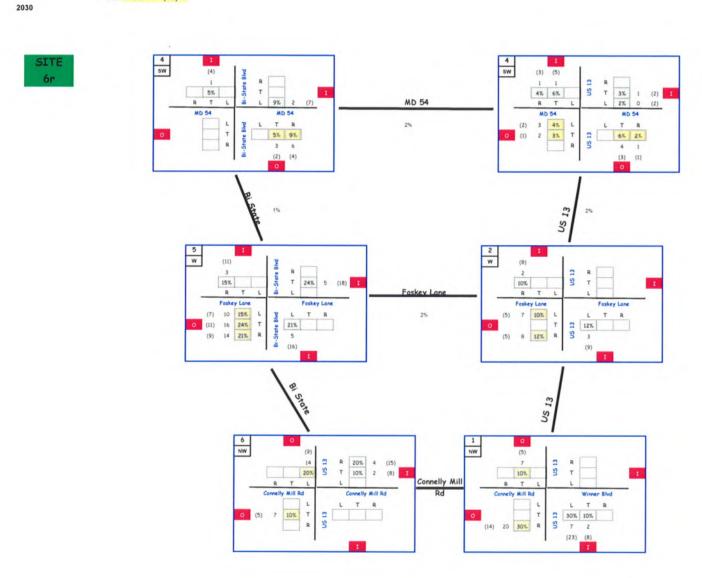
Development:

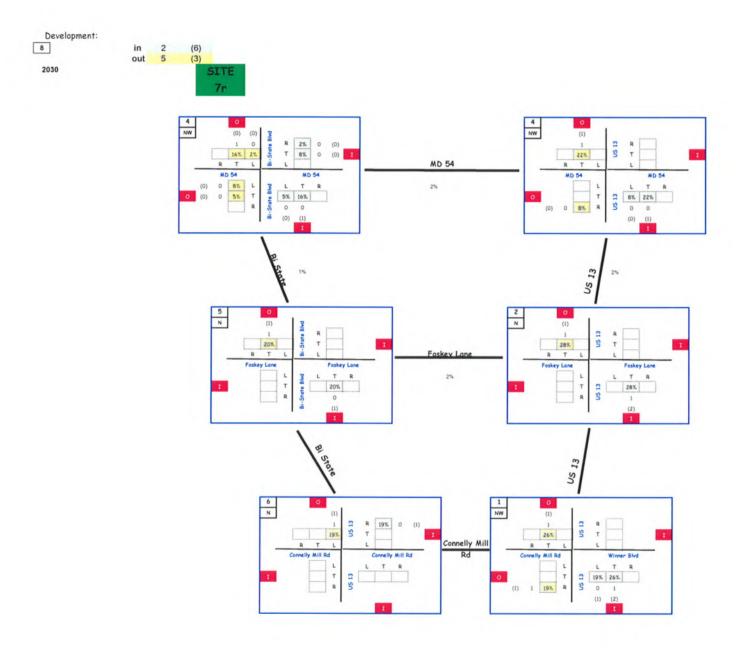
in 12 (47)
out 58 (23)

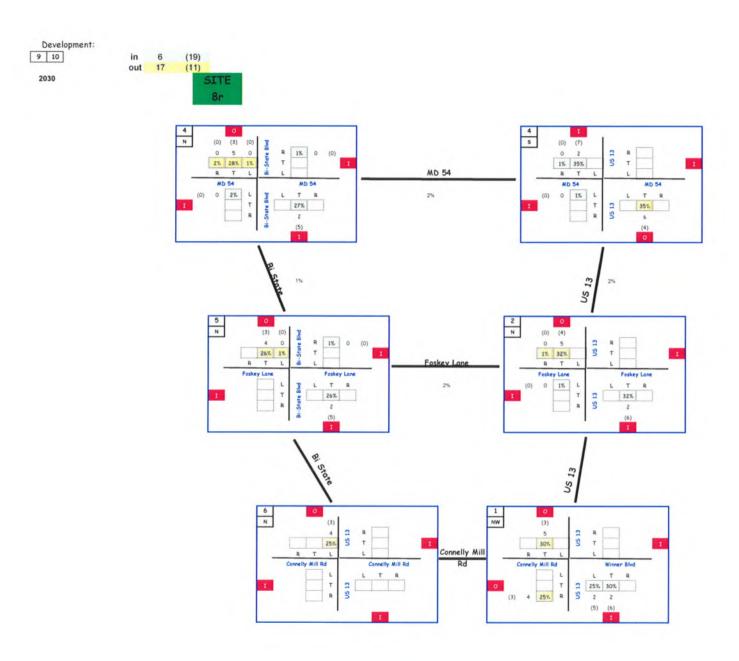
2030



Development: 2 3 4 in 22 (76) out 68 (45)

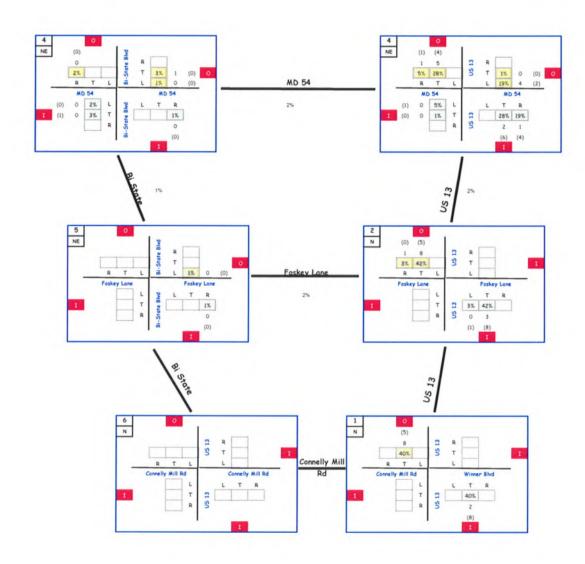


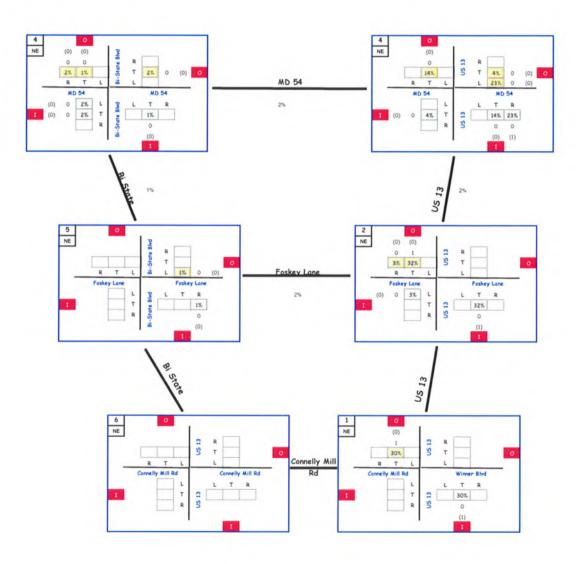






in 6 (20) out 19 (13) SITE 9r

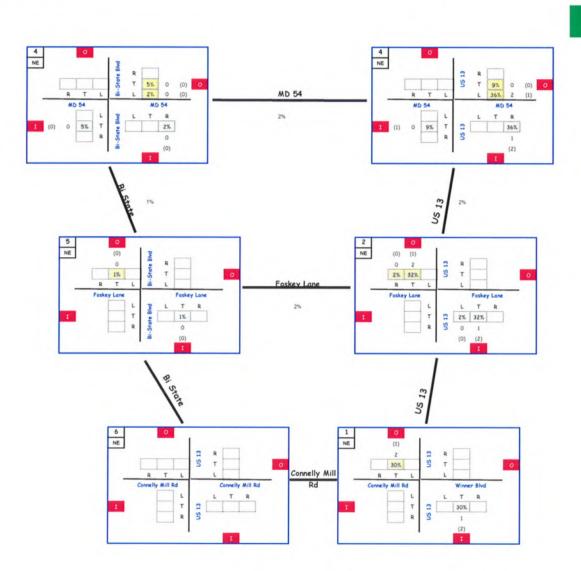




Development:

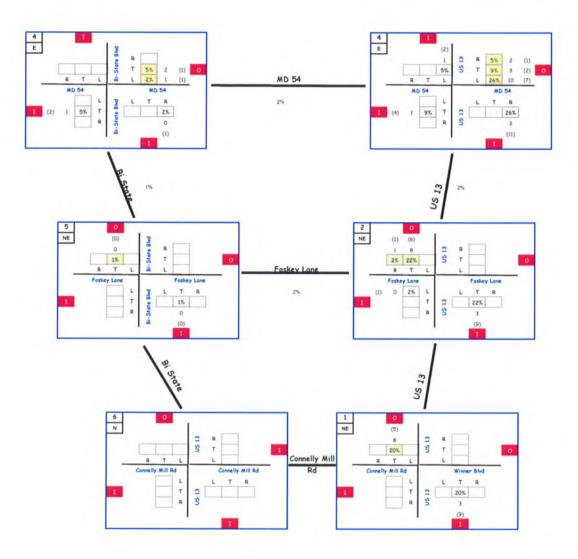
in 2 (6)
out 5 (3)

2030



SITE 11r

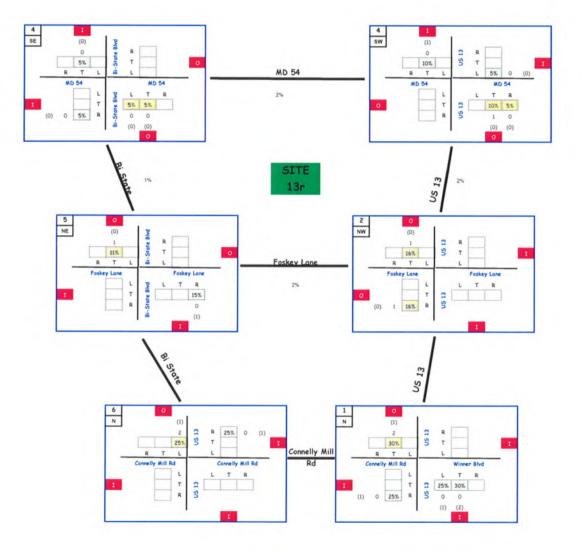
in 13 (43) out 38 (25)



Development:

in 1 (5)
out 6 (2)

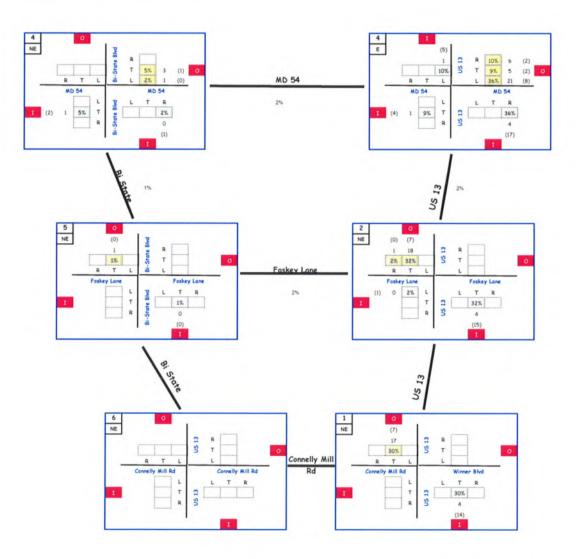
2030

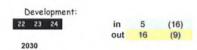


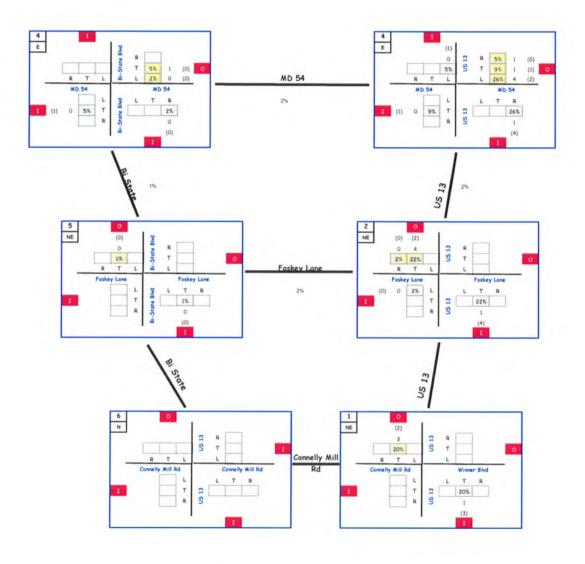
2030

in 12 (46) out 57 (23)

out 57 (23



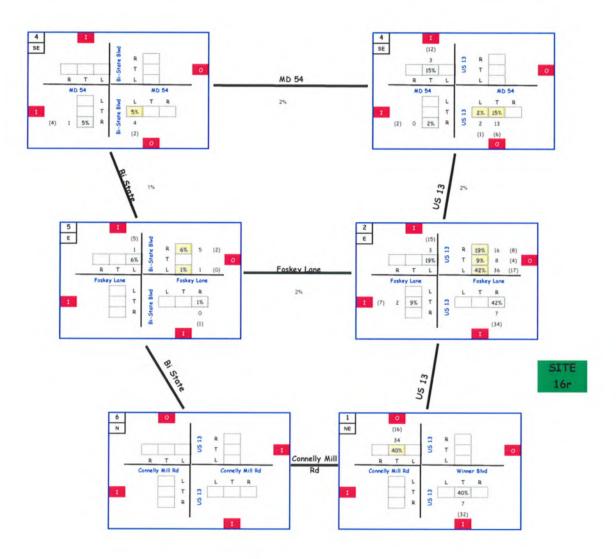




Hynansky Residential Property

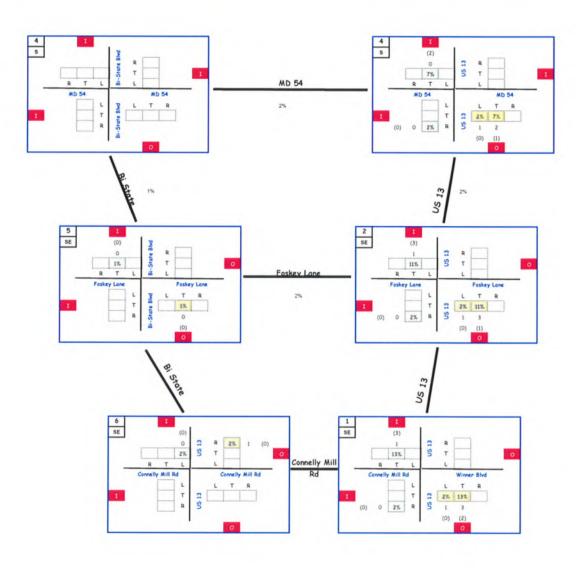
20

in 17 (80) out 85 (40)

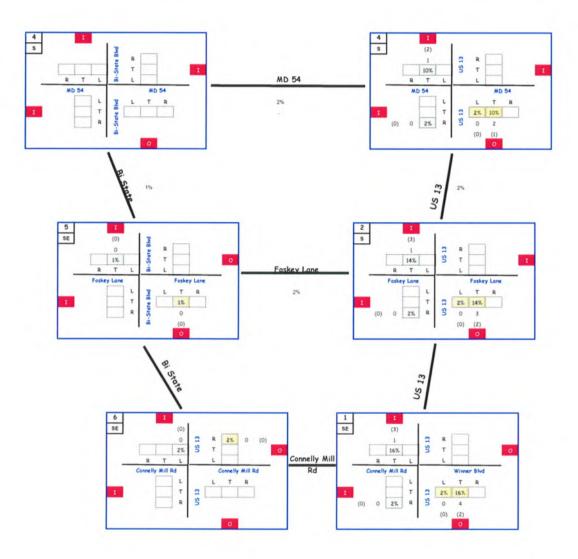


25 26

in 6 (24) out 25 (13)

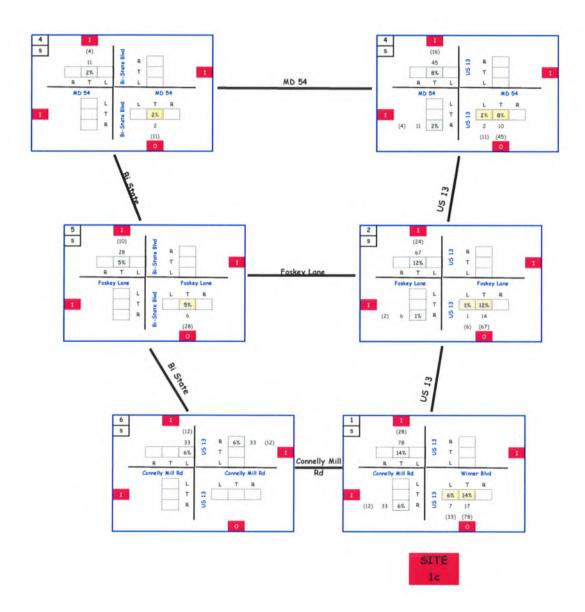


in 6 (21) out 22 (12)



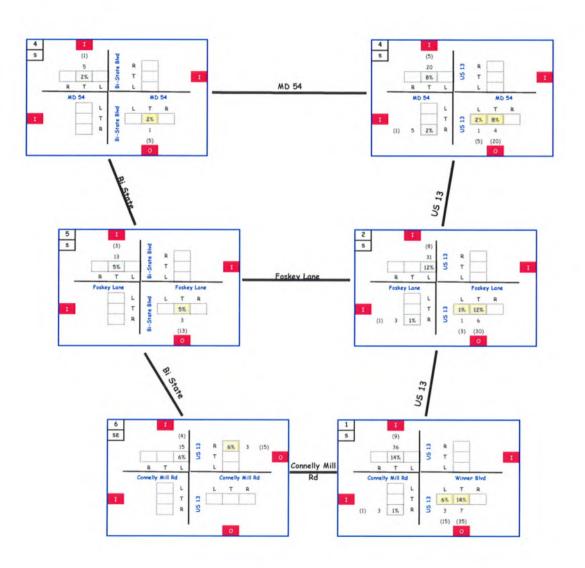


in 557 (197) out 120 (558)



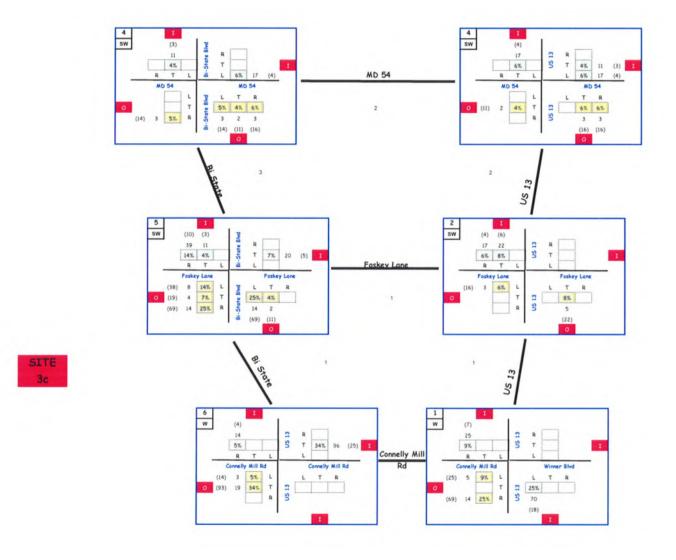
2030

in 255 (67) out 52 (250)

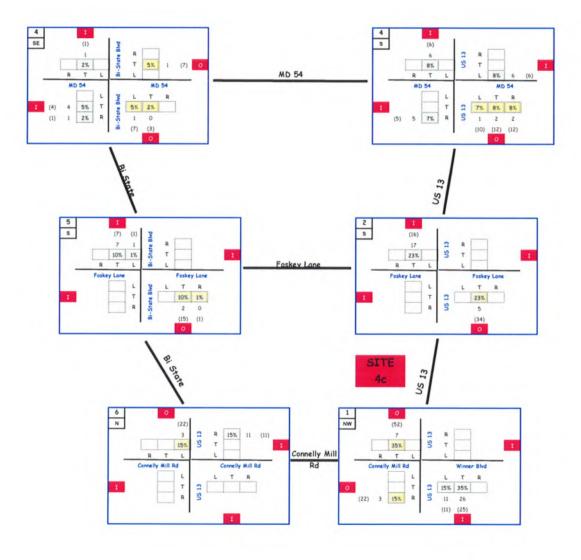


Development:

in 281 (73)
out 57 (274)

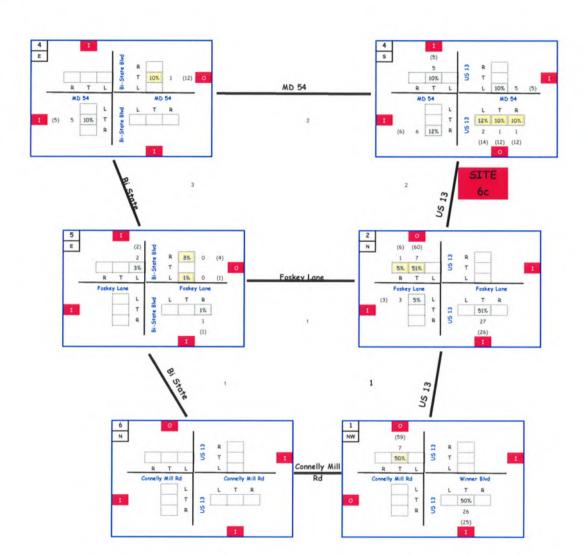


in 74 (71) out 20 (148)



2030

in 52 (50) out 13 (117)



APPENDIX D

Accident Data



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

Fax

To:	Mr. Derek Joost	From	Al Lewis	·
Dept	The Traffic Group	Pages	4	
Phone:		Phone	410-787-5849	
Fax:	MO1629-1845 410- 931- 660	Fax	(410) 787-5823	
Date:	11/07/2008	CC:	District One	
Res	Accident Data Request			
□ Urge	ont x For Review 🔲 Please C	iommen t	🗆 Please Reply	□ Please Recycle
⊕ Comr	ments;			······································
Enclos	ed are the accident data for the	requested	I roadway sections	s of:
US 13	from MD 675-B to MD 54			
MD 54	from US 13 to MD 675-B			
MD 67	5-B from MD 54 to Connelly Mill	Rd		
Foskey	Lane from US 13 to MD 675-B		•	
Also er	nclosed are the accident data for	the follow	ring intersections of	of:
US 13	at MD 675-B			
US 13	at Foskey La			
US 13 :	at MD 54			
MD 54	at MD 675-B			
MD 675	5-B at Foskey La			
MD 675	5-B @ Connelly Mill Rd		_	

November 7, 2008

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

The study period is from January 2005 thru December 2007

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

I hope this information is of assistance to you.

13 DOES NOT Cross Connector Mill Rd.

MD 675B US 13 from Connelly mill rd to md 54 15.89 1601-

MD 54 from US 13 to MD 675 Bi-State Blvd 10.84 - 9.97

MD 675 (bi state blv) to MD 54 to Connelly mill rd 2.09- 0.08

Foskey La from US 13 to Bi State blvd HD 675B

Mr 70 - 0,28 - 1,34 Co 506 - 0,00 - 0,69

WD 675 B US 13 @ Connelly Mill Rd.

1401 MH 70 US 13 @ Foskey La 15.16.

US 13 @ MD 54 10,84 15.84

MD 54 @ MD 675 -B

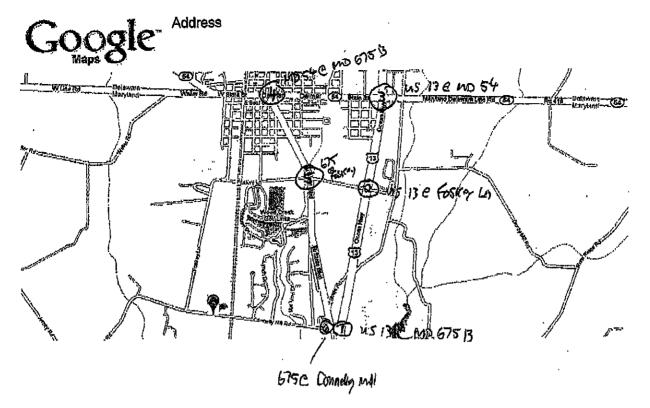
CO 506 MD 675% Foskey La

mu 15 MD 675 @ Connelly Mill Rd 0.06 0.08

DOES NOT INTERSECT, &

Page 1 of 1

connelly mill road delmar maryland - Google Maps



Maxyland State Nighway Administration

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

Name: Al Lewis Doto: 11/12/2008

Location: U80013 From MD 675-B to MD 54

Logmile: From 014.01 To 015.89 Longth: 1.88 Note(8):

County: Wicomico

Period: January 1, 2005 to December 31, 2007

* Significantly Higher than Statewide

Type Controls:	8U-100%						* Significantly Higher than Statewide
· YEAR »	2005	2006	2007	TOTAL	STUDYRATE	STWDRATS	
fatal,	. <u>:</u> -				0.0	1.2	
Mo - Kipped -				🗓			
INJURY	19	8	13	40 إ	60.0	74.7	
No _ INJURED _	29	11	21	71			
PROF DAMAGE	45	37	34	116	174.0 *	97.5	
TOTAL ACC	64	45	47	156	234.0 *	1.73 - 4	*
RATE	345.1	187.0	195,3				
WAADT	27000	35100	35100	i			
VMT (millions)	16.5	24.1	24.1	66 4	7		•
OPPOSITE DIR	3			3:	4.5	11.4	
REAR END		22	17	65 <u>;</u>	97.5 *		
SIDESWIPE	<u>2</u>	 2	· – – - ′ – – 2	25 i. 6 ·	9_0 9_0	ਬ ਜ਼ਿੱਜੀ ਜ − - 6.4	
LEFT TURN	2		•			13.5	
ANGLE	<u>-</u>		. -	ـــــــــــــــــــــــــــــــــــــ	22,5	32.6	
PEDESTRIAN	•	-	_			3.5	
PARKED VEH	2		,	- 5	7.5	 5 ₋ 7	
FIXED OBJECT	_	-	=			=	
OTHER	12	 14		. – , 1 9 1. 38	57.0 *		
U-TURN	12	2.4	14	3			
BYCKING 5-10-21		1					· · · · · · · · · · · · · · · · · · ·
	-	-	6	- :			
RAILROAD		· - *		 +			
exer'\cire_							
OVERTURN	1 8	1 8	1	3 :			
OIMER/UNK _				21 ‡			
TRCK REL ACC	2	4	ß	11	16.9	10.7	
nighttime	26	13	13	52	33 ૠ	32 k	
Wet Surface	14		7	27 <u>;</u>	17 *	29_*	
ALCOHOL REL		1	1	2	1 4	B 4	
INTERSEC REL	33	23	, 18	74			
TOTAL VEH	124	83	80	287			
TOTAL TRUCKS	2	4	5	11			
PERCENT TRKS	1.6	4 - 8	6.3	; 8, £	ı		
				<u> </u>	<u> </u>		
				i			
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Commente:				:			
		XF 44		• !		TT-CANALLY	
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Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support Division

Period: January 1, 2005 To Decomber 31, 2007

SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Location: MD0054 From US 13 to MD 675B

Logmile: From 009.97 To 010.84 Length: 0.87

Note (n):

County: Wicomico

Name: Al Lewis

Date: 11/12/2008

YEAR >	B005	0004	0007		: :	ARIMON TO			
4-11-11-11-11-11-11-11-11-11-11-11-11-11	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE			
PATAL					0.0 ,	1.2			
ŵ' Kiffed					: 				
MJŲRY	1	1	1	3	33.1	74.7			
o. injured			- <u>j</u>	3 _	. — —		-		
ROP DAMAGE	2	5	8	15	165.5 *				
OTAL ACC	3	6	9	18	198.6	173.4			
RATE -	98.7	199.3	298-9						
WAADT	9600	9500	9500						
VMT (millions)	3.0	3.0	3.0	9.1					
OPPOSITE DIR				;	0.0	11.4			
REAR END	1	2	2 _	5	55.2_	54.8			
SIDESWIPE		1,	1	2		6.4		-	 · = -
mer tura	:		4_		: <u> </u>	13,5 =	-		
angle		2	2	4		32.6			
PEDESTRIAN	1		1_		33.1 *	3,5			
PARKED VEM					0.0	5.7			 .
IXED OBJECT	_ .1	m	1	2	22.1	2B.4			
THER			1	1.		A_8			 .
Ų-TŲRN									
BACKING						-			
ANEMAL			1						
RAILROAD	. – – –								 - -
EXPL./FIRE				:					
OVERTURN									
OTHER/UNK				i					
	-						.		
IRCK REL ACC		1.		1	11.0	10.7			
ліокаліме Покаліме			3	. 3	1,6 %	32 %	,		
Met surface		4	1,	2	122	_ 26 _			
alcohol rel					0 %	6 %	-	-	
intersec RBL	1	3	4	8					
OTAL VEH	4	11	15	30	-				
OTAL TRUCKS		1		1					
PERCENT TRKS	0-0	9.1	0.0	э. э		•			

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

Name: Al Lewis Date: 11/12/2008

Location: MD0675B From MD 54 to Connelly Mill Rd

Logmile: From 000.08 To 002.09 Length: 2.01

ear >	2005	2006	2007	TOTAL	STASYCUTE	STWDRATE		_
'ATAL	, - '				0.0	1.2	-	
o Kirran							w 	
MJURY	2	3	3	8	60.0	74.7		
o. injured .	3	4	9					
PROP DAMAGE	8	9	Ç	23	172.6 *			
TOTAL ACC	10	12		33.	232.6 *	1.73.4		_
RATE	260.9	252.8	189.6					
WANDT	5200	6500	6200					
VMT (millions)	3.6	4.7	4.7	13.3	· · · · · · · · · · · · · · · · · · ·			
OPPOSITÉ DIR		1.	1.	2	15.0	11.4	• •	
REAR END	3 _ ~	3	2	8	60.0	54_6		
gideswide		1		1	,† , 5	6.4		
Teel losn	4	4	2	3 _	22.5	13,5		
ANGLE	3	2	2	7	\$2.5	32.6		
PEDÉSTRIAN_		. 	. 	;	0.0_	3,5		- •
PARKED VEH		-	. — .	. —	0.0	5.7		
Stred object -		2	,		22.5	28_4		- -
other	2	3 '	2	7	52.5	* 8.8		
V-TURN BACKING ANIMAL								
railroad .ex el ./Fire_							·	
OTHER/UNK_	2	3 _ .	1					<u> </u>
trok rel acc		1.		1	7.5	10.7		
NIGHTTIME	3	à	2	6	19 %	32 %		
WET SURFACE	4	3	3	10_	32 4	28 _ 1.		
ALCOHOL REL		1		1	3 %	8 ∜		
INTERSEC REL	7	6	3	7.6				
TOTAL VEH	19	22 .	16	57				
TOTAL TRUCKS		1.		1				
PERCENT TRKS	0.0	4.5	0.0	1 .1	<u>.</u>			

#16896

Robert Cunningham

Gary Pusey [gpusey@wicomicocounty.org] From:

Sent: Thursday, November 06, 2008 2:07 PM

To: Robert Cunningham

Betty Tustin; Derek Joost; Glenn Cook

Subject: Request for Accident Data

Hi Bob.

