Traffic Impact Study for Wor-Wic Community College

Salisbury, Maryland

Prepared For:
State Highway Administration (SHA)

Prepared By:
Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO)

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SALISBURY/WICOMICO Metropolitan Planning Organization

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

Traffic Impact Study

Wor-Wic Community College
Salisbury, Maryland

Date 6/13/2025

Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO)

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Executive Summary

The Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO) has developed the Traffic Impact Study (TIS) for the Wor-Wic Community College, located at the southeast corner of US Route 50 and Walston Switch Road in Salisbury, Maryland. The study evaluates the impacts of an additional driveway providing exclusive right-out access from Wor-Wic Community College onto eastbound Ocean Gateway (US Route 50). The proposed driveway would be situated near the eastern edge of the northernmost parking facilities on the college campus and be opened at all times.

Wor-Wic Community College sits on a 214-acre parcel in a rural fringe setting. Existing development occupies approximately 50 acres in the northwest corner of the campus and includes facilities such as Brunkhorst Hall, Maner Technology Center, Henson Hall, Guerrieri Hall, and others. The campus has three existing access points, one along Walston Switch Road and two along Longridge Road.

The college has undertaken campus expansion and renovation to support its steady growth. The current expansion plan includes a new Applied Technology Center, roadway improvements, a new Learning Commons, a Wellness or Physical Education Center, Athletic Field, renovations to Brunkhorst Hall, Henson Hall, Guerrieri Hall, Hazel Center, and other facilities, as well as expanding academic and maintenance buildings, and parking areas. These developments are being carried out in phases, divided into short-term and long-term projects, with completion anticipated by 2030. Aside from this, the right out exit to US Route 50 was proposed by the college to alleviate the pressure on the Walston Switch Road roundabout access during peak hours of operation. The proposed exit would intersect with eastbound US Route 50 and create a parallel on - ramp configuration.

As part of the TIS, vehicular traffic and pedestrian counts were performed at the following five intersections:

1. US Route 50 & Walston Switch Road
2. Walston Switch Road & Campus Drive
3. Walston Switch Road & Longridge Road
4. Longridge Road & Campus Drive
5. Longridge Road & Shortridge Road

Counts were conducted during the AM and PM peak periods in April 2024 and October 2024. All counts were performed when the Wor-Wic Community College was in session. Field observations were also carried out to assess signal timing, phasing, and parking lot utilization.

Crash data for a six-year period (2019–2024) was collected from the Maryland Department of State Police Crash Data Dashboards. A review of crashes revealed that most incidents occurred at the US Route 50 and Walston Switch Road intersection with rear-end collisions being the most common type, followed by crashes involving fixed objects and other incidents. These crashes did not indicate a significant safety concern at the intersections studied.

To evaluate the future impacts associated with the proposed right-out exit, future 2030 traffic volume projections were developed consistent with the anticipated build out year of the campus expansion. The 2030 base traffic projections were developed by applying an annual growth rate of 1% to the peak hour 2024 weekday traffic volumes. Coordination did occur with Wicomico County and the City of Salisbury and no additional background developments were identified within the project study area. Additional trip generation entering and exiting the college with the campus expansion was calculated based on the anticipated enrollment increase of 1,708 students (a 64.75% rise) at the College from Fall 2023 to Fall 2030. To accommodate this growth, traffic entering and exiting at campus access points, including the Walston Switch Road & Campus Drive intersection, the Longridge Road and Campus Drive intersection, and the Longridge Road and Shortridge Road intersection, were increased by 64.75%. Further modifications were made across the network to account for the redistribution of these newly generated trips entering and exiting the college.

One additional 2030 volume scenario was developed which accounted for the proposed new exit onto US Route 50. This additional scenario was developed by utilizing the 2030 total traffic volumes discussed above and redistributing traffic based on observed parking lot utilization and incorporating a right-out traffic flow adjustment. Based on observed parking lot utilizations at the campus, this included shifting approximately 70% of the right turning traffic exiting from Campus Drive and accessing eastbound US Route 50 to the proposed exit.

Intersection capacity analyses were performed using the latest version of Synchro (Synchro 12, version 12.2.2.8) on study intersections with existing geometry and existing traffic volumes, 2030 total traffic volumes with campus expansion but existing access points, and 2030 total traffic volumes with campus expansion and the additional right-out exit. Results were obtained using Highway Capacity Manual (HCM) 7th Editon Methodology. A supplemental Critical Lane Volume Analysis was also conducted at the Walston Switch Road and US Route 50 intersection. A SIDRA analysis was also conducted at the Walston Switch Road and Campus Drive roundabout and an HCS merge analysis was conducted at the proposed exit. Based on all the analysis performed for both weekdays AM and PM peak hours, all intersections were operating at an

acceptable level of service (LOS) of D or better. There were also slight improvements in delay at the Walston Switch Road intersections with Campus Drive and US Route 50 with the proposed right-out exit.

Based on the evaluation conducted by this TIS, the project intersections can operate at acceptable operations with the planned campus expansion with or without the additional right-out exit to US Route 50 eastbound. The additional exit does reduce delays at the Walston Switch Road intersections with Campus Drive and US Route 50 compared to the 2030 analysis without the exit. This additional exit could also facilitate traffic flow during emergency situations or event-related departures without negatively impacting the signalized intersection at Walston Switch Road and US Route 50. The campus at present relies on Shortridge Drive, Campus Drive and Walston Switch Road as the primary vehicle access points and the main evacuation corridors. The campus is well equipped with emergency assembly areas, and designated evacuation routes, but all these channel towards the intersection of Longridge Road and Walston Switch Road, posing potential congestion issues in the event of a large scale emergency. Therefore, this setup presents bottlenecks, delayed emergency response, and restricted evacuation options - especially for buildings located on the northern and eastern parts of campus, which are comparatively farther from the main exits. By creating a direct extension from Shortridge Drive to eastbound U.S. Route 50, the campus would add a crucial fourth exit point. This would not only facilitate faster, more efficient evacuations from northern buildings, but also provide a critical alternative route should the main roads become compromised.

It is recommended that the exit be channelized to prevent vehicles traveling eastbound on US Route 50 from entering the campus through it. It is also recommended that an acceleration lane be provided from the right-out exit onto eastbound US Route 50 to allow for easier merge operations from the exit and to be consistent with other right turns onto the US Route 50 corridor. Two concept plans have been included in Appendix F depicting potential layouts of the proposed exit. One concept has a sharper radius for the exit designed for 15 MPH, while the other concept provides a more gradual radius designed for 20 MPH. Both concepts have been designed in accordance with the AASHTO Policy on Geometric Design of Highways and Streets 2018 Edition. Drainage and Stormwater Management design will be considered in future phases. The concept level cost estimate for the exit is approximately $850,000 for either option. See Appendix G for the cost estimate breakdowns.

If the exit is eventually approved, Shortridge Road between US Route 50 and Longridge Road will need to be reclassified as a County Road and not a driveway. This reclassification to a County roadway would require adherence to County Road standards and additional factors such as pedestrian crossings, signage, and possibly traffic calming measures would need to be considered. Roadway inside of the State right-of-way

would be required to meet State design requirements. Permits and approvals from both State and County agencies may be required before the transition is finalized. Coordination between State and County authorities is ongoing regarding this break in highway controls. If Shortridge Drive is reclassified between the County and Wor-Wic, the county will initiate the highway control break with the SHA via the District 1 Access Management Department through Mr. Jeff Fritts (jfritts@mdot.maryland.gov).

1. Project Description and Background

The Traffic Impact Study (TIS) for the Wor-Wic Community College evaluates the transportation impacts of a proposed right-out driveway onto eastbound Ocean Gateway (US Route 50). Wor-Wic Community College, located on a 214-acre parcel in Salisbury, Maryland, near the southeast corner of US Route 50 and Walston Switch Road, is undergoing phased developments to support its growing needs, including new academic buildings, parking facilities, and renovations to existing infrastructure. Currently, the campus relies on three access points with one access point along Walston Switch Road and two access points along Longridge Road. The proposed driveway is designed to reduce pressure on existing access points by providing a direct exit to US Route 50, improving overall traffic flow and campus accessibility. The proposed entrance would be opened at all times.

Figure 1 shows the site location plan. Site concept plan is included in Appendix F.

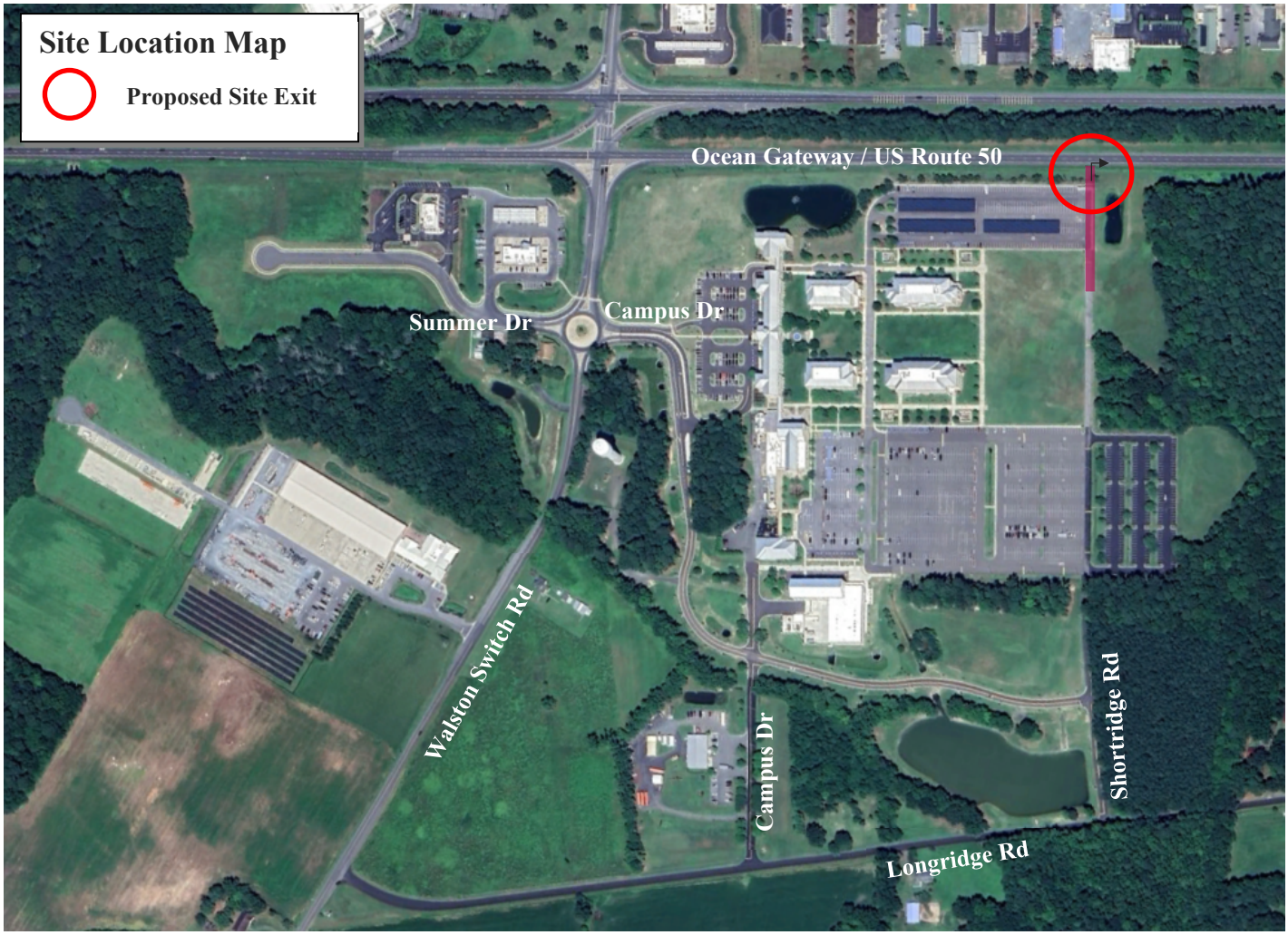


Figure 1: Site Location Map

2. Intersection Descriptions and Evaluation

The following 6 intersections were included in the scope of the analysis:

1. Proposed Right-Out Site Exit / Ocean Gateway (US Route 50)
2. Walston Switch Road / Ocean Gateway (US Route 50)
3. Walston Switch Road / Summer Drive / Campus Drive
4. Walston Switch Road / Longridge Road
5. Campus Drive / Longridge Road
6. Shortridge Drive / Longridge Road

A brief description of each study intersection is provided below.

Proposed Right-Out Site Exit / Ocean Gateway (US Route 50 Eastbound)

Ocean Gateway (US Route 50) is a four-lane east/west divided principal arterial (other) roadway with a posted speed limit of 55 miles per hour. The proposed right-out only exit would be a single right-turn lane that provides an exclusive right-turn exit with an acceleration lane onto eastbound US Route 50. The eastbound US Route 50 approach would consist of two through lanes.

Walston Switch Road / Ocean Gateway (US Route 50)

Ocean Gateway (US Route 50) is a four-lane east/west divided principal arterial (other) roadway with a posted speed limit of 55 miles per hour. Walston Switch Road is a four-lane north/south undivided minor arterial roadway with a speed limit of 40 miles per hour. Walston Switch Road intersects with US Route 50 to form two adjacent signalized intersections. While these intersections operate as a cluster signal and function as a single unit, the division of US Route 50 into separate eastbound and westbound carriageways creates two distinct intersections. The northern intersection is where westbound US Route 50 intersects Walston Switch Road while the southern intersection is where eastbound US Route 50 intersects Walston Switch Road. The lane configuration is illustrated in Figure 2.

Walston Switch Road / Summer Drive / Campus Drive

Walston Switch Road is a four-lane north/south undivided minor arterial roadway with a speed limit of 40 miles per hour north of Campus Drive. To the south of Campus Drive, Walston Switch Road is a two-lane roadway. Summer Drive is the eastbound approach to the intersection and is a two-lane local roadway with a speed limit of 30 miles per hour. Campus Drive, the westbound approach, is a two-lane local roadway serving as the service road to the Community College. The intersection is configured as a single lane roundabout where Summer Drive, Campus Drive, and Walston Switch Road converge. The lane configuration for all the approaches is illustrated in Figure 2. Pedestrian facilities exist along the northern leg of the roundabout.

Walston Switch Road / Longridge Road

Walston Switch Road is a two-lane north/south undivided minor arterial roadway with a speed limit of 40 miles per hour. Longridge road is a two-lane east/west undivided local roadway with a speed limit of 40 miles per hour. Longridge Road intersects Walston Switch Road to form a stop-controlled T- intersection. The lane configuration is illustrated in Figure 2.

Campus Drive / Longridge Road

Longridge road is a two-lane east/west undivided local roadway with a speed limit of 40 miles per hour. Campus Drive is a two-lane north/south Wor-Wic Community College driveway. Campus Drive intersects with Longridge Road to form a stop-controlled T- intersection. The lane configuration is illustrated in Figure 2.

Shortridge Drive / Longridge Road

Longridge road is a two-lane east/west undivided local roadway with a speed limit of 40 miles per hour. Shortridge Drive is a two-lane north/south Wor-Wic Community College driveway. Shortridge Drive intersects with Longridge Road to form a stop-controlled T- intersection. The lane configuration is illustrated in Figure 2.

Relevant and Ongoing Projects

Wor-Wic Community College has ongoing and planned expansion projects within its campus to accommodate growing student needs and enhance educational facilities. The campus is located in a key area along US Route 50, and its planned developments aim to improve accessibility, increase capacity, and provide state-of-the-art learning spaces for students, faculty, and the community. The expansion includes the construction of a new Applied Technology Center, a facility dedicated to supporting academic programs in advanced manufacturing, engineering, and technology-related fields. The campus will also see the development of a Learning Commons, a modern structure that will consolidate the library, tutoring centers, and student collaboration spaces into one central location. In addition, a Wellness Center will be constructed to provide indoor recreational facilities, including gymnasiums, fitness areas, and multipurpose spaces for events. Infrastructure improvements include the addition of new access roads, expanded parking areas with a focus on optimizing traffic circulation, and a redesigned main exit to improve visibility and connectivity to US Route 50. The plan also calls for renovations of existing buildings, such as Brunkhorst Hall, Henson Hall, and Guerrieri Hall, to reconfigure interior spaces for updated academic uses and increase building functionality. Furthermore, utilities and landscaping across the campus will be upgraded to support these developments.

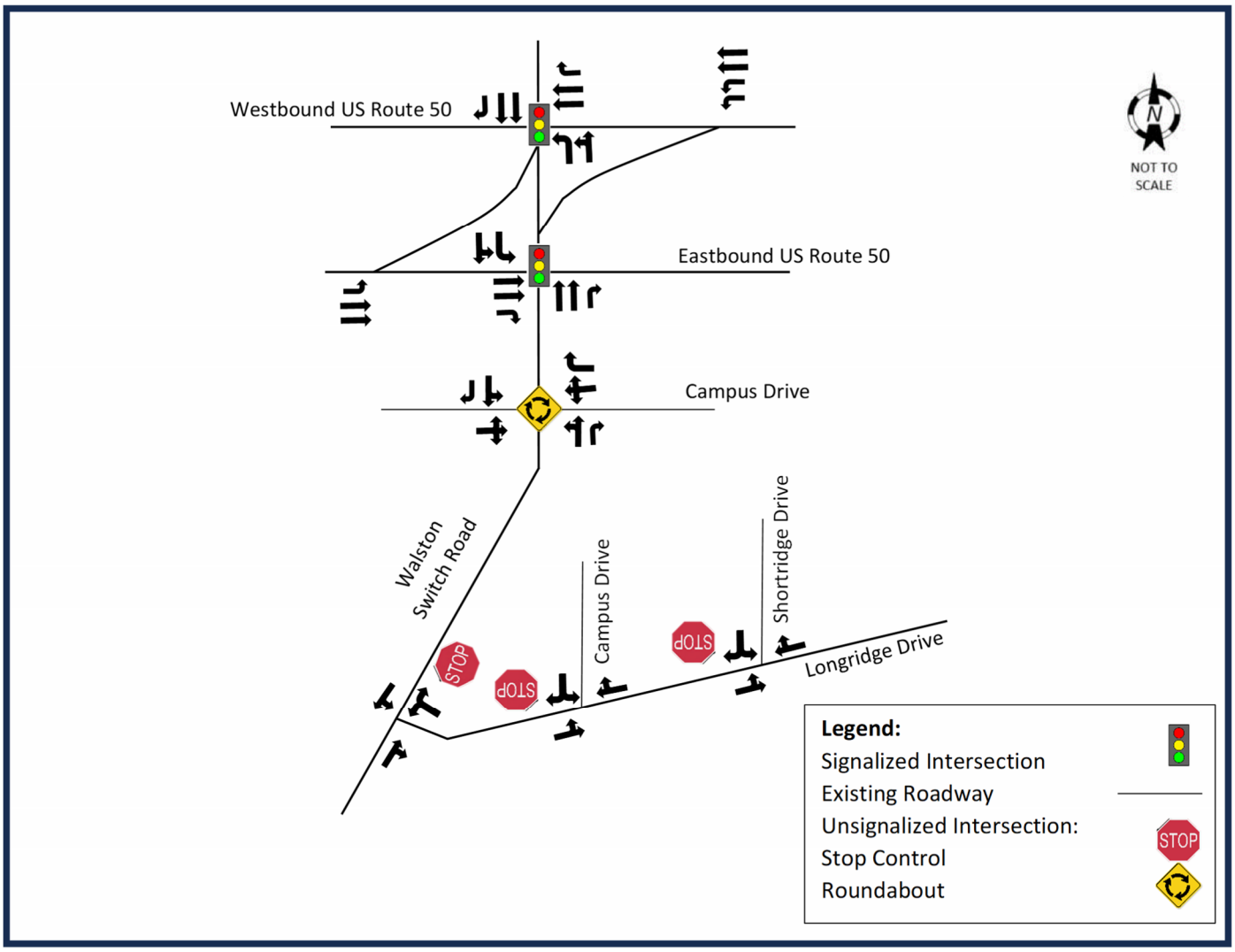


Figure 2: Existing Lane Configuration

Figure 3 shows the Wor-Wic Community College planned expansion from the 2019 Facilities Master Plan. Coordination did occur with Wicomico County and the City of Salisbury and no additional background developments or projects were identified within the project study area.

Existing Buildings

BH	Brunkhorst Hall
MTC	Maner Technology Center
HC	Hazel Center
HH	Henson Hall
GH	Guerrieri Hall
JC	Jordan Center
MB	Maintenance Building
FOH	Fulton-Owen Hall
SH	Shockley Hall

A = Applied Technology Center - 40,000 GSF comp date 6.2023

Learning Center - 40,000 GSF comp date 6.2026

Long Term

6. Renovate Brunkhorst Hall **58,879 GSF**
7. Expand Maintenance Building **Add 6,000 GSF**
8. New Wellness / Physical Education Center **50,000-80,000 GSF**
9. Renovate Henson Hall **34,500 GSF**
10. Renovate Guerrieri Hall **38,000 GSF**
11. Expand and renovate Hazel Center **15,000 GSF**
12. Additional academic buildings **35,000-50,000 GSF**
13. Additional parking

Long Term Projects Beyond 2024

Figure 3: Wor-Wic Community College Facilities Master Plan 2019

3. Crash Data

Crash data was obtained from the Maryland State Police Crash Data Dashboard, an interactive platform offering detailed traffic crash statistics and trends across Maryland. Data for the study intersections were collected over a six-year period, from 2019 through 2024, and are summarized in Table 1 below.

Table 1: Crash Data Results

Intersection	Number of Crashes (Percentage of Total)
Walston Switch Road / Ocean Gateway (US Route 50)	58 (85%)
Walston Switch Road / Summer Drive / Campus Drive	8 (12%)
Walston Switch Road / Longridge Road	2 (3%)
Campus Drive / Longridge Road	0 (0%)
Shortridge Drive / Longridge Road	0 (0%)
Total	**68 (100%)**

The intersection at US Route 50 and Walston Road reported the highest number of crashes over the six-year period, with a total of 58 crashes, accounting for 85% of all crashes recorded in the study. Rear-end collisions were the most common crash type, with 38 incidents (66% of crashes at this intersection). Other notable crash types included five sideswipe (same direction) crashes (9%), three animal-related crashes (5%), one roadway departure crash (2%), two fixed object crashes (3%), one angle crash (2%) and one sideswipe (opposite direction) crash (2%). Additionally, seven crashes (12%) were classified as "other," highlighting a variety of less common collision types at this intersection.

The intersection of Walston Switch Road and Campus Drive experienced eight crashes (12% of the total). The majority of crashes were fixed object incidents, accounting for five crashes (63% of crashes at this intersection), followed by two rear-end collisions (25%) and one sideswipe (same direction) crash (13%).

The intersection at Walston Switch Road and Longridge Road reported two crashes, accounting for 3% of all crashes in the study. These included one sideswipe (same direction) crash and one left-turn crash, each representing half of the total crashes at this location.

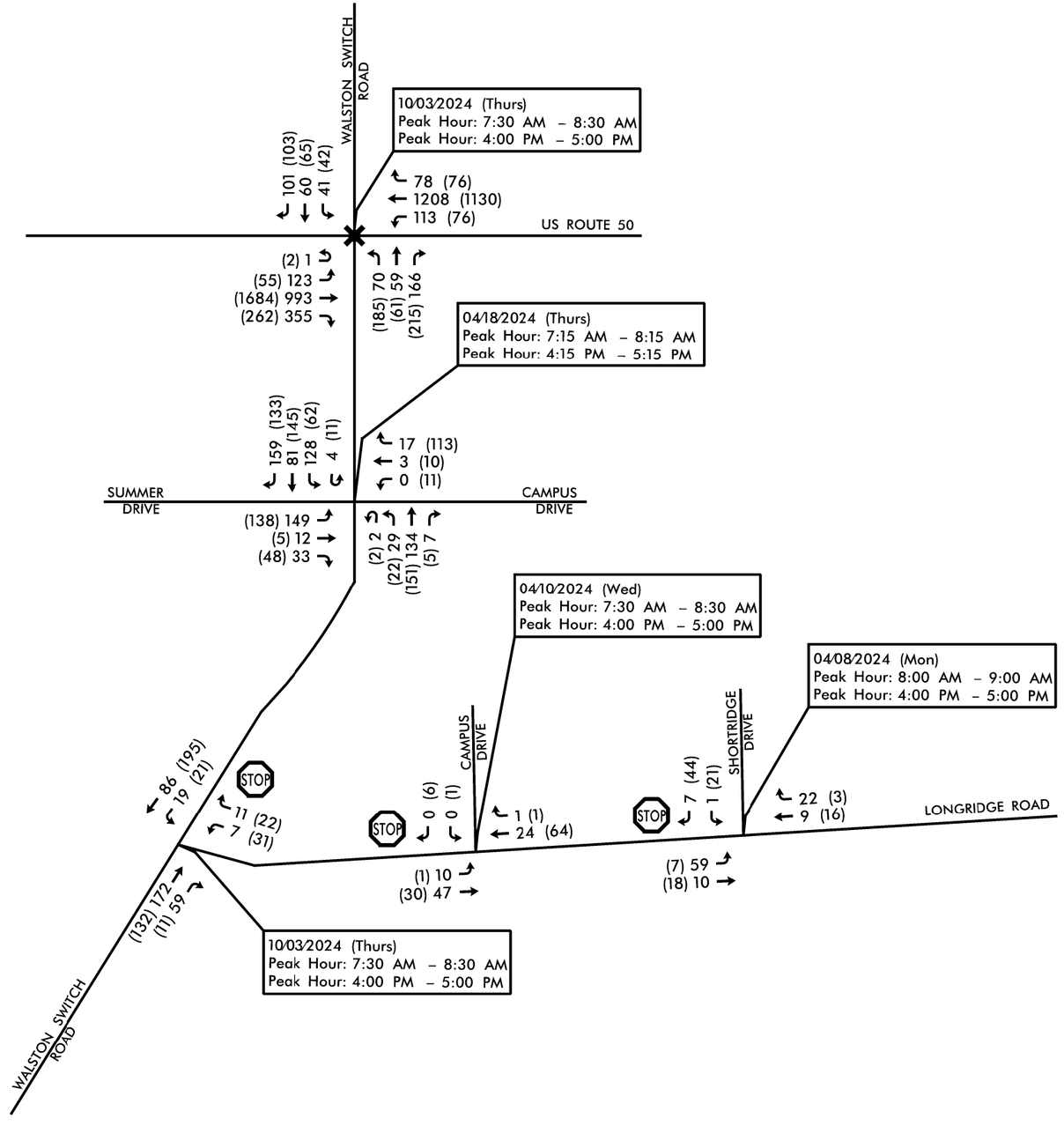
The intersections at Longridge Road and Campus Drive, as well as Shortridge Drive and Longridge Road, reported no crashes during the six-year study period.

4. Existing Traffic Conditions

Peak hour vehicle turning movement and pedestrian counts were conducted during the weekday peak hours from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm on various dates in 2024. All counts were collected when the Community College was in session. Counts were performed at the Longridge Road and Shortridge Road intersection on Monday, April 8, 2024; the Campus Drive and Longridge Road intersection on Wednesday, April 10, 2024; and the Walston Switch Road and Summer Drive/Campus Drive intersection on Thursday, April 18, 2024. Additionally, counts for the Walston Switch Road and Longridge Road intersection and the Ocean Gateway (US Route 50) and Walston Switch Road intersection were performed on Thursday, October 3, 2024. The count hours were set to capture the morning and evening peak periods at these intersections. Details regarding the count locations and raw traffic count volumes are provided in Appendix A.

Based on traffic volumes being collected during different days when the Community College was in session, the balancing of existing counts between intersections was reviewed. The only area where a significant volume discrepancy was found (locations where volumes arriving at an intersection were not similar to volumes at the next intersection and no significant driveway exists in between) was between the Walston Switch Road intersections with US Route 50 and Campus Drive. As such, some manual adjustments were performed to the raw volumes at these intersections to improve volume balancing. It is to be noted that the existing and the adjusted traffic volume accounts for both credited and non-credited student traffic.

Volume diagrams have been included on the following pages depicting both the raw (Figure 4) and adjusted (Figure 5) 2024 peak hour traffic volumes.



LEGEND

XX (XX)	AM (PM) PEAK TRAFFIC VOLUMES
	EXISTING ROADWAY
	EXISTING TRAFFIC SIGNAL
STOP	STOP CONTROLLED SEGMENT

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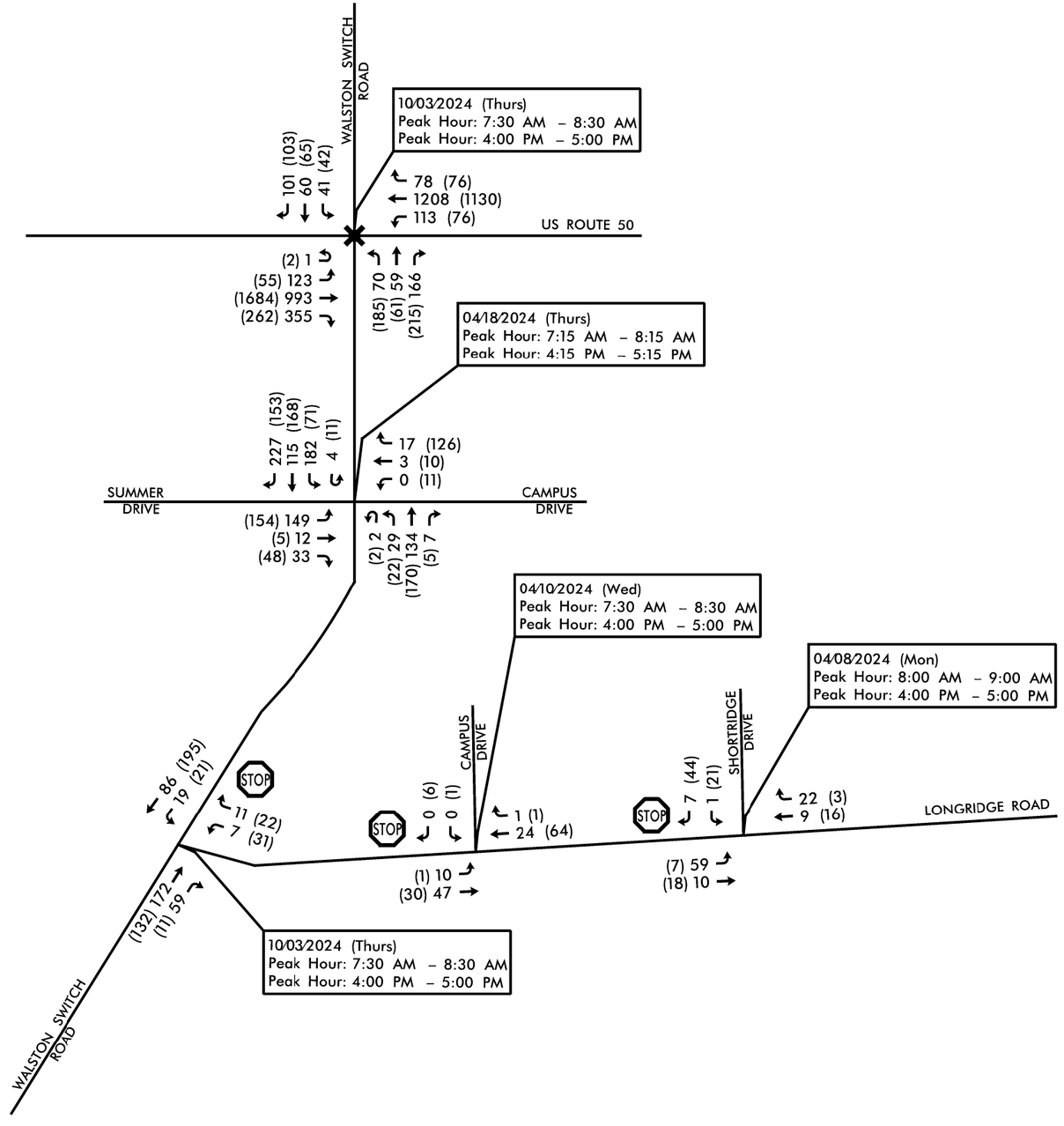
EXISTING 2024 RAW TRAFFIC VOLUMES

WOR–WIC COMMUNITY COLLEGE TRAFFIC IMPACT STUDY
SALISBURY, MARYLAND

N.T.S	FIGURE 4	MAY 2025



LEGEND

XX (XX)	AM (PM) PEAK TRAFFIC VOLUMES
	EXISTING ROADWAY
	EXISTING TRAFFIC SIGNAL
STOP	STOP CONTROLLED SEGMENT

SALISBURY/WICOMICO Metropolitan Planning Organization

EXISTING 2024 ADJUSTED TRAFFIC VOLUMES

WOR-WIC COMMUNITY COLLEGE TRAFFIC IMPACT STUDY
SALISBURY, MARYLAND

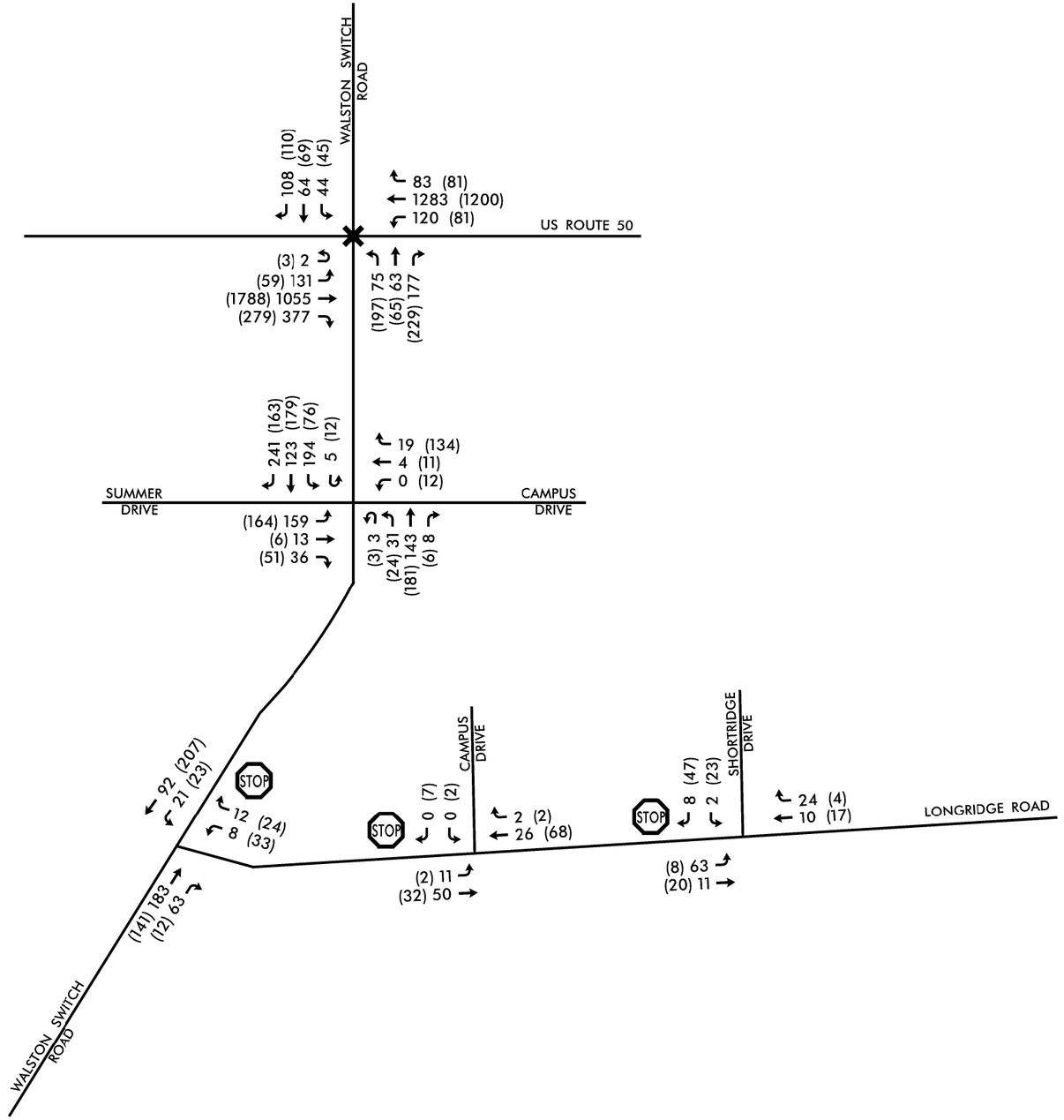
N.T.S	FIGURE 5	MAY 2025

5. Background Traffic Conditions

Based on the Wor-Wic Community College Campus Strategic Plan, the Wor-Wic Community College expansion was scheduled to be fully developed by 2027. However, it is now scheduled to be completed in 2030. In order to review the future conditions, 2030 volumes were developed as follows.

