Traffic Impact Analysis

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US 13 NORTH CORRIDOR PLANNING STUDY

Wicomico County, Maryland

September 25, 2009

Prepared for:
Salisbury/Wicomico
Metropolitan Planning Organization

Merging Innovation and Excellence*

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

Traffic Impact Analysis
Text & Exhibits

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APPENDICES

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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 Analyses[1] worksheets are contained in Appendix B.

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

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

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

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

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

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

[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.

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

FUTURE TRAFFIC CONDITIONS

PLANNED ROADWAY IMPROVEMENTS

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

ANTICIPATED DEVELOPMENT

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

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

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

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

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

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

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

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

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

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

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

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

ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2010

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

The computer simulation model of the US 13 North Corridor was updated to incorporate 2010 peak hour traffic volumes and the results are presented in Exhibit 11[2], 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.

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

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

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

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

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

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

ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2020

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

The computer simulation model of the US 13 North Corridor was updated to incorporate 2020 peak hour traffic volumes and the results are presented in Exhibit 11[3], 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.

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

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

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

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

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

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

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

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

- Westbound approach - Add an exclusive left turn lane for 300 feet[4]

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

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

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

ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2030

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

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

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

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

[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 the worst approach.

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

- Northbound approach – Add a third thru lane

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

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

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

- Northbound approach – Add a third thru lane

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

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

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

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

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

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

ACCIDENT ANALYSES

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

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

US 13 - From MD 675B to MD 54

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

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

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

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

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

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

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

MD 54 - From US 13 to MD 675B

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

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

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

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

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

MD 675B - From MD 54 to Connelly Mill Road

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

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

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

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

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

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

SUMMARY OF RECOMMENDATIONS

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

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

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

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

Development that is anticipated in the corridor was identified and trips generated by this development were applied to the study intersections. It is anticipated that 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.

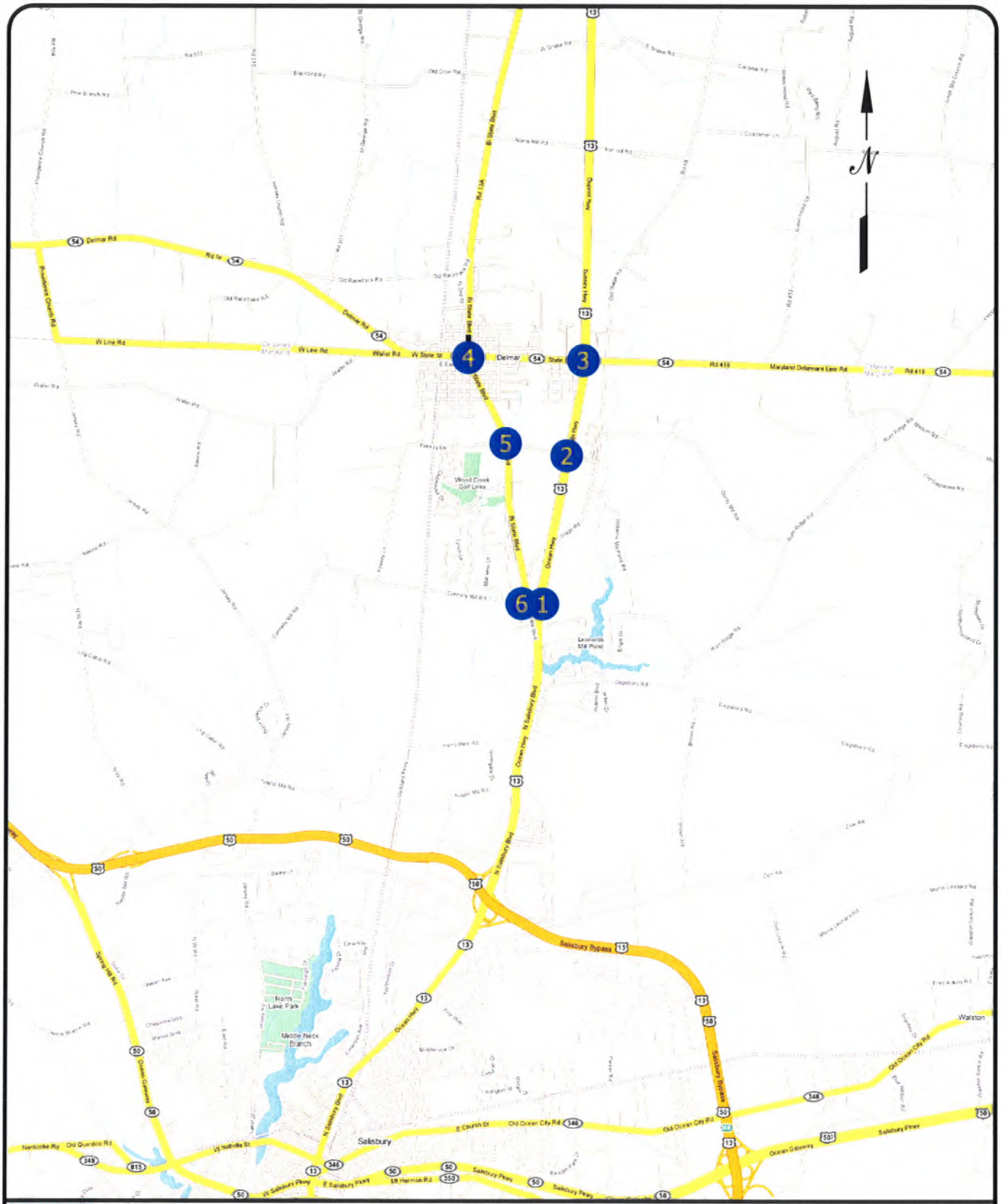
Traffic Signalization: Traffic signals are anticipated for the US 13 & Foskey Lane, Bi-State Boulevard & Foskey Lane and Bi-State Boulevard & Connelly Mill Road intersections. Traffic signalization should not occur unless the warrants specified in the Manual of Uniform Traffic Control Devices are met.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

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

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

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

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

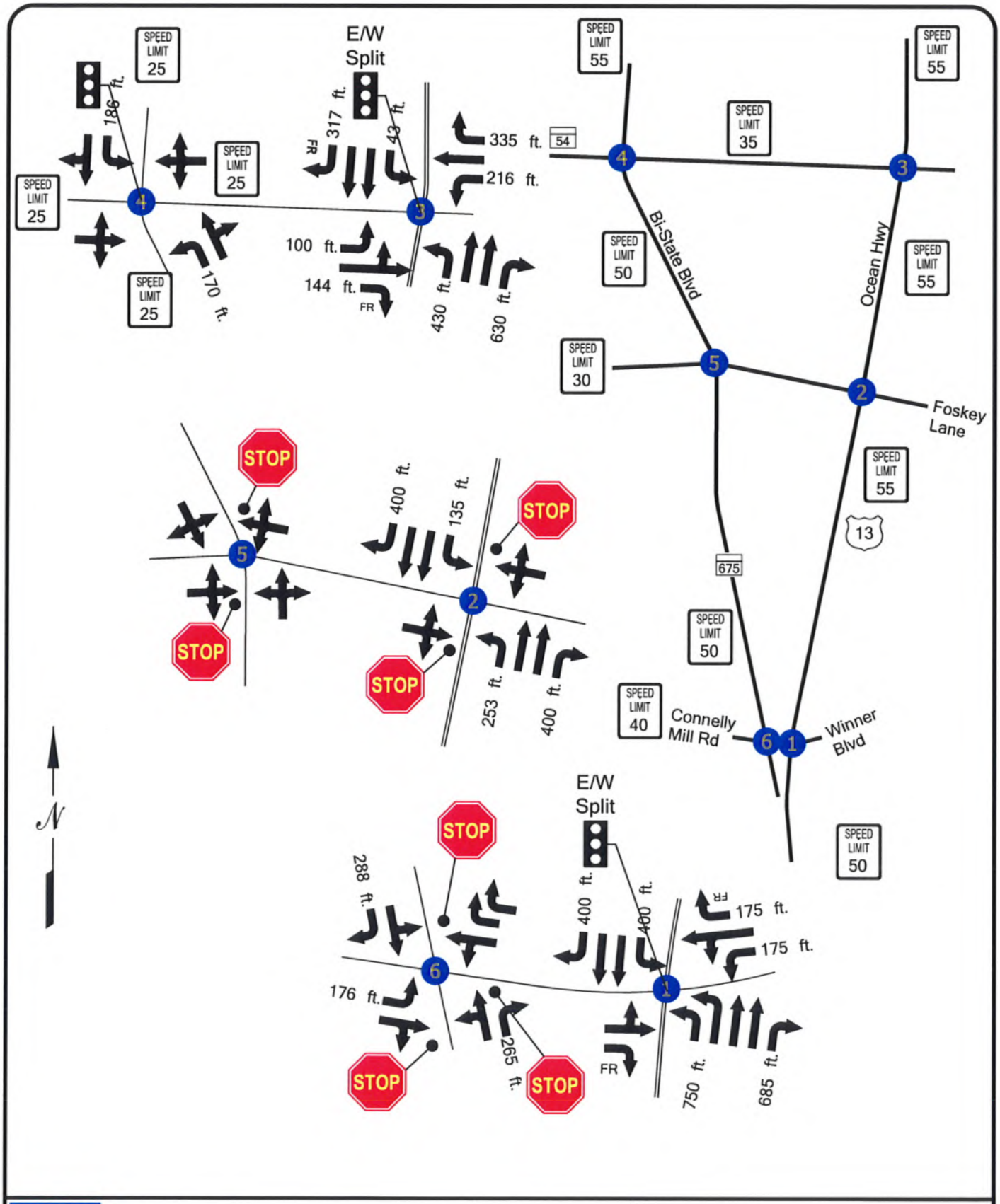


The Traffic Group

X Study Intersection

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

dj, 060627\acad\site location.dwg-loc_st, f07/01/09

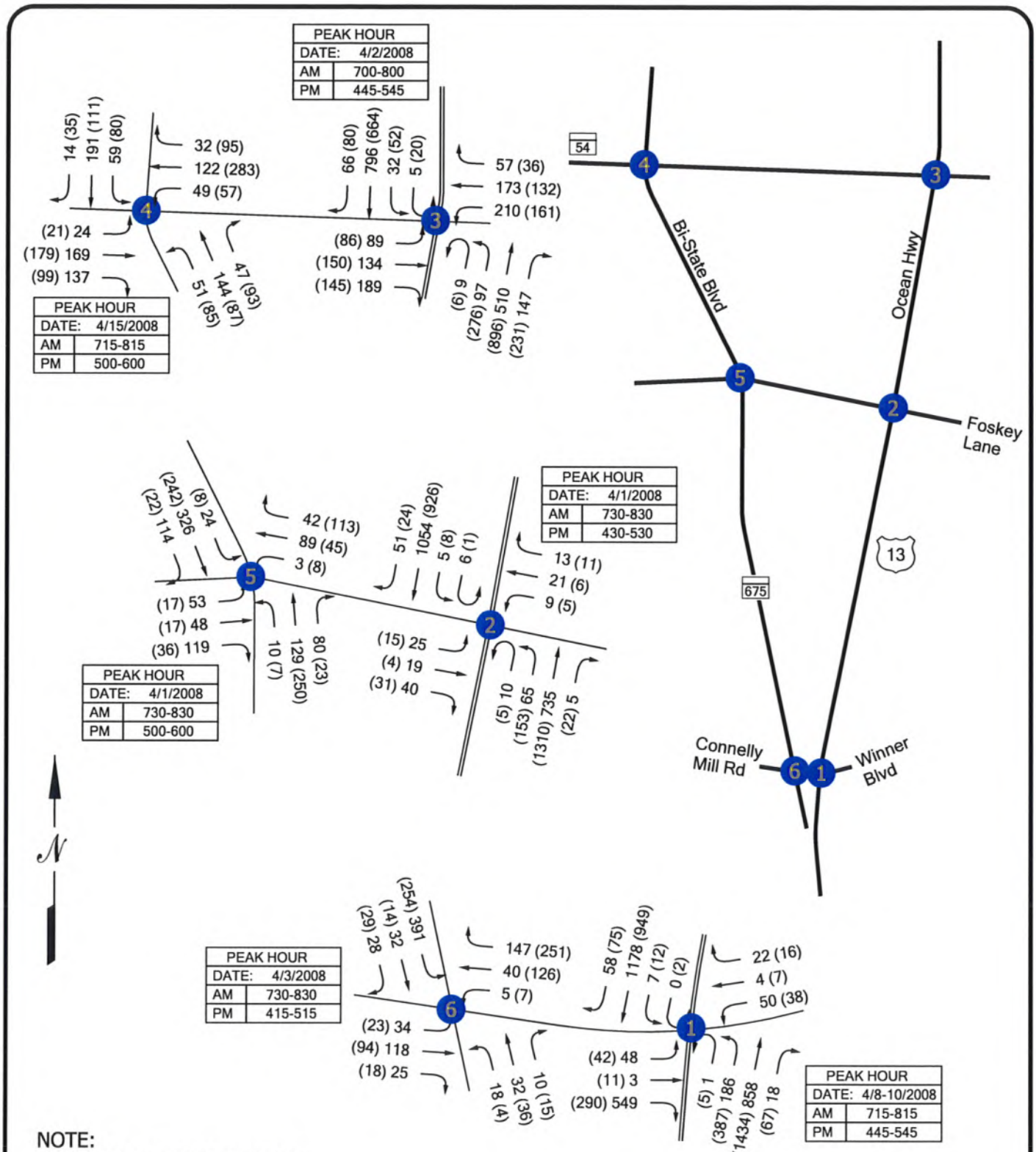


NOT TO SCALE

The Traffic Group®

EXHIBIT 2
EXISTING LANE USE

dj, 060627\acad\us13.dwg-lu-ex, f09/21/09



NOTE:
ALL INTERSECTIONS MAY NOT HAVE SIMULTANEOUS PEAK HOURS.

NOT TO SCALE

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

EXHIBIT 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

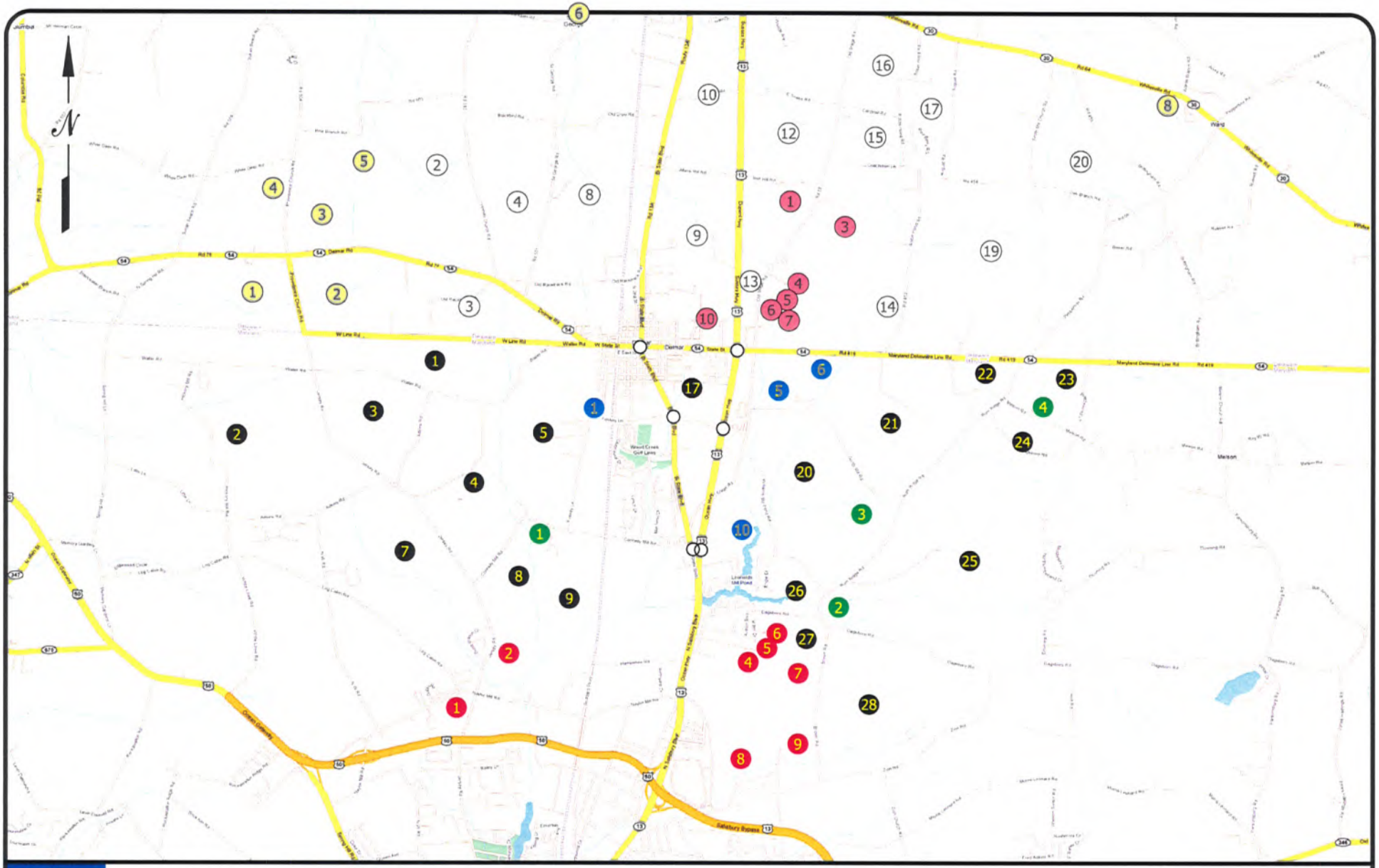
dj, 060627\acad\us13.dwg-exist, f08/31/09

Table 1 Developments		
#	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 Rd.-Lockman Annexation	Residential
2	Three Creeks	Residential
3	Dairy Queen	Restaurant
4	Addison Court Apartments	Residential
5	North Pointe Commons	Residential
6	Martin's Mill	Resid.& Instit.
7	Brown Farm Annexation	Residential
8	Villages of Parsons Lake, Sec. 2	Residential
9	Remainder of Parsons Lake	Residential
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 Restaurant
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
8	Windmill Estates	Residential

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

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

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



NOT TO SCALE

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

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EXHIBIT 5A
LOCATION OF RESIDENTIAL DEVELOPMENTS

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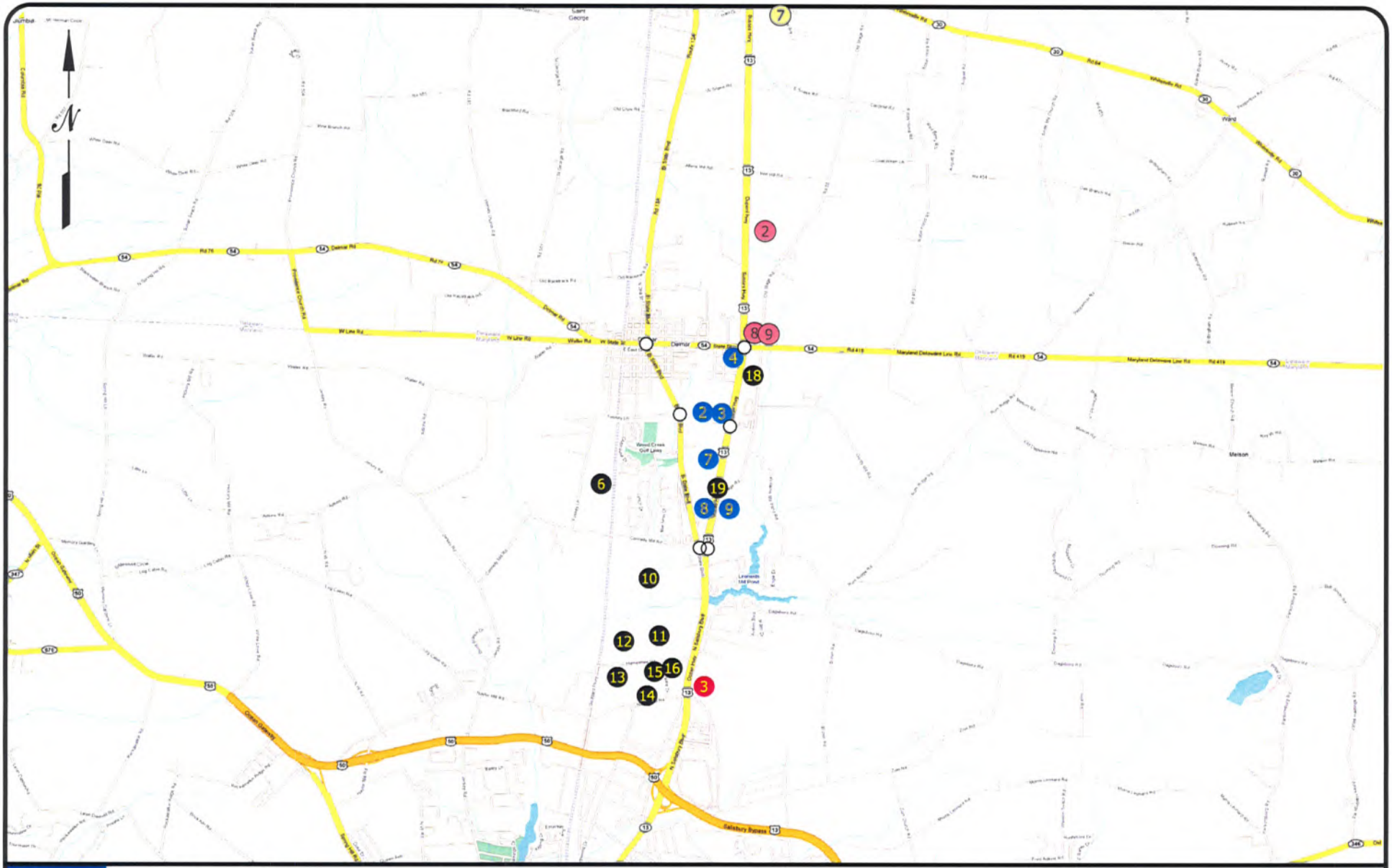

NOT TO SCALE

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

EXHIBIT 5B
LOCATION OF NON-RESIDENTIAL DEVELOPMENTS

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dj, 060627\acad\sitearea.dwg-commercial, f09/02/09

TRIP GENERATION TOTALS

		2010						2020						2030					
		Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour		
DelMar, MD		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	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	5	26	31	29	4	33	5	26	31
3. Foskey Lane Business Park	Office trips	143	27	170	41	137	178	283	54	337	78	259	337	283	54	337	78	259	337
4. Bank of Delmarva	Office trips	9	7	16	29	30	59	9	7	16	29	30	59	9	7	16	29	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	8	24	32	26	16	42	76	227	303	240	141	381	76	227	303	240	141	381
7. Light Square Auto Dealership	Retail trips	21	8	29	14	23	37	21	8	29	14	23	37	21	8	29	14	23	37
8. Delmar Gateway Annexation	Commercial trips	129	34	163	111	170	281	106	28	134	92	138	230	106	28	134	92	138	230
9. Hynansky Commercial Property	Commercial 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	77	52	25	77
Salisbury, MD																			
1. Jersey Rd.-Lockman Annexation	Res. trips	0	0	0	0	0	0	15	51	66	54	32	86	20	69	89	73	41	114
	Retail trips	0	0	0	0	0	0	10	6	16	29	31	60	10	6	16	29	31	60
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	29	20	49	7	22	29	29	20	49	7	22	29	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	1	3	6	7	13	2	1	3	6	7	13
5. North Pointe Commons	Res. trips	0	0	0	0	0	0	21	103	124	99	49	148	21	103	124	99	49	148
6. Martin's Mill	Res. trips	0	0	0	0	0	0	9	43	52	35	17	52	12	57	69	46	23	69
7. Brown Farm Annexation	Res. trips	0	0	0	0	0	0	42	191	233	189	97	286	77	337	414	341	174	515
8. Villages of Parsons Lake, Sec. 2	Res. trips	0	0	0	0	0	0	3	8	11	9	5	14	5	16	21	18	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	6	8	6	4	10	2	6	8	6	4	10
2. Stonebridge Subdivision	Res. trips	0	0	0	0	0	0	2	6	8	7	4	11	2	6	8	7	4	11
3. Essex Ridge, Sec. 5, 6 & 7	Res. trips	0	0	0	0	0	0	15	45	60	51	30	81	20	60	80	67	40	107
4. Layfield Subdivision	Res. trips	0	0	0	0	0	0	3	9	12	10	6	16	3	9	12	10	6	16
	Total residential trips	23	71	94	79	47	126	380	1355	1735	1403	779	2182	511	1848	2359	1889	1039	2928
	Total commercial trips	331	96	427	202	382	584	733	189	922	457	883	1340	733	189	922	457	883	1340

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

TRIP GENERATION TOTALS

		2010						2020						2030					
		Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour		
DelMar, DE		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
1. Delmar Grove	Res. trips	0	0	0	0	0	0	23	71	94	78	46	124	23	71	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	86	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	11	34	45	38	23	61
6. Yorkshire Estates	Res. trips	0	0	0	0	0	0	46	140	186	152	89	241	46	140	186	152	89	241
7. Stillwater	Res. trips	0	0	0	0	0	0	32	98	130	108	63	171	32	98	130	108	63	171
8. McDonalds	Commercial trips	50	33	83	11	38	49	50	33	83	11	38	49	50	33	83	11	38	49
9. Mattress Discount Store	Commercial trips	0	0	0	0	0	0	2	1	3	5	6	11	2	1	3	5	6	11
10. Fox Run	Res. trips	0	0	0	0	0	0	2	10	12	8	4	12	2	10	12	8	4	12
Sussex Co., DE																			
1. Blackwater Creek West Farm	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	Res. trips	0	0	0	0	0	0	72	218	290	231	135	366	72	218	290	231	135	366
3. Blackwater Creek North Farm	Res. trips	0	0	0	0	0	0	207	177	229	178	99	277	207	177	229	178	99	277
	Restr. trips	0	0	0	0	0	0	5	3	8	14	16	30	5	3	8	14	16	30
4. Susan Beach Estates	Res. trips	0	0	0	0	0	0	19	58	77	66	38	104	38	116	154	127	74	201
5. Northview at Wild Pine CC	Res. trips	0	0	0	0	0	0	29	89	118	98	57	155	56	169	225	182	107	289
6. Rantz Farm	Res. trips	0	0	0	0	0	0	31	95	126	105	61	166	31	95	126	105	61	166
7. Sealadel Business Park	Commercial trips	0	0	0	0	0	0	12	2	14	2	13	15	12	2	14	2	13	15
8. Windmill Estates	Res. trips	0	0	0	0	0	0	22	68	90	76	45	121	44	134	178	146	86	232
Total residential trips		0	0	0	0	0	0	548	1313	1706	1386	785	2171	616	1517	1978	1601	912	2513
Total commercial trips		50	33	83	11	38	49	1317	455	1772	535	1362	1897	1317	455	1772	535	1362	1897

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

TRIP GENERATION TOTALS

MARYLAND Land Use		2010							2020							2030						
		units	Morning Peak Hour			Evening Peak Hour			units	Morning Peak Hour			Evening Peak Hour			units	Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
1.	A-1	0 SFUs	0	0	0	0	0	0	7 SFUs	1	4	5	4	3	7	16 SFUs	3	9	12	10	6	16
2.	A-1	0 SFUs	0	0	0	0	0	0	3 SFUs	0	2	2	2	1	3	6 SFUs	1	4	5	4	2	6
3.	A-1	0 SFUs	0	0	0	0	0	0	6 SFUs	1	4	5	4	2	6	12 SFUs	2	7	9	8	4	12
4.	A-1	0 SFUs	0	0	0	0	0	0	10 SFUs	2	6	8	6	4	10	20 SFUs	4	11	15	13	7	20
5.	TT	0 SFUs	0	0	0	0	0	0	80 SFUs	6	29	35	23	12	35	159 SFUs	12	58	70	47	23	70
6.	H Ind.	0 acres	0	0	0	0	0	0	22 acres	167	34	201	45	169	214	43 acres	281	57	338	73	274	347
7.	A-1	0 SFUs	0	0	0	0	0	0	3 SFUs	0	2	2	2	1	3	5 SFUs	1	3	4	3	2	5
8.	TT	0 TUs	0	0	0	0	0	0	24 TUs	2	9	11	7	4	11	49 TUs	4	18	22	15	7	22
9.	R-8A	0 TUs	0	0	0	0	0	0	52 TUs	4	19	23	15	8	23	105 TUs	8	38	46	31	15	46
10.	H Ind.	0 acres	0	0	0	0	0	0	19 acres	149	30	179	40	152	192	38 acres	255	52	307	67	250	317
11.	Lt.Ind.	0 acres	0	0	0	0	0	0	8 acres	50	10	60	13	45	58	17 acres	106	22	128	27	96	123
12.	H Ind.	0 acres	0	0	0	0	0	0	8 acres	76	15	91	22	81	103	16 acres	129	27	156	36	134	170
13.	H Ind.	0 acres	0	0	0	0	0	0	2 acres	26	5	31	8	30	38	4 acres	44	9	53	13	50	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	73	20 acres	124	26	150	32	113	145
16.	Gen. Comm.	0 acres	0	0	0	0	0	0	7 acres	85	22	107	71	103	174	7 acres	85	22	107	71	103	174
17.	R-15	0 MFUs	0	0	0	0	0	0	9 MFUs	1	3	4	3	1	4	17 MFUs	1	6	7	5	2	7
18.	Gen. Comm.	0 acres	0	0	0	0	0	0	2 acres	29	6	35	27	88	115	4 acres	52	13	65	50	117	167
19.	Gen. Comm.	0 acres	0	0	0	0	0	0	3 acres	42	9	51	40	102	142	6 acres	74	20	94	71	148	219
20.	TT	0 TUs	0	0	0	0	0	0	116 TUs	9	42	51	34	17	51	233 TUs	17	85	102	80	40	120
21.	TT	0 TUs	0	0	0	0	0	0	78 TUs	6	28	34	23	11	34	156 TUs	12	57	69	46	23	69
22.	TT	0 TUs	0	0	0	0	0	0	10 TUs	1	3	4	3	1	4	21 TUs	2	7	9	6	3	9
23.	A-1	0 SFUs	0	0	0	0	0	0	3 SFUs	0	2	2	2	1	3	7 SFUs	1	4	5	4	3	7
24.	A-1	0 SFUs	0	0	0	0	0	0	4 SFUs	1	2	3	3	1	4	9 SFUs	2	5	7	6	3	9
25.	A-1	0 SFUs	0	0	0	0	0	0	12 SFUs	2	7	9	8	4	12	24 SFUs	4	14	18	15	9	24
26.	R-20	0 MFUs	0	0	0	0	0	0	15 MFUs	1	6	7	5	2	7	30 MFUs	2	11	13	9	4	13
27.	R-15	0 MFUs	0	0	0	0	0	0	13 MFUs	1	5	6	4	2	6	26 MFUs	2	9	11	7	4	11
28.	A-1	0 SFUs	0	0	0	0	0	0	11 SFUs	2	6	8	7	4	11	22 SFUs	4	13	17	14	8	22
TOTAL RESIDENTIAL TRIPS			0	0	0	0	0	0		40	179	219	155	79	234		82	359	441	323	165	488
TOTAL COMMERCIAL TRIPS			0	0	0	0	0	0		723	152	875	292	861	1153		1219	262	1481	458	1347	1805

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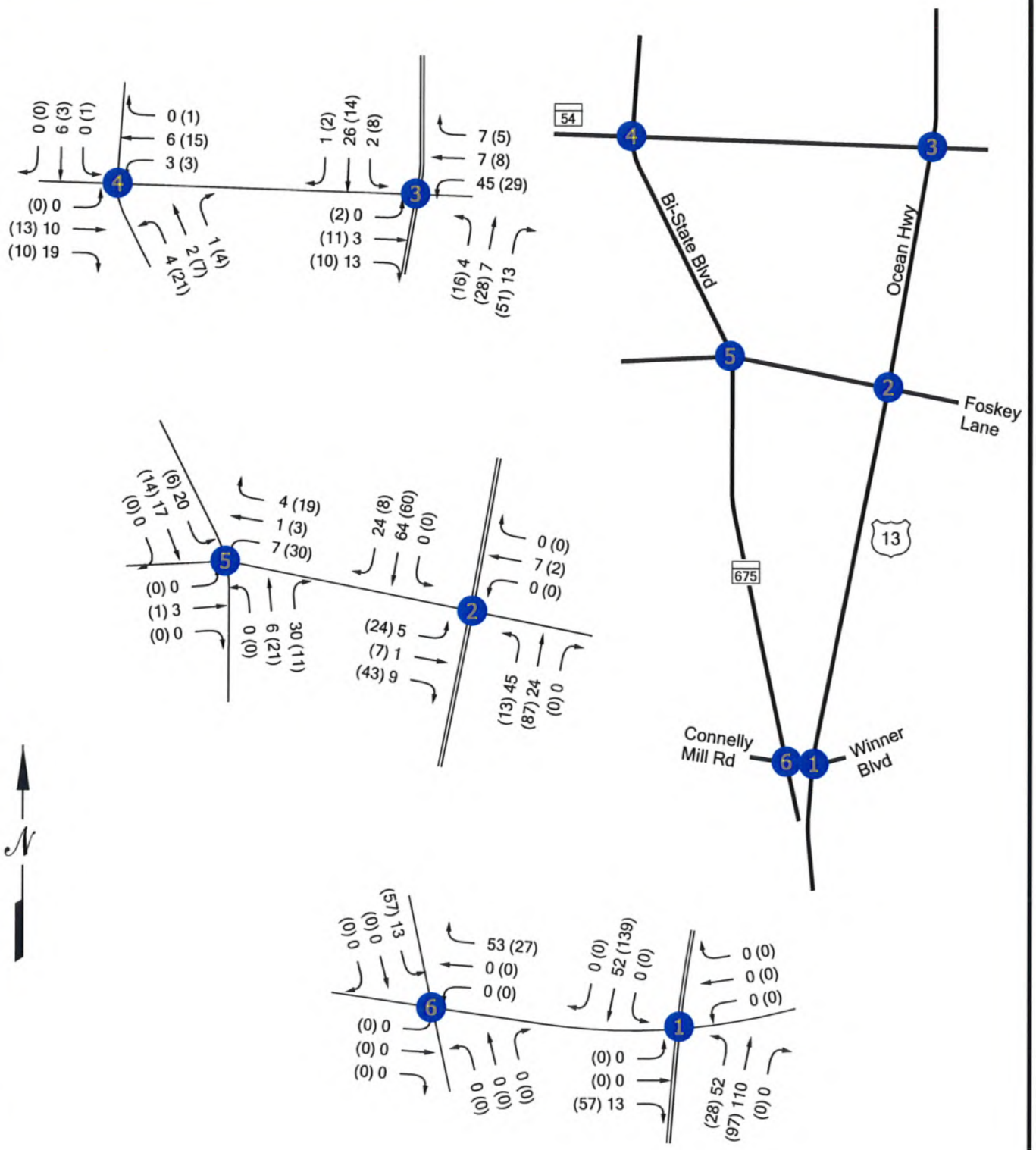
EXHIBIT 7A
TRIP GENERATION RATES AND TOTALS
FOR TABLE 2 DEVELOPMENTS IN MARYLAND

TRIP GENERATION TOTALS

DELAWARE TAZ		2010							2020							2030						
		units	Morning Peak Hour			Evening Peak Hour			units	Morning Peak Hour			Evening Peak Hour			units	Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
1.	2252	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0	0 SFUs	0	0	0	0	0	0
2.	2294	13 SFUs	2	8	10	8	5	13	38 SFUs	7	22	29	24	14	38	56 SFUs	10	32	42	36	21	57
3.	2331	14 SFUs	3	8	11	9	5	14	40 SFUs	7	23	30	25	15	40	58 SFUs	11	33	44	37	22	59
4.	2299	1 SFUs	0	1	1	1	0	1	3 SFUs	0	2	2	2	1	3	5 SFUs	1	3	4	3	2	5
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
6.	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
8.	2300	2 SFUs	0	2	2	1	1	2	6 SFUs	1	4	5	4	2	6	9 SFUs	2	5	7	6	3	9
9.	2313	5 SFUs	1	3	4	3	2	5	14 SFUs	3	8	11	9	5	14	21 SFUs	4	12	16	13	8	21
10.	2270	2 SFUs	0	2	2	1	1	2	6 SFUs	1	4	5	4	2	6	9 SFUs	2	5	7	6	3	9
11.	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
12.	2293	1 SFUs	0	1	1	1	0	1	3 SFUs	0	2	2	2	1	3	5 SFUs	1	3	4	3	2	5
13.	2315	2 SFUs	0	2	2	1	1	2	6 SFUs	1	4	5	4	2	6	9 SFUs	2	5	7	6	3	9
14.	2310	12 SFUs	2	7	9	8	4	12	35 SFUs	6	20	26	22	13	35	53 SFUs	10	30	40	34	20	54
15.	2295	1 SFUs	0	1	1	1	0	1	3 SFUs	0	2	2	2	1	3	5 SFUs	1	3	4	3	2	5
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	1	4	5	4	2	6	16 SFUs	3	9	12	10	6	16	23 SFUs	4	13	17	14	9	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	1	3	9 SFUs	2	5	7	6	3	9	14 SFUs	3	8	11	9	5	14
20.	2287	1 SFUs	0	1	1	1	0	1	3 SFUs	0	2	2	2	1	3	4 SFUs	1	2	3	3	1	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**	**9**	**42**	**51**	**41**	**22**	**63**	**182 SFUs**	**31**	**107**	**138**	**116**	**66**	**182**	**271 SFUs**	**52**	**154**	**206**	**173**	**101**	**274**

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



NOT TO SCALE

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

EXHIBIT 8A
TRIP ASSIGNMENT FOR 2010 TABLE 1 DEVELOPMENT

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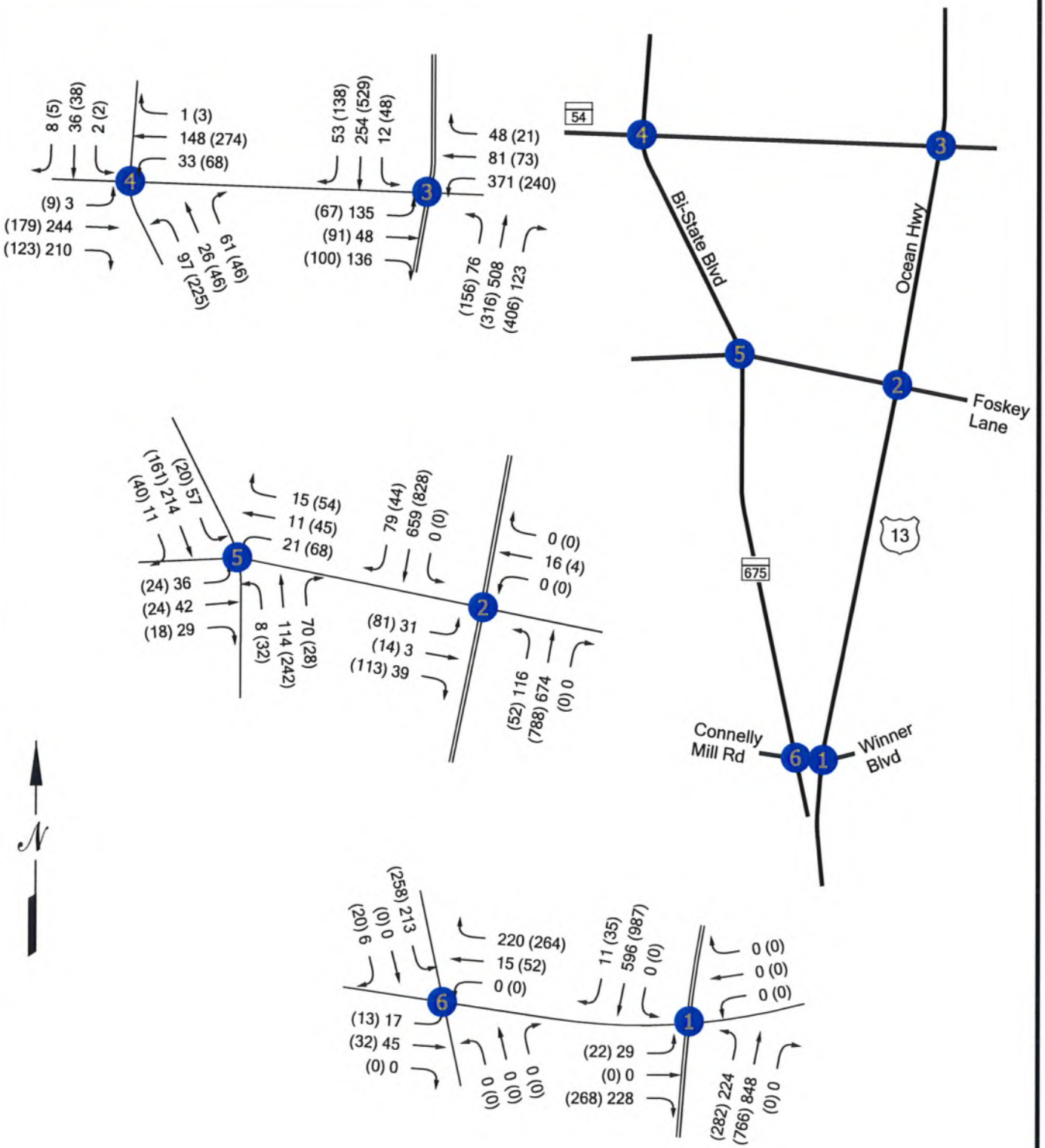
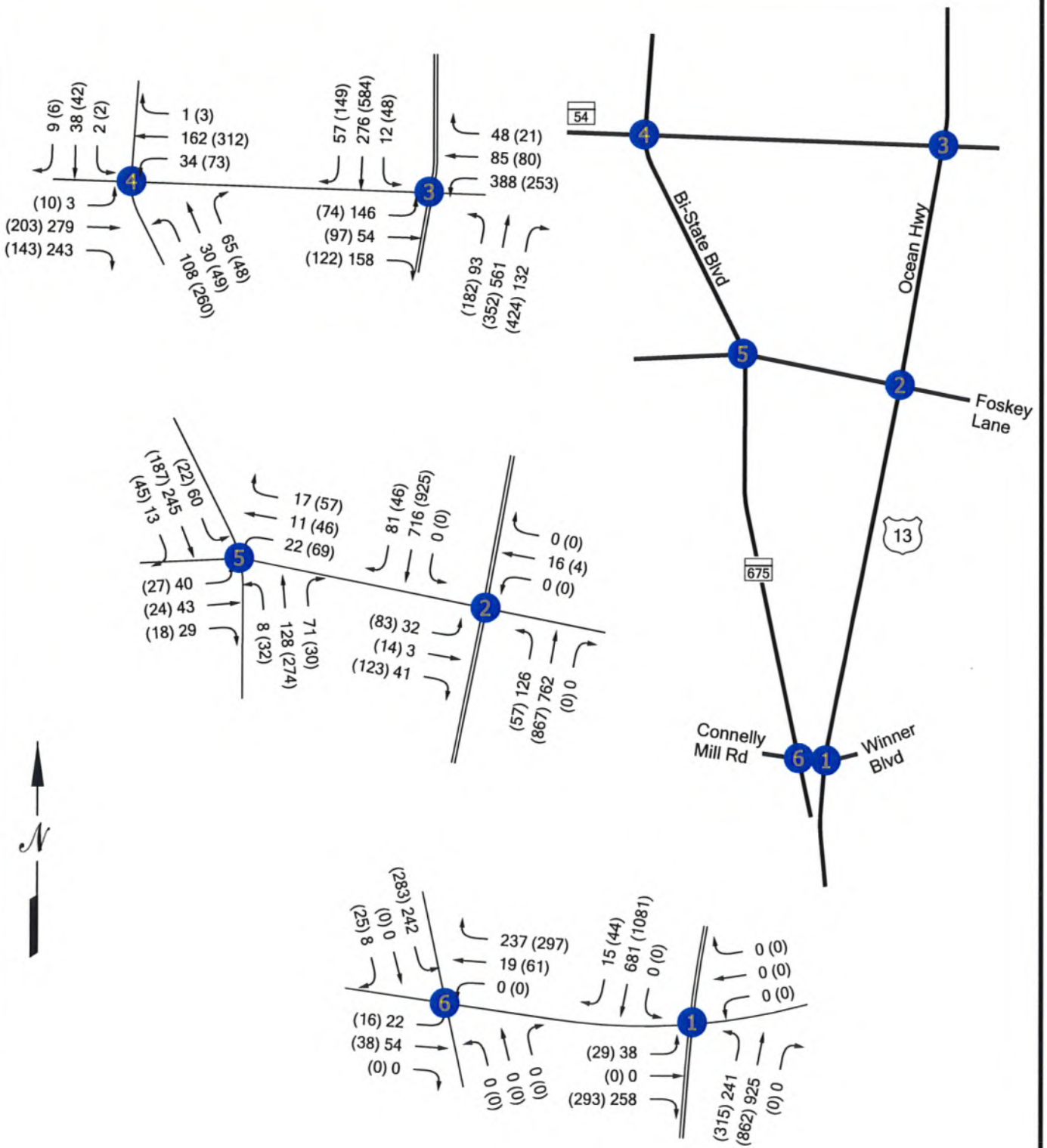


NOT TO SCALE

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

EXHIBIT 8B
TRIP ASSIGNMENT FOR 2020 TABLE 1 DEVELOPMENT



NOT TO SCALE

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

EXHIBIT 8C
TRIP ASSIGNMENT FOR 2030 TABLE 1 DEVELOPMENT

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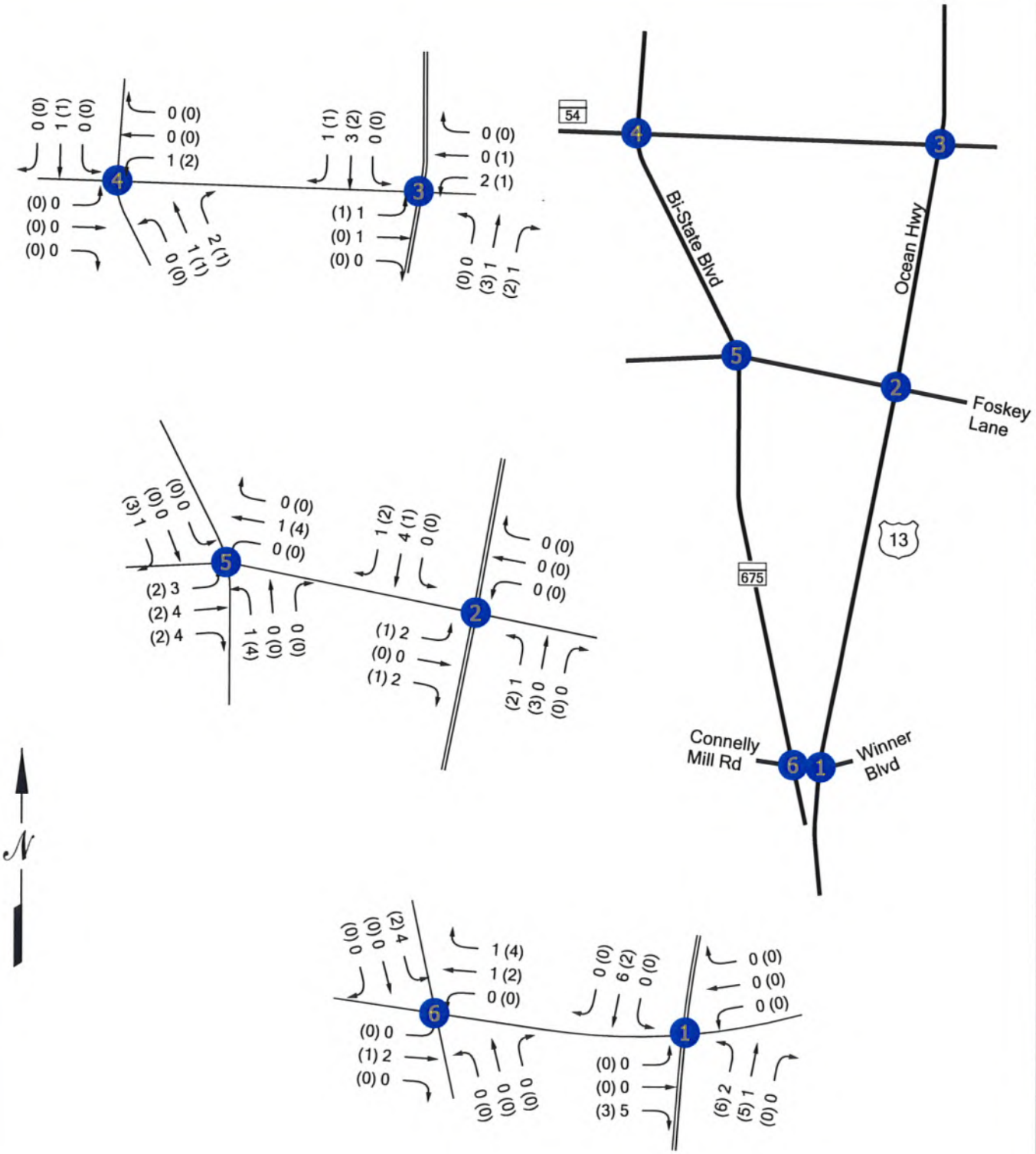
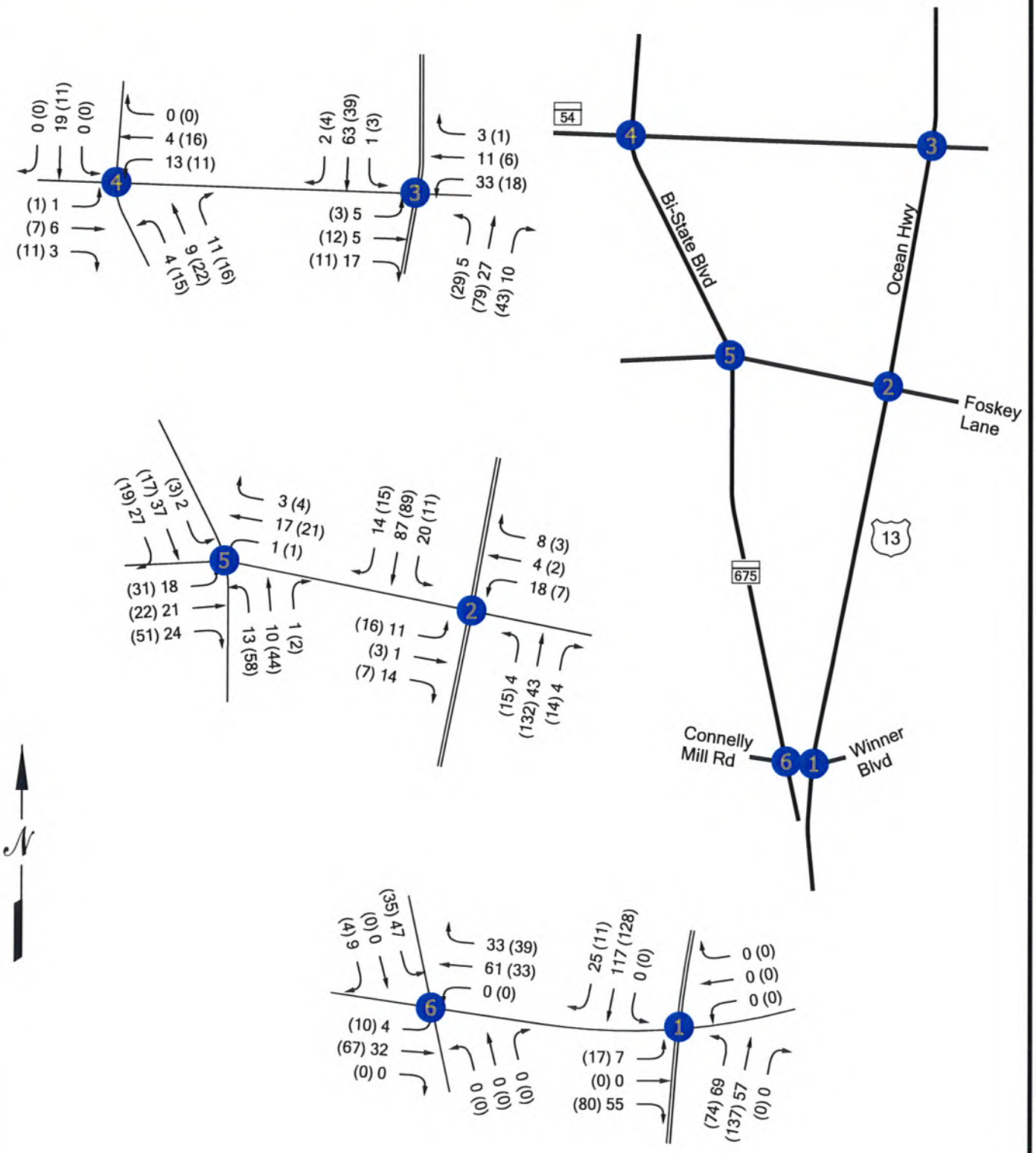


NOT TO SCALE

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

EXHIBIT 9A
TRIP ASSIGNMENT FOR 2010 TABLE 2 DEVELOPMENT

dj, 060627\acad\us13.dwg-table2-10, f08/31/09

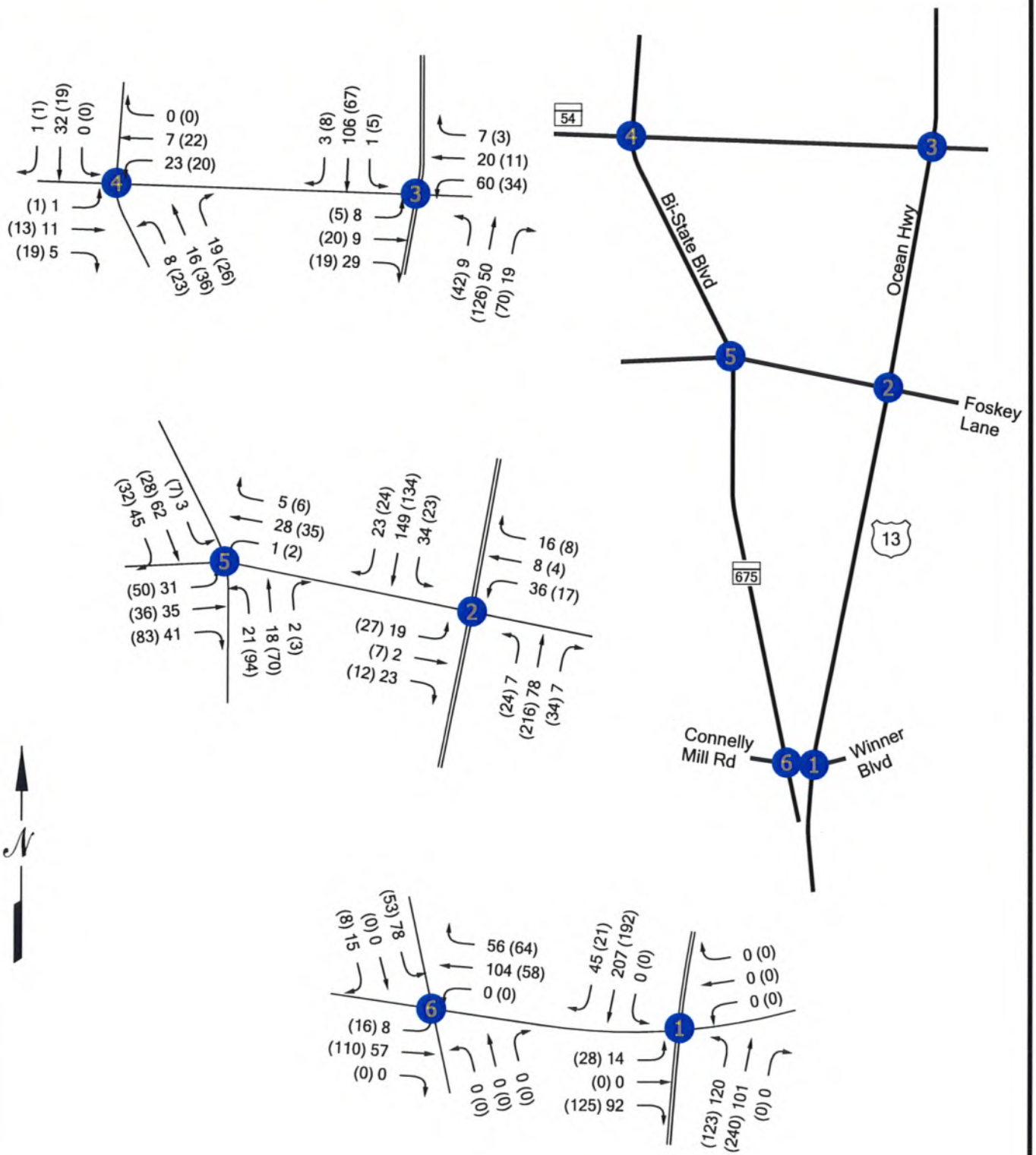


NOT TO SCALE

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

EXHIBIT 9B
TRIP ASSIGNMENT FOR 2020 TABLE 2 DEVELOPMENT

dj, 060627\acad\us13.dwg-table2-20, f08/31/09

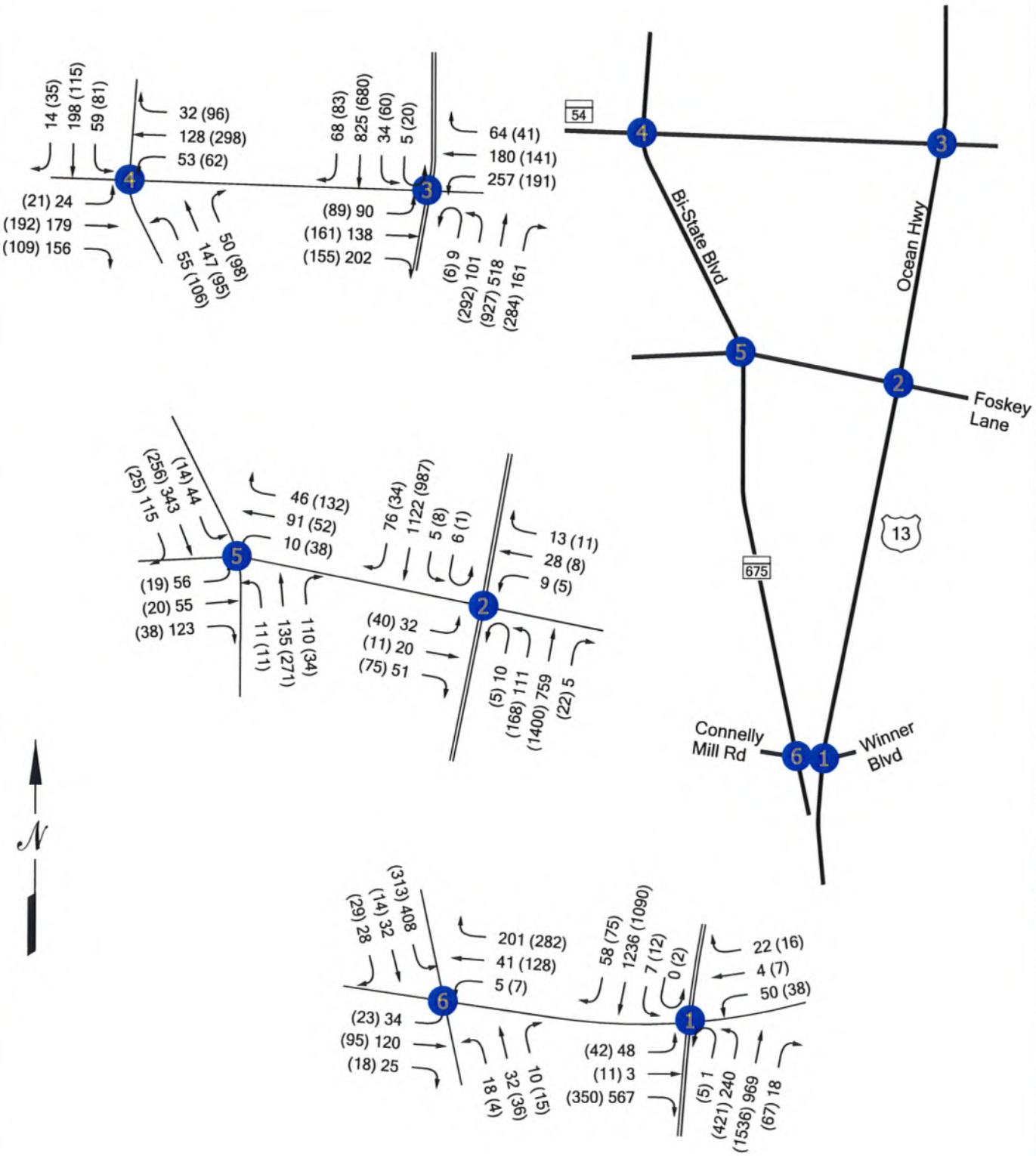


NOT TO SCALE

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

EXHIBIT 9C
TRIP ASSIGNMENT FOR 2030 TABLE 2 DEVELOPMENT

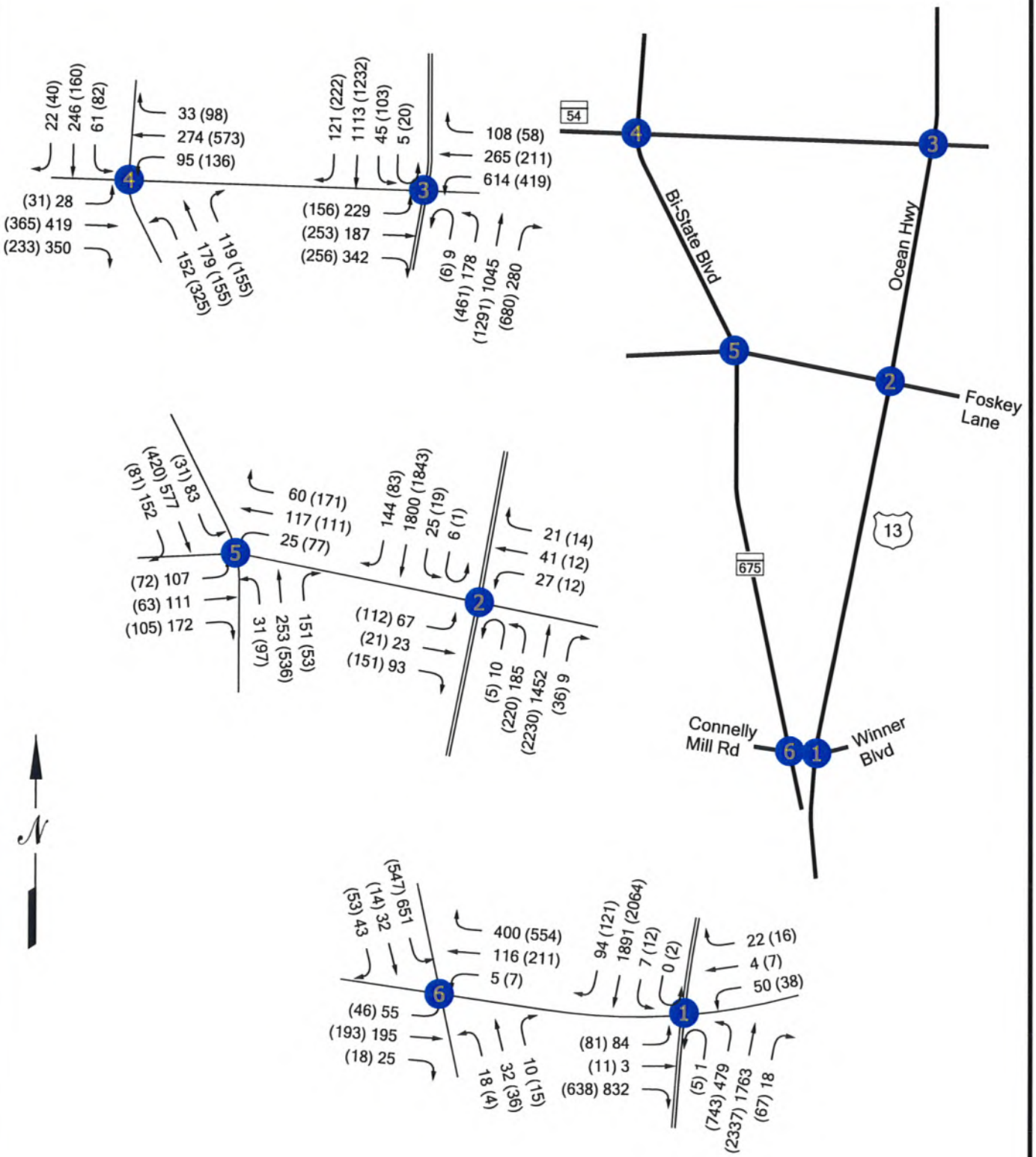
dj, 060627\acad\us13.dwg-table2-30, f08/31/09



NOT TO SCALE

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

EXHIBIT 10A
2010 TOTAL PEAK HOUR TRAFFIC VOLUMES

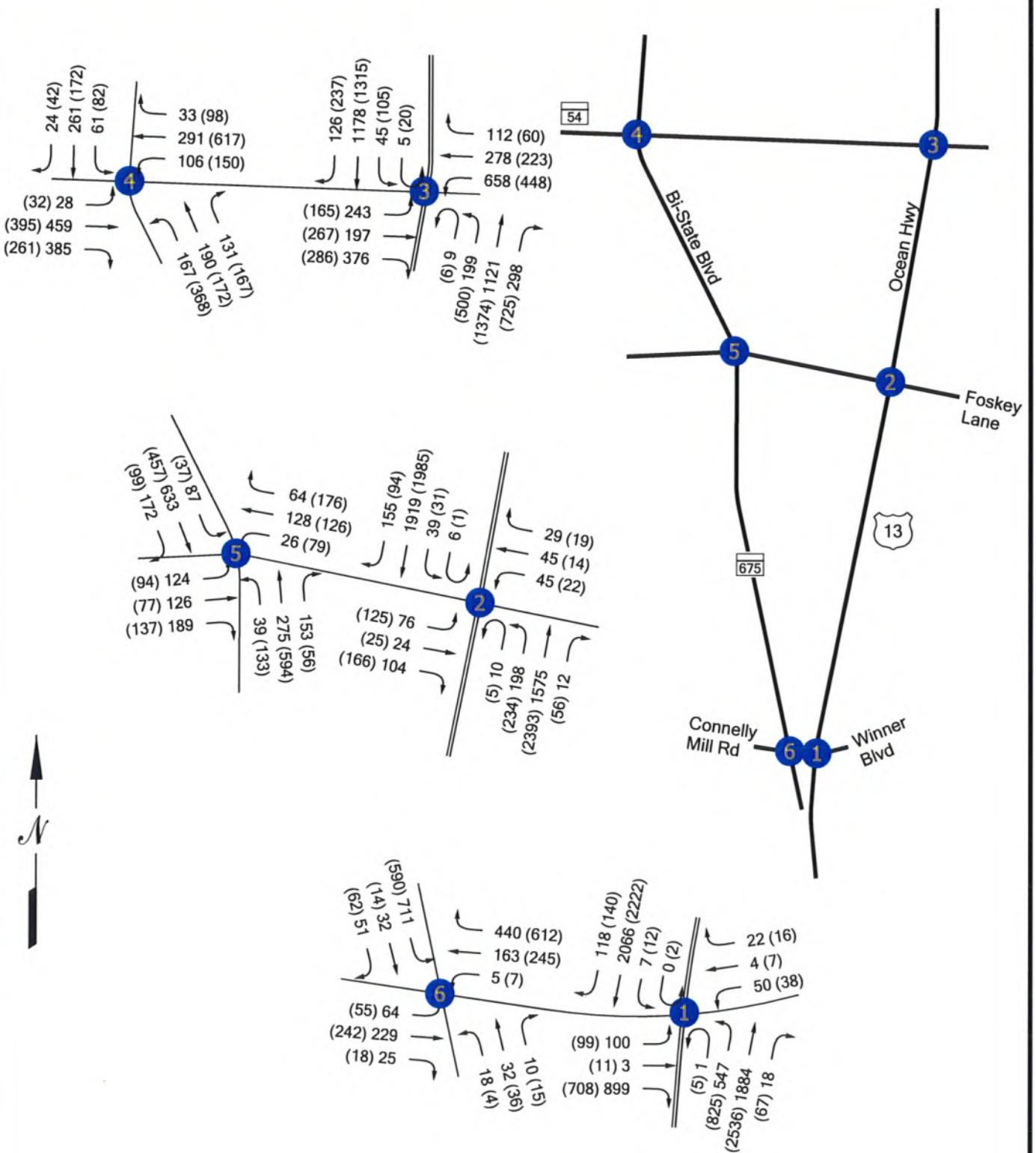


NOT TO SCALE

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

EXHIBIT 10B
2020 TOTAL PEAK HOUR TRAFFIC VOLUMES

dj, 060627\acad\us13.dwg-tot20, f08/31/09



NOT TO SCALE

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

EXHIBIT 10C
2030 TOTAL PEAK HOUR TRAFFIC VOLUMES

dj, 060627\acad\us13.dwg-tot30, f09/03/09

	2008 Traffic		2010 Traffic		2020 Traffic		2030 Traffic	
Highway Capacity Methodology - LOS/delay	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**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/] EB approach - exclusive right turn lane (200 ft.) WB approach - 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 note 4		see 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 "v/c" levels greater than 1.00 and significant queues are observed in the simulations. Since additional thru lanes have been shown to be necessary at Int. #1 and #3, we are recommending additional thru lanes at this intersection to maintain the integrity of the road as a whole and to relieve potential queuing.