Cc:

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

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

In Maryland, the following roadway links are included:

O - U.S. Route 13 from Connelly Mill-Road to MD 54;

MD 54 from US Route 13 to Bi-State Boulevard (MD 675);

Bi-State Boulevard (MD 675) from MD 54 to Connelly Mill Road; and

Foskey Lane from US 13 to Bi-State Boulevard (MD 675)

In addition, the following intersections are included:

D - I US 13 and Generally Mill Read; M0675-B
- 2 US 13 and Foskey Lane;
D - 3 US 13 and MD 54;
D - 4 MD 54 and MD 675 (Bi-State Boulevard);
- 5 MD 675 (Bi-State Boulevard) and Foskey Lane; - SIMD 675 (Bi-State Boulevard) and Foskey Lane; and

6 MD 675 (Bi-State Boulevard) and Connelly Mill Road.

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

Derek's mailing information is below:

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

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

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

Name: Al Lewis Date: 11/07/2008

Location: U80013 From MD 675-B to MD 54

Logmile: From 014.01 To 015.89 Length: 1.88

County: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

YEAR >	2005	2006	2007	TOTAL
			111211	
FATAL				
Mo - KITTED -				
INJURY	19	8	1.3	40
PROP DAMAGE	45	37	34	116
TOTAL ACC	64.	4.5 	47	156
			·	
OPPOŠITE DIR	3			3
rear end	_ <u>se</u>	22	17	65
SIDESWIPE	2	2	2	6
LEFT_TURN	2	2	2	6
Angle	7	3	5	15
PEDESTRIAN				. _
Parked veh	2		3	· 5
FIXED OBJECT	9	2	5	16
other	12	14	12	38
<u>u-turn _ </u>		- - 		
BACKING		1		1
<u> </u>	3	4	6	13
RAILROAD				
EXOL. / FIRE _	- -			
OVERTURN	1	1	1	3
OTMER/UNK _			5	21
TRCK REL ACC	2	4	5	11
NIGHTTIME	26	13	1.3	52
WET SURFACE	14			27
ALCOHOL REL		1	i	2
INTERSEC RBL	3.3	23	18	74
TOTAL VEH	104		n -	
TOTAL TRUCKS	124	83	80	287
PERCENT TRKS	2	4	Б	11
FARCENT TRKS	1.6	4.8	6.3	3.8

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

Name: Al Lewis Date: 11/07/2008

Location: U80013 From MD 675-B to MD 54

County: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

Logmile: From 014.0% To 015.89 Length: 1.98

FOGWIFE	IR	Date	SEVERITY	TIME	Light	SUR FACE	ALC	FX OB	TYPE	V1 V2	PROBABLE CAUSE
US0013				110-2							
14.01	✓	063005	1 inj.	2A	NICHT	DRY			OTHER	พร บบ	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	061105	PROPERTY	3 P	DAY	DRY			RREND	99 SS	UNKNOWN OR OTHER CAUSE
14.01	✓	013305	PROPERTY	62	night	DRY		04	FXOBJ	N9 na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	042305	PROPERTY	91	NIGHT	WET		04	fxobj	NS no	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	010205	1 Inj.	10P	NIGHT	DRY			RREND	ns NL	fail to give full time/attent
14.01		022105	PRÓPERTY	72	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	040105	a inj.	LÓP	MIGHT	WET			RREND	ns ns	UNKNOWN OR OTHER CAUSE
14.01	√	100805	PROPERTY	127	NIGHT	WET	•	04	LEOXY	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	102205	PROPERTY	8P	NIGHT	NET			CNANA	Na Na	FAIL TO GIVE FULL TIME/ATTENT
14.01		091205	PROPERTY	10P	NIGHT	DRY			RREND	na na	FOLLOWED TOO CLOSELY
14.01	✓	120606	PROPERTY	9A	DAY	DRY			OTHER	លខ សា	unknown or other cause
14.01		010306	PROPERTY	6P	OTHER	OTER			other	บบลห	FAIL TO OBEY OTHER CTRL DEVICE
14.01		111507	PROPERTY ·	79	NIGHT	WET			rrend	ns ns	unknown or other cause
14.01	√	071407	Property	9 A	DAY	DRY			RREND	ns ns	unknown or other cause
14.01	√	112407	ı Inj.	1P	DAY	DRY			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	112307	PROPERTY	9.6	night	DRY			OTHER	ss vu	unknown or other cause
14.01		061607	PROPERTY	2A	night	DRY	✓	03	FXOBJ	NS na	under influence of Alcohol
14.01	√	072307	PROPERTY	7 P	DAY	DRY			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
14.02		091205	PROPERTY	4P	DAY	YXC			other	NR BR	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	010105	PROPERTY	12P	DAY	DRY			rrend	88 88	unknown or other cause
24-02	✓	070805	PROPERTY	1P	DYA	DRY			RREND	88 88	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	050205	PROPERTY	5 P	DAY	DRY			RREND	ns ns	UNKNOWN OR OTHER CAUSE
14.02	✓	072105	3 Inj.	6P	DAY	DRY			rrend	ив ив	UNKNOWN OR OTHER CAUSE
14.02	₹	053105	PRÓPERTY	A6	DAY	DRY			RREND	88 88	UNKNOWN OR OTHER CAUSE
14-02	✓	120306	2 Inj.	5P	NIGHT	DRY			RREND	ns ns	UNKNOWN OR OTHER CAUSE
14 - 02		012806	PROPERTY	1P	DAY	DRY			rrend	38 3 8	UNKNOWN OR OTHER CAUSE
14.02		070306	PROPERTY '	4.7	OTHER	othr			OTHER	88 88	unknown or other cause
14-02	√	093106	PROPERTY	8 A	DAY	DRY			rrend	88 88	UNKNOWN OR OTHER CAUSE
14.02	√	032106	PROPERTY	10A	DAY	DRY			RREND	58 96	UNKNOWN OR OTHER CAUSE
14.02	√	070306	PROPERTY	9P	DAY	DXY			rrend	ns ns	UNKNOWN OR OTHER CAUSE
14.02	_	062206	Property	9A	DAY	DRY			rrend	\$\$ \$\$	unknówn ór ötner cause
14.02	✓	121007	PROPERTY	3 P	DAY	DRY			OTHER	us us	unknown or other cause
14.02	√.	120707	PROPERTY	3.5	DAY	DRY			RREND	88 88	UNKNOWN OR OTHER CAUSE
14.03	₹,	052405	2 Inj.	92	Pight	Het			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
14.03	√	061.605	PROPERTY	7 Þ	nicht	DRY			SDSWP	DW DW	FAIL TO GIVE FULL TIME/ATTENT
14.03	,	062705	PROPERTY	9 P	NIGHT	DRY			RREND	ив ив	unknown or other cause
14.04	√,	07080\$	Property	1P	DAY	DRY			RREND	88 88	unknown or other cause
14.04	√,	091007	1 Inj.	8A	DAY	DRY			rrend	98 88	UNKNOWN OR OTHER CAUSE
14-05	√,	111905	i Inj, .	117	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.05	√,	090206	PROPERTY	ЯĽ	DAY	NET			RREND	ee ee	FAIL TO GIVE FULL TIME/ATTENT
14.05	1	101506	PROPERTY	5 P	DAY	DRY			RREND	88 88	FOLLOWED TOO CLOSELY
14.05		102107	l Inj.	4 P	DAY	DRY			RREND	ns ns	UNKNOWN OR OTHER CAUSE
O≌ (01) #Bri.	dge	(02)=Buil	ding (01)	-Culver	/Ditch	(04)=	Oursh.	- /0=	\	ail/Barr	ior (06)=Rmbankment (07)=Fen

Continues...

ADC Combined Logmile History Output Continued...

						SUR		FX	CLSN	MOVE	
LOGMILE	1R	DATE	SEVERITY	TIME	LIGHT	FACE	YTC	OB	TYPE	V1 V2	PROBABLE CAUSE
14.06		043,705	PROPERTY	11A	DAY	DRY	•		RREND	38 86	FAIL TO GIVE FULL TIME/ATTENT
14.06	√	120905	PROPERTY	Ż₽	night	DRY			RREND	88 88	UNKNOWN OR OTHER CAUSE
14.07		072206	PROPERTY	107	DAY	WET			RREND	\$ \$ \$5	unknown or other cause
14.07	✓	080107	PROPERTY	6 P	DAY	DRY	•		RREND	55 86	FAIL TO GIVE FULL TIME/ATTENT
14.08		090205	PROPERTY	117	DAY	DRY			RRBND	\$\$ \$S	FAIL TO GIVE FULL TIME/ATTENT
14.09		102605	ı Inj.	3. DA	DAY	DRY		09	FKOBJ	NS na	PHYSICAL/MENTAL DIFFICULTY
14.11	√	100805	ı Inj.	2P	DAY	WET			RREND	5G 55	TOO FAST FOR CONDITIONS
14.12		122407	PROPERTY	11A	DAY	DRY			RREND	22 22	FAIL TO GIVE FULL TIME/ATTENT
14.15	√	040106	PROPERTY	42	DAY	Wet			RREND	9\$ 5£	WET
14.16		012205	PROPERTY	lP	DAY	MOME		0.9	FXOBJ	ns na	FAIL TO GIVE FULL TIME/ATTENT
14.16		052306	PROPERTY	7.A	DAY	DRY			RREND	\$\$ \$S	unknown or other cause
14,16		100706	PROPERTY	6 P	DAY	WET			rrend	es es	UNKNOWN OR OTHER CAUSE
14,16		080207	PROPERTY	ŻP	DAY	DRY			RREND	88 88	PAIL TO GIVE FULL TIME/ATTENT
14.43		010707	PROPERTY	IlP	NIGHT	DRY			OTMER	NS na	UNKNOWN OR OTHER CAUSE
14-45		102705	PROPERTY	7A	DAY	DRY			OTHER	NS na	ANIMAL
14.46		111305	PROPERTY	7 P	NIGHT	WET			other	NS na	MET
34.46		112006	PROPERTY	3A	NIGHT	DRY			OTHER	89 na	unknown or other cause
14.47		121106	PROPERTY	1,QA	DAY	WET			SDSWP	NO NO	unknown or other cause
14.42		052007	2 Inj.	7.A	DAY	DRY			OTHER	ss na	FELL ASLEEP, FAINTED, ETC.
14.49		012205	PROPERTY	7P	night	I CB		03	FXODJ	SS na	SLEET, HAIL, FREEZING RAIN
14.49	✓	082205	PROPERTY	6P	DAY	DRY			adsab	NL NL	FAIL TO GIVE FULL TIME/ATTENT
14.49		072005	1 Inj.	3.2P	NIGHT	DRY			angle	ss eb	UNKNOWN OR OTHER CAUSE
14-49	- ✓	112406	PROPERTY	12P	DAY	DRY			OTWER	SS na	VEHICLE DEFECT
14.49		050507	PROPERTY	5P	DAY	Wet			RREND	88 88	PAIL TO GIVE FULL TIME/ATTENT
14.45	✓	110107	PROPERTY	1A	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.49		081807	1 Inj.	5A	DAY	DRY			OTMER	SS na	fell Aslbep, fainted, etc.
14.49	√	032407	1 Inj.	1.1A	DAY	DRY			RREND	SL SS	UNKNOWN OR OTHER CAUSE
14.49		090607	4 Inj.	32	DAY	DRY			angle	ns we	unknown or other cause
14.50		113007	PROFERTY	6₽	DAY	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
1451		111507	PROPERTY	11 P	NIGHT	DRY			RREND	ns ns	UNKNOWN OR OTHER CAUSE
14.52		030707	PROPERTY	1,27	DAY	I CB			OTHER	SR UU	rain, enow
14.53		040105	1 Inj.	3 P	DAY	DRY			other	ви ви	FAIL TO GIVE FULL TIME/ATTENT
14.53		D518D6	PROPERTY	7 . P	DAY	DRY			OTHER	ŝŝ na	AMIMA'.
14.55		081706	PROPERTY	11P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.59		111307	1 Inj.	lip	NIGHT	DRY		04	FXODJ	NS na	FELL ASLEEP, FAINTED, ETC.
14,62		060305	PROPERTY	2A	NIGHT	NET			other	NU na	UNKNOWN OR OTHER CAUSE
14.65		071007	property	122	DAY	DRY			PARKD	שט טט	unknown or other cause
14.68		032707	PRÓPERTY	11A	DAY	DRY			OTHER	šs na	UNKNOWN OR OTHER CAUSE
14.77		050507	PROPERTY	5P	DAY	WET			LFTRN	nr ee	PAIL TO GIVE FULL TIME/ATTENT
14.79		033606	PROPERTY	4A	night	DRY		04	fxobj	88, na	VISION OBSTRUCTION
34-87		102105	7 Inj.	4 P	DAY	WET			OPDIR	eś ns	TOO FAST FOR CONDITIONS
14.89		021606	2 Inj.	5 P	DAY	DRY			RREND	ne ne	FAIL TO GIVE FULL TIME/ATTENT
15.08		063007	l Inj.	6 A .	DAY	net		11	fxobj	M\$ na	FAIL TO GIVE FULL TIME/ATTENT
15,13		082905	2 Inj.	5P	DAY	DRY			rkend	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.14		013005	S Inj.	5.P	DAY	ìce			OPDIR	SS NS	SLEET, WAIL, FREEZING RAIN
15.16		101905	PROPERTY	6P	DAY	DRY			OTHER	NS na	VENICLE DEFECT
15-16	✓	011905	Property	2P	DAY	SNOM			angle	88 28	TOO FAST FOR CONDITIONS
18.16	√	040605	PROPERTY	12P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	√	040705	Property	7A	DAY	WET			angle	BL: 68	FAIL TO GIVE FULL TIME/ATTENT
3(01)=Bri	dae	(02)=Buil	ding (02)	مريد و الريام	r/Ditch	(04)	(4, ₂ , ₁	/ns	l advanda	and 1 /Dame	(AE) - DANA-1 (AE) =:
-Light P	_	(02)=8011 (09)=81gm	- '	¬⊊u1.v@;	r\nrcou	(04)=	CUID	(05) ~(4) \$1.00)	rail/Barı	rier (06)=Embankment (07)~Fe

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIMB	LIGHT	sur Face	ÀLÇ	FX OB	Clan Type	MOVE V1 V2	PROBABLE CAUSE
15.16	√	120606	1 Inj.	3 P	DAY	DRY			LFTRÑ	Al' BE	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	112106	PROPERTY	27	DAY	DRY			ANGLE	ms 'ns	gail to yield right of way
15.16	<i>\</i>	122706	PROPERTY	5P	NIGHT	DRY			RREND	ns ns	unknown or other cause
15.16	1	011607	PROPERTY	7A	DAY	DRY		10	FXOBJ	SR na	PAIL TO GIVE FULL TIME/ATTENT
15.16	1	012007	PROPERTY	11A	DAY	DRY			angle	ns es	unknown or other cause
15.16	1	121807	PROPERTY	2P	DAY	DRY			Parkd	WL na	UNKNOWN OR OTHER CAUSE
15.16		111407	PROPERTY	10A	DAY	DRY			ANGLE	ns es	UNKNOWN OR OTHER CAUSE
15.16	1	112507	1 Inj.	10A	DAY	DRY			ANGLE	WL SS	FAIL TO YIELD RIGHT OF WAY
15.16		112407	PROPERTY	9P	NIGHT	PRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.17		050405	PROPERTY	8P	NIGHT	OTHR			PARKD	ss na	UNDER INFLUENCE OF MEDICATION
15.17		012205	PROPERTY	1.27	NIGHT	DRY			OTHER	86 na	FAIL TO GIVE FULL TIME/ATTENT
15.17		032706	PROPERTY	1P	DAY	DRY			OTHER	ss uu	FOLLOWED TOO CLOSELY
15.17		030906	PROPERTY	12A	NIGHT	DRX			OTHER	es na	ANIMAL
15.18	√	111405	PROPERTY	126	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.18	•	012205	PROPERTY	62	NIGHT	ICE		03	FXOBJ	ss na	TOO FAST FOR CONDITIONS
15.20		071905	1 Inj.	27	DAY	DRY		••	RREND	88 95	FOLLOWED TOO CLOSELY
15.20		122207	PROPERTY	10P	NIGHT	DRY			OTHER	พร ทอ	UNKNOWN OR OTHER CAUSE
15.49		080405	PROPERTY	11A	DAY	DRY			rrend	68 88	TOO FAST FOR CONDITIONS
15.56		121605	PROPERTY	3A	NIGHT	NET			OTHER	ss na	ANIMAL .
15.58		031705	PROPERTY	7A	ĎAY	DRY			OTHER	พบ na	UNKNOWN OR OTHER CAUSE
15.58		032906	1 Inj.	8A	DAY	DRY			OTHER	ខិន ណិ មាន មេ	UNKNOWN OR OTHER CAUSE
15.59		081707	PROPERTY	97	NIGHT	DRX		0.9	FXOEJ	VI та	VEHICLE DEFECT
15.54		091007	PROPERTY	10A	DAY	DRY		-	PARKD	WR UP	IMPROPER TURN
15.65		071405	PROPERTY	ξħ.	DAY	DRY		03	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.65		120707	PROPERTY	7A	DAY	DRY		02	OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.67		011005	3 Inj.	1A	night	DRY			OTHER	SS JE	FAIL TO GIVE FULL TIME/ATTENT
15.69		030905	PROPERTY	8P	night	DRY			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
15.72		072205	PROPERTY	47	DAY	DRY			RREND	99 99 98 28	UNKNOWN OR OTHER CAUSE
35.72		111305	PROPERTY	1A	NIGHT	DRY			PARKD	SS UP	FELL ASLEEP, FAINTED, ETC.
15.72	✓	070205	PROPERTY	3P	DAY	DRY			ANGLE	NR ES	UNKNOWN OR OTHER CAUSE
15.72	•	090405	PROPERTY	121	DAY	DRY			ANGLE	ss es	UNKNOWN OR OTHER CAUSE
15.72		020505	2 Inj.	11A	DAY	DRY	•			rr sc	FAIL TO YIELD RIGHT OF WAY
15.72	1	080605	PROPERTY	25	DAY	DRY			angle Other		
15.72	7	121805	PROPERTY	5A	NIGHT					SL NR	FAIL TO GIVE FULL TIME/ATTENT
15.72	V	121605	3 Inj.	9A 4P	DVA	DRY DRY			other	SR SR	FAIL TO GIVE FULL TIME/ATTENT
15.72	Ż	112406	PROPERTY	10P	NIGHT	DRY	√		OTHER	SL NR	FAIL TO YIELD RIGHT OF WAY
15.72	,	062506	PROPERTY 1 Inj.	10P 5P	DAY	DRY	¥		other Angle	EU NS	under influence of alcohol- unknown or other cause
15.72	· /	11,1006	1 Inj. 1 Inj.	5P	NIGHT	DRY			VNGTE	ss Ws Sb Ws	
15.72	•	090906	PROPERTY	1.1P	NIGHT	DRY			OTHER		UNKNOWN OR OTHER CAUSE
15.72		080806	PROPERTY	1. LP 5.P	DAY					UU EK.	FAIL TO GIVE FULL TIME/ATTENT
15.72	✓	120805	PROPERTY	11P	NIGHT	DRY		10	RREND	ns ns	UNKNOWN OR OTHER CAUSE
15.72	v	120107	1 Inj.	11P 12P	DAY	DRY		10	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
15.72	*	081707	i inj. 5 inj.			DRY			Telen Telen	NL 88	FAIL TO YIELD RIGHT OF WAY
15.74	√	090805	-	10P	NIGHT	DRY			OTHER	88 na	UNKNOWN OR OTHER CAUSE
15.75	T	063608	PROPERTY PROPERTY	6P	DAY	DRY			angle	WR NS	FAIL TO YIELD RIGHT OF WAY
15.82	√	010507	PROPERTY	2P	DAY	DRY			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
15.63	,		PROPERTY	9 P	NIGHT	NET			SDSWP	ns ns	FAIL TO YIELD RIGHT OF WAY
15.85	1	101007	i inj.	1 Λ	DAY	WET			RREND	ne ne	UNKNOWN OR OTHER CAUSE
15.85	٧	102707	PROPERTY	1P	DAY	DRX DRX			ANGLE	ns es	UNKNOWN OR OTHER CAUSE
15.51		082207	PROPERTY	5A	NIGHT .	DRY			SD\$WP	ns ns	UNKNOWN OR OTHER CAUSE
0B (01) =Bri	dae	(02)~Buil	dina (Az)		-/514	(04)	<u></u>	/=-	1		den Inch make a series
	~5 =	・ハマトムロロゴブ	(60) وسمي	CATAG:	r/Ditch	(04)=	curn	IDE	LAGUATO	rail/Barr	iox (06)-Embankment (07)-Fe

Page: 3

ADC Combined Logmile Mistory Output Continued...

LOGMILE	ĮR	DATE	SEVERITY	TIME	LIGHT	Sur Face	VFC	FX OB	TYPE TYPE	V1 V2	PROBABLE CAUSE
15.88		112105	PROPERTY	10አ	DVĀ	WBT	.·· · · · · · · · · · · · · · · · · · ·		RREND	ив ис	FAIL TO GIVE FULL TIME/ATTENT
15.88		012706	PROPERTY	2P	DAY	DRY			RREND	55 SS	UNKNOWN OR OTHER CAUSE
15.88		020806	PROPERTY	12P	DAY	DRY			SDSWP	ns ns	FAIL TO GIVE FULL TIME/ATTENT
15.88		100907	PROPERTY	5P	DAY	DRY			RREND	SS 55	fail to give full time/attent
15.88	✓	071907	PROPERTY	5 P	DAY	WET			RREND	88 98	improper lane change
15.89	✓	101405	2 Inj.	ŞΆ	NIGHT	WET			OPDIR	NS 33	FAIL TO GIVE FULL TIME/ATTENT
15.89	✓	012905	l Inj.	10P	MIGHT	WET			LPTRN	ss nl	FAIL TO OBEY TAPPIC SIGNAL
15.89	✓	061106	PROPERTY	10A	DAY	DRY			rrend	ns ns	UNKNOWN OR OTHER CAUSE
15.89	√	112806	PROPERTY	5 P	night	DRY			LPTRN	nl se	FAIL TO YIELD RIGHT OF WAY
15.29	✓	100306	PROPERTY	1P	DAY	DRY			rrend	ns ns	unknown or other cause
15.89	√	082806	PROPERTY	7 X	DAY	DRY			RREND	ns ns	unknown or other cause
35.89	✓	061206	ž Inj.	1.03	NIGHT	DRY			rrend	es es	FAIL TO GIVE FULL TIME/ATTENT
15.89	✓	062206	ı ınj.	12	DAY	DRY			rrend	ns ns	Unknown or other cause
15.89	✓	052106	PROPERTY	12P	DAY	DRY			RREND	ns ns	UNKNOWN OR OTHER CAUSE
15.89		010706	Property	49	OTHER	OTHR			other	ns ns	FAIL TO GIVE FULL TIME/ATTENT
15.29		100407	PROPERTY	3 P	DAY	DRY			RREND	88 88	UNKNOWN OR OTHER CAUSE

FXOB(01)-Bridge

(02)=Building

(03)=Culver/Ditch

(04)=Curb

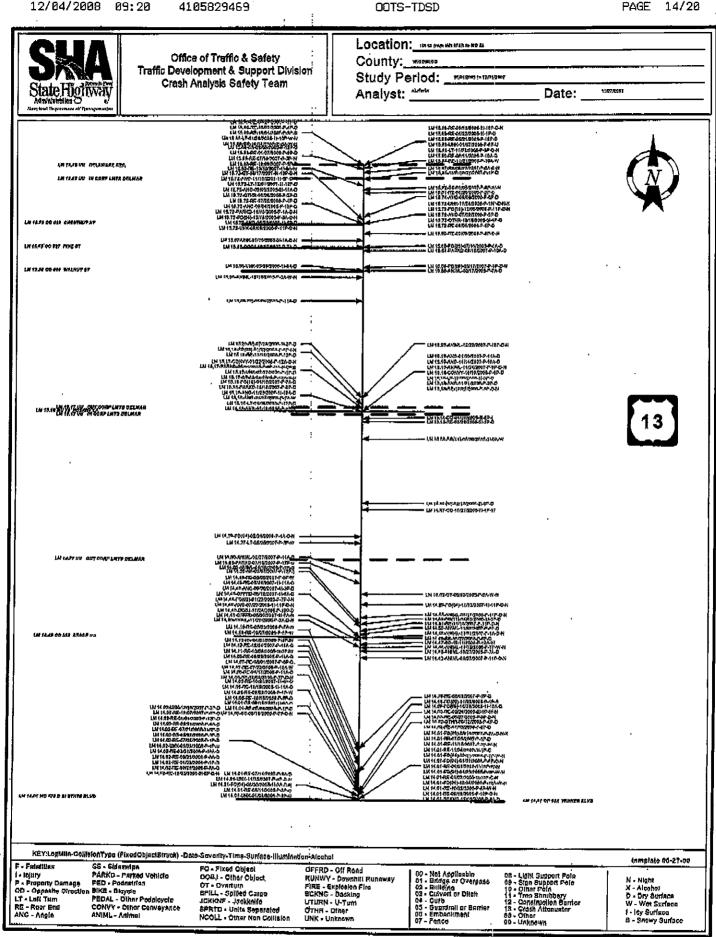
(05)~Guardrail/Borrier (06)=Embankment

(09)=Light Pole (09)-Aign Post

(10)=Other Polc

(11) Tran/Shrubbery (32) Construc. Barrier (13) Trash Attenuator

▲ Last Page of Report A



Maryland State Highway Administration
Office of Traffic and Safety - Traffic Davelopment and Support Division
SMA 52.1 ADC Study Worksheet Output | xev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-8

Logmile: From 009.97 To 010.84 Length: 0.87

County: Widomido Period: January 1, 2005 To December 31, 2007

Noté(s):

Xear ►	2005	2006	2007	TOTAL
FATAL				
No. KILLED				·
INJURY _	1 1	1	1	3 3
PROP DAMAGE	2	5	9	15
TOTAL ACC	`3	6	9	18
	155-14X			
OPPOSITE DIR				
REAR_END		2	2 _	5
gideswipe		1	1	2
TEST TURN				
ANGLE PEDESTRIAN	-	2	2	4
PARKED VEH			* * * * * * *	·
EIXED OBTECT.	^		4	. _ 2
OTHER			3.	1
U-TURN	-			. – – – – –
Backing <u>Animal</u>			1	4
RAILROAD				
exel /fire_		 -		
OVERTURN				
одная/пик _				
TROK REL ACC		. 1		1
				· ·
nighttime <u>wet gurpace</u>		•	, <u>3</u>	3 2
ALCOHOL REL				.
intersec rel	1	3	4	8
· · · · · · · · · · · · · · · · · · ·				NA.
TOTAL VEH	4	11	15	30
TOTAL TRUCKS PERCENT TRKS	0. σ	1 9.1	0.0	1 3.3
	V.0	3.1	۷.0	3.3
Comments:				
	1 178 (5000.0			
		B48 A.		

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

Name: Al Lowis Date: 11/07/2008

Location: MD0064 From US 13 to MD 678-B

Logmile: From 009.97 To 010.84 Length: 0.87

County: Wicomico

Period: January 1, 2005 To December 31, 2007 Note(s):

LÓGMILE	IR	DATE	Severity	ZMIŢ	LIGHT	sur Face	ALC	FX OB	TYPE CL3M	MOVE V1 V2	PROBABLE CAUSE
ID0054	-				7 4 7 10 m	<u></u>					
9.97		100505	1 Inj	7A	DAY	PRY			PED	ES na	unknown or other cause
9.97	✓	022107	PROPERTY	72	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
10.30		092206	i inj.	6P	DAY	VET			PED	ES na	unknown or other cause
10.33		092607	PROPERTY	19	DAY	DRY			RREND	kt es	Unknown or other cause
10.39		123107	PROPERTY	4P	DAY	DRY			ANGLE	ss es	FAIL TO GIVE FULL TIME/ATTENT
10.40		112007	PROPERTY	3.2A	DAY	DRX		02	LEOX3	ва па	PAIL TO GIVE FULL TIME/ATTENT
10.57	✓	090807	1 Inj.	έA	DAY	DRY		•	PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
10.58	√	072206	PROPERTY	6P	DAY	DRY			angle	nr es	fail to yield right of way
10.74	√	103106	PROPERTY	3P	DAY	DRY			ANGLE	eg sl	UNKNOWN OR OTHER CAUSE
10.74	√	062107	PROPERTY	112	DAY	DRY			RREND	nr ns	improper lane change
10.75		121306	PROPERTY	4 P	DAY	DRY			977208	SL SL	FAIL TO GIVE FULL TIME/ATTENT
10.75	√	121506	PROPERTY	12P	DAY	DRX			<i>¥¤</i> å₩D	९५ ९४	THETTA ALL TAUF BUID OF ALER
10.78	√	040105	PROPERTY	€₽	DAY ·	DRY			CNESS	es es	UNKNOWN OR OTHER CAUSE
3.0.79		121107	PROPERTY	7 P	night	Wet			OTHER	BS na	AMIMAL
10.81		011705	PRÓPERTY	ЯŘ	DAY	ICE		08	FXOBJ	er na	FAIL TO GIVE FULL TIME/ATTENT
10.81		110906	PROPERTY	9A	DAY	DRY			RREND	98 88	unknown or other cause
10.81	✓	081907	PROPERTY	32P	DAY	DRY			SDSWP	ES ES	UNKNOWN OR OTHER CAUSE
10.81		120307	Property	10F	NIGHT	DRY			angle	RS 88	unknown or other cause
										1	

FXOB(01) = Bridge (02) = Building (03) = Culver/Ditch

(04)=Curb (05)=Guardrail/Barrier (06)=Embankment

(08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

(07)=Fence

12/04/2008 09:20 4105829469	OOTS-TDSD PAGE 17/20
Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team Note that of Transport of Traffic & Safety	Location: MD 54 from MD 675-B to US 13 County: WICOMICO Study Period: 01/01/2005 to 12/31/2007 Analyst: ALEWIS Date: 11/07/2009
LM 10.84 US 13 OGEAN HWY LM 10.81-RE-11/09/2008-P-9A-D LM 10.81-ANG-12/03/2007-P-10P-D-N LM 10.75-SE-12/13/2006-P-4P-D LM 10.74-RE-03/21/2007-P-11A-D	LM 10.81-FO(U8)-01/17/2005-P-8A-I LM 10.81-SS-08/19/2007-P-12P-D
LM 10,33-茂년=09/26/2007-P-1P-D —————	LM 10.40-FO(02)-11/20/2007-P-11A-D LM 10.38-ANG-12/31/2007-P-4P-D LM 10.33 MU 9080 E/GMTH ST LM 10.30-PED-09/22/2006-11-6P-W LM 10.26 MU 9070 SEVENTH ST LM 10.19 MU 9080 SIXTH ST
LM 10.12 MU 9050 FIFTH ST LM 8.97-LT-02/21/2007-P-7P-D-N	LM 10.00 MU 9041 FOURTH ST LM 9.97-PED-10/05/2005-11-7A-D LM 9.97 MD 675 B BI STATE BLVD

Savatily-Time-Surface-Illumination-Alcohol RETAUSIMING-COMMING-COMMING (FIRSHDO) Ject Struck) F - Franking BR - Singswip Comming PARKO - Perket Vehicle PED - Pedestrian Off - Opposite Direction TIRKE - Bleyde LT - Left Turn PEDAL - Other Pedescycin RE - Roar End ANG - Angin ANGL - Animal FO - Fixed Object
OOBJ - Other Object
OT - Overturn
SPILL - Spired Gazno
JCKKNY - Jackknifa
SPRTD - Unite Separated
NCOLL - Other Non Collinion

OFFIRO - OII Road RUNWY - Downhill Runaway FIRE - Exphalon Filo BCKNG - Rocking UTURN - U-Turn OTHR - Other UNK - Uaknowa

00 - Not Applicable
01 - Bridge or Overpose
02 - Bulking
03 - Bulvert or Ditch
04 - Curb
05 - Georgrafil or Banfar
05 - Banbankmant
07 - Fence

05 - Light Support Pola 06 - Sign Support Pola 10 - Other Pola 11 - Trae Shrubbery 12 - Construction Barrier 13 - Crash Attomater 00 - Other 98 - Unknown

N - Night X - Alcohol D - Dry Sirface W - Wet Surface I - Icy Surface S - Snowy Surface

template 00-27-ca

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

Name: Al Lewis Date: 11/07/2008

Location: MDD675B From Connelly Mill Rd to MD 54

County: Wicomico

Period: January 1, 2005 To December 31, 2007

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

YEAR ► :							•		
	2005	2006	2007	TOTAL					
					•				
NO, KILLED									
INJURY			3			~ ~ ~ ~ ~			
		_		16					
PROP DAMAGE		· 	-	<u>10</u>					
TOTAL ACC		_						•	
TOTAL ACC	10	12	9	31					
OPPOSITE DIR									
	•	1	.1	2					
REAR_END			2	·					
SIDESWIPE		1		1					
LEFT TURN			²						
ANGLE	3	2	2	່ 7				•	
PEDESTRIAN				_			n = -		
PARKED VEH									
FIXED OBJECT	\$			3					
OTHER	2	3	2	7					
U-TURN		=		•					
BACKING									
ANIMAL			1	1					
RAILROAD	-		-*						
EXPL./FIRE									
OVERTURN	-								
								:	
OTHEE\NNK	2	3				,			
·								÷	
TROK REL ACC		1		1					
				 					
emitthoin	3	1	2	2					
MET SURFACE	4	3	2	10					
VICOHOT SET		3.		1			··	 -	
INTERSEC REL	7	6	3	16					
TOTAL VEN	19	22	16	57			_	- MN	
TOTAL TRUCKS		1		1					•
ERCENT TRKS	0.0	4.5	0.0	1.8					

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA 52.1 ADC Combined Logmile History Output rev. 06/2006-1 Name: Al Lewis Date: 11/07/2008

Location: MDD675B From Connelly Mill Rd to MD 54

County: Wicomico - Period: January 1, 2005 To December 31, 2007

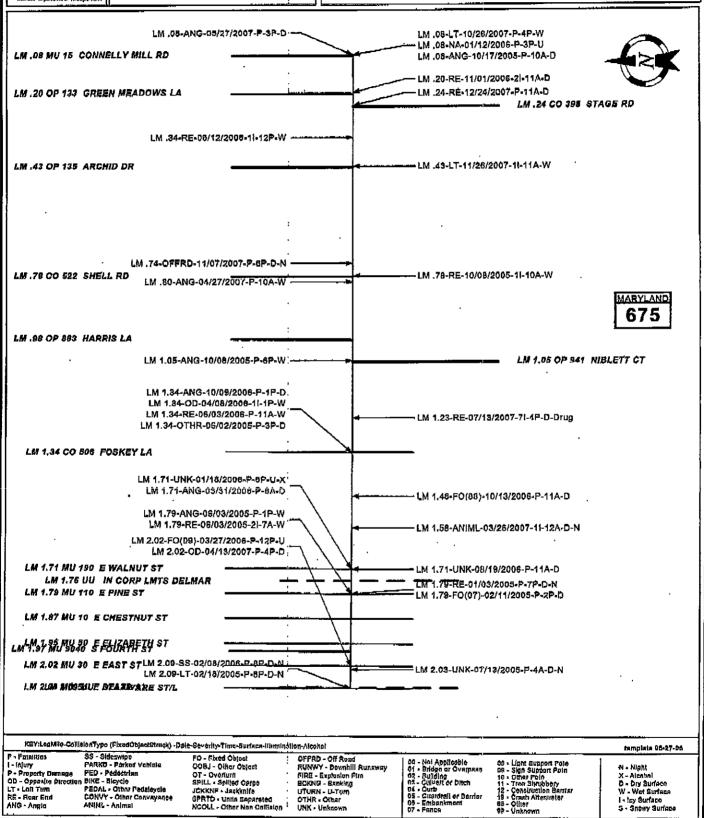
Logmile: From 000.08 To 002.09 Length: 2.01 Note(s):

