MD 214 Transportation Facility Planning Study

Final Report

County Contract:

H539614

August 2019

Prepared for

Anne Arundel County

Prepared by

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Executive Summary

The purpose of this report is to document existing conditions, future conditions, and recommendations along the corridor as part of the Transportation Facility Planning Study. Spot intersection and corridor improvements were evaluated to determine which improvements best support the project's purpose and need under future conditions. In summary, the following are the major findings:

- Capacity at intersections is not a significant issue under existing conditions; however, sufficient gaps for traffic turning left off of side streets onto MD 214 may not be available during peak periods, especially the further west along the corridor.
- Although overall intersection levels of service are shown to be adequate under existing conditions, several individual movements are shown to experience excessive delay, including the northbound approach of MD 468 during the weekend peak hour, the southbound approach of Loch Haven Road during the AM peak hour, the northbound approach opposite Loch Haven Road during the PM peak hour, and the northbound approach of River Road during the AM and PM peak hours.
- Westbound traffic queues from the MD 468 intersection extend as far back as Loch Haven Road, but dissipate. The analysis does not show that this movement experiences excessive delay, however.
- A traffic signal is warranted at the intersection of MD 214 at Loch Haven Road, although other geometric improvements may be more appropriate here to improve conditions.
- Several horizontal curves are found to be non-compliant per AASHTO guidelines, but do not appear to be a contributing factor in the crash data.
- While the crash data indicates potential problem areas, and several roadway sections experience a higher crash rate than the statewide average, the number of crashes have been going down year to year.
- Bicycle accommodations are inadequate based on the BLOC analysis.
- There is no pedestrian infrastructure along the corridor.
- Volumes on the MD 214 corridor are projected to increase by year 2040 due to proposed residential, commercial, and park development.
- The 2040 No Build conditions are projected to experience high traffic volumes, particularly in the eastbound direction during the PM peak hour, greater than what can be efficiently serviced by the current two lane roadway.
- It is recommended that MD 214 be widened by adding one lane in each direction between MD 468 and Loch Haven Road and by adding one eastbound lane between Loch Haven Road and Selby Boulevard. This would result in a four lane section between MD 468 and Loch Haven Road and a three lane section, with two eastbound lanes and one westbound lane between Loch Haven Road and Selby Boulevard.
- Spot intersection improvements evaluated at several intersections along the corridor including adding turn lanes, signalization, roadway realignment, and roundabouts. Several intersections have multiple options to meet the purpose and need and are presented here for consideration.

- It is recommended that on-street bicycle lanes be installed on MD 214 between MD 468 and Mayo Avenue and on Shoreham Beach Road between MD 214 and Triton Beach Road to improve bicycle connectivity.
- In order to improve pedestrian accessibility and safety throughout the study area, as well as accommodate less experienced bicyclists that are not comfortable using the proposed bike lanes, sidepaths are recommended along the north side of MD 214 between MD 468 and Shoreham Beach Road and along an independent alignment just to the south of Shoreham Beach Road between MD 214 and Triton Beach Road.
- Emergency access could be improved by widening MD 214, interconnecting subdivisions, or other improvements deemed practical for this study area. Additionally, Loch Haven Road could be connected to the Selby area subdivision to the east by way of Pure Water Way through the proposed park on the Water Reclamation Facility site, or by way of Edgemont Street.
- It is recommended that drainage improvements be investigated and proposed along MD 214 between River Club Drive and Selby Heights Drive as well as in the vicinity of the Beverley Avenue and Grande View Avenue intersections. Existing drainage features should also be maintained throughout the corridor to maximize their efficiency.
- It is recommended that substandard horizontal and intersection sight distance be improved by trimming or removing overgrown vegetation or other obstructions that may be existing within the right-of-way. Horizontal sight distance can also be improved by roadway widening and/or intersection improvements.

1. Existing Conditions

1.1 Introduction

The purpose of the MD 214 Transportation Facility Planning Study is to document traffic operations and safety, develop improvement recommendations for all travel modes, increase mobility options for pedestrians and cyclists and improve access control. The purpose of this report is to document existing conditions, future conditions, and recommendations along the corridor. The limits of the corridor are between Muddy Creek Road (MD 468) and the eastern terminus of MD 214 in the Mayo area of Anne Arundel County, Maryland. These limits are shown on **Figure 1-1**.

1.2 Study Area Description

MD 214 is an east-west roadway that provides access to residential, commercial, and park properties on the Mayo peninsula in Anne Arundel County. Based on the Anne Arundel County functional classification map, MD 214 is considered a minor arterial from MD 468 to Shoreham Beach Road, a collector from Shoreham Beach Road to Beverly Avenue, and a local roadway from Beverly Avenue to the end of the road. The corridor is generally residential, with some commercial uses in the western half. There are three schools along the corridor. Mayo Elementary School is located between the study intersections of Turkey Point Road and Shoreham Beach Road on the north side of the corridor. There is a designated school zone marked along MD 214 in the vicinity of the school. The Summit School is located 0.2 miles east of the Loch Haven Road intersection. The Mayo Nursery School is located 0.1 miles from the Turkey Point Road at MD 214 intersection on Old Turkey Point Road. There is no designated school zone for either the Summit School or the Mayo Nursery School. There is no public transportation in the corridor at this time.

The study area includes 40 named public cross streets. The following intersections have been studied in detail in accordance with the Project's scope of work:

- MD 214 at MD 468
- MD 214 at Loch Haven Road
- MD 214 at Selby Boulevard / River Road
- MD 214 at Turkey Point Road
- MD 214 at Shoreham Beach Road
- MD 214 at Mayo Avenue / Rogers Road
- Shoreham Beach Road at Triton Beach Road

Appendix A contains intersection approach photos for each of the studied intersections as well as photographs documenting existing conditions throughout the corridor.

The corridor is generally one lane in each direction with turn or bypass lanes at major intersections. There are no dedicated bicycle facilities in the corridor. Recent improvements have been made to construct an additional eastbound receiving lane and channelized right-turn lane at the intersection of MD 214 and MD 468. Much of the pedestrian facilities (sidewalk, crosswalks, and ramps) are

discontinuous which limits mobility options within the corridor. The posted speed limit on the western half of the corridor between MD 468 and Mayo Elementary School is generally 40 mph, although the extreme west end is posted for 45 mph. The eastern half of the corridor between Mayo Elementary School and MD 214 eastern terminus is posted at 30 mph.

1.3 Traffic Data Collection

13-hour turning movement counts were collected for the seven study intersections between November 2, 2017 and November 14, 2017. Intersection counts documented vehicular, pedestrian, and bicycle traffic on a typical Tuesday, Wednesday, or Thursday between the hours of 6:00 AM – 7:00 PM. Weekend turning movement counts were collected between the hours of 12:00 PM and 5:00 PM on Saturday, November 11, 2017. The PM peak hour turning movement counts showed an imbalance along eastbound MD 214 between the MD 468 and Loch Haven Road intersections. Due to this imbalance, the additional eastbound traffic recorded at the MD 468 intersection was distributed through the six remaining intersections to the east based on the existing vehicle turning percentages at each intersection and the existing volume percentage change between the downstream intersections. The intersection locations are noted on **Figure 1-1**. **Appendix B** contains all of the turning movement count data.

Mechanical counts collected volume, speed, and vehicle classification data over a 48-hour weekday period from November 14, 2017 to November 16, 2017 at nine locations in between intersections. These counts document the variation in traffic volumes throughout the 24-day. Count locations are illustrated in **Figure 1-1**. **Appendix C** contains all of the mechanical count data. All counts were performed while Anne Arundel County Public Schools were in session.

Figure 1-2 contains a peak hour volume summary of the balanced intersection turning movement counts. **Table 1-1** below summarizes the mechanical count and speed data. Speed data was collected for both directions; however, the table below only lists the average and 85th percentile speed for the higher of the two directions.

Table 1-1: 24-Hour Mechanical Counts

Count Location	Average Daily Traffic	% Trucks	Posted Speed	Average Speed (mph)	85th % Speed
A	20966	3%	40*	37.0	42.4
B	16209	4%	40	43.7	47.8
C	15839	3%	40	39.9	44.1
D	10918	6%	40	42.5	48.0
E	6795	4%	30	33.3	37.0
F	3111	4%	30	35.3	39.4
G	2148	4%	30	31.0	36.5
H	2650	6%	30	32.3	36.4
I	1150	7%	40	42.5	50.5

*The posted speed limit is 45 mph approximately ¼ mile west of Location A.

As expected, traffic volumes increase from east to west as traffic moves into and out of the peninsula. The highest traffic volumes are at the intersection with MD 468. Low pedestrian and bicycle activity

was observed throughout the corridor. Less than 20 cyclists were observed during the combined AM and PM peak hours. The truck percentage is relatively steady along the corridor, with an increase in truck percentage at count locations H and I which can be attributed to the reduction in overall vehicular volume at these locations. The majority of truck traffic is occurring during the AM and PM peak periods and is comprised of two axle, six tire single unit trucks.

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LEGEND

Study Intersection

A Mechanical Counts

N

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

MD 214 Corridor Study Area

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE 1-1

BY: Schlatrm

PLOTTED: Tuesday, January 16, 2018 AT 12:33 PM

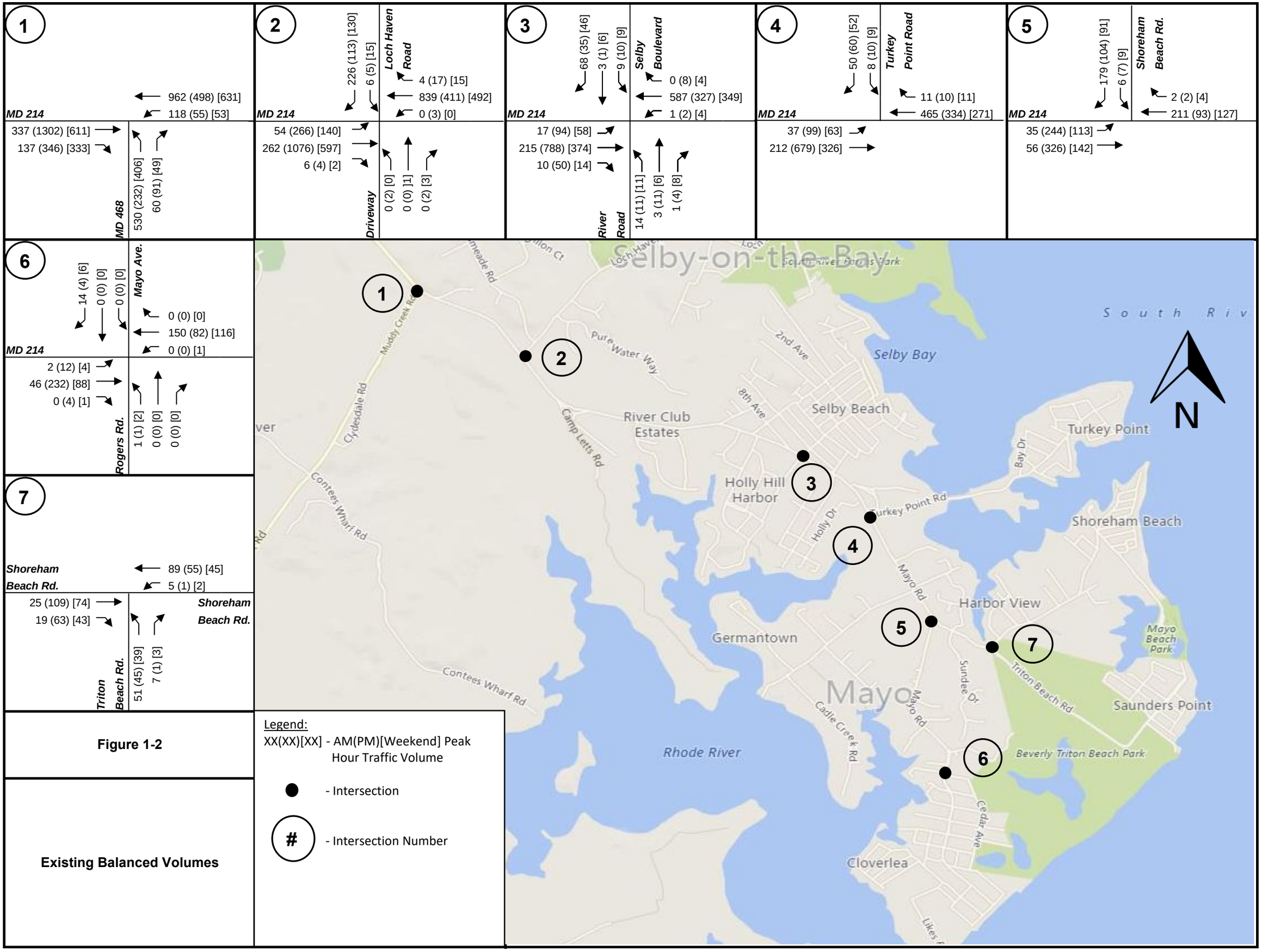


Figure 1-2

Existing Balanced Volumes

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

1.4 Field Observations

Field observations were conducted on December 6, 2017 and December 11, 2017 to determine operational characteristics on typical commuting weekdays as well as to confirm lane geometry, traffic control, and storage for turn lanes. Field observations were noted throughout peak periods by traveling the corridor numerous times and capturing conditions throughout the peak period.

Peak Period Field Observations

The following was observed:

- There is significant traffic during the AM peak hour at the Mayo Elementary School. Vehicles queuing on Mayo Ridge Road to drop off students came within two car lengths of reaching MD 214. If the queue were to reach MD 214, there would be both operational and safety concerns on MD 214. Additional study at the intersection of MD 214 at Mayo Ride Road may be necessary as part of a separate effort.
- Few pedestrians were observed during the AM and PM peak hours.
    - Pedestrians crossed MD 214 at the intersection of Selby Boulevard and River Road to reach the stores on the southeast corner.
    - Pedestrians were observed walking in the roadway within the eastern third of the corridor.
- Significant queues developed at the following intersections:
    - MD 468 during the AM peak hour (westbound approach). On several occasions, the back of the queue extended to Loch Haven Road, but dissipated quickly.
    - Loch Haven Road during the AM peak hour (southbound approach). The maximum queue was 10 vehicles. Queues started reaching eight to nine vehicles when a southbound left-turn vehicle waited for vehicle gaps on MD 214 to complete their movement.

Existing Lane Use and Traffic Control

Lane use was verified throughout the corridor, including an investigation of traffic control at all of the intersections within the corridor. **Figures 1-3A and 1-3B** illustrate the lane use, turn lane storage lengths, and traffic control at each of the seven studied intersections.

- At the signalized intersection of MD 214 and MD 468, MD 214 runs in an east- and westbound direction. The eastbound approach has one through lane and a shared through and right turn lane. The right-most through lane drops just east of the intersection. The westbound approach has one shared left-through lane and one through lane. The northbound approach has two left-turn lanes and a channelized right-turn lane, but no merge area.

- At the stop controlled intersection of MD 214 at Loch Haven Road, MD 214 runs in an east- and westbound direction. The eastbound approach has a left-turn bypass lane. For the purposes of this analysis, the eastbound approach is considered a two lane approach with a left turn lane and a shared through and right turn lane. The westbound approach is a single lane. The southbound approach is stop controlled and has a single

lane. There is a driveway access to Sue's Deli on the northbound approach slightly offset from Loch Haven Road.

- At the stop controlled intersection of MD 214 at Selby Boulevard / River Road, MD 214 runs in an east- and westbound direction. The east- and westbound approaches each have a single lane. The north and southbound approaches are stop controlled and each have a single lane.

- At the three-legged stop controlled intersection of MD 214 at Turkey Point Road, MD 214 runs in an east- and westbound direction. The east- and westbound approaches each have a single lane. The southbound approach is stop controlled and has a single lane.

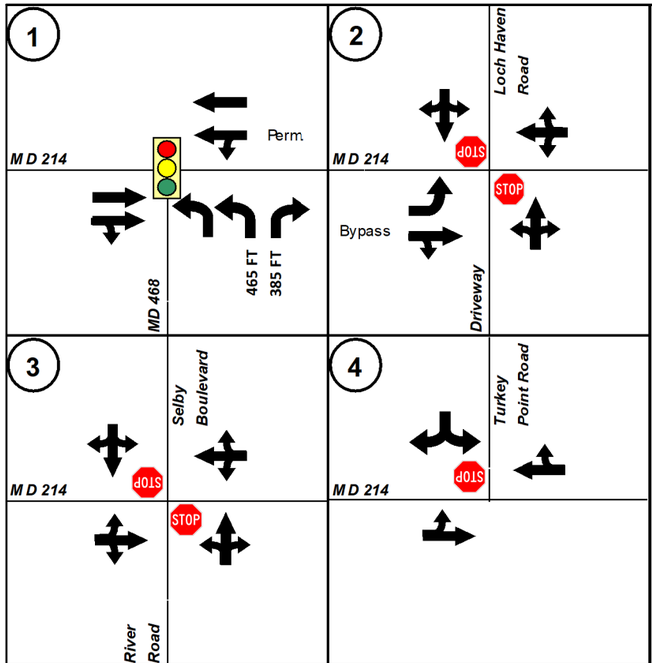
- At the stop controlled intersection of MD 214 at Shoreham Beach Road, MD 214 runs in a north- and southbound direction. The north- and southbound approaches each have a single lane. The westbound approach has a single lane, but a stop controlled spur road accommodates left turns to go south and right turns to go north.

- At the stop controlled intersection of MD 214 at Mayo Avenue / Rogers Road, MD 214 runs in a north- and southbound directions. The north- and southbound approaches each have a single lane. The east- and westbound approaches are stop controlled and each have a single lane.

- At the stop controlled intersection of Shoreham Beach Road and Triton Beach Road, Shoreham Beach Road turns north and Triton Beach Road intersects from the east and is stop controlled. All approaches to the intersection are a single lane, but a stop controlled spur road accommodates left turns to go east and right turns to go north.

At two of the additional named street intersections (Great Heron Drive and Holly Road), eastbound right-turn lanes are provided on MD 214. A westbound left turn lane is provided at Great Heron Drive. A westbound right turn lane is provided at James Way. The remaining 30 named street intersections all have single lane approaches. All of the remaining intersections are stop-control on the minor approach.

It should be noted that the County Executive office has received complaints regarding the operation of the MD 214 at Hillside Avenue / Holly Road intersection and the turn into the Summit School from MD 214. These intersections were not part of the project scope and were not specifically observed in the field. Further evaluation of these intersections may be necessary as part of a separate effort.



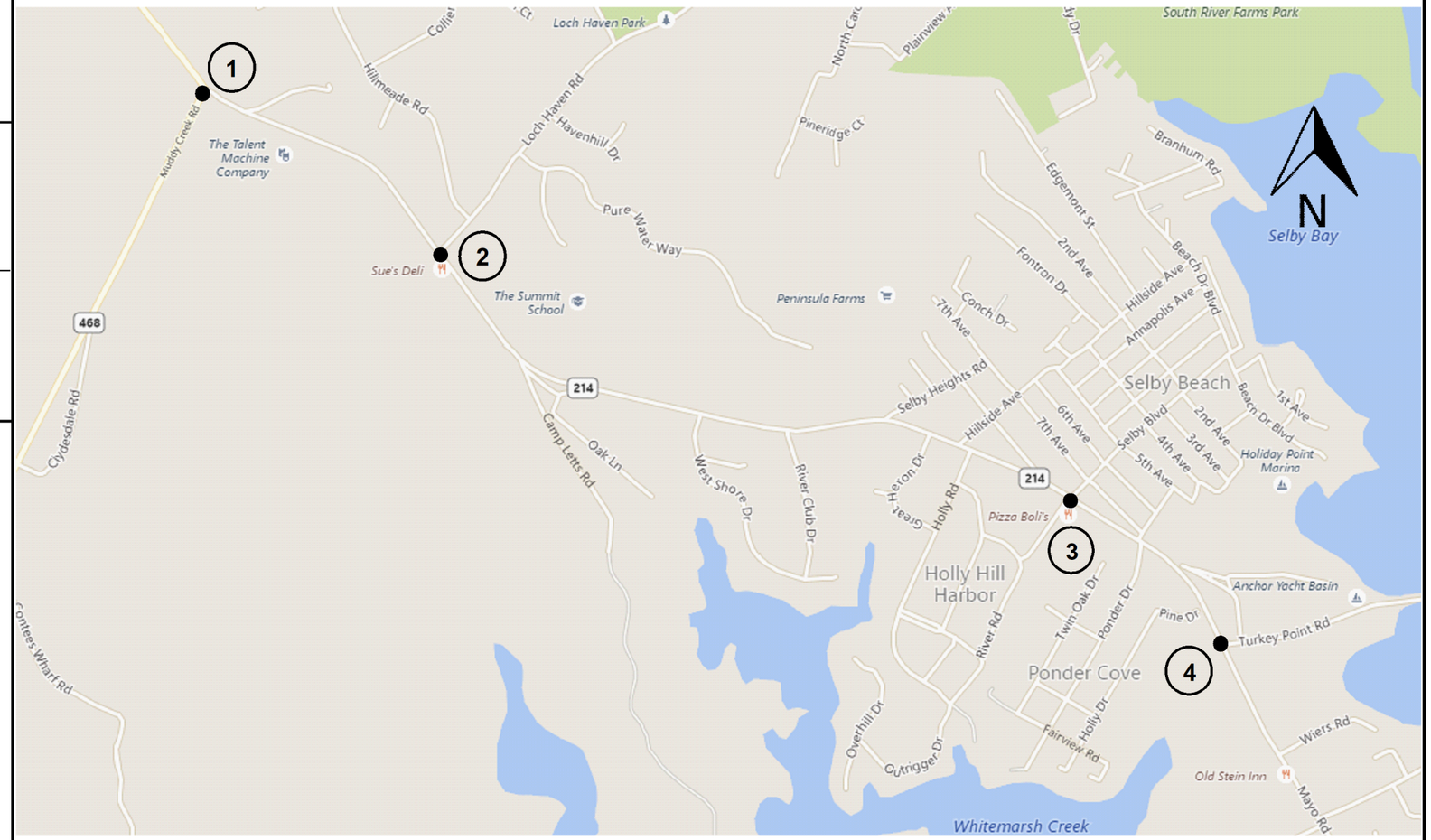
Legend

Lane Configurations — Perm. - Permissive Left Turn Phasing

Signalized Intersection — - Intersection

Unsignalized Intersection — # - Intersection Number

100 FT Storage Bay Length



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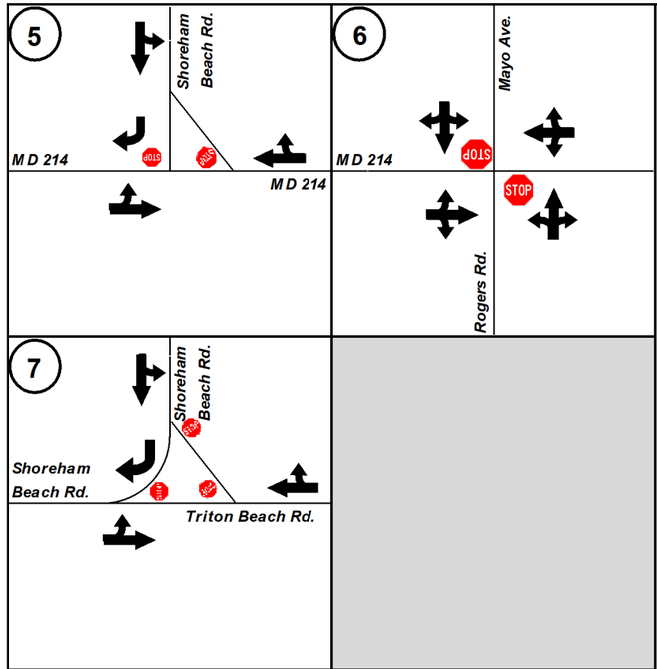
Existing Lane Configuration

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

Figure 1–3A



Legend

	Lane Configurations	Perm.	- Permissive Left Turn Phasing
	Signalized Intersection	●	- Intersection
STOP	Unsignalized Intersection	#	- Intersection Number
100 FT	Storage Bay Length		

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Existing Lane Configuration

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

Figure 1–3B

1.5 Base Mapping

GIS and aerial imaging was obtained from Anne Arundel County and Maryland State Highway Administration (SHA). The information was used to establish base mapping of the MD 214 study corridor and establish a baseline for MD 214 and Shoreham Beach Road. Both stationing and milepoints have been provided on the baseline for location referencing purposes. The milepoints coincide with the milepoints provided in the *2016 Highway Location Reference (HLR) for Anne Arundel County*. An overview of this base mapping with roadway names and horizontal curves labeled is provided in **Figure 1-4**.

1.6 Existing Roadway Geometrics

Within the MD 214 study corridor, the existing roadway geometrics were analyzed to determine if deficiencies exist in the horizontal and vertical alignments, superelevation, stopping sight distances, intersection sight distances, and roadside clear zones in accordance with the *American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (2011 Edition)*. Per the HLR, the Anne Arundel County Bureau of Highways Maintenance Inventory (April 2, 2018 Edition), and field observations, MD 214 and Shoreham Road are classified as undivided, two lane, urban roadways with no access controls. The roadways are not listed as part of the National Highway System (NHS). **Table 1-2** below summarizes the additional design criteria of both roads assembled from the HLR and field observations.

Table 1-2: Design Criteria

Roadway	Mile Point (from)	Mile Point (to)	Speed Limit (MPH)	Required Minimum Stopping Sight Distance (ft)	Functional Classification
MD 214	7.40	7.60	45	360	Other Principal Arterial
	7.60	9.81	40	305	
	9.81	10.18	30	200	
	10.18	11.41			Collector
	11.41	11.54			Local
Shoreham Beach Road	0.00	0.34	30	200	Collector

In accordance with the Maryland Department of Transportation's Practical Design Policy, the Horizontal and Vertical Alignment shall be designed using the anticipated posted speed as the design speed. This analysis assumes the anticipated posted speed limits are equal to the existing posted speed limits which vary throughout the MD 214 study corridor. Subsequently, this analysis assumes the design speed is equal to the existing posted speed limits. The design speed correlating to each section of roadway has set design criteria associated with it which represents the minimum limiting values that should be used in design. Existing features with design criteria equal to or above these minimum values are considered compliant with AASHTO.

Within the study corridor, the typical section of MD 214 was found to be a two lane open section roadway. The two lanes, one eastbound and one westbound, vary in width between 11' and 12'.

Auxiliary turn lanes exist at several of intersections along the roadway. Shoulders do not currently exist throughout the majority of the MD 214 corridor. In short sections where shoulders do exist, paved widths of up to 15' were found. Overall, the shoulders of MD 214 have been found not to be compliant with AASHTO criteria which indicates 8' wide usable shoulders should be provided on each side of the roadway. Additionally, the majority of the shoulder widths are not compliant with the *Maryland State Highway Administration's Bicycle Policy & Design Guidelines (Revised January 2015)* which states the minimum shoulder widths for marked bike lanes in an open section roadway should be 5 feet wide where the posted speed limit is >35 MPH but ≤45 MPH and 4 feet wide where the posted speed limit is ≤35 MPH.

Along Shoreham Beach Road, the typical section was found to be a two lane open section roadway. The two lanes, one eastbound and one westbound, are 10' wide. No auxiliary turn lanes or shoulders currently exist along Shoreham Beach Road. The existing lane and shoulder widths are not compliant with AASHTO criteria which indicates a minumum of 12' wide lanes with 8' wide shoulders should be provided in both directions.

Traffic barrier w-beam exists intermitingly along MD 214 within the study corridor and is positioned to shield errant vehicles from non-traversable terrain and fixed objects. The majority of the traffic barrier that exists within the corridor exhibits signs of age, has minor damage, and is not compliant with the new SHA policy requiring all traffic barrier w-beam to be compliant with AASHTO's Manual for Assessing Safety Hardware (MASH). The exception to this is located along the eastbound side of MD 214, just east of the MD 468 intersection, where traffic barrier exists that was recently installed above the minimum MASH compliant height of 29". However, a Type G end treatment currently terminates this run of existing traffic barrier which is not permissable in areas that have posted speed limits above 40 MPH.

No traffic barrier exists or was found to be required along Shoreham Beach Road.

Visual surface inspection of existing MD 214 and Shoreham Beach Road found the existing pavement to be in poor to fair condition. Medium to high severity longitudinal and alligator cracking were observed throughout the study corridor. Various patches of the roadways, particulary on MD 214, were noticably visible as well. The exception to this is the first several hundred feet of MD 214 located east of the MD 468 intersection where the existing pavement was rehabilited by a project in the Spring of 2017.

SHA's Office of Materials Technology (OMT) provided the MD 214 Construction History. The construction history records show the existing pavement structure of MD 214 consists of 11" to 12.5" of asphalt over 9" to 12" of aggregate. Various levels of rehabilitations have occurred over the years with milling and resurfacing, crack/joint sealing, and/or patching being last completed within sections of the study corridor between 1991 and 2017. SHA's level of performance data for MD 214 indicates the roadway is in fair to mediocre condition.

The horizontal alignments along MD 214 and Shoreham Beach Road were established using GIS and aerial imagery to develop the approximate baselines for the roadways as shown on **Figure 4**. For identification purposes, every turn along the alignments has been labeled with curve numbers. The existing radius and superelevation of each curve was checked against the low-speed (≤45 MPH) urban street design criteria provided in AASHTO's Table 3-13b. The horizontal sight offset was field verified to determine if obstructions exist within the stopping sight distance across the inside of the curves. Additionally, several compound curves were found to exist within the study corridor. According to AASHTO, the ratio of the flatter radius to the sharper radius should not exceed 1.5:1 on compound curves. Deficient curves are highlighted in **Figure 4**. An inventory of the curves and whether their superelevation, compound curvature, and horizontal sight distance is compliant with AASHTO is provided in **Appendix D**. Instances where the superelevation, compound curvature, or horizontal sight distance did not meet the AASHTO criteria has been documented in **Appendix D** and include the following locations:

- Superelevation
  - Curve 21
  - Curve 26
- Compound Curvature
  - Curve 2/Curve 3
  - Curve 4/Curve 5
  - Curve 6/Curve 7
  - Curve 14/Curve 15
  - Curve 20/Curve 21
  - Curve 25/Curve 26
- Horizontal Sight Distance
  - Curve 21
  - Curve 22
  - Curve 25
  - Curve 26

The vertical alignments were established using GIS contours to verify that all vertical grades and curves are in compliance with AASHTO. Where the information provided by the GIS contours did not provide a definitive answer, field measurements of the vertical grades and stopping sight distance were taken. The rate of curvature (K) for the crest and sag curves were checked against the minimum design values provided in AASHTO Tables 3-34 and 3-36. All the vertical grades and curves within the MD 214 study corridor were found to be compliant with AASHTO.

LEGEND

NON-COMPLIANT HORIZONTAL COMPOUND CURVE

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BASE MAPPING & HORIZONAL CURVES

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE 1–4

Intersection sight distance was evaluated at all intersections with signal, stop, or yield controls within the MD 214 study corridor per the criteria outlined in AASHTO's Chapter 9.5. No driveway entrances were evaluated. Field measurements at each intersection were made to determine if the intersection sight triangles were clear of obstacles that may obstruct a driver's view as they turn on or off of MD 214 or Shoreham Beach Road. The criteria assumed passenger cars were the design vehicle because there is not a high percentage of truck traffic using MD 214 or Shoreham Beach Road within the study corridor. On the side roads, the analysis assumed the position of the drivers eye/decision point was 8 feet from the edge of travel lane of the mainline. An inventory of the intersection sight distance is provided in **Appendix E.** Instances where the intersection sight distance did not meet the AASHTO criteria has been documented in the Figures provided in **Appendix E** and include the following intersections:

- Hillside Avenue at MD 214
- Mayo Ridge Road at MD 214
- Lambros Lane at MD 214
- Mayo Avenue/Rodgers Road at MD 214
- Spruce Avenue at MD 214
- Cadle Avenue at MD 214
- Poplar Avenue at MD 214
- Beverley Place at MD 214
- Beverley Avenue at MD 214
- Elm Street at MD 214
- Waterview Drive at Shoreham Beach Road
- Triton Beach Road at Shoreham Beach Road

1.7 Drainage

The typical sections of MD 214 and Shoreham Beach Road primarily consist of open section roadways with side ditches and cross culverts to collect and convey stormwater runoff. There are spot locations that are curbed with a closed drainage system consisting of grated inlets and pipes. The curbed areas are primarily located at commercial properties and at the intersections of MD 214 with MD 468, Loch Haven Road and Selby Heights Drive.

A recently completed Stormwater Management Report assembled for the Reed Property Subdivision in February 2016 found an existing 15 inch cross culvert on MD 214 to be inadequately sized. During a 25 year design storm event, the report found floodwaters are anticipated to overtop MD 214 by approximately 9 inches between the intersections of River Club Drive and Selby Heights Drive. In addition to this report's findings, field observations did not find any others areas of significant drainage concerns other than standing water at the entrance east of Shoreham Beach Road (Sta. 148+50). This and other drainage features of note are shown on the Drainage Features Photo Log in **Appendix F** and include the following:

Sta. 15+00 – ditch check dam
Sta. 61+00 – typical roadside ditch
Sta. 95+00 – side-slope adjacent to roadway
Sta. 148+00 – grated roadside inlet
Sta. 148+50 – ponding water at entrance
Sta. 183+00 – headwall to culvert crossing Shesley Road
Sta. 212+00 – headwall along north side of MD 214 to culvert crossing MD 214
Sta. 212+00 – driveway culverts conveying roadside flows

It should be noted that no hydraulic or hydrologic analysis (H/H) was performed to assess the existing ditch and pipe sizes or inlet and pipe capacities. Such computations are beyond the current scope of work for this project. Any areas of noticeable distress or deficiency will be identified and recommended for upgrade as part of future phases of the project.

1.8 Crash Analysis

SHA provided crash data for the MD 214 study corridor for the period between January 1, 2014 and June 30, 2017. The locations of the crashes are shown in **Figure 1-5.** As expected, the number of crashes increase on the western side of the corridor as volumes increase. Alcohol and drug related crashes documented, but shown separately in the figure as "A". **Appendix G** contains all of the crash data.

Comparing the non-compliant horizontal curves highlighted in **Figure 1-4** with the crash data, did not find strong evidence that the two are related within the MD 214 study corridor.

Individual intersection data was obtained for the six study intersections along the MD 214 corridor and line diagrams were also included for the corridor between the study intersections. **Table 1-3** summarizes the results of the intersection crash data:

Table 1-3: Study Intersection Crash Data (2014-2017)

	Crashes by Intersection	MD 468	Loch Haven Rd	Selby Blvd	Turkey Point Rd	Shoreham Beach Rd	Mayo Ave	Total
Severity	Fatal	0	0	0	0	0	0	***0***
	Injury	10	3	4	0	1	0	***18***
	Property Damage	9	3	2	0	0	0	***14***
Type	Opposite Direction	1	0	0	0	0	0	***1***
	Rear End	7	2	2	0	0	0	***11***
	Sideswipe	1	1	0	0	0	0	***2***
	Left Turn	3	0	0	0	0	0	***3***
	Angle	0	1	4	0	1	0	***6***
	Ped/Bike	0	0	0	0	0	0	***0***
	Fixed Object	7	2	0	0	0	0	***9***
	Other	0	0	0	0	0	0	***0***
Extenuating Circumstances	Night Time	7	2	1	0	0	0	***10***
	Wet Surface	8	1	1	0	0	0	***10***
Total Crashes		***19***	***6***	***6***	***0***	***1***	***0***	***32***

Table 1-3 indicates a moderate amount of crash activity at the MD 468 signalized intersection, with fewer crashes at the Loch Haven Road intersection and the unsignalized intersections to the east. No fatalities were reported at intersections and the predominant crash type included rear end and fixed object collisions. Night time crashes comprised one-third of the crashes at the intersections. Wet pavement was also listed as an extenuating circumstance in about one-third of the crashes at the intersections.

LEGEND

12 NUMBER OF NON-ALCHOHOL /DRUG RELATED CRASHES

A ALCOHOL /DRUG RELATED CRASH AT MILEPOINT

1,200' 0 1,200' 2,400'
SCALE: 1" = 1,200'

NOTE: THE CRASH HISTORY SHOWN ON THIS FIGURE WAS COLLECTED BETWEEN JANUARY 1, 2014 AND JUNE 30, 2017.

STV 100 Years
STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, Maryland 21244
www.stvinc.com

BY: raberkd

PLOTTED: Tuesday, July 30, 2019 AT 01:37 PM

CRASH LOCATIONS

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE 1–5

A review of the line diagrams indicates substantially more crash activity within the corridor in between the study intersections. **Table 1-4** summarizes the crash information for the corridor:

Table 1-4: Existing Study Segment Crash Data (2014 – June 30, 2017)

	Crashes by Segment	MD 468 to Loch Haven Rd	Loch Haven Rd to Selby Blvd	Selby Blvd to Turkey Point Rd	Turkey Point Rd to Shoreham Beach Rd	Shoreham Beach Rd to Mayo Ave	Mayo Ave to End of Road	Total
Severity	Fatal	1	0	0	0	0	0	***1***
	Injury	6	11	2	3	1	0	***23***
	Property Damage	9	18	2	4	2	4	***39***
Type	Opposite Direction	0	1	0	0	0	0	***1***
	Rear End	7	10	0	0	0	0	***17***
	Sideswipe	0	0	0	0	0	0	***0***
	Left Turn	1	3	1	2	0	1	***8***
	Angle	1	2	0	1	0	1	***5***
	Ped/Bike	1	0	0	1	0	0	***2***
	Fixed Object	3	9	1	1	3	1	***18***
	Other	3	4	2	2	0	1	***12***
Extenuating Circumstances	Night Time	7	9	2	1	0	1	***20***
	Wet Surface	2	10	1	1	1	0	***15***
Total Crashes		***16***	***29***	***4***	***7***	***3***	***4***	***63***

Based on the line diagrams, there were 63 crashes that occurred between the study intersections compared to 32 at the study intersections. It should be noted that of the 63 crashes that occurred between the study intersections, there were 12 crashes that were marked as "intersection related" that occurred at a non-study intersection within the corridor. The largest cluster of "intersection related" crashes at non-study intersections that would indicate a pattern or problem area occurs in the segment between Selby Heights Drive and Holly Road where 6 "intersection related" crashes occurred at non-study intersections. There was one reported fatality occurring between the MD 468 and Loch Haven Road intersections which involved a vehicle striking a pedestrian at night. The predominant crash types continue to be rear end and fixed object collisions when examining the crash data between intersections. When examining the vehicle movements for each of the 17 rear end crashes that occurred between the study intersections, only one crash was listed as being a vehicle going straight colliding with a vehicle turning left. It should be noted that a police officer may list both vehicle movements as straight if a left turning vehicle is waiting in the travel lane for a gap in oncoming traffic prior to making a left turn, therefore the possibility exists that queuing of left turn vehicles on MD 214 is contributing to the frequency of rear end crashes. Night time crashes comprised one-third of the crashes in between the intersections. Wet pavement may have been a contributing factor in about one-quarter of the crashes between the intersections. It should also be noted, based on the data

provided in **Tables 1-3 and 1-4**, that 80 percent of crashes are occurring at or west of Selby Boulevard. A significant number of crashes, 12 total, were categorized as "other".

The SHA crash data also provides a comparison between Maryland statewide crash rates and the crash rates for each segment of the corridor. Crash rates are expressed as crashes per million-vehicle-miles-traveled. **Table 1-5** compares the crash rates by segment to the statewide averages.

Table 1-5: Existing Corridor Crash Rate Data (2014 – June 30, 2017)

	Crash Rate By Segment	MD 468 to Loch Haven Rd	Loch Haven Rd to Selby Blvd	Selby Blvd to Turkey Point Rd	Turkey Point Rd to Shoreham Beach Rd	Shoreham Beach Rd to Mayo Ave	Mayo Ave to End of Road	Statewide Average
Severity	Fatal	7.3	0	0	0	0	0	***1.4***
	Injury	124.1*	51.7	60.2	24.1	57.3	0	***68.9***
	Property Damage	160.5	60.8	30.1	32.1	57.3	160.8	***97.8***
Type	Opposite Direction	7.3	3	0	0	0	0	***8.8***
	Rear End	116.8*	39.5	30.1	0	0	0	***53.8***
	Sideswipe	7.3	0	0	0	0	0	***10.5***
	Left Turn	29.2	9.1	10	16	0	40.2	***13***
	Angle	14.6	15.2	20.1	8	0	40.2	***32.8***
	Ped/Bike	7.3	0	0	8	0	0	***3.3***
	Fixed Object	80.3*	33.4	10	8	85.9*	40.2	***29.5***
	Other	29.2*	12.2*	20.1*	16*	28.6	40.2	***2.8***
Extenuating Circumstances	Night Time	43%	30%	22%	14%	0%	25%	***31%***
	Wet Surface	20%	19%	11%	14%	0%	0%	***21%***
Total Crashes		***291.9****	***112.5***	***90.3***	***56.1***	***114.6***	***160.8***	***168***

* Significantly higher than the statewide average as reported by SHA.

When evaluating this data, the only segment where total crashes are significantly higher than the statewide average is from MD 468 to Loch Haven Road. Additionally, crashes are significantly higher than the statewide average on this segment for crashes resulting in injury, rear end crashes, fixed object crashes, and "other" type crashes. The fixed object crash rate for the segment between Shoreham Beach Road and Mayo Avenue is significantly higher than the statewide average. Three other segments have significantly higher "other" type crash rates than the statewide average. These segments are Loch Haven Road to Selby Boulevard, Selby Boulevard to Turkey Point Road, and Turkey Point Road to Shoreham Beach Road.

Additional crash data was requested after the submittal of the *Existing Conditions Analysis* in May 2018 for the final six months of 2017. This crash data was evaluated by year, as shown below in **Figure 1-6**.