[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.

[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.

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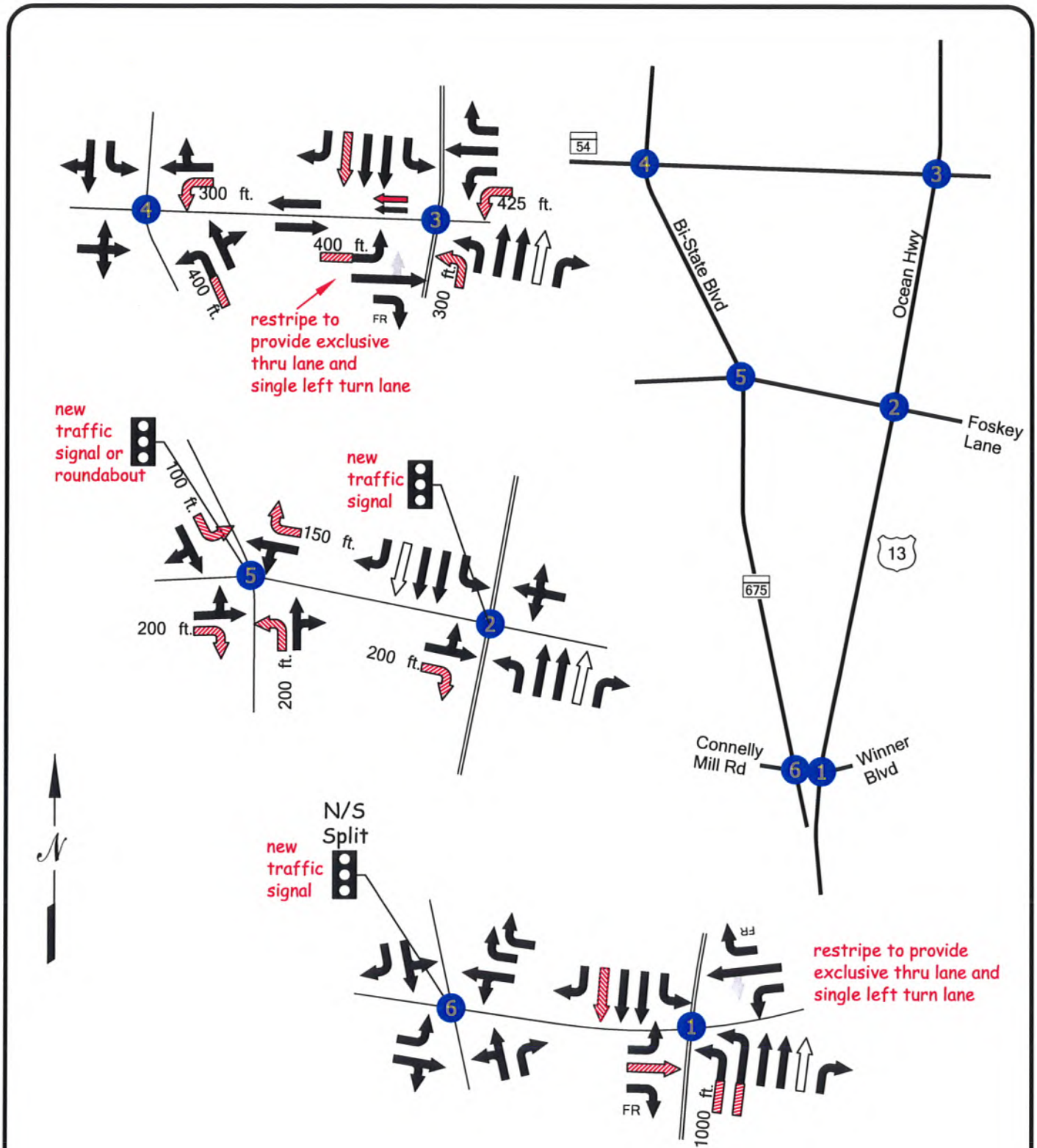
EXHIBIT 11
RESULTS OF INTERSECTION
CAPACITY ANALYSES - SYNCHRO



NOT TO SCALE

Existing lane use

Recommended 2020 lane use

Recommended 2030 lane use

EXHIBIT 12
RECOMMENDED FUTURE LANE USE

dj, 060627\acad\us13.dwg-lu-fut, f09/21/09

APPENDIX A

Intersection Turning Movement Counts

And Condition Diagrams

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13
Connelly Mill Road
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: SC/DE/GA/EP/EZ/GS/KT
Date: April 8, 10, 2008
Weather: Cloudy, 30-50's
Entered by: GA

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

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13
Connelly Mill Road
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: SC/DE/GA/EP/EZ/GS/KT
Date: April 8, 10, 2008
Weather: Cloudy, 30-50's
Entered by: GA

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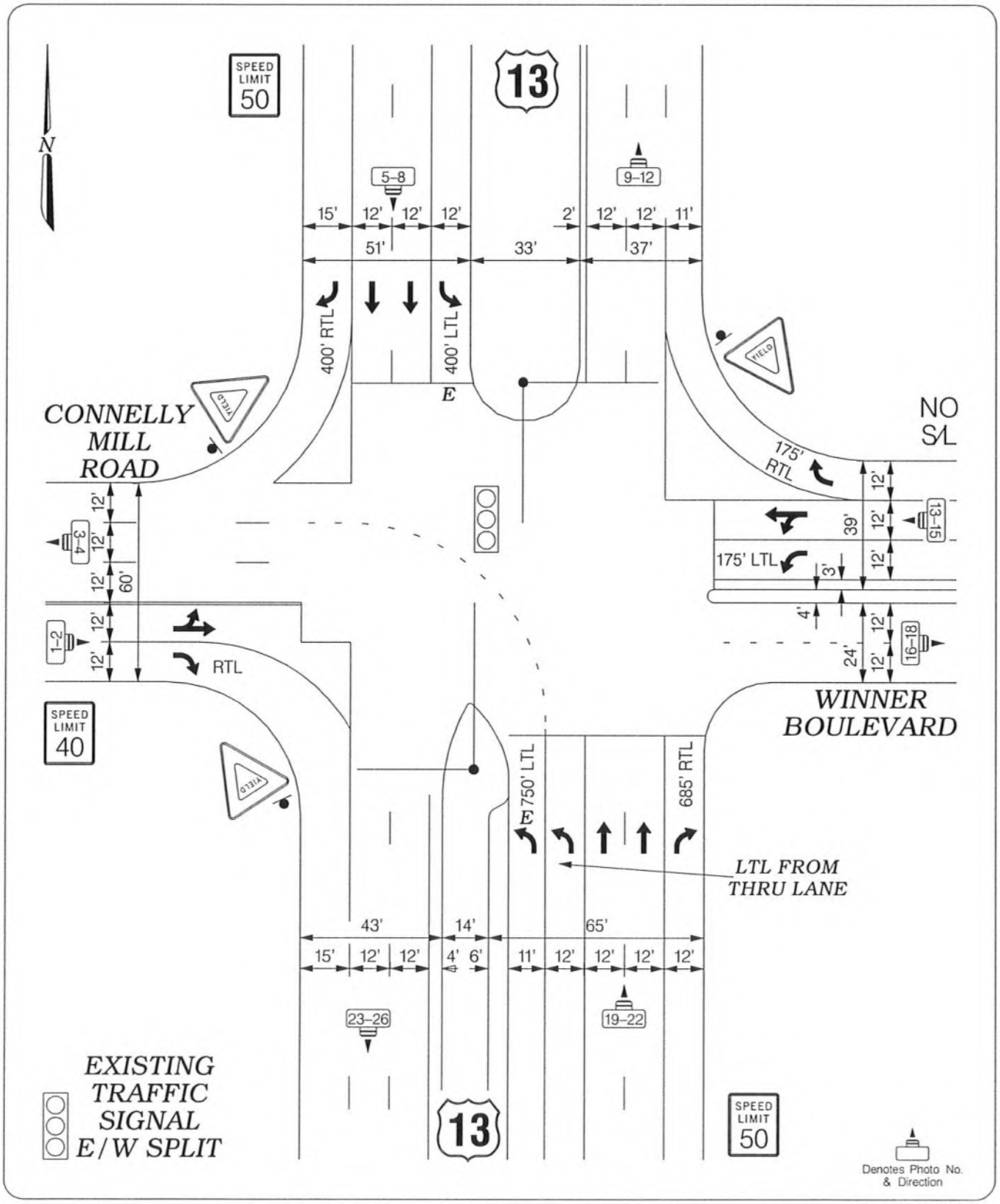
TIME	TRAFFIC FROM NORTH on: US 13					TRAFFIC FROM SOUTH on: US 13					TRAFFIC FROM EAST on: Connelly Mill Road					TRAFFIC FROM WEST on: Connelly Mill Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
PM							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



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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
DWG NAME: US13@ConnellyMillRd-WinnerBlvd.DGN
LOCATION: Wicomico Co., MD
SHEET NO.: 3 OF 6


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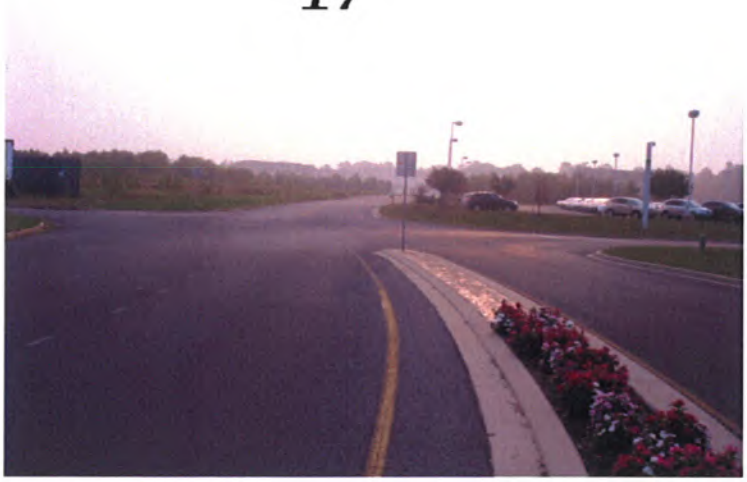

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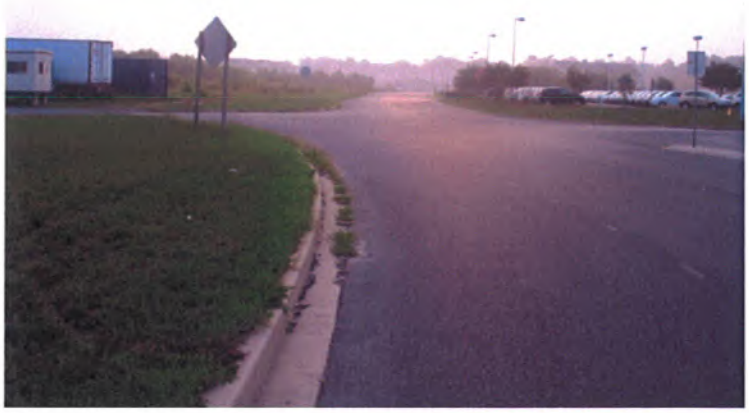

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TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13
Foskey Lane
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: DP/EP/GA/BT
Date: April 1, 2008
Weather: Cloudy, 50-70's
Entered by: GA

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

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13
Foskey Lane
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: DP/EP/GA/BT
Date: April 1, 2008
Weather: Cloudy, 50-70's
Entered by: GA

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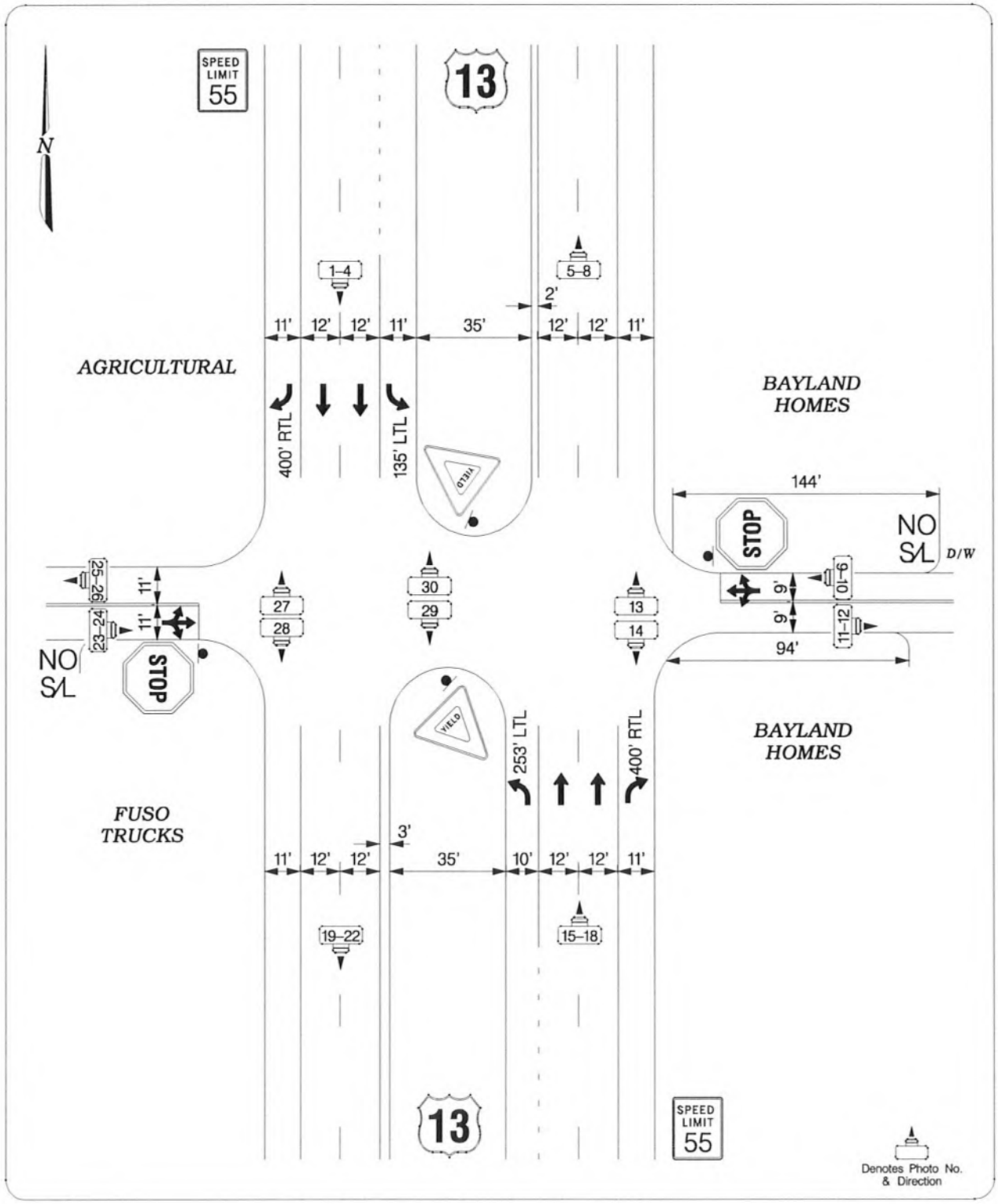
TIME	TRAFFIC FROM NORTH on: US 13					TRAFFIC FROM SOUTH on: US 13					TRAFFIC FROM EAST on: Foskey Lane					TRAFFIC FROM WEST on: Foskey Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
PM																					
04:0-15	6	255	5	1	267	2	301	31	1	335	2	4	3	0	9	10	5	3	0	18	629
15-30	4	215	3	1	223	9	271	23	0	303	3	0	5	0	8	3	2	5	0	10	544
30-45	9	252	0	1	262	4	305	34	2	345	4	2	2	0	8	13	0	4	0	17	632
45-00	6	218	3	0	227	6	304	34	2	346	4	2	0	0	6	7	3	3	0	13	592
05:0-15	2	225	2	0	229	8	344	40	0	392	0	1	1	0	2	3	1	4	0	8	631
15-30	7	231	3	0	241	4	357	45	1	407	3	1	2	0	6	8	0	4	0	12	666
30-45	7	268	5	0	280	6	293	39	1	339	2	1	2	0	5	2	3	2	0	7	631
45-00	6	240	2	1	249	6	254	25	0	285	5	2	5	0	12	6	1	3	0	10	556
06:0-15	0	214	2	0	216	7	219	27	1	254	1	2	2	0	5	7	1	2	0	10	485
15-30	5	159	3	0	167	5	176	16	0	197	2	0	1	0	3	4	4	1	0	9	376
30-45	6	153	3	0	162	3	189	19	0	211	3	2	2	0	7	4	3	3	0	10	390
45-00	4	128	1	0	133	0	159	15	1	175	1	1	4	0	6	5	6	2	0	13	327
3 Hr Totals	62	2558	32	4	2656	60	3172	348	9	3589	30	18	29	0	77	72	29	36	0	137	6459
1 Hr Totals																					
04-05	25	940	11	3	979	21	1181	122	5	1329	13	8	10	0	31	33	10	15	0	58	2397
415-515	21	910	8	2	941	27	1224	131	4	1386	11	5	8	0	24	26	6	16	0	48	2399
430-530	24	926	8	1	959	22	1310	153	5	1490	11	6	5	0	22	31	4	15	0	50	2521
445-545	22	942	13	0	977	24	1298	158	4	1484	9	5	5	0	19	20	7	13	0	40	2520
05-06	22	964	12	1	999	24	1248	149	2	1423	10	5	10	0	25	19	5	13	0	37	2484
515-615	20	953	12	1	986	23	1123	136	3	1285	11	6	11	0	28	23	5	11	0	39	2338
530-630	18	881	12	1	912	24	942	107	2	1075	10	5	10	0	25	19	9	8	0	36	2048
545-645	17	766	10	1	794	21	838	87	1	947	11	6	10	0	27	21	9	9	0	39	1807
06-07	15	654	9	0	678	15	743	77	2	837	7	5	9	0	21	20	14	8	0	42	1578
PEAK HOUR																					
430-530	24	926	8	1	959	22	1310	153	5	1490	11	6	5	0	22	31	4	15	0	50	2521
PHF	0.67	0.92	0.67	0.25	0.92	0.69	0.92	0.85	0.63	0.92	0.69	0.75	0.63		0.69	0.60	0.33	0.94		0.74	0.95
%T	0%	5%	13%	0%	5%	0%	4%	1%	20%	3%	9%	17%	0%		9%	6%	0%	7%		6%	4%



The Traffic Group

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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TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US13
Route 54
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: GA/DE/BT/GS/EZ
Date: April 2, 2008
Weather: Partly cloudy, 50-70's
Entered by: GA

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

(3)

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US13
Route 54
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: GA/DE/BT/GS/EZ
Date: April 2, 2008
Weather: Partly cloudy, 50-70's
Entered by: GA

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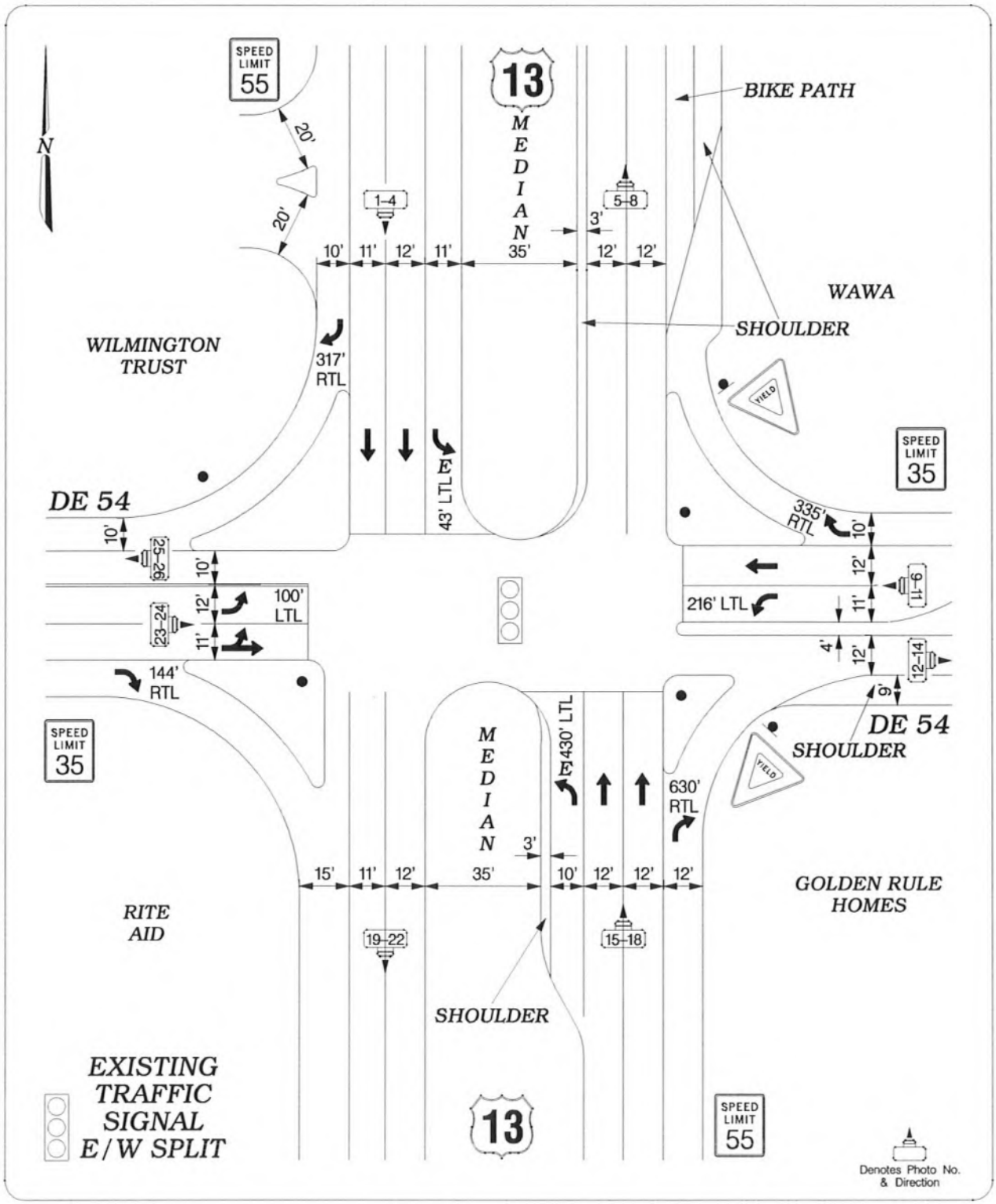
TIME	TRAFFIC FROM NORTH on: US 13					TRAFFIC FROM SOUTH on: US 13					TRAFFIC FROM EAST on: Route 54					TRAFFIC FROM WEST on: Route 54					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
PM																					
04:0-15	17	165	26	4	212	62	174	51	1	288	15	37	35	0	87	33	35	22	0	90	677
15-30	27	163	17	2	209	53	171	23	2	249	11	18	39	0	68	31	31	26	0	88	614
30-45	24	145	16	5	190	62	188	56	1	307	11	51	41	0	103	34	46	14	0	94	694
45-00	22	152	13	7	194	51	211	44	1	307	12	4	34	0	50	33	43	19	0	95	646
05:0-15	23	203	17	5	248	55	245	71	1	372	9	51	58	0	118	38	40	28	0	106	844
15-30	18	144	12	5	179	74	229	80	2	385	7	31	28	0	66	34	33	18	0	85	715
30-45	17	165	10	3	195	51	211	81	2	345	8	46	41	0	95	40	34	21	0	95	730
45-00	11	147	4	6	168	51	176	47	2	276	9	39	29	0	77	39	48	15	0	102	623
06:0-15	15	174	12	5	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	7	34	32	0	73	42	30	14	0	86	530
30-45	15	110	15	6	146	39	117	32	0	188	12	29	39	0	80	45	40	18	0	103	517
45-00	13	122	15	7	157	56	123	23	1	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	90	625	72	18	805	228	744	174	5	1151	49	110	149	0	308	131	155	81	0	367	2631
415-515	96	663	63	19	841	221	815	194	5	1235	43	124	172	0	339	136	160	87	0	383	2798
430-530	87	644	58	22	811	242	873	251	5	1371	39	137	161	0	337	139	162	79	0	380	2899
445-545	80	664	52	20	816	231	896	276	6	1409	36	132	161	0	329	145	150	86	0	381	2935
05-06	69	659	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	776	246	6	1257	32	152	142	0	326	147	157	74	0	378	2709
530-630	59	626	44	22	751	174	673	208	6	1061	32	155	146	0	333	155	154	70	0	379	2524
545-645	57	571	49	25	702	162	579	159	4	904	36	138	144	0	318	160	160	67	0	387	2311
06-07	59	546	60	26	691	167	526	135	3	831	35	129	152	0	316	141	143	70	0	354	2192
PEAK HOUR																					
445-545	80	664	52	20	816	231	896	276	6	1409	36	132	161	0	329	145	150	86	0	381	2935
PHF	0.87	0.82	0.76	0.71	0.82	0.78	0.91	0.85	0.75	0.91	0.75	0.65	0.69		0.70	0.91	0.87	0.77		0.90	0.87
%T	1%	5%	12%	0%	5%	2%	3%	0%	17%	2%	0%	3%	3%		3%	0%	5%	3%		3%	3%

WICOMICO COUNTY INTERSECTION MONITORS US.13 & MD.54 9/4/2008 11:09

By-Phase Timing Data

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



The Traffic Group

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

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TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: Bi-State Blvd.

Route 54

LOCATION: Wicomico County, MD

PROJECT NUMBER: 2006-0627

(4)

Counted by: GA/DE/EZ

Date: April 15, 2008

Weather: Clear, 50-70's

Entered by: GA

The Traffic Group

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TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.					TRAFFIC FROM SOUTH on: Bi-Stae Blvd.					TRAFFIC FROM EAST on: Route 54					TRAFFIC FROM WEST on: Route 54					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
06:0-15	0	8	5	0	13	4	7	7	0	18	6	15	0	0	21	12	13	1	0	26	78
15-30	4	20	2	0	26	4	6	8	0	18	3	16	0	0	19	18	15	2	0	35	98
30-45	0	33	9	0	42	5	6	7	0	18	11	22	1	0	34	28	21	0	0	49	143
45-00	0	38	12	0	50	3	17	12	0	32	17	20	1	0	38	19	23	3	0	45	165
07:0-15	4	25	14	0	43	5	21	4	0	30	12	22	3	0	37	29	29	5	0	63	173
15-30	1	30	14	0	45	6	25	16	0	47	11	30	3	0	44	37	44	3	0	84	220
30-45	4	52	15	0	71	12	44	9	0	65	5	28	9	0	42	36	42	11	0	89	267
45-00	5	78	18	0	101	13	41	14	0	68	5	39	25	0	69	44	48	5	0	97	335
08:0-15	4	31	12	0	47	16	34	12	0	62	11	24	12	0	47	20	35	5	0	60	216
15-30	1	35	16	0	52	13	25	11	0	49	7	15	4	0	26	9	24	2	0	35	162
30-45	3	26	14	0	43	8	16	7	0	31	6	36	5	0	47	17	28	4	0	49	170
45-00	4	22	12	0	38	9	19	6	0	34	8	21	1	0	30	16	24	2	0	42	144
3 Hr Totals	30	398	143	0	571	98	261	113	0	472	102	288	64	0	454	285	346	43	0	674	2171
1 Hr Totals																					
06-07	4	99	28	0	131	16	36	34	0	86	37	73	2	0	112	77	72	6	0	155	484
615-715	8	116	37	0	161	17	50	31	0	98	43	80	5	0	128	94	88	10	0	192	579
630-730	5	126	49	0	180	19	69	39	0	127	51	94	8	0	153	113	117	11	0	241	701
645-745	9	145	55	0	209	26	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	995
715-815	14	191	59	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	50	0	184	109	149	23	0	281	980
745-845	13	170	60	0	243	50	116	44	0	210	29	114	46	0	189	90	135	16	0	241	883
08-09	12	114	54	0	180	46	94	36	0	176	32	96	22	0	150	62	111	13	0	186	692
PEAK HOUR																					
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		0.89	0.73	0.78	0.49		0.74	0.78	0.88	0.55		0.85	0.78
%T	7%	9%	7%		8%	9%	9%	4%		8%	3%	12%	4%		9%	5%	12%	25%		10%	9%

(4)

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: Bi-State Blvd.
Route 54
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: GA/DE/EZ
Date: April 15, 2008
Weather: Clear, 50-70's
Entered by: GA

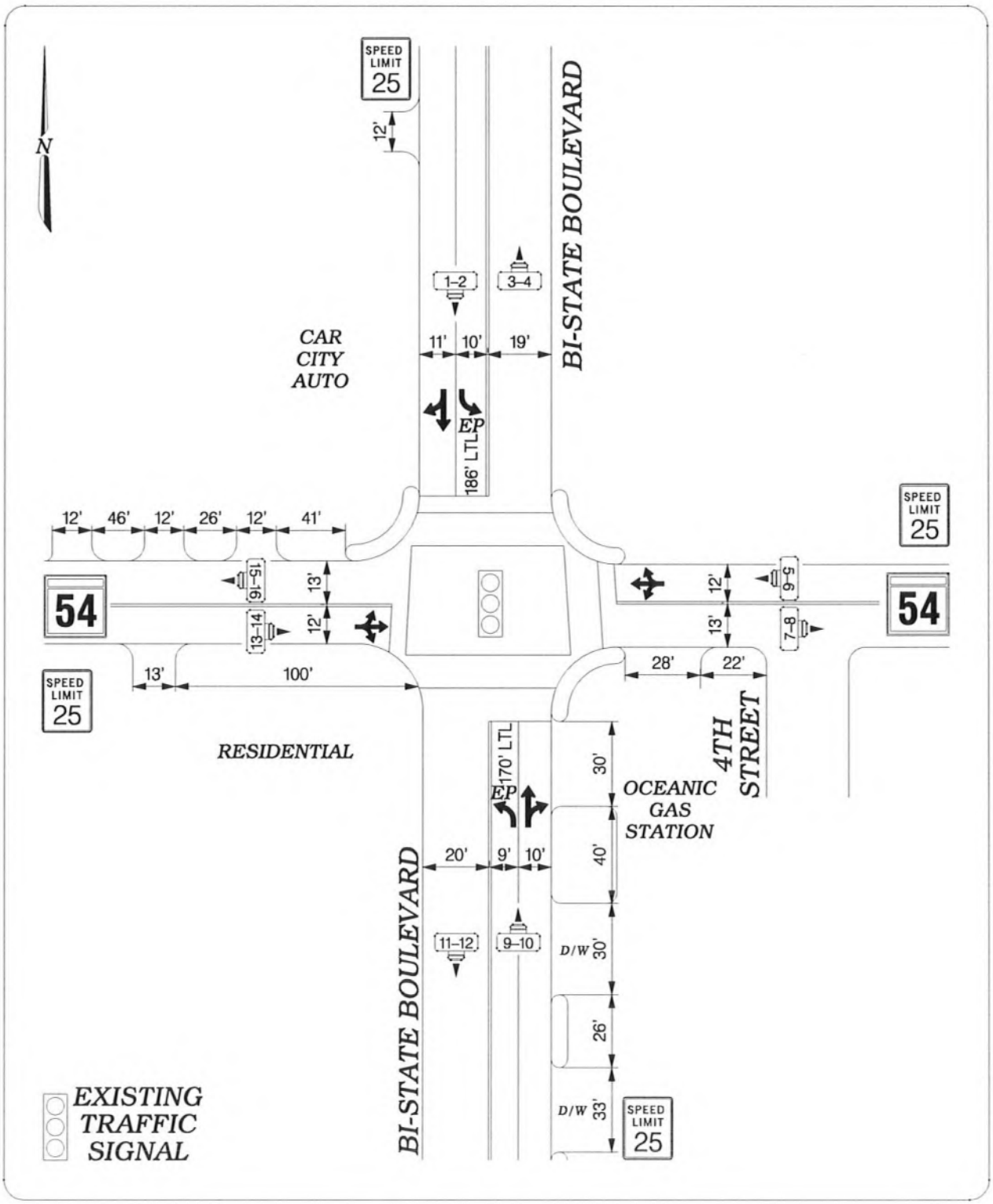
The Traffic Group
Merging Innovation and Excellence®
www.trafficgroup.com

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

WICOMICO COUNTY INTERSECTION MONITORS MD.675 & MD.54 9/4/2008 11:12

By-Phase Timing Data

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



The Traffic Group

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

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TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: Bi-State Blvd.
Foskey Lane
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: DE
Date: April 1, 2008
Weather: Cloudy, 50-70's
Entered by: GA

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TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.					TRAFFIC FROM SOUTH on: Bi-State Blvd.					TRAFFIC FROM EAST on: Foskey Lane					TRAFFIC FROM WEST on: Foskey Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
06:0-15	0	17	0	0	17	1	6	0	0	7	3	1	1	0	5	5	0	0	0	5	34
15-30	0	29	4	0	33	2	11	0	0	13	1	2	0	0	3	4	2	0	0	6	55
30-45	1	71	3	0	75	1	9	2	0	12	2	7	1	0	10	10	8	1	0	19	116
45-00	3	51	8	0	62	5	13	4	0	22	3	3	0	0	6	9	8	2	0	19	109
07:0-15	0	61	9	0	70	1	25	9	0	35	11	3	1	0	15	7	8	5	0	20	140
15-30	2	83	6	0	91	3	36	8	0	47	9	3	1	0	13	11	9	6	0	26	177
30-45	17	86	5	0	108	3	35	20	0	58	11	10	1	0	22	15	6	7	0	28	216
45-00	55	110	2	0	167	2	25	37	0	64	12	29	1	0	42	29	5	8	0	42	315
08:0-15	29	66	6	0	101	3	41	16	0	60	11	27	0	0	38	38	16	22	0	76	275
15-30	13	64	11	0	88	2	28	7	0	37	8	23	1	0	32	37	21	16	0	74	231
30-45	5	47	3	0	55	3	23	1	0	27	9	8	0	0	17	3	6	6	0	15	114
45-00	5	57	3	0	65	0	28	2	0	30	11	2	1	0	14	5	8	2	0	15	124
3 Hr Totals	130	742	60	0	932	26	280	106	0	412	91	118	8	0	217	173	97	75	0	345	1906
1 Hr Totals																					
06-07	4	168	15	0	187	9	39	6	0	54	9	13	2	0	24	28	18	3	0	49	314
615-715	4	212	24	0	240	9	58	15	0	82	17	15	2	0	34	30	26	8	0	64	420
630-730	6	266	26	0	298	10	83	23	0	116	25	16	3	0	44	37	33	14	0	84	542
645-745	22	281	28	0	331	12	109	41	0	162	34	19	3	0	56	42	31	20	0	93	642
07-08	74	340	22	0	436	9	121	74	0	204	43	45	4	0	92	62	28	26	0	116	848
715-815	103	345	19	0	467	11	137	81	0	229	43	69	3	0	115	93	36	43	0	172	983
730-830	114	326	24	0	464	10	129	80	0	219	42	89	3	0	134	119	48	53	0	220	1037
745-845	102	287	22	0	411	10	117	61	0	188	40	87	2	0	129	107	48	52	0	207	935
08-09	52	234	23	0	309	8	120	26	0	154	39	60	2	0	101	83	51	46	0	180	744
PEAK HOUR																					
730-830	114	326	24	0	464	10	129	80	0	219	42	89	3	0	134	119	48	53	0	220	1037
PHF	0.52	0.74	0.55		0.69	0.83	0.79	0.54		0.86	0.88	0.77	0.75		0.80	0.78	0.57	0.60		0.72	0.82
%T	11%	2%	4%		4%	20%	6%	4%		6%	0%	11%	33%		8%	3%	4%	32%		10%	6%

(5)

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: Bi-State Blvd.
Foskey Lane
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: DE
Date: April 1, 2008
Weather: Cloudy, 50-70's
Entered by: GA

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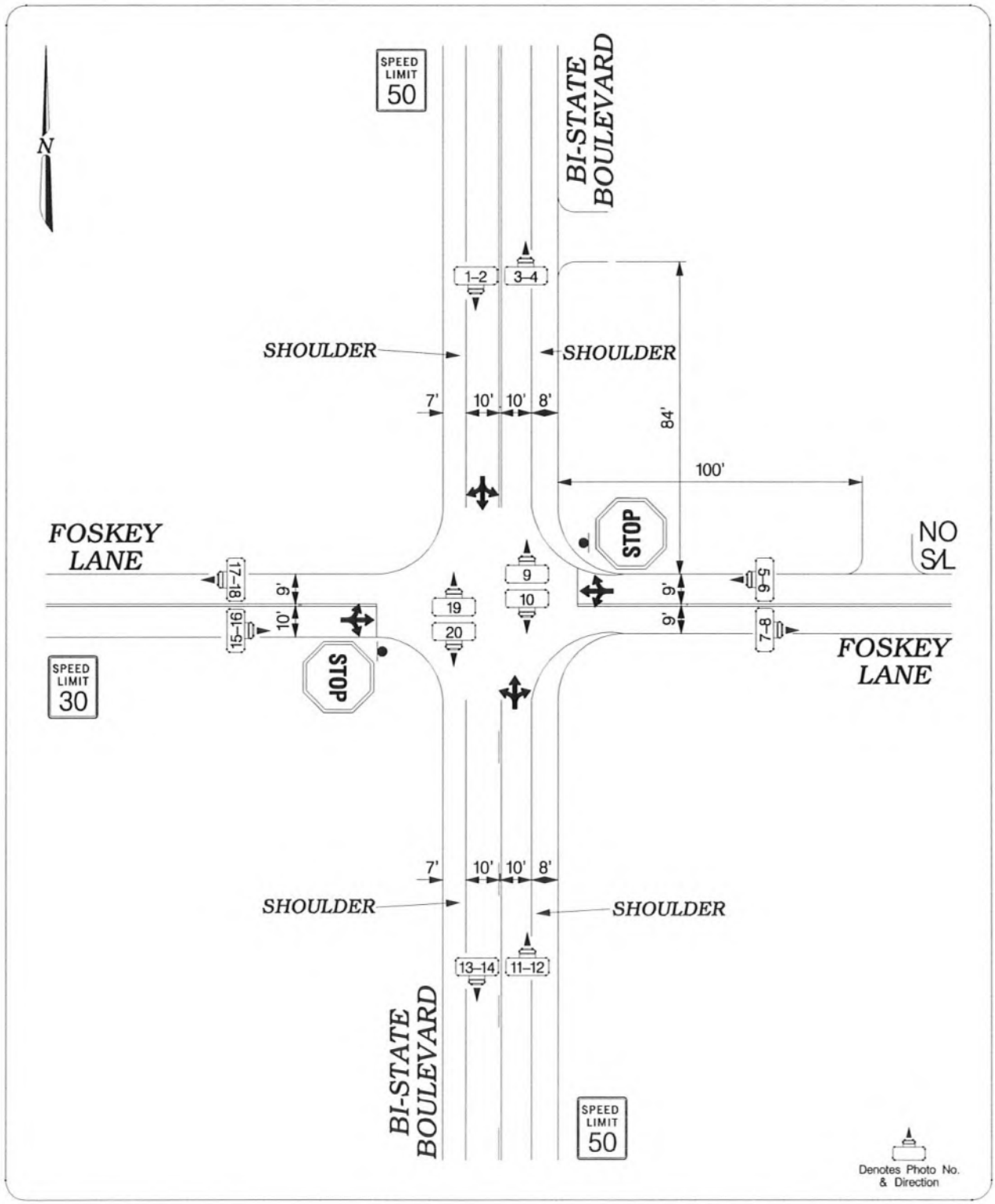
TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.					TRAFFIC FROM SOUTH on: Bi-State Blvd.					TRAFFIC FROM EAST on: Foskey Lane					TRAFFIC FROM WEST on: Foskey Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
PM																					
04:0-15	3	51	8	0	62	4	73	12	0	89	29	11	2	0	42	14	6	5	0	25	218
15-30	3	60	1	0	64	2	51	7	0	60	21	6	3	0	30	13	6	4	0	23	177
30-45	3	45	7	0	55	3	61	2	0	66	29	14	4	0	47	10	4	2	0	16	184
45-00	1	55	2	0	58	2	49	6	0	57	25	12	2	0	39	8	3	3	0	14	168
05:0-15	2	60	2	0	64	0	72	3	0	75	23	9	3	0	35	8	4	6	0	18	192
15-30	6	60	1	0	67	2	66	9	0	77	32	18	1	0	51	5	4	4	0	13	208
30-45	8	71	1	0	80	3	50	5	0	58	38	11	2	0	51	16	4	5	0	25	214
45-00	6	51	4	0	61	2	62	6	0	70	20	7	2	0	29	7	5	2	0	14	174
06:0-15	3	54	5	0	62	0	44	7	0	51	12	9	1	0	22	6	1	6	0	13	148
15-30	4	54	3	0	61	3	36	3	0	42	17	11	3	0	31	1	5	0	0	6	140
30-45	1	28	0	0	29	2	29	2	0	33	11	8	2	0	21	4	5	1	0	10	93
45-00	1	38	5	0	44	3	34	0	0	37	17	3	0	0	20	3	2	5	0	10	111
3 Hr Totals	41	627	39	0	707	26	627	62	0	715	274	119	25	0	418	95	49	43	0	187	2027
1 Hr Totals																					
04-05	10	211	18	0	239	11	234	27	0	272	104	43	11	0	158	45	19	14	0	78	747
415-515	9	220	12	0	241	7	233	18	0	258	98	41	12	0	151	39	17	15	0	71	721
430-530	12	220	12	0	244	7	248	20	0	275	109	53	10	0	172	31	15	15	0	61	752
445-545	17	246	6	0	269	7	237	23	0	267	118	50	8	0	176	37	15	18	0	70	782
05-06	22	242	8	0	272	7	250	23	0	280	113	45	8	0	166	36	17	17	0	70	788
515-615	23	236	11	0	270	7	222	27	0	256	102	45	6	0	153	34	14	17	0	65	744
530-630	21	230	13	0	264	8	192	21	0	221	87	38	8	0	133	30	15	13	0	58	676
545-645	14	187	12	0	213	7	171	18	0	196	60	35	8	0	103	18	16	9	0	43	555
06-07	9	174	13	0	196	8	143	12	0	163	57	31	6	0	94	14	13	12	0	39	492
PEAK HOUR																					
05-06	22	242	8	0	272	7	250	23	0	280	113	45	8	0	166	36	17	17	0	70	788
PHF	0.69	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
%T	5%	2%	0%		2%	29%	2%	0%		3%	2%	0%	0%		1%	3%	0%	18%		6%	2%



The Traffic Group

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: Bi-StateBlvd@FoskeyLa.DGN
LOCATION: Wicomico Co., MD
SHEET NO.: 4 OF 6

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TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: Bi-State Blvd.
Connelly Mill Road
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: DP/SC/GA
Date: April 3, 2008
Weather: Rain, 50-70's
Entered by: GA

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TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.					TRAFFIC FROM SOUTH on: Bi-State Blvd.					TRAFFIC FROM EAST on: Connelly Mill Road					TRAFFIC FROM WEST on: Connelly Mill Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
06:0-15	3	3	31	0	37	1	2	2	0	5	8	5	0	0	13	3	12	5	0	20	75
15-30	0	4	32	0	36	2	3	1	0	6	7	3	0	0	10	4	19	1	0	24	76
30-45	2	6	68	0	76	4	4	3	0	11	8	12	0	0	20	2	27	2	0	31	138
45-00	7	5	61	0	73	2	7	6	0	15	26	16	1	0	43	5	32	3	0	40	171
07:0-15	3	4	57	0	64	0	3	2	0	5	12	10	1	0	23	1	26	6	0	33	125
15-30	6	3	83	0	92	3	7	1	0	11	23	9	0	0	32	2	27	3	0	32	167
30-45	11	14	92	0	117	4	11	1	0	16	32	9	3	0	44	11	32	11	0	54	231
45-00	3	7	114	0	124	9	8	3	0	20	54	9	0	0	63	4	32	12	0	48	255
08:0-15	9	9	103	0	121	2	5	1	0	8	31	11	1	0	43	7	36	7	0	50	222
15-30	5	2	82	0	89	3	8	5	0	16	30	11	1	0	42	3	18	4	0	25	172
30-45	1	4	76	0	81	10	0	1	0	11	31	19	1	0	51	2	21	4	0	27	170
45-00	6	5	54	0	65	5	2	2	0	9	17	10	1	0	28	1	28	2	0	31	133
3 Hr Totals	56	66	853	0	975	45	60	28	0	133	279	124	9	0	412	45	310	60	0	415	1935
1 Hr Totals																					
06-07	12	18	192	0	222	9	16	12	0	37	49	36	1	0	86	14	90	11	0	115	460
615-715	12	19	218	0	249	8	17	12	0	37	53	41	2	0	96	12	104	12	0	128	510
630-730	18	18	269	0	305	9	21	12	0	42	69	47	2	0	118	10	112	14	0	136	601
645-745	27	26	293	0	346	9	28	10	0	47	93	44	5	0	142	19	117	23	0	159	694
07-08	23	28	346	0	397	16	29	7	0	52	121	37	4	0	162	18	117	32	0	167	778
715-815	29	33	392	0	454	18	31	6	0	55	140	38	4	0	182	24	127	33	0	184	875
730-830	28	32	391	0	451	18	32	10	0	60	147	40	5	0	192	25	118	34	0	177	880
745-845	18	22	375	0	415	24	21	10	0	55	146	50	3	0	199	16	107	27	0	150	819
08-09	21	20	315	0	356	20	15	9	0	44	109	51	4	0	164	13	103	17	0	133	697
PEAK HOUR																					
730-830	28	32	391	0	451	18	32	10	0	60	147	40	5	0	192	25	118	34	0	177	880
PHF	0.64	0.57	0.86		0.91	0.50	0.73	0.50		0.75	0.68	0.91	0.42		0.76	0.57	0.82	0.71		0.82	0.86
%T	18%	9%	3%		4%	6%	6%	30%		10%	1%	18%	20%		5%	4%	12%	21%		12%	6%

TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: Bi-State Blvd.
Connelly Mill Road
LOCATION: Wicomico County, MD
PROJECT NUMBER: 2006-0627

Counted by: DP/SC/GA
Date: April 3, 2008
Weather: Rain, 50-70's
Entered by: GA

The Traffic Group
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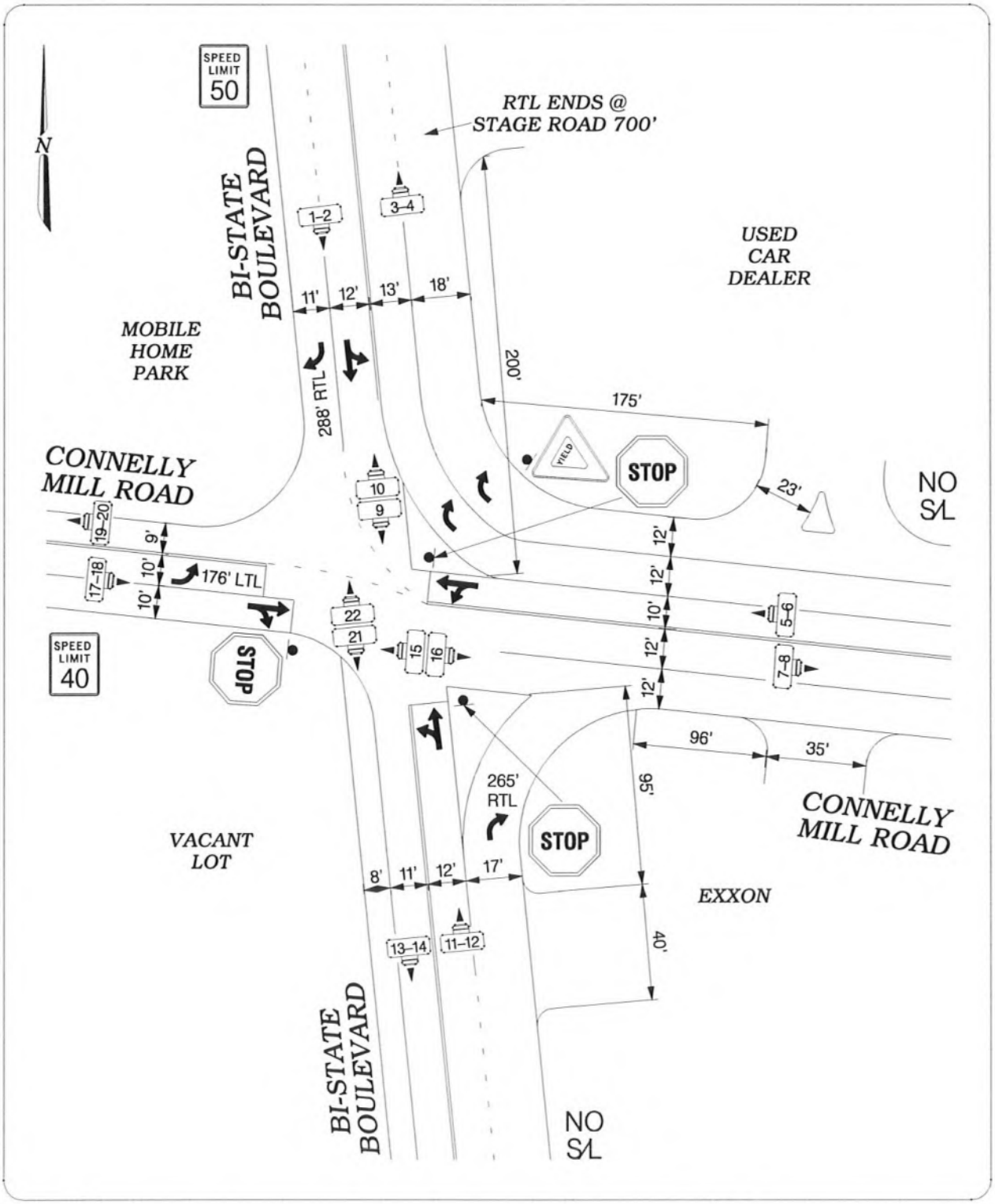
TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.					TRAFFIC FROM SOUTH on: Bi-State Blvd.					TRAFFIC FROM EAST on: Connelly Mill Road					TRAFFIC FROM WEST on: Connelly Mill Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
PM																					
04:0-15	14	5	73	0	92	1	4	6	0	11	62	38	0	0	100	2	22	3	0	27	230
15-30	5	1	46	0	52	3	11	1	0	15	60	25	2	0	87	5	27	7	0	39	193
30-45	7	2	60	0	69	0	6	4	0	10	73	23	2	0	98	4	26	6	0	36	213
45-00	9	6	70	0	85	0	10	8	0	18	56	34	1	0	91	6	18	3	0	27	221
05:0-15	8	5	78	0	91	1	9	2	0	12	62	44	2	0	108	3	23	7	0	33	244
15-30	5	0	67	0	72	0	7	4	0	11	54	28	2	0	84	0	19	5	0	24	191
30-45	2	3	55	0	60	2	4	7	0	13	60	6	4	0	70	1	26	5	0	32	175
45-00	7	3	66	0	76	2	6	0	0	8	55	20	0	0	75	2	7	8	0	17	176
06:0-15	3	6	48	0	57	4	2	2	0	8	36	26	3	0	65	1	20	1	0	22	152
15-30	5	6	48	0	59	3	11	4	0	18	42	31	3	0	76	1	19	3	0	23	176
30-45	7	0	35	0	42	3	9	1	0	13	22	16	3	0	41	1	14	3	0	18	114
45-00	4	2	33	0	39	2	5	1	0	8	21	20	1	0	42	6	16	1	0	23	112
3 Hr Totals	76	39	679	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	5	0	376	17	93	19	0	129	857
415-515	29	14	254	0	297	4	36	15	0	55	251	126	7	0	384	18	94	23	0	135	871
430-530	29	13	275	0	317	1	32	18	0	51	245	129	7	0	381	13	86	21	0	120	869
445-545	24	14	270	0	308	3	30	21	0	54	232	112	9	0	353	10	86	20	0	116	831
05-06	22	11	266	0	299	5	26	13	0	44	231	98	8	0	337	6	75	25	0	106	786
515-615	17	12	236	0	265	8	19	13	0	40	205	80	9	0	294	4	72	19	0	95	694
530-630	17	18	217	0	252	11	23	13	0	47	193	83	10	0	286	5	72	17	0	94	679
545-645	22	15	197	0	234	12	28	7	0	47	155	93	9	0	257	5	60	15	0	80	618
06-07	19	14	164	0	197	12	27	8	0	47	121	93	10	0	224	9	69	8	0	86	554
PEAK HOUR																					
415-515	29	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		0.76	0.86	0.72	0.88		0.89	0.75	0.87	0.82		0.87	0.89
%T	7%	0%	3%		3%	0%	11%	0%		7%	1%	6%	0%		3%	0%	4%	30%		8%	4%



The Traffic Group

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: Bi-StateBlvd@ConnellyMillRd.DGN
LOCATION: Wicomico Co., MD
SHEET NO.: 6 OF 6

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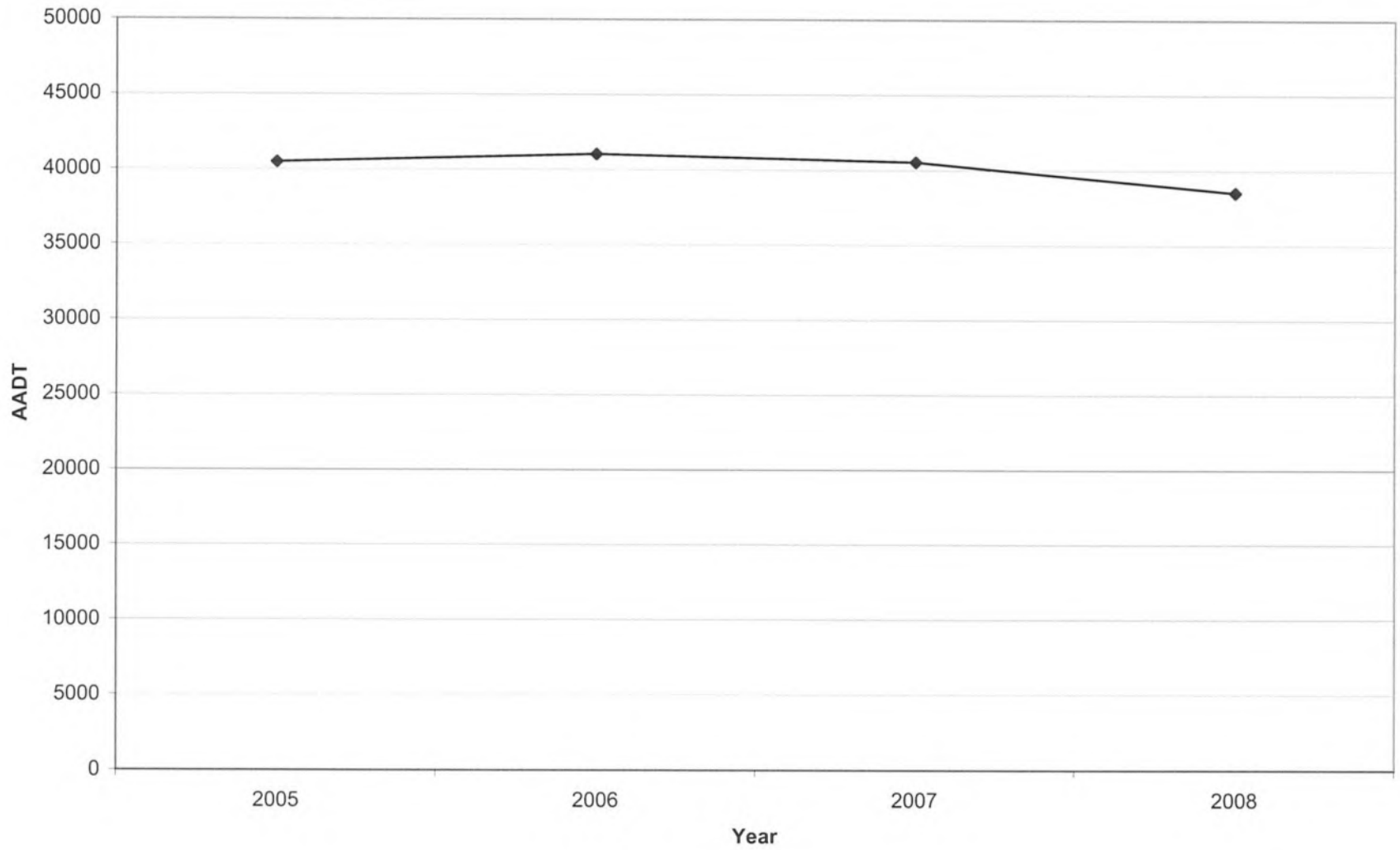
Historical AADT Data For ATR Station P0009



APPENDIX B

Intersection Capacity Worksheets

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

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

c Critical Lane Group

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

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.91
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	A	D	D	D		E	B	A	E	C
Approach Delay (s)		8.9			50.1				23.9			24.7
Approach LOS		A			D				C			C

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

Movement	SBR
Lane Configurations	
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)	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	B
Approach Delay (s)	
Approach LOS	

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Volume (vph)	2222	140
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1538
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2339	147
RTOR Reduction (vph)	0	62
Lane Group Flow (vph)	2339	85
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	57.8	57.8
Effective Green, g (s)	57.8	57.8
Actuated g/C Ratio	0.48	0.48
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1656	741
v/s Ratio Prot	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	B
Approach Delay (s)	207.5	
Approach LOS	F	
Intersection Summary		

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Volume (vph)	1800	144
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
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)	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	C	A
Approach Delay (s)	24.0	
Approach LOS	C	

Intersection Summary

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

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

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

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

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

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	76	24	104	45	45	29	10	198	1575	12	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91	1.00		1.00
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		E	D		E			E	B	A		E
Approach Delay (s)		57.6			69.3				17.2			
Approach LOS		E			E				B			

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Volume (vph)	1919	155
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	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	B
Approach Delay (s)	23.2	
Approach LOS	C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (veh/h)	15	4	31	5	6	11	5	153	1310	22	1	8
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.94	0.33	0.60	0.63	0.75	0.69	0.63	0.85	0.92	0.69	0.25	0.67
Hourly flow rate (vph)	16	12	52	8	8	16	0	180	1424	32	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2122	2846	503	2369	2850	712	0	1042			0	1456
vC1, stage 1 conf vol	1030	1030		1784	1784							
vC2, stage 2 conf vol	1092	1816		585	1066							
vCu, unblocked vol	2122	2846	503	2369	2850	712	0	1042			0	1456
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	81	81	90	83	81	96	0	73			0	97
cM capacity (veh/h)	82	64	503	48	41	359	0	669			0	409

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

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

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

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

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

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

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

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

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	112	21	151	12	12	14	5	220	2230	36	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1664	1524		1472			1661	3471	1561		1553
Flt Permitted		0.73	1.00		0.87			0.05	1.00	1.00		0.06
Satd. Flow (perm)		1268	1524		1308			91	3471	1561		91
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	22	159	13	13	15	5	232	2347	38	1	20
RTOR Reduction (vph)	0	0	139	0	13	0	0	0	0	9	0	0
Lane Group Flow (vph)	0	140	20	0	28	0	0	237	2347	29	0	21
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		15.3	15.3		15.3			90.7	90.7	90.7		72.0
Effective Green, g (s)		15.3	15.3		15.3			90.7	90.7	90.7		72.0
Actuated g/C Ratio		0.13	0.13		0.13			0.76	0.76	0.76		0.60
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		162	194		167			248	2623	1180		55
v/s Ratio Prot								0.11	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	B	A		C
Approach Delay (s)		65.1			47.1				22.5			
Approach LOS		E			D				C			

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕				↑↑			
Volume (veh/h)	125	25	166	22	14	19	5	234	2393	56	1	31
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	132	26	175	23	15	20	0	246	2519	59	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3934	5225	1045	4309	5265	1259	0	2188			0	2578
vC1, stage 1 conf vol	2155	2155		3012	3012							
vC2, stage 2 conf vol	1779	3071		1298	2254							
vCu, unblocked vol	3934	5225	1045	4309	5265	1259	0	2188			0	2578
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	0	0	20	0	0	87	0	0			0	77
cM capacity (veh/h)	0	0	219	0	0	152	0	242			0	140

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	333	58	246	1259	1259	59	33	1045	1045	99
Volume Left	132	23	246	0	0	0	33	0	0	0
Volume Right	175	20	0	0	0	59	0	0	0	99
cSH	0	0	242	1700	1700	1700	140	1700	1700	1700
Volume to Capacity	Err	Err	1.02	0.74	0.74	0.03	0.23	0.61	0.61	0.06
Queue Length 95th (ft)	Err	Err	247	0	0	0	21	0	0	0
Control Delay (s)	Err	Err	106.6	0.0	0.0	0.0	38.4	0.0	0.0	0.0
Lane LOS	F	F	F				E			
Approach Delay (s)	Err	Err	9.3				0.6			
Approach LOS	F	F								

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	125	25	166	22	14	19	5	234	2393	56	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
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	C	A		E
Approach Delay (s)		84.4			52.1				28.8			
Approach LOS		F			D				C			

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Volume (vph)	825	68
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	897	74
RTOR Reduction (vph)	0	47
Lane Group Flow (vph)	897	27
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	43.9	43.9
Effective Green, g (s)	43.9	43.9
Actuated g/C Ratio	0.37	0.37
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1246	535
v/s Ratio Prot	c0.26	
v/s Ratio Perm		0.02
v/c Ratio	0.72	0.05
Uniform Delay, d1	32.8	24.6
Progression Factor	1.00	1.00
Incremental Delay, d2	3.6	0.2
Delay (s)	36.4	24.8
Level of Service	D	C
Approach Delay (s)	36.4	
Approach LOS	D	

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	229	187	342	614	265	108	9	178	1045	280	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
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	A	E	D	C		E	D	C		C
Approach Delay (s)		36.1			56.7				39.7			
Approach LOS		D			E				D			

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

c Critical Lane Group

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

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	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		3193	3374	1568		1516
Flt Permitted	0.55	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.10
Satd. Flow (perm)	919	1583	1615	3105	1792	1615		3193	3374	1568		167
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	0	0	0	90	0	0	0	198	0	0
Lane Group Flow (vph)	256	207	396	693	293	28	0	218	1180	116	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	35.2	17.5	120.0	28.5	28.3	28.3		10.8	44.2	44.2		43.0
Effective Green, g (s)	35.2	17.5	120.0	28.5	28.3	28.3		10.8	44.2	44.2		43.0
Actuated g/C Ratio	0.29	0.15	1.00	0.24	0.24	0.24		0.09	0.37	0.37		0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	370	231	1615	737	423	381		287	1243	578		114
v/s Ratio Prot	0.10	c0.13		c0.22	0.16			c0.07	c0.35			0.02
v/s Ratio Perm	0.10		0.25			0.02				0.07		0.15
v/c Ratio	0.69	0.90	0.25	0.94	0.69	0.07		0.76	0.95	0.20		0.46
Uniform Delay, d1	35.7	50.4	0.0	44.9	41.9	35.7		53.3	36.8	25.8		28.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	5.5	32.6	0.4	20.0	4.9	0.1		11.0	16.0	0.8		2.9
Delay (s)	41.2	83.0	0.4	64.9	46.7	35.7		64.3	52.8	26.6		31.6
Level of Service	D	F	A	E	D	D		E	D	C		C
Approach Delay (s)		32.4			56.9				49.4			
Approach LOS		C			E				D			

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.91	1.00		1.00
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		0.08	0.35	0.35		0.05
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	358	240	1615	756	472	425		269	1697	549		71
v/s Ratio Prot	0.09	c0.13		c0.22	0.16			c0.07	c0.24			0.03
v/s Ratio Perm	0.11		0.25			0.02				0.07		
v/c Ratio	0.72	0.86	0.25	0.92	0.62	0.07		0.81	0.70	0.20		0.73
Uniform Delay, d1	36.7	49.7	0.0	44.2	38.9	33.2		54.0	33.5	27.3		56.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	6.6	25.8	0.4	15.8	2.5	0.1		16.7	2.4	0.8		31.9
Delay (s)	43.4	75.5	0.4	60.0	41.5	33.3		70.7	35.9	28.1		88.4
Level of Service	D	E	A	E	D	C		E	D	C		F
Approach Delay (s)		31.3			52.2				38.9			
Approach LOS		C			D				D			

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Volume (vph)	1178	126
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4893	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4893	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1240	133
RTOR Reduction (vph)	0	91
Lane Group Flow (vph)	1240	42
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.5	37.5
Effective Green, g (s)	37.5	37.5
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1529	457
v/s Ratio Prot	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	

Intersection Summary

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

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	89	161	155	191	141	41	6	292	927	284	20	60
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		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	D		D	C	C		E
Approach Delay (s)		71.9			82.2				31.3			
Approach LOS		E			F				C			

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Volume (vph)	680	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	739	90
RTOR Reduction (vph)	0	62
Lane Group Flow (vph)	739	28
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.4	37.4
Effective Green, g (s)	37.4	37.4
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1072	465
v/s Ratio Prot	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	

Intersection Summary

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

Intersection Summary			
HCM Average Control Delay	140.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	119.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Volume (vph)	1232	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	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	C
Approach Delay (s)	230.8	
Approach LOS	F	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	156	253	256	419	211	58	6	461	1291	680	20	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3261	3505	1583		1640
Flt Permitted	0.57	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.11
Satd. Flow (perm)	1057	1749	1615	3286	1845	1615		3261	3505	1583		182
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	164	266	269	441	222	61	6	485	1359	716	21	108
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	0	258	0	0
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	A	E	D	D		E	D	C		E
Approach Delay (s)		37.9			64.8				45.0			
Approach LOS		D			E				D			

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
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			0.06			0.01				0.27		
v/c Ratio	0.71	1.35	0.45	1.59	0.73	0.04		1.41	1.05	0.69		0.88
Uniform Delay, d1	49.8	52.0	47.9	49.5	46.8	41.1		46.5	36.5	30.4		53.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	9.8	183.7	1.5	283.0	7.9	0.1		198.5	39.6	6.2		40.6
Delay (s)	59.6	235.7	49.4	332.5	54.7	41.2		245.0	76.1	36.7		94.4
Level of Service	E	F	D	F	D	D		F	E	D		F
Approach Delay (s)		125.0			223.9				97.9			
Approach LOS		F			F				F			

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	140
Lane Group Flow (vph)	1384	109
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	31.0	31.0
Effective Green, g (s)	31.0	31.0
Actuated g/C Ratio	0.26	0.26
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	888	385
v/s Ratio Prot	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

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

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

c Critical Lane Group

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

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.91	1.00		1.00
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	A	F	D	D		F	C	D		F
Approach Delay (s)		42.9			65.5				46.2			
Approach LOS		D			E				D			

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

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	172
Lane Group Flow (vph)	1384	77
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.0	37.0
Effective Green, g (s)	37.0	37.0
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1523	460
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	
Approach LOS	D	