LOGMILE	IR	DATE	SEVŠRĪTY	TIME	LIGHT	SUR FACE	ALC	PX OB	CL5N TYPE	V1 V2	PROBABLE CAUSE
1D0675B				,				.,.			- -
0.08	✓	103705	Próperty	10A	DAY	DRY			angle	WR NS	FAIL TO YIELD RIGHT OF WAY
0.08		011206	PROPERTY	3P	OTHER	OTHR			other	ns ns	UNKNOWN OR OTHER CAUSE
0.08	√	052707	Property	312	DAY	DRY			angle	SS NL	DID NOT COMPLY WITH LIC. RESTR.
0.08	✓	102607	PROPERTY	4 P	DAY	Wet			LFTRN	SL NS	UNKNOWN OR OTHER CAUSE
0.20	√	110106	2 Inj.	1, 1, A.	DAY	DRY			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
0.24		122407	PROPERTY	J, J,A	DAY	DRY			RREND	na ns	unknown or other cause
0,34		061206	ı Inj.	122	DAY	WET			RREND	en ew	FOLLOWED TOO CLOSEDY
0.43	✓	112607	1 Inj.	11A	DAY	wet			LFTRN	WL BB	FAIL TO YIELD RIGHT OF WAY
0.74		110707	PROPERTY	SP	NIGHT	DRY			OTHER	WS ILA	UNKNOWN OR OTHER CAUSE
0.78	✓	100805	1 Inj.	20A	DXX	WET			rrend	28 BE	FOLLOWED TOO CLOSELY
0-80		042707	PROPERTY	10A	DAY	WRT			angle	ss Wr	FAIL TO YIELD RIGHT OF WAY
1-05	√	100805	PROPERTY	62	DAY	abl	•		VNGTE.	ss WS	FAIL TO GIVE FULL TIME/ATTENT
1.23		071307	7 Inj.	47	DAY	DRY			RREND	ns nl	fail to yield right of way
1,34	√	020302	PROPERTY	3₽	DAY	DŔŶ			OTHER	NL SR	FAIL TO YIELD RIGHT OF WAY
1.34		040806	1 Inj.	15	DAY	MEI			OPDIR	es Ws	FAIL TO YIELD RIGHT OF WAY
1.34	√.	060306	PROPERTY	11A ·	DXY	WET			RREND	mê mê	TOO FAST FOR CONDITIONS
1.34	√	100906	PROPERTY	A,	DAY	DRY			angle	ns es	UNKNOWN OR OTHER CAUSE
1.48		101306	PROPERTY	11A	DAY	DRY		88	FXOBJ	es na	UNICHOWN OR OTHER CAUSE
1.58		032607	l Inj.	12X	NIGHT.	DRY			other	NS na	ANIMAL
1.71	- √	081906	Property	112	DAY	DRY			OTHER	nu na	FAIL TO GIVE FULL TIME/ATTENT
1.71	✓	033106	PROPERTY	вA	DAX	XAC	,		ANGLE	ss es	UNICIONN OR OTHER CAUSE
1.71	,	011805	PROPERTY	6P	OTHER	OTHR	√		OTHER	NR WS	UNDER INFLUENCE OF ALCOHOL
1.79	V	060305	PROPERTY	1P	DAY	Wet			angle	98 88	FAIL TO KEEP RIGHT OF CENTER
1.79		060305	2 Inj.	7A	DAY	, Wet			RREND	88 65	RAIN, SNOW
1.79		010305	PRÓPERTY	7₽	night	DRY			rrend 	ns ns	IMPROPER TURN
1.79		021106	PROPERTY	22	DAY .	DRY		07	PXOĖJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
2.02		032706	PROPERTY	3,2P	DAY	othr		09	FXOBJ	אמ טע	UNKNOWN OR OTHER CAUSE
2.02		041307	PROPERTY	4P	DAY	DRY			OPDIR	ss ns	VEHICLE DEFECT
2.03	. ₹ . #	071305	Próperty 	4A	NIGHT	DRY			OTHER	טט פא	UNDER INFLUENCE OF ALCOHOL
2.09 2.09	√ √	021805 020806	PROPERTY PROPERTY	BP BP	NIGHT NIGHT	DRY DRY			LFTRN SDSWP	ns ns sé àr	PAIL TO OBRY TAFFIC SIGNAL PAIL TO YIELD RIGHT OF WAY
											,
DB(01) > Bri.		(02)=Buil	ding (03)	+Culve	r/Ditch	(04)=	Curh	(òs	observant	eil/Barı	tier (06)eEmbankment (07)-Por

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

4105829469

Location: MD 675 B from Connelly Mill Rd to MD 54 County: wicomico Study Period: __01/01/2005 to 12/31/2007 11/07/2008 Analyst: ALEWIS Date:



JCKKNF - Jackknife SPRTO - Unite Beparated NCOLL - Other Nen Collision

ANIML - Animal

ANG - Angla

OTHR - Other

UNK - Unknown

In tay Surface

S - Snowy Buriaca



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

Fax

To:	Mr. Derek Joost	From:	Al Lewis	,,,
Dept	The Traffic Group	Pages	1.	
Phone		Phone	410-787-5849	
Faoc	MO1629-1616 410- 931- 660	Fax;	(410) 787-5823	
Date:	11/07/2008	CC:	District One	7
Re;	Accident Data Request			
□ Urge	ent X For Review 🔲 Please Co	omment	□ Please Reply	☐ Please Recycle
• Com	ments:			
Enclos	sed are the accident data for the re	equestec	roadway sections	of:
US 13	from MD 675-B to MD 54			
MD 54	from US 13 to MD 675-B			
MD 67	'5-B from MD 54 to Connelly Mill F	Rd		
Foske	y Lane from US 13 to MD 675-B			
Also e	nclosed are the accident data for t	the follov	ving intersections o	of:
US 13	at MD 675-B		,	
US 13	at Foskey La			
US 13	at MD 54			
MD 54	at MD 675-B			
MD 67	5-B at Foskey La			
MD 67	5-B @ Connelly Mill Rd			

Note (s) :

Maryland State Highway Administration `
Office of Traffic and Safety - Traffic Dovelopment and Support Division
SHA 52.1 ADC Study Worksheet Output rev. 08/2005-1

Name: Al Lewis Date: 11/07/2008

Location: Foskey Lane from US 13 to MD 675B

Logmile: From 000.22 To 001.34 Longth: 1.12

County: Wicomico Period: January 1, 200\$ To December 31, 2007

				· · · · · · · · · · · · · · · · · · ·	
YEAR >	2005	2006	2007	TOTAL	
PATAL		•			
INJURY	1	- -	1	2	
				2 	
PROP DAMAGE		1			
TOTAL ACC	1.	<u> </u>	3	5	
			-		
OPPOSITE DIR			III MIII	<u>,,</u>	
REAR END					
SIDESWIPE					
angle	3.		1	2	·
PARKED VEH			1	1	
EIKED OBJECT					, maye = = = = = = = = = = = = = = = = = = =
other		1		1	•
U-Turn					
BACKING					
ANIMAL		1		1	
RAILRÓAD					
EXPL./FIRE				•	·
OVERTURN				. 	
OTHER/UNK :					
70 M F 77 M				. – – – – –	
TRCK REL ACC			1	1	
NIGHTTIME		1	1	2	
WET SURFACE		i		1	
ALCOHOL REL			1	1	
INTERSEC REL			2	2	
			4	*	· · · · · · · · · · · · · · · · · · ·
TOTAL VEH	2	1	5	В	
TOTAL TRUCKS			1	1	
PERCENT TRKS	0.0	0.0	20.0	12.5	
	V.V	***	77 8 1 77		
				•	
				•	
			i		
					·
		•			
Comments:					•
					TO THE CONTRACTOR OF THE CONTR

12/04/2008 09:28 4105829469	OOTS-1	IDSD		PAGE 03/41
Office of Traffic & Safety Traffic Development & Support Divisio Crash Analysis Safety Team Traffic Development & Support Divisio Crash Analysis Safety Team	_ County:_	WICOMICO rlod: 01/01/2008	us 12 to MD 675-B to 12/21/2007 Date:1	107/2008
LM .22-ANG-04/03/2007-11-2P-D - LM .23-PARKD-02/07/2007-P-3A-S-N - LM .22 U\$ 13 OCEAN HWY LM .52 UU OUT CORP LMTS DELMAR LM .54 CO 506 FOSKEY LA (AHEAD)				
LM 1.00 CO 506 FOSKEY LA (BACK)				
LM 1.08-ANG-01/07/2005-10-8A-D LM 1.34 CO 506 FOSKEY LA (AHEAD)	1111		LM 1.0\$ CO 505 \$ 7/08/2007-P-8P-D-X LM 1.24 MU 100 \$ LM 1.34 CO 1254 \$	PENNSYLVANIA AVE
LM .44-ANIML-04/26/2006-P-11P-W-N — LM .54 MU 70 FOSKEY LA (BACK) LM .89 MD 675 B B! STATE BLVD				;
KEY-LogMin-CollisionTypa (FixedObjectStruck) -Data-Severity-Time-Surface-Jiluminetic F - Falajilles 33 - Sidocwipo FO - Elect Oblina				tomplate 08-27-66
F - Prisillies 35 - Silvowipo (F) - Fixed Object P - Priparty Damaga PED - Pedestifes OT - Overtum OD - Opposite Direction Sixts - sucycle SPILL - Spilled Cargo LT - Loft Turn PEDAL - Other Padalcycle JOKKNT - Jackholic AC - Rear End CONVY - Other Conveyance ANG - Angle ANIML - Animal NCOLL - Other Non Collision	OFFRO - Off Road RUNWY - ODWANII RUNAWAY FIRE - EXPIDATOR FIRE BCKNG - Sacking UTURN - U-Turn OTHR - Other UNK - Unknown	00 - Not Applicable 01 - Original Overpass 02 - Suilding 03 - Culvert of Drien 04 - Oute 05 - Quartesi of Enerity 05 - Embankment 07 - Fonce	08 - Light Support Pols 09 - Sign Support Pols 10 - Other Pols 11 - Tree Shrubbery 12 - Conclusion Berrior 15 - Drain Atlenimater 88 - Other 69 - Unknown	N - Night X - Alcohol D - Dry Surface W - Wal Burface I - Icy Burface S - Snowy Surface

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

Name: Al Lewis Date: 11/07/2008

Location: Poskey Lane from US 13 to MD 675B

Logmile: From 000.22 To 001.34 Length: 1.12

County: Wicomico

Period: January 1, 2005 To Docomber 31, 2007

Note(s):

TOGMITE	IR	DATE	SEVERITY	TIME	LIGHT	eur Face	ALC	FX OB	CLSN Type	MOVE V1 V2	PROBABLE CAUSE
00506	_			***							
0.44		042506	PRÓPERTY	119	night	WET			OTHER	WS na	ANIMAL
MÜ0070											
0.22	✓	040307	1 Inj.	28	DAY	DRY			ANGLE	ws as	FAIL TO OBEY STOP SIGN
0.23		020707	PROPERTY	3.1	nicht	SNOW			PARKD	9U BW	unknown or other cause
1.08		010705	1 Znj.	₽A	DXX	DRY			angle	er ne	FAIL TO YIELD RIGHT OF WAY
1.24	√	070807	PROPERTY	Ŗ₽	DAY	DRY	✓	09	FXOEJ	NU na	UNDER IMPLUENCE OF ALCOHOL

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch

(04) ∺Curb

(05)=Guardrail/Barrior (06)=Embankment (07)-Fence

(08)=Light Pole (09)=Sign Fost (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Entries (13)=Crash Attenuator

Maryland State Nighway Administration
Office of Traffic and Safety - Traffic Development and Support Division
SNA 52.1 ADC Study Workshest Output rev. 06/2006.1

Name: Al Lewis Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

Logmile: 014.01 At 000.00

Note(s):

Radius: 400 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2007

fatal		###E	2005	2006	2007	TOINL	
					. / / /		
No. Killed _	- -			. -	 .		
Injury			7	2	6	15	
No. Injured _			10	· -	5	23	
PROF DAMAGE			3.7	13	13	43	
TOTAL ACC	 	4.184/2	24	15	19	58	
				·			
OPPOSITE DIR	<u> </u>	* * * * * * * * * * * * * * * * * * *				0.131	1
REAR END			19	13	18	50	.
SIDESWIPE ,			1	~		1	
LEFT_TURN	m	-	- 				
PEDESTRIAN							·
PARKED VEH							
FIXED OBJECT_			4		1_1_	5	
OTHER		-		2		2	
U-TURN							
BAÇKING				1		ı	
<u> VNIMV</u> P		 _					
RAILROAD				Ţ			
EXPL_/FIRE_	 -						
OVERTURN						_	
OTHER/UNK _			-	- - - -		· – – – ³ , – –	
TRCK REL ACC			1		1	2	
NIGHTTIME			12	1	. 6	19	
WET SURFACE			6	2	2	10	
ALCOHOL REL			_	·	1.	a -	
intersec RBL			22	11	12	4.5	
	0	0	50	32	40	122	
TOTAL VEH	v						
TOTAL VEH TOTAL TRUCKS PERCENT TRKS	Ü		1		1	3	

SKA State High inway Affinished an Sign-had reportance on Transportation	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team Location: US 13 @ MD 675-8 / Wigner Bivd County: WICOMICO Study Period: 01/01/2005 to 12/31/2007 Analyst: ALEWIS Date: 11/05/2008
MARYLAND 675B	
.12/16/05-P-3P-D	
	# 102506. P-4P-W
	01/2Z/07-11-12P-D 12/07/07-11-12P-D 12/07/07-11-18-D 11/15/07-2-1-18-D 11/15/07-2-10-1/0-D 09/12/05-P-10-1/0 06/22/05-P-5P-D 07/22/05-P-5P-D 07/22/05-P-5P-D 07/03/06-P-5P-D 07/03/06-P-5P-D 12/03/06-P-5P-D
NIGHT ALCOHOL X	, 10 0000

47

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

Name: Al Lewis Date: 11/05/2008

Location: US0013 @ MD0675R / Winner Blvd

Logmile: 014.01 At 000.00 Radius: 400 ft

County: Wicomico Period: January 1, 2005 To December 31, 2005

Note (g) :	
--------	------	--

SEVERITY Fatal Injur Accidents Veh Occ i Podostrian	17 24	DAY OF THE WEBK SUN MON TUE WED THU FRI SAT UN 2 5 2 4 5 6
MONTH OF THE YEAR JAN PEB MAR APR MA 3 1 3 JULIAN SERVICE SE	3 3 2	CONDITION: DRIVER PE OCT NOV DEC UNK Normal: 19 2 1 2 ALCOHOD: CHINING HIMMING Other: 5
TIME 12 01 02 03 04	5 06 07 08 09 10 1	1 UNK VEHICLES INVOLVED PER ACCIDENT
AM: 1 J.	1	3 1 2 3 4 5 6+ UNK TOTA
PM: 1 2 2	2 1 3 2 2 3] 4 17 2 1 5
VEHICLE TYPB M_Cycle/Moped Trk_Tr 27 Passenger Veh Passen 8 Light Truck School 1 Heavy Truck Emerge	on Buc 18 DRY LF	MOVEMENTS ORTH SOUTH EAST WEST ST RT LF ST RT LF ST RT LF ST R 21
14 Other Types William William		OTHER MOVEMENTS 6
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance	Improper Porking Passenger Interfere/Obst Illegally in Roadway Bicycle Violation	COLLISION TYPES FAT INJ PROF TOTA OPPOSITE DIR RELATED:
Physical/Mental Difficulty Fell Asleep/Fainted etc. 13 Fail to give full attent. Lic. Reatr. Non-comply Fail to Yield Rightofway Fail to Obey Stop Sign	Clothing not Visible Smog, Smoke Sleet, Hail, Frz. Rein Blowing Sand, Soil, Dirt Severe Crosswinds	SIDESMIPE RELATED: 1 UNRELATED: LEFT TURN RELATED: UNRELATED: ANGLE RELATED: UNRELATED: UNRELATED:
Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctr	Rein, Snow Animal Vision Obstruction Vehicle Defect	PEDESTRIAN RELATED: UNRELATED: PARKED VEH. RELATED:
Fail to Stop for Soh, Bus Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions	Wet loy or Snow Covered Debris or Obstruction Ruts, Moles, Bumps	OTHER CT RELATED: UNRELATED: UNRELATED: F BRIDGE 01
1 Followed too Closely Improper Turn Improper Lane Change	Road Under Construction Traffic Catal Dovice Inc Shoulders bow, Soft, High	BUILDING 02 02 02 02 03 04 04 04 04 04 04 04
Improper Backing Improper Passing Improper Signal	10 Other or Unknown	O GUARDRAIL/BARRIER 05 EMEANKMENT 06 O FENCE 07 B LIGHT FOLE 0B
WEATHER ILLUMINATION 12 DAY 12 DAY 12 DAY 13 DAWN/DUS 5 DAWN/DUS 5 DAYN 15 DAYN	. 2005 24 GHTS ON	J SIGN FOST 09 E OTHER POLE 10 C TREE/SHRUBBERY 11 T CONSTR. BARRIER 12
SNOW/SLEET 4 DARK - N OTHER OTHER	LIGHTS HADAMARANAN LANGUE LANGUE	THE STATE OF THE S

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

Injuxy

APR

3.

VEHICLE TYPE

2

MAY

2

Trk Trailer

School Bus

Passenger Bus

Emergency Veh |

Name: Al Lewis Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

1

SEVERITY

Accidents

Pedestrian

MONTH OF THE YEAR

FEB

M Cycle/Moped

14 Passenger Veh-

Heavy Truck

Inf. of Drugs

Inf. of Alcohol

Inf. of Medication

Inf. of Combined Substance

Physical/Mental Difficulty

Fell Asleep/Fainted etc.

4 Feil to give full attent.

Lic. Restr. Non-comply

Fail to Obey Stop Sign

1 Fail to Obey Other Contr.

Fail to Yield Rightofway

Fail to Obey Traffic Sig

Fail to Keep Right of Ctr

Fail to Stop for Sch. Bus

Wrong Way on One Way

Exceeded Speed Limit

2 Pollowed too Closely

Improper Lane Change

Improper Backing

Improper Passing

Improper Signal

WEATHER

13 CLEAR/CLDY |

SNOW/SLBET |

FOGGY

2 OTHER

RAINING

Improper Turn

Too Fast for Conditions

ILLUMINATION

1 DAWN/DUSK

2 OTHER

1 DARK - LIGHTS ON

11 DAY

8 Light Truck

10 Other Types

PROBABLE CAUSES

Veh Occ

JAN

TIME AM:

PM:

я

Logmile: D14.01 At 000.00

Radius: 400 ft

County: Wicomico Period: January 1, 2005 To December 31, 2006

P-Damage

JUN

1

1

13

JUL

1

SURFACE

2 WET

אס ב,

Improper Parking

Bicycle Violation

Severe Crosswinds

Vision Obstruction

Toy or Snow Covered

Ruts, Moles, Bumps

8 Other or Haknown

Debris or Obstruction

TOTAL

2006 15

O FENCE

R LIGHT FOLE

E OTHER POLE

C TREE/SHRUBBERY

T CONSTR. BARRIER

J SIGN POST

Vehicle Defect

Smog. Smoke

Rain, Spow

Animal

Wet

Illegally in Roadway

Clothing not Visible

Mitto

2 OTHER

SNO/ICE

Totol

25

2

1

Note(B): DAY OF THE WEEK MED THU TAB UNK SIIN MON 1 2 CONDITION: ÇÇT NOV DEC INK No-mal. 11 SEP 2 2 ALCOHOL: 3 Others UNK I VEHICLES INVOLVED PER ACCIDENT IMK TOTAL 3. 11 32 MOVEMENTS NORTH SOUTH WEST ŝТ. ST THE P RT RT LF RT 12 16 OTHER MOVEMENTS 4 |COLLISION TYPES EAT T 107.7 סתווס ተስጥል፣ OPPOSITE DIR RELATED: UNRELATED : Passenger Interfore/Obstr. REAR END RELATED: 2 R 10 UNRELATED: SIDESWIPE RELATED: UNRELATED: Sleet, Hail, Frz. Roin LEFT TURN RELATED: Blowing Sand, Soil, Dirt UNRELATED : ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED. UNRELATED: PARKED VEH. RELATED: unrelated : JOTHER CT RELATED: 1 unrelated: F BRIDGE Road Under Construction | I | BUILDING 02 Traffic Cntrl Device Inop. |X| CULVERT/DITCH Shoulders Low, Soft, High E CURE 04 D GUARDRAIL/BARRIER 05 EMBANKMENT " 06

07

08

09

10

11

12

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

Name: Al bewis Date: 11/05/2008

Location: U50013 @ MD0675B / Winner Blvd

Logmilo: 014.01 At 000.00 Radius: 400 ft

Note(s): County: Nicomico Period: January 1, 2007 To December 31, 2007

SSVERITY Fatal Accidents	Injury P-Da										
	Mu-34-3 - 4-4	mage Total	-			DAY	OF THE	NEEK			
	6	13 19	1	ŚUŃ	MON.	TUE	WED	THU	FRI	BAT	אנט
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VEHICLE TYP	ন্ত্ৰ	Surface				MOVEME	NTS				
M_Cycle/Moped	Trk_Trailer		NORTH		SOUTH			east		197	eet
23 Passenger Veh	Passenger Bus	17 DRY LF	87	RT L		RT	LF	5T 1	RT	LF S	ŝT I
6 Light Truck	School Bus	\$NO/ICE	25	" i	12	į			İ		
1 Heavy Truck	Emergency Veh	MUD }		, , , ,							
		OTHER			OTHER	MOVEMEN	TS 3				
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Probable Causes				COLLISIO	N TYPES		I	AT :	INJ	PROP	TOTA
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1 Inf. of Alcohol		nggenger Interfere/Obs	etr.	-		RELATED					
Inf. of Medication		legally in Roadway		REAR END		related			2	10	:
Inf. of Combined Su		cycle Violation		14122-14 2712		related			4	2	•
Physical/Mental Dif		othing not Vigible	J	SIDESWIP		RELATED			4 .		
Fell Asleep/Fainted	•	og, Bmoke		61063615		related					
5 Fail to give full a		eet, Hail, Frz. Rein		LEFT TUR		<u>Related</u> Related	-	•			
Lic. Restr. Non-com	_	owing Sand, Soil, Dir.		DECT TOK		related					
Fail to Tield Right		vere Crosswinds .		ANGLE		RELATED				· · · · · ·	14-11-11
Fail to Obey Stop 6	-	in, Snow	į	WIGHT				,			
Fail to Obey Traffic	•	imal	l I	PERSONAL		related		·····			
Pail to Obey Other (=		ļ	PEDESTRIA		RELATED					
		sion Obstruction	ļ		·····	RELATED					
Fail to Keep Right o		hiele Dofest ,	. !	PARKED VI		RELATED					
Fail to Stop for Sch			. [RELATED					
Wrong Way on One Way		y or Snew Covered]	OTHER CT		RELATED	-				
Exceeded Speed Limit Too Fast for Conditi		bris or Obstruction	l.			RELATED					
		ts, Holes, Bumps		F BRIDGE		0:					
1 Followed too Closely		ad Under Construction	:	I BUILDI		0:					
Improper Turn		affic Cutrl Device Inc			RT/DITCH	0.	3			11	
Improper Lane Change	: Sh	oulders Low, Soft, Nig	gh i	E CURB		0.	1				
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POGGY D	•	2007 19 	; 1	T CONSTR		R 12					

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

Namo: Al Lewis Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

Logmile: 014.01 At 000.00 Radius: 400 ft

County: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

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Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA \$2.1 ADC Study Worksheet Output rev. 06/2006-1

Namo: Al Lewis Date: 11/07/2008

Location: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 ft

Note(s):

County: Wicomico

Period: January 1, 2005 To December 31, 2007

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YEAR >	2005	2006	2007	TOTAL	
PATAL					
No KILLED _					
INJURY		1	1	2	
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PERCENT TRKS		010		A . L	•

12/04/2008	09:28 4105829469	OOTS-TDSD		PAGE 12/41
SKA State Highwely Affective the Surveyor Pro-	Office of Traffic & Safety Traffic Development & Support Div Crash Analysis Safety Team	II ~	US 13 @ Foskey La WICOMICO 01/01/2005 to 12/31/2007 Date:	11/07/2008
	6 04/6/07-₽-7A-D 04/16/07-P-7A-D			
	12/06/05-P-12P-D	M-47d-501/08-P-29-D	<u> </u>	·
	01/19/05-P-2P-8 D-2-1-104-D	→	OIZU07-P-11A-D	
			477706-69-D	Foskey La
MIGHT. ALCOHOL DRIVÍR ORDINÍR	SEVERITY 10 - Not App F - Fatalities 11 - Reides 1 - Reides	alicable 08 - Light Support Pola of Coverpass 09 - Light Support Pola of Coverpass 09 - Sign Support Pola of Coverpass 10 - Sign Support Pola of Coverpass 11 - Tree Shardberg 11 - Tree Shardberg 12 - Catal National of Coverpass 12 - Catal National of Coverpass 12 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 13 - Catal National of Coverpass 14 - Catal National of Catal National o	rda or Podnkycle or Podnkycle or Podnkycle or Object or	BACKING OVERTURN Parked Vohiclo P Pedestrian

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA 52.1 ADC Summary Output rev. 06/2005-1

Name: Al Lewis Date: 11/07/2008

Location: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 ft

Note(s): Period: January 1, 2005 To December 31, 2005 County: Wicomico

ounty: Wicomico Period: Jan	Mary 1, 2005 To December 31,	2005 NOTE(B):
Accidents Veh Occ :::	Damage Total	DAY OF THE WEEK SUM MON TUE NED THU FRI SAT UNI 1 2 1 36444444444444444444444444444444444444
Month of the Year Jan fee mar apr may 1 2 Indicating the companion of the companion of the Year	un jul aug sep oc	1 ALCOHOL;
TIMB 1,2 01 02 03 04 05 1 AM: PM: 2 1	6 07 08 09 10 11 t	NK . VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TOTAL
VEHICLE TYPE M_Cyclc/Moped 1 Trk_Trailer	SURFACE NORTH	Movements South East West
3 Passenger Voh Passenger Br 2 Light Truck 1 School Bus Heavy Truck Emergency V	1 SNO/ICE 1	RT LF ST RT LP ST RT LF ST R
2 Other Types illillillillillillillillillillillillill		OTHER MOVEMENTS 1
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol	Improper Farking Passenger Interfere/Obstr.	COLLISION TYPES PAT INJ PROF TOTAL OPPOSITE DIR RELATED: UNRELATED:
Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty	Illegally in Roadway Bicycle Violation Clothing not Visible	REAR END RELATED: 1. UNRELATED: SIDESWIFE RELATED:
Fell Asleep/Fainted etc. 3 Fail to give full attent.	Smog, Smoke	UNRELATED:
Lic. Restr. Non-comply Fail to Yield Rightofway	Sleet, Hail, Frs. Rain Blowing Sand, Soil, Dirt Severe Crosswinds	UNRELATED:
Fail to Obey Stop Fign Fail to Obey Traffic Sig Fail to Obey Other Contr.	Rain, Snow Animal Vision Obstruction	UNRELATED: FEDSOTRIAN RELATED: UNRELATED:
Fail to theep Right of Ctr Fail to Stop for Soh- Bus	Vehicle Defect Wet	PARKED VEH. REJATED: UNRELATED:
Wrong Way on One Way Exceeded Speed Limit	Icy or Snow Covered Debris or Obstruction	OTHER CT RELATED: UNRELATED:
1 Too Fast for Conditions Followed too Closely	Ruts, Holes, Bumps Road Under Construction	F ERIDGE 01 I BUILDING 02
Improper Turn Improper Lane Change Improper Backing	Traffic Cntrl Device Inop. Shoulders Low, Soft, High	X CULVERT/DITCH
Improper Passing Improper Signal	Other or Unknown	EMBANKMENT 06 O FENCE 07
MEATHER ILLUMINATION 3 CLEAR/CLDY 4 DAY	TOTAL	B LIGHT POLB 08 I SIGN POST 09 E OTHER POLE 10
FOGGY DAWN/DUSK RAINING DARK - LIGHTS	•	C TRSE/SHRUBBERY 11 T CONSTR. BARRIER 12
1 SNOW/SLEET DARK - NO LIG OTHER OTHER		S CRASH ATTENUATOR 13 OTHER FIXED OBJECT

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

Name: Al Lewis Date: 11/07/2008

Location: USOCL3 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 ft

ocation: US0013 @ Foskey Lane ounty: Wicomico Feriod: January	1, 2006 To December 31, 2	1006 Note(s):
	age Total 2 3 HHHHHHHHHHHHHHH HHHHHHHHHHHHH	DAY OF THE WEEK
Month of the Year Jan Per Mar Afr May Jun Hillipperioden and the common statements are common statements and the common statements and the common statements are common statemen	Jul aug SBP oc	1 2 ALCOHOL:
TIME 12 01, 02 03 04 05 06 AM: PM: 1 1 1	07 08 09 10 11 U	NK VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TOTA 3
VEHICLE TYPE M_Cycle/Moped Trk_Trailor Passenger Veh Passenger Bus Light Truck School Bus Heavy Truck Emergency Veh 1 Other Types	SURFACE WET NORTH 3 DRY LF ST SNO/ICE 1 3 MUD	MOVEMENTS SQUTH BAST WEST RT LF ST RT LF ST F 1 1 1 OTHER MOVEMENTS
Inf. of Alcohol Pas Inf. of Medication Ill Inf. of Combined Substance Bid Physical/Mental Difficulty Clo	proper Parking seenger Interfere/Obstr. egally in Roadway sycle Violation othing not Visible eg, Smoke	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DIR RELATED: UNRELATED: REAR END RELATED: UNRELATED: SIDESWIPE RELATED: UNRELATED:
1 Fail to give full attent. Slo Lid. Restr. Non-comply Blo 1 Fail to Yield Rightsway Sev Fail to Obey Stop Sign Rai Fail to Obey Traffic Sig Ani	net, Mail, Frz. Rain wing Sand, Soil, Dirt word Cresswinds n, Snew mal	LEFT TURN RELATED: 1 UNRELATED: 1 LINGLE RELATED: 1 UNRELATED: PEDESTRIAN RELATED: UNRELATED:
Fail to Stop for Sch. Bus Wet Wrong Way on One Way Key Exceeded Speed Limit Deb Too Fast for Conditions Rut	or Snow Covered wis or Obstruction s, Holes, Bumps	PARKED VEM. RELATED: UNRELATED: OTHER CT RELATED: UNRELATED: F BRIDGE 01
Improper Turn Tra Improper Lane Change Sho Improper Backing	ulders Low, Soft, High er or Unknown	I BUILDING
WEATHER LLLUMINATION 1 CLEAR/CLDY 2 DAY FOGGY DAWN/DUSK RAINING DARK - LIGHTS ON SNOW/SLEET 1 DARK - NO LIGHTS OTHER OTHER	[TOTAL	B LIGHT POLE 08 J SIGN FOST 09 E OTHER POLE 10 C TREE/SHRUBBERY 11 T CONSTR. BARRIER 12 S CRASH ATTENUATOR 13

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

Namo: Al Lewis Date: 11/07/2008

Location: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 ft

Note(s); County: Wicomico Pariod: January 1, 2007 To Docember 31, 2007

SEVERITY Addidents Veh Occ Pedestrian MONTH OF THE YEAR	1 1 iii	Damage Total 3 4 1 1 1 1 1 1 1 1 1	DAY OF THE WEEK SUN MON 'TUE WED THU FRI SAT U 1 2 . 1 !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!				
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Fail to Sto Wrong Way o Exceeded Sp	p for Sch. Bus n One Way eed Limit r Conditions o Closely rn no Change cking	Wet Icy or Snow Covered Debris or Obstruction Ruts, Holes, Bumps Road Under Construction Traffic Cotral Device Inop. Shoulders Low, Soft, High Other or Unknown	FARRED VEH. RELATED: UNRELATED: OTHER CT RELATED: UNRELATED: F RAIDGE 01 I BUILDING 02 X CULVERT/DITCH 03 E CURE 04 D GUARDRAIL/BARRIER 05 E BBANKENT 06 O FROCE 07				
Weather 4 Clear/Cldy Foggy Raining SNOW/SLEET OTHER	ILLUMINATION 4 DAY DAWN/DUSK DARK - LIGHTS DARK - NO LIG	2007 4 ON	B LIGHT FOLE 08 J SIGN FOST 09 E OTHER POLE 10 1 C TREE/SHRUBBERY 11 T CONSTR. RARRIER 12 G CRASH ATTENUATOR 13 OTHER FIXED OBJECT				

Maryland State Righway Administration

Office of Traffic and Safety - Traffic Development and Support Division
SHA \$2.1 ADC Combined Summary Output rev. 06/2006-J.