2030 Base Growth Volumes

The 2030 base growth volumes are based on projecting the adjusted 2024 volumes, which consists of both credit and non-credit student traffic volumes, to the future design year 2030, considering existing roadway conditions. Based on the AADT values provided by the Maryland Department of Transportation for US Route 50 in 2013 compared to 2023, a negative growth trend was observed along this roadway. As such, a 1% annual growth factor was utilized to provide a conservative analysis. The adjusted 2024 weekday traffic volumes were compounded annually using this growth factor. The resulting 2030 weekday background traffic volumes, detailed in the attached diagram, are presented on the following page as the 2030 Background volumes (Figure 6).



LEGEND

XX (XX)	AM (PM) PEAK TRAFFIC VOLUMES
———	EXISTING ROADWAY
✱	EXISTING TRAFFIC SIGNAL
STOP	STOP CONTROLLED SEGMENT

SALISBURY/WICOMICO Metropolitan Planning Organization

2030 BACKGROUND TRAFFIC VOLUMES

WOR–WIC COMMUNITY COLLEGE TRAFFIC IMPACT STUDY
SALISBURY, MARYLAND

N.T.S	FIGURE 6	MAY 2025

6. Site Characteristics

The Wor-Wic Community College campus is located along the south side of Ocean Gateway (US Route 50) in Wicomico County, Maryland. The campus currently features several academic and administrative buildings, parking facilities, and green spaces, with primary access provided via Walston Switch Road. A proposed new exit to US Route 50 is being considered to be constructed adjacent to the north parking lot to enhance access and improve campus connectivity. As part of the planned expansion, new facilities, including an Applied Technology Center, Learning Commons, and Wellness Center, will be added, along with infrastructure improvements such as expanded parking and a redesigned entrance. Construction for these projects is anticipated to be completed in phases through 2030.

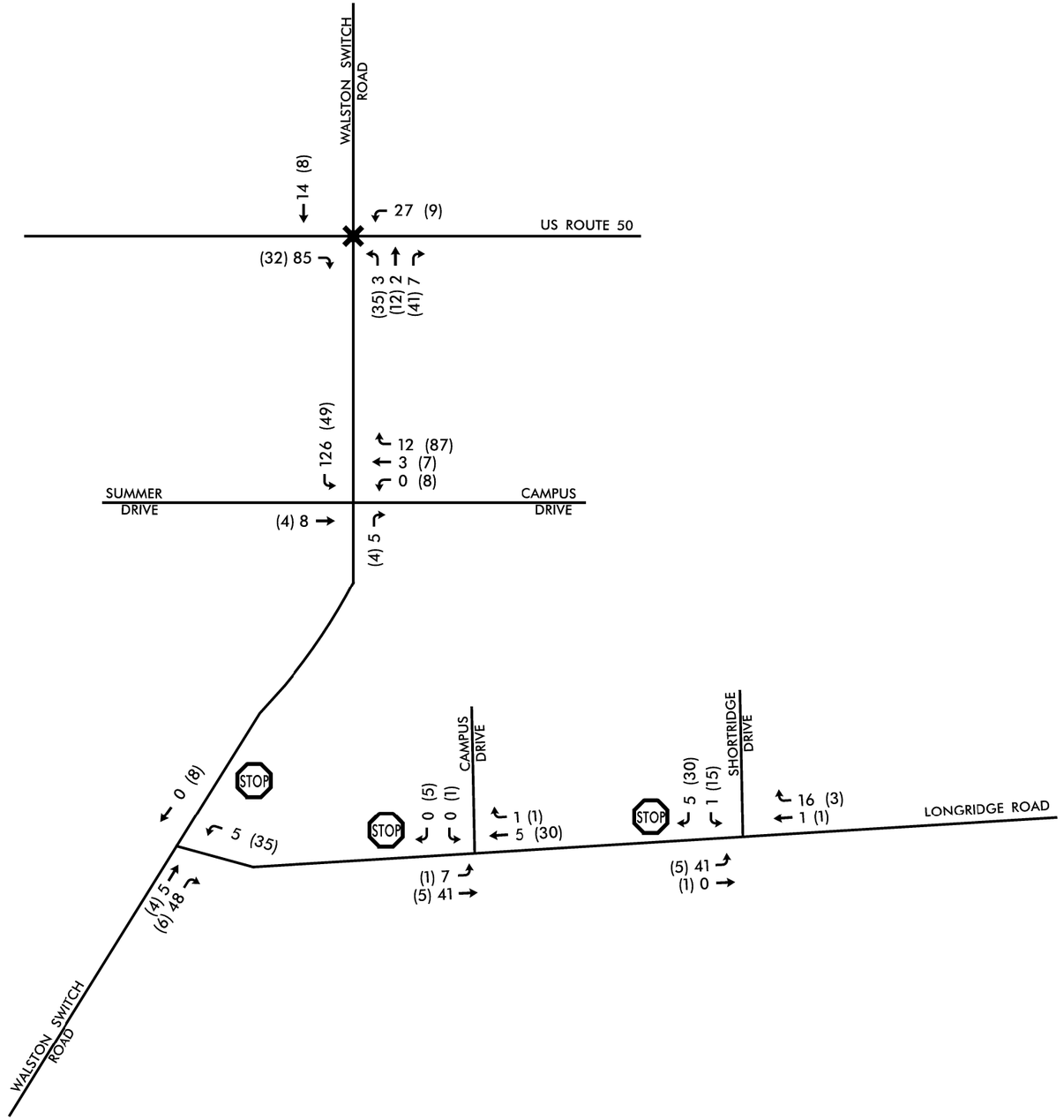
Site Trip Generation/Distribution/Traffic Volumes

Trip generation for the projected growth at Wor-Wic Community College would normally be computed using guidance provided by ITE's Trip Generation Manual. However, ITE's methodology requires the number of students to calculate the trip generation, while the Community College is unique in serving non-credited students that are not quantified as part of the campus expansion. As such, trip generation values for the expansion were calculated based on the projected increase in credit student enrollment from Fall 2023 to Fall 2030, as outlined in the college's Strategic Plan.

The Wor-Wic Campus Strategic Plan estimates future student data based on course credit hours. Credit hour and contact hour data are derived from current enrollment information maintained by the Office of Institutional Research and Planning, and enrollment projections are developed by the Maryland Higher Education Commission. Accordingly, the Strategic Plan does not provide 2030 projections for non-credit students. As per the Strategic Plan, between Fall 2023 and Fall 2030, the number of credited students at Wor-Wic Community College is projected to grow from 2,638 to 4,346. This represents an increase of 1,708 students. When compared to the 2023 enrollment, this growth corresponds to a 64.75% increase in student population. The projected growth in student enrollment directly correlates with an increase in campus-generated trips during peak hours. The trip generation analysis assumes that the rise in enrollment will result in proportional growth in vehicular traffic entering and exiting the site. It should be noted that the Wor-Wic Community College currently operates as a commuter school as it does not provide on-campus housing facilities and is expected to continue to operate as such.

The 2030 site traffic volumes were projected to reflect the anticipated 64.75% increase in student enrollment at Wor-Wic Community College and the corresponding trip generation. To accommodate this growth, the

2030 Background Volumes, which is a projection of both credit and non-credit students, were adjusted so that the entering and exiting trips were increased at the access points through the Walston Switch Road Roundabout, the Longridge Road and Campus Drive intersection, and the Longridge Road and Shortridge Road intersection by 64.75%. Subsequently, adjustments were made at other intersections to account for the redistribution of site generated trips across the network. The site traffic volumes and the resulting 2030 peak hour traffic volumes with the site traffic (college expansion completed) are presented on the following pages as the College expansion trip assignment (Figure 7) and the 2030 Total volumes (Figure 8).



LEGEND

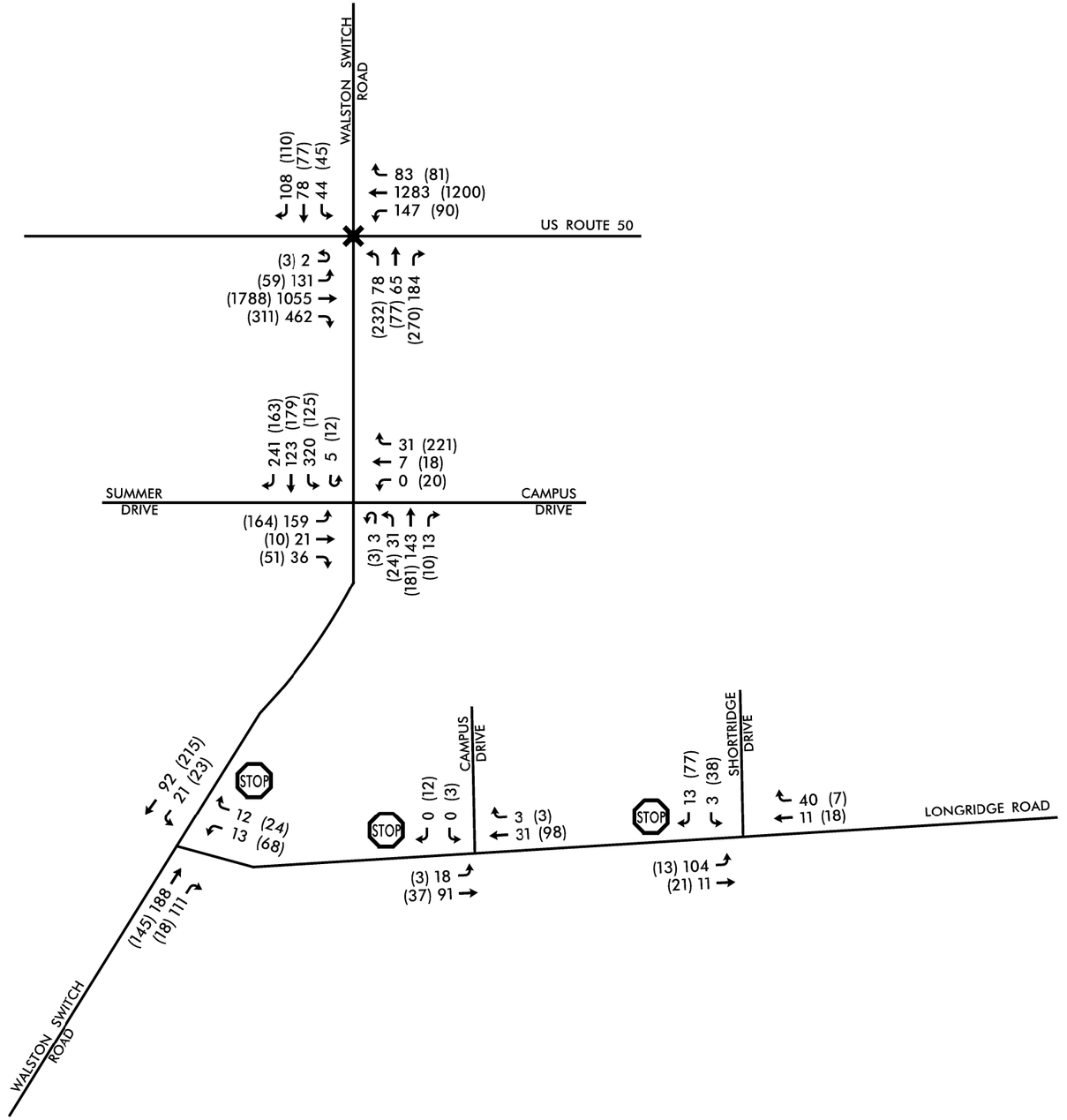
XX (XX)	AM (PM) PEAK TRAFFIC VOLUMES
———	EXISTING ROADWAY
✱	EXISTING TRAFFIC SIGNAL
STOP	STOP CONTROLLED SEGMENT

SALISBURY/WICOMICO Metropolitan Planning Organization

COLLEGE EXPANSION TRIP ASSIGNMENT

WOR–WIC COMMUNITY COLLEGE TRAFFIC IMPACT STUDY
SALISBURY, MARYLAND

N.T.S	FIGURE 7	MAY 2025



LEGEND

XX (XX)	AM (PM) PEAK TRAFFIC VOLUMES
———	EXISTING ROADWAY
✖	EXISTING TRAFFIC SIGNAL
STOP	STOP CONTROLLED SEGMENT

SALISBURY/WICOMICO Metropolitan Planning Organization

2030 TOTAL TRAFFIC VOLUMES

WOR–WIC COMMUNITY COLLEGE TRAFFIC IMPACT STUDY
SALISBURY, MARYLAND

N.T.S	FIGURE 8	MAY 2025

2030 with Proposed Exit Traffic Volumes

The proposed exit onto US Route 50, located adjacent to the north parking lot, is expected to influence traffic patterns by providing direct access to US Route 50. This new exit will relieve traffic volumes at the existing access point of Walston Switch Road and Campus Drive, by redistributing outbound traffic. To develop the 2030 peak hour traffic volumes with the proposed exit, parking utilization of each of the campus's parking lots was reviewed as part of a site visit in October 2024. It was observed that the northeast parking lot accounted for approximately 28.8% of total traffic, the northwest lot for approximately 15.5%, the southeast lot for approximately 26.2%, and the two southwestern lots for approximately 15.2% and 14.3%, respectively. A summary of the parking utilization can be found in Appendix B.

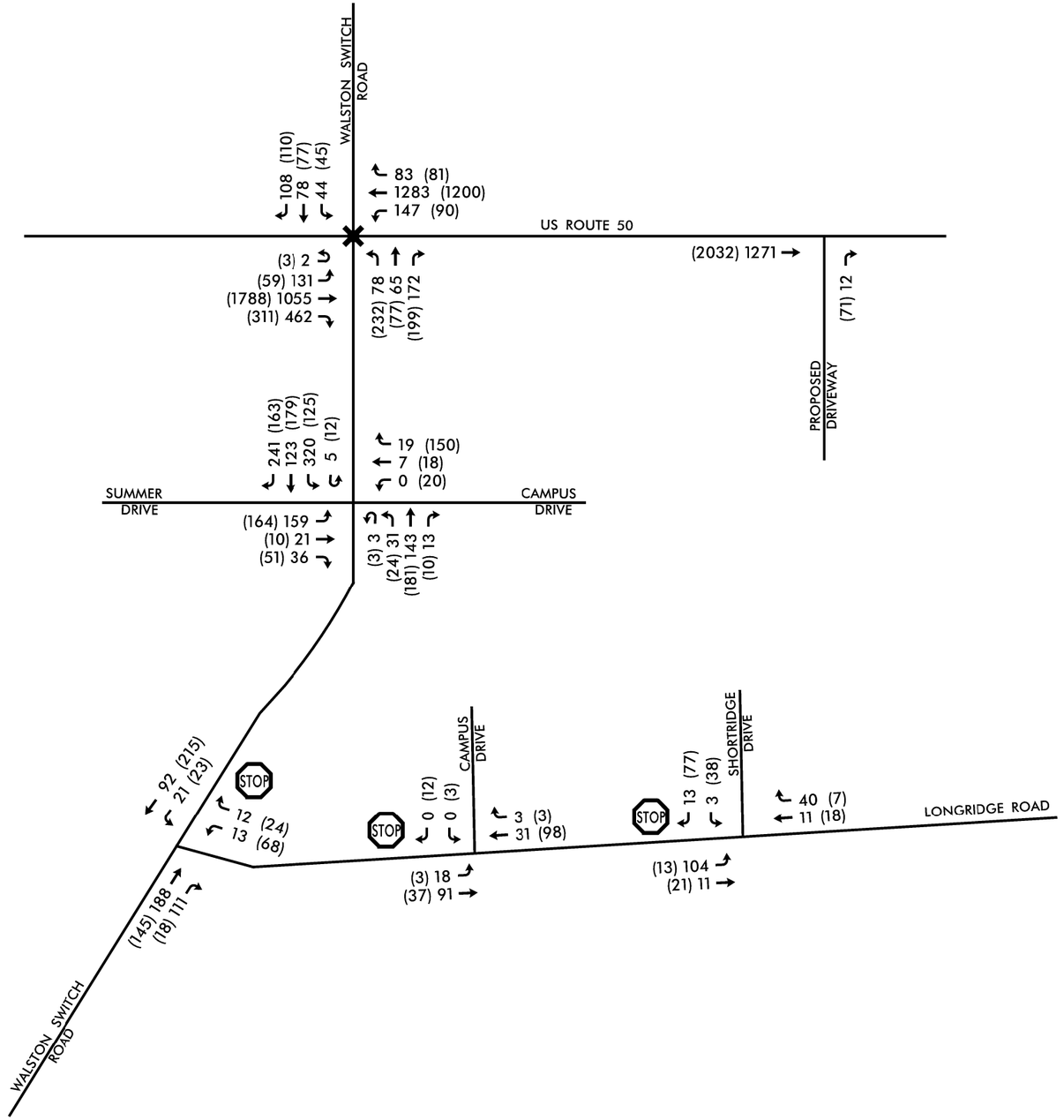
Based on this review of the parking utilization, it was estimated that vehicles from the northwest, northeast, and southeast parking lots representing approximately 70% of the vehicles currently using the Campus Drive and Walston Switch Road access point who then turn right onto eastbound US Route 50 from Walston Switch Road, would be rerouted to the new exit. Specifically, right-turning vehicles from Campus Drive to northbound Walston Switch Road to eastbound US Route 50 would instead exit via the proposed driveway. Reviewing the campus expansion plans, there is not an expected significant change in the parking patterns that currently exist.

As shown in Figure 8, 31 vehicles currently make a westbound right turn from Campus Drive onto Walston Switch Road during the AM peak hour. At the subsequent intersection, eastbound US 50 and Walston Switch Road, 78 vehicles make left turns, 65 continue through, and 184 make right turns, totaling 327 vehicles in the AM peak hour. From these values, movement percentages were derived: approximately 24% for left turns, 20% for through movements, and 56% for right turns. The 31 right-turning vehicles from Campus Drive onto Walston Switch Road contribute to this 56% share of right turns, which equate to approximately 17 vehicles. Of these, 70% or 12 vehicles during the AM peak hour are projected to use the proposed exit, as illustrated in Figure 9.

Similarly, during the PM peak hour, 221 vehicles currently make a westbound right turn from Campus Drive onto Walston Switch Road. At the eastbound US 50 and Walston Switch Road intersection, 232 vehicles make left turns, 77 continue through, and 270 make right turns, totaling 579 vehicles. From this, movement percentages are approximately 40% for left turns, 14% for through movements, and 46% for right turns. The 221 right-turning vehicles from Campus Drive contribute to this 46% share, resulting in approximately 101

vehicles (46% of 221). Applying the same 70% rerouting assumption, 71 vehicles are projected to use the proposed exit during the PM peak hour. This rerouting results in a reduction in right-turning volumes at the intersections of Walston Switch Road with both Campus Drive and US Route 50. Specifically, the northbound right-turning volume decreases from 184 to 172 vehicles in the AM peak hour and from 270 to 199 vehicles in the PM peak hour in Figure 9.

The resulting 2030 peak hour traffic volumes, considering the college expansion and the proposed right-out exit to US Route 50, are presented as the 2030 Total volumes with proposed exit, on the following page (Figure 9).



LEGEND

XX (XX)	AM (PM) PEAK TRAFFIC VOLUMES
———	EXISTING ROADWAY
✖	EXISTING TRAFFIC SIGNAL
STOP	STOP CONTROLLED SEGMENT

SALISBURY/WICOMICO Metropolitan Planning Organization

2030 TOTAL TRAFFIC VOLUMES WITH ADDITIONAL DRIVEWAY

WOR–WIC COMMUNITY COLLEGE TRAFFIC IMPACT STUDY
SALISBURY, MARYLAND

N.T.S	FIGURE 9	MAY 2025

7. Capacity Analysis

The study was intended to evaluate the effect of additional traffic to nearby intersections that would result from the campus expansion and the proposed right out exit to US Route 50. An operational analysis was performed on the study corridors to establish the existing operating efficiency of the corridors measured in terms of level of service. Analyses were performed using the latest version of Synchro Studio Version 12.2.2.8, Highway Capacity Manual (HCM) 7th Edition Methodology, and acceptable levels of service ranging from A to D. A supplemental critical lane volume (CLV) analysis was also conducted at the intersection of Walston Switch Road and US Route 50. A SIDRA analysis was also conducted at the Walston Switch Road and Campus Drive roundabout and an HCS merge analysis was conducted at the proposed exit. Levels of service E and F indicated conditions of poor profession, long delay, and typically a high volume to capacity ratio. LOS E and LOS F are generally considered unacceptable.

The study intersections were evaluated for the weekday AM and PM peak hours for the following cases:

1. Case 1 – 2024 Existing Adjusted
2. Case 2 – 2030 with College Expansion
3. Case 3 – 2030 with College expansion and proposed right-out exit

Based on the Levels of service results, all intersections are working at acceptable LOS and would be expected to continue to operate at acceptable LOS with the college expansion or the proposed right-out exit. The proposed right-out exit would allow for slight delay savings at the Walston Switch Road intersections with Campus Drive and US Route 50.

Complete LOS analysis for all the intersections in the study area as indicated in Tables 2 to 7. The 95th Percentile queue length results for the study intersections are displayed in Table 8. All intersection analysis reports are attached to Appendix C and all the SimTraffic queue analysis reports are attached to Appendix D.

General Analysis Comments

(See table footnotes on the following pages for specific comments)

1. For the intersection analysis, Synchro Studio software (Version 12.2.2.8) was used and Highway Capacity Manual (HCM) 7th edition outputs were documented for results unless otherwise noted.
2. For the merge analysis, HCS2025 software was used.
3. For future analyses, peak hour factors and heavy vehicle percentages were assumed to not change from existing conditions.
4. Queue length results shown in Table 8 were developed using SimTraffic software and are the average of 5 simulation runs.

Table 2: Proposed Site Exit / Ocean Gateway (US Route 50)
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Merge Analysis [1]	**LOS**	
Proposed Site Exit / Ocean Gateway (US Route 50)[2]	Weekday AM	Weekday PM
2030 College Expansion and Proposed Exit (Case 3)		
Northbound Proposed Site Exit Approach Option 1[3]	A (9.0)	B (16.0)
Northbound Proposed Site Exit Approach Option 2[4]	A (9.6)	B (16.6)

[1] For signalized and unsignalized analysis, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For merge analysis, the number in parentheses following levels of service are density, measured in cars per mile per lane.
[2] The intersection was modeled with one right turn along the northbound approach onto US Route 50 and two through lanes along eastbound approach. An acceleration lane is proposed along eastbound US Route 50 for the potential exit.
[3] The option 1 assumed a sharp radius of 50 feet with an exit designed for 15 MPH and a merge length of 1200 feet.
[4] The option 2 assumed a gradual radius of 100 feet with an exit designed for 20 MPH and a merge length of 1110 feet.

Table 3: Ocean Gateway (US Route 50) / Walston Switch Road
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Signalized Intersection[1,5,6]	**LOS per HCM**	
Ocean Gateway (US Route 50) / Walston Switch Road	Weekday AM	Weekday PM
2024 Existing (Case 1)		
Eastbound US 50 & Walston Switch Road		
Eastbound Approach	B (13.4)	C (23.1)
Northbound Approach	C (29.4)	D (46.3)
Southbound Approach	D (38.9)	E (66.7)
Southwest Left Turn	D (46.4)	D (48.0)
Overall	B (19.4)	C (29.7)
Westbound US 50 & Walston Switch Road		
Westbound Approach	C (21.9)	B (16.7)
Northbound Approach	C (33.4)	E (56.7)
Southbound Approach	C (26.4)	C (31.7)
Northeast Left Turn	E (61.9)	D (48.3)
Overall	C (26.1)	C (25.3)
2030 with College Expansion (Case 2)		
Eastbound US 50 & Walston Switch Road		
Eastbound Approach	B (14.7)	C (32.0)
Northbound Approach	C (21.5)	D (54.4)
Southbound Approach	D (35.9)	D (49.2)

[5] Due to limitations with HCM methodology to capture cluster signal operations, the results above were reported using Synchro methodology.

[6] Although acceleration lanes are provided for the right turns from Walston Switch Road onto US Route 50, the analysis treated these right turns as yield controlled to be consistent with driving behaviors observed in the field.

Table 3 (Continued): Ocean Gateway (US Route 50) / Walston Switch Road
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Signalized Intersection[1,5,6]	**LOS per HCM**	
Ocean Gateway (US Route 50) / Walston Switch Road	Weekday AM	Weekday PM
Southwest Left Turn	D (46.8)	E (78.3)
Overall	B (19.2)	D (38.7)
Westbound US 50 & Walston Switch Road		
Westbound Approach	C (25.4)	C (21.4)
Northbound Approach	D (37.9)	C (23.2)
Southbound Approach	C (24.9)	C (34.1)
Northeast Left Turn	E (66.3)	E (67.2)
Overall	C (29.2)	C (24.7)
2030 College Expansion and Proposed Exit (Case 3)		
Eastbound US 50 & Walston Switch Road		
Eastbound Approach	B (14.7)	C (31.5)
Northbound Approach	C (31.5)	D (46.2)
Southbound Approach	D (35.9)	D (49.2)
Southwest Left Turn	D (46.8)	E (78.3)
Overall	C (20.7)	D (36.4)
Westbound US 50 & Walston Switch Road		
Westbound Approach	C (25.4)	C (21.2)
Northbound Approach	D (37.9)	C (24.1)
Southbound Approach	C (27.4)	C (34.1)
Northeast Left Turn	E (66.3)	E (67.2)
Overall	C (29.5)	C (24.8)

Table 3 (Continued): Ocean Gateway (US Route 50) / Walston Switch Road
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Signalized Intersection[7]	**LOS per CLV**	
Ocean Gateway (US Route 50) / Walston Switch Road	Weekday AM	Weekday PM
2024 Existing (Case 1)	A (915)	C (1189)
2030 with College Expansion (Case 2)	A (985)	D (1312)
2030 College Expansion and Proposed Exit (Case 3)	A (985)	C (1274)

[7] For the CLV analysis, the numbers in parentheses following levels of service are critical lane volumes.

Table 4: Walston Switch Road / Summer Drive / Campus Drive

Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Unsignalized Intersection Roundabout[8]	**LOS**	
Walston Switch Road / Summer Drive / Campus Drive	Weekday AM	Weekday PM
2024 Existing (Case 1)		
Eastbound Summer drive Approach	A (5.9)	A (5.9)
Westbound Campus Drive Approach	A (3.8)	A (5.0)
Northbound Walston Switch Road Approach	A (5.2)	A (5.1)
Southbound Walston Switch Road Approach	A (2.6)	A (2.7)
Overall	A (3.8)	A (4.2)
2030 with College Expansion (Case 2)		
Eastbound Summer drive Approach	A (7.7)	A (6.9)
Westbound Campus Drive Approach	A (4.0)	A (6.2)
Northbound Walston Switch Road Approach	A (6.4)	A (5.6)
Southbound Walston Switch Road Approach	A (3.8)	A (3.3)
Overall	A (5.0)	A (5.1)
2030 College Expansion and Proposed Exit (Case 3)		
Eastbound Summer drive Approach	A (7.7)	A (6.9)
Westbound Campus Drive Approach	A (3.9)	A (5.5)
Northbound Walston Switch Road Approach	A (6.4)	A (5.6)
Southbound Walston Switch Road Approach	A (3.8)	A (3.3)
Overall	A (5.0)	A (4.9)

[8] The results above were reported using SIDRA software.

Table 5: Walston Switch Road / Longridge Road
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Unsignalized Intersection Two-Way Stop Control (T- intersection)[1]	**LOS**	
Walston Switch Road / Longridge Road	Weekday AM	Weekday PM
2024 Existing (Case 1)		
Westbound Longridge Road Approach	A (9.9)	B (11.0)
Southbound Walston Switch Road Left Turn	A (7.7)	A (7.6)
2030 with College Expansion (Case 2)		
Westbound Longridge Road Approach	B (10.5)	B (12.6)
Southbound Walston Switch Road Left Turn	A (7.9)	A (7.6)
2030 College Expansion and Proposed Exit (Case 3)		
Westbound Longridge Road Approach	B (10.5)	B (12.6)
Southbound Walston Switch Road Left Turn	A (7.9)	A (7.6)

Table 6: Campus Drive / Longridge Road
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Unsignalized Intersection Two-Way Stop Control[1]	**LOS**	
Campus Drive / Longridge Road	Weekday AM	Weekday PM
2024 Existing (Case 1)		
Southbound Campus Drive Approach	A (0.0)	A (8.9)
Eastbound Longridge Road Left Turn	A (7.3)	A (7.4)
2030 with College Expansion (Case 2)		
Southbound Campus Drive Approach	A (0.0)	A (9.4)
Eastbound Longridge Road Left Turn	A (7.3)	A (7.6)
2030 College Expansion and Proposed Exit (Case 3)		
Southbound Campus Drive Approach	A (0.0)	A (9.4)
Eastbound Longridge Road Left Turn	A (7.3)	A (7.6)

Table 7: Shortridge Drive / Longridge Road
Peak Hour Levels of Service (LOS)
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Unsignalized Intersection Two-Way Stop Control[1]	**LOS**	
Shortridge Drive / Longridge Road	Weekday AM	Weekday PM
2024 Existing (Case 1)		
Southbound Shortridge Road Approach	A (8.6)	A (9.0)
Eastbound Longridge Road Left Turn	A (7.4)	A (7.3)
2030 with College Expansion (Case 2)		
Southbound Shortridge Road Approach	A (9.0)	A (9.4)
Eastbound Longridge Road Left Turn	A (7.6)	A (7.3)
2030 College Expansion and Proposed Exit (Case 3)		
Southbound Shortridge Road Approach	A (9.0)	A (9.4)
Eastbound Longridge Road Left Turn	A (7.6)	A (7.3)

Table 8: Peak Hour 95th Percentile Queue Results
Based on Traffic Impact Study for Wor-Wic Community College
Prepared by S/WMPO

Intersection	**Critical Queue Comparison (ft)**	2024 Existing		Case 2		Case 3	
		AM	PM	AM	PM	AM	PM
Eastbound US 50 & Walston Switch Road	EB US 50 T	226’	364’	285’	807’	244’	941’
	EB US 50 R	46’	53’	0’	291’	138’	266’
	NB Walston Switch Road T	136’	547’	126’	425’	130’	364’
	NB Walston Switch Road R	0’	350’	0’	289’	0’	280’
	SB Walston Switch Road L	22’	24’	14’	17’	7’	15’
	SB Walston Switch Road LT	6’	19’	7’	12’	25’	9’
	WB US 50 L	96’	78’	96’	112’	109’	115’
Westbound US 50 & Walston Switch Road	WB US 50T	323’	241’	348’	319’	329’	320’
	NB Walston Switch Road L	33’	34’	23’	27’	25’	25’
	NB Walston Switch Road LT	19’	20’	13’	19’	14’	16’
	SB Walston Switch Road T	123’	610’	198’	382’	386’	429’
	SB Walston Switch Road R	65’	69’	61’	65’	70’	67’
	EB US 50 L	147’	84’	162’	103’	211’	98’
Walston Switch Road / Summer Drive / Campus Drive	EB Summer Drive LTR	78’	85’	79’	40’	70’	43’
	WB Campus Drive LT	0’	36’	16’	43’	12’	33’
	WB Campus Drive R	0’	22’	0’	29’	0’	11’
	NB Walston Switch Road LT	63’	160’	66’	71’	67’	59’
	NB Walston Switch Road R	0’	0’	0’	13’	15’	11’
	SB Walston Switch Road LT	73’	92’	104’	77’	204’	82’
	SB Walston Switch Road R	14’	0’	14’	17’	18’	14’
Walston Switch Road / Longridge Road	WB Longridge Road LR	35’	51’	44’	62’	45’	56’
	SB Walston Switch Road LT	19’	26’	34’	21’	19’	21’
Campus Drive / Longridge Road	SB Campus Drive LR	0’	23’	0’	31’	0’	32’
	EB Longridge Road LT	0’	0’	0’	3’	9’	6’
Shortridge Drive / Longridge Road	EB Longridge Road LT	17’	10’	30’	7’	32’	0’
	SB Shortridge Drive LR	26’	52’	39’	71’	41’	80’
Proposed Site Exit / Ocean Gateway (US Route 50)	NB Proposed Exit R	-	-	-	-	0’	0’

8. Recommendations and Conclusions

Based on the evaluation conducted by this TIS, the project intersections can operate at acceptable operations with the planned campus expansion with or without the additional right-out exit to US Route 50 eastbound. The additional exit does reduce delays at the Walston Switch Road intersections with Campus Drive and US Route 50 compared to the 2030 analysis without the exit. This additional exit could also facilitate traffic flow during emergency situations or event-related departures without negatively impacting the signalized intersection at Walston Switch Road and US Route 50. The campus at present relies on Shortridge Drive, Campus Drive and Walston Switch Road as the primary vehicle access points and the main evacuation corridors. The campus is well equipped with emergency assembly areas, and designated evacuation routes, but all these channel towards the intersection of Longridge Road and Walston Switch Road, posing potential congestion issues in the event of a large scale emergency. Therefore, this setup presents bottlenecks, delayed emergency response, and restricted evacuation options - especially for buildings located on the northern and eastern parts of campus, which are comparatively farther from the main exits. By creating a direct extension from Shortridge Drive to eastbound U.S. Route 50, the campus would add a crucial fourth exit point. This would not only facilitate faster, more efficient evacuations from northern buildings, but also provide a critical alternative route should the main roads become compromised.