Intersection Summary

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	459	385	106	291	33	167	190	131	61	261	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.99		1.00	0.94		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1699		1562	1527		1574	1667	
Flt Permitted		0.98			0.59		0.24	1.00		0.37	1.00	
Satd. Flow (perm)		1596			1020		398	1527		611	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	483	405	112	306	35	176	200	138	64	275	25
RTOR Reduction (vph)	0	24	0	0	2	0	0	20	0	0	2	0
Lane Group Flow (vph)	0	893	0	0	451	0	176	318	0	64	298	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		70.1			70.1		39.9	32.7		29.7	26.5	
Effective Green, g (s)		70.1			70.1		39.9	32.7		29.7	26.5	
Actuated g/C Ratio		0.58			0.58		0.33	0.27		0.25	0.22	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		932			596		224	416		177	368	
v/s Ratio Prot							c0.06	0.21		0.01	0.18	
v/s Ratio Perm		c0.56			0.44		c0.20			0.08		
v/c Ratio		0.96			0.76		0.79	0.76		0.36	0.81	
Uniform Delay, d1		23.6			18.6		32.8	40.1		37.0	44.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.8			5.4		16.4	12.5		1.3	17.2	
Delay (s)		43.4			24.0		49.3	52.6		38.3	61.6	
Level of Service		D			C		D	D		D	E	
Approach Delay (s)		43.4			24.0			51.5			57.5	
Approach LOS		D			C			D			E	

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

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

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

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

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

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

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

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

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

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

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	111	172	25	117	60	31	253	151	83	577	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.94		1.00	0.97	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1470	1568		1476	1615	1736	1505		1736	1654	
Flt Permitted		0.78	1.00		0.93	1.00	0.21	1.00		0.45	1.00	
Satd. Flow (perm)		1178	1568		1382	1615	378	1505		828	1654	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	117	181	26	123	63	33	266	159	87	607	160
RTOR Reduction (vph)	0	0	127	0	0	44	0	26	0	0	11	0
Lane Group Flow (vph)	0	230	54	0	149	19	33	399	0	87	756	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		18.3	18.3		18.3	18.3	34.7	34.7		34.7	34.7	
Effective Green, g (s)		18.3	18.3		18.3	18.3	34.7	34.7		34.7	34.7	
Actuated g/C Ratio		0.30	0.30		0.30	0.30	0.57	0.57		0.57	0.57	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		353	470		415	485	215	856		471	941	
v/s Ratio Prot								0.27			c0.46	
v/s Ratio Perm		c0.20	0.03		0.11	0.01	0.09			0.11		
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		C	B		B	B	A	A		A	B	
Approach Delay (s)		19.7			16.7			8.0			14.6	
Approach LOS		B			B			A			B	

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

c Critical Lane Group

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

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

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

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

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

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

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

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

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

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	63	105	77	111	171	97	536	53	31	420	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
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	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1558			1568		1805	1675		1805	1688	
Flt Permitted		0.89			0.90		0.24	1.00		0.36	1.00	
Satd. Flow (perm)		1403			1424		449	1675		691	1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	66	111	81	117	180	102	564	56	33	442	85
RTOR Reduction (vph)	0	43	0	0	38	0	0	4	0	0	8	0
Lane Group Flow (vph)	0	178	0	0	340	0	102	616	0	33	519	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.4			20.4		32.6	32.6		25.6	25.6	
Effective Green, g (s)		20.4			20.4		32.6	32.6		25.6	25.6	
Actuated g/C Ratio		0.33			0.33		0.53	0.53		0.42	0.42	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		469			476		307	895		290	708	
v/s Ratio Prot							0.02	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		B			C		A	B		B	B	
Approach Delay (s)		16.0			22.8			12.2			18.3	
Approach LOS		B			C			B			B	

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

c Critical Lane Group

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

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

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	94	77	137	79	126	176	133	594	56	37	457	99
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	99	81	144	83	133	185	140	625	59	39	481	104
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1797	1575	533	1731	1598	655	585			684		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1797	1575	533	1731	1598	655	585			684		
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	WB 1	NB 1	SB 1
Volume Total	324	401	824	624
Volume Left	99	83	140	39
Volume Right	144	185	59	104
cSH	0	42	999	919
Volume to Capacity	Err	9.48	0.14	0.04
Queue Length 95th (ft)	Err	Err	12	3
Control Delay (s)	Err	Err	3.3	1.1
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	3.3	1.1
Approach LOS	F	F		

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

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

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

c Critical Lane Group

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

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

c Critical Lane Group

SIDRA INTERSECTION

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	

SIDRA SOLUTIONS

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SIDRA INTERSECTION

Movement Summary

US 13 North Corridor Study

2030 - AM Peak Hour

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
Bi-State Blvd										
3L	L	41	2.4	0.410	15.3	LOS B	89	0.68	0.80	28.2
8T	T	289	2.1	0.412	8.0	LOS A	89	0.68	0.69	31.3
8R	R	161	1.9	0.169	7.5	LOS A	30	0.45	0.57	31.9
Approach		**492**	**2.0**	**0.412**	**8.4**	**LOS A**	**89**	**0.61**	**0.66**	**31.2**
Foskey Lane										
1L	L	27	3.6	0.220	15.6	LOS B	41	0.64	0.80	28.1
6T	T	135	2.2	0.221	8.4	LOS A	41	0.64	0.69	31.5
6R	R	67	1.5	0.086	8.7	LOS A	15	0.56	0.64	31.4
Approach		**230**	**2.2**	**0.221**	**9.3**	**LOS A**	**41**	**0.62**	**0.69**	**31.0**
Bi-State Blvd										
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 Lane										
5L	L	131	2.3	0.553	23.6	LOS C	146	0.94	1.08	24.3
2T	T	133	2.3	0.552	16.3	LOS B	146	0.94	1.06	27.1
2R	R	199	2.0	0.359	11.8	LOS B	75	0.84	0.89	29.8
Approach		**463**	**2.2**	**0.553**	**16.4**	**LOS B**	**146**	**0.90**	**0.99**	**27.2**
All Vehicles		**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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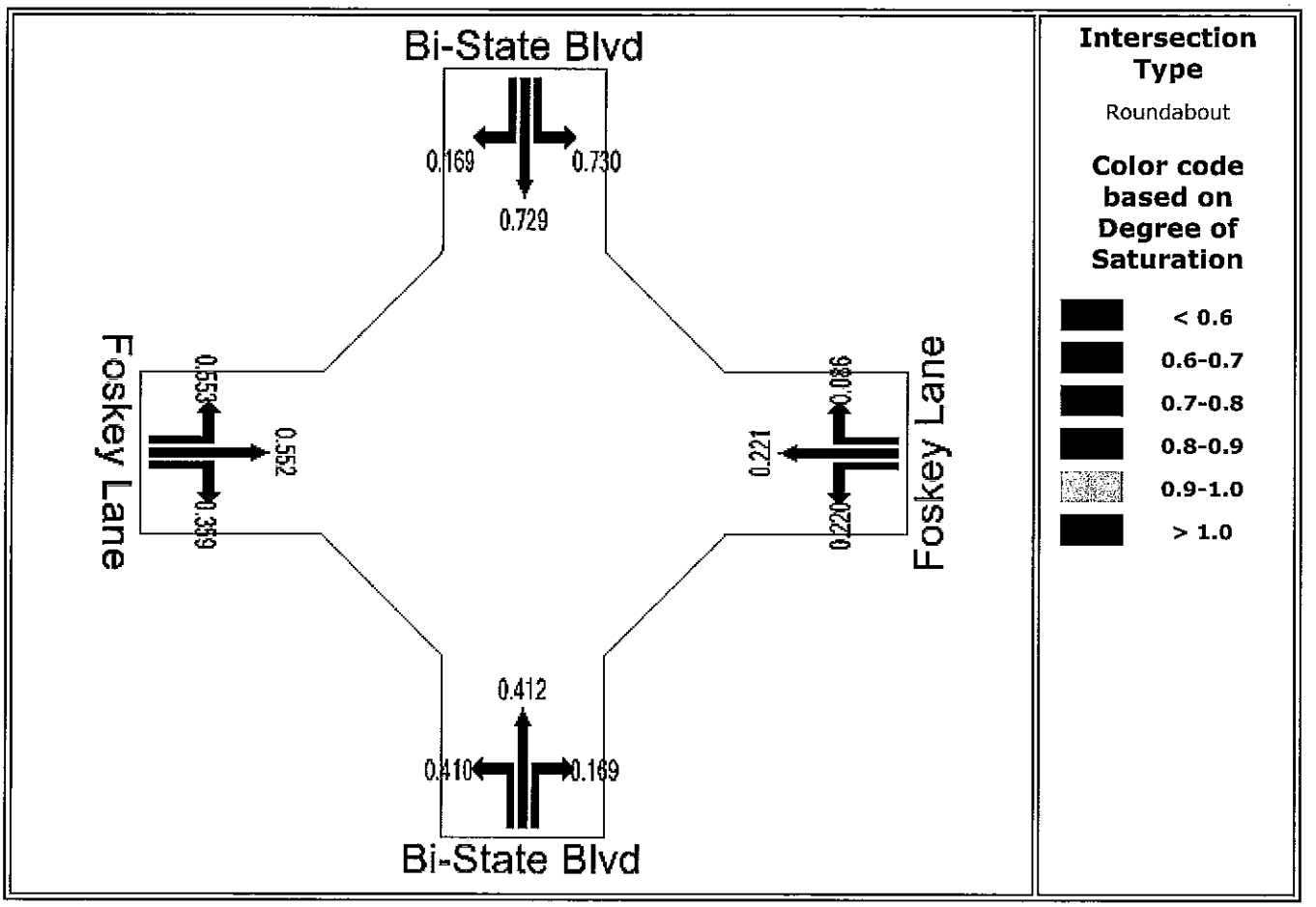
Degree of Saturation

Demand Volume / Capacity (v/c) ratio

US 13 North Corridor Study

2030 - AM Peak Hour



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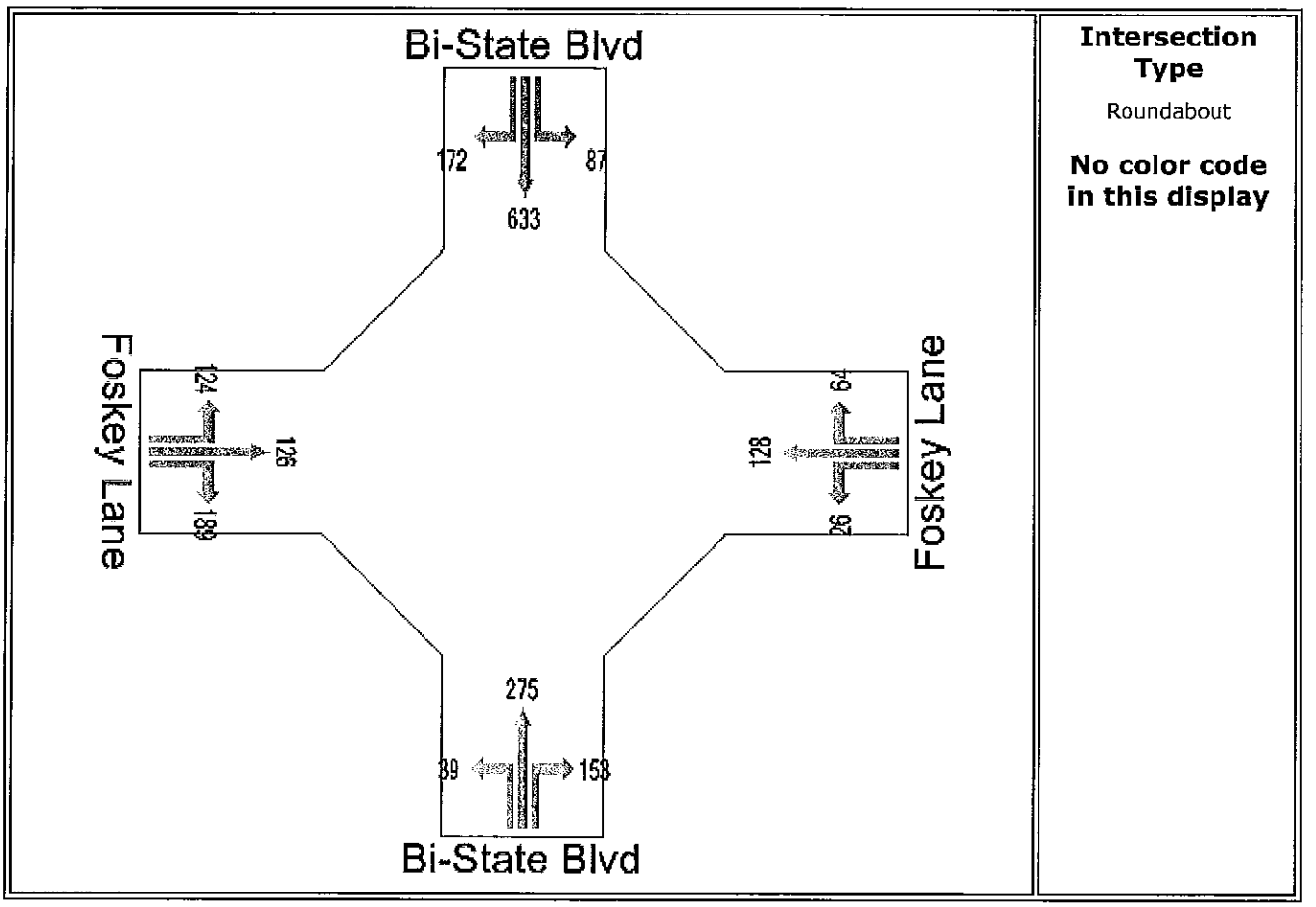
SIDRA INTERSECTION

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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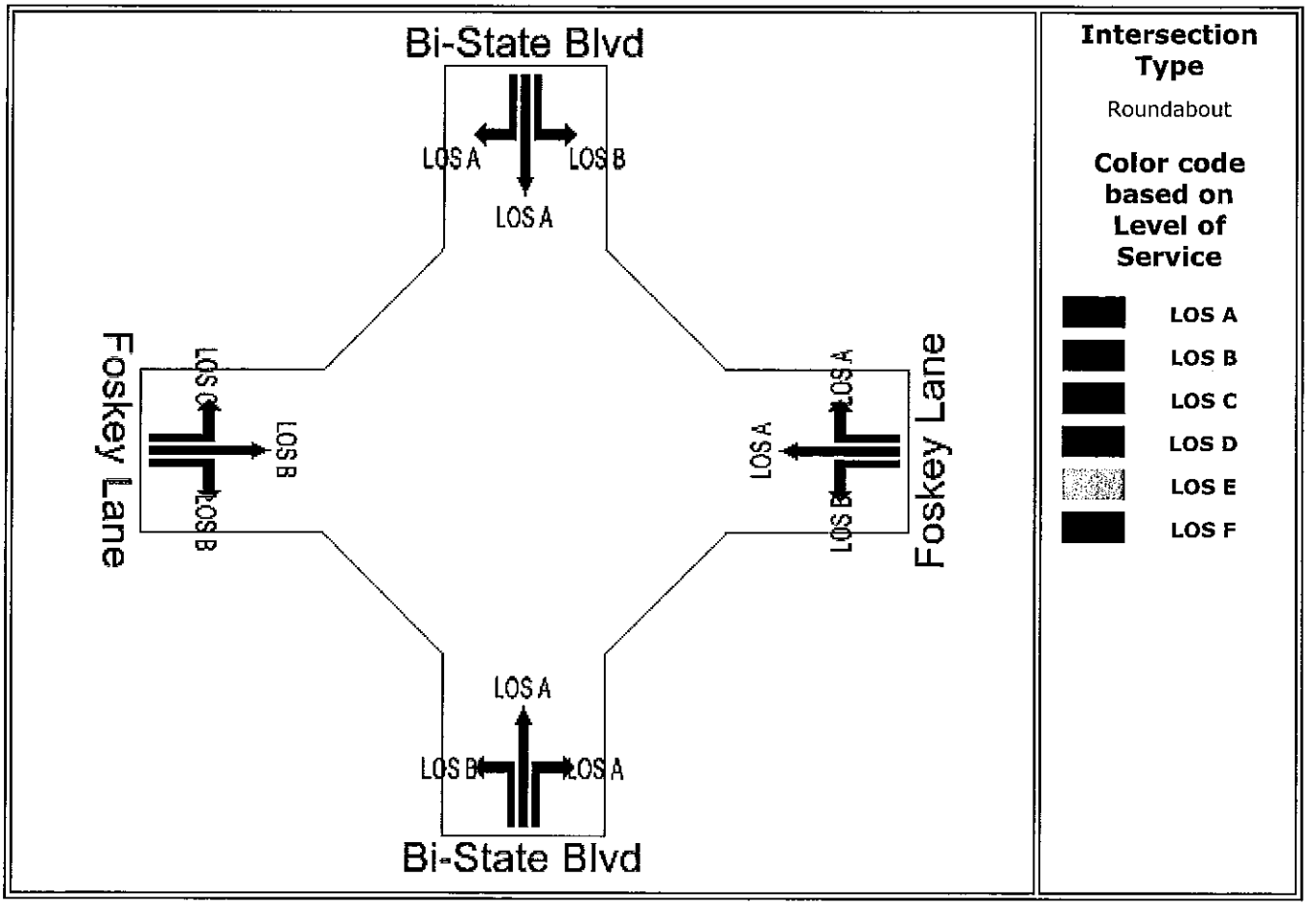
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

US 13 North Corridor Study

2030 - AM Peak Hour



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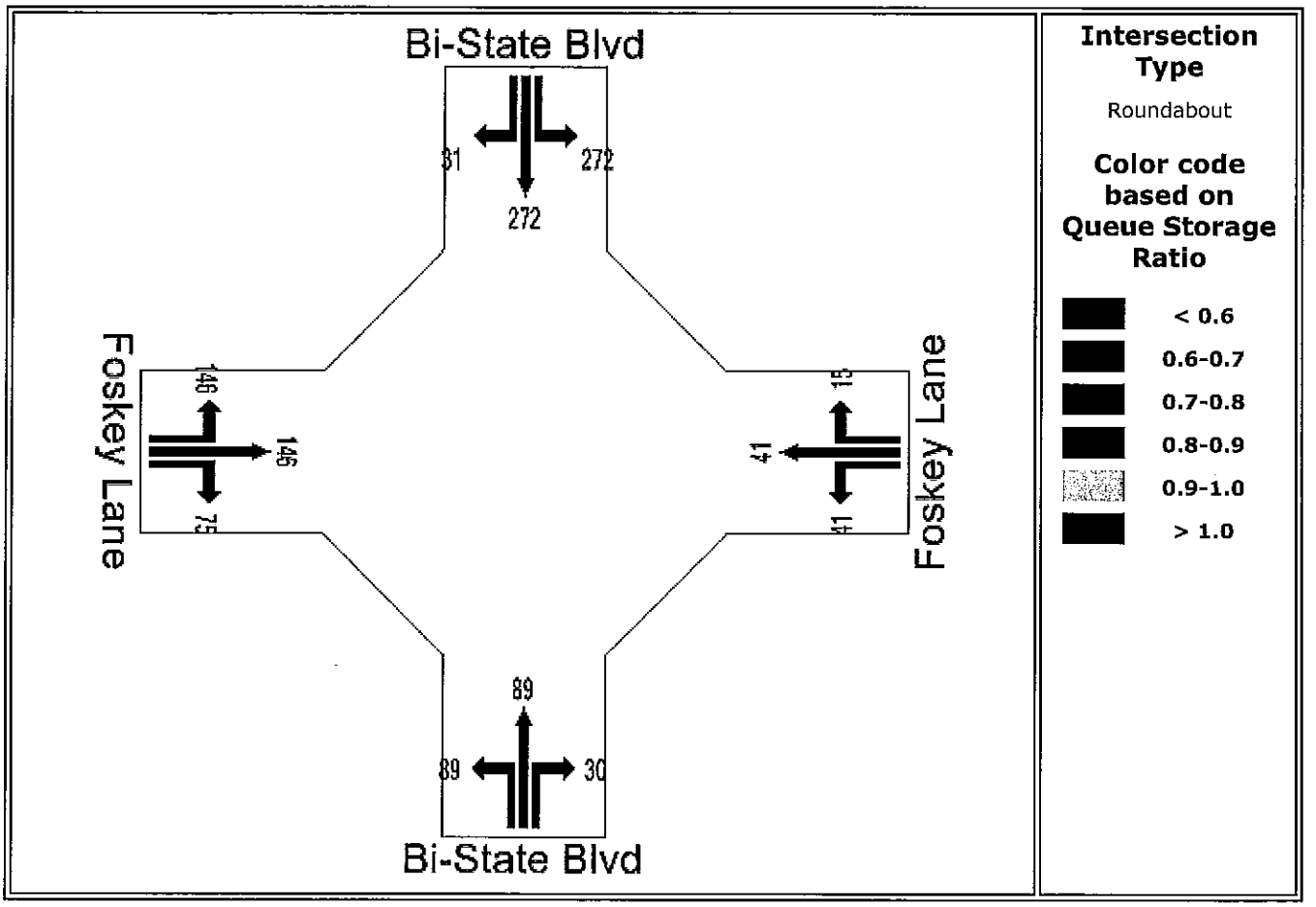
SIDRA INTERSECTION

Queue Distance

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

US 13 North Corridor Study

2030 - AM Peak Hour



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SIDRA INTERSECTION

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 s/pers
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 kg/h	
NOX (Total)	1.057 kg/h	

SIDRA SOLUTIONS

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SIDRA INTERSECTION

Movement Summary

US 13 North Corridor Study

2030 - PM Peak Hour

Roundabout

Vehicle Movements

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

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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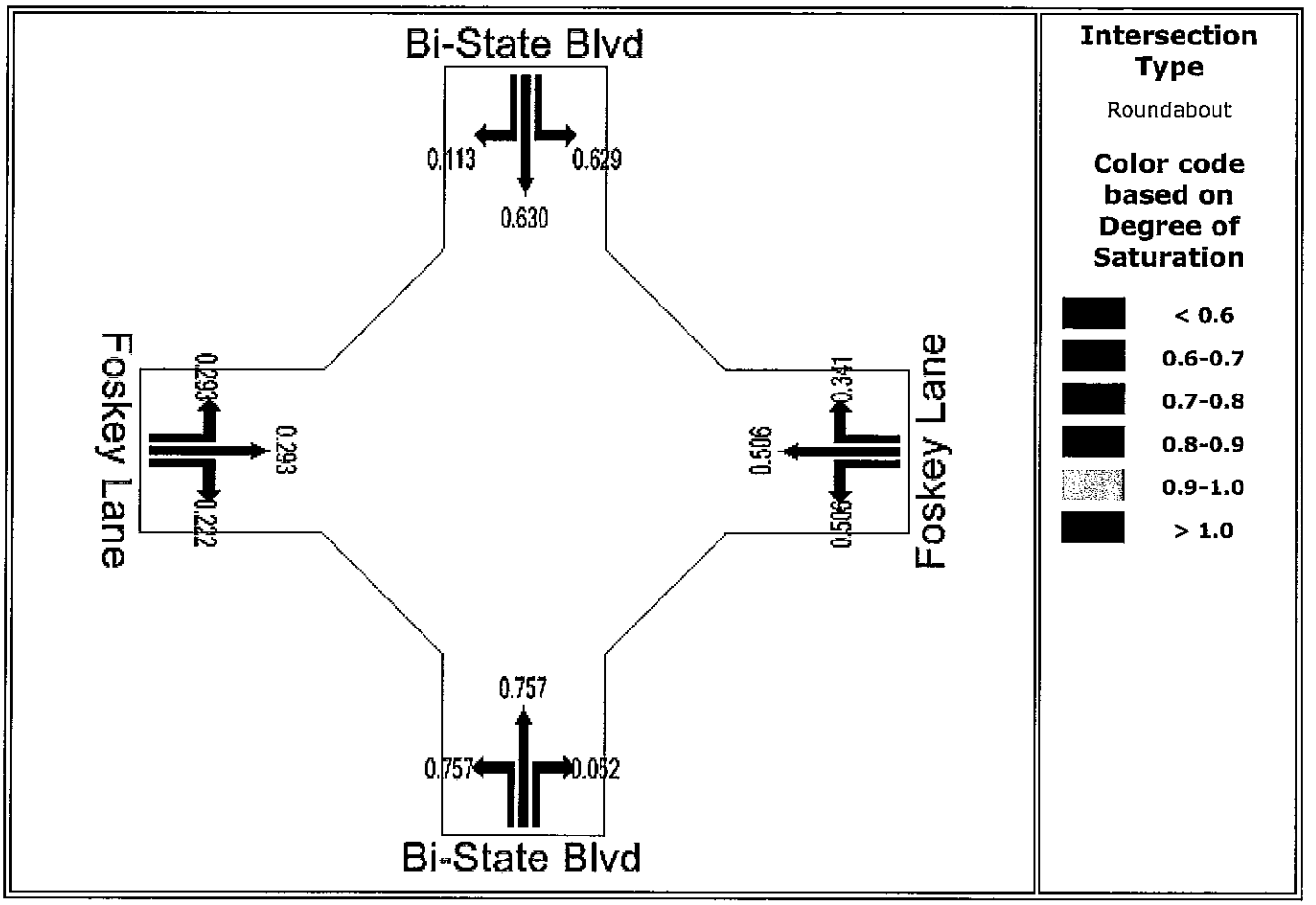
Degree of Saturation

Demand Volume / Capacity (v/c) ratio

US 13 North Corridor Study

2030 - PM Peak Hour



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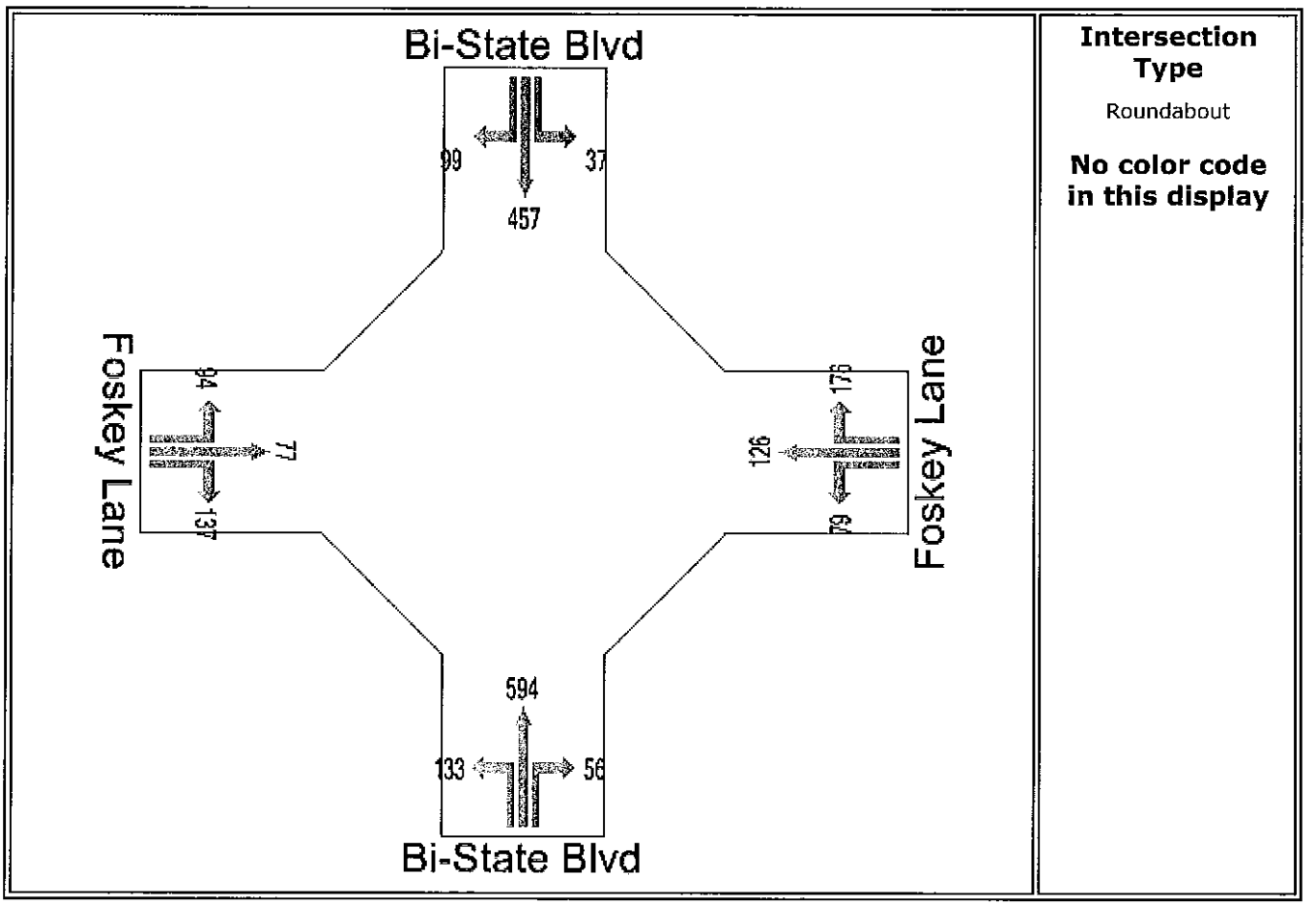
SIDRA INTERSECTION

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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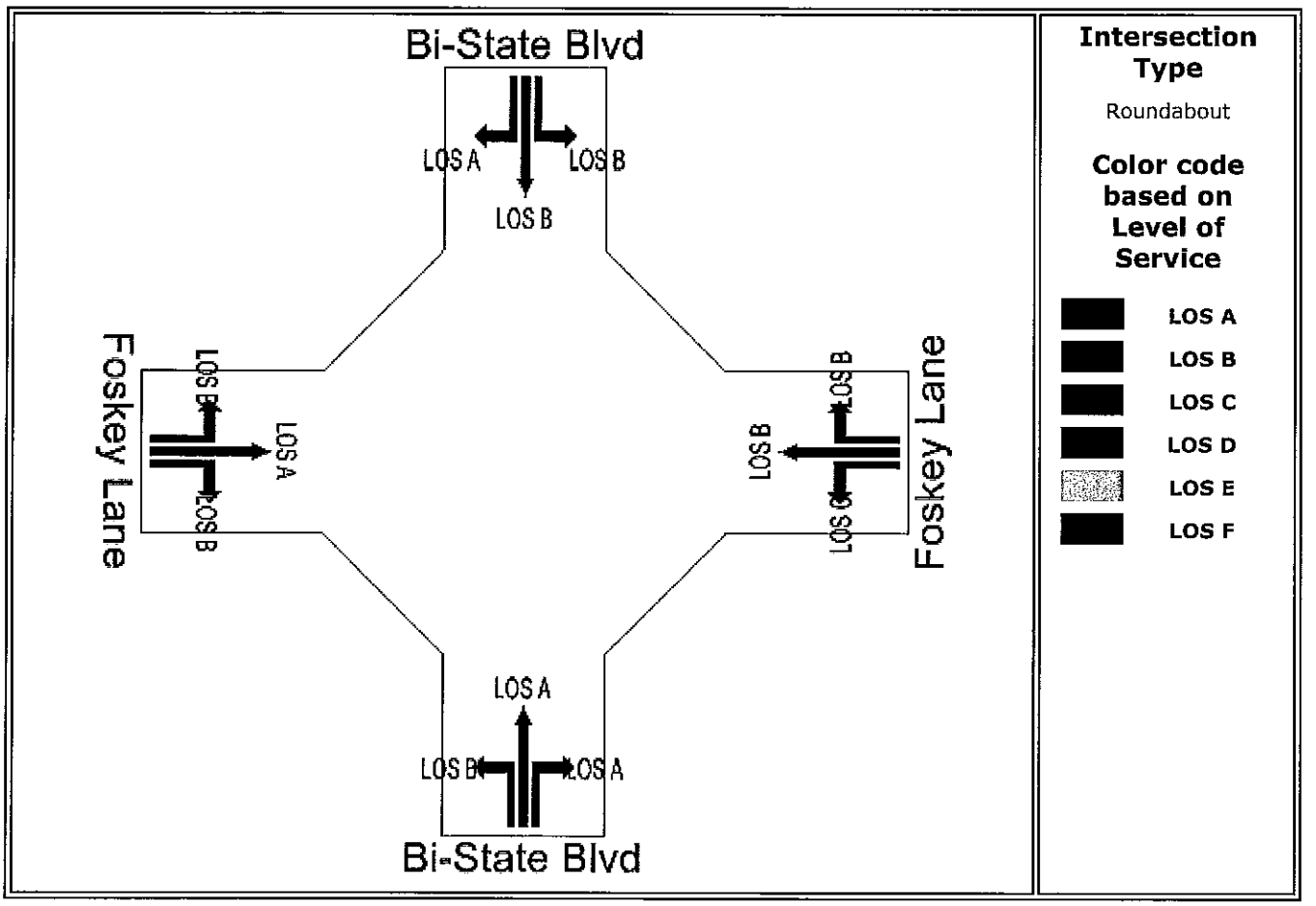
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

US 13 North Corridor Study

2030 - PM Peak Hour



SIDRA SOLUTIONS

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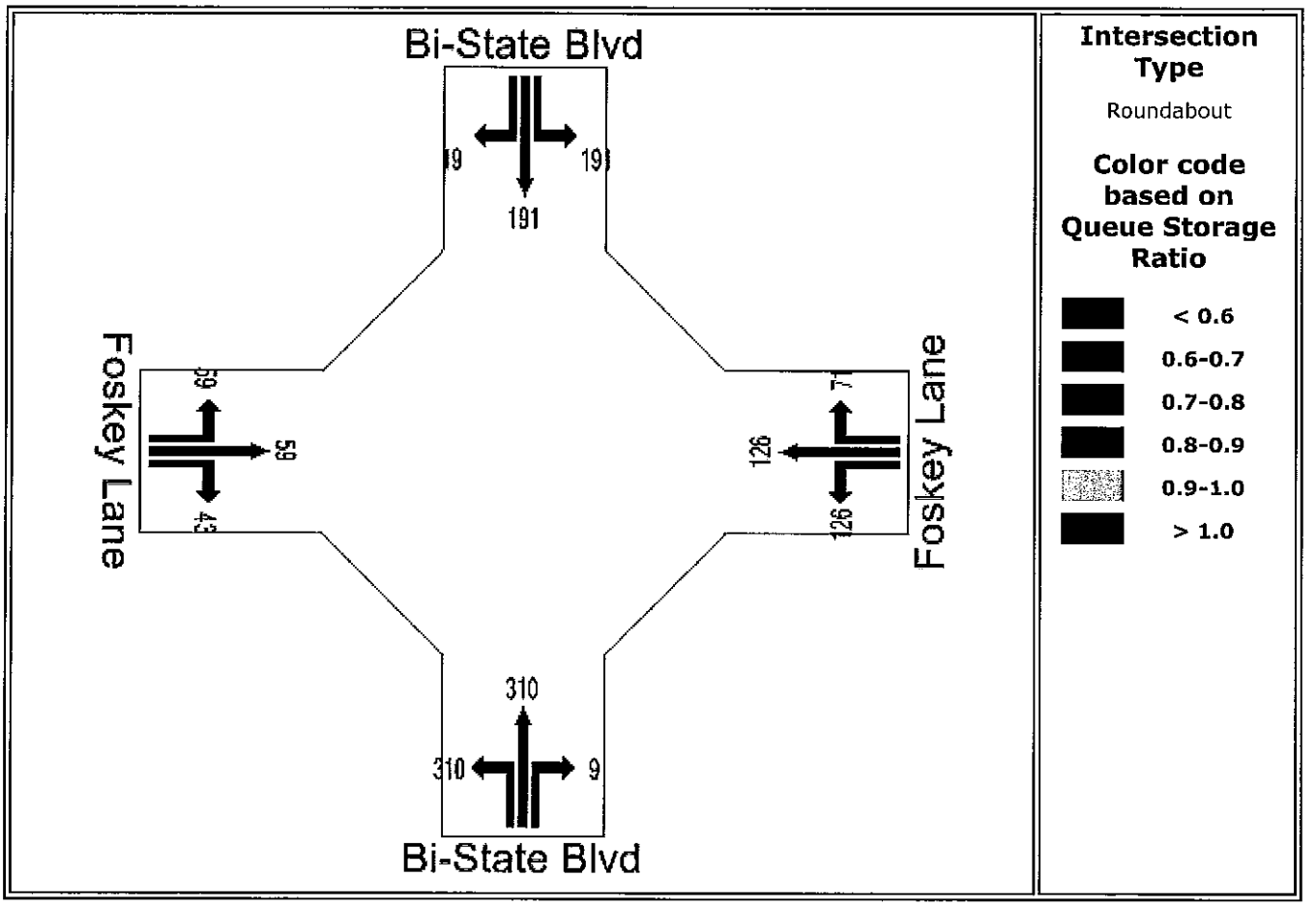
SIDRA INTERSECTION

Queue Distance

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

US 13 North Corridor Study

2030 - PM Peak Hour



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Site: New Site - 1
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	195	25	5	116	400	10	32	18	651	32	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.98			1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1392	1569			1499	2814		1678	1524		1756	1323
Flt Permitted	0.57	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	833	1569			1483	2814		1678	1524		1756	1323
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	205	26	5	122	421	11	34	19	685	34	45
RTOR Reduction (vph)	0	4	0	0	0	0	0	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	A		D	D		C	B
Approach Delay (s)		57.9			12.1			42.3			26.1	
Approach LOS		E			B			D			C	

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

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	229	25	5	163	440	10	32	18	711	32	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
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
Flt 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			B	A		D	D		C	B
Approach Delay (s)		59.5			5.5			49.8			23.3	
Approach LOS		E			A			D			C	

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

c Critical Lane Group

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

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

c Critical Lane Group

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

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

c Critical Lane Group

APPENDIX C

Trip Assignment for Table 1

And Table 2 Developments

TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
Delmar, MD	In	Out	Total	In	Out	Total
1. Pheasant Lake 50% SFUs, 50% TUs						
0 residential units (ITE-210, ITE-230)	0	0	0	0	0	0
2. Delmar Public Safety Facility						
0 sf General Office (ITE-710)	0	0	0	0	0	0
3. Foskey Lane Business Park ***13.7 acres, FAR 0.2***						
119,400 sq.ft. Bus. Park. (ITE-770)	143	27	170	41	137	178
4. Bank of Delmarva						
2,600 sq.ft. drive-in bank (ITE-912)	18	14	32	59	60	119
less 50% passby trips	-9	-7	-16	-30	-30	-60
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						
42 Single-Family Detached Units (ITE-210)	8	24	32	26	16	42
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 acres; FAR 0.26; 50% General Office, 50% Retail						
51,800 sf General Office (ITE-710)	98	13	111	13	64	77
51,800 sq.ft. sf retail (ITE-820)	63	41	104	196	213	409
less 50% passby trips	-32	-20	-52	-98	-107	-205
net new trips	129	34	163	111	170	281
9. Hynansky Commercial Property 0 acres; FAR 0.2; 50% General Office, 50% Retail						
00 sf General Office (ITE-710)	0	0	0	0	0	0
00 sf retail (ITE-820)	0	0	0	0	0	0
less 35% passby trips	0	0	0	0	0	0
net new trips	0	0	0	0	0	0
10. Hynansky Residential Property						
0 Townhouse Units (ITE-230)	0	0	0	0	0	0
Total Delmar. Trips	**325**	**147**	**472**	**274**	**407**	**681**

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

TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Salisbury, MD						
1. Jersey Rd.-Lockman Annexation 50% SFUs, 50% MFUs						
0 residential units (ITE-210, ITE-230)	0	0	0	0	0	0
0 sq.ft. retail (ITE-820)	0	0	0	0	0	0
less 50% passby trips	0	0	0	0	0	0
net new trips	0	0	0	0	0	0
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	-7	-23	-30
net new trips	29	20	49	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	0
less 70% passby trips	0	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						
0 Townhouse Units (ITE-230)	0	0	0	0	0	0
7. Brown Farm Annextion						
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	0	0	0	0	0
8. Villages of Parsons Lake, Sec. 2						
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
9. Remainder of Parsons Lake						
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
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 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
Total Wicomico Co. Trips	**0**	**0**	**0**	**0**	**0**	**0**

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

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TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
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; 100% General 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	-50
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						
0 Townhouse Units (ITE-230)	0	0	0	0	0	0
Total Salisbury Trips	**50**	**33**	**83**	**11**	**38**	**49**
Sussex County						
1. 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**

The Traffic Group

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

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TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
Delmar, MD	In	Out	Total	In	Out	Total
1. Pheasant Lake 50% SFUs, 50% TUs						
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 acres, FAR 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	-9	-7	-16	-30	-30	-60
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 acres; FAR 0.2; 50% General Office, 50% Retail						
39,850 sf General Office (ITE-710)	79	11	90	10	49	59
39,850 sq.ft. sf retail (ITE-820)	54	35	89	165	178	343
less 50% passby trips	-27	-18	-45	-83	-89	-172
net new trips	106	28	134	92	138	230
9. Hynansky Commercial Property 31.9 acres; FAR 0.2; 50% General Office, 50% Retail						
138,950 sf General Office (ITE-710)	189	26	215	35	172	207
138,950 sf retail (ITE-820)	85	54	139	249	269	518
less 35% passby trips	-30	-19	-49	-87	-94	-181
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

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Salisbury, MD						
1. Jersey Rd.-Lockman Annexation 50% SFUs, 50% MFUs						
105 residential units (ITE-210, ITE-230)	15	51	66	54	32	86
32,100 sq.ft. retail (ITE-820)	20	12	32	58	62	120
less 50% passby trips	-10	-6	-16	-29	-31	-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	-30	-19	-49	-7	-23	-30
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	-5	-3	-8	-15	-14	-29
net new retail trips	2	1	3	6	7	13
5. North Pointe Commons						
300 Townhouse Units (ITE-230)	21	103	124	99	49	148
6. Martin's Mill						
118 Townhouse Units (ITE-230)	9	43	52	35	17	52
7. Brown Farm Annextion						
50 Single-Family Detached Units (ITE-210)	9	29	38	32	19	51
526 Townhouse Units (ITE-230)	33	162	195	157	78	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						
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						
1. Chaplin's Cove						
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						
80 Single-Family Detached Units (ITE-210)	15	45	60	51	30	81
4. Layfield Subdivision						
16 Single-Family Detached Units (ITE-210)	3	9	12	10	6	16
Total Wicomico Co. Trips	**22**	**66**	**88**	**74**	**44**	**118**

The Traffic Group

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

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TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Delmar, DE						
1. Delmar Grove						
120 Single-Family Detached Units (ITE-210)	23	71	94	78	46	124
2. Stepenson	131.5 acres; FAR 0.2; 100% General Office (ITE-710)					
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						
172 Single-Family Detached Units (ITE-210)	32	98	130	108	63	171
8. McDonalds						
3,800 sq.ft. fast food	100	67	167	23	76	99
less 50% passby trips	-50	-34	-84	-12	-38	-50
net new trips	50	33	83	11	38	49
9. Mattress Discount Store						
3,000 retail (ITE-820)	2	1	3	5	6	11
10. Fox Run						
28 Townhouse Units (ITE-230)	2	10	12	8	4	12
Total Salisbury Trips	**1441**	**928**	**2369**	**1024**	**1621**	**2645**
Sussex County						
1. Blackwater Creek West Farm						
403 Multi-family Units (ITE-230)	27	130	157	127	62	189
2. Blackwater Creek South Farm						
400 Single-Family Detached Units (ITE-210)	72	218	290	231	135	366
3. Blackwater Creek North Farm						
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	-7	-5	-12	-22	-23	-45
net new trips	212	180	237	192	115	307
4. Susan Beach Estates						
103 Single-Family Detached Units (ITE-210)	19	58	77	66	38	104
5. Northview at Wild Pine CC						
154 Single-Family Detached Units (ITE-210)	29	89	118	98	57	155
6. Rantz Farm						
166 Single-Family Detached Units (ITE-210)	31	95	126	105	61	166
7. Sealadel Business Park						
15,000 sq.ft. distribution ctr (ITE-110)	12	2	14	2	13	15
8. Windmill Estates						
120 Single-Family Detached Units (ITE-210)	22	68	90	76	45	121
Total Sussex Co. Trips	**424**	**840**	**1109**	**897**	**526**	**1423**

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

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TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Delmar, MD						
1. Pheasant Lake 50% SFUs, 50% TUs						
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 acres, FAR 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	-9	-7	-16	-30	-30	-60
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 acres; FAR 0.2; 50% General Office, 50% Retail						
39,850 sf General Office (ITE-710)	79	11	90	10	49	59
39,850 sq.ft. sf retail (ITE-820)	54	35	89	165	178	343
less 50% passby trips	-27	-18	-45	-83	-89	-172
net new trips	106	28	134	92	138	230
103,255 sf; 50% General Office, 50% Retail						
51,628 sf General Office (ITE-710)	98	13	111	13	64	77
51,628 sq.ft. sf retail (ITE-820)	63	41	104	196	213	409
less 45% passby trips	-28	-19	-47	-88	-96	-184
net new trips	133	35	168	121	181	302
9. Hynansky Commercial Property 31.9 acres; FAR 0.2; 50% General Office, 50% Retail						
138,950 sf General Office (ITE-710)	189	26	215	35	172	207
138,950 sf retail (ITE-820)	85	54	139	249	269	518
less 35% passby trips	-30	-19	-49	-87	-94	-181
net new trips	244	61	305	197	347	544
10. Hynansky Residential Property						
174 Townhouse Units (ITE-230)	13	64	77	52	25	77
Total Delmar. Trips	**913**	**640**	**1553**	**872**	**1111**	**1983**

The Traffic Group

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

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TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Salisbury, MD						
1. Jersey Rd.-Lockman Annexation 50% SFUs, 50% MFUs						
140 residential units (ITE-210, ITE-230)	20	69	89	73	41	114
32,100 sq.ft. retail (ITE-820)	20	12	32	58	62	120
less 50% passby trips	-10	-6	-16	-29	-31	-60
net new trips	30	75	105	102	72	174
2. Three Creeks						
352 Single-Family Detached Units (ITE-210)	64	192	256	205	121	326
3. Dairy Queen						
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	-30	-19	-49	-7	-23	-30
net new trips	29	20	49	7	22	29
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	-5	-3	-8	-15	-14	-29
net new retail trips	2	1	3	6	7	13
5. North Pointe Commons						
300 Townhouse Units (ITE-230)	21	103	124	99	49	148
6. Martin's Mill						
157 Townhouse Units (ITE-230)	12	57	69	46	23	69
7. Brown Farm Annextion						
100 Single-Family Detached Units (ITE-210)	19	56	75	64	37	101
1052 Townhouse Units (ITE-230)	58	281	339	277	137	414
	77	337	414	341	174	515
8. Villages of Parsons Lake, Sec. 2						
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						
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
Total Wicomico Co. Trips	**27**	**81**	**108**	**90**	**54**	**144**

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

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TRIP GENERATION TOTALS

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Delmar, DE						
1. Delmar Grove						
120 Single-Family Detached Units (ITE-210)	23	71	94	78	46	124
2. Stepenson	131.5 acres; FAR 0.2; 100% General Office (ITE-710)					
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						
172 Single-Family Detached Units (ITE-210)	32	98	130	108	63	171
8. McDonalds						
3,800 sq.ft. fast food	100	67	167	23	76	99
less 50% passby trips	-50	-34	-84	-12	-38	-50
net new trips	50	33	83	11	38	49
9. Mattress Discount Store						
3,000 retail (ITE-820)	2	1	3	5	6	11
10. Fox Run						
28 Townhouse Units (ITE-230)	2	10	12	8	4	12
Total Salisbury Trips	**1441**	**928**	**2369**	**1024**	**1621**	**2645**
Sussex County						
1. Blackwater Creek West Farm						
403 Multi-family Units (ITE-230)	27	130	157	127	62	189
2. Blackwater Creek South Farm						
400 Single-Family Detached Units (ITE-210)	72	218	290	231	135	366
3. Blackwater Creek North Farm						
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	-7	-5	-12	-22	-23	-45
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						
308 Single-Family Detached Units (ITE-210)	56	169	225	182	107	289
6. Rantz Farm						
166 Single-Family Detached Units (ITE-210)	31	95	126	105	61	166
7. Sealadel Business Park						
15,000 sq.ft. distribution ctr (ITE-110)	12	2	14	2	13	15
8. Windmill Estates						
241 Single-Family Detached Units (ITE-210)	44	134	178	146	86	232
Total Sussex Co. Trips	**492**	**1044**	**1381**	**1112**	**653**	**1765**

The Traffic Group

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

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TRIP GENERATION TOTALS

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

TRIP GENERATION TOTALS

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

The Traffic Group

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

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TRIP GENERATION TOTALS

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

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TRIP GENERATION TOTALS

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

The Traffic Group

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

dj, 060627\excel\trips.xls-table 2 2030, f04/02/09

TRIP GENERATION TOTALS

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

The Traffic Group.

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

dj. 060627\excel\trips.xls-table 2 2030 (2), f04/02/09

Table 1 - Proposed Developments (Plans Have Been Submitted)

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

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

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

TABLE 1

Development: TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS

in	2633	(4367)
out	3914	(3626)

2030

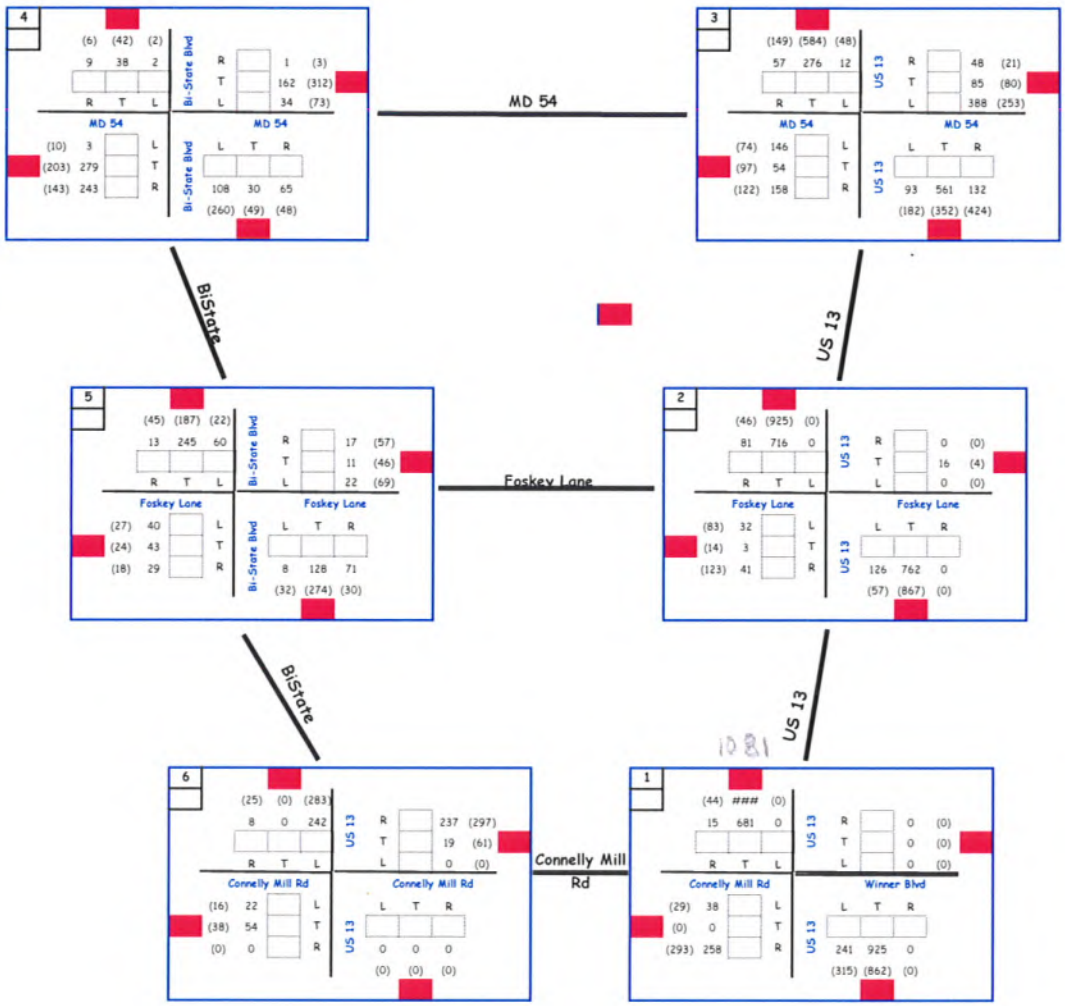


TABLE 1

Development: TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS

in	2432	(3657)
out	3209	(3234)

2020

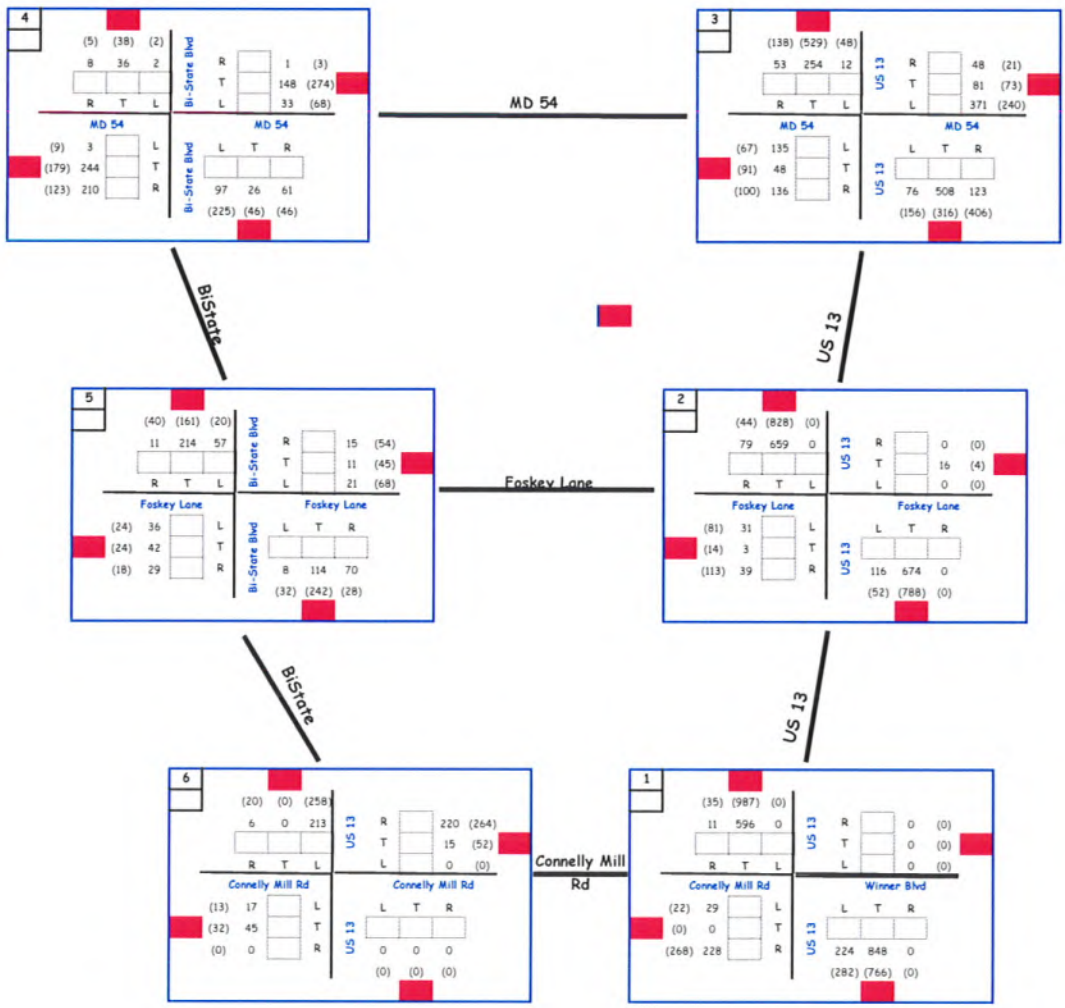
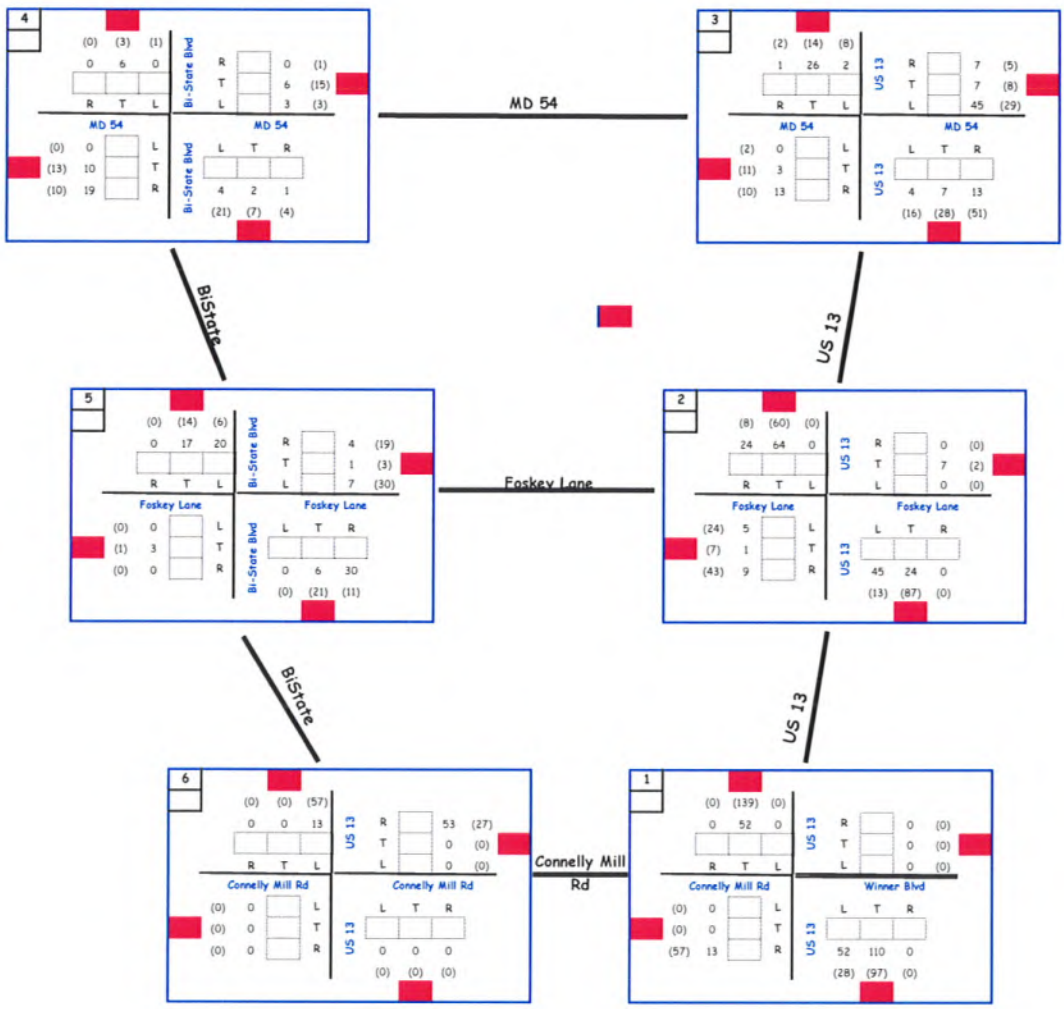


TABLE 1

Development: TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS

in	354	(281)
out	167	(429)

2010



Development: **Jersey Rd; Three Creeks**

1 2

in	94	(307)
out	267	(193)

2030

20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

15% to North — Split between Bi-State and US 13

5% to East — Via Route 54

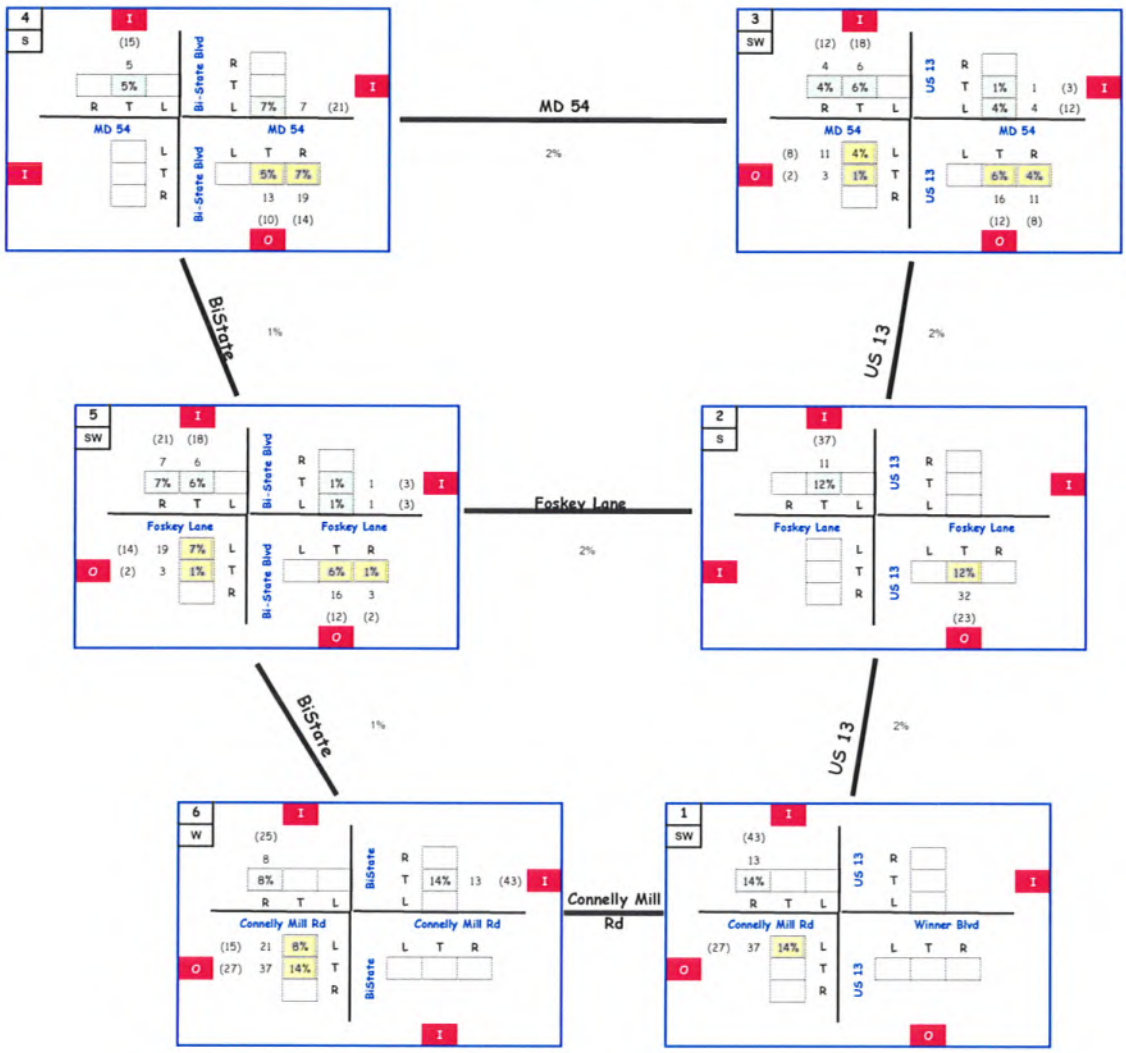
5% to West/NorthWest — Via Route 54 or US 50 - outside study area

55% to southeast, south, southwest — Via Naylor Mill to US 50 - outside study area

1 Verify location of development

2 Add percentages

3 Verify the ins and outs



SITE 1r

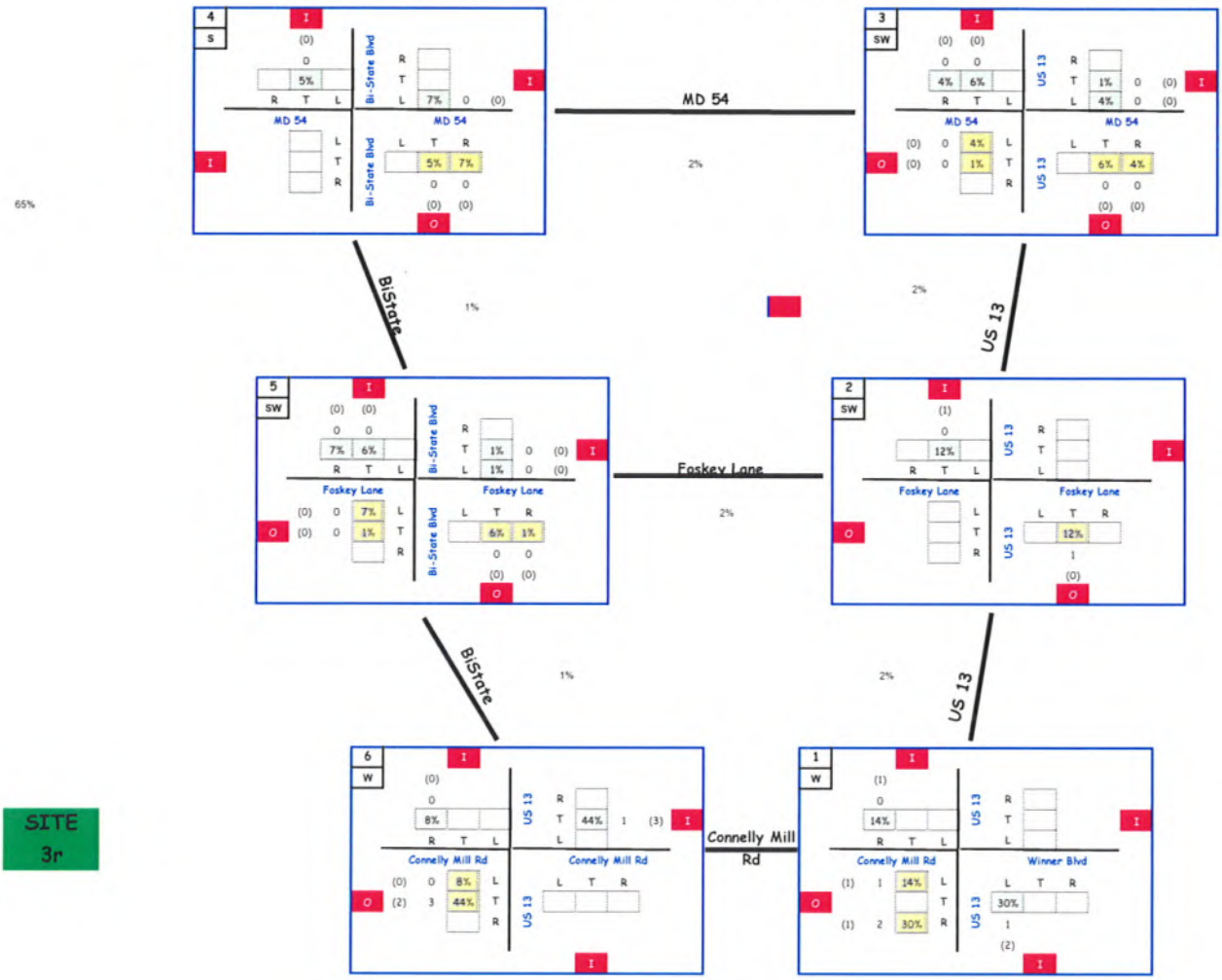
Development: **Chaplin's Cove**

1

in	2	(6)
out	6	(4)

2030

	20% stays in 4 mi study area	1 Verify location of development
	Of this 10% drops amongst study intersections	2 Add percentages
n	Of this 10% never goes through study intersections	3 Verify the ins and outs
y	15% to North	Split between Bi-State and US 13
y	5% to East	Via Route 54
n	5% to West/NorthWest	Via Route 54 or US 50 - outside study area
y	55% to southeast, south, southwest	30% through # 1 and # 6 - others via Naylor Mill to bypass