Name: Al Lewis Date: 11/07/2008

Location: U80013 @ Foskey Lane

07 Note(s);

Logmile: 015.16 At 000.22 Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2007

SEVERITY	Fotol	Injury	P-Dam	aga To	tal		1			DAT	r of t	HE WEEK	:			
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Maryland State Highway Administration

Office of Traffic and safety - Traffic Development and Support Division
SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: US0013 @ MD0054

Logmile: 015,89 At 010.84 Radius: 200 Et

County: Wicomico

Period: January 1, 2005 To December 31, 2007 Note(s):

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SKAA State Fig IWay Administration 8 Marphad Description of Agreement and Agreement an	Office of Traffic Traffic Development & S Crash Analysis Sa	upport Division	Location: County:_ Study Period Analyst:_ALE			11/07/2008
MARYLAND 54	W92-1-50121/120-		·			
	11/28/06: P-8P-D		6-21-10P-D		10/2707.9-1P-0	
			10/14/05-21-6A-W	1127/05-P-104-/W [7-17-2 06/22/06-11-1P-0 [7-17-2 25/21/08-P-12P-0 [7-17-2 06/28/05-P-7A-0 [7-17-2	1 1	MARYLAND 54
DATE-SEMERITY-TIME NIGHT ALCOHOL DRIFES	SEVERITY P - FAIRMiles I - Injured P - Proporty Damagn Only SUKFACE D - Dry Suffices W - Wet Surface I - Icy Surface S - Snowy Surface	B0 - Not Applicable 91 - Bridge of Overpase 92 - Building 93 - Quiper or Olteh 94 - Quiper or Olteh 95 - Guterfrail or Barrier 96 - Embankment 97 - Pense	09 - Light Support Pole 97 - Sign Support Pole 97 - Other Pole 11 - Tree Bhrubbary 12 - Construction Barrier 18 - Ornstruction Barrier 18 - Other Pole 99 - Unknown	B - Bicycin B - Other Pedalcycla c - Other Correspond T - Railway Troin A Animal C - Other Object S - Spilled Cargo J - Jacklinin	U - Unite Seperated N = Other Non calliging D - Off Rond R = Describil Remaway F - Explosion or Fire 7 - Unknown temptate 06-27-08	Parked Vahicle

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

Name: Al Lewis Date: 11/07/2008

Location: US0013 @ MD0054

Logmile: 015.89 At 010.84 Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2005

Note(s):

Addidents 2 Veh Odd 3 8	Damage Tota). 1 3 HUNGHINING HUNGHING HI	DAY OF THE WEEK SUN MON TUE WED THU FRI SAT UN 1 1 1 MINIMUNICATION OF THE WEEK
Month of the Year Jan Pep Mar Afr May 1	Jun jul aug sep	CONDITION: DRIVER PE OCT NOV DEC UNK Normal: 2 1 1 ALCOHOL: ALCOHOL: 1
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PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Fell Asleep/Fainted etc. 2 Fail to give full attent. Lic. Restr. Non-comply Fail to Yield Rightofway Fail to Obey Stop Sign 1 Fail to Obey Traffic Sig Fail to Obey Other Contr. Pail to Keep Right of Ctr Fail to Stop for Soh. Bus	Improper Farking Passenger Interfere/Obst Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoke Sleet, Hail, Frz. Rain Blowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction Vehicle Defect Wet	COLLISION TYPES PAT INJ PROP TOTA OPPOSITE DIR RELATED: 1 UNRELATED:
Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions Followed too Closely Improper Turn Improper Lane Change Improper Backing Improper Passing Improper Signal WEATHER ILLUMINATION CLEAR/CLDY 1 DAY	Icy or Snow Covered Debris or Obstruction Ruta, Holes, Bumps Road Under Construction Traffic Catrl Device Inc Shoulders Low, Soft, Hig Other or Unknown	OTHER CT RBLATED: UNRSLATED: F BRIDGE
FOGGY DAWN/DUSK 2 RAINING 2 DARK - DIGHT: 1 SNOW/SLEET DARK - NO LIC		C TREE/SHRUBBERY 11 T CONSTR. BARRIER 12 HH S CRASH ATTENUATOR 13

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

Name: Al Lewis Date: 11/07/2008

Location: US0013 Ø MD0054

Logmile: 015.89 At 010.84 Radius: 200 ft

Noto (s) :

County: Wicomico

Period: January 1, 2006 To December 31, 2006

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

Name: Al Lewis Date: 1.1/07/2008

Location: U80013 @ MD0054

Logmila: 015.89 At 010.84 Radius: 200 ft

inty: Wicomico Period: Januar	ry 1, 2007 To December 31, 2	Note(s):	Allana
Accidents Veh Occ lillill	mage Total 3 1 HHIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	SUN MON TUE WED	THE WEEK THU PRI SAT UN 1. I IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
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Heavy Truck Emergency Veh] MUD		
1 Other Types	OTHER	other movements	,
PROBABLE CAUSES		COLLISION TYPES	FAT INI PROP TOTA
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Inf. of Alcohol P	assenger Interfero/Obstr.	Unrelated:	
Inf. of Medication 1	llegally in Roadway	REAR END RELATED:	1
Inf. of Combined Substance B	icycle Violation	UNRELATED:	
Physical/Mental Difficulty C	lothing not Vigible	SIDESWIPE RELATED:	ı,
Fell Asleep/Fainted etc. 5	mog, Smoko	unrelated:	
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- · · · · · · · · · · · · · · · · · · ·	at;	UNRELATED:	
	ty or Snow Covered	OTHER CT RELATED:	
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		I BUILDING 02	
		X CULVERT/DITCH 03	····
Improper Backing	_	E CURB 04	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	ther or Unknown	D GUARDRAIL/BARRIER 05	
Improper Signal		EMBANIMENT 06	1000
		O FENCE 07 B LIGHT POLE 08	
Weather Illumination		B LIGHT POLE 08 J SIGN POST 09	
2 CLEAR/CLDY 3 DAY	· ·	E OTHER POLE 1,0	
FOGGY DAWN/DUSK		C TREE/SHRUBBERY 11	
1 RAINING DARK - LIGHTS ON		T CONSTR BARRIER 12	
			THE PERSON NAMED IN COLUMN TO THE PE
SNOW/SLEET DARK - NO LIGHTS		S CRASH ATTENUATOR 13	

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

Name: Al Lewis Date: 11/07/2008

Location: US0013 @ MD0054

' Logmile: 015.89 At 010.84 Radius: 200 ft

County: Wicomido Period: January 1, 2005 To December 11, 2007 Note(e):

Accidents 4 Veh Occ 6 iii	Damage Total	DAY OF THE WESK SUN MON TUE WED THU PRI SAT 3 3 2 2 1 2	UNK
Month of the Year Jan feb mar apr may i 1 1 Hericological design of the company of the compan	iun jul aug 380 oc 3 1 2 Managananan	3 2 ALCOHOL:	PEC
TIME 12 01 02 03 04 05 (AM: PM: 2 2 1 1	6 07 08 09 10 11 1 1 1 2 1 2	NK VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TO 12 1	οτλί 27
VEHICLE TYPE 1 M_Cycle/Moped 1 Trk_Trailer 12 Passenger Voh Fannenger Eu 7 Light Truck School Bun 2 Heavy Truck Emergency Vo 4 Other Types !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	SNO/ICE 2 14	MOVEMENTS SOUTH BAST WEST RT LF ST RT LF ST S S S	RI
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance	Amproper Parking Passenger Interfere/Obstr. Illegally in Roedway Bicycle Violation	COLLISION TYPES FAT INJ PROP TO OPPOSITE DIR RELATED: 1 UNRELATED: 2 6 UNRELATED: 2 6 UNRELATED:	OTAL 1
Physical/Mental Difficulty Fell Asleep/Fainted etc. 3 Fail to give full attent.	Clothing not Visible Smog, Smoke Sleet, Hail, Frz. Rain	[SIDESNIPS RELATED: 1 LEFT TURN RELATED: 1 2	2
Lic. Restr. Non-comply 1 Fail to Yield Rightofway Fail to Obey Stop sign 1 Fail to Obey Traffic sig Fail to Obey Other Contr.	Allowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction	UNRELATED: ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED: UNRELATED:	1
Fail to Keep Right of Ctr Fail to Stop for Sch. Bus Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions	Vehicle Defect Wet Toy or Snow Covered Debris or Obstruction Ruts, Moles, Bumps	PARKED VEH. RELATED: UNRELATED: OTHER CT RELATED: UNRELATED: F BRIDGE 01	
Followed too Closely Improper Turn Improper Lane Change Improper Backing Improper Rassing Improper Signal	Traffic Chtrl Device Inop. Shoulders Low, Soft, High Other or Unknown	BUILDING	
WEATHER ILLUMINATION 9 CLBAR/CLDY 9 DAY FOGGY DAWN/DUSK 3 RAINING 3 DARK - LIGHTS 1 SNOW/SLZET 2 DARK - NO LIGH OTHER OTHER	TOTALS ON 2005 3	B LIGHT FOLE OB J SIGN FOST OP B OTHER FOLE 10 C TREE/SHRUBBERY 11 T CONSTR. BARRIER 12 S CRASH ATTENUATOR 13 OTHER FIXED OBJECT	

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA \$2.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MDD678B @ Connelly Mill Rd

Logmile: 000.08 At 000.00 Radius: 200 ft

Period: January 1, 2006 To December 32, 2006 Note(s):

TIME 32 AM: PM: M_C P22 L44	FEB MAR APR MATERIAL	ngpundingsss		10 11 Ur		namenium V	SHICTER	INVOL:	CONDIT NOTMAL ALCOHO Othor: VED PER)L:		PED
TIME 32 AM: PM: M_C P22 L44	VENICLE TYPE Cycle/Moped Trk_Tr Essenger Vch Passer Ght Truck School Bayy Truck Emerge	os os o	7 08 09 SURFACE	10 11 Ur		·	ehicrez					TOTAL
Pac Lig	Cycle/Moped Trk_Tr Seenger Veh Ressen Sht Truck School Savy Truck Emerge	Set Bra [WET	37AARII								
	WA-4 -7E	ncy veh 	SNO/ICE MUD ·	NORTH LF ST	RT[soui LF si		LF ·	raet St	RT 		et re
In In In Francisco Factor Fact	CAUSES f. of Drugs f. of Alcohol f. of Medication f. of Combined Substance ysical/Mental Difficulty 11 Asleep/Fainted etc. 11 to give full attent. G. Restr. Non-comply 11 to Yield Rightofway 11 to Obey Stop Sign 11 to Obey Stop Sign 11 to Obey Other Contr. 11 to Keep Right of Ctr 11 to Stop for Sch. Bue ong Way on One Way ceeded Speed Limit o Past for Conditions 11lowed too Closely proper Turn proper Lane Change proper Backing proper Signal	Pass Ille BiCy Clot Smog Slee Riow Seve Rain Anim Visi Vehi Wet Idy Debr Rute Roac Trai	coper Parking lenger Interfe gally in Road cole Violation ching not Visi in, Smoke tt, Hail, Frz. ring Sand, Soi ere Crosswinde t, Snow that con Obstruction cole Defect or Snow Cover is or Obstruct the Under Construct the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the Court Cover the	me/Obstr. Nay Rain L, Dirt on red ction ps ruction vice Inop.	PEDES PEDES PARKE PEDES PARKE PEDES PARKE PEDES PEDE	END WIPE TURN TRIAN D VEH CT CLOGE JUNEAT/DIT	RELATE RELATE	D: D: D: D: D: D: D: D: D: D: D: D: D: D	PAT		PROP	TOTA
FC RA	BAR/CLDY DAY GGY DAWN/DU LINING DARK -		TOTAL		J SI	GMT POLE GN POST THER POLE REE/SHRUBB DNSTR. EAR RASH ATTEN	DIER UNTOR	08 09 1.0 1.1 12				

Note(s):

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

Namo: Al Lewis Date: 11/07/2008

Location: MD6054 @ MD6675B

County: Wicomico Poriod: January 1, 2005 To December 31, 2007

Logmile: 009.97 At 002.09 Radius: 200 ft

YEAR >	2005	2006	2007	TOTAL	
Patal					
o. Killed _					
INJURY				- -	
ao " injaked" "					
PROP DAMAGE	1	1	1	3	,
TOTAL ACC	ı	1	1	3	
		100m · ()	,		
					·
OPPOSITE DIR					
REAR_END					
Sideswipe		1.		1	
	3		1	2	
amgle					
Pedestrian				<u></u>	
PARKED VEH					
enxed obtect —					
other					
u-turn	_				
BACKING					
ANIMAL					
RAILROAD					
EXPL-/FIRE				-	
OVERTURN					
Olher/ank _	 -		-		***
TRCK REL ACC					
<u> </u>					
NIGHTTIME	1	2	1	3	•
W## 6110=1-00					
WET SURFACE					
ALCOHOL REL		-			
ALCOHOL REL	1	1	1	3	·
ALCOHOL REL INTERSEC REL	1	1 2	1 		·
ALCOHOL REL INTERSEC REL TOTAL VEH	Bulkt of a	1 7/4/4		3	·
ALCOHOL REL INTERSEC REL TOTAL VEH	Bulkt of a	3	à	6	
ALCOHOL REL INTERSEC REL TOTAL VEH	2	1 7/4/4			
ALCOHOL REL INTERSEC REL TOTAL VEH	2	3	à	6	·
ALCOHOL REL INTERSEC REL TOTAL VEH	2	3	à	6	
MET SURFACE ALCOHOL REL INTERSEC REL ROTAL USH FOTAL TRUCKS PERCENT TRKS	2	3	à	6	
ALCOHOL REL INTERSEC REL IOTAL VEH IOTAL TRUCKS	2	0.8	à	6	
ALCOHOL REL INTERSEC REL TOTAL USH FOTAL TRUCKS PERCENT TRKS	2	0.8	à	6	
ALCOHOL REL INTERSEC REL IOTAL VEH IOTAL TRUCKS	2	0.8	à	6	
ALCOHOL REL INTERSEC REL IOTAL VSH IOTAL TRUCKS PERCENT TRKS	2	0.8	à	6	

State File Annual Control of Manager and Annual Properties of State Properties of Stat	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team	Location: MD 54 @ M County: WICOMICO Study Period: 01/01/2005 Analyst: ALEWIS	
MARYLAND 54			
	0.48.9-5-89.00	02/08/06-P-8P-D	·
	<u>02/21/07-</u> F-7P-D	90180/20	MARYLAND 54
NIGHT ALCOHOL X	SUPECE SEVERITY F - Fatalilios I - Injured P - Preperly Damene Only SURFACE D - Pty Surface W - Wat Burles I - Isy Surface I - Isy Surface S - Snawy Surface 1 - Snawy Surface S - Snawy Surface S - Snawy Surface	oB - Light Support Polo oB - Support Polo oB - Support Polo oB - Support Polo oB - Other Podaleyets oB - Other Podaleyets oB - Other Podaleyets oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Support oB - Other Podaleyets oB - Other Conveyance oB - Other	U - Units Separated N - Other Non contision Of Off Road P - Other Contision Of Continuation Off Road Overtury P - Enimovin Overtury Overtu

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

Name: Al Lewis Date: 11/07/2008

Location: MD0054 @ MD0675B

Logmile: 009.97 At 002.09 Radius: 200 ft

County: Wicomico Porfod: January 1, 2005 To December 31, 2005 Note(s):

_	910 13 10 10	wary 1, 2005 To December 31,					
SEVER:	ITY Fatal injury i	-Damage Total	day of the week				
Accide), 1 j	sun mon tue wed thu fri sat un				
Veh O			1				
Pedes	trian i						
MYE	1		CONDITION: DRIVER PE CT NOV DEC UNK Normal: ALCOHOL:				
123111111111			Mandanininininininininininininininininini				
TIME	12 01 02 03 04 05	06 07 08 09 - 10 11 1	UNK VEHICLES INVOLVED PER ACCIDENT				
λM:			1 2 3 4 5 6+ UNK TOTA				
PM:		1	1 1				
	AERICTE TABE	SURFACE	MOVEMENTS .				
	M_Cycle/Mopod Trk_Trailor	Wer North	H SOUTH EAST WEST				
2	Passenger Veh Passenger E	ta 1 DEX FE ST	RT(LF ST RT LF ST RT) LF ST R				
	Light Truck School Bus	SNO/ICB 1	[1 [
	Heavy Truck Emergency V	eh (MUD · · · · · · · · ·					
	Other Types	iii Other	OTHER MOVEMENTS				
PRORAF	PLE CAUSES		COLLISION TYPES PAT INJ PROP TOTAL				
	Inf. of brugs	Improper Parking	OPPOSITE DIR RELATED:				
	Inf. of Alcohol	· · ·					
•	Inf. of Medication	Pagsonger Interfere/Obstr.	UNRELATED:				
	Inf. of Combined Substance,	Illegally in Roadway	REAR END RELATED:				
		Bicycle Violation	UNRELATED:				
	Physical/Mental Difficulty	Clothing not visible	SIDESMIKE KETVIED:				
	Fell Asleep/Fainted etc.	Smog, Smoke	UMRELATED:				
	Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN RELATED: 2				
	Lic. Restr. Non-tomply	Blowing Sand, Soil, Dirt	UNRELATED:				
	Fail to Yield Rightofway	Severe Crosswinds	ANGLE RELATED:				
	Fail to Obey Stop Sign	Rain, Snow	UNRELATED:				
1	Pail to Obey Traffic Sig	Animal	PEDESTRIAN RELATED:				
	Pail to Obey Other Contr.	Vision Obstruction	UNRELATED:				
	Fail to Keep Right of Ctr	Vahicle Defect	PARKED VEH, RELATED:				
	Fail to Stop for Sch. Bus	Wet	UNRELATED:				
	Wrong Way on One Way	Icy or Snow Covered	OTHER CT RELATED:				
;	Exceeded Speed Limit	Debris or Obstruction	UNRELATED:				
	Too Fast for Conditions		F BRIDGE 01				
:	Followed too Closely						
	Improper Turn						
	Improper Lane Change		X CULVERT/DITCH 03				
	Improper Backing	_	E CURB 04				
	Improper Passing		D GUARDRAIL/BARRIER 05				
	Improper Signal	Other or Unknown	EMBANKMENT 06				
,	www.per order		O FENCE 07				
6012A-0	THER ILLUMINATION	1	E LIGHT POLE 05				
			Le sign POOL TBOOK TOOL				
	CLEAR/CLDY DAY	-	E OTHER POLE 10				
	FOGGY DAWN/DUSK		C TREE/SHRUBBERY 11				
F	RAINING 1 DARK - LIGHTS	•	T CONSTR. BARRIER 12				
-							
	SNOW/SLEET DARK - NO 1/10 OTHER OTHER		S CRASH ATTENUATOR 13				

Maryland State Righway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA 52.1 ADC Summary Output rev, 06/2004-1

Name: Al Lewis Date: 11/07/2008

Location: MD0054 @ MD06759

Period: January 1, 2006 To Docomber 31, 2006

Logmile: 009.97 At 002.09

Radius: 200 ft

County: Wicomico Note(s): SEVERITY Fatal Injury P-Damage Total DAY OF THE WEEK Accidente 1 1. TUE WED THU MON SAT UNK Veh Occ Pedestrian MONTH OF THE YEAR CONDITION: DRIVER JAN FRB MAR APR мач אוד mn. OCT מתכ UNK Normai: ALCOHOL: Other: 1 TIME AΠ DΕ 06 11 UNK | VEHICLES INVOLVED PER ACCIDENT AM: 1 2 5 6+ UNK TOTAL PM: 1 VEHICLE TYPE SURFACE MOVEMENTS M_Cycle/Moped Trk_Trailer WET NORTH SOLUTE 党入ので 经营业学 2 Passenger Veh Passenger Bus 1 DRY 27 RT LF RT ŜT Light Truck School Bus SNO/ICE 9 Heavy Truck Emergency Veh MUD Other Types OTHER | OTHER MOVEMENTS PROBABLE CAUSES COLLISION TYPES FAT LNI PROP TOTAL Inf. of Drugs Improper Parking OPPOSITE DIR RELATED: Inf. of Alcohol Passenger Interfere/Obstr. UNRELATED: Inf. of Medication Illegally in Roadway REAR END RELATED: Inf. of Combined Substance Bicycle Violation UNRELATED: Physical/Mental Difficulty Clothing not Visible SIDESWIPE RELATED: 1 Fell Asleep/Fainted etc. Smog, Smoke UNRELATED: Fail to give full attent. Sleet, Mail, Frz. Rain LEFT TURN RELATED . Lic. Restr. Non-comply Blowing Sand, Soil, Dist UNRELATED: 1 Fail to Vield Rightofway Severe Cronswinds ANGLE RELATED: Fail to Obey Stop Sign Rain, Snow UNRELATED: Fail to Obey Traffic Sig Animal | PRDESTRIAN RELATED: Fail to Obey Other Contr. Vision Obstruction UNRELATED: Fail to Keep Right of Ctr Vehicle Defect PARKED VEH. RELATED: Pail to Stop for Sch. Bus Wet UNRELATED: Wrong Way on One Way Icy or Snow Covered OTHER CT RELATED: Exceeded Speed Limit Debris or Obstruction UNRELATED: Too Fast for Conditions Ruta, Holes, Bumps F BRIDGE 01 Followed too Chosely Road Under Construction | I | BUILDING 02 Improper Turn Traffic Cotrl Device . Inop. X CULVERT/DITCH Improper Lane Change Shoulders Low, Soft, High E CURB 04 Improper Backing D GUARDRAIL/BARRIER 05 Improper Passing Other or Unknown EMBANKMENT ńк Improper Signal O FENCE 07 B LIGHT POLE σŝ WEATHER **ILLUMINATION** TOTAL J SIGN POST 09 1 CLEAR/CLDY DAX E OTHER POLE 10 FOGGY DAWN/DUSK 2006 1 C TREE/SHRUBBERY 11, RAINING 1 DARK - LIGHTS ON T CONSTR. BARRIER 12 DARK - NO LIGHTS [SHEEKHINGHUNGUNG | 8 | CRASH ATTENUATOR SNOW/81554 13 OTHER OTHER | | OTHER FIXED OBJECT

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support Division
SWA 52.1 ADC Summary Output rev. 05/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0054 @ MD0675B

County: Nicomico

Period: January 1, 2007 To December 31, 2007

Logmile: 009.97 At 002.09 Radius: 200 ft

Noto(a):

SEVERITY Accidents Veh Occ Pedostrian	311	-Damage Total 1 1 	DAY OF THE WEEK SUN MON TUE WED THU FRI SAT UNK 1				
1	MAR APR MAY	O SES DUA JUL AUG SEP Ò	CONDITION: DRIVER PED CT NOV DEC UNK Normal: I. ALCOHOL: 				
TIME 12 01 AM: .PM:	02 03 04 05 1	06 07 08 09 10 11	UNK VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TOTAL 1				
VEH M_Cycle/Mop 2 Passonger V bight Truck Heavy Truck Other Typos	Teh Passenger Br School Bus Emergency Ve	SNO/ICE					
Physical/Mo Foll Asleep 1 Fail to giv Lic. Restr. Fail to Yie Fail to Obe Fail to Obe Fail to Obe	ohol idation bined Substance ntal Difficulty /Fainted etc. e full attent. Non-comply ld Rightofway y Stop Sign y Traffic Sig y Other Contr. p Right of Ctr p for Sch. Bus n One Way eed Limit c Conditions b Closely en ate Change esking	Improper Parking Passenger Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoke Sleet, Hoil, Frz. Rain Blowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction vehicle Defect Met Lcy or Snow Covered Debris or Obstruction Ruts, Moles, Bumps Road Under Construction Traffic Cutrl Device Inop. Shoulders Low, Soft, Migh Other or Unknown	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DIR RELATED: UNRELATED: VUNRELATED: UNRELATED:	NEATHER	ILLUMINATION DAY DAWN/DUSK 1 DARK - LIGHTS DARK - NO LIGH OTHER	•	B LIGHT FOLE 08 J SIGN POST 09 B OTHER POLE 10 C TREE/SHRURBERY 11 T CONSTR. BARRIER 12 S CRASH ATTENUATOR 13 OTHER FIXED OBJECT

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

Name: Al Lewis Date: 11/07/2008

Location: MD0054 @ MD06752

Logmile: 009.97 At 002.09 Radius: 200 ft

Note (B) : County: Wicomico Period: January 1, 2005 To December 31, 2007

Accidents Veh Occ #	-Damage Total 3 3 (DAX OF T SUM MÓN TUE WED 2 !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	THU FRI SAT UN l
Month of the Year JAN FEB MAR APR MAY 3 MUMBUMUMUMUMUMUMUMUMUMUMUMUMUMUMUMUMUM	od qeê dua lut nut	į	CONDITION: DRIVER PE Normal: 1 ALCOHOL; Other: 2
TIMR 12 03 02 03 04 05 Am: Pm:	06 07 08 09 10 11 U	NK VEHICLES INVO	Lubd Per accident 4 5 6+ Unk Tota
VEHICLE TYPE M_Cycle/Moped Trk_Trailer 6 Passenger Veh Passenger B Light Truck School Sus Hoavy Truck Emergency V Other Types	SNO/ICR 1 2	MOVEMENTS SOUTH RT LF ST RT LF 1 OTHER MOVEMENTS	BAST WEST ST RT LF ST R J. 1
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty	Passenger Interfere/Obstr. Illegally in Roadway Bicycle Violation	COLLISION TYPES OPPOSITE DIR RELATED: UNRBLATED: REAR END RELATED: UNRBLATED:	FAT INJ PROP TOTA
Fell Asleep/Fainted etc. I Fail to give full attent. Lic. Restr. Non-comply 1 Fail to Yield Rightofway	Blowing Sand, Soil, Dirt	SIDESWIPE RELATED: UNRELATED: LEFT TURN RELATED: UNRELATED:	3
Fail to Obey Stop Sign 1 Fail to Obey Traffic Sig Fail to Obey Other Contr. Foil to Keep Right of Ctr	Severe Crosswinds Rain, Snow Animal Vision Obstruction Vchicle Defect	ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED: UNRELATED: FARKED VEH. RELATED:	
Fail to Stop for Sch. Bus Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions	Net Icy or Snow Covered Debris or Obstruction	UNRELATED: OTHER CT RELATED: UNRELATED:	
Followed too Closely Improper Turn Improper Lane Change Improper Backing Improper Passing	Traffic Cntrl Device Inop. Shoulders Low, Soft. High	F BRIDGE	
Improper Signal WEATHER ILLUMINATION 3 CLEAR/CLDY DAY FOGGY DAWN/DUSK	TOTALS	O FENCE 07 B LIGHT POLE 08 J SIGN FOST 09 E OTHER POLE 10	
POGGY DAWN/DUSK RAINING 3 DARK - LIGHTS SNOW/SLEET DARK - NO LIG OTHER OTHER	ON 2005 1	C TREE/SHRUEBERY 11 T CONSTR. BARRIER 12 S CRASH ATTENUATOR 13 OTHER FIXED OBJECT	

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA E2.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Foskey La

Logmile: 001.34 At 000.69 Radius: 200 ft

Note(s):

County: Wicomico

Portod: January 1, 2005 To December 31, 2007

YEAR ►	3002	2,006	2007	TOTAL	
Patal		•			
No. KILLED.					
INJURY		·			, , , , , , , , , , , , ,
No, injured _					
PROP DAMAGE	1	3		3	
TOTAL ACC	1	2		3	•
OPPOSITE DIR					
REAR END		1		1	
SIDESWIPE		***			
LEFT TURN	_				
angle	•	1.		1	
PEDBETRIAN	- -		-	- -	
PARKED VEH					
PIXED ON JECT _ OTHER	-				
U-TURN_	_			1.	
BYCKING		-			
ANIMAL					
RAILROAD					
BKEL./FIRE_					
overturn					
OTHER/UNK _				‡	
TRCK RBL ACC					
TRUK KBB ACC					·
NIGHTTIME					
WET SURFACE		1		1	
ALCOHOL REL					
intersec rel	1	2		3	
, , , , , , , ,					
TOTAL TRUCKS	2	4	¢	6	
PERCENT TRKS	0.0				
CANCINI INDS	0.0	0.0	***.*	0 - 0	
	•				
Comments:					
	<u></u>	· · · · · · · · · · · · · · · · · · ·	·		
*					

SKA State Fig May Asmistration of Marchael Proprieted of Malagastrial	Office of Traffic Traffic Development & Cresh Analysis Sa	Support Division	County:	d: 01/01/2005	<u> </u>	11/07/2008
675	B	-			024-39-0-10-0-10-0-10-0-10-0-10-0-10-0-10-0	106/03/05-P-11A-W
		÷			-	
·					10/09/06-P-1P-0	·
			•		1 1	Foskey La
MIGHT. ALCOHOL X DRUGA BRUGA S	SEVERITY F - Catalities I - Injured F - Property Damade Only SURFACE D - Dry Surface W - Wet Surface I - Icy Surface S - Showy Surface	00 - Not Applicable 01 - Endge or Overpos 02 - Buildins 03 - Culvint or Disch 04 - Culvint or Disch 05 - Gluardrall or Barrior 08 - Embenkmen 07 - Fence	08 - Light Support Poin 09 - Sign Support Poin 10 - Other Poin 11 - Tree Smruhbery 12 - Construction Barriar 15 - Greet Attenuator an - Other 98 - Unknown	B - Bicyclo P - Other Padaloyzlo O - Other Carrysystre T - Relievy Trelin A - Animal O Other Object B - Spillof Cergo J - Jackkalfo	U - Units Separated N - Cither Non cellision D - Off Road R - Downhall Runaway F - Explosion or Fire 7 - Unknown template 98-27-08	Pedsetrian

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA 52.1 ADC Summary Output rev. 06/2006-3.