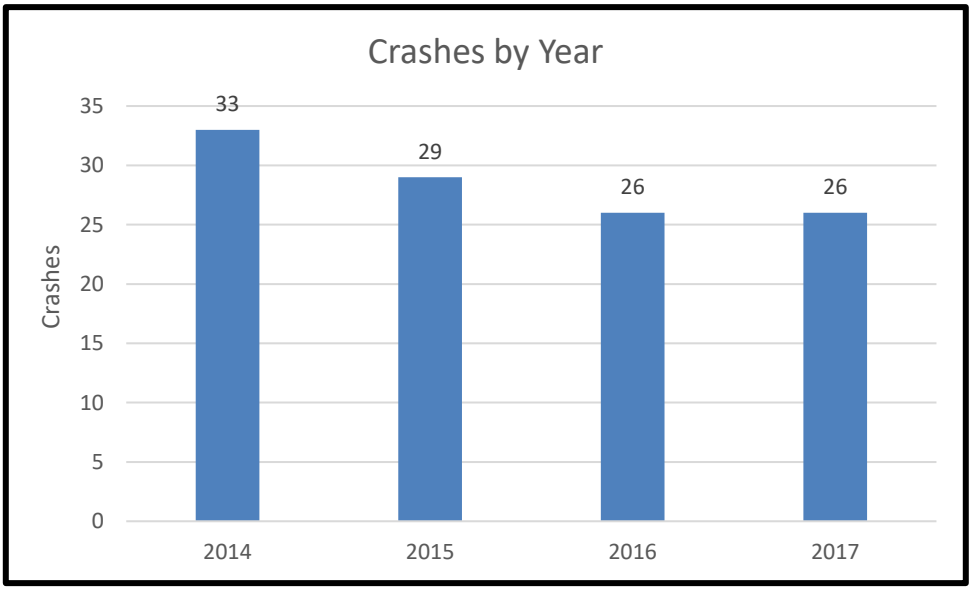


Figure 1-6: Crashes by Year (2014-2017)

As shown above, the number of crashes has generally decreased each year, with the same number of crashes occurring in 2017 as in 2016.

1.9 Traffic Control Devices

All traffic control devices including signing, pavement markings, lighting and traffic signals were reviewed in the field.

Signing

Signs within the corridor were in satisfactory condition throughout the corridor. Trees and shrubbery at the corners of intersections on the eastern third of the corridor can sometimes obscure road name signs.

Pavement Markings

Pavement markings were generally in satisfactory condition throughout the corridor. At the Mayo Elementary School, a crosswalk on MD 214 was recently eradicated.

Lighting

There is a mix of lighting throughout the corridor. The majority of the lighting is leased lighting on utility poles. While not considered "continuous" lighting, it is scattered across the corridor. The traffic signal at MD 468 also has associated street lighting.

Traffic Signals

There is one signalized intersection located at MD 468. Field reviews indicated that all equipment is currently operational.

Traffic signal plans are included in **Appendix H**. The traffic signal has permissive phasing for left turns from MD 214 onto MD 468. There is video detection for the side street as well as lighting on the northwest corner of the intersection.

1.10 Special Uses Within the Corridor

There are a number of special uses which contribute to the mix of vehicular, pedestrian, and bicycle traffic in the corridor. Refer to **Appendix A** for various photos illustrating some of the noted details below:

1. *Mayo Elementary School*
   Mayo Elementary School is located in the center of the corridor. Vehicles queue prior to the first bell at 8:10 AM on Mayo Ridge Road due to limited space in the parking lot to drop students off. The vehicle queue extends along Mayo Ridge Road to within 30 feet of the intersection with MD 214. Queuing on Mayo Ridge Road before and just after the last bell at 2:35 PM was minimal.

2. *Parks*
   There are six existing and future parks on the peninsula, including both active and passive facilities. These include Glebe Heights Park (Future), Loch Haven Park, Mayo WRF Park (Future), South River Farms Park, Mayo Beach Park, and Beverly Triton Park. These will generally have greater traffic impacts on weekends rather than peak hours during the week, with an increase in the warmer months. The impact of Future park development will be considered in future phases of the MD 214 study based on the P452532 TIS dated October 2017 prepared by Traffic Concepts.

3. *Marinas*
   There are multiple marinas located on the side streets of the corridor. Since observations occurred during the late fall very little marina-related activity was observed into or out of the peninsula. A few large boat trailers were seen that created some queuing while the vehicle was waiting to make a wide turn onto MD 214. During the summer, boat trailer traffic would be heavier and have a greater impact on traffic operations throughout the corridor.

1.11 Traffic Analysis

Existing intersection capacity was analyzed using the Critical Lane Volume (CLV) approach as well as Synchro at the seven intersections within the corridor. The CLV approach is a planning level tool to identify Level of Service (LOS). LOS is defined as a qualitative measure of intersection operations with LOS A through LOS D generally considered acceptable, LOS E indicating capacity, and LOS F indicating substandard conditions. Synchro uses the methodology from the ***Highway Capacity Manual*** which offers a more detailed examination of traffic operations. The software records a variety of measures of effectiveness (MOEs). The MOEs utilized as part of this evaluation included delay, volume-to-capacity (v/c) and LOS. The Synchro evaluation considers the existing traffic signal timing as well as phasing at the signalized intersection. Traffic signal timing was obtained from SHA, but adjusted based on field observations.

Table 1-6 provides a summary of the CLV findings for each study intersection. **Appendix I** contains existing CLV capacity analysis worksheets.

Table 1-6: Existing Overall CLV Level of Service Summary

Intersection with MD 214	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	CLV	v/c	LOS	CLV	v/c	LOS	CLV	v/c	LOS
MD 468	950	0.59	A	1324	0.83	D	796	0.50	A
Loch Haven Road	1129	0.71	B	1008	0.63	B	792	0.50	A
Selby Boulevard / River Road	701	0.44	A	1086	0.68	B	581	0.36	A
Turkey Point Road	571	0.36	A	947	0.59	A	513	0.32	A
Shoreham Beach Road	433	0.27	A	705	0.44	A	366	0.23	A
Mayo Avenue / Rogers Road	167	0.10	A	237	0.15	A	128	0.08	A
Shoreham Beach Rd at Triton Beach	153	0.10	A	219	0.14	A	161	0.10	A

Based on the analyses of **Table 1-6**, results of the CLV analysis indicates all of the intersections operate at an acceptable LOS D or better.

Table 1-7 provides a summary of the Synchro analysis findings for the seven intersections. **Appendix J** contains existing Synchro capacity analysis worksheets.

Table 1-7: Existing Overall HCM Level of Service Summary

Intersection	Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		Delay (Sec)	LOS	v/c	Delay (Sec)	LOS	v/c	Delay (Sec)	LOS	v/c
MD 214 at MD 468	Overall	19.6	B	0.67	13.0	B	0.67	26.7	C	0.44
MD 214 at Loch Haven Rd	Average	11.9	-	-	4.2	-	-	3.4	-	-
	Northbound*	0.0	A	0.00	168.8	F	0.27	19.4	C	0.03
	Southbound	70.8	F	0.91	29.4	D	0.53	22.9	C	0.44
MD 214 at Selby Blvd/River Rd	Average	3.3	-	-	3.9	-	-	2.9	-	-
	Northbound	38.4	E	0.18	52.6	F	0.36	23.6	C	0.16
	Southbound	21.0	C	0.37	21.4	C	0.23	15.9	B	0.20
MD 214 at Turkey Point Rd	Average	1.9	-	-	2.8	-	-	2.2	-	-
	Southbound	14.5	B	0.20	15.6	C	0.27	12.2	B	0.16
MD 214 at Shoreham Beach Rd	Average	5.0	-	-	4.8	-	-	3.8	-	-
	Southbound	11.7	B	0.30	9.5	A	0.15	9.6	A	0.12
MD 214 at Mayo Ave/Rogers Rd	Average	1.0	-	-	0.6	-	-	0.6	-	-
	Northbound	10.1	B	0.00	11.6	B	0.01	10.4	B	0.01
	Southbound	9.1	A	0.02	8.8	A	0.01	9.0	A	0.01
Shoreham Beach Rd at Triton Beach Rd	Average	2.8	-	-	1.9	-	-	1.8	-	-
	Westbound	9.7	A	0.08	10.1	B	0.08	9.7	A	0.06

* Driveway with minimal volume

As shown in **Table 1-7,** the results of the Synchro analysis indicate that the signalized intersection of MD 214 at MD 468 operates at an acceptable LOS. For the remaining six unsignalized intersections, approach delay, LOS, and v/c have been reported for the stopped approaches. As shown above, three approaches have an unacceptable LOS. At the intersection of MD 214 at Loch Haven Road, the southbound approach is a LOS F during the AM peak hour. Additionally, the northbound approach (driveway access) at the Loch Haven Road intersection operates at LOS F during the PM peak hour. At the intersection of MD 214 at Selby Boulevard/River Road, the northbound approach operates at LOS E and LOS F during the AM and PM peak hours, respectively. It should also be noted that although the overall intersection of MD 214 at MD 468 is shown to operate at acceptable LOS, the northbound approach is operating at a LOS F during the weekend peak.

The Bicycle Level of Comfort (BLOC) was determined for MD 214 per the process adopted by the Maryland State Highway Administration (SHA) to evaluate bicycle accessibility. Similar to LOS, the BLOC of a roadway is characterized by a letter grade between "A" and "F" and acceptable BLOC is considered to be "D" or better. The BLOC formula accounts for the vehicular volume along a roadway, vehicular speed limit, pavement conditions, and the lane configuration and geometry of the roadway. The BLOC was calculated for each segment between study intersections along MD 214. A few segments were split into multiple segment to account for the varying shoulder widths and speed limits along the segment. **Table 1-8** provides a summary of the BLOC analysis findings for the roadway segments along MD 214. The BLOC calculation worksheets are included in **Appendix K**.

Table 1-8: Existing BLOC Summary

MD 214 Roadway Segment (from west to east)	Length (mi)	BLOC	
		Score	Grade
MD 468 to Loch Haven Road	0.50	4.92	E
Loch Haven Road to Selby Boulevard	1.31	5.17	E
Selby Boulevard to Turkey Point Road (west and east of Ponder Drive)	0.18	5.41	E
	0.22	2.61	C
Turkey Point Road to Shoreham Beach Road (west and east of Weirs Road)	0.20	0.38	A
	0.30	4.47	E
Shoreham Beach Road to Mayo Avenue	0.80	5.10	E
Mayo Avenue to Eastern Terminus	0.56	4.58	E

As shown above, the majority of segments operate with a BLOC E, with an approximate half mile segment between Ponder Drive and Weirs Road operating at an acceptable BLOC C or better. The segment's operating at acceptable BLOC grades were areas in the corridor that included shoulders.

1.12 Signal Warrant Analysis

A signal warrant analysis was completed for MD 214 at Loch Haven Road. The analyses was conducted in accordance with Section 4C of the 2011 edition of the *Maryland Manual on Uniform Traffic Control* (MdMUTCD). The signal warrant analysis used a 2 major and 1 minor scenario and case C (May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000). With these conditions, Signal Warrant 1-Eight Hour Vehicular

Volume was met by satisfying the requirements of conditions A and B. It should be noted, however, that the number of lanes on the east- and westbound approaches differ and that the southbound approach is primarily comprised of right turning vehicles, thus possibly reducing the level of conflict and indicating that an alternative countermeasure, such as an unsignalized Maryland T-intersection with a median, may be more appropriate at this location. The signal warrant analysis can be found in **Appendix L.**

1.13 Environmental Resources

A preliminary desktop survey of environmental and historic resources in the vicinity of the project was conducted. A more thorough analysis and quality control of this information should be conducted in a future project phase to determine the level of potential impacts that will be documented in the NEPA clearance. There are areas on the peninsula that fall under the Special Flood Hazard Areas (SFHA). The SFHA – High Risk and Moderate and Minimal Risk flood zones exist along MD 214 between River Road and Wiers Road and several other locations along the corridor. The Anne Arundel County's (WPRP) Watershed Application GIS identified that more than 60% of the corridor is designated as a Critical Area. The full Preliminary Desktop Review of Environmental Resources can be found in **Appendix M**.

1.14 Summary of Existing Conditions

Based on the analysis, field work, and observations, the MD 214 study corridor includes a number of operational and design deficiencies. Recommendations to address these and projected future capacity issues will be identified as part of future phases. In Summary, the following are the major findings:

- Capacity at intersections is not a significant issue; however, sufficient gaps for traffic turning left off of side streets onto MD 214 may not be available at during peak periods, especially the further west along the corridor.
- Although overall intersection levels of service is shown to be adequate, several individual movements are shown to experience excessive delay, including the northbound approach of MD 468 during the weekend peak hour, the southbound approach of Loch Haven Road during the AM peak hour, the northbound approach opposite Loch Haven Road during the PM peak hour, and the northbound approach of River Road during the AM and PM peak hours.
- Westbound traffic queues from the MD 468 intersection extend as far back as Loch Haven Road, but dissipate. The analysis does not show that this movement experiences excessive delay, however.
- A traffic signal is warranted at the intersection of MD 214 at Loch Haven Road, although other geometric improvements may be more appropriate here to improve conditions.
- Several horizontal curves are found to be non-compliant per AASHTO guidelines, but do not appear to be a contributing factor in the crash data.
- While the crash data indicates potential problem areas, and several roadway sections experience a higher crash rate than the statewide average, the number of crashes have generally been decreasing year to year.
  Bicycle accommodations are inadequate based on the BLOC analysis.
- There is no pedestrian infrastructure along the corridor.

2. Future Conditions

2.1 2040 Travel Demand Forecast

The year 2040 traffic forecasting was performed using both the Baltimore Metropolitan Council (BMC) Regional Travel Demand Model as well as Institute of Transportation Engineers' (ITE) Trip Generation Manual equations for various proposed land use types. The BMC model captures regional growth in travel demand through the MD 468 and MD 214 intersection, which increased the volume of traffic on the northbound MD 468 left turn and eastbound MD 214 right turn movements, accounting for potential development outside of the MD 214 project study area. **Figure 2-1** shows BMC model growth that is to be added to the existing volumes discussed in Section 1.3 of this report.

The ITE equations were used to project traffic expected to be generated by both residential and commercial development on the peninsula, as well as the expansion of the Summit School. ITE does not provide equations for the types of parks planned in the area, so the trips were generated based on the projected number of new parking spaces, consistent with the October 2017 Mayo Peninsula Parks Traffic Impact Study and updated based on the number of parking spaces proposed in the January 2018 Mayo Peninsula Parks Master Plan, shown in **Table 2-1** below.

Table 2-1: Park Master Plan Parking Spaces

Park	Number of Proposed Parking Spaces
Glebe Heights Park	71
Mayo Water Reclamation Facility (WRF) Park	592
South River Farm Park	210
Mayo Beach Park*	157
Beverly Triton Park	96

*No new trips are assumed because the proposed paved parking is replacing existing unpaved parking

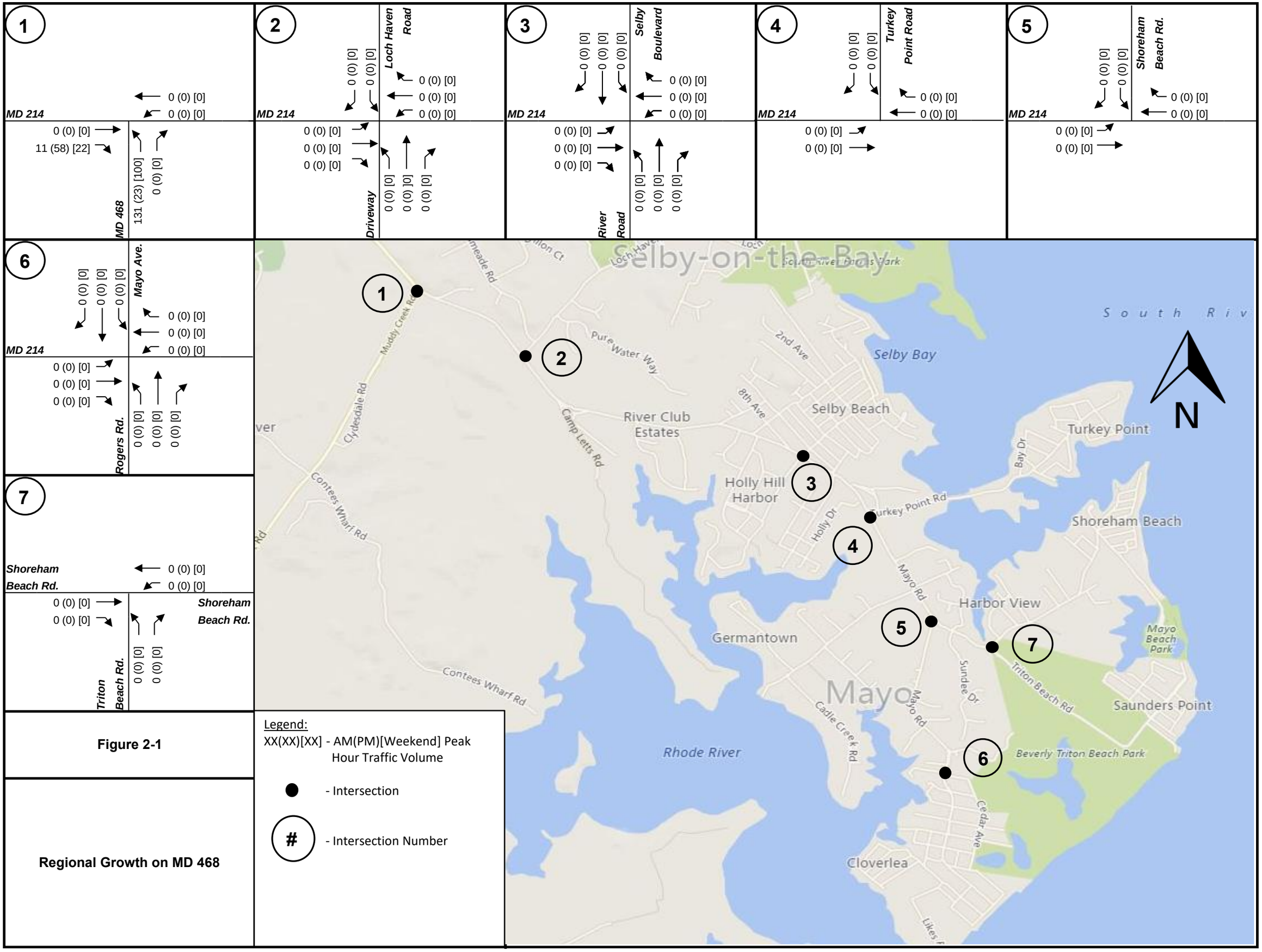


Figure 2-1

Regional Growth on MD 468

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

Consistent with the Mayo Peninsula Parks Traffic Impact Study (TIS), trips were generated assuming that half of the parking spaces would turn-over during the impacted peak hours (50% entering and 50% exiting). The one exception to this approach is at Mayo Beach Park where the TIS assumed no new trips since the paved spaces are replacing existing unpaved spaces. In addition, this analysis has revised the trip generation assumptions at the Mayo Water Reclamation Facility (WRF) Park. While the TIS generated trips based on the number of playing fields, this analysis based the trip generation on the number of proposed parking spaces, consistent with the other three parks. This resulted in a higher volume of park related trips and a more conservative forecast. **Table 2-2** provides the new PM and Weekend Peak Hour trips to be generated by each park. Trips are not expected to be generated by the parks during the AM peak hour.

Table 2-2: Trip Generation for Park Development

Land Use	Quantity	Net New Trips	In	Out
Glebe Heights Park	71 Spaces			
Weekday PM Peak		71	35	36
Weekend Midday		71	35	36
Mayo Water Reclamation Facility (WRF) Park	592 Spaces			
Weekday PM Peak		592	296	296
Weekend Midday		592	296	296
South River Farm Park	210 Spaces			
Weekday PM Peak		210	105	105
Weekend Midday		210	105	105
Beverly Triton Park	96 Spaces			
Weekday PM Peak		96	48	48
Weekend Midday		96	48	48

The trips shown above were assigned to the study area network based on the location of the proposed parks consistent with the October 2017 Mayo Peninsula Parks Traffic Impact Study. **Figures 2-2, 2-3, 2-4,** and **2-5** show the park trip assignments for each of the four parks listed above.

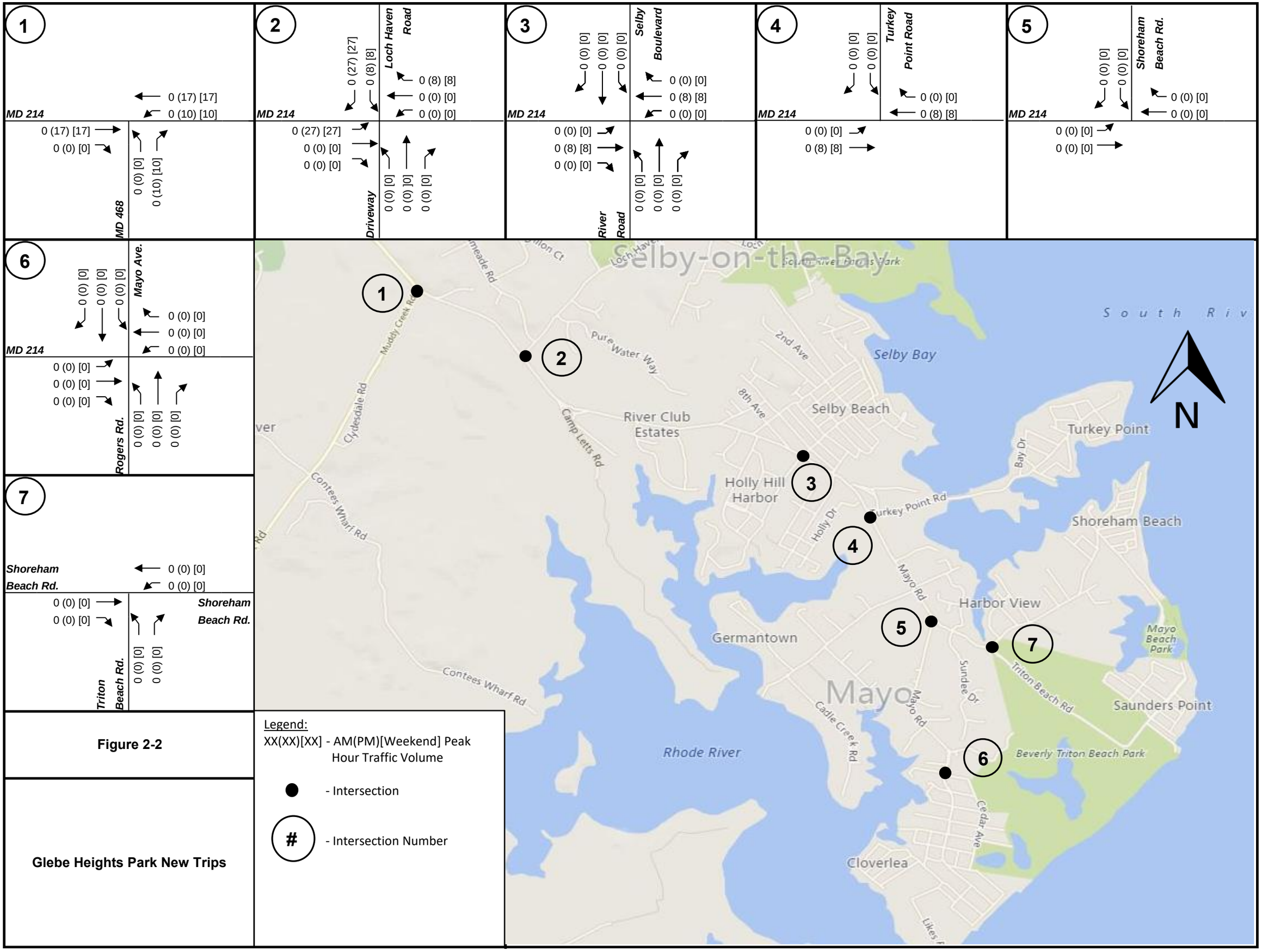


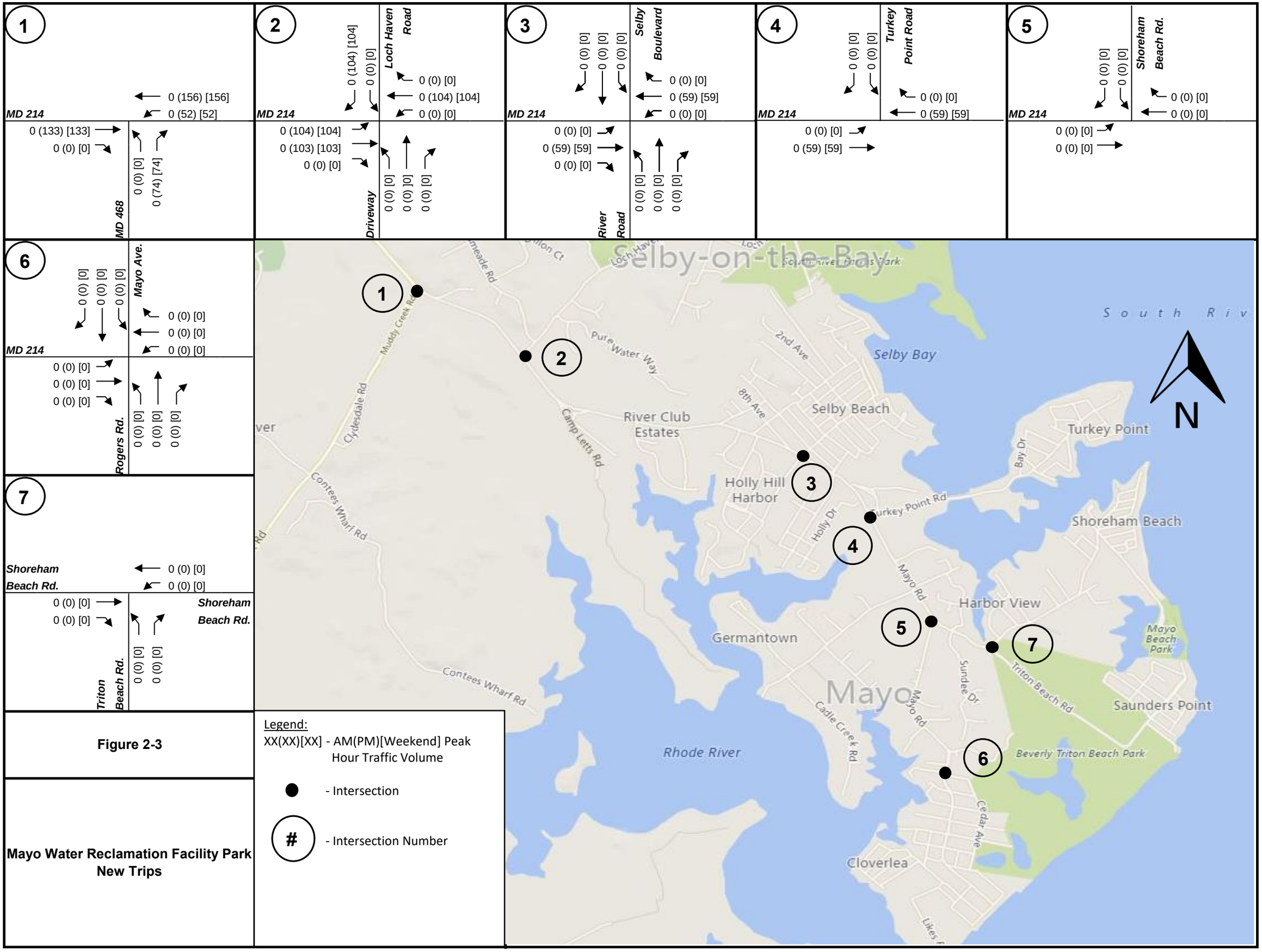
Figure 2-2

Glebe Heights Park New Trips

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number



Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

Figure 2-3

Mayo Water Reclamation Facility Park New Trips

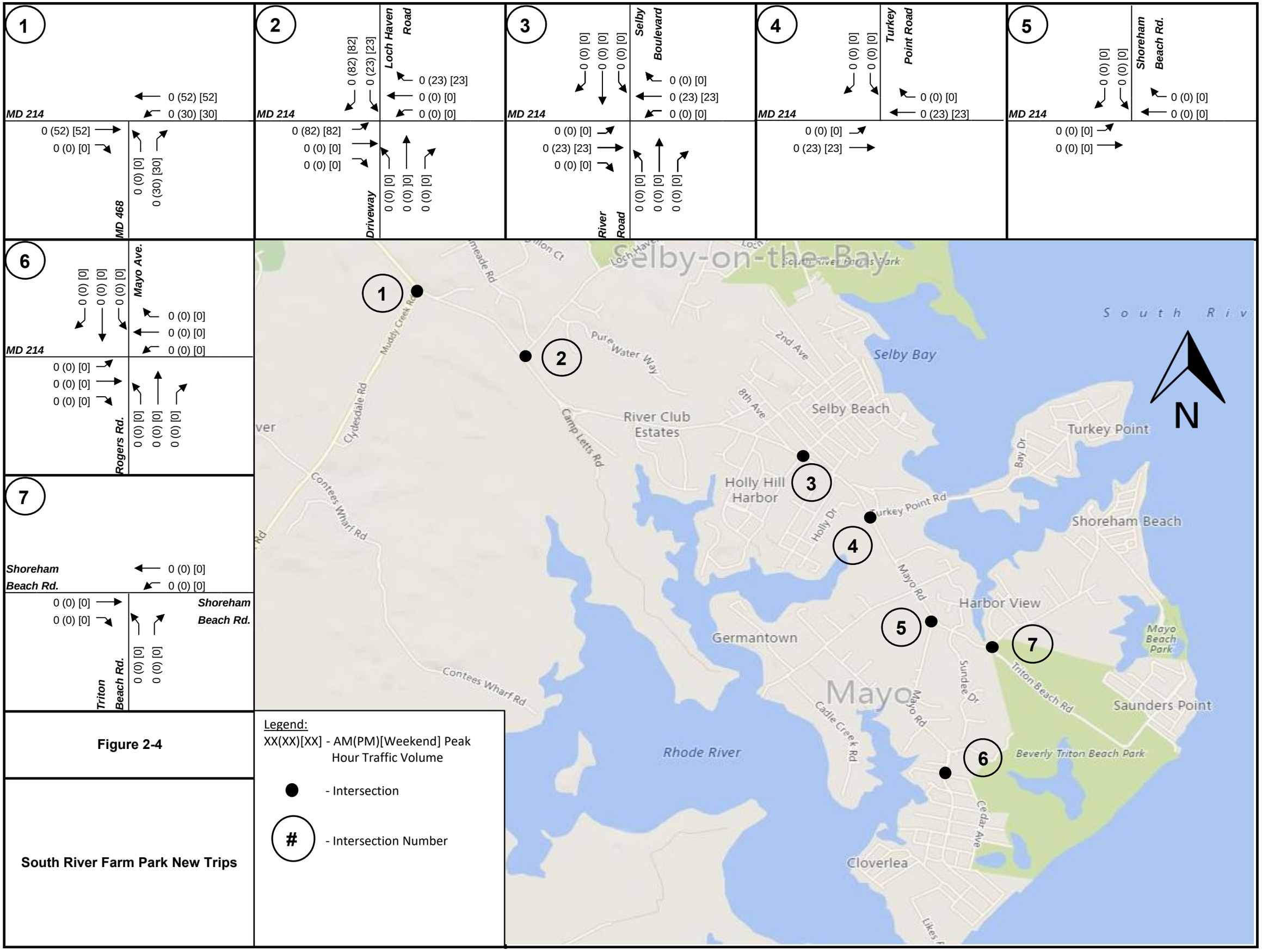


Figure 2-4

South River Farm Park New Trips

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

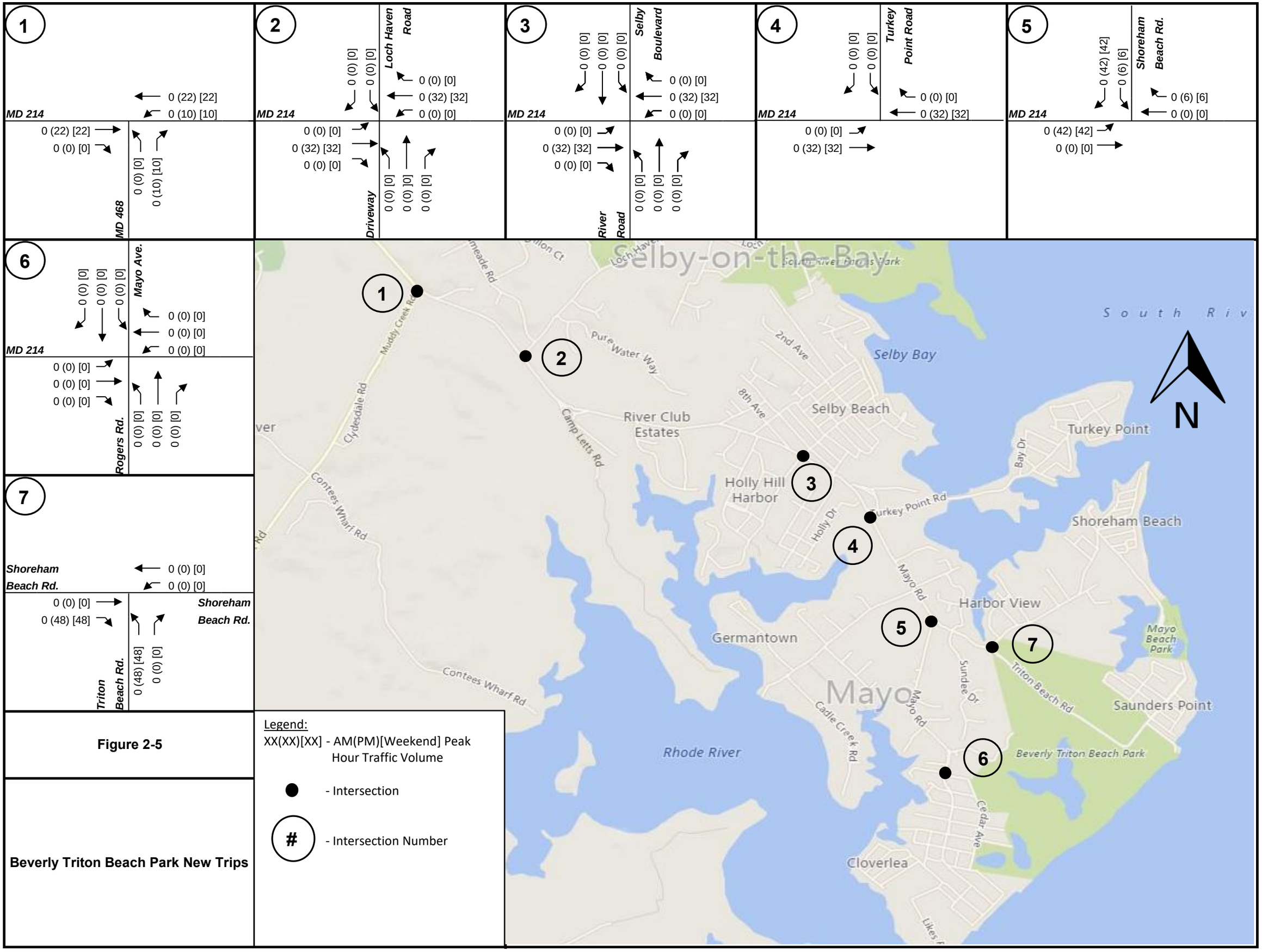


Figure 2-5

Beverly Triton Beach Park New Trips

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

The trips from the expected residential development, commercial development, and expansion of the Summit School were estimated using the ITE Trip Generation Manual 10th edition and are shown in **Table 2-3**. Pass by trips, which are commercial trips diverted from traffic already on the road, i.e., already passing by the commercial development, were calculated using the ITE Trip Generation Handbook for the retail and restaurant uses during weekday PM and weekend midday peak hours.

Table 2-3: Trip Generation for Proposed Residential, Commercial and School Development

Land Use	Quantity	ITE Rates*	Pass By Trips**	Net New Trips	In	Out
Residential: Single Family, ITE code 220	640 DU					
Weekday AM Peak		0.75	-	480	120	360
Weekday PM Peak		1	-	640	403	237
Weekend Midday		0.93	-	595	321	274
Retail: Shopping Center, ITE code 820	10,268 SF					
Weekday AM Peak		0.96	-	10	6	4
Weekday PM Peak		3.71	0.34	25	12	13
Weekend Midday		4.82	0.34	33	17	16
Retail: Shopping Center, ITE code 820	5,635 SF					
Weekday AM Peak		0.96	-	5	3	2
Weekday PM Peak		3.71	0.34	14	7	7
Weekend Midday		4.82	0.34	18	9	9
Retail: Shopping Center, ITE code 820	13,022 SF					
Weekday AM Peak		0.96	-	13	8	5
Weekday PM Peak		3.71	0.34	32	15	17
Weekend Midday		4.82	0.34	41	22	20
Service: Quality Restaurant, ITE Code 931	3,947 SF					
Weekday AM Peak		0.81	-	3	2	2
Weekday PM Peak		7.49	0.44	17	11	6
Weekend Midday		10.82	0.44	24	14	10
Service: Quality Restaurant, ITE Code 931	2,756 SF					
Weekday AM Peak		0.81	-	2	1	1
Weekday PM Peak		7.49	0.44	12	8	4
Weekend Midday		10.82	0.44	17	10	7
Summit School	36 New Students					
Weekday AM Peak		0.9	-	32	18	14
Weekday PM Peak		0.19	-	7	3	4

*ITE Rates for retail and restaurant uses are per 1,000 square feet. Rates for residential and school uses are per unit and per student, respectively.
**Pass By Trips rates are the percentage of the total trips generated based on the ITE Rates.

The trips shown above were assigned to the study area network based on the location of the proposed uses provided by Anne Arundel County. For trip generated land uses not tied to specific developments, trips were assigned based on likely areas for future development. For example, future residential trips were assigned based on available property locations and commercial trips were assigned near areas of existing commercial development. **Figures 2-6** and **2-7** show the trip assignments for each of the uses listed above.

Total Trip Generation for the proposed residential, commercial, and school development is shown in **Table 2-4**.

Table 2-4: Total AM, PM and Weekend Trip Generation

Total	In	Out
Total Weekday AM	158	388
Total Weekday PM	943	773
Total Weekend Midday	877	821

Figure 2-8 shows the total future 2040 volumes that will be used for the future conditions analysis.

The 2040 Average Daily Traffic (ADT) volumes were estimated based on the rate of increase between the existing peak hour volumes and the 2040 peak hour volumes in between each study intersection. The results are shown in **Table 2-5**.