Development: **Pheasant Lake**

1

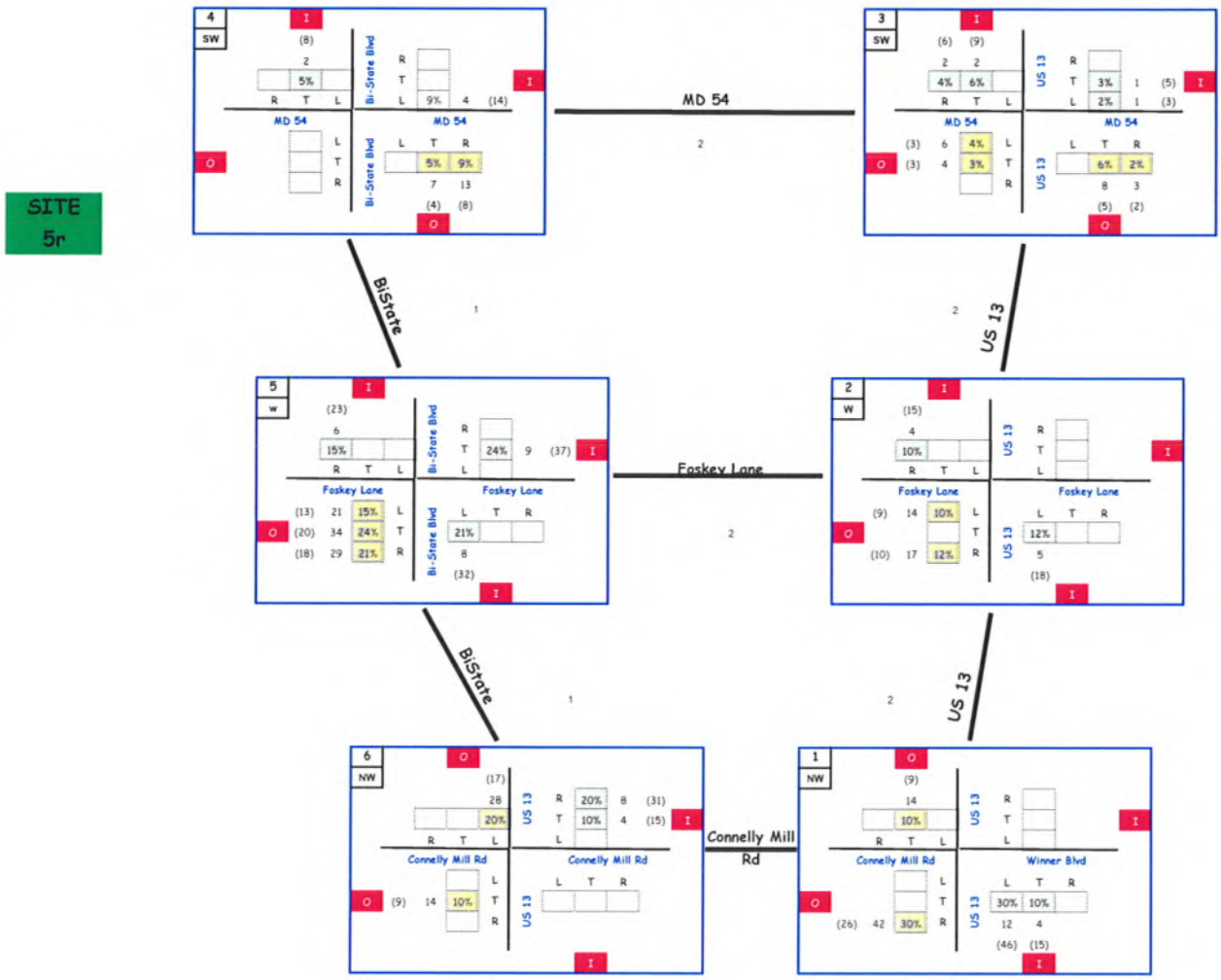
in	39	(153)
out	140	(85)

2030

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections
15% to North — Split between Bi-State and US 13
5% to East — Via Route 54
5% to West/NorthWest — Via Route 54 outside study area
55% to southeast, south, southwest — 40% through study intersections others via Naylor Mill to bypass

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

SITE 5r



Development: **Blackwater Creek; Susan Beach; Northview**

1 2 3
4 5
2030

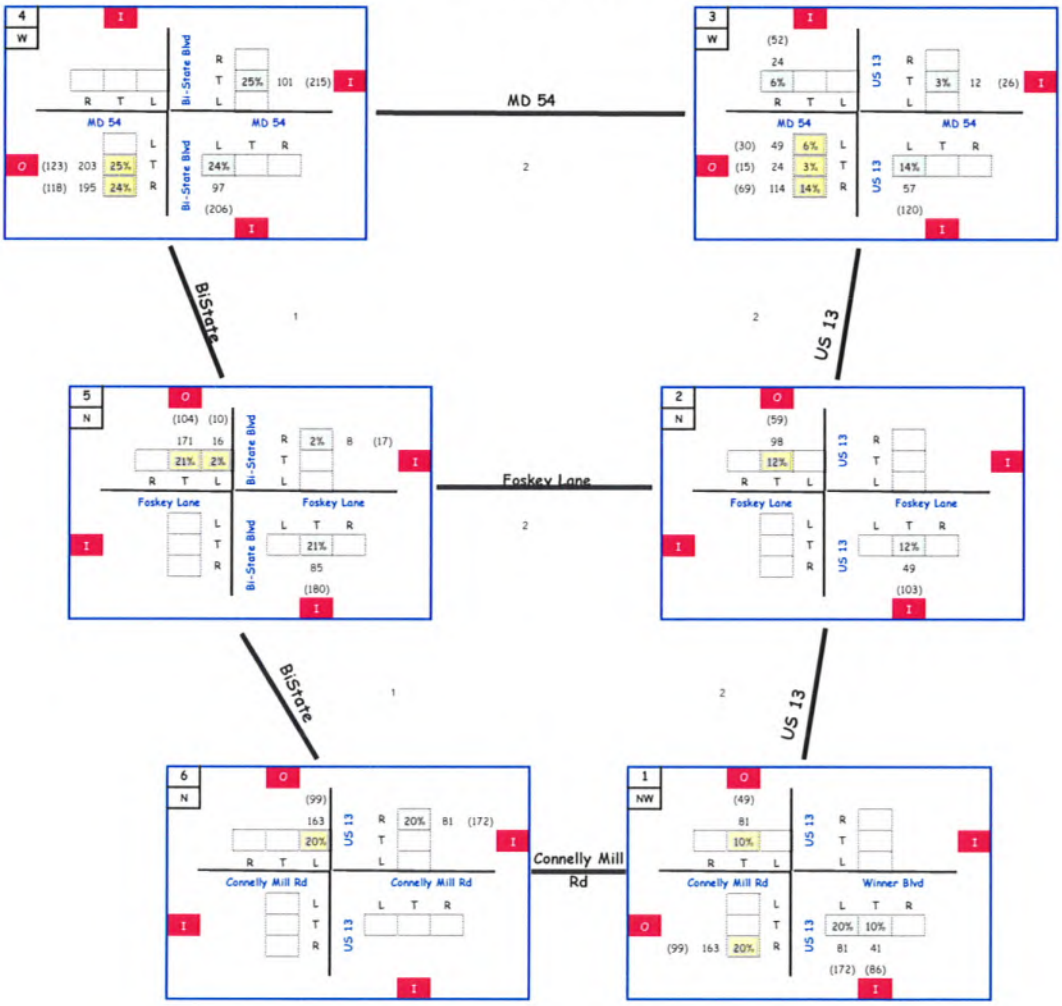
in	405	(859)
out	813	(493)

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

15% to North	8% through study intersections
5% to East	3% through study intersections
5% to West/NorthWest	Via 54 - not through study intersections
55% to southeast, south, southwest	30% through study intersections

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

R



Development: **Rantz Farm**

6

in	31	(105)
out	95	(61)

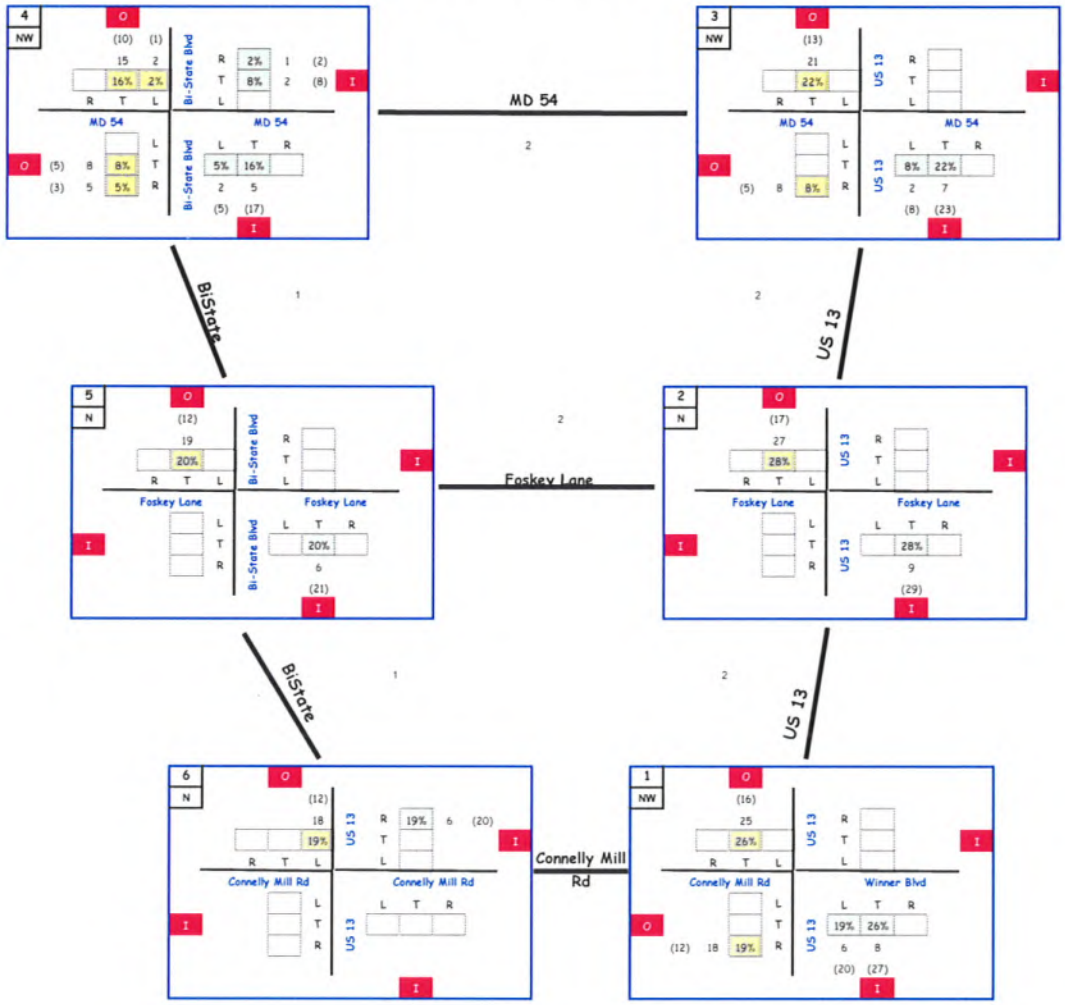
2030

SITE 7r

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

15% to North	Not through study intersections
5% to East	Not through study intersections
5% to West/NorthWest	Not through study intersections
55% to southeast, south, southwest	10 PC Rd 10 HC Rd 15 BiState 20 US 13

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



Development: **Delmar Grove; Chesapeake Bay Reserves**

1 3

in	109	(349)
out	329	(205)

2030

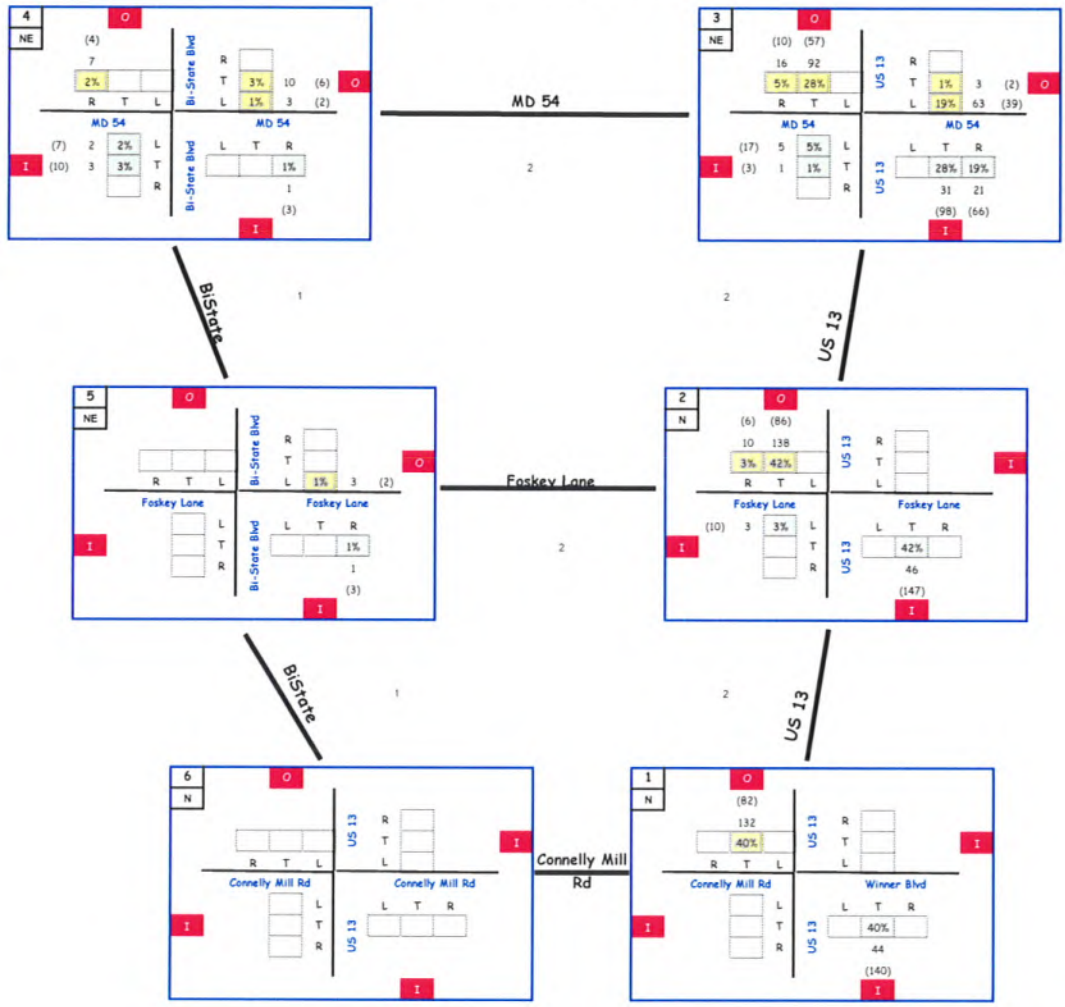
20% stays in 4 mi study area	
Of this 10% drops amongst study intersections	
Of this 10% never goes through study intersections	
15% to North	Not through study intersections
5% to East	Not through study intersections
5% to West/NorthWest	2% bi state 3% 13
55% to southeast, south, southwest	25% US 13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

1 Verify location of development

2 Add percentages

3 Verify the ins and outs

SITE 9r



Development: **Windmill Estates**

8

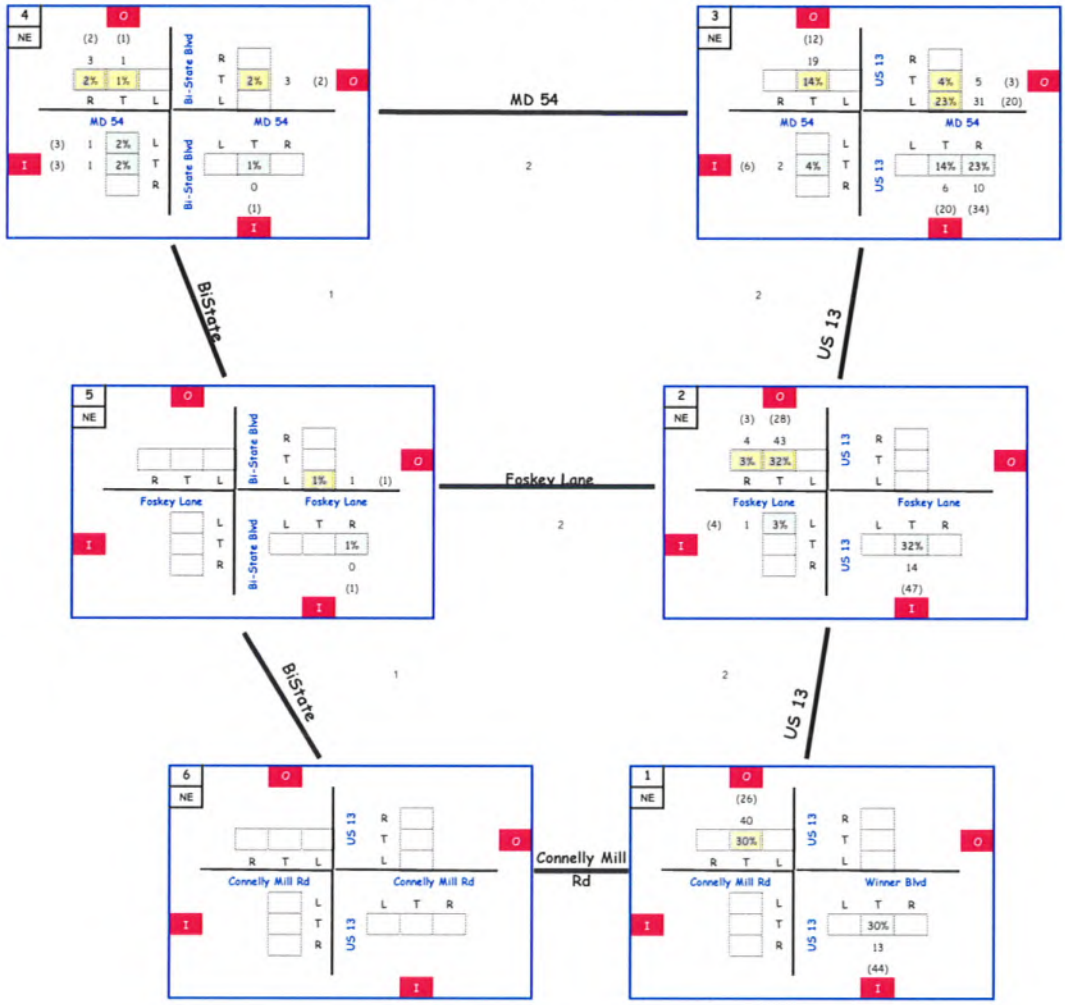
in	44	(146)
out	134	(86)

2030

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

15% to North	Not through study intersections
5% to East	Not through study intersections
5% to West/NorthWest	2% Pepper 54 2% BiState 1% other
55% to southeast, south, southwest	20% 54 13 10% 13 25% rum ridge

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



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

4 5 6 7

in	116	(419)
out	397	(238)

2030

20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

15% to North — Not through study intersections

5% to East — Not through study intersections

5% to West/NorthWest — 5% Old Stage 13

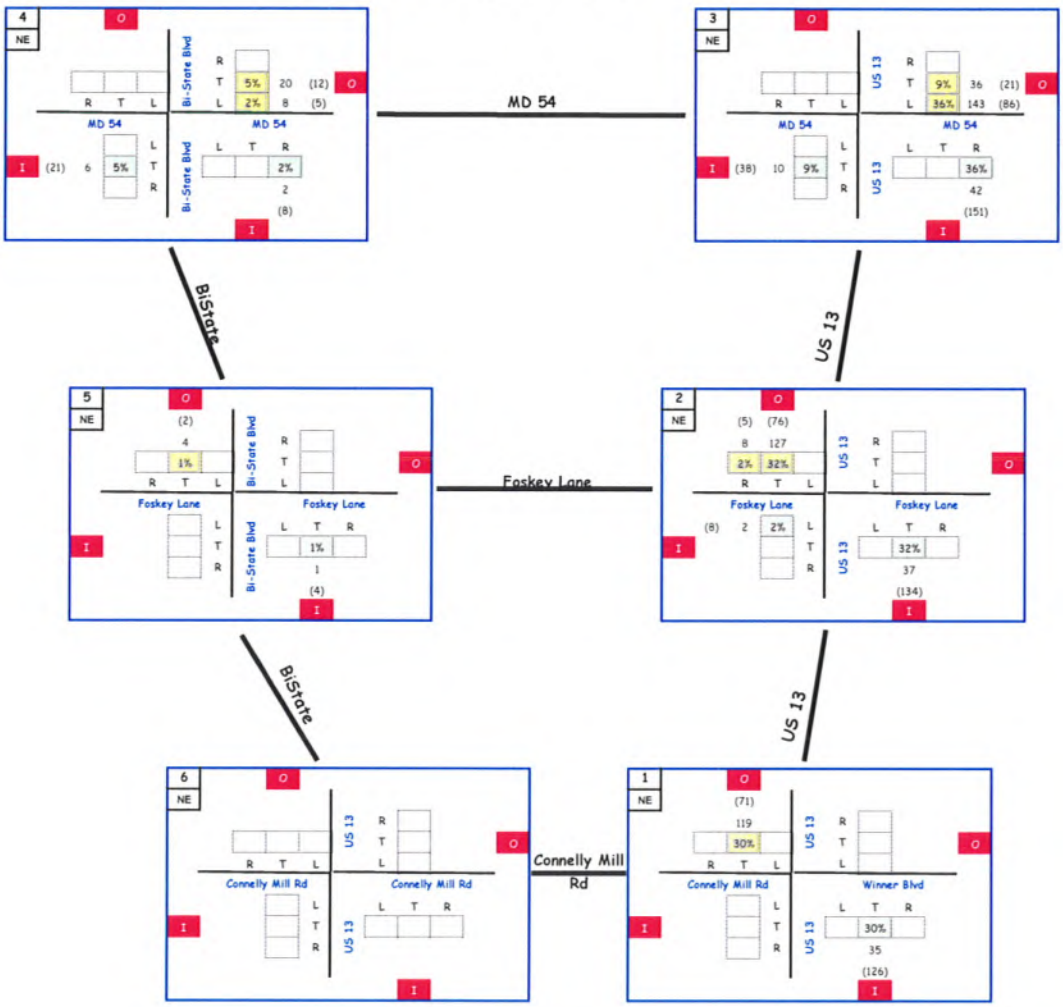
55% to southeast, south, southwest — 30% OldStage 13 25% Old Stage

1 Verify location of development

2 Add percentages

3 Verify the ins and outs

SITE 11r



Development: **Kilteel Estates; Heron Pond**

5 6

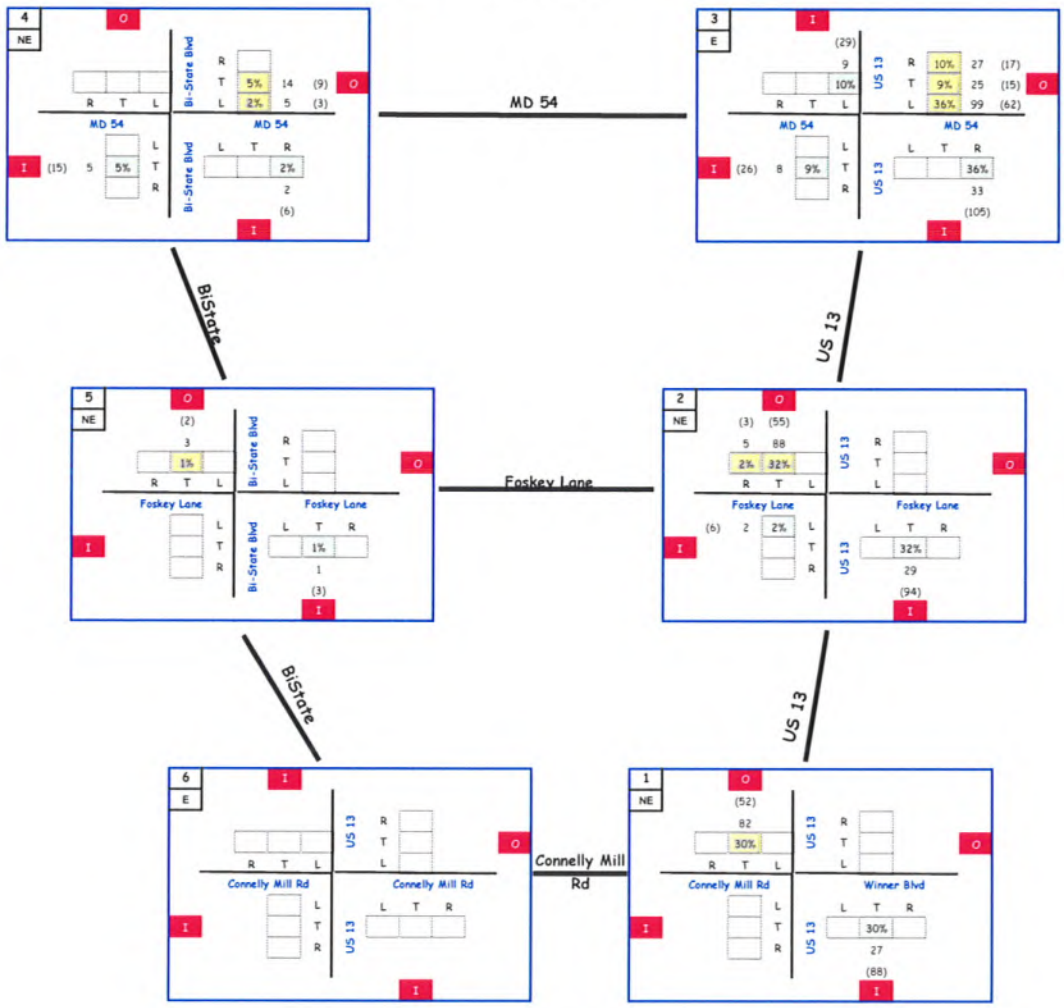
in	91	(293)
out	274	(172)

2030

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

15% to North	Not through study intersections
5% to East	Not through study intersections
5% to West/NorthWest	5% Old Stage 13
55% to southeast, south, southwest	30% OldStage 13 25% Old Stage

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



Development: **Layfield Subdivision**

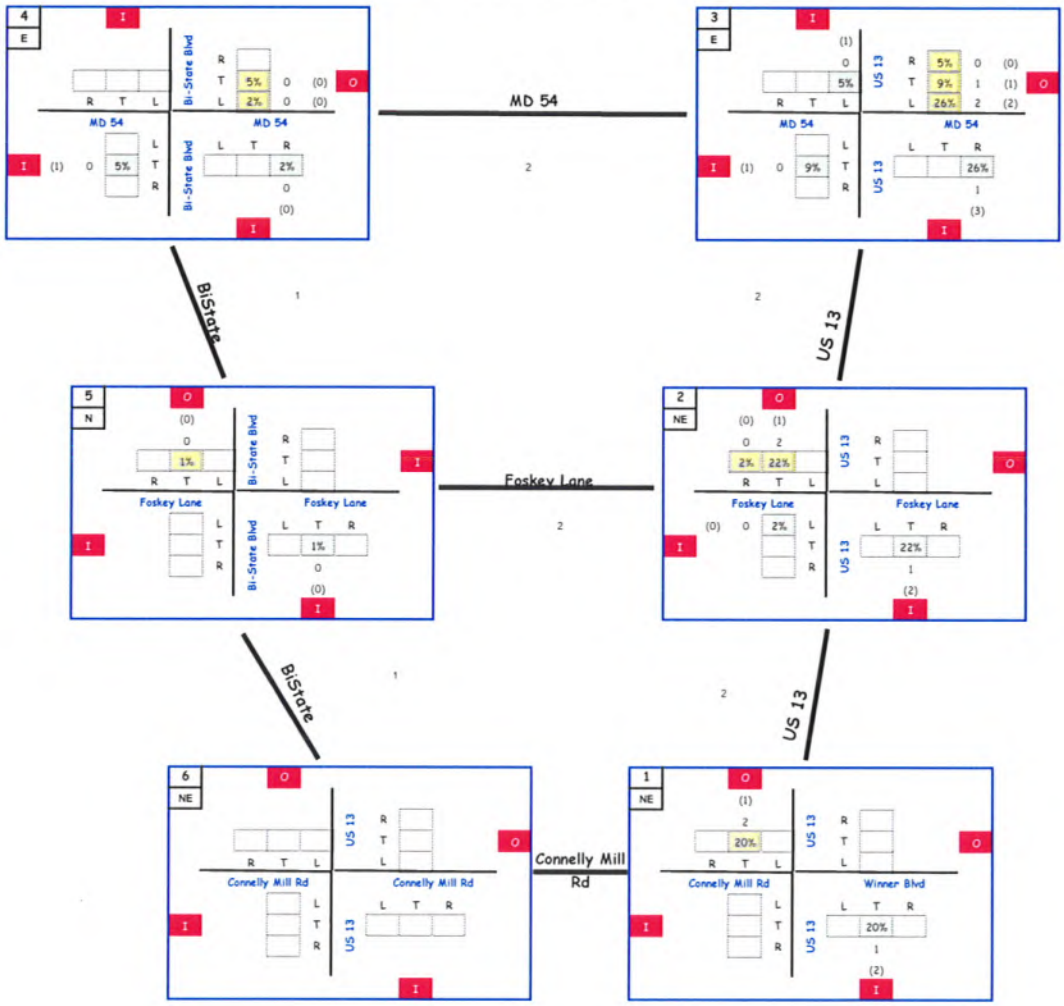
4

in	3	(10)
out	9	(6)

2030

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

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



Development: **Hynansky Residential Property**

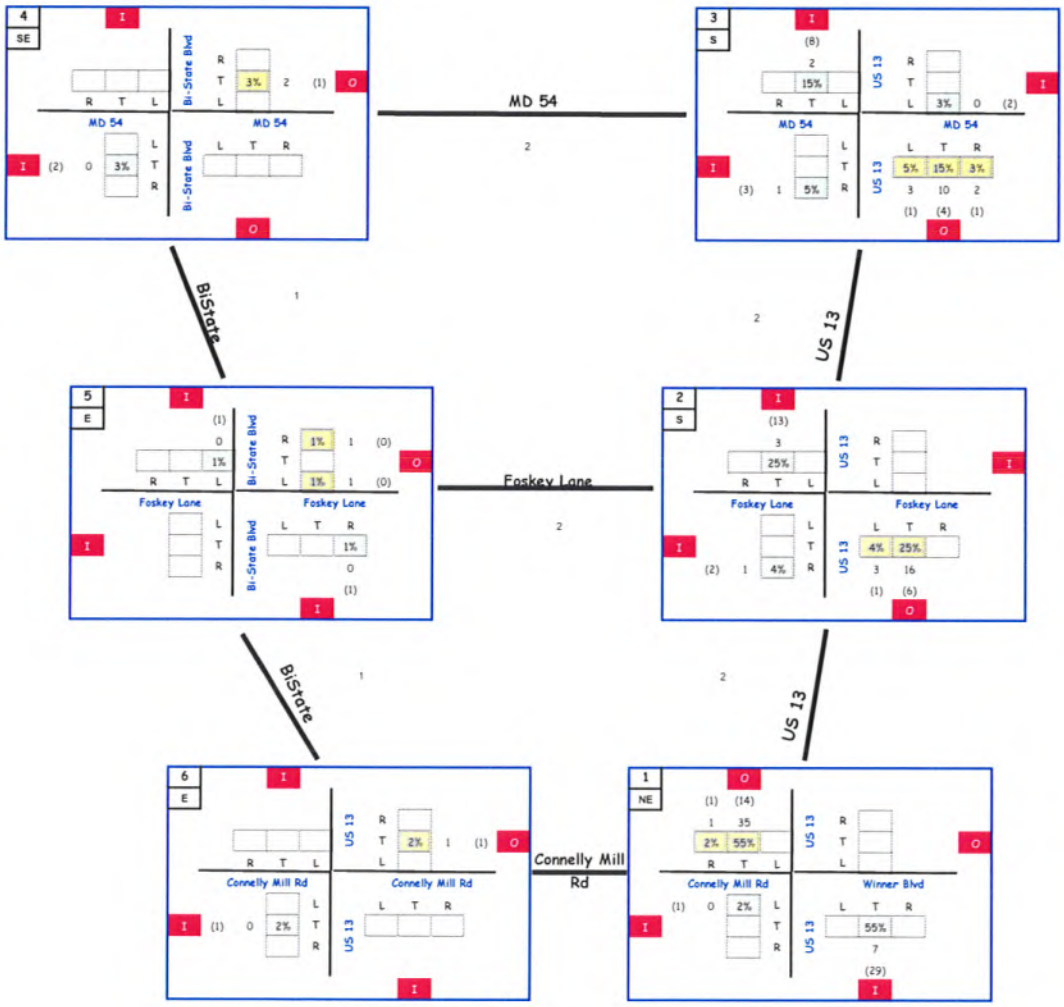
10

in	13	(52)
out	64	(25)

2030

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

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



SITE 17r

Development: **Stonebridge; Essex Ridge**

2 3

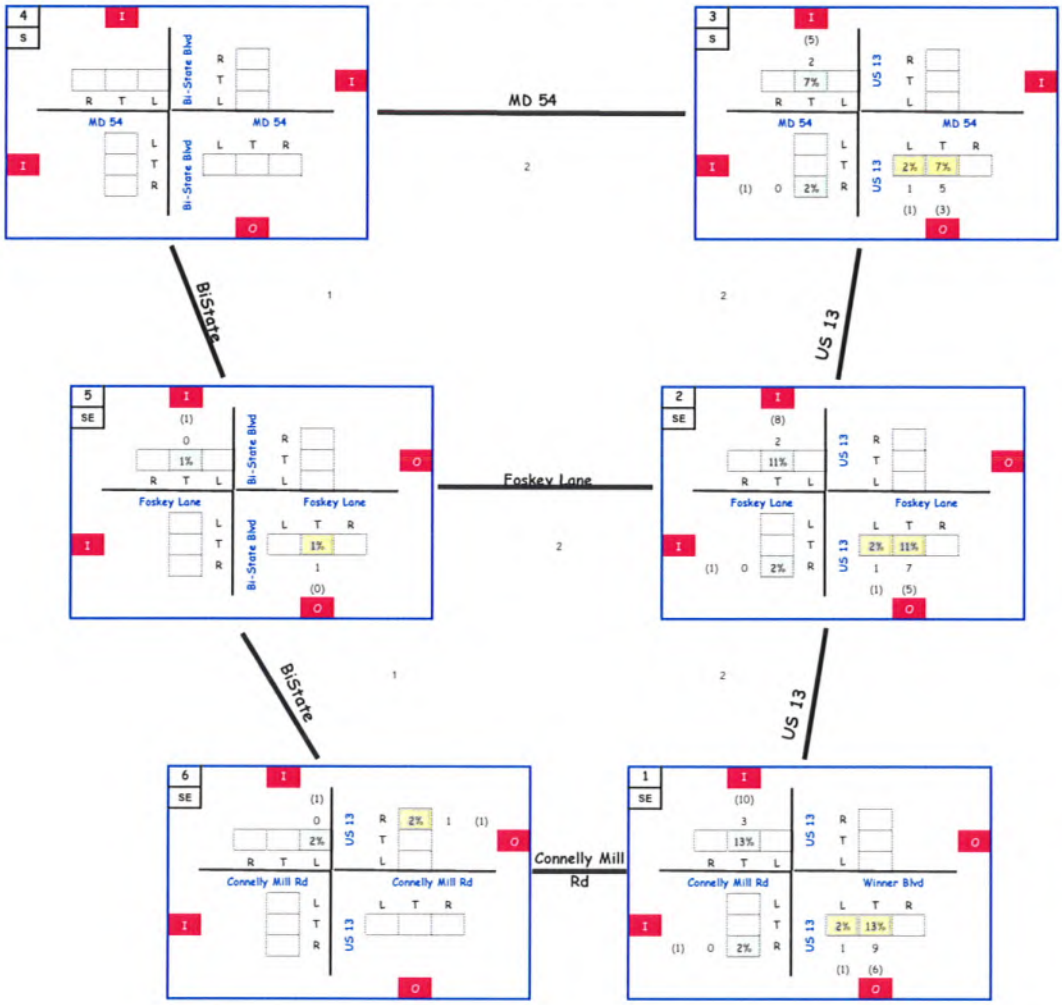
in	22	(74)
out	66	(44)

2030

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

15% to North	7% US 13 -
5% to East	not through study intersectcions
5% to West/NorthWest	not through study intersectcions
55% to southeast, south, southwest	not through study intersectcions

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



SITE 17r

Development: **Addison Ct Apts; N. Pointe Commons; Martins**

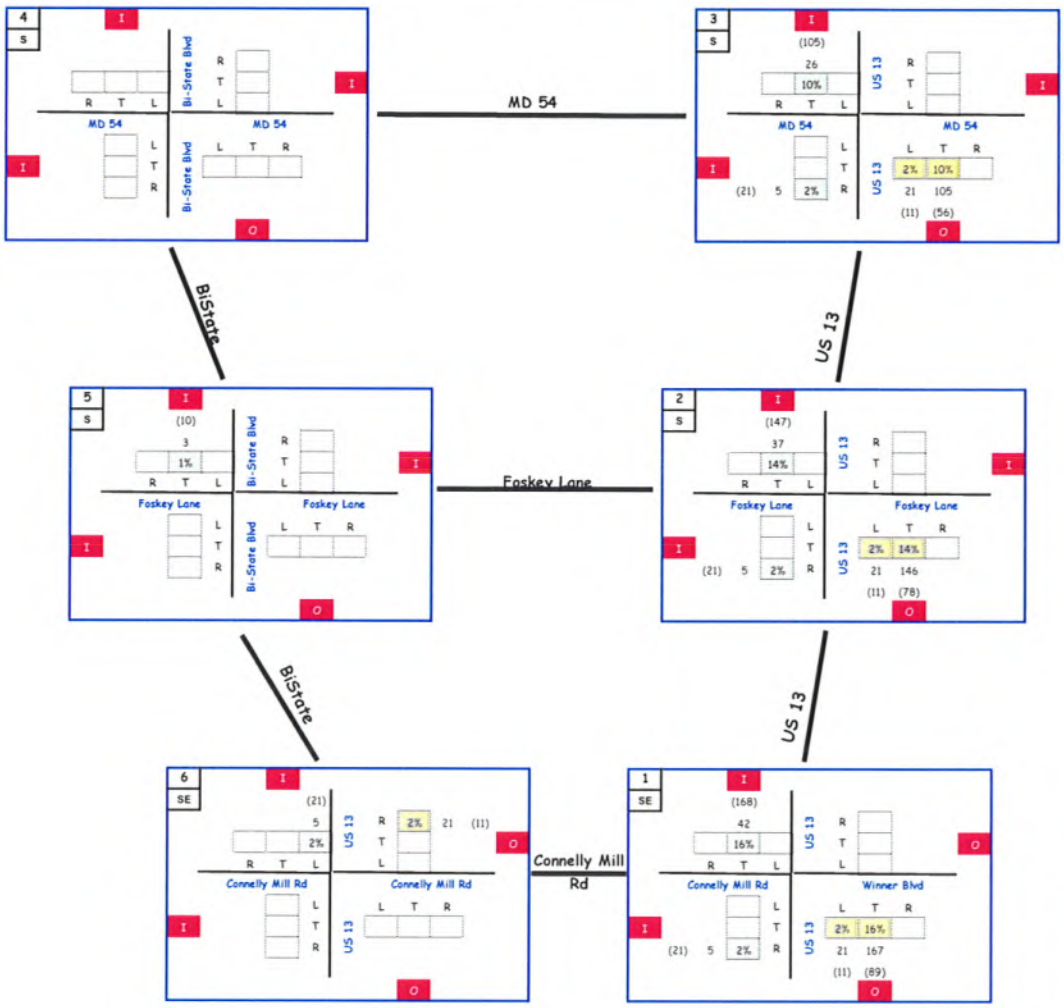
4 5 6
7 8 9
2030

in	264	(1047)
out	1045	(558)

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

15% to North	10% uses 13
5% to East	not through out study intersections
5% to West/NorthWest	not through out study intersections
55% to southeast, south, southwest	not through out study intersections

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



SITE 17r

Development: **Dairy Queen**

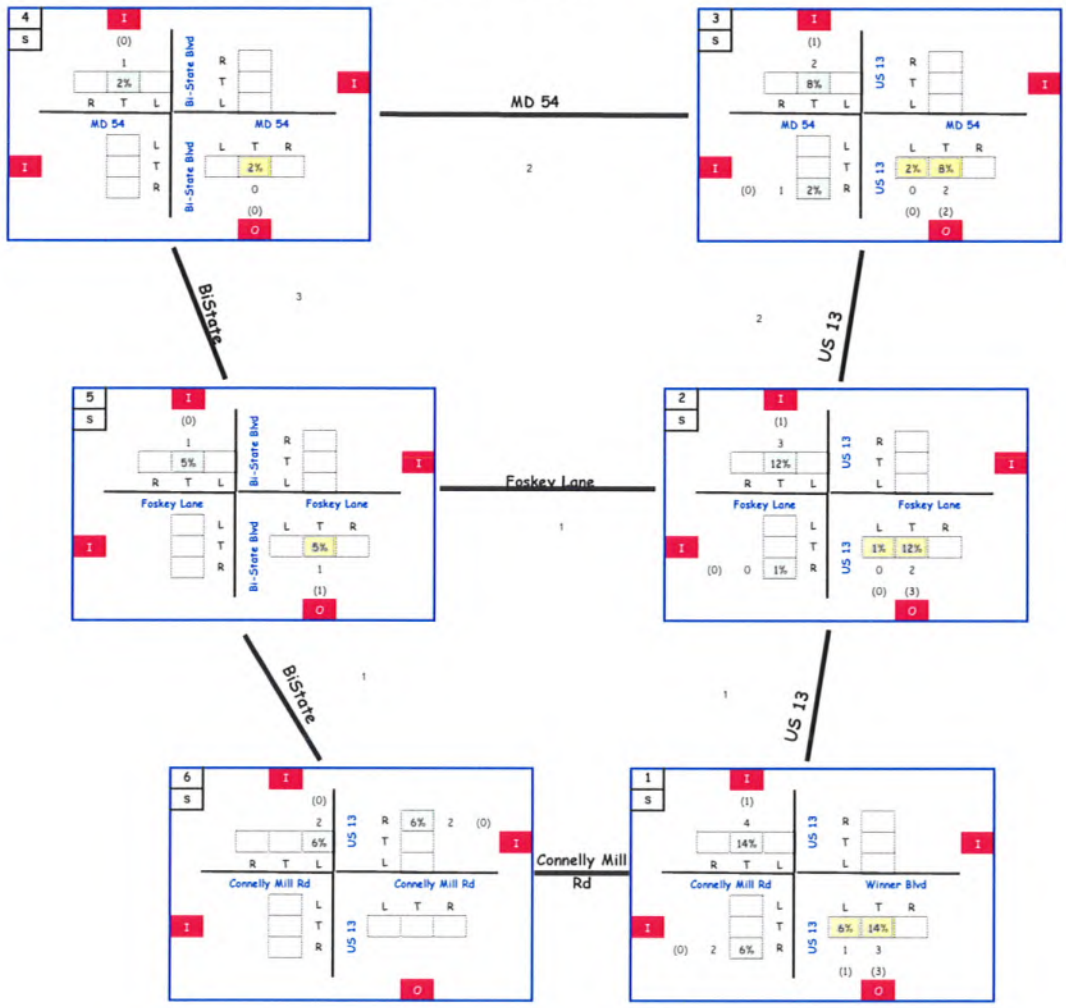
3

in	29	(7)
out	20	(22)

2030

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

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



SITE
1c

Development: Lt Sq. Auto; Delmar Gateway; Hynansky Comm

7 8 9

2030

in	371	(303)
out	97	(508)

20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

10% to North

10% to East

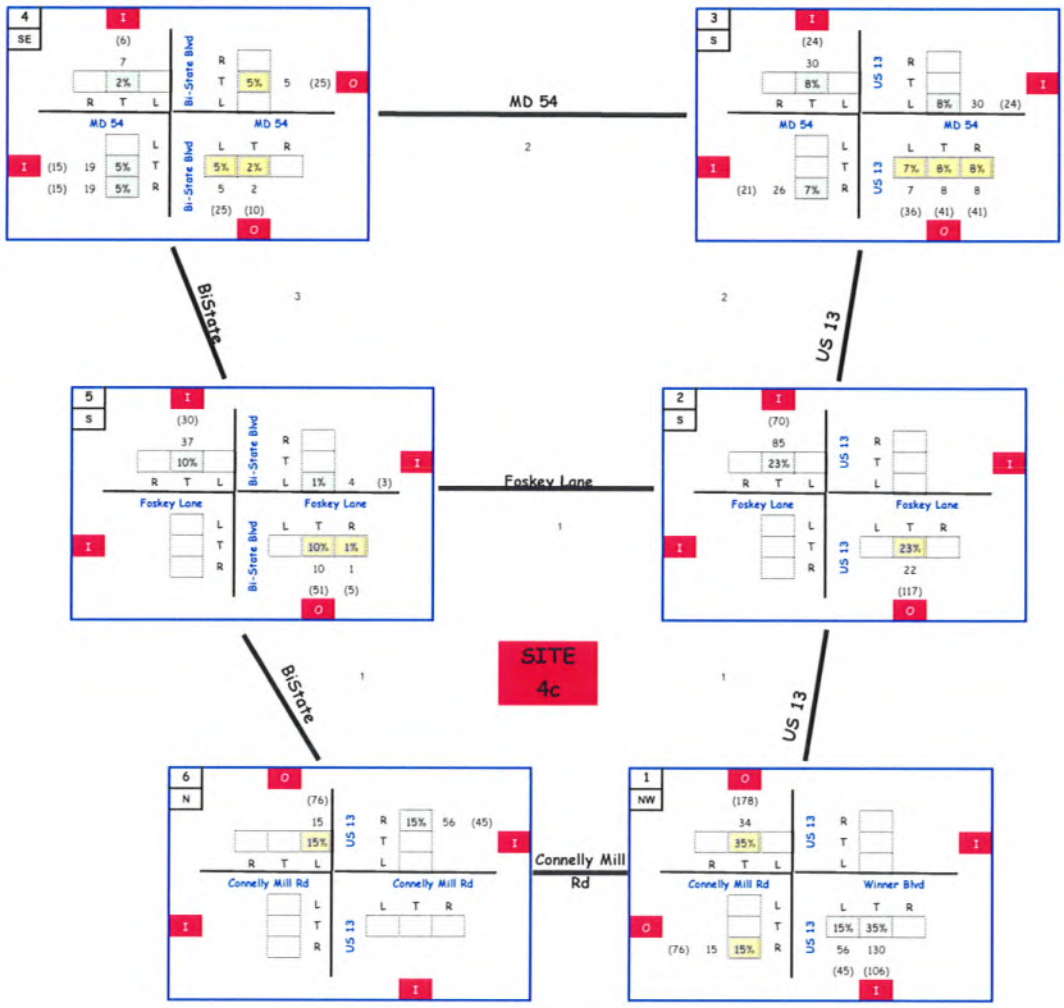
10% to West/NorthWest

50% to southeast, south, southwest

1 Verify location of development

2 Add percentages

3 Verify the ins and outs



Development: **Delmar Public Safety Facility; Foskey Lane Bu**

2 3

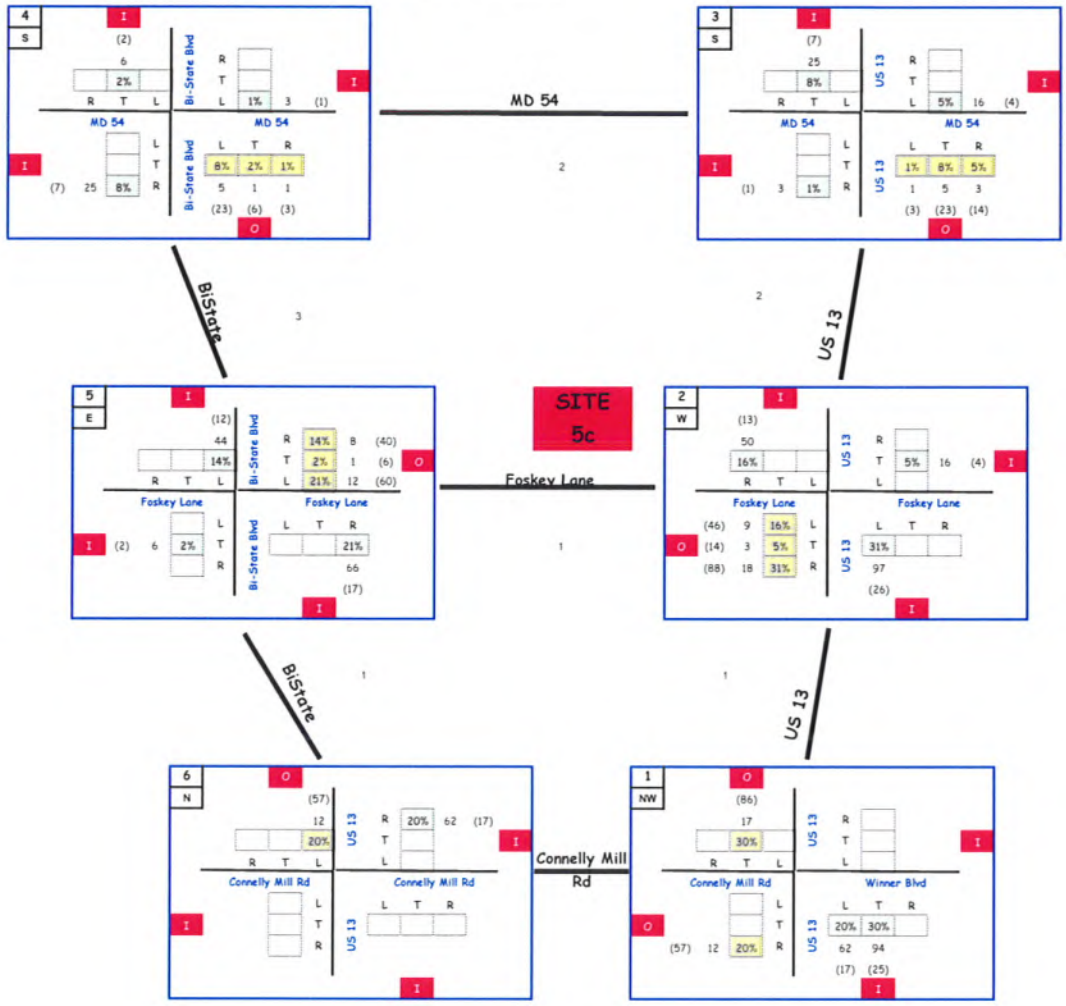
in	312	(83)
out	58	(285)

2030

20% stays in 4 mi study area
Of this 10% drops amongst study intersections
Of this 10% never goes through study intersections

10% to North	Split Bi-State/US 13
10% to East	Split US 13/54 and Old Stage
10% to West/NorthWest	Split Foskey and MD 54
50% to southeast, south, southwest	Split Bi-State/US 13

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



Development: **Bank of Delmarva**

4

2030

in	9	(29)
out	7	(30)

20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

10% to North

10% to East

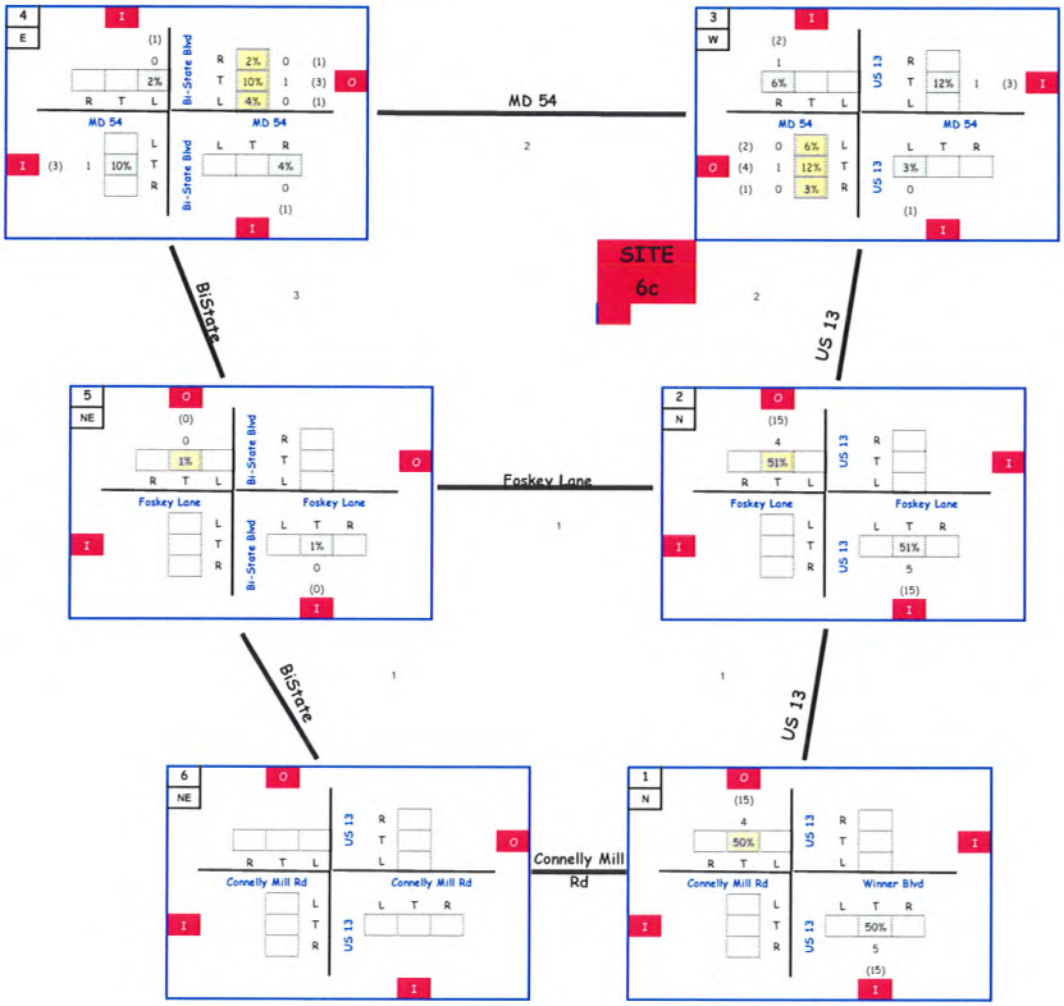
10% to West/NorthWest

50% to southeast, south, southwest

1 Verify location of development

2 Add percentages

3 Verify the ins and outs



Development: **Stephenson; Sealadel Business Park**

2

in	679	(125)
out	93	(611)

2030

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

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

SITE 7c

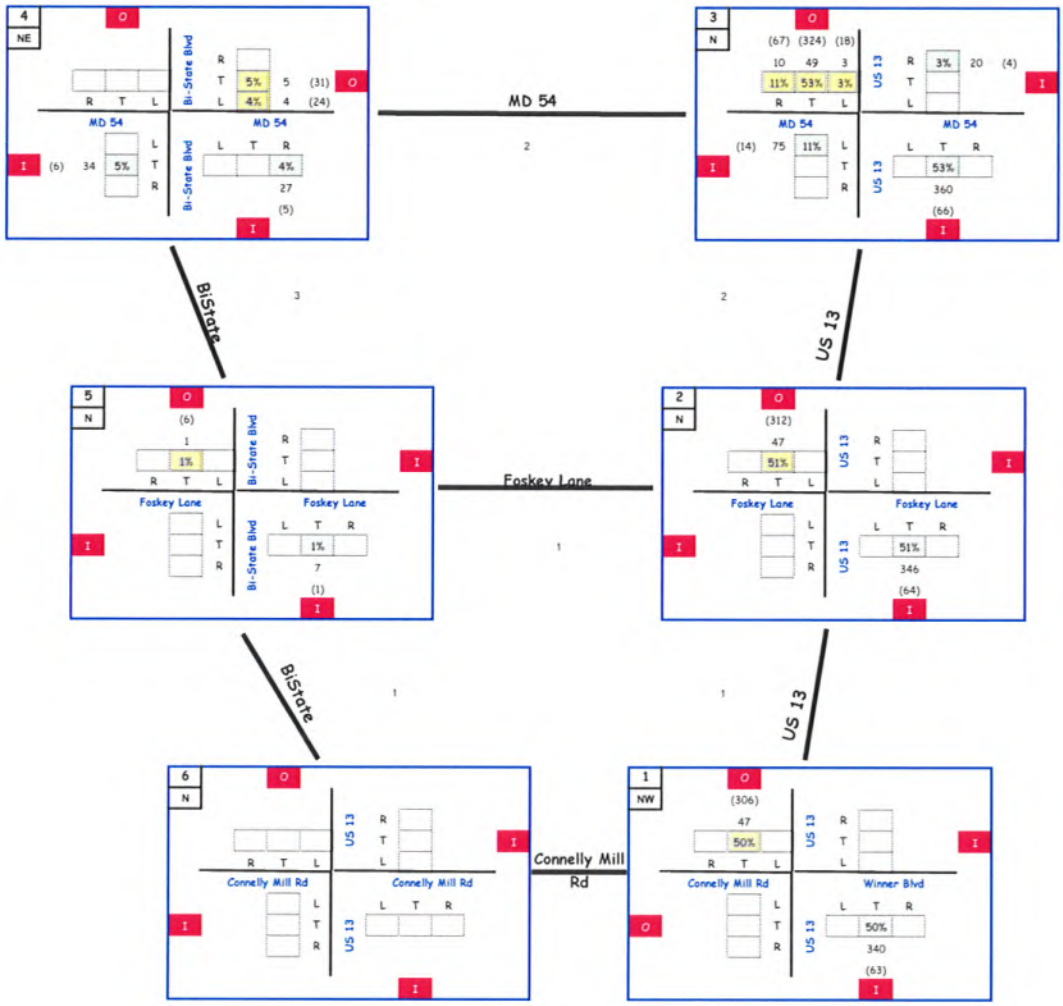


Table 2 - Other Development Areas in Maryland (No Plans Have Been Submitted)

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

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

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

3-11-09

TABLE 2

Development: TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

in	1324	(856)
out	687	(1558)

2030

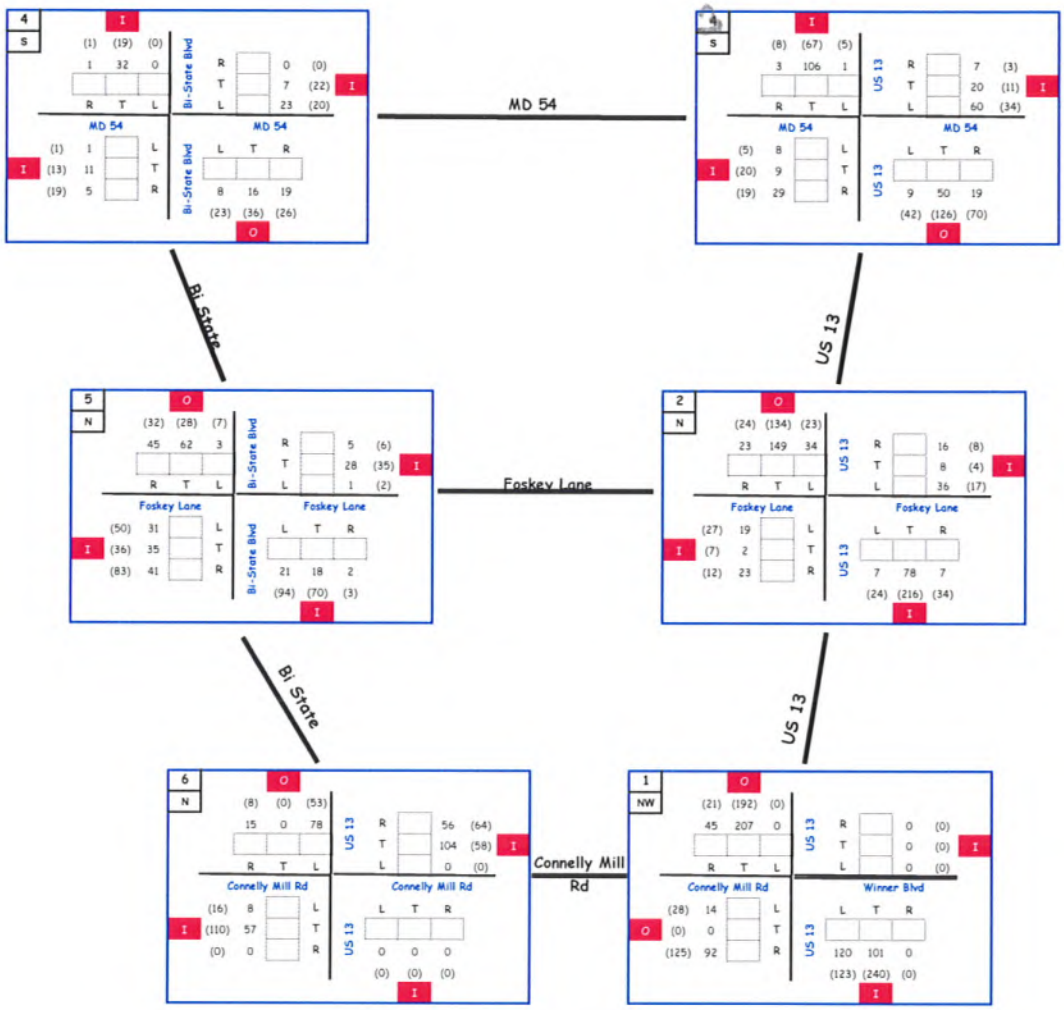


TABLE 2

Development: TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

in	777	(505)
out	384	(973)

2020

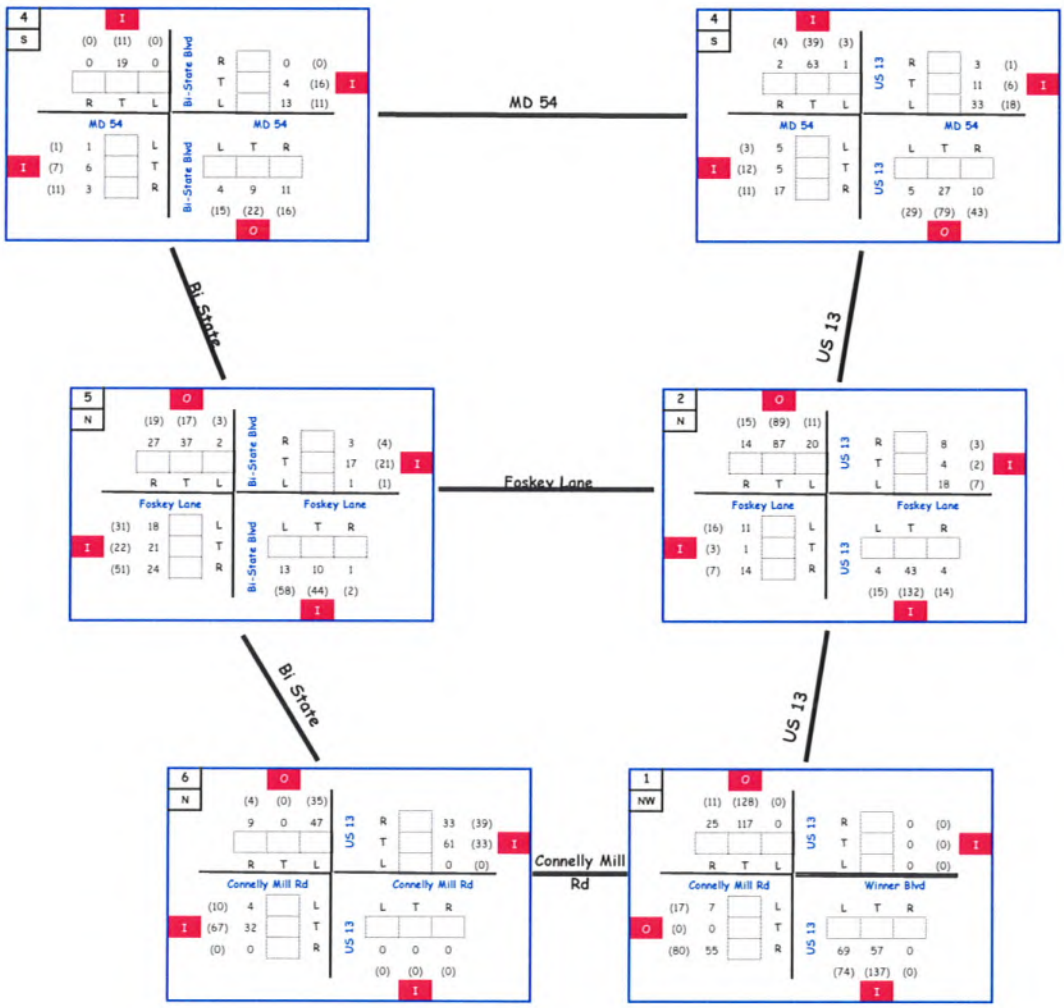


TABLE 2

Development: TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

in	6	(27)
out	28	(14)