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Foskey La

Logmile: 001,34 At 000.59 Radius: 200 ft

County: Wicomicd Period: January 1, 2005 To December 31, 2005 Note (s)

unty: Wicomico	FEITOGY ORN	dary 1, 2005 To December 31, 2	2005 Note (B):
SEVERITY Accidents Veh Ogo Pedestrian	· .	Demage Total 1 1 HAMMINEN HAMMINEN	DAY OF THE WEEK SUN MON TUE WED THU FRI SAT UN 1 HOLER HELDE
MONTH OF THE YEA	JR	UN JUL AUG SEF OG	CONDITION: DRIVER PE
TIME 12 01 AM: PM:	02 03 04 05 0	6 07 08 09 10 11 U	NK VEWICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TOTA 1
M_Cyclo/Mc 1 Passenger Light Truc Heavy Truc 1 Other Type	Veh Passenger Bu k School Bus k Emergency Ve	SNO/ICE 1 h MUD	MOVEMENTS SOUTH PAST WEST RT LF ST RT LF ST R LF ST RT OTHER MOVEMBNIE
Physical/M Foll Aslee Fail to gi Lic. Restr 1 Fail to Yi Fail to Ob Fail to Ob	cohol	elowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction	COLLISION TYPES FAT INJ PROP TOTA OPPOSITE DIR RELATED: UNRELATED: COLLISION TYPES TOTA COLLISION TYPES TOTA COLLISION TYPES TOTA COLLISION TYPES CO
Wrong Way of Exceeded Sy Too Fast for Followed to Improper Information Improper La Improper Base Improper Si Improper Si Improper Si Improper Si	ceed Limit or Conditions to Closely ten the Change dking ssing gnal	Wet Loy on Snow Covered Debris or Obstruction Rute, Holes, Bumps Road Under Construction Traffic Chtrl Device Inop. Shoulders Low, Soft, High Other or Unknown	UNRELATED: OTHER CT RELATED: UNRELATED: UNRELATED: 1 UNRELATED: 1 EUILDING 02 2 CULVERT/DITCN 03 E CULVERT/DITCN 03 E CURB 04 D GUARDRAIL/BARRIER 05 EMBANGMENT 06 O FENCE 07 R LIGHT FOLE 06 J SIGN POST 09
1. CLBAR/CLDY FOGGY RAINING 6NOW/SLBET OTHER	1 day Dawn/Dusk Dark - Lights Dark - No Ligh Other	2005 1	B OTHER POLE 10 C TREE/SHRUBBERY 11 T CONSTR. BARRIER 22 S CRASH ATTENUATOR 13 OTHER FIXED OBJECT

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division 8HA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Poskey La

County: Wicomico

Poriod: January 1, 2006 to December 31, 2006

Logmile: 001,34 At 000-69 Radius: 200 ft

Note(s):

SEVERITY Fatal Injury F-Damage Total	day of the week
Accidents 2 2	sun mon tue wed thu fr: 8AT uni
Veh Odd History (1997)	1 1
Pedestrian immissionismus	
MONTH OF THE YEAR	CONDITION: DRIVER PE
JAN PEB MAR APR MAY JUN JUL AUG SEP	OCT NOV DEC UNK Normal: 2
1	1 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
TIME 12 02 02 03 04 05 06 07 08 09 10 11	UNK VEHICLES INVOLVED PER ACCIDENT
AM: 1	1 2 3 4 5 6+ UNK TOTAL
PM: 1	2
VEHICLE TYPE SURFACE	MOVEMENTS
	rth south east nest
	ST RT LF ST RT LF ST RT LF ST RT
L Light Truck School Bus SNO/ICE	1] 1 [2
Heavy Truck Emergency Veh MOD	* * *
Other Types Illillillillillillillillillillillillilli	OTHER MOVEMENTS
PROPERTY OF WATER	
PROBABLE CAUSES	COLLISION TYPES FAT INJ PROP TOTAL
Inf. of Druge Improper Parking	OPPOSITE DIR RELATED:
Inf. of Alcohol Passenger Interfere/Obstr.	. UNRELATED:
Inf. of Medication Illegally in Roadway	REAR END RELATED: 1 1
Inf. of Combined Substance Bicycle Violation	UNRELATED:
Physical/Mental Difficulty Clothing not Visible	SIDESWIPE RELATED:
Fell Asleep/Painted etc. Smog, Smoke	UNRELATED:
Fail to give full attent. Sleet, Mail, Frz. Rein	LEFT TURN RELATED:
Lic. Rectr. Non-comply Blowing Sand, Soil, Dirt	UNRELATED:
Fail to Yield Rightonway Severe Crosswinds	ANGLE RELATED: 1 1
Pail to Obey Stop Sign Rain, Snow	UNRELIATED;
Pail to Obey Traffic Sig Animal	PEDESTRIAN RELATED:
Fail to Obey Other Contr. Vision Obstruction	UNRELATED:
Fail to Keep Right of Ct# vehicle Defect	PARKED VEH. RELATED:
Fail to Stop for 8th. Bus Wet.	UNRELATED:
Wrong Way on One Way Icy or Snow Covered	OTHER CT RELATED:
Exceeded Speed Limit Debris or Obatruction	UNRELATED:
1 Too Fast for Conditions Ruts, Holos, Bumps	F BRIDGE 61
Followed too Closely Road Under Construction	I BUILDING 02
Improper Turn Traffic Cotrl Device Inop.	X CULVERT/DITCM 03
Improper Lane Change Shoulders Low, Soft, High	E CURB 04
Improper Backing	D GUARDRAIL/BARRIER OF
Improper Passing 1 Other or Unknown	EMBANKMENT 06
Improper Signal	O FENCE 07
MDAMUOR	B LIGHT POLE OS .
WEATHER ILLUMINATION TOTAL	J SIGN POST 09
1 CLEAR/CLDY 2 DAY	E OTHER POLE 10
FOGGY DAWN/DUSK 2006 2	C TREE/SHRUBBERY 11
1 RAINING DARK - LIGHTS ON	T CONSTR. BARRIER 12
	S CRASH ATTENUATOR 13

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

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Foskey La

Logmile: 001.34 At 000.69

Radius: 200 ft

County: Wicomico Period: Jonuary 1, 2007 To December 31, 2007 Note(s): SEVERITY Fata1 Injury P-Damage Total DAY OF THE WEEK Accidente SUN THE WED THI MON 807 ፍለጥ UNK Veh Occ Padeatrian MONTH OF THE YEAR CONDITION: DRIVER PED JAN FEB MAR APR MAY JUN JUL DUA SEP NOV INK Normal . ALCOHOL: Other: TIME 01 22 UNK I VEHICLES INVOLVED PER ACCIDENT AM: UNK TOTAL 1 PM • . [VEHICLE TYPE SURFACE MOVEMENTS M_Cycle/Maped Trk Trailer WET NORTH SOUTH SAST WEST Paggenger Vch Passenger Bus DRY LF ST RT LF RT RT Light Truck School Bus SNO/ICE Heavy Truck Emergency Veh MUD Other Types OTHER OTHER MOVEMENTS PROBABLE CAUSES |COLLISION TYPES FAT INJ PROP TOTAL Inf. of Drugs Improper Parking OPPOSÍTE DIR RELATED inf. of Alcohol . Passenger Interfere/Obstr. UNRELATED: Inf. of Medication Illegally in Roadway IRBAR END RELATED: Inf. of Combined Substance Bicycle Violation UNRELATED: Physical/Mental Difficulty Clothing not Visible SIDESWIPE RELATED: Fell Anleop/Fainted etc. Smog, :Smoke UNRELATED: Pail to give full attent. Sleet, Hail, Frz. Rain LEFT TURN PETATED -Lic. Restr. Non-comply Blowing Sand, Soil, Dirt UNRELATED: Fall to Yield Rightofway Severé Crosswinds INGLE RELATED: Fail to Obey Stop Sign Rain, Snow UNRELATED: Fail to Obey Traffic Sig Anima İ PEDESTRIAN RELATED : Fail to Obey Other Contr. Vision Obstruction UNRELATED: Fail to Keep Right of Ctr Vehicla Defect PARKED VEH. RELATED: Fail to Stop for Sch. Bus Wel UNRELATED: Wrong Way on One Way Icy or Show Covered OTHER CT RELATED: Exceeded Speed Limit Dobrid or Obstruction UNRELATED: Too Fast for Conditions Rute, Holes, Bumps F BRIDGE 01 Followed too Closely Road Under Construction I BUILDING 02 Improper Turn Traffic Cutrl Device Inop. X _CULVERT/DITCH 03 Improper Lane Change Shoulders Low, Soft, Mich E CURB 04 Improper Backing D GUARDRAIL BARRIER 05 Improper Pagging Other or Unknown EMBANKMENT 06 Improper Signal Q FENCE 07 B LIGHT POLE 09 WEATHER **ILLUMINATION** ΤΌΤΑΙ. J Sign Post 09 CLEAR/CLDY | DAY B OTHER POLE 10 FOGGY DAWN/DUSK 2007 0 C TREE/GHRUBBERY 11 RAINING DARK - LIGHTS ON T CONSTR. BARRIER ENOW/SLEET DARK - NO LIGHTS | Highway MARK - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Highway Mark - NO LIGHTS | Hi S CRASH ATTENUATOR OTHER OTHER

OTHER FIXED OBJECT

Maryland State Highway Administration Office of Traffic and Safety - Traffic Development and Support Division 8HA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0675R @ Foskey La

Logmile: 001.34 At 000.69 Radius: 200 ft

County: Wicomico Note(s): Period: January 1, 2005 To December 31, 2007

_ -	Damage Total		THE WEEK
Accidents	3 3	Som won line med	Thu fri sat unk
	1	2	1
Pedestrian HH	69)		
MONTH OF THE YEAR JAN FEB MAR APR MAY J 1	1	CT NOV DEC UNK 1	CONDITION: DRIVER PED Normal: 3 ALCOHOL: Other:
TIME 12 01 02 03 04 05 0	: 5 07 08 09 10 11 1	JNK VEHICLES INVO	LVED PER ACCIDENT
AM: PM: 1 1	7	1 2 3	4 5 6+ UNK TOTAL
VEHICLE TYPE	SURFACE (MOVEMENTS	
M_Cycle/Moped Trk_Trailer	l wer north	south	eașt West
4 Passenger Veh Passenger Bu	s 2 dry le st	rti le st rti le	ST RT LF ST RT
1 Light Truck School Bus	SNO/ICE 1 1] 1]	1 2
Heavy Truck Emergency ve			******************
1 Other Types !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	OTRER	OTHER MOVEMENTS	
PROBABLE CAUSES		LOOLE LOON WYDEG	13 T
Inf. of Drugs	Improper Parking	COLLISION TYPES	PAT INJ PROP TOTAL
Inf. of Alcohol	Passenger Interfere/Obstr.	OPPOSITE DIR RELATED:	
Inf. of Medication	;-	UNRELATED:	
Inf. of Combined Substance	Illegally in Roadway	REAR END RELATED:	1 1
Physical/Mental Difficulty	Bicycle Violation	UNRELATED:	
Fell Asleep/Fainted etc.	Clothing not Visible	SIDESWIPE RELATED:	
Fail to give full attent.	Smog, Smoke	UNRELATED:	
Lic. Restr. Non-comply	Sleet, Hail, Frz. Rain	LEFT TURN RELATED:	
	Blowing Sand, Soil, Dirt	UNRELATED:	
1 Fail to Yield Rightofway	Severe Crosswinds	ANGLE RELATED:	1 1
Fail to Obey Stop Sign	Rain, Snow	UNRELATED	
Fail to Obey Traffic Sig	Animal	PEDESTRIAN RELATED:	
Fail to Obcy Other Contr.	Vision Obstruction	UNRELATED:	
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEN. RELATED:	
Fail to Stop for Sch. Bug	Wet .	UNRELATED:	
	Icy of Show Covered	OTHER CT RELATED:	1 1
	Debris or Obstruction	UNRELATED:	
	Ruts, Holes, Bumps	F BRIDGE 01	· · · · · · · · · · · · · · · · · · ·
	Road Under Construction	I BUILDING 03	
	Traffic Cntrl Device Inop.	X CULVERT/DITCH 03	
	Shoulders Low, Soft, High	E CURB 04	
Improper Backing		D GUARDRAIL/BARRIER 05	
	Other or Unknown	EMBANKMENT 06	Wygle data to be a second or a
Improper Signal		O FENCE 07	
WEATHER ZILLIMINATION	1	B LIGHT POLE OF	TOTAL CONTRACTOR OF THE PARTY O
4 +	TOTALS	J SIGN FOST . 09	
		B OTHER POLE 10	
		C TREE/SHRUBBERY 11	
		T CONSTR. BARRIER 12	
SNOW/SLITET DARK - NO LIGHT	i	S CRASH ATTENUATOR 13	
	2007 0	OTHER FIXED OBJECT	

Moryland State Highway Administration

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

Name: Al Lewis Date: 11/07/2008

Location: MDD575B @ Connelly Mill Rd

Logmile: 000.08 At 000.00 Rad

Note(s):

Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To Docember 31, 2007

		<u> </u>		O Laplace
YEAR >	2005	2006	2007	TOTAL
LATAL				
No KILLED				
INJURY				: 1
	_			:
PROP DAMAGE	<u></u>		2	4
TOTAL ACC	3		2	
101111111111111111111111111111111111111				
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				<u> </u>
OPPOSITE DIR	_			
REAR END				H = -1
SIDESWIPE	•		-	•
LEFT TURN	~,~			<u>1</u>
Angle	2		1	. 3
Pedestrian Parked veh				<u>-</u>
FIXED OBJECT				
OTHER				,
U-TURN				
U-YUMN BACKING				
ANIMAL				• :
RAILROAD				:
EXPL./FIRE			-	
OVERTURN			~~	**
OTHER/UNK				:
# 45 A 45 A 1				<u>-</u>
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ALCOHOL REL			• • • · · · ·	¹
INTERSEC REL	3		2	! 5
TOTAL VEN	6	0	4 ;	: 10 .
TOTAL TRUCKS	1		:	1
Percent Trks	16.7	***_*	Ů.0 I	
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Comments:			1	
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-				
<u> </u>	(, 110 M IL)			
	- History		-	

SHA State High May Administration B Verriged Periodical al Verriged Periodical Activities Periodical Activities Periodical	Office of Traffic & Safety Traffic Development & Support Div Crash Analysis Safety Team	Location: County: Study Perio Analyst:^l	WICOM100 d: 01/01/2005	@ Connelly Mill Rd O to 12/31/2007 Date: 11/07/2008
675	B	10v17/v6-P10A-D		12/02/05-1I-4P-D
				Connelly Mill Rd MARYLAND 675B
NIGHT X	SUPERITY F - Patalinian I - Injured Only SURFACE D - Dy Surface W - Wet Surface I - loy Surface U - Surface S - Snowy Surface S - Snowy Surface	ilicable of Overhead of Control o	B - Bloycle F - Other Padelcycle C - Other Copyogance T - Railway Train A - Animal O - Other Object S - Spiliad Cargo J - Isadenije	U - Units Seperated N - Other Non cellsten D - Diff Road R - Opunity Runnamsy P - Explosion or Firs 7 - Unknown Inmitted 67-27-08 Parked Vehicle P - Pedestrian

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

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd

Logmile: 000.08 At 000.00 Radius: 200 ft

County: Wicomico Portod: January 1, 2005 To December 31, 2005 Note(s):

8BVERITY Fatal Injury P-Damage Total Accidents 1 2 3 Veh Occ 1	DAY OF THE WEEK SUN MON TUB WED THU FRI SAT UN 1 1 1
Month of the year Jan Peb Mar Afr May Jun Jul aug sep o 1	COMDITION: DRIVER PECT NOV DEC UNK Normal: 2 1 1 ALCOHOL:
TIME 12 .01 02 03 04 05 06 07 08 09 10 11 AM: 1 1	UNK VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 5+ UNK TOTA 3
VEHICLE TYPE SURFACE M_Cycle/Moped Trk_Trailer WHT NORTH Passenger Veh Passenger Bus 3 DRY LF ST Light Truck School Bus SNO/ICE 1 1 Heavy Truck Emergency Veh MUD	Movements H South East West RT LF ST RT LF ST R 3
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Passenger Interfere/Obstr. Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Fell Asleep/Fainted etc. I Fail to give full attent. Improper Parking Passenger Interfere/Obstr. Illegally in Roadway Bioycle Violation Clothing not Visible Smog, Smoke Sloot, Hail, Frz. Rain	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DIR RELATED: UNRELATED: REAR END RELATED: UNRELATED: SIDESWIPE RELATED: UNRELATED: LEFT TURN RELATED:
Lio. Restr. Non-comply 1 Fail to Yield Rightofway Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctr Fail to Stop for Sch. Bus Rlowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction Vehicle Defect Wet	UNRELATED: ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED: UNRELATED: PARKED VEH. RELATED: UNRELATED: UNRELATED:
Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions Followed too Closely Improper Turn Improper Lane Change Improper Backing Improper Signal Inproper Signal	CTHER CT RELATED: UNRELATED: F BRIDGE
WEATHER ILLUMINATION TOTAL 3 CLEAR/CLDY 3 DAY FOGGY DAWN/DUSK 2005 3 RAINING DARK - LIGHTS ON SNOW/SIJET DARK - NOW 100 1	O FENCE

Maryland State Highway Administration

OKKIGO of Traffic and Safety - Traffic Development and Support Division

SHA 52.1 ADC Summary Output rev. 06/2006-1

Namo: Al Lewis Date: 12/07/2008

Location: MD0675B @ Connelly Mill Rd

Logmile: 000.08 At 000.00 Radius: 200 ft

Sounty: Wicomico Period: Ja	nuary 1, 2006 To December 31,	2006 Note(n):
Accidents Veh Occ	P-Pamage Total 	DAY OF THE WEEK SUN MON TUE WED THU FRI SAT UNK
MONTH OF THE YEAR JAN FEB MAR APR MAY		CONDITION: DRIVER PED ET NOV DEC UNK Northal: Alcohol:
TIME 12 01 02 03 04 05 AM: PM:	D6 07 08 09 10 11 t	ONK VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TOTAL
VEHICLE TYPE M_Cyclc/Mopod Trk_Trailer Passenger Veh Passenger E Light Truck School Bus Heavy Truck Emergency v Other Typos	us DRY LF ST SNO/ICE	MOVEMENTS SOUTH BAST NEST RT 7.F ST RT LF ST RT OTHER MOVEMENTS
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Fell Asleep/Fainted etc. Fail to give full attent.	Improper Parking Passenger Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoke Sleet, Hail, Frz. Rain	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DIR RELATED: UNRELATED: REAR END RELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED: LUNRELATED: LUNRELATED: LUNRELATED: LUNRELATED:
Lic. Restr. Non-comply Fail to Yield Rightofway Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctr Fail to Stop for Sch. Bus	Blowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction Vehicle Defect	UNRELATED: ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED: UNRELATED: PARKED VEH. RELATED: UNRELATED: UNRELATED:
Wrong Way on One Way Excoded Speed Limit Too Fast for Conditions Followed too Closely Improper Turn Improper Lane Change Improper Backing	Road Under Construction Traffic Cntrl Device Inop. Shoulders Low, Soft, High	OTHER CT RELATED: UNRELATED: F BRIDGE
Improper Fassing Improper Signal WEATHER ILLUMINATION	Other or Unknown	D GUARDRAIL/BARRIER 05 EMBANKMENT 06 O FENCE 07 B LIGHT FOLE 06 J SIGN POST 09
CLEAR/CLDY DAY FOGGY DAWN/DUSK RAINING DARK - LIGHTS SNOW/SLEET DARK - NO LIG OTHER OTHER	2006 0 ON	E OTHER POLE 10 C TRES/SHRUBBERY 11 T CONSTR. BARRIER 12 C CRASH ATTENUATOR 13 OTHER FIXED OBJECT

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

. Name: Al Lowis Date: 11/07/2008

Location: MD0675B & Connelly Mill Rd

County: Wicomico

Period: January 1, 2007 To December 31, 2007

Logmile: 000.08 At 000.00 Radius: 200 ft

Note (a) :

County: Wicomico Period: January	1, 2007 To December 31, 2	007 Noce (8) :
		DAY OF THE WEEK SUN MON TUE WED THU FRI SAT UNK 1 1 10011115555555555555555555555555555
MONTH OF THE YEAR JAN PSB MAR APR MAY JUN 1 1015-101-101-101-101-101-101-101-101-101	· ·	ALCOHOL:
TIME 12 01 02 03 04 05 06 0 AM: PM: 1 1	07, 08 09 10 11 U I	VEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK . TOTAL 2 4
VEHICLE TYPE M_Cycle/Moped Txk_Trailer 2 Passenger Veh Passenger Bus 1 Light Truck School Bus Heavy Txuck Emergency Veh 1 Other Types ####################################	SURFACS 1 WET NORTH 1 DRY LF ST SNO/ICE 1 MUD OTHER	MOVEMENTS SOUTH EAST MEST RT LF ST RT LF ST RT 1 1 1 1 1 OTHER MOVEMENTS
Inf, of Alcohol Pass Inf. of Medication Ille Inf. of Combined Substance Bicy Physical/Mental Difficulty Clot	rober Farking senger Interfere/Obstr- egally in Roadway /cle Violation thing not Visible 37: Smoke	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DIR RELATED: UNRELATED: UNRELATED: UNRELATED: SIDESWIPE RELATED:
Fail to give full attent. Slee 1 Lic. Restr. Non-comply Blow Fail to Yield Rightofway Seve	et, Hail, Frz. Rain wing Sand, Soil, Dirt	UNRELATED: 1 1 UNRELATED: 1 1 UNRELATED: 1 1 UNRELATED: 1 1
Fail to Obey Traffic Sig Anim Fail to Obey Other Contr. Vini Fail to Keep Right of Ctr Vohi.	on Obstruction	PEDESTRIAN RELATED: UNRELATED: PARKED VRH. RELATED:
Wrong Way on One Way 1 cy Exceeded Speed Limit Debr. Too Fast for Conditions Ruts	is or Obstruction	UNRELATED: OTHER CT RELATED: UNRELATED: F BRIDGE 01 I EVILIDING 02
Improper Turn Traf: Improper Lene Change Show. Improper Backing	fac Cntrl Device Inop. lders.Low, Soft, High	X CULVERT/DITCH 03 E CURB 04 D GUARDRAIL/BARRIER 05 EMBANKMENT 06
Improper Signal WEATHER ILLUMINATION 1 CLEAR/CLDY 2 DAY	TOTAL	O FENCE 07 B LIGHT FOLE 08 J SIGN FOST 09 E OTHER FOLE 10
FOGGY DAWN/DUBK 1. RAINING DARK - LIGHTS ON SNOW/SLEET DARK - NO LIGHTS OTHER OTHER	2007 2	C TREE/SHRUBBERY 11 T CONSTR. BARRIER 12 S CRASH ATTENUATOR 13 OTHER PIXED OBJECT

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

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd

Logmile: 000.08 At 000.00 Radius: 200 ft

/ Mill Rd Period: January 1. 2005 To December 31. 2007 County: Wicomico Note(s):

unty: Wicomico	Period: Jan	mary	2008 AD D		31, Z	VV7	Note (s)	;		.,				
SEVERITY Accidents Veh Occ Pedestrian	. I		Total 5 HUMHIMM HUMHIMM		 	SUN 1	MON 1	yaq Tue Hillililililililililililililililililili	WED	HE WESK THU I	FR:	2		UN
MONTH OF THE YEAR JAN FER MA	R APR MAY 1		TUL AUG	887°	oci 2	}	1	UNK]	CONDI Norma ALCOH Other	OJ. :		3R 4 1	26
TIME 32 01 0	2 03 04' 05	06 07	08 09	10 1:	1 UN	т к	,	VENICLES	invo:	LVED PE	R ACC	DENT		
AM: PM:	1 2		1	1] 	1	2 3 5		4 5	(5+ UN	K T	OTA 1
VEHI	CLE TYPE	4	BURFACE					MOVEM	ENTS			•• ···•		
M_Cycle/Mope		i	1 WST	N	ORTH		90U			EAST			WEST	
4 Passenger Ve		นธ์	4 DRY	15	ST	RT	1.18 SI		LP	ST	RT	LF	ST	R
4 Light Truck	School Bus	i	SNO/ICE	ı	2	i		ı i	1		i		3	
1 Heavy Truck	Emergency Ve	eh	ו מטיא											
1 Other Types			OTHER				OTHE	R MOVEME	nte					
PROBABLE CAUSES		-												
Inf. of Drug		T			:		ON TYPE		_	FAT	INJ	PROP	TO	OTA
•			or Parking		•	OPPOSIT		RELATE						
Inf. of Alcol	* * *		ger Interf					<u>INRELATE</u>	D:					
Inf. of Medic		- i	ully in Roa	-	I	rèar en	סל	RELATE	D:		1			
	nod Substance		le Violatio		L			NRELATE	D:					
	al Difficulty		ng not Vis	ible	ļ	Sidebni	PE	RELATE:	D:					
Féll Asleep/1		Smog,	Smoke		Ĺ			NRELATE:	D:					
1 Fail to give	•	Sj.cot,	Hail, Frz	. Rain	1	LBFT TU	RN	relate:	D:			1		
I Lic. Reatr. 1	iομ-αομώπλ	Blowin	g Sand, So	il, Dirt	L	• • • •	t	nrelate	D r					-
1 Fail to Yield	Rightofway	Severé	Crosswind	a ,	- 1	angle		relate) ÷			. 3		
Pail to Obey	Stop Sign	Rain,	Anow		L		<u></u> J	NRELATE	7					
Fail to Obey	Traffic Sig	Animai			- [FEDESTR	IAN	RELATE	7					
Pail to Obey	Other Contr.	Vision	Opstruction	òn	Ĺ		Ţ	NRBLATEI	33.					
Fail to Keep	-	Vehicl	e Defect		- 1	PARKED	VEH.	RELATE):					
Fail to Stop	for Sch. Bus	Wet			L		Ţ	nrelatei) :					
wrong way on	One Way	χολ οψ	Snow Cover	ed	Ţ	OTHER C	T	RELATE) <u>.</u>				• •	
%xceeded Spee		Debris	or Obstruc	tion	L		τ	nrelatet	2					
Too Fast for		Ruts,	Holes, Bump	7 6	:	f <u>BRID</u>	ĠE .	() L					
Followed too	Closely	Road Ú	nder Consti	uction]:	I BUIL	DING)2					
Improper Turn		Traffi	c Cntrl Dev	ice Inop	s. j:	X CULV	ERT/DITC	HC)3					
Improper Lane	Change	Should	ers Low, So	ft, High	. 17	E CURB)4					
Improper Back	ing				1	GUARI	DRAIL/BA	RRIER C	5					
Improper Pass	ing 2	Other	or Unknown		ĺ		NKMENT		6					
Improper Sign	al	;			jo	PENCI			17					
	- Inhibit	i			1	LIGHT	POLE	0	8					
WEATHER	illumination	1	TOTALS	-	•	SIGN			9					
	5 DÅY				- :		ROLE		0			•	<i>"</i>	
4 CLEAR/CLDY					:									
4 CLEAR/CLDY FOGGY	DAWN/DUBK] ;			10	TREE	SHRUBBE	RY 1	1.					
	DÁWN/DUBK DARK - LIGHTB	ON (i	2005 3									· · · · · · · · · · · · · · · · · · ·		
FOGGY			3005 3		ļī	CONST	SHRUBBE TR. BARB ATTENU	FR 1	1 2 3			· · · · · · · · · · · · · · · · · · ·		



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

Fax

To:	Mr. Derek Joost	<u> </u>	From:	Al Lewis	
Dept	The Traffic Group		Pagesı	<u> </u>	
Phone	,		Phones	410-787-5849	
Fax:	931- 6601 410-629-1815		Fax:	(410) 787-5823	<u> </u>
Date:	11/07/200B		CC:	District One	
Re:	Accident Data Reques	st			·
□ Urg	ent x For Review	□ Please Com	ment	☐ Please Reply	☐ Please Recycle
• Con	aments:				
Enclo	osed are the accident	data for the req	uested	roadway sections	s of:
US 13	3 from MD 675-B to N	ИD 54			
MD 5	64 from US 13 to MD	675-₿			
MD 6	375-B from MD 54 to	Connelly Mill Ro	i		
	ey Lane from US 13				
	enclosed are the acc		e follov	ving intersections	of:
	3 at:MD 675-B	•	•		
US 1	3 at Foskey La				
U\$ 1	3 at MD 54				
MD 8	54 at MD 675-B				
	675-B at Foskey La				·
MD (675-B @ Connelly Mi	ill Rd			

November 7, 2008

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

The study period is from January 2005 thru December 2007

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

I hope this information is of assistance to you.

13 DOES NOT Cross Connelly Mil Rd.

MD 675B US 13 from Connelly mill rd to md 54 15.89

MD 54 from US 13 to MD 675 Bi-State Blvd

MD 6756 (bi state blv) to MD 54 to Connelly mill rd 2.09- 0.08

Foskey La from US 13 to Bi State blyd

pm 20 - 0,22 - 1.34 0.00- 0,69 to 506 -WD 675 B

US 13 @ Connelly Mill Rd 14,01 MU 70 US 13 @ Foskey La

US 13 @ MD 54 10,84

615

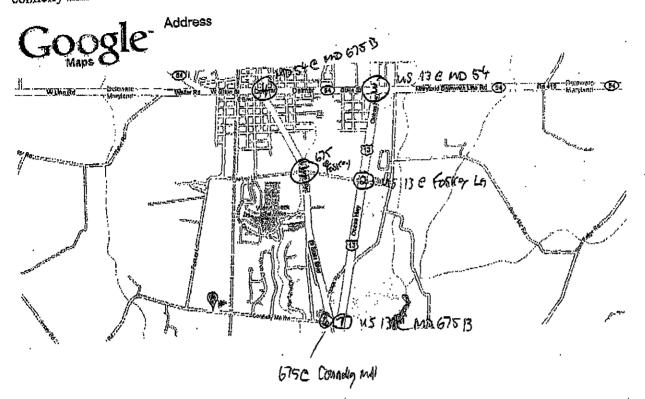
MD 54 @ MD 675 -B

MD 675 @ Foskey La 1.34

mu 15 MD 675 @ Connelly Mill Rd 0.06 0.08

? Does not Intersect,

connelly mill road delmar maryland - Google Maps



Robert Cunningham

Gary Pusey [gpusey@wicomicocounty.org] From:

Thursday, November 06, 2008 2:07 PM Sent:

4105829469

Robert Cunningham To:

Betty Tustin; Derek Joost; Glenn Cook Cc:

Subject: Request for Accident Data

Seath 🕉

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

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

In Maryland, the following roadway links are included:

U.S. Route 13 from Connelly Mill-Road to MD 54;

MD 54 from US Route 13 to Bi-State Boulevard (MD 675);

Bi-State Boulevard (MD 675) from MD 54 to Connelly Mill Road; and

Foskey Lane from US 13 to Bi-State Boulevard (MD 675)

In addition, the following intersections are included:

- If US 13 and Gennelly Mill-Read; MD 675 D
- 2 US 13 and Foskey Lane;
- 3 US 13 and MD 54;
- 4 MD 54 and MD 675 (Bi-State Boulevard);
- 5 MD 676 (Bi-State Boulevard) and Foskey Lane

- | SIMD 675 (Bi-State Boulevard) and Foskey Lane; and

(MD 675 (BI-State Boulevard) and Connelly Mill Road.

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

Derek's mailing information is below:

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

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

yland State Mighway Administration ice of Traffic and Safety - Traffic Development and Support Division . 52.1 ADC Study Worksheet Output rev. 06/2006-1 Name: Al Lewis Date: 11/07/2008

ation: US0013 From MD 675-8 to MD 54

mty: Wicomico period:

Period: January 1, 2005 To December 31, 2007

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

	2005	2006	2007	TOTAL:	
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INTERSEC REL	33	23	18	74 '	
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total veh	124	83	80	287	
TOTAL TRUCKS	2	4	5	11	
TO MO TROOMS	7.6	4.8	6.2	3.B	

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

Name: Al Lewis Data: 13/07/2008

Location: US0013 From MD 675-B to MD 54

County: Wicomico Period: January 1,

Period: January 1, 2005 To December 31, 2007

Logmile: From Old.01 To 015,89 Length: 1.98

MOVE MOVE

LOGMILE	IR	DATE	Severity	TIME	Pight	bur Face	ΝLC	PX OB	TYPE	AI AS WOAE	PROBABLE CAUSE
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14.0%	₹,	013105	Property Property	.99	MIGHT	WET		04	FXOBJ	ns na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√,	042305		10P	NIGHT	DRY			RREND	ne nl	FAIL TO GIVE FULL TIME/ATTENT
14.01	4	070205	ı inj. PROPERTY	7P	NIGHT	WET		04	L ãôxa	NS na	FAIL TO GIVE FULL TIME/ATTENT
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14.01	r	063607	PROPERTY	17	DAY	DRY			RREND	ns ns	PAIL TO GIVE FULL TIME/ATTENT
14.01	√	072307	PROPERTY	4P	DYA	DRY			OTHER	nr er	fail to give full time/attent
14.02	,	091205	PROPERTY	129	DAY	DRY			rrend	88 88	UNKNOWN OR OTHER CAUSE
14.02	√,	010105	PROPERTY	12	DAY	DRY			RREND	88 87	FAIL TO GIVE FULL TIME/ATTENT
14.02	√,	070905	PROPERTY	5P	DVA	DRY			RREND	ns ng	UNKNOWN OR OTHER CAUSE
14.02	√,	050205		62	DAY	DRY			rrend	ne ns	unknown or other cause
14.02	√,	072105	3 Inj.	9A	DAY	DRY			RREND	\$5 59	unknown or other cause
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14 - 02	√	070306		9.A	DAY	DRY			RREND	66 88	unknown or other cause
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14.03	,	062705		12	DAY	DRY			RREND		UNKNOWN OR OTHER CAUSE
14.04	√	070805			DAY	DRY			RREND		UNKNOWN OR OTHER CAUSE
14.04	✓,	091007		A8		DRY	1		RREND		UNKNOWN OR OTHER CAUSE
14.05	√,	11,1905		112		MRI			RREND		
14.05	√,	090206		1.P 5 P		DRY			RREND		
14.05	√	101506		4P		DRY			RREND		
14.05		102307	1 Inj.	4 F	DAI	\h.c.			,	•	

Continues...

ADC Combined logmile History Output Continued ...

14.06	041705 120905 072206 080107 090205 102605 100805 122407 040106 012205 052306 100706 080207 010707 112306 112006 121106 052007 012205 082205 072005 112406	PROPERTY PROPERTY PROPERTY PROPERTY 1 Inj. 1 Inj. PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY 1 Inj.	11A 7F 19A 6F 11A 10A 2F 11A 4F 1P 7A 6P 2F 7A 7P 3A 10A 7A	DAY NIGHT DAY DAY DAY DAY DAY DAY DAY DAY DAY DAY	DRY DRY WET DRY WET DRY WET SNOW DRY WET DRY WET DRY WET DRY WET DRY WET	09	RREND RREND RREND RREND RREND RREND RREND RREND RREND RREND CTHER RREND RREND OTHER	25 55 55 55 58 55 58 55 58 55 56 58 56 58 66 58 66 58 66 58 66 58 66 66 66	FAIL TO GIVE FULL TIME/ATTENT UNKNOWN OR OTHER CAUSE INKNOWN OR OTHER CAUSE FAIL TO GIVE FULL TIME/ATTENT FAIL TO GIVE FULL TIME/ATTENT TOO FAST FOR CONDITIONS FAIL TO GIVE FULL TIME/ATTENT WET FAIL TO GIVE FULL TIME/ATTENT UNKNOWN OR OTHER CAUSE INKNOWN OR OTHER CAUSE FAIL TO GIVE FULL TIME/ATTENT UNKNOWN OR OTHER CAUSE FAIL TO GIVE FULL TIME/ATTENT UNKNOWN OR OTHER CAUSE ANIMAL
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14.49	012205 082205 072005	PROPERTY PROPERTY		DAY	DRY		OTHER	ge na	FELL ASLEEP, PAINTED, ETC.
14.49	082205 072005	PROPERTY	72		ice	02	FXOBJ	99 na	SLEET, HALL, FREEZING RAIN
14.49	072005	-		NIGHT	DRY	**	SDSWP	NL NL	FAIL TO GIVE FULL TIME/ATTENT
14.49		4 764	6 P	DAY			ANGLE	SS RS	UNKNOWN OR OTHER CAUSE
14.49 24.49 14.49 14.49 14.50 14.51 14.52 14.53 14.53 14.55 14.55 14.65	11240F	_	112	nicht	DRY		OTHER	69 na	VEHICLE DEFECT
14.49		PROPERTY	12P	DAY	dry Wet		RREND	99 85	FAIL TO GIVE FULL TIME/ATTENT
14.49 14.49 14.49 14.50 14.51 14.52 14.53 14.53 14.55 14.55 14.55 14.55	050507	PROPERTY	5P	DAY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.49	110107	PROPE RT Y	1A	NIGHT	DRY DRY		OTHER	SS na	FELL ASLEEF, FAINTED, ETC.
14.49 14.50 14.51 14.52 14.53 14.53 14.55 14.55 14.59 14.62	081807	1 Inj.	GA	DAY			RREND	9L 55	UNKNOWN OR DIMER CAUSE .
14.50 14.51 14.52 14.53 14.53 14.55 14.55 14.65	032407	1 Inj.	1,1λ	DAY	DRY		ANGLE	NS WS	UNKNOWN OR OTHER CAUSE
14.51 14.52 14.53 14.53 14.55 14.59 14.62	090607	4 Inj-	3 P	PAY	DRY DRY		OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.53 14.53 14.55 14.55 14.59 14.62	113007	PROPERTY	6P	DVA			rrend	ns ns	UNKNOWN OR OTHER CAUSE
14.53 14.53 14.55 14.59 14.62 14.65	111507	PROPERTY	112	MIGHT	DRY		OTHER	SR UU	RAIN, SNOW
14.53 14.55 14.59 14.62 14.65	030707	PROPERTY	12P	DYA	ićė		OTHER	ng ng	PAIL TO GIVE FULL TIME/ATTENT
14.55 14.59 14.62 14.65	040105	1 Inj.	35	DAY	DRY		OTHER	SS na	ANIMAL
1,4 . 59 1,4 . 62 1,4 . 65	051,806	PROPERTY	7P	DAY	DRX		OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.62 14.65	083706	PROPERTY	11P	NIGHT	DRY	04	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
1,4.65	111307	i Inj.	112	nicht	dry Wet	u+	OTHER	NU na	UNKNOWN OR OTHER CAUSE
	050305	PROPERTY	28	NIGHT	DRY DRY		PARKD	מט טע	UNICHOWN OR OTHER CAUSE
<u>14</u> .68	071007	PROPERTY	122	DAY	DRY		OTHER	65 na	UNKNOWN OR OTHER CAUSE
	032707	PROPERTY	11A		TEW		LFTRN	NL SS	FAIL TO GIVE PULL TIME/ATTENT
14.77	050507	PROPERTY	SP			04	EXOBA	99 na	VISION DESTRUCTION
14.79	022606	_	4A		DRY Mam	V-3	OPDIR	SS NS	TOO FAST FOR CONDITIONS
14.87	102105		4P	DAY	yst Dev		RREND	en en	PAIL TO GIVE FULL TIME/ATTENT
14.89	021606		5P		DRY		FEOX4	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.08	063007		GΛ		WET	11	TREMD	en en	FAIL TO GIVE FULL TIME/ATTENT
15.13	082905	•	5P		PRY		OPDIR	en en	SLEET, HAIL, FREEZING RAIN
15.14	013005		5F		1 CE		OTHER	NS na	VEHICLE DEFECT
15.16	101905		6 P		DRY				TOO FAST FOR CONDITIONS
15.16 √	011005		ŞP		SNOW		anglæ Leten	88 dk	FAIL TO GIVE FULL TIME/ATTENT
15.16 √	011905		129		DRY		SJENA	EL 35	FAIL TO GIVE FULL TIME/ATTENT
15-16 √	011905 040505 040705	PROPERTY	7A	DAY	Wet	 	ANGUS		

ADC Combined Logmile History Output Continued ...