It is recommended that the exit be channelized to prevent vehicles along eastbound US Route 50 from being able to use it as an exit. It is also recommended that an acceleration lane be provided from the right-out exit onto eastbound US Route 50 to allow for easier merge operations from the exit and to be consistent with other right turns onto the US Route 50 corridor. Two concept displays have been included in Appendix F depicting potential layouts of the proposed exit. One concept has a sharper radius for the exit designed for 15 MPH, while the other concept provides a more gradual radius designed for 20 MPH. Both concepts have been designed in accordance with the AASHTO Policy on Geometric Design of Highways and Streets 2018 Edition. Drainage and Stormwater Management design will be considered in future phases. The concept level cost estimate for the exit is approximately $850,000 for either option. See Appendix G for the cost estimate breakdowns.

If the exit is eventually approved, Shortridge Road between US Route 50 and Longridge Road will need to be reclassified as a County Road and not a driveway. This reclassification to a County roadway would require adherence to County Road standards and additional factors such as pedestrian crossings, signage, and possibly traffic calming measures would need to be considered. Roadway inside of the State right-of-way would be required to meet State design requirements. Permits and approvals from both State and County

agencies may be required before the transition is finalized. Coordination between State and County authorities is ongoing regarding this break in highway controls. If Shortridge Drive is reclassified between the County and Wor-Wic, the county will initiate the highway control break with the SHA via the District 1 Access Management Department through Mr. Jeff Fritts (jfritts@mdot.maryland.gov).

Appendices

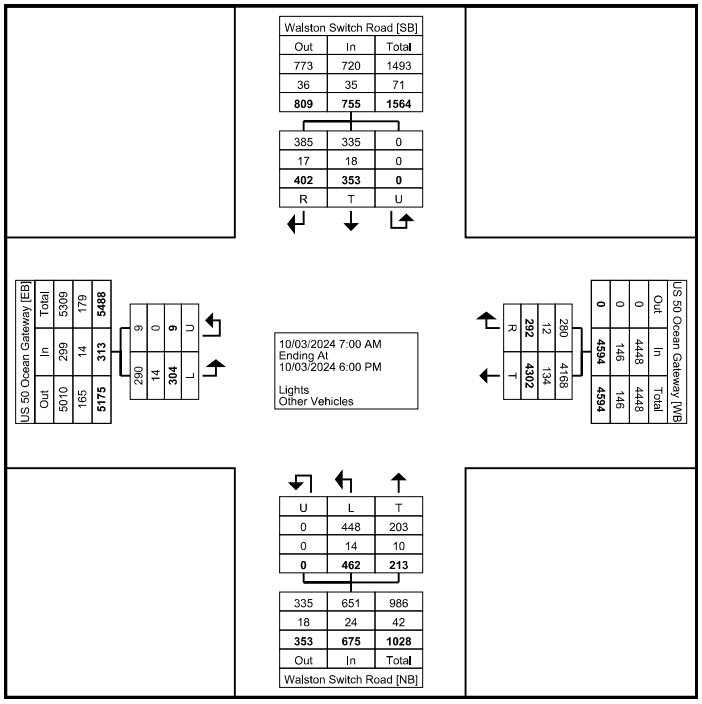
Appendix A: Raw Traffic Counts

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 1

Turning Movement Data

Start Time	Walston Switch Road Southbound				US 50 Ocean Gateway Westbound			Walston Switch Road Northbound				US 50 Ocean Gateway Eastbound			
	Right	Thru	U-Turn	App. Total	Right	Thru	App. Total	Thru	Left	U-Turn	App. Total	Left	U-Turn	App. Total	Int. Total
7:00 AM	19	13	0	32	22	232	254	11	28	0	39	13	0	13	338
7:15 AM	30	26	0	56	18	272	290	16	16	0	32	29	0	29	407
7:30 AM	24	20	0	44	18	332	350	16	24	0	40	25	0	25	459
7:45 AM	18	17	0	35	25	332	357	18	14	0	32	39	0	39	463
Hourly Total	91	76	0	167	83	1168	1251	61	82	0	143	106	0	106	1667
8:00 AM	29	26	0	55	17	272	289	9	16	0	25	30	1	31	400
8:15 AM	21	29	0	50	23	211	234	13	18	0	31	15	1	16	331
8:30 AM	24	19	0	43	10	248	258	10	25	0	35	22	1	23	359
8:45 AM	21	10	0	31	20	209	229	14	25	0	39	22	3	25	324
Hourly Total	95	84	0	179	70	940	1010	46	84	0	130	89	6	95	1414
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	38	22	0	60	24	259	283	8	24	0	32	20	0	20	395
4:15 PM	26	23	0	49	17	251	268	13	29	0	42	16	0	16	375
4:30 PM	31	22	0	53	20	289	309	23	58	0	81	17	1	18	461
4:45 PM	22	16	0	38	17	315	332	17	60	0	77	10	0	10	457
Hourly Total	117	83	0	200	78	1114	1192	61	171	0	232	63	1	64	1688
5:00 PM	25	26	0	51	17	248	265	14	35	0	49	12	0	12	377
5:15 PM	25	32	0	57	22	278	300	7	32	0	39	16	1	17	413
5:30 PM	26	35	0	61	13	291	304	13	31	0	44	11	0	11	420
5:45 PM	23	17	0	40	9	263	272	11	27	0	38	7	1	8	358
Hourly Total	99	110	0	209	61	1080	1141	45	125	0	170	46	2	48	1568
Grand Total	402	353	0	755	292	4302	4594	213	462	0	675	304	9	313	6337
Approach %	53.2	46.8	0.0	-	6.4	93.6	-	31.6	68.4	0.0	-	97.1	2.9	-	-
Total %	6.3	5.6	0.0	11.9	4.6	67.9	72.5	3.4	7.3	0.0	10.7	4.8	0.1	4.9	-
Lights	385	335	0	720	280	4168	4448	203	448	0	651	290	9	299	6118
% Lights	95.8	94.9	-	95.4	95.9	96.9	96.8	95.3	97.0	-	96.4	95.4	100.0	95.5	96.5
Other Vehicles	17	18	0	35	12	134	146	10	14	0	24	14	0	14	219
% Other Vehicles	4.2	5.1	-	4.6	4.1	3.1	3.2	4.7	3.0	-	3.6	4.6	0.0	4.5	3.5

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 2

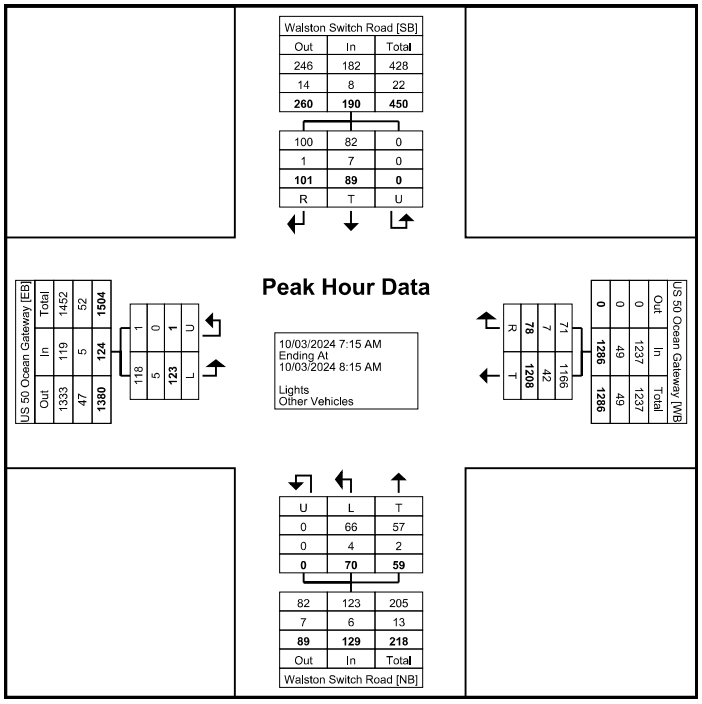


Turning Movement Data Plot

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Walston Switch Road Southbound				US 50 Ocean Gateway Westbound			Walston Switch Road Northbound				US 50 Ocean Gateway Eastbound			
	Right	Thru	U-Turn	App. Total	Right	Thru	App. Total	Thru	Left	U-Turn	App. Total	Left	U-Turn	App. Total	Int. Total
7:15 AM	30	26	0	56	18	272	290	16	16	0	32	29	0	29	407
7:30 AM	24	20	0	44	18	332	350	16	24	0	40	25	0	25	459
7:45 AM	18	17	0	35	25	332	357	18	14	0	32	39	0	39	463
8:00 AM	29	26	0	55	17	272	289	9	16	0	25	30	1	31	400
Total	101	89	0	190	78	1208	1286	59	70	0	129	123	1	124	1729
Approach %	53.2	46.8	0.0	-	6.1	93.9	-	45.7	54.3	0.0	-	99.2	0.8	-	-
Total %	5.8	5.1	0.0	11.0	4.5	69.9	74.4	3.4	4.0	0.0	7.5	7.1	0.1	7.2	-
PHF	0.842	0.856	0.000	0.848	0.780	0.910	0.901	0.819	0.729	0.000	0.806	0.788	0.250	0.795	0.934
Lights	100	82	0	182	71	1166	1237	57	66	0	123	118	1	119	1661
% Lights	99.0	92.1	-	95.8	91.0	96.5	96.2	96.6	94.3	-	95.3	95.9	100.0	96.0	96.1
Other Vehicles	1	7	0	8	7	42	49	2	4	0	6	5	0	5	68
% Other Vehicles	1.0	7.9	-	4.2	9.0	3.5	3.8	3.4	5.7	-	4.7	4.1	0.0	4.0	3.9

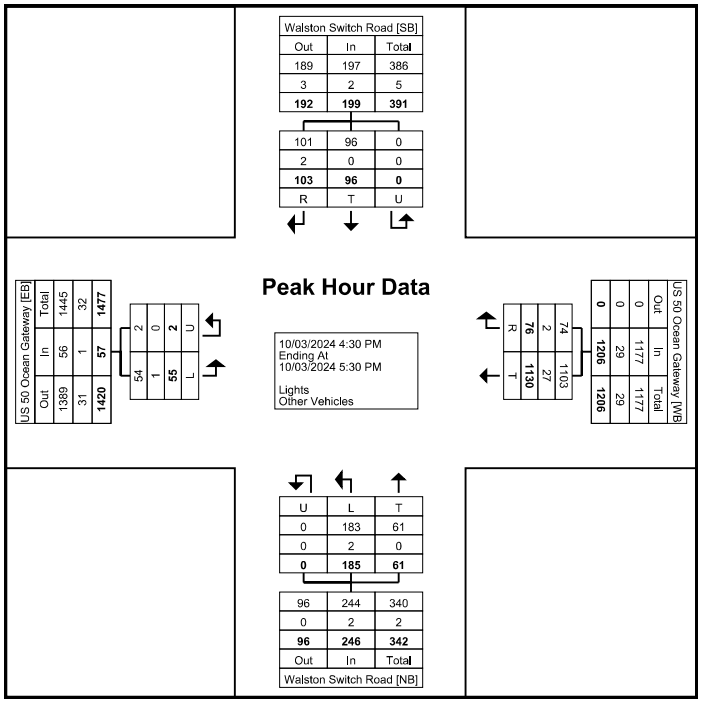


Turning Movement Peak Hour Data Plot (7:15 AM)

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Walston Switch Road Southbound				US 50 Ocean Gateway Westbound			Walston Switch Road Northbound				US 50 Ocean Gateway Eastbound			
	Right	Thru	U-Turn	App. Total	Right	Thru	App. Total	Thru	Left	U-Turn	App. Total	Left	U-Turn	App. Total	Int. Total
4:30 PM	31	22	0	53	20	289	309	23	58	0	81	17	1	18	461
4:45 PM	22	16	0	38	17	315	332	17	60	0	77	10	0	10	457
5:00 PM	25	26	0	51	17	248	265	14	35	0	49	12	0	12	377
5:15 PM	25	32	0	57	22	278	300	7	32	0	39	16	1	17	413
Total	103	96	0	199	76	1130	1206	61	185	0	246	55	2	57	1708
Approach %	51.8	48.2	0.0	-	6.3	93.7	-	24.8	75.2	0.0	-	96.5	3.5	-	-
Total %	6.0	5.6	0.0	11.7	4.4	66.2	70.6	3.6	10.8	0.0	14.4	3.2	0.1	3.3	-
PHF	0.831	0.750	0.000	0.873	0.864	0.897	0.908	0.663	0.771	0.000	0.759	0.809	0.500	0.792	0.926
Lights	101	96	0	197	74	1103	1177	61	183	0	244	54	2	56	1674
% Lights	98.1	100.0	-	99.0	97.4	97.6	97.6	100.0	98.9	-	99.2	98.2	100.0	98.2	98.0
Other Vehicles	2	0	0	2	2	27	29	0	2	0	2	1	0	1	34
% Other Vehicles	1.9	0.0	-	1.0	2.6	2.4	2.4	0.0	1.1	-	0.8	1.8	0.0	1.8	2.0



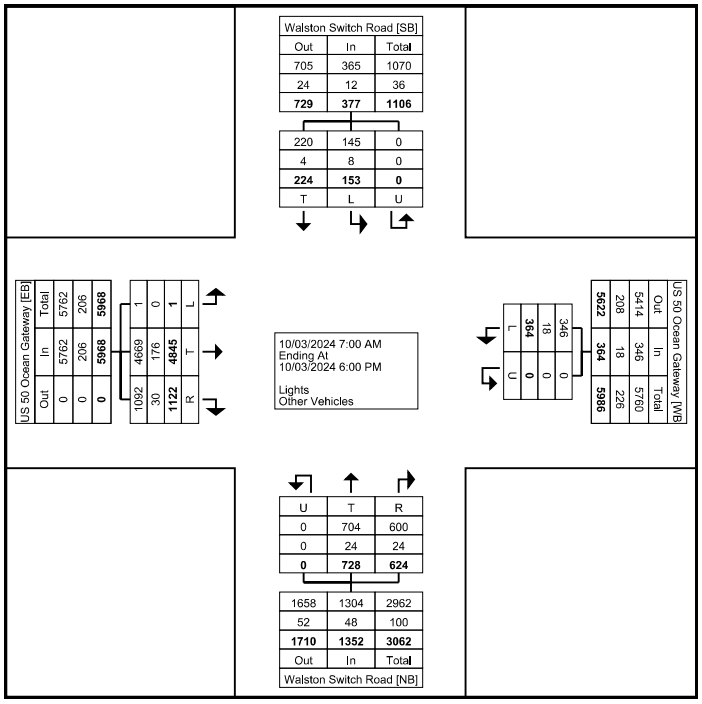
Turning Movement Peak Hour Data Plot (4:30 PM)

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 1

Turning Movement Data

Start Time	Walston Switch Road Southbound				US 50 Ocean Gateway Westbound			Walston Switch Road Northbound				US 50 Ocean Gateway Eastbound				
	Thru	Left	U-Turn	App. Total	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
7:00 AM	4	10	0	14	18	0	18	31	34	0	65	26	276	0	302	399
7:15 AM	5	11	0	16	14	0	14	38	34	0	72	49	318	0	367	469
7:30 AM	12	14	0	26	20	0	20	45	46	0	91	55	282	0	337	474
7:45 AM	16	6	0	22	27	0	27	42	40	0	82	82	252	0	334	465
Hourly Total	37	41	0	78	79	0	79	156	154	0	310	212	1128	0	1340	1807
8:00 AM	17	6	0	23	39	0	39	44	23	0	67	91	225	1	317	446
8:15 AM	15	15	0	30	27	0	27	35	37	0	72	127	234	0	361	490
8:30 AM	8	11	0	19	17	0	17	30	40	0	70	90	199	0	289	395
8:45 AM	8	4	0	12	19	0	19	22	39	0	61	71	185	0	256	348
Hourly Total	48	36	0	84	102	0	102	131	139	0	270	379	843	1	1223	1679
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	12	14	0	26	17	0	17	49	33	0	82	66	489	0	555	680
4:15 PM	17	11	0	28	16	0	16	51	63	0	114	68	416	0	484	642
4:30 PM	22	10	0	32	21	0	21	65	81	0	146	60	384	0	444	643
4:45 PM	14	7	0	21	22	0	22	50	69	0	119	68	395	0	463	625
Hourly Total	65	42	0	107	76	0	76	215	246	0	461	262	1684	0	1946	2590
5:00 PM	24	10	0	34	29	0	29	32	55	0	87	58	330	0	388	538
5:15 PM	16	11	0	27	22	0	22	35	43	0	78	84	344	0	428	555
5:30 PM	21	10	0	31	29	0	29	29	43	0	72	80	273	0	353	485
5:45 PM	13	3	0	16	27	0	27	26	48	0	74	47	243	0	290	407
Hourly Total	74	34	0	108	107	0	107	122	189	0	311	269	1190	0	1459	1985
Grand Total	224	153	0	377	364	0	364	624	728	0	1352	1122	4845	1	5968	8061
Approach %	59.4	40.6	0.0	-	100.0	0.0	-	46.2	53.8	0.0	-	18.8	81.2	0.0	-	-
Total %	2.8	1.9	0.0	4.7	4.5	0.0	4.5	7.7	9.0	0.0	16.8	13.9	60.1	0.0	74.0	-
Lights	220	145	0	365	346	0	346	600	704	0	1304	1092	4669	1	5762	7777
% Lights	98.2	94.8	-	96.8	95.1	-	95.1	96.2	96.7	-	96.4	97.3	96.4	100.0	96.5	96.5
Other Vehicles	4	8	0	12	18	0	18	24	24	0	48	30	176	0	206	284
% Other Vehicles	1.8	5.2	-	3.2	4.9	-	4.9	3.8	3.3	-	3.6	2.7	3.6	0.0	3.5	3.5

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 2

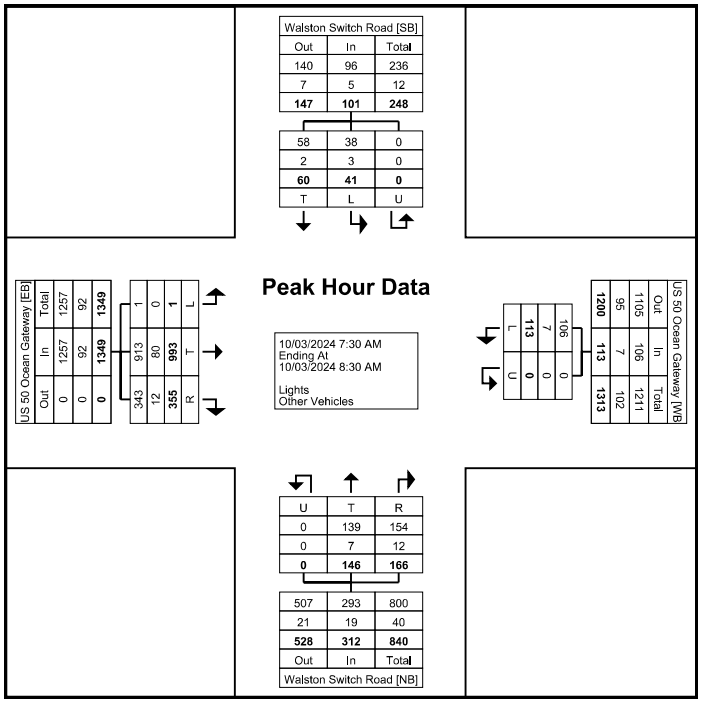


Turning Movement Data Plot

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Walston Switch Road Southbound				US 50 Ocean Gateway Westbound			Walston Switch Road Northbound				US 50 Ocean Gateway Eastbound				
	Thru	Left	U-Turn	App. Total	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
7:30 AM	12	14	0	26	20	0	20	45	46	0	91	55	282	0	337	474
7:45 AM	16	6	0	22	27	0	27	42	40	0	82	82	252	0	334	465
8:00 AM	17	6	0	23	39	0	39	44	23	0	67	91	225	1	317	446
8:15 AM	15	15	0	30	27	0	27	35	37	0	72	127	234	0	361	490
Total	60	41	0	101	113	0	113	166	146	0	312	355	993	1	1349	1875
Approach %	59.4	40.6	0.0	-	100.0	0.0	-	53.2	46.8	0.0	-	26.3	73.6	0.1	-	-
Total %	3.2	2.2	0.0	5.4	6.0	0.0	6.0	8.9	7.8	0.0	16.6	18.9	53.0	0.1	71.9	-
PHF	0.882	0.683	0.000	0.842	0.724	0.000	0.724	0.922	0.793	0.000	0.857	0.699	0.880	0.250	0.934	0.957
Lights	58	38	0	96	106	0	106	154	139	0	293	343	913	1	1257	1752
% Lights	96.7	92.7	-	95.0	93.8	-	93.8	92.8	95.2	-	93.9	96.6	91.9	100.0	93.2	93.4
Other Vehicles	2	3	0	5	7	0	7	12	7	0	19	12	80	0	92	123
% Other Vehicles	3.3	7.3	-	5.0	6.2	-	6.2	7.2	4.8	-	6.1	3.4	8.1	0.0	6.8	6.6



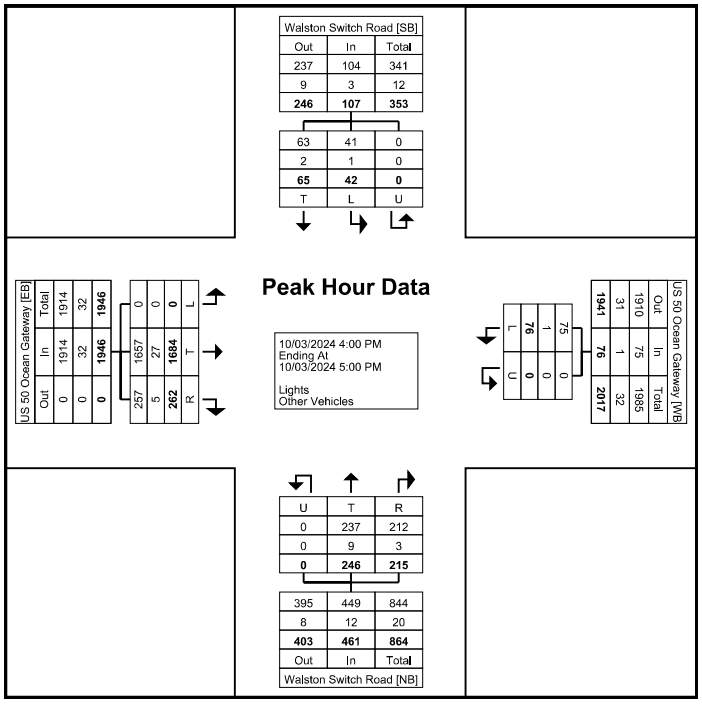
Turning Movement Peak Hour Data Plot (7:30 AM)

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Walston Switch Road Southbound				US 50 Ocean Gateway Westbound			Walston Switch Road Northbound				US 50 Ocean Gateway Eastbound				
	Thru	Left	U-Turn	App. Total	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
4:00 PM	12	14	0	26	17	0	17	49	33	0	82	66	489	0	555	680
4:15 PM	17	11	0	28	16	0	16	51	63	0	114	68	416	0	484	642
4:30 PM	22	10	0	32	21	0	21	65	81	0	146	60	384	0	444	643
4:45 PM	14	7	0	21	22	0	22	50	69	0	119	68	395	0	463	625
Total	65	42	0	107	76	0	76	215	246	0	461	262	1684	0	1946	2590
Approach %	60.7	39.3	0.0	-	100.0	0.0	-	46.6	53.4	0.0	-	13.5	86.5	0.0	-	-
Total %	2.5	1.6	0.0	4.1	2.9	0.0	2.9	8.3	9.5	0.0	17.8	10.1	65.0	0.0	75.1	-
PHF	0.739	0.750	0.000	0.836	0.864	0.000	0.864	0.827	0.759	0.000	0.789	0.963	0.861	0.000	0.877	0.952
Lights	63	41	0	104	75	0	75	212	237	0	449	257	1657	0	1914	2542
% Lights	96.9	97.6	-	97.2	98.7	-	98.7	98.6	96.3	-	97.4	98.1	98.4	-	98.4	98.1
Other Vehicles	2	1	0	3	1	0	1	3	9	0	12	5	27	0	32	48
% Other Vehicles	3.1	2.4	-	2.8	1.3	-	1.3	1.4	3.7	-	2.6	1.9	1.6	-	1.6	1.9

Count Name: US 50 & Walston Switch Road
Site Code:
Start Date: 10/03/2024
Page No: 6

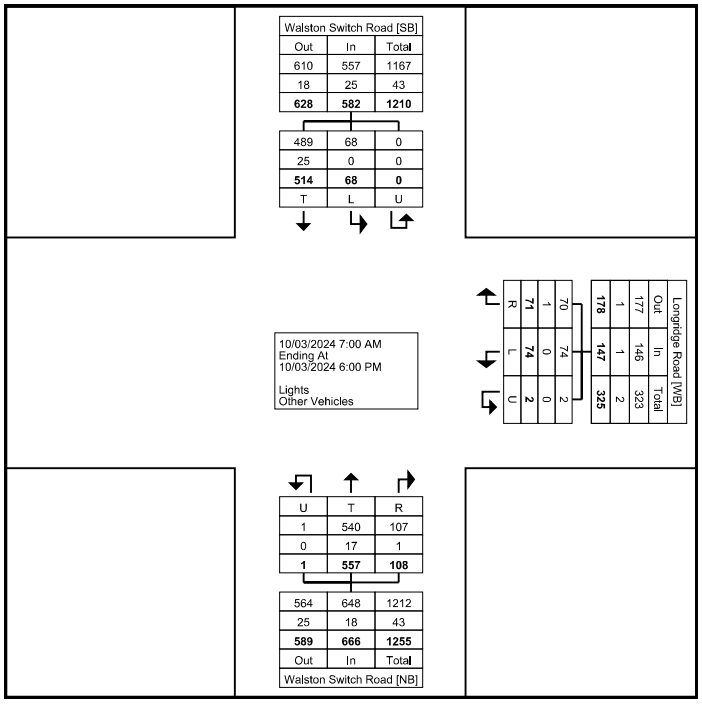


Turning Movement Peak Hour Data Plot (4:00 PM)

Count Name: Walston Switch Road & Longridge Road
Site Code:
Start Date: 10/03/2024
Page No: 1

Turning Movement Data

Start Time	Walston Switch Road Southbound				Longridge Road Westbound				Walston Switch Road Northbound				
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
7:00 AM	19	3	0	22	5	3	0	8	1	38	0	39	69
7:15 AM	21	2	0	23	4	5	0	9	1	45	0	46	78
7:30 AM	24	3	0	27	2	1	0	3	5	58	0	63	93
7:45 AM	25	4	0	29	2	3	0	5	9	50	0	59	93
Hourly Total	89	12	0	101	13	12	0	25	16	191	0	207	333
8:00 AM	21	4	0	25	5	1	0	6	24	32	0	56	87
8:15 AM	16	8	0	24	2	2	0	4	21	32	0	53	81
8:30 AM	24	1	0	25	5	11	0	16	9	24	0	33	74
8:45 AM	20	6	0	26	4	2	0	6	6	26	0	32	64
Hourly Total	81	19	0	100	16	16	0	32	60	114	0	174	306
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	45	8	0	53	3	5	1	9	1	28	0	29	91
4:15 PM	37	6	0	43	4	5	0	9	1	40	0	41	93
4:30 PM	60	7	0	67	11	10	1	22	3	33	0	36	125
4:45 PM	53	0	0	53	4	11	0	15	6	31	0	37	105
Hourly Total	195	21	0	216	22	31	2	55	11	132	0	143	414
5:00 PM	39	2	0	41	4	1	0	5	3	27	1	31	77
5:15 PM	43	4	0	47	1	8	0	9	8	35	0	43	99
5:30 PM	30	2	0	32	8	5	0	13	8	25	0	33	78
5:45 PM	37	8	0	45	7	1	0	8	2	33	0	35	88
Hourly Total	149	16	0	165	20	15	0	35	21	120	1	142	342
Grand Total	514	68	0	582	71	74	2	147	108	557	1	666	1395
Approach %	88.3	11.7	0.0	-	48.3	50.3	1.4	-	16.2	83.6	0.2	-	-
Total %	36.8	4.9	0.0	41.7	5.1	5.3	0.1	10.5	7.7	39.9	0.1	47.7	-
Lights	489	68	0	557	70	74	2	146	107	540	1	648	1351
% Lights	95.1	100.0	-	95.7	98.6	100.0	100.0	99.3	99.1	96.9	100.0	97.3	96.8
Other Vehicles	25	0	0	25	1	0	0	1	1	17	0	18	44
% Other Vehicles	4.9	0.0	-	4.3	1.4	0.0	0.0	0.7	0.9	3.1	0.0	2.7	3.2

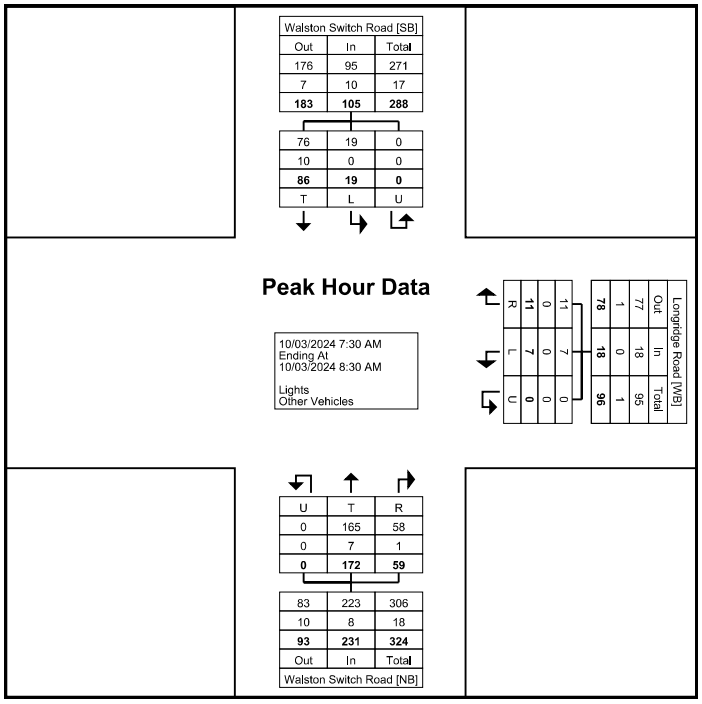


Turning Movement Data Plot

Count Name: Walston Switch Road & Longridge Road
Site Code:
Start Date: 10/03/2024
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Walston Switch Road Southbound				Longridge Road Westbound				Walston Switch Road Northbound				
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
7:30 AM	24	3	0	27	2	1	0	3	5	58	0	63	93
7:45 AM	25	4	0	29	2	3	0	5	9	50	0	59	93
8:00 AM	21	4	0	25	5	1	0	6	24	32	0	56	87
8:15 AM	16	8	0	24	2	2	0	4	21	32	0	53	81
Total	86	19	0	105	11	7	0	18	59	172	0	231	354
Approach %	81.9	18.1	0.0	-	61.1	38.9	0.0	-	25.5	74.5	0.0	-	-
Total %	24.3	5.4	0.0	29.7	3.1	2.0	0.0	5.1	16.7	48.6	0.0	65.3	-
PHF	0.860	0.594	0.000	0.905	0.550	0.583	0.000	0.750	0.615	0.741	0.000	0.917	0.952
Lights	76	19	0	95	11	7	0	18	58	165	0	223	336
% Lights	88.4	100.0	-	90.5	100.0	100.0	-	100.0	98.3	95.9	-	96.5	94.9
Other Vehicles	10	0	0	10	0	0	0	0	1	7	0	8	18
% Other Vehicles	11.6	0.0	-	9.5	0.0	0.0	-	0.0	1.7	4.1	-	3.5	5.1

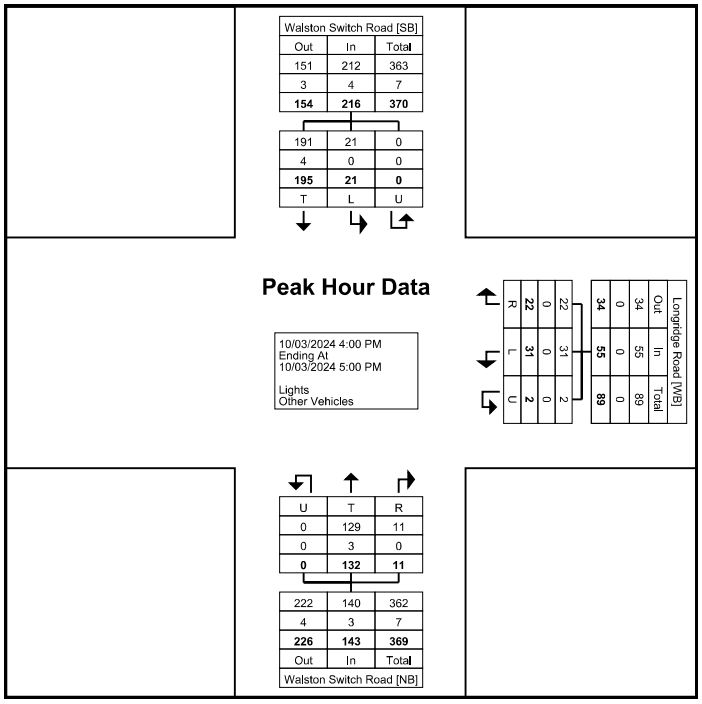


Turning Movement Peak Hour Data Plot (7:30 AM)