2010

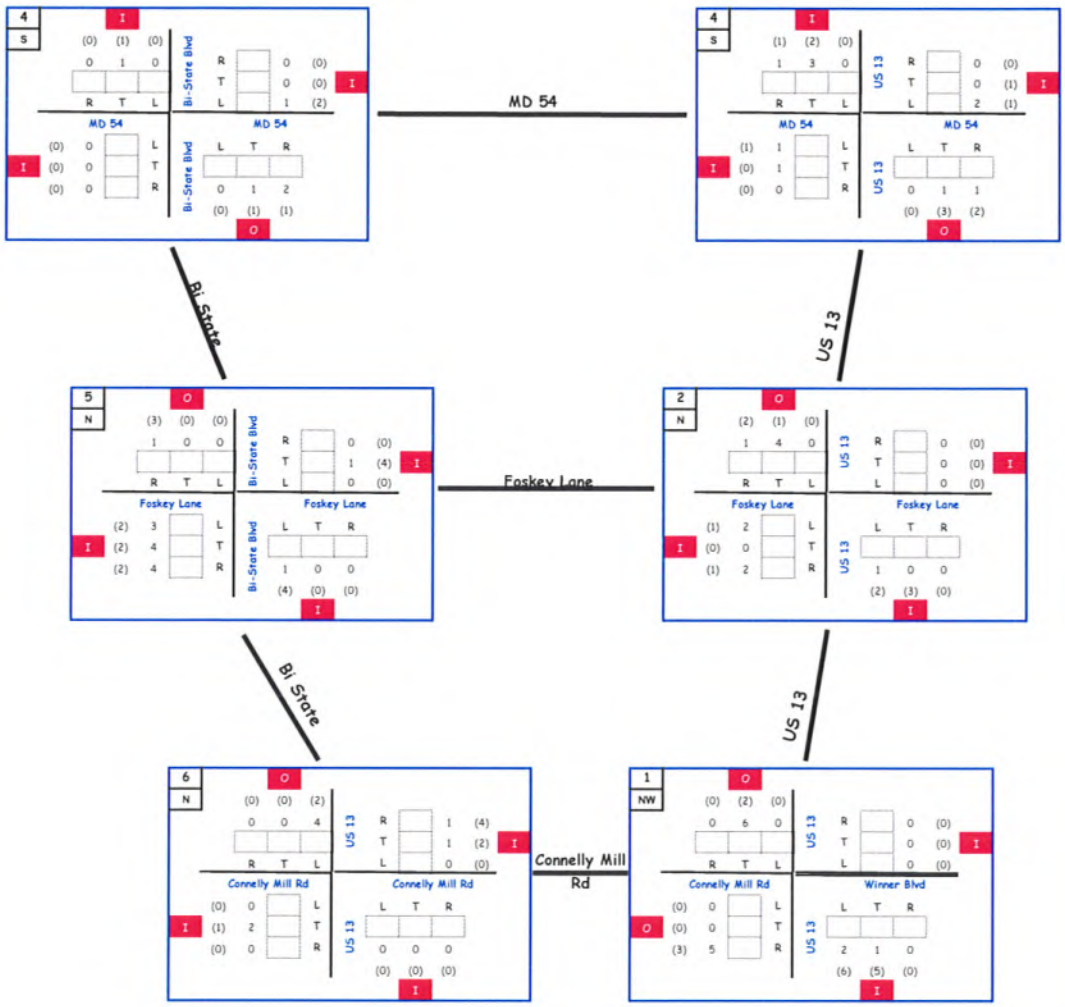
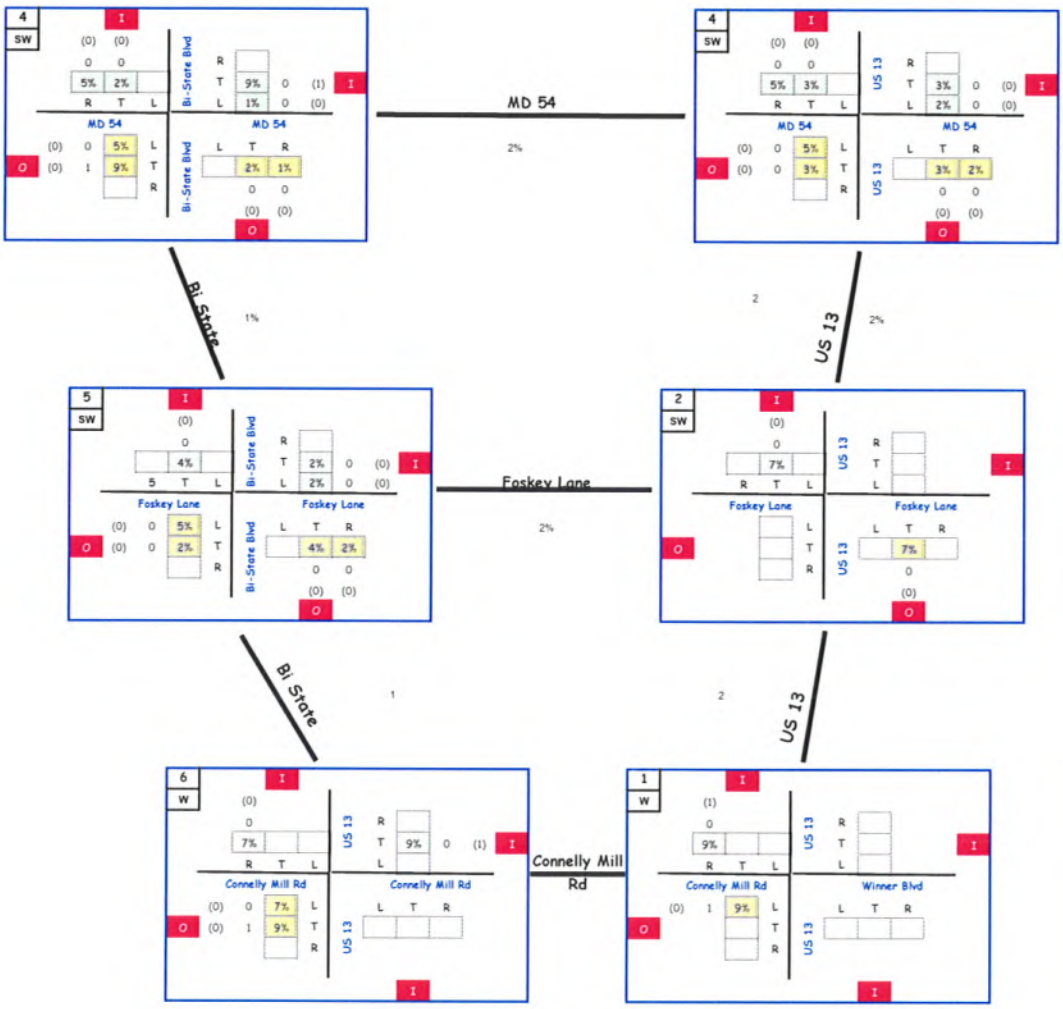


TABLE 2

Development:

4 7	in	2 (7)
	out	7 (4)

2030

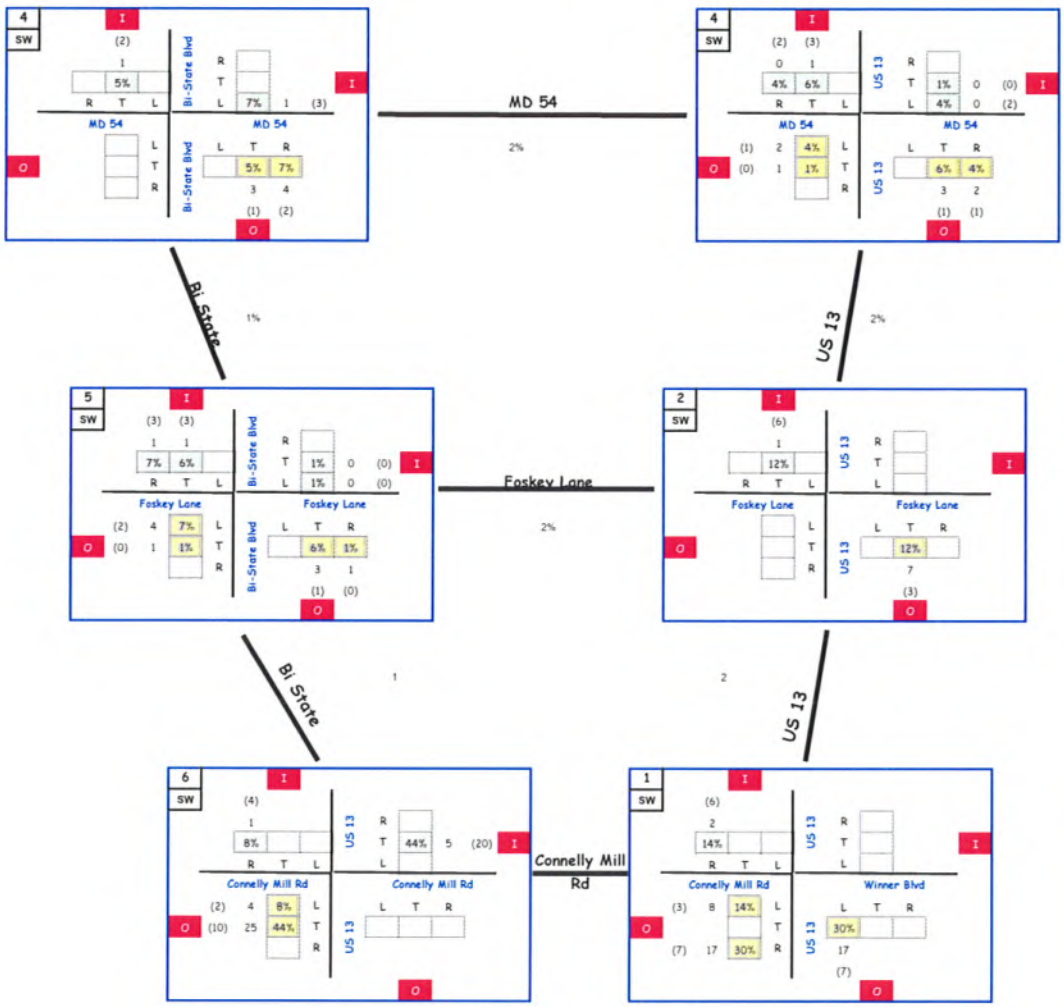


SITE 2R

Development:

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

2030



SITE 3R

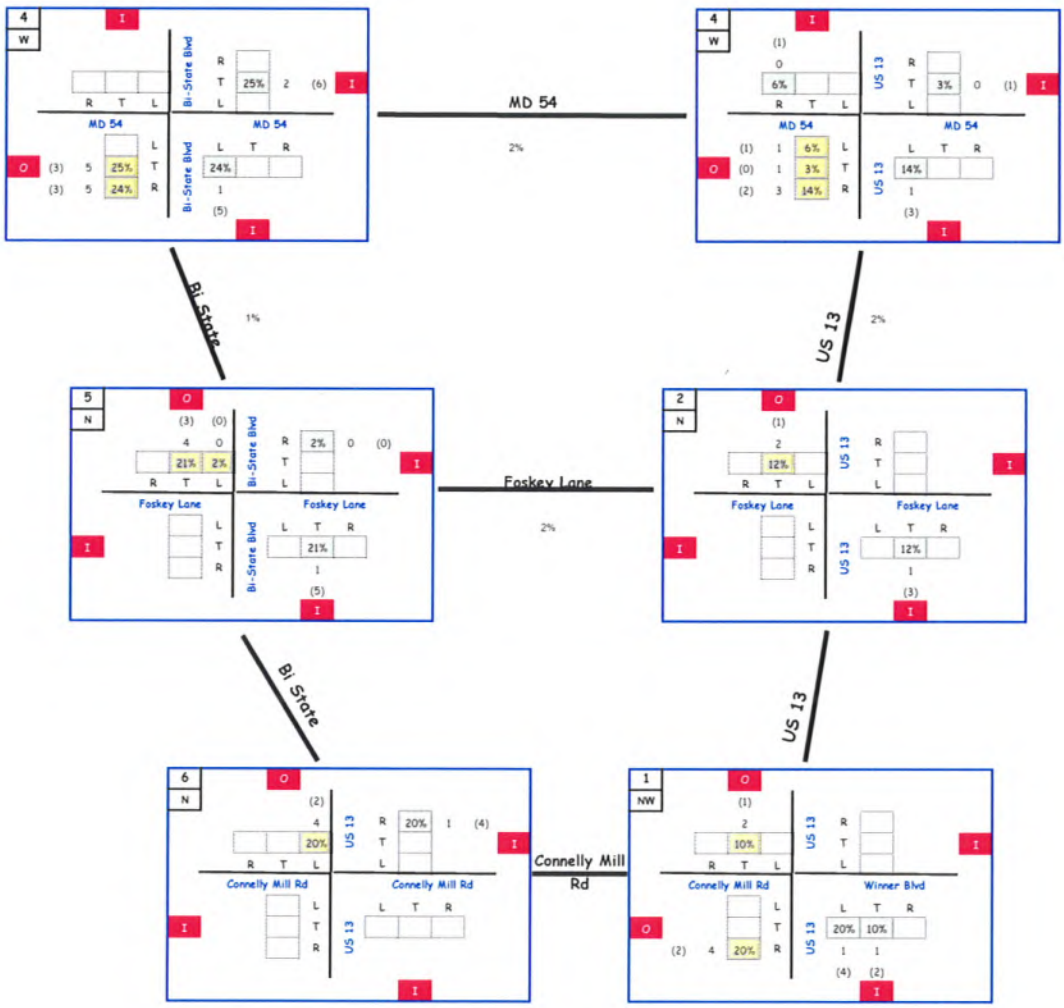
Development:

1 2 3

in	6	(22)
out	20	(12)

2030

SITE 4R

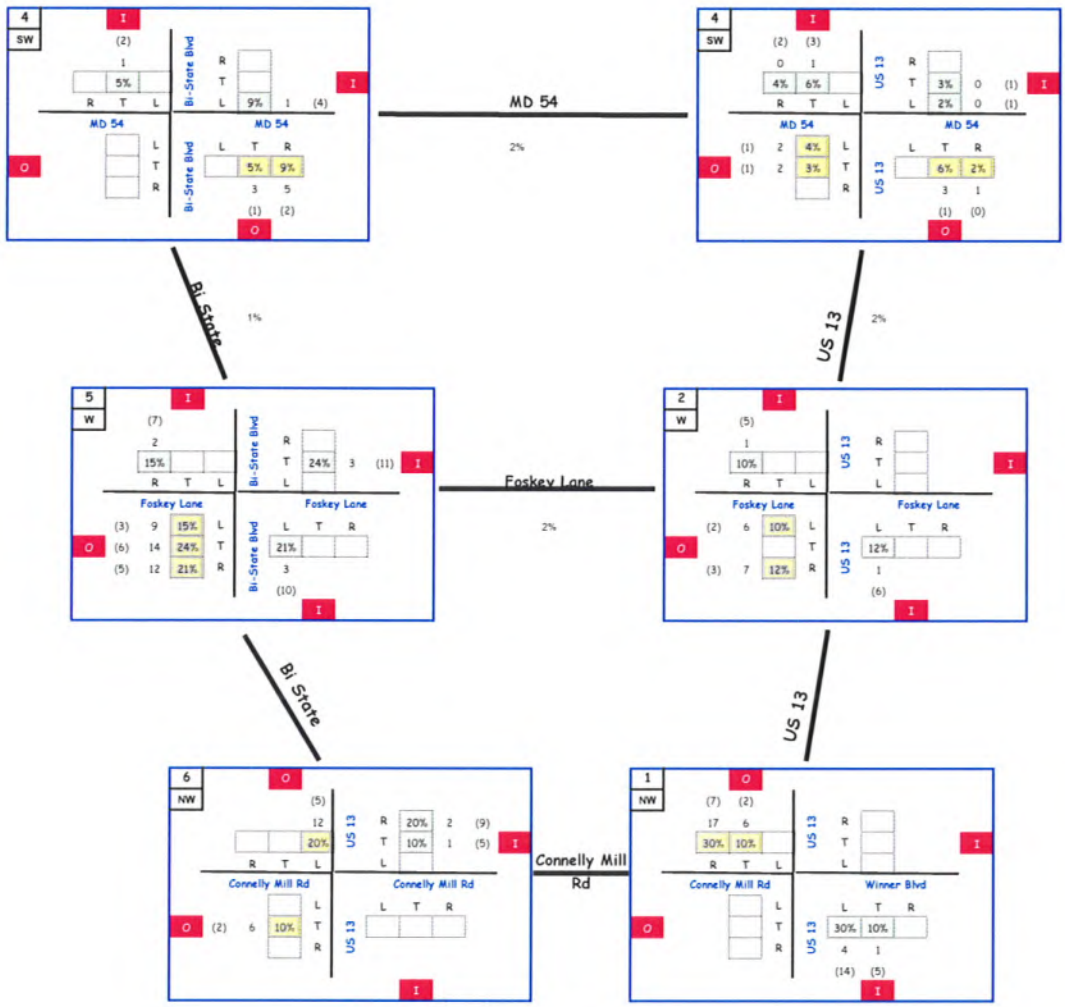


Development:

5	in	12	(47)
	out	58	(23)

2030

SITE 5r



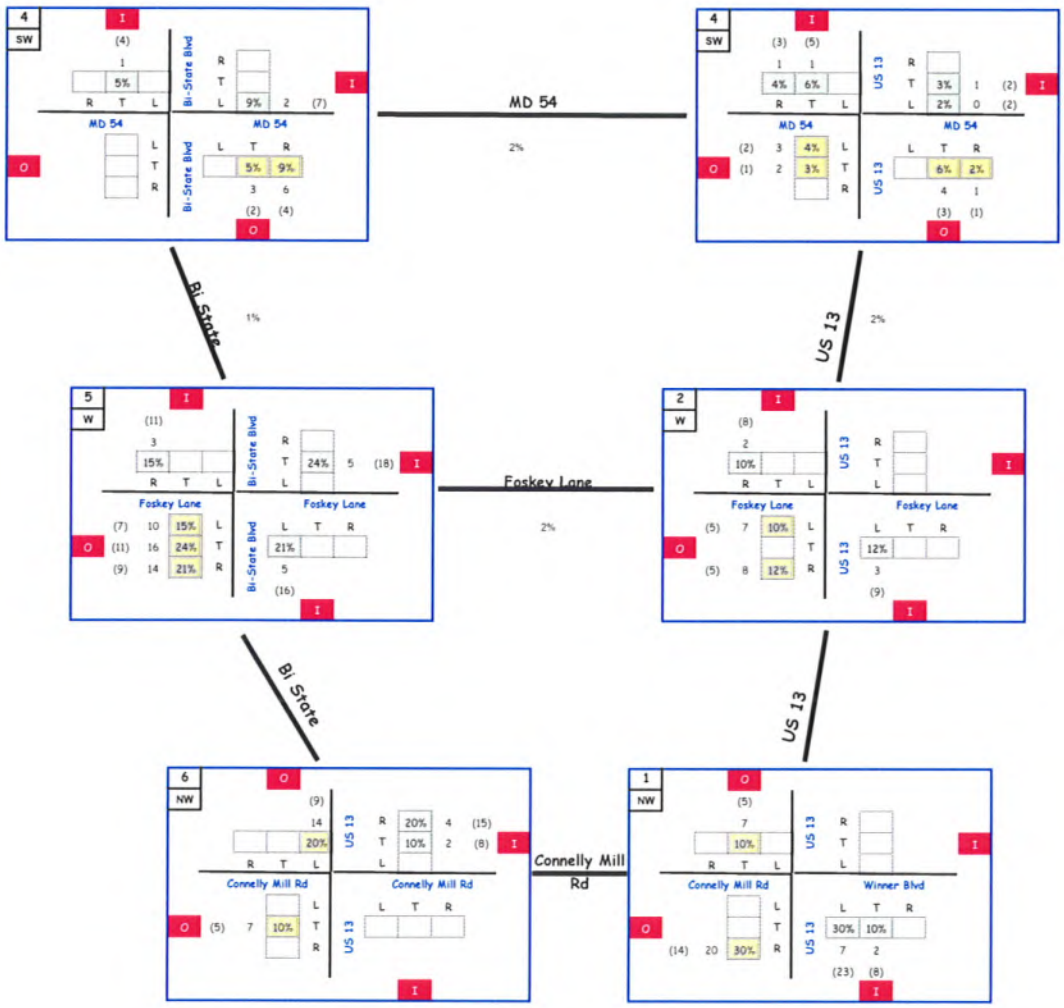
Development:

2 3 4

in	22	(76)
out	68	(45)

2030

SITE 6r



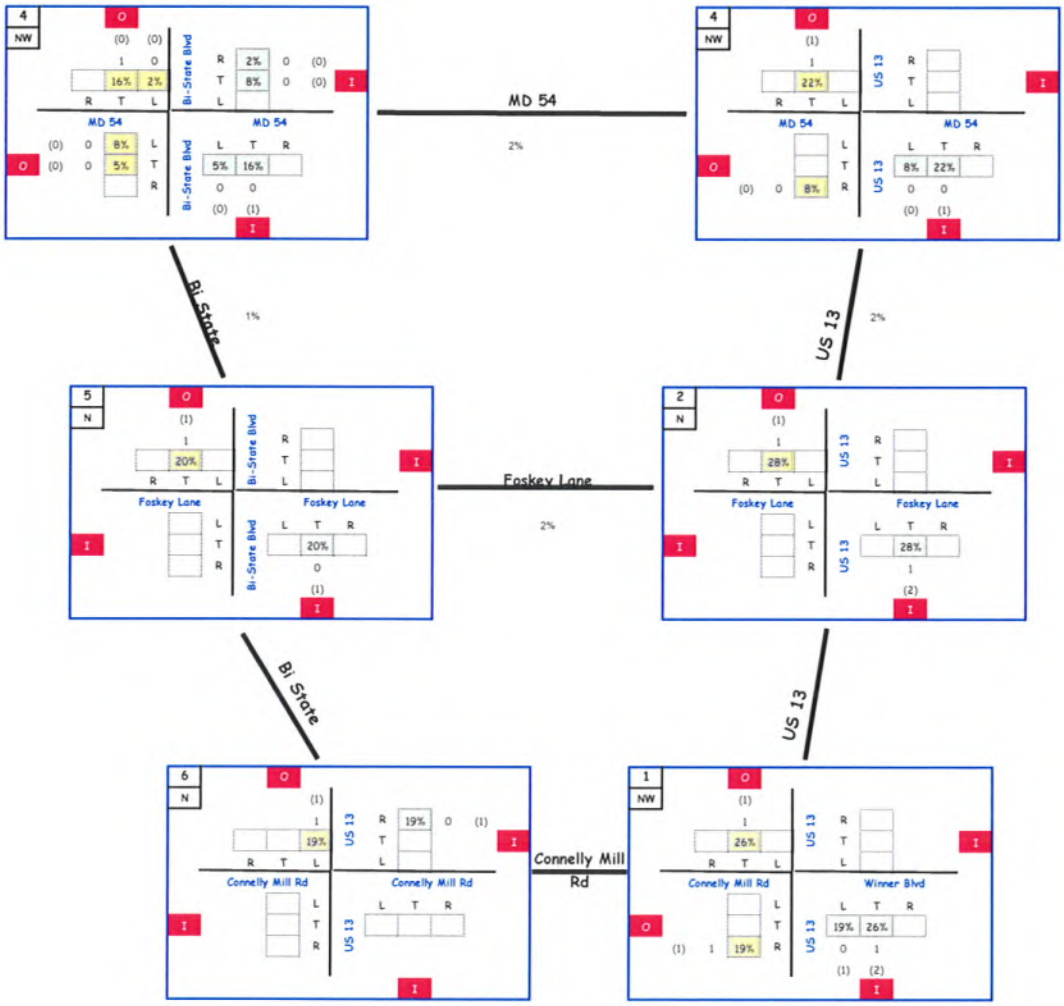
Development:

8

2030

in	2	(6)
out	5	(3)

SITE
7r



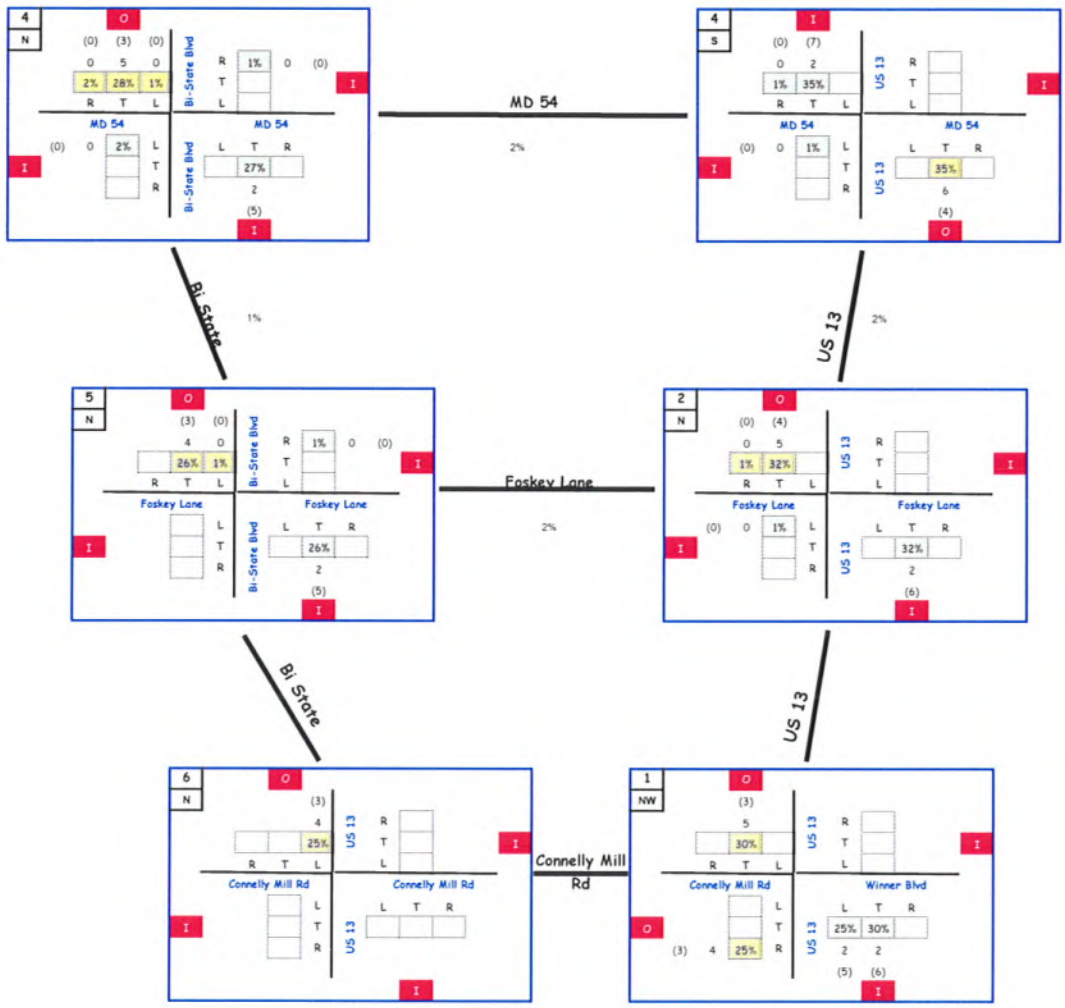
Development:

9	10

2030

in	6	(19)
out	17	(11)

SITE
8r



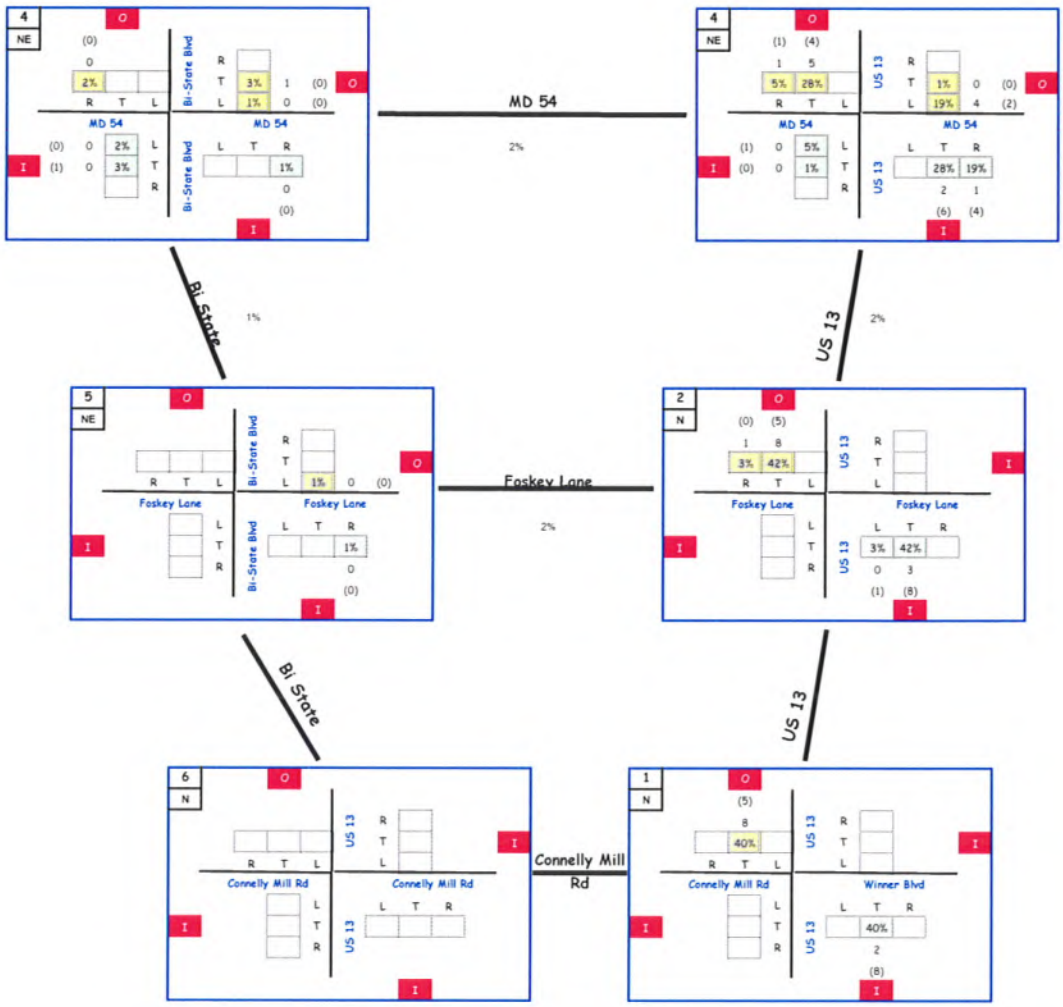
Development:

12	15	16	17

2030

in	6	(20)
out	19	(13)

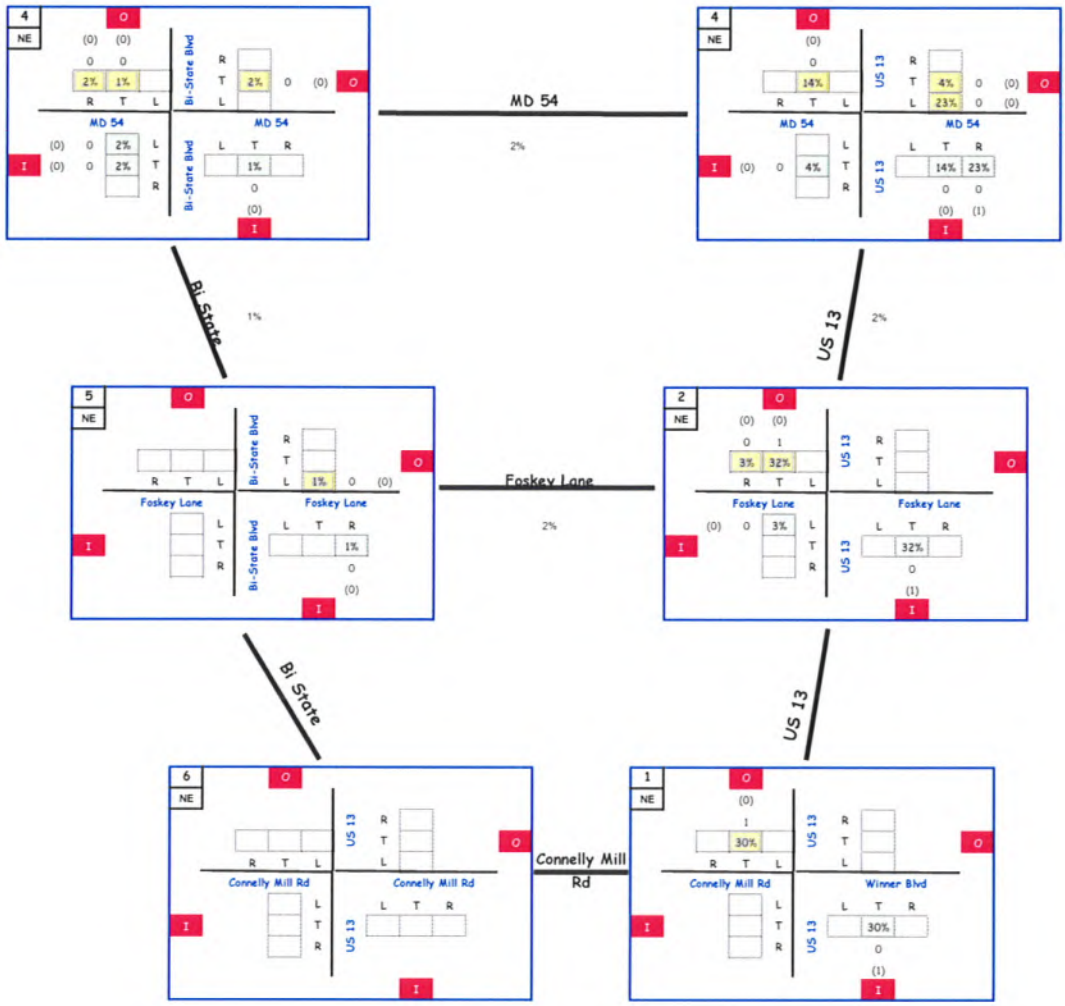
SITE 9r



Development:

20	in	1	(3)
	out	2	(1)

2030

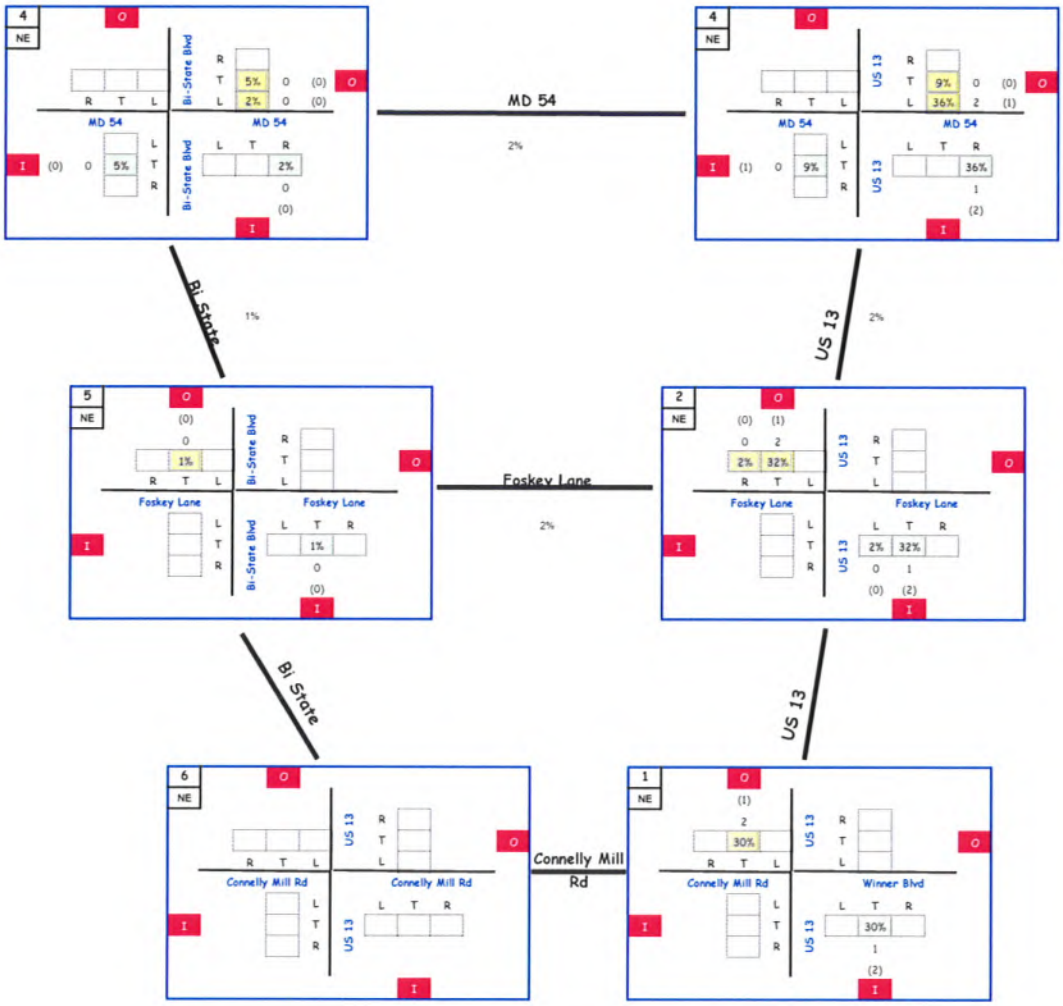


Development:

13			
	in	2	(6)
	out	5	(3)

2030

SITE 11r

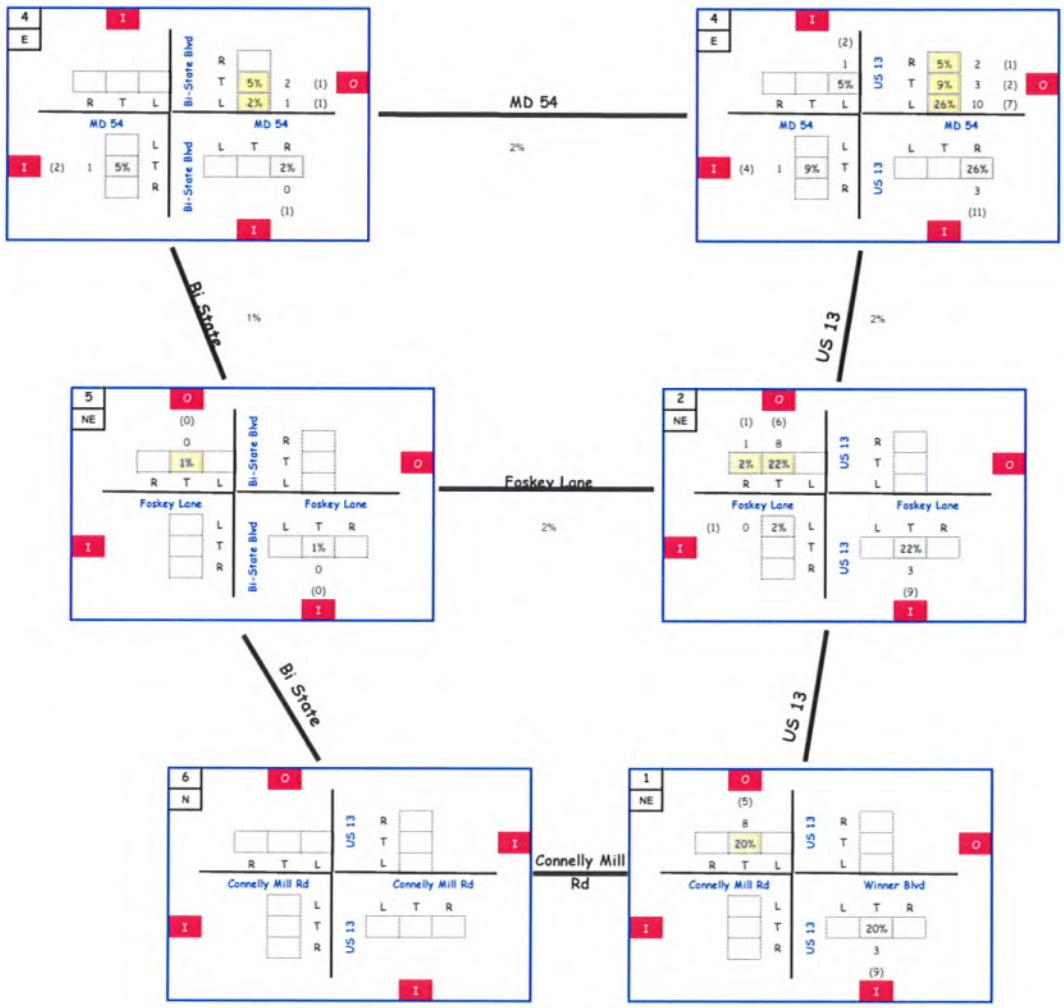


Development:

14	19

in	13	(43)
out	38	(25)

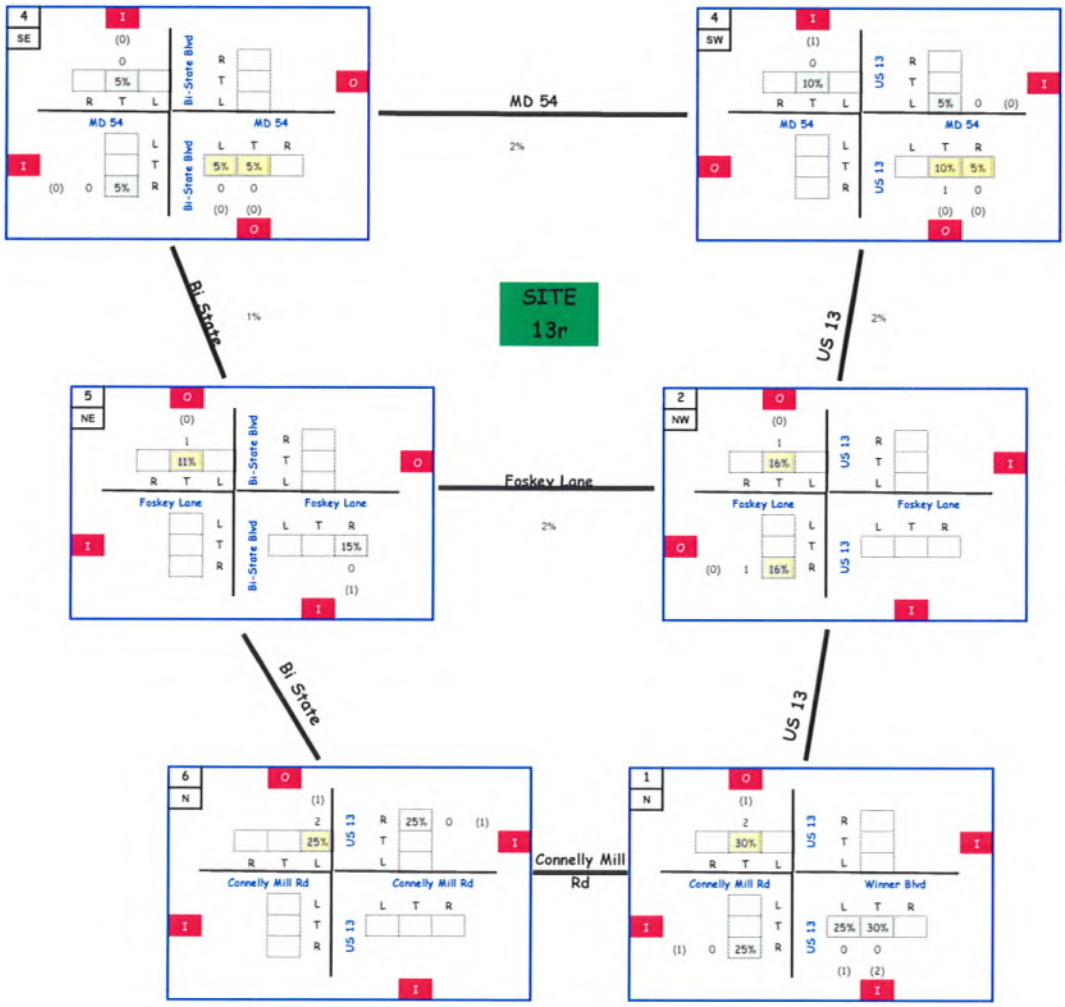
2030



Development:

17	in	1	(5)
	out	6	(2)

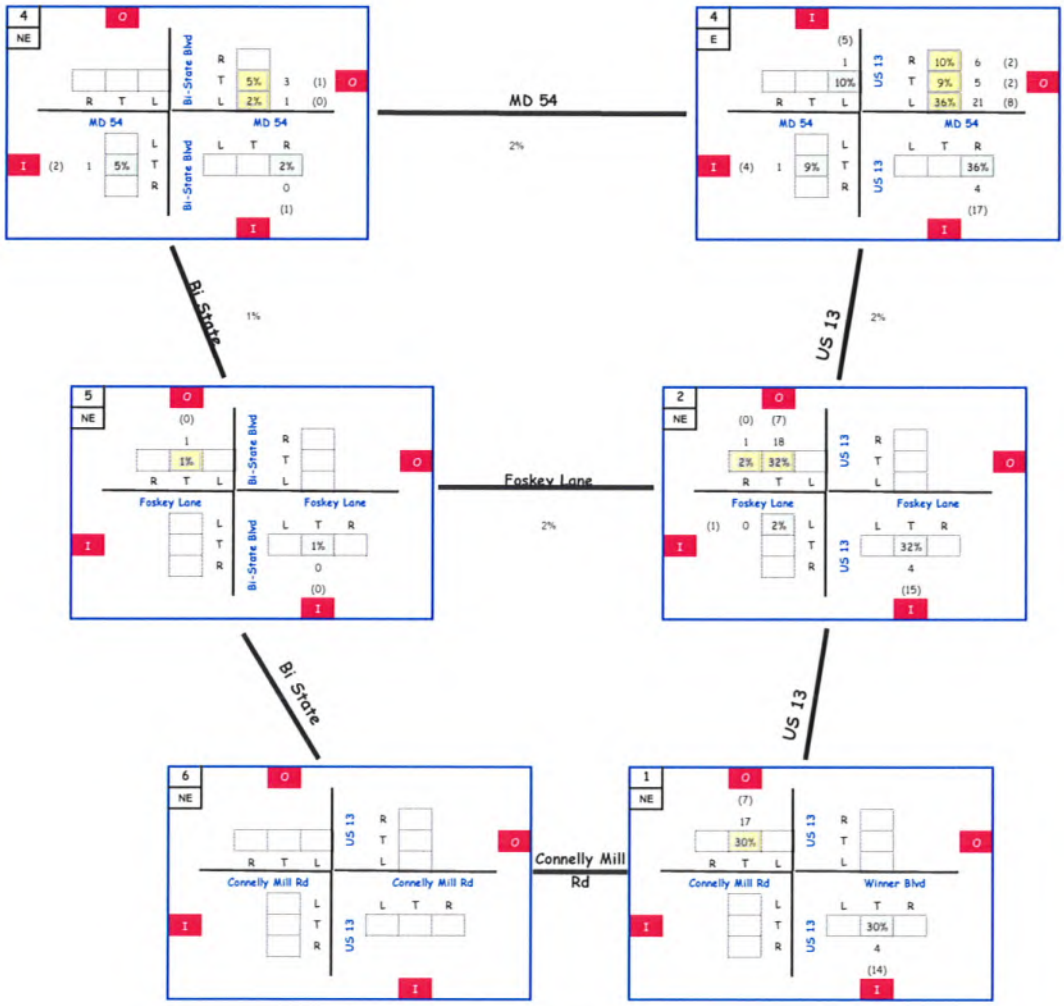
2030



Development:

21	in	12	(46)
	out	57	(23)

2030

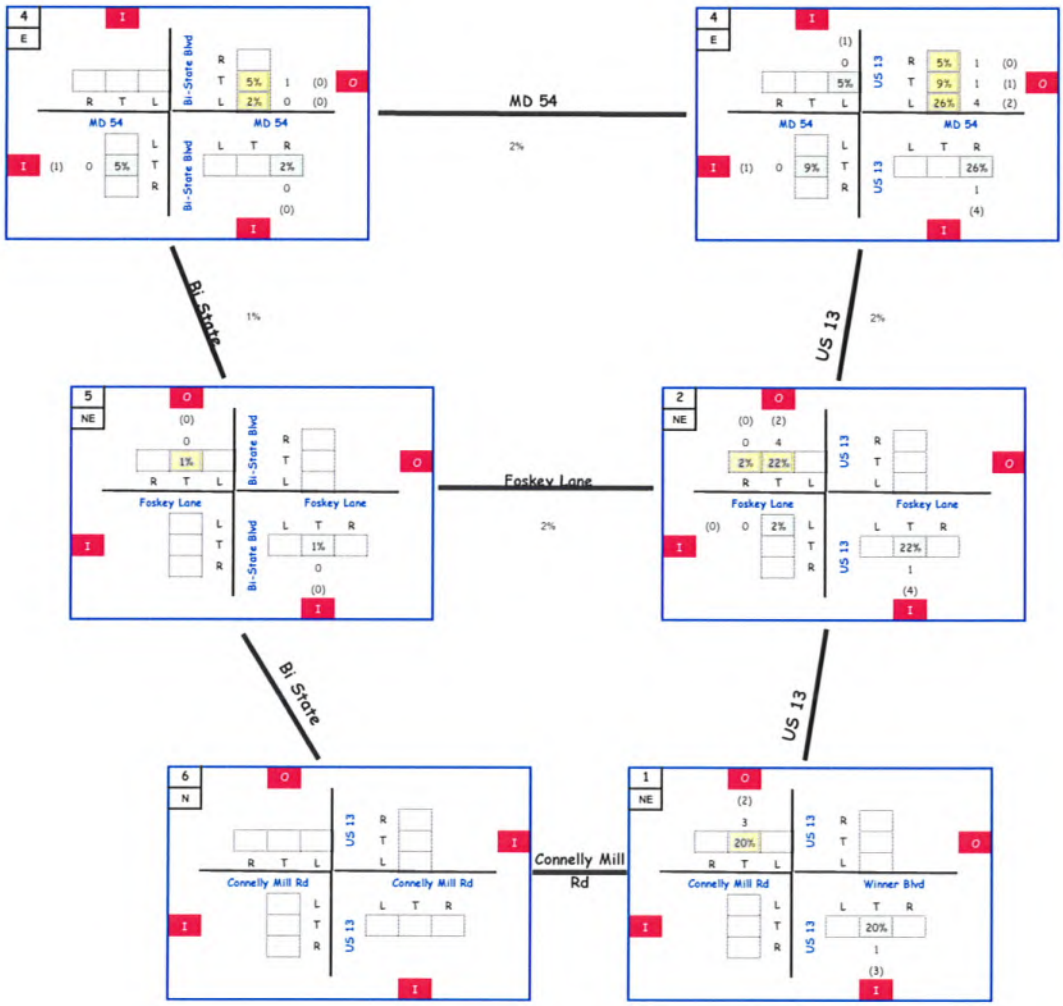


Development:

22 23 24

in	5	(16)
out	16	(9)

2030

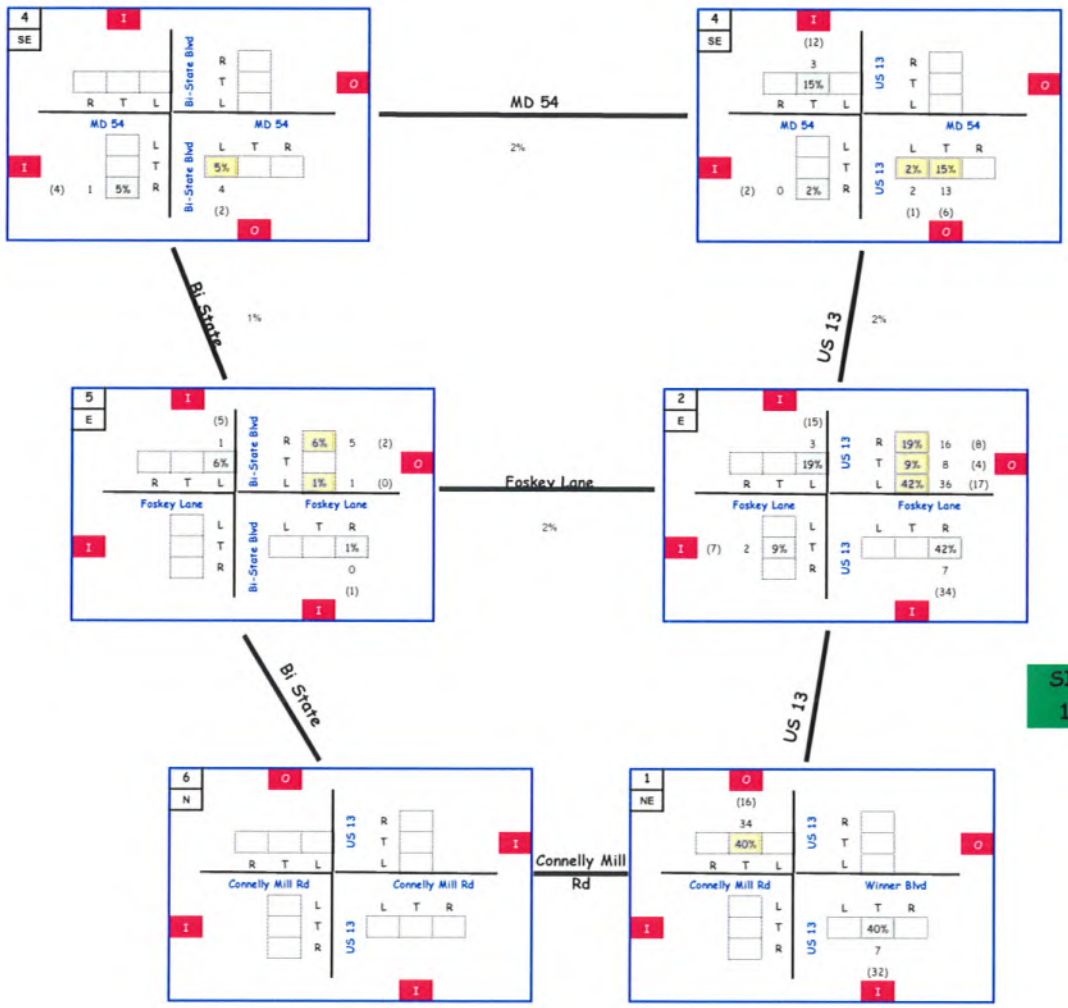


Development: Hynansky Residential Property

20

in	17	(80)
out	85	(40)

2030

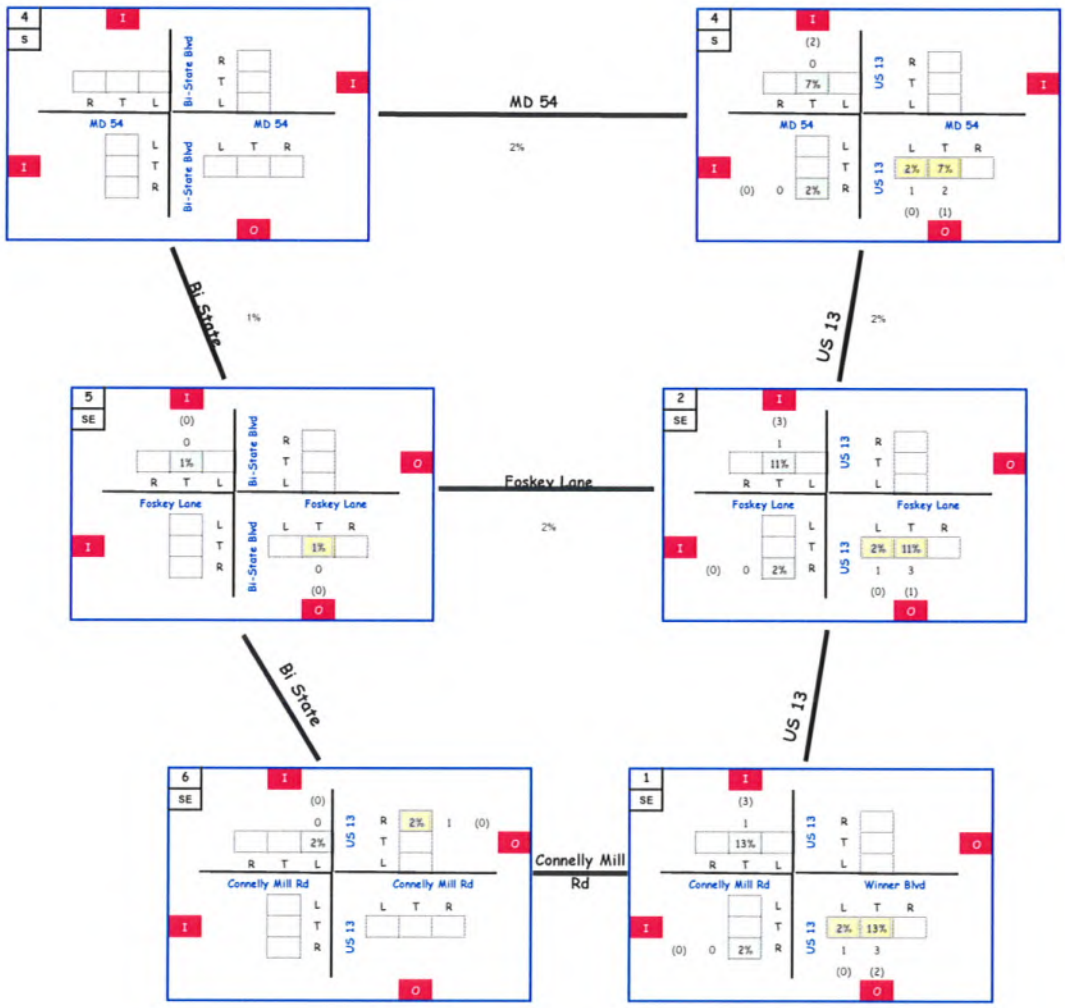


SITE 16r

Development:

25	26			
		in	6	(24)
		out	25	(13)

2030

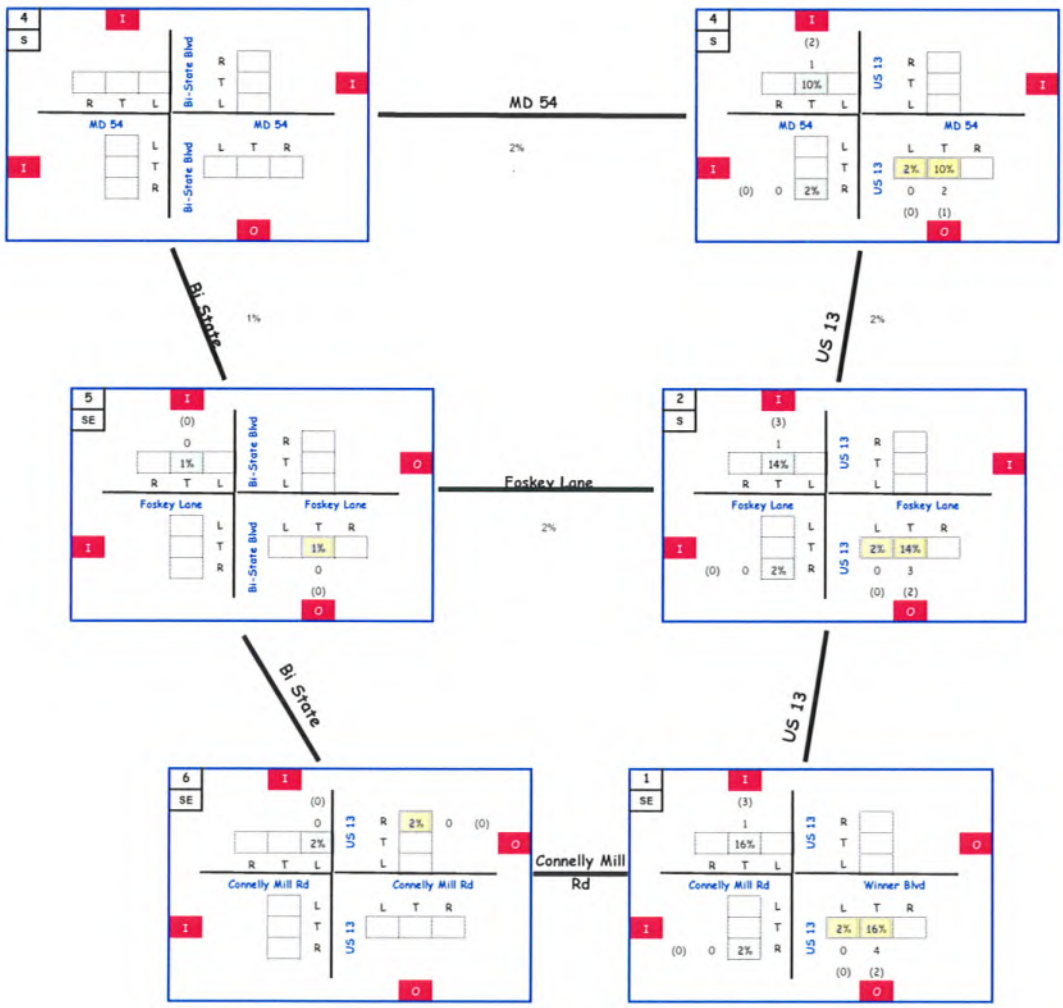


Development:

27 28

in	6	(21)
out	22	(12)

2030

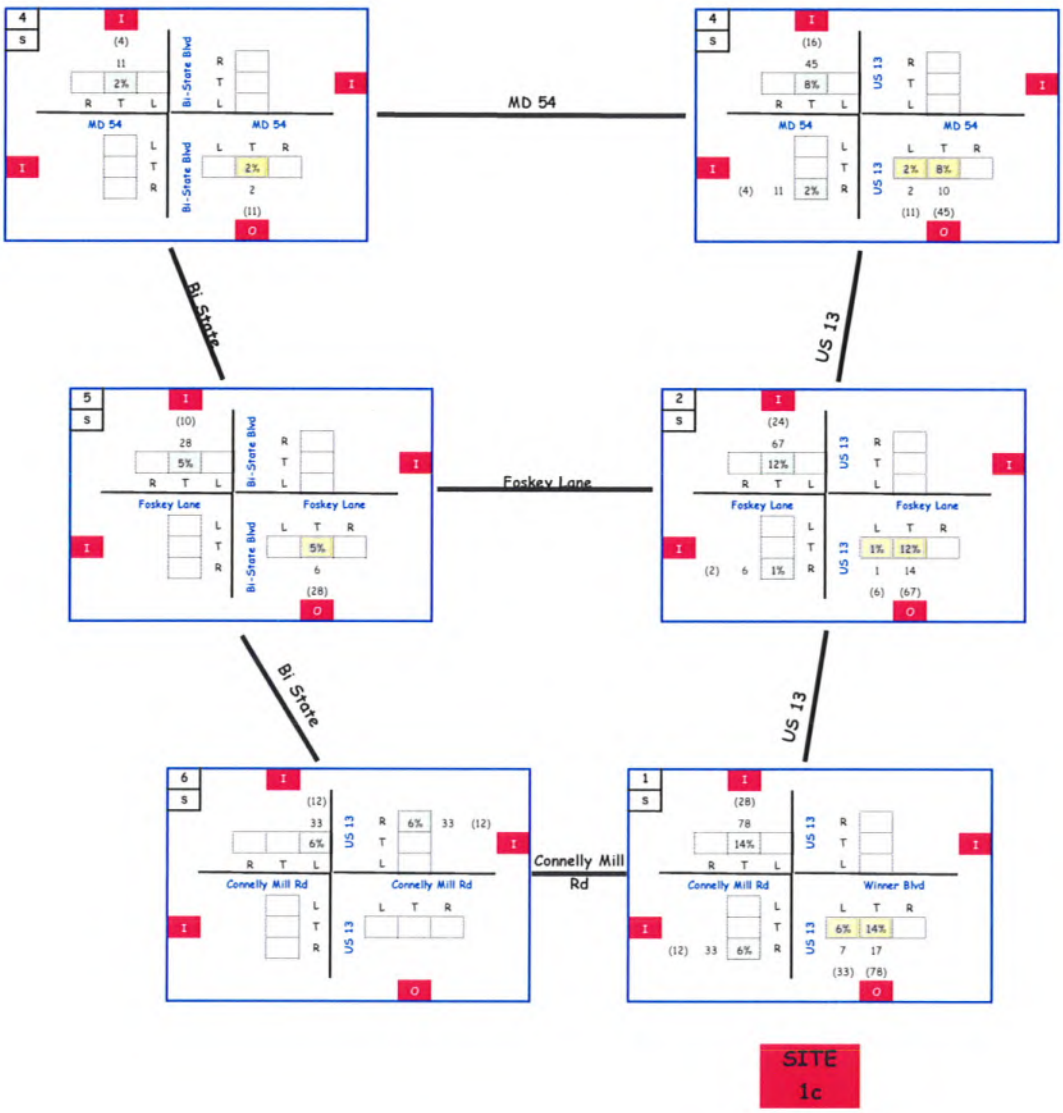


Development:

11	12	13
14	15	16

2030

in	557	(197)
out	120	(558)

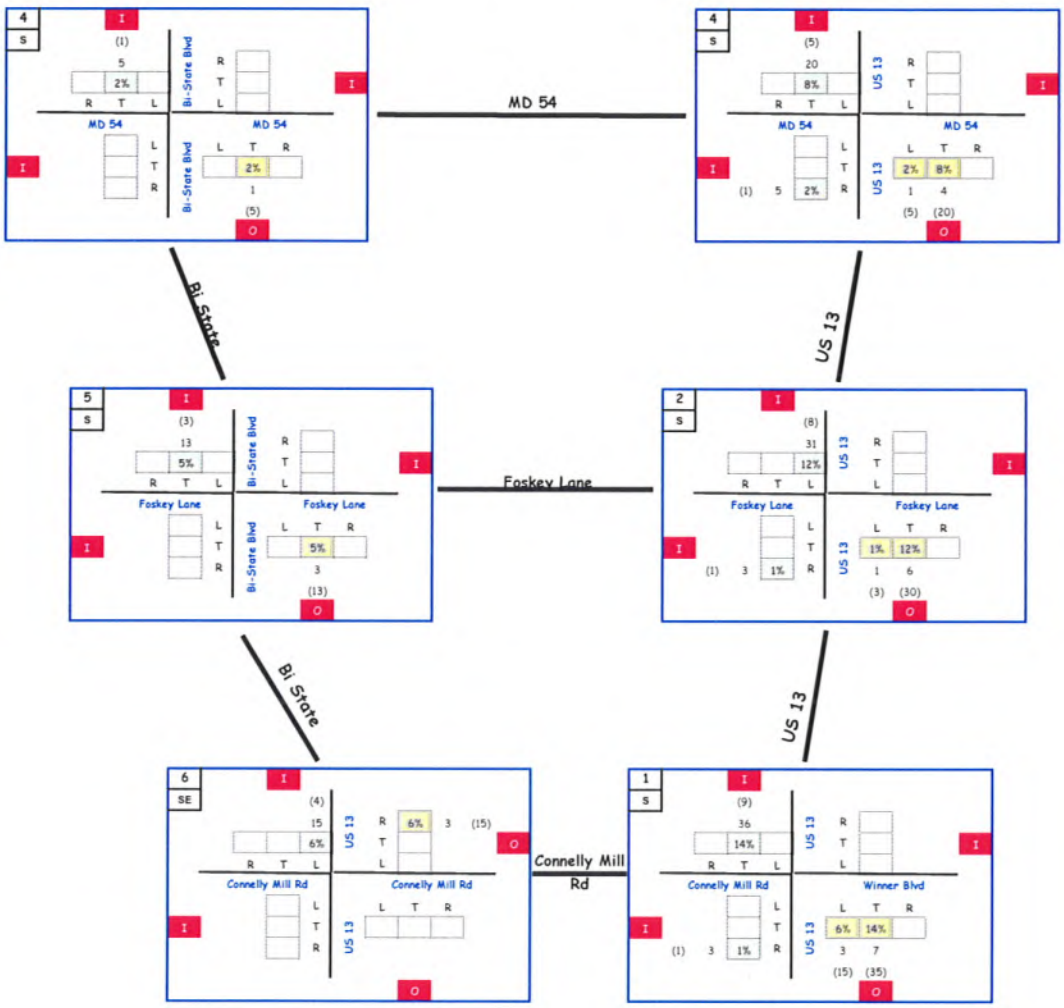


Development:

10

in	255	(67)
out	52	(250)

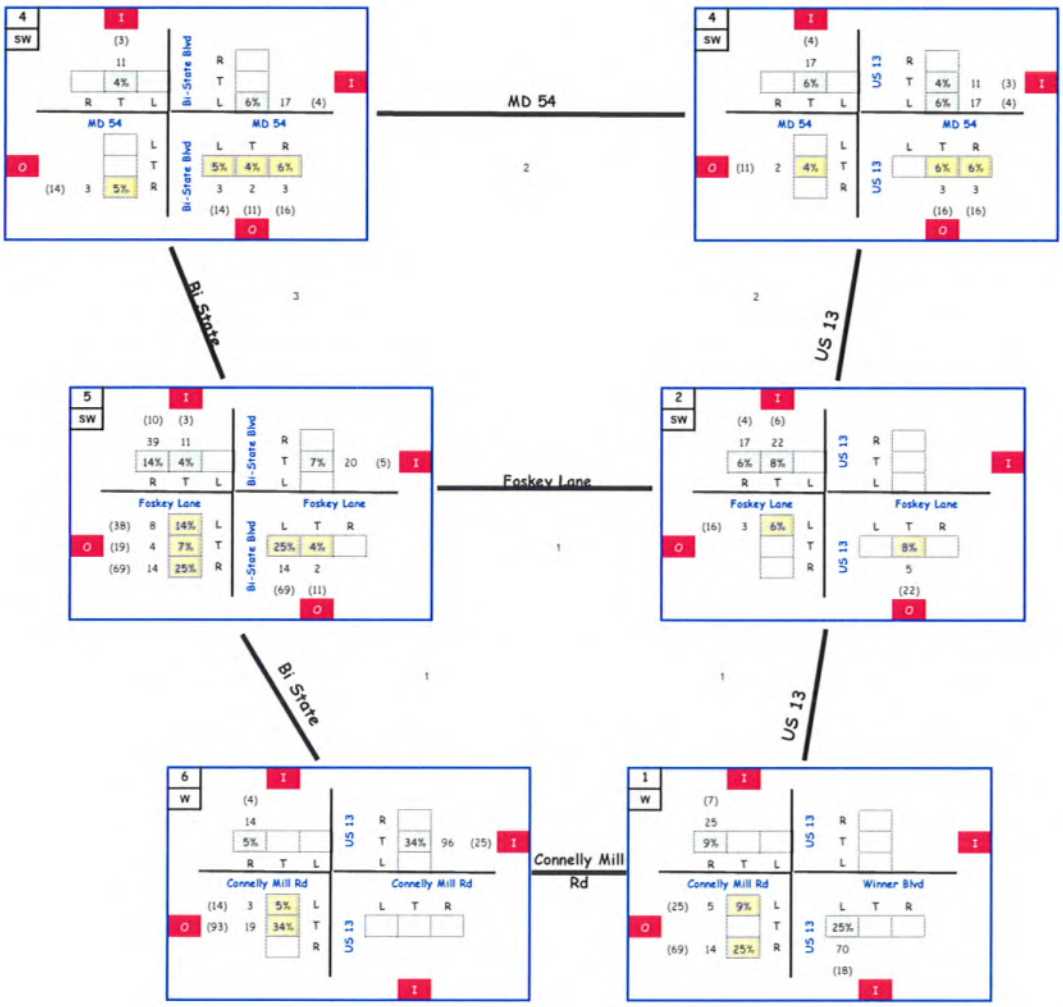
2030



Development:

6	in	281	(73)
	out	57	(274)

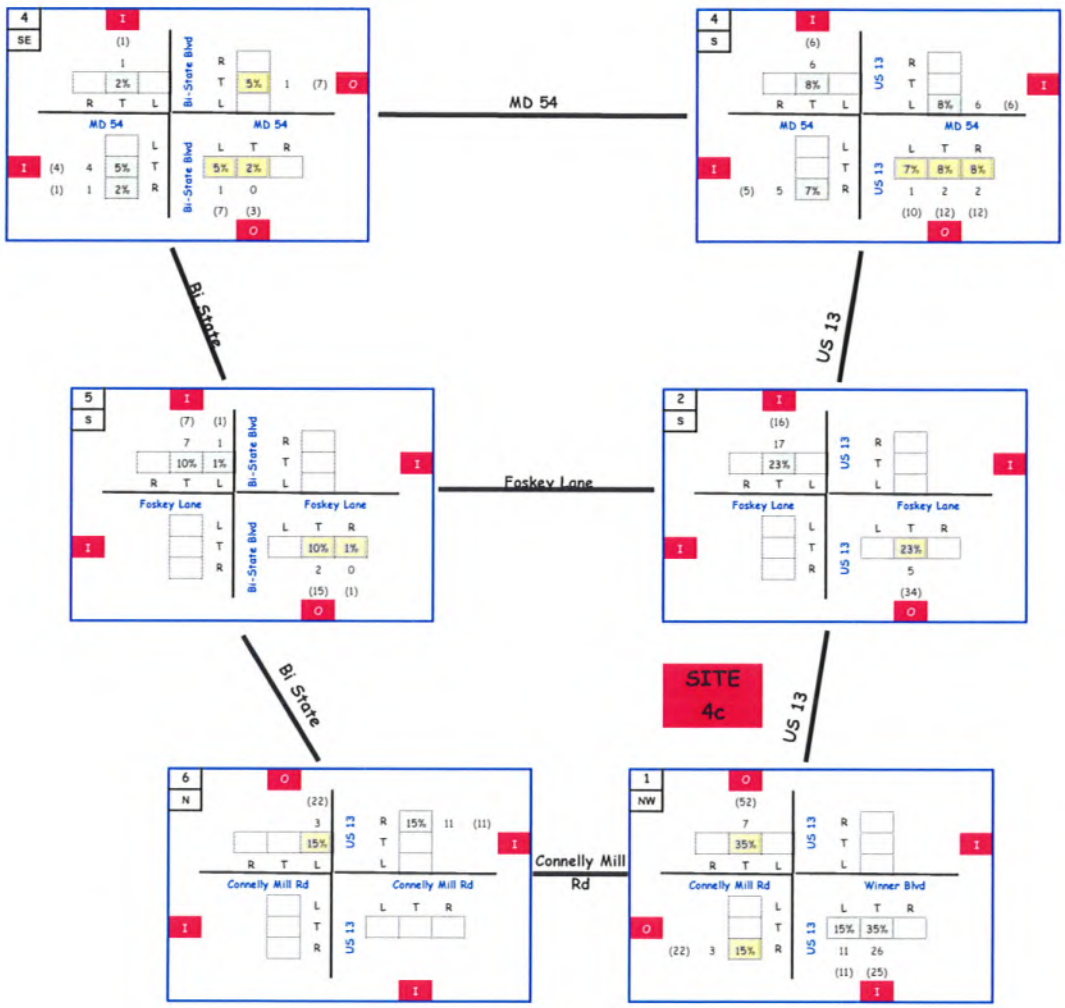
2030



Development:

19	in	74	(71)
	out	20	(148)

2030

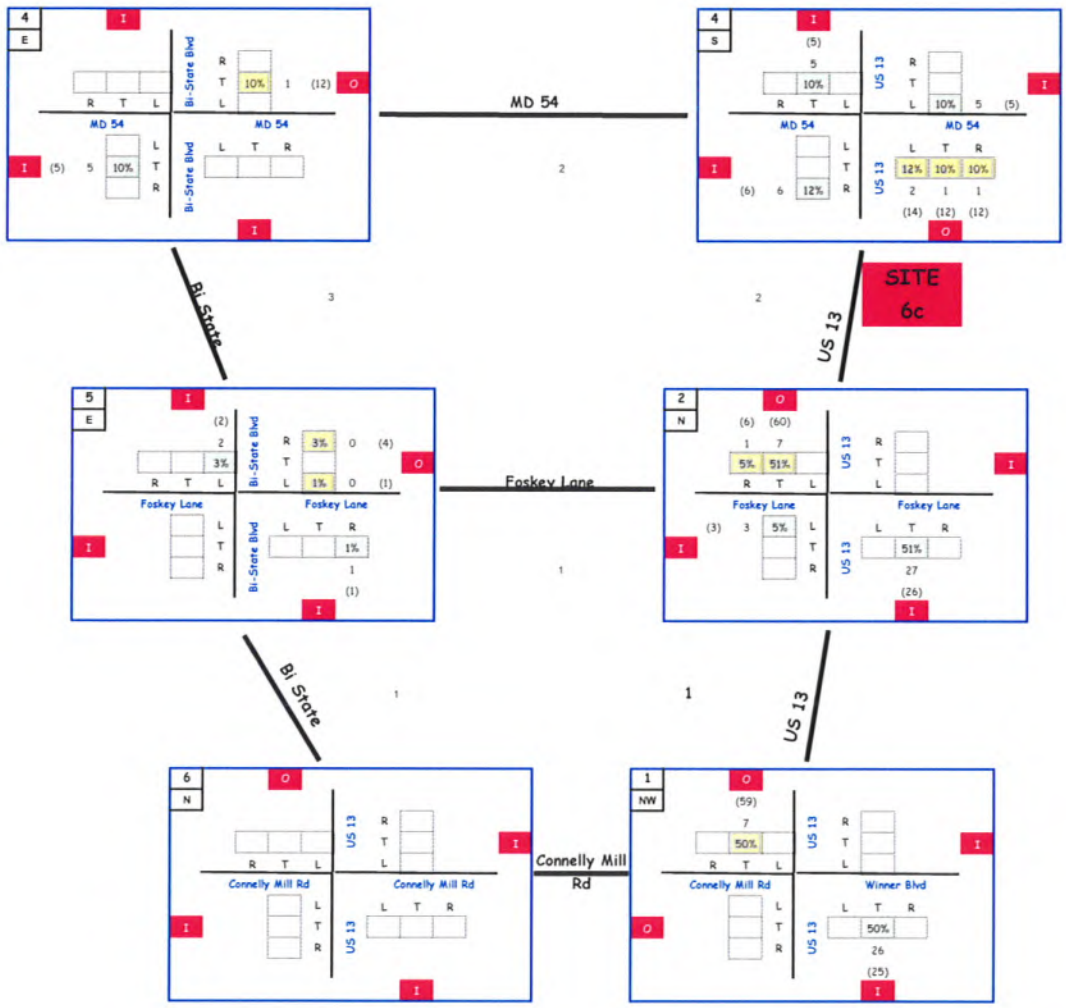


Development:

18

in	52	(50)
out	13	(117)

2030



APPENDIX D

Accident Data

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

Fax

To:	Mr. Derek Joost	**From:**	Al Lewis
Dept:	The Traffic Group	**Pages:**	
Phone:		**Phone:**	410-787-5849
Fax:	~~410-629-1845~~ 410-931-6601	**Fax:**	(410) 787-5823
Date:	11/07/2008	**CC:**	District One
Re:	Accident Data Request		

☐ **Urgent** x **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

• **Comments:**

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

US 13 from MD 675-B to MD 54

MD 54 from US 13 to MD 675-B

MD 675-B from MD 54 to Connelly Mill Rd

Foskey Lane from US 13 to MD 675-B

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

US 13 at MD 675-B

US 13 at Foskey La

US 13 at MD 54

MD 54 at MD 675-B

MD 675-B at Foskey La

MD 675-B @ Connelly Mill Rd

November 7, 2008

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

The study period is from January 2005 thru December 2007

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

I hope this information is of assistance to you.