1.1.6	rogmire	IR	DATE	Severity	TIME	LIGHT	SUR FACE	ALC	.OB	ECYT	V1 V2	PROBABLE CAUSE
15.16			120504	1 755.	3 P	DAY	DRY			lft#N		PAIL TO GIVE FULL TIME/ATTENT
15.16						DAY	DRY			angle	ns ns	
15.16						NIGHT	DRY			RREND	ng ns	
15.16		-				DAY	DRY		1,0	FXOBJ	śł na	
15.16 11407 PROPERTY 2P DAY DAY DAY ANGLE NESS NAME NAME NAME NAME NAME NAME NAME NAME		٠.				DAY	DRY			angle	ns es	
13.16 11407 10.0 DAY DAY ANGLE NE SE UNKNOWN OR OTHER CAUSE 13.16 11207 1 Inj. 10.0 DAY DAY ANGLE NE SE 13.16 11207 1 Inj. 10.0 DAY DAY ANGLE NE SE 13.17 050405 PROPERTY 5P NIGHT DAY OTHER SR. N. UNKNOWN OR OTHER CAUSE 15.17 052706 PROPERTY 12.0 NIGHT DAY OTHER SR. N. 15.18 012006 PROPERTY 12.0 NIGHT DAY DAY OTHER SR. N. 15.19 012006 PROPERTY 12.0 NIGHT DAY DAY DAY DAY DAY 15.10 012006 PROPERTY 12.0 NIGHT DAY DAY DAY DAY DAY 15.11 012006 PROPERTY 12.0 NIGHT DAY DAY DAY DAY DAY 15.12 012006 PROPERTY 12.0 NIGHT DAY DAY DAY DAY DAY DAY DAY 15.13 012006 PROPERTY 10.0 NIGHT DAY DA		· ·				DAY	DRY			Parkd	WL na	
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15.17 012005 PROPERTY 12D NIGHT DRY OTHER SS IN ANIMAL 15.17 012070 PROPERTY 1P DAY DRY OTHER SS IN ANIMAL 15.18 012005 PROPERTY 1P DAY DRY OTHER SS IN ANIMAL 15.18 012005 PROPERTY 12P DAY DRY REBUN SS SS TOLLOWED TOC CLOSELY 15.18 012005 PROPERTY 12P DAY DRY REBUN SS SS TOLLOWED TOC CLOSELY 15.18 012205 PROPERTY 1D DAY DRY OTHER SS IN ANIMAL 15.18 012205 PROPERTY 1D DAY DRY OTHER SS IN ANIMAL 15.19 012205 PROPERTY 1D DAY DRY OTHER SS IN ANIMAL INCOMON OR OTHER CAUSE 15.20 124005 PROPERTY 1D DAY DRY OTHER SS IN UNKNOWN OR OTHER CAUSE 15.50 01205 1D DAY DRY OTHER SS IN UNKNOWN OR OTHER CAUSE 15.50 01205 1D DAY DRY DRY DRY DRY DRY DRY DRY DRY DRY DR						NIGHT	THE			PARKD	ss na	
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15.48 0.32203 PROPERTY SP NIGHT ICS D2 FXOEJ SS NI TOO FAST FOR CONDITIONS 15.20 0.71805 1.111 2P DAY DRY CTHER NS NA UNKNOWN OR OTHER CAUSE 15.20 0.71805 PROPERTY 10P NIGHT DRY CTHER NS NA UNKNOWN OR OTHER CAUSE 15.49 0.80405 PROPERTY 11A DAY DRY CTHER NI NA UNKNOWN OR OTHER CAUSE 15.56 1.21605 PROPERTY 7A DAY DRY CTHER NI NA UNKNOWN OR OTHER CAUSE 15.58 0.21705 PROPERTY 7A DAY DRY CTHER NI NA UNKNOWN OR OTHER CAUSE 15.59 0.21705 PROPERTY 10A DAY DRY DAY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY DAY DRY							DRY			rrend	98 35	
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ADG Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	Light	Sur Pace	λĽĈ	FX OB	lan Citan	MOVE V1 V2	PROBABLE CAUSE
				101	DAY	Wet			RREND	NS NS	FAIL TO GIVE FULL TIME/RTTENT
15.98	√	112105	PROPERTY		.,	DRY			rrend	\$\$ \$ \$	UNKNOWN OR OTHER CAUSE .
15.89		012706	PROPERTY	23	DAY				SDSWP	หรัพธ	PAIL TO GIVE FULL TIME/ATTENT
15.89		020806	PROPERTY	124	DAY	DRY			rrend	95 SS	FAIL TO GIVE FULL TIME/ATTENT
J, E . 88		100907	PROPERTY	ĘP	DAY	DRY				55 SS	IMPROPER LANE CHANGE
15.88	✓	073,907	PROPERTY	5P	DAX	wet			RREND	NS \$\$	PAIL TO GIVE FULL TIME/ATTENT
15.89	J	204101	a Inj.	øΛ	NIGHT	MEI			OPDIR		FAIL TO OBBY TAFFIC SIGNAL
15.89	1	012905	1 Inj.	10P	night	WET			LPTRN	es nl	UNKNOWN OR OTHER CAUSE
	Ì	061106	PROPERTY	10A	DAY	DRY			rrend	ns ns	FAIL TO YIELD RIGHT OF WAY
16.89	√	112806	PROPERTY	8P	NIGHT	DRY			LFTRN	ni 85	
1,5 .89	V	100306	PROPERTY	40	DAY	PRY			rrend	ns ns	UNKNOWN OR OTHER CAUSE
1,5.89			PROPERTY	7A	DAY	DRY			RREND	ne ns	UNKNOWN OR OTHER CAUSE
15.89	√	082806		1,0P	NIGHT	DRY	•		RREND	es es	FAIL TO GIVE FULL TIME/ATTENT
15.89	. √	061206	2 Inj.		DAY	DRY			RREND	en en	unknown or other cause
15,89	√.	062206	1 Inj.	1P		DRY			RREND	ис из	UMKNOWN OR OTHER CAUSE
15.89	∢	052106	PROPERTY	12P	DAY	•			OTHER	ns ns	PAIL TO GIVE FULL TIME/ATTENT
15.89		010706	PROPERTY	619	OTHER	othr			RREND	SS 38	UNKNOWN OR OTHER CAUSE .
1,5.B\$		100407	PROPERTY	37	DAY	DRY			KKEND	35 30	

FX08 (01) -Bridge

(02)-Building (03)=Culver/Ditch

(04)=Curb

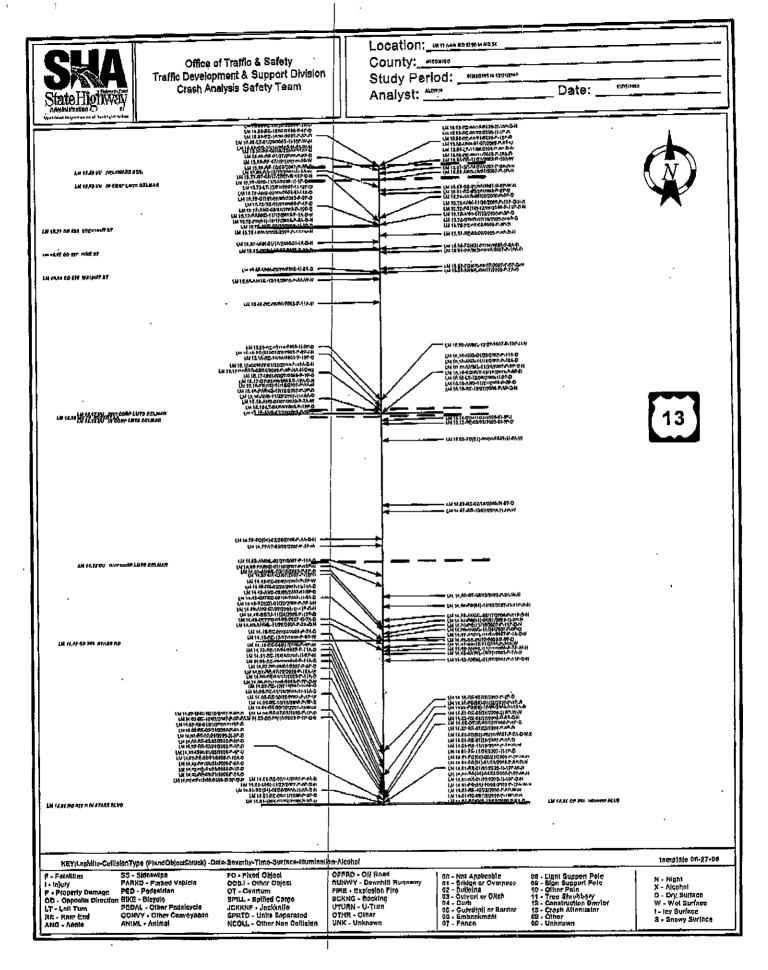
(05)=Guardrail/Barrier (06)=Embankment (07)=Fence

(08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbory (12)=Construc. Regrier (13)=Crash Attenuator

A Dast Page of Roport A

Page: 4

4105829469



Note(a):

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

Namo: Al Lewis Date: 11/07/2008

location: MD0054 From US 13 to MD 675-B

Logmile: From 009.97 To 010.84 Length: 0.87

Pexiod: January 1, 2005 To December 31, 2007 County: Wicomico

SAR >	2005	2008	2007	TOTAL		
ATAL						_
6 KILLED			_ = +			. – – ,
WILDA	1	1	1	3		
o. injured _		1			~ ~ ×	
ROP DAMAGE	2	5	8	1,5		
OTAL ACC	3	6	ĝ.	18		···
					 ,	
opposite Dir Lear end	•	9	2	9		
			 1			
ideswipe		1		<u>_</u>		
BEI Inki —			_ * 2	= -^ - 4		
edestrian	-			3		
	1	· 🚓 🗕 –	·			
PARKED VEH	.		,	2		-
IXED OFFECT		_ =	- 1	. _ ^X = 1.		
THER			_	da		
ה-בֿקונה						
BACKING				3		
ANIMAL		. .		<i></i>		
RAILROAD					<u> </u>	- - -
EXPL./FIRE_		- -				
OVERTURN					w	
OINED/ANK _						
		_		1		
rck rel acc		1				
			3	3 .		
ighttime		1	1	 2		
TET BURFACE		₇				
VPCOHOP SET	, ,	3	4	ė	·	
NTERSEC REL	<u>, r</u>		· · · · · · · · · · · · · · · · · · ·			
OTAL VEH	4	11	19	30		
TOTAL TRUCKS		ı ʻ		1	•	
ERCENT TRKS	0.0	9.1	0.0	3.3		

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

Name: Al Lewis Date: 11/07/2008

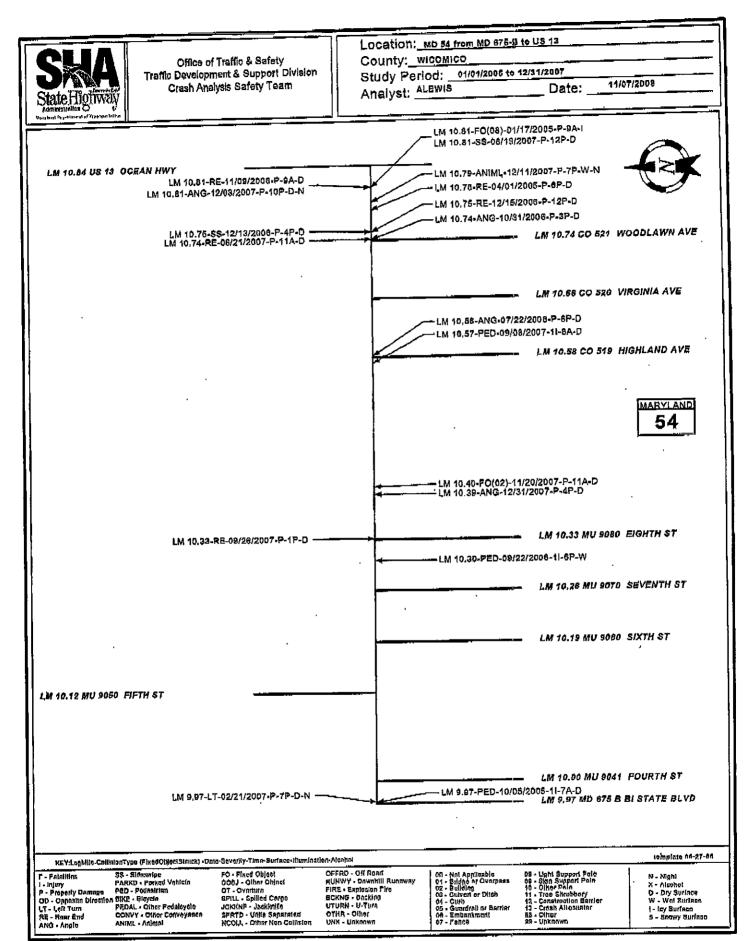
Location: MDG054 From US 13 to MD 675-B

Period: January 1, 2005 To December 31, 2007

Logmile: From 009.97 To 010.84 Length: 0.87 Note (n) :

Pogwite	ĮR	Date 	SEVERITY	Time	LIGHT	sur Face	ALC	PX OB	JABE CPSM	MOVE V1 V2	PROBABLE CAUSE
1D0054									PED	es na	UNKNOWN OR OTHER CAUSE
9.97		100505	ı inj.	7A	DAY	DRY			LPTRN	WI, ES	FAIL TO GIVE FULL TIME/ATTENT
9.97	√	022207	PROPERTY	7 P	night	DRY			PED	es no	UNKNOWN OR OTHER CAUSE
20.30		092206	l Inj.	6P	PAY	WET			rrend	EF 88	UNKNOWN OR OTHER CAUSE
20.33		092607	PROPERTY	1P	DAY	DRY			ANGLE	SS ES	FAIL TO GIVE FULL TIME/ATTENT
10.39		1231,07	PROPERTY	4.9	DAY	DRY		02	FXORJ	es na	FAIL TO GIVE FULL TIME/ATTENT
10.40		112007	PROPERTY	11A	DAY	DRY		V.o	PED	ns na	FAIL TO GIVE FULL TIME/ATTENT
10.57	ď	090807	1 Inj.	AB	DAY	DRY			ANGLE	NR BS	PAIL TO YIELD RIGHT OF WAY
10.58	√	072206	PROPERTY	6P	DAY	DRY			angle	23 ST	UNKNOWN OR OTHER CAUSE
10.74	√	103106	PROPERTY	3 P	DAY	DRY			RREND	NR NS	improper lane change
10.74	₹	062107	PROPERTY	11Å	DAY	DRY			SDSWP	31 SL	FAIL TO GIVE FULL TIME/ATTENT
10.75		121306	PROPERTY	49	DAY	DRY			RREND	55 RS	FAIL TO GIVE FULL TIME/ATTENT
10.75	√.	121506	PROPERTY	12P	DAY	DRY			RREND	ES 28	UNKNOWN OR OTHER CAUSE
10.78	✓	040105	PROPERTY	6P	DAY	DRY			OTHER	ES na	JAMINA
10.79		121107	PROPERTY	7P	NIGHT	Tah tah		OB	FXODJ	ER na	PAIL TO GIVE FULL TIME/ATTENT
10.61		011703	PROPERTY	9A	DAY	1CE		00	rrend	55 55	UNKNOWN OR OTHER CAUSE
10-Bl		110906	PROPERTY	9A	DAY	DRY			BDSWP	es es	UNKNOWN OR OTHER CAUSE
10.81	✓	081907	. Property	12P 10P	day Night	dry Dry			ANGLE	ES 5\$	UNKNOWN OR OTHER CAUSE
FKOE (01) ~1	· • • • • • • • • • • • • • • • • • • •	(02) ∠ Bu	.1.181.ng (0				.) ~Curt			cdrail/H8	rrier (06)-Embankment (07)-Fe Ivo. Barrier (13)-Crash Attonus

4105829469



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

Name: Al Lewis Date: 11/07/2008

Location: MD0675B From Connelly Mill Rd to MD 54

Period: January 1, 2005 To December 31, 2007 County: Wicomico

Lagmile: From 000.08 To 002.09 Length: 2.01

Note(s):

Year »	2005	3006	2007	TOTAL
ATAL				
o Kirred –	_ =			
NJURY	2	3	3	8
No TNINSED -		4		16
prop Damage	8	9	6	23
TOTAL ACC	10	12	9	31
			•	
	-	411-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		2
OPPOSITE DIR	_	1	. 1.	
REAR END	3			 1
SIDESMIPE	_	1	7	_
PELL INEN			²	,
angle	3	2		,
PEDESTRIAN	- 			
PARKED VEH				3
eixēd Obieci —	1	2	- -	 _
OTHER	. 2	3	-	_
U-TURN		- -		
BACKING			1	
		_ =		
railroad expl./fire_				
OVERTURN EXPL./FIRE_				
OTHER (TINK —	7	3	1	G
OTTORY THE			. – – – •	
TRCK REL ACC		1		1
THEN NOU MEE				
NIGHTTIME	3	1	a	ε
WET SURFACE _		3	3	10
ALCOHOL REL		. - 1		1
INTERSEC REL	7	6	3	16
***************************************	· · · · · · · · · · · · · · · · · · ·			
TOTAL VEH	19	22	16	57
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	4.5	0.0	1.8

ryland State Highway Administration ifice of Traffic and Safety - Traffic Development and Support Division IA S2.1 ADC Combined Logmile History Output rev. 06/2006-1

Namo: Al Lewis Date: 11/07/2008

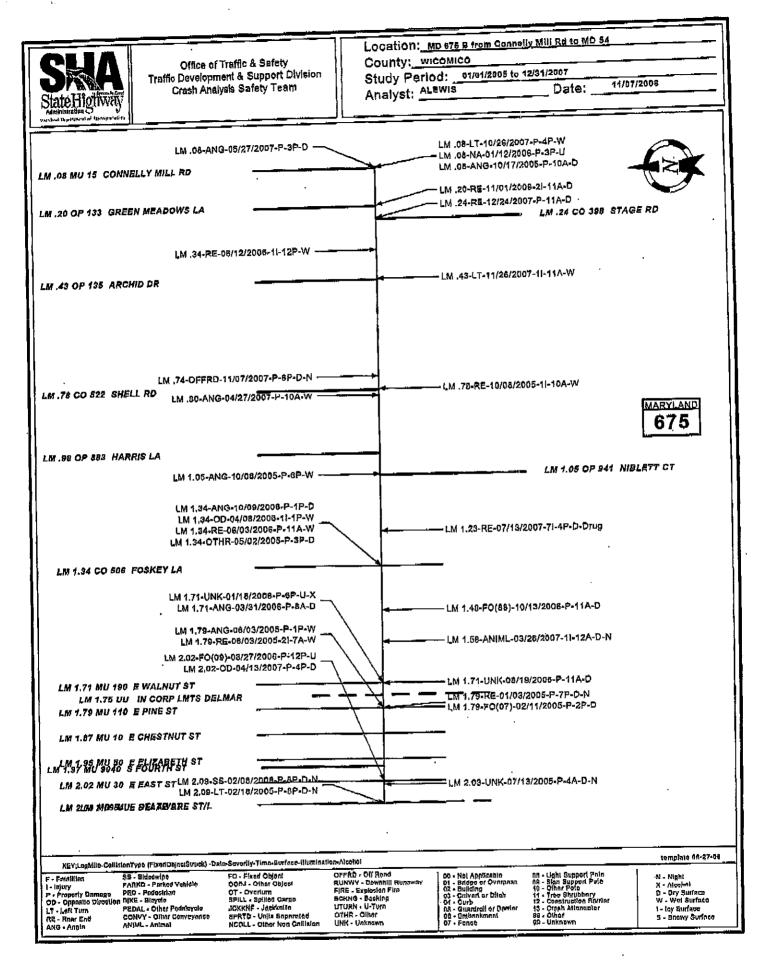
ocation: MD0675B From Connelly Mill Rd to MD 54

Period: January 1, 2005 To December 31, 2007

Logmile: From 000.08 To 002.09 Length: 2.01

Note (s) :

TOGMITE	ĮR	DATS	SEVERITY	TIME	LIGHT	SUR FACE	YF¢	OB EX	TYPE	MOVE V1 V2	PROBABLE CAUSE
/D0675B	}								ANGLE	WR NE	FAIL TO YIELD RIGHT OF WAY
0.00	V	101705	PROPERTY	107	DVA	DRY			OTHER	ns ns	UNICHONN OR OTHER CAUSE
0.08		011206	PROPERTY	3 P	OTHER	OTHR			ANGLE	SS EL	DID NOT COMPLY WITH LIC. RESTR.
0.08	√	052707	Property	3P	DAY	DRY			LFTRN	ar na	UNKNOWN OR OTHER CAUSE
0.08	✓	102607	PROPERTY	4 P	DyA	Wet			RREND	ns ns	FAIL TO GIVE FULL TIME/ATTENT
0.20	✓	110106	2 Inj-	11A	DAY	DŘÝ			RREND	ns na	UNKNOWN OR OTHER CAUSE
0.24		122407	PROFERTY	11A	DAY	DRY			RREND	us us	FOLLOWED TOO CLOSELY
0.34		061206	1 Inj-	127	DAY	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.43	₹	112607	l Inj.	11A	PAY	wet Dry			OTHER	WS na	unknown or other cause .
0.74		110707	PROPERTY	6P	NIGHT	WET			RREND	es es	FOLLOWED TOO CLOSELY
0.78	✓	100805	ı Inj.	10A	DAY				ANGLE	se Ws	FAIL TO YIELD RIGHT OF WAY
0.80		042707	PROPERTY	10A	DAY	WET WET			MGLE	39 WB	FAIL TO GIVE FULL TIME/ATTENT
1.05	√	100802	PROPERTY	6F	מאמ				RREND	ns nl	FAIL TO YIELD RIGHT OF WAY
1.23		071307	7 Inj.	4P	DAY	DRY DRY			OTHER	NI, SR	FAIL TO YIELD RIGHT OF WAY
1.34	✓	050205	PROPERTY	3P	DAY	WET			QFD1R	eś WS	FAIL TO YIELD RIGHT OF WAY
ე.34		040806	l Inj.	12	DAY	WET			RREND	WS WS	TOO FAST FOR CONDITIONS
2.34	√-	060306	PROPERTY	11A	DYA	DRY			ANGLE	ns 88	UNKNOWN OR OTHER CAUSE
1.34	✓	100906	PROPERTY	1F	DYA	DRY		åð	LXOBJ	FQ na	UNKNOWN OR OTHER CAUSE
1,48		101306	PROPERTY	134	DAY	DRY			OTHER	ns na	ANIMAL
1.58		032607	1 Inj.	12A	NIGHT.	DRY			OTHER	nu nr	FAIL TO GIVE FULL TIME/ATTENT
3, . 71	√	081906	PROPERTY	21A	DVA	DRY			angle	25 F5	UNKNOWN OR OTHER CAUSE
1.71	✓	033106	PROPERTY	48	day Other	OTHR	1		отней	NR WS	under influence of Alcohol
1.71		011806	PROPERTY	62	DAY	WET	•		angle	ss es	FAIL TO KEEP RIGHT OF CENTER
1.79	∢	060305	PROPERTY	1P	DAY	Wet			RREND	82 88	RAIN, SNOW
1.79		060305	2 Inj.	7A 7 p	NIGHT	DRY			rrend	ns Ms	improper turn
1.79		010305	PROPERTY	27	DAY	DRY		07	FXOBJ	es na	FAIL TO GIVE PULL TIME/ATTENT
1.79		021,105	PROPERTY	12P	DAY	OTHR		09	FXOBJ	uu na	unknown or other cause
2,02		032706	Property	12F 4P	DAY	DRY			OPDIR	ss ne	VEHICLE DEFECT
2.02	,	041307	PROPERTY	4A	NIGHT	PRY			OTHER	ns vu	UNDER INFLUENCE OF ALCOHOL
2.03	٧,	071305	PROPERTY	8P	NIGHT	DRY			LPTRN	SS NL	FAIL TO OBEY TAFFIC SIGNAL
2.09	√	021805 020806	PROPERTY PROPERTY	8P	NIGHT	DRY			SDSMP	, Ne Ma	FAIL TO YIELD RIGHT OF WAY
2.09											·



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

Name: Al Lewis Date: 11/07/2008

Logation: Foskey Lane from US 13 to MD 675B

County: Wicomico

feriod: January 1, 2005 To December 31, 2007

Logmile: From 000.22 To 001.34 Length: 1.12

Note (m) :

OOTS-TDSD

ear >	2005	2006	2007	TOTAL
'ATAL				
40 - KIMPED ~ − KVIVI				
injury	1		1	2 2
No, INJURED .		1	~ - . 2	. 3
PROP DAMAGE TOTAL ACC	1	1	3	5
7011m voo				
OPPOSITE DIR				
REAR END				. – – – – -
SIDESWIPE				
LEFT TURN			<u>1</u>	
angle Pedestrian		_		
BYKKED ABH	J #		1	1
EIXED OBTECT				- 1 ·
OTHER		1		ī
Bycking ā-īāšī — —				
ANIMAL	 _	1_		1
RAILROAD			•	
expl./fire_			<u></u>	
OVERTURN				
OTHER/UNK_	· - -			<u>.</u>
TRCK REL ACC			1	ı
nighttime		1	1	2 · 1
WET SURPACE			<u></u>	1
ALCOHOL REL INTERSEC REL			2	2
THIRKQUE KET				
TOTAL VEH	2	1	5	8
TOTAL TRUCKS			1	1
PERCENT TRKS	0.0	0.0	0 20.0	12.5
	,			
			•	
Comments:				
		·	- 1110	
				, s, susper

Office of Traffic & Safety Traffic Interest Support Crash Analysis Safety Traffic Property State Highly State	ety County: Wi	od: 01/01/2005 to 12/31/2007	
LM .22-ANG-04/03/2007-P. LM .22 US 13 OGEAN HWY LM .52 UU OUT GORP LMTS DELMAR LM .54 GO 506 FOSKEY LA (AHEAD)			
LM 1.00 CO 505 FOSKEY LA (BACK)			0 505 S SECOND ST
LM 1.08-ANG-01/07/2008 LM 1.34 (O) 508 FOSKEY LA (AHEAD) LM .44-ANIML-04/25/2006-P. LM .54 MU 70 FOSKEY LA (BACK) LM .89 MD 675 B BI STATE BLVD	1111	— LM 1.24-FO(09)-07/05/2007-P-8P-	
REY:LogMilo-CollisionType (FixedObjenStruck) -Dain-Severily-Time-E	surface-Vilumination-Atzohot		tempiale 86.27-98
P - Falalities SB - Sidectwine FO - Fixed Object I - Injury PARKO - Parked Vehicle ODBJ - Diner C OD - Opposite Dinestion BilkE - Ricycle LT - Left Turn PEDAL - Other Pedalcycin RE - Rear End CONVY - Other Conveyance ANG - Angle ANIML - Arimal NGOLL - Other	pet OFFRO - Off Road spigor RUNWY - Dawahili Runmany FIRE - Explosion Fire Cargo BEKNO - Backing knile UTURN - U-Turn Sphannian OTHR - Other	00 - Not Applicable n1 - Bringo or Overpas O2 - Ruinding 03 - Culveri or Diloh O4 - Curb O5 - Gundrani or Berder O5 - Gundrani O7 - Franco 08 - Upht Suppor O9 - Curb Pale 11 - Trans Sarubb 12 - Construction 13 - Crash Alland O7 - Franco 09 - Unknown	I Paia Pold X - Alcahal Sty Britlet WY - Wat Surface (- ley Surface S - Snawy Surface

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

4105829469

Name: Al Lewis Date: 11/07/2008

location: Foskey Lane from US 13 to MD 6752

'Period: January 1, 2005 To December 31, 2007

Logmile: From 000.22 To 001.34 Length: 1.12

Note(s):

<u> Jogmilæ</u>	T.R	DATE	SEVERITY	TIME	LIGHT	Sur Vace	λLC	OB EX	TYPE	V1 V2	PROBABLE CAUSE
00506		042506	PROPÉRTY	21P	NIGHT	NET		•	OTHER	ฟรุ กล	ANIMAL
0.22 0.23 1.09 1.24	√	040307 020707 010705 070807	1 Inj. PROPERTY 1 Inj. PROPERTY	29 3A 8A 8P	DAY NIGHT DAY DAY	DRY SNOW DRY DRY	. ✓	09	angle Parkd Angle Pxòbj	WE SS WE UP SI, WS NU DS	FAIL TO OBEY STOP SIGN UNKNOWN OR OTHER CAUSE FAIL TO YIELD RIGHT OF WAY UNDER IMPLUENCE OF ALCOHOL

FXOR(01)=Bridge (02) *Fuilding (08) -Light Pole

(09)-Bign Post

(ng)-Culver/Ditch

(04)=Curb

(05) =Guardrail/Rorrier (06) = Embankment

(07) =Fence (10)=Other Pole (11)=Tree/Shrubbery (12)=Construct. Barrier (12)=Crash Attenuator amyland State Highway Administration ifice of Traffic and Safety - Traffic Development and Support bivision #A 52.1 ADC Study Worksheet Output rev. 06/2006-1