Table 2-5: Future ADT

Count Location	Existing Average Daily Traffic	Future Average Daily Traffic
MD 214, West of Loch Haven Rd	20,966	30,800
MD 214, East of Oak Ln	16,209	22,350
MD 214, West of Selby Heights Dr	15,839	21,700
MD 214, East of Selby Blvd	10,918	14,850
MD 214, West of Shoreham Beach Rd	6,795	9,700
MD 214, West of Shesley Rd	3,111	4,450
MD 214, East of Mayo Ave	2,148	3,100
Shoreham Beach Road, North of MD 214	2,650	3,750
Triton Beach Road, East of Shoreham Beach Rd	1,150	1,875

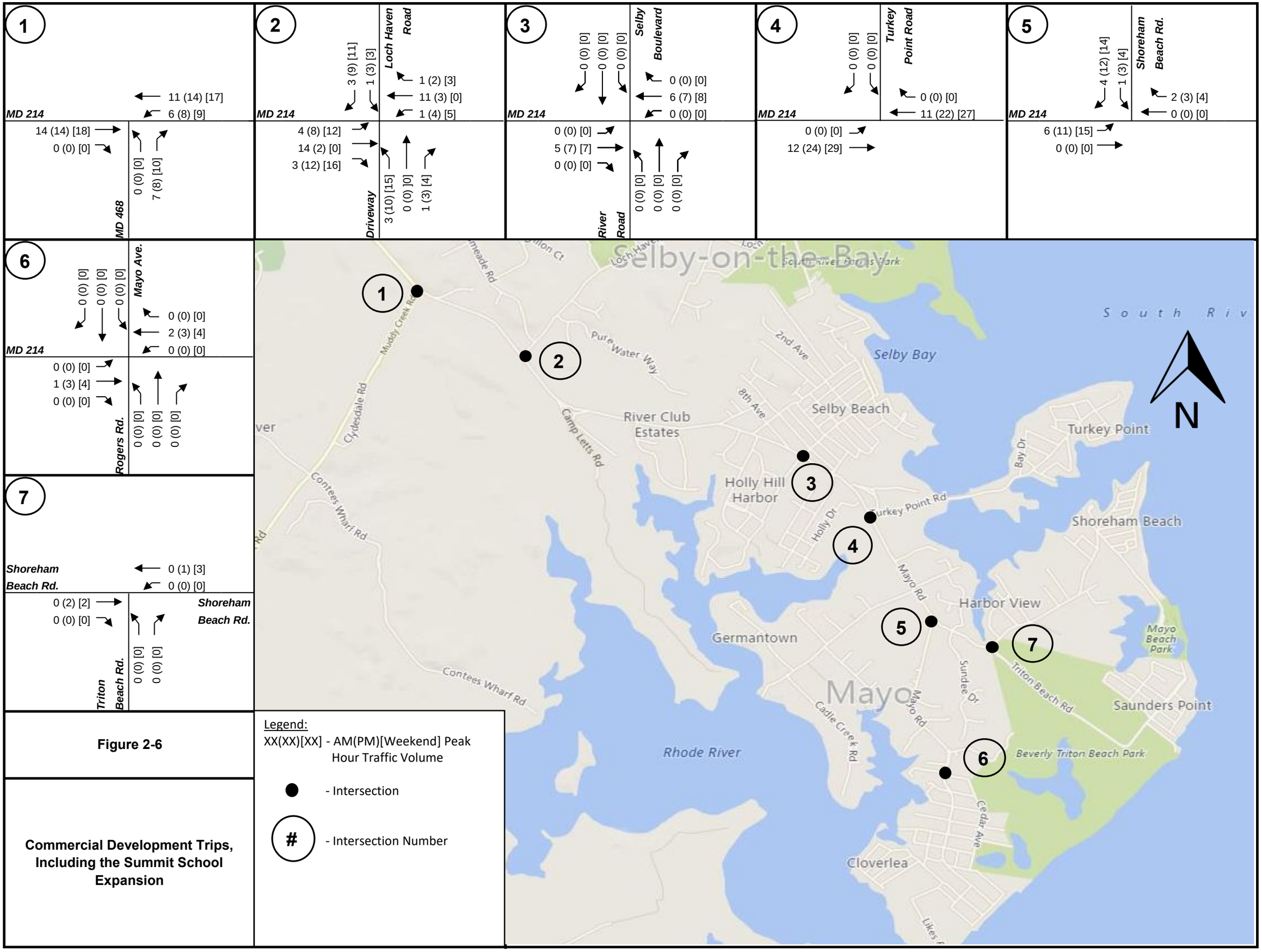


Figure 2-6

Commercial Development Trips, Including the Summit School Expansion

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

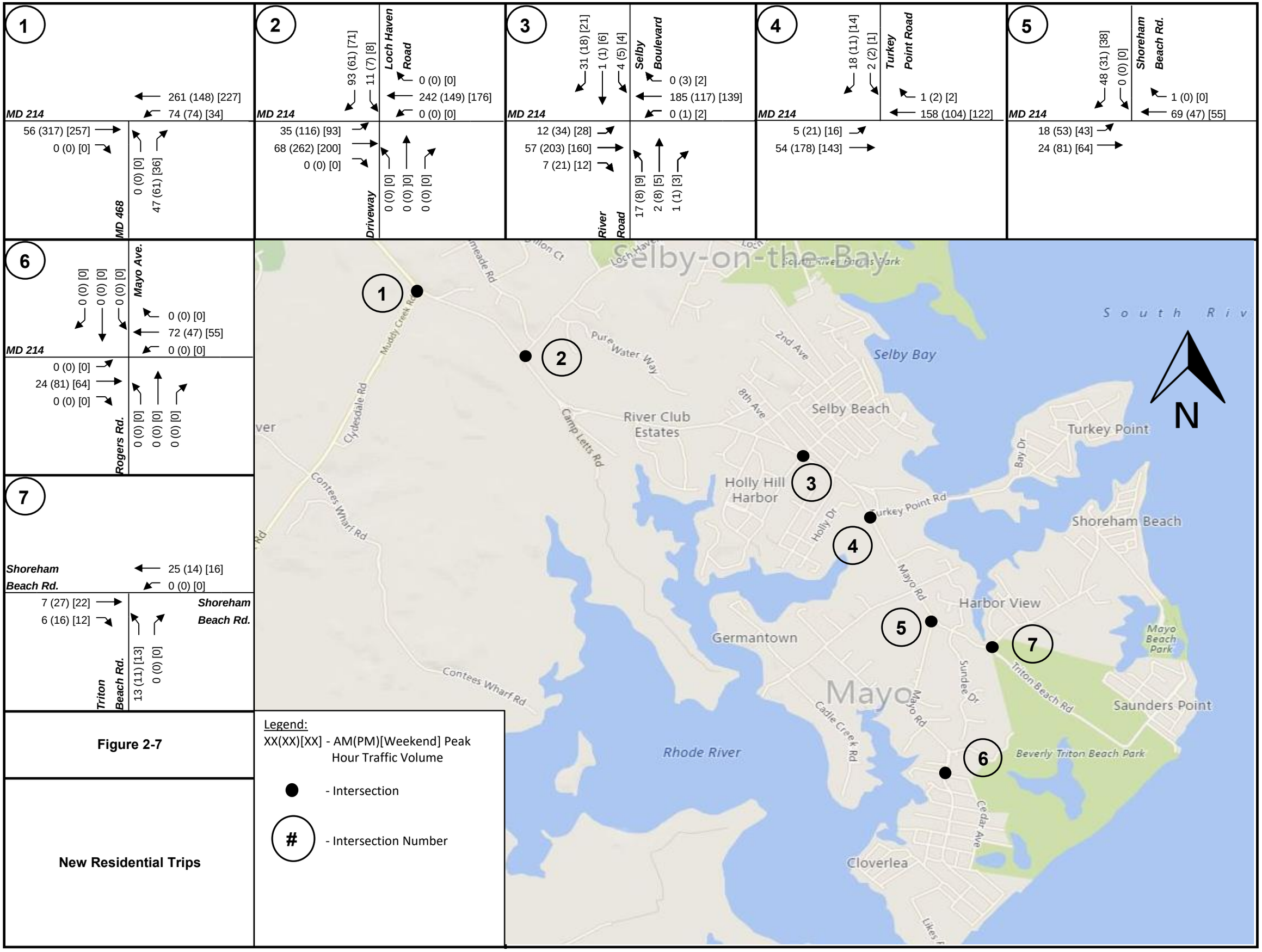


Figure 2-7

New Residential Trips

Legend:
XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

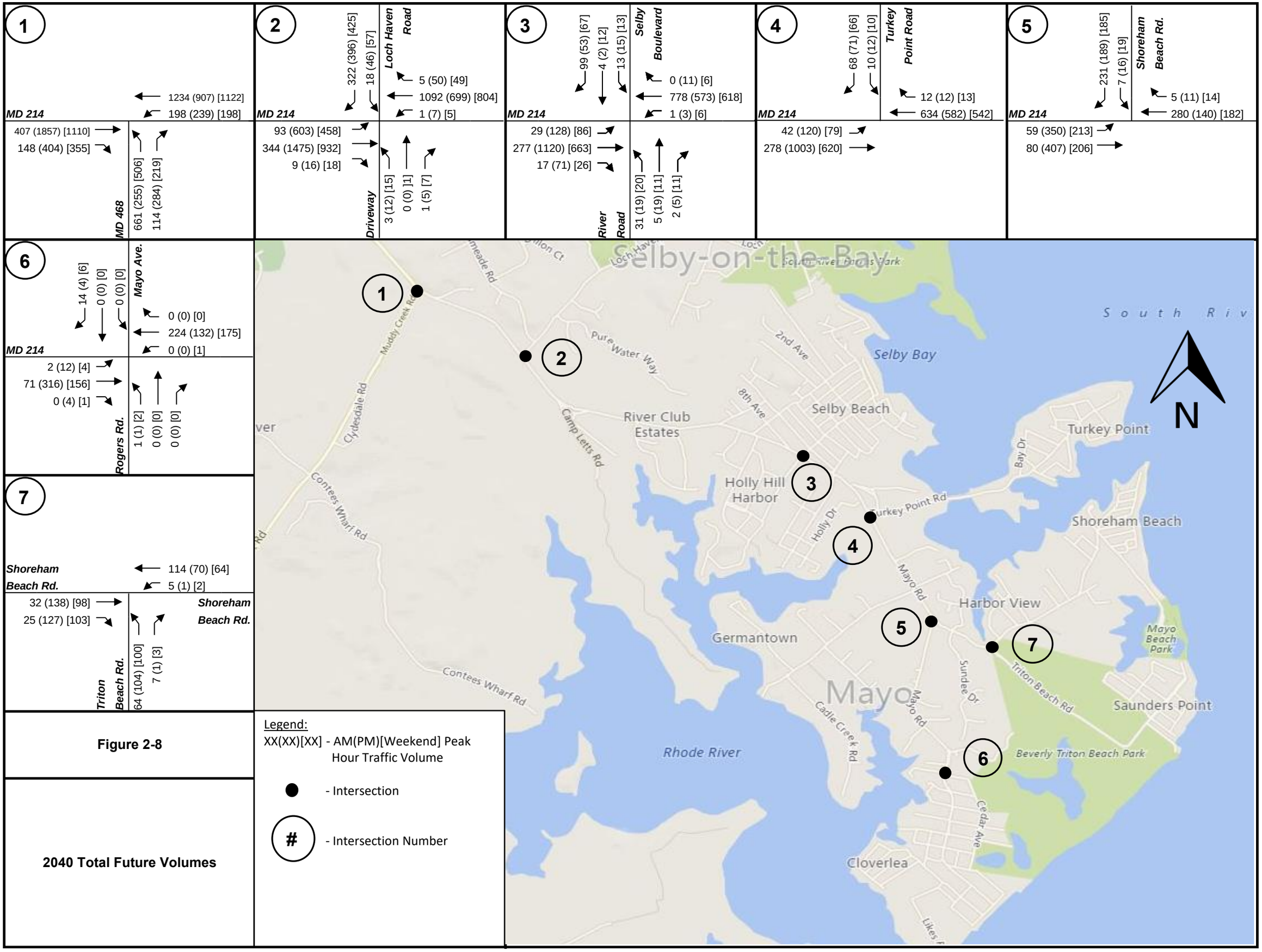


Figure 2-8

2040 Total Future Volumes

Legend:

XX(XX)[XX] - AM(PM)[Weekend] Peak Hour Traffic Volume

● - Intersection

(#) - Intersection Number

2.2 2040 No Build Operational Analysis

Intersection capacity was analyzed using Synchro at the seven key intersections within the corridor. Level of Service (LOS) is defined as a qualitative measure of intersection operations with LOS A through LOS D generally considered acceptable, LOS E indicating at capacity, and LOS F indicating substandard conditions. Synchro uses the methodology from the *Highway Capacity Manual* (HCM) which offers a more detailed examination of traffic operations. The measures of effectiveness (MOEs) as part of this evaluation included delay, volume-to-capacity ratio (v/c) and LOS. **Table 2-6** provides a summary of the Synchro analysis findings for the seven intersections under 2040 future conditions. **Appendix N** contains future Synchro analysis worksheets.

Table 2-6: 2040 Future Level of Service (LOS) Summary

Intersection	Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		2040 No Build			2040 No Build			2040 No Build		
		Delay (Sec)	LOS	v/c	Delay (Sec)	LOS	v/c	Delay (Sec)	LOS	v/c
MD 214 at MD 468	Overall	35.2	D	0.90	57.0	E	1.00	44.6	D	0.98
MD 214 at Loch Haven Rd	Northbound*	ERR[1]	-	-	ERR[1]	-	-	ERR[1]	-	-
	Southbound	646.0	F	2.30	ERR[1]	-	79.11	ERR[1]	-	20.33
MD 214 at Selby Blvd/River Rd	Northbound	340.9	F	1.18	744.4	F	2.07	304.6	F	1.17
	Southbound	61.5	F	0.80	539.3	F	1.79	97.4	F	0.85
MD 214 at Turkey Point Rd	Southbound	20.8	C	0.35	41.6	E	0.62	22.0	C	0.35
MD 214 at Shoreham Beach Rd	Southbound	14.9	B	0.46	10.9	B	0.30	11.0	B	0.26
MD 214 at Mayo Ave/Rogers Rd	Northbound	11.7	B	0.01	13.4	B	0.01	11.8	B	0.01
	Southbound	9.9	A	0.03	9.1	A	0.01	9.4	A	0.01
Shoreham Beach Rd at Triton Beach Rd	Westbound	10.2	B	0.11	11.7	B	0.21	11.1	B	0.17

* Driveway with minimal volume

1-Volume significantly exceeds capacity and HCM cannot compute the delay.

As shown in **Table 2-6**, the results of the Synchro analysis indicate that the signalized intersection of MD 214 at MD 468 is projected to operate at an acceptable LOS D during the AM and weekend peak hour, yet operates at LOS E during the PM peak hour. For the remaining six unsignalized intersections, approach delay, LOS, and v/c have been reported for the side street approaches. As shown above, five approaches have an unacceptable LOS. At the intersection of MD 214 at Loch Haven Road, the north- and southbound approaches are projected to operate at LOS F during the AM, PM, and weekend peak hours. At the intersection of MD 214 at Selby Boulevard/River Road, the north- and southbound approaches are projected to operate at LOS F during the AM, PM, and weekend peak hours. At the intersection of MD 214 at Turkey Point Road, the southbound approach is projected to operate at LOS E during the PM peak hour. The excessive delays on the stopped approaches of the Loch Haven Road and Selby Boulevard intersections are caused by the lack of available gaps for side street traffic to enter mainline MD 214 due to over 1,000 vehicles in a single lane in 2040. It should also be noted that although the overall intersection of MD 214 at MD 468 is shown to operate at acceptable LOS during the AM and weekend peak hours, the northbound

approach is operating at LOS E during the AM and PM peak hours and at LOS F during the weekend peak hour.

Level of Service was also calculated using the Critical Lane Volume (CLV) methodology. CLV is a planning level approach which can quickly indicate which conflicting movements affect traffic operations the most and thus require attention. Note that the HCM and CLV methodologies derive v/c and LOS differently such that the results can be quite different. The CLV methodology calculates v/c and LOS for the entire intersection while HCM methodology calculates v/c and LOS for each individual movement as well as the overall intersection. Further, the CLV approach treats signalized and unsignalized intersections the same, while HCM takes into consideration how traffic is controlled. This can make an intersection that has a failing leg using the HCM methodology look acceptable using the CLV methodology. **Table 2-7** provides a summary of the CLV findings for each study intersection. **Appendix O** contains future CLV capacity analysis worksheets.

Table 2-7: Future Overall CLV Level of Service Summary

Intersection with MD 214	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	CLV	v/c	LOS	CLV	v/c	LOS	CLV	v/c	LOS
MD 468	1,260	0.79	C	1,623	1.01	F	1,282	0.80	C
Loch Haven Road	1,531	0.96	E	2,266	1.42	F	2,009	1.26	F
Selby Boulevard / River Road	957	0.60	A	1,541	0.96	E	1,066	0.67	B
Turkey Point Road	766	0.48	A	1,326	0.83	D	854	0.53	A
Shoreham Beach Road	582	0.36	A	997	0.62	A	644	0.40	A
Mayo Avenue / Rogers Road	241	0.15	A	321	0.20	A	188	0.12	A
Shoreham Beach Rd at Triton Beach Rd	191	0.12	A	371	0.23	A	306	0.19	A

The results of the CLV analysis indicate that the intersection of MD 214 at MD 468 operates at LOS F during the PM peak hour, MD 214 at Loch Haven Road operates at LOS E during the AM peak hour and LOS F during the PM and weekend peak hours, and MD 214 at Selby Boulevard/River Road operates at LOS E during the PM peak hour. The remaining intersections operate at an acceptable LOS D or better.

A Bicycle Level of Comfort (BLOC) was determined for MD 214 using the process adopted by the Maryland State Highway Administration (SHA) to evaluate bicycle accessibility. Similar to LOS, the BLOC of a roadway is characterized by a letter grade between “A” and “F” and acceptable BLOC is considered to be “D” or better. The BLOC formula accounts for the vehicular volume along a roadway, posted speed limit, pavement conditions, and the lane configuration and geometry of the roadway. The BLOC was calculated for each segment between study intersections along MD 214. A few segments were split into multiple segments to account for the varying shoulder widths and speed limits. **Table 2-8** provides a summary of the BLOC analysis findings for the roadway segments along MD 214. The BLOC calculation worksheets are included in **Appendix P**.

Table 2-8: 2040 No Build BLOC Summary

MD 214 Roadway Segment (from west to east)	Length (mi)	BLOC	
		Score	Grade
MD 468 to Loch Haven Road	0.50	5.13	E
Loch Haven Road to Selby Boulevard	1.31	5.33	E
Selby Boulevard to Turkey Point Road (west and east of Ponder Drive)	0.18	5.58	F
	0.22	2.77	C
Turkey Point Road to Shoreham Beach Road (west and east of Weirs Road)	0.20	0.57	A
	0.30	4.66	E
Shoreham Beach Road to Mayo Avenue	0.80	5.58	F
Mayo Avenue to Eastern Terminus	0.56	5.15	E

As shown above, the majority of segments operate with an unacceptable BLOC E or BLOC F under 2040 No Build conditions, with the exception of an approximate half mile segment between Ponder Drive and Weirs Road operating at an acceptable BLOC C or better. It should be noted that the segments operating at acceptable BLOC grades are locations in the corridor that provide shoulders.

2.3 Alternatives Analysis

An initial purpose and need statement has been developed in order to establish alternatives consistent with the project goals. The purpose and need statement is attached as **Appendix Q**.

Various improvements were evaluated at select study intersections as well as along the MD 214 corridor to improve traffic operations and/or safety. Although the 2040 No Build analysis focused on seven key intersections, there are a number of other intersections along MD 214 that were considered to determine if improvements would likely improve either operations, safety, or a particular existing deficiency or concern. The intersection improvements attempt to mitigate specific deficiencies at select locations, while the corridor improvements affect the typical section of the roadway. The three intersections projected to operate at unacceptable LOS during the 2040 No Build conditions were considered the critical corridor intersections and multiple options were considered at these locations. It should be noted that the volumes used for the alternatives analyses below are consistent with the 2040 No Build volumes shown in **Figure 2-8**. It is possible that if facilities are provided for additional travel modes including, but not limited to, pedestrians and bicyclists, the number of vehicle trips may decrease, although it's not anticipated that this reduction would significantly change any of the analysis results or the recommended roadway improvements.

<u>Intersection Improvements:</u>
Intersection improvements were analyzed at select study intersections to further reduce intersection delays and/or improve safety <u>assuming that the existing two-lane section on MD 214 is maintained, unless otherwise noted</u>. The comparison of intersection improvements are summarized below:

MD 214 at MD 468

The following improvements were analyzed for the intersection of MD 214 at MD 468:

- Option 1: Change the eastbound approach to one through lane and a dedicated right turn lane and add a dedicated left turn lane in the westbound direction with exclusive/permissive left turn phasing. While this improvement is referred to as an "Option", it could also be considered a No Build condition since it is currently an SHA Capital Improvement Project that is planned for implementation in the near future. This improvement was initiated by SHA in response to the noted queuing issue in the westbound direction during the AM peak hour.
- Option 2: Implement Option 1 plus an additional eastbound through lane. This would require widening of MD 214 at the intersection to accommodate the additional eastbound lane.
- Option 3: Convert the intersection into a Maryland-T intersection. The Maryland T-intersection would utilize raised medians to delineate travel paths and allow motorists turning left from northbound MD 468 onto westbound MD 214 to turn into a dedicated lane prior to merging with westbound traffic. The northbound lane use would be changed from two dedicated left turn lanes to a single dedicated left turn lane and the westbound lane use would be changed to one dedicated left turn lane and one through lane. Westbound through traffic would not be controlled by the traffic signal and westbound left turn traffic would have protected left turn phasing.
- Option 4: Convert the intersection into a Maryland-T intersection. The Maryland T-intersection would utilize raised medians to delineate travel paths and allow motorists turning left from northbound MD 468 onto westbound MD 214 to turn into dedicated lanes prior to merging with westbound traffic. The northbound lane use would be maintained and the westbound lane use would be changed to one dedicated left turn lane and one through lane. Westbound through traffic would not be controlled by the traffic signal and westbound left turn traffic would have protected left turn phasing.

Concept sketches for these options are shown in **Figure 2-9** through **Figure 2-12**, respectively. The HCM results for these options compared to the 2040 No Build conditions are shown in **Table 2-9**. **Appendix R** contains the Synchro analysis worksheets for these improvements.

If Option 1 or Option 3 is constructed, it is not anticipated that additional right-of-way will be required. However, if Option 2 is constructed, some right-of-way will need to be acquired from the property located on the southeast side of the intersection and if Option 4 is constructed, additional right-of-way would also be required west of MD 468 to widen MD 214 along the north side of the roadway for a distance sufficient to merge three westbound lanes into two.

Figure 2-9:
MD 214 at MD 468
Intersection Improvement Option 1
N
TO EDGEWATER
MD 214 (CENTRAL AVENUE)
MD 468 (MUDDY CREEK ROAD)
TO BEVERLY BEACH
LEGEND
PAVEMENT MARKING DELINEATION
OUTER /INNER EDGE OF TRAVEL LANES
RAISED ISLAND /MEDIAN

Figure 2-10:
MD 214 at MD 468
Intersection Improvement Option 2
N
TO EDGEWATER
MD 214 (CENTRAL AVENUE)
MD 468 (MUDDY CREEK ROAD)
TO BEVERLY BEACH
LEGEND
PAVEMENT MARKING DELINEATION
OUTER /INNER EDGE OF TRAVEL LANES
RAISED ISLAND /MEDIAN

Figure 2-11:
MD 214 at MD 468
Intersection Improvement Option 3
N
TO EDGEWATER
MD 214 (CENTRAL AVENUE)
MD 468 (MUDDY CREEK ROAD)
TO BEVERLY BEACH
LEGEND
PAVEMENT MARKING DELINEATION
OUTER /INNER EDGE OF TRAVEL LANES
RAISED ISLAND /MEDIAN

Figure 2-12:
MD 214 at MD 468
Intersection Improvement Option 4
N
TO EDGEWATER
MD 214 (CENTRAL AVENUE)
MD 468 (MUDDY CREEK ROAD)
TO BEVERLY BEACH
LEGEND
PAVEMENT MARKING DELINEATION
OUTER /INNER EDGE OF TRAVEL LANES
RAISED ISLAND /MEDIAN

Table 2-9: MD 214 at MD 468 Improvements Capacity Results

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build									
Overall	35.2	0.90	D	57.0	1.00	E	44.6	0.98	D
EBTR	10.8	0.26	B	59.3	1.06	E	11.5	0.58	B
WBLT	34.0	0.94	C	52.3	5.02	D	50.9	1.09	D
NBL	57.4	0.80	E	45.9	0.36	D	107.0	0.89	F
NBR	41.6	0.08	D	68.3	0.84	E	84.0	0.40	F
Option 1: WB Dedicated Left Turn Lane with E/P Phasing									
Overall	24.7	0.70	C	184.2	1.77	F	52.8	1.02	D
EBT	26.7	0.17	B	283.9	1.57	F	52.1	0.95	D
EBR	20.2	0.11	C	9.0	0.35	A	17.3	0.31	B
WBL	14.3	0.45	B	441.0	1.80	F	156.2	1.01	F
WBT	16.5	0.63	B	4.0	0.35	A	8.2	0.42	A
NBL	41.7	0.71	D	72.0	0.75	E	125.3	0.97	F
NBR	31.4	0.08	C	241.0	1.32	F	81.8	0.15	F
Option 2: WB Dedicated Left Turn Lane with E/P Phasing and EB Right Turn Lane									
Overall	23.2	0.71	C	31.7	0.93	C	29.0	0.66	C
EBT	21.8	0.29	C	31.1	0.92	C	19.5	0.51	B
EBR	19.9	0.10	B	13.1	0.34	B	16.2	0.29	B
WBL	11.7	0.38	B	87.1	0.93	F	16.6	0.61	B
WBT	16.2	0.63	B	3.7	0.35	A	10.2	0.44	B
NBL	41.3	0.72	D	76.4	0.79	E	88.9	0.81	F
NBR	22.6	0.08	C	65.1	0.82	E	66.5	0.48	E
Option 3: Maryland-T with One NB Left Turn Lane*									
Overall	48.7	0.82	D	119.6	1.18	F	90.5	0.99	F
EBTR	51.3	0.72	D	110.0	1.17	F	80.2	0.99	F
WBL	69.3	0.79	E	189.2	1.20	F	156.3	0.99	F
NBL	45.3	0.89	D	191.5	1.21	F	109.2	0.98	F
NBR	20.3	0.08	C	72.5	0.70	E	56.3	0.22	E
Option 4: Maryland-T with Two NB Left Turn Lanes*									
Overall	32.6	0.62	C	93.6	1.09	F	58.6	0.83	E
EBTR	30.9	0.56	C	81.2	1.11	F	41.5	0.84	D
WBL	42.9	0.65	D	142.4	1.08	F	103.7	0.83	F
NBL	32.2	0.67	C	115.8	0.99	F	86.4	0.81	F
NBR	24.5	0.08	C	131.3	0.95	F	68.1	0.15	E

* The westbound through movement was not evaluated as it is operating under a free flow condition.

The results in **Table 2-9** indicate that the overall intersection delay decreases with Option 1 during the AM peak hour but increases during the PM and weekend peak hours. The overall intersection delay decreases with Option 2 during the AM, PM, and weekend peak hours. Under both Options, several approaches continue to operate unacceptably during the PM and weekend peak hours, but Option 2 is generally better than No Build. Options 3 and 4 both result in overall increases in delay during the PM and weekend peak hours due to the inclusion of a protected westbound left turn phase without adding additional capacity to the eastbound approach.

MD 214 at Loch Haven Road
The following improvements were analyzed for MD 214 at Loch Haven Road:

- Option 1: Improve the eastbound approach to provide a dedicated left turn lane and a though lane, install a traffic control signal, optimize cycle length, and provide exclusive/permissive left turn phasing in the eastbound direction. A traffic control signal is warranted under 2040 No Build conditions as the intersection is projected to meet Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume, and Warrant 3: Peak Hour. The signal warrant analysis is provided in **Appendix S**. To further validate the need for a traffic control signal at this intersection, it was requested that the signal warrant analysis conducted as part of the existing conditions analysis of this study be updated to reflect existing volumes provided by SHA. This signal warrant analysis indicated that a signal is also warranted under existing conditions. This revised existing conditions signal warrant is also provided in **Appendix S**.
- Option 2: Convert the intersection into a Maryland T-intersection. The Maryland T-intersection would utilize raised medians to delineate travel paths and allow motorists turning left from southbound Loch Haven Road onto eastbound MD 214 to turn into a dedicated lane prior to merging with eastbound traffic. This option would require the relocation of the driveway to Sue's Deli on the south side of MD 214 to be accessible from Loch Haven Road and westbound MD 214. Otherwise, it would become a right-in/right-out only.
- Option 3: Convert the intersection into a Maryland T-intersection and add a 150-foot southbound right turn lane. This option would require the relocation of the driveway to Sue's Deli on the south side of MD 214 to be accessible from Loch Haven Road and westbound MD 214. Otherwise, it would become a right-in/right-out only.
- Option 4: Convert the intersection into a continuous green T-intersection. This option would consist of the geometrics of a Maryland T-intersection (Option 2) with a half signal that controls all movements except the eastbound through. This option assumes an optimized cycle length and exclusive/permissive left turn phasing in the eastbound direction. This option would require the relocation of the driveway to Sue's Deli on the south side of MD 214 to be accessible from Loch Haven Road and westbound MD 214. Otherwise, it would become a right-in/right-out only.
- Option 5: Convert the intersection into a continuous green T-intersection and add a 150-foot southbound right turn lane (Option 3). This option would consist of the geometrics of a Maryland T-intersection with a half signal that controls all movements except the eastbound through. This option assumes an optimized cycle length and exclusive/permissive left turn

phasing in the eastbound direction with a southbound right turn overlap phase. This option would require the relocation of the driveway to Sue's Deli on the south side of MD 214 to be accessible from Loch Haven Road and westbound MD 214. Otherwise, it would become a right-in/right-out only.

- Option 6: Convert the intersection into a one lane roundabout.
- Option 7: Convert the intersection into a one lane roundabout with a southbound bypass lane for right turns.
- Option 8: Convert the intersection into a two lane roundabout
- Option 9: Convert the intersection into a one lane roundabout with an eastbound bypass lane for through traffic. Installing an eastbound bypass lane would require the Sue's Deli driveway to connect to the bypass lane rather than the roundabout, resulting in right-in, right-out access only.
- Option 10: Convert the intersection into a signalized intersection, provide a dedicated left turn lane in the eastbound direction, and add exclusive/permissive left turn phasing in the eastbound direction. While this option is similar to Option 1, it also considers adding a channelized 150-foot southbound right turn lane and providing an additional eastbound lane on MD 214 through the intersection.

Concept sketches for these options are shown in **Figure 2-13** through **Figure 2-22**, respectively. The HCM results for these options compared to the 2040 No Build conditions are shown in **Table 2-10**. **Appendix T** contains the Synchro analysis worksheets for these improvements. The roundabout analyses were conducted using SIDRA Intersection software and analysis worksheets for these options are also provided in **Appendix T**.

If any of the T-intersection or signalization options (Options 1 through 5 and 10) are constructed, additional right-of-way will need to be acquired from the properties located along the south side of MD 214 in the vicinity of the intersection. If any of the roundabout options (Options 6 through 9) are constructed, additional right-of-way will need to be acquired from the properties located on all sides of the intersection. Variations of the roundabout concept sketches may include shifting the roundabout into the open space located on the northwest corner of the intersection. However, while such a shift will reduce impacts to business properties located on the northeast corner and along the south side of MD 214, it will increase impacts to the business property located further to the west.

Figure 2-13:
MD 214 at Loch Haven Road
Intersection Improvement Option 1

Figure 2-14:
MD 214 at Loch Haven Road
Intersection Improvement Option 2

Figure 2-15:
MD 214 at Loch Haven Road
Intersection Improvement Option 3

Figure 2-16:
MD 214 at Loch Haven Road
Intersection Improvement Option 4

Figure 2-17:
MD 214 at Loch Haven Road
Intersection Improvement Option 5

Figure 2-18:
MD 214 at Loch Haven Road
Intersection Improvement Option 6

Figure 2-19:
MD 214 at Loch Haven Road
Intersection Improvement Option 7

Figure 2-20:
MD 214 at Loch Haven Road
Intersection Improvement Option 8

Figure 2-21:
MD 214 at Loch Haven Road
Intersection Improvement Option 9

Figure 2-22:
MD 214 at Loch Haven Road
Intersection Improvement Option 10

Table 2-10: MD 214 at Loch Haven Road Improvements Capacity Results

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build									
Northbound*	ERR[1]	-	-	ERR[1]	-	-	ERR[1]	-	-
Southbound	646.0	2.30	F	ERR[1]	79.11	-	ERR[1]	20.33	-
Option 1: Traffic Signal with EB E/P Phasing and Optimized Cycle Length									
Overall	60.0	0.98	E	147.9	1.38	F	54.9	1.15	D
EBL	7.4	0.32	A	162.3	1.30	F	106.0	1.14	F
EBTR	4.1	0.30	A	72.0	1.10	E	13.6	0.78	B
WBLTR	43.8	0.99	D	171.0	1.30	F	55.0	1.00	D
NBLTR*	54.1	0.00	D	44.0	0.06	D	35.8	0.28	D
SBLTR	191.5	1.20	F	298.8	1.50	F	88.1	0.98	F
Option 2: Maryland T-Intersection									
Southbound	499.5	1.98	F	ERR[1]	7.66	-	ERR[1]	3.91	-
Option 3: Maryland T-Intersection with SB Right Turn Lane									
Southbound	391.4	1.78	F	ERR[1]	7.45	-	ERR[1]	3.27	-
Option 4: Continuous Green T-Intersection									
Overall	62.4	1.02	E	77.7	1.27	E	68.3	1.14	E
EBL	41.5	0.61	D	158.6	1.25	F	115.6	1.13	F
EBT	0.8	0.24	A	5.7	0.83	A	1.7	0.54	A
WBTR	64.8	1.06	E	111.9	1.15	F	96.3	1.12	F
SBLR	131.2	1.06	F	127.5	1.10	F	100.7	1.01	F
Option 5: Continuous Green T-Intersection with SB Right Turn Lane with Overlap Phase									
Overall	38.0	1.04	D	45.9	1.19	D	40.4	1.07	D
EBL	38.6	0.56	D	102.3	1.11	F	84.2	1.04	F
EBT	0.9	0.24	A	5.9	0.83	A	1.8	0.54	A
WBTR	35.9	0.98	D	85.6	1.09	F	63.0	1.04	E
SBL	50.3	0.19	D	40.9	0.38	D	41.0	0.38	D
SBR	89.4	0.97	F	29.3	0.72	C	31.7	0.70	C
Option 6: One Lane Roundabout									
Overall	39.6	1.00[2]	E	250.6	1.81[2]	F	95.7	1.23[2]	F
EBLTR	6.2	0.37	A	377.2	1.81	F	123.8	1.23	F
WBLTR	43.6	1.00	E	33.7	0.91	D	77.7	1.09	F
NBLTR*	4.6	0.01	A	11.5	0.06	B	11.6	0.07	B
SBLTR	71.2	0.97	F	31.7	0.82	D	50.0	0.93	F
Option 7: One Lane Roundabout with SB Bypass Lane									
Overall	32.7	1.00	D	248.6	1.81	F	90.6	1.23	F
EBLTR	6.2	0.37	A	377.2	1.81	F	123.8	1.23	F
WBLTR	43.6	1.00	E	33.7	0.91	D	77.7	1.09	F
NBLTR*	4.6	0.01	A	11.5	0.06	B	11.6	0.07	B
SBR	34.3	0.77	D	17.8	0.64	C	22.6	0.72	C
SBTL	8.6	0.05	A	6.3	0.08	A	6.8	0.10	A

Table 2-10: MD 214 at Loch Haven Road Improvements Capacity Results (Continued)

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
Option 8: Two Lane Roundabout									
Overall	11.2	0.76	B	19.8	0.87	C	14.3	0.83	B
NB	4.1	0.01	A	22.6	0.11	C	11.5	0.07	B
SB	31.3	0.76	D	19.4	0.69	C	32.1	0.83	D
EB	4.1	0.18	A	22.1	0.87	C	9.7	0.59	A
WB	7.9	0.48	A	13.7	0.56	B	12.0	0.55	B
Option 9: One Lane Roundabout with EB Bypass Lane									
Overall	45.8	0.99	E	61.6	1.25	F	63.1	1.17	F
SB	69.3	0.96	F	19.6	0.69	C	35.7	0.86	E
EB	3.4	0.08	A	8.4	0.52	A	6.7	0.40	A
WB	42.2	0.99	E	129.2	1.21	F	108.9	1.17	F
Option 10: Traffic Signal with EB E/P Phasing, SB Right Turn Lane, and 4-Lane Section between MD 468 and Loch Haven Road									
Overall	16.5	0.85	B	23.3	1.00	C	20.1	0.95	C
EBL	4.6	0.28	A	64.6	1.02	E	48.0	0.97	D
EBTR	1.8	0.15	A	4.4	0.55	A	3.8	0.37	A
WBLTR	26.6	0.93	C	37.8	0.93	D	30.5	0.92	C
NBLTR*	56.2	0.00	E	44.2	0.03	D	37.6	0.23	D
SBTL	58.9	0.27	E	49.3	0.50	D	40.1	0.46	D
SBR	0.3	0.23	A	0.6	0.34	A	0.5	0.30	A

* Driveway with minimal volume
1-Volume significantly exceeds capacity and HCM cannot compute the delay.
2 – Overall v/c of a roundabout is based on the greatest approach v/c

The results presented in **Table 2-10** indicate that the only options that operate with an overall acceptable LOS D or better during the AM, PM, and weekend peak hours are Option 5, Option 8, and Option 10. All options, however, result in at least one unacceptable approach LOS during the AM, PM, and/or weekend peak hours with the exception of Option 8. It should be noted that both Options 8 and 10 consider additional lanes on MD 214, indicating that roadway widening would provide significant improvement over intersection improvements alone.

MD 214 at River Club Drive/WRF

Based on the Mayo Peninsula Parks Traffic Impact Study dated October 2017, the proposed access for the Mayo Water Reclamation Facility (WRF) Park is on the north side of MD 214 between West Shore Drive and River Club Drive. It should be noted that the intersection of MD 214 at River Club Drive is not a study intersection and existing turning movement counts were not conducted for this intersection. 2040 total future volumes were generated for the north leg based on the trip projections for the park. The ITE Trip Generation Manual was used to develop volumes for the south leg, based on the number of residential properties to the south of MD 214. MD 214 volumes were determined based on the 2040 total future volumes developed for adjacent intersections.

The following options were analyzed, all of which considered moving the WRF Park access to opposite River Club Drive:

- Option 1: Convert the intersection into a one lane roundabout.
- Option 2: Add east- and westbound left turn lanes on MD 214. A left turn lane is warranted in the eastbound direction based on SHA's guidelines for installation of shoulder bypass/left turn lanes, and the installation of an eastbound left turn lane provides sufficient space in install a left turn lane in the westbound direction as well. The SHA guidelines are provided in **Appendix U**.
- Option 3: Install a traffic control signal. A traffic control signal is projected to meet Warrant 2: Four-Hour Vehicular Volume based on the volumes generated above. However, it's important to reiterate these volumes were projected based on existing and planned land uses near this intersection. Additional analysis based on existing volumes is recommended before determining whether a traffic control signal is, in fact, warranted. The signal warrant analysis is provided in **Appendix V.**

Concept sketches for Options 1 and 2 are shown in **Figure 2-23** and **Figure 2-24**, respectively. The capacity results for all three options compared to the 2040 No Build conditions are shown in **Table 2-11**. The roundabout analysis was conducted using SIDRA Intersection software and analysis worksheets for all options are provided in **Appendix W**.

Table 2-11: MD 214 at River Club Drive/WRF Improvements Capacity Results

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build									
NBLTR	37.6	0.21	E	582.0	1.16	F	190.3	0.61	F
SBLTR	-	-	A	969.2	2.83	F	262.3	1.35	F
Option 1: One Lane Roundabout									
Overall	12.0	0.76[1]	B	117.9	1.36[1]	F	12.8	0.73[1]	B
EBLTR	5.1	0.27	A	182.5	1.36	F	14.0	0.73	B
WBLTR	14.8	0.76	B	10.0	0.59	B	12.2	0.66	B
NBLTR	4.2	0.03	A	10.4	0.06	B	8.0	0.05	A
SBLTR	7.9	0.01	A	9.4	0.28	A	9.5	0.29	A
Option 2: Add East- and Westbound Left Turn Lanes									
NBLTR	37.6	0.21	E	539.8	1.10	F	175.4	0.58	F
SBLTR	-	-	A	936.4	2.77	F	253.1	1.33	F
Option 3: Install a Traffic Control Signal									
Overall	10.2	0.71	B	71.3	1.11	E	16.2	0.82	B
EBLTR	4.5	0.30	A	99.8	1.17	F	19.9	0.89	B
WBLTR	11.9	0.82	B	5.8	0.49	A	8.0	0.62	A
NBLTR	22.7	0.02	C	58.5	0.02	E	27.3	0.02	C
SBLTR	-	-	A	89.4	0.76	F	30.9	0.48	C

1 – Overall v/c of a roundabout is based on the greatest approach v/c

The results presented in **Table 2-11** indicate that the one lane roundabout operates acceptably during the AM and weekend peak hours. However, the intersection is projected to fail during the PM peak hour given the high eastbound approach volume. Under 2040 No Build conditions and Option 2, however, the intersection is projected to operate at an unacceptable LOS during the AM, PM and weekend peak hours. Under Option 3, the intersection is projected to operate at LOS B during the AM and weekend peak hours and at LOS E during the PM peak hour. The east-, north-, and southbound approaches are projected to operate at unacceptable LOS during the PM peak hour.

If Option 1 is constructed, additional right-of-way is anticipated to be required from the park property located along the north side of MD 214 in the vicinity of the intersection. If Option 2 is constructed, additional right-of-way is anticipated to be required from all four corners of the intersection. Variations of the roundabout concept sketch may include shifting the roundabout to the north. However, while such a shift will reduce impacts to residential properties located on the southern corners of the intersection, it will increase impacts to the park property located on the north side and potentially impact the business properties located east of the intersection, adjacent to the park property.

Figure 2-23:
MD 214 at River Club Drive/WRF
Intersection Improvement Option 1

Figure 2-24:
MD 214 at River Club Drive/WRF
Intersection Improvement Option 2

MD 214 at Holly Road

The intersection of MD 214 at Holly Road is a standard three legged intersection and the stop controlled south leg is one of the primary roadways that accesses to the residential community south of MD 214. Given the high volume of vehicles on MD 214, particularly during the AM and PM peak hours, it can be difficult for vehicles to safely make the northbound left turn due to the limited gaps in traffic on MD 214. It should be noted, however, that this intersection is not a study intersection and existing turning movement counts were not conducted. In order to better serve the vehicles trying to make the northbound left turn, converting this intersection to a Maryland T-intersection was considered. The Maryland T-intersection would utilize raised medians to delineate travel paths and allow motorists turning left from northbound Holly Road onto westbound MD 214 to turn into a dedicated lane prior to merging with westbound traffic. A concept sketch of this improvement is shown in **Figure 2-25**.

As part of this improvement, the intersections of Great Heron Drive and Hillside Avenue would be converted to Right-in/Right-out only. Left turn traffic at Great Heron Drive would use Holly Road. Left turn traffic at Hillside Avenue would use Selby Heights Drive or Selby Boulevard. This improvement would not require any widening west of Holly Road but would require that MD 214 be widened to the east of Holly Road to accommodate a dedicated westbound left turn lane.

A number of reasons, however, preclude this improvement from being recommended. With a Maryland-T configuration, left turns onto and off of Hillside Drive would be prohibited. This would restrict access to the community and marina to the north of MD 214. It should be noted that because Hillside Avenue is often used for deliveries to the marina, prohibiting east- and southbound left turns is not preferable. Further, improvements considered and analyzed below for the intersection of MD 214 at Selby Boulevard/River Road, as well as existing neighborhood connectivity, may allow motorists from Holly Road to more easily access westbound MD 214.

If this concept is constructed, no additional right-of-way would be required.

Figure 2-25:
MD 214 at Holly Road Intersection Improvement

MD 214 at Selby Boulevard/River Road

The following improvements were analyzed for the intersection of MD 214 at Selby Blvd/River Road:

- Option 1: Extend the wider roadway section that exists west of Holly Road to and through the River Road intersection, stripe a two-way center left turn lane in between Holly Road and River Road and provide left turn lanes at River Road/Selby Boulevard. The intersection is not projected to meet traffic signal warrants under 2040 traffic conditions, as shown in **Appendix X**.
- Option 2: Convert the intersection into a one lane roundabout.

Concept sketches for Options 1 and 2 are shown in **Figure 2-26** and **Figure 2-27**, respectively. The HCM results for these options compared to the 2040 No Build conditions are shown in **Table 2-12**. **Appendix Y** contains the Synchro analysis worksheets for these improvements. The roundabout analysis was conducted using SIDRA Intersection software and analysis worksheets for this option are also provided in **Appendix Y**.