Count Name: Walston Switch Road & Longridge Road
Site Code:
Start Date: 10/03/2024
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Walston Switch Road Southbound				Longridge Road Westbound				Walston Switch Road Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:00 PM	45	8	0	53	3	5	1	9	1	28	0	29	91
4:15 PM	37	6	0	43	4	5	0	9	1	40	0	41	93
4:30 PM	60	7	0	67	11	10	1	22	3	33	0	36	125
4:45 PM	53	0	0	53	4	11	0	15	6	31	0	37	105
Total	195	21	0	216	22	31	2	55	11	132	0	143	414
Approach %	90.3	9.7	0.0	-	40.0	56.4	3.6	-	7.7	92.3	0.0	-	-
Total %	47.1	5.1	0.0	52.2	5.3	7.5	0.5	13.3	2.7	31.9	0.0	34.5	-
PHF	0.813	0.656	0.000	0.806	0.500	0.705	0.500	0.625	0.458	0.825	0.000	0.872	0.828
Lights	191	21	0	212	22	31	2	55	11	129	0	140	407
% Lights	97.9	100.0	-	98.1	100.0	100.0	100.0	100.0	100.0	97.7	-	97.9	98.3
Other Vehicles	4	0	0	4	0	0	0	0	0	3	0	3	7
% Other Vehicles	2.1	0.0	-	1.9	0.0	0.0	0.0	0.0	0.0	2.3	-	2.1	1.7



Turning Movement Peak Hour Data Plot (4:00 PM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024

Turning Movement Data

Start Time	Campus drive Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	2	1	0	3	6	0	0	6	9
6:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	3
6:30 AM	0	0	0	0	0	4	0	4	12	0	0	12	16
6:45 AM	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	0	0	0	2	7	0	9	26	0	0	26	35
7:00 AM	0	0	0	0	0	3	0	3	1	2	0	3	6
7:15 AM	1	0	0	1	0	6	0	6	3	0	0	3	10
7:30 AM	0	0	0	0	1	5	0	6	9	7	0	16	22
7:45 AM	0	0	0	0	0	11	0	11	13	3	0	16	27
Hourly Total	1	0	0	1	1	25	0	26	26	12	0	38	65
8:00 AM	0	0	0	0	0	1	0	1	11	0	0	11	12
8:15 AM	0	0	0	0	0	7	0	7	14	0	0	14	21
8:30 AM	0	0	0	0	0	8	0	8	14	0	0	14	22
8:45 AM	0	0	0	0	0	8	0	8	16	0	0	16	24
Hourly Total	0	0	0	0	0	24	0	24	55	0	0	55	79
9:00 AM	0	0	0	0	2	2	0	4	5	0	0	5	9
9:15 AM	1	0	0	1	0	2	0	2	7	0	0	7	10
9:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
9:45 AM	0	0	0	0	0	1	0	1	9	1	0	10	11
Hourly Total	1	0	0	1	2	10	0	12	22	1	0	23	36
10:00 AM	0	0	0	0	0	4	0	4	6	1	0	7	11
10:15 AM	1	0	0	1	0	4	0	4	11	1	0	12	17
10:30 AM	0	0	0	0	0	20	0	20	5	0	0	5	25
10:45 AM	0	0	0	0	0	4	0	4	7	1	0	8	12
Hourly Total	1	0	0	1	0	32	0	32	29	3	0	32	65
11:00 AM	1	0	0	1	0	11	0	11	7	1	0	8	20
11:15 AM	0	0	0	0	0	6	0	6	7	1	0	8	14
11:30 AM	0	0	0	0	0	9	0	9	9	1	0	10	19
11:45 AM	0	2	0	2	0	8	0	8	5	1	0	6	16
Hourly Total	1	2	0	3	0	34	0	34	28	4	0	32	69
12:00 PM	0	0	0	0	0	9	0	9	8	0	0	8	17
12:15 PM	0	0	0	0	0	28	0	28	19	0	0	19	47
12:30 PM	0	0	0	0	0	14	0	14	12	1	0	13	27
12:45 PM	1	0	0	1	0	7	0	7	10	1	0	11	19
Hourly Total	1	0	0	1	0	58	0	58	49	2	0	51	110
1:00 PM	2	0	0	2	0	11	0	11	6	1	0	7	20
1:15 PM	0	0	0	0	0	7	0	7	5	0	0	5	12
1:30 PM	1	0	0	1	0	5	0	5	5	0	0	5	11
1:45 PM	1	0	0	1	0	9	0	9	2	0	0	2	12

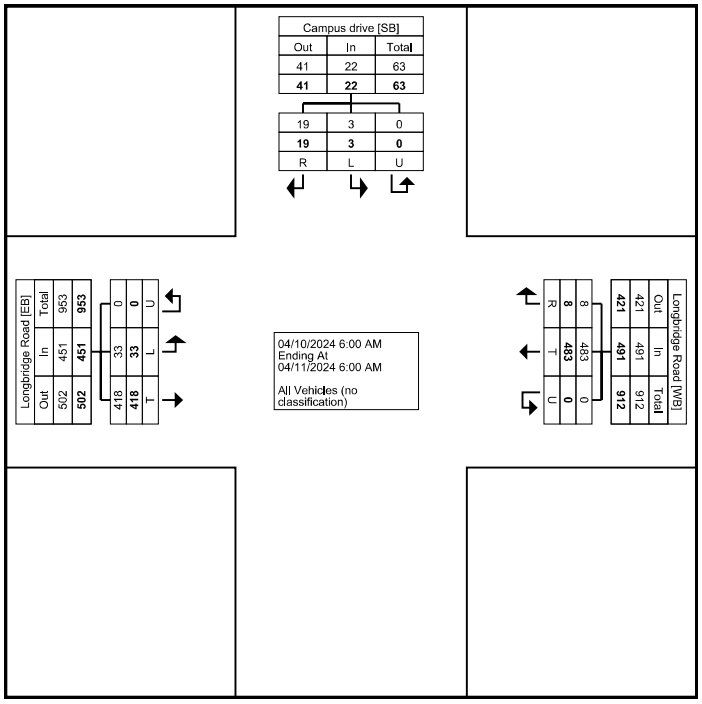
Hourly Total	4	0	0	4	0	32	0	32	18	1	0	19	55
2:00 PM	0	0	0	0	0	17	0	17	7	1	0	8	25
2:15 PM	1	0	0	1	1	26	0	27	7	1	0	8	36
2:30 PM	0	0	0	0	0	17	0	17	3	0	0	3	20
2:45 PM	0	0	0	0	0	6	0	6	7	0	0	7	13
Hourly Total	1	0	0	1	1	66	0	67	24	2	0	26	94
3:00 PM	0	0	0	0	0	10	0	10	11	0	0	11	21
3:15 PM	0	0	0	0	0	8	0	8	7	0	0	7	15
3:30 PM	0	0	0	0	0	7	0	7	2	0	0	2	9
3:45 PM	1	0	0	1	0	7	0	7	3	1	0	4	12
Hourly Total	1	0	0	1	0	32	0	32	23	1	0	24	57
4:00 PM	0	0	0	0	0	14	0	14	7	0	0	7	21
4:15 PM	1	0	0	1	1	5	0	6	7	1	0	8	15
4:30 PM	5	1	0	6	0	16	0	16	8	0	0	8	30
4:45 PM	0	0	0	0	0	29	0	29	8	0	0	8	37
Hourly Total	6	1	0	7	1	64	0	65	30	1	0	31	103
5:00 PM	0	0	0	0	0	5	0	5	2	0	0	2	7
5:15 PM	0	0	0	0	0	5	0	5	3	0	0	3	8
5:30 PM	0	0	0	0	0	2	0	2	9	1	0	10	12
5:45 PM	0	0	0	0	0	9	0	9	7	0	0	7	16
Hourly Total	0	0	0	0	0	21	0	21	21	1	0	22	43
6:00 PM	0	0	0	0	0	4	0	4	16	1	0	17	21
6:15 PM	0	0	0	0	0	6	0	6	5	0	0	5	11
6:30 PM	0	0	0	0	0	2	0	2	6	0	0	6	8
6:45 PM	0	0	0	0	0	3	0	3	5	1	0	6	9
Hourly Total	0	0	0	0	0	15	0	15	32	2	0	34	49
7:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
7:15 PM	0	0	0	0	0	3	0	3	4	0	0	4	7
7:30 PM	0	0	0	0	0	12	0	12	3	0	0	3	15
7:45 PM	0	0	0	0	0	6	0	6	3	0	0	3	9
Hourly Total	0	0	0	0	0	23	0	23	11	0	0	11	34
8:00 PM	0	0	0	0	0	10	0	10	3	0	0	3	13
8:15 PM	0	0	0	0	0	6	0	6	4	0	0	4	10
8:30 PM	0	0	0	0	0	5	0	5	2	1	0	3	8
8:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	0	0	22	0	22	10	1	0	11	33
9:00 PM	0	0	0	0	0	4	0	4	0	1	0	1	5
9:15 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
9:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	6	0	6	3	1	0	4	10
10:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
10:15 PM	0	0	0	0	0	2	0	2	3	1	0	4	6
10:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	6	0	6	6	1	0	7	13
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	3	0	3	0	0	0	0	4
5:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	1	1	0	2	2	0	0	2	4
Hourly Total	0	0	0	0	1	3	0	4	4	0	0	4	8
Grand Total	19	3	0	22	8	483	0	491	418	33	0	451	964
Approach %	86.4	13.6	0.0	-	1.6	98.4	0.0	-	92.7	7.3	0.0	-	-
Total %	2.0	0.3	0.0	2.3	0.8	50.1	0.0	50.9	43.4	3.4	0.0	46.8	-
All Vehicles (no classification)	19	3	0	22	8	483	0	491	418	33	0	451	964
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024



Turning Movement Data Plot

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Campus drive Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
7:30 AM	0	0	0	0	1	5	0	6	9	7	0	16	22
7:45 AM	0	0	0	0	0	11	0	11	13	3	0	16	27
8:00 AM	0	0	0	0	0	1	0	1	11	0	0	11	12
8:15 AM	0	0	0	0	0	7	0	7	14	0	0	14	21
Total	0	0	0	0	1	24	0	25	47	10	0	57	82
Approach %	0.0	0.0	0.0	-	4.0	96.0	0.0	-	82.5	17.5	0.0	-	-
Total %	0.0	0.0	0.0	0.0	1.2	29.3	0.0	30.5	57.3	12.2	0.0	69.5	-
PHF	0.000	0.000	0.000	0.000	0.250	0.545	0.000	0.568	0.839	0.357	0.000	0.891	0.759
All Vehicles (no classification)	0	0	0	0	1	24	0	25	47	10	0	57	82
% All Vehicles (no classification)	-	-	-	-	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

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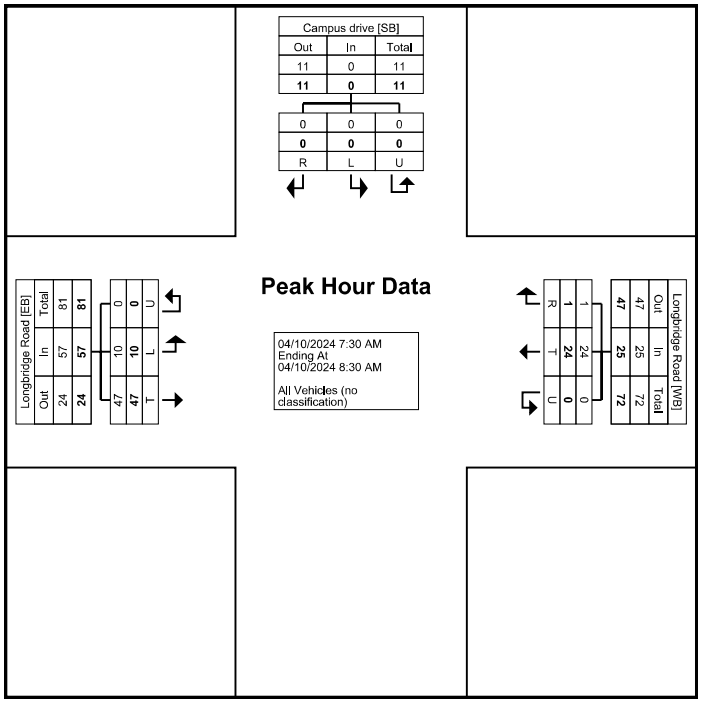
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024



Turning Movement Peak Hour Data Plot (7:30 AM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024

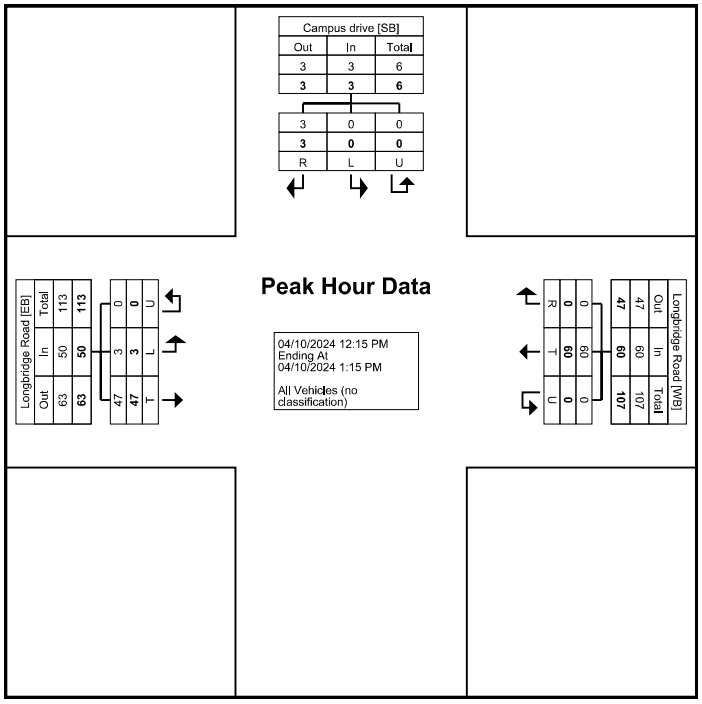
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Campus drive Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
12:15 PM	0	0	0	0	0	28	0	28	19	0	0	19	47
12:30 PM	0	0	0	0	0	14	0	14	12	1	0	13	27
12:45 PM	1	0	0	1	0	7	0	7	10	1	0	11	19
1:00 PM	2	0	0	2	0	11	0	11	6	1	0	7	20
Total	3	0	0	3	0	60	0	60	47	3	0	50	113
Approach %	100.0	0.0	0.0	-	0.0	100.0	0.0	-	94.0	6.0	0.0	-	-
Total %	2.7	0.0	0.0	2.7	0.0	53.1	0.0	53.1	41.6	2.7	0.0	44.2	-
PHF	0.375	0.000	0.000	0.375	0.000	0.536	0.000	0.536	0.618	0.750	0.000	0.658	0.601
All Vehicles (no classification)	3	0	0	3	0	60	0	60	47	3	0	50	113
% All Vehicles (no classification)	100.0	-	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024



Turning Movement Peak Hour Data Plot (12:15 PM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024

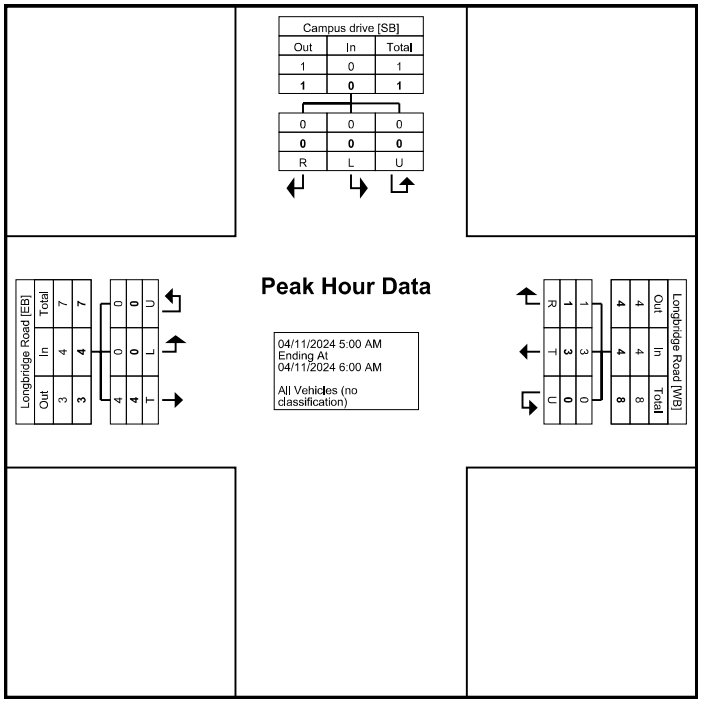
Turning Movement Peak Hour Data (5:00 AM)

Start Time	Campus drive Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
5:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	1	1	0	2	2	0	0	2	4
Total	0	0	0	0	1	3	0	4	4	0	0	4	8
Approach %	0.0	0.0	0.0	-	25.0	75.0	0.0	-	100.0	0.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	12.5	37.5	0.0	50.0	50.0	0.0	0.0	50.0	-
PHF	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.500	0.500	0.000	0.000	0.500	0.500
All Vehicles (no classification)	0	0	0	0	1	3	0	4	4	0	0	4	8
% All Vehicles (no classification)	-	-	-	-	100.0	100.0	-	100.0	100.0	-	-	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College
Campus Drive onto Longbridge
Site Code:
Start Date: 04/10/2024



Turning Movement Peak Hour Data Plot (5:00 AM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024

Turning Movement Data

Start Time	Shortbridge Road Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	1	0	1	0	4	0	4	5
6:15 AM	0	0	0	0	0	4	0	4	1	3	0	4	8
6:30 AM	1	0	0	1	2	1	0	3	0	12	0	12	16
6:45 AM	0	0	0	0	2	5	0	7	2	3	0	5	12
Hourly Total	1	0	0	1	4	11	0	15	3	22	0	25	41
7:00 AM	0	0	0	0	2	4	0	6	0	0	0	0	6
7:15 AM	1	0	0	1	1	6	0	7	3	1	0	4	12
7:30 AM	0	0	0	0	4	5	0	9	4	7	0	11	20
7:45 AM	4	0	0	4	4	4	0	8	4	5	0	9	21
Hourly Total	5	0	0	5	11	19	0	30	11	13	0	24	59
8:00 AM	0	0	0	0	4	2	0	6	4	12	0	16	22
8:15 AM	0	1	0	1	7	3	0	10	3	16	0	19	30
8:30 AM	4	0	0	4	3	2	0	5	2	12	0	14	23
8:45 AM	3	0	0	3	8	2	0	10	1	19	0	20	33
Hourly Total	7	1	0	8	22	9	0	31	10	59	0	69	108
9:00 AM	3	0	0	3	2	4	0	6	1	7	0	8	17
9:15 AM	2	0	0	2	0	0	0	0	1	3	0	4	6
9:30 AM	1	1	0	2	1	3	0	4	4	0	0	4	10
9:45 AM	1	1	1	3	1	2	0	3	2	2	0	4	10
Hourly Total	7	2	1	10	4	9	0	13	8	12	0	20	43
10:00 AM	0	1	0	1	1	1	0	2	2	1	0	3	6
10:15 AM	6	1	1	8	2	2	0	4	2	8	0	10	22
10:30 AM	12	1	0	13	2	2	0	4	3	4	0	7	24
10:45 AM	4	0	0	4	0	3	0	3	0	1	0	1	8
Hourly Total	22	3	1	26	5	8	0	13	7	14	0	21	60
11:00 AM	3	0	0	3	0	2	0	2	2	6	0	8	13
11:15 AM	4	0	0	4	0	1	0	1	1	4	0	5	10
11:30 AM	4	1	0	5	0	4	0	4	3	1	0	4	13
11:45 AM	9	1	0	10	2	0	0	2	2	5	0	7	19
Hourly Total	20	2	0	22	2	7	0	9	8	16	0	24	55
12:00 PM	8	0	0	8	1	6	0	7	4	6	0	10	25
12:15 PM	19	6	0	25	1	6	0	7	0	9	0	9	41
12:30 PM	5	3	0	8	4	4	0	8	3	7	0	10	26
12:45 PM	3	3	0	6	0	3	0	3	7	4	0	11	20
Hourly Total	35	12	0	47	6	19	0	25	14	26	0	40	112
1:00 PM	4	0	0	4	0	2	0	2	3	3	0	6	12
1:15 PM	7	1	0	8	0	1	0	1	0	4	0	4	13
1:30 PM	2	0	0	2	1	1	0	2	1	1	0	2	6
1:45 PM	6	0	0	6	0	3	0	3	2	1	0	3	12

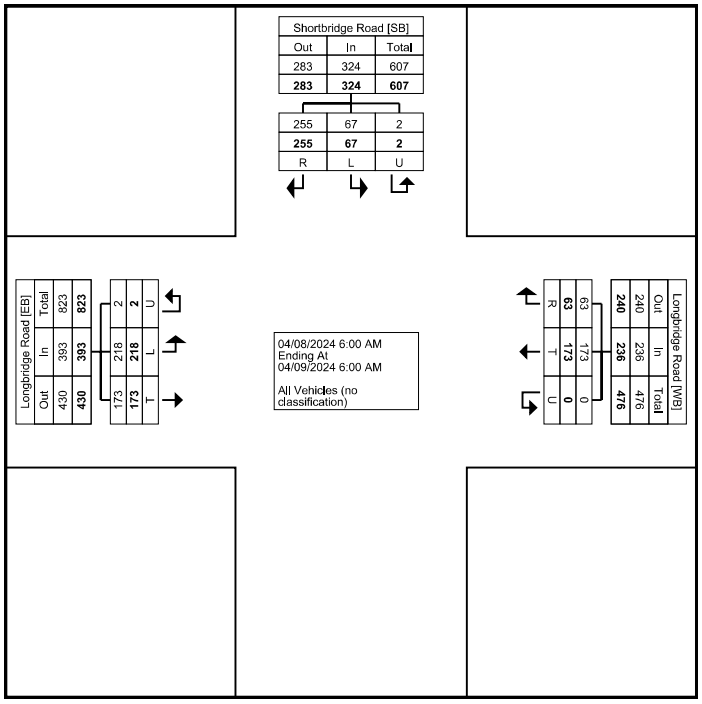
Hourly Total	19	1	0	20	1	7	0	8	6	9	0	15	43
2:00 PM	15	6	0	21	0	4	0	4	1	5	0	6	31
2:15 PM	9	2	0	11	0	3	0	3	1	5	0	6	20
2:30 PM	7	1	0	8	1	2	0	3	3	3	0	6	17
2:45 PM	5	1	0	6	0	2	0	2	5	3	0	8	16
Hourly Total	36	10	0	46	1	11	0	12	10	16	0	26	84
3:00 PM	5	3	0	8	0	3	0	3	7	1	0	8	19
3:15 PM	4	1	0	5	1	2	0	3	3	3	0	6	14
3:30 PM	7	0	0	7	1	1	0	2	2	0	0	2	11
3:45 PM	4	0	0	4	1	5	0	6	3	3	0	6	16
Hourly Total	20	4	0	24	3	11	0	14	15	7	0	22	60
4:00 PM	8	4	0	12	0	4	0	4	4	1	0	5	21
4:15 PM	3	3	0	6	0	4	0	4	4	2	0	6	16
4:30 PM	26	12	0	38	0	5	0	5	7	2	0	9	52
4:45 PM	7	2	0	9	3	3	0	6	3	1	1	5	20
Hourly Total	44	21	0	65	3	16	0	19	18	6	1	25	109
5:00 PM	3	1	0	4	0	3	0	3	4	3	0	7	14
5:15 PM	0	0	0	0	0	5	0	5	4	1	0	5	10
5:30 PM	3	0	0	3	0	2	0	2	1	3	0	4	9
5:45 PM	3	2	0	5	1	2	0	3	6	5	1	12	20
Hourly Total	9	3	0	12	1	12	0	13	15	12	1	28	53
6:00 PM	1	0	0	1	0	4	0	4	6	2	0	8	13
6:15 PM	1	2	0	3	0	0	0	0	4	1	0	5	8
6:30 PM	0	0	0	0	0	3	0	3	5	0	0	5	8
6:45 PM	2	0	0	2	0	3	0	3	2	0	0	2	7
Hourly Total	4	2	0	6	0	10	0	10	17	3	0	20	36
7:00 PM	5	0	0	5	0	1	0	1	2	0	0	2	8
7:15 PM	3	0	0	3	0	1	0	1	4	1	0	5	9
7:30 PM	6	1	0	7	0	2	0	2	2	0	0	2	11
7:45 PM	1	0	0	1	0	2	0	2	4	0	0	4	7
Hourly Total	15	1	0	16	0	6	0	6	12	1	0	13	35
8:00 PM	0	1	0	1	0	5	0	5	3	0	0	3	9
8:15 PM	1	0	0	1	0	0	0	0	4	0	0	4	5
8:30 PM	1	1	0	2	0	1	0	1	1	0	0	1	4
8:45 PM	3	1	0	4	0	0	0	0	2	0	0	2	6
Hourly Total	5	3	0	8	0	6	0	6	10	0	0	10	24
9:00 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
9:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
9:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	3	2	0	5	0	1	0	1	2	0	0	2	8
10:00 PM	2	0	0	2	0	1	0	1	2	0	0	2	5
10:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
10:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	3	0	2	0	2	3	0	0	3	8
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	2	0	0	2	2
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	3	0	0	0	0	3
5:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
5:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
Hourly Total	0	0	0	0	0	6	0	6	2	2	0	4	10
Grand Total	255	67	2	324	63	173	0	236	173	218	2	393	953
Approach %	78.7	20.7	0.6	-	26.7	73.3	0.0	-	44.0	55.5	0.5	-	-
Total %	26.8	7.0	0.2	34.0	6.6	18.2	0.0	24.8	18.2	22.9	0.2	41.2	-
All Vehicles (no classification)	255	67	2	324	63	173	0	236	173	218	2	393	953
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024



Turning Movement Data Plot

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Shortbridge Road Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
8:00 AM	0	0	0	0	4	2	0	6	4	12	0	16	22
8:15 AM	0	1	0	1	7	3	0	10	3	16	0	19	30
8:30 AM	4	0	0	4	3	2	0	5	2	12	0	14	23
8:45 AM	3	0	0	3	8	2	0	10	1	19	0	20	33
Total	7	1	0	8	22	9	0	31	10	59	0	69	108
Approach %	87.5	12.5	0.0	-	71.0	29.0	0.0	-	14.5	85.5	0.0	-	-
Total %	6.5	0.9	0.0	7.4	20.4	8.3	0.0	28.7	9.3	54.6	0.0	63.9	-
PHF	0.438	0.250	0.000	0.500	0.688	0.750	0.000	0.775	0.625	0.776	0.000	0.863	0.818
All Vehicles (no classification)	7	1	0	8	22	9	0	31	10	59	0	69	108
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

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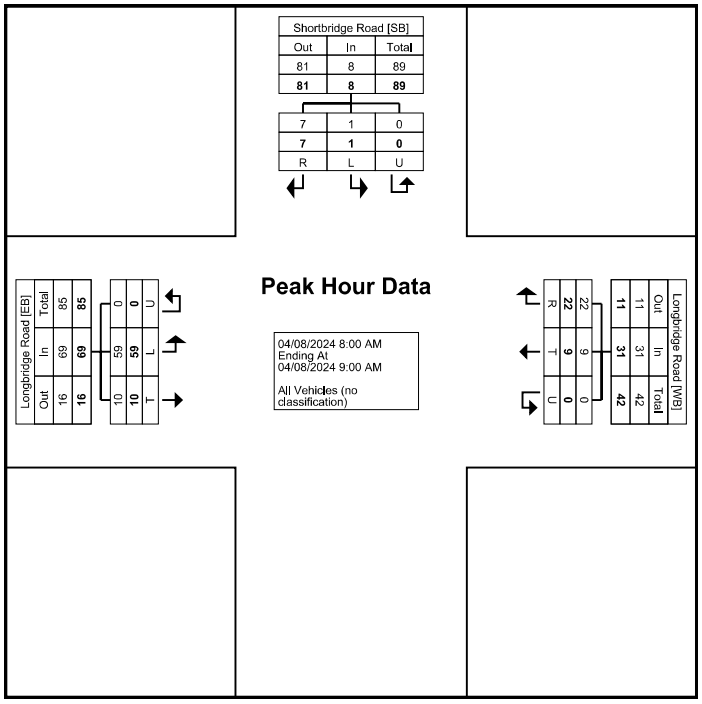
Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024



Turning Movement Peak Hour Data Plot (8:00 AM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Shortbridge Road Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
12:00 PM	8	0	0	8	1	6	0	7	4	6	0	10	25
12:15 PM	19	6	0	25	1	6	0	7	0	9	0	9	41
12:30 PM	5	3	0	8	4	4	0	8	3	7	0	10	26
12:45 PM	3	3	0	6	0	3	0	3	7	4	0	11	20
Total	35	12	0	47	6	19	0	25	14	26	0	40	112
Approach %	74.5	25.5	0.0	-	24.0	76.0	0.0	-	35.0	65.0	0.0	-	-
Total %	31.3	10.7	0.0	42.0	5.4	17.0	0.0	22.3	12.5	23.2	0.0	35.7	-
PHF	0.461	0.500	0.000	0.470	0.375	0.792	0.000	0.781	0.500	0.722	0.000	0.909	0.683
All Vehicles (no classification)	35	12	0	47	6	19	0	25	14	26	0	40	112
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

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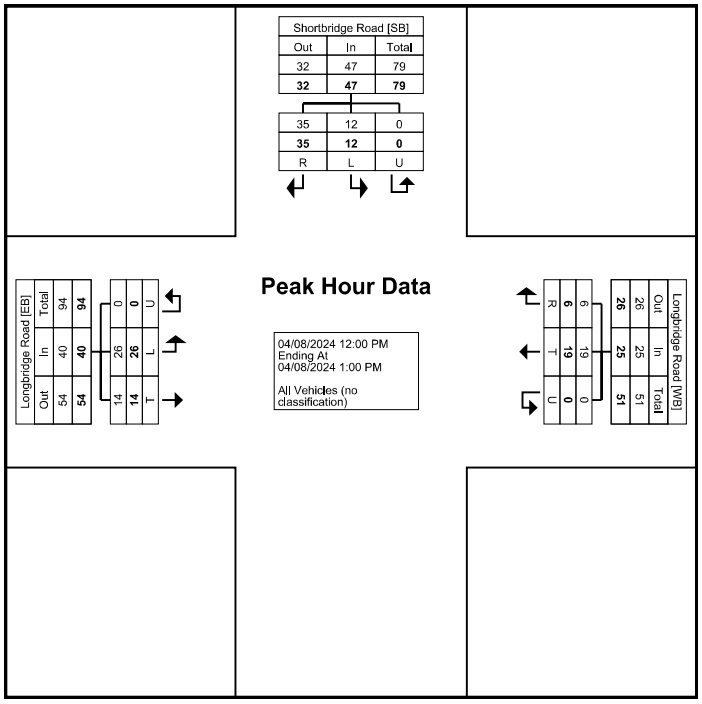
Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024



Turning Movement Peak Hour Data Plot (12:00 PM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024

Turning Movement Peak Hour Data (5:00 AM)

Start Time	Shortbridge Road Southbound				Longbridge Road Westbound				Longbridge Road Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
5:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
5:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	2	2	0	4	10
Approach %	0.0	0.0	0.0	-	0.0	100.0	0.0	-	50.0	50.0	0.0	-	-
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	20.0	20.0	0.0	40.0	-
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.500	0.000	1.000	0.625
All Vehicles (no classification)	0	0	0	0	0	6	0	6	2	2	0	4	10
% All Vehicles (no classification)	-	-	-	-	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

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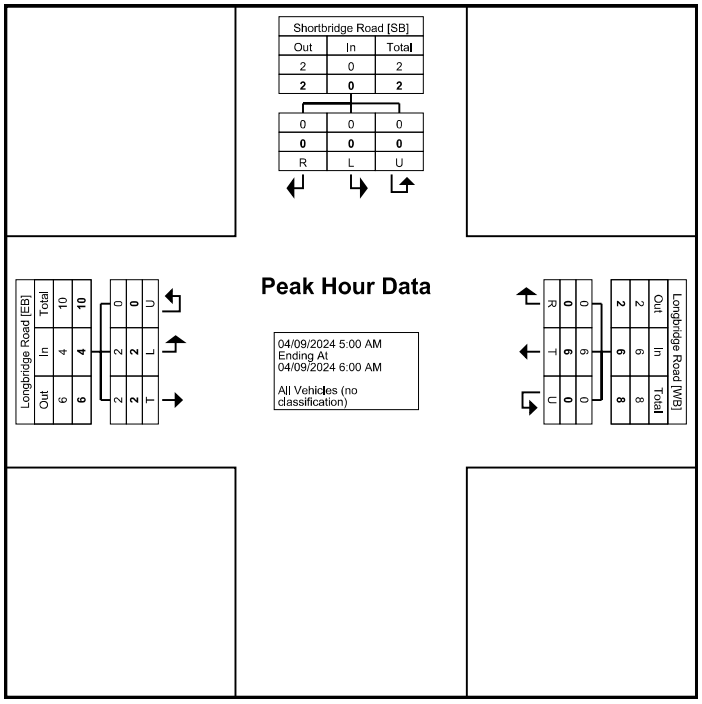
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College 040824
Site Code:
Start Date: 04/08/2024
Page No: 10



Turning Movement Peak Hour Data Plot (5:00 AM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024