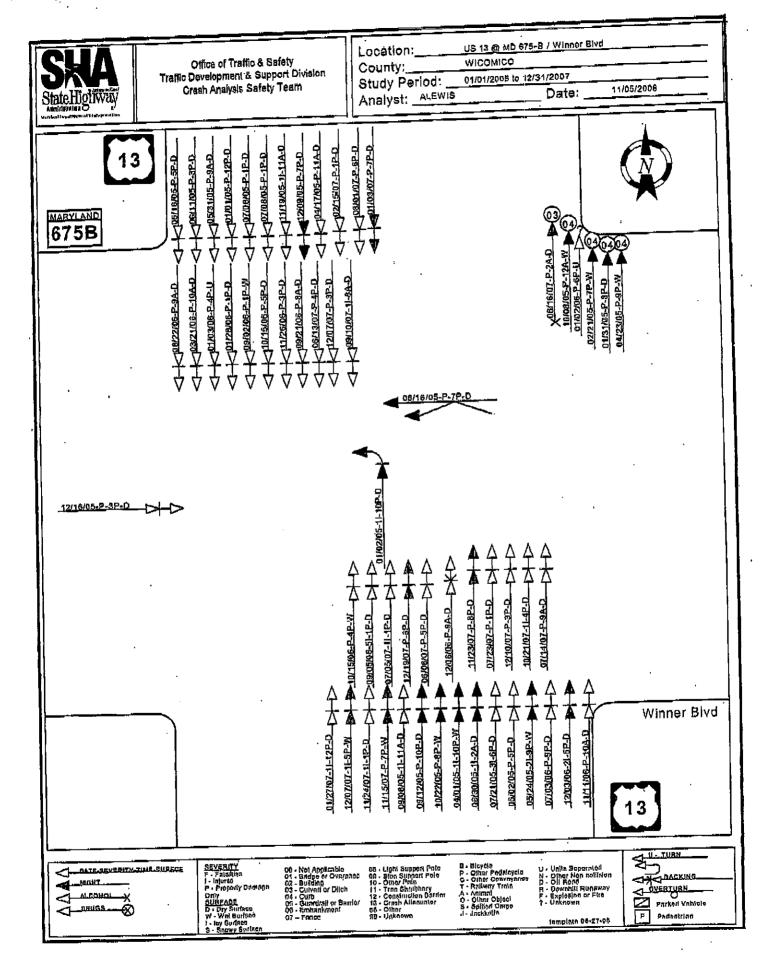
Name: Al Lewis Date: 11/05/2008

ocation: US0013 @ MD0075B / Winner Blvd

ounty: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

Logmile: 014.01 At 000.00 Redium: 400 ft

ear •	M. ===	2005	2006	2007	TOTAL:					
'ATAL					<u></u>	~ ~ ~ ~				
죠' Kīr파화	-		_ _ 2	6	2.5					
(NJURX				5	23	_		. <i>– – –</i>		
o. Injured		10								
PROP DAMAGE		17	13	13	43					
		24	1,5	19	58					
DOA JATOT										
			. '							
OPPOSITE DIR					<u> </u>			,		
		1_9	13	<u>18</u>	<u>5</u> D					
rear_end = = =	;	· · · · · · · · · · · · · · · ·			1				 -	
									-	
WNGPS MbC: "TAME = = = = =										
				=						- -
				- 						
BARKED AER					.5		_			-
KINED OBJECT		4 _	- -	2			_ =	 -		
OTHER COLL IN INC.			Ż		2					
O'CHER										
<u>U-TURN</u>					1					
BACKING			j.		-					
VAINVT					. _ _		-			
RAILROAD										
			•		·		-			-
										
OVERTURN					-					
OTHER/UNK	 _			_ -						
₹ ************************************										
		1		1	2					
TROK REL ACC		-			· · · · · · · · · · · · · · · · · · ·					
· · · · · · · · · · · · · · · · · · ·					• •					
NIGHTTIME		1.2	1	6	1,9					
			_2 _		19					
MET SURPACE	-				1					
ALCOHOL REL				12	45					
INTERSEC REL		22	11	TV	₹# 					
TOTAL VEH	0 0	0.0	32	40	122					
		1		1	2					
					_					
TOTAL TRUCKS	***	*,* 2.0	6.0	2.5	1.6					



tryland State Highway Administration :fice of Traffic and Spfety - Traffic Development and Support Division IA 52.1 ADC Summary Output rev. 06/2006-1 Name: Al Lewis Date: 11/05/2000

Logmile: 014.01 At 000.00 Radius: 400 ft

Acion: US0013 @ MD0575B / Winner Blvd 2005 Note(B):

cation: US0013 @ MD0575B / Winner Blvd Period: January 1, 2005 To December 31, 200 unty: Wicomico Period: January 1, 2005 To December 31, 200	os Note (8):
SEVERITY Fatal Injury P-Damage Total	Day of the week Sun mon tue MRD thu Fri Sat Unk 2 5 2 4 5 6 White the control of the control
Month of the year Jan Pre Mar Apr May Jun Jul aug sep oct 3 1 3 3 2 2 Jun Jun Jul aug sep oct	CONDITION: DRIVER PED NOV DEC UNK NOrmal: 19 1 2 ALCOHOL:
TIME 1.2 01 02 03 04 05 06 07 08 09 10 11 UNI AM: 1 1 3 PM: 1 2 2 2 1 3 2 2 3	K VEHICLES INVOLVED PER ACCIDENT 1
VEHICLE TYPE SURFACE M_Cycle/Moped Trk_Trailer 6 WET NORTH 27 Passenger Veh Passenger Bus 18 DRX LF ST 8 Light Truck School Bus SNO/ICE 1 21 1 Heavy Truck Emergency Veh MUD	MOVEMENTS SOUTH EAST WEST RT LF ST RT LF ST RT LF 8T RT 18 2 2 OTHER MOVEMENTS 6
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Page 1 Asiatop/Fainted etc. Probable Causes Improper Parking Page 2 Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoke	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DJR RELATED: UNRELATED: PREAR END RELATED: UNRELATED:
Weather Illumination Total 19 Clear/Cldy 12 Day FOGGY Dawn/Dusk 2005 24 5 Raining 8 Dark - Lights on SNOW/SLEET 4 Dark - NO Lights ###################################	B LIGHT POLE US J SIGN POST

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

Name: Al Lowis Date: 11/05/2008

2 OTHER

Logmile: 014.01 At 000.00

Radius: 400 ft

Location: US0012 @ MD0675E / Winner Blvd Note (a): Period: January 1, 2006 To December 31, 2006 County: Wicomico DAY OF THE WEEK Injury P-Damo¢'ê Fatal UNK SEVERITY TAR NED TUE MON SUN 15 13 Accidents 1. Veh Occ Padestrian CONDITION; DRIVER PED MONTH OF THE YEAR Normal: DEC MOV SEL JUL MIG JUN MAY APR JAN ALCOHOL: 2 2 2 3 , 1. 1 Other: VEHICLES INVOLVED PER ACCIDENT 11. UNK ! 9 1.0 06 ΩE UNK TOTAL 93 TIME 3 2 32 AM: 11 1 1 1 2 2 1 PM: MOVEMENTS GURFACE VEHICLE TYPE いせらて EAG1 SOUTH 2 WET MORTH M_Cycle/Moped Trk Trailer RT ST RTI RTI ST RT ገነ ይጽሃ Passonger Bus 14 Passenger Vch 12 SNO/ICE School Bus a Light Truck MUD Emergency Voh Heavy Truck OTHER MOVEMENTS 4 2 OTHER 10 Other Types TOTAL ĮŅJ PROP COLLISION TYPES PROBABLE CAUSES RELATED: OPPOSITE DIR Improper Parking inf. of Dauge UNRELATED: Passenger Interfere/Obstr. Inf. of Alcohol 10 g RELATED: Illegally in Roadway REAR END Inf. of Medication UNRELATED Bicycle Violation Inf. of Combined Substance RELATED: Clothing not Visible ISTDESWIFE physical/Mental Difficulty UNRELATED: Smog, Smoke Fell Asleep/Fainted etc. RELATED: LEFT TURN Sleet, Hail, Frz. Rain 4 Fail to give full attent. unrelated : Blowing Sand, Soil, Dirt Lic. Rostr. Non-comply RELATED: Severo Crosswinds LANGUE : Pail to Yield Rightofway UNRELATED: fail to Obey Stop Sign Rain, Snow RELATED: PEDESTRIAN Animal Fail to Obey Traffic Sig unrelated: Vision Obstruction 1 Fail to Obey Other Contr. RELATED: PARKED VEH-Vehicle Defect Pail to Keep Right of Ctr UNRELATED: Wet Fail to Stop for Sch. Eus ı RELATED: OTHER CT Loy of Snow Covered Wrong Way on One Way Unrelated: Debris or Obstruction Exceeded Speed Limit 02 Rute, Holes, Bumpe F BRIDGE Too Fast for Conditions 02 I BUILDING Road Under Construction 2 Followed too Closely X CULVERT/DITCH 03 Traffic Cntrl Device Inop. Improper Turn 04 Shoulders Low, Soft, Migh E CURB Improper Lane Change D GUARDRAIL/BARRIER 05 Improper Backing EMBANKMENT 8 Other or Unknown Impropor Passing 07 O PENCE Improper Signal 00 B LIGHT POLE 09 J SIGN FOST TOTAL **TLLUMINATION** WEATHER E OTHER POLE 10 11 DAY 13 CLEAR/CLDY 11 C TREE/SHRUBBERY 1 DANN/DUSK 2006 15 FOOGY T CONSTR. BARRIER 1 DARK - LIGHTS ON [RAINING DARK - NO LIGHTS | MINISTERNATIONALIMINA S CRASH ATTENUATOR SNOW/SLEET | | ATTEMPTED OBJECT

Maryland State Highway Administration

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

Name: Al Lowis Date: 11/05/2008

Logmile: 014.01 At 000.00 Radius: 400 ft

tocation: US0013 @ MD06755 / Winner Blvd Logmile:
There Migration: Migration Period: January 1, 2007 To December 31, 2007 Note(a):

coldents 6	mage Total 13 19 	DAX OF THE WEEK SUN' MON TUE WED THU FRI SAT UNI 1 3 4 3 4 4 WHITE HERE WEEK		
nonth of the year Jan feb mar apr may ju 2 1		CONDITION: DRIVER FB NOV DEC UNK NOTMal: 16 3 4 ALCONOL: 1 Diver: 2		
TIME 12 01 02 03 04 05 06 AM: 1 PM: 1 4 2 2 2 2		WEHICLES INVOLVED PER ACCIDENT 1 2 3 4 5 6+ UNK TOTA 1 16 1 1		
VERICLE TYPE M_Cycle/Moped	SNO/ICE 25	MOVEMENTS SOUTH EAST WEST RT LF ST RT LF ST RT LF ST F 12 \ OTHER MOVEMENTS 3		
Inf. of Drugs Inf. of Alcohol Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Pell Aslcep/Fainted etc. Fail to give full attent. Lic. Regtr. Non-comply Pail to Yield Rightofway Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctr Pail to Stop for Sch. Bus Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions	Improper Parking Passenger Interfers/Obstr.	COLLISION TYPES FAT INJ PROP TOTAL OPPOSITE DIR RELATED: UNRELATED: 1 Followed too Closely Improper Turn Improper Lane Change Improper Backing Improper Fassing 12 Improper Signal WEATHER ILLUMINATION 18 CLEAR/CLDY 13 DAY POGGY DAWN/DUSK 1 RAINING 5 DARK - LIGHTS SNOW/SLEET 1 DARK - NO LIG	Traffic Catrl Device Inop. Shoulders Low, Soft, High Other or Unknown TOTAL 2007 19 ON	X CULVERT/DITCH

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

Nama: Al Lewis Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

Logmile: 014.01 At 000.00 Radius: 400 ft

Country Wicomico

Period: January 1, 2005 to December 31, 2007 Note(£): DAY OF THE WEEK P-Damage Total Injury SEVERITY Patal FRI SAT THIK WED THU SUN MON TUE 58 15 43 Accidents 4 41224141417777457781878518797818787878 7 10 Б 23 Veh Occ redostrian STYPR CONDITION: MONTH OF THE YEAR 46 DEC UNX Normal: AUG SEP OCT NOV JUN մՄԻ FRA APR MAY JAN ALCOHOL: 1 5 6 7 1. 3 4 7 Other: 11 VEHICLES INVOLVED PER ACCIDENT 7,0 11 INK TIME 12 02 83 04 05 6+ UNK TOTAL 4 1 2 2 AM: 1 122 1 6 1 3 ₽M ι 9 MOVEMENTS SUBBACE VEHICLE TYPE WEST EAST SOUTH 10 WET NORTH M_Cycle/Moped Trk_Trailer ŔТ ST RT ST PT. 46 DRY L ST RT Passenger Bus 64 Passenger Veh 2 SNO/ICE School Bus 22 Light Truck Emergency Veh | MIID 2 Heavy Truck OTHER MOVEMENTS 13 FAGICAL PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY | PARTY 2 OTHER 34 Other Types FAT TNJ PROP TOTAL COLLISION TYPES PROBABLE CAUSES OPPOSITE DIR RELATED: Inf. of Drugs Improper Parking unrelated: Passenger Interfere/Obstr. 1 Inf. of Alcohol 40 RELATED: REAR END Illegally in Rosdway Inf. of Medication 10 UNRELATED: Inf. of Combined Substance Bicycle Violation 1. BYDERMIPE RELATED: Clothing not Visible Physical/Mental Difficulty UNRELATED: smog, šmoke Fell Asleep/Fainted etc. RELATED: LEFT TURN 22 Fail to give full attent. Slect, Hail, Frz. Rain Blowing Sand, Boil, Dirt UNRELATED: Lic. Restr. Non-comply RELATED: LANGUE Fail to Yaeld Rightofway Severe Crosswinds UNRELATED: Fail to Obey Stop Sign Rain, Snow PEDESTRIAN RELATED: Animal Fail to Obey Traffic Sig UNRELATED: Vision Obstruction 1 Fail to Obey Other Contr. PARKED VEH. RELATED: Vohicle Defect Pail to Keep Right of Ctr UNRELATED: Fail to Stop for Sch. Bua 1 1 OTHER CT RELIATED: Icy or Snow Covered Wrong Way on One Way INRELATED: Debris or Obstruction Exceeded Speed Limit 01 Too Fast for Conditions Rute, Moles, Bumps P BRIDGE 02 4 Followed too Closely Road Under Construction I BUILDING Traffic Cntrl Device Inop. X CULVERT/DITCH 03 Improper Turn 04 Improper Lane Change Shoulders Low, Soft, High E CURB D GUARDRAIL/BARRIER 05 Improper Backing PMBANKMENT Improper Passing 30 Other or Unknown 07 Improper Signal O FENCE B LIGHT POLE 08 ILLUMINATION TOTALS J SIGN FOST 09 WEATKER 10 50 CLEAR/CLDY 36 DAY 2003 E OTMER POLE Ò FOGGY A DAWN/DUSK 2004 O C TREE/SHRUBBERY 11 6 RAINING 14 DARK - LIGHTS ON | 2005 24 T CONSTR. BARRIER SNOW/SLEET 5 DARK - NO LIGHTS | 2006 15 S CRASH ATTENUATOR OTHER FIXED OBJECT 2 OTHER 2 OTHER 2007

maryland State Highway Administration of Traffic and Safety - Traffic Development and Support Division WHA 52.1 ADC Study Worksheet Output rev. 05/2006-1

Namo: Al Lewis Date: 11/07/2008

accation: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22

Radius: 200 ft

county: Wicomico

Period: January 1, 2005 To Docember 31, 2007

Note(s):

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OTHER INVE	- 	~ ~		
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TOTAL TRUCKS	1		14 - 3	

4105829469

SHA State High North Law And Internation Of States and Variation on the Annual Control of States and Variation on	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team	Location: US 13 @ Fos County: WICOMICO Study Period: 01/01/2005 to Analyst: ALEWIS	
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	01/19/05-P-2P-S		01/20/07-P-15A-D
	1.1725/07110A-D	<u>0-45-0-2017/1/14</u>	Foskey La
NICHT ALCOHOL X	ATUME CURITOE SEVERITY F - Fathfillos 10 - Not Applicable 1 - Injured P - Property Daminas Only SUBFACE D - Dry Surfees W - Wat Burknes I - ley Burknes S - Browy Stufface S - Browy Stufface S - Browy Stufface	00 - Light Support Pole 19 - Stan Support Pole 10 - Other Pole 11 - Tran Shrubbery 12 - Continction Bryans 12 - Continction Bryans 18 - Sing Alexander 19 - Other Conveys 10 - Other Collect 10 - Other Object 11 - Spilled Cargo 11 - Jacknilo	SU-TURN

aryland State Highway Administration

ffice of Traffic and Rafety - Traffic Development and Support Division

HA S2.1 ADC Summary Output rov. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Logmile: 013.16 At 000.22 Radius: 200 ft

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TIME 12 01 02 03 04 05 06 07 08 09 10 12 UNK	UNK	Nort	DITION: mal: OHOL:	DRIVER 2	
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Fail to Obey Stop Sign Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Obey Other Contr. Fail to Stop for Sch. Bus Wat Wrong Way on One Way Idy or Snow Covered Fare CT Exceeded Speed Limit Debris or Obstruction I Too Fast for Conditions Followed too Closely Improper Turn Improper Lane Change Shoulders Low, Soft, High Improper Backing Improper Passing Other or Unknown I PEDESTRIAN FAIL to Obey Stop Sign Vain Condition I PARKED VEH. FARKED RELATED DETALBH CETALES DETALBER DETALBR);		1 2		
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Followed too Closely Road Under Construction I BULLDING Improper Turn Traffic Cntrl Device Inop. X CULVERT/DITE Improper Lane Change Shoulders Low, Boft, High E CURE Improper Backing D CURRORALL/BE Improper Bassing Other or Unknown EMBANKMENT	detalern Detaler Detalern O				
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OTHER

xyland State Highway Administration fice of Traffic and Safety - Traffic Development and Support Division NA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis Date: 13/07/2008

Radius: 200 ft Logmile: 015.16 At 000.22 cation: US0013 @ Foskey Lone Period: January 1, 2006 To December 31, 2006 Note(s): sunty: Wicomico DAY OF THE MEEK Total UNK Injury P-Damage THU SAT Fatal WED SEVERITY MON 2 ٦ Accidents 1 veh Occ 414444771448878777146644718777446787777 podestrian PED CONDITION: Normal: MONTH OF THE YEAR UNK DEC NOV SEP JUL AUG TITN MAY APR ALCOHOL: JAN FEB MAR 1 2, Other: VEHICLES INVOLVED PER ACCIDENT UNX 1 10 UNK TOTAL 04 05 06 02 TIME 01 1. AM: 1. ı 1 PM: MOVEMENTS SURPACE VEHICLE TYPE WEST SOUTH PAST NORTH Trk_Trailer SŤ ŔŦ M_Cycle/Moped ŝT RT RT AT. RTI ST 3 DRY Passenger Bus 1 s passenger Veh SNO/ICE school Bus Light Truck Emergancy Veh MUU Heavy Truck OTHER MOVEMENTS OTHER 1 Other Types TOTAL TAT INT 中の知り |COLLISION TYPES PROBABLE CAUSES OPPOSITÉ DIR RELATED: Improper Parking Inf. of Drugs unrelated : Passenger Interfore/Obstr. Inf. of Alcohol 1 1 RELATED: REAR END illegally in Roadway inf. of Medication UNRELATED: Bicycle Violation Inf. of Combined Substance RELATED: GIDESWIPÉ Clothing not Visible Physical/Montal Difficulty UNRELATED: smog, ŝmoke Fell Asleop/Fainted &tc. 1 RELATED: LEFT TURN Sleet, Mail, Frz. Rain 1 Fail to give full attent. UNRELATED: Blowing Sand, Soil, Dixt Lic. Restr. Non-comply 1 RELATED ANGLE Severe Crosswinds 1 Fail to Yield Rightofway Unrelated: Rain, Show fail to Obey Stop Sign RELATED: PEDESTRIAN Animal. Fail to Obey Traffic Sig UNRELATED: Vision Obstruction Fail to Obey Other Contr. RELATED: PARKED VEH. vehicle Defect Fail to Keep Right of Ctx UNKELATED: Fail to Stop for sch. Bus RELATED: OTHER CT Icy or Snow Covered Wrong Way on One Way Debris or Obstruction Exceeded Speed Limit 01 F BRIDGE Ruts, Holes, Bumps Too Fast for Conditions | | BUILDING 02 Road Under Construction Followed too Closely X CULVERT/DITCH 03 Traffic Cntrl Device Inop. Improper Turn 04 Shoulders Low, Soft, High E CURB Improper Lane Change |D| GUARDRAIL/BAFRIER 05 Improper Backing EMBANKMENT 06 1 Other or Unknown Improper Passing O FENCE Improper signal O.B R LIGHT POLE OΦ J SIGN POST ILLUMINATION TOTAL WEATHER 3, 0 R DTHER POLE 2 DAY 3 CLEAR/CLDY | C TREE/SHRUBBERY 11 2006 3 DAWN/DUSK FOGGY 12 T CONSTR. BARRIER DARK - LIGHTE ON BAINING 1 DARK - NO LIGHTS | SHEETS HIGH STREET S CRASH ATTENUATOR SNOW/SLEET | | HINGS HOME HINGS HING | OTHER FIXED OBJECT

oryland State Mighway Administration ffice of Traffic and Safety - Traffic Development and Support Division MA 52.1 ADC Summary Output rov. 06/2006-1

4105829469

Name: Al Lewis Date: 11/07/2008

Radius: 200 ft mile: 015.16 At 000.22

ation: Uŝ0013 & Fosk nty: Widomico	ey Lans Poriod: Januar	y 1, 2007	To Decomber	31, 200		gmile: (te(#):	15.16	AL 000	1.22	KAOA	us: 200	
	tal Injury P-Da 1 1 ::::::::::		otal 4 MMMMM				ve -	OF THE	THU	FRI	9at 1 	unk Hannen
Month of the YEAR JAN FEB MAR	APR MAY JUN		aug sep	oct William	NOV 1	DEC 1	UNK	 	CONDITION NOTHER CONDITION OF THE CONDIT	<u>)</u> : 3L:	DRIVER 4	PED
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PROBABLE CAUSES Inf. of Drugs Improper Parking Inf. of Alcohol Passenger Interfere/Obst Inf. of Medication Illegally in Roadway Inf. of Combined Substance Bicycle Violation Physical/Mental Difficulty Clothing not Visible			etr.	COLLISIO OPPOSITE RBAR END	DIR U	relat Relat Relat NHELAT RELAT	ED: ED: ED:	FAT	INJ	PROP	TOT!	
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\$NOW/SLEET	DARK - NO LIC	sure Hilli	1311)149999999 1414:1419999			H ATTEN ER FIXED		13 T				

ryland State Highway Administration fice of Traffic and Safety - Traffic Development and Support Division A 52.1 ADC Combined Summary Output rev. 06/2006-1 Name: Al Lewis Date: 11/07/2008

Radius: 200 ft Logmile: 015,16 At 000,22 ication: USCO13 & Poskey Lane Period: January 1. 2005 To December 31. 2007 Note (#) ounty: Wicomico DAY OF THE WEEK UNK Total SAT p.Damage MED THU FRI Injury TUR Fatel SUN MON SEVERITY 4 1 2 1 Accidents veh Oco redestrian CONDITION: DRIVER PEĎ Normal: MONTH OF THE YEAR IINK DEC NOV OC I AUG ALCOHOL: JUL JUN MAY APR 3 JAN Other: VEHICLES INVOLVED PER ACCIDENT UNK 10 UNK TOTAL 07 05 ٥Ġ 12 02 3 TIME 1 1 22 2 λM: ı 1 1 2 PM: MOVEMENTS SURFACE WEST VEHICLE TYPE GOUTH NORTH 1 MET RŤ ST 2 Trk_Trailer sť M Cycle/Moped Į.F \mathbf{ST} RT ŝT T.P 9 DRY Passenger Bus 1. 13 Passenger Veh 2 ıì 1 SNO/ICE 1 School Bus 2 Light Truck MUĎ Emergency Voh | Hoavy Truck OTHER MOVEMENTS 2 ОТНЕЖ 4 Other Types TOTAL PROP INJ FAT | COLLISION TYPES PROBABLE CAUSES OPPOSITE DIR RELATED: Improper Parking Inf. of Drugs UNRELATED: Passengor Interfere/Obstr. ż Inf. of Alcohol 2 RELATED: REAR END Illegally in Roadway Inf. of Medication unkelated: Bioycle Violation Inf. of Combined Substance SIDESWIPE RELATED: Clothing not Visible Physical/Mental Difficulty UNRELATED: Smog, Smoke Foll Asleep/Fainted ctc. 2 1 1. RELATED: LEFT TURN Sleet, Hail, Frz. Rain 5 rail to give full attent. INRELATED: Blowing Sand, Soil, Dirt 5 Lic. Restr. Non-comply 4 RELATED: ANGLE Severe Crosswinds 2 Fail to Yield Rightofway INRELATED: Rain, Snow Fail to Obey Stop Sign DELATED: PEDESTRIAN Animal rail to Obey Traffic Sig UNRELATED : Vision Obstruction Fail to Obey Other Contr. 4 RELATED PARKED VEH. Vehicle Defect Fail to Keep Right of Chr UNRELATED: rail to Stop for Sch. Rus RELATED: OTHER CT Icy or Snow Covered wrong Way on One Way UNRELATED: Debris or Obstruction Exceeded Speed Limit F BRIDGE Ruts, Holes, Bumps 1 Too Fast for Conditions 02 | | BULLDING Road Under Construction Followed too Chosely 03 X CULVERT DITCH Traffic Catrl Device Inop. Improper Turn E CURE 04 Shoulders Low, Soft, High improper Lanc Change D GUARDRAIL/BARRIER 05 improper Backing BMBANKMENT 06 3 Other or Unknown Improper Passing 07 O PENCE Improper Signal B LIGHT POLE J SIGN POST **ILLUMINATION** TOTALS MEATHER 1.0 E OTHER POLE 10 DAY 10 CLEAR/CLDY C TREE/SHRUBBERY DAWN/DUSK FOGGY T CONSTR. BARRISE DARK - LIGHTS ON | 2005 RAINING S CRASH ATTENUATOR 1 DARK - NO LIGHTS | 2006 1 SNOW/SLEET OTHER PIXED OBJECT 2007 ОТИБЕ OTHER

sryland State Mighway Administration flice of Traffic and Safety - Traffic Development and Support Division HA 52.1 ADC Study Worksheet Output rev. 06/2006-1 Name: Al Lewis Date: 11/07/2008

ecation: USCO13 @ MDD054

tounty: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 015.89 At 010.84 Radius: 200 ft

Note(s):

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SHA State Flight New York Administration of Take	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team	Location: County: Study Period:_ Analyst:_ALEWI	US 13 @ MD 54 WICOMICO 01/01/2005 to 12/91/2007 S Date	11/07/2008
MARYLAND 54	W-92-9-70001110			N
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		08/19/07-P-12P-D	11121105-P-108+W-\\ 0812206-1E-1P-D-\\ 0812206-P-12E-D-\\ 0812806-P-7A-D-\\\ 1003106-P-40-D-\\\ 0611108-P-10A-D-\\\	MARYLAND 54
DATE-SEVERITY. NIGHT ALCOHOL X DRUGS.	EIME-SUBRICE ### ACMERITY F - Falshilds 0 - Springs of Os 1 - Iowrad P - Property Bargage Os - Not Applied	es on - Light Support Pale of Design Support Pale Of Design Support Pale Of Design Support Pale (1) - Tree Shritishary 12 - Centificition Parrier 13 - Cariah Attonumer 13 - Cariah Attonumer 13 - Cariah Attonumer 13 - Cari	B - Blayde P - Other Pedalcycle C - Other Conveyance T - Railwey Train A - Aller Object S - Spilled Camp J - Jackknije U - Units Bo N - Other No D - Other No T - Railwey Train T - Spilled Camp J - Jackknije U - Units Bo D - Other No D -	portifori BACKING RUNAWAY or Fho Parked Vohicle P Podestrian

sryland State Highway Administration Stide of Traffic and Safety - Traffic Dovelopment and Support Division SA 52.1 ADC Summary Output rev. 06/2005-1

1 DAY

DAWN/DUSK

2 DARK - LIGHTS ON [

2005 3

DARK - NO LIGHTS | INNIMINATION OF THE PROPERTY OF THE PROPERT

CLEAR/CLDY

1 SNOW/RLEET |

FOGGY

2 RAINING

OTHER

Name: Al Lowis Date: 11/07/2008

Radius: 200 ft Logmile: 015.89 At 010.84 ocation: US0013 & MD0054 Môte(B): Period: January 1, 2005 To December 31, 2005 ounty: Wicomico DAY OF THE WEEK UNK P-Damage PRI SAT Injury THU Patal WED SEVERITY <u>ምሀይ</u> MON BUN 3 ٦ Accidents 1 Veh Occ Pedentri,an PED CONDITION: 2 MONTH OF THE YEAR Normal: TIME NOV OCT AUG JŲN របស MAY APR ALCOHOL: FEB JAN 1 1 Others VEHICLES INVOLVED PER ACCIDENT 11 UNK | 10 AΦ nΑ 05 06 07 UNK TOTAL TIME 1 1 5 AM: 1 έM: MOVEMENTS SURFACE VEHICLE TYPE 너무 어떤 EAST SOUTH NORTH 3 WET Trk_Trailer RT M_Cycle/Mope¢ ar RT RT ST RI LF Pageenger Bus . 3 Pansenger Veh 3 SNO/ICE School Bus 3 Light Truck MID Emergency Veh Heavy Truck OTHER MOVEMENTS Ланто Other Types TOTAL INJ PROP COLLISION TYPES PROBABLE CAUSES 1 . 1 OPPOSITE DIR RELATED: Improper Parking Inf. of Drugs INRELATED: Passenger Interfore/Obstr. Inf. of Alcohol RELATED: REAR END Illegally in Roadway Inf. of Medication unrela<u>ted:</u> Bioycle Violation Inf. of Combined Substance RELATED: Clothing not Visible SIDESWIPE Physical/Mental Difficulty UNRELATED: Smog, Smoke Fell heleop/fainted otc. ı FELATED: LEFT TURN Sleet, Hail, Frz. Rein 2 Fail to give full attent. UNKELATED: Blowing Sand, Soil, Dirt Lic. Restr. Non-comply RELATED: ANGLE Severo Crosswinds Fail to Yield Rightofway UNRELATED: Rain, Snow Fail to Obey Stop Sign RELATED: (PEDESTRIAN Animal 1 Fail to Obey Traffic Sig CHTALINOUS : Vision Obstruction Pail to Obey Other Contr. RELATED: PARKED VĚH. Vehicle Dofest Pail to Keep Right of Ctr UNRELATED: Fail to Stop for 8ch. Bv9 RELATED: OTHER CT Icy or Snow Covered wrong way on One Way unrelated : Debris or Obstruction Exceeded Speed Limit 01 F BRIDGE Ruts, Moles, Bumps Too Fast for Conditions 02 Road Under Construction II BUILDING Pollowed too Closely X CULVERT/DITCH Traffic Cutrl Device Inop. improper Turn 04 Shoulders Low, Soft, High E CURB Improper Lone Change D GUARDRAIL/BARRIER 05 Improper Backing 06 EMBANKMENT Other or Unknown Improper Passing O FENCE Improper Signal 08 B LIGHT FOLE 09 J SIGN POST ILLUMINATION TOTAL MBATHER

10

11

12

E OTHER POLE

| INSTRUMENTAL PROPERTY OF THE

C TREE/SHRUBBERY

T CONSTR. BARRIER

9 CRASH ATTENUATOR

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

Name: Al Lewis Date: 11/07/2008

. пелліз в MD0054

Logmile: 015,22 At 010.84 Redius: 200 ft

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Fell Agleep	/Fainted cto.	smog, Smoke	LEFT TURN RELATED:		1			
	e full attent.	Slect, Hail, Frz. Rain	UNRELATED:			0.4		
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	ld Rightofway	Rain, Snow	UNRELATED:					
	y Stop Sign y Traffic Sig	Animal	PEDESTRIAN RELATED:					
	y Other Contr.	Vision Obstruction	UNRELATED;	·· ·				
	p Right of Ctr	vehicle befect	PARKED VEM. RELATED:					
	op for Soh. Bus	Wet	UNRELATED:					
Wrong Way		Icy or Rnow Covered	OTHER CT RELATED:					
Exceeded 5		Debris or Obstruction	F BRIDGE 01	1/2				
	or Conditions	Ruts, Holes, Bumps	I BUILDING 02					
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	*		- B LIGHT POLE 08		<u></u>			
Weather	TLLUMINATION	TOTAL	J SIGN POST 09					
7 CLEAR/CLDY	•		B OTHER POLE 10	.**				
FOGGY	DAWN/DUSK	2006 7	C TREE/SHRUBBERY 11 T CONSTR. BARRIER 13		****			
RAINING	1 DARK - LIGHT							
Snow/Slest	1 DARK - NO LI							

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

Namo: Al Lewis Date: 11/07/2008

akion. 190013 @ MD0054

Logmile: 015.89 At 010.84 Radius: 200 ft

cabion: U\$0013 @ MD0054 unty: Wicomico Feriod: Janua	ry 1.	2007 To Dec	ember 31, 2	007	X	lote(s) ı		_ :=		_	 =		
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TIME 12 0), 02 03 04 D5 DE AM: PM: 1 1 1			10 11 1				ehic l s					к то	IAL 6
							MOTIV	MENTS					
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Inf. of Combined Substance		cle Violatio		1			UNEELAT						
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Fell Asleep/Fainted etc.		, Smoke		Ļ			unrela:					,	
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Fail to Obey Stop Sign		, Snow		l—.	DEST	ZIAN	RELA						
Fail to Obey Traffic Sig	Anim	en Obstructi	00	1			unre <u>la</u>	TED:					
Fail to Obey Other Contr.		cle Defect	.011	PA	RKED	VEH.	KETV	TËD:			,		
Fail to Keep Right of Ctr Fail to Stop for Sch. Bus	Wet			Ĺ			<u>unrela</u>	TED:				v	
Wrong Way on One Way	Icy	or Enow Cove	red	jor	HER (21	rela						
Exceeded Speed Limit	Dobr	te or Obstru	etion	<u> </u>			UNRELA						_
Too Past for Conditions	Rute	, Holes, Bun	lba		BRII	.,,		01					
Followed too Closely		l under Const				DING		03	· · · · · · · · · · · · · · · · · · ·		_		
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l improper Land Change	Shou	Midore Low, S	sort, High	,	CUR	RDRAIL/	STERRAG						
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WEATHER ILLUMINATION		TOTAL			-711	n Post		0.9					
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1 RAINING DARK - LIGHT	s on	i İ		1	<u> con</u>	otr <u>. b</u> a	rrier	12_			***	-7	
SNOW/SLEET DARK - NO LI	GHTS			# s		SH ATTE		13					
OTHER GTHER	•			# [OTH	ER PIXE	D OBTEC	T					

aryland State Highway Administration ffice of Traffic and Safety . Traffic Development and Support Division HA 52.1 ADC Combined Summary Output #ev. 06/2006-2