Table 2-12: MD 214 at Selby Boulevard/River Road Improvements Capacity Results

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build									
Northbound	340.9	1.18	F	744.4	2.07	F	304.6	1.17	F
Southbound	61.5	0.80	F	539.3	1.79	F	97.4	0.85	F
Option 1: Provide Left Turn Lanes									
Northbound	102.6	0.62	F	57.5	0.53	F	34.2	0.33	D
Southbound	36.4	0.64	E	27.3	0.38	D	23.0	0.39	C
Option 2: One Lane Roundabout									
Overall	10.0	0.68[1]	A	50.2	1.09[1]	F	10.4	0.65[1]	B
EBLTR	5.1	0.27	A	71.6	1.09	F	11.1	0.65	B
WBLTR	12.2	0.68	B	10.2	0.57	B	10.2	0.58	B
NBLTR	4.3	0.04	A	12.2	0.13	B	7.4	0.08	A
SBLTR	10.1	0.24	B	6.5	0.11	A	7.4	0.16	A

1 – Overall v/c of a roundabout is based on the greatest approach v/c

The results presented in **Table 2-12** indicate that under Option 1, the intersection continues to fail in the northbound direction during the AM and PM peak hours, while the southbound approach would operate at LOS E during the AM peak hour. Under Option 2, the intersection would continue to operate at LOS F during the PM peak hour.

If Option 1 is constructed, additional right-of-way would be required from the properties located along the south side of MD 214 on both sides of the intersection. If Option 2 is constructed, additional right-of-way would be required from the properties located on all sides of the intersections. Variations of the roundabout concept sketch may include shifting the roundabout towards the forested lot located on the southwest corner or the open space located on the northwest corner of the intersection. However, while such a shift will reduce impacts to the properties located on the northeast and southeast corners, it will increase impacts to the residential property located immediately to the north of the open space on the northwest corner of the intersection.

Figure 2-26:
MD 214 at Selby Boulevard/River Road
Intersection Improvement Option 1

Figure 2-27:
MD 214 at Selby Boulevard/River Road
Intersection Improvement Option 2

MD 214 at Carrs Wharf Road/Mayo Ridge Road

The intersection of MD 214 at Carrs Wharf Road/Mayo Ridge Road is a two-way stop controlled intersection with Carrs Wharf Road and Mayo Ridge Road being offset roadways. Mayo Elementary School is located just north of the intersection on Mayo Ridge Road, generating a majority of the turning movements at this intersection, including school buses, particularly during the AM peak hour. As such, a single lane roundabout was considered as an option to improve operations and safety. The roundabout would be constructed to accommodate school bus traffic and would eliminate the safety concern of Carrs Wharf Road and Mayor Ridge Road being offset roadways. This geometric improvement would also facilitate left turns into and out of Mayo Ridge Road and Carrs Wharf Road. A concept sketch of this improvement is shown in **Figure 2-28**. A capacity analysis was not conducted for this option because the MD 214 at Carrs Wharf Road/Mayo Ridge Road is not a study intersection and thus existing turning movement counts were not collected at this location.

If the roundabout is constructed, additional right-of-way would be required from all four corners of the intersection. Variations of this concept sketch may include shifting the roundabout towards the open space located on the northeast corner of the intersection. However, while such a shift will reduce impacts to the post office property located on the southwest corner, it will increase impacts to the Mayo Elementary School property located on the northwest corner, potentially requiring the school's parking lot exit to be further realigned or relocated. Further, the design will need to reduce potential impacts to the cemetery in the southeast corner of the intersection.

MD 214 at Shoreham Beach Road

The intersection of MD 214 at Shoreham Beach Road is an atypical three legged intersection. Rather than intersecting MD 214 at a 90 degree angle, Shoreham Beach Road intersects the curve of MD 214 at less than 30 degrees, with a spur for westbound right turns and southbound left turns. In order to improve safety at this intersection, an option was considered to reconstruct it into a standard T-intersection. This geometric change would realign Shoreham Beach Road to shift eastward and intersect MD 214 near its point of tangency, creating a typical three legged intersection that operates under stop control. A concept sketch of this improvement is shown in **Figure 2-29**. This geometric change is not projected to significantly impact traffic operations at this intersection. If constructed, additional right-of-way would be required from the commercial property located on the southeast corner of the intersection.

Figure 2-28:
MD 214 at Carrs Wharf Road/Mayo Ridge Road
Intersection Improvement

Figure 2-29:
MD 214 at Shoreham Beach Road
Intersection Improvement

Shoreham Beach Road at Triton Beach Road
The following improvements were analyzed for the intersection of Shoreham Beach Road at Triton Beach Road:

- Option 1: Convert the intersection into a one lane roundabout.
- Option 2: Reconstruct the intersection into a standard T-intersection by realigning Shoreham Beach Road to shift eastward and intersect Triton Beach Road near its point of tangency operating under stop control. This geometric change is not projected to significantly impact traffic operations but rather operate similar to No Build conditions. It would require eastbound traffic turning left to slow down approaching the intersection and southbound right and left turning traffic to stop, reducing speeds and improving conditions through the reverse curve west of the intersection.
- Option 3: Reconstruct the intersection into a standard legged- intersection by realigning Triton Beach Road to intersect Shoreham Beach Road at a right angle. This realignment would result in limited sight distance so all-way stop control would be required.

Concept sketches for these options are shown in **Figure 2-30** through **Figure 2-32**, respectively. It should be noted that an eastbound left turn lane was also considered for this intersection for Option 2; however, projected 2040 traffic volumes are not high enough to warrant a turn lane. The capacity results for Options 1, 2 and 3 compared to the 2040 No Build conditions are shown in **Table 2-13**. The SIDRA and Synchro analysis worksheets are provided in **Appendix Z**.

If Option 1 or Option 3 are constructed, additional right-of-way would be required from the forested property located along the east side of the intersection. If Option 2 is constructed, no additional right-of-way would be needed.

Figure 2-30:
Shoreham Beach Road at Triton Beach Road Intersection Improvement Option 1

Figure 2-31:
Shoreham Beach Road at Triton Beach Road Intersection Improvement Option 2

Figure 2-32:
Shoreham Beach Road at Triton Beach Road Intersection Improvement Option 3

Table 2-13: Shoreham Beach Road at Triton Beach Road Improvements Capacity Results

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build									
Westbound	10.2	0.11	B	11.7	0.21	B	11.1	0.17	B
Option 1: One Lane Roundabout									
Overall	3.4	0.10[1]	A	4.1	0.21[1]	A	5.5	0.34[1]	A
EBTR	3.0	0.05	A	4.3	0.21	A	5.7	0.34	A
WBTL	3.7	0.10	A	3.6	0.06	A	5.2	0.20	A
NBLR	3.3	0.06	A	4.0	0.10	A	5.3	0.20	A
Option 2: Reconstruct Intersection into a Standard T-intersection									
Westbound	9.5	0.16	A	8.6	0.08	A	9.4	0.08	A
Option 3: Reconstruct Intersection into a Standard T-intersection and Implement All-Way Stop Control									
Overall	7.7	-	A	7.9	-	A	8.5	-	A
EBTR	7.9	-	A	8.3	-	A	9.1	-	A
WBTL	7.5	-	A	7.1	-	A	7.6	-	A
NBLR	7.8	-	A	6.7	-	A	8.2	-	A

1 – Overall v/c of a roundabout is based on the greatest approach v/c

The results presented in **Table 2-13** indicate that the intersection will continue to operate acceptably as a one lane roundabout or as an all-way stop controlled intersection.

<u>Corridor Improvements:</u>

Capacity Improvements

As evidenced by the analysis above, the 2040 No Build traffic conditions are projected to experience high volumes, particularly in the eastbound direction during the PM peak hour, greater than what can be efficiently serviced by the existing two lane roadway. This results in oversaturated conditions along MD 214 and significant delays along the stop-controlled side streets that intersect MD 214. Given the high volumes along MD 214, vehicles trying to turn onto MD 214 from these stop-controlled side streets cannot find adequate gaps in traffic, causing significant delays. As shown above, spot intersection improvements only provide marginal improvements to delay, particularly in the west half of the corridor.

An analysis was also conducted to determine the LOS of each roadway segment in the 2040 No Build condition. The planning-level LOS threshold volumes for various roadway types from the HCM were used to determine the future No Build segment LOS. These LOS thresholds are provided in **Appendix AA** and the segment LOS for the 2040 No Build condition are shown in **Table 2-14**.

Table 2-14: 2040 No Build Roadway Segment LOS Summary

Segment	No. of Lanes EB/WB	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
		Volume (vph)	Segment LOS	Volume (vph)	Segment LOS	Volume (vph)	Segment LOS
MD 214							
Between MD 468 and Loch Haven Road	1/1	1,878	E	3,240	F	2,728	F
Between Loch Haven Road and Selby Boulevard	1/1	1,421	D	2,075	E	1,633	D
Between Selby Boulevard and Turkey Point Road	1/1	1,099	C	1,710	E	1,329	D
Between Turkey Point Road and Shoreham Beach Road	1/1	785	B	1,351	D	974	C
Between Shoreham Beach Road and Mayo Avenue	1/1	358	A	483	B	357	A
	NB/SB	**AM Peak Hour**		**PM Peak Hour**		**Weekend Peak Hour**	
Shoreham Beach Road							
Between MD 214 and Triton Beach Road	1/1	295	A	470	A	405	A

The results in **Tables 2-14** indicate that the segment of MD 214 between MD 468 and Loch Haven Road operates at an unacceptable LOS E or F during each peak hour, and the segments between Loch Haven Road and Selby Boulevard and between Selby Boulevard and Turkey Point Road operate at LOS E during the PM peak hour. This further shows that additional capacity is necessary to alleviate congestion on MD 214 and intersection improvements alone will not likely mitigate the projected level of congestion.

Therefore, four options have been considered to add capacity to mainline MD 214 and improve intersection operations and safety:

- Option 1: Widen MD 214 from MD 468 to just east of Selby Boulevard to accommodate a reversible lane, resulting in a four lane section on MD 214 between MD 468 and Loch Haven Road and a three lane reversible section between Loch Haven Road and Selby Boulevard.
- Option 2: Widen MD 214 from MD 468 to just east of Selby Boulevard by adding one lane in each direction between MD 468 and Selby Boulevard. This would result in a four lane section between MD 468 and Selby Boulevard.
- Option 3: Widen MD 214 from MD 468 to just east of Selby Boulevard by adding one lane in each direction between MD 468 and Loch Haven Road and one eastbound lane between Loch Haven Road and Selby Boulevard. This would result in a four lane section between MD 468 and Loch Haven Road and a three lane section, with two eastbound lanes and one westbound lane between Loch Haven Road and Selby Boulevard.
- Option 4: Widen MD 214 from MD 468 to just east of Selby Boulevard to accommodate a reversible lane between MD 468 and Loch Haven Road. This would result in a three lane section between MD 468 and Loch Haven Road, with one lane in each direction and one reversible lane, and a three lane section between Loch Haven Road and Selby Boulevard, with two eastbound lanes and one westbound lane.

These options would impact intersection operations between MD 468 and Selby Boulevard. It should be noted that for all of these options, exclusive/permissive left turn phasing and a dedicated left turn lane was assumed in the westbound direction for the MD 214 at MD 468 intersection since this is an improvement currently proposed by SHA. This improvement, however, would need to be modified to accommodate reversible lane proposed in Option 4 between MD 468 and Loch Haven Road. The proposed lane use and traffic control at this intersection, and thus the capacity results, are the same under each of the first three options. With the exception of MD 214 at Loch Haven Road, the analysis of these four corridor options assumes No Build conditions at each intersection, i.e., none of the intersection options described and analyzed in the sections above. The capacity results at the three affected intersections for these options is provided in **Table 2-15**. **Appendix BB** contains the Synchro analysis worksheets for these capacity improvements.

Table 2-15: Corridor Improvements Capacity Results

Intersection	Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build (Excerpt from Table 6)										
MD 214 at MD 468	Overall	35.2	0.90	D	57.0	1.00	E	44.6	0.98	D
	EBTR	10.8	0.17	B	59.3	1.06	E	11.5	0.58	B
	WBLT	34.0	0.94	C	52.3	0.70	D	50.9	1.09	D
	NBL	57.4	0.80	E	45.9	0.36	E	107.0	0.89	F
	NBR	41.6	0.08	D	68.3	0.84	E	84.0	0.40	F
MD 214 at Loch Haven Road	Northbound*	ERR[1]	ERR[1]	F	ERR[1]	ERR[1]	F	ERR[1]	ERR[1]	F
	Southbound	646.0	2.30	F	ERR[1]	79.11	F	ERR[1]	20.33	F
MD 214 at Selby Blvd/River Rd	Northbound	340.9	1.18	F	744.4	2.07	F	304.6	1.17	F
	Southbound	61.5	0.80	F	539.3	1.79	F	97.4	0.85	F
Option 1: 4-Lane Section west of Loch Haven Road, 3-Lane Section east of Loch Haven Road with Reversible Lane										
MD 214 at MD 468	Overall	23.7	0.70	C	33.2	0.95	C	29.4	0.66	C
	EBT	22.2	0.29	C	32.5	0.93	C	20.3	0.51	B
	EBR	20.2	0.10	C	13.4	0.35	B	16.8	0.29	B
	WBL	11.9	0.38	B	88.5	0.93	F	17.5	0.45	B
	WBT	16.6	0.63	B	4.8	0.36	A	10.8	0.45	B
	NBL	41.0	0.71	D	63.2	0.63	E	86.8	0.79	F
	NBR	31.0	0.08	C	82.3	0.80	F	70.0	0.15	E
MD 214 at Loch Haven Road	Northbound*	619.1	0.46	F	ERR[1]	ERR[1]	F	ERR[1]	ERR[1]	F
	Southbound	291.3	1.53	F	ERR[1]	32.67	F	ERR[1]	12.80	F
MD 214 at Selby Blvd/River Rd	Northbound	60.1	0.45	F	966.0	2.49	F	440.4	1.43	F
	Southbound	33.0	0.61	D	142.4	0.93	F	68.0	0.73	F

Table 2-15: Corridor Improvements Capacity Results (Continued)

Intersection	Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
Option 2: 4-Lane Section between MD 468 and Selby Boulevard/River Road										
MD 214 at MD 468	Overall	23.7	0.70	C	33.2	0.95	C	29.4	0.66	C
	EBT	22.2	0.29	C	32.5	0.93	C	20.3	0.51	B
	EBR	20.2	0.10	C	13.4	0.35	B	16.8	0.29	B
	WBL	11.9	0.38	B	88.5	0.93	F	17.5	0.61	B
	WBT	16.6	0.63	B	4.8	0.36	A	10.8	0.45	B
	NBL	41.0	0.71	D	63.2	0.63	E	86.8	0.79	F
	NBR	31.0	0.08	C	82.3	0.80	F	70.0	0.15	E
MD 214 at Loch Haven Road	Northbound*	618.3	0.46	F	ERR[1]	ERR[1]	F	ERR[1]	86.41	F
	Southbound	203.1	1.33	F	ERR[1]	31.85	F	ERR[1]	11.97	F
MD 214 at Selby Blvd/River Rd	Northbound	59.9	0.45	F	539.3	1.68	F	137.9	0.78	F
	Southbound	26.8	0.54	D	121.0	0.86	F	47.7	0.62	E
Option 3: 4-Lane Section west of Loch Haven Road, 3 Lane Section east of Loch Haven Road w/ 2 EB Lanes and 1 WB Lane										
MD 214 at MD 468	Overall	23.7	0.70	C	33.2	0.95	C	29.4	0.66	C
	EBT	22.2	0.29	C	32.5	0.93	C	20.3	0.51	B
	EBR	20.2	0.10	C	13.4	0.35	B	16.8	0.29	B
	WBL	11.9	0.38	B	88.5	0.93	F	17.5	0.61	B
	WBT	16.6	0.63	B	4.8	0.36	A	10.8	0.45	B
	NBL	41.0	0.71	D	63.2	0.63	E	86.8	0.79	F
	NBR	31.0	0.08	C	82.3	0.80	F	70.0	0.15	E
MD 214 at Loch Haven Road	Northbound*	ERR[1]	ERR[1]	F	ERR[1]	ERR[1]	F	ERR[1]	ERR[1]	F
	Southbound	849.2	2.74	F	ERR[1]	32.67	F	ERR[1]	12.80	F
MD 214 at Selby Blvd/River Rd	Northbound	715.7	1.86	F	966.0	2.49	F	440.4	1.43	F
	Southbound	82.3	0.89	F	142.4	0.93	F	68.0	0.73	F

Table 2-15: Corridor Improvements Capacity Results (Continued)

Intersection	Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
Option4: 3-Lane Section between MD 468 and Selby Boulevard/River Road with Reversible Lane between MD 468 and Loch Haven Road										
MD 214 at MD 468	Overall	24.7	0.70	C	118.2	1.42	F	45.3	1.01	D
	EBT	26.7	0.54	C	205.4	1.41	F	17.6	0.79	B
	EBR	20.2	0.11	C	4.8	0.33	A	6.7	0.26	A
	WBL	14.3	0.45	B	-	-	-	-	-	-
	WBT	16.5	0.63	B	19.1	4.93	B	38.4	1.00	D
	NBL	41.7	0.71	D	61.2	0.63	E	133.3	1.00	F
	NBR	31.4	0.08	C	160.9	1.13	F	86.4	0.64	F
MD 214 at Loch Haven Road	Overall	36.2	0.96	D	170.6	1.51	F	56.5	1.12	E
	EBLTR	9.0	0.67	A	225.7	1.46	F	50.5	1.19	D
	WBLTR	17.5	0.88	B	10.6	0.69	B	11.1	0.71	B
	NBLTR	46.4	0.00	D	41.4	0.05	D	45.0	0.32	D
	SBLTR	135.2	1.07	F	216.7	1.32	F	154.3	1.16	F
MD 214 at Selby Blvd/River Rd	Northbound	715.7	1.86	F	966.0	2.49	F	440.4	1.43	F
	Southbound	82.3	0.89	F	142.4	0.93	F	68.0	0.73	F

* Driveway with minimal volume
1-Volume significantly exceeds capacity and HCM cannot compute the delay or v/c.

The results in **Table 2-15** indicate that under each of the four options, the intersection of MD 214 at MD 468 will improve compared to the No Build condition. However, the westbound left, northbound left, and northbound right will continue to operate at LOS E or F during the PM and weekend peak hours. Without incorporating one of the intersection options described earlier, each of these options would continue to result in extensive delays for the side street approaches at MD 214 at Loch Haven Road and MD 214 at Selby Boulevard/River Road during the AM, PM, and weekend peak hours given the high volume of traffic projected along MD 214.

In addition to traffic operations, other factors should be considered when comparing the potential corridor improvements. For example, similar to the reversible lane that exists on MD 177 (Mountain Road) in Pasadena there are safety concerns associated with implementing reversible lane Options 1 and 4. The installation of overhead lane use signals, as well as signing and pavement markings at the appropriate initiation and termination points is also a challenge when designing and operating reversible lanes. Additionally, the reversible lane options could not be installed with many of the intersection improvements studied, limiting the potential to further reduce intersection delays along the corridor.

Option 2, though it adds the most capacity to MD 214, requires a wider roadway and thus greater right-of-way impacts, higher construction costs, and more impervious pavement surface that necessary compared to Options 1 and 3. This increase in impervious pavement increases the amount of storm water runoff into adjacent storm drains and streams, which may adversely impact drainage along the corridor.

Option 3 provides additional capacity for the direction of travel that currently experiences the highest volumes while limiting the amount of environmental and right-of-way impact, as well as cost.

Additional Corridor Considerations:

Bicycle Facilities
In addition to the spot intersection and corridor improvements, on-road bicycle lanes will need to be incorporated as part of any capital improvement project on MD 214 between MD 468 and Mayo Avenue and on Shoreham Beach Road between MD 214 and Triton Beach Road. To accommodate less experienced bicyclists that are not comfortable using the bike lanes, a sidepath is also included along the north side of MD 214 and along an independent alignment just to the south of Shoreham Beach Road within right-of-way acquired in 1997 by the Misty Ridge development. These bike facilities would provide a connection to Triton Beach Road, which already has wide shoulders suitable for bicycles. While there were no bicycle related crashes between January 1, 2014 and June 30, 2017, providing a connection to Triton Beach Road will allow cyclists to access the Beverly Triton Beach Park, a new park along Triton Beach Road. In order to accommodate these bicycle lanes, both MD 214 and Shoreham Beach Road would need to be widened. For intersections where roundabouts are considered, bicycles can be accommodated by either requiring bicyclists to dismount and cross the roundabout at the designated pedestrian crosswalks or allowing bicyclists to share the road with vehicles.

AASHTO's Guide for the Development of Bicycle Facilities 2014 – Fourth Edition, "shared use paths should not be used to preclude on-road bicycle facilities, but rather to supplement a network of on-road bike lanes, shared roadways, bicycle boulevards, and paved shoulders." As a result, sidepaths do not preclude the requirement for on-road bike lanes.

Pedestrian Facilities
Two pedestrian crashes were reported along MD 214 between January 1, 2014 and June 30, 2017, one of which occurred approximately 500 feet west of Loch Haven Road and the other occurred near the MD 214 at Shoreham Beach Road intersection. The pedestrian crash that occurred near Loch Haven Road resulted in the fatality of a pedestrian. In order to improve pedestrian accessibility and safety throughout the study area, sidepaths are recommended along the north side of MD 214 between MD 468 and Shoreham Beach Road and along an independent alignment just to the south of Shoreham Beach Road between MD 214 and Triton Beach Road. Sidepaths should be continuous, at least eight feet wide, and comply with Americans with Disabilities Act (ADA) guidelines.

Dedicated and marked pedestrian crossings should also be considered to provide clear locations where pedestrians can cross MD 214. Potential locations for crossings include the intersection of MD 214 at River Club Drive/WRF, MD 214 at Selby Boulevard/River Road, MD 214 at Mayo Ridge Road/Carrs Wharf Road. Pedestrian crossings should also be considered on the north and west legs of the intersection of Shoreham Beach Drive at Triton Beach Drive to provide a connection between the bicycle compatible shoulders along Triton Beach Road and the sidepath south of Shoreham Beach Road.

Dead Man's Curve

The community has noted a segment of Shoreham Beach Road between MD 214 and Triton Beach Road nicknamed "Dead Man's Curve" as an area of concern within the study area. This stretch of Shoreham Beach Road consists of two closely spaced horizontal curves. High speeds through this area as well as narrow travel lanes make passing pedestrians and bicyclists difficult for motorists. It's important to note, however, that between January 1, 2015 and May 31, 2018, zero crashes were reported within this stretch of Shoreham Beach Road. An analysis of the existing conditions determined an 85th percentile speed along this stretch of Shoreham Beach Road as 36.4 miles per hour, which is above the posted speed limit of 30 miles per hour. In order to address the community's concerns, it is recommended that when the roadway is widened to accommodate dedicated bicycle lanes, the typical section be striped to retain the narrow travel lanes to preclude speeding along this segment of roadway.

Emergency Access

The potential for alternate emergency access on the Mayo Peninsula has also be considered. Currently, alternate routes to MD 214 do not exist in the event of a complete road closure except for very short segments through residential neighborhood streets. Improving emergency access could include widening of MD 214, interconnection of subdivisions, or other improvements deemed practical for this study area. It should be noted that the corridor improvements previously identified consider widening MD 214, which would improve accessibility for emergency vehicles in the western portion of the study limits.

Alternate routes to bypass MD 214 consider the connection of local neighborhood roadways to allow motorists and emergency vehicles to avoid a closure on MD 214. Three alternate routes were identified to connect the Selby area subdivisions north of MD 214 to Loch Haven Road. If this connection is open to traffic during non-emergencies, it may also reduce the number of vehicles currently making the southbound left turn from Loch Haven Road onto eastbound MD 214. It should be noted, however, that creating a new connection through the WRF park would require additional approvals and administrative actions. The alternate routes considered are shown in **Figure 2-33**.

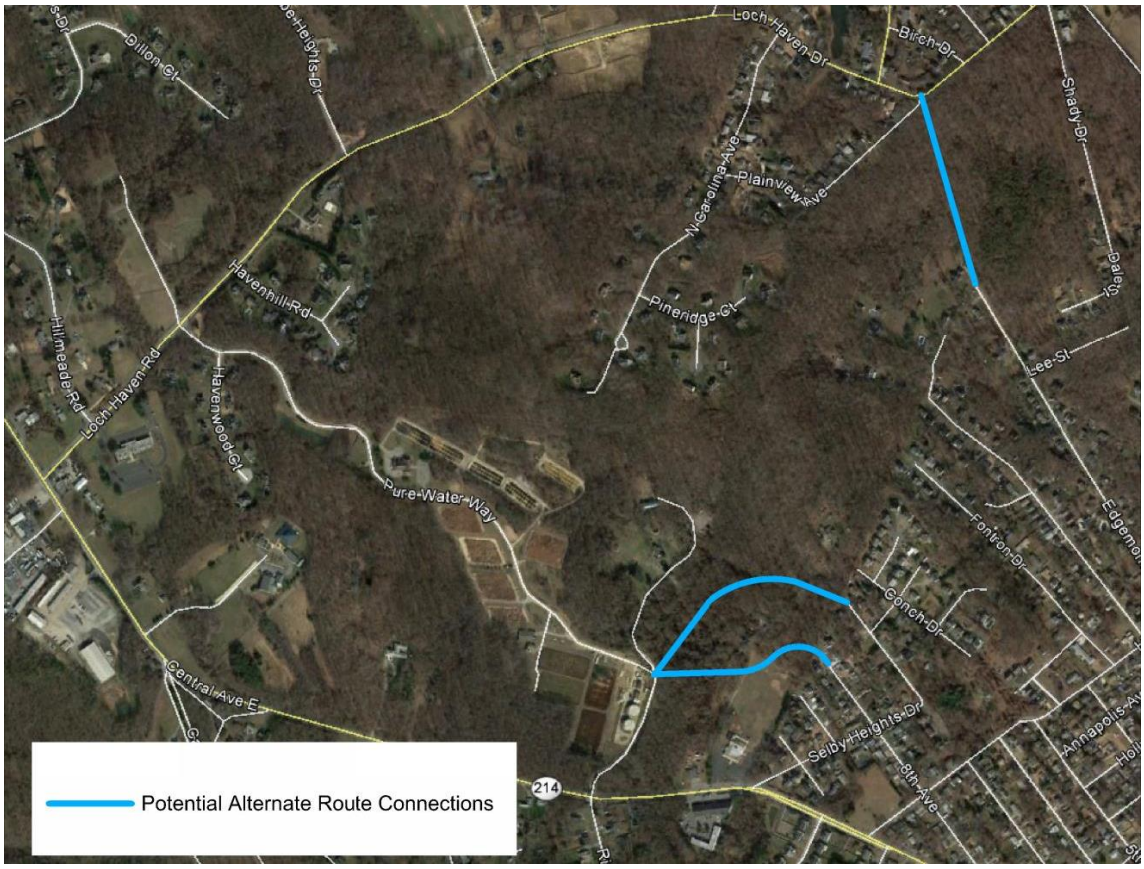


Figure 2-33: Potential Alternative Route Connections

The peninsula narrows considerably between Turkey Point Road and Carrs Wharf Road. There are very few side streets intersecting with MD 214 between these two roadways given that the land uses along this stretch of MD 214 are individual properties rather than subdivisions. Providing a connection between Carrs Wharf Road to either Holly Road, Ponder Drive, Outrigger Drive, or Camp Letts Road would likely require the acquisition of right of way and/or the construction of a bridge. As such, feasible parallel routes to MD 214 are impractical through this area. While there is potential to connect other roadways to reduce traffic on MD 214, such as extending Loch Haven Road to the south and connecting to MD 468, this would not improve access for emergency vehicles and additional right of way acquisition would be required.

Drainage

The Stormwater Management Report assembled for the Reed Property Subdivision in February 2016 found an existing 15 inch cross culvert on MD 214 to be inadequately sized. During significant storm events, the report found floodwaters are anticipated to overtop MD 214 between the intersections of River Club Drive and Selby Heights Drive. It is recommended that drainage improvements be investigated and proposed at this cross culvert.

Public comments received on the Existing Conditions Analysis identified flooding issues in the vicinity of the intersection of Beverley Avenue and Grande View Avenue. A drainage analysis is recommended in this area to properly identify the cause and investigate possible solutions to resolve this flooding issue.

No hydraulic or hydrologic analysis (H/H) was performed as part of this study. However, regardless of capacity, it is recommended that all existing ditches be trimmed and existing pipes and inlets be cleaned to maximize the efficiency of the existing drainage features within the study corridor.

Roadway Geometry

The Existing Conditions Analysis identified substandard geometric conditions within the study corridor. Several horizontal curves were found to be non-compliant with the minimum requirements recommended by AASHTO for rates of superelevation compound curvature, and horizontal sight distance. Intersection sight distance deficiencies were also identified at numerous intersections within the study corridor. However, there is little evidence that the crashes occurring along the corridor are related to these substandard geometric conditions. Therefore, no major geometric improvements are recommended within the study corridor except for those identified to improve traffic and mobility.

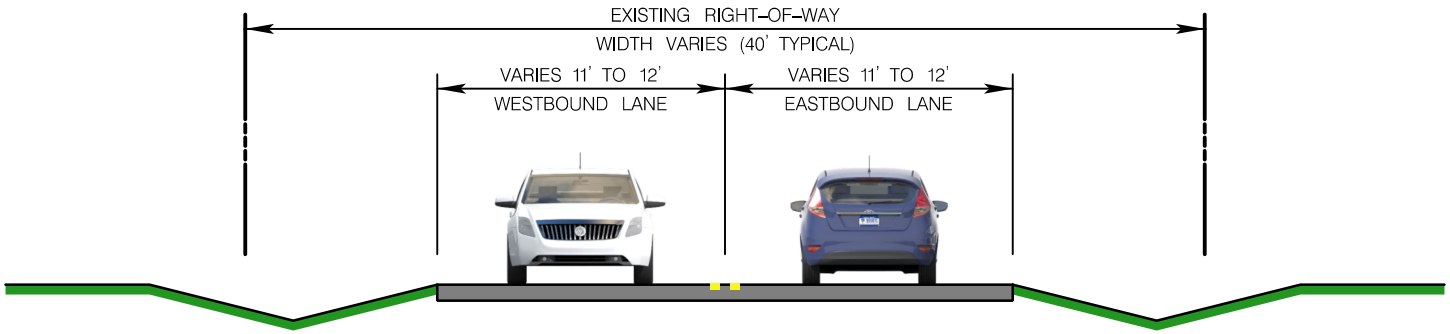
Minor improvements are recommended, however, particularly where horizontal and intersection sight distance can be improved by trimming or removing overgrown vegetation or other obstructions that may exist within the sight lines of the existing right-of-way. Lighting upgrades could be considered, including the addition of lighting through horizontal curves at locations with nighttime crash patterns. Further, light poles impacted by roadway widening should be replaced. It is also recommended that a comprehensive review of all traffic control devices be conducted throughout the corridor to ensure they are visible, comply with current standards, and installed appropriately. Other possible improvement measures include wider lane lines and/or narrower travel lanes as passive traffic calming in areas where speed is a concern or where sight distance may be restricted.

2.4 Recommended Improvements for Further Consideration

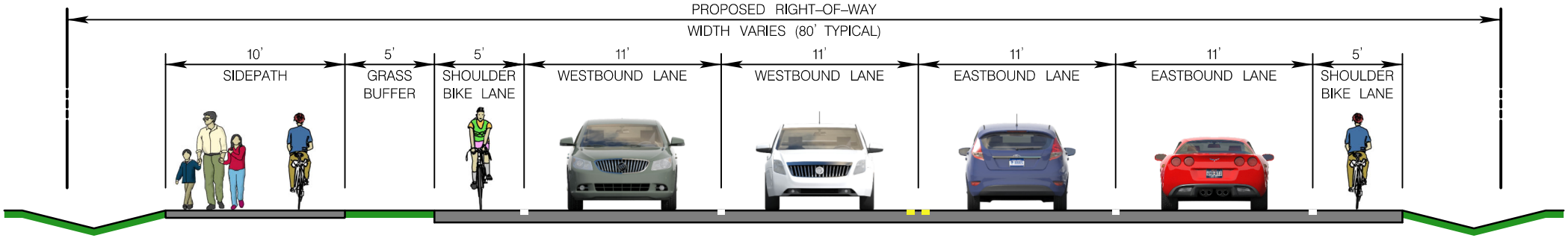
In light of the analysis above, it is recommended that Corridor Option 3 with bike lanes and sidepaths be carried forward as best supporting the project's purpose and need. The roadway typical sections illustrating Option 3 are shown in **Figures 2-34** through **2-40**.

Figure 2-34

MD 214 (CENTRAL AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO LOCH HAVEN ROAD



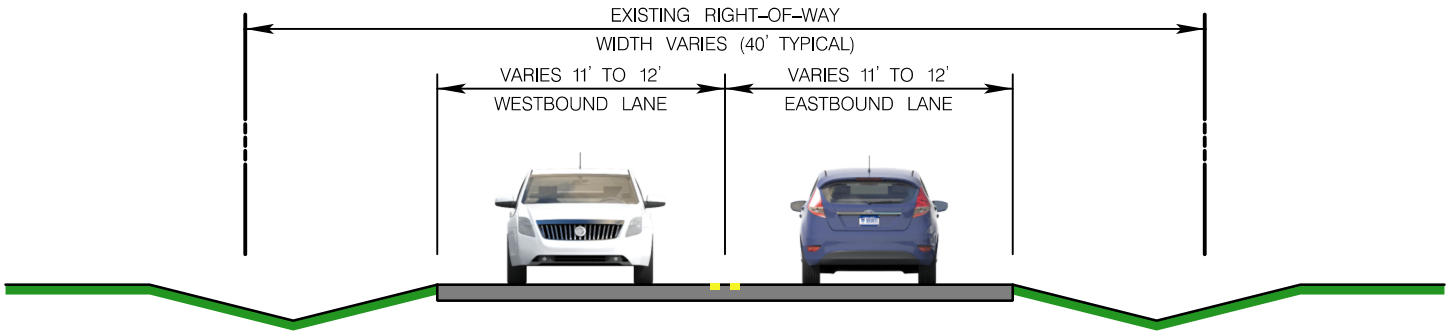
TYPICAL SECTION – EXISTING MD 214 (2 LANES)



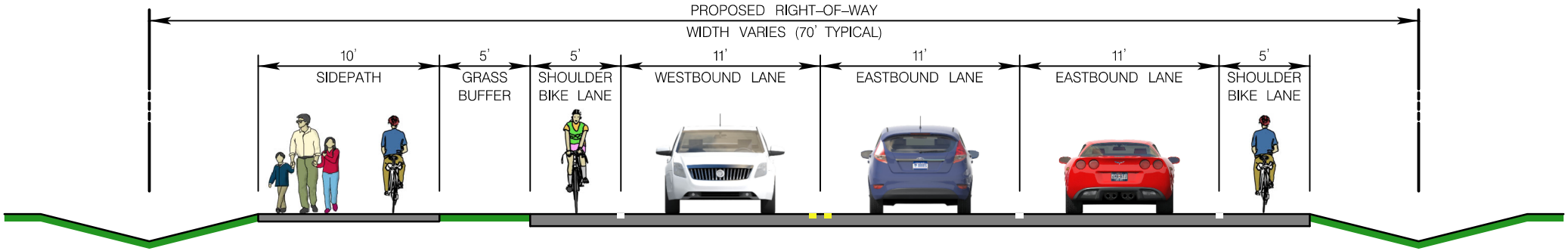
TYPICAL SECTION – PROPOSED MD 214 (4 LANES)

Figure 2-35

MD 214 (CENTRAL AVENUE)
FROM LOCH HAVEN ROAD TO SELBY BOULEVARD / RIVER ROAD



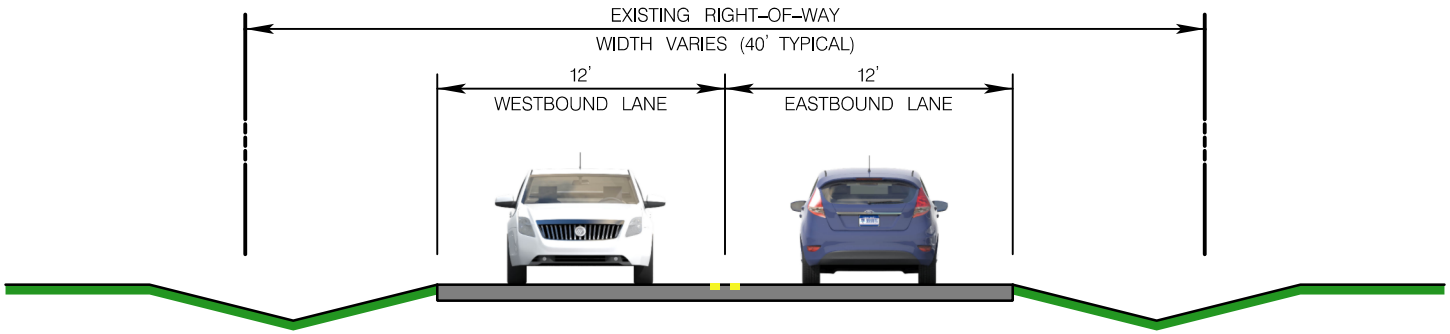
TYPICAL SECTION – EXISTING MD 214 (2 LANES)



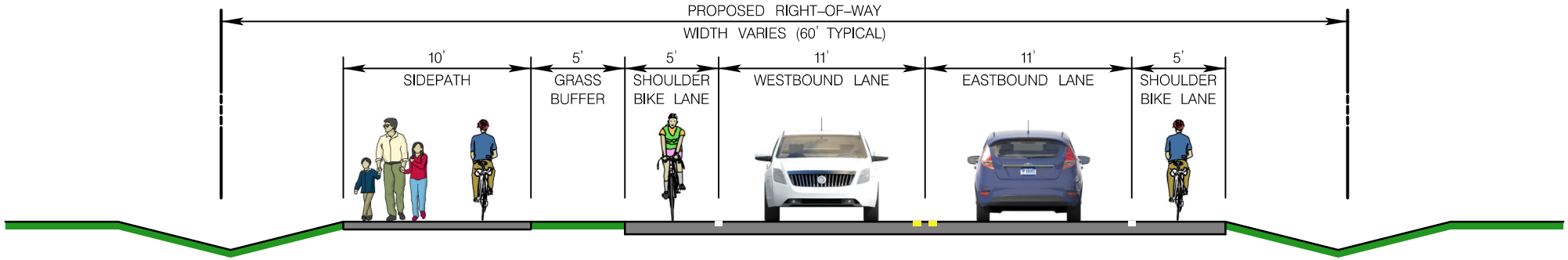
TYPICAL SECTION – PROPOSED MD 214 (3 LANES)

Figure 2-36

MD 214 (CENTRAL AVENUE)
FROM SELBY BOULEVARD / RIVER ROAD TO WINDING ROAD / PONDER DRIVE



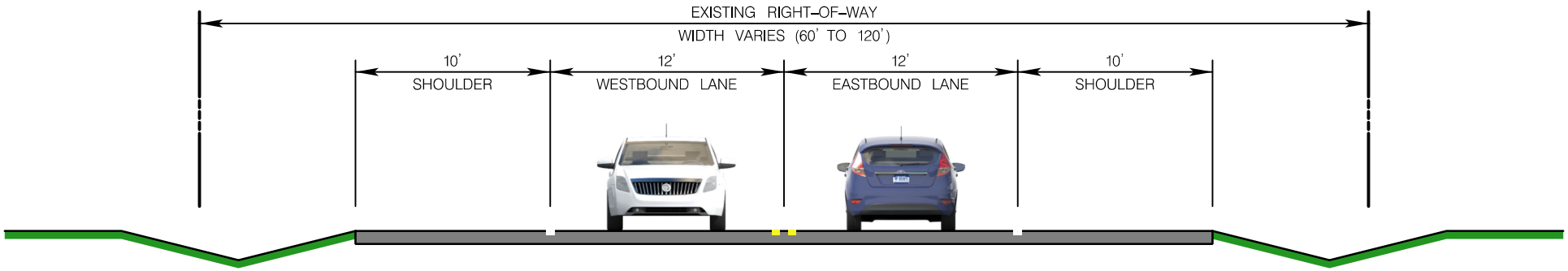
TYPICAL SECTION – EXISTING MD 214 (2 LANES)



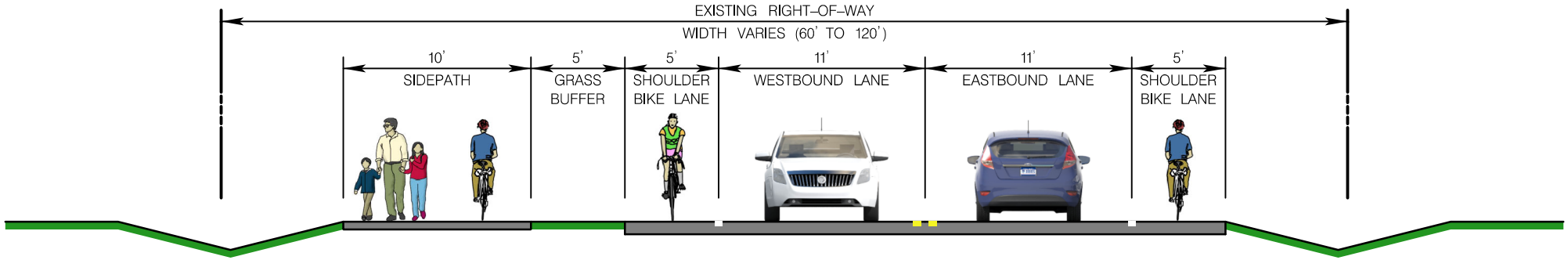
TYPICAL SECTION – PROPOSED MD 214 (2 LANES)