Turning Movement Data

Start Time	Walston Switch Road Southbound					Campus Drive Westbound					Walston Switch Northbound					Summer Lane Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	17	5	1	0	23	0	0	0	0	0	0	9	2	0	11	0	0	17	0	17	51
6:15 AM	15	6	2	0	23	0	0	0	0	0	0	28	2	0	30	3	2	15	0	20	73
6:30 AM	28	4	4	0	36	2	0	0	0	2	0	31	2	0	33	4	0	15	0	19	90
6:45 AM	9	15	3	0	27	2	0	0	0	2	1	34	8	0	43	3	0	26	0	29	101
Hourly Total	69	30	10	0	109	4	0	0	0	4	1	102	14	0	117	10	2	73	0	85	315
7:00 AM	39	15	2	0	56	4	0	0	0	4	0	44	11	0	55	3	0	27	0	30	145
7:15 AM	48	18	16	0	82	1	0	0	0	1	3	41	12	2	58	11	1	40	0	52	193
7:30 AM	42	25	21	2	90	8	0	0	0	8	0	38	5	0	43	4	3	49	0	56	197
7:45 AM	37	21	50	2	110	7	1	0	0	8	1	35	8	0	44	4	5	30	0	39	201
Hourly Total	166	79	89	4	338	20	1	0	0	21	4	158	36	2	200	22	9	146	0	177	736
8:00 AM	32	17	41	0	90	1	2	0	0	3	3	20	4	0	27	14	3	30	0	47	167
8:15 AM	21	14	44	0	79	9	0	0	0	9	1	20	5	1	27	6	1	27	0	34	149
8:30 AM	29	21	64	0	114	23	1	0	0	24	0	15	3	0	18	7	2	22	0	31	187
8:45 AM	31	15	65	0	111	15	1	0	0	16	0	17	4	0	21	5	3	27	0	35	183
Hourly Total	113	67	214	0	394	48	4	0	0	52	4	72	16	1	93	32	9	106	0	147	686
9:00 AM	15	15	51	0	81	12	3	1	2	18	0	13	1	0	14	2	3	20	0	25	138
9:15 AM	24	16	33	1	74	5	2	0	0	7	1	10	3	0	14	2	3	17	0	22	117
9:30 AM	22	12	39	2	75	12	3	2	0	17	0	20	5	0	25	6	2	19	0	27	144
9:45 AM	21	16	19	0	56	11	1	1	0	13	2	20	3	0	25	8	1	22	0	31	125
Hourly Total	82	59	142	3	286	40	9	4	2	55	3	63	12	0	78	18	9	78	0	105	524
10:00 AM	21	16	43	0	80	21	7	0	0	28	1	36	9	0	46	10	3	16	0	29	183
10:15 AM	36	11	48	2	97	19	2	0	1	22	2	21	10	0	33	6	4	28	0	38	190
10:30 AM	23	21	43	0	87	31	3	2	1	37	1	17	2	0	20	3	2	27	0	32	176
10:45 AM	19	14	20	1	54	26	3	1	2	32	3	17	3	0	23	6	7	20	0	33	142
Hourly Total	99	62	154	3	318	97	15	3	4	119	7	91	24	0	122	25	16	91	0	132	691
11:00 AM	32	16	19	0	67	12	6	0	0	18	2	19	5	0	26	6	1	23	0	30	141
11:15 AM	30	18	15	1	64	10	3	0	0	13	1	14	4	1	20	8	1	21	0	30	127
11:30 AM	31	14	14	1	60	15	3	0	0	18	0	17	5	0	22	8	1	29	0	38	138
11:45 AM	37	8	25	0	70	40	3	2	1	46	2	30	4	0	36	6	3	33	0	42	194
Hourly Total	130	56	73	2	261	77	15	2	1	95	5	80	18	1	104	28	6	106	0	140	600
12:00 PM	51	10	21	0	82	48	4	0	0	52	2	27	4	1	34	6	5	33	0	44	212
12:15 PM	40	14	32	1	87	47	9	2	0	58	5	29	6	0	40	13	2	32	0	47	232
12:30 PM	44	20	36	0	100	23	10	1	1	35	0	17	3	0	20	6	3	48	0	57	212
12:45 PM	29	25	20	0	74	20	2	0	2	24	0	10	7	0	17	8	5	26	0	39	154
Hourly Total	164	69	109	1	343	138	25	3	3	169	7	83	20	1	111	33	15	139	0	187	810
1:00 PM	40	19	12	0	71	18	3	0	0	21	3	13	4	0	20	6	0	34	0	40	152
1:15 PM	32	23	15	2	72	19	5	1	0	25	0	14	3	0	17	11	5	28	0	44	158
1:30 PM	37	18	12	1	68	29	3	2	1	35	1	22	4	0	27	11	4	30	0	45	175
1:45 PM	28	17	16	1	62	33	6	1	0	40	0	16	5	0	21	9	3	22	0	34	157

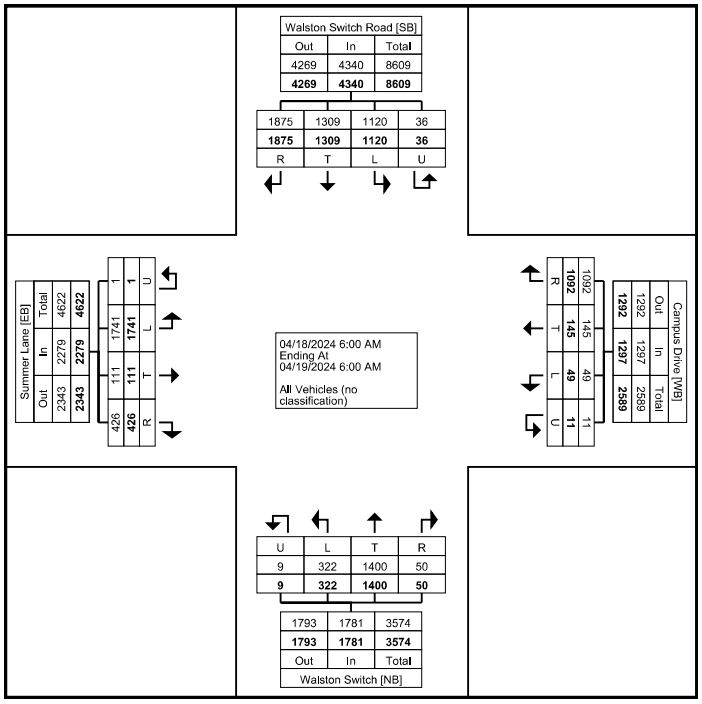
Hourly Total	137	77	55	4	273	99	17	4	1	121	4	65	16	0	85	37	12	114	0	163	642
2:00 PM	28	20	19	0	67	31	4	2	0	37	1	17	3	0	21	3	3	24	0	30	155
2:15 PM	28	22	18	0	68	36	3	1	0	40	0	18	9	0	27	8	5	31	0	44	179
2:30 PM	31	23	13	0	67	25	2	2	0	29	0	15	7	0	22	10	0	29	0	39	157
2:45 PM	25	27	11	0	63	20	3	0	0	23	1	14	8	1	24	6	0	36	0	42	152
Hourly Total	112	92	61	0	265	112	12	5	0	129	2	64	27	1	94	27	8	120	0	155	643
3:00 PM	37	27	10	0	74	40	3	1	0	44	1	31	2	0	34	4	3	33	1	41	193
3:15 PM	20	24	22	0	66	39	5	1	0	45	0	28	4	0	32	8	2	28	0	38	181
3:30 PM	39	34	9	1	83	40	5	1	0	46	1	25	3	0	29	9	1	25	0	35	193
3:45 PM	33	35	10	0	78	20	1	0	0	21	0	27	5	0	32	9	1	34	0	44	175
Hourly Total	129	120	51	1	301	139	14	3	0	156	2	111	14	0	127	30	7	120	1	158	742
4:00 PM	42	40	11	0	93	30	5	2	0	37	0	25	12	0	37	8	4	25	0	37	204
4:15 PM	37	38	11	2	88	20	3	1	0	24	0	39	3	0	42	13	0	45	0	58	212
4:30 PM	31	31	11	2	75	51	1	6	0	58	2	48	6	1	57	13	2	31	0	46	236
4:45 PM	31	30	17	2	80	22	1	2	0	25	3	28	6	0	37	9	1	26	0	36	178
Hourly Total	141	139	50	6	336	123	10	11	0	144	5	140	27	1	173	43	7	127	0	177	830
5:00 PM	34	46	23	5	108	20	5	2	0	27	0	36	7	1	44	13	2	36	0	51	230
5:15 PM	38	30	24	0	92	12	1	0	0	13	1	36	5	0	42	8	1	29	0	38	185
5:30 PM	28	36	5	0	69	13	4	2	0	19	2	15	5	0	22	6	0	33	0	39	149
5:45 PM	30	36	9	0	75	8	1	0	0	9	0	19	8	0	27	7	3	29	0	39	150
Hourly Total	130	148	61	5	344	53	11	4	0	68	3	106	25	1	135	34	6	127	0	167	714
6:00 PM	27	25	6	0	58	11	0	3	0	14	0	21	1	0	22	8	0	31	0	39	133
6:15 PM	16	26	10	0	52	8	2	0	0	10	2	17	5	0	24	5	0	15	0	20	106
6:30 PM	26	12	3	0	41	11	0	1	0	12	0	9	3	0	12	6	0	17	0	23	88
6:45 PM	20	16	3	0	39	4	0	0	0	4	0	14	5	1	20	4	0	25	0	29	92
Hourly Total	89	79	22	0	190	34	2	4	0	40	2	61	14	1	78	23	0	88	0	111	419
7:00 PM	18	22	2	0	42	4	0	0	0	4	0	15	2	0	17	9	0	21	0	30	93
7:15 PM	14	9	1	0	24	5	0	0	0	5	0	10	0	0	10	2	0	14	0	16	55
7:30 PM	20	24	3	0	47	2	0	2	0	4	0	17	5	0	22	5	0	16	0	21	94
7:45 PM	28	27	2	0	57	7	0	0	0	7	0	19	5	0	24	4	0	19	0	23	111
Hourly Total	80	82	8	0	170	18	0	2	0	20	0	61	12	0	73	20	0	70	0	90	353
8:00 PM	11	14	2	0	27	17	4	0	0	21	0	10	5	0	15	7	1	20	0	28	91
8:15 PM	11	9	3	0	23	19	0	0	0	19	0	10	1	0	11	3	0	11	0	14	67
8:30 PM	8	9	1	1	19	4	0	0	0	4	0	8	4	0	12	2	0	10	0	12	47
8:45 PM	19	9	3	0	31	34	5	3	0	42	0	6	2	0	8	2	0	16	0	18	99
Hourly Total	49	41	9	1	100	74	9	3	0	86	0	34	12	0	46	14	1	57	0	72	304
9:00 PM	11	11	1	1	24	4	0	0	0	4	0	4	2	0	6	1	0	15	0	16	50
9:15 PM	20	5	1	0	26	3	0	1	0	4	0	3	1	0	4	2	0	21	0	23	57
9:30 PM	9	8	1	0	18	2	0	0	0	2	0	7	2	0	9	2	0	11	0	13	42
9:45 PM	3	12	0	1	16	1	0	0	0	1	0	5	1	0	6	0	0	5	0	5	28
Hourly Total	43	36	3	2	84	10	0	1	0	11	0	19	6	0	25	5	0	52	0	57	177
10:00 PM	10	3	1	0	14	0	0	0	0	0	0	4	2	0	6	1	0	5	0	6	26
10:15 PM	12	4	1	1	18	1	0	0	0	1	0	3	0	0	3	2	1	12	0	15	37
10:30 PM	9	7	0	0	16	1	0	0	0	1	0	1	0	0	1	1	1	5	0	7	25
10:45 PM	4	5	1	0	10	0	0	0	0	0	0	3	1	0	4	2	1	7	0	10	24
Hourly Total	35	19	3	1	58	2	0	0	0	2	0	11	3	0	14	6	3	29	0	38	112
11:00 PM	3	4	0	0	7	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	12
11:15 PM	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	8
11:30 PM	4	5	0	0	9	0	0	0	0	0	0	0	1	0	1	1	0	4	0	5	15
11:45 PM	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	3	0	4	10
Hourly Total	11	11	0	0	22	0	0	0	0	0	0	5	3	0	8	3	0	12	0	15	45
12:00 AM	4	2	0	0	6	0	0	0	0	0	0	11	0	0	11	1	0	2	0	3	20

12:15 AM	5	1	0	0	6	0	0	0	0	0	0	9	0	0	9	1	0	4	0	5	20
12:30 AM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	4	0	4	10
12:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
Hourly Total	12	5	0	0	17	0	0	0	0	0	0	22	1	0	23	3	0	11	0	14	54
1:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	4	0	4	9
1:30 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
1:45 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	6	3	0	0	9	1	0	0	0	1	0	2	1	0	3	0	0	7	0	7	20
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
3:00 AM	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	9
3:15 AM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	10
3:30 AM	1	0	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	7
3:45 AM	4	1	0	0	5	0	1	0	0	1	0	2	0	0	2	0	0	3	0	3	11
Hourly Total	14	2	0	0	16	1	1	0	0	2	0	8	0	0	8	0	0	11	0	11	37
4:00 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7
4:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	1	0	2	0	3	8
4:30 AM	5	3	0	0	8	0	0	0	0	0	0	3	4	0	7	1	0	2	0	3	18
4:45 AM	9	2	0	0	11	1	0	0	0	1	0	3	5	0	8	4	0	12	0	16	36
Hourly Total	18	6	0	1	25	1	0	0	0	1	0	6	12	0	18	6	0	19	0	25	69
5:00 AM	9	10	0	0	19	1	0	0	0	1	0	6	1	0	7	4	0	8	0	12	39
5:15 AM	10	4	0	0	14	0	0	0	0	0	0	11	3	0	14	0	0	7	0	7	35
5:30 AM	7	3	3	0	13	0	0	0	0	0	1	9	1	0	11	1	1	8	0	10	34
5:45 AM	20	10	3	0	33	0	0	0	0	0	0	9	4	0	13	2	0	13	0	15	61
Hourly Total	46	27	6	0	79	1	0	0	0	1	1	35	9	0	45	7	1	36	0	44	169
Grand Total	1875	1309	1120	36	4340	1092	145	49	11	1297	50	1400	322	9	1781	426	111	1741	1	2279	9697
Approach %	43.2	30.2	25.8	0.8	-	84.2	11.2	3.8	0.8	-	2.8	78.6	18.1	0.5	-	18.7	4.9	76.4	0.0	-	-
Total %	19.3	13.5	11.5	0.4	44.8	11.3	1.5	0.5	0.1	13.4	0.5	14.4	3.3	0.1	18.4	4.4	1.1	18.0	0.0	23.5	-
All Vehicles (no classification)	1875	1309	1120	36	4340	1092	145	49	11	1297	50	1400	322	9	1781	426	111	1741	1	2279	9697
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024



Turning Movement Data Plot

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Walston Switch Road Southbound					Campus Drive Westbound					Walston Switch Northbound					Summer Lane Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:15 AM	48	18	16	0	82	1	0	0	0	1	3	41	12	2	58	11	1	40	0	52	193
7:30 AM	42	25	21	2	90	8	0	0	0	8	0	38	5	0	43	4	3	49	0	56	197
7:45 AM	37	21	50	2	110	7	1	0	0	8	1	35	8	0	44	4	5	30	0	39	201
8:00 AM	32	17	41	0	90	1	2	0	0	3	3	20	4	0	27	14	3	30	0	47	167
Total	159	81	128	4	372	17	3	0	0	20	7	134	29	2	172	33	12	149	0	194	758
Approach %	42.7	21.8	34.4	1.1	-	85.0	15.0	0.0	0.0	-	4.1	77.9	16.9	1.2	-	17.0	6.2	76.8	0.0	-	-
Total %	21.0	10.7	16.9	0.5	49.1	2.2	0.4	0.0	0.0	2.6	0.9	17.7	3.8	0.3	22.7	4.4	1.6	19.7	0.0	25.6	-
PHF	0.828	0.810	0.640	0.500	0.845	0.531	0.375	0.000	0.000	0.625	0.583	0.817	0.604	0.250	0.741	0.589	0.600	0.760	0.000	0.866	0.943
All Vehicles (no classification)	159	81	128	4	372	17	3	0	0	20	7	134	29	2	172	33	12	149	0	194	758
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

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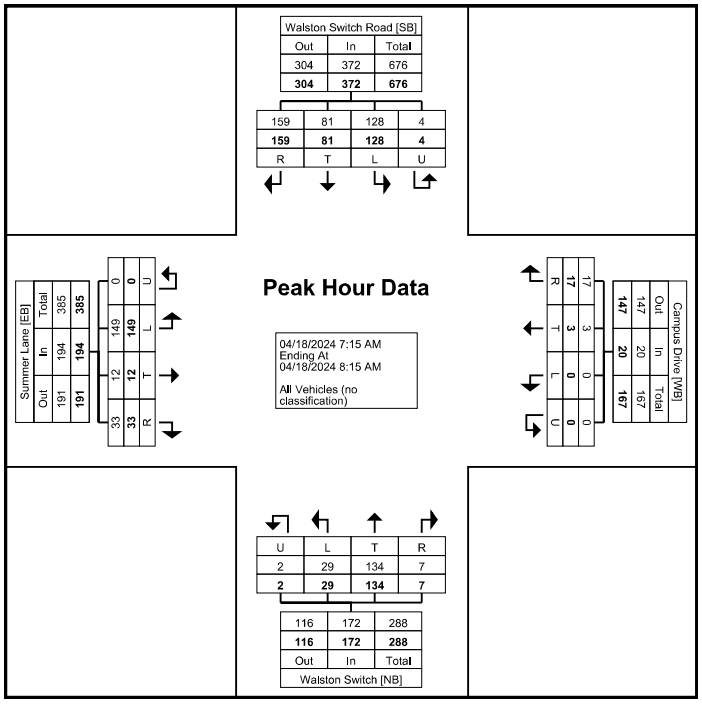
Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024



Turning Movement Peak Hour Data Plot (7:15 AM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Walston Switch Road Southbound					Campus Drive Westbound					Walston Switch Northbound					Summer Lane Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:15 PM	37	38	11	2	88	20	3	1	0	24	0	39	3	0	42	13	0	45	0	58	212
4:30 PM	31	31	11	2	75	51	1	6	0	58	2	48	6	1	57	13	2	31	0	46	236
4:45 PM	31	30	17	2	80	22	1	2	0	25	3	28	6	0	37	9	1	26	0	36	178
5:00 PM	34	46	23	5	108	20	5	2	0	27	0	36	7	1	44	13	2	36	0	51	230
Total	133	145	62	11	351	113	10	11	0	134	5	151	22	2	180	48	5	138	0	191	856
Approach %	37.9	41.3	17.7	3.1	-	84.3	7.5	8.2	0.0	-	2.8	83.9	12.2	1.1	-	25.1	2.6	72.3	0.0	-	-
Total %	15.5	16.9	7.2	1.3	41.0	13.2	1.2	1.3	0.0	15.7	0.6	17.6	2.6	0.2	21.0	5.6	0.6	16.1	0.0	22.3	-
PHF	0.899	0.788	0.674	0.550	0.813	0.554	0.500	0.458	0.000	0.578	0.417	0.786	0.786	0.500	0.789	0.923	0.625	0.767	0.000	0.823	0.907
All Vehicles (no classification)	133	145	62	11	351	113	10	11	0	134	5	151	22	2	180	48	5	138	0	191	856
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

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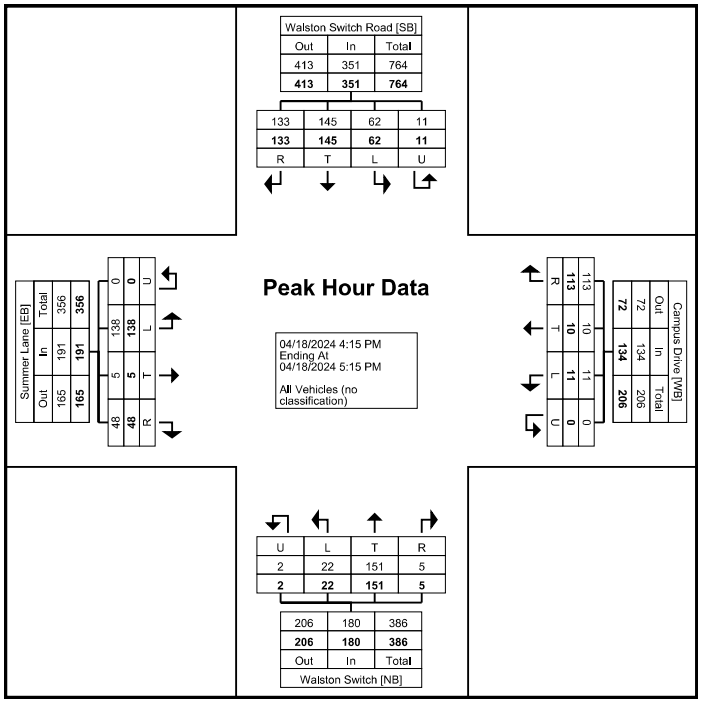

Turning Movement Peak Hour Data Plot (4:15 PM)

Salisbury-Wicomico Metropolitan Planning Organization
125 N Division Street Room 203

Salisbury, Maryland, United States 21803
410-548-4860 bzito@wicomicocounty.org

Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024

Turning Movement Peak Hour Data (5:00 AM)

Start Time	Walston Switch Road Southbound					Campus Drive Westbound					Walston Switch Northbound					Summer Lane Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
5:00 AM	9	10	0	0	19	1	0	0	0	1	0	6	1	0	7	4	0	8	0	12	39
5:15 AM	10	4	0	0	14	0	0	0	0	0	0	11	3	0	14	0	0	7	0	7	35
5:30 AM	7	3	3	0	13	0	0	0	0	0	1	9	1	0	11	1	1	8	0	10	34
5:45 AM	20	10	3	0	33	0	0	0	0	0	0	9	4	0	13	2	0	13	0	15	61
Total	46	27	6	0	79	1	0	0	0	1	1	35	9	0	45	7	1	36	0	44	169
Approach %	58.2	34.2	7.6	0.0	-	100.0	0.0	0.0	0.0	-	2.2	77.8	20.0	0.0	-	15.9	2.3	81.8	0.0	-	-
Total %	27.2	16.0	3.6	0.0	46.7	0.6	0.0	0.0	0.0	0.6	0.6	20.7	5.3	0.0	26.6	4.1	0.6	21.3	0.0	26.0	-
PHF	0.575	0.675	0.500	0.000	0.598	0.250	0.000	0.000	0.000	0.250	0.250	0.795	0.563	0.000	0.804	0.438	0.250	0.692	0.000	0.733	0.693
All Vehicles (no classification)	46	27	6	0	79	1	0	0	0	1	1	35	9	0	45	7	1	36	0	44	169
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

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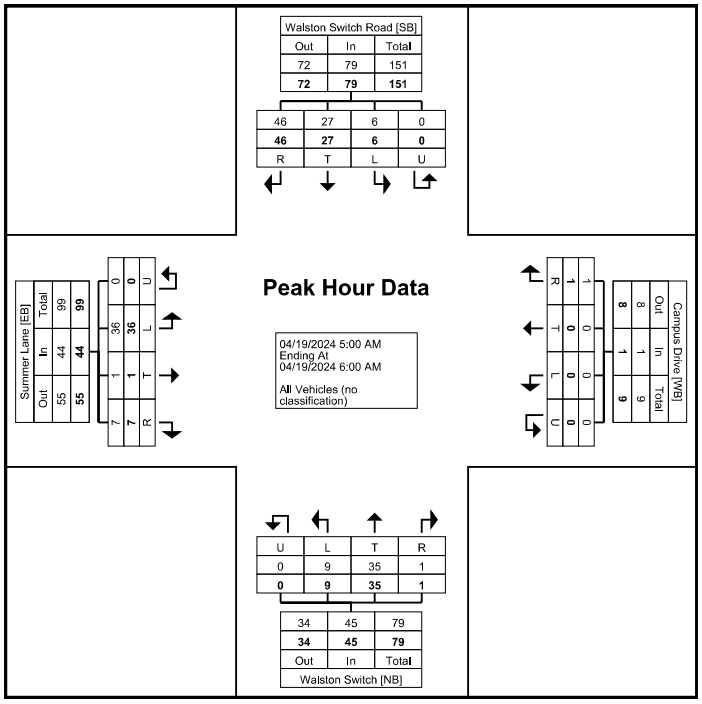
410-548-4860 bzito@wicomicocounty.org

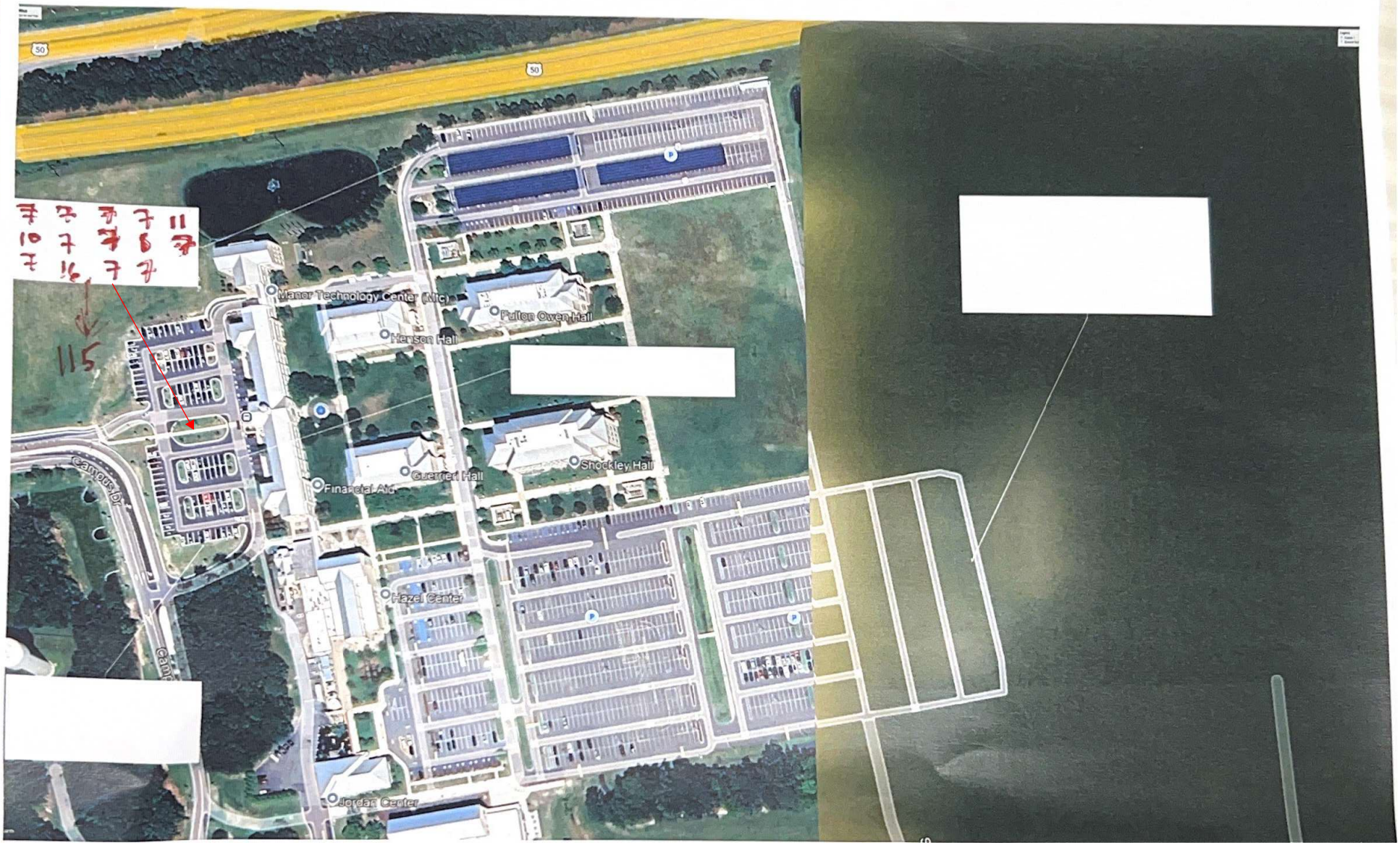
Count Name: Wor-Wic Community College Roundabout
Site Code:
Start Date: 04/18/2024



Turning Movement Peak Hour Data Plot (5:00 AM)

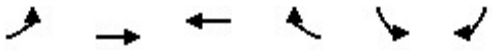
Appendix B: Parking Utilization


TRUCK TRAILER LOCATION
28.8%
40 32
42 32
40 27
SUM 219
8 9 24
3 14 21
3 27 30
5 21
3 26
SUM: 194
2 - PARALLEL PARKING SPACES
15.5%
26.2%
15.2%
14.3%
6 8 12 7
10 9 10 10
8 11 9 3#
SUM: 106
SUM: 113
PARKED IN "NO PARKING" LOT W/ NO PARKING SIGN


50
50
Manor Technology Center (MTC)
Fulton Owen Hall
Hensen Hall
Financial Aid
Shockley Hall
Hazel Center
Jordan Center
115

Appendix C: Analysis Reports

Wor-Wic Community College
Existing Condition

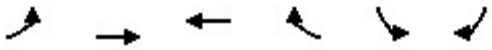


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	10	9	22	1	7
Future Volume (vph)	59	10	9	22	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.904		0.878	
Flt Protected		0.959			0.995	
Satd. Flow (prot)	0	1769	1668	0	1612	0
Flt Permitted		0.959			0.995	
Satd. Flow (perm)	0	1769	1668	0	1612	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		1112	809		769	
Travel Time (s)		19.0	13.8		52.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	72	12	11	27	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	84	38	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.5%		ICU Level of Service A	
Analysis Period (min) 15			

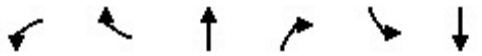
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	113	1286	0	0
Future Volume (vph)	0	0	113	1286	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected				0.996		
Satd. Flow (prot)	0	0	0	3452	0	0
Flt Permitted				0.996		
Satd. Flow (perm)	0	0	0	3452	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	743			2228	790	
Travel Time (s)	16.9			50.6	18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	4%	2%	2%
Adj. Flow (vph)	0	0	123	1398	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1521	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	47	24	1	0	0
Future Volume (vph)	10	47	24	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996			
Flt Protected		0.991				
Satd. Flow (prot)	0	1828	1837	0	1845	0
Flt Permitted		0.991				
Satd. Flow (perm)	0	1828	1837	0	1845	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		803	1112		925	
Travel Time (s)		13.7	19.0		63.1	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	62	32	1	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	75	33	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.0%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	11	172	59	19	86
Future Volume (vph)	7	11	172	59	19	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.966			
Flt Protected	0.982					0.991
Satd. Flow (prot)	1707	0	1774	0	0	1714
Flt Permitted	0.982					0.991
Satd. Flow (perm)	1707	0	1774	0	0	1714
Link Speed (mph)	40		40			40
Link Distance (ft)	165		793			996
Travel Time (s)	2.8		13.5			17.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	2%	0%	12%
Adj. Flow (vph)	7	12	181	62	20	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	243	0	0	111
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

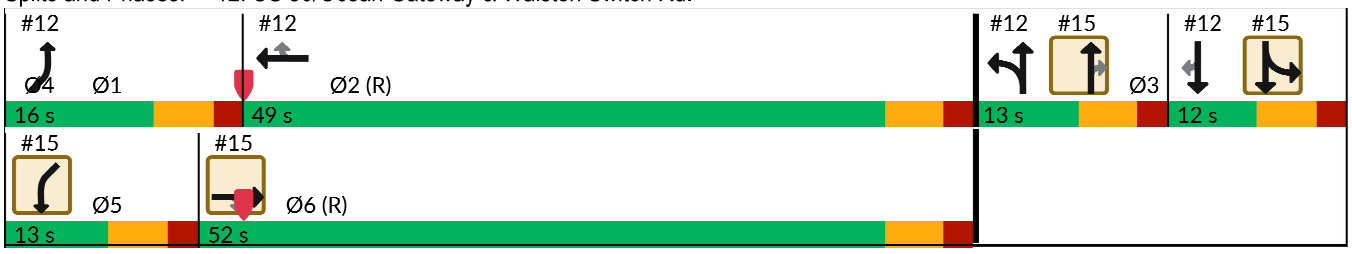
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1208	78	70	59	101	101	124		
Future Volume (vph)	1208	78	70	59	101	101	124		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		520	0				0		
Storage Lanes		1	1				1		
Taper Length (ft)			25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00		
Frt		0.850				0.850			
Flt Protected			0.950	0.994			0.950		
Satd. Flow (prot)	3471	1482	1618	1736	3438	1599	1736		
Flt Permitted			0.950	0.994			0.950		
Satd. Flow (perm)	3471	1482	1618	1736	3438	1599	1736		
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)		182				182			
Link Speed (mph)	55			40	40		55		
Link Distance (ft)	743			170	911		949		
Travel Time (s)	9.2			2.9	15.5		11.8		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	4%	9%	6%	3%	5%	1%	4%		
Adj. Flow (vph)	1299	84	75	63	109	109	133		
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	1299	84	67	71	109	109	133		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Left		
Median Width(ft)	0			12	12		12		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15			9	15		
Number of Detectors	2	1	1	2	2	1	1		
Detector Template	Thru	Right	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	100	20	20	100	100	20	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	6	20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94	94				
Detector 2 Size(ft)	6			6	6				
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0	0.0				
Turn Type	NA	Perm	Split	NA	NA	Perm	Prot		
Protected Phases	2		3	3	4		1	5	6

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Permitted Phases		2				4			
Detector Phase	2	2	3	3	4	4	1		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	49.0	49.0	13.0	13.0	12.0	12.0	16.0	13.0	52.0
Total Split (%)	54.4%	54.4%	14.4%	14.4%	13.3%	13.3%	17.8%	14%	58%
Maximum Green (s)	43.0	43.0	7.0	7.0	6.0	6.0	10.0	7.0	46.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	43.5	43.5	6.9	6.9	6.0	6.0	9.6		
Actuated g/C Ratio	0.48	0.48	0.08	0.08	0.07	0.07	0.11		
v/c Ratio	0.77	0.10	0.54	0.53	0.48	0.39	0.72		
Control Delay (s/veh)	23.3	0.3	34.6	32.3	47.8	5.1	61.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	23.3	0.3	34.6	32.3	47.8	5.1	61.9		
LOS	C	A	C	C	D	A	E		
Approach Delay (s/veh)	21.9			33.4	26.4		61.9		
Approach LOS	C			C	C		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 26.1		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: US 50/Ocean Gateway & Walston Switch Rd.