13 Does not cross Connelly Mill Rd.

US 13 from ~~Connelly mill rd~~ to md 54 (MD 675B)
14.01 - 15.89

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

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

Foskey La from US 13 to Bi State blvd (MD 675B)
mu 70 - 0.28 - 1.34
Co 506 - 0.00 - 0.69

~~US 13 @ Connelly Mill Rd~~ (MD 675B) — ? Does not Intersect,
14.01 0.00

US 13 @ Foskey La (13 / mu 70)
15.16 0.22

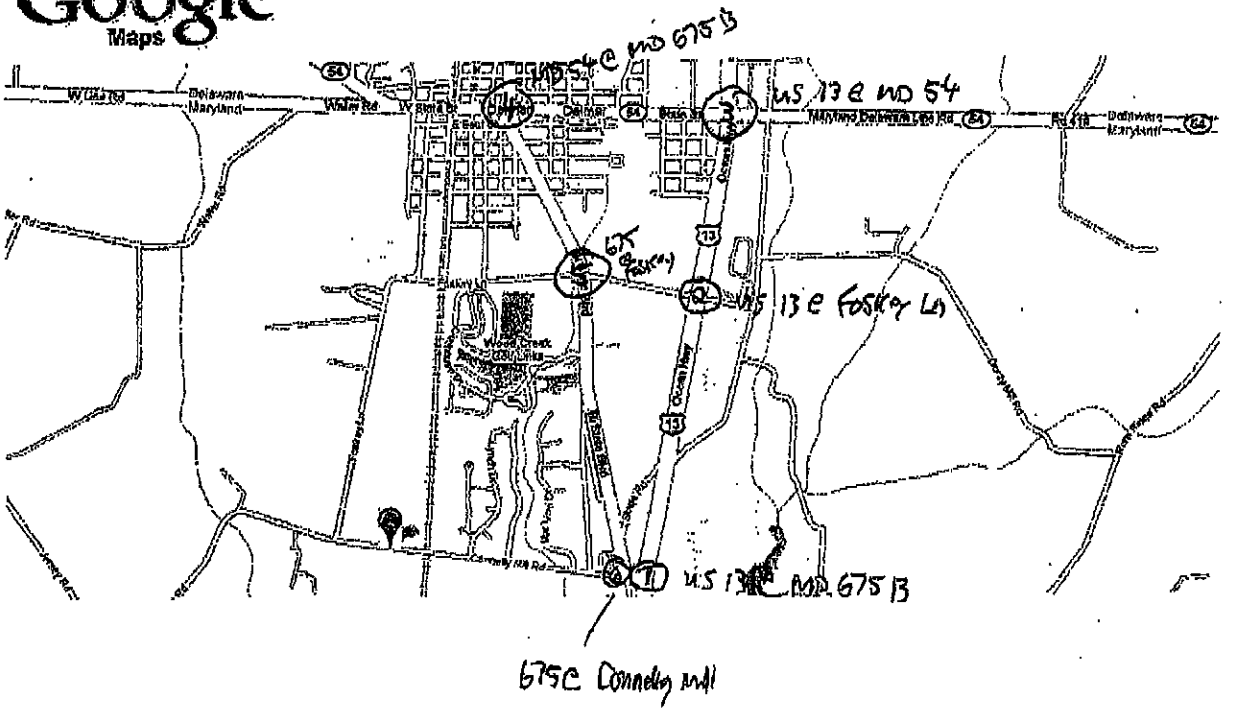
US 13 @ MD 54 (13 / 54)
15.89 10.84

MD 54 @ MD 675 - B (54 / 675)
9.97 2.09

MD 675B @ Foskey La (675 / Foskey)
1.34 Co 506 0.69

MD 675B @ Connelly Mill Rd (675 / Connelly) mu 15
0.08 0.06

Google Maps Address



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

Name: Al Lewis
Date: 11/12/2008

Location: US0013 From MD 675-B to MD 54
County: Wicomico Period: January 1, 2005 To December 31, 2007
Type Controls: 6U-100%

Logmile: From 014.01 To 015.89 Length: 1.88
Note(s):
* Significantly Higher than Statewide

YEAR ▸	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.2
No. KILLED						
INJURY	19	8	13	40	60.0	74.7
No. INJURED	29	11	21	71		
PROP DAMAGE	45	37	34	116	174.0 *	97.5
TOTAL ACC	64	45	47	156	234.0 *	173.4
RATE	345.1	187.0	195.3			
AADT	27000	35100	35100			
VMT(millions)	18.5	24.1	24.1	66.7		
OPPOSITE DIR	3			3	4.5	11.4
REAR END	26	22	17	65	97.5 *	54.8
SIDESWIPE	2	2	2	6	9.0	6.4
LEFT TURN	2	2	2	6	9.0	13.5
ANGLE	7	3	5	15	22.5	32.6
PEDESTRIAN					0.0	3.5
PARKED VEH	2		3	5	7.5	5.7
FIXED OBJECT	9	2	5	16	24.0	28.4
OTHER	12	14	12	38	57.0 *	8.8
U-TURN						
BACKING		1		1		
ANIMAL	3	4	6	13		
RAILROAD						
EXPL./FIRE						
OVERTURN	1	1	1	3		
OTHER/UNK	8	8	5	21		
TRCK REL ACC	2	4	5	11	16.9	10.7
NIGHTTIME	26	13	13	52	33 %	32 %
WET SURFACE	14	6	7	27	17 %	28 %
ALCOHOL REL		1	1	2	1 %	8 %
INTERSEC REL	33	23	18	74		
TOTAL VEH	124	83	80	287		
TOTAL TRUCKS	2	4	5	11		
PERCENT TRKS	1.6	4.8	6.3	3.8		

Comments:

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

Name: Al Lewis
Date: 11/12/2008

Location: MD0054 From US 13 to MD 675B
County: Wicomico Period: January 1, 2005 To December 31, 2007
Type Controls: 8U-100*

Logmile: From 009.97 To 010.84 Length: 0.87
Note(s):
* Significantly Higher than Statewide

YEAR ▸	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.2
No. KILLED						
INJURY	1	1	1	3	33.1	74.7
No. INJURED	1	1	1	3		
PROP DAMAGE	2	5	8	15	165.5 *	97.5
TOTAL 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	22.1 *	6.4
LEFT TURN			1	1	11.0	13.5
ANGLE		2	2	4	44.1	32.6
PEDESTRIAN	1	1	1	3	33.1 *	3.5
PARKED VEH					0.0	5.7
FIXED OBJECT	1		1	2	22.1	28.4
OTHER			1	1	11.0	8.8
U-TURN						
BACKING						
ANIMAL			1	1		
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK						
TRCK REL ACC		1		1	11.0	10.7
NIGHTTIME			3	3	16 %	32 %
WET SURFACE		1	1	2	11 %	28 %
ALCOHOL REL					0 %	8 %
INTERSEC REL	1	3	4	8		
TOTAL VEH	4	11	15	30		
TOTAL TRUCKS		1		1		
PERCENT TRKS	0.0	9.1	0.0	3.3		

Comments:

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

Name: Al Lewis
Date: 11/12/2008

Location: MD0675E From MD 54 to Connelly Mill Rd
County: Wicomico Period: January 1, 2005 To December 31, 2007
Type Controls: SU-100%

Logmile: From 000.08 To 002.09 Length: 2.01
Note(s):
* Significantly Higher than Statewide

YEAR ▸	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.2
No. KILLED						
INJURY	2	3	3	8	60.0	74.7
No. INJURED	3	4	9	16		
PROP DAMAGE	8	9	6	23	172.6 *	97.5
TOTAL ACC	10	12	9	31	232.6 *	173.4
RATE	260.9	252.8	189.6			
WAADT	5200	6600	6500			
VMT(millions)	3.8	4.7	4.7	13.3		
OPPOSITE DIR		1	1	2	15.0	11.4
REAR END	3	3	2	8	60.0	54.8
SIDESWIPE		1		1	7.5	6.4
LEFT TURN	1		2	3	22.5	13.5
ANGLE	3	2	2	7	52.5	32.6
PEDESTRIAN					0.0	3.5
PARKED VEH					0.0	5.7
FIXED OBJECT	1	2		3	22.5	28.4
OTHER	2	3	2	7	52.5 *	8.8
U-TURN						
BACKING						
ANIMAL			1	1		
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	2	3	1	6		
TRCK REL ACC		1		1	7.5	10.7
NIGHTTIME	3	1	2	6	19 %	32 %
WET SURFACE	4	3	3	10	32 %	28 %
ALCOHOL REL		1		1	3 %	8 %
INTERSEC REL	7	6	3	16		
TOTAL VEH	19	22	16	57		
TOTAL TRUCKS		1		1		
PERCENT TRKS	0.0	4.5	0.0	1.8		

Comments:

#16896

Robert Cunningham

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

3 yrs,

Hi Bob,

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

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

In Maryland, the following roadway links are included:
MD 675-B
0 - U.S. Route 13 from ~~Connelly Mill~~ Road to MD 54;
Second 2 - MD 54 from US Route 13 to Bi-State Boulevard (MD 675);
3 - Bi-State Boulevard (MD 675) from MD 54 to Connelly Mill Road; and
4 - Foskey Lane from US 13 to Bi-State Boulevard (MD 675)

In addition, the following intersections are included:
1 - US 13 and ~~Connelly Mill Road;~~ MD 675-B
2 - US 13 and Foskey Lane;
3 - US 13 and MD 54;
4 - MD 54 and MD 675 (Bi-State Boulevard);
5 - MD 675 (Bi-State Boulevard) and Foskey Lane; and
6 - MD 675 (Bi-State Boulevard) and Connelly Mill Road.

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

Derek's mailing information is below:

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

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

11/06/2008

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 From MD 675-B to MD 54
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY	19	8	13	40
No. INJURED	39	11	21	71
PROP DAMAGE	45	37	34	116
TOTAL ACC	64	45	47	156
OPPOSITE DIR	3			3
REAR END	26	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-TURN				
BACKING		1		1
ANIMAL	3	4	6	13
RAILROAD				
EXPL./FIRE				
OVERTURN	1	1	1	3
OTHER/UNK	8	8	5	21
TRCK REL ACC	2	4	5	11
NIGHTTIME	26	13	13	52
WET SURFACE	14	6	7	27
ALCOHOL REL		1	1	2
INTERSEC REL	33	23	18	74
TOTAL VEH	124	83	80	287
TOTAL TRUCKS	2	4	5	11
PERCENT TRKS	1.6	4.8	6.3	3.8

Comments:

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 From MD 675-B to MD 54
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX OB	CLSN TYPE	MOVE V1	MOVE V2	PROBABLE CAUSE
US0013												
14.01	✓	063005	1 Inj.	2A	NIGHT	DRY			OTHER	NS	UU	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	061105	PROPERTY	3P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.01	✓	013105	PROPERTY	6P	NIGHT	DRY		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	042305	PROPERTY	9P	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	010205	1 Inj.	10P	NIGHT	DRY			RREND	NS	NL	FAIL TO GIVE FULL TIME/ATTENT
14.01		022105	PROPERTY	7P	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	040105	1 Inj.	10P	NIGHT	WET			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.01	✓	100805	PROPERTY	12A	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	102205	PROPERTY	8P	NIGHT	WET			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.01		091205	PROPERTY	10P	NIGHT	DRY			RREND	NS	NS	FOLLOWED TOO CLOSELY
14.01	✓	120606	PROPERTY	9A	DAY	DRY			OTHER	NS	NU	UNKNOWN OR OTHER CAUSE
14.01		010206	PROPERTY	6P	OTHER	OTHR			OTHER	NS	UU	FAIL TO OBEY OTHER CTRL DEVICE
14.01		111507	PROPERTY	7P	NIGHT	WET			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.01	✓	071407	PROPERTY	9A	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.01	✓	112407	1 Inj.	1P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	112307	PROPERTY	9P	NIGHT	DRY			OTHER	SS	UU	UNKNOWN OR OTHER CAUSE
14.01		061607	PROPERTY	2A	NIGHT	DRY	✓	03	FXOBJ	NS	na	UNDER INFLUENCE OF ALCOHOL
14.01	✓	072307	PROPERTY	1P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.02		091205	PROPERTY	4P	DAY	DRY			OTHER	NR	ER	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	010105	PROPERTY	12P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	070805	PROPERTY	1P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	050205	PROPERTY	5P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02	✓	072105	3 Inj.	6P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02	✓	053105	PROPERTY	9A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	120306	2 Inj.	5P	NIGHT	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02		012806	PROPERTY	1P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02		010306	PROPERTY	4P	OTHER	OTHR			OTHER	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	092106	PROPERTY	8A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	032106	PROPERTY	10A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	070306	PROPERTY	9P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02		062206	PROPERTY	9A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	121007	PROPERTY	3P	DAY	DRY			OTHER	US	US	UNKNOWN OR OTHER CAUSE
14.02	✓	120707	PROPERTY	3P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.03	✓	052405	2 Inj.	9P	NIGHT	WET			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.03	✓	061505	PROPERTY	7P	NIGHT	DRY			SDSWP	WS	WS	FAIL TO GIVE FULL TIME/ATTENT
14.03		062705	PROPERTY	9P	NIGHT	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.04	✓	070805	PROPERTY	1P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.04	✓	091007	1 Inj.	8A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.05	✓	111905	1 Inj.	11A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.05	✓	090206	PROPERTY	1P	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.05	✓	101506	PROPERTY	5P	DAY	DRY			RREND	SS	SS	FOLLOWED TOO CLOSELY
14.06		102107	1 Inj.	4P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE

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

Continues...

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1	MOVE V2	PROBABLE CAUSE
14.06	✓	041705	PROPERTY	11A	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.06	✓	120905	PROPERTY	7P	NIGHT	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.07		072206	PROPERTY	10A	DAY	WET			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.07	✓	080107	PROPERTY	6P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.08		090205	PROPERTY	11A	DAY	DRY			RRBND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.09		102605	1 Inj.	10A	DAY	DRY		09	FXOBJ	NS	na	PHYSICAL/MENTAL DIFFICULTY
14.11	✓	100805	1 Inj.	2P	DAY	WET			RREND	SS	SS	TOO FAST FOR CONDITIONS
14.12		122407	PROPERTY	11A	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.15	✓	040106	PROPERTY	4P	DAY	WET			RREND	SS	SS	WET
14.16		012205	PROPERTY	1P	DAY	SNOW		09	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.16		052306	PROPERTY	7A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.16		100706	PROPERTY	6P	DAY	WET			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.16		080207	PROPERTY	2P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.43		010707	PROPERTY	11P	NIGHT	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.45		102705	PROPERTY	7A	DAY	DRY			OTHER	NS	na	ANIMAL
14.46		111306	PROPERTY	7P	NIGHT	WET			OTHER	NS	na	WET
14.46		112006	PROPERTY	3A	NIGHT	DRY			OTHER	SS	na	UNKNOWN OR OTHER CAUSE
14.47		121106	PROPERTY	10A	DAY	WET			SDSWP	NS	NS	UNKNOWN OR OTHER CAUSE
14.48		052007	2 Inj.	7A	DAY	DRY			OTHER	SS	na	FELL ASLEEP, FAINTED, ETC.
14.49		012205	PROPERTY	7P	NIGHT	ICE		03	FXOBJ	SS	na	SLEET, HAIL, FREEZING RAIN
14.49	✓	082205	PROPERTY	6P	DAY	DRY			SDSWP	NL	NL	FAIL TO GIVE FULL TIME/ATTENT
14.49		072005	1 Inj.	11P	NIGHT	DRY			ANGLE	SS	ES	UNKNOWN OR OTHER CAUSE
14.49	✓	112406	PROPERTY	12P	DAY	DRY			OTHER	SS	na	VEHICLE DEFECT
14.49		050507	PROPERTY	5P	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.49	✓	110107	PROPERTY	1A	NIGHT	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.49		081807	1 Inj.	6A	DAY	DRY			OTHER	SS	na	FELL ASLEEP, FAINTED, ETC.
14.49	✓	032407	1 Inj.	11A	DAY	DRY			RREND	SL	SS	UNKNOWN OR OTHER CAUSE
14.49		090607	4 Inj.	3P	DAY	DRY			ANGLE	NS	WS	UNKNOWN OR OTHER CAUSE
14.50		113007	PROPERTY	6P	DAY	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.51		111507	PROPERTY	11P	NIGHT	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.52		030707	PROPERTY	12P	DAY	ICE			OTHER	SR	UU	RAIN, SNOW
14.53		040105	1 Inj.	3P	DAY	DRY			OTHER	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.53		051606	PROPERTY	7P	DAY	DRY			OTHER	SS	na	ANIMAL
14.55		081706	PROPERTY	11P	NIGHT	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.59		111307	1 Inj.	11P	NIGHT	DRY		04	FXOBJ	NS	na	FELL ASLEEP, FAINTED, ETC.
14.62		060305	PROPERTY	2A	NIGHT	WET			OTHER	NU	na	UNKNOWN OR OTHER CAUSE
14.65		071007	PROPERTY	12P	DAY	DRY			PARKD	UU	UP	UNKNOWN OR OTHER CAUSE
14.68		032707	PROPERTY	11A	DAY	DRY			OTHER	SS	na	UNKNOWN OR OTHER CAUSE
14.77		050507	PROPERTY	5P	DAY	WET			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
14.79		022606	PROPERTY	4A	NIGHT	DRY		04	FXOBJ	SS	na	VISION OBSTRUCTION
14.87		102105	7 Inj.	4P	DAY	WET			OPDIR	SS	NS	TOO FAST FOR CONDITIONS
14.89		021606	2 Inj.	5P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
15.08		063007	1 Inj.	6A	DAY	WET		11	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
15.13		082905	2 Inj.	5P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
15.14		013005	5 Inj.	5P	DAY	ICE			OPDIR	SS	NS	SLEET, HAIL, FREEZING RAIN
15.16		101905	PROPERTY	6P	DAY	DRY			OTHER	NS	na	VEHICLE DEFECT
15.16	✓	011905	PROPERTY	2P	DAY	SNOW			ANGLE	SS	ES	TOO FAST FOR CONDITIONS
15.16	✓	040605	PROPERTY	12P	DAY	DRY			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	040705	PROPERTY	7A	DAY	WET			ANGLE	EL	SS	FAIL TO GIVE FULL TIME/ATTENT

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

ADC Combined Logmile History Output Continued...

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

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

ADC Combined Logmile History Output Continued...

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

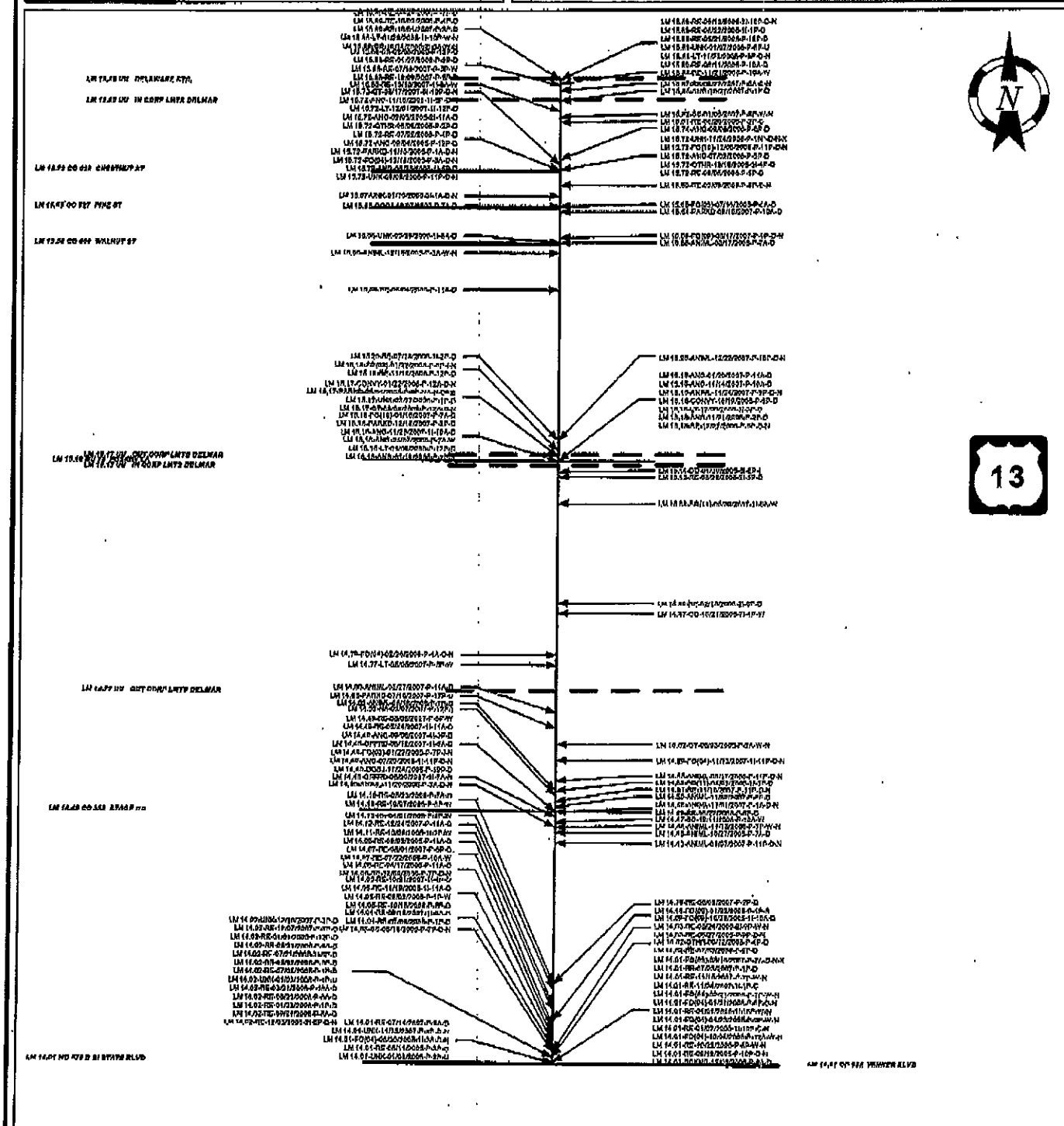
FXOB(01)-Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)-Guardrail/Barrier (06)=Embankment (07)-Fence
(08)=Light Pole (09)-Sign Post (10)=Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator

▲ Last Page of Report ▲ Page: 4

SHA State Highway Administration

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

Location:
County:
Study Period:
Analyst: Date:



KEY:LocMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

P - Pedestrian I - Injury P - Property Damage OD - Opposite Direction LT - Left Turn RE - Rear End ANG - Angle	SS - Sideswipe PARKD - Parked Vehicle PED - Pedestrian BIKE - Bicycle PEDAL - Other Pedalcycle CONVY - Other Conveyance ANIML - Animal	FO - Fixed Object OOBJ - Other Object OT - Overturn SPILL - Spilled Cargo JCKKNF - Jackknife SPRTD - Units Separated NCOLL - Other Non Collision	OFFRD - Off Road RUNWY - Downhill Runaway FIRE - Explosion Fire BCKNG - Backing UTURN - U-Turn OTHR - Other UNK - Unknown	00 - Not Applicable 01 - Bridge or Overpass 02 - Building 03 - Culvert or Ditch 04 - Curb 05 - Guardrail or Barrier 06 - Embankment 07 - Fence	08 - Light Support Pole 09 - Sign Support Pole 10 - Other Pole 11 - Tree Shrubbery 12 - Construction Barrier 13 - Crash Attenuator 98 - Other 99 - Unknown	N - Night X - Alcohol D - Dry Surface W - Wet Surface I - Icy Surface S - Snowy Surface

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-E
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

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

Comments:

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-B
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

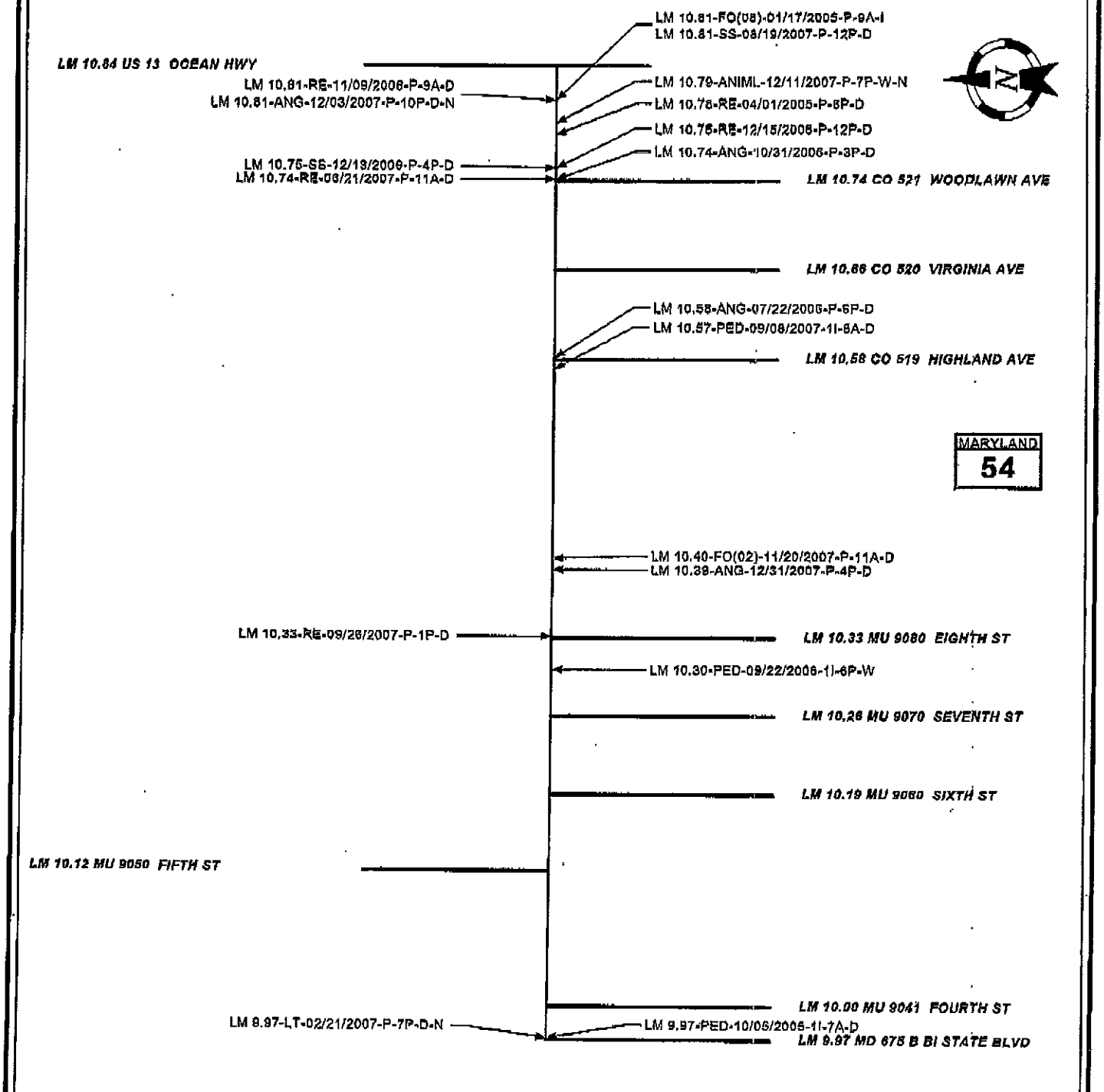
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FXOB	CLSN TYPE	MOVE V1	MOVE V2	PROBABLE CAUSE
MD0054												
9.97		100505	1 Inj.	7A	DAY	DRY			PED	ES	na	UNKNOWN OR OTHER CAUSE
9.97	√	022107	PROPERTY	7P	NIGHT	DRY			LFTRN	WL	ES	FAIL TO GIVE FULL TIME/ATTENT
10.30		092206	1 Inj.	6P	DAY	WET			PED	ES	na	UNKNOWN OR OTHER CAUSE
10.33		092607	PROPERTY	1P	DAY	DRY			RREND	EL	ES	UNKNOWN OR OTHER CAUSE
10.39		123107	PROPERTY	4P	DAY	DRY			ANGLE	SS	ES	FAIL TO GIVE FULL TIME/ATTENT
10.40		112007	PROPERTY	11A	DAY	DRY		02	FXOBJ	ES	na	FAIL TO GIVE FULL TIME/ATTENT
10.57	√	090807	1 Inj.	8A	DAY	DRY			PED	NS	na	FAIL TO GIVE FULL TIME/ATTENT
10.58	√	072206	PROPERTY	6P	DAY	DRY			ANGLE	NR	ES	FAIL TO YIELD RIGHT OF WAY
10.74	√	103106	PROPERTY	3P	DAY	DRY			ANGLE	ES	SL	UNKNOWN OR OTHER CAUSE
10.74	√	062107	PROPERTY	11A	DAY	DRY			RREND	NR	NS	IMPROPER LANE CHANGE
10.75		121306	PROPERTY	4P	DAY	DRY			SDSWP	SL	SL	FAIL TO GIVE FULL TIME/ATTENT
10.75	√	121506	PROPERTY	12P	DAY	DRY			RREND	ES	ES	FAIL TO GIVE FULL TIME/ATTENT
10.78	√	040105	PROPERTY	6P	DAY	DRY			RREND	ES	ES	UNKNOWN OR OTHER CAUSE
10.79		121107	PROPERTY	7P	NIGHT	WET			OTHER	ES	na	ANIMAL
10.81		011705	PROPERTY	9A	DAY	ICE		08	FXOBJ	ER	na	FAIL TO GIVE FULL TIME/ATTENT
10.81		110906	PROPERTY	9A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
10.81	√	081907	PROPERTY	12P	DAY	DRY			SDSWP	ES	ES	UNKNOWN OR OTHER CAUSE
10.81		120307	PROPERTY	10P	NIGHT	DRY			ANGLE	ES	SS	UNKNOWN OR OTHER CAUSE

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

SHA State Highway Administration — Maryland Department of Transportation

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

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



KEY:LogMile-CollisionType (FixedObjectStruck)-Date-Severity-Time-Surface-Illumination-Alcohol

Template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosive Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	00 - Other	
				07 - Fence	99 - Unknown	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675E From 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
FATAL				
No. KILLED				
INJURY	2	3	3	8
No. INJURED	3	4	9	16
PROP DAMAGE	8	9	6	23
TOTAL ACC	10	12	9	31
OPPOSITE DIR		1	1	2
REAR END	3	3	2	8
SIDESWIPE		1		1
LEFT TURN	1		2	3
ANGLE	3	2	2	7
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT	1	2		3
OTHER	2	3	2	7
U-TURN				
BACKING				
ANIMAL			1	1
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK	2	3	1	6
TRCK REL ACC		1		1
NIGHTTIME	3	1	2	6
WET SURFACE	4	3	3	10
ALCOHOL REL		1		1
INTERSEC REL	7	6	3	16
TOTAL VEH	19	22	16	57
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	4.5	0.0	1.8

Comments:

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

Name: Al Lewis
Date: 11/07/2008

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

Logmile: From 000.00 To 002.09 Length: 2.01
Note(s):

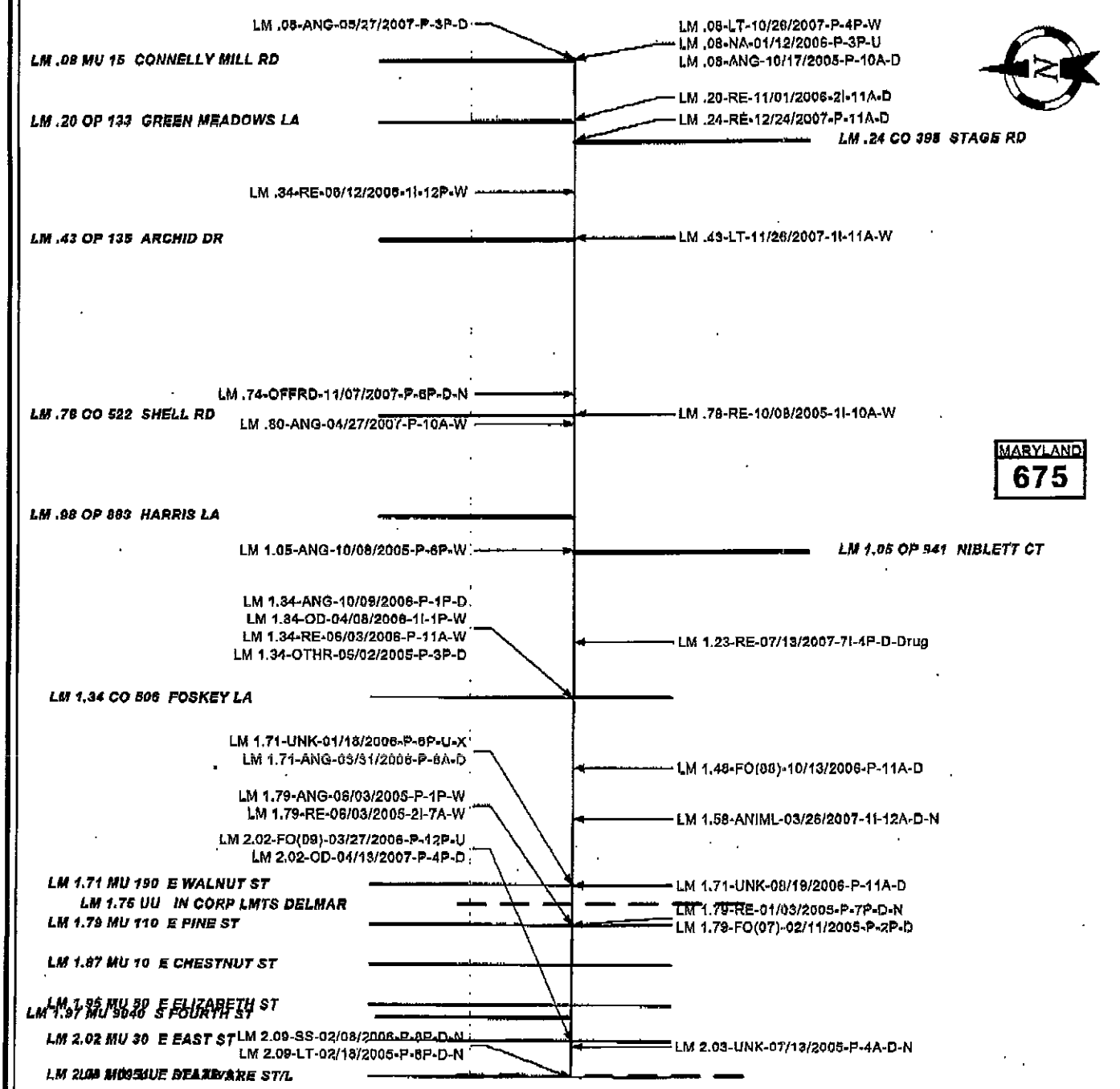
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVN V1	MOVN V2	PROBABLE CAUSE
MD0675B												
0.08	✓	101705	PROPERTY	10A	DAY	DRY			ANGLE	WR	NS	FAIL TO YIELD RIGHT OF WAY
0.08		011206	PROPERTY	3P	OTHER	OTHR			OTHER	NS	NS	UNKNOWN OR OTHER CAUSE
0.08	✓	052707	PROPERTY	3P	DAY	DRY			ANGLE	SS	EL	DID NOT COMPLY WITH LIC. RESTR.
0.08	✓	102607	PROPERTY	4P	DAY	WET			LFTRN	SL	NS	UNKNOWN OR OTHER CAUSE
0.20	✓	110106	2 Inj.	11A	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
0.24		122407	PROPERTY	11A	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
0.34		061206	1 Inj.	12P	DAY	WET			RREND	WS	WS	FOLLOWED TOO CLOSELY
0.43	✓	112607	1 Inj.	11A	DAY	WET			LFTRN	WL	EB	FAIL TO YIELD RIGHT OF WAY
0.74		110707	PROPERTY	6P	NIGHT	DRY			OTHER	WS	na	UNKNOWN OR OTHER CAUSE
0.78	✓	100805	1 Inj.	10A	DAY	WET			RREND	EB	EB	FOLLOWED TOO CLOSELY
0.80		042707	PROPERTY	10A	DAY	WET			ANGLE	SS	WB	FAIL TO YIELD RIGHT OF WAY
1.05	✓	100805	PROPERTY	6P	DAY	WET			ANGLE	SS	WS	FAIL TO GIVE FULL TIME/ATTENT
1.23		071307	7 Inj.	4P	DAY	DRY			RREND	NS	NL	FAIL TO YIELD RIGHT OF WAY
1.34	✓	050205	PROPERTY	3P	DAY	DRY			OTHER	NL	SR	FAIL TO YIELD RIGHT OF WAY
1.34		040806	1 Inj.	1P	DAY	WET			OPDIR	EB	WS	FAIL TO YIELD RIGHT OF WAY
1.34	✓	060306	PROPERTY	11A	DAY	WET			RREND	WS	WS	TOO FAST FOR CONDITIONS
1.34	✓	100906	PROPERTY	1P	DAY	DRY			ANGLE	NS	EB	UNKNOWN OR OTHER CAUSE
1.48		101306	PROPERTY	11A	DAY	DRY		88	FXOBJ	ES	na	UNKNOWN OR OTHER CAUSE
1.58		032607	1 Inj.	12A	NIGHT	DRY			OTHER	NS	na	ANIMAL
1.71	✓	081906	PROPERTY	11A	DAY	DRY			OTHER	NU	NR	FAIL TO GIVE FULL TIME/ATTENT
1.71	✓	033106	PROPERTY	8A	DAY	DRY			ANGLE	SS	ES	UNKNOWN OR OTHER CAUSE
1.71		011806	PROPERTY	6P	OTHER	OTHR	✓		OTHER	NR	WS	UNDER INFLUENCE OF ALCOHOL
1.79	✓	060305	PROPERTY	1P	DAY	WET			ANGLE	SS	ES	FAIL TO KEEP RIGHT OF CENTER
1.79		060305	2 Inj.	7A	DAY	WET			RREND	SS	SS	RAIN, SNOW
1.79		010305	PROPERTY	7P	NIGHT	DRY			RREND	NS	NS	IMPROPER TURN
1.79		021106	PROPERTY	2P	DAY	DRY		07	FXOBJ	ES	na	FAIL TO GIVE FULL TIME/ATTENT
2.02		032706	PROPERTY	12P	DAY	OTHR		09	FXOBJ	UU	na	UNKNOWN OR OTHER CAUSE
2.02		041307	PROPERTY	4P	DAY	DRY			OPDIR	SS	NS	VEHICLE DEFECT
2.03	✓	071305	PROPERTY	4A	NIGHT	DRY			OTHER	NS	UU	UNDER INFLUENCE OF ALCOHOL
2.09	✓	021805	PROPERTY	8P	NIGHT	DRY			LFTRN	SS	NL	FAIL TO OBEY TAFFIC SIGNAL
2.09	✓	020806	PROPERTY	8P	NIGHT	DRY			SDSWP	NS	NS	FAIL TO YIELD RIGHT OF WAY

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

SHA State Highway Administration

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

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



KEY:LocMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 05-27-05

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	06 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runway	01 - Bridge or Overpass	08 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

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:**	
Phone:		**Phone:**	410-787-5849
Fax:	~~410-629-1846~~ 410-931-6601	**Fax:**	(410) 787-5823
Date:	11/07/2008	**CC:**	District One
Re:	Accident Data Request		

☐ **Urgent** x **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

- **Comments:**

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

US 13 from MD 675-B to MD 54

MD 54 from US 13 to MD 675-B

MD 675-B from MD 54 to Connelly Mill Rd

Foskey Lane from US 13 to MD 675-B

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

US 13 at MD 675-B

US 13 at Foskey La

US 13 at MD 54

MD 54 at MD 675-B

MD 675-B at Foskey La

MD 675-B @ Connelly Mill Rd

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

Name: Al Lewis
Date: 11/07/2008

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

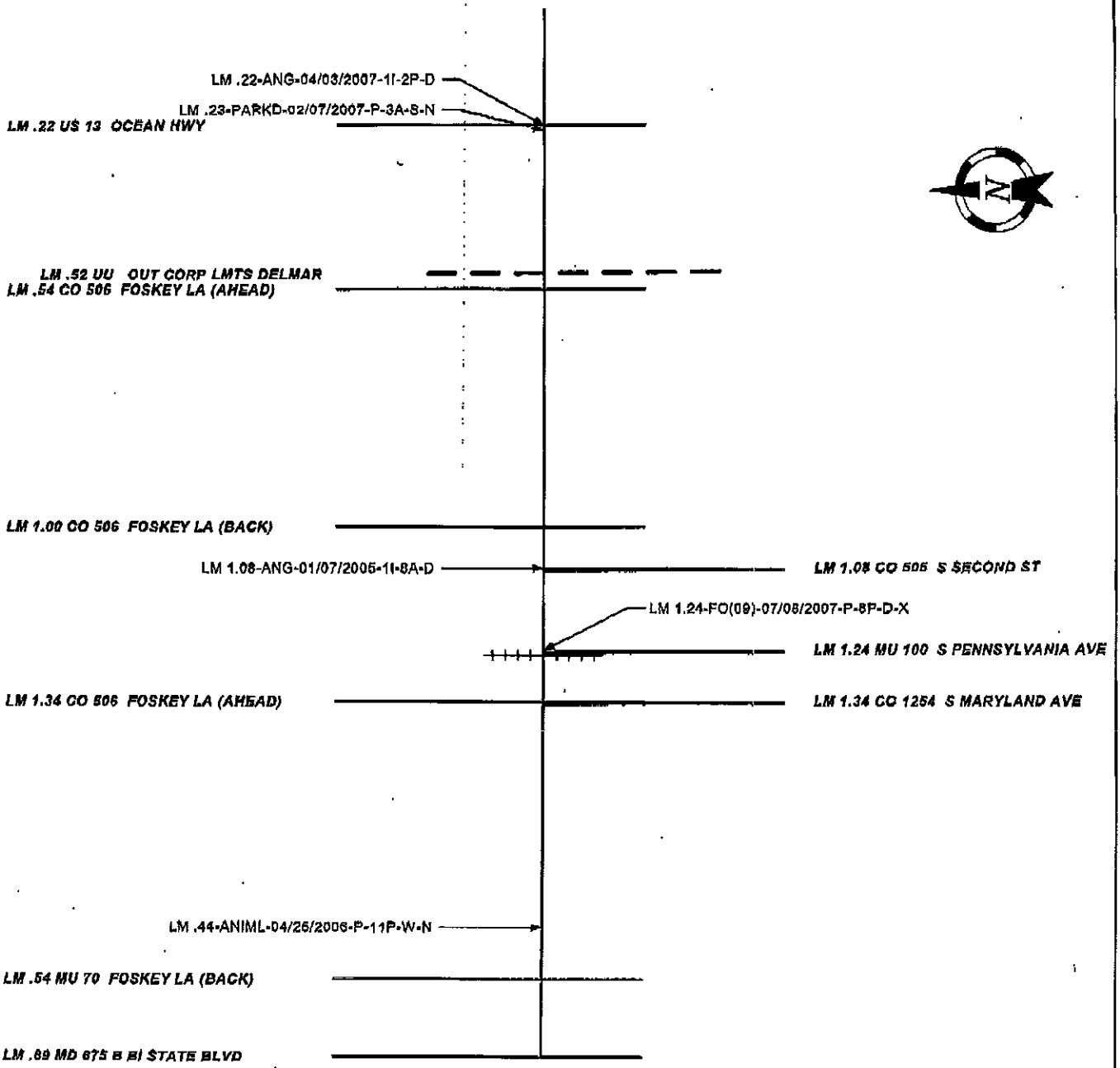
Logmile: From 000.22 To 001.34 Length: 1.12
Note(s):

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

Comments:

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

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



KEY:LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol template 08-27-08

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	98 - Other	
				07 - Fence	99 - Unknown	

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

Name: Al Lewis
Date: 11/07/2008

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

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

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACR	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO0506											
0.44		042506	PROPERTY	11P	NIGHT	WET			OTHER	WS na	ANIMAL
MU0070											
0.22	√	040307	1 Inj.	2P	DAY	DRY			ANGLE	WS SS	FAIL TO OBEY STOP SIGN
0.23		020707	PROPERTY	3A	NIGHT	SNOW			PARKD	WB UP	UNKNOWN OR OTHER CAUSE
1.08		010705	1 Inj.	8A	DAY	DRY			ANGLE	SL WB	FAIL TO YIELD RIGHT OF WAY
1.24	√	070807	PROPERTY	8P	DAY	DRY	√	09	FXOBJ	NU na	UNDER INFLUENCE OF ALCOHOL

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

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

Name: Al Lewis
Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd
County: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: 014.01 At 000.00
Note(s):
Radius: 400 ft

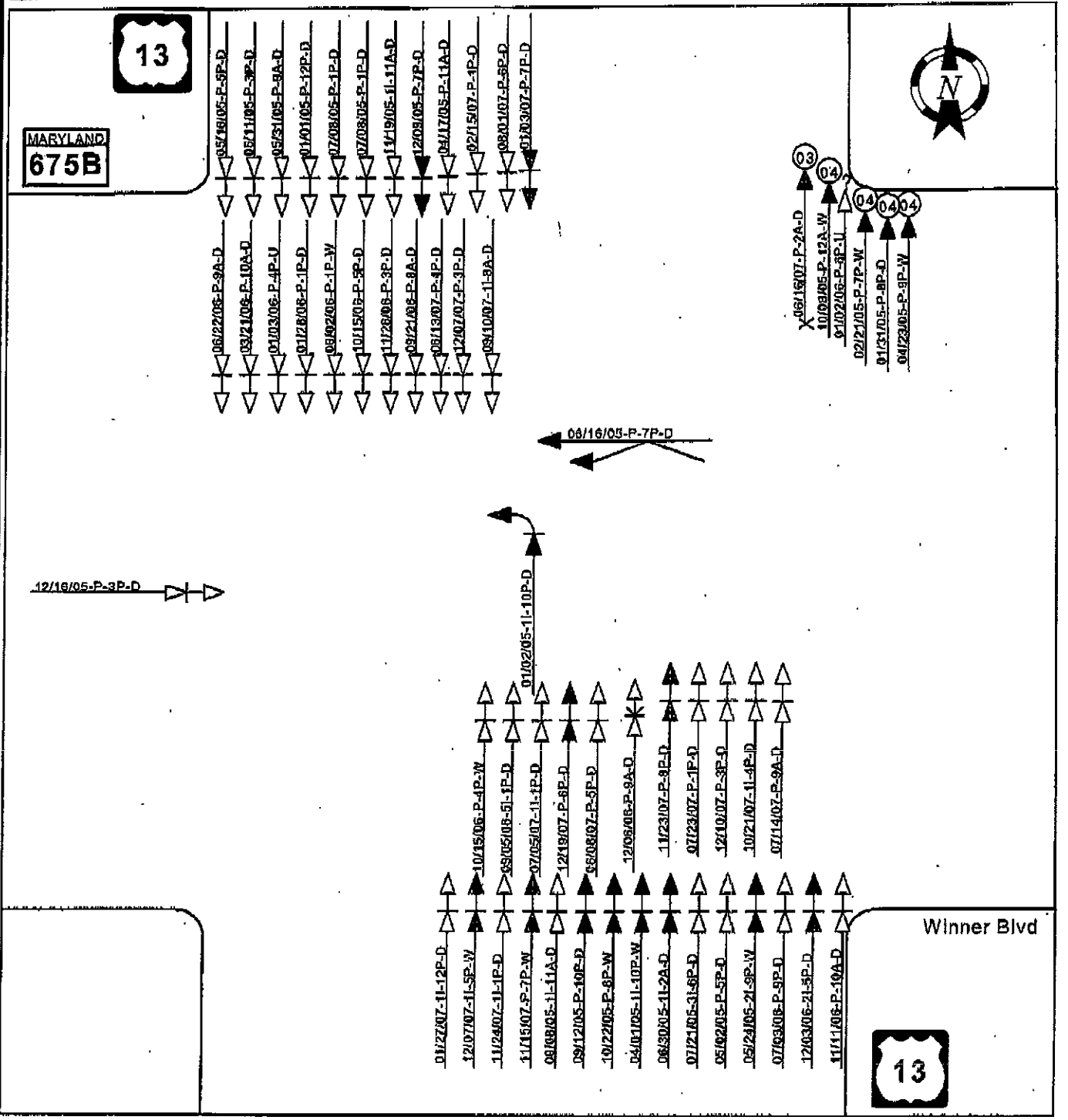
YEAR ▸	[redacted]	[redacted]	2005	2006	2007	TOTAL
FATAL						
No. KILLED						
INJURY			7	2	6	15
No. INJURED			10	7	6	23
PROP DAMAGE			17	13	13	43
TOTAL ACC			24	15	19	58
OPPOSITE DIR						
REAR END			19	13	18	50
SIDESWIPE			1			1
LEFT TURN						
ANGLE						
PEDESTRIAN						
PARKED VEH						
FIXED OBJECT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

Comments:

SHA State Highway Administration

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

Location: US 13 @ MD 675-B / Winner Blvd
County: WICOMICO
Study Period: 01/01/2005 to 12/31/2007
Analyst: ALEWIS Date: 11/05/2008



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
99 - Other
99 - Unknown

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

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

template 08-27-08

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/05/2008

Location: US0013 @ MD0675E / Winner Blvd Logmile: 014.01 At 000.00 Radius: 400 ft
County: Wicomico Period: January 1, 2005 To December 31, 2005 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		7	17	24
Veh Occ		10		
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2	5	2		4	5	6	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	3	1		3	4	3	3		2	2	1	2	

CONDITION:	DRIVER	PED
Normal:	19	
ALCOHOL:		
Other:	5	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	1		1							1		3	
PM:	1	2		2		2	1	3	2	2	3		

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	4	17	2			1		50

VEHICLE TYPE			
	M_Cycle/Moped	Trk_Trailer	
27	Passenger Veh	Passenger Bus	
8	Light Truck	School Bus	
1	Heavy Truck	Emergency Veh	
14	Other Types		

SURFACE	
6	WET
18	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	21			18			2			2	

OTHER MOVEMENTS 6

PROBABLE CAUSES

	Inf. of Drugs		Improper Parking
	Inf. of Alcohol		Passenger Interfere/Obstr.
	Inf. of Medication		Illegally in Roadway
	Inf. of Combined Substance		Bicycle Violation
	Physical/Mental Difficulty		Clothing not Visible
	Fell Asleep/Fainted etc.		Smog, Smoke
13	Fail to give full attent.		Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Sig		Animal
	Fail to Obey Other Contr.		Vision Obstruction
	Fail to Keep Right of Ctr		Vehicle Defect
	Fail to Stop for Sch. Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Too Fast for Conditions		Ruts, Holes, Bumps
1	Followed too Closely		Road Under Construction
	Improper Turn		Traffic Cntrl Device Inop.
	Improper Lane Change		Shoulders Low, Soft, High
	Improper Backing		
	Improper Passing	10	Other or Unknown
	Improper Signal		

WEATHER		ILLUMINATION		TOTAL
19	CLEAR/CLDY	12	DAY	
	FOGGY		DAWN/DUSK	2005 24
5	RAINING	8	DARK - LIGHTS ON	
	SNOW/SLEET	4	DARK - NO LIGHTS	
	OTHER		OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		7	11	18
	UNRELATED:			1	1
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01			
I	BUILDING	02			
X	CULVERT/DITCH	03			
E	CURB	04		4	4
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
B	LIGHT POLE	08			
J	SIGN POST	09			
E	OTHER POLE	10			
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

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

Name: Al Lewis
Date: 11/05/2008

Location: US0013 @ MD0675E / Winner Blvd Logmile: D14.01 At 000.00 Radius: 400 ft
County: Wicomico Period: January 1, 2006 To December 31, 2006 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	13	15
Veh Occ		7		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
4	2	3	1	2		3	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3		1			1	1		3	2	2	2	

CONDITION:	DRIVER	PED
Normal:	11	
ALCOHOL:		
Other:	4	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1	2	2		
PM:		3		1	2	2	1			1			

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	11	3					32

VEHICLE TYPE

	M_Cycle/Moped	Trk_Trailer
14	Passenger Veh	Passenger Bus
8	Light Truck	School Bus
	Heavy Truck	Emergency Veh
10	Other Types	

SURFACE

2	WET
11	DRY
	SNO/ICE
	MUD
2	OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	12			16							

OTHER MOVEMENTS 4

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
4	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
1	Fail to Obey Other Constr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
2	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	8 Other or Unknown
	Improper Signal	

WEATHER	ILLUMINATION	TOTAL
13 CLEAR/CLDY	11 DAY	
FOGGY	1 DAWN/DUSK	2006 15
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
2 OTHER	2 OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		2	8	10
	UNRELATED:			3	3
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:			1	1

F	BRIDGE	01	
I	BUILDING	02	
X	CULVERT/DITCH	03	
E	CURB	04	
D	GUARDRAIL/BARRIER	05	
	EMBANKMENT	06	
O	FENCE	07	
B	LIGHT POLE	08	
J	SIGN POST	09	
E	OTHER POLE	10	
C	TREE/SHRUBBERY	11	
T	CONSTR. BARRIER	12	
S	CRASH ATTENUATOR	13	
	OTHER FIXED OBJECT		

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

Name: Al Lewis
Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd
County: Wicomico

Logmile: 014.01 At 000.00 Radius: 400 ft
Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		6	13	19
Veh Occ		6		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	3		4	3	4	4	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
2	1				3	3	1	1	1	3	4	

CONDITION:	DRIVER	PED
Normal:	16	
ALCOHOL:	1	
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:			1						1	1			
PM:	1	4		2	2	2	2	2	1				

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	16	1	1				40

VEHICLE TYPE		
	M_Cycle/Moped	Trk_Trailer
23	Passenger Veh	Passenger Bus
6	Light Truck	School Bus
1	Heavy Truck	Emergency Veh
10	Other Types	

SURFACE	
2	WET
17	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	25			12							

OTHER MOVEMENTS 3

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
1	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
5	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
1	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	12 Other or Unknown
	Improper Signal	

WEATHER		ILLUMINATION		TOTAL
18	CLEAR/CLDY	13	DAY	
	FOGGY		DAWN/DUSK	2007 19
1	RAINING	5	DARK - LIGHTS ON	
	SNOW/SLEET	1	DARK - NO LIGHTS	
	OTHER		OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		2	10	12
	UNRELATED:		4	2	6
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01			
I	BUILDING	02			
X	CULVERT/DITCH	03		1	1
E	CURB	04			
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
S	LIGHT POLE	08			
J	SIGN POST	09			
E	OTHER POLE	10			
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

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

Name: Al Lewis
Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd
County: Wicomico

Logmile: 014.01 At 000.00 Radius: 400 ft
Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		15	43	58
Veh Occ		23		
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	7	10	5	5	9	9	13	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	8	2	1	3	4	7	7	1	6	5	6	8	

CONDITION:	DRIVER	PED
Normal:	46	
ALCOHOL:	1	
Other:	11	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	1		2						2	1	2	3	
PM:	2	9		5	4	6	4	5	3	3	3		

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	6	44	6	1		1		122

VEHICLE TYPE			
	M_Cycle/Moped		Trk_Trailer
64	Passenger Veh		Passenger Bus
22	Light Truck		School Bus
2	Heavy Truck		Emergency Veh
34	Other Types		

SURFACE	
10	WET
46	DRY
	SNO/ICE
	MUD
2	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	58			46			2			2	

OTHER MOVEMENTS 13

PROBABLE CAUSES

	Inf. of Drugs		Improper Parking
1	Inf. of Alcohol		Passenger Interfere/Obstr.
	Inf. of Medication		Illegally in Roadway
	Inf. of Combined Substance		Bicycle Violation
	Physical/Mental Difficulty		Clothing not Visible
	Fell Asleep/Fainted etc.		Smog, Smoke
22	Fail to give full attent.		Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Sig		Animal
1	Fail to Obey Other Contr.		Vision Obstruction
	Fail to Keep Right of Ctr		Vehicle Defect
	Fail to Stop for Sch. Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Too Fast for Conditions		Ruts, Holes, Bumps
4	Followed too Closely		Road Under Construction
	Improper Turn		Traffic Cntrl Device Inop.
	Improper Lane Change		Shoulders Low, Soft, High
	Improper Backing		
	Improper Passing	30	Other or Unknown
	Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		11	29	40
	UNRELATED:		4	6	10
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:			1	1

F	BRIDGE	01			
I	BUILDING	02			
X	CULVERT/DITCH	03		1	1
E	CURB	04		4	4
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
B	LIGHT POLE	08			
J	SIGN POST	09			
E	OTHER POLE	10			
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

WEATHER	
50	CLEAR/CLDY
	FOGGY
6	RAINING
	SNOW/SLEET
2	OTHER

ILLUMINATION	
36	DAY
1	DAWN/DUSK
14	DARK - LIGHTS ON
5	DARK - NO LIGHTS
2	OTHER

TOTALS	
2003	0
2004	0
2005	24
2006	15
2007	19

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ Foskey Lane
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

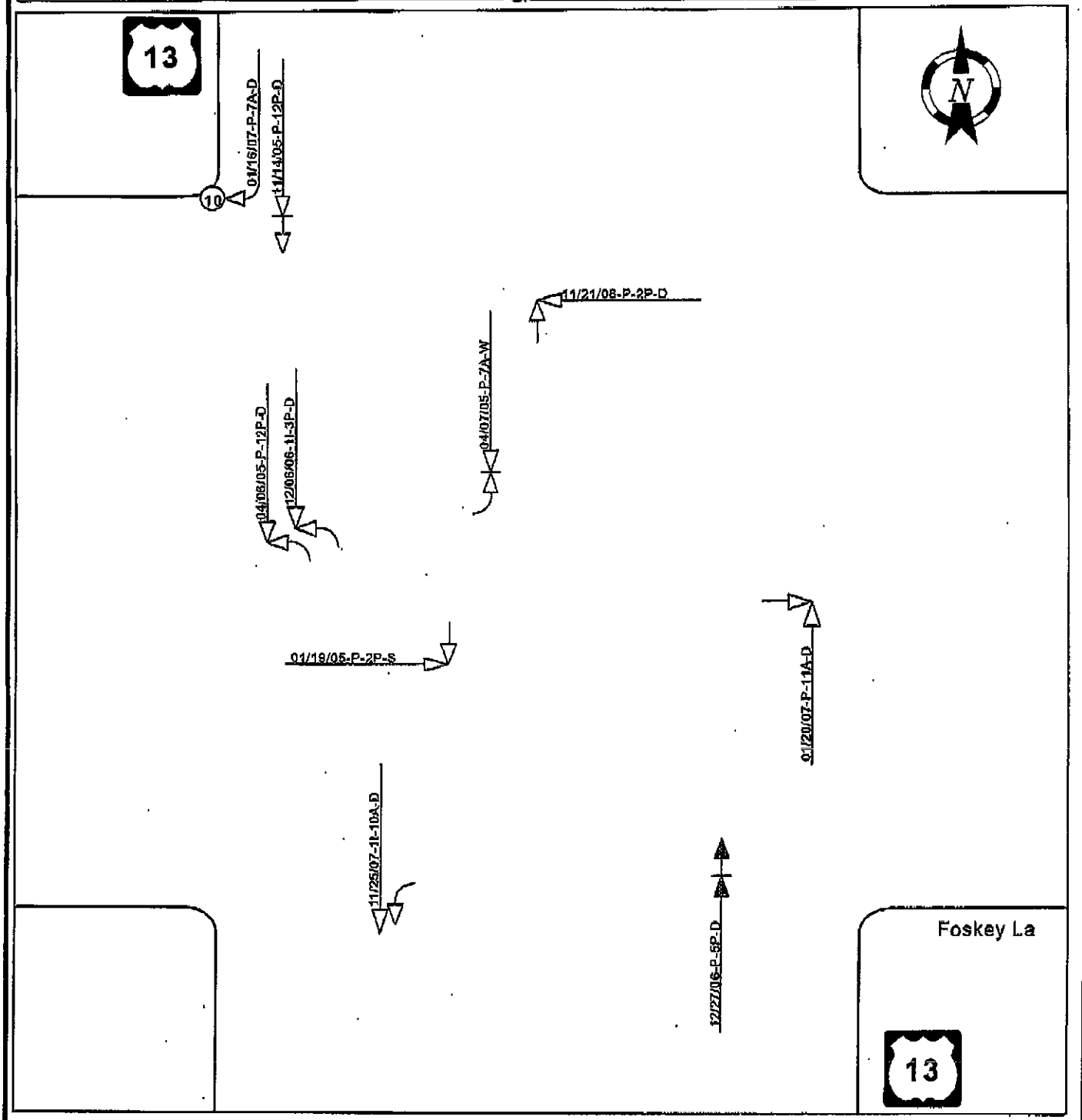
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY		1	1	2
No. INJURED		1	1	2
PROP DAMAGE	4	2	3	9
TOTAL ACC	4	3	4	11
OPPOSITE DIR				
REAR END	1	1		2
SIDESWIPE				
LEFT TURN	1	1		2
ANGLE	2	1	2	5
PEDESTRIAN				
PARKED VEH			1	1
FIXED OBJECT			1	1
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD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