Figure 2-37

MD 214 (CENTRAL AVENUE)
FROM WINDING ROAD / PONDER DRIVE TO WIERS ROAD



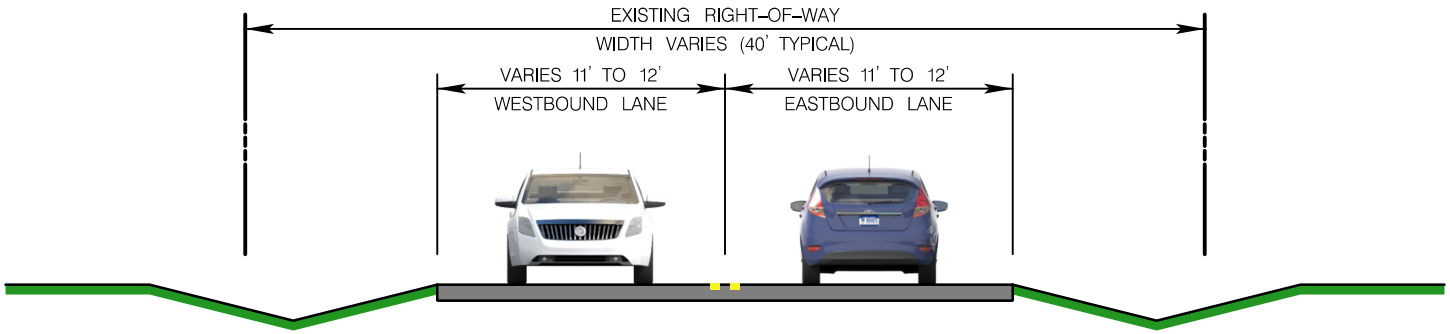
TYPICAL SECTION – EXISTING MD 214 (2 LANES)



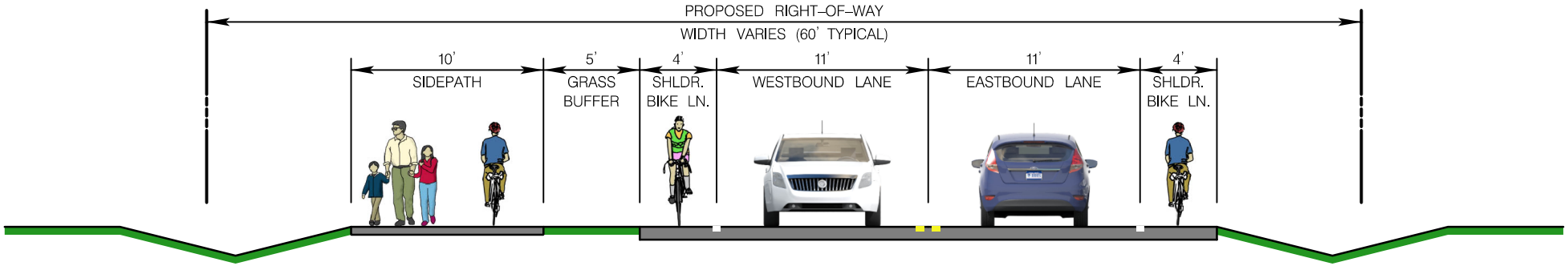
TYPICAL SECTION – PROPOSED MD 214 (2 LANES)

Figure 2-38

MD 214 (CENTRAL AVENUE)
FROM WIERS ROAD TO EAST OF SHOREHAM BEACH ROAD



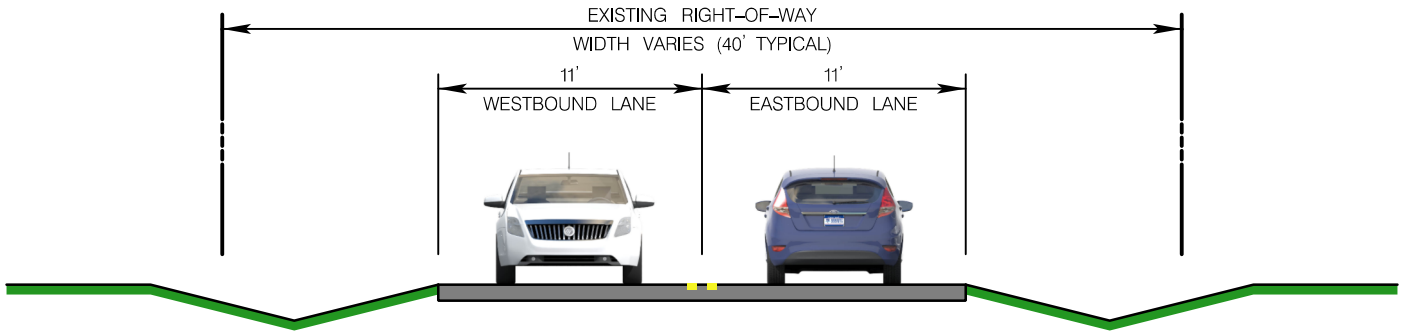
TYPICAL SECTION – EXISTING MD 214 (2 LANES)



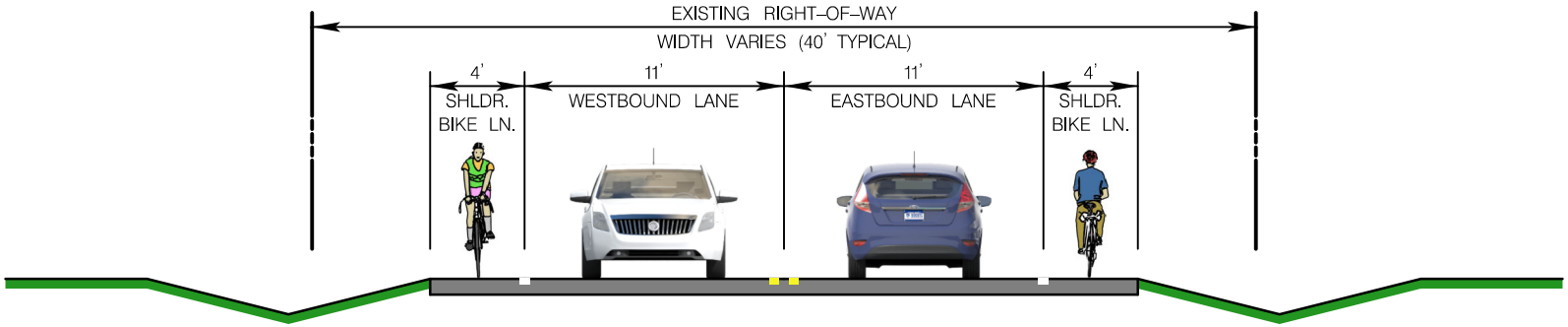
TYPICAL SECTION – PROPOSED MD 214 (2 LANES)

Figure 2-39

MD 214 (CENTRAL AVENUE)
FROM EAST OF SHOREHAM BEACH ROAD TO MAYO AVENUE



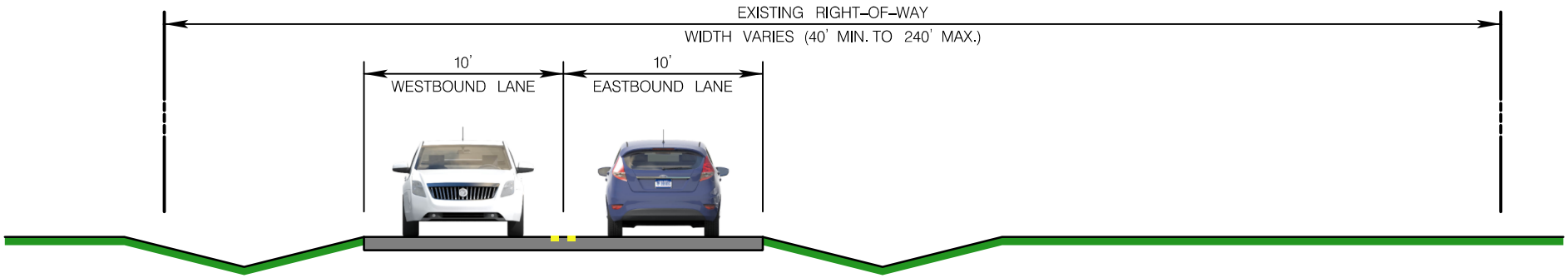
TYPICAL SECTION – EXISTING MD 214 (2 LANES)



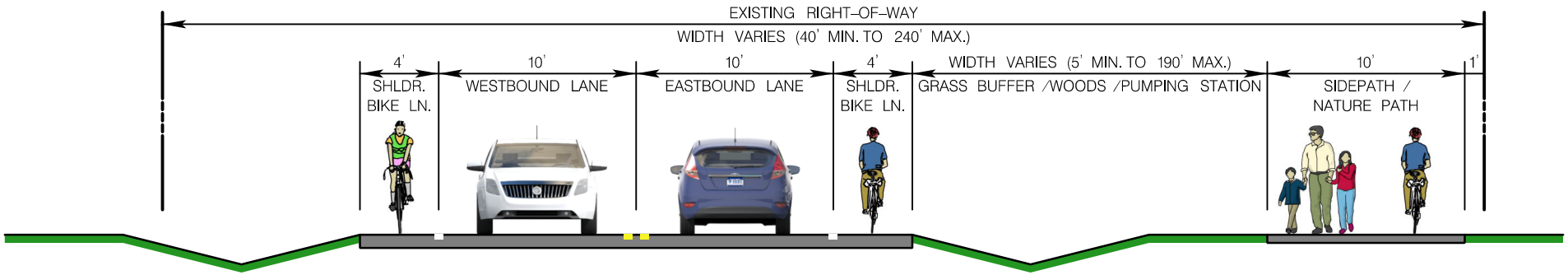
TYPICAL SECTION – PROPOSED MD 214 (2 LANES)

Figure 2-40

SHOREHAM BEACH ROAD
FROM MD 214 (CENTRAL AVENUE) TO TRITON BEACH ROAD



TYPICAL SECTION – PROPOSED SHOREHAM BEACH ROAD



TYPICAL SECTION – PROPOSED SHOREHAM BEACH ROAD

The following Intersection Options are considered compatible with Corridor Option 3 and also provide the capacity and safety improvements that best support the project's purpose and need.

- MD 214 at MD 468
  - Option 2 - Add a second eastbound through lane, a dedicated eastbound right turn lane and a dedicated westbound left turn lane with exclusive/permissive left turn phasing.
- MD 214 at Loch Haven Road
  - Option 5 - Convert the intersection into a continuous green T-intersection and add a 150-foot southbound right turn lane, which would then become the second westbound lane west of the intersection. This option would consist of the geometrics of a Maryland T-intersection with a half signal that controls all movements except the eastbound through. This option exclusive/permissive left turn phasing in the eastbound direction.
  - Option 8 - Convert the intersection into a two lane roundabout.
  - Option 10 - Convert the intersection into a signalized intersection, provide a dedicated left turn lane in the eastbound direction with exclusive/permissive left turn phasing. Add a 150-foot southbound right turn lane, which would then become the second westbound lane west of the intersection.
- MD 214 at River Club Drive/WRF Park Entrance
  - Option 1 - Convert the intersection into a roundabout accommodating two eastbound lanes.
  - Option 2 - Add east- and westbound left turn lanes on MD 214.
- MD 214 at River Road/Selby Boulevard
  - Option 1 - Add east- and westbound left turn lanes on MD 214.
  - Option 2 - Convert the intersection into a roundabout accommodating two eastbound lanes.
- MD 214 at Mayo Ridge Road/Carrs Wharf Road
  - Option 1 - Convert the intersection into a roundabout.
- MD 214 at Shoreham Beach Road
  - Option 1 - Realign Shoreham Beach Road to shift eastward and intersect MD 214 near its point of tangency, creating a typical three legged intersection that operates under stop control
- Shoreham Beach Road at Triton Beach Road
  - Option 1 - Convert the intersection into a roundabout.
  - Option 2 - Reconstruct the intersection into a standard T-intersection by realigning Shoreham Beach Road to shift eastward and intersect Triton Beach Road near its point of tangency operating under stop control.
  - Option 3 -Reconstruct the intersection into a standard T- intersection by realigning Triton Beach Road to intersect Shoreham Beach Road at a right angle under all-way stop control.

From an operations perspective, and considering the number of options evaluated, the most critical intersection is MD 214 at Loch Haven Road. The capacity analysis results for Options 5, 8 and 10

compared to the 2040 No Build conditions are shown in **Table 2-16**. The SIDRA and Synchro analysis worksheets are provided in **Appendix CC**.

Table 2-16: MD 214 at Loch Haven Road Improvements with Widening Capacity Results

Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
2040 No Build									
Northbound*	ERR[1]	-	-	ERR[1]	-	-	ERR[1]	-	-
Southbound	646.0	2.30	F	ERR[1]	79.11	-	ERR[1]	20.33	-
Option 5: Continuous Green T-Intersection with SB Right Turn Lane with Overlap Phase									
Overall	14.0	0.89	B	44.8	1.27	D	45.8	1.26	D
EBL	33.4	0.59	C	116.8	1.15	F	119.0	1.13	F
EBT	-	0.13	A	0.1	0.43	A	-	0.28	A
WBTR	20.5	0.91	C	98.5	1.12	F	81.8	1.09	F
SBL	52.6	0.19	D	37.2	0.23	D	38.9	0.33	D
SBR	0.3	0.23	A	0.6	0.34	A	0.6	0.36	A
Option 8: Two Lane Roundabout									
Overall	11.2	0.76	B	19.8	0.87	C	14.3	0.83	B
NB	4.1	0.01	A	22.6	0.11	C	11.5	0.07	B
SB	31.3	0.76	D	19.4	0.69	C	32.1	0.83	D
EB	4.1	0.18	A	22.1	0.87	C	9.7	0.59	A
WB	7.9	0.48	A	13.7	0.56	B	12.0	0.55	B
Option 10: Traffic Signal with EB E/P Phasing, SB Right Turn Lane, and 4-Lane Section between MD 468 and Loch Haven Road									
Overall	16.5	0.85	B	23.3	1.00	C	20.1	0.95	C
EBL	4.6	0.28	A	64.6	1.02	E	48.0	0.97	D
EBTR	1.8	0.15	A	4.4	0.55	A	3.8	0.37	A
WBLTR	26.6	0.93	C	37.8	0.93	D	30.5	0.92	C
NBLTR*	56.2	0.00	E	44.2	0.03	D	37.6	0.23	D
SBTL	58.9	0.27	E	49.3	0.50	D	40.1	0.46	D
SBR	0.3	0.23	A	0.6	0.34	A	0.5	0.30	A

* Driveway with minimal volume
1-Volume significantly exceeds capacity and HCM cannot compute the delay.
2 – Overall v/c of a roundabout is based on the greatest approach v/c

The results in **Table 2-16** indicate that the intersection is projected to operate at an overall acceptable LOS under the three improvement options. Multiple movements, however, are projected to fail during the PM and weekend peak hours under Option 5, and multiple movements are projected to operate at LOS E during either the AM or PM peak hours under Option 10.

Conceptual Cost Estimate

A conceptual cost estimate for corridor improvements recommended for further consideration was developed using the Maryland Department of Transportation's (MDOT's) State Highway Administration's (SHA) 2017 Highway Cost Estimating Manual as guidance. The estimate used major quantities and conservatively estimated unit prices. Percentages were applied to Category 1 (Preliminary/MOT), Category 3 (SWM/Drainage), and Category 7 (Landscaping). Utility relocation

costs were assumed to be 15%, primarily for impacts to the overhead utilities that exist immediately adjacent to the roadway. A 40% contingency and 12.3% overhead and administration were applied. Right-of-way is anticipated to be acquired to accommodate the proposed improvements. Preliminary right-of-way acquisition costs have been estimated at $500,000/acre based on recent property sales on the Mayo Peninsula. **Table 2-17** shows the conceptual cost estimate by roadway segment for the study area.

Table 2-17: Conceptual Cost Estimate

Segment	Cost*
MD 214	
MD 468 to Loch Haven Road	$10.39M
Loch Haven Road to Selby Boulevard/River Road	$14.06M
Selby Boulevard/River Road to Winding Road/Ponder Drive	$1.62M
Winding Road/Ponder Drive to Wiers Road	$1.73M
Wiers Road to East of Shoreham Beach Road	$2.69M
East of Shoreham Beach Road to Mayo Avenue	$3.16M
Shoreham Beach Road	
MD 214 to Triton Beach Road	$2.00M
Total	**$35.65M**

*Costs may increase if constructed in Phases

2.5 Summary of 2040 Future Findings

The purpose of this report is to document future conditions and recommendations along MD 214 as part of the second phase of the corridor study. Spot intersection and corridor improvements were evaluated to determine which improvements best support the project's purpose and need. In summary, the following are the major findings:

- Volumes on the MD 214 corridor are projected to increase by year 2040 due to proposed residential, commercial, and park development.
- The 2040 No Build conditions are projected to experience high traffic volumes, particularly in the eastbound direction during the PM peak hour, greater than what can be efficiently serviced by the current two lane roadway.
- It is recommended that MD 214 be widened by adding one lane in each direction between MD 468 and Loch Haven Road and by adding one eastbound lane between Loch Haven Road and Selby Boulevard. This would result in a four lane section between MD 468 and Loch Haven Road and a three lane section, with two eastbound lanes and one westbound lane between Loch Haven Road and Selby Boulevard.
- Spot intersection improvements evaluated at several intersections along the corridor including adding turn lanes, signalization, roadway realignment, and roundabouts. Several intersections have multiple options to meet the purpose and need and are presented here for consideration.

- It is recommended that on-street bicycle lanes be installed on MD 214 between MD 468 and Mayo Avenue and on Shoreham Beach Road between MD 214 and Triton Beach Road to improve bicycle connectivity.
- In order to improve pedestrian accessibility and safety throughout the study area, as well as accommodate less experienced bicyclists that are not comfortable using the proposed bike lanes, sidepaths are recommended along the north side of MD 214 between MD 468 and Shoreham Beach Road and along an independent alignment just to the south of Shoreham Beach Road between MD 214 and Triton Beach Road.
- Emergency access could be improved by widening MD 214, interconnecting subdivisions, or other improvements deemed practical for this study area. Additionally, Loch Haven Road could be connected to the Selby area subdivision to the east by way of 7th Avenue or 8th Avenue to Pure Water Way through the proposed park on the Water Reclamation Facility site, or by way of Edgemont Street.
- It is recommended that drainage improvements be investigated and proposed along MD 214 between River Club Drive and Selby Heights Drive as well as in the vicinity of the Beverley Avenue and Grande View Avenue intersections. Existing drainage features should also be maintained throughout the corridor to maximize their efficiency.
- It is recommended that substandard horizontal and intersection sight distance be improved by trimming or removing overgrown vegetation or other obstructions that may be existing within the right-of-way. Horizontal sight distance can also be improved by roadway widening and/or intersection improvements.

3. Recommended Alternative

3.1 Recommended Improvements

In coordination with the County and in discussions with the community, the following long term improvements are recommended at the study intersections.

- MD 214 at MD 468
  - Option 2 - Add a second eastbound through lane, a dedicated eastbound right turn lane and a dedicated westbound left turn lane with exclusive/permissive left turn phasing.
- MD 214 at Loch Haven Road
  - Option 8 - Convert the intersection into a two lane roundabout.
- MD 214 at River Club Drive/WRF Park Entrance
  - Option 1 - Convert the intersection into a roundabout accommodating two eastbound lanes.
- MD 214 at River Road/Selby Boulevard
  - Option 2 - Convert the intersection into a roundabout accommodating two eastbound lanes.
- MD 214 at Mayo Ridge Road/Carrs Wharf Road
  - Monitor operations at the intersection to determine if future action is required such as realignment of one or both side street approaches or the construction of a roundabout.
- MD 214 at Shoreham Beach Road
  - Option 1 - Realign Shoreham Beach Road to shift eastward and intersect MD 214 near its point of tangency, creating a typical three legged intersection that operates under stop control.
- Shoreham Beach Road at Triton Beach Road
  - Option 1 - Convert the intersection into a roundabout.

The capacity analysis results for the 2040 Build condition, as listed previously in the report, are summarized in **Table 2-18**. The recommended 2040 Build condition for the entire corridor is shown in **Appendix DD**.

It should be noted that a house was recently built in the northwest corner of the MD 214 at River Road/Selby Boulevard intersection which would impact the constructability of a roundabout at this location.

Table 2-18: Recommended Alternative (Long Term Improvements) Capacity Results

Intersection	Approach	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS	Delay (Sec)	v/c	LOS
MD 214 at MD 468	Overall	23.2	0.71	C	31.7	0.93	C	29.0	0.66	C
	EBT	21.8	0.29	C	31.1	0.92	C	19.5	0.51	B
	EBR	19.9	0.10	B	13.1	0.34	B	16.2	0.29	B
	WBL	11.7	0.38	B	87.1	0.93	F	16.6	0.61	B
	WBT	16.2	0.63	B	3.7	0.35	A	10.2	0.44	B
	NBL	41.3	0.72	D	76.4	0.79	E	88.9	0.81	F
	NBR	22.6	0.08	C	65.1	0.82	E	66.5	0.48	E
MD 214 at Loch Haven Road	Overall	11.2	0.76	B	19.8	0.87	C	14.3	0.83	B
	NB	4.1	0.01	A	22.6	0.11	C	11.5	0.07	B
	SB	31.3	0.76	D	19.4	0.69	C	32.1	0.83	D
	EB	4.1	0.18	A	22.1	0.87	C	9.7	0.59	A
	WB	7.9	0.48	A	13.7	0.56	B	12.0	0.55	B
MD 214 at River Club Dr/WRF Entrance	Overall	11.6	0.76	B	11.3	0.65	B	8.9	0.66	A
	NB	3.8	0.03	A	11.6	0.06	B	6.5	0.04	A
	SB	7.9	0.01	A	9.4	0.28	A	9.5	0.29	A
	EB	3.7	0.13	A	11.8	0.65	B	6.1	0.35	A
	WB	14.8	0.76	B	10.7	0.60	B	12.2	0.66	B
MD 214 at Selby Blvd/River Rd	Overall	9.6	0.68	A	8.9	0.58	A	7.6	0.58	A
	NB	3.9	0.04	A	10.4	0.11	B	6.1	0.07	A
	SB	10.1	0.24	B	6.5	0.11	A	7.4	0.16	A
	EB	3.7	0.13	A	8.3	0.53	A	5.5	0.32	A
	WB	12.2	0.68	B	10.4	0.58	B	10.2	0.58	B
MD 214 at Shoreham Beach Rd	SB	14.9	0.46	B	10.9	0.30	B	11.0	0.26	B
Shoreham Beach Rd at Triton Beach Rd	Overall	3.4	0.10[1]	A	4.1	0.21[1]	A	5.5	0.34[1]	A
	EBTR	3.0	0.05	A	4.3	0.21	A	5.7	0.34	A
	WBTL	3.7	0.10	A	3.6	0.06	A	5.2	0.20	A
	NBLR	3.3	0.06	A	4.0	0.10	A	5.3	0.20	A

In addition to the long term improvements recommended above, the following short term improvements are recommended to mitigate existing operation and safety concerns.

- MD 214 at Loch Haven Road
  - Short Term: Option 1 – Traffic signal with restriping on the eastbound approach to provide for a dedicated left turn lane and a through lane.
- MD 214 at River Road/Selby Boulevard

    - Short Term: Option 1 - Add east- and westbound left turn lanes on MD 214.
- Shoreham Beach Road at Triton Beach Road
    - Short Term: Install double yellow centerline rumble strips.

The recommended short term improvements at the MD 214 at River Road/Selby Boulevard intersection and the Shoreham Beach Road at Triton Beach Road intersection do not impede the construction of the long term improvements. However, at the MD 214 at Loch Haven Road intersection, the short term traffic signal would need to be removed as part of implementing the long term roundabout, incurring additional costs.

3.2 Summary of Findings

- Volumes on the MD 214 corridor are projected to increase by year 2040 due to proposed residential, commercial, and park development.
- The 2040 No Build conditions are projected to experience high traffic volumes, particularly in the eastbound direction during the PM peak hour, greater than what can be efficiently serviced by the current two lane roadway.
- It is recommended that MD 214 be widened by adding one lane in each direction between MD 468 and Loch Haven Road and by adding one eastbound lane between Loch Haven Road and Selby Boulevard. This would result in a four lane section between MD 468 and Loch Haven Road and a three lane section, with two eastbound lanes and one westbound lane between Loch Haven Road and Selby Boulevard.
- Short term improvements are recommended at the following intersections:
    - MD 214 at Loch Haven Road – Restripe and signalize the intersection
    - MD 214 at River Road/Selby Boulevard – Add left turn lanes on MD 214
    - Shoreham Beach Road at Triton Beach Road – Install double yellow line rumble strips
- Long term improvements are recommended at the following intersections:
    - MD 214 at MD 468 – Add a second eastbound through lane, a dedicated eastbound right turn lane and a dedicated westbound left turn lane with exclusive/permissive left turn phasing
    - MD 214 at Loch Haven Road – Convert the intersection into a two lane roundabout
    - MD 214 at River Club Drive/WRF Entrance – Convert the intersection into a roundabout accommodating two eastbound lanes
    - MD 214 at River Road/Selby Boulevard – Convert the intersection into a roundabout accommodating two eastbound lanes
    - MD 214 at Shoreham Beach Road – Realign Shoreham Beach Road to shift eastward and intersect MD 214 near its point of tangency, creating a typical three legged intersection that operates under stop control
    - Shoreham Beach Road at Triton Beach Road – Convert the intersection into a roundabout
- It is recommended that on-street bicycle lanes be installed on MD 214 between MD 468 and Mayo Avenue and on Shoreham Beach Road between MD 214 and Triton Beach Road to improve bicycle connectivity.

- In order to improve pedestrian accessibility and safety throughout the study area, as well as accommodate less experienced bicyclists that are not comfortable using the proposed bike lanes, sidepaths are recommended along the north side of MD 214 between MD 468 and Shoreham Beach Road and along an independent alignment just to the south of Shoreham Beach Road between MD 214 and Triton Beach Road.
- Emergency access could be improved by widening MD 214, interconnecting subdivisions, or other improvements deemed practical for this study area. Additionally, Loch Haven Road could be connected to the Selby area subdivision to the east by way of 7th Avenue or 8th Avenue to Pure Water Way through the proposed park on the Water Reclamation Facility site, or by way of Edgemont Street.
- It is recommended that drainage improvements be investigated and proposed along MD 214 between River Club Drive and Selby Heights Drive as well as in the vicinity of the Beverley Avenue and Grande View Avenue intersections. Existing drainage features should also be maintained throughout the corridor to maximize their efficiency.
- It is recommended that substandard horizontal and intersection sight distance be improved by trimming or removing overgrown vegetation or other obstructions that may be existing within the right-of-way. Horizontal sight distance can also be improved by roadway widening and/or intersection improvements.

APPENDIX

A

Approach Photos

Photo 1 - Looking North at MD 214

Photo 2 - Looking East at MD 468

Photo 3 - Looking West at MD 468

MD 214 Corridor Study

Figure A1

Approach Photographs - MD 214/MD 468

Photo 4 - Looking South at MD 214

Photo 5 - Looking East at Loch Haven Road

Photo 6 - Looking West at Loch Haven Road

MD 214 Corridor Study

Figure A2

Approach Photographs - MD 214/Loch Haven Road

Photo 7 - Looking North at MD 214

Photo 8 - Looking South at MD 214

Photo 9 - Looking East at Selby Boulevard and River Road

Photo 10 - Looking West at Selby Boulevard and River Road

MD 214 Corridor Study

Figure A3

Approach Photographs - MD 214/Selby Boulevard and River Road

Photo 11 - Looking South at MD 214

Photo 12 - Looking East at Turkey Point Road

Photo 13 - Looking West at Turkey Point Road

MD 214 Corridor Study

Figure A4

Approach Photographs - MD 214/Turkey Point Road

Photo 14 - Looking South at MD 214 (1)

Photo 15 - Looking South at MD 214(2)

Photo 16 - Looking East at Shoreham Beach Road

Photo 17 - Looking West at Shoreham Beach Road

MD 214 Corridor Study

Figure A5

Approach Photographs - MD 214/Shoreham Beach Road

Photo 18 - Looking North at MD 214

Photo 19 - Looking South at MD 214

Photo 20 - Looking East at Shoreham Beach Road

Photo 21 - Looking West at Shoreham Beach Road

MD 214 Corridor Study

Figure A6

Approach Photographs - MD 214/Mayo Avenue and Rogers Road

Photo 22 - Looking South at Triton Beach Road

Photo 23 - Looking East at Triton Beach Road

Photo 24 - Looking West at Shoreham Beach Road

Photo 25 - Looking West at Shoreham Beach Road

MD 214 Corridor Study

Figure A7

Approach Photographs - Shoreham Beach Road/Triton Beach Road

Photo 26 -West of Loch Haven Road

Photo 27 - Neighborhood watch East of Mayo Avenue

Photo 28 - Pot holes at MD 214/Shoreham Beach Road

Photo 29 - Drainage issue at Shoreham Beach Road

Photo 30 - Drainage issue east of Shesley Road

Photo 31 - Drain at Shesley Road

Photo 32 - Drain at James Way

Photo 33 - Queuing at Mayo Elementary School

MD 214 Corridor Study

Figure A8

Corridor Photographs

APPENDIX

B

Turning Movement Counts

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT MD 468

VEHICLES

	From North				MD 214 From East				MD 468 From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	9	162	0	0	69	0	5	0	0	16	10	0
06:15	0	0	0	0	22	173	0	0	68	0	4	0	0	30	16	0
06:30	0	0	0	0	16	198	0	0	111	0	7	0	0	42	28	0
06:45	0	0	0	0	11	240	0	0	99	0	9	0	0	77	32	0
07:00	0	0	0	0	10	206	0	0	107	0	13	0	0	52	41	0
07:15	0	0	0	0	21	228	0	0	114	0	11	0	0	76	25	0
07:30	0	0	0	0	19	249	0	0	122	0	15	0	0	90	35	0
07:45	0	0	0	0	28	234	0	0	136	0	19	0	0	87	35	0
08:00	0	0	0	0	31	251	0	0	154	0	16	0	0	95	40	0
08:15	0	0	0	0	40	228	0	0	118	0	10	0	0	65	27	0
08:30	0	0	0	0	25	215	0	0	116	0	14	0	0	59	31	0
08:45	0	0	0	0	17	220	0	0	124	0	15	0	0	82	28	0
09:00	0	0	0	0	14	192	0	0	133	0	10	0	0	88	46	0
09:15	0	0	0	0	11	181	0	0	106	0	9	0	0	75	25	0
09:30	0	0	0	0	16	153	0	0	100	0	12	0	0	67	28	0
09:45	0	0	0	0	14	121	0	0	85	0	10	0	0	85	29	0
10:00	0	0	0	0	11	98	0	0	96	0	15	0	0	73	23	0
10:15	0	0	0	0	10	117	0	0	78	0	12	0	0	81	39	1
10:30	0	0	0	0	18	114	0	0	81	0	9	0	0	87	23	0
10:45	0	0	0	0	22	106	0	0	70	0	11	0	0	79	22	0
11:00	0	0	0	0	17	137	0	0	72	0	16	0	0	88	24	0
11:15	0	0	0	0	15	128	0	0	79	0	14	0	0	104	31	0
11:30	0	0	0	0	14	148	0	0	88	0	8	0	0	95	42	0
11:45	0	0	0	0	16	110	0	0	70	0	12	0	0	111	33	0
12:00	0	0	0	0	13	136	0	0	83	0	8	0	0	135	55	0
12:15	0	0	0	0	11	120	0	0	76	0	12	0	0	143	53	0
12:30	0	0	0	0	15	117	0	0	72	0	16	0	0	130	50	0
12:45	0	0	0	0	12	115	0	0	65	0	12	0	0	135	63	0
13:00	0	0	0	0	9	112	0	0	78	0	11	0	0	142	51	0
13:15	0	0	0	0	8	116	0	0	66	0	10	0	0	121	48	0
13:30	0	0	0	0	12	108	0	0	74	0	11	0	0	143	56	0
13:45	0	0	0	0	10	99	0	0	61	0	9	0	0	125	34	0
14:00	0	0	0	0	14	128	0	0	80	0	11	0	0	158	68	2
14:15	0	0	0	0	11	157	0	0	78	0	13	0	0	164	83	0
14:30	0	0	0	0	10	150	0	0	67	0	19	0	0	251	96	0
14:45	0	0	0	0	15	118	0	0	72	0	14	0	0	236	67	0
15:00	0	0	0	0	11	122	0	0	58	0	13	0	0	229	79	0
15:15	0	0	0	0	12	139	0	0	64	0	16	0	0	242	72	0
15:30	0	0	0	0	12	132	0	0	65	0	24	0	0	247	81	0
15:45	0	0	0	0	15	120	0	0	53	0	21	0	0	223	84	0
16:00	0	0	0	0	21	144	0	0	78	0	18	0	0	221	71	0
16:15	0	0	0	0	18	130	0	0	74	0	23	0	0	256	49	0
16:30	0	0	0	0	16	111	0	0	59	0	26	0	0	287	55	0
16:45	0	0	0	0	11	107	0	0	60	0	25	0	0	317	88	0
17:00	0	0	0	0	19	145	0	0	51	0	23	0	0	344	117	0
17:15	0	0	0	0	9	135	0	0	62	0	17	0	0	354	86	0
17:30	0	0	0	0	6	136	0	0	43	0	23	0	0	286	59	0
17:45	0	0	0	0	8	102	0	0	50	0	19	0	0	282	67	0
18:00	0	0	0	0	5	91	0	0	39	0	13	0	0	219	47	0
18:15	0	0	0	0	8	88	0	0	45	0	11	0	0	161	61	0
18:30	0	0	0	0	9	91	0	0	28	0	12	0	0	162	52	0
18:45	0	0	0	0	4	72	0	0	31	0	7	0	0	148	40	0
	0	**0**	**0**	**0**	**751**	**7550**	**0**	**0**	**4128**	**0**	**713**	**0**	**0**	**7665**	**2545**	**3**

Start Date: 10/31/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT MD 468

BIKES

	From North				MD 214 From East				MD 468 From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT LOCH HAVEN RD

VEHICLES

	LOCH HAVEN RD From North				MD 214 From East				DELI PARKING LOT* From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	1	0	30	0	0	122	0	0	0	0	0	0	3	23	1	0
06:15	0	0	42	0	0	158	1	0	0	0	0	0	2	26	1	0
06:30	0	0	54	0	0	164	2	0	0	0	0	0	9	37	0	0
06:45	2	0	54	0	0	201	0	0	0	0	0	0	11	63	0	0
07:00	2	0	65	0	0	241	1	0	0	0	0	0	8	48	0	0
07:15	2	0	52	0	0	216	1	0	0	0	0	0	16	74	0	0
07:30	0	0	55	0	0	181	2	0	0	0	0	0	19	77	6	0
07:45	3	0	42	0	0	137	1	0	0	0	0	0	9	68	4	0
08:00	5	0	44	0	0	176	1	0	0	0	0	0	7	75	0	0
08:15	3	0	32	0	0	175	0	0	0	0	0	0	14	39	1	0
08:30	1	0	57	0	0	127	5	0	0	0	0	0	14	67	5	0
08:45	2	0	48	0	0	141	3	0	0	0	0	0	28	70	4	0
09:00	3	0	37	0	0	135	5	0	0	0	0	0	25	67	3	0
09:15	1	0	37	0	0	117	2	0	1	0	0	0	23	75	1	0
09:30	2	0	39	0	3	103	2	0	0	0	0	0	19	68	5	0
09:45	6	0	32	0	0	114	4	0	1	0	0	0	23	72	4	0
10:00	0	0	34	0	0	89	2	0	0	1	0	0	12	69	3	0
10:15	2	0	20	0	1	93	3	0	1	0	0	0	11	67	1	0
10:30	3	0	35	0	0	97	5	0	0	0	1	0	23	83	4	0
10:45	3	0	21	0	0	68	4	0	0	0	0	0	21	68	1	0
11:00	8	0	36	0	0	90	4	0	0	0	0	0	20	91	4	0
11:15	5	0	32	0	1	96	2	0	5	0	0	0	18	85	1	0
11:30	2	0	35	0	0	93	0	0	0	0	0	0	11	75	3	0
11:45	4	0	25	0	0	102	2	0	0	0	0	0	18	83	0	0
12:00	4	0	17	0	0	78	7	0	0	0	0	0	25	79	4	0
12:15	5	0	23	0	0	81	2	0	1	0	0	0	30	91	1	0
12:30	2	0	27	0	0	84	2	0	0	0	0	0	18	86	2	0
12:45	2	1	29	0	0	78	0	0	0	0	0	0	14	73	3	0
13:00	3	0	16	0	0	80	4	0	0	0	0	0	19	103	1	0
13:15	1	0	27	0	0	95	2	0	0	0	0	0	25	113	2	0
13:30	1	0	28	0	0	94	9	0	0	0	0	0	27	107	6	0
13:45	4	0	19	0	0	82	2	0	0	0	0	0	31	113	1	0
14:00	7	0	23	0	0	88	7	0	0	0	0	0	26	117	1	0
14:15	5	0	20	0	0	73	3	0	1	0	0	0	31	131	2	0
14:30	4	0	19	0	1	55	6	0	0	0	0	0	40	140	0	0
14:45	3	0	27	0	0	103	3	0	0	0	0	0	28	120	3	0
15:00	3	0	14	0	2	81	2	0	3	0	4	0	27	148	4	0
15:15	1	0	14	0	0	113	0	0	2	0	0	0	30	197	0	0
15:30	2	1	15	0	0	98	2	0	0	0	0	0	24	165	2	0
15:45	2	0	22	0	0	73	1	0	0	0	0	0	31	157	0	0
16:00	1	0	31	0	0	67	3	0	0	0	0	0	45	194	1	0
16:15	2	0	31	0	2	113	5	0	0	0	1	0	46	191	2	0
16:30	1	0	12	0	1	120	6	0	1	0	1	0	48	175	0	0
16:45	1	0	39	0	0	111	3	0	1	0	0	0	48	196	0	0
17:00	1	0	20	0	3	107	4	0	2	0	2	0	37	154	1	0
17:15	1	0	28	0	0	132	3	0	1	0	0	0	44	161	2	0
17:30	1	0	19	0	0	93	0	0	0	0	0	0	39	150	0	0
17:45	3	0	18	0	0	84	2	0	0	0	0	0	43	158	0	0
18:00	1	0	29	0	0	89	3	0	2	0	0	0	50	122	1	0
18:15	2	0	33	0	0	117	0	0	0	0	0	0	43	181	0	0
18:30	3	0	31	0	0	92	2	0	0	0	1	0	44	170	1	0
18:45	3	0	22	0	0	86	1	0	0	0	0	0	32	197	0	0
	129	**2**	**1611**	**0**	**14**	**5803**	**136**	**0**	**22**	**1**	**10**	**0**	**1309**	**5559**	**92**	**0**

*NOTE: Only one entrance of Sue's Deli parking lot (the South leg, NB approach) was counted as it was part of the intersection. There are two entraces/exits into/out of this lot. What you see turning into the lot (Right's from the West, lefts from the east, through from the North) will not equal what left the lot with the entrance/exit further east. We only counted what movements were part of the intersection at Loch Haven.