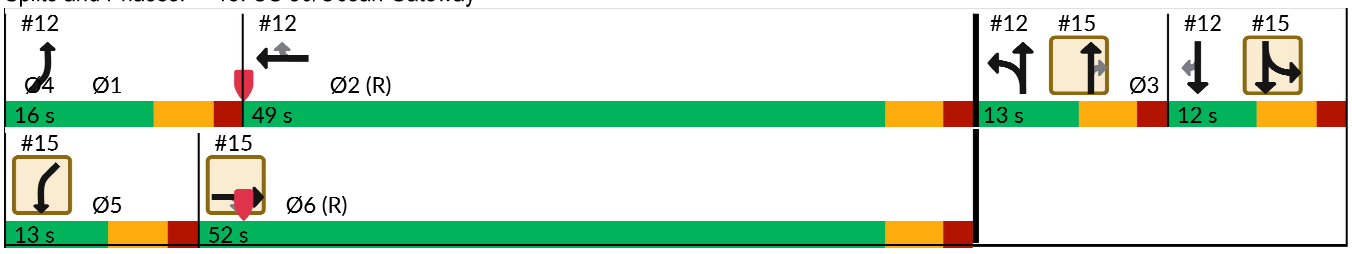


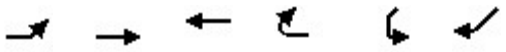
Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Lane Configurations									
Traffic Volume (vph)	993	355	129	166	41	60	113		
Future Volume (vph)	993	355	129	166	41	60	113		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		790			0		0		
Storage Lanes		1			1		2		
Taper Length (ft)					25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.97		
Frt		0.850		0.850					
Flt Protected					0.950	0.997	0.950		
Satd. Flow (prot)	3343	1568	3438	1509	1603	1743	3303		
Flt Permitted					0.950	0.997	0.950		
Satd. Flow (perm)	3343	1568	3438	1509	1603	1743	3303		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		370		182					
Link Speed (mph)	55		40			40	30		
Link Distance (ft)	913		537			170	790		
Travel Time (s)	11.3		9.2			2.9	18.0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Heavy Vehicles (%)	8%	3%	5%	7%	7%	3%	6%		
Adj. Flow (vph)	1034	370	134	173	43	63	118		
Shared Lane Traffic (%)					10%				
Lane Group Flow (vph)	1034	370	134	173	39	67	118		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left	Left		
Median Width(ft)	0		12			12	24		
Link Offset(ft)	0		0			0	0		
Crosswalk Width(ft)	16		16			16	16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9		9	15		15		
Number of Detectors	2	1	2	1	1	2	1		
Detector Template	Thru	Right	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94		94			94			
Detector 2 Size(ft)	6		6			6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0		0.0			0.0			
Turn Type	NA	Perm	NA	Perm	Split	NA	Prot		
Protected Phases	6		3		4	4	5	1	2

Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Permitted Phases		6		3					
Detector Phase	6	6	3	3	4	4	5		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	52.0	52.0	13.0	13.0	12.0	12.0	13.0	16.0	49.0
Total Split (%)	57.8%	57.8%	14.4%	14.4%	13.3%	13.3%	14.4%	18%	54%
Maximum Green (s)	46.0	46.0	7.0	7.0	6.0	6.0	7.0	10.0	43.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	46.3	46.3	6.9	6.9	6.0	6.0	6.8		
Actuated g/C Ratio	0.51	0.51	0.08	0.08	0.07	0.07	0.08		
v/c Ratio	0.60	0.38	0.51	0.61	0.37	0.58	0.47		
Control Delay (s/veh)	17.3	2.5	47.1	15.7	27.4	45.5	46.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	17.3	2.5	47.1	15.7	27.4	45.5	46.4		
LOS	B	A	D	B	C	D	D		
Approach Delay (s/veh)	13.4		29.4			38.9	46.4		
Approach LOS	B		C			D	D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 19.4		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

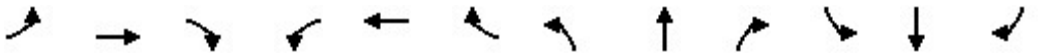
Splits and Phases: 15: US 50/Ocean Gateway





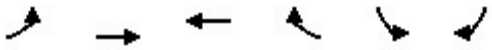
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	124	1348	0	0	0	0
Future Volume (vph)	124	1348	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1736	3374	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1736	3374	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		480	913		949	
Travel Time (s)		10.9	20.8		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	2%	2%	2%	2%
Adj. Flow (vph)	135	1465	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	1465	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	12	33	0	3	17	31	134	7	186	115	227
Future Volume (vph)	149	12	33	0	3	17	31	134	7	186	115	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		230	0		0
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected		0.963						0.991			0.970	
Satd. Flow (prot)	0	1736	0	0	1845	1568	0	1828	1568	0	1789	1568
Flt Permitted		0.963						0.991			0.970	
Satd. Flow (perm)	0	1736	0	0	1845	1568	0	1828	1568	0	1789	1568
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		358			332			280			537	
Travel Time (s)		8.1			7.5			4.8			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	159	13	35	0	3	18	33	143	7	198	122	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	3	18	0	176	7	0	320	241
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

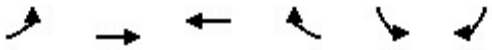


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	18	16	3	21	44
Future Volume (vph)	7	18	16	3	21	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.981		0.909	
Flt Protected		0.986			0.984	
Satd. Flow (prot)	0	1819	1810	0	1650	0
Flt Permitted		0.986			0.984	
Satd. Flow (perm)	0	1819	1810	0	1650	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		1112	809		769	
Travel Time (s)		19.0	13.8		52.4	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	10	26	24	4	31	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	28	0	96	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

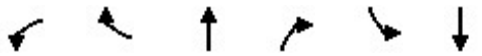
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	76	1206	0	0
Future Volume (vph)	0	0	76	1206	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	3531	0	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3531	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	743			2228	790	
Travel Time (s)	16.9			50.6	18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	83	1311	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1394	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	30	64	1	1	6
Future Volume (vph)	1	30	64	1	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.887	
Flt Protected		0.998			0.992	
Satd. Flow (prot)	0	1841	1841	0	1623	0
Flt Permitted		0.998			0.992	
Satd. Flow (perm)	0	1841	1841	0	1623	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		803	1112		925	
Travel Time (s)		13.7	19.0		63.1	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	2	50	107	2	2	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	52	109	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.4%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	22	132	11	21	195
Future Volume (vph)	31	22	132	11	21	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943		0.990			
Flt Protected	0.972					0.995
Satd. Flow (prot)	1742	0	1847	0	0	1857
Flt Permitted	0.972					0.995
Satd. Flow (perm)	1742	0	1847	0	0	1857
Link Speed (mph)	40		40			40
Link Distance (ft)	165		793			996
Travel Time (s)	2.8		13.5			17.0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	37	27	159	13	25	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	172	0	0	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

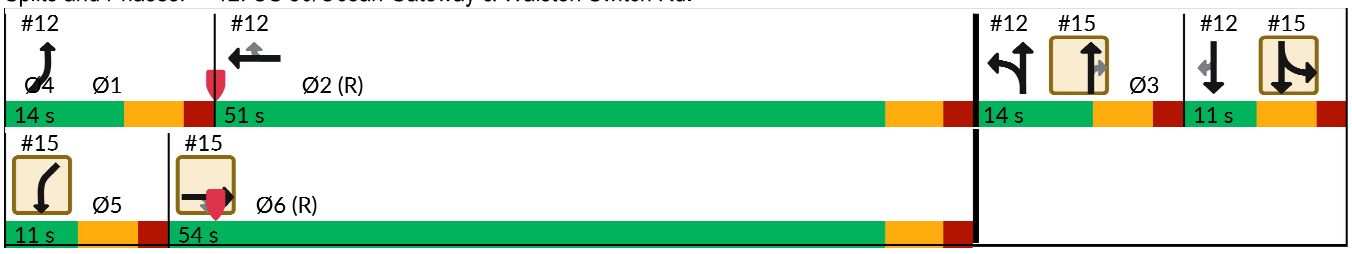
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1130	76	185	61	107	103	57		
Future Volume (vph)	1130	76	185	61	107	103	57		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		520	0				0		
Storage Lanes		1	1				1		
Taper Length (ft)			25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00		
Frt		0.850				0.850			
Flt Protected			0.950	0.975			0.950		
Satd. Flow (prot)	3539	1568	1698	1751	3505	1583	1770		
Flt Permitted			0.950	0.975			0.950		
Satd. Flow (perm)	3539	1568	1698	1751	3505	1583	1770		
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)		182				182			
Link Speed (mph)	55			40	40		30		
Link Distance (ft)	743			170	911		949		
Travel Time (s)	9.2			2.9	15.5		21.6		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	2%	3%	1%	0%	3%	2%	2%		
Adj. Flow (vph)	1215	82	199	66	115	111	61		
Shared Lane Traffic (%)			34%						
Lane Group Flow (vph)	1215	82	131	134	115	111	61		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Left		
Median Width(ft)	0			12	12		12		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15			9	15		
Number of Detectors	2	1	1	2	2	1	1		
Detector Template	Thru	Right	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	100	20	20	100	100	20	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	6	20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94	94				
Detector 2 Size(ft)	6			6	6				
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0	0.0				
Turn Type	NA	Perm	Split	NA	NA	Perm	Prot		
Protected Phases	2		3	3	4		1	5	6

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Permitted Phases		2				4			
Detector Phase	2	2	3	3	4	4	1		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	51.0	51.0	14.0	14.0	11.0	11.0	14.0	11.0	54.0
Total Split (%)	56.7%	56.7%	15.6%	15.6%	12.2%	12.2%	15.6%	12%	60%
Maximum Green (s)	45.0	45.0	8.0	8.0	5.0	5.0	8.0	5.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	48.0	48.0	8.0	8.0	5.0	5.0	7.3		
Actuated g/C Ratio	0.53	0.53	0.09	0.09	0.06	0.06	0.08		
v/c Ratio	0.64	0.09	0.87	0.86	0.59	0.43	0.42		
Control Delay (s/veh)	17.9	0.2	57.9	55.5	54.7	6.1	48.3		
Queue Delay	0.0	0.0	0.0	0.0	1.6	0.0	0.0		
Total Delay (s/veh)	17.9	0.2	57.9	55.5	56.3	6.1	48.3		
LOS	B	A	E	E	E	A	D		
Approach Delay (s/veh)	16.7			56.7	31.7		48.3		
Approach LOS	B			E	C		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 25.3		Intersection LOS: C	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: US 50/Ocean Gateway & Walston Switch Rd.

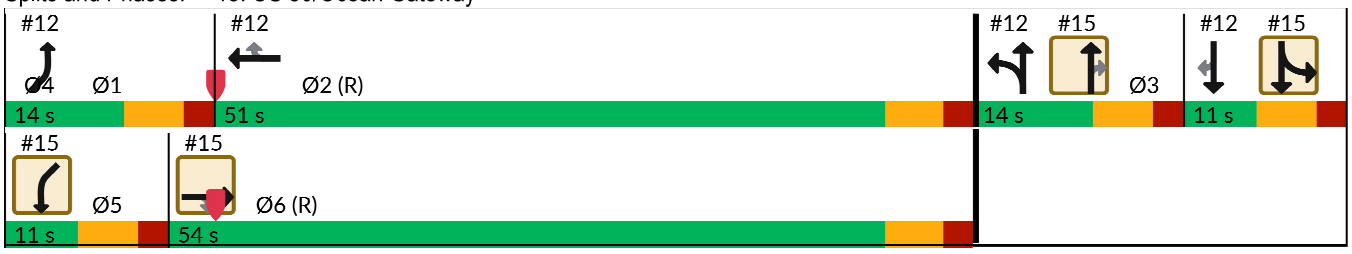


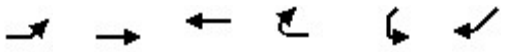
Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Lane Configurations									
Traffic Volume (vph)	1684	262	246	215	42	65	76		
Future Volume (vph)	1684	262	246	215	42	65	76		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		790			0		0		
Storage Lanes		1			1		2		
Taper Length (ft)					25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.97		
Frt		0.850		0.850					
Flt Protected					0.950	0.997	0.950		
Satd. Flow (prot)	3539	1583	3574	1599	1681	1748	3467		
Flt Permitted					0.950	0.997	0.950		
Satd. Flow (perm)	3539	1583	3574	1599	1681	1748	3467		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		276		182					
Link Speed (mph)	55		40			40	30		
Link Distance (ft)	913		537			170	790		
Travel Time (s)	11.3		9.2			2.9	18.0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	1%	2%	3%	1%		
Adj. Flow (vph)	1773	276	259	226	44	68	80		
Shared Lane Traffic (%)					10%				
Lane Group Flow (vph)	1773	276	259	226	40	72	80		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left	Left		
Median Width(ft)	0		12			12	24		
Link Offset(ft)	0		0			0	0		
Crosswalk Width(ft)	16		16			16	16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9		9	15		15		
Number of Detectors	2	1	2	1	1	2	1		
Detector Template	Thru	Right	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94		94			94			
Detector 2 Size(ft)	6		6			6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0		0.0			0.0			
Turn Type	NA	Perm	NA	Perm	Split	NA	Prot		
Protected Phases	6		3		4	4	5	1	2

Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Permitted Phases		6		3					
Detector Phase	6	6	3	3	4	4	5		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	54.0	54.0	14.0	14.0	11.0	11.0	11.0	14.0	51.0
Total Split (%)	60.0%	60.0%	15.6%	15.6%	12.2%	12.2%	12.2%	16%	57%
Maximum Green (s)	48.0	48.0	8.0	8.0	5.0	5.0	5.0	8.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	50.2	50.2	8.0	8.0	5.0	5.0	5.0		
Actuated g/C Ratio	0.56	0.56	0.09	0.09	0.06	0.06	0.06		
v/c Ratio	0.90	0.27	0.82	0.74	0.43	0.74	0.42		
Control Delay (s/veh)	26.4	2.2	61.8	26.1	48.6	76.7	48.0		
Queue Delay	0.0	0.0	2.2	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	26.4	2.2	64.0	26.1	48.6	76.7	48.0		
LOS	C	A	E	C	D	E	D		
Approach Delay (s/veh)	23.1		46.3			66.7	48.0		
Approach LOS	C		D			E	D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 29.7		Intersection LOS: C	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

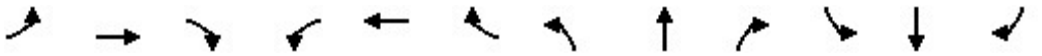
Splits and Phases: 15: US 50/Ocean Gateway





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	57	1946	0	0	0	0
Future Volume (vph)	57	1946	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999				
Satd. Flow (prot)	0	3536	0	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	3536	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		480	913		949	
Travel Time (s)		10.9	20.8		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	2115	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2177	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

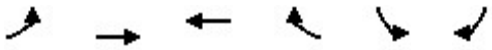
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	5	48	11	10	126	24	170	5	82	168	153
Future Volume (vph)	154	5	48	11	10	126	24	170	5	82	168	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		230	0		0
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850			0.850			0.850
Flt Protected		0.964			0.975			0.994			0.984	
Satd. Flow (prot)	0	1721	0	0	1799	1568	0	1834	1568	0	1815	1568
Flt Permitted		0.964			0.975			0.994			0.984	
Satd. Flow (perm)	0	1721	0	0	1799	1568	0	1834	1568	0	1815	1568
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		358			332			280			537	
Travel Time (s)		8.1			7.5			4.8			9.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	169	5	53	12	11	138	26	187	5	90	185	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	227	0	0	23	138	0	213	5	0	275	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Wor-Wic Community College
Build Condition

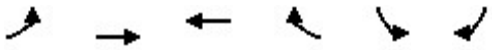


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	104	11	11	40	3	13
Future Volume (vph)	104	11	11	40	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.893		0.892	
Flt Protected		0.957			0.990	
Satd. Flow (prot)	0	1765	1647	0	1629	0
Flt Permitted		0.957			0.990	
Satd. Flow (perm)	0	1765	1647	0	1629	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		1112	809		769	
Travel Time (s)		19.0	13.8		52.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	127	13	13	49	4	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	140	62	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

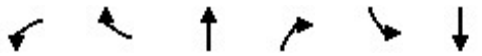
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	147	1366	0	0
Future Volume (vph)	0	0	147	1366	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected				0.995		
Satd. Flow (prot)	0	0	0	3447	0	0
Flt Permitted				0.995		
Satd. Flow (perm)	0	0	0	3447	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	743			2228	790	
Travel Time (s)	16.9			50.6	18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	4%	2%	2%
Adj. Flow (vph)	0	0	160	1485	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1645	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	91	31	3	0	0
Future Volume (vph)	18	91	31	3	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988			
Flt Protected		0.992				
Satd. Flow (prot)	0	1830	1823	0	1845	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1830	1823	0	1845	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		803	1112		925	
Travel Time (s)		13.7	19.0		63.1	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	24	120	41	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	45	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	12	188	111	21	92
Future Volume (vph)	13	12	188	111	21	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935		0.950			
Flt Protected	0.975					0.991
Satd. Flow (prot)	1732	0	1748	0	0	1715
Flt Permitted	0.975					0.991
Satd. Flow (perm)	1732	0	1748	0	0	1715
Link Speed (mph)	40		40			40
Link Distance (ft)	165		793			996
Travel Time (s)	2.8		13.5			17.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	2%	0%	12%
Adj. Flow (vph)	14	13	198	117	22	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	315	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

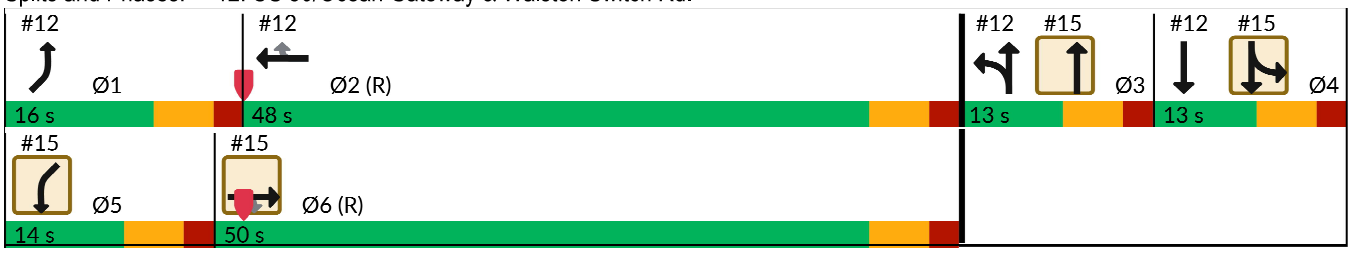
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1283	83	78	65	122	108	133		
Future Volume (vph)	1283	83	78	65	122	108	133		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		520	0				0		
Storage Lanes		1	1				1		
Taper Length (ft)			25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00		
Frt		0.850				0.850			
Flt Protected			0.950	0.995			0.950		
Satd. Flow (prot)	3471	1482	1618	1738	3438	1599	1736		
Flt Permitted			0.950	0.995			0.950		
Satd. Flow (perm)	3471	1482	1618	1738	3438	1599	1736		
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)		182				255			
Link Speed (mph)	55			40	40		55		
Link Distance (ft)	743			170	911		949		
Travel Time (s)	9.2			2.9	15.5		11.8		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	4%	9%	6%	3%	5%	1%	4%		
Adj. Flow (vph)	1380	89	84	70	131	116	143		
Shared Lane Traffic (%)			10%						
Lane Group Flow (vph)	1380	89	76	78	131	116	143		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Left		
Median Width(ft)	0			12	12		12		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15			9	15		
Number of Detectors	2	1	1	2	2	1	1		
Detector Template	Thru	Right	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	100	20	20	100	100	20	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	6	20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94	94				
Detector 2 Size(ft)	6			6	6				
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0	0.0				
Turn Type	NA	Perm	Split	NA	NA	Free	Prot		
Protected Phases	2		3	3	4		1	5	6

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Permitted Phases		2				Free			
Detector Phase	2	2	3	3	4		1		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	48.0	48.0	13.0	13.0	13.0		16.0	14.0	50.0
Total Split (%)	53.3%	53.3%	14.4%	14.4%	14.4%		17.8%	16%	56%
Maximum Green (s)	42.0	42.0	7.0	7.0	7.0		10.0	8.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None		None	None	C-Max
Act Effct Green (s)	42.5	42.5	6.9	6.9	6.9	90.0	9.7		
Actuated g/C Ratio	0.47	0.47	0.08	0.08	0.08	1.00	0.11		
v/c Ratio	0.84	0.11	0.61	0.58	0.50	0.07	0.77		
Control Delay (s/veh)	27.0	0.3	40.1	35.8	46.8	0.1	66.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	27.0	0.3	40.1	35.8	46.8	0.1	66.3		
LOS	C	A	D	D	D	A	E		
Approach Delay (s/veh)	25.4			37.9	24.9		66.3		
Approach LOS	C			D	C		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 29.2		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: US 50/Ocean Gateway & Walston Switch Rd.

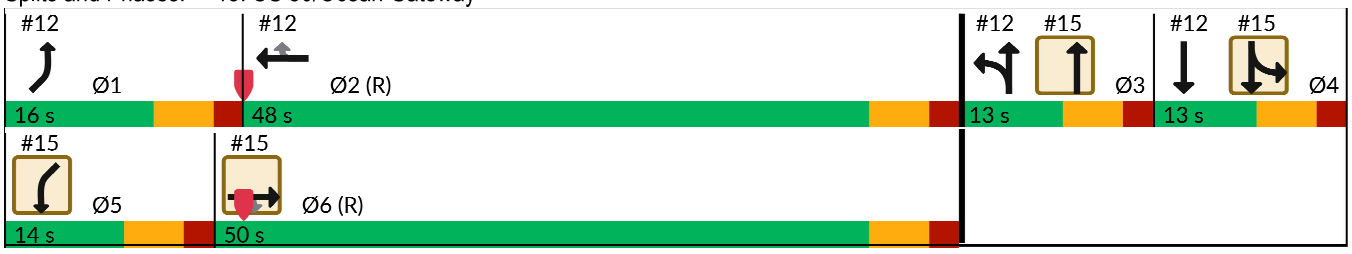


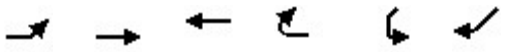
Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Lane Configurations									
Traffic Volume (vph)	1055	462	143	184	44	78	147		
Future Volume (vph)	1055	462	143	184	44	78	147		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		790			0		0		
Storage Lanes		1			1		2		
Taper Length (ft)					25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.97		
Frt		0.850		0.850					
Flt Protected					0.950	0.997	0.950		
Satd. Flow (prot)	3343	1568	3438	1509	1603	1743	3303		
Flt Permitted					0.950	0.997	0.950		
Satd. Flow (perm)	3343	1568	3438	1509	1603	1743	3303		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		477		255					
Link Speed (mph)	55		40			40	30		
Link Distance (ft)	913		537			170	790		
Travel Time (s)	11.3		9.2			2.9	18.0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Heavy Vehicles (%)	8%	3%	5%	7%	7%	3%	6%		
Adj. Flow (vph)	1099	481	149	192	46	81	153		
Shared Lane Traffic (%)					10%				
Lane Group Flow (vph)	1099	481	149	192	41	86	153		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left	Left		
Median Width(ft)	0		12			12	24		
Link Offset(ft)	0		0			0	0		
Crosswalk Width(ft)	16		16			16	16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9		9	15		15		
Number of Detectors	2	1	2	1	1	2	1		
Detector Template	Thru	Right	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94		94			94			
Detector 2 Size(ft)	6		6			6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0		0.0			0.0			
Turn Type	NA	Perm	NA	Free	Split	NA	Prot		
Protected Phases	6		3		4	4	5	1	2

Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Permitted Phases		6		Free					
Detector Phase	6	6	3		4	4	5		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Total Split (s)	50.0	50.0	13.0		13.0	13.0	14.0	16.0	48.0
Total Split (%)	55.6%	55.6%	14.4%		14.4%	14.4%	15.6%	18%	53%
Maximum Green (s)	44.0	44.0	7.0		7.0	7.0	8.0	10.0	42.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None		None	None	None	None	C-Max
Act Effct Green (s)	44.4	44.4	6.9	90.0	6.9	6.9	7.8		
Actuated g/C Ratio	0.49	0.49	0.08	1.00	0.08	0.08	0.09		
v/c Ratio	0.67	0.47	0.56	0.13	0.34	0.65	0.54		
Control Delay (s/veh)	19.8	3.1	48.8	0.2	19.0	43.9	46.8		
Queue Delay	0.0	0.0	0.2	0.0	0.1	0.0	0.0		
Total Delay (s/veh)	19.8	3.1	49.0	0.2	19.1	43.9	46.8		
LOS	B	A	D	A	B	D	D		
Approach Delay (s/veh)	14.7		21.5			35.9	46.8		
Approach LOS	B		C			D	D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 19.2		Intersection LOS: B	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

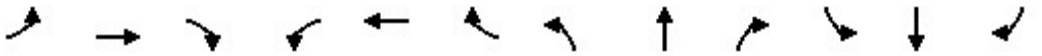
Splits and Phases: 15: US 50/Ocean Gateway





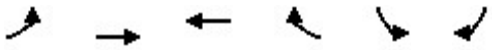
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	133	1517	0	0	0	0
Future Volume (vph)	133	1517	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1736	3374	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1736	3374	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		480	913		949	
Travel Time (s)		10.9	20.8		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	2%	2%	2%	2%
Adj. Flow (vph)	145	1649	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	1649	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	21	36	0	7	31	34	143	13	325	123	241
Future Volume (vph)	159	21	36	0	7	31	34	143	13	325	123	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		230	0		0
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected		0.964						0.991			0.965	
Satd. Flow (prot)	0	1739	0	0	1845	1568	0	1828	1568	0	1780	1568
Flt Permitted		0.964						0.991			0.965	
Satd. Flow (perm)	0	1739	0	0	1845	1568	0	1828	1568	0	1780	1568
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		358			332			280			537	
Travel Time (s)		8.1			7.5			4.8			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	169	22	38	0	7	33	36	152	14	346	131	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	229	0	0	7	33	0	188	14	0	477	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

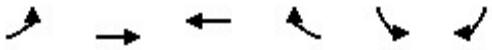


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	21	18	7	38	77
Future Volume (vph)	13	21	18	7	38	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962		0.910	
Flt Protected		0.981			0.984	
Satd. Flow (prot)	0	1810	1775	0	1652	0
Flt Permitted		0.981			0.984	
Satd. Flow (perm)	0	1810	1775	0	1652	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		1112	809		769	
Travel Time (s)		19.0	13.8		52.4	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	19	31	26	10	56	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	50	36	0	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

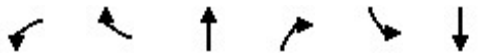
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	90	1281	0	0
Future Volume (vph)	0	0	90	1281	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	3531	0	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3531	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	743			2228	790	
Travel Time (s)	16.9			50.6	18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	98	1392	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1490	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	37	98	3	3	12
Future Volume (vph)	3	37	98	3	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.892	
Flt Protected		0.996			0.990	
Satd. Flow (prot)	0	1837	1837	0	1629	0
Flt Permitted		0.996			0.990	
Satd. Flow (perm)	0	1837	1837	0	1629	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		803	1112		925	
Travel Time (s)		13.7	19.0		63.1	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	62	163	5	5	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	168	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	68	24	145	18	23	215
Future Volume (vph)	68	24	145	18	23	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965		0.985			
Flt Protected	0.964					0.995
Satd. Flow (prot)	1767	0	1839	0	0	1857
Flt Permitted	0.964					0.995
Satd. Flow (perm)	1767	0	1839	0	0	1857
Link Speed (mph)	40		40			40
Link Distance (ft)	165		793			996
Travel Time (s)	2.8		13.5			17.0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	82	29	175	22	28	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	197	0	0	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

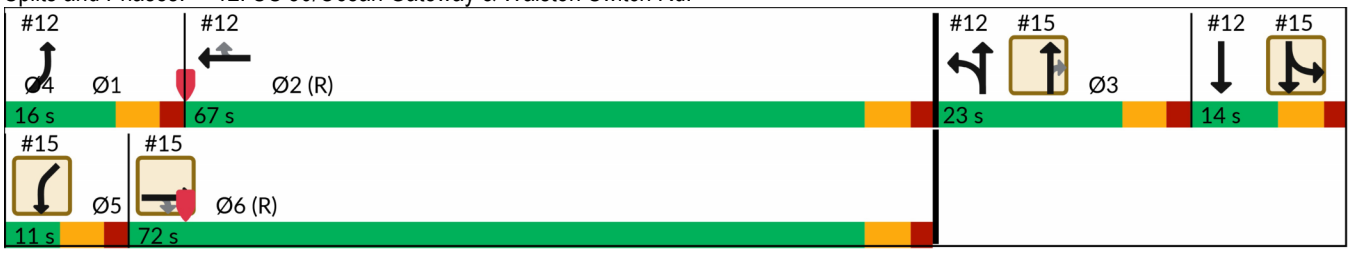
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1200	81	232	77	122	110	62		
Future Volume (vph)	1200	81	232	77	122	110	62		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		520	0				0		
Storage Lanes		1	1				1		
Taper Length (ft)			25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00		
Frt		0.850				0.850			
Flt Protected			0.950	0.975			0.950		
Satd. Flow (prot)	3539	1568	1698	1751	3505	1583	1770		
Flt Permitted			0.950	0.975			0.950		
Satd. Flow (perm)	3539	1568	1698	1751	3505	1583	1770		
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)		136				191			
Link Speed (mph)	55			40	40		30		
Link Distance (ft)	743			170	911		949		
Travel Time (s)	9.2			2.9	15.5		21.6		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	2%	3%	1%	0%	3%	2%	2%		
Adj. Flow (vph)	1290	87	249	83	131	118	67		
Shared Lane Traffic (%)			34%						
Lane Group Flow (vph)	1290	87	164	168	131	118	67		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Left		
Median Width(ft)	0			12	12		12		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15			9	15		
Number of Detectors	2	1	1	2	2	1	1		
Detector Template	Thru	Right	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	100	20	20	100	100	20	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	6	20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94	94				
Detector 2 Size(ft)	6			6	6				
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0	0.0				
Turn Type	NA	Perm	Split	NA	NA	Free	Prot		
Protected Phases	2		3	3	4		1	5	6

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Permitted Phases		2				Free			
Detector Phase	2	2	3	3	4		1		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	67.0	67.0	23.0	23.0	14.0		16.0	11.0	72.0
Total Split (%)	55.8%	55.8%	19.2%	19.2%	11.7%		13.3%	9%	60%
Maximum Green (s)	61.0	61.0	17.0	17.0	8.0		10.0	5.0	66.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None		None	None	C-Max
Act Effct Green (s)	65.7	65.7	15.9	15.9	7.9	120.0	8.9		
Actuated g/C Ratio	0.55	0.55	0.13	0.13	0.07	1.00	0.07		
v/c Ratio	0.67	0.09	0.73	0.72	0.57	0.07	0.52		
Control Delay (s/veh)	22.8	0.7	23.7	22.7	64.5	0.1	67.2		
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0		
Total Delay (s/veh)	22.8	0.7	23.7	22.7	64.7	0.1	67.2		
LOS	C	A	C	C	E	A	E		
Approach Delay (s/veh)	21.4			23.2	34.1		67.2		
Approach LOS	C			C	C		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 24.7		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: US 50/Ocean Gateway & Walston Switch Rd.

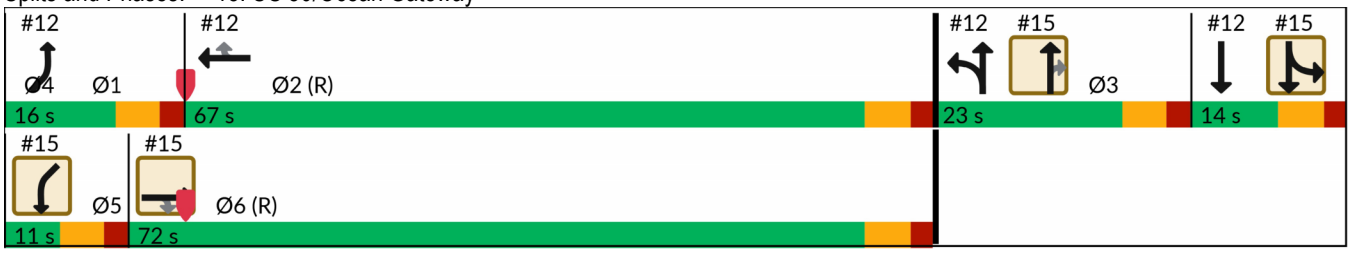


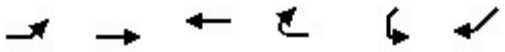
Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Lane Configurations									
Traffic Volume (vph)	1788	311	309	270	45	77	90		
Future Volume (vph)	1788	311	309	270	45	77	90		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		790			0		0		
Storage Lanes		1			1		2		
Taper Length (ft)					25		25		
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.97		
Frt		0.850		0.850					
Flt Protected					0.950	0.997	0.950		
Satd. Flow (prot)	3539	1583	3574	1599	1681	1748	3467		
Flt Permitted					0.950	0.997	0.950		
Satd. Flow (perm)	3539	1583	3574	1599	1681	1748	3467		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		327		136					
Link Speed (mph)	55		40			40	30		
Link Distance (ft)	913		537			170	790		
Travel Time (s)	11.3		9.2			2.9	18.0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	1%	2%	3%	1%		
Adj. Flow (vph)	1882	327	325	284	47	81	95		
Shared Lane Traffic (%)					10%				
Lane Group Flow (vph)	1882	327	325	284	42	86	95		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left	Left		
Median Width(ft)	0		12			12	24		
Link Offset(ft)	0		0			0	0		
Crosswalk Width(ft)	16		16			16	16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9		9	15		15		
Number of Detectors	2	1	2	1	1	2	1		
Detector Template	Thru	Right	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94		94			94			
Detector 2 Size(ft)	6		6			6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0		0.0			0.0			
Turn Type	NA	Perm	NA	Perm	Split	NA	Prot		
Protected Phases	6		3		4	4	5	1	2

Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Permitted Phases		6		3					
Detector Phase	6	6	3	3	4	4	5		
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	72.0	72.0	23.0	23.0	14.0	14.0	11.0	16.0	67.0
Total Split (%)	60.0%	60.0%	19.2%	19.2%	11.7%	11.7%	9.2%	13%	56%
Maximum Green (s)	66.0	66.0	17.0	17.0	8.0	8.0	5.0	10.0	61.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	67.2	67.2	15.9	15.9	7.9	7.9	5.0		
Actuated g/C Ratio	0.56	0.56	0.13	0.13	0.07	0.07	0.04		
v/c Ratio	0.95	0.32	0.69	0.86	0.38	0.75	0.66		
Control Delay (s/veh)	37.2	2.3	57.5	50.9	24.6	61.0	78.3		
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0		
Total Delay (s/veh)	37.2	2.3	57.5	50.9	25.0	61.0	78.3		
LOS	D	A	E	D	C	E	E		
Approach Delay (s/veh)	32.0		54.4			49.2	78.3		
Approach LOS	C		D			D	E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 38.7		Intersection LOS: D	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

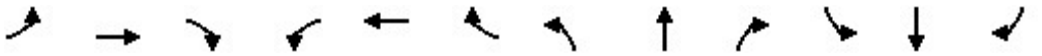
Splits and Phases: 15: US 50/Ocean Gateway





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	62	2099	0	0	0	0
Future Volume (vph)	62	2099	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999				
Satd. Flow (prot)	0	3536	0	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	3536	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		480	913		949	
Travel Time (s)		10.9	20.8		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	2282	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2349	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

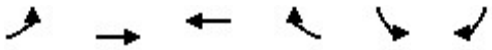
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	10	51	20	18	221	27	181	10	137	179	163
Future Volume (vph)	164	10	51	20	18	221	27	181	10	137	179	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		230	0		0
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969				0.850			0.850			0.850
Flt Protected		0.965			0.974			0.993			0.979	
Satd. Flow (prot)	0	1725	0	0	1797	1568	0	1832	1568	0	1806	1568
Flt Permitted		0.965			0.974			0.993			0.979	
Satd. Flow (perm)	0	1725	0	0	1797	1568	0	1832	1568	0	1806	1568
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		358			332			280			537	
Travel Time (s)		8.1			7.5			4.8			9.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	180	11	56	22	20	243	30	199	11	151	197	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	0	42	243	0	229	11	0	348	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Wor-Wic Community College Build Condition with Right-Out