Namo: Al Lewis Date: 11/07/2008

Legmile: 015.89 At 010.84

Radius; 200 ft

ocation: (1800%) @ MD0054 Note(s): Period: Jenuary 1, 2005 To December 31, 2007 Mounty: wicomico DAY OF THE WEEK Total UNK SAT Patal Indury PRI SEVERITY WED TUB MON CIN 13 Accidents 3 Veh Occ Pedestrian PED DRIVER CONDITION: MONTH OF THE YEAR Mormal: unk JUL. ATTE. APR MAY ALCOHOL: JAN 2 2 1 1, 1 Other: VEHICLES INVOLVED PER ACCIDENT ii unk [10 0B 07 06 UNK TOTAL TIME 1 27 AM: 12 2 1 1 1 PM: MOVEMENTS STRFACE VEHICLE TYPE MEST EAST SOUTH 4 WET MORTH 1 Trk Trailer 1 M_cycle/Moped RT RT ЯT RT RT | LF 9 DRY Passenger Bus 12 Passenger Veh School Bus SNO/ICE 7 Light Truck MUD Emergency Veh] 2 Heavy Truck OTHER MOVEMENTS 1 OTHER 4 other Types TOTAL PROP INJ COLLISION TYPES PROBABLE CAUSES 1 RELATED: OPPOSITE DIR Improper Parking inf. of Drugs UNRELATED: Passenger Interfere/Obstr. Inf. of Alcohol 8 6 RELATED: illegally in Roadway REAR BND Inf. of Medication UNRELATED: Bicycle Violation Inf. of Combined Substance 1 1 related : SIDESWIPE Clothing not Visible Physical/Mental Difficulty UNRELATED: smog, Smoke Fell Asleep/Fainted atc. 2 ı RELATED: LEFT TURN Sleet, Hail, Frz. Rain 3 Pail to give full attent. UNIKELATED: Blowing Sand, Soil, Dirt Lic. Restr. Non-comply RELATED: ANGLE Severe Crosswinds .1 Fail to Yield Rightofway <u>UNRELATED:</u> Fail to Obey Stop Sign Rain, Snow RELATED: PEDESTRIAN 1 Fail to Obey Traffic Sig Animal UNRELATED; Vision Obstruction Fail to Obey Other Contr. PARKED VEH. RELATED: vehicle Defoct Fail to Keep Right of Ctr UNRELATED: Fail to Stop for Sch. Bus Wet RELATED: OTHER CT Icy of Snow Covered Wrong Way on One Way UNRELATED: Debris or Obstruction Exceeded Speed Limit F BRIDGE Ruts, Holes, Bumps Too Fast for Conditions 02 Road Under Construction I BUILDING Followed too Closely 0.3 X CULVERT/DITCH Traffic Cutrl Device Inop. Improper Thro B CURB Shoulders how, Soft, High 1 Improper Lane Change D GUARDRAIL/BARRIER 05 Improper Backing 86 EMBANKMENT 7 Other or Unknown Improper Passing 67 O FENCE Improper Signal B LIGHT POLÉ J SIGN POST ILLUMINATION TOTALS WEATHER 10 E OTHER POLE 9 CLEAR/CLDY 1 9 DAY C TREE/SHRUBBERY DAWN/DUSK FOGGY T CONSTR. BARRIER 3 DARK - LIGHTS ON 2005 3 3 RAINING S CRASH ATTENUATOR 7 1 DARK - NO LIGHTS 2006 1 SNOW/SLEET OTHER FIXED OBJECT 2007 OTHER OTHER

laxyland State Highway Administration office of Traffic and Safety - Traffic Development and Support Division 3MA 52.1 ADC Study Worksheet Output zev. 06/2006-1

Namo: Al Lewis Date: 11/07/2008

Location: MD0054 @ MD0575E

Radius: 200 ft Logmile: 009.97 At 002.09

Period: January 1, 2005 To December 31, 2007 Note(s): County: Wicomico TOTAL 2007 2006 2005 YEAR > FATAL No. KILLED INJURY No _ INJURED_ _ 3 1 1 î PROP DAMAGE 1 3 1 1 TOTAL ACC OPPOSITE DIR REAR END __ SIDEGWIPE LEFT TURN _ ANGLE PEDESTRIAN_ PARKED VEH EIXED OBTECL OTHER U-TURN _ BACKING anim<u>a</u>l _ RAJLROAD OTHER/UNK TRCK REL ACC 3, 3 NIGHTT!ME 1 WEST SURFACE ALCOHOL REL ı 3 INTERSEC REL . 2 2 ď TOTAL VEH TOTAL TRUCKS 0.0 0.0 0.0 PERCENT TRKS 0.0 Comments:

State High Way, Additional to a surprise to the surprise to th	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team	Location: County: Study Period: Analyst: ALEWIS	MD 54 @ MD 676-B WICOMICO 01/01/2005 to 12/31/2007 Date	11/07/2008
MARYLAND 54				
·	,			
	Q218/05-7-89-0		0-38-4-908002-0	·
	<u>02/21/07-Р-7Р-</u> D		9020	,
				MARYLAND 54
NIGHT ALCOHOL X	PAR-SURFCE SEVERITY P - Fafailles 1 - Injured P - Frogury Damage Only SURFAGE D - Dry Surface I - Dry Surface I - Ly Surface I - Ly Surface I - Ly Surface I - Ly Surface I - Ly Surface I - Surface	ship 00 - Light Supper Polar Overpress 66 - Sign Suppers Polar 10 - Other Polar 17 - Tree Shiphney 12 - Construction Bactler 12 - Chash Altervator 12 - Chash Altervator 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Chash - Chart 12 - Char	B - Bloyds E - Oliper Produkterie C - Dinor Conveyance C - Reserver Train C - Other Object D - Spilled Cargo J - Jackknilo U - Unite Spil N - Other Dipol F - Spilled Cargo J - Jackknilo U - Unite Spilled N - Other Dipol F - Spilled Cargo J - Jackknilo	Runaway or Fire O8-27-06 D. TURN D. ACKING PACKETURN PACKET VORIGIO PACESTRIAN PACESTRIAN

Maryland Stato Highway Administration Office of Traffic and Safety - Traffic Development and Support Division SHA 52.1 ADC Summary Output rev. 06/2005-1

Name: Al Lewis Date: 11/07/2000

Logmile: 009.97 At 002.09 Radius: 200 ft Location, MD0054 @ MD0676B Note(s): ded: Jamuary 1, 2005 To December 31, 2005

REVERITY Accidents Jeh Occ Pedestrian	1011	amage Total 1 1	DAY OF THE	THU FRI SAT UNK
MONTH OF THE XI	mar apr may ju	n jul aug sep och	Į	CONDITION: DRIVER PER Normal: ALCOHOL: Other: 1
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M_Cycle/ 2 Passonge Light Tr Beavy Tr Other Ty	r Voh Fassenger Bus uck school Bus uck Emergency Vel	MOD	MOVEMENTS SOUTH RT LF ST RT LF 1 OTHER MOVEMENTS	EAST . WEST ST RT LF ST R
Inf. of Physical Fell Asl Fail to Lic. Res Fail to Fail to Fail to Fail to Fail to Fail to Wrong W Exceeded Too Fas Follower Imprope Imprope Imprope Imprope	Drugs Alcohol Medication Combined Substance. /Mental Difficulty eep/Fainted etc. give full attent. etr. Non-comply yield Rightofway Oboy Stop Sign Obey Traffic Sig Obey Other Contr. Keep Right of Ctr Stop for Sch. Bus ey on One Way I Speed Limit of for Conditions I too Closely	Improper Parking Passenger Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoke gleet, Hail, Frz. Rain Blowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction Vehicle Defect Wet Icy or Snow Covered Debris or Obstruction Ruts, Noles, Bumps Road Under Construction Traffic Chtrl Device Incp. Shoulders Low, Roft, High Other or Unknown	COLLISION TYPES OPPOSITE DIR RELATED: UNRELATED: VUNRELATED: VUNRELATED: UNRELATED: UNR	FAT INJ PROP TOTAL
WEATHER 1 CLEAR/C FOGGY RAINING SNOW/SL	ILLUMINATION LDY DAY DAWN/DUSK 1 DARK - 1-1GHT			

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

Name: Al Lewis Date: 11/07/2008

Logmilo: 009.97 At 002.09 Radius: 200 ft

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ijme am: Pm:		,		NK VEHICLES INVOLVED FER ACCIDENT 1 2 3 4 5 6+ UNK TOTA 1
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PROBA	BLE CAUSES	=4-	ALLE DE TRUE SE	OPPOSITE DIR RELATED:
	Inf. of Drugs	_	roper Parking	UNRELATED:
	Inf. of Alcohol		senger Interfero/Obstr.	REAR END RELATED:
	Inf. of Medication		egally in Roadway	UNRELATED:
	Inf. of Combined Substance		ycle Violation	SIDESWIPE RELATED: 1
	Physical/Mental Difficulty		thing not Visible	UNRELATED:
	rell Asleep/Painted etc.		g, Smoke	LEFT TURN RELATED:
	Fail to give full attent.		et, Hail, Frz. Rain .	UNRELATED:
	Lic. Restr. Non-comply		wing Sand, Soil, Dirt	ANGLE RELATED:
1	Fail to Yield Rightofway		ere Crosswinds	UNRELATED:
	Fail to Obey Stop Sign		n, Show	PEDESTRIAN RELATED:
	Fail to Oboy Traffic Sig	Ansı		UMREATED:
	Fail to Obey Other Contr.		ion Obstruction	PARKED VEH. RELATED:
	Fail to Keep Right of Ctr	Ven Wet	icle Defect	UNRELATED
	Fail to Stop for Sch. Bus		on Snow Covered	OTHER CT RELATED:
	Wrong way on One Way	_	ris or Obstruction	Unrelated:
•	Excoded Speed Limit		s, Holes, Bumps	F BRIDGE 01
	Too Fast for Conditions		d Under Construction	I BUILDING 02
	Followed too Closely		ffic Catrl Device Inop.	X CULVERT/DITCH 03
	Improper Turn		ulders Low, Soft, High	B CURB 04
	Improper Lane Change	5110	Wilders man; core; 3.	D GUARDRAIL/BARRIBR 05
	Improper Backing	OF Is	er or Unknown	EMBANKMENT 06
	Improper Passing			O PENCE 07
	Improper Signal			B LIGHT POLE US
LAY.	CATHER ILLUMINATION		TOTAL	J SIGN POST 09
			}	E OTHER POLE 10
-			2006 1	C TREE/SHRUBBERY 11
	TRUC/NWAC DAWN/DURK		1 2444 -	
	DRINING THOSE - VANUE	TE ON	1	T CONSTR. BARRIER 12
	RAINING 1 DARK - LIGHT SNOW/SLEET 1 DARK - NO L			

OTHER

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

Name: Al Lewis Date: 11/07/2008

Legmile: 009.97 At 002.09

Radius: 200 ft Location: MD0054 @ MD0675B Nota(B) Period: January 1, 2007 To December 31, 2007 County: Widomico DAY OF THE WEEK Total P-Damage Patal Injury UNK SEVERITY SAT FRÍ MED THU TUE RUN MON **Regidents** 1 Veh Occ Pedcotrian DRIVER CONDITION: MONTH OF THE YEAR Normal: 1 UNK NOV OCT AUG .T111. APR JUN मजब ALCOHOL: 1 Other: VEHICLES INVOLVED PER ACCIDENT 11 UNK | ÓĖ 07 05 06 TIME 64 UNK TOTAL 1. AM: 1 1 PM: MOVEMENTS SURPACE VEHICLE TYPE EAST. COUTH NORTH WET Trk Trailer M Cycle/Moped RT ST! LP RT RT Passenger Bus | 1 DRY 2 Passenger Veh SNO/ICE School Bus Light Truck MUD Emergency Veh Heavy Truck OTHER MOVEMENTS OTHER Other Types TOTAL FAT INJ PROP COLLISION TYPES PROBABLE CAUSES OPPOSITE DIR RELATED: Improper Parking Inf. of Drugs UNRELATED: Passenger Interfers/Obstr. Inf. of Alcohol RELATED: REAR END Illegally in Roadway Inf. of Medication UNRELATED: Bicycle Violation Inf. of Combined Substance RELATED: Clothing not Visible STORSWIPE Physical/Mentol Difficulty unrelated : Smog, Smoke rell Asleep/Fainted etc. RELATED: LEFT TURN Sleet, Hail, Frz. Rain 1 rail to give full attent. UNRELATED: Blowing Sand, Soil, Dirt Lic. Restr. Non-comply RELATED: Severe Crosswinds IANGLE Fail to Yield Rightofway UNRELATED: Fail to Obey Stop Sign Rain, Snow RELATED: PEDESTRIAN Animal Fail to Obey Traffic Sig UNRELATED: Vision Obstruction Fail to Obey Other Contr. RELATED: Vehicle Defect PARKED VEH. Fail to Keep Right of Ctr unrela<u>ted:</u> Fail to Stop for Sch. Bus Wor RELATED: OTHER CT 1dy or Show Covored Wrong way on One Way UNRELATED: Debris or Obstruction Exceeded Speed Limit Ruts, Holes, Bumps (P) BRIDGE Too Fast for Conditions |I| BUILDING 02 Road Under Construction Followed too Closely ٥3 Traffic Chtrl Device Inop. X CULVERT/DITCH Improper Turn 04 Shoulders Low, Soft, Righ E CURR Improper Lone Change 05 D GUARDRAIL/BARRIER Improper Backing EMBANKMENT Other or Unknown Improper Passing O FENCE Improper Signal ១៩ B LIGHT FOLE Ó9 J SIGN POST TOTAL WEATHER . ILLUMINATION B OTHER POLE 10 1 CLEAR/CLDY DAY C TREE/SHRURBERY 11 2007 1 DAWN/DUSK FOEGY 1,2 T CONSTR. BARRIER 1 DARK - LIGHTS ON | RAINING DARK - NO LIGHTS (MMMMMMMMMMMMMM CRASH ATTENUATOR 5, 3 8NOW/SLEET

| HIRINGHAM | OTHER FIXED OBJECT

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

Name: Al Lewis Date: 11/07/2008

Logmile: 009.97 At 002.09 Rødius: 200 ft

Location: MD0054 @ MD0675B

EVERITY Patal ccidents gh Occ edeatrien	Injury P-Da	mage To 3 	3 !!!(()()()()	 		aut kol	ay of TH Wed 2	thu Pr		
ONTH OF THE YEAR JAN FEB MAR AF			aug 85			<i>Di</i>	1 1 1 1 1 1 1 1 1 1	CONDITION: Normal: ALCOHOL: Other:	DRIVER 1	
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VEHICLE TYP M_Cycle/Moped 6 Passenger Yeh Light Truck Heavy Truck Other Types	E Trk_Trailer Passenger Bus School Bus Emergency Veh	six	r L	NORTH F ST 1 2	RT DF	south.	Vements LP	east st rt 1	LF I	ret R
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined St Physical/Mental Di Fell Asleep/Faintet 1 Fail to give full	ubstance Eficulty 1 etc. attent.	Improper P Fassinger Illegally Bicycle Vi Clothing n Smog, Smok Sleet, Hai Blowing Sa	Interfers/ in Roadway olation of Visible o 1, Frz. Ro	ង់វា	COLLISION OPPOSITE REAR END SIDESWIPS LEFT TURE	DIR RBI UNRE: RBI UNRE: RBI UNRE: UNRE: UNRE: UNRE:	ATED: ATED: LATED: LATED: LATED: LATED: LATED: LATED:	FAT INJ	1 2	TOTA
Lic. Restr. Won-con 1 Fail to Yield Righ Poil to Obey Stop 1 Fail to Obey Traff Fail to Obey Other Fail to Keep Right Fail to Stop for S Wrong Way on One W	tofway Bign ic sig Contr. of Ctr ch. Bus	Severe Gro Rain, Snow Animal Vision Obs Vehicle De Wet Icy or Sno	ggwinds txuction foct	220	PARKED V	UNRE AN RE UNRE EN RE	LATED: LATED: LATED: LATED: LATED: LATED:			
Exceeded Speed Lim Too Fast for Condi Followed too Close Improper Turn Improper Lane Chan Improper Backing Improper Passing	it tions ly	Debrid or Ruts, Hold Rood Under Traffic Ci Shoulders	Obstructions, Sumpose Construction Dovice Low, Soft	tion e Inop	EMBAN	e Ing RT/DITCH RAIL/BARR KMENT	Ď6			
Improper Signal WEATHER II 3 CLEAR/CLDY FOGGY	LUMINATION DAY DAMM/DUSK DARK - LIGHTS DARK - NO LIG	ON 200	•		T CONS	POLE				

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

Name: Al Lewic Dato: 11/07/2008

Location: MD0675B @ Foskey La

Logmile: 001.34 At 000.69 Radius: 200 ft

County: Wicomico

Poriod: January 1, 2005 To December 31, 2007

Note (a):

	2005	2006	2007	Total	
Year >	2042	,	100	<u></u>	
FATAL				-	
応「然近記 」「	_ı -				
injury					
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PROF DAMAGE	1	2		3	
TOTAL ACC	<u> </u>				
•					
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n-Insig	. .	. <i>-</i>			4 P
BACKING					
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OTHER/UNK _				1	
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WET SURFACE			. w		
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PERCENT TRKS	0.0	0.0	* **	0.0	
			***	···.	
Comments:					
	1207				
- Contra					

State Filed Way Administration S State Proposition on Bandapir willow	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team	Location: MD 875 R @ Foskey Le County: WICOMICO Study Period: 01/01/2005 to 12/31/2007 Analyst: ALEWIS Date: 11/07/2008
675		
		G-BE-d-106/03/06-P-11A-W
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	,	10A9/06-P-4P-
		Foskey La
NIGHT NIGHT X	F - Fatankes 01 - Bridge or Overp	11 - Tree Shrubbery 12 - Construction Barrior 12 - Construction Barrior 13 - Credit Atlantagior 14 - Tree Shrubbery 15 - Credit Atlantagior 16 - Other Object 17 - Tree Shrubbery 18 - Tree Shrubbery 19 - Tree Shrubbery 19 - Tree Shrubbery 19 - Tree Shrubbery 10 - Tree Shrubbery 10 - Tree Shrubbery 11 - Tree Shrubbery 12 - Construction Barrior 12 - Construction Barrior 13 - Tree Shrubbery 12 - Construction Barrior 13 - Tree Shrubbery 14 - Tree Shrubbery 15 - Construction Barrior 16 - Tree Shrubbery 17 - Tree Shrubbery 18 - Tree Shrubbery 18 - Tree Shrubbery 19 - Tree Shrubbery 10 -
ALGOROL X	P - Property Damage 172 - Bursand Only Only Only Only Only Only Only Only	11 - Tree Shrubbery Tr - Rollway Freds Romanay 12 - Construction Barrior Animal Romanay 12 - Construction Barrior Animal Romanay 13 - Credit Atloniustor Go - Other Object Section Construction Barrior Barrior Romanay Romana

OOTS-TDSD

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

Namo: Al Lewis Date: 11/07/2009

Location: MD0675B @ Foskey La

Logmile: 001.34 At 000.69 Radius: 200 ft

Period: January 1, 2005 To December 31, 2005 Note(B): Co

SEVERITY FACAL INJURY P-D Accidents	ary 1, 2005 To December 31, 20 mage Total 1 1 municipality municipal	Day of the Week Sun mon tue wed thu fri sat unk 1
Month of the year Jan fee mar apr may ju 1		ALCOHOL:
TIME 12 01 02 03 04 05 06 AM: PM: 1 .		
VEHICLE TYPE M_Cycle/Moped Trk_Trailer 1 Passenger Veh Passenger But Light Truck School Bus Beavy Truck Emergency Vet 1 Other Types	SNO/ICE 1	MOVEMENTS SOUTH FAST WEST RT LF ST RT LF ST RT 1 OTHER MOVEMENTS
Inf. of Druge Inf. of Druge Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Fell Asleep/Fainted etc. Fail to give full attent. Lic. Restr. Non-comply I Fail to Yield Rightofway Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctx Fail to Stop for 9ch. Bus Wrong Way on One Woy Exceeded Speed Limit Too Fast for Conditions	Improper Parking Pagenger Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog. Smoke Sleet, Mail, Frm. Rain Blowing Sand, Soil, Dirt Severe Crosswinds Rain. Snow Animal Vision Obstruction Vehicle Defect Net Icy or Snow Covered Debris or Obstruction Ruts, Holes, Bumps	COLLISION TYPES
Followed too Closely Improper Turn Improper Lane Change Improper Eacking Improper Passing Improper Signal WEATHER ILLUMINATION 1 CLEAR/CLDY 1 DAY POCGY DAWN/DUSK RAINING DARK - LIGHTE SNOW/SLEET DARK - NO LIG		BUILDING

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

Name: Al Lewis Date: 11/07/2008

Radius; 200 ft Logmile: 001.34 At 000.69

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-	M_Cycle/Moped	n Passenger Bu	 	SURFACE 1 WET 1 DRY SNO/ICE	North St	RT LF	south St	OVRMENT: RT 1:	BAS F S:		LF	West St 2
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	Inf. of Alco	hol	Pass	onger Interfere/Ob	gtr.	REAR END		ELATED: ELATED:			ı,	
	Inf. of Medi-			cle Violation		ì	UNIX	CLATED:		_	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
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	Poll Asleep/	full attent.		c, Hail, Frz. Roir	LEFT TURN	R	ELATÉD:					
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	Fail to Obey		-	ı, Snow		UNRELATED:						
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	Exceeded Spe		Dobs	ris or Obstruction				ELATED			****	
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•	Followed too		Road	i Under Construction	n	I BUILDI		02				
	Improper Tux	•		ffic Chtrl Device		X CULVER	T/DITCH	03				
	Improper Lan		Shot	jlders Low, Soft,	iigh	D GUARDRAIL/BAKRIER OF						
	Improper Bac											
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	Improper 8kg					O FENCE		07				
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W)	Bather	ILLUMINATION		TOTAL		J SIGN P		0.9				
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	anow/sleet	DARK - NO LI	GHTS				ATTENUA:	4.44				
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Maryland State Mighway Administration Office of Traffic and Satoty - Traffic Devalopment and Support Division SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD06753 & Foskey La

Logmile: D01.34 At 000.69 Rediue: 200 ft

Period: January 1, 2007 To December 35, 2007 Note(s): County: Wicomico

SEVERITY Accidents Veh Occ Podestrian		-	DAY OF THE WEEK SUN MON TUE WED THU FRI SAT UNK SUN MON TUE WED THU FRI SAT UNK CONDITION: PRIVER PEC			
Month of the Year Jan Feb M	1	Jul aug sep och	L NOA DEC ANK Normal:			
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VEH M_Cycle/Mop Passenger V Light Truck Heavy Truck Other Types	eh Passenger Bus School Bus	SURFACE WET NORTH DRY DF ST SNO/ICT MUD	MOVEMENTS SOUTH EAST WEST RT LP ST RT LP ST RT LP 87 RT CTHER MOVEMENTS			
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Maryland State Nighway Administration Office of Traffic and Safety - Traffic Development and Support Division 3HA 52-1 ADC Combined Summaty Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0675R @ Foskey La

Logmile: 00%,34 At 000.65 Radius: 200 ft

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onth of the Year Jan fee mar apr may ju 1	. 1	ALCOHOL:
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VENICLE TYPE M_Cycle/Moped Trk_Trailer 4 Passenger Voh Passenger Bus 1 Light Truck School Bus Heavy Truck Emergency Vel 1 Other Types United Committee	SNO/ICE 1 1	MOVEMENTS SOUTH EAST WEST RT LF ST RT LF ST 1 1 2 OTHER MOVEMENTE
PROBABLE CAUSES Inf. of Druga Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Fell Asleep/Fainted etc. Fail to give full attent.	Improper Parking Passenger Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoke Sleet, Hail, Prz. Rain	COLLISION TYPES PAT INJ PROP TO OPPOSITE DIR RELATED: UNRELATED: INRELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED:
Lic. Restr. Non-comply 1 Fail to Yield Rightofway Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctr	Blowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction Vehicle Defect	UNRELATED: ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED: UNRELATED: PARKED VEH. RELATED: UNRELATED: UNRELATED:
Fail to Stop for Soh. Bus wrong Way on One Way Exceeded Speed Limit 1 Too Fast for Conditions Followed too Closely improper Turn Improper Lanc Change Improper Backing	Icy or Snow Covered Debris on Obstruction Ruts, Holen, Bumps Rood Under Construction Traffic Cutal Device Inop. shoulders Low, Soft, Migh	OTHER CT RELATED: UNRELATED: I DINEBLATED: I BRIDGE 01 I BVILDING 02 X CULVERT/DITCH 03 B CURB 04 D GUARDRAIL/BARRIER 05
Improper Signal WEATHER ILLUMINATION 2 CLEAR/CLDY 3 DAY FOGGY DAWN/DUSK	TOTALS	O FENCE
1 RAINING DARK - LIGHT SNOW/SLEET DARK - NO LI		T CONSTR. BARRIER 12 S CRACH ATTENUATOR 13 OTHER VIXED CRJECT

Maryland State Highway Administration Office of Traffic and Safety - Traffic Davelopment and Support Division 3HA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis Date: 11/07/2008

Location: MD0678B @ Connelly Mill Rd

Logmile: 000.09 At 000.00 Radius: 200 ft

County: Wicomico Period: January 1, 2005 To December 31, 2007 Note(G):

YDAR >	2005	2006	2007	TOTAL.					
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OPPOSITE DIR						<u>.</u>			
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SIDESWIPE									
LEFT_TURN			1	- -	• 				
ANGLE	2		1	3					
PEDESTRIAN _	_ =								<u> </u>
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OTHER									
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ALCOHOL REL									
INTERSEC REL	3		2	Б.		ne ne	ww		
TOTAL VEH	6	0	4	10					
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Comments:									
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Ska Highwa Fan State Highwa Fan Armhitealan Co	Office of Traffic & Safety Traffic Development & Support Division Crash Analysis Safety Team	Location: MD 675 B @ Connelly Mill County: WICOMICO Study Period: 01/01/2005 to 12/31/2007 Analyst: ALEWIS Date	
675			
	08/04/05-P-9A-D	} ₹	12/02/05-1J-4P-D
		10/7/165-P-10A-D	
		10/28/07.P-4P-W	
			Connelly Mill Rd MARYLAND 675B
ALCOHOL X DRUGS	SEVERITY F - Fatallible O1 - Bridge or Overpa P - Preperty Damme Only SURPACE O - Dry Surface W - Wal Surface U - Surface W - Wal Surface U - Surface	OB - Light Support Pote OB - Sign Support Pote OB - Sign Support Pote OB - Sign Support Pote OB - Contract P	E de de stelon

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

Name: Al Lewis Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd

Logmile: 000.02 At 000.00 Redius: 200 ft

Note(a):

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onth of the Year Jan feb mar afr may ju	1 3	. ı l	CONDITION: DRIV Normal: ALCOHOL: Other:	ver pri 2 1
PIME 1,2 01 02 03 04 05 06 AM: PM: 1	07 08 09 10 10 עט גר 1 1	VEHICLES INVO	DLVED PER ACCIDENT 4 5 6+ 1	UNK TOTA
VEHICLE TYPE M_Cycle/Moped Trk_Trailer 2 Passenger Veh Passenger Bus 3 Light Truck School Bus 1 Heavy Truck Smergency Veh Other Types	SNO/ICE 1 1	MOVEMENTS SOUTH RT LF ST RT LF OTHER MOVEMENTS	EAST ST RT LF	Kest Test 3
PROBABLE CAUSES Inf. of Drugs Inf. of Alcohol Inf. of Medication Inf. of Combined Substance Physical/Mental Difficulty Fell Asleep/Fainted etc. 1 Fail to give full attent.	Improper Farking Fassonger Interfere/Obstr. Illegally in Roadway Bicycle Violation Clothing not Visible Smog, Smoko Sleet, Hail, Frz. Rain	COLLISION TYPES OPPOSITE DIR RELATED: UNRELATED: REAR END RELATED: UNRELATED: SIDESWIPE RELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED: UNRELATED:	FAT INJ PRO	P TOT
Lic. Restr. Non-comply 1 Foil to Yield Rightofway Fail to Obey Stop Sign Fail to Obey Traffic Sig Fail to Obey Other Contr. Fail to Keep Right of Ctr	Rlowing Sand, Soil, Dirt Severe Crosswinds Rain, Snow Animal Vision Obstruction Vehicle Defect	ANGLE RELATED: UNRELATED: PEDESTRIAN RELATED: UNRELATED: PARKED VEH. RELATED:		2
Fail to Stop for Sch. Bus Wrong Way on One Way Exceeded Speed Limit Too Fast for Conditions Followed too Closely Improper Turn	Not foy or Snow Covered Debris or Obstruction Ruts, Holes, Bumps Road Under Construction Traffic Cotrl Device Inop.	OTHER CT RELATED: UNRELATED: F BRIDGE 01 L BUILDING 02 X CULVERT/DITCH 03		-
improper Land Change Improper Backing	Shoulders Low, Soft, High Other or Unknown	E CURB		
WEATHER ILLUMINATION 3 CLEAR/CLDY 3 DAY FOGGY DAWN/DUSK RAINING DARK - LIGHTS 'SNOW/SLEET DARK - NO LIG		SIGN POST 09 10 10 10 10 10 11 11		

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

Name: Al Lewis Date: 11/07/2008

Location: MD06758 & Connelly Mill Rd

OTHER

OTHER

. Logmile: 000.08 At 000.00

Radius: 200 ft

Period: January 1, 2007 To December 31, 2007 Note(#): County: Wicomico day of the week Total Injury P-Dartoge Fatal SEVERITY UNK SAT THI pri THE SUN MÓN 2 Accidents Veh Occ redestrian PED CONDITION: DRIVER MONTH OF THE YEAR Mormal: UNK NOV DEC SEP 0CT .titN JUL ЛUĞ APR MAY MAR JAN ALCOHOL: 1 Other: VEHICLES INVOLVED FER ACCIDENT 11 UNK [62 03 TIME INK TOTAL AM: PM: MOVEMENTS SURFACE VEHICLE TYPE EAST MEST SOUTH NORTH 1 987 M Cycle/Moped Trk Trailer RT RT [LF 1.17 gŢ RI RT 1 1 DRY LF 2 Passenger Veh Passengor Bus Ţ SNO/ICE 1 School Bus 1 Light Truck Emergency Veh | MUD Heavy Truck OTHER MOVEMENTS OTHER 1 Other Types TOTAL PROP FAT INJ |COLLISION TYPES PROBABLE CAUSES OPPOSITE DIR RELATED Improper Parking Inf. of Drugs UNRELATED: Paggenger Interfere/Obstr. Inf. of Alcohol Illegally in Roadway REAR END RELATED: Inf. of Medication UNRELATED: Bicycle Violation Inf. of Combined Substance RIDESWIPS RELATED: Clothing not Visible Physical/Mental Difficulty amod, Smoke INCRLATED: Fell Asleop/Fainted etc. 1. RELATED: Sleet, Hail, Frz. Rain LEFT TURN Fail to give full attent. UNRELATED: Blowing Sand, Soil, Dirt 1 Lie. Restr. Non-comply RELATED: 7 1 Severe Crosswinds DMCLE Fail to Yield Rightofway Rain, Snow UNRELATED: Fail to Obey Stop Sign PEDESTRIAN RELATED: Animal Fail to Obey Traffic Sig UNRELATED: Vigion Obstruction Pail to Obey Other Contr. Fail to Keep Right of Ctr Vehicle Defect PARKED VEN. RELATED : UNRELATED: Fail to Stop for Sch. Rus lcy or Snow Covered OTHER CT RELATED: Wrong Way on One Way unrelated: Debris or Obstruction Exceeded Speed Limit Too Fast for Conditions Ruts, Holes, Bumps P BRIDGE 01 Road Under Construction II BUILDING 02 Followed too Closely Traffic Cotrl Device Inop. |X | CULVERT/DITCH improper Turn Shoulders.Low, Soft, High 04 Improper Lanc Change |D| GUARDRAIL/BARRIER D5 Improper Backing EMBANKMENT Improper Passing 1 Other or Unknown . 07 O FENCE Improper Signal B LIGHT POLE DΒ 09 ILLUMINATION TOTAL J SIGN POST WEATHER 1 CLEAR/CLDY E OTHER POLE 1,0 2 DAY [C] TREE/SHRUBBERY 2007 2 11 FOCCY DAWN/DUSK 1.2 DARK - LIGHTS ON. T CONSTR. BARRIER 1 RAINING SNOW/SLEET DARK - NO LIGHTS | | | CRASH ATTENUATOR

| | | OTHER FIXED OBJECT

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

Name: Al Lewis Date: 1.1/07/2008

Location: MD0675B @ Connelly Mill Rd

togmile: 600.08 At 600.00 Radius: 200 ft

Nota(s): Period: January 1, 2005 To December 31, 2007 County: Wicomico

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-	Too Fast for	Condit	ione:			Holes					:	IDGE			01			***		
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