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT LOCH HAVEN RD

BIKES

	LOCH HAVEN RD From North				MD 214 From East				DELI PARKING LOT From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**

Start Date: 11/14/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT SELBY BLVD-RIVER RD

VEHICLES

	SELBY BLVD From North				MD214 From East				RIVER RD From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	14	0	0	93	0	1	0	0	0	0	1	6	1	0
06:15	0	0	22	0	0	77	0	0	2	0	0	0	1	15	2	0
06:30	0	1	15	0	0	120	0	0	1	0	0	0	0	17	1	0
06:45	2	0	21	0	1	148	1	0	2	1	1	0	0	30	4	0
07:00	3	0	30	0	0	187	0	0	5	0	1	0	4	33	3	0
07:15	0	2	8	0	0	122	0	0	4	1	0	0	4	65	3	0
07:30	4	0	18	0	0	115	1	0	2	1	0	0	2	48	2	0
07:45	2	1	12	0	0	163	0	0	3	1	0	0	7	69	2	0
08:00	5	0	18	0	0	156	2	0	3	0	1	0	1	41	1	0
08:15	0	0	8	0	0	109	2	0	4	1	0	0	3	47	0	0
08:30	0	0	12	0	1	117	2	0	1	0	0	0	8	50	2	0
08:45	4	0	20	0	0	126	1	2	2	0	2	0	5	45	1	0
09:00	2	1	14	0	1	97	0	0	2	1	1	0	7	51	2	0
09:15	0	2	13	0	0	74	0	0	3	0	2	0	7	50	5	0
09:30	1	0	7	0	0	72	1	0	4	2	1	0	6	40	0	0
09:45	1	0	9	0	0	67	1	0	2	1	2	0	7	49	2	0
10:00	0	1	12	0	0	76	1	0	2	0	0	0	13	36	4	0
10:15	4	0	8	0	0	68	1	0	2	0	1	0	7	47	2	0
10:30	0	0	7	0	0	64	4	0	3	1	0	0	9	54	4	0
10:45	3	1	6	0	1	67	2	0	2	0	0	0	8	62	2	0
11:00	3	0	3	0	1	59	1	0	2	1	0	0	2	73	2	0
11:15	2	0	5	0	1	62	5	0	0	0	1	0	9	56	3	0
11:30	2	0	8	0	3	51	0	0	0	0	1	0	6	66	2	0
11:45	0	0	13	0	2	72	1	0	1	0	3	0	6	73	2	0
12:00	0	0	5	0	2	73	0	0	1	1	0	0	3	60	2	0
12:15	1	1	9	0	2	61	1	0	5	0	1	0	7	77	5	1
12:30	1	0	8	0	1	69	1	0	3	0	0	0	6	63	2	0
12:45	0	2	4	0	1	54	0	0	1	2	1	0	11	72	4	0
13:00	0	0	11	0	1	81	4	0	2	0	2	0	7	70	0	0
13:15	1	0	9	1	1	79	2	0	0	1	2	0	9	68	4	0
13:30	1	1	7	0	0	59	2	0	0	2	0	1	6	70	1	0
13:45	1	1	11	0	1	48	2	0	3	4	1	0	11	72	1	1
14:00	2	0	7	0	0	50	1	0	2	0	2	0	6	62	3	0
14:15	0	0	6	0	0	58	0	0	3	0	1	0	9	73	2	0
14:30	4	2	11	0	0	42	1	0	0	1	0	0	10	87	3	0
14:45	0	0	3	0	1	44	1	0	2	1	0	0	10	96	4	0
15:00	1	0	6	0	0	61	2	0	1	0	0	0	17	85	6	0
15:15	2	1	13	0	2	54	2	0	5	0	0	0	15	109	3	0
15:30	0	0	8	0	1	79	3	0	4	0	3	0	19	111	5	0
15:45	1	1	6	0	2	89	3	0	5	2	0	0	18	115	4	0
16:00	3	2	17	0	2	79	1	0	5	2	0	0	16	110	5	0
16:15	1	0	13	2	1	61	0	0	2	0	3	0	17	119	4	0
16:30	1	1	9	2	0	83	3	0	2	0	2	4	18	137	10	2
16:45	4	0	12	0	1	79	5	0	2	3	1	0	13	141	6	0
17:00	1	0	8	0	1	89	0	0	4	0	1	0	16	134	11	0
17:15	4	0	6	0	0	76	0	0	3	8	0	0	19	143	8	0
17:30	1	0	8	0	1	69	0	0	4	0	3	0	23	122	5	0
17:45	2	3	11	0	1	59	2	0	2	3	0	0	21	133	9	0
18:00	2	0	4	0	1	53	1	2	0	0	0	2	12	103	3	0
18:15	0	0	6	0	0	23	0	0	3	0	0	0	4	79	0	0
18:30	0	3	4	0	0	52	3	0	2	0	1	0	6	88	2	0
18:45	0	1	5	0	0	37	1	0	0	2	0	0	13	77	4	0
	72	28	530	5	34	4123	67	5	118	43	41	7	465	3799	168	4

Start Date: 11/14/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT SELBY BLVD-RIVER RD

BIKES

	SELBY From North				MD214 From East				SELBY From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT TURKEY POINT RD

VEHICLES

	TURKEY POINT RD From North				MD 214 From East				From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	11	0	0	69	1	0	0	0	0	0	2	8	0	0
06:15	0	0	13	0	0	76	0	0	0	0	0	0	1	15	0	0
06:30	1	0	16	0	0	89	0	0	0	0	0	0	0	22	0	0
06:45	0	0	17	0	0	99	1	0	0	0	0	0	1	24	0	0
07:00	0	0	16	0	0	135	0	0	0	0	0	0	2	25	0	0
07:15	2	0	9	0	0	102	1	0	0	0	0	0	4	53	0	0
07:30	0	0	9	0	0	96	2	0	0	0	0	0	10	50	0	0
07:45	4	0	19	0	0	124	5	0	0	0	0	0	16	48	0	0
08:00	2	0	13	0	0	143	3	0	0	0	0	0	7	61	0	0
08:15	0	0	14	0	0	86	1	0	0	0	0	0	8	31	0	0
08:30	0	0	26	0	0	95	1	0	0	0	0	0	7	35	0	0
08:45	5	0	17	0	0	95	6	0	0	0	0	0	19	51	0	0
09:00	2	0	8	0	0	70	5	0	0	0	0	0	14	31	0	0
09:15	0	0	12	0	0	64	5	0	0	0	0	0	14	36	0	0
09:30	0	0	10	0	0	57	1	0	0	0	0	0	10	40	0	0
09:45	2	0	9	0	0	64	1	0	0	0	0	0	9	49	0	0
10:00	2	0	11	0	0	60	2	0	0	0	0	0	6	54	0	0
10:15	2	0	8	0	0	62	2	0	0	0	0	0	8	52	0	0
10:30	2	0	11	0	0	61	1	0	0	0	0	0	7	45	0	0
10:45	3	0	21	0	0	63	4	0	0	0	0	0	10	40	0	0
11:00	1	0	10	0	0	53	1	0	0	0	0	0	19	55	0	0
11:15	2	0	17	0	0	54	4	0	0	0	0	0	14	59	0	0
11:30	5	0	17	2	0	55	3	0	0	0	0	0	11	39	0	0
11:45	2	0	14	0	0	52	2	0	0	0	0	0	16	58	0	0
12:00	2	0	15	0	0	71	0	0	0	0	0	0	9	59	0	0
12:15	2	0	15	0	0	45	2	0	0	0	0	0	20	48	0	0
12:30	1	0	15	0	0	57	2	1	0	0	0	0	14	52	0	0
12:45	1	0	9	0	0	60	2	0	0	0	0	0	19	63	0	0
13:00	2	0	15	0	0	51	2	0	0	0	0	0	16	70	0	0
13:15	1	0	9	0	0	54	2	0	0	0	0	0	11	59	0	0
13:30	3	0	6	0	0	57	3	0	0	0	0	0	11	53	0	0
13:45	2	0	16	0	0	37	1	0	0	0	0	0	13	64	0	0
14:00	0	0	10	0	0	53	1	0	0	0	0	0	8	86	0	0
14:15	0	0	9	1	0	44	0	0	0	0	0	0	13	73	0	0
14:30	1	0	13	0	0	54	4	0	0	0	0	0	11	82	0	0
14:45	0	0	6	0	0	71	2	0	0	0	0	0	8	91	0	0
15:00	1	0	5	0	0	65	2	0	0	0	0	0	12	71	0	0
15:15	1	0	13	0	0	56	3	0	0	0	0	0	12	94	0	0
15:30	3	0	15	0	0	59	3	0	0	0	0	0	16	89	0	0
15:45	2	0	7	0	0	70	4	0	0	0	0	0	11	98	0	0
16:00	5	0	11	0	0	81	4	0	0	0	0	0	16	123	0	0
16:15	3	0	9	0	0	49	3	0	0	0	0	0	8	113	0	0
16:30	0	0	16	0	0	82	1	1	0	0	0	0	18	131	0	1
16:45	3	0	9	0	0	78	5	0	0	0	0	0	13	132	0	0
17:00	4	0	27	0	0	84	2	0	0	0	0	0	12	113	0	0
17:15	3	0	8	0	0	90	2	0	0	0	0	0	27	109	0	0
17:30	3	0	11	0	0	67	2	0	0	0	0	0	13	120	0	0
17:45	0	0	10	0	0	70	2	0	0	0	0	0	20	112	0	0
18:00	1	0	9	0	0	68	1	0	0	0	0	0	14	114	0	0
18:15	1	0	12	0	0	61	5	0	0	0	0	0	17	94	0	1
18:30	5	0	14	1	0	69	1	0	0	0	0	0	14	119	0	0
18:45	5	0	18	0	0	73	0	0	0	0	0	0	17	138	0	0
	92	**0**	**660**	**4**	**0**	**3700**	**113**	**2**	**0**	**0**	**0**	**0**	**608**	**3551**	**0**	**2**

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 AT TURKEY POINT RD

BIKES

	TURKEY POINT RD From North				MD 214 From East				From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**3**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**0**	**0**

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 @ SHOREHAM BEACH ROAD

VEHICLES

	SHOREHAM BEACH RD From North				MD 214 From East				From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	1	0	11	1	0	32	0	1	0	0	0	0	0	1	0	0
06:15	0	0	29	0	0	21	0	0	0	0	0	0	1	8	0	0
06:30	1	0	21	0	0	40	0	0	0	0	0	0	5	5	0	0
06:45	4	0	31	0	0	41	1	0	0	0	0	0	3	4	0	0
07:00	0	0	32	0	0	49	1	0	0	0	0	0	4	9	0	0
07:15	2	0	58	0	0	54	0	0	0	0	0	0	10	20	0	0
07:30	0	0	48	0	0	40	1	0	0	0	0	0	14	15	0	0
07:45	4	0	41	0	0	68	0	0	0	0	0	0	7	12	0	0
08:00	2	0	27	0	0	27	0	0	0	0	0	0	13	12	0	0
08:15	1	0	31	0	0	35	1	0	0	0	0	0	14	18	0	0
08:30	1	0	48	0	0	31	2	0	0	0	0	0	11	13	0	0
08:45	1	0	34	0	0	45	2	0	0	0	0	0	9	7	0	0
09:00	0	0	32	0	0	35	0	0	0	0	0	0	8	17	0	0
09:15	3	0	27	0	0	29	1	0	0	0	0	0	4	6	0	0
09:30	0	0	18	0	0	28	0	0	0	0	0	0	10	16	0	0
09:45	0	0	28	0	0	33	0	0	0	0	0	0	18	10	0	0
10:00	1	0	23	1	0	22	1	0	0	0	0	0	12	22	0	1
10:15	0	0	18	0	0	26	1	0	0	0	0	0	14	18	0	0
10:30	0	0	16	0	0	13	1	0	0	0	0	0	10	17	0	0
10:45	2	0	27	0	0	31	0	0	0	0	0	0	21	27	0	0
11:00	0	0	16	0	0	22	1	0	0	0	0	0	18	12	0	0
11:15	0	0	19	0	0	11	3	0	0	0	0	0	13	21	0	0
11:30	0	0	15	0	0	15	0	0	0	0	0	0	9	17	0	0
11:45	2	0	10	0	0	17	1	0	0	0	0	0	16	15	0	0
12:00	0	0	11	0	0	6	0	0	0	0	0	0	17	26	0	0
12:15	0	0	19	0	0	22	0	0	0	0	0	0	19	19	0	0
12:30	0	0	21	0	0	31	2	0	0	0	0	0	34	26	0	0
12:45	0	0	24	0	0	24	0	0	0	0	0	0	27	27	0	0
13:00	0	0	14	0	0	24	1	0	0	0	0	0	23	24	0	0
13:15	1	0	27	0	0	17	0	0	0	0	0	0	14	35	0	0
13:30	0	0	16	0	0	21	0	0	0	0	0	0	16	24	0	0
13:45	0	0	15	0	0	21	5	0	0	0	0	0	16	30	0	0
14:00	1	0	11	0	0	6	0	0	0	0	0	0	15	10	0	0
14:15	0	0	16	0	0	23	0	0	0	0	0	0	19	18	0	0
14:30	1	0	18	0	0	18	1	0	0	0	0	0	31	28	0	0
14:45	1	0	10	0	0	21	1	0	0	0	0	0	17	53	0	0
15:00	1	0	23	0	0	27	0	0	0	0	0	0	34	38	0	1
15:15	1	0	26	0	0	20	2	0	0	0	0	0	20	31	0	0
15:30	1	0	19	0	0	22	1	0	0	0	0	0	27	40	0	0
15:45	1	0	19	0	0	24	1	0	0	0	0	0	30	46	0	0
16:00	0	0	26	0	0	28	2	0	0	0	0	0	30	39	0	0
16:15	3	0	22	0	0	22	0	0	0	0	0	0	39	39	0	0
16:30	0	0	20	0	0	38	1	0	0	0	0	0	37	46	0	0
16:45	0	0	28	0	0	18	0	0	0	0	0	0	52	52	0	0
17:00	1	0	25	1	0	25	0	0	0	0	0	0	40	45	0	0
17:15	5	0	33	0	0	22	0	0	0	0	0	0	46	74	0	0
17:30	1	0	18	0	0	28	2	0	0	0	0	0	36	62	0	0
17:45	1	0	20	0	0	26	0	0	0	0	0	0	29	55	0	0
18:00	0	0	19	0	0	21	2	0	0	0	0	0	30	57	0	0
18:15	1	0	12	0	0	23	1	0	0	0	0	0	19	31	0	0
18:30	0	0	10	0	0	20	0	0	0	0	0	0	28	40	0	0
18:45	0	0	5	0	0	14	0	0	0	0	0	0	11	32	0	0
	45	**0**	**1187**	**3**	**0**	**1377**	**39**	**1**	**0**	**0**	**0**	**0**	**1000**	**1369**	**0**	**2**

NOTES: THIS WAS A T-INTERSECTION, WITH NO SOUTH LEG (NO NB APPROACH). MD 214 IS YOUR E/W, AND SHOREHAM IS THE NORTH, THEREFORE: THE RIGHTS FROM THE NORTH, FROM SHOREHAM, ARE TURNING ONTO MD 214 AND HEADING WB. THE LEFTS FROM THE NORTH ARE TURNING ONTO MD 214 AND HEADING EB.

THE LEFTS FROM THE WEST ARE TURNING NB ONTO SHOREHAM. THE RIGHTS FROM THE EAST ARE TURNING NB ONTO SHOREHAM.

Start Date: 11/2/2017
Start Time: 6:00:00 AM
Site Code: MD 214 @ SHOREHAM BEACH ROAD

BIKES

	SHOREHAM BEACH RD From North				MD 214 From East				From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0

Start Date: 11/8/2017
Start Time: 6:00:00 AM
Site Code: MD 214 @ MAYO AVE

VEHICLES

	MAYO AVE From North				MD 214 From East				MAYO AVE From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	1	0	0	29	0	0	0	1	0	0	0	3	1	0
06:15	0	0	1	0	0	28	0	0	2	0	0	0	0	3	0	0
06:30	0	0	2	0	0	26	0	0	0	0	0	0	0	5	0	0
06:45	0	0	6	3	0	46	0	0	1	0	0	1	1	11	0	1
07:00	0	0	1	1	0	41	0	0	0	0	0	0	1	9	0	0
07:15	0	0	3	0	0	29	0	0	0	0	0	0	0	10	0	0
07:30	0	0	4	0	0	34	0	0	0	0	0	0	0	16	0	0
07:45	0	0	4	0	0	45	0	0	0	0	0	0	2	12	0	0
08:00	0	0	3	0	0	29	0	0	2	0	0	0	2	17	1	0
08:15	0	0	1	0	0	26	0	0	0	0	0	0	0	11	0	1
08:30	0	0	1	0	0	24	0	0	0	0	0	0	0	4	0	0
08:45	0	0	0	0	0	31	0	1	2	0	0	0	1	9	1	0
09:00	0	0	1	0	0	26	0	0	0	0	0	0	1	21	0	0
09:15	0	0	1	0	0	22	0	0	0	0	0	0	1	10	0	0
09:30	0	0	1	0	0	16	0	0	0	0	0	0	0	9	0	0
09:45	0	0	2	0	0	18	0	0	0	0	0	0	1	10	1	0
10:00	0	0	1	0	0	29	0	0	1	0	0	0	0	13	0	0
10:15	0	0	1	0	0	14	0	0	1	0	0	1	0	16	0	0
10:30	0	0	0	1	0	22	0	0	0	0	0	0	0	17	1	0
10:45	0	0	2	0	0	23	0	0	1	0	0	0	0	10	0	0
11:00	0	0	1	0	0	18	0	0	1	0	0	0	0	8	2	0
11:15	2	0	1	0	0	11	0	0	2	0	0	0	1	12	1	0
11:30	0	0	0	0	0	18	0	0	0	0	0	0	0	21	2	0
11:45	0	0	2	0	0	10	0	0	2	0	0	0	1	15	3	0
12:00	0	0	1	0	0	9	0	0	0	0	0	0	1	8	1	0
12:15	0	0	0	0	0	16	0	0	0	0	0	0	1	12	0	0
12:30	0	0	0	0	0	14	0	0	1	0	0	0	1	16	0	0
12:45	0	0	0	0	0	19	1	1	0	0	0	0	0	13	1	0
13:00	0	0	1	0	0	21	0	0	0	0	0	0	2	20	1	0
13:15	0	0	0	0	0	17	0	0	0	0	0	0	1	17	0	0
13:30	0	0	0	0	0	13	0	0	0	0	0	0	0	20	0	0
13:45	0	0	0	0	0	16	0	0	0	0	0	0	2	19	0	0
14:00	0	0	1	0	0	18	0	0	0	0	0	0	1	16	1	0
14:15	0	0	1	0	0	20	0	0	0	1	0	0	0	29	1	0
14:30	0	0	2	0	0	19	0	0	1	0	0	2	1	21	0	0
14:45	0	0	0	0	0	22	0	0	1	0	0	0	1	29	0	0
15:00	0	0	1	0	0	19	0	0	0	0	0	0	1	24	0	0
15:15	0	0	1	0	0	21	0	0	0	0	0	0	3	33	0	0
15:30	0	0	1	0	0	20	0	0	0	0	0	0	0	35	0	0
15:45	0	0	2	1	0	18	0	0	0	0	0	0	1	27	1	0
16:00	0	0	3	0	0	22	0	0	0	0	0	0	1	31	2	0
16:15	0	0	1	0	0	17	0	0	0	0	0	0	2	40	0	0
16:30	0	0	0	0	0	23	0	0	0	1	0	0	1	49	1	1
16:45	0	0	1	0	0	21	0	0	0	0	0	0	1	26	0	0
17:00	0	0	3	0	0	19	0	0	1	0	0	0	0	30	1	0
17:15	0	0	2	1	0	18	0	0	0	0	0	0	0	38	0	0
17:30	0	0	1	0	0	17	0	0	1	0	0	0	3	36	2	0
17:45	0	0	0	0	0	22	0	0	0	0	0	0	2	44	0	0
18:00	0	0	2	0	0	19	0	0	0	0	0	0	1	51	0	0
18:15	0	0	1	0	0	24	0	0	0	0	0	0	3	36	1	0
18:30	0	0	0	0	0	20	0	0	1	0	0	0	1	29	0	0
18:45	0	0	0	0	0	16	0	0	0	0	0	0	1	20	1	0
	2	**0**	**65**	**7**	**0**	**1135**	**1**	**2**	**21**	**3**	**0**	**4**	**44**	**1041**	**27**	**3**

Start Date: 11/8/2017
Start Time: 6:00:00 AM
Site Code: MD 214 @ MAYO AVE

BIKES

	MAYO AVE From North				MD 214 From East				MAYO AVE From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Start Date: 11/8/2017
Start Time: 6:00:00 AM
Site Code: TRITON BEACH RD @ SHOREHAM BEACH RD

VEHICLES

	SHOREHAM BEACH RD From North				TRITON BEACH RD From East				SHOREHAM BEACH RD From South				TRITON BEACH RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	10	0	0	12	0	0	0	0	0	0	1	0	0	0
06:15	0	0	9	0	0	11	0	0	0	0	0	0	2	0	0	0
06:30	0	0	24	0	0	8	0	0	0	0	0	0	2	0	0	0
06:45	0	0	15	0	0	15	0	0	0	0	0	0	1	5	0	0
07:00	0	0	20	0	0	15	0	0	0	0	0	0	2	2	0	0
07:15	0	0	16	0	0	12	2	0	0	0	0	0	4	11	0	0
07:30	0	0	30	0	0	9	1	0	0	0	0	0	6	2	0	0
07:45	2	0	27	1	0	14	0	0	0	0	0	0	9	5	0	0
08:00	3	0	16	0	0	16	4	0	0	0	0	2	6	1	0	0
08:15	1	0	15	1	0	15	2	0	0	0	0	0	5	5	0	1
08:30	0	0	20	1	0	10	0	0	0	0	0	0	3	6	0	0
08:45	0	0	18	0	0	13	1	0	0	0	0	0	3	8	0	0
09:00	1	0	14	0	0	16	2	0	0	0	0	0	7	4	0	0
09:15	0	0	10	0	0	9	2	0	0	0	0	0	4	5	0	0
09:30	2	0	13	0	0	5	1	0	0	0	0	0	4	3	0	0
09:45	2	0	8	0	0	7	1	0	0	0	0	0	6	5	0	0
10:00	0	0	9	0	0	6	4	0	0	0	0	0	5	5	0	0
10:15	2	0	11	0	0	11	3	0	0	0	0	0	4	4	0	0
10:30	0	0	7	0	0	5	2	0	0	0	0	0	7	4	0	0
10:45	0	0	13	0	0	9	0	0	0	0	0	0	6	6	0	0
11:00	4	0	12	0	0	5	0	0	0	0	0	0	8	6	0	0
11:15	0	0	10	0	0	6	0	0	0	0	0	0	12	8	0	0
11:30	0	0	6	0	0	9	1	0	0	0	0	0	9	13	0	0
11:45	0	0	5	1	0	14	0	0	0	0	0	0	11	7	0	0
12:00	0	0	6	0	0	10	0	0	0	0	0	0	9	7	0	0
12:15	1	0	3	0	0	9	1	0	0	0	0	0	5	7	0	0
12:30	1	0	9	0	0	9	0	0	0	0	0	0	8	9	0	0
12:45	2	0	8	0	0	6	1	0	0	0	0	0	11	7	0	0
13:00	0	0	5	0	0	8	1	0	0	0	0	0	10	6	0	0
13:15	2	0	8	0	0	2	0	0	0	0	0	0	11	10	0	0
13:30	0	0	3	0	0	4	0	0	0	0	0	0	8	8	0	0
13:45	1	0	4	2	0	10	1	0	0	0	0	2	12	6	0	0
14:00	1	0	12	0	0	8	1	0	0	0	0	0	13	9	0	0
14:15	1	0	16	0	0	5	2	0	0	0	0	0	7	7	0	0
14:30	0	0	8	0	0	15	0	0	0	0	0	0	16	12	0	0
14:45	1	0	14	0	0	6	1	0	0	0	0	0	12	15	0	0
15:00	0	0	5	0	0	5	0	0	0	0	0	0	15	12	0	0
15:15	0	0	14	0	0	7	0	0	0	0	0	0	14	15	0	0
15:30	1	0	13	0	0	7	0	0	0	0	0	0	21	13	0	0
15:45	1	0	8	1	0	7	0	0	0	0	0	0	11	13	0	0
16:00	0	0	6	0	0	6	1	1	0	0	0	0	17	7	0	0
16:15	0	0	11	1	0	12	1	0	0	0	0	0	23	18	0	0
16:30	0	0	16	0	0	16	0	0	0	0	0	0	25	14	0	0
16:45	0	0	15	0	0	9	0	0	0	0	0	0	13	7	0	0
17:00	1	0	13	0	0	9	1	1	0	0	0	0	24	15	0	0
17:15	0	0	11	0	0	11	0	0	0	0	0	0	16	9	0	0
17:30	1	0	18	0	0	8	3	0	0	0	0	0	15	15	0	0
17:45	0	0	9	1	0	4	0	0	0	0	0	0	22	13	0	0
18:00	0	0	11	0	0	4	1	0	0	0	0	0	18	16	0	0
18:15	0	0	5	0	0	6	2	0	0	0	0	0	24	9	0	0
18:30	0	0	6	0	0	5	0	0	0	0	0	0	27	12	0	0
18:45	0	0	4	0	0	2	1	0	0	0	0	0	18	7	0	0
	31	**0**	**599**	**9**	**0**	**462**	**44**	**2**	**0**	**0**	**0**	**4**	**552**	**413**	**0**	**1**

Start Date: 11/8/2017

Start Time: 6:00:00 AM

Site Code: TRITON BEACH RD @ SHOREHAM BEACH RD

BIKES

	SHOREHAM BEACH RD From North				TRITON BEACH RD From East				SHOREHAM BEACH RD From South				TRITON BEACH RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ MD 468

VEHICLES

	MD468 From North				MD214 From East				MD468 From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	12	179	0	0	110	0	13	0	0	145	87	0
12:15	0	0	0	0	18	143	0	0	112	0	11	0	0	161	74	0
12:30	0	0	0	0	13	167	0	0	98	0	10	0	0	152	92	0
12:45	0	0	0	0	10	142	0	0	86	0	15	0	0	153	80	0
13:00	0	0	0	0	6	135	0	0	78	0	14	0	0	157	79	0
13:15	0	0	0	0	7	157	0	0	85	0	15	0	0	182	79	0
13:30	0	0	0	0	13	142	0	0	89	0	12	0	0	179	75	0
13:45	0	0	0	0	19	127	0	0	99	0	14	0	0	159	67	0
14:00	0	0	0	0	10	143	0	0	68	0	5	0	0	160	79	4
14:15	0	0	0	0	10	136	0	0	67	0	16	0	0	185	98	0
14:30	0	0	0	0	12	153	0	0	86	0	8	0	0	151	76	0
14:45	0	0	0	0	13	156	0	0	79	0	10	0	0	167	92	0
	0	0	0	0	143	1780	0	0	1057	0	143	0	0	1951	978	4

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ MD 468

BIKES

	MD468 From North				MD214 From East				MD468 From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

THERE WERE NO BICYCLES NOTED AT THIS INTERSECTION

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ LOCH HAVEN RD

VEHICLES

	LOCH HAVEN RD From North				MD 214 From East				PARKING LOT From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	8	0	43	0	0	134	6	0	0	0	0	0	30	129	0	0
12:15	2	0	29	0	0	135	3	0	0	0	0	0	39	121	2	0
12:30	4	0	32	0	0	148	2	0	2	0	1	0	43	128	1	0
12:45	7	0	36	0	0	106	6	0	1	0	1	0	41	132	0	0
13:00	4	0	23	0	0	118	3	0	0	1	1	0	28	144	1	0
13:15	4	0	36	0	0	131	8	0	0	0	0	0	41	143	0	0
13:30	3	0	37	0	0	123	1	0	0	0	2	0	33	161	1	0
13:45	4	0	34	0	0	120	3	0	0	0	0	0	38	149	0	0
14:00	5	0	42	0	0	111	4	0	0	0	0	0	22	129	1	0
14:15	2	0	24	0	0	122	6	0	0	0	0	0	40	149	0	0
14:30	3	0	44	0	0	118	2	0	0	0	0	0	47	126	1	0
14:45	9	0	46	0	0	138	2	0	0	0	0	0	21	126	0	0
	55	0	426	0	0	1504	46	0	3	1	5	0	423	1637	7	0

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ LOCH HAVEN RD

BIKES

	LOCH HAVEN RD From North				MD 214 From East				PARKING LOT From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ SELBY BLVD-RIVER RD

VEHICLES

	SELBY BLVD From North				MD214 From East				RIVER RD From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	5	0	13	0	2	93	0	0	2	1	2	0	12	73	2	0
12:15	1	0	13	0	1	86	3	0	0	1	1	0	8	92	4	0
12:30	1	2	6	0	1	92	1	0	2	2	3	0	16	88	1	0
12:45	3	0	18	0	0	74	1	0	1	2	2	0	12	103	4	0
13:00	4	3	13	0	1	78	0	0	3	1	0	0	11	78	2	0
13:15	1	1	9	1	2	105	2	0	5	1	3	1	19	105	7	0
13:30	3	0	13	0	2	79	3	0	1	0	0	0	11	90	3	0
13:45	4	2	14	0	0	59	4	0	1	1	1	0	17	84	6	0
14:00	3	3	19	0	0	67	3	0	2	1	0	0	9	90	5	0
14:15	2	0	9	1	1	81	1	0	3	1	4	2	16	108	6	0
14:30	2	0	16	0	2	74	2	0	5	2	1	1	12	65	3	0
14:45	3	0	18	0	0	104	1	0	1	1	1	0	9	85	7	0
	32	11	161	2	12	992	21	0	26	14	18	4	152	1061	50	0

NOTE: The peds noted were from the neighborhood (North) walking to get carryout from Pizza Bolis, which is the small shopping center on the corner of River Rd and MD 214.

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ SELBY BLVD-RIVER RD

BIKES

	SELBY BLVD From North				MD214 From East				RIVER RD From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NO BICYCLES WERE SEEN AT THIS LOCATION

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ TURKEY POINT RD

VEHICLES

	TURKEY POINT RD From North				MD 214 From East				From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	3	0	21	0	0	69	3	0	0	0	0	0	10	68	0	0
12:15	4	0	14	0	0	67	2	0	0	0	0	0	17	77	0	0
12:30	0	0	16	1	0	75	5	0	0	0	0	0	17	63	0	0
12:45	1	0	11	0	0	55	3	1	0	0	0	0	14	90	0	0
13:00	3	0	9	0	0	65	1	0	0	0	0	0	15	79	0	0
13:15	1	0	13	0	0	88	1	0	0	0	0	0	17	82	0	0
13:30	4	0	19	0	0	63	6	0	0	0	0	0	17	75	0	0
13:45	1	0	14	0	0	45	1	0	0	0	0	0	10	74	0	0
14:00	5	0	14	0	0	51	4	0	0	0	0	0	16	65	0	0
14:15	0	0	9	0	0	73	2	0	0	0	0	0	15	90	0	0
14:30	0	0	15	0	0	60	2	0	0	0	0	0	17	55	0	0
14:45	2	0	12	0	0	77	0	0	0	0	0	0	9	74	0	0
	24	0	167	1	0	788	30	1	0	0	0	0	174	892	0	0

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ TURKEY POINT RD

BIKES

	TURKEY POINT RD From North				MD 214 From East				From South				MD 214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ SHOREHAM BEACH RD

VEHICLES

	SHOREHAM BEACH RD From North				MD214 From East				From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	26	0	0	0	18	3	0	0	0	0	0	30	29	0	0
12:15	1	29	0	0	0	21	3	0	0	0	0	0	22	37	0	0
12:30	3	25	0	0	0	37	1	0	0	0	0	0	23	28	0	1
12:45	2	19	0	1	0	23	2	0	0	0	0	1	28	39	0	0
13:00	1	24	0	0	0	27	0	0	0	0	0	0	30	35	0	0
13:15	3	23	0	0	0	40	1	0	0	0	0	0	32	40	0	0
13:30	4	20	0	0	0	39	2	0	0	0	0	0	24	28	0	0
13:45	0	12	0	0	0	25	1	0	0	0	0	0	25	25	0	0
14:00	3	22	0	0	0	29	0	0	0	0	0	0	23	27	0	0
14:15	1	22	0	0	0	33	3	0	0	0	0	0	31	41	0	0
14:30	2	30	0	0	0	28	2	0	0	0	0	0	20	30	0	0
14:45	4	27	0	0	0	40	1	0	0	0	0	0	27	36	0	0
	24	279	0	1	0	360	19	0	0	0	0	1	315	395	0	1

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ SHOREHAM BEACH RD

BIKES

	SHOREHAM BEACH RD From North				MD214 From East				From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ MAYO AVE-ROGERS RD

VEHICLES

	MAYO AVE From North				MD214 From East				ROGERS RD From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	1	0	0	22	0	0	0	0	0	0	1	11	0	0
12:15	0	0	1	0	0	15	0	0	1	0	0	0	1	17	2	0
12:30	0	0	1	0	0	26	1	0	1	0	0	0	2	13	1	0
12:45	0	0	2	0	0	12	0	0	0	0	0	0	3	25	0	0
13:00	0	0	4	0	0	21	0	0	1	0	0	0	1	28	0	0
13:15	0	0	3	0	0	30	0	0	0	0	0	0	1	25	2	0
13:30	0	0	1	0	1	21	0	0	1	0	0	0	2	24	1	0
13:45	0	0	2	0	0	32	0	0	0	0	0	0	0	16	0	0
14:00	0	0	2	0	0	28	0	0	0	0	0	0	1	20	0	0
14:15	0	0	1	0	0	35	0	0	1	0	0	0	1	28	0	0
14:30	0	0	1	0	0	18	0	0	0	0	1	0	0	24	1	0
14:45	0	0	3	0	0	14	0	0	1	0	0	0	1	19	0	0
	0	0	22	0	1	274	1	0	6	0	1	0	14	250	7	0

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: MD 214 @ MAYO AVE-ROGERS RD

BIKES

	MAYO AVE From North				MD214 From East				ROGERS RD From South				MD214 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

THERE WERE NO BICYCLES SEEN AT THIS INTERSECTION

Start Date: 11/11/2017
Start Time: 12:00:00 PM
Site Code: TRITON BEACH RD @ SHOREHAM BEACH RD

VEHICLES

	SHOREHAM BEACH RD From North				TRITON BEACH RD From East				SHORE From South				TRITON BEACH RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	2	0	13	0	0	15	1	0	0	0	0	0	17	11	0	0
12:15	1	0	17	0	0	10	0	0	0	0	0	0	15	7	0	0
12:30	2	0	13	0	0	8	1	0	0	0	0	0	15	9	0	0
12:45	0	0	9	0	0	10	1	0	0	0	0	0	18	10	0	0
13:00	0	0	12	0	0	9	0	0	0	0	0	0	15	12	0	0
13:15	0	0	11	0	0	12	1	0	0	0	0	0	26	12	0	0
13:30	0	0	9	0	0	8	2	0	0	0	0	0	16	6	0	1
13:45	1	0	9	0	0	2	1	0	0	0	0	0	15	5	0	1
14:00	1	0	16	0	0	5	1	0	0	0	0	0	17	9	0	0
14:15	1	0	10	0	0	5	0	0	0	0	0	0	17	10	0	0
14:30	0	0	20	0	0	12	0	0	0	0	0	0	11	7	0	0
14:45	1	0	19	0	0	6	2	0	0	0	0	0	13	12	0	0
	9	0	158	0	0	102	10	0	0	0	0	0	195	110	0	2

Start Date: 11/11/2017

Start Time: 12:00:00 PM

Site Code: TRITON BEACH RD @ SHOREHAM BEACH RD

BIKES

	SHOREHAM BEACH RD From North				TRITON BEACH RD From East				SHORE From South				TRITON BEACH RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

APPENDIX

C

Mechanical Counts

Class Report

Globals

Report Id	CustomList-399
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T21:36:19
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T MD 468 & LOCH HAVEN
Site Attribute	B/T MD 468 & LOCH HAVEN
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T MD 468 _ LOCH HAVEN 0 2017-11-19 1634.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T MD 468 & LOCH HAVEN
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:40:06
Start Time	2017-11-10T21:40:06
Finish Time	2017-11-19T16:34:06
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? MT90DNSS MC5900-X11 (c)MetroCount 15Aug16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
0015	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0030	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0045	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0400	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0445	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
0500	0	10	1	0	0	1	0	0	0	0	0	0	0	0	12
0515	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0530	0	5	4	1	2	0	0	0	0	0	0	0	0	0	12
0545	0	10	8	0	1	0	0	0	0	0	0	0	0	0	19
0600	1	18	4	0	1	0	0	1	0	0	0	0	0	0	25
0615	0	24	6	2	2	0	0	0	0	0	0	0	0	0	34
0630	0	27	10	2	1	0	0	0	1	0	0	0	0	0	41
0645	0	72	11	2	2	0	0	0	0	0	0	0	0	0	87
0700	1	47	12	0	4	0	0	3	0	0	0	0	0	0	67
0715	0	81	6	3	4	0	0	0	0	0	0	0	0	0	94
0730	1	76	17	4	4	0	0	0	0	0	0	0	0	0	102
0745	0	95	33	2	5	0	0	0	0	0	0	0	0	0	135
0800	1	100	18	0	4	2	0	2	0	0	0	0	0	0	127
0815	0	60	20	1	2	0	0	0	0	1	0	0	0	0	84
0830	0	71	19	1	1	0	0	3	0	0	0	0	0	0	95
0845	0	64	25	0	3	0	0	0	1	0	0	0	0	0	93
0900	0	73	16	0	3	0	0	0	0	0	0	0	0	0	92
0915	0	76	20	0	3	1	0	1	0	0	0	0	0	0	101
0930	0	75	20	1	2	0	0	0	1	0	0	0	0	0	99
0945	0	72	28	0	5	1	0	1	0	0	0	0	0	0	107
1000	0	61	23	0	4	4	0	4	0	0	0	0	0	0	96

1015	0	72	15	2	7	2	0	2	0	0	0	0	0	0	100
1030	0	75	21	0	2	1	1	0	0	0	0	0	0	0	100
1045	0	89	19	0	4	0	0	0	0	0	0	0	0	0	112
1100	2	79	27	1	1	0	1	1	0	0	0	0	0	0	112
1115	0	82	22	0	2	0	0	0	0	0	0	0	0	0	106
1130	1	96	24	0	6	0	0	0	0	0	0	0	0	0	127
1145	0	106	26	0	2	0	0	0	0	0	0	0	0	0	134
1200	0	91	21	0	5	1	0	1	0	0	0	0	0	0	119
1215	0	94	37	0	4	0	0	2	0	0	0	0	0	0	137
1230	1	103	20	1	5	1	0	0	0	0	0	0	0	0	131
1245	0	107	24	0	4	0	0	0	0	0	0	0	0	0	135
1300	1	99	21	1	3	0	0	0	0	0	0	0	0	0	125
1315	1	114	29	0	2	1	0	1	0	1	0	0	0	0	149
1330	1	95	21	0	1	1	0	0	0	0	0	0	0	0	119
1345	0	94	31	1	5	0	1	2	0	0	0	0	0	0	134
1400	0	121	27	2	3	0	0	0	0	0	0	0	0	0	153
1415	0	103	32	3	7	2	3	1	0	0	0	0	0	0	151
1430	0	145	36	2	12	1	0	1	0	1	0	0	0	0	198
1445	0	149	44	2	5	0	0	2	0	0	0	0	0	0	202
1500	0	147	33	1	4	0	0	1	0	0	0	0	0	0	186
1515	2	202	50	6	4	0	0	1	1	1	0	0	0	0	267
1530	1	207	42	0	0	0	0	0	0	0	0	0	0	0	250
1545	0	171	41	4	8	1	0	1	0	0	0	0	0	0	226
1600	0	196	45	3	2	1	1	2	0	0	0	0	0	0	250
1615	0	228	34	1	1	0	0	0	1	0	0	0	0	0	265
1630	0	241	44	0	2	0	0	0	0	0	0	0	0	0	287
1645	1	241	36	0	4	0	2	1	0	0	0	0	0	0	285
1700	1	258	34	0	2	1	0	0	0	0	0	0	0	0	296
1715	2	230	34	0	6	0	0	0	0	0	0	0	0	0	272
1730	0	237	36	0	5	0	0	0	0	0	0	0	0	0	278
1745	1	259	51	0	6	0	0	1	0	0	0	0	0	0	318
1800	0	222	30	0	5	0	0	0	0	0	0	0	0	0	257
1815	0	209	36	0	4	0	0	0	0	0	0	0	0	0	249
1830	0	191	33	0	0	0	1	1	0	0	0	0	0	0	226
1845	0	196	37	0	1	0	1	1	0	0	0	0	0	0	236
1900	0	155	17	0	0	0	0	0	0	0	0	0	0	0	172
1915	0	141	15	1	2	0	0	0	0	0	0	0	0	0	159
1930	0	141	21	0	1	0	0	0	1	0	0	0	0	0	164
1945	0	118	18	0	0	0	0	0	0	0	0	0	0	0	136
2000	0	114	19	0	0	0	0	0	0	0	0	0	0	0	133
2015	0	112	12	0	2	0	0	0	0	0	0	0	0	0	126
2030	0	124	17	0	2	0	0	0	0	0	0	0	0	0	143

2045	0	116	13	0	1	0	0	0	0	0	0	0	0	0	130
2100	0	84	18	0	0	0	0	0	0	0	0	0	0	0	102
2115	1	72	11	0	2	0	0	0	0	0	0	0	0	0	86
2130	0	82	6	0	0	0	0	0	0	0	0	0	0	0	88
2145	0	51	7	0	0	0	0	0	0	0	0	0	0	0	58
2200	0	60	9	0	0	0	0	0	0	0	0	0	0	0	69
2215	0	43	4	0	0	0	0	0	0	0	0	0	0	0	47
2230	1	42	8	0	0	0	0	0	0	0	0	0	0	0	51
2245	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
2300	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
2315	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
2330	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
2345	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
	21	8113	1635	50	198	22	11	37	7	4	0	0	0	0	**10098**

0000 11-15-17	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
0015	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
0030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0045	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
0100	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
0115	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
0130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0515	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
0530	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0545	0	7	6	0	0	0	0	0	0	0	0	0	0	0	13
0600	0	17	5	0	4	0	0	0	0	0	0	0	0	0	26
0615	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22

0630	0	37	11	2	4	0	0	0	0	0	0	0	0	0	54
0645	1	69	18	1	7	0	0	3	0	0	0	0	0	0	99
0700	0	48	9	1	3	0	0	0	0	0	0	0	0	0	61
0715	0	75	16	1	2	1	0	0	0	0	0	0	0	0	95
0730	0	85	20	1	5	1	1	0	0	0	0	0	0	0	113
0745	1	102	25	1	7	0	0	0	0	0	0	0	0	0	136
0800	0	95	27	0	3	0	0	2	0	0	0	0	0	0	127
0815	0	84	28	1	4	1	0	0	0	0	0	0	0	0	118
0830	0	62	25	0	7	1	0	1	0	0	0	0	0	0	96
0845	0	78	17	0	1	0	1	2	0	0	0	0	0	0	99
0900	0	84	22	1	3	0	0	0	1	0	0	0	0	0	111
0915	0	76	16	0	2	0	0	0	0	0	0	0	0	0	94
0930	0	75	25	1	1	0	0	1	0	1	0	0	0	0	104
0945	0	81	23	1	7	0	0	0	0	0	0	0	0	0	112
1000	0	75	21	0	6	0	0	1	0	0	0	0	0	0	103
1015	0	58	18	0	6	3	0	0	0	0	0	0	0	0	85
1030	0	65	16	0	1	0	0	1	0	0	0	0	0	0	83
1045	0	104	20	0	3	0	1	0	0	0	0	0	0	0	128
1100	0	98	28	1	0	0	0	0	0	0	0	0	0	0	127
1115	0	98	25	3	4	1	0	2	0	0	0	0	0	0	133
1130	0	91	27	1	2	0	0	2	0	0	0	0	0	0	123
1145	0	104	26	0	4	0	0	0	1	0	0	0	0	0	135
1200	0	123	36	0	3	0	0	2	1	0	0	0	0	0	165
1215	0	127	28	1	6	0	0	0	0	0	0	0	0	0	162
1230	0	112	27	1	8	1	0	2	0	0	0	0	0	0	151
1245	0	91	32	0	7	0	0	1	1	0	0	0	0	0	132
1300	0	122	28	1	5	0	0	1	0	0	0	0	0	0	157
1315	0	108	27	0	3	0	0	1	0	0	0	0	0	0	139
1330	0	118	20	0	4	0	0	1	0	0	0	0	0	0	143
1345	0	111	37	1	2	0	0	1	0	0	0	0	0	0	152