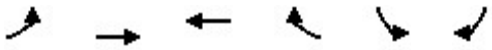


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	104	11	11	40	3	13
Future Volume (vph)	104	11	11	40	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1765	1647	0	1629	0
Flt Permitted		0.957			0.990	
Satd. Flow (perm)	0	1765	1647	0	1629	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		1112	809		769	
Travel Time (s)		19.0	13.8		52.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	127	13	13	49	4	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	140	62	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	147	1366	0	0
Future Volume (vph)	0	0	147	1366	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	3447	0	0
Flt Permitted				0.995		
Satd. Flow (perm)	0	0	0	3447	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	743			2228	790	
Travel Time (s)	16.9			50.6	18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	4%	2%	2%
Adj. Flow (vph)	0	0	160	1485	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1645	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	91	31	3	0	0
Future Volume (vph)	18	91	31	3	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1830	1823	0	1845	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1830	1823	0	1845	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		803	1112		925	
Travel Time (s)		13.7	19.0		63.1	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	24	120	41	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	45	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	12	188	111	21	92
Future Volume (vph)	13	12	188	111	21	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1732	0	1748	0	0	1715
Flt Permitted	0.975					0.991
Satd. Flow (perm)	1732	0	1748	0	0	1715
Link Speed (mph)	40		40			40
Link Distance (ft)	165		793			996
Travel Time (s)	2.8		13.5			17.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	2%	0%	12%
Adj. Flow (vph)	14	13	198	117	22	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	315	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

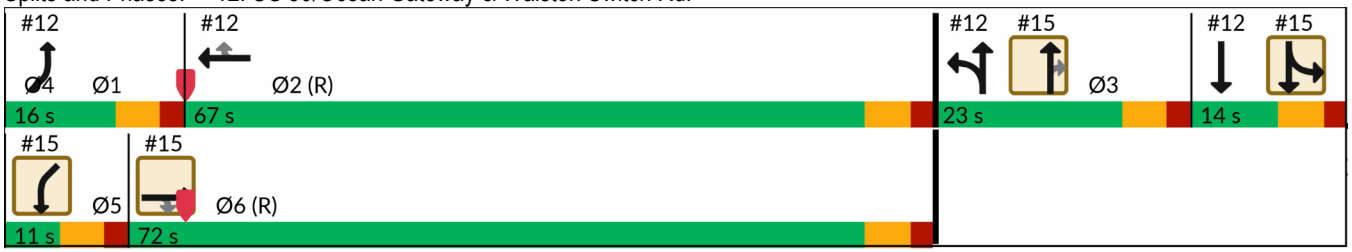
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1200	81	232	77	122	110	62		
Future Volume (vph)	1200	81	232	77	122	110	62		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		520	0				0		
Storage Lanes		1	1				1		
Taper Length (ft)			25				25		
Satd. Flow (prot)	3539	1568	1698	1751	3505	1583	1770		
Flt Permitted			0.950	0.975			0.950		
Satd. Flow (perm)	3539	1568	1698	1751	3505	1583	1770		
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)		136				191			
Link Speed (mph)	55			40	40		30		
Link Distance (ft)	743			170	911		949		
Travel Time (s)	9.2			2.9	15.5		21.6		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	2%	3%	1%	0%	3%	2%	2%		
Adj. Flow (vph)	1290	87	249	83	131	118	67		
Shared Lane Traffic (%)			34%						
Lane Group Flow (vph)	1290	87	164	168	131	118	67		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Left		
Median Width(ft)	0			12	12		12		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15			9	15		
Number of Detectors	2	1	1	2	2	1	1		
Detector Template	Thru	Right	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	100	20	20	100	100	20	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	6	20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94	94				
Detector 2 Size(ft)	6			6	6				
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0	0.0				
Turn Type	NA	Perm	Split	NA	NA	Free	Prot		
Protected Phases	2		3	3	4		1	5	6
Permitted Phases		2				Free			
Detector Phase	2	2	3	3	4		1		
Switch Phase									

Lanes, Volumes, Timings
12: US 50/Ocean Gateway & Walston Switch Rd. 06/13/2025

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	67.0	67.0	23.0	23.0	14.0		16.0	11.0	72.0
Total Split (%)	55.8%	55.8%	19.2%	19.2%	11.7%		13.3%	9%	60%
Maximum Green (s)	61.0	61.0	17.0	17.0	8.0		10.0	5.0	66.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None		None	None	C-Max
Act Effct Green (s)	66.0	66.0	15.7	15.7	7.9	120.0	8.9		
Actuated g/C Ratio	0.55	0.55	0.13	0.13	0.07	1.00	0.07		
v/c Ratio	0.66	0.09	0.74	0.73	0.57	0.07	0.52		
Control Delay (s/veh)	22.6	0.7	24.6	23.6	64.5	0.1	67.2		
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0		
Total Delay (s/veh)	22.6	0.7	24.6	23.6	64.7	0.1	67.2		
LOS	C	A	C	C	E	A	E		
Approach Delay (s/veh)	21.2			24.1	34.1		67.2		
Approach LOS	C			C	C		E		
90th %ile Green (s)	61.0	61.0	17.0	17.0	8.0		10.0	5.0	66.0
90th %ile Term Code	Coord	Coord	Max	Max	Max		Max	Max	Coord
70th %ile Green (s)	61.0	61.0	17.0	17.0	8.0		10.0	5.0	66.0
70th %ile Term Code	Coord	Coord	Max	Max	Max		Max	Max	Coord
50th %ile Green (s)	61.1	61.1	17.0	17.0	8.0		9.9	5.0	66.0
50th %ile Term Code	Coord	Coord	Max	Max	Max		Gap	Max	Coord
30th %ile Green (s)	64.3	64.3	15.4	15.4	8.0		8.3	5.0	67.6
30th %ile Term Code	Coord	Coord	Gap	Gap	Max		Gap	Max	Coord
10th %ile Green (s)	82.4	82.4	12.0	12.0	7.6		0.0	5.0	71.4
10th %ile Term Code	Coord	Coord	Gap	Gap	Gap		Skip	Max	Coord

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 24.8		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: US 50/Ocean Gateway & Walston Switch Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1271	0	0	0	0	12
Future Volume (vph)	1271	0	0	0	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3505	0	0	0	0	1596
Flt Permitted						
Satd. Flow (perm)	3505	0	0	0	0	1596
Link Speed (mph)	55			30	10	
Link Distance (ft)	616			1469	291	
Travel Time (s)	7.6			33.4	19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	1382	0	0	0	0	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1382	0	0	0	0	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

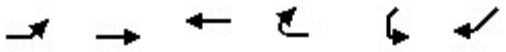
Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Lane Configurations									
Traffic Volume (vph)	1788	311	309	199	45	77	90		
Future Volume (vph)	1788	311	309	199	45	77	90		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		790			0		0		
Storage Lanes		1			1		2		
Taper Length (ft)					25		25		
Satd. Flow (prot)	3539	1583	3574	1599	1681	1748	3467		
Flt Permitted					0.950	0.997	0.950		
Satd. Flow (perm)	3539	1583	3574	1599	1681	1748	3467		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		327		136					
Link Speed (mph)	55		40			40	30		
Link Distance (ft)	913		537			170	790		
Travel Time (s)	11.3		9.2			2.9	18.0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	1%	2%	3%	1%		
Adj. Flow (vph)	1882	327	325	209	47	81	95		
Shared Lane Traffic (%)					10%				
Lane Group Flow (vph)	1882	327	325	209	42	86	95		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left	Left		
Median Width(ft)	0		12			12	24		
Link Offset(ft)	0		0			0	0		
Crosswalk Width(ft)	16		16			16	16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9		9	15		15		
Number of Detectors	2	1	2	1	1	2	1		
Detector Template	Thru	Right	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94		94			94			
Detector 2 Size(ft)	6		6			6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0		0.0			0.0			
Turn Type	NA	Perm	NA	Perm	Split	NA	Prot		
Protected Phases	6		3		4	4	5	1	2
Permitted Phases		6		3					
Detector Phase	6	6	3	3	4	4	5		
Switch Phase									

Lanes, Volumes, Timings
15: US 50/Ocean Gateway 06/13/2025

Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	72.0	72.0	23.0	23.0	14.0	14.0	11.0	16.0	67.0
Total Split (%)	60.0%	60.0%	19.2%	19.2%	11.7%	11.7%	9.2%	13%	56%
Maximum Green (s)	66.0	66.0	17.0	17.0	8.0	8.0	5.0	10.0	61.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	67.4	67.4	15.7	15.7	7.9	7.9	5.0		
Actuated g/C Ratio	0.56	0.56	0.13	0.13	0.07	0.07	0.04		
v/c Ratio	0.95	0.32	0.70	0.64	0.38	0.75	0.66		
Control Delay (s/veh)	36.5	2.3	58.2	27.6	24.6	61.0	78.3		
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0		
Total Delay (s/veh)	36.5	2.3	58.2	27.6	25.0	61.0	78.3		
LOS	D	A	E	C	C	E	E		
Approach Delay (s/veh)	31.5		46.2			49.2	78.3		
Approach LOS	C		D			D	E		
90th %ile Green (s)	66.0	66.0	17.0	17.0	8.0	8.0	5.0	10.0	61.0
90th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Max	Coord
70th %ile Green (s)	66.0	66.0	17.0	17.0	8.0	8.0	5.0	10.0	61.0
70th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Max	Coord
50th %ile Green (s)	66.0	66.0	17.0	17.0	8.0	8.0	5.0	9.9	61.1
50th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Gap	Coord
30th %ile Green (s)	67.6	67.6	15.4	15.4	8.0	8.0	5.0	8.3	64.3
30th %ile Term Code	Coord	Coord	Gap	Gap	Max	Max	Max	Gap	Coord
10th %ile Green (s)	71.4	71.4	12.0	12.0	7.6	7.6	5.0	0.0	82.4
10th %ile Term Code	Coord	Coord	Gap	Gap	Gap	Gap	Max	Skip	Coord

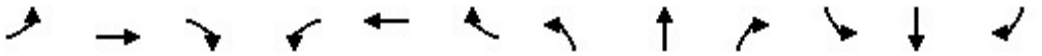
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 36.4		Intersection LOS: D	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 15: US 50/Ocean Gateway



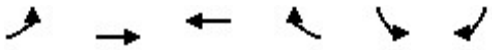
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	133	1517	0	0	0	0
Future Volume (vph)	133	1517	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1736	3374	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1736	3374	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		480	913		949	
Travel Time (s)		10.9	20.8		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	2%	2%	2%	2%
Adj. Flow (vph)	145	1649	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	1649	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	21	36	0	7	19	34	143	13	325	123	241
Future Volume (vph)	159	21	36	0	7	19	34	143	13	325	123	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		230	0		0
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1739	0	0	1845	1568	0	1828	1568	0	1780	1568
Flt Permitted		0.964						0.991			0.965	
Satd. Flow (perm)	0	1739	0	0	1845	1568	0	1828	1568	0	1780	1568
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		358			332			280			537	
Travel Time (s)		8.1			7.5			4.8			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	169	22	38	0	7	20	36	152	14	346	131	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	229	0	0	7	20	0	188	14	0	477	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

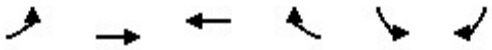


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	21	18	7	38	77
Future Volume (vph)	13	21	18	7	38	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1810	1775	0	1652	0
Flt Permitted		0.981			0.984	
Satd. Flow (perm)	0	1810	1775	0	1652	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		1112	809		769	
Travel Time (s)		19.0	13.8		52.4	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	19	31	26	10	56	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	50	36	0	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

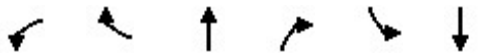
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	90	1281	0	0
Future Volume (vph)	0	0	90	1281	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	3531	0	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3531	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	743			2228	790	
Travel Time (s)	16.9			50.6	18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	98	1392	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1490	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	37	98	3	3	12
Future Volume (vph)	3	37	98	3	3	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1837	1837	0	1629	0
Flt Permitted		0.996			0.990	
Satd. Flow (perm)	0	1837	1837	0	1629	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		803	1112		925	
Travel Time (s)		13.7	19.0		63.1	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	62	163	5	5	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	168	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	68	24	145	18	23	215
Future Volume (vph)	68	24	145	18	23	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1767	0	1839	0	0	1857
Flt Permitted	0.964					0.995
Satd. Flow (perm)	1767	0	1839	0	0	1857
Link Speed (mph)	40		40			40
Link Distance (ft)	165		793			996
Travel Time (s)	2.8		13.5			17.0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	82	29	175	22	28	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	197	0	0	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1200	81	232	77	122	110	62		
Future Volume (vph)	1200	81	232	77	122	110	62		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		520	0				0		
Storage Lanes		1	1				1		
Taper Length (ft)			25				25		
Satd. Flow (prot)	3539	1568	1698	1751	3505	1583	1770		
Flt Permitted			0.950	0.975			0.950		
Satd. Flow (perm)	3539	1568	1698	1751	3505	1583	1770		
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)		182				255			
Link Speed (mph)	55			40	40		30		
Link Distance (ft)	743			170	911		949		
Travel Time (s)	9.2			2.9	15.5		21.6		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	2%	3%	1%	0%	3%	2%	2%		
Adj. Flow (vph)	1290	87	249	83	131	118	67		
Shared Lane Traffic (%)			34%						
Lane Group Flow (vph)	1290	87	164	168	131	118	67		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right	Left		
Median Width(ft)	0			12	12		12		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9	15			9	15		
Number of Detectors	2	1	1	2	2	1	1		
Detector Template	Thru	Right	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	100	20	20	100	100	20	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6	6	20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94	94				
Detector 2 Size(ft)	6			6	6				
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0	0.0				
Turn Type	NA	Perm	Split	NA	NA	Free	Prot		
Protected Phases	2		3	3	4		1	5	6
Permitted Phases		2				Free			
Detector Phase	2	2	3	3	4		1		
Switch Phase									

Lanes, Volumes, Timings
12: US 50/Ocean Gateway & Walston Switch Rd.

05/27/2025

Lane Group	WBT	WBR	NBL	NBT	SBT	SBR2	NEL	Ø5	Ø6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	49.0	49.0	15.0	15.0	11.0		15.0	11.0	53.0
Total Split (%)	54.4%	54.4%	16.7%	16.7%	12.2%		16.7%	12%	59%
Maximum Green (s)	43.0	43.0	9.0	9.0	5.0		9.0	5.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None		None	None	C-Max
Act Effct Green (s)	46.4	46.4	9.0	9.0	5.0	90.0	7.9		
Actuated g/C Ratio	0.52	0.52	0.10	0.10	0.06	1.00	0.09		
v/c Ratio	0.71	0.10	0.97	0.96	0.68	0.07	0.43		
Control Delay (s/veh)	20.4	0.2	65.2	61.9	60.0	0.1	47.3		
Queue Delay	0.0	0.0	0.0	0.0	3.4	0.0	0.0		
Total Delay (s/veh)	20.4	0.2	65.2	61.9	63.4	0.1	47.3		
LOS	C	A	E	E	E	A	D		
Approach Delay (s/veh)	19.1			63.6	33.4		47.3		
Approach LOS	B			E	C		D		
90th %ile Green (s)	43.0	43.0	9.0	9.0	5.0		9.0	5.0	47.0
90th %ile Term Code	Coord	Coord	Max	Max	Max		Max	Max	Coord
70th %ile Green (s)	43.0	43.0	9.0	9.0	5.0		9.0	5.0	47.0
70th %ile Term Code	Coord	Coord	Max	Max	Max		Max	Max	Coord
50th %ile Green (s)	43.3	43.3	9.0	9.0	5.0		8.7	5.0	47.0
50th %ile Term Code	Coord	Coord	Max	Max	Max		Gap	Max	Coord
30th %ile Green (s)	44.6	44.6	9.0	9.0	5.0		7.4	5.0	47.0
30th %ile Term Code	Coord	Coord	Max	Max	Max		Gap	Max	Coord
10th %ile Green (s)	58.0	58.0	9.0	9.0	5.0		0.0	0.0	58.0
10th %ile Term Code	Coord	Coord	Max	Max	Max		Skip	Skip	Coord

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

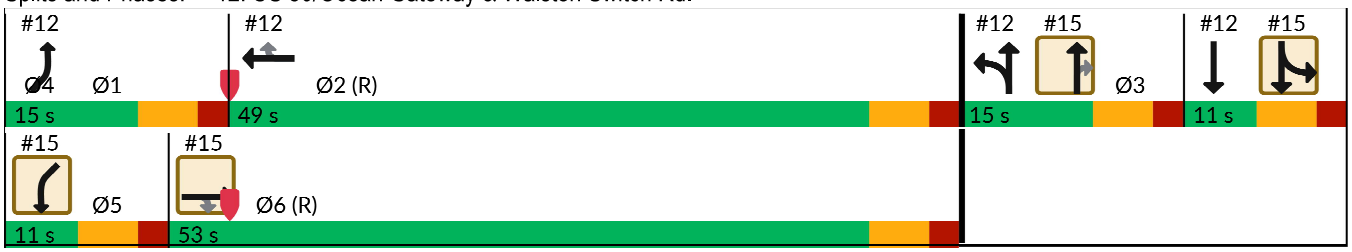
Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 29.1 Intersection LOS: C

Intersection Capacity Utilization 70.0% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 12: US 50/Ocean Gateway & Walston Switch Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2032	0	0	0	0	71
Future Volume (vph)	2032	0	0	0	0	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3505	0	0	0	0	1596
Flt Permitted						
Satd. Flow (perm)	3505	0	0	0	0	1596
Link Speed (mph)	55			30	10	
Link Distance (ft)	701			1455	372	
Travel Time (s)	8.7			33.1	25.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	2209	0	0	0	0	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2209	0	0	0	0	77
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Lane Configurations									
Traffic Volume (vph)	1788	311	309	199	45	77	90		
Future Volume (vph)	1788	311	309	199	45	77	90		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		790			0		0		
Storage Lanes		1			1		2		
Taper Length (ft)					25		25		
Satd. Flow (prot)	3539	1583	3574	1599	1681	1748	3467		
Flt Permitted					0.950	0.997	0.950		
Satd. Flow (perm)	3539	1583	3574	1599	1681	1748	3467		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		327		182					
Link Speed (mph)	55		40			40	30		
Link Distance (ft)	913		537			170	790		
Travel Time (s)	11.3		9.2			2.9	18.0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	1%	2%	3%	1%		
Adj. Flow (vph)	1882	327	325	209	47	81	95		
Shared Lane Traffic (%)					10%				
Lane Group Flow (vph)	1882	327	325	209	42	86	95		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	Left	Left	Left		
Median Width(ft)	0		12			12	24		
Link Offset(ft)	0		0			0	0		
Crosswalk Width(ft)	16		16			16	16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)		9		9	15		15		
Number of Detectors	2	1	2	1	1	2	1		
Detector Template	Thru	Right	Thru	Right	Left	Thru	Left		
Leading Detector (ft)	100	20	100	20	20	100	20		
Trailing Detector (ft)	0	0	0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0		
Detector 1 Size(ft)	6	20	6	20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94		94			94			
Detector 2 Size(ft)	6		6			6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0		0.0			0.0			
Turn Type	NA	Perm	NA	Perm	Split	NA	Prot		
Protected Phases	6		3		4	4	5	1	2
Permitted Phases		6		3					
Detector Phase	6	6	3	3	4	4	5		
Switch Phase									

Lanes, Volumes, Timings
15: US 50/Ocean Gateway

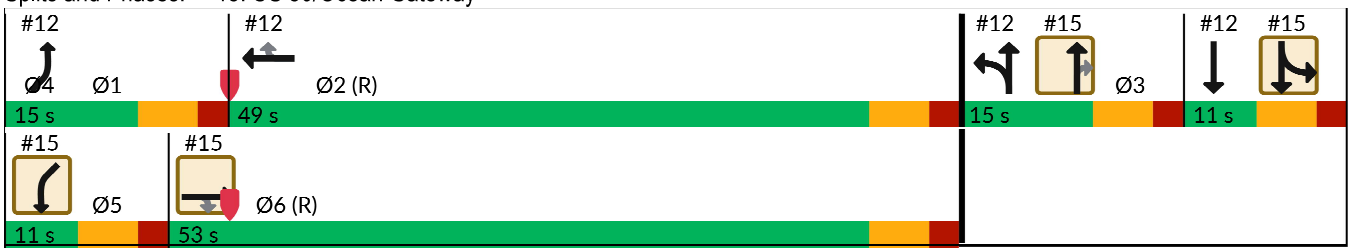
05/27/2025

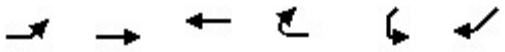
Lane Group	EBT	EBR	NBT	NBR2	SBL	SBT	SWL	Ø1	Ø2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	53.0	53.0	15.0	15.0	11.0	11.0	11.0	15.0	49.0
Total Split (%)	58.9%	58.9%	16.7%	16.7%	12.2%	12.2%	12.2%	17%	54%
Maximum Green (s)	47.0	47.0	9.0	9.0	5.0	5.0	5.0	9.0	43.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None	None	None	C-Max
Act Effct Green (s)	49.2	49.2	9.0	9.0	5.0	5.0	5.0		
Actuated g/C Ratio	0.55	0.55	0.10	0.10	0.06	0.06	0.06		
v/c Ratio	0.97	0.32	0.91	0.65	0.45	0.89	0.49		
Control Delay (s/veh)	36.8	2.3	71.2	19.0	52.2	98.7	50.5		
Queue Delay	0.0	0.0	5.2	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	36.8	2.3	76.5	19.0	52.2	98.7	50.5		
LOS	D	A	E	B	D	F	D		
Approach Delay (s/veh)	31.7		54.0			83.5	50.5		
Approach LOS	C		D			F	D		
90th %ile Green (s)	47.0	47.0	9.0	9.0	5.0	5.0	5.0	9.0	43.0
90th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Max	Coord
70th %ile Green (s)	47.0	47.0	9.0	9.0	5.0	5.0	5.0	9.0	43.0
70th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Max	Coord
50th %ile Green (s)	47.0	47.0	9.0	9.0	5.0	5.0	5.0	8.7	43.3
50th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Gap	Coord
30th %ile Green (s)	47.0	47.0	9.0	9.0	5.0	5.0	5.0	7.4	44.6
30th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Max	Gap	Coord
10th %ile Green (s)	58.0	58.0	9.0	9.0	5.0	5.0	0.0	0.0	58.0
10th %ile Term Code	Coord	Coord	Max	Max	Max	Max	Skip	Skip	Coord

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay (s/veh): 38.5 Intersection LOS: D
Intersection Capacity Utilization 86.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 15: US 50/Ocean Gateway





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	62	2099	0	0	0	0
Future Volume (vph)	62	2099	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3536	0	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	3536	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		480	913		949	
Travel Time (s)		10.9	20.8		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	2282	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2349	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	10	51	20	18	150	27	181	10	137	179	163
Future Volume (vph)	164	10	51	20	18	150	27	181	10	137	179	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		230	0		0
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1725	0	0	1797	1568	0	1832	1568	0	1806	1568
Flt Permitted		0.965			0.974			0.993			0.979	
Satd. Flow (perm)	0	1725	0	0	1797	1568	0	1832	1568	0	1806	1568
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		358			332			280			537	
Travel Time (s)		8.1			7.5			4.8			9.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	180	11	56	22	20	165	30	199	11	151	197	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	0	42	165	0	229	11	0	348	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

HCS Freeway Merge Report

Project Information			
Analyst	SHA	Date	5/22/2025
Agency	SHA	Analysis Year	2025
Jurisdiction	Maryland	Time Analyzed	AM Peak
Project Description		Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	25.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	1271	12
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	1393 | 1406	13
Capacity (c_{md}), pc/h	4600	1900
Adjusted Capacity (c_{mda}), pc/h	4600	1900
Volume-to-Capacity Ratio (v/c)	0.31	0.01

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	1393	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1406	Ramp Junction Speed (S), mi/h	55.0
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	12.8
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	9.0

HCS Freeway Merge Report

Project Information			
Analyst	SHA	Date	5/22/2025
Agency	SHA	Analysis Year	2025
Jurisdiction	Maryland	Time Analyzed	AM Peak
Project Description		Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	1271	12
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	1393 | 1406	13
Capacity (c_{md}), pc/h	4600	1900
Adjusted Capacity (c_{mda}), pc/h	4600	1900
Volume-to-Capacity Ratio (v/c)	0.31	0.01

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.1
Flow in Lanes 1 and 2 (v_{12}), pc/h	1393	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1406	Ramp Junction Speed (S), mi/h	55.1
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	12.8
Level of Service (LOS)	A	Density in Ramp Influence Area (D_R), pc/mi/ln	9.6

HCS Freeway Merge Report

Project Information			
Analyst	SHA	Date	5/22/2025
Agency	SHA	Analysis Year	2025
Jurisdiction	Maryland	Time Analyzed	PM Peak
Project Description		Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	2032	71
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	2226 | 2304	78
Capacity (c_{md}), pc/h	4600	1900
Adjusted Capacity (c_{mda}), pc/h	4600	1900
Volume-to-Capacity Ratio (v/c)	0.50	0.04

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	54.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	2226	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2304	Ramp Junction Speed (S), mi/h	54.7
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	21.1
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	16.6

HCS Freeway Merge Report

Project Information			
Analyst	SHA	Date	5/22/2025
Agency	SHA	Analysis Year	2025
Jurisdiction	Maryland	Time Analyzed	PM Peak
Project Description		Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	25.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	2032	71
Peak Hour Factor (PHF)	0.94	0.94
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	2226 | 2304	78
Capacity (c_{md}), pc/h	4600	1900
Adjusted Capacity (c_{mda}), pc/h	4600	1900
Volume-to-Capacity Ratio (v/c)	0.50	0.04

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	54.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2226	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2304	Ramp Junction Speed (S), mi/h	54.6
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	21.1
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	16.0

LANE SUMMARY

Site: 101 [Waston Switch Rounabout (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wor-Wic Community College
Site Category: Existing Design
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Walston Switch Road															
Lane 1[d]	188	3.0	188	3.0	815	0.231	100	6.9	LOS A	0.9	23.6	Full	1600	0.0	0.0
Lane 2	14	3.0	14	3.0	1626	0.009	100	0.0	LOS A	0.0	0.0	Short	150	0.0	NA
Approach	202	3.0	202	3.0		0.231		6.4	LOS A	0.9	23.6				
East: Campus Drive															
Lane 1[d]	35	3.0	35	3.0	968	0.036	100	4.0	LOS A	0.1	3.3	Full	1600	0.0	0.0
Lane 2	7	3.0	7	3.0	968	0.007	20[6]	3.8	LOS A	0.0	0.7	Full	1600	0.0	0.0
Approach	41	3.0	41	3.0		0.036		4.0	LOS A	0.1	3.3				
North: Walston Switch Road															
Lane 1[d]	477	3.0	477	3.0	1319	0.361	100	5.8	LOS A	2.1	52.6	Full	1600	0.0	0.0
Lane 2	256	3.0	256	3.0	1626	0.158	100	0.0	LOS A	0.0	0.0	Short	120	0.0	NA
Approach	733	3.0	733	3.0		0.361		3.8	LOS A	2.1	52.6				
West: Summer Drive															
Lane 1[d]	230	3.0	230	3.0	798	0.288	100	7.7	LOS A	1.3	33.2	Full	1600	0.0	0.0
Approach	230	3.0	230	3.0		0.288		7.7	LOS A	1.3	33.2				
All Vehicles	1206	3.0	1206	3.0		0.361		5.0	LOS A	2.1	52.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Walston Switch Road

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	33	152	-	188	3.0	815	0.231	100	NA	NA
Lane 2	-	-	-	14	14	3.0	1626	0.009	100	0.0	1

Approach	3	33	152	14	202	3.0		0.231				
East: Campus Drive												
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	7	26	35	3.0		968	0.036	100	NA	NA	
Lane 2	-	-	7	7	3.0		968	0.007	20[6]	NA	NA	
Approach	1	7	33	41	3.0			0.036				
North: Walston Switch Road												
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	5	340	131	-	477	3.0	1319	0.361	100	NA	NA	
Lane 2	-	-	-	256	256	3.0	1626	0.158	100	0.0	1	
Approach	5	340	131	256	733	3.0		0.361				
West: Summer Drive												
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	169	22	38	230	3.0		798	0.288	100	NA	NA	
Approach	169	22	38	230	3.0			0.288				
	Total	%HV	Deg.Satn (v/c)									
All Vehicles	1206	3.0	0.361									

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Campus Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Summer Drive				

Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Waston Switch Rounabout (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wor-Wic Community College
Site Category: Existing Design
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Walston Switch Road															
Lane 1[d]	213	3.0	213	3.0	1065	0.200	100	5.2	LOS A	0.9	21.8	Full	1600	0.0	0.0
Lane 2	5	3.0	5	3.0	1626	0.003	100	0.0	LOS A	0.0	0.0	Short	150	0.0	NA
Approach	219	3.0	219	3.0		0.200		5.1	LOS A	0.9	21.8				
East: Campus Drive															
Lane 1[d]	135	3.0	135	3.0	938	0.144	100	5.2	LOS A	0.6	14.4	Full	1600	0.0	0.0
Lane 2	27	3.0	27	3.0	938	0.029	20[6]	4.1	LOS A	0.1	2.6	Full	1600	0.0	0.0
Approach	162	3.0	162	3.0		0.144		5.0	LOS A	0.6	14.4				
North: Walston Switch Road															
Lane 1[d]	275	3.0	275	3.0	1313	0.209	100	4.4	LOS A	1.0	24.9	Full	1600	0.0	0.0
Lane 2	168	3.0	168	3.0	1626	0.103	100	0.0	LOS A	0.0	0.0	Short	120	0.0	NA
Approach	443	3.0	443	3.0		0.209		2.7	LOS A	1.0	24.9				
West: Summer Drive															
Lane 1[d]	227	3.0	227	3.0	982	0.232	100	5.9	LOS A	1.1	27.7	Full	1600	0.0	0.0
Approach	227	3.0	227	3.0		0.232		5.9	LOS A	1.1	27.7				
All Vehicles	1051	3.0	1051	3.0		0.232		4.2	LOS A	1.1	27.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Walston Switch Road

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	24	187	-	213	3.0	1065	0.200	100	NA	NA
Lane 2	-	-	-	5	5	3.0	1626	0.003	100	0.0	1

Approach	2	24	187	5	219	3.0		0.200			
East: Campus Drive											
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	12	11	112	135	3.0		938	0.144	100	NA	NA
Lane 2	-	-	27	27	3.0		938	0.029	20[6]	NA	NA
Approach	12	11	138	162	3.0			0.144			
North: Walston Switch Road											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	12	78	185	-	275	3.0	1313	0.209	100	NA	NA
Lane 2	-	-	-	168	168	3.0	1626	0.103	100	0.0	1
Approach	12	78	185	168	443	3.0		0.209			
West: Summer Drive											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	169	5	53	227	3.0		982	0.232	100	NA	NA
Approach	169	5	53	227	3.0			0.232			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1051	3.0	0.232

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Campus Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Summer Drive				

Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Waston Switch Rounabout (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wor-Wic Community College
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Walston Switch Road															
Lane 1[d]	188	3.0	188	3.0	815	0.231	100	6.9	LOS A	0.9	23.6	Full	1600	0.0	0.0
Lane 2	14	3.0	14	3.0	1626	0.009	100	0.0	LOS A	0.0	0.0	Short	150	0.0	NA
Approach	202	3.0	202	3.0		0.231		6.4	LOS A	0.9	23.6				
East: Campus Drive															
Lane 1[d]	35	3.0	35	3.0	968	0.036	100	4.0	LOS A	0.1	3.3	Full	1600	0.0	0.0
Lane 2	7	3.0	7	3.0	968	0.007	20[6]	3.8	LOS A	0.0	0.7	Full	1600	0.0	0.0
Approach	41	3.0	41	3.0		0.036		4.0	LOS A	0.1	3.3				
North: Walston Switch Road															
Lane 1[d]	477	3.0	477	3.0	1319	0.361	100	5.8	LOS A	2.1	52.6	Full	1600	0.0	0.0
Lane 2	256	3.0	256	3.0	1626	0.158	100	0.0	LOS A	0.0	0.0	Short	120	0.0	NA
Approach	733	3.0	733	3.0		0.361		3.8	LOS A	2.1	52.6				
West: Summer Drive															
Lane 1[d]	230	3.0	230	3.0	798	0.288	100	7.7	LOS A	1.3	33.2	Full	1600	0.0	0.0
Approach	230	3.0	230	3.0		0.288		7.7	LOS A	1.3	33.2				
All Vehicles	1206	3.0	1206	3.0		0.361		5.0	LOS A	2.1	52.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Walston Switch Road

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	33	152	-	188	3.0	815	0.231	100	NA	NA
Lane 2	-	-	-	14	14	3.0	1626	0.009	100	0.0	1

Approach	3	33	152	14	202	3.0		0.231				
East: Campus Drive												
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	7	26	35	3.0		968	0.036	100	NA	NA	
Lane 2	-	-	7	7	3.0		968	0.007	20[6]	NA	NA	
Approach	1	7	33	41	3.0			0.036				
North: Walston Switch Road												
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	5	340	131	-	477	3.0	1319	0.361	100	NA	NA	
Lane 2	-	-	-	256	256	3.0	1626	0.158	100	0.0	1	
Approach	5	340	131	256	733	3.0		0.361				
West: Summer Drive												
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	169	22	38	230	3.0		798	0.288	100	NA	NA	
Approach	169	22	38	230	3.0			0.288				
	Total	%HV	Deg.Satn (v/c)									
All Vehicles	1206	3.0	0.361									

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Campus Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Summer Drive				

Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Waston Switch Rounabout (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wor-Wic Community College
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Walston Switch Road															
Lane 1[d]	229	3.0	229	3.0	988	0.231	100	5.9	LOS A	1.0	25.3	Full	1600	0.0	0.0
Lane 2	11	3.0	11	3.0	1626	0.007	100	0.0	LOS A	0.0	0.0	Short	150	0.0	NA
Approach	240	3.0	240	3.0		0.231		5.6	LOS A	1.0	25.3				
East: Campus Drive															
Lane 1[d]	237	3.0	237	3.0	913	0.260	100	6.6	LOS A	1.1	28.2	Full	1600	0.0	0.0
Lane 2	47	3.0	47	3.0	913	0.052	20[6]	4.4	LOS A	0.2	4.8	Full	1600	0.0	0.0
Approach	285	3.0	285	3.0		0.260		6.2	LOS A	1.1	28.2				
North: Walston Switch Road															
Lane 1[d]	347	3.0	347	3.0	1285	0.270	100	5.1	LOS A	1.3	34.3	Full	1600	0.0	0.0
Lane 2	179	3.0	179	3.0	1626	0.110	100	0.0	LOS A	0.0	0.0	Short	120	0.0	NA
Approach	526	3.0	526	3.0		0.270		3.3	LOS A	1.3	34.3				
West: Summer Drive															
Lane 1[d]	247	3.0	247	3.0	897	0.276	100	6.9	LOS A	1.3	33.0	Full	1600	0.0	0.0
Approach	247	3.0	247	3.0		0.276		6.9	LOS A	1.3	33.0				
All Vehicles	1298	3.0	1298	3.0		0.276		5.1	LOS A	1.3	34.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Walston Switch Road