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
98 - Other
99 - Unknown

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

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

template 06-27-08

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ Foskey Lane
County: Wicomico Period: January 1, 2005 To December 31, 2005

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

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			4	4
Veh Occ				
Pedestrian				

DAY OF THE WEEK							
SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1		2	1			

MONTH OF THE YEAR												
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1			2							1		

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1					
PM:	2		1										

VEHICLES INVOLVED PER ACCIDENT								
1	2	3	4	5	6+	UNK	TOTAL
	3	1					9

VEHICLE TYPE		SURFACE
M_Cycle/Moped	1 Trk_Trailer	1 WET
3 Passenger Veh	Passenger Bus	2 DRY
2 Light Truck	1 School Bus	1 SNO/ICE
Heavy Truck	Emergency Veh	MUD
2 Other Types		OTHER

MOVEMENTS												
NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1				5		1	1				

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
3	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
1	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:			2	2
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01	
I	BUILDING	02	
X	CULVERT/DITCH	03	
E	CURB	04	
D	GUARDRAIL/BARRIER	05	
	EMBANKMENT	06	
O	FENCE	07	
B	LIGHT POLE	08	
U	SIGN POST	09	
E	OTHER POLE	10	
C	TREE/SHRUBBERY	11	
T	CONSTR. BARRIER	12	
S	CRASH ATTENUATOR	13	
	OTHER FIXED OBJECT		

WEATHER	ILLUMINATION	TOTAL
3 CLEAR/CLDY	4 DAY	
FOGGY	DAWN/DUSK	2005 4
RAINING	DARK - LIGHTS ON	
1 SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ Foskey Lane
County: Wicomico

Logmile: 015.16 At 000.22 Radius: 200 ft
Period: January 1, 2006 To December 31, 2006 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	2	3
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
		1	2				

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
										1	2	

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:			1	1		1							

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE

	M_Cycle/Moped	Trk_Trailor
5	Passenger Veh	Passenger Bus
	Light Truck	School Bus
	Heavy Truck	Emergency Veh
1	Other Types	

SURFACE

	WET
3	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	3			1						1	

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
1	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	1 Other or Unknown
	Improper Signal	

WEATHER		ILLUMINATION		TOTAL
3	CLEAR/CLDY	2	DAY	
	FOGGY		DAWN/DUSK	2006 3
	RAINING		DARK - LIGHTS ON	
	SNOW/SLEET	1	DARK - NO LIGHTS	
	OTHER		OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1		1
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
R	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
S	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
A	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ Foskey Lane
Logmile: 015.16 At 000.22 Radius: 200 ft
County: Wicomico Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	3	4
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1		2				1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
2										1	1	

CONDITION:	DRIVER	PED
Normal:	4	
ALCOHOL:		
Other:		

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1			1	1	
PM:			1										

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	3						7

VEHICLE TYPE

M_Cycle/Moped	1 Trk_Trailer
5 Passenger Veh	Passenger Bus
Light Truck	School Bus
Heavy Truck	Emergency Veh
1 Other Types	

SURFACE

WET	
4 DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1			1	1		1		2		

OTHER MOVEMENTS 1

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
1 Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1 Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	2 Other or Unknown
Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:		1	1	2
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:			1	1
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
G	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ Foskey Lane
County: Wicomico

Logmile: 015.16 At 000.22 Radius: 200 ft
Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	9	11
Veh Occ		2		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1	3	4	1		1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3			2							3	3	

CONDITION:	DRIVER	PED
Normal:	8	
ALCOHOL:		
Other:	3	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								2			1	1	
PM:	2		3	1		1							

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	9	1					22

VEHICLE TYPE			
	M_Cycle/Moped	2	Trk_Trailer
13	Passenger Veh		Passenger Bus
2	Light Truck	1	School Bus
	Heavy Truck		Emergency Veh
4	Other Types		

SURFACE	
1	WET
9	DRY
1	SNO/ICE
	MUD
	OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
2	4			7	1	1	2		2	1	

OTHER MOVEMENTS 2

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
5	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
2	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
1	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	3 Other or Unknown
	Improper Signal	

WEATHER		ILLUMINATION		TOTALS	
10	CLEAR/CLDY	10	DAY		
	FOGGY		DAWN/DUSK		
	RAINING		DARK - LIGHTS ON	2005	4
1	SNOW/SLEET	1	DARK - NO LIGHTS	2006	3
	OTHER		OTHER	2007	4

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			2	2
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1	1	2
	UNRELATED:				
ANGLE	RELATED:		1	4	5
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:			1	1
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01			
X	BUILDING	02			
H	CULVERT/DITCH	03			
E	CURB	04			
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
B	LIGHT POLE	08			
J	SIGN POST	09			
B	OTHER POLE	10		1	1
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

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

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

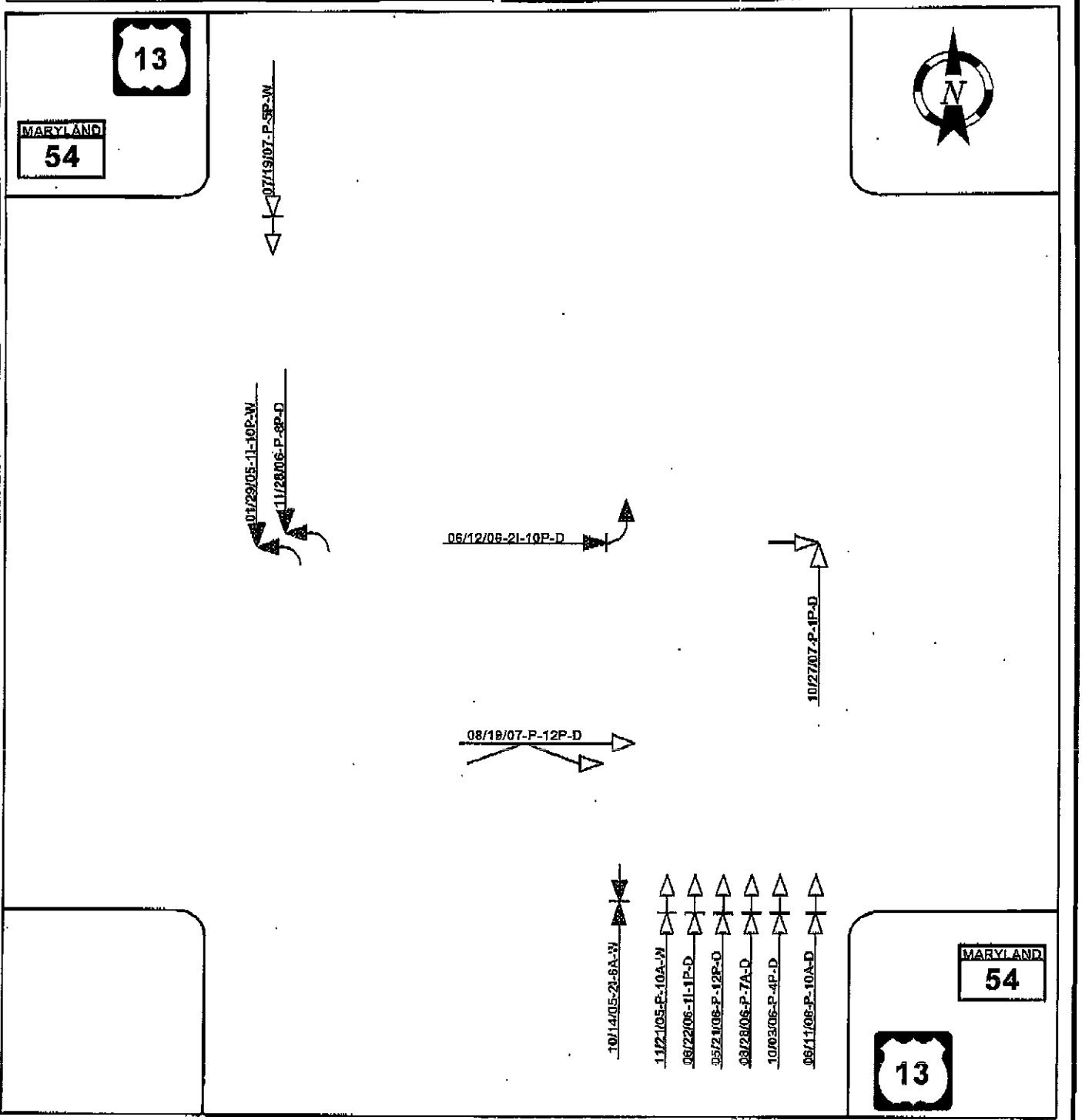
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY	2	2		4
No. INJURED	3	3		6
PROP DAMAGE	1	5	3	9
TOTAL ACC	3	7	3	13
OPPOSITE DIR	1			1
REAR END	1	6	1	8
SIDESWIPE			1	1
LEFT TURN	1	1		2
ANGLE			1	1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRCK REL ACC		3		3
NIGHTTIME	2	2		4
WET SURFACE	3		1	4
ALCOHOL REL				
INTERSEC REL	3	7	3	13
TOTAL VEH	6	15	6	27
TOTAL TRUCKS		3		3
PERCENT TRKS	0.0	20.0	0.0	11.1

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree-Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
98 - Other
99 - Unknown

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

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

template 05-27-08

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ MD0054 Logmile: 015.89 At 010.84 Radius: 200 ft
County: Wicomico Period: January 1, 2005 To December 31, 2005 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	1	3
Veh Occ		3		
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
		1				1	1	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1									1	1		

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:							1				1		
PM:											1		

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	1	3						6

VEHICLE TYPE	
M_Cycle/Moped	Trk_Trailer
3 Passenger Veh	Passenger Bus
3 Light Truck	School Bus
Heavy Truck	Emergency Veh
Other Types	

SURFACE	
3 WET	
DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	3			2							

OTHER MOVEMENTS

PROBABLE CAUSES		
	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
2	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
1	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:		1		1
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1		1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
CLEAR/CLDY	1 DAY	
FOGGY	DAWN/DUSK	2005 3
2 RAINING	2 DARK - LIGHTS ON	
1 SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ MD0054
County: Wicomico

Period: January 1, 2006 To December 31, 2006

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

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	5	7
Veh Occ		3		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
2	2	2		1			

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1	3		1		1	1		

CONDITION:	DRIVER	PED
Normal:	7	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1			1		
PM:	1	1			1				1		1		

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	6	1					15

VEHICLE TYPE		SURFACE
1 M_Cycle/Moped	1 Trk_Trailer	WET
5 Passenger Veh	Passengor Bus	7 DRY
3 Light Truck	School Bus	SNO/ICE
2 Heavy Truck	Emergency Veh	MUD
3 Other Types		OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	10			1			2				

OTHER MOVEMENTS 1

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
1 Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	5 Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		2	4	6
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
7 CLEAR/CLDY	5 DAY	
FOGGY	DAWN/DUSK	2006 7
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: U80013 @ MD0054 Logmile: 015.89 At 010.84 Radius: 200 ft
County: Wicomico Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			3	3
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1				1		1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
						1	1		1			

CONDITION:	DRIVER	PED
Normal:	3	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:	1	1				1							

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE		SURFACE
M_cycle/Moped	Trk_Trailer	1 WET
4 Passenger Veh	Passenger Bus	2 DRY
1 Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1			2			3				

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris on Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
1 Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	2 Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

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

Name: Al Lewis
Date: 11/07/2008

Location: US0013 @ MD0054 Logmile: 015.89 At 010.84 Radius: 200 ft
County: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		4	9	13
Veh Occ		6		
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	3	3	2		2	1	2	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1				1	3	1	2		3	2		

CONDITION:	DRIVER	PED
Normal:	12	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:							1	1			2		
PM:	2	2			1	1			1		2		

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		12	1					27

VEHICLE TYPE			
1	M_Cycle/Moped	1	Trk_Trailer
12	Passenger Veh		Passenger Bus
7	Light Truck		School Bus
2	Heavy Truck		Emergency Veh
4	Other Types		

SURFACE	
4	WET
9	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2	14			5			5				

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
3	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
1	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
1	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	7 Other or Unknown
	Improper Signal	

WEATHER	
9	CLEAR/CLDY
	FOGGY
3	RAINING
1	SNOW/SLEET
	OTHER

ILLUMINATION	
9	DAY
	DAWN/DUSK
3	DARK - LIGHTS ON
1	DARK - NO LIGHTS
	OTHER

TOTALS	
2005	3
2006	7
2007	3

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:		1		1
	UNRELATED:				
REAR END	RELATED:		2	6	8
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:		1	1	2
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
H	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd
County: Wicomico
Period: January 1, 2006 To December 31, 2006

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

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents				
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:													

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
Passenger Veh	Passenger Bus	DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

WEATHER	ILLUMINATION	TOTAL
CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2006 0
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
Z	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0054 @ MD0675B
County: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

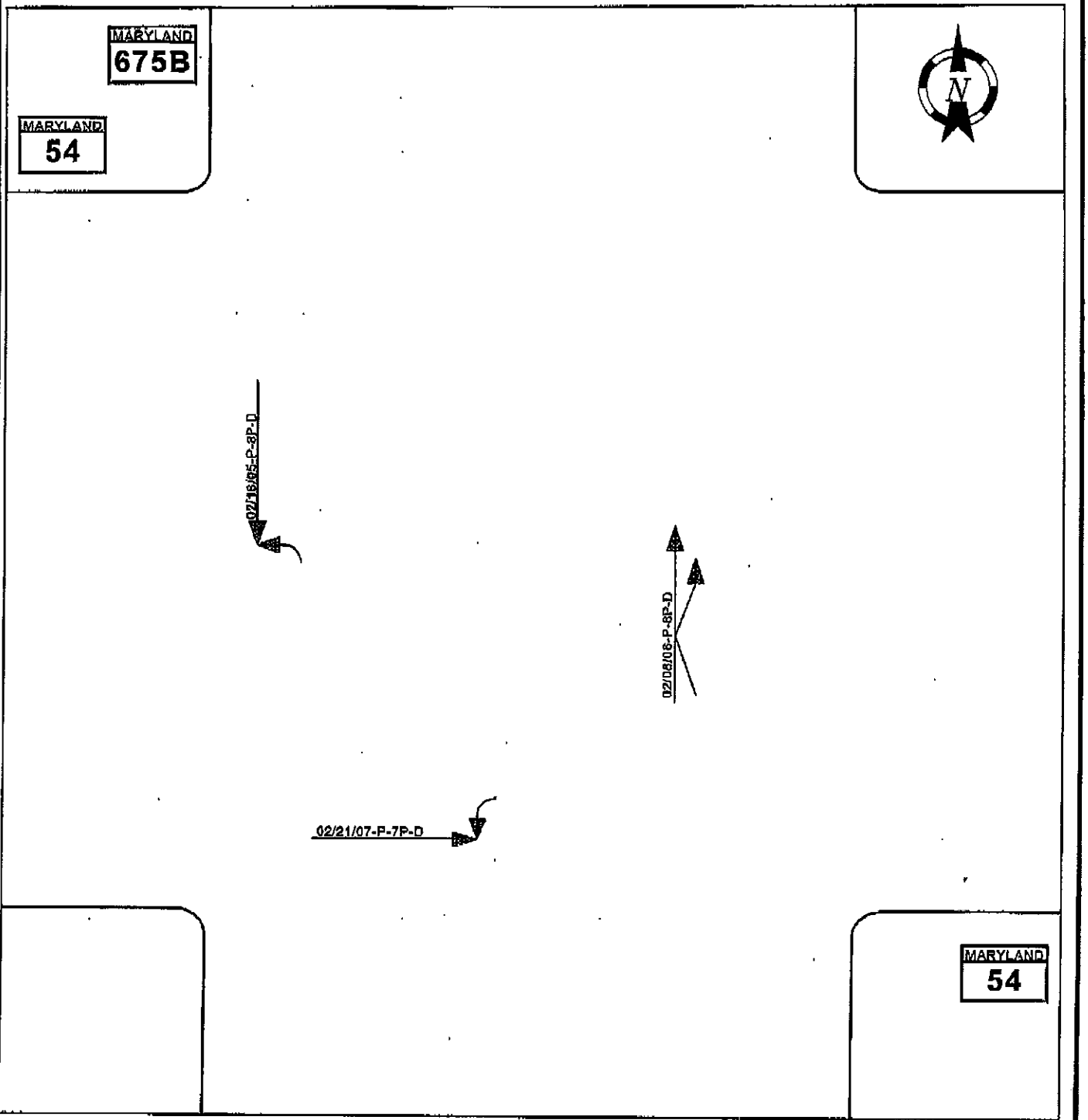
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY				
No. INJURED				
PROP DAMAGE	1	1	1	3
TOTAL ACC	1	1	1	3
OPPOSITE DIR				
REAR END				
SIDESWIPE		1		1
LEFT TURN	1		1	2
ANGLE				
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRCK REL ACC				
NIGHTTIME	1	1	1	3
WET SURFACE				
ALCOHOL REL				
INTERSEC REL	1	1	1	3
TOTAL VEH	2	2	2	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	0.0	0.0

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

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

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

template 05-27-05

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0054 @ MD0675B
County: Wicomico Period: January 1, 2005 To December 31, 2005

Logmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
					1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1											

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:	1	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:									1				

VEHICLES INVOLVED PER ACCIDENT

	1	2	3	4	5	6+	UNK	TOTAL
	1	1						2

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
2 Passenger Veh	Passenger Bus	1 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1				1							

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance.	Bicycle Violation
	Physical/Mental Difficulty	Clothing not visible
	Fell Asleep/Fainted etc.	Smog, Smoke
	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
1	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
H	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2005 1
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0054 @ MD0675B
County: Wicomico Period: January 1, 2006 To December 31, 2006

Logmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1				

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1											

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:									1				

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	1						2

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
2 Passenger Veh	Passenger Bus	1 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2										

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	Other or Unknown	
Improper Signal		

WEATHER	ILLUMINATION
1 CLEAR/CLDY	DAY
FOGGY	DAWN/DUSK
RAINING	1 DARK - LIGHTS ON
SNOW/SLEET	DARK - NO LIGHTS
OTHER	OTHER

TOTAL

2006 1

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
S	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support Division
SHA S2.1 ADC Summary Output rev. 05/2006-1

Name: Al Lewis
Date: 11/07/2008

Location: MD0054 @ MD0675B
County: Nicomico

Logmile: 009.97 At 002.09 Radius: 200 ft
Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1				

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1											

CONDITION:	DRIVER	PED
Normal:	1	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:								1					

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
2 Passenger Veh	Passenger Bus	1 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
							1		1		

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
1 Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
R	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0064 @ MD0675B
Logmile: 009.97 At 002.09 Radius: 200 ft
County: Nicomico Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			3	3
Veh Occ				
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
				2		1		

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
		3											

CONDITION:	DRIVER	PED
Normal:	1	
ALCOHOL:		
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:								1	2				

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		3						6

VEHICLE TYPE			
	M_Cycle/Moped		Trk_Trailer
6	Passenger Veh		Passenger Bus
	Light Truck		School Bus
	Heavy Truck		Emergency Veh
	Other Types		

SURFACE	
	WET
3	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	2			1			1		1		

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
1	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
1	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:			2	2
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER		ILLUMINATION		TOTALS	
3	CLEAR/CLDY		DAY		
	FOGGY		DAWN/DUSK		
	RAINING	3	DARK - LIGHTS ON	2005	1
	SNOW/SLEET		DARK - NO LIGHTS	2006	1
	OTHER		OTHER	2007	1

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Foskey La
County: Wicomico
Period: January 1, 2005 To December 31, 2007

Logmile: 001.34 At 000.69
Note(s):

Radius: 200 ft

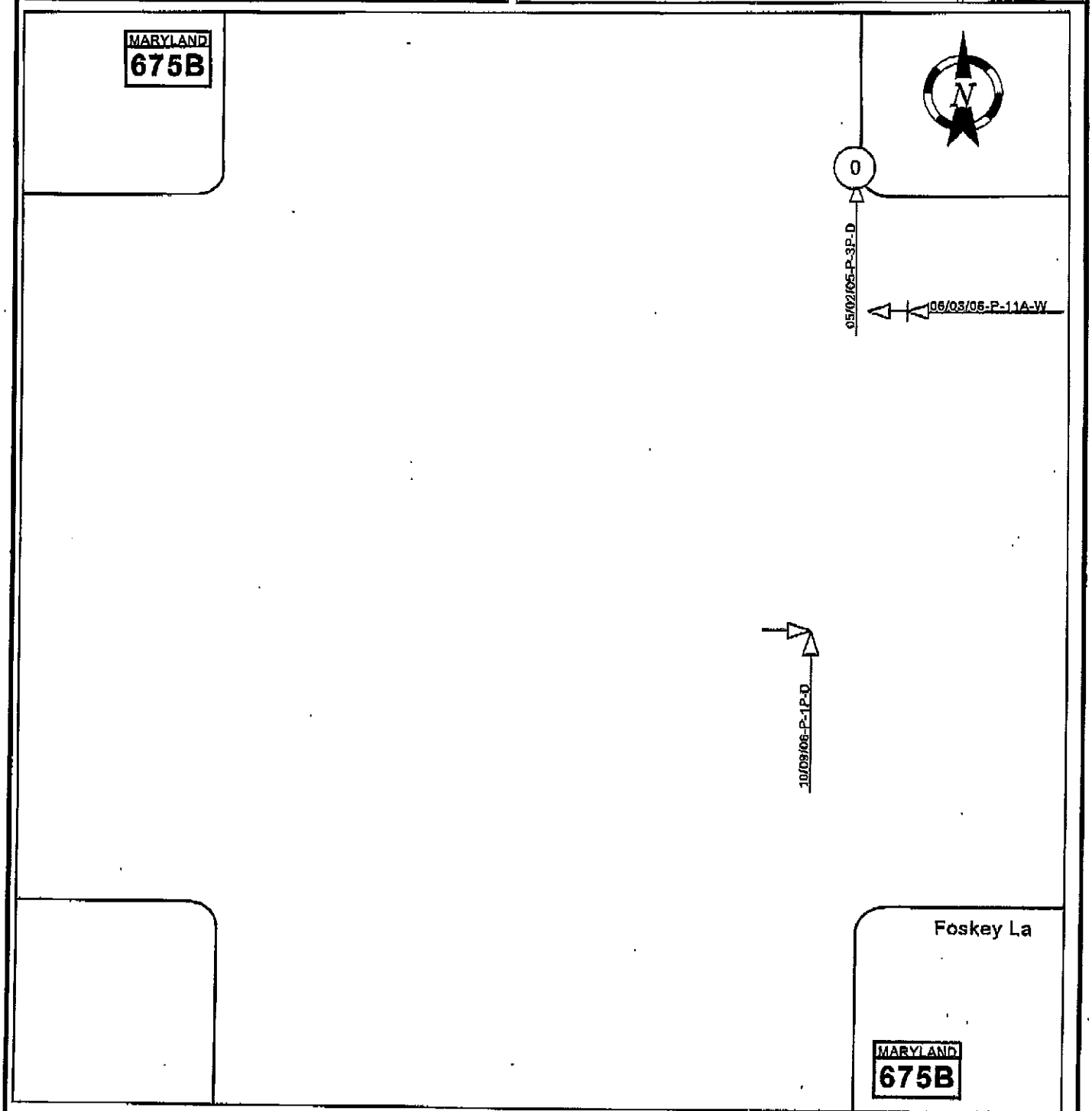
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY				
No. INJURED				
PROP DAMAGE	1	2		3
TOTAL ACC	1	2		3
OPPOSITE DIR				
REAR END		1		1
SIDESWIPE				
LEFT TURN				
ANGLE		1		1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER	1			1
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK	1			1
TRCK REL ACC				
NIGHTTIME				
WET SURFACE		1		1
ALCOHOL REL				
INTERSEC REL	1	2		3
TOTAL VEH	2	4	0	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	***.*	0.0

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
81 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife
U - Units Separated
N - Other Non collision
O - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 08-27-08

U - TURN
BACKING
OVERTURN
Parked Vehicle
Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675E @ Foskey Ln
Logmile: 001.34 At 000.59 Radius: 200 ft
County: Wicomico Period: January 1, 2005 To December 31, 2005 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1						

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1								

CONDITION:	DRIVER	PED
Normal:	1	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:				1									

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	1						2

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
1 Passenger Veh	Passenger Bus	1 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1				1							

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
R	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	1 DAY	
FOGGY	DAWN/DUSK	2005 1
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Poskoy La
County: Wicomico Period: January 1, 2006 To December 31, 2006

Logmile: 001.34 At 000.69 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			2	2
Veh Occ				
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
		1					1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
					1				1			

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:		1											

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		2						4

VEHICLE TYPE			
	M_Cycle/Moped	Trk_Trailer	
3	Passenger Veh	Passenger Bus	
1	Light Truck	School Bus	
	Heavy Truck	Emergency Veh	
	Other Types		

SURFACE	
1	WET
1	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
		1						1			2	

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
1	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	1 Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	2 DAY	
FOGGY	DAWN/DUSK	2006 2
1 RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Foskey La
County: Wicomico
Period: January 1, 2007 To December 31, 2007
Logmile: 001.34 At 000.69
Note(s):
Radius: 200 ft

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents				
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:													

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
Passenger Veh	Passenger Bus	DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
B	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2007 0
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675E @ Foskey Ln
County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			3	3
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2					1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1	1				1			

CONDITION:	DRIVER	PED
Normal:	3	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:		1		1									

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	1 WET
4 Passenger Veh	Passenger Bus	2 DRY
1 Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	1				1		1			2	

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1 Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
1 Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	1 Other or Unknown
Improper Signal	

COLLISION TYPES		PAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

TOTALS

2005	1
2006	2
2007	0

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

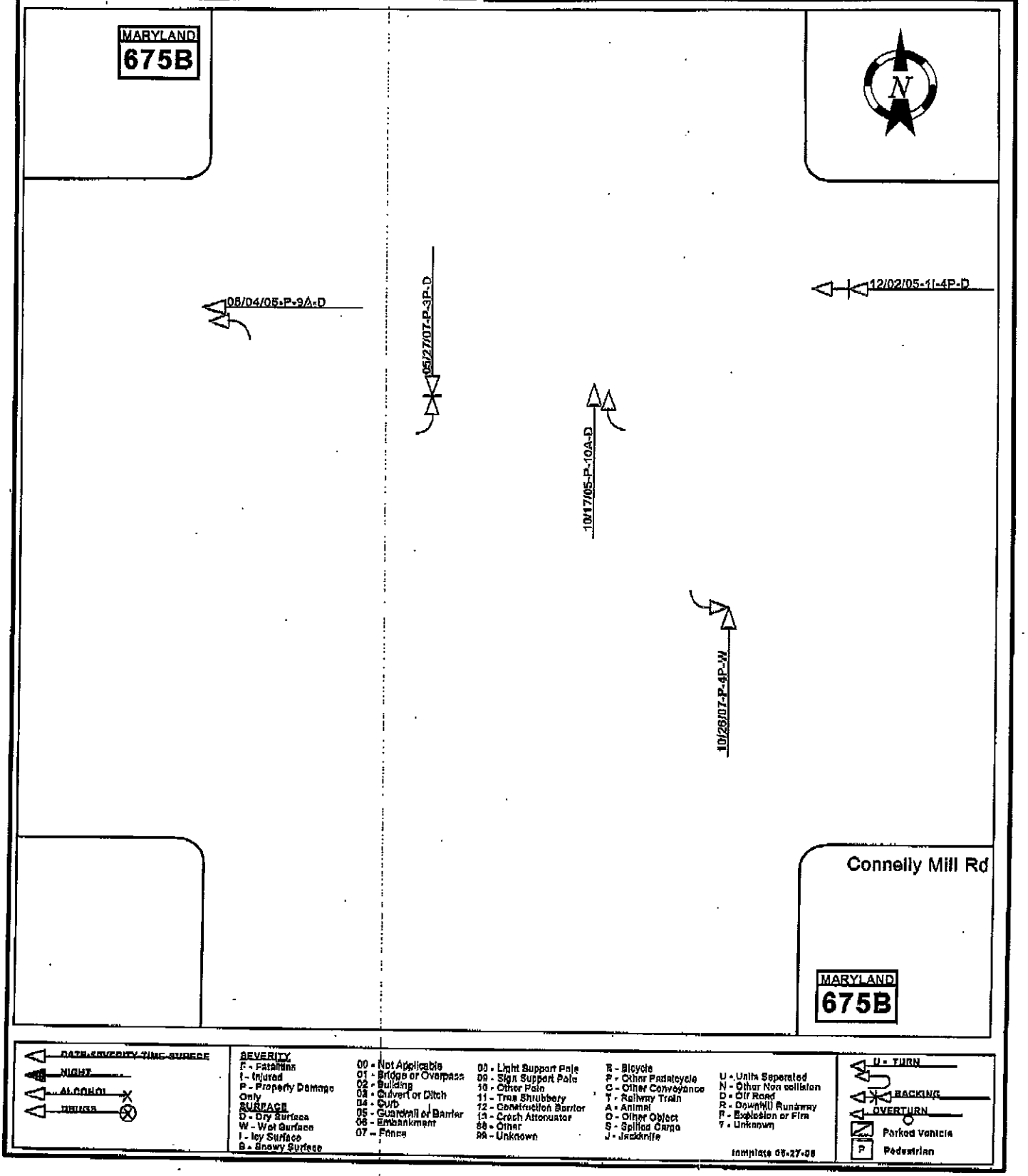
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY	1			1
No. INJURED	1			1
PROP DAMAGE	2		2	4
TOTAL ACC	3		2	5
OPPOSITE DIR				
REAR END	1			1
SIDESWIPE				
LEFT TURN			1	1
ANGLE	2		1	3
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRCK REL ACC	1			1
NIGHTTIME				
WET SURFACE			1	1
ALCOHOL REL				
INTERSEC REL	3		2	5
TOTAL VEH	6	0	4	10
TOTAL TRUCKS	1			1
PERCENT TRKS	16.7	***.*	0.0	10.0

Comments:

SHA State Highway Administration

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

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



DATA: SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DEUCE

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

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

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

template 05-27-08

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd
County: Wicomico
Period: January 1, 2005 To December 31, 2005
Logmile: 000.08 At 000.00
Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	2	3
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1			1	1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
							1		1		1	

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:										1	1		
PM:					1								

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE

M_Cycle/Moped	Trk_Trailer
2 Passenger Veh	Passenger Bus
3 Light Truck	School Bus
1 Heavy Truck	Emergency Veh
Other Types	

SURFACE

WET	
3 DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	1									3	1

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
1 Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	1 Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		1		1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			2	2
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
3 CLEAR/CLDY	3 DAY	
FOGGY	DAWN/DUSK	2005 3
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd
County: Wicomico
Period: January 1, 2006 To December 31, 2006
Logmile: 000.08 At 000.00
Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents				
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:													

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE	
M_Cycle/Moped	Trk_Trailer
Passenger Veh	Passenger Bus
Light Truck	School Bus
Heavy Truck	Emergency Veh
Other Types	

SURFACE
WET
DRY
SNO/ICE
MUD
OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
B	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2006 0
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd
County: Wicomico Period: January 1, 2007 To December 31, 2007

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

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			2	2
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1					1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1					1			

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:		

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:				1	1								

VEHICLES INVOLVED PER ACCIDENT

	1	2	3	4	5	6+	UNK	TOTAL
	2							4

VEHICLE TYPE			
	M_Cycle/Moped	Trk_Trailer	
2	Passenger Veh	Passenger Bus	
1	Light Truck	School Bus	
	Heavy Truck	Emergency Veh	
1	Other Types		

SURFACE	
1	WET
1	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
		1		1	1		1					

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
	Fail to give full attent.	Sleet, Hail, Frz. Rain
1	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders.Low, Soft, High
	Improper Backing	
	Improper Passing	1 Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
R	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd
County: Wicomico

Logmile: 000.08 At 000.00 Radius: 200 ft
Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	4	5
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1			1	2		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1			1		2		1	

CONDITION:	DRIVER	PED
Normal:	4	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:										1	1		
PM:				1	2								

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	5						10

VEHICLE TYPE	
M_Cycle/Moped	Trk_Trailer
4 Passenger Veh	Passenger Bus
4 Light Truck	School Bus
1 Heavy Truck	Emergency Veh
1 Other Types	

SURFACE
1 WET
4 DRY
SNO/ICE
MUD
OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	2		1	1		1				3	1

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
1 Fail to give full attent.	Sleet, Hail, Frz. Rain	
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	2 Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		1		1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:			3	3
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
B	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION
4 CLEAR/CLDY	5 DAY
FOGGY	DAWN/DUSK
1 RAINING	DARK - LIGHTS ON
SNOW/SLEET	DARK - NO LIGHTS
OTHER	OTHER

TOTALS	
2005	3
2006	0
2007	2

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:**	
Phone:		**Phone:**	410-787-5849
Fax:	410-629-1815 931-6601	**Fax:**	(410) 787-5823
Date:	11/07/2008	**CC:**	District One
Re:	Accident Data Request		

☐ **Urgent** x **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

• **Comments:**

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

US 13 from MD 675-B to MD 54

MD 54 from US 13 to MD 675-B

MD 675-B from MD 54 to Connelly Mill Rd

Foskey Lane from US 13 to MD 675-B

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

US 13 at MD 675-B

US 13 at Foskey La

US 13 at MD 54

MD 54 at MD 675-B

MD 675-B at Foskey La

MD 675-B @ Connelly Mill Rd

November 7, 2008

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

The study period is from January 2005 thru December 2007

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

I hope this information is of assistance to you.

13 Does not cross Connelly Mill Rd.

US 13 from ~~Connelly mill rd~~ MD 675B to md 54
14.01 - 15.89

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

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

Foskey La from US 13 to Bi State blvd MD 675B
mu 70 - 0.22 - 1.34
Co 506 - 0.00 - 0.69

MD 675B

US 13 @ ~~Connelly Mill Rd~~ 0.00 — ? Does not intersect,
14.01

13 + 1 US 13 @ Foskey La (mu 70)
15.16. 0.22

St + 13 US 13 @ MD 54
15.89 10.84

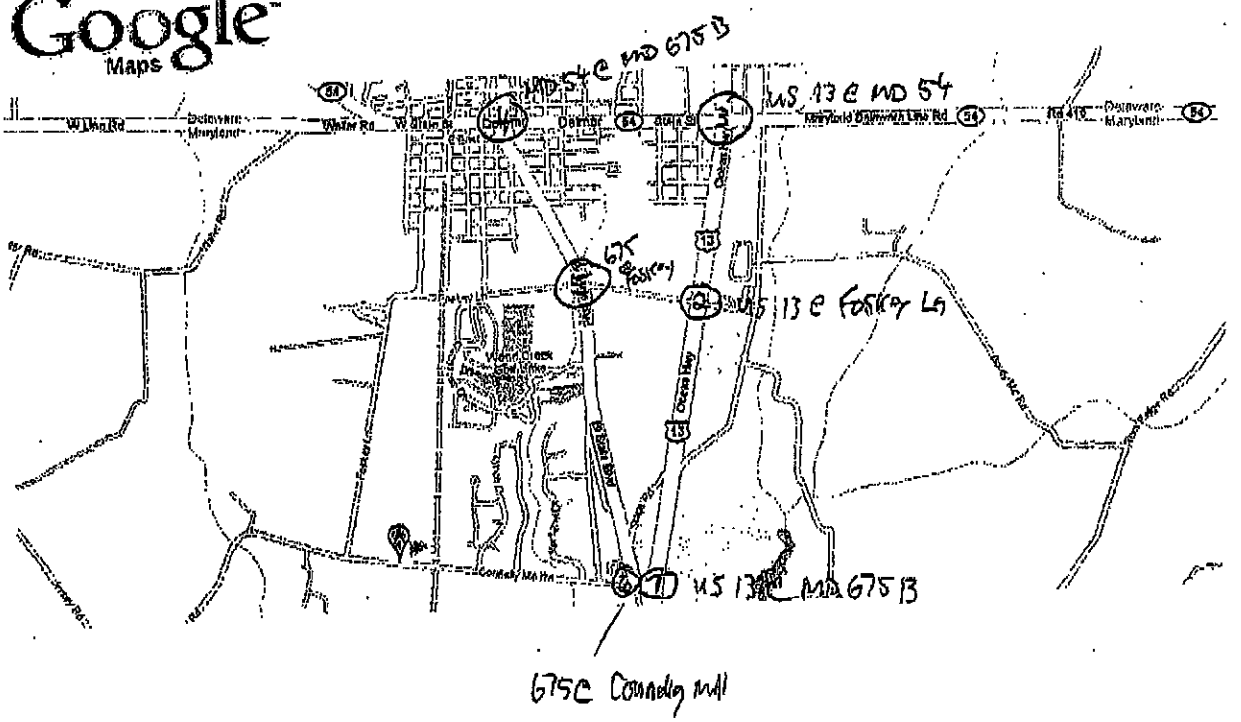
54 + MD 54 @ MD 675 - B
9.97 2.09

Foskey + 675 MD 675B @ Foskey La (Co 506)
1.34 0.69.

Connelly + 675 MD 675B @ Connelly Mill Rd (mu 15)
0.08 0.06

connelly mill road delmar maryland - Google Maps

Google Maps Address



#16896

Robert Cunningham

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

3 yrs.

Hi Bob,

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

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

MD 675-B

In Maryland, the following roadway links are included:

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

Scatter

In addition, the following intersections are included:

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

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

Derek's mailing information is below:

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

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

Name: Al Lewis
Date: 11/07/2008

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

cation: US0013 From MD 675-B to MD 54
nty: Wicomico Period: January 1, 2005 To December 31, 2007

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

YEAR ▸	2005	2006	2007	TOTAL
FATAL				
NO. KILLED				
INJURY	19	8	13	40
NO. INJURED	39	11	21	71
PROP DAMAGE	45	37	34	116
TOTAL ACC	64	45	47	156
OPPOSITE DIR	3			3
REAR END	26	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-TURN				
BACKING		1		1
ANIMAL	3	4	6	13
RAILROAD				
EXPL./FIRE				
OVERTURN	1	1	1	3
OTHER/UNK	8	0	5	21
TRCK REL ACC	2	4	5	11
NIGHTTIME	26	13	13	52
WET SURFACE	14	6	7	27
ALCOHOL REL		1	1	2
INTERSEC REL	33	23	18	74
TOTAL VEH	124	83	80	287
TOTAL TRUCKS	2	4	5	11
PERCENT TRKS	1.6	4.8	6.3	3.8

Comments:

Name: Al Lewis
Date: 11/07/2008

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

Location: US0013 From MD 675-B to MD 54
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
US0013											
14.01	√	063005	1 Inj.	2A	NIGHT	DRY			OTHER	NS UU	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	061105	PROPERTY	3P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.01	√	013105	PROPERTY	8P	NIGHT	DRY		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	042305	PROPERTY	9P	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	010205	1 Inj.	10P	NIGHT	DRY			RREND	NS NL	FAIL TO GIVE FULL TIME/ATTENT
14.01		022105	PROPERTY	7P	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	040105	1 Inj.	10P	NIGHT	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.01	√	100805	PROPERTY	12A	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	102205	PROPERTY	8P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.01		091205	PROPERTY	10P	NIGHT	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
14.01	√	120606	PROPERTY	9A	DAY	DRY			OTHER	NS NU	UNKNOWN OR OTHER CAUSE
14.01		010206	PROPERTY	6P	OTHER	OTHR			OTHER	NS UU	FAIL TO OBEY OTHER CTRL DEVICE
14.01		111507	PROPERTY	7P	NIGHT	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.01	√	071407	PROPERTY	9A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.01	√	112407	1 Inj.	1P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.01	√	112307	PROPERTY	8P	NIGHT	DRY			OTHER	SS UU	UNKNOWN OR OTHER CAUSE
14.01		061607	PROPERTY	2A	NIGHT	DRY	√	03	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
14.01	√	072307	PROPERTY	1P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.02		091205	PROPERTY	4P	DAY	DRY			OTHER	NR ER	FAIL TO GIVE FULL TIME/ATTENT
14.02	√	010105	PROPERTY	12P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	√	070805	PROPERTY	1P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.02	√	050205	PROPERTY	5P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02	√	072105	3 Inj.	6P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02	√	053105	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	√	120306	2 Inj.	5P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02		012806	PROPERTY	1P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02		010306	PROPERTY	4P	OTHER	OTHR			OTHER	SS SS	UNKNOWN OR OTHER CAUSE
14.02	√	092106	PROPERTY	8A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	√	032106	PROPERTY	10A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	√	070306	PROPERTY	9P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02		062206	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	√	121007	PROPERTY	3P	DAY	DRY			OTHER	US US	UNKNOWN OR OTHER CAUSE
14.02	√	120707	PROPERTY	3P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.03	√	052405	2 Inj.	9P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.03	√	061605	PROPERTY	7P	NIGHT	DRY			SDSWP	WS WS	FAIL TO GIVE FULL TIME/ATTENT
14.03		062705	PROPERTY	9P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.04	√	070805	PROPERTY	1P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.04	√	091007	1 Inj.	8A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.05	√	111905	1 Inj.	11A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.05	√	090206	PROPERTY	1P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.05	√	101506	PROPERTY	5P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
14.05		102107	1 Inj.	4P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE

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

Continues...

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX OB	CLSN TYPE	MOVE V1	MOVE V2	PROBABLE CAUSE
14.06	√	041705	PROPERTY	11A	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.06	√	120905	PROPERTY	7P	NIGHT	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.07		072206	PROPERTY	10A	DAY	WET			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.07	√	080107	PROPERTY	6P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.08		090205	PROPERTY	11A	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.09		102605	1 Inj.	10A	DAY	DRY		09	FXOBJ	NS	na	PHYSICAL/MENTAL DIFFICULTY
14.11	√	100805	1 Inj.	2P	DAY	WET			RREND	SS	SS	TOO FAST FOR CONDITIONS
14.12		122407	PROPERTY	11A	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.15	√	040106	PROPERTY	4P	DAY	WET			RREND	SS	SS	WET
14.16		012205	PROPERTY	1P	DAY	SNOW		09	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.16		082306	PROPERTY	7A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.16		100706	PROPERTY	6P	DAY	WET			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.16		080207	PROPERTY	2P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.43		010707	PROPERTY	12P	NIGHT	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.45		102705	PROPERTY	7A	DAY	DRY			OTHER	NS	na	ANIMAL
14.46		111306	PROPERTY	7P	NIGHT	WET			OTHER	NS	na	WET
14.46		112006	PROPERTY	3A	NIGHT	DRY			OTHER	SS	na	UNKNOWN OR OTHER CAUSE
14.47		121106	PROPERTY	10A	DAY	WET			SDSWP	NS	NS	UNKNOWN OR OTHER CAUSE
14.48		052007	2 Inj.	7A	DAY	DRY			OTHER	SS	na	FELL ASLEEP, FAINTED, ETC.
14.49		012205	PROPERTY	7P	NIGHT	ICE		03	FXOBJ	SS	na	SLEET, HAIL, FREEZING RAIN
14.49	√	082205	PROPERTY	6P	DAY	DRY			SDSWP	NL	NL	FAIL TO GIVE FULL TIME/ATTENT
14.49		072005	1 Inj.	11P	NIGHT	DRY			ANGLE	SS	SS	UNKNOWN OR OTHER CAUSE
14.49	√	112406	PROPERTY	12P	DAY	DRY			OTHER	SS	na	VEHICLE DEFECT
14.49		050507	PROPERTY	5P	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.49	√	110107	PROPERTY	1A	NIGHT	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.49		081807	1 Inj.	6A	DAY	DRY			OTHER	SS	na	FELL ASLEEP, FAINTED, ETC.
14.49	√	032407	1 Inj.	11A	DAY	DRY			RREND	SL	SS	UNKNOWN OR OTHER CAUSE
14.49		090607	4 Inj.	3P	DAY	DRY			ANGLE	NS	WS	UNKNOWN OR OTHER CAUSE
14.50		113007	PROPERTY	6P	DAY	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.51		111507	PROPERTY	11P	NIGHT	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.52		030707	PROPERTY	12P	DAY	ICE			OTHER	SR	UU	RAIN, SNOW
14.53		040105	1 Inj.	3P	DAY	DRY			OTHER	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.53		051806	PROPERTY	7P	DAY	DRY			OTHER	SS	na	ANIMAL
14.55		081706	PROPERTY	11P	NIGHT	DRY			OTHER	NS	na	UNKNOWN OR OTHER CAUSE
14.59		111307	1 Inj.	11P	NIGHT	DRY		04	FXOBJ	NS	na	FELL ASLEEP, FAINTED, ETC.
14.62		060305	PROPERTY	2A	NIGHT	WET			OTHER	NU	na	UNKNOWN OR OTHER CAUSE
14.65		071007	PROPERTY	12P	DAY	DRY			PARKD	UU	UP	UNKNOWN OR OTHER CAUSE
14.68		032707	PROPERTY	11A	DAY	DRY			OTHER	SS	na	UNKNOWN OR OTHER CAUSE
14.77		050507	PROPERTY	5P	DAY	WET			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
14.79		022606	PROPERTY	4A	NIGHT	DRY		04	FXOBJ	SS	na	VISION OBSTRUCTION
14.87		102105	7 Inj.	4P	DAY	WET			OPDIR	SS	NS	TOO FAST FOR CONDITIONS
14.89		021606	2 Inj.	5P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
15.08		063007	1 Inj.	6A	DAY	WET		11	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
15.13		082905	2 Inj.	5P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
15.14		013005	5 Inj.	5P	DAY	ICE			OPDIR	SS	NS	SLEET, HAIL, FREEZING RAIN
15.16		101905	PROPERTY	6P	DAY	DRY			OTHER	NS	na	VEHICLE DEFECT
15.16	√	011905	PROPERTY	2P	DAY	SNOW			ANGLE	SS	SS	TOO FAST FOR CONDITIONS
15.16	√	040605	PROPERTY	12P	DAY	DRY			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	√	040705	PROPERTY	7A	DAY	WET			ANGLE	EL	SS	FAIL TO GIVE FULL TIME/ATTENT

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

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
15.16	√	120606	1 Inj.	3P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	√	112106	PROPERTY	2P	DAY	DRY			ANGLE	WS NS	FAIL TO YIELD RIGHT OF WAY
15.16	√	122706	PROPERTY	5P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.16	√	011607	PROPERTY	7A	DAY	DRY		10	FXOBJ	SR na	FAIL TO GIVE FULL TIME/ATTENT
15.16	√	012007	PROPERTY	11A	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.16	√	121807	PROPERTY	2P	DAY	DRY			PARKD	WL na	UNKNOWN OR OTHER CAUSE
15.16		111407	PROPERTY	10A	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.16	√	112507	1 Inj.	10A	DAY	DRY			ANGLE	WL SS	FAIL TO YIELD RIGHT OF WAY
15.16		112407	PROPERTY	9P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.17		050405	PROPERTY	8P	NIGHT	OTHR			PARKD	SS na	UNDER INFLUENCE OF MEDICATION
15.17		012205	PROPERTY	12A	NIGHT	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
15.17		032706	PROPERTY	1P	DAY	DRY			OTHER	SS UU	FOLLOWED TOO CLOSELY
15.17		030906	PROPERTY	12A	NIGHT	DRY			OTHER	SS na	ANIMAL
15.18	√	111405	PROPERTY	12P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.18		012205	PROPERTY	6P	NIGHT	ICE		03	FXOBJ	SS na	TOO FAST FOR CONDITIONS
15.20		071805	1 Inj.	2P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
15.20		122207	PROPERTY	10P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.49		080405	PROPERTY	11A	DAY	DRY			RREND	SS SS	TOO FAST FOR CONDITIONS
15.56		121605	PROPERTY	3A	NIGHT	WET			OTHER	SS na	ANIMAL
15.56		031705	PROPERTY	7A	DAY	DRY			OTHER	NU na	UNKNOWN OR OTHER CAUSE
15.58		032906	1 Inj.	8A	DAY	DRY			OTHER	SS UU	UNKNOWN OR OTHER CAUSE
15.59		081707	PROPERTY	9P	NIGHT	DRY		09	FXOBJ	NS na	VEHICLE DEFECT
15.64		091007	PROPERTY	10A	DAY	DRY			PARKD	WR UP	IMPROPER TURN
15.65		071405	PROPERTY	6A	DAY	DRY		03	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.65		120707	PROPERTY	7A	DAY	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.67		011005	3 Inj.	1A	NIGHT	DRY			OTHER	SS UU	FAIL TO GIVE FULL TIME/ATTENT
15.69		030905	PROPERTY	8P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.72		072205	PROPERTY	4P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
15.72		111305	PROPERTY	1A	NIGHT	DRY			PARKD	SS UP	FELL ASLEEP, FAINTED, ETC.
15.72	√	070205	PROPERTY	3P	DAY	DRY			ANGLE	NR ES	UNKNOWN OR OTHER CAUSE
15.72		090405	PROPERTY	12P	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
15.72		020505	2 Inj.	11A	DAY	DRY			ANGLE	ER SS	FAIL TO YIELD RIGHT OF WAY
15.72	√	080605	PROPERTY	2P	DAY	DRY			OTHER	SL NR	FAIL TO GIVE FULL TIME/ATTENT
15.72	√	121805	PROPERTY	5A	NIGHT	DRY			OTHER	SR SR	FAIL TO GIVE FULL TIME/ATTENT
15.72	√	121605	3 Inj.	4P	DAY	DRY			OTHER	SL NR	FAIL TO YIELD RIGHT OF WAY
15.72	√	112406	PROPERTY	10P	NIGHT	DRY	√		OTHER	BU NS	UNDER INFLUENCE OF ALCOHOL
15.72	√	062506	1 Inj.	5P	DAY	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.72	√	111006	1 Inj.	5P	NIGHT	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.72		080906	PROPERTY	11P	NIGHT	DRY			OTHER	NS UU	FAIL TO GIVE FULL TIME/ATTENT
15.72		080806	PROPERTY	5P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.72	√	120806	PROPERTY	11P	NIGHT	DRY		10	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
15.72	√	120107	1 Inj.	12P	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
15.73		081707	5 Inj.	10P	NIGHT	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.74	√	090805	PROPERTY	6P	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
15.81		062605	PROPERTY	2P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.82	√	010507	PROPERTY	9P	NIGHT	WET			SDSWP	NS NS	FAIL TO YIELD RIGHT OF WAY
15.83		101007	1 Inj.	8A	DAY	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.85	√	102707	PROPERTY	1P	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.87		082207	PROPERTY	5A	NIGHT	DRY			SDSWP	NS NS	UNKNOWN OR OTHER CAUSE

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

ADC Combined Logmile History Output Continued...

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

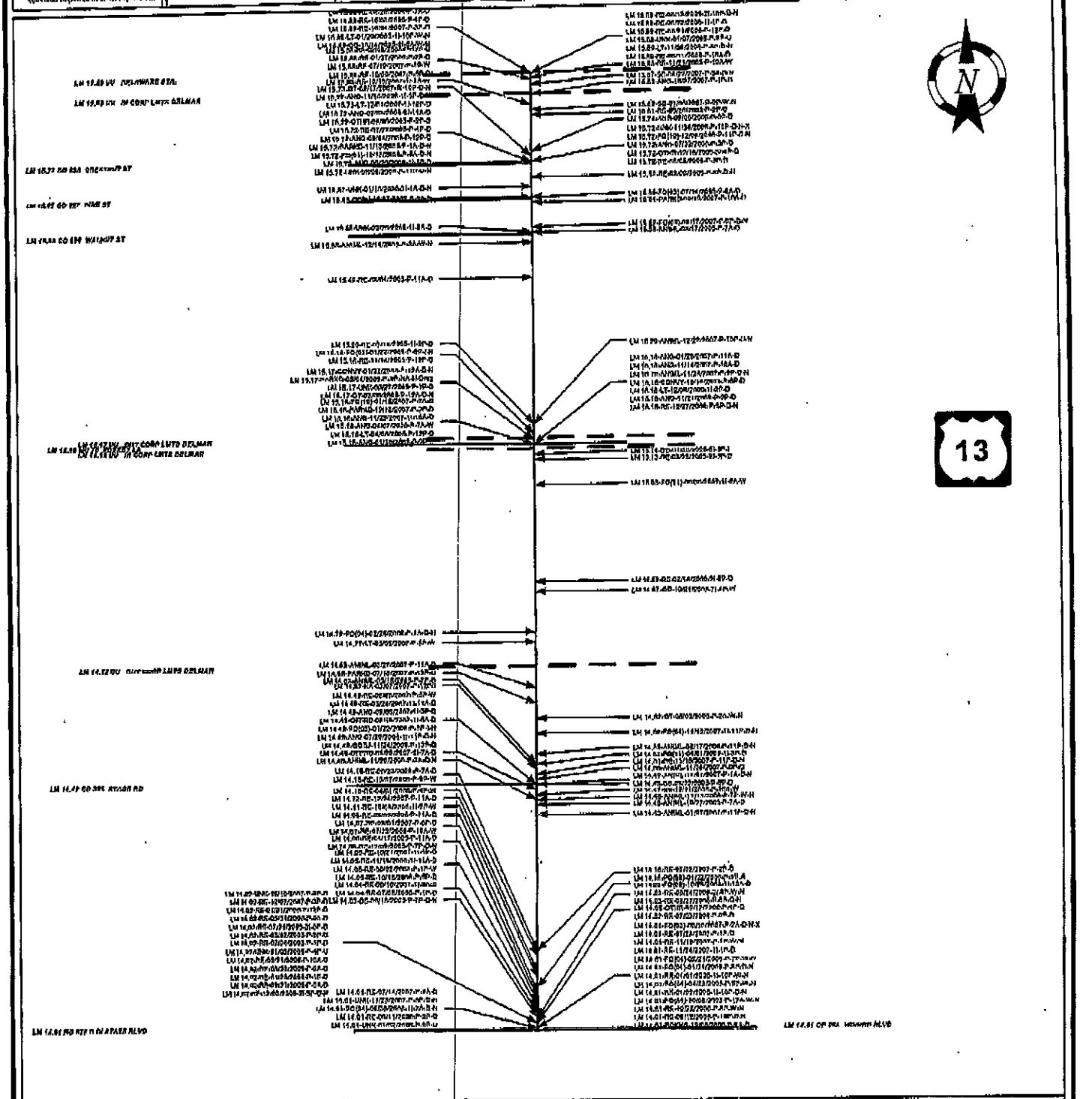
FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
(08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

▲ Last Page of Report ▲ Page: 4

SHA State Highway Administration

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

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



KEY:LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 08-27-08

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIMAL - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	99 - Other	
				07 - Fence	99 - Unknown	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 From US 13 to MD 675-B
County: Wicomico Period: January 1, 2005 To December 31, 2007

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

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

Comments:

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 From US 13 to MD 675-B
County: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: From 009.97 To 010.84 Length: 0.87
Note(s):

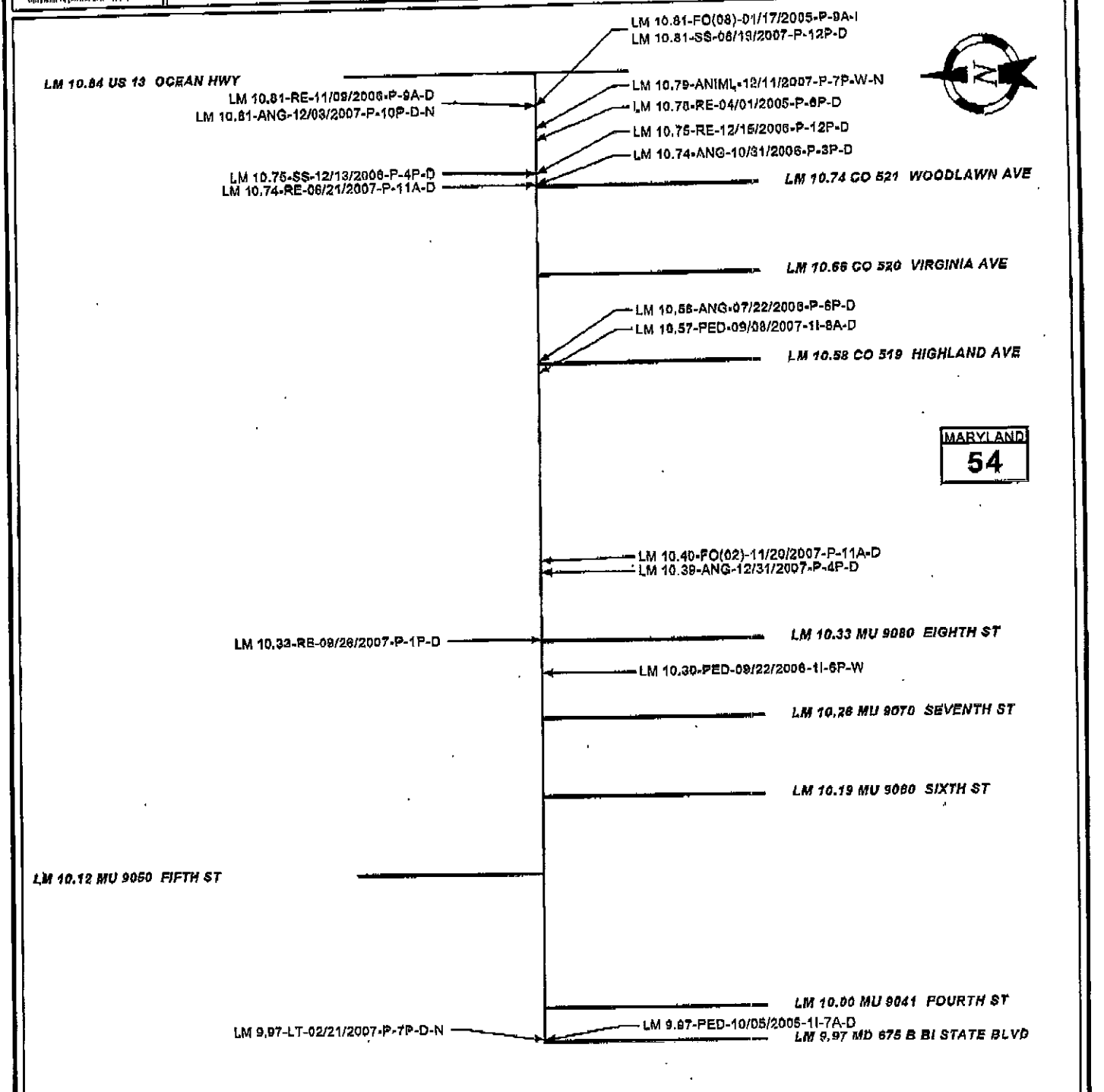
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0054											
9.97		100505	1 Inj.	7A	DAY	DRY			PED	ES na	UNKNOWN OR OTHER CAUSE
9.97	√	022107	PROPERTY	7P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
10.30		092206	1 Inj.	6P	DAY	WET			PED	ES na	UNKNOWN OR OTHER CAUSE
10.33		092607	PROPERTY	1P	DAY	DRY			RREND	EL SS	UNKNOWN OR OTHER CAUSE
10.39		123107	PROPERTY	4P	DAY	DRY			ANGLE	SS ES	FAIL TO GIVE FULL TIME/ATTENT
10.40		112007	PROPERTY	11A	DAY	DRY		02	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
10.57	√	090807	1 Inj.	8A	DAY	DRY			PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
10.58	√	072206	PROPERTY	6P	DAY	DRY			ANGLE	NR ES	FAIL TO YIELD RIGHT OF WAY
10.74	√	103106	PROPERTY	3P	DAY	DRY			ANGLE	ES SL	UNKNOWN OR OTHER CAUSE
10.74	√	062107	PROPERTY	11A	DAY	DRY			RREND	NR NS	IMPROPER LANE CHANGE
10.75		121306	PROPERTY	4P	DAY	DRY			SDSWP	SL SL	FAIL TO GIVE FULL TIME/ATTENT
10.75	√	121506	PROPERTY	12P	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
10.78	√	040105	PROPERTY	6P	DAY	DRY			RREND	ES ES	UNKNOWN OR OTHER CAUSE
10.79		121107	PROPERTY	7P	NIGHT	WET			OTHER	ES na	ANIMAL
10.81		011705	PROPERTY	9A	DAY	ICE		08	FXOBJ	ER na	FAIL TO GIVE FULL TIME/ATTENT
10.81		110906	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
10.81	√	081907	PROPERTY	12P	DAY	DRY			SDSWP	ES ES	UNKNOWN OR OTHER CAUSE
10.81		120307	PROPERTY	10P	NIGHT	DRY			ANGLE	ES SS	UNKNOWN OR OTHER CAUSE

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

SHA State Highway Administration

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

Location: MD 54 from MD 675-B to US 13
County: WICOMICO
Study Period: 01/01/2006 to 12/31/2007
Analyst: ALEWIS Date: 11/07/2008



KEY:LogMile-CollisionType (FixedObject:Struck)-Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0675E 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
FATAL				
No. KILLED				
INJURY	2	3	3	8
No. INJURED	3	4	9	16
PROP DAMAGE	8	9	6	23
TOTAL ACC	10	12	9	31
OPPOSITE DIR		1	1	2
REAR END	3	3	2	8
SIDESWIPE		1		1
LEFT TURN	1		2	3
ANGLE	3	2	2	7
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT	1	2		3
OTHER	2	3	2	7
U-TURN				
BACKING				
ANIMAL			1	1
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK	2	3	1	6
TRCK REL ACC		1		1
NIGHTTIME	3	1	2	6
WET SURFACE	4	3	3	10
ALCOHOL REL		1		1
INTERSEC REL	7	6	3	16
TOTAL VEH	19	22	16	57
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	4.5	0.0	1.8

Comments:

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

Name: Al Lewis
Date: 11/07/2008

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

Logmile: From 000.00 To 002.09 Length: 2.01
Note(s):

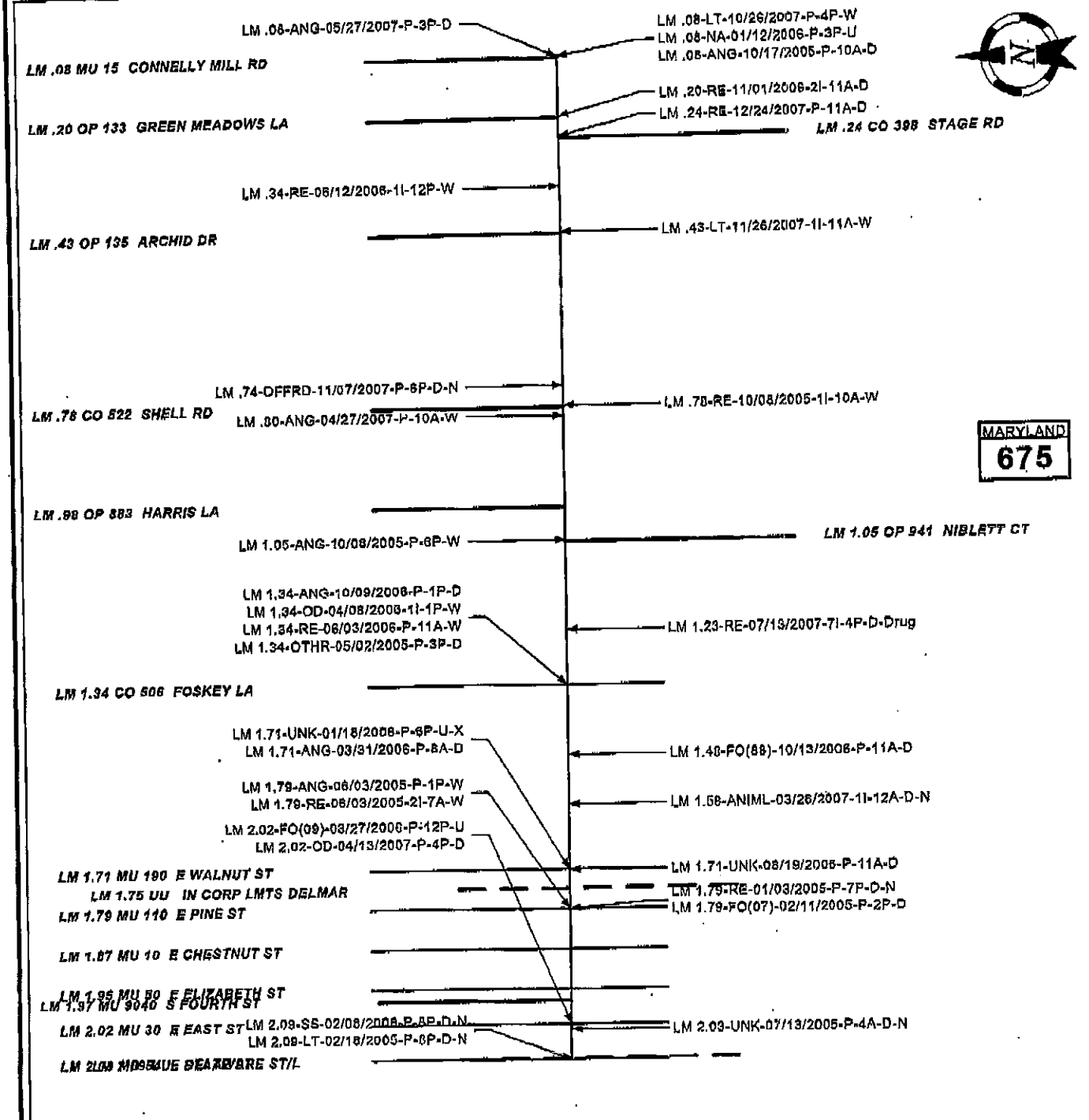
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0675B											
0.00	√	101705	PROPERTY	10A	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
0.00		011206	PROPERTY	3P	OTHER	OTHR			OTHER	NS NS	UNKNOWN OR OTHER CAUSE
0.00	√	052707	PROPERTY	3P	DAY	DRY			ANGLE	SS EL	DID NOT COMPLY WITH LIC. RESTR.
0.00	√	102607	PROPERTY	4P	DAY	WET			LFTRN	SL NS	UNKNOWN OR OTHER CAUSE
0.00	√	110106	2 Inj.	11A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.20		122407	PROPERTY	11A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
0.24		061206	1 Inj.	12P	DAY	WET			RREND	WS WS	FOLLOWED TOO CLOSELY
0.34	√	112607	1 Inj.	11A	DAY	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.43		110707	PROPERTY	5P	NIGHT	DRY			OTHER	WS na	UNKNOWN OR OTHER CAUSE
0.74	√	100805	1 Inj.	10A	DAY	WET			RREND	ES ES	FOLLOWED TOO CLOSELY
0.78		042707	PROPERTY	10A	DAY	WET			ANGLE	SS WS	FAIL TO YIELD RIGHT OF WAY
0.80	√	100805	PROPERTY	6P	DAY	WET			ANGLE	SS WS	FAIL TO GIVE FULL TIME/ATTENT
1.05		071307	7 Inj.	4P	DAY	DRY			RREND	NS NL	FAIL TO YIELD RIGHT OF WAY
1.23	√	050205	PROPERTY	3P	DAY	DRY			OTHER	NL SR	FAIL TO YIELD RIGHT OF WAY
1.34		040806	1 Inj.	1P	DAY	WET			OPDIR	ES WS	FAIL TO YIELD RIGHT OF WAY
1.34	√	060306	PROPERTY	11A	DAY	WET			RREND	WS WS	TOO FAST FOR CONDITIONS
1.34	√	100906	PROPERTY	1P	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
1.48		101306	PROPERTY	11A	DAY	DRY		88	FXOBJ	ES na	UNKNOWN OR OTHER CAUSE
1.58		032607	1 Inj.	12A	NIGHT	DRY			OTHER	NS na	ANIMAL
1.71	√	061906	PROPERTY	11A	DAY	DRY			OTHER	NU NR	FAIL TO GIVE FULL TIME/ATTENT
1.71	√	033106	PROPERTY	8A	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
1.71		011806	PROPERTY	6P	OTHER	OTHR	√		OTHER	NR WS	UNDER INFLUENCE OF ALCOHOL
1.79	√	060305	PROPERTY	1P	DAY	WET			ANGLE	SS ES	FAIL TO KEEP RIGHT OF CENTER
1.79		060305	2 Inj.	7A	DAY	WET			RREND	SS SS	RAIN, SNOW
1.79		010305	PROPERTY	7P	NIGHT	DRY			RREND	NS NS	IMPROPER TURN
1.79		021105	PROPERTY	2P	DAY	DRY		07	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
2.02		032706	PROPERTY	12P	DAY	OTHR		09	FXOBJ	UU na	UNKNOWN OR OTHER CAUSE
2.02		041307	PROPERTY	4P	DAY	DRY			OPDIR	SS NS	VEHICLE DEFECT
2.03	√	071305	PROPERTY	4A	NIGHT	DRY			OTHER	NS UU	UNDER INFLUENCE OF ALCOHOL
2.09	√	021805	PROPERTY	8P	NIGHT	DRY			LFTRN	SS NL	FAIL TO OBEY TAFFIC SIGNAL
2.09	√	020806	PROPERTY	8P	NIGHT	DRY			SDSMP	NS NS	FAIL TO YIELD RIGHT OF WAY