1400	1	117	33	3	9	1	0	0	0	0	0	0	0	0	164
1415	1	119	27	5	8	1	0	0	0	0	0	0	0	0	161
1430	0	163	35	1	7	0	0	0	0	0	0	0	0	0	206
1445	0	137	38	0	9	0	0	1	0	0	0	0	0	0	185
1500	0	125	37	0	4	0	0	0	0	0	0	0	0	0	166
1515	0	164	38	6	3	1	0	0	0	0	0	0	0	0	212
1530	0	192	45	0	3	0	0	1	0	0	0	0	0	0	241
1545	0	193	48	3	4	0	0	0	0	0	0	0	0	0	248
1600	0	226	36	0	1	1	0	0	0	0	0	0	0	0	264
1615	1	191	27	0	2	0	0	2	0	0	0	0	0	0	223
1630	1	213	37	0	7	0	0	1	0	0	0	0	0	0	259
1645	1	249	41	1	2	0	1	1	0	0	0	0	0	0	296
1700	0	207	41	0	2	0	0	0	1	1	0	0	0	0	252
1715	0	271	49	0	2	0	1	1	0	0	0	0	0	0	324
1730	0	260	48	0	3	1	0	0	0	0	0	0	0	0	312
1745	1	225	37	0	6	0	1	0	0	0	0	0	0	0	270
1800	0	243	33	0	3	0	0	0	1	0	0	0	0	0	280
1815	0	221	30	0	4	0	1	0	0	1	0	0	0	0	257
1830	0	212	33	0	3	0	0	0	0	0	0	0	0	0	248
1845	0	176	33	0	4	0	0	0	1	0	0	0	0	0	214
1900	0	175	31	0	2	0	0	2	0	0	0	0	0	0	210
1915	0	158	22	0	4	0	0	0	0	0	0	0	0	0	184
1930	0	146	16	0	2	0	0	0	0	0	0	0	0	0	164
1945	0	139	19	0	0	0	0	0	0	0	0	0	0	0	158
2000	0	114	14	0	0	0	0	0	0	0	0	0	0	0	128
2015	0	150	16	0	0	0	0	0	0	0	0	0	0	0	166
2030	1	120	17	0	1	0	0	0	0	0	0	0	0	0	139
2045	0	114	20	0	0	0	0	1	0	0	0	0	0	0	135
2100	0	113	12	0	0	0	0	0	0	0	0	0	0	0	125
2115	1	72	5	0	2	0	0	0	0	0	0	0	0	0	80
2130	0	64	11	0	1	0	0	0	0	0	0	0	0	0	76
2145	0	76	12	0	0	0	0	0	0	0	0	0	0	0	88
2200	0	63	5	0	3	0	0	0	0	0	0	0	0	0	71
2215	0	47	5	0	0	0	0	0	0	0	0	0	0	0	52
2230	0	43	2	0	0	0	0	0	0	0	0	0	0	0	45
2245	1	50	5	0	1	0	0	0	0	0	0	0	0	0	57
2300	0	39	6	0	0	0	0	0	0	0	0	0	0	0	45
2315	0	26	3	0	3	0	0	0	0	0	0	0	0	0	32
2330	0	35	2	0	5	4	0	0	0	0	0	0	0	0	46
2345	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
	11	8449	1699	39	236	18	7	34	7	3	0	0	0	0	**10503**

Class Report

Globals

Report Id	CustomList-405
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T22:03:23
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T MD 468 & LOCH HAVEN
Site Attribute	B/T MD 468 & LOCH HAVEN
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T MD 468 _ LOCH HAVEN 0 2017-11-19 1634.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T MD 468 & LOCH HAVEN
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:40:06
Start Time	2017-11-10T21:40:06
Finish Time	2017-11-19T16:34:06
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? MT90DNSS MC5900-X11 (c)MetroCount 15Aug16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0015	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0030	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0230	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
0245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0315	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
0330	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0345	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
0400	0	10	7	0	0	0	0	0	0	0	0	0	0	0	17
0415	0	22	11	0	1	0	0	0	0	0	0	0	0	0	34
0430	0	31	13	0	1	0	0	0	0	0	0	0	0	0	45
0445	0	40	23	0	2	0	0	0	0	0	0	0	0	0	65
0500	0	50	29	0	2	0	0	0	0	0	0	0	0	0	81
0515	0	81	21	0	5	1	0	0	0	0	0	0	0	0	108
0530	0	106	28	1	4	0	0	2	0	0	0	0	0	0	141
0545	1	103	37	0	3	0	0	1	0	0	0	0	0	0	145
0600	0	139	30	0	1	0	0	1	0	0	0	0	0	0	171
0615	0	146	34	0	3	1	0	0	0	0	0	0	0	0	184
0630	1	184	39	2	4	1	0	0	0	0	0	0	0	0	231
0645	0	253	51	0	4	0	0	1	0	0	0	0	0	0	309
0700	0	268	44	3	9	1	2	0	1	0	0	0	0	0	328
0715	0	229	45	0	5	2	0	1	0	1	0	0	0	0	283
0730	1	228	33	1	2	0	0	2	0	0	0	0	0	0	267
0745	0	224	41	0	6	1	0	0	0	0	0	0	0	0	272
0800	0	264	41	8	7	0	1	0	0	0	0	0	0	0	321
0815	0	225	39	1	1	1	0	0	0	0	0	0	0	0	267
0830	0	175	28	1	2	0	0	0	0	0	0	0	0	0	206
0845	0	217	42	3	3	0	0	2	0	0	0	0	0	0	267
0900	1	167	27	0	1	1	0	2	1	0	0	0	0	0	200
0915	0	134	26	0	1	1	0	0	1	0	0	0	0	0	163
0930	0	120	30	0	7	0	0	0	0	0	0	0	0	0	157
0945	1	95	22	0	4	0	0	0	1	0	0	0	0	0	123
1000	0	106	24	0	1	0	0	2	0	0	0	0	0	0	133

1015	0	108	16	0	7	0	0	1	0	0	0	0	0	0	132
1030	0	95	22	1	3	3	0	1	0	0	0	0	0	0	125
1045	0	106	19	0	3	1	1	0	0	0	0	0	0	0	130
1100	0	95	24	0	2	2	0	1	0	0	0	0	0	0	124
1115	0	109	29	0	7	0	0	0	0	0	0	0	0	0	145
1130	0	71	17	1	2	0	0	1	0	0	0	0	0	0	92
1145	1	113	38	0	4	0	0	0	0	0	0	0	0	0	156
1200	0	103	24	1	1	1	0	0	0	0	0	0	0	0	130
1215	0	87	28	0	6	0	0	2	0	0	0	0	0	0	123
1230	0	105	24	0	8	0	0	0	0	0	0	0	0	0	137
1245	0	103	22	0	2	1	0	0	1	0	0	0	0	0	129
1300	0	106	25	1	1	0	0	1	0	0	0	0	0	0	134
1315	0	106	15	1	3	2	0	1	0	0	0	0	0	0	128
1330	0	83	27	0	3	2	0	3	1	0	0	0	0	0	119
1345	0	77	24	0	2	1	0	1	1	0	0	0	0	0	106
1400	0	107	22	0	6	0	0	1	0	0	0	0	0	0	136
1415	0	89	26	1	5	2	0	1	0	0	0	0	0	0	124
1430	0	88	17	2	4	1	0	0	0	0	0	0	0	0	112
1445	0	96	21	4	6	1	0	0	0	0	0	0	0	0	128
1500	1	95	27	2	5	1	0	0	0	0	0	0	0	0	131
1515	0	146	15	1	0	0	0	0	0	0	0	0	0	0	162
1530	0	126	20	4	3	0	0	2	0	0	0	0	0	0	155
1545	2	146	30	2	3	0	0	0	1	0	0	0	0	0	184
1600	0	113	26	1	4	0	0	1	0	0	0	0	0	0	145
1615	0	128	25	3	4	0	0	1	0	0	0	0	0	0	161
1630	0	146	26	0	0	1	0	0	0	0	0	0	0	0	173
1645	0	115	27	0	3	0	0	1	0	0	0	0	0	0	146
1700	0	156	24	1	6	0	0	0	0	0	0	0	0	0	187
1715	0	121	20	0	3	0	0	0	0	0	0	0	0	0	144
1730	0	105	32	0	1	0	0	1	0	0	0	0	0	0	139
1745	0	134	29	0	2	1	0	0	0	0	0	0	0	0	166
1800	0	134	21	0	1	0	0	1	0	0	0	0	0	0	157
1815	0	110	17	0	2	0	0	1	0	0	0	0	0	0	130
1830	0	112	14	0	1	0	0	0	0	0	0	0	0	0	127
1845	0	80	9	0	1	0	0	0	0	0	0	0	0	0	90
1900	0	57	11	0	1	0	0	0	1	0	0	0	0	0	70
1915	0	80	8	0	0	0	0	0	0	0	0	0	0	0	88
1930	0	42	14	0	0	0	0	0	0	0	0	0	0	0	56
1945	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
2000	0	33	10	0	1	0	0	0	0	0	0	0	0	0	44
2015	0	60	4	0	1	0	0	0	0	0	0	0	0	0	65
2030	0	31	5	0	1	0	0	0	0	0	0	0	0	0	37

2045	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
2100	0	30	7	0	1	0	0	0	0	0	0	0	0	0	38
2115	1	15	2	0	2	0	0	0	0	0	0	0	0	0	20
2130	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
2145	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
2200	1	25	3	0	0	0	0	0	0	0	0	0	0	0	29
2215	2	19	2	0	0	0	0	0	0	0	0	0	0	0	23
2230	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2245	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
2300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2315	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
2330	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
2345	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	13	8022	1671	46	201	30	4	36	9	1	0	0	0	0	**10033**

0000 11-15-17	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0230	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
0315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0330	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
0345	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
0400	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27
0415	0	12	13	0	0	0	0	0	0	0	0	0	0	0	25
0430	0	38	9	0	0	0	0	0	0	0	0	0	0	0	47
0445	0	47	20	0	3	0	0	1	0	0	0	0	0	0	71
0500	0	53	28	0	3	0	0	1	0	0	0	0	0	0	85
0515	0	80	25	0	2	0	0	0	0	0	0	0	0	0	107
0530	0	93	34	1	5	0	0	0	0	0	0	0	0	0	133
0545	2	100	27	0	3	0	0	0	0	0	0	0	0	0	132
0600	0	141	32	0	1	0	0	0	0	0	0	0	0	0	174
0615	0	148	41	1	2	2	0	0	0	0	0	0	0	0	194

0630	0	179	36	1	2	0	0	0	0	0	0	0	0	0	218
0645	0	230	43	0	4	0	0	0	0	0	0	0	0	0	277
0700	0	273	52	3	13	3	0	1	0	0	0	0	0	0	345
0715	0	248	28	0	5	2	1	1	0	0	0	0	0	0	285
0730	1	221	46	0	7	2	0	0	0	0	0	0	0	0	277
0745	0	245	35	0	4	1	0	1	0	0	0	0	0	0	286
0800	0	232	35	8	9	0	0	1	0	0	0	0	0	0	285
0815	0	197	33	1	1	0	0	1	0	0	0	0	0	0	233
0830	0	201	34	2	4	0	0	0	0	0	0	0	0	0	241
0845	0	186	42	2	4	0	0	0	0	0	0	0	0	0	234
0900	0	180	28	0	1	0	0	0	0	0	0	0	0	0	209
0915	1	139	37	0	3	1	0	0	0	0	0	0	0	0	181
0930	0	147	29	1	2	0	0	1	0	0	0	0	0	0	180
0945	0	117	27	1	4	2	0	1	0	0	0	0	0	0	152
1000	0	99	28	2	7	2	0	0	0	0	0	0	0	0	138
1015	0	114	23	0	5	0	0	0	0	0	0	0	0	0	142
1030	0	112	17	1	4	0	0	2	0	0	0	0	0	0	136
1045	0	109	19	0	2	0	0	0	0	0	0	0	0	0	130
1100	0	121	22	0	2	0	0	2	0	0	0	0	0	0	147
1115	0	103	21	0	4	1	0	0	0	0	0	0	0	0	129
1130	0	105	32	1	7	1	0	2	0	0	0	0	0	0	148
1145	1	99	20	1	4	1	0	0	0	0	0	0	0	0	126
1200	0	102	22	0	2	0	0	0	0	0	0	0	0	0	126
1215	0	111	27	1	4	0	0	1	0	0	0	0	0	0	144
1230	0	151	27	2	5	0	0	0	0	0	0	0	0	0	185
1245	0	96	20	0	3	3	0	1	0	0	0	0	0	0	123
1300	0	97	40	0	5	1	0	0	1	1	0	0	0	0	145
1315	0	101	22	1	2	0	0	0	0	0	0	0	0	0	126
1330	0	98	29	0	2	1	0	2	0	0	0	0	0	0	132
1345	0	82	19	0	1	0	0	0	0	0	0	0	0	0	102

1400	0	109	20	0	6	0	0	0	0	0	0	0	0	0	135
1415	0	89	28	0	7	1	0	0	0	0	0	0	0	0	125
1430	1	139	36	3	12	0	0	2	0	0	0	0	0	0	193
1445	1	114	17	6	4	0	0	0	0	0	0	0	0	0	142
1500	0	92	28	2	4	0	0	2	0	0	0	0	0	0	128
1515	1	112	26	0	3	0	0	1	0	0	0	0	0	0	143
1530	1	110	28	2	5	0	0	0	0	0	0	0	0	0	146
1545	0	136	21	1	3	0	0	1	0	0	0	0	0	0	162
1600	0	146	32	2	2	0	0	0	0	0	0	0	0	0	182
1615	0	126	22	0	8	1	1	0	0	0	0	0	0	0	158
1630	0	112	36	0	2	0	0	0	0	0	0	0	0	0	150
1645	0	144	26	0	2	0	0	0	0	0	0	0	0	0	172
1700	0	143	23	0	6	0	0	1	0	0	0	0	0	0	173
1715	1	114	22	0	5	0	0	0	0	0	0	0	0	0	142
1730	0	135	20	0	2	0	0	0	0	0	0	0	0	0	157
1745	1	133	21	0	0	0	0	0	0	0	0	0	0	0	155
1800	0	100	23	0	1	0	0	0	0	0	0	0	0	0	124
1815	0	123	21	0	1	0	0	0	0	0	0	0	0	0	145
1830	0	106	21	0	1	0	0	0	0	0	0	0	0	0	128
1845	0	65	17	0	2	0	0	0	0	0	0	0	0	0	84
1900	0	67	12	0	1	0	0	0	0	0	0	0	0	0	80
1915	0	65	13	0	4	0	0	0	0	0	0	0	0	0	82
1930	0	63	19	0	1	0	0	0	0	0	0	0	0	0	83
1945	0	62	7	0	0	0	0	0	0	0	0	0	0	0	69
2000	0	47	8	0	0	0	0	0	0	0	0	0	0	0	55
2015	0	55	8	0	0	0	0	0	0	0	0	0	0	0	63
2030	0	43	7	0	0	0	0	0	0	0	0	0	0	0	50
2045	0	35	6	0	0	0	0	0	0	0	0	0	0	0	41
2100	0	47	7	0	2	0	0	0	0	0	0	0	0	0	56
2115	1	86	6	0	1	0	0	0	0	0	0	0	0	0	94
2130	0	37	3	0	0	0	0	0	0	0	0	0	0	0	40
2145	0	29	1	0	0	0	0	0	0	0	0	0	0	0	30
2200	0	29	1	0	0	0	0	0	0	0	0	0	0	0	30
2215	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
2230	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
2245	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2300	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
2315	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
2330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
	12	8373	1748	46	229	25	2	26	1	1	0	0	0	0	**10463**

Class Report

Globals

Report Id	CustomList-406
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T23:59:19
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T L.HAVEN & RIVER CLUB
Site Attribute	B/T L.HAVEN & RIVER CLUB
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T L.HAVEN _ RIVER CLUB 0 2017-11-19 1852.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T L.HAVEN & RIVER CLUB
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:42:20
Start Time	2017-11-10T21:42:20
Finish Time	2017-11-19T18:51:20
Operator	BC
Configuration	40 MC5600 00 00 00 00 00 ? KD16S3D6 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
0015	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
0030	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0045	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0445	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
0500	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
0515	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0530	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
0545	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
0600	0	8	3	0	2	0	0	1	0	0	0	0	0	0	14
0615	0	15	5	1	1	0	0	0	0	0	0	0	0	0	22
0630	0	12	3	2	3	0	0	1	1	0	0	0	0	0	22
0645	0	36	4	2	1	0	0	0	0	0	0	0	0	0	43
0700	0	38	5	0	3	1	0	0	0	0	0	0	0	0	47
0715	0	50	9	3	7	2	0	1	0	0	0	0	0	0	72
0730	0	51	15	3	2	0	0	1	0	0	0	0	0	0	72
0745	0	54	18	3	2	0	0	0	0	0	0	0	0	0	77
0800	0	30	12	0	3	0	0	1	0	0	0	0	0	0	46
0815	0	35	20	2	5	1	0	0	0	0	0	0	0	0	63
0830	0	45	15	0	0	0	0	4	1	0	0	0	0	0	65
0845	0	50	17	0	3	0	0	0	1	0	0	0	0	0	71
0900	0	59	18	0	1	0	0	0	0	0	0	0	0	0	78
0915	0	46	25	0	2	1	0	0	0	0	0	0	0	0	74
0930	0	59	17	0	1	0	0	0	0	0	0	0	0	0	77
0945	0	48	21	0	3	0	0	1	0	0	0	0	0	0	73
1000	1	44	18	0	5	4	0	3	0	1	0	0	0	0	76

1015	0	59	19	1	3	2	0	0	0	0	0	0	0	0	84
1030	0	63	17	0	4	1	0	0	0	0	0	0	0	0	85
1045	0	72	20	0	3	0	0	1	0	0	0	0	0	0	96
1100	0	63	18	1	1	0	0	1	0	0	0	0	0	0	84
1115	0	67	20	0	2	0	0	1	0	0	0	0	0	0	90
1130	1	75	16	0	6	0	0	0	0	0	0	0	0	0	98
1145	0	79	24	0	2	1	0	0	0	0	0	0	0	0	106
1200	0	71	19	0	4	1	0	0	0	0	0	0	0	0	95
1215	0	70	26	0	3	0	0	2	0	0	0	0	0	0	101
1230	1	71	13	1	5	1	0	0	0	0	0	0	0	0	92
1245	0	85	26	0	2	0	0	0	0	0	0	0	0	0	113
1300	1	77	21	1	2	0	0	0	0	0	0	0	0	0	102
1315	0	74	22	0	2	1	0	1	0	0	0	0	0	0	100
1330	0	85	19	0	0	0	0	0	0	0	0	0	0	0	104
1345	0	76	19	1	4	0	1	2	0	0	0	0	0	0	103
1400	0	89	27	2	4	0	0	1	0	0	0	0	0	0	123
1415	0	68	23	4	4	1	2	0	0	0	0	0	0	0	102
1430	0	112	30	1	10	1	0	1	0	0	0	0	0	0	155
1445	0	109	41	1	3	0	0	2	0	0	0	0	0	0	156
1500	0	101	27	0	3	0	0	0	0	0	0	0	0	0	131
1515	1	139	43	6	4	0	0	2	0	0	0	0	0	0	195
1530	0	155	31	0	1	0	0	0	0	1	0	0	0	0	188
1545	0	131	35	2	4	0	0	0	0	0	0	0	0	0	172
1600	1	139	37	2	1	0	0	0	0	0	0	0	0	0	180
1615	0	157	33	1	1	0	0	0	0	0	0	0	0	0	192
1630	0	195	45	0	2	1	0	0	0	0	0	0	0	0	243
1645	2	171	40	0	2	1	0	0	0	0	0	0	0	0	216
1700	1	192	24	0	2	0	0	1	0	0	0	0	0	0	220
1715	1	188	23	0	4	1	0	0	0	0	0	0	0	0	217
1730	0	190	36	0	3	1	0	0	0	0	0	0	0	0	230
1745	1	191	44	0	6	0	0	1	0	0	0	0	0	0	243
1800	0	179	30	0	2	0	0	0	0	0	0	0	0	0	211
1815	0	166	29	0	4	0	0	1	0	0	0	0	0	0	200
1830	0	140	28	0	2	0	0	0	0	0	0	0	0	0	170
1845	0	157	28	0	3	0	0	1	0	0	0	0	0	0	189
1900	0	122	15	0	0	0	0	0	0	0	0	0	0	0	137
1915	0	119	11	1	2	0	0	0	0	0	0	0	0	0	133
1930	0	113	15	0	1	0	0	0	0	0	0	0	0	0	129
1945	0	99	13	0	1	0	0	0	0	0	0	0	0	0	113
2000	0	91	18	0	1	0	0	0	0	0	0	0	0	0	110
2015	0	80	11	0	3	0	0	0	0	0	0	0	0	0	94
2030	0	103	13	0	3	0	0	0	0	0	0	0	0	0	119

2045	0	89	8	0	1	0	0	0	0	0	0	0	0	0	98
2100	0	54	12	0	0	0	0	0	0	0	0	0	0	0	66
2115	0	65	6	0	1	0	0	0	0	0	0	0	0	0	72
2130	0	57	8	0	0	0	0	0	0	0	0	0	0	0	65
2145	0	39	6	0	0	0	0	0	0	0	0	0	0	0	45
2200	0	47	8	0	0	0	0	0	0	0	0	0	0	0	55
2215	0	38	5	0	0	0	0	0	0	0	0	0	0	0	43
2230	0	35	4	0	0	0	0	0	0	0	0	0	0	0	39
2245	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
2300	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
2315	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
2330	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
2345	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
	11	6072	1362	41	167	23	3	32	3	2	0	0	0	0	**7716**

0000 11-15-17	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
0015	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0045	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
0115	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0345	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0515	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0530	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0600	0	10	3	1	3	0	0	0	0	0	0	0	0	0	17
0615	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17

0630	0	17	6	2	4	0	0	1	0	0	0	0	0	0	30
0645	0	43	15	1	4	0	0	1	0	0	0	0	0	0	64
0700	0	28	7	0	3	0	0	0	0	0	0	0	0	0	38
0715	0	51	17	2	2	1	0	2	0	0	0	0	0	0	75
0730	0	60	16	3	0	1	0	0	0	0	0	0	0	0	80
0745	0	54	17	2	4	0	0	0	0	0	0	0	0	0	77
0800	0	47	22	0	2	0	0	0	0	0	0	0	0	0	71
0815	0	43	20	2	5	0	0	1	0	0	0	0	0	0	71
0830	0	37	20	1	5	1	0	1	0	0	0	0	0	0	65
0845	0	52	15	0	1	0	1	1	0	0	0	0	0	0	70
0900	0	48	17	0	3	0	0	0	0	0	0	0	0	0	68
0915	0	47	13	1	2	0	0	0	0	0	0	0	0	0	63
0930	0	40	25	1	0	0	0	1	0	0	0	0	0	0	67
0945	0	57	16	0	2	1	0	0	0	0	0	0	0	0	76
1000	0	47	19	0	5	0	0	1	0	0	0	0	0	0	72
1015	0	50	10	0	4	1	0	0	0	0	0	0	0	0	65
1030	0	52	15	0	4	0	0	0	0	0	0	0	0	0	71
1045	0	75	13	0	2	1	0	0	0	0	0	0	0	0	91
1100	0	71	21	0	2	1	0	0	0	0	0	0	0	0	95
1115	0	80	17	2	2	0	0	2	0	0	0	0	0	0	103
1130	0	76	24	1	5	0	0	1	0	0	0	0	0	0	107
1145	0	77	22	1	1	0	0	0	0	0	0	0	0	0	101
1200	0	78	30	0	2	0	0	0	1	0	0	0	0	0	111
1215	0	87	24	1	4	0	0	0	0	0	0	0	0	0	116
1230	0	65	23	0	5	2	0	1	0	0	0	0	0	0	96
1245	0	75	28	0	6	0	0	1	0	0	0	0	0	0	110
1300	0	98	23	1	3	0	0	0	1	0	0	0	0	0	126
1315	0	89	20	0	6	1	0	0	0	0	0	0	0	0	116
1330	0	89	21	0	1	0	0	0	0	0	0	0	0	0	111
1345	0	87	28	1	2	0	0	1	0	0	0	0	0	0	119

1400	0	105	26	3	8	0	0	0	0	0	0	0	0	0	142
1415	0	85	21	5	6	0	0	0	0	0	0	0	0	0	117
1430	0	125	31	2	5	0	0	0	0	0	0	0	0	0	163
1445	0	111	31	1	9	0	0	1	0	0	0	0	0	0	153
1500	0	106	24	0	2	0	0	0	0	0	0	0	0	0	132
1515	1	124	36	5	1	1	0	0	0	0	0	0	0	0	168
1530	0	147	42	1	2	0	0	1	0	0	0	0	0	0	193
1545	0	151	41	2	4	0	1	0	0	0	0	0	0	0	199
1600	0	184	25	1	0	1	0	0	0	0	0	0	0	0	211
1615	1	157	27	0	4	0	0	2	0	0	0	0	0	0	191
1630	0	163	33	0	5	0	0	0	0	0	0	0	0	0	201
1645	1	199	44	0	2	0	0	1	0	0	0	0	0	0	247
1700	1	152	43	0	3	0	0	0	0	0	0	0	0	0	199
1715	0	198	40	0	2	1	0	1	0	0	0	0	0	0	242
1730	0	210	46	0	4	0	0	0	0	0	0	0	0	0	260
1745	0	171	36	0	4	0	0	0	0	0	0	0	0	0	211
1800	0	185	35	0	2	1	0	0	0	0	0	0	0	0	223
1815	0	196	27	0	4	0	0	0	0	0	0	0	0	0	227
1830	0	170	25	0	1	0	0	1	0	0	0	0	0	0	197
1845	0	120	26	0	5	0	0	0	1	0	0	0	0	0	152
1900	0	141	18	0	4	0	0	1	0	0	0	0	0	0	164
1915	0	115	18	0	2	0	0	0	1	0	0	0	0	0	136
1930	0	114	19	0	1	0	0	0	0	0	0	0	0	0	134
1945	0	120	17	0	0	0	0	0	0	0	0	0	0	0	137
2000	0	94	11	0	0	0	0	0	0	0	0	0	0	0	105
2015	0	110	10	0	0	0	0	0	0	0	0	0	0	0	120
2030	0	93	16	0	1	0	0	0	0	0	0	0	0	0	110
2045	0	103	16	0	0	0	0	0	0	0	0	0	0	0	119
2100	0	82	17	0	0	0	0	0	0	0	0	0	0	0	99
2115	1	63	4	0	0	0	0	0	0	0	0	0	0	0	68
2130	0	51	11	0	1	0	0	0	0	0	0	0	0	0	63
2145	0	65	10	0	0	0	0	0	0	0	0	0	0	0	75
2200	0	53	7	0	0	0	0	0	0	0	0	0	0	0	60
2215	0	37	2	0	0	0	0	0	0	0	0	0	0	0	39
2230	0	36	1	0	0	0	0	0	0	0	0	0	0	0	37
2245	1	41	4	0	1	0	0	0	0	0	0	0	0	0	47
2300	0	33	6	0	0	0	0	0	0	0	0	0	0	0	39
2315	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
2330	0	26	1	0	7	4	0	0	0	0	0	0	0	0	38
2345	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
	6	6390	1429	43	186	18	2	23	4	0	0	0	0	0	**8101**

Class Report

Globals

Report Id	CustomList-407
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-20T00:05:04
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T L.HAVEN & RIVER CLUB
Site Attribute	B/T L.HAVEN & RIVER CLUB
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T L.HAVEN _ RIVER CLUB 0 2017-11-19 1852.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T L.HAVEN & RIVER CLUB
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:42:20
Start Time	2017-11-10T21:42:20
Finish Time	2017-11-19T18:51:20
Operator	BC
Configuration	40 MC5600 00 00 00 00 00 ? KD16S3D6 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0015	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0030	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0230	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0315	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
0330	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0345	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
0400	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
0415	0	17	9	0	1	0	0	0	0	0	0	0	0	0	27
0430	0	27	9	0	0	0	0	0	0	0	0	0	0	0	36
0445	0	30	19	0	2	0	0	0	0	0	0	0	0	0	51
0500	0	38	22	0	2	0	0	0	0	0	0	0	0	0	62
0515	0	63	14	0	4	1	0	0	0	0	0	0	0	0	82
0530	0	88	27	0	4	0	0	1	0	0	0	0	0	0	120
0545	0	77	31	0	4	0	0	1	0	0	0	0	0	0	113
0600	0	119	27	0	0	1	0	1	0	0	0	0	0	0	148
0615	1	110	34	1	1	0	0	0	0	0	0	0	0	0	147
0630	0	140	29	0	5	0	0	0	0	0	0	0	0	0	174
0645	0	193	45	0	3	0	0	1	0	0	0	0	0	0	242
0700	0	236	33	3	5	3	0	0	1	0	0	0	0	0	281
0715	0	165	33	0	5	2	0	1	0	0	0	0	0	0	206
0730	2	165	25	1	2	0	0	0	0	0	0	0	0	0	195
0745	0	182	35	1	3	1	0	0	0	0	0	0	0	0	222
0800	0	191	27	8	6	0	0	0	0	0	0	0	0	0	232
0815	0	146	32	0	2	0	0	0	0	0	0	0	0	0	180
0830	0	141	21	2	4	1	0	0	0	0	0	0	0	0	169
0845	0	173	29	1	1	0	0	2	0	0	0	0	0	0	206
0900	3	113	25	0	3	1	0	1	1	0	0	0	0	0	147
0915	0	112	21	0	2	1	0	0	1	0	0	0	0	0	137
0930	0	78	31	0	5	0	0	0	0	0	0	0	0	0	114
0945	1	74	26	0	3	0	0	0	1	0	0	0	0	0	105
1000	0	86	23	0	1	1	0	2	0	0	0	0	0	0	113

1015	0	75	19	0	6	0	0	0	0	0	0	0	0	0	100
1030	0	76	24	1	3	3	0	0	1	0	0	0	0	0	108
1045	0	86	15	0	1	1	0	0	0	0	0	0	0	0	103
1100	0	68	13	0	2	1	0	2	0	0	0	0	0	0	86
1115	0	75	15	0	6	1	0	0	0	0	0	0	0	0	97
1130	0	55	13	1	3	0	0	1	0	0	0	0	0	0	73
1145	1	80	23	0	5	0	0	0	0	0	0	0	0	0	109
1200	0	77	18	0	3	1	0	0	0	0	0	0	0	0	99
1215	0	66	22	0	6	0	0	2	0	0	0	0	0	0	96
1230	0	78	17	0	9	0	0	0	0	0	0	0	0	0	104
1245	0	69	20	0	2	1	0	0	0	0	0	0	0	0	92
1300	0	86	21	1	3	1	0	1	0	0	0	0	0	0	113
1315	0	85	15	1	3	1	0	1	0	0	0	0	0	0	106
1330	0	60	20	0	2	1	0	3	0	0	0	0	0	0	86
1345	0	55	20	0	3	0	0	1	0	0	0	0	0	0	79
1400	0	78	15	0	6	0	0	2	0	0	0	0	0	0	101
1415	0	66	26	1	4	1	0	0	0	0	0	0	0	0	98
1430	0	69	13	2	3	2	0	1	0	0	0	0	0	0	90
1445	0	72	15	6	4	1	0	1	0	0	0	0	0	0	99
1500	1	67	19	1	6	0	0	0	0	0	0	0	0	0	94
1515	0	84	9	1	1	0	0	0	0	0	0	0	0	0	95
1530	0	87	16	1	2	0	0	1	0	0	0	0	0	0	107
1545	1	100	27	2	2	0	0	1	0	0	0	0	0	0	133
1600	0	74	25	1	3	0	0	1	1	0	0	0	0	0	105
1615	1	78	22	2	3	1	0	0	0	0	0	0	0	0	107
1630	0	103	16	0	1	1	0	0	0	0	0	0	0	0	121
1645	0	93	20	1	3	0	0	0	0	0	0	0	0	0	117
1700	0	126	17	1	4	1	0	0	0	0	0	0	0	0	149
1715	0	83	21	0	3	0	0	0	0	0	0	0	0	0	107
1730	1	84	27	0	0	0	0	1	0	0	0	0	0	0	113
1745	0	98	22	0	1	0	0	0	0	0	0	0	0	0	121
1800	0	94	19	0	1	0	0	1	0	0	0	0	0	0	115
1815	0	79	13	0	3	0	0	1	0	0	0	0	0	0	96
1830	0	93	11	0	3	0	0	1	0	0	0	0	0	0	108
1845	0	56	7	0	3	0	0	0	0	0	0	0	0	0	66
1900	0	47	11	0	1	0	0	0	0	0	0	0	0	0	59
1915	0	52	7	0	1	0	0	0	0	0	0	0	0	0	60
1930	0	35	9	0	0	0	0	0	0	0	0	0	0	0	44
1945	0	25	5	0	0	0	0	0	0	0	0	0	0	0	30
2000	0	28	8	0	2	0	0	0	0	0	0	0	0	0	38
2015	0	45	3	0	2	0	0	0	0	0	0	0	0	0	50
2030	0	23	4	0	0	0	0	0	0	0	0	0	0	0	27

2045	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34
2100	0	24	5	0	2	0	0	0	0	0	0	0	0	0	31
2115	1	10	2	0	1	0	0	0	0	0	0	0	0	0	14
2130	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
2145	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
2200	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
2215	2	17	1	0	0	0	0	0	0	0	0	0	0	0	20
2230	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
2330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	15	6018	1352	40	194	30	0	32	6	0	0	0	0	0	**7687**

0000 11-15-17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0330	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
0345	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
0400	0	13	6	0	2	0	0	0	0	0	0	0	0	0	21
0415	0	10	12	0	0	0	0	0	0	0	0	0	0	0	22
0430	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
0445	0	36	16	0	1	0	0	0	0	0	0	0	0	0	53
0500	0	40	22	0	3	0	0	1	0	0	0	0	0	0	66
0515	0	61	24	0	1	0	0	0	0	0	0	0	0	0	86
0530	0	73	32	0	7	0	0	0	0	0	0	0	0	0	112
0545	1	75	18	0	1	0	0	0	0	0	0	0	0	0	95
0600	0	114	24	0	2	0	0	0	0	0	0	0	0	0	140
0615	0	123	35	0	2	1	0	0	0	0	0	0	0	0	161

0630	0	139	37	0	2	1	0	0	0	0	0	0	0	0	179
0645	0	179	36	0	5	0	0	0	0	0	0	0	0	0	220
0700	0	221	44	3	5	0	0	1	0	0	0	0	0	0	274
0715	0	174	25	0	7	1	0	1	0	0	0	0	0	0	208
0730	1	175	33	0	3	0	0	0	0	0	0	0	0	0	212
0745	0	196	33	1	2	1	0	0	0	0	0	0	0	0	233
0800	0	167	29	7	7	0	0	1	0	0	0	0	0	0	211
0815	0	118	26	1	3	0	0	1	0	0	0	0	0	0	149
0830	0	159	30	2	3	0	0	0	0	0	0	0	0	0	194
0845	0	139	32	1	3	0	0	0	0	0	0	0	0	0	175
0900	0	143	20	0	0	0	0	0	0	0	0	0	0	0	163
0915	0	116	27	0	2	2	0	0	0	0	0	0	0	0	147
0930	0	107	25	1	3	1	0	0	0	0	0	0	0	0	137
0945	0	87	24	1	4	0	0	2	0	0	0	0	0	0	118
1000	0	73	16	2	3	1	0	0	0	0	0	0	0	0	95
1015	0	78	17	0	4	1	0	0	0	0	0	0	0	0	100
1030	0	77	13	0	6	0	0	2	0	0	0	0	0	0	98
1045	0	78	14	0	4	0	0	0	0	0	0	0	0	0	96
1100	0	82	19	0	1	0	0	1	0	0	0	0	0	0	103
1115	0	81	12	0	1	1	0	0	0	0	0	0	0	0	95
1130	0	75	22	1	3	0	0	1	0	0	0	0	0	0	102
1145	0	72	21	0	4	1	0	1	0	0	0	0	0	0	99
1200	0	84	17	1	2	0	0	0	0	0	0	0	0	0	104
1215	0	91	17	0	1	0	0	1	0	0	0	0	0	0	110
1230	0	70	15	2	3	0	0	0	0	0	0	0	0	0	90
1245	0	80	17	0	6	2	0	0	0	0	0	0	0	0	105
1300	0	76	31	0	6	1	0	0	0	0	0	0	0	0	114
1315	0	80	17	1	2	0	0	0	0	0	0	0	0	0	100
1330	0	69	25	0	1	2	0	1	0	0	0	0	0	0	98
1345	0	66	17	0	2	0	0	0	0	0	0	0	0	0	85

1400	0	91	19	0	5	0	0	0	0	0	0	0	0	0	115
1415	0	65	24	0	5	1	0	0	0	0	0	0	0	0	95
1430	0	101	25	3	7	0	0	4	0	0	0	0	0	0	140
1445	1	89	14	6	5	0	0	0	0	0	0	0	0	0	115
1500	0	83	23	1	3	0	0	1	0	0	0	0	0	0	111
1515	1	78	26	2	3	0	0	0	0	0	0	0	0	0	110
1530	0	97	20	2	5	0	0	0	0	0	0	0	0	0	124
1545	0	96	18	2	2	1	0	0	0	0	0	0	0	0	119
1600	0	99	32	1	4	0	0	0	0	0	0	0	0	0	136
1615	0	89	15	0	3	0	0	2	0	0	0	0	0	0	109
1630	0	90	30	0	3	0	0	1	0	0	0	0	0	0	124
1645	0	112	23	0	3	1	0	0	0	0	0	0	0	0	139
1700	0	112	17	1	2	0	0	1	0	0	0	0	0	0	133
1715	1	78	20	0	3	0	0	1	0	0	0	0	0	0	103
1730	0	99	16	0	0	0	0	0	0	0	0	0	0	0	115
1745	1	112	18	0	1	0	0	0	0	0	0	0	0	0	132
1800	0	78	22	0	2	0	0	0	0	0	0	0	0	0	102
1815	0	98	18	0	1	0	0	1	0	0	0	0	0	0	118
1830	0	81	18	0	1	0	0	0	0	0	0	0	0	0	100
1845	0	64	11	0	5	0	0	0	0	0	0	0	0	0	80
1900	0	49	8	0	1	0	0	0	0	0	0	0	0	0	58
1915	0	43	14	0	2	0	0	0	0	0	0	0	0	0	59
1930	0	56	19	0	0	0	0	0	0	0	0	0	0	0	75
1945	0	53	6	0	0	0	0	0	0	0	0	0	0	0	59
2000	0	36	9	0	1	0	0	0	0	0	0	0	0	0	46
2015	0	41	5	0	0	0	0	0	0	0	0	0	0	0	46
2030	0	35	7	0	0	0	0	0	0	0	0	0	0	0	42
2045	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
2100	0	47	8	0	2	0	0	0	0	0	0	0	0	0	57
2115	0	81	10	0	0	0	0	0	0	0	0	0	0	0	91
2130	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
2145	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
2200	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
2215	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
2230	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
2245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2300	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
2315	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
2330	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2345	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
	6	6384	1443	42	189	19	0	25	0	0	0	0	0	0	**8108**

Class Report

Globals

Report Id	CustomList-410
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-20T00:24:47
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T RIVER CLUB & SELBY
Site Attribute	B/T RIVER CLUB & SELBY
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T RIVER CLUB _ SELBY 0 2017-11-19 1922.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T RIVER CLUB & SELBY
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:44:26
Start Time	2017-11-10T21:44:26
Finish Time	2017-11-19T19:21:26
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NA17ZWMB MC5900-X11 (c)MetroCount 15Aug16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
0015	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
0030	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0045	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0445	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0500	0	7	1	0	0	1	0	1	0	0	0	0	0	0	10
0515	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0530	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
0545	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
0600	0	8	3	0	1	0	0	1	0	0	0	0	0	0	13
0615	0	17	4	0	3	0	0	0	0	0	0	0	0	0	24
0630	0	14	4	1	1	1	0	0	0	0	0	0	0	0	21
0645	0	37	3	2	0	0	0	0	0	0	0	0	0	0	42
0700	0	38	7	0	2	0	0	0	0	0	0	0	0	0	47
0715	0	57	8	1	7	0	0	2	0	0	0	0	0	0	75
0730	0	48	15	4	1	0	0	1	0	0	0	0	0	0	69
0745	0	56	15	1	3	0	0	0	0	0	0	0	0	0	75
0800	0	28	17	0	3	0	0	0	0	0	0	0	0	0	48
0815	0	39	21	2	2	1	0	0	0	0	0	0	0	0	65
0830	0	42	16	1	0	1	0	3	0	0	0	0	0	0	63
0845	0	45	19	0	3	0	0	1	0	0	0	0	0	0	68
0900	0	64	15	0	1	0	0	0	0	0	0	0	0	0	80
0915	0	51	20	0	3	0	0	0	0	0	0	0	0	0	74
0930	0	57	13	0	1	0	0	0	0	0	0	0	0	0	71
0945	0	52	15	0	2	0	0	1	0	0	0	0	0	0	70
1000	0	44	16	0	4	3	0	3	1	0	0	0	0	0	71