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	26	199	-	229	3.0	988	0.231	100	NA	NA
Lane 2	-	-	-	11	11	3.0	1626	0.007	100	0.0	1

Approach	3	26	199	11	240	3.0		0.231				
East: Campus Drive												
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	22	20	195	237	3.0		913	0.260	100	NA	NA	
Lane 2	-	-	47	47	3.0		913	0.052	20[6]	NA	NA	
Approach	22	20	243	285	3.0			0.260				
North: Walston Switch Road												
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	13	137	197	-	347	3.0	1285	0.270	100	NA	NA	
Lane 2	-	-	-	179	179	3.0	1626	0.110	100	0.0	1	
Approach	13	137	197	179	526	3.0		0.270				
West: Summer Drive												
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	180	11	56	247	3.0		897	0.276	100	NA	NA	
Approach	180	11	56	247	3.0			0.276				

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1298	3.0	0.276

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Campus Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Summer Drive				

Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Waston Switch Rounabout (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wor-Wic Community College
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Walston Switch Road															
Lane 1[d]	229	3.0	229	3.0	988	0.231	100	5.9	LOS A	1.0	25.3	Full	1600	0.0	0.0
Lane 2	11	3.0	11	3.0	1626	0.007	100	0.0	LOS A	0.0	0.0	Short	150	0.0	NA
Approach	240	3.0	240	3.0		0.231		5.6	LOS A	1.0	25.3				
East: Campus Drive															
Lane 1[d]	172	3.0	172	3.0	913	0.189	100	5.8	LOS A	0.8	19.4	Full	1600	0.0	0.0
Lane 2	34	3.0	34	3.0	913	0.038	20[6]	4.3	LOS A	0.1	3.5	Full	1600	0.0	0.0
Approach	207	3.0	207	3.0		0.189		5.5	LOS A	0.8	19.4				
North: Walston Switch Road															
Lane 1[d]	347	3.0	347	3.0	1285	0.270	100	5.1	LOS A	1.3	34.3	Full	1600	0.0	0.0
Lane 2	179	3.0	179	3.0	1626	0.110	100	0.0	LOS A	0.0	0.0	Short	120	0.0	NA
Approach	526	3.0	526	3.0		0.270		3.3	LOS A	1.3	34.3				
West: Summer Drive															
Lane 1[d]	247	3.0	247	3.0	897	0.276	100	6.9	LOS A	1.3	33.0	Full	1600	0.0	0.0
Approach	247	3.0	247	3.0		0.276		6.9	LOS A	1.3	33.0				
All Vehicles	1220	3.0	1220	3.0		0.276		4.9	LOS A	1.3	34.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Walston Switch Road

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	26	199	-	229	3.0	988	0.231	100	NA	NA
Lane 2	-	-	-	11	11	3.0	1626	0.007	100	0.0	1

Approach	3	26	199	11	240	3.0		0.231			
East: Campus Drive											
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	22	20	130	172	3.0		913	0.189	100	NA	NA
Lane 2	-	-	34	34	3.0		913	0.038	20[6]	NA	NA
Approach	22	20	165	207	3.0			0.189			
North: Walston Switch Road											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	13	137	197	-	347	3.0	1285	0.270	100	NA	NA
Lane 2	-	-	-	179	179	3.0	1626	0.110	100	0.0	1
Approach	13	137	197	179	526	3.0		0.270			
West: Summer Drive											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	180	11	56	247	3.0		897	0.276	100	NA	NA
Approach	180	11	56	247	3.0			0.276			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1220	3.0	0.276

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Campus Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Summer Drive				

Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Waston Switch Rounabout (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wor-Wic Community College
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Walston Switch Road															
Lane 1[d]	188	3.0	188	3.0	815	0.231	100	6.9	LOS A	0.9	23.6	Full	1600	0.0	0.0
Lane 2	14	3.0	14	3.0	1626	0.009	100	0.0	LOS A	0.0	0.0	Short	150	0.0	NA
Approach	202	3.0	202	3.0		0.231		6.4	LOS A	0.9	23.6				
East: Campus Drive															
Lane 1[d]	24	3.0	24	3.0	968	0.025	100	3.9	LOS A	0.1	2.3	Full	1600	0.0	0.0
Lane 2	5	3.0	5	3.0	968	0.005	20[6]	3.8	LOS A	0.0	0.4	Full	1600	0.0	0.0
Approach	29	3.0	29	3.0		0.025		3.9	LOS A	0.1	2.3				
North: Walston Switch Road															
Lane 1[d]	477	3.0	477	3.0	1319	0.361	100	5.8	LOS A	2.1	52.6	Full	1600	0.0	0.0
Lane 2	256	3.0	256	3.0	1626	0.158	100	0.0	LOS A	0.0	0.0	Short	120	0.0	NA
Approach	733	3.0	733	3.0		0.361		3.8	LOS A	2.1	52.6				
West: Summer Drive															
Lane 1[d]	230	3.0	230	3.0	798	0.288	100	7.7	LOS A	1.3	33.2	Full	1600	0.0	0.0
Approach	230	3.0	230	3.0		0.288		7.7	LOS A	1.3	33.2				
All Vehicles	1194	3.0	1194	3.0		0.361		5.0	LOS A	2.1	52.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Walston Switch Road

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	33	152	-	188	3.0	815	0.231	100	NA	NA
Lane 2	-	-	-	14	14	3.0	1626	0.009	100	0.0	1

Approach	3	33	152	14	202	3.0		0.231			
East: Campus Drive											
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	7	15	24	3.0		968	0.025	100	NA	NA
Lane 2	-	-	5	5	3.0		968	0.005	20[6]	NA	NA
Approach	1	7	20	29	3.0			0.025			
North: Walston Switch Road											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	5	340	131	-	477	3.0	1319	0.361	100	NA	NA
Lane 2	-	-	-	256	256	3.0	1626	0.158	100	0.0	1
Approach	5	340	131	256	733	3.0		0.361			
West: Summer Drive											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	169	22	38	230	3.0		798	0.288	100	NA	NA
Approach	169	22	38	230	3.0			0.288			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1194	3.0	0.361

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

6 Lane under-utilisation due to downstream effects

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Campus Drive				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Walston Switch Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Summer Drive				

Lane 1	0.0	0.0	0.0	0.0

Appendix D: SimTraffic Queue Analysis Reports

Wor-Wic Community College
Existing Condition

Intersection: 2: Longridge Rd. & Shortridge Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	31
Average Queue (ft)	3	6
95th Queue (ft)	17	26
Link Distance (ft)	1052	740
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Longridge Rd. & Campus Dr.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Walston Switch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	29
Average Queue (ft)	11	4
95th Queue (ft)	35	19
Link Distance (ft)	108	946
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 50/Ocean Gateway & Walston Switch Rd.

Movement	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	T	T	L	LT	T	T	>	L
Maximum Queue (ft)	383	390	43	32	90	134	53	176
Average Queue (ft)	204	210	10	5	35	68	45	81
95th Queue (ft)	323	320	33	19	78	123	65	147
Link Distance (ft)	555	555	37	37	868	868		829
Upstream Blk Time (%)			5	2				
Queuing Penalty (veh)			3	1				
Storage Bay Dist (ft)							30	
Storage Blk Time (%)						68	1	
Queuing Penalty (veh)						69	1	

Intersection: 15: US 50/Ocean Gateway

Movement	EB	EB	EB	NB	NB	SB	SB	SW	SW
Directions Served	T	T	R	T	T	L	LT	L	L
Maximum Queue (ft)	245	221	141	135	177	49	10	134	137
Average Queue (ft)	159	143	5	54	73	4	1	52	47
95th Queue (ft)	226	213	46	116	136	22	6	96	96
Link Distance (ft)	820	820		409	409	37	37	569	569
Upstream Blk Time (%)						2			
Queuing Penalty (veh)						1			
Storage Bay Dist (ft)			790						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 16:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 18:

Movement	EB	NB	SB	SB
Directions Served	LTR	LT	LT	R
Maximum Queue (ft)	109	75	98	43
Average Queue (ft)	32	31	28	1
95th Queue (ft)	78	63	73	14
Link Distance (ft)	269	177	409	409
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 75

Intersection: 2: Longridge Rd. & Shortridge Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	67
Average Queue (ft)	1	33
95th Queue (ft)	10	52
Link Distance (ft)	1052	740
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Longridge Rd. & Campus Dr.

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	892
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Walston Switch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	29
Average Queue (ft)	27	7
95th Queue (ft)	51	26
Link Distance (ft)	108	946
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 50/Ocean Gateway & Walston Switch Rd.

Movement	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	T	T	L	LT	T	T	>	L
Maximum Queue (ft)	231	250	29	18	573	670	53	92
Average Queue (ft)	145	157	20	7	55	285	45	43
95th Queue (ft)	229	241	34	20	224	610	69	84
Link Distance (ft)	555	555	37	37	868	868		804
Upstream Blk Time (%)			1	0				
Queuing Penalty (veh)			1	0				
Storage Bay Dist (ft)							30	
Storage Blk Time (%)						90	1	
Queuing Penalty (veh)						93	1	

Intersection: 15: US 50/Ocean Gateway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SW	SW
Directions Served	T	T	R	T	T	>	L	LT	L	L
Maximum Queue (ft)	429	388	121	471	456	245	24	32	91	73
Average Queue (ft)	252	241	7	316	328	155	8	7	40	27
95th Queue (ft)	364	349	53	547	540	350	24	19	78	58
Link Distance (ft)	797	797		409	409		37	37	569	569
Upstream Blk Time (%)				24	33		0	0		
Queuing Penalty (veh)				54	73		0	0		
Storage Bay Dist (ft)			790			220				
Storage Blk Time (%)					57	1				
Queuing Penalty (veh)					122	1				

Intersection: 16:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 18:

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LT	LT
Maximum Queue (ft)	110	69	66	221	142
Average Queue (ft)	34	9	2	71	33
95th Queue (ft)	85	36	22	160	92
Link Distance (ft)	269	248	248	177	409
Upstream Blk Time (%)				3	
Queuing Penalty (veh)				4	
Storage Bay Dist (ft)					
Storage Blk Time (%)				3	
Queuing Penalty (veh)				0	

Intersection: 25: Bend

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	26	651
Average Queue (ft)	1	23
95th Queue (ft)	9	216
Link Distance (ft)	736	736
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 348

Wor-Wic Community College
Build Condition

Intersection: 2: Longridge Rd. & Shortridge Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	57
Average Queue (ft)	8	12
95th Queue (ft)	30	39
Link Distance (ft)	1052	740
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4:

Movement	WB
Directions Served	T
Maximum Queue (ft)	37
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	2200
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Longridge Rd. & Campus Dr.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Walston Switch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	52
Average Queue (ft)	19	10
95th Queue (ft)	44	34
Link Distance (ft)	108	946
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 50/Ocean Gateway & Walston Switch Rd.

Movement	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	T	T	L	LT	T	T	>	L
Maximum Queue (ft)	356	375	43	18	162	223	51	235
Average Queue (ft)	238	245	6	3	43	106	47	85
95th Queue (ft)	338	348	23	13	104	198	61	162
Link Distance (ft)	555	555	37	37	868	868		829
Upstream Blk Time (%)			2	0				
Queuing Penalty (veh)			2	0				
Storage Bay Dist (ft)							30	
Storage Blk Time (%)						78	1	
Queuing Penalty (veh)						85	1	

Intersection: 15: US 50/Ocean Gateway

Movement	EB	EB	NB	NB	SB	SB	SW	SW
Directions Served	T	T	T	T	L	LT	L	L
Maximum Queue (ft)	326	281	96	135	26	11	95	95
Average Queue (ft)	180	156	43	72	3	2	54	41
95th Queue (ft)	285	245	79	126	14	7	96	75
Link Distance (ft)	820	820	409	409	37	37	569	569
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 16:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 18:

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LT	LT	LT	R
Maximum Queue (ft)	144	26	76	164	42
Average Queue (ft)	31	3	39	49	1
95th Queue (ft)	79	16	66	104	14
Link Distance (ft)	269	248	177	409	409
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 87

Intersection: 2: Longridge Rd. & Shortridge Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	11	90
Average Queue (ft)	1	42
95th Queue (ft)	7	71
Link Distance (ft)	1052	740
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4:

Movement	WB
Directions Served	LT
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	2200
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Longridge Rd. & Campus Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	5	38
Average Queue (ft)	0	9
95th Queue (ft)	3	31
Link Distance (ft)	755	892
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Walston Switch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	70	37
Average Queue (ft)	36	3
95th Queue (ft)	62	21
Link Distance (ft)	108	946
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 50/Ocean Gateway & Walston Switch Rd.

Movement	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	T	T	L	LT	T	T	>	L
Maximum Queue (ft)	369	375	30	24	124	416	56	124
Average Queue (ft)	203	215	10	5	46	170	46	54
95th Queue (ft)	310	319	27	19	100	382	65	103
Link Distance (ft)	555	555	37	37	868	868		804
Upstream Blk Time (%)			0	1				
Queuing Penalty (veh)			0	1				
Storage Bay Dist (ft)							30	
Storage Blk Time (%)						78	1	
Queuing Penalty (veh)						86	1	

Intersection: 15: US 50/Ocean Gateway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SW	SW
Directions Served	T	T	R	T	T	>	L	LT	L	L
Maximum Queue (ft)	790	788	519	372	434	245	28	20	148	82
Average Queue (ft)	529	510	35	186	244	94	3	3	57	31
95th Queue (ft)	807	794	291	340	425	289	17	12	112	68
Link Distance (ft)	797	797		409	409		37	37	569	569
Upstream Blk Time (%)	1	1	0	0	4		0	0		
Queuing Penalty (veh)	11	6	0	0	10		0	0		
Storage Bay Dist (ft)			790			220				
Storage Blk Time (%)		1	0		20	0				
Queuing Penalty (veh)		2	0		53	0				

Intersection: 16:

Movement	EB	EB
Directions Served	LT	T
Maximum Queue (ft)	192	214
Average Queue (ft)	24	20
95th Queue (ft)	134	133
Link Distance (ft)	452	452
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	LT	R
Maximum Queue (ft)	50	54	29	93	24	112	30
Average Queue (ft)	15	15	3	26	2	32	2
95th Queue (ft)	40	43	29	71	13	77	17
Link Distance (ft)	269	248	248	177		409	409
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					230		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 24: Bend

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	16	21
Average Queue (ft)	1	1
95th Queue (ft)	10	11
Link Distance (ft)	763	763
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: Bend

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	688	587
Average Queue (ft)	50	53
95th Queue (ft)	340	348
Link Distance (ft)	736	736
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 173

Wor-Wic Community College Build Condition with Right-Out

Intersection: 2: Longridge Rd. & Shortridge Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	55	56
Average Queue (ft)	8	14
95th Queue (ft)	32	41
Link Distance (ft)	1052	740
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4:

Movement	WB
Directions Served	LT
Maximum Queue (ft)	35
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	2200
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Longridge Rd. & Campus Dr.

Movement	EB
Directions Served	LT
Maximum Queue (ft)	27
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	755
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Walston Switch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	29
Average Queue (ft)	19	4
95th Queue (ft)	45	19
Link Distance (ft)	108	946
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 50/Ocean Gateway & Walston Switch Rd.

Movement	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	T	T	L	LT	T	T	>	L
Maximum Queue (ft)	323	466	29	18	113	416	54	242
Average Queue (ft)	211	229	8	4	26	173	45	124
95th Queue (ft)	284	329	25	14	70	386	70	211
Link Distance (ft)	555	555	37	37	868	868		829
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)							30	
Storage Blk Time (%)						79	2	
Queuing Penalty (veh)						85	1	

Intersection: 13: US 50/Ocean Gateway

Movement	B25
Directions Served	T
Maximum Queue (ft)	16
Average Queue (ft)	1
95th Queue (ft)	5
Link Distance (ft)	818
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: US 50/Ocean Gateway

Movement	EB	EB	EB	NB	NB	SB	SB	SW	SW
Directions Served	T	T	R	T	T	L	LT	L	L
Maximum Queue (ft)	283	245	252	92	133	21	37	116	133
Average Queue (ft)	178	168	33	45	72	1	6	65	54
95th Queue (ft)	244	243	138	81	130	7	25	109	105
Link Distance (ft)	820	820		409	409	37	37	569	569
Upstream Blk Time (%)						0	4		
Queuing Penalty (veh)						0	3		
Storage Bay Dist (ft)			790						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 16:

Movement	EB
Directions Served	T
Maximum Queue (ft)	52
Average Queue (ft)	2
95th Queue (ft)	17
Link Distance (ft)	452
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18:

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	LT	R	LT	R
Maximum Queue (ft)	118	26	66	34	309	36
Average Queue (ft)	29	2	40	2	85	3
95th Queue (ft)	70	12	67	15	204	18
Link Distance (ft)	269	248	177		409	409
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				230		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 24: Bend

Movement	WB
Directions Served	T
Maximum Queue (ft)	698
Average Queue (ft)	23
95th Queue (ft)	230
Link Distance (ft)	712
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 89

Intersection: 2: Longridge Rd. & Shortridge Dr.

Movement	SB
Directions Served	LR
Maximum Queue (ft)	103
Average Queue (ft)	47
95th Queue (ft)	80
Link Distance (ft)	740
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Longridge Rd. & Campus Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	37
Average Queue (ft)	0	10
95th Queue (ft)	6	32
Link Distance (ft)	755	892
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Walston Switch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	63	46
Average Queue (ft)	35	3
95th Queue (ft)	56	21
Link Distance (ft)	108	946
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: US 50/Ocean Gateway & Walston Switch Rd.

Movement	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	T	T	L	LT	T	T	>	L
Maximum Queue (ft)	340	356	30	20	138	414	59	109
Average Queue (ft)	210	225	9	5	41	202	46	54
95th Queue (ft)	315	320	25	16	94	429	67	98
Link Distance (ft)	555	555	37	37	868	868		804
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)							30	
Storage Blk Time (%)						82	1	
Queuing Penalty (veh)						91	1	

Intersection: 13: US 50/Ocean Gateway

Movement	B25	B25	B25	NB
Directions Served	T	T		R
Maximum Queue (ft)	435	438	21	23
Average Queue (ft)	23	20	1	1
95th Queue (ft)	203	182	15	16
Link Distance (ft)	736	736	736	348
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: US 50/Ocean Gateway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SW	SW
Directions Served	T	T	R	T	T	>	L	LT	L	L
Maximum Queue (ft)	809	809	508	316	369	245	22	11	142	87
Average Queue (ft)	627	623	209	166	219	87	3	2	58	36
95th Queue (ft)	941	941	266	294	364	280	15	9	115	78
Link Distance (ft)	797	797		409	409		37	37	569	569
Upstream Blk Time (%)	6	5	0	0	1		0			
Queuing Penalty (veh)	62	51	0	0	2		0			
Storage Bay Dist (ft)			790			220				
Storage Blk Time (%)		6	0		14	0				
Queuing Penalty (veh)		19	2		28	0				

Intersection: 16:

Movement	EB	EB
Directions Served	LT	T
Maximum Queue (ft)	337	299
Average Queue (ft)	170	166
95th Queue (ft)	518	512
Link Distance (ft)	452	452
Upstream Blk Time (%)	9	11
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	LT	R
Maximum Queue (ft)	60	45	16	74	23	105	27
Average Queue (ft)	16	10	1	23	1	32	1
95th Queue (ft)	43	33	11	59	11	82	14
Link Distance (ft)	269	248	248	177		409	409
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					230		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 24: Bend

Movement	WB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	763
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 256

Appendix E: Crash Data

Reporttype	Crashdate	Collisiontype	Fixedobjectstruck	Harmful eventone	Harmful eventtwo	Intersectiontype
Injury Crash	6/10/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	N/A
Injury Crash	5/2/2019	Single Vehicle	Embankment	Jacknife	N/A	N/A
Injury Crash	9/27/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	Four-Way Intersection
Injury Crash	7/27/2019	Same Direction Rear End	N/A	Other Vehicl	Other Vehicl	Four-Way Intersection
Property Damage Crash	6/13/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	N/A
Property Damage Crash	11/5/2019	Single Vehicle	Sign Support Pole	Fixed Objec	N/A	Four-Way Intersection
Property Damage Crash	7/10/2019	Single Vehicle	Sign Support Pole	Fixed Objec	Fixed Objec	Four-Way Intersection
Injury Crash	10/20/2019	Other	Sign Support Pole	Other Vehicl	Overturn	Four-Way Intersection
Property Damage Crash	12/10/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	Four-Way Intersection
Property Damage Crash	10/24/2019	Same Direction Sideswipe	N/A	Other Vehicl	N/A	T-Intersection
Property Damage Crash	4/17/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	Four-Way Intersection
Property Damage Crash	9/30/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	Four-Way Intersection
Property Damage Crash	5/7/2019	Same Direction Sideswipe	N/A	Other Vehicl	N/A	Roundabout
Property Damage Crash	9/19/2019	Same Direction Rear End	N/A	Other Vehicl	N/A	Four-Way Intersection
Property Damage Crash	11/25/2019	Single Vehicle	Sign Support Pole	Fixed Objec	N/A	Roundabout

Reporttype	Crashdate	Collisiontype	Fixedobjectstruck	Harmful eventone	Harmful eventtwo	Intersectiontype
Injury Crash	4/8/2020	Head On Left Turn	N/A	Other Vehicle	Overturn	T-Intersection
Injury Crash	7/16/2020	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Injury Crash	8/26/2020	Same Direction Rear End	N/A	Other Vehicle	N/A	Four-Way Intersection
Injury Crash	3/10/2020	Same Direction Rear End	N/A	Other Vehicle	N/A	T-Intersection
Injury Crash	10/7/2020	Same Direction Rear End	N/A	Other Vehicle	Other Vehicle	Four-Way Intersection
Property Damage Crash	2/27/2020	Single Vehicle	Sign Support Pole	Backing	Fixed Object	Roundabout
Injury Crash	7/2/2020	Same Direction Rear End	N/A	Other Vehicle	Other Vehicle	Four-Way Intersection
Property Damage Crash	11/22/2020	Straight Movement Angle	N/A	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	2/6/2020	Same Direction Rear End	N/A	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	3/11/2020	Same Direction Sideswipe	N/A	Other Vehicle	N/A	Four-Way Intersection

Reporttype	Crashdate	Collisiontype	Fixedobjectstruck	Harmful eventone	Harmful eventtwo	Intersectiontype
Property Damage Crash	7/17/2021	Single Vehicle	N/A	N/A	N/A	Four-Way Intersection
Property Damage Crash	2/23/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	8/2/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	Four-Way Intersection
Injury Crash	7/22/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	Roundabout
Injury Crash	6/15/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	Four-Way Intersection
Injury Crash	5/26/2021	Same Direction Rear End	N/A	Other Vehicle	Other Vehicle	Four-Way Intersection
Property Damage Crash	8/6/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	8/6/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	6/16/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	6/19/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	4/28/2021	Same Direction Rear End	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	11/3/2021	Same Direction Rear End	N/A	Other Vehicle	Other Vehicle	N/A
Property Damage Crash	5/6/2021	Same Direction Rear End Left Turn	N/A	Other Vehicle	N/A	Four-Way Intersection
Injury Crash	7/6/2021	Single Vehicle	Tree Shrubbery	Unknown	N/A	Roundabout

Reporttype	Crashdate	Collisiontype	Harmful eventone	Harmful eventtwo	Intersectiontype
Property Damage Crash	7/1/2022	Same Direction Right Turn	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	4/20/2022	Same Direction Both Left Turn	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	9/14/2022	Same Direction Rear End	Other Vehicle	N/A	N/A
Property Damage Crash	1/3/2022	Single Vehicle	Other Non-Collision	N/A	N/A
Injury Crash	11/29/2022	Same Direction Rear End	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	4/20/2022	Same Direction Rear End	Other Vehicle	N/A	N/A
Injury Crash	11/16/2022	Same Direction Rear End	Other Vehicle	N/A	Four-Way Intersection
Injury Crash	9/2/2022	Same Direction Rear End	Other Vehicle	Other Vehicle	N/A
Injury Crash	10/19/2022	Same Direction Rear End	Other Vehicle	Other Vehicle	Four-Way Intersection
Injury Crash	9/28/2022	Same Direction Rear End	Other Vehicle	Other Vehicle	Four-Way Intersection

Reporttype	Crashdate	Collisiontype	Fixedobjectstruck	Harmful eventone	Harmful eventtwo	Intersectiontype
Injury Crash	8/26/2023	Same Direction Rear End	N/A	Other Vehicle	Other Vehicle	N/A
Property Damage Crash	5/6/2023	Single Vehicle	N/A	Other	N/A	N/A
Property Damage Crash	7/29/2023	Same Direction Left Turn	N/A	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	7/9/2023	Same Direction Rear End	N/A	Other Vehicle	N/A	Four-Way Intersection
Property Damage Crash	9/21/2023	Same Direction Rear End	N/A	Other Vehicle	N/A	T-Intersection
Property Damage Crash	5/26/2023	Same Direction Rear End	N/A	Other Vehicle	N/A	Four-Way Intersection
Injury Crash	11/20/2023	Same Direction Rear End	Tree Shrubbery	Other Vehicle	Other Vehicle	N/A
Property Damage Crash	11/15/2023	Same Direction Left Turn	N/A	Other Vehicle	N/A	N/A
Property Damage Crash	12/17/2023	Single Vehicle	Ditch	Offroad	N/A	N/A

Crash Severity Description	CollisionImpact Description	FunctionalClass Description	Crashdate	FirstHarmEvent Description
Property Damage Crashes	Front to Rear		5/16/2024	Motor Vehicle In Transport
Property Damage Crashes	Single Vehicle	Principal Arterial – Other	3/12/2024	Guardrail Face
Property Damage Crashes	Front to Rear		3/13/2024	Motor Vehicle In Transport
Property Damage Crashes	Single Vehicle	Principal Arterial – Other	11/9/2024	Explosion Or Fire
Property Damage Crashes	Other	Minor Arterial	9/8/2024	Motor Vehicle In Transport
Property Damage Crashes	Single Vehicle	Minor Arterial	6/28/2024	Curb
Property Damage Crashes	Single Vehicle	Principal Arterial – Other	10/30/2024	Animal (live)
Property Damage Crashes	Single Vehicle	Principal Arterial – Other	11/6/2024	Animal (live)
Property Damage Crashes	Sideswipe, Opposite Direction		10/11/2024	Motor Vehicle In Transport
Property Damage Crashes	Single Vehicle	Principal Arterial – Other	4/17/2024	Animal (live)
Property Damage Crashes	Front to Rear	Principal Arterial – Other	7/23/2024	Motor Vehicle In Transport

Appendix F: Proposed Exit Concept Plan

WOR-WIC COMMUNITY COLLEGE
ACCESS TO US 50
DRAFT CONCEPT OPTION 1

50' 0 50' 100'
SCALE: 1" = 50'

ROADWAY LEGEND
FULL DEPTH RECONSTRUCTION

NOTES:

1. NET LOSS OF 4 PARKING SPACES.
2. CLEARANCE UNDER EXISTING AERIAL UTILITIES APPEAR TO BE ACCEPTABLE. WILL NEED TO BE CONFIRMED IN FUTURE DESIGN.
3. TREES ADJACENT TO PARKING LOT WITHIN PROPOSED ACCESS TO BE REMOVED.
4. EXISTING ROADSIDE SWALE ALONG US 50 EB TO BE REGRADED AND POND OUTFALL TO BE ADJUSTED TO ACCOMMODATE EMERGENCY ACCESS. PROPOSED CULVERT TO BE PROVIDED TO ALLOW DRAINAGE ACROSS EMERGENCY ACCESS.

REVISIONS

THIS DOCUMENT/PLANS DRAFT AND SUBJECT TO CHANGE, IT IS AN INTERAGENCY/INTRA-AGENCY DELIBERATIVE COMMUNICATION THAT IS NOT FOR PUBLIC DISCLOSURE UNDER MD. GENERAL PROVISIONS CODE ANN. § 4-344 (MARYLAND PUBLIC INFORMATION ACT).

SALISBURY/WICOMICO Metropolitan Planning Organization

WOR-WIC COMMUNITY COLLEGE ACCESS TO US 50

SCALE 1" = 50' ADVERTISED DATE _____ CONTRACT NO. BEP-XX-07

DESIGNED BY JAC COUNTY WICOMICO

DRAWN BY JAC LOGMILE _____

CHECKED BY BWM HORIZONTAL SCALE _____

MDE/PRD _____ VERTICAL SCALE _____

DRAWING NO. - OF SHEET NO. 1 OF 2

BY: - max -

WOR-WIC COMMUNITY COLLEGE
ACCESS TO US 50
DRAFT CONCEPT OPTION 2

50' 0 50' 100'
SCALE: 1" = 50'

WOR-WIC COMMUNITY COLLEGE
ACCESS TO US 50

ROADWAY LEGEND
FULL DEPTH RECONSTRUCTION

NOTES:
1. NET LOSS OF 4 PARKING SPACES.
2. CLEARANCE UNDER EXISTING AERIAL UTILITIES APPEAR TO BE ACCEPTABLE. WILL NEED TO BE CONFIRMED IN FUTURE DESIGN.
3. TREES ADJACENT TO PARKING LOT WITHIN PROPOSED ACCESS TO BE REMOVED.
4. EXISTING ROADSIDE SWALE ALONG US 50 EB TO BE REGRADED AND POND OUTFALL TO BE ADJUSTED TO ACCOMMODATE EMERGENCY ACCESS. PROPOSED CULVERT TO BE PROVIDED TO ALLOW DRAINAGE ACROSS EMERGENCY ACCESS.

REVISIONS

THIS DOCUMENT/PLAN IS DRAFT AND SUBJECT TO CHANGE. IT IS AN INTERAGENCY INTRA-AGENCY DELIBERATIVE COMMUNICATION THAT IS NOT FOR PUBLIC DISCLOSURE UNDER MD. GENERAL PROVISIONS CODE ANN. § 4-344 (MARYLAND PUBLIC INFORMATION ACT).

SALISBURY/WICOMICO Metropolitan Planning Organization

WOR-WIC COMMUNITY COLLEGE ACCESS TO US 50

SCALE 1" = 50' ADVERTISED DATE _____ CONTRACT NO. BEP-XX-XX

DESIGNED BY JAC COUNTY WICOMICO

DRAWN BY JAC LOGMILE

CHECKED BY BWM HORIZONTAL SCALE

MDE/PRD _____ VERTICAL SCALE

DRAWING NO. - OF SHEET NO. 2 OF 2

BY: - max -

Appendix G: Cost Estimation Breakdown

MAJOR COST ESTIMATE: Wor-Wic Community College US 50 Access - Option 1

DATE:	1/7/2025	PROJECT #:	RFP A-22-107
JOB DESCRP:	Wor-Wic Community College US 50 Access - Option 1	COUNTY:	Wicomico
IMPROV TYPE:	Access Road Construction		
TYPICAL SEC:	1-Lane Ramp/Acceleration Lane	PRJ LENGTH:	0.81 Miles
PREPARED BY:		DIVISION:	Salisbury/Wicomico Metropolitan Planning Organization

1	PRELIMINARY	50%	[% OF CAT 2,4,5,6]				150,000.00
2	GRADING						67,000.00
	Removal of Existing Pavement	500	CY	50.00	25,000.00		
	Common Borrow	1,200	CY	35.00	42,000.00		
3	DRAINAGE	40%	[% OF CAT 2,4,5,6] + Items below				100,000.00
4	STRUCTURES						0.00
5	PAVING						126,000.00
	Full Depth Asphalt Pavement	2,100	TONS	100.00	210,000.00		
	6 Inch Graded Aggregate Base	6,300	SY	20.00	126,000.00		
6	SHOULDER						12,500.00
	Concrete Curb and Gutter	250	LF	50.00	12,500.00		
7	LANDSCAPING	12%	[% OF CAT 2,4,5,6] + Items below				39,000.00
	Furnish and Install Topsoil	2,000	SY	5.00	10,000		
	Turfgrass Establishment	2,000	SY	2.00	4,000		
8	TRAFFIC	15%	[% OF CAT 2,4,5,6] + Items below				35,000.000
	SUBTOTAL OF CATEGORIES 2,4, 5,6						205,500.00
	SUBTOTAL ROADWAY COST						529,500.00
	CONTINGENCY [%]			40%			211,800.00
	SUBTOTAL- NEAT CONSTRUCTION						$742,000.00
	OVERHEAD AND ADMINS			14.4%			$106,848.00
	TOTAL PROJECT COST						$848,848.00

Notes:

1. Cost estimate does not include Right-of-Way costs or utility costs other than those listed.

MAJOR COST ESTIMATE: Wor-Wic Community College US 50 Access - Option 2

DATE:	1/7/2025	PROJECT #:	RFP A-22-107
JOB DESCRP:	Wor-Wic Community College US 50 Access - Option 2	COUNTY:	Wicomico
IMPROV TYPE:	Access Road Construction		
TYPICAL SEC:	1-Lane Ramp/Acceleration Lane	PRJ LENGTH:	0.81 Miles
PREPARED BY:		DIVISION:	Salisbury/Wicomico Metropolitan Planning Organization

1	PRELIMINARY	50%	[% OF CAT 2,4,5,6]				150,000.00
2	GRADING						65,750.00
	Removal of Existing Pavement	475	CY	50.00	23,750.00		
	Common Borrow	1,200	CY	35.00	42,000.00		
3	DRAINAGE	40%	[% OF CAT 2,4,5,6] + Items below				100,000.00
4	STRUCTURES						0.00
5	PAVING						122,000.00
	Full Depth Asphalt Pavement	2,050	TONS	100.00	205,000.00		
	6 Inch Graded Aggregate Base	6,100	SY	20.00	122,000.00		
6	SHOULDER						12,500.00
	Concrete Curb and Gutter	250	LF	50.00	12,500.00		
7	LANDSCAPING	12%	[% OF CAT 2,4,5,6] + Items below				39,000.00
	Furnish and Install Topsoil	2,000	SY	5.00	10,000		
	Turfgrass Establishment	2,000	SY	2.00	4,000		
8	TRAFFIC	15%	[% OF CAT 2,4,5,6] + Items below				35,000.000
	SUBTOTAL OF CATEGORIES 2,4, 5,6						200,250.00
	SUBTOTAL ROADWAY COST						524,250.00
	CONTINGENCY [%]	40%					209,700.00
	SUBTOTAL- NEAT CONSTRUCTION						$734,000.00
	OVERHEAD AND ADMINS	14.4%					$105,696.00
	TOTAL PROJECT COST						$839,696.00

Notes:

1. Cost estimate does not include Right-of-Way costs or utility costs other than those listed.