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

SHA State Highway Administration

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

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



KEY:LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 11-27-06

F - Fatalities I - Injury P - Property Damage OD - Opposite Direction LT - Left Turn RE - Rear End ANG - Angle	SS - Sideswipe PARKD - Parked Vehicle PED - Pedestrian BIKE - Bicycle PEDAL - Other Pedalcycle CONVY - Other Conveyance ANIML - Animal	FO - Fixed Object OOBJ - Other Object OT - Overturn SPILL - Spilled Cargo JCKKNF - Jackknife SPRTD - Units Separated NCOLL - Other Non Collision	OFFRD - Off Road RUNWY - Downhill Runaway FIRE - Explosion Fire BCKNG - Backing UTURN - U-Turn OTHR - Other UNK - Unknown	00 - Not Applicable 01 - Bridge or Overpass 02 - Building 03 - Culvert or Ditch 04 - Curb 05 - Guardrail or Barrier 06 - Embankment 07 - Fence	08 - Light Support Pole 09 - Sign Support Pole 10 - Other Pole 11 - Tree Shrubbery 12 - Construction Barrier 13 - Crash Attenuator 99 - Other 99 - Unknown	N - Night X - Alcohol D - Dry Surface W - Wet Surface I - Icy Surface S - Snowy Surface

Name: Al Lewis
Date: 11/07/2008

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

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

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

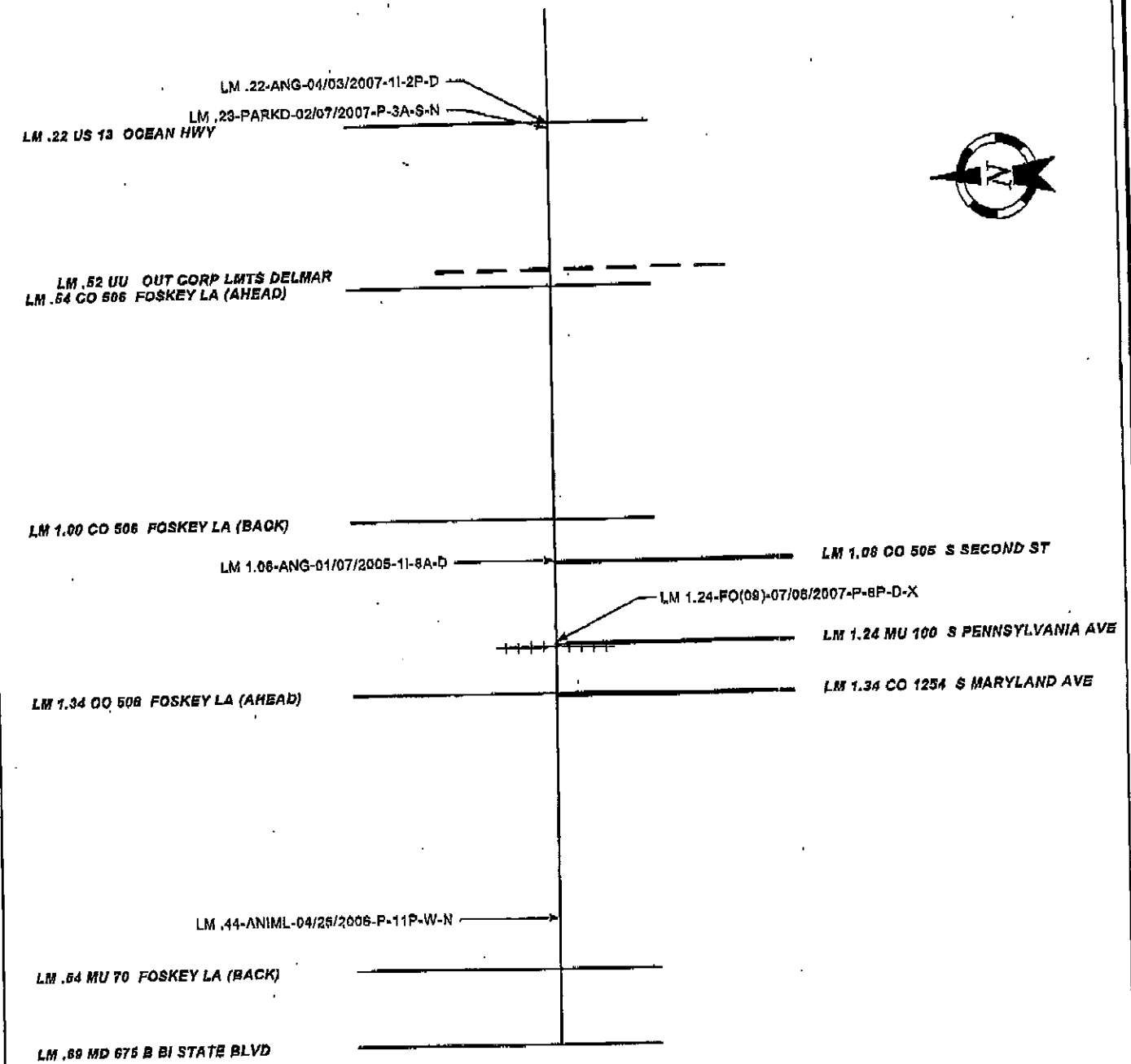
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY	1		1	2
No. INJURED	1		1	2
PROP DAMAGE		1	2	3
TOTAL ACC	1	1	3	5
OPPOSITE DIR				
REAR END				
SIDESWIPE				
LEFT TURN				
ANGLE	1		1	2
PEDESTRIAN				
PARKED VEH			1	1
FIXED OBJECT			1	1
OTHER		1		1
U-TURN				
BACKING				
ANIMAL		1		1
RAILROAD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

Comments:

SHA State Highway Administration

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

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



template 06-27-08

KEY:LogMile-CollisionType (FixedObjectStruck) -Dain-Severity-Time-Surface-Illumination-Alcohol

P - Fatalities I - Injury F - Property Damage OD - Opposite Direction LT - Left Turn RE - Rear End ANG - Angle	SS - Sideswipe PARKD - Parked Vehicle PED - Pedestrian BIKE - Bicycle PEDAC - Other Pedalcycle CONVY - Other Conveyance ANIML - Animal	FO - Fixed Object OOBJ - Other Object OT - Overturn SPILL - Spilled Cargo JCKKNF - Jackknife SPRTD - Units Separated NCOLL - Other Non Collision	OFFRD - Off Road RUNWY - Downhill Runaway FIRE - Explosion Fire BCKNG - Backing UTURN - U-Turn OTHR - Other UNK - Unknown	00 - Not Applicable 01 - Bridge or Overpass 02 - Building 03 - Culvert or Ditch 04 - Curb 05 - Guardrail or Barrier 06 - Embankment 07 - Fence	08 - Light Support Pole 09 - Sign Support Pole 10 - Other Pole 11 - Tree Shrubbery 12 - Construction Barrier 13 - Crash Attenuator 88 - Other 99 - Unknown	N - Night X - Alcohol D - Dry Surface W - Wet Surface I - Icy Surface S - Snowy Surface

Name: Al Lewis
Date: 11/07/2008

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

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

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

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO0506											
0.44		042506	PROPERTY	11P	NIGHT	WET			OTHER	WS na	ANIMAL
MU0070											
0.22	√	040307	1 Inj.	2P	DAY	DRY			ANGLE	WS SS	FAIL TO OBEY STOP SIGN
0.23		020707	PROPERTY	3A	NIGHT	SNOW			PARKD	WS UP	UNKNOWN OR OTHER CAUSE
1.08		010705	1 Inj.	8A	DAY	DRY			ANGLE	SL WS	FAIL TO YIELD RIGHT OF WAY
1.24	√	070807	PROPERTY	8P	DAY	DRY	√	09	FXOBJ	NU na	UNDER INFLUENCE OF ALCOHOL

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

Name: Al Lewis
Date: 11/06/2008

aryland State Highway Administration
ffice of Traffic and Safety - Traffic Development and Support Division
HA 52.1 ADC Study Worksheet Output rev. 06/2006-1

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

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

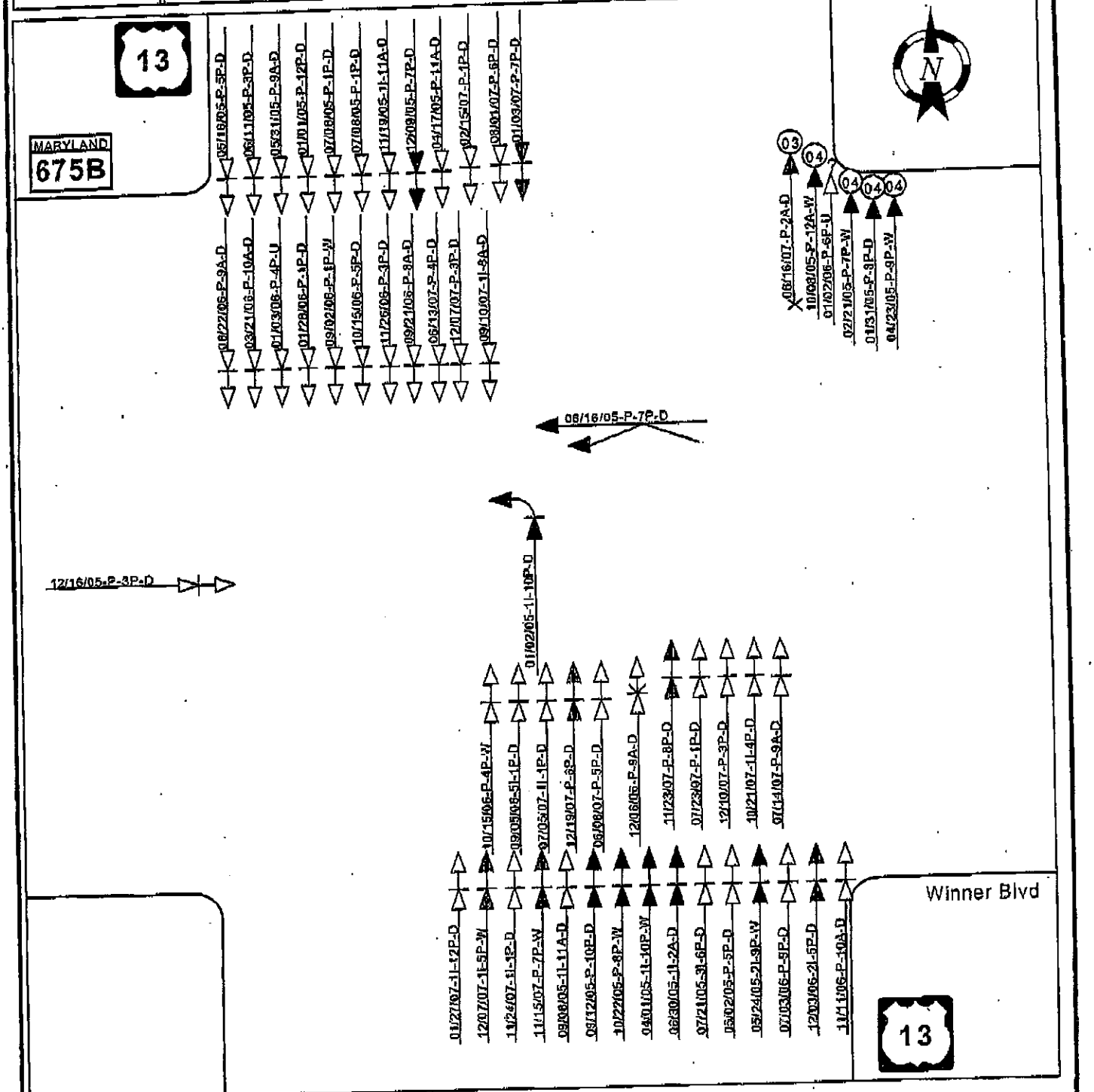
YEAR ▸	[redacted]	[redacted]	2005	2006	2007	TOTAL
FATAL						
No. KILLED			7	2	6	15
INJURY			10	7	6	23
No. INJURED			17	13	13	43
PROP DAMAGE			24	15	19	58
TOTAL ACC						
OPPOSITE DIR						
REAR END			19	13	18	50
SIDESWIPE			1			1
LEFT TURN						
ANGLE						
PEDESTRIAN						
PARKED VEH						
FIXED OBJECT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

Comments:

SHA State Highway Administration

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

Location: US 13 @ MD 675-B / Winner Blvd
County: WICOMICO
Study Period: 01/01/2005 to 12/31/2007
Analyst: ALEWIS Date: 11/05/2008



DATE-SEVERITY-TIME-SURFACE
LIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
55 - Other
99 - Unknown

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

U - Units Separated
N - Other Non collision
R - Roll Road
W - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 08-27-05

U - TURN
BACKING
OVERTURN
Parked Vehicle
Pedestrian

Name: Al Lewis
Date: 11/05/2008

aryland State Highway Administration
ffice of Traffic and Safety - Traffic Development and Support Division
A 52.1 ADC Summary Output rev. 06/2006-1

Logmile: 014.01 At 000.00 Radius: 400 ft

ocation: US0013 @ MD0675B / Winner Blvd
ounty: Wicomico
Period: January 1, 2005 To December 31, 2005
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		7	17	24
Veh Occ		10		
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2	5	2		4	5	6	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	3	1		3	4	3	3		2	2	1	2	

CONDITION:	DRIVER	PED
Normal:	19	
ALCOHOL:		
Other:	5	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	1		1							1		3	
PM:	1	2		2		2	1	3	2	2	3		

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	4	17	2			1		50

VEHICLE TYPE			
	M_Cycle/Moped		Trk_Trailer
27	Passenger Veh		Passenger Bus
8	Light Truck		School Bus
1	Heavy Truck		Emergency Veh
14	Other Types		

SURFACE	
6	WET
18	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	21			18			2			2	

OTHER MOVEMENTS 6

PROBABLE CAUSES

	Inf. of Drugs		Improper Parking
	Inf. of Alcohol		Passenger Interfere/Obstr.
	Inf. of Medication		Illegally in Roadway
	Inf. of Combined Substance		Bicycle Violation
	Physical/Mental Difficulty		Clothing not Visible
	Fell Asleep/Fainted etc.		Smog, Smoke
13	Fail to give full attent.		Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Sig		Animal
	Fail to Obey Other Contr.		Vision Obstruction
	Fail to Keep Right of Ctr		Vehicle Defect
	Fail to Stop for Sch. Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Too Fast for Conditions		Ruts, Holes, Bumps
1	Followed too Closely		Road Under Construction
	Improper Turn		Traffic Cntrl Device Inop.
	Improper Lane Change		Shoulders Low, Soft, High
	Improper Backing		
	Improper Passing	10	Other or Unknown
	Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		7	11	18
	UNRELATED:			1	1
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01			
I	BUILDING	02			
X	CULVERT/DITCH	03			
E	CURB	04		4	4
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
S	LIGHT POLE	08			
J	SIGN POST	09			
E	OTHER POLE	10			
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

WEATHER	ILLUMINATION	TOTAL
19 CLEAR/CLDY	12 DAY	
FOGGY	DAWN/DUSK	2005 24
5 RAINING	8 DARK - LIGHTS ON	
SNOW/SLEET	4 DARK - NO LIGHTS	
OTHER	OTHER	

Name: Al Lewis
Date: 11/05/2008

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

Location: US0013 @ MD0675B / Winnor Blvd
County: Wicomico
Logmile: 014.01 At 000.00 Radius: 400 ft
Period: January 1, 2006 To December 31, 2006
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	13	15
Veh Occ		7		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
4	2	3	1	2		3	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3		1			1	1		3	2	2	2	

CONDITION:	DRIVER	PED
Normal:	11	
ALCOHOL:		
Other:	4	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1	2	2		
PM:		3		1	2	2	1			1			

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	11	3					32

VEHICLE TYPE			SURFACE
M_Cycle/Moped		Trk_Trailer	2 WET
14 Passenger Veh		Passenger Bus	11 DRY
8 Light Truck		School Bus	SNO/ICE
Heavy Truck		Emergency Veh	MUD
10 Other Types			2 OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	12			16							

OTHER MOVEMENTS 4

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
4	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
1	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
2	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	8 Other or Unknown
	Improper Signal	

COLLISION TYPES		PAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		2	8	10
	UNRELATED:			3	3
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:			1	1

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
12 CLEAR/CLDY	11 DAY	
FOGGY	1 DAWN/DUSK	2006 15
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
2 OTHER	2 OTHER	

Name: Al Lewis
Date: 11/05/2008

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

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

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		6	13	19
Veh Occ		6		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	3		4	3	4	4	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
2	1				3	3	1	1	1	3	4	

CONDITION:	DRIVER	PED
Normal:	16	
ALCOHOL:	1	
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:			1						1	1			
PM:	1	4		2	2	2	2	2	1				

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	16	1	1				40

VEHICLE TYPE

M_Cycle/Moped	Trk_Trailer
23 Passenger Veh	Passenger Bus
6 Light Truck	School Bus
1 Heavy Truck	Emergency Veh
10 Other Types	

SURFACE

2 WET	
17 DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	25			12							

OTHER MOVEMENTS 3

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
1	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
5	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
1	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	12 Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		2	10	12
	UNRELATED:		4	2	6
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				
F BRIDGE	01				
I BUILDING	02				
X CULVERT/DITCH	03		1		1
E CURB	04				
D GUARDRAIL/BARRIER	05				
EMBANKMENT	06				
O FENCE	07				
B LIGHT POLE	08				
J SIGN POST	09				
E OTHER POLE	10				
C TREE/SHRUBBERY	11				
T CONSTR. BARRIER	12				
S CRASH ATTENUATOR	13				
OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
18 CLEAR/CLDY	13 DAY	
FOGGY	DAWN/DUSK	2007 19
1 RAINING	5 DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewis
Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd
County: Wicomico

Logmile: 014.01 At 000.00 Radius: 400 ft
Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		15	43	58
Veh Occ		23		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
7	10	8	8	9	9	13	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
8	2	1	3	4	7	7	1	6	5	6	8	

CONDITION:	DRIVER	PED
Normal:	46	
ALCOHOL:	1	
Other:	11	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	1		2						2	4	2	3	
PM:	2	9		5	4	6	4	5	3	3	3		

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
6	44	6	1		1		122

VEHICLE TYPE			
M_Cycle/Moped		Trk_Trailer	
64	Passenger Veh	Passenger Bus	
22	Light Truck	School Bus	
2	Heavy Truck	Emergency Veh	
34	Other Types		

SURFACE	
10	WET
46	DRY
	SNO/ICE
	MUD
2	OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	58			46			2			2	

OTHER MOVEMENTS 13

PROBABLE CAUSES

	Inf. of Drugs		Improper Parking
1	Inf. of Alcohol		Passenger Interfere/Obstr.
	Inf. of Medication		Illegally in Roadway
	Inf. of Combined Substance		Bicycle Violation
	Physical/Mental Difficulty		Clothing not Visible
	Fell Asleep/Fainted etc.		Smog, Smoke
22	Fail to give full attent.		Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Sig		Animal
1	Fail to Obey Other Contr.		Vision Obstruction
	Fail to Keep Right of Ctr		Vehicle Defect
	Fail to Stop for Sch. Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Too Fast for Conditions		Ruts, Holes, Bumps
4	Followed too Closely		Road Under Construction
	Improper Turn		Traffic Cntrl Device Inop.
	Improper Lane Change		Shoulders Low, Soft, High
	Improper Backing		
	Improper Passing	30	Other or Unknown
	Improper Signal		

WEATHER		ILLUMINATION		TOTALS	
50	CLEAR/CLDY	36	DAY	2003	0
	FOGGY	1	DAWN/DUSK	2004	0
6	RAINING	14	DARK - LIGHTS ON	2005	24
	SNOW/SLEET	5	DARK - NO LIGHTS	2006	15
2	OTHER	2	OTHER	2007	19

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		11	29	40
	UNRELATED:		4	6	10
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:			1	1

P	BRIDGE	01			
I	BUILDING	02			
X	CULVERT/DITCH	03		1	1
E	CURB	04		4	4
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
B	LIGHT POLE	08			
J	SIGN POST	09			
E	OTHER POLE	10			
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

Name: Al Lewis
Date: 11/07/2008

aryland State Highway Administration
ffice of Traffic and Safety - Traffic Development and Support Division
HA 52.1 ADC Study Worksheet Output rev. 06/2006-1

ocation: US0013 @ Foskey Lane
ounty: Wicomico

Logmile: 015.16 At 000.22 Radius: 200 ft
Period: January 1, 2005 To December 31, 2007 Note(s):

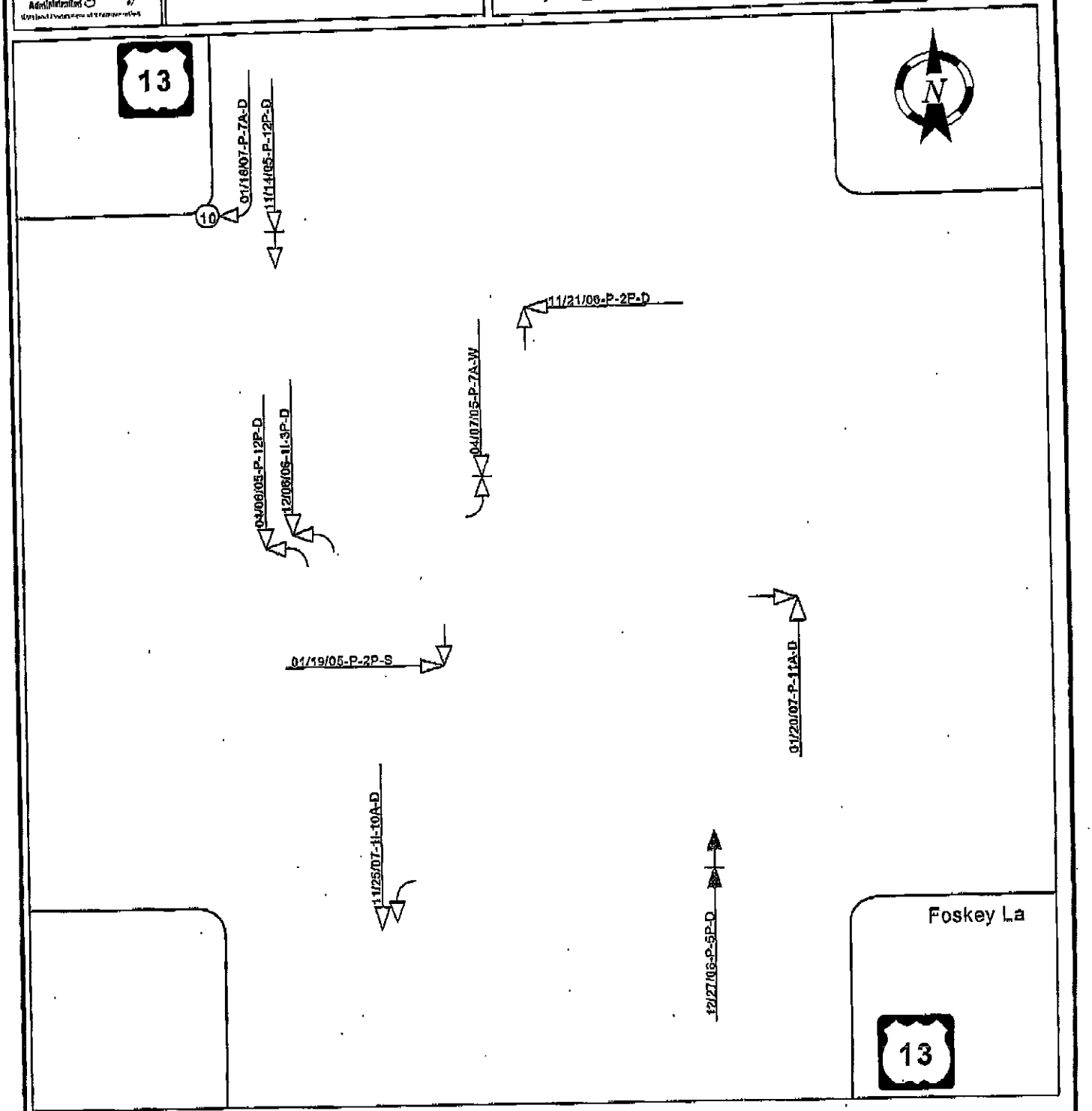
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED		1	1	2
INJURY		1	1	2
No. INJURED		1	1	2
PROP DAMAGE	4	2	3	9
TOTAL ACC	4	3	4	11
OPPOSITE DIR				
REAR END	1	1		2
SIDESWIPE				
LEFT TURN	1	1		2
ANGLE	2	1	2	5
PEDESTRIAN				
PARKED VEH			1	1
FIXED OBJECT			1	1
OTHER				
U-TURN				
BACKING				
ANIMAL				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

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
98 - Other
99 - Unknown

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

U - Units Generated
N - Other Non collision
R - Off Road
H - Downhill Runaway
E - Explosion or Fire
? - Unknown

template 09-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

aryland State Highway Administration
ffice of Traffic and Safety - Traffic Development and Support Division
HA S2.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis
Date: 11/07/2008

ocation: US0013 @ Foskey Lane
ounty: Wicomico

Period: January 1, 2005 To December 31, 2005

Logmile: 018.16 At 000.22 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			4	4
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1		2	1			

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1			2							1		

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1					
PM:	2		1										

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3	1					9

VEHICLE TYPE

M_Cycle/Moped	1 Trk_Trailer
3 Passenger Veh	Passenger Bus
2 Light Truck	1 School Bus
Heavy Truck	Emergency Veh
2 Other Types	

SURFACE

1 WET	
2 DRY	
1 SNO/ICE	
MUD	
OTHER	

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1				5		1	1				

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
3	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
1	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

WEATHER	ILLUMINATION	TOTAL
3 CLEAR/CLDY	4 DAY	
FOGGY	DAWN/DUSK	2005 4
RAINING	DARK - LIGHTS ON	
1 SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		1		1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1		1
	UNRELATED:				
ANGLE	RELATED:		2		2
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Logmile: 015.16 At 000.22 Radius: 200 ft

cation: US0013 @ Foskey Lane
unty: Wicomico Period: January 1, 2006 To December 31, 2006 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	2	3
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1	2				

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
											1	2	

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:			1	1		1							

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		3						6

VEHICLE TYPE			
M_Cycle/Moped		Trk_Trailer	
5 Passenger Veh		Passenger Bus	
Light Truck		School Bus	
Heavy Truck		Emergency Veh	
1 Other Types			

SURFACE	
WET	
3 DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	3			1						1	

OTHER MOVEMENTS

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.
- 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
- Fail to Stop for Sch. Bus
- 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
- Improper Parking
- Passenger Interfere/Obstr.
- 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
- Icy or Snow Covered
- Debris or Obstruction
- Ruts, Holes, Bumps
- Road Under Construction
- Traffic Cntrl Device Inop.
- Shoulders Low, Soft, High
- 1 Other or Unknown

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1		1
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
A	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
3 CLEAR/CLDY	2 DAY	
FOGGY	DAWN/DUSK	2006 3
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

Name: Al Lewis
Date: 11/07/2008

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

Logmile: 015.16 At 000.22 Radius: 200 ft

ocation: US0013 @ Foskey Lane
ounty: Wicomico
Period: January 1, 2007 To December 31, 2007
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	3	4
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1		2				1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
2										1	1	

CONDITION:	DRIVER	PED
Normal:	4	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1			1	1	
PM:			1										

VEHICLES INVOLVED PER ACCIDENT

	1	2	3	4	5	6+	UNK	TOTAL
	1	2						7
	1	3						

VEHICLE TYPE

	M_Cycle/Moped	1	Trk_Trailer
5	Passenger Veh		Passenger Bus
	Light Truck		School Bus
	Heavy Truck		Emergency Veh
1	Other Types		

SURFACE	
	WET
4	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
		1			1	1		1		2		

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Inf. of Drugs		Improper Parking
	Inf. of Alcohol		Passenger Interfere/Obstr.
	Inf. of Medication		Illegally in Roadway
	Inf. of Combined Substance		Bicycle Violation
	Physical/Mental Difficulty		Clothing not Visible
	Fell Asleep/Fainted etc.		Smog, Smoke
1	Fail to give full attent.		Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt
1	Fail to Yield Rightofway		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Sig		Animal
	Fail to Obey Other Contr.		Vision Obstruction
	Fail to Keep Right of Ctr		Vehicle Defect
	Fail to Stop for Sch. Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Too Fast for Conditions		Ruts, Holes, Bumps
	Followed too Closely		Road Under Construction
	Improper Turn		Traffic Cntrl Device Inop.
	Improper Lane Change		Shoulders Low, Soft, High
	Improper Backing		
	Improper Passing	2	Other or Unknown
	Improper Signal		

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

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:		1	1	2
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:			1	1
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01			
I	BUILDING	02			
X	CULVERT/DITCH	03			
E	CURB	04			
D	GUARDRAIL/BARRIER	05			
	EMBANKMENT	06			
O	FENCE	07			
B	LIGHT POLE	08			
U	SIGN POST	09			
E	OTHER POLE	10		1	1
C	TREE/SHRUBBERY	11			
T	CONSTR. BARRIER	12			
S	CRASH ATTENUATOR	13			
	OTHER FIXED OBJECT				

Name: Al Lewis
Date: 11/07/2008

ryland State Highway Administration
fice of Traffic and Safety - Traffic Development and Support Division
A 62.1 ADC Combined Summary Output rev. 06/2006-1

cation: US0013 @ Foskey Lane
unty: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: 015.16 At 000.22 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	9	11
Veh Occ		2		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1	3	4	1		1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3			2							3	3	

CONDITION:	DRIVER	PED
Normal:	8	
ALCOHOL:		
Other:	3	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								2			1	1	
PM:	2		3	1		1							

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
1	9	1					22

VEHICLE TYPE

M_Cycle/Moped	2 Trk_Trailer
13 Passenger Veh	Passenger Bus
2 Light Truck	1 School Bus
Heavy Truck	Emergency Veh
4 Other Types	

SURFACE

1 WET	
9 DRY	
1 SNO/ICE	
MUD	
OTHER	

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2	4			7	1	1	2		2	1	

OTHER MOVEMENTS 2

PROBABLE CAUSES

	Inf. of Drugs
	Inf. of Alcohol
	Inf. of Medication
	Inf. of Combined Substance
	Physical/Mental Difficulty
	Fell Asleep/Fainted etc.
5	Fail to give full attent.
	Lic. Restr. Non-comply
2	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
	Wrong Way on One Way
	Exceeded Speed Limit
1	Too Fast for Conditions
	Followed too Closely
	Improper Turn
	Improper Lane Change
	Improper Backing
	Improper Passing
	Improper Signal
	Improper Parking
	Passenger Interfere/Obstr.
	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
	Icy or Snow Covered
	Debris or Obstruction
	Ruts, Holes, Bumps
	Road Under Construction
	Traffic Cntrl Device Inop.
	Shoulders Low, Soft, High
3	Other or Unknown

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			2	2
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1	1	2
	UNRELATED:				
ANGLE	RELATED:		1	4	5
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:			1	1
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
U	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION
10 CLEAR/CLDY	10 DAY
FOGGY	DAWN/DUSK
RAINING	DARK - LIGHTS ON
1 SNOW/SLEET	1 DARK - NO LIGHTS
OTHER	OTHER

TOTALS	
2005	4
2006	3
2007	4

Name: Al Lewis
Date: 11/07/2008

aryland State Highway Administration
ffice of Traffic and Safety - Traffic Development and Support Division
HA 52.1 ADC Study Worksheet Output rev. 06/2006-1

ocation: US0013 @ MD0054 Logmile: 015.89 At 010.84 Radius: 200 ft
ounty: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

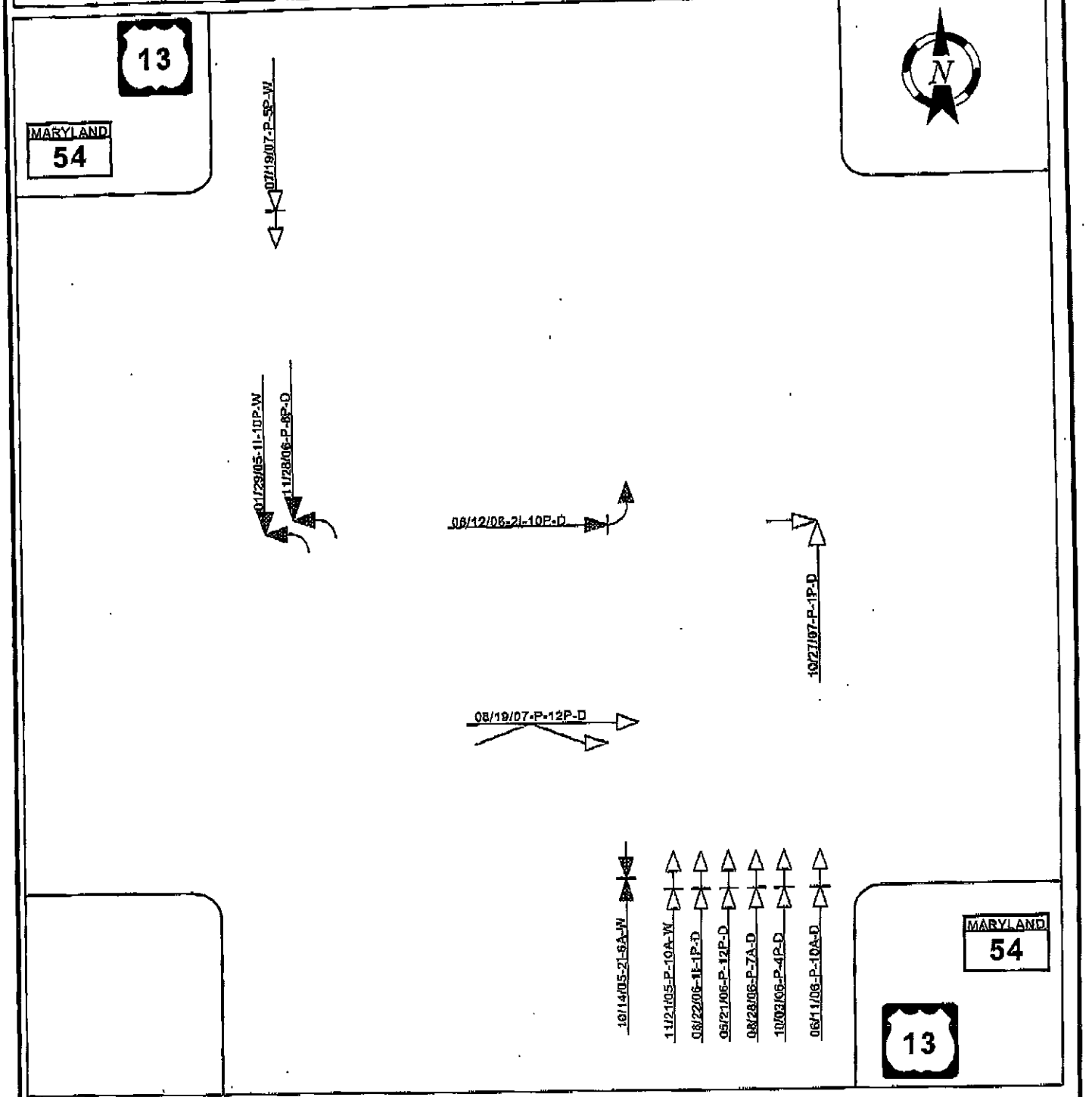
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY	2	2		4
No. INJURED	3	3		6
PROP DAMAGE	1	5	3	9
TOTAL ACC	3	7	3	13
OPPOSITE DIR	1			1
REAR END	1	5	1	8
SIDESWIPE			1	1
LEFT TURN	1	1		2
ANGLE			1	1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRCK REL ACC		3		3
NIGHTTIME	2	2		4
WET SURFACE	3		1	4
ALCOHOL REL				
INTERSEC REL	3	7	3	13
TOTAL VEH	6	15	6	27
TOTAL TRUCKS		3		3
PERCENT TRKS	0.0	20.0	0.0	11.1

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
96 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife
U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 06-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

Name: Al Lewis
Date: 11/07/2008

aryland State Highway Administration
ffice of Traffic and Safety - Traffic Development and Support Division
SA 52.1 ADC Summary Output rev. 06/2006-1

Logmile: 015.89 At 010.84 Radius: 200 ft

ocation: US0013 @ MD0054
ounty: Wicomico
Period: January 1, 2005 To December 31, 2005
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	1	3
Veh Occ		3		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1				1	1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1									1	1		

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:							1				1		
PM:											1		

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE			
	M_Cycle/Moped		Trk_Trailer
3	Passenger Veh		Passenger Bus
3	Light Truck		School Bus
	Heavy Truck		Emergency Veh
	Other Types		

SURFACE	
3	WET
	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	3			2							

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
2	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
1	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:		1		1
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:		1		1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
9	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER		ILLUMINATION		TOTAL
	CLEAR/CLDY	1	DAY	
	FOGGY		DAWN/DUSK	2005 3
2	RAINING	2	DARK - LIGHTS ON	
1	SNOW/SLEET		DARK - NO LIGHTS	
	OTHER		OTHER	

Name: Al Lewis
Date: 11/07/2008

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

Location: US0013 @ MD0054
County: Wicomico

Period: January 1, 2006 To December 31, 2006

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

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		2	5	7
Veh Occ		3		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
2	2	2		1			

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1	3		1		1	1		

CONDITION:	DRIVER	PED
Normal:	7	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1			1		
PM:	1	1			1				1		1		

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	6	1					15

VEHICLE TYPE		SURFACE
1 M_Cycle/Moped	1 Trk_Trailer	WET
5 Passenger Veh	Passenger Bus	7 DRY
3 Light Truck	School Bus	SNO/ICE
2 Heavy Truck	Emergency Veh	MUD
3 Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	10			1			2				

OTHER MOVEMENTS 1

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
1 Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1 Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	5 Other or Unknown
Improper Signal	

WEATHER	ILLUMINATION	TOTAL
7 CLEAR/CLDY	5 DAY	
FOGGY	DAWN/DUSK	2006 7
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		2	4	6
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
S	LIGHT POLE	08
J	SIGN POST	09
S	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Location: US0013 @ MD0054 Logmile: 015.89 At 010.84 Radius: 200 ft
County: Wicomico Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			3	3
Veh Occ				
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1				1		1	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
							1	1		1			

CONDITION:	DRIVER	PED
Normal:	3	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:	1	1				1							

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		3						6

VEHICLE TYPE			
	M_Cycle/Moped		Trk_Trailer
4	Passenger Veh		Passenger Bus
1	Light Truck		School Bus
	Heavy Truck		Emergency Veh
1	Other Types		

SURFACE	
1	WET
2	DRY
	SNO/ICE
	MUD
	OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
		1			2			3				

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
1	Improper Lane Change	Shoulders Low, Soft, High
	Improper Backing	
	Improper Passing	2 Other or Unknown
	Improper Signal	

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

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
S	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Logmile: 015.89 At 010.84 Radius: 200 ft

ocation: US0033 @ MD0054
ounty: Wicomico
Period: January 1, 2005 To December 31, 2007
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		4	9	13
Veh Occ		6		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
3	3	2		2	1	2	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1				1	3	1	2		3	2		

CONDITION:	DRIVER	PED
Normal:	12	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:							1	1			2		
PM:	2	2			1	1			1		2		

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	12	1					27

VEHICLE TYPE

1 M_Cycle/Moped	1 Trk_Trailer
12 Passenger Veh	Passenger Bus
7 Light Truck	School Bus
2 Heavy Truck	Emergency Veh
4 Other Types	

SURFACE

4 WET	
9 DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
2	14			5			5				

OTHER MOVEMENTS 1

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
3 Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
1 Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
1 Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	7 Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:		1		1
	UNRELATED:				
REAR END	RELATED:		2	6	8
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:		1	1	2
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
B	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
E	LIGHT POLE	08
J	SIGN POST	09
B	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTALS	
9 CLEAR/CLDY	9 DAY		
FOGGY	DAWN/DUSK		
3 RAINING	3 DARK - LIGHTS ON	2005	3
1 SNOW/SLEET	1 DARK - NO LIGHTS	2006	7
OTHER	OTHER	2007	3

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 @ MD0675E
County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

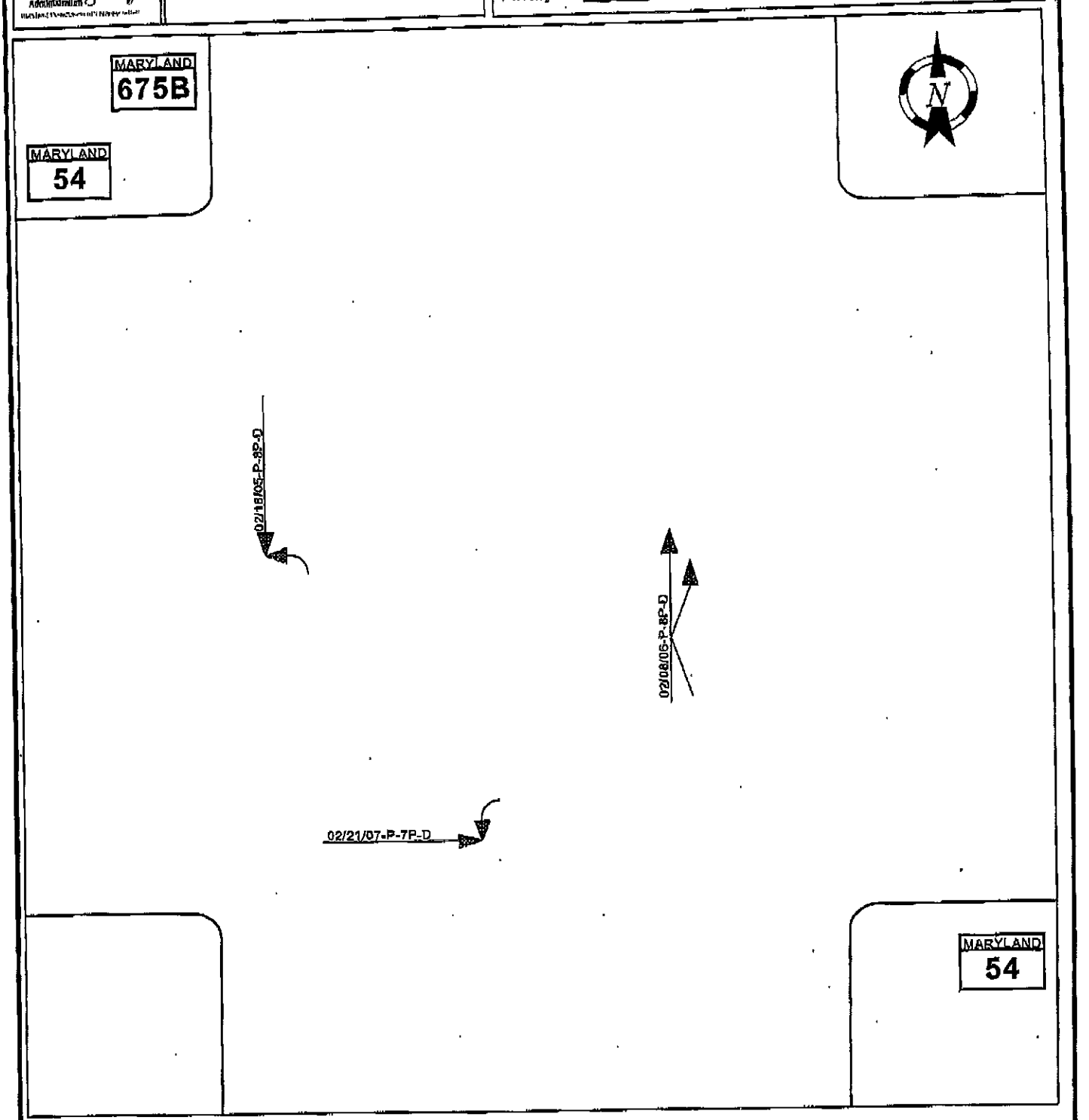
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY				
No. INJURED				
PROP DAMAGE	1	1	1	3
TOTAL ACC	1	1	1	3
OPPOSITE DIR				
REAR END				
SIDESWIPE		1		1
LEFT TURN	1		1	2
ANGLE				
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRCK RSL ACC				
NIGHTTIME	1	1	1	3
WET SURFACE				
ALCOHOL REL				
INTERSEC REL	1	1	1	3
TOTAL VEH	2	2	2	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	0.0	0.0

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
P - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
98 - Other
99 - Unknown

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

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

template 08-27-08

U-TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 @ MD0675B
County: Wicomico
Period: January 1, 2005 To December 31, 2005
Logmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
						1		

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
		1											

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:									1				

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		2						2

VEHICLE TYPE			
M_Cycle/Moped	Trk_Trailer		
2 Passenger Veh	Passenger Bus		
Light Truck	School Bus		
Heavy Truck	Emergency Veh		
Other Types			

SURFACE	
WET	
1 DRY	
SNO/ICE	
MUD	
OTHER	

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1				1							

OTHER MOVEMENTS

PROBABLE CAUSES

	Inf. of Drugs	Improper Parking
	Inf. of Alcohol	Passenger Interfere/Obstr.
	Inf. of Medication	Illegally in Roadway
	Inf. of Combined Substance.	Bicycle Violation
	Physical/Mental Difficulty	Clothing not Visible
	Fell Asleep/Fainted etc.	Smog, Smoke
	Fail to give full attent.	Sleet, Hail, Frz. Rain
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
	Fail to Yield Rightofway	Severe Crosswinds
	Fail to Obey Stop Sign	Rain, Snow
1	Fail to Obey Traffic Sig	Animal
	Fail to Obey Other Contr.	Vision Obstruction
	Fail to Keep Right of Ctr	Vehicle Defect
	Fail to Stop for Sch. Bus	Wet
	Wrong Way on One Way	Icy or Snow Covered
	Exceeded Speed Limit	Debris or Obstruction
	Too Fast for Conditions	Ruts, Holes, Bumps
	Followed too Closely	Road Under Construction
	Improper Turn	Traffic Cntrl Device Inop.
	Improper Lane Change	Shoulders: Low, Soft, High
	Improper Backing	
	Improper Passing	Other or Unknown
	Improper Signal	

WEATHER		ILLUMINATION		TOTAL
1	CLEAR/CLDY	DAY		
	FOGGY	DAWN/DUSK		2005 1
	RAINING	1	DARK - LIGHTS ON	
	SNOW/SLEET		DARK - NO LIGHTS	
	OTHER		OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 @ MD0675E
County: Nicomico
Period: January 1, 2006 To December 31, 2006
Legmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1				

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1											

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:									1				

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
2 Passenger Veh	Passenger Bus	1 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2										

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1 Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2006 1
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
B	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
H	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 @ MD0675B
County: Wicomico
Period: January 1, 2007 To December 31, 2007
Legmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1				

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1											

CONDITION:	DRIVER	PED
Normal:	1	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:								1					

VEHICLES INVOLVED PER ACCIDENT

	1	2	3	4	5	6+	UNK	TOTAL
	1	2						2

VEHICLE TYPE			SURFACE
M_Cycle/Moped	Trk_Trailer		WET
2 Passenger Veh	Passenger Bus		1 DRY
Light Truck	School Bus		SNO/ICE
Heavy Truck	Emergency Veh		MUD
Other Types			OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
							1		1		

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
1 Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditionn	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

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

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
S	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0054 @ MD0675B
County: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: 009.97 At 002.09 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			3	3
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			2		1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	3											

CONDITION:	DRIVER	PED
Normal:	1	
ALCOHOL:		
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:								1	2				

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
6 Passenger Veh	Passenger Bus	3 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	2			3			1		1		

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs		Improper Parking
Inf. of Alcohol		Passenger Interfere/Obstr.
Inf. of Medication		Illegally in Roadway
Inf. of Combined Substance		Bicycle Violation
Physical/Mental Difficulty		Clothing not Visible
Fell Asleep/Fainted etc.		Smog, Smoke
1 Fail to give full attent.		Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt
1 Fail to Yield Rightofway		Severe Crosswinds
Fail to Obey Stop Sign		Rain, Snow
1 Fail to Obey Traffic Sig		Animal
Fail to Obey Other Contr.		Vision Obstruction
Fail to Keep Right of Ctr		Vehicle Defect
Fail to Stop for Sch. Bus		Wet
Wrong Way on One Way		Icy or Snow Covered
Exceeded Speed Limit		Debris or Obstruction
Too Fast for Conditions		Ruts, Holes, Bumps
Followed too Closely		Road Under Construction
Improper Turn		Traffic Cntrl Device Inop.
Improper Lane Change		Shoulders Low, Soft, High
Improper Backing		
Improper Passing		Other or Unknown
Improper Signal		

WEATHER	ILLUMINATION
3 CLEAR/CLDY	DAY
FOGGY	DAWN/DUSK
RAINING	3 DARK - LIGHTS ON
SNOW/SLEET	DARK - NO LIGHTS
OTHER	OTHER

TOTALS	
2005	1
2006	1
2007	1

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:			1	1
	UNRELATED:				
LEFT TURN	RELATED:			2	2
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
K	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
E	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675B @ Foskey Ln
County: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: 001.34 At 000.69 Radius: 200 ft
Note(s):

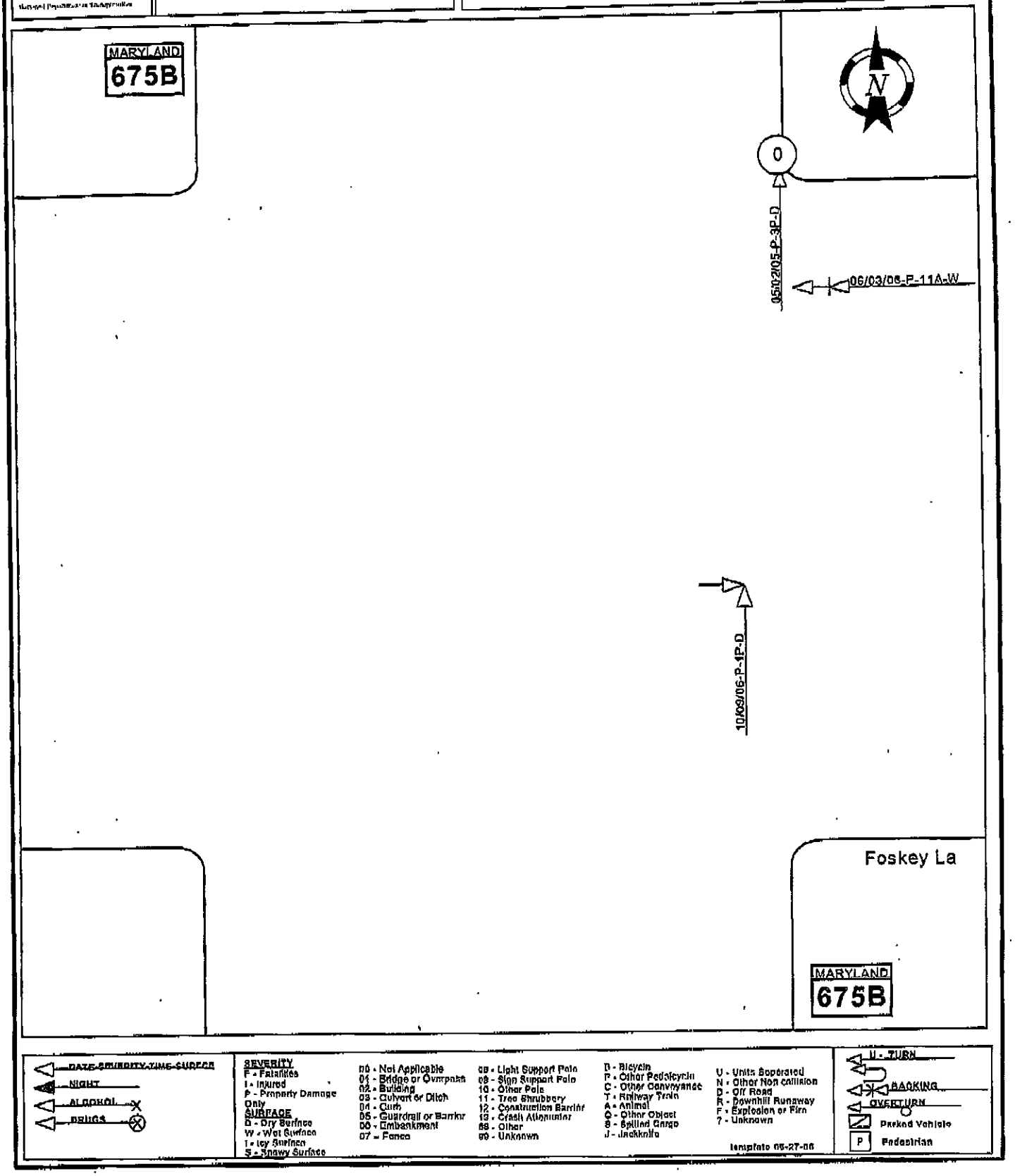
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
NO. KILLED				
INJURY				
NO. INJURED				
PROP DAMAGE	1	2		3
TOTAL ACC	1	2		3
OPPOSITE DIR				
REAR END		1		1
SIDESWIPE				
LEFT TURN				
ANGLE		1		1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER	1			1
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK	1			1
TRCK REL ACC				
NIGHTTIME				
WET SURFACE		1		1
ALCOHOL REL				
INTERSEC REL	1	2		3
TOTAL VEH	2	4	0	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	***.*	0.0

Comments:

SHA State Highway Administration

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

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



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
98 - Other
99 - Unknown

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

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

template 05-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0675E @ Foskey La
County: Wicomico
Period: January 1, 2005 To December 31, 2005
Logmile: 001.34 At 000.69 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			1	1
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1						

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1								

CONDITION:	DRIVER	PED
Normal:	1	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:				1									

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	WET
1 Passenger Veh	Passenger Bus	1 DRY
Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1					1						

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:		1		1
	UNRELATED:				
F BRIDGE	01				
I BUILDING	02				
X CULVERT/DITCH	03				
E CURB	04				
D GUARDRAIL/BARRIER	05				
EMBANKMENT	06				
O FENCE	07				
B LIGHT POLE	08				
J SIGN POST	09				
E OTHER POLE	10				
C TREE/SHRUBBERY	11				
T CONSTR. BARRIER	12				
S CRASH ATTENUATOR	13				
OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	1 DAY	
FOGGY	DAWN/DUSK	2005 1
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0675E @ Foskey La
Logmile: 001.34 At 000.69 Radius: 200 ft
County: Wicomico Period: January 1, 2006 To December 31, 2006 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			2	2
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1					1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
					1				1			

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:		1											

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	2						4

VEHICLE TYPES		SURFACE
M_Cycle/Moped	Trk_Trailer	1 WET
3 Passenger Veh	Passenger Bus	1 DRY
1 Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1						1			2	

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
1 Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	1 Other or Unknown	
Improper Signal		

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
S	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	2 DAY	
FOGGY	DAWN/DUSK	2006 2
1 RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

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

Name: Al Lewin
Date: 11/07/2008

Location: MD0675R @ Foskey Ln
County: Wicomico Period: January 1, 2007 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents				
Veh Occ				
Pedestrian				

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK

CONDITION:	DRIVER	PED
Normal:		
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:													

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPES			
M_Cycle/Moped	Trk_Trailer		
Passenger Veh	Passenger Bus		
Light Truck	School Bus		
Heavy Truck	Emergency Veh		
Other Types			

SURFACE
WET
DRY
SNO/ICE
MUD
OTHER

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
Fail to give full attent.	Sleet, Hail, Frz. Rain
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
Fail to Yield Rightofway	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	Other or Unknown
Improper Signal	

WEATHER	ILLUMINATION	TOTAL
CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2007 0
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:				
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
B	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
H	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

Name: Al Lewis
Date: 11/07/2008

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

Location: MD0675B @ Foskey La
Logmile: 001.34 At 000.69 Radius: 200 ft
County: Wicomico Period: January 1, 2005 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			3	3
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2					1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1	1				1			

CONDITION:	DRIVER	PED
Normal:	3	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:		1		1									

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	3						6

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	1 WET
4 Passenger Veh	Passenger Bus	2 DRY
1 Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	1				1		1			2	

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
1 Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	1 Other or Unknown	
Improper Signal		

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

TOTALS	
2005	1
2006	2
2007	0

COLLISION TYPES		PAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:			1	1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:			1	1
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
B	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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 @ Connolly Mill Rd
County: Wicomico
Period: January 1, 2005 To December 31, 2007

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

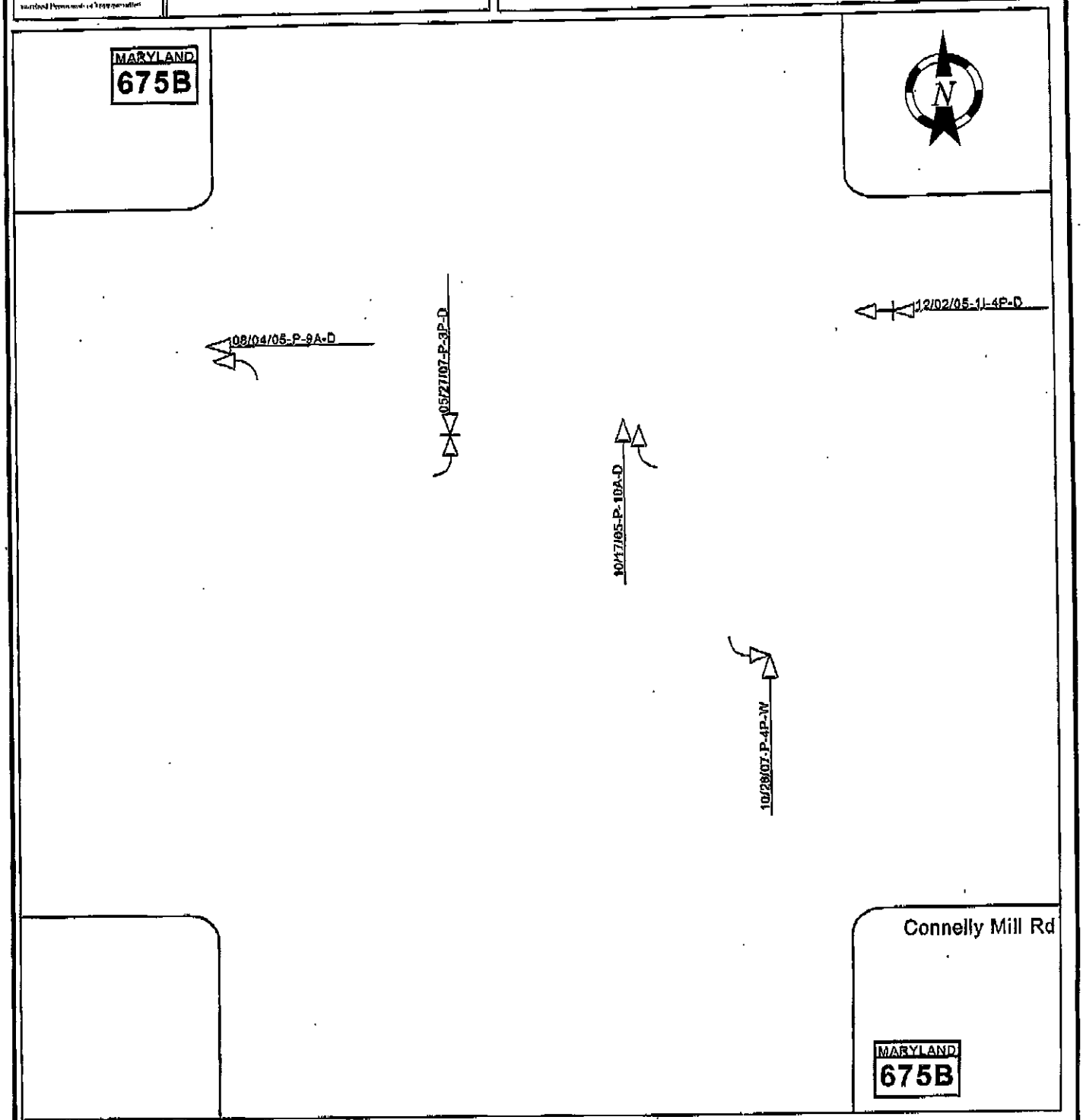
YEAR ▸	2005	2006	2007	TOTAL
FATAL				
No. KILLED				
INJURY	1			1
No. INJURED	1			1
PROP DAMAGE	2		2	4
TOTAL ACC	3		2	5
OPPOSITE DIR				
REAR END	1			1
SIDESWIPE				
LEFT TURN			1	1
ANGLE	2		1	3
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRCK REL ACC	1			1
NIGHTTIME				
WET SURFACE			1	1
ALCOHOL REL				
INTERSEC REL	3		2	5
TOTAL VEH	6	0	4	10
TOTAL TRUCKS	1			1
PERCENT TRKS	16.7	***.*	0.0	10.0

Comments:

SHA State Highway Administration

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

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



RATE\SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
98 - Other
99 - Unknown

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

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

template 06-27-08

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

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

Name: Al Lewis
Date: 11/07/2008

Location: MD0475B @ Connelly Mill Rd
County: Wicomico

Logmile: 000.02 At 000.00 Radius: 200 ft
Period: January 1, 2005 To December 31, 2005 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	2	3
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK							
SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1			1	1		

MONTH OF THE YEAR												
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
							1		1		1	

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:										1	1		
PM:					1								

VEHICLES INVOLVED PER ACCIDENT							
1	2	3	4	5	6+	UNK	TOTAL
	3						6

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

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
1 Fail to give full attent.	Sleet, Hail, Frz. Rain	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
1 Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Spoed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders Low, Soft, High	
Improper Backing		
Improper Passing	1 Other or Unknown	
Improper Signal		

WEATHER	ILLUMINATION	TOTAL
3 CLEAR/CLDY	3 DAY	
FOGGY	DAWN/DUSK	2005 3
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		1		1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:				
	UNRELATED:				
ANGLE	RELATED:			2	2
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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

Name: Al Lewis
Date: 11/07/2008

Location: MD06758 @ Connelly Mill Rd
County: Wicomico
Period: January 1, 2007 To December 31, 2007
Logmile: 000.08 At 000.00
Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents			2	2
Veh Occ				
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1					1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1					1			

CONDITION:	DRIVER	PED
Normal:	2	
ALCOHOL:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:				1	1								

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	2						4

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	1 WET
2 Passenger Veh	Passenger Bus	1 DRY
1 Light Truck	School Bus	SNO/ICE
Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1		1	1		1					

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking	
Inf. of Alcohol	Passenger Interfere/Obstr.	
Inf. of Medication	Illegally in Roadway	
Inf. of Combined Substance	Bicycle Violation	
Physical/Mental Difficulty	Clothing not Visible	
Fell Asleep/Fainted etc.	Smog, Smoke	
Fail to give full attent.	Sleet, Hail, Frz. Rain	
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	
Fail to Yield Rightofway	Severe Crosswinds	
Fail to Obey Stop Sign	Rain, Snow	
Fail to Obey Traffic Sig	Animal	
Fail to Obey Other Contr.	Vision Obstruction	
Fail to Keep Right of Ctr	Vehicle Defect	
Fail to Stop for Sch. Bus	Wet	
Wrong Way on One Way	Icy or Snow Covered	
Exceeded Speed Limit	Debris or Obstruction	
Too Fast for Conditions	Ruts, Holes, Bumps	
Followed too Closely	Road Under Construction	
Improper Turn	Traffic Cntrl Device Inop.	
Improper Lane Change	Shoulders.Low, Soft, High	
Improper Backing		
Improper Passing	1 Other or Unknown	
Improper Signal		

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

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:				
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:			1	1
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

P	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	

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: MD0675B @ Connally Mill Rd
County: Wicomico
Period: January 1, 2005 To December 31, 2007
Logmile: 000.08 At 000.00
Radius: 200 ft
Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total
Accidents		1	4	5
Veh Occ		1		
Pedestrian				

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1			1	2		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1			1		2		1	

CONDITION:	DRIVER	PED
Normal:	4	
ALCOHOL:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:										1	1		
PM:				1	2								

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	5						10

VEHICLE TYPE		SURFACE
M_Cycle/Moped	Trk_Trailer	1 WET
4 Passenger Veh	Passenger Bus	4 DRY
4 Light Truck	School Bus	SNO/ICE
1 Heavy Truck	Emergency Veh	MUD
1 Other Types		OTHER

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	2		1	1		1				3	1

OTHER MOVEMENTS

PROBABLE CAUSES

Inf. of Drugs	Improper Parking
Inf. of Alcohol	Passenger Interfere/Obstr.
Inf. of Medication	Illegally in Roadway
Inf. of Combined Substance	Bicycle Violation
Physical/Mental Difficulty	Clothing not Visible
Fell Asleep/Fainted etc.	Smog, Smoke
1 Fail to give full attent.	Sleet, Hail, Frz. Rain
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt
1 Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Sig	Animal
Fail to Obey Other Contr.	Vision Obstruction
Fail to Keep Right of Ctr	Vehicle Defect
Fail to Stop for Sch. Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Too Fast for Conditions	Ruts, Holes, Bumps
Followed too Closely	Road Under Construction
Improper Turn	Traffic Cntrl Device Inop.
Improper Lane Change	Shoulders Low, Soft, High
Improper Backing	
Improper Passing	2 Other or Unknown
Improper Signal	

WEATHER	ILLUMINATION	TOTALS	
4 CLEAR/CLDY	5 DAY		
FOGGY	DAWN/DUSK		
1 RAINING	DARK - LIGHTS ON	2005	3
SNOW/SLEET	DARK - NO LIGHTS	2006	0
OTHER	OTHER	2007	2

COLLISION TYPES		FAT	INJ	PROP	TOTAL
OPPOSITE DIR	RELATED:				
	UNRELATED:				
REAR END	RELATED:		1		1
	UNRELATED:				
SIDESWIPE	RELATED:				
	UNRELATED:				
LEFT TURN	RELATED:			1	1
	UNRELATED:				
ANGLE	RELATED:			3	3
	UNRELATED:				
PEDESTRIAN	RELATED:				
	UNRELATED:				
PARKED VEH.	RELATED:				
	UNRELATED:				
OTHER CT	RELATED:				
	UNRELATED:				

F	BRIDGE	01
I	BUILDING	02
X	CULVERT/DITCH	03
E	CURB	04
D	GUARDRAIL/BARRIER	05
	EMBANKMENT	06
O	FENCE	07
B	LIGHT POLE	08
J	SIGN POST	09
E	OTHER POLE	10
C	TREE/SHRUBBERY	11
T	CONSTR. BARRIER	12
S	CRASH ATTENUATOR	13
	OTHER FIXED OBJECT	