1015	0	54	14	1	3	1	0	0	0	0	0	0	1	0	74
1030	0	68	16	0	3	1	0	0	0	0	0	0	0	0	88
1045	0	67	18	0	3	0	1	0	0	0	0	0	0	0	89
1100	0	65	16	1	1	0	0	1	0	0	0	0	0	0	84
1115	0	60	24	0	2	0	0	1	0	0	0	0	0	0	87
1130	1	69	14	0	4	0	0	1	0	0	0	0	0	0	89
1145	0	76	22	0	3	1	0	0	0	0	0	0	0	0	102
1200	0	69	17	0	3	1	0	0	0	0	0	0	0	0	90
1215	0	74	22	0	1	0	0	2	0	0	0	0	0	0	99
1230	1	65	12	2	5	1	0	0	0	0	0	0	0	0	86
1245	0	83	22	0	2	0	0	0	0	0	0	0	0	0	107
1300	1	85	19	1	0	0	0	0	0	0	0	0	0	0	106
1315	0	80	20	0	1	1	0	1	0	0	0	0	0	0	103
1330	0	85	17	0	1	0	0	0	0	0	0	0	0	0	103
1345	0	80	18	1	3	0	0	2	0	0	0	0	0	0	104
1400	0	89	26	2	3	0	1	1	0	0	0	0	0	0	122
1415	0	71	20	3	3	1	2	0	0	0	0	0	0	0	100
1430	0	111	26	3	9	1	0	1	0	0	0	0	0	0	151
1445	0	107	41	0	3	0	0	1	0	0	0	0	0	0	152
1500	0	106	28	0	2	0	0	0	0	0	0	0	0	0	136
1515	1	133	36	6	4	0	0	2	0	0	0	0	0	0	182
1530	0	164	32	0	1	0	0	0	0	0	0	0	0	0	197
1545	0	131	31	3	4	0	0	0	0	0	0	0	0	0	169
1600	1	141	30	2	0	0	0	0	0	0	0	0	0	0	174
1615	0	152	31	1	1	0	0	0	0	0	0	0	0	0	185
1630	0	193	39	0	1	0	0	0	0	0	0	0	0	0	233
1645	2	173	39	0	3	0	0	0	0	1	0	0	0	0	218
1700	1	186	27	0	2	0	0	0	0	0	0	0	0	0	216
1715	1	188	21	0	3	2	0	0	0	0	0	0	0	0	215
1730	0	178	34	0	2	1	0	0	0	0	0	0	0	0	215
1745	0	193	38	0	6	0	0	1	0	0	0	0	0	0	238
1800	0	177	31	0	2	0	0	1	0	0	0	0	0	0	211
1815	0	156	32	0	3	0	0	0	0	0	0	0	0	0	191
1830	0	138	26	0	1	0	0	0	0	0	0	0	0	0	165
1845	2	161	31	0	2	0	0	0	0	0	0	0	0	0	196
1900	0	116	14	0	0	0	0	0	0	0	0	0	0	0	130
1915	0	124	8	1	2	0	0	0	0	0	0	0	0	0	135
1930	0	109	12	0	1	0	0	0	0	0	0	0	0	0	122
1945	0	96	13	0	1	0	0	0	0	0	0	0	0	0	110
2000	0	87	17	0	0	0	0	0	0	0	0	0	0	0	104
2015	0	86	9	0	1	0	0	0	0	0	0	0	0	0	96
2030	0	96	13	0	4	0	0	0	0	0	0	0	0	0	113

2045	0	89	7	0	1	0	0	0	0	0	0	0	0	0	97
2100	0	57	12	0	0	0	0	0	0	0	0	0	0	0	69
2115	0	63	7	0	0	0	0	0	0	0	0	0	0	0	70
2130	0	59	5	0	0	0	0	0	0	0	0	0	0	0	64
2145	0	40	6	0	0	0	0	0	0	0	0	0	0	0	46
2200	0	47	4	0	0	0	0	0	0	0	0	0	0	0	51
2215	0	36	5	0	0	0	0	0	0	0	0	0	0	0	41
2230	0	39	4	0	0	0	0	0	0	0	0	0	0	0	43
2245	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
2300	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
2315	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
2330	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2345	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
	11	6057	1263	39	138	18	4	28	1	1	0	0	1	0	**7561**

0000 11-15-17	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
0015	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
0115	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0400	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0530	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0545	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0600	0	9	4	0	4	0	0	0	0	0	0	0	0	0	17
0615	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14

0630	0	18	4	1	3	0	0	0	0	0	0	0	0	0	26
0645	0	48	13	2	4	0	0	1	0	0	0	0	0	0	68
0700	0	31	4	0	2	0	0	0	0	0	0	0	0	0	37
0715	0	55	15	3	1	1	0	2	0	0	0	0	0	0	77
0730	0	54	15	4	0	1	0	0	0	0	0	0	0	0	74
0745	0	56	15	2	4	0	1	0	0	0	0	0	0	0	78
0800	0	42	25	0	1	0	0	0	0	1	0	0	0	0	69
0815	0	46	20	2	3	0	0	1	0	0	0	0	0	0	72
0830	0	35	21	1	6	1	0	1	0	0	0	0	0	0	65
0845	0	52	14	0	1	0	1	1	0	0	0	0	0	0	69
0900	0	45	15	1	1	0	0	0	0	0	0	0	0	0	62
0915	0	53	11	1	2	0	0	0	0	0	0	0	0	0	67
0930	0	41	20	1	0	0	1	0	0	0	0	0	0	0	63
0945	0	54	14	0	1	1	0	0	0	0	0	0	0	0	70
1000	0	48	19	0	5	0	0	1	0	0	0	0	0	0	73
1015	0	56	8	0	1	1	0	0	0	0	0	0	0	0	66
1030	0	53	15	0	2	0	0	0	0	0	0	0	0	0	70
1045	0	70	13	0	2	1	0	0	0	0	0	0	0	0	86
1100	1	73	21	0	2	0	0	0	0	0	0	0	0	0	97
1115	0	82	13	1	4	0	0	1	0	0	0	0	0	0	101
1130	0	83	21	1	3	0	0	0	0	0	0	0	0	0	108
1145	0	75	19	1	1	0	0	1	0	0	0	0	0	0	97
1200	0	72	27	0	1	0	0	0	1	0	0	0	0	0	101
1215	0	86	26	1	4	0	0	0	0	0	0	0	0	0	117
1230	0	63	21	0	4	1	0	2	0	0	0	0	0	0	91
1245	0	82	29	0	6	0	0	0	0	0	0	0	0	0	117
1300	0	95	19	1	2	0	0	1	0	0	0	0	0	0	118
1315	0	84	21	0	6	1	0	0	0	0	0	0	0	0	112
1330	0	92	20	0	1	0	0	0	0	0	0	0	0	0	113
1345	0	85	26	1	1	0	0	1	0	0	0	0	0	0	114

1400	0	95	26	3	7	2	0	0	0	0	0	0	0	0	133
1415	0	89	17	4	7	0	0	0	0	0	0	0	0	0	117
1430	0	122	33	3	4	0	0	0	0	0	0	0	0	0	162
1445	0	111	27	0	4	0	0	1	0	0	0	0	0	0	143
1500	0	99	23	0	1	0	0	0	0	0	0	0	0	0	123
1515	1	136	25	5	2	0	0	1	0	0	0	0	0	0	170
1530	0	136	36	1	2	0	0	1	0	0	0	0	0	0	176
1545	0	160	40	2	1	1	1	0	0	0	0	0	0	0	205
1600	0	180	25	1	0	0	0	0	0	0	0	0	0	0	206
1615	1	148	28	0	4	0	0	1	0	0	0	0	0	0	182
1630	1	175	32	0	6	0	0	0	0	0	0	0	0	0	214
1645	1	192	38	0	1	0	0	0	0	0	0	0	0	0	232
1700	0	154	36	0	3	0	0	0	0	0	0	0	0	0	193
1715	0	196	42	0	1	0	0	1	0	0	0	0	0	0	240
1730	0	211	40	0	3	0	0	1	0	0	0	0	0	0	255
1745	1	173	34	0	4	0	0	0	0	0	0	0	0	0	212
1800	0	186	32	0	2	0	0	0	0	0	0	0	0	0	220
1815	0	201	24	0	3	0	0	0	0	0	0	0	0	0	228
1830	0	167	23	0	1	0	0	0	0	0	0	0	0	0	191
1845	0	118	21	0	3	0	0	0	0	0	0	0	0	0	142
1900	0	146	21	0	2	0	0	1	0	0	0	0	0	0	170
1915	0	114	18	0	2	0	0	0	0	0	0	0	0	0	134
1930	0	107	16	0	1	0	0	0	0	0	0	0	0	0	124
1945	0	120	15	0	0	0	0	0	0	0	0	0	0	0	135
2000	0	89	11	0	0	0	0	0	0	0	0	0	0	0	100
2015	0	110	10	0	0	0	0	0	0	0	0	0	0	0	120
2030	0	86	15	0	1	0	0	0	0	0	0	0	0	0	102
2045	0	101	17	0	0	0	0	0	0	0	0	0	0	0	118
2100	0	90	9	0	0	0	0	0	0	0	0	0	0	0	99
2115	1	56	5	0	0	0	0	0	0	0	0	0	0	0	62
2130	0	55	7	0	0	0	0	0	0	0	0	0	0	0	62
2145	0	67	9	0	0	0	0	0	0	0	0	0	0	0	76
2200	0	50	6	0	0	0	0	0	0	0	0	0	0	0	56
2215	0	38	2	0	0	0	0	0	0	0	0	0	0	0	40
2230	0	35	1	0	0	0	0	0	0	0	0	0	0	0	36
2245	1	36	3	0	1	0	0	0	0	0	0	0	0	0	41
2300	0	33	6	0	0	0	0	0	0	0	0	0	0	0	39
2315	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
2330	0	28	1	0	6	4	0	0	0	0	0	0	0	0	39
2345	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
	8	6364	1317	43	152	15	4	20	1	1	0	0	0	0	**7925**

Class Report

Globals

Report Id	CustomList-411
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-20T00:28:37
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T RIVER CLUB & SELBY
Site Attribute	B/T RIVER CLUB & SELBY
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T RIVER CLUB _ SELBY 0 2017-11-19 1922.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T RIVER CLUB & SELBY
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:44:26
Start Time	2017-11-10T21:44:26
Finish Time	2017-11-19T19:21:26
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NA17ZWMB MC5900-X11 (c)MetroCount 15Aug16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0015	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0030	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0230	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0315	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0330	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0345	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
0400	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
0415	0	17	10	0	0	0	0	0	0	0	0	0	0	0	27
0430	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
0445	0	33	18	0	2	0	0	0	0	0	0	0	0	0	53
0500	0	38	22	0	2	0	0	0	0	0	0	0	0	0	62
0515	0	63	16	0	2	1	0	0	0	0	0	0	0	0	82
0530	0	89	28	0	3	0	0	1	0	0	0	0	0	0	121
0545	0	77	26	0	3	1	0	0	0	0	0	0	0	0	107
0600	0	115	25	0	0	0	0	1	0	0	0	0	0	0	141
0615	0	111	30	1	1	0	0	0	0	0	0	0	0	0	143
0630	0	145	29	0	3	0	0	0	0	0	0	0	0	0	177
0645	0	195	37	0	2	0	0	1	0	0	0	0	0	0	235
0700	0	247	35	4	4	0	0	1	0	1	0	0	0	0	292
0715	0	160	25	0	2	2	0	1	0	0	0	0	0	0	190
0730	2	159	21	1	1	0	0	0	0	0	0	0	0	0	184
0745	0	198	28	0	3	1	0	0	0	0	0	0	0	0	230
0800	0	175	30	8	5	0	0	0	0	0	0	0	0	0	218
0815	0	140	28	0	2	0	0	0	0	0	0	0	0	0	170
0830	0	139	21	2	2	1	0	0	0	0	0	0	0	0	165
0845	0	167	31	1	1	0	0	2	0	0	0	0	0	0	202
0900	1	118	25	0	1	1	0	2	1	0	0	0	0	0	149
0915	0	105	18	0	1	1	0	0	0	0	0	0	0	0	125
0930	0	82	29	0	4	0	0	0	0	0	0	0	0	0	115
0945	1	79	23	0	2	0	0	0	1	0	0	0	0	0	106
1000	0	86	21	0	1	0	0	1	0	0	0	0	0	0	109

1015	0	72	20	0	4	0	0	0	0	0	0	0	0	0	96
1030	0	73	19	1	4	4	1	1	0	0	0	0	0	0	103
1045	1	76	17	0	0	1	0	0	0	0	0	0	0	0	95
1100	0	71	14	0	2	1	0	0	0	0	0	0	0	0	88
1115	0	71	16	0	7	0	0	0	0	0	0	0	0	0	94
1130	1	53	11	1	2	0	0	0	0	0	0	0	0	0	68
1145	1	75	25	0	4	0	0	0	0	0	0	0	0	0	105
1200	0	78	18	0	1	0	0	0	0	0	0	0	0	0	97
1215	0	66	22	0	5	0	0	1	0	0	0	0	0	0	94
1230	0	82	20	0	5	0	0	0	0	0	0	0	0	0	107
1245	0	66	16	0	2	1	0	0	0	0	0	0	0	0	85
1300	0	86	21	1	3	1	0	0	0	1	0	0	0	0	113
1315	0	92	15	0	1	0	0	1	0	0	0	0	0	0	109
1330	0	59	18	0	1	1	0	3	0	0	0	0	0	0	82
1345	0	58	17	0	2	0	0	1	0	0	0	0	0	0	78
1400	0	74	17	0	6	0	0	2	0	0	0	0	0	0	99
1415	0	74	22	1	3	1	0	0	0	0	0	0	0	0	101
1430	0	67	12	2	4	2	0	0	0	0	0	0	0	0	87
1445	0	70	13	4	3	2	0	1	0	0	0	0	0	0	93
1500	1	64	19	1	5	0	0	0	0	0	0	0	0	0	90
1515	0	79	11	3	1	0	0	0	0	0	0	0	0	0	94
1530	0	90	14	1	2	0	0	0	0	0	0	0	0	0	107
1545	1	93	24	2	2	0	0	1	0	0	0	0	0	0	123
1600	0	79	28	1	1	0	0	2	0	0	0	0	0	0	111
1615	1	83	15	2	2	0	0	0	0	0	0	0	0	0	103
1630	0	105	17	0	1	0	0	0	0	0	0	0	0	0	123
1645	0	97	16	1	2	0	0	0	0	0	0	0	0	0	116
1700	0	124	15	1	4	0	0	0	0	0	0	0	0	0	144
1715	0	82	21	0	2	0	0	0	0	0	0	0	0	0	105
1730	1	86	23	0	1	0	0	0	0	0	0	0	0	0	111
1745	0	99	19	0	0	0	0	0	0	0	0	0	0	0	118
1800	0	96	21	0	0	0	0	1	0	0	0	0	0	0	118
1815	0	77	11	0	3	0	0	1	0	0	0	0	0	0	92
1830	0	89	12	0	1	0	0	0	0	0	0	0	0	0	102
1845	0	52	9	0	2	0	0	0	0	0	0	0	0	0	63
1900	0	47	9	0	1	0	0	0	0	0	0	0	0	0	57
1915	0	53	8	0	0	0	0	0	0	0	0	0	0	0	61
1930	0	32	8	0	0	0	0	0	0	0	0	0	0	0	40
1945	0	26	5	0	0	0	0	0	0	0	0	0	0	0	31
2000	0	33	8	0	1	0	0	0	0	0	0	0	0	0	42
2015	0	45	2	0	1	0	0	0	0	0	0	0	0	0	48
2030	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30

2045	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
2100	0	23	6	0	1	0	0	0	0	0	0	0	0	0	30
2115	1	11	2	0	1	0	0	0	0	0	0	0	0	0	15
2130	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
2145	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
2200	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
2215	2	14	1	0	0	0	0	0	0	0	0	0	0	0	17
2230	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
2330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2345	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	14	6005	1282	39	142	22	1	25	2	2	0	0	0	0	**7534**

0000 11-15-17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0015	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
0345	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
0400	0	13	7	0	0	0	0	0	0	0	0	0	0	0	20
0415	0	11	13	0	0	0	0	0	0	0	0	0	0	0	24
0430	0	31	2	0	0	0	0	0	0	0	0	0	0	0	33
0445	0	34	18	0	1	0	0	0	0	0	0	0	0	0	53
0500	0	43	18	0	3	0	0	1	0	0	0	0	0	0	65
0515	0	61	23	0	1	0	0	0	0	0	0	0	0	0	85
0530	0	79	30	0	5	0	0	0	0	0	0	0	0	0	114
0545	1	73	19	0	0	0	0	0	0	0	0	0	0	0	93
0600	0	111	22	0	2	0	0	0	0	0	0	0	0	0	135
0615	0	117	34	1	1	0	0	0	0	0	0	0	0	0	153

0630	0	144	35	0	1	0	0	0	0	0	0	0	0	0	180
0645	0	175	34	1	3	0	0	0	0	0	0	0	0	0	213
0700	0	224	40	2	6	0	0	1	0	0	0	0	0	0	273
0715	0	169	25	0	4	0	0	0	0	0	0	0	0	0	198
0730	1	169	35	0	4	1	0	0	0	0	0	0	0	0	210
0745	0	194	30	1	2	0	0	0	0	1	0	0	0	0	228
0800	0	162	26	8	6	0	0	1	0	0	0	0	0	0	203
0815	0	119	28	0	3	0	0	0	0	0	0	0	0	0	150
0830	0	154	24	3	2	0	0	0	0	0	0	0	0	0	183
0845	0	144	31	1	2	0	0	0	0	0	0	0	0	0	178
0900	0	135	22	0	0	0	0	0	0	0	0	0	0	0	157
0915	1	117	27	0	3	2	0	0	0	0	0	0	0	0	150
0930	0	105	22	1	2	0	0	0	0	0	0	0	0	0	130
0945	0	84	19	2	4	0	0	1	0	0	0	0	0	0	110
1000	0	74	14	0	2	2	0	0	0	0	0	0	0	0	92
1015	0	75	15	0	3	0	0	0	0	0	0	0	0	0	93
1030	0	74	16	0	4	0	0	1	0	0	0	0	0	0	95
1045	0	78	12	0	3	0	0	0	0	0	0	0	0	0	93
1100	0	78	15	0	2	0	0	1	0	0	0	0	0	0	96
1115	0	87	9	0	3	0	0	1	0	0	0	0	0	0	100
1130	0	80	21	1	2	0	0	1	0	0	0	0	0	0	105
1145	0	67	15	1	4	0	0	1	0	0	0	0	0	0	88
1200	0	84	18	1	1	0	0	0	0	0	0	0	0	0	104
1215	0	89	14	0	1	0	0	0	0	0	0	0	0	0	104
1230	0	67	10	2	3	0	0	0	0	0	0	0	0	0	82
1245	0	80	20	0	5	2	0	0	0	0	0	0	0	0	107
1300	0	76	30	0	4	0	0	0	2	0	0	0	0	0	112
1315	0	78	17	1	1	0	0	0	0	0	0	0	0	0	97
1330	0	66	24	0	2	1	0	1	0	0	0	0	0	0	94
1345	0	69	17	0	1	0	0	0	0	0	0	0	0	0	87

1400	0	84	22	0	6	0	0	0	0	0	0	0	0	0	112
1415	0	63	25	0	4	1	0	3	0	0	0	0	0	0	96
1430	0	100	23	2	6	0	0	1	1	0	0	0	0	0	133
1445	1	86	12	6	5	0	0	0	0	0	0	0	0	0	110
1500	0	85	20	2	4	0	0	1	0	0	0	0	0	0	112
1515	1	74	20	2	2	0	0	0	0	0	0	0	0	0	99
1530	0	109	17	2	3	0	0	0	0	0	0	0	0	0	131
1545	0	91	14	2	1	1	0	1	0	0	0	0	0	0	110
1600	0	106	24	0	1	0	0	1	0	0	0	0	0	0	132
1615	0	90	16	0	4	1	1	2	0	0	0	0	0	0	114
1630	0	84	32	0	2	0	0	1	0	0	0	0	0	0	119
1645	0	112	22	0	3	0	0	0	0	0	0	0	0	0	137
1700	1	105	17	1	5	0	0	0	0	0	0	0	0	0	129
1715	1	81	15	0	0	0	0	0	0	0	0	0	0	0	97
1730	0	96	17	0	1	0	0	0	0	0	0	0	0	0	114
1745	0	116	16	0	0	0	0	1	0	0	0	0	0	0	133
1800	0	73	19	0	2	0	0	0	0	0	0	0	0	0	94
1815	0	97	16	0	1	0	0	0	0	0	0	0	0	0	114
1830	0	84	16	0	1	0	0	0	0	0	0	0	0	0	101
1845	0	59	15	0	1	0	0	0	0	0	0	0	0	0	75
1900	0	48	11	0	2	0	0	0	0	0	0	0	0	0	61
1915	0	47	9	0	1	0	0	0	0	0	0	0	0	0	57
1930	0	53	17	0	0	0	0	0	0	0	0	0	0	0	70
1945	0	51	4	0	0	0	0	0	0	0	0	0	0	0	55
2000	0	38	9	0	0	0	0	0	0	0	0	0	0	0	47
2015	0	37	4	0	0	0	0	0	0	0	0	0	0	0	41
2030	0	34	7	0	0	0	0	0	0	0	0	0	0	0	41
2045	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
2100	0	53	3	0	1	1	0	0	0	0	0	0	0	0	58
2115	1	82	7	0	0	0	0	0	0	0	0	0	0	0	90
2130	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
2145	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
2200	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
2215	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
2230	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
2245	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2300	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
2315	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
2330	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2345	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
	8	6336	1335	43	154	12	1	21	3	1	0	0	0	0	**7914**

Class Report

Globals

Report Id	CustomList-386
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T19:27:28
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T SELBY & TURKEY PT
Site Attribute	B/T SELBY & TURKEY PT
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T SELBY _ TURKEY PT 0 2017-11-19 1422.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T SELBY & TURKEY PT
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:47:39
Start Time	2017-11-10T21:47:39
Finish Time	2017-11-19T14:22:44
Operator	BC
Configuration	40 MC5600 00 00 00 00 00 ? KE39AN1M MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
0015	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0045	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0100	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0500	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0515	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0530	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
0545	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
0600	0	2	2	0	1	0	0	1	0	0	0	0	0	0	6
0615	0	11	0	1	2	0	0	0	0	0	0	0	0	0	14
0630	0	11	5	1	3	0	0	0	1	0	0	0	0	0	21
0645	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33
0700	0	29	5	0	2	2	0	0	0	0	0	0	0	0	38
0715	0	47	5	3	8	3	0	1	0	0	0	0	0	0	67
0730	0	35	10	3	1	0	0	1	0	0	0	0	0	0	50
0745	0	51	15	3	3	0	0	0	0	0	0	0	0	0	72
0800	0	29	11	0	5	0	0	0	0	0	0	0	0	0	45
0815	0	24	15	0	6	1	0	0	0	0	0	0	0	0	46
0830	0	33	13	0	1	0	0	1	0	0	0	0	0	0	48
0845	0	32	13	0	5	0	0	1	0	0	0	0	0	0	51
0900	0	40	10	0	1	0	0	1	0	0	0	0	0	0	52
0915	0	34	11	0	5	0	0	0	0	0	0	0	0	0	50
0930	0	34	7	0	2	0	0	0	0	0	0	0	0	0	43
0945	0	37	14	0	2	0	0	0	0	0	0	0	0	0	53
1000	0	21	10	0	5	0	0	0	0	0	0	0	0	0	36

1015	0	31	13	1	3	3	0	2	0	0	0	0	0	0	53
1030	0	47	11	0	2	1	0	1	0	0	0	0	0	0	62
1045	0	47	15	0	6	0	0	1	0	0	0	0	0	0	69
1100	0	54	13	1	1	0	0	1	0	0	0	0	0	0	70
1115	0	43	10	0	4	0	0	2	0	0	0	0	0	0	59
1130	1	57	7	0	4	0	0	0	0	0	0	0	0	0	69
1145	0	52	19	0	5	1	0	0	0	0	0	0	0	0	77
1200	0	44	12	0	7	0	0	0	0	0	0	0	0	0	63
1215	0	60	19	0	2	1	0	1	0	0	0	0	0	0	83
1230	0	49	14	2	4	0	0	1	0	0	0	0	0	0	70
1245	0	56	18	0	4	0	0	0	0	0	0	0	0	0	78
1300	0	58	18	0	3	0	0	0	0	0	0	0	0	0	79
1315	0	50	18	1	1	1	0	0	0	0	0	0	0	0	71
1330	0	52	18	0	2	0	0	0	0	0	0	0	0	0	72
1345	0	52	13	1	4	0	0	2	0	1	0	0	0	0	73
1400	0	58	16	0	7	1	0	2	0	0	0	0	0	0	84
1415	0	61	13	1	3	1	2	0	0	0	0	0	0	0	81
1430	0	74	21	3	10	1	0	0	0	0	0	0	0	0	109
1445	0	74	36	2	2	0	0	2	0	0	0	0	0	0	116
1500	0	65	21	0	1	0	0	0	0	0	0	0	0	0	87
1515	1	80	20	3	5	0	0	2	0	0	0	0	0	0	111
1530	0	90	21	0	1	0	0	0	0	0	0	0	0	0	112
1545	0	93	20	1	7	0	0	0	0	0	0	0	0	0	121
1600	1	81	29	0	6	0	0	0	0	0	0	0	0	0	117
1615	0	93	27	0	2	0	0	0	0	0	0	0	0	0	122
1630	0	113	29	1	5	0	0	0	0	0	0	0	0	0	148
1645	0	126	26	0	4	0	1	0	0	0	0	0	0	0	157
1700	1	121	20	0	1	0	0	1	0	0	0	0	0	0	144
1715	1	126	13	0	4	1	0	0	0	0	0	0	0	0	145
1730	0	104	21	0	4	1	0	0	0	0	0	0	0	0	130
1745	0	125	29	0	2	0	0	1	0	0	0	0	0	0	157
1800	0	122	21	0	2	0	0	0	0	0	0	0	0	0	145
1815	0	100	23	0	6	0	0	1	0	0	0	0	0	0	130
1830	0	99	18	0	2	0	0	1	0	0	0	0	0	0	120
1845	0	118	20	0	1	0	0	0	0	0	0	0	0	0	139
1900	0	74	11	0	1	0	0	0	0	0	0	0	0	0	86
1915	0	86	7	1	2	0	0	0	0	0	0	0	0	0	96
1930	0	65	10	0	1	0	0	0	0	0	0	0	0	0	76
1945	0	66	10	0	2	0	0	0	0	0	0	0	0	0	78
2000	0	54	12	0	1	0	0	0	0	0	0	0	0	0	67
2015	0	59	9	0	2	0	0	0	0	0	0	0	0	0	70
2030	0	51	14	0	4	0	0	0	0	0	0	0	0	0	69

2045	0	64	2	0	0	0	0	0	0	0	0	0	0	0	66
2100	0	41	7	0	2	0	0	0	0	0	0	0	0	0	50
2115	0	47	5	0	0	0	0	0	0	0	0	0	0	0	52
2130	0	33	8	0	0	0	0	0	0	0	0	0	0	0	41
2145	0	32	7	0	0	0	0	0	0	0	0	0	0	0	39
2200	0	34	5	0	0	0	0	0	0	0	0	0	0	0	39
2215	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
2230	0	29	0	0	1	0	0	0	0	0	0	0	0	0	30
2245	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
2300	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
2315	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2330	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2345	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
	5	4051	950	29	197	18	3	27	1	1	0	0	0	0	**5282**

0000 11-15-17	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
0015	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
0100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0530	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0545	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0600	0	5	0	1	2	0	0	0	0	0	0	0	0	0	8
0615	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12

0630	0	12	5	1	2	0	0	0	0	0	0	0	0	0	20
0645	0	36	7	1	6	0	0	3	0	0	0	0	0	0	53
0700	0	20	2	0	2	0	0	0	0	0	0	0	0	0	24
0715	0	32	13	2	4	1	0	2	0	0	0	0	0	0	54
0730	0	42	17	2	1	0	0	1	0	0	0	0	0	0	63
0745	0	55	15	4	6	0	0	0	0	0	0	0	0	0	80
0800	0	23	21	1	2	0	0	0	0	0	0	0	0	0	47
0815	0	33	15	0	6	0	0	1	0	0	0	0	0	0	55
0830	0	24	16	0	8	1	0	1	0	0	0	0	0	0	50
0845	0	35	14	0	0	0	0	0	0	0	0	0	0	0	49
0900	0	27	12	0	3	0	0	0	0	0	0	0	0	0	42
0915	1	37	11	1	2	0	0	0	0	0	0	0	0	0	52
0930	0	22	15	0	3	0	0	0	0	0	0	0	0	0	40
0945	0	30	9	0	0	1	0	0	0	0	0	0	0	0	40
1000	0	27	15	0	4	0	0	1	0	0	0	0	0	0	47
1015	0	37	8	0	2	0	0	0	0	0	0	0	0	0	47
1030	0	37	7	0	3	0	0	0	0	0	0	0	0	0	47
1045	1	48	12	0	3	0	0	0	0	0	0	0	0	0	64
1100	0	46	17	0	3	1	0	0	0	0	0	0	0	0	67
1115	0	55	15	1	4	0	0	0	0	0	0	0	0	0	75
1130	0	52	19	2	6	0	0	4	0	0	0	0	0	0	83
1145	0	48	16	1	1	0	0	0	0	0	0	0	0	0	66
1200	0	40	15	0	0	0	0	0	1	0	0	0	0	0	56
1215	0	52	19	1	6	0	0	0	0	0	0	0	0	0	78
1230	0	41	15	0	4	2	0	1	0	0	0	0	0	0	63
1245	0	65	19	0	3	0	0	1	0	0	0	0	0	0	88
1300	0	65	13	1	6	0	0	0	1	0	0	0	0	0	86
1315	0	63	20	0	6	1	0	0	0	0	0	0	0	0	90
1330	0	65	16	0	2	0	0	0	0	0	0	0	0	0	83
1345	0	54	18	0	3	0	0	1	0	0	0	0	0	0	76

1400	0	57	19	1	6	1	0	1	0	0	0	0	0	0	85
1415	0	70	15	2	7	0	0	0	0	0	0	0	0	0	94
1430	0	75	23	2	7	0	0	0	0	0	0	0	0	0	107
1445	0	69	27	2	6	0	0	1	0	0	0	0	0	0	105
1500	1	70	17	0	1	0	0	0	0	0	0	0	0	0	89
1515	1	85	20	4	4	0	0	1	0	0	0	0	0	0	115
1530	0	88	27	1	11	0	0	1	0	0	0	0	0	0	128
1545	0	92	29	0	5	0	1	0	0	0	0	0	0	0	127
1600	0	103	15	0	3	1	0	0	0	0	0	0	0	0	122
1615	0	112	19	0	3	0	0	0	0	0	0	0	0	0	134
1630	1	126	23	0	3	0	0	0	0	0	0	0	0	0	153
1645	0	135	27	0	4	0	0	0	0	0	0	0	0	0	166
1700	0	90	27	0	3	0	0	0	0	0	0	0	0	0	120
1715	0	127	32	0	1	1	0	1	0	0	0	0	0	0	162
1730	0	136	25	0	5	0	0	0	0	0	0	0	0	0	166
1745	1	110	21	0	7	0	0	0	0	0	0	0	0	0	139
1800	0	112	20	0	4	1	0	0	0	0	0	0	0	0	137
1815	0	116	19	0	1	0	0	0	0	0	0	0	0	0	136
1830	0	103	18	0	2	0	0	0	0	0	0	0	0	0	123
1845	0	80	12	0	5	0	0	0	0	0	0	0	0	0	97
1900	0	78	15	0	3	0	0	0	1	0	0	0	0	0	97
1915	0	79	13	0	3	0	0	0	0	0	0	0	0	0	95
1930	0	87	14	0	1	0	0	0	0	0	0	0	0	0	102
1945	0	79	12	0	1	0	0	0	0	0	0	0	0	0	92
2000	0	61	7	0	2	0	0	0	0	0	0	0	0	0	70
2015	0	74	5	0	1	0	0	0	0	0	0	0	0	0	80
2030	0	61	12	0	1	0	0	0	0	0	0	0	0	0	74
2045	0	70	12	0	1	0	0	0	0	0	0	0	0	0	83
2100	0	57	15	0	1	0	0	0	0	0	0	0	0	0	73
2115	0	46	3	0	0	0	0	0	0	0	0	0	0	0	49
2130	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
2145	0	40	8	0	0	0	0	0	0	0	0	0	0	0	48
2200	0	32	6	0	1	0	0	0	0	0	0	0	0	0	39
2215	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
2230	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
2245	0	22	2	0	1	0	0	0	0	0	0	0	0	0	25
2300	1	22	6	0	0	0	0	0	0	0	0	0	0	0	29
2315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2330	0	16	0	0	1	0	0	0	0	0	0	0	0	0	17
2345	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
	7	4170	999	31	211	11	1	21	3	0	0	0	0	0	**5454**

Class Report

Globals

Report Id	CustomList-387
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T19:31:32
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T SELBY & TURKEY PT
Site Attribute	B/T SELBY & TURKEY PT
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T SELBY _ TURKEY PT 0 2017-11-19 1422.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T SELBY & TURKEY PT
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:47:39
Start Time	2017-11-10T21:47:39
Finish Time	2017-11-19T14:22:44
Operator	BC
Configuration	40 MC5600 00 00 00 00 00 ? KE39AN1M MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
0315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0330	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0345	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
0400	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
0415	0	10	6	0	2	0	0	0	0	0	0	0	0	0	18
0430	0	11	8	0	0	0	0	0	0	0	0	0	0	0	19
0445	0	19	11	0	1	0	0	0	0	0	0	0	0	0	31
0500	0	27	18	0	4	0	0	0	0	0	0	0	0	0	49
0515	0	43	9	0	4	1	0	0	0	0	0	0	0	0	57
0530	0	44	28	0	5	0	0	1	0	0	0	0	0	0	78
0545	0	51	15	1	5	0	0	0	0	0	0	0	0	0	72
0600	0	65	22	0	1	0	0	1	0	0	0	0	0	0	89
0615	1	64	16	1	2	0	0	0	0	0	0	0	0	0	84
0630	0	93	17	0	6	0	0	1	0	0	0	0	0	0	117
0645	0	118	31	1	5	0	0	1	0	0	0	0	0	0	156
0700	0	155	33	1	9	0	0	0	0	0	0	0	0	0	198
0715	0	89	20	0	2	2	0	1	0	0	0	0	0	0	114
0730	1	97	23	1	3	1	0	0	0	0	0	0	0	0	126
0745	0	118	29	0	7	0	0	0	0	0	0	0	0	0	154
0800	0	116	32	8	8	0	0	0	0	0	0	0	0	0	164
0815	0	84	23	0	5	0	0	0	0	0	0	0	0	0	112
0830	0	84	20	0	6	1	1	0	0	0	0	0	0	0	112
0845	0	96	24	0	4	0	0	2	0	0	0	0	0	0	126
0900	0	66	23	0	4	1	0	1	0	0	0	0	0	0	95
0915	0	51	17	0	4	0	1	0	0	0	0	0	0	0	73
0930	0	54	18	0	7	0	0	0	0	0	0	0	0	0	79
0945	0	46	16	0	4	0	0	0	1	0	0	0	0	0	67
1000	0	58	14	0	2	0	0	1	0	0	0	0	0	0	75

1015	0	54	14	0	6	0	0	0	0	0	0	0	0	0	74
1030	0	45	17	1	6	2	1	1	0	0	0	0	0	0	73
1045	0	50	15	0	5	0	0	0	0	0	0	0	0	0	70
1100	0	50	17	0	3	1	0	1	0	0	0	0	0	0	72
1115	0	52	13	0	5	0	0	0	0	0	0	0	0	0	70
1130	0	41	10	0	1	0	0	1	0	0	0	0	0	0	53
1145	1	48	13	0	9	0	0	2	0	0	0	0	0	0	73
1200	0	57	16	0	2	1	0	1	0	0	0	0	0	0	77
1215	0	48	19	0	9	0	0	0	0	0	0	0	0	0	76
1230	0	48	21	0	6	1	0	0	0	0	0	0	0	0	76
1245	0	47	12	0	2	0	0	0	0	0	0	0	0	0	61
1300	0	61	18	2	7	1	0	1	0	0	0	0	0	0	90
1315	0	63	15	0	2	2	0	3	0	0	0	0	0	0	85
1330	0	40	14	1	4	4	0	0	0	0	0	0	0	0	63
1345	0	35	14	0	3	0	0	0	0	0	0	0	0	0	52
1400	0	51	9	0	2	0	0	2	0	0	0	0	0	0	64
1415	0	48	17	0	7	0	0	0	0	0	0	0	0	0	72
1430	0	38	10	4	2	2	0	0	1	0	0	0	0	0	57
1445	0	35	16	3	6	3	0	1	0	0	0	0	0	0	64
1500	1	41	15	1	7	0	0	0	0	0	0	0	0	0	65
1515	0	44	9	1	1	0	0	0	0	0	0	0	0	0	55
1530	0	56	20	3	3	0	0	0	0	0	0	0	0	0	82
1545	0	63	24	0	5	1	0	1	0	0	0	0	0	0	94
1600	1	51	19	0	8	0	0	3	0	0	0	0	0	0	82
1615	1	48	18	0	4	1	1	0	0	0	0	0	0	0	73
1630	0	77	21	0	7	0	0	0	0	0	0	0	0	0	105
1645	0	66	18	1	2	0	0	0	0	0	0	0	0	0	87
1700	0	77	21	2	4	0	0	0	0	0	0	0	0	0	104
1715	0	52	20	0	2	0	0	0	0	0	0	0	0	0	74
1730	1	46	20	0	2	0	0	1	0	0	0	0	0	0	70
1745	0	57	19	0	0	0	0	0	0	0	0	0	0	0	76
1800	0	75	12	0	1	0	0	1	0	0	0	0	0	0	89
1815	0	52	8	0	0	0	0	1	0	0	0	0	0	0	61
1830	0	66	17	0	2	0	0	1	0	0	0	0	0	0	86
1845	0	38	7	0	5	0	0	0	0	0	0	0	0	0	50
1900	0	30	10	0	1	0	0	1	0	0	0	0	0	0	42
1915	0	28	7	0	1	0	0	0	0	0	0	0	0	0	36
1930	0	27	4	0	0	0	0	0	0	0	0	0	0	0	31
1945	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
2000	0	18	5	1	4	0	0	0	0	0	0	0	0	0	28
2015	0	31	6	0	1	0	0	0	0	0	0	0	0	0	38
2030	0	13	8	0	1	0	0	0	0	0	0	0	0	0	22

2045	0	19	2	0	2	0	0	0	0	0	0	0	0	0	23
2100	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
2115	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
2130	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
2145	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2200	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
2215	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
2230	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2330	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2345	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	7	3811	1104	33	258	25	4	31	2	0	0	0	0	0	**5275**

0000 11-15-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
0315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0330	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
0345	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
0400	0	10	5	0	2	0	0	0	0	0	0	0	0	0	17
0415	0	4	9	0	1	0	0	0	0	0	0	0	0	0	14
0430	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
0445	0	18	14	0	2	0	0	0	0	0	0	0	0	0	34
0500	0	25	12	0	3	0	0	0	0	0	0	0	0	0	40
0515	0	41	21	0	0	0	0	0	0	0	0	0	0	0	62
0530	0	45	21	0	8	0	0	0	0	0	0	0	0	0	74
0545	0	44	10	0	1	0	0	0	0	0	0	0	0	0	55
0600	0	65	19	0	2	0	0	0	0	0	0	0	0	0	86
0615	0	82	19	1	3	0	0	0	0	0	0	0	0	0	105

0630	0	96	27	0	4	0	0	0	0	0	0	0	0	0	127
0645	0	105	24	1	7	0	0	0	0	0	0	0	0	0	137
0700	0	136	26	1	11	0	0	1	0	0	0	0	0	0	175
0715	0	103	20	0	6	1	0	1	0	0	0	0	0	0	131
0730	0	120	27	0	8	1	0	1	0	0	0	0	0	0	157
0745	0	107	26	1	5	1	0	0	0	0	0	0	0	0	140
0800	0	101	20	7	10	0	0	1	0	0	0	0	0	0	139
0815	0	83	18	1	5	0	0	0	0	0	0	0	0	0	107
0830	0	79	20	0	2	0	0	0	0	0	0	0	0	0	101
0845	0	75	29	0	6	0	0	0	0	0	0	0	0	0	110
0900	1	87	19	0	4	0	0	0	0	0	0	0	0	0	111
0915	0	67	23	0	2	0	0	1	0	0	0	0	0	0	93
0930	0	55	20	1	4	0	0	0	0	0	0	0	0	0	80
0945	0	54	22	1	7	0	0	1	0	0	0	0	0	0	85
1000	0	47	11	0	2	1	0	0	0	0	0	0	0	0	61
1015	0	39	10	0	5	0	0	0	0	0	0	0	0	0	54
1030	0	50	13	0	10	0	0	1	0	0	0	0	0	0	74
1045	0	54	13	0	4	0	0	0	0	0	0	0	0	0	71
1100	0	42	15	0	3	0	0	0	0	0	0	0	0	0	60
1115	0	56	15	0	4	1	0	1	0	0	0	0	0	0	77
1130	0	47	15	1	3	1	0	1	0	0	0	0	0	0	68
1145	0	43	18	0	3	0	0	1	0	0	0	0	0	0	65
1200	0	48	21	1	3	0	0	1	0	0	0	0	0	0	74
1215	0	61	16	1	2	0	0	0	0	0	0	0	0	0	80
1230	0	50	11	0	3	0	0	0	0	0	0	0	0	0	64
1245	0	53	15	0	5	2	0	0	0	0	0	0	0	0	75
1300	0	47	19	0	6	0	0	0	1	0	0	0	0	0	73
1315	0	47	13	1	4	0	0	0	0	0	0	0	0	0	65
1330	0	37	10	0	4	1	0	0	0	0	0	0	0	0	52
1345	0	44	14	0	5	0	0	0	0	0	0	0	0	0	63

1400	0	41	20	0	6	0	0	0	0	0	0	0	0	0	67
1415	0	53	18	0	8	2	0	1	0	0	0	0	0	0	82
1430	0	66	23	3	7	0	0	0	1	0	0	0	0	0	100
1445	0	60	9	4	7	0	0	1	0	0	0	0	0	0	81
1500	0	55	24	0	3	0	0	0	0	0	0	0	0	0	82
1515	0	51	19	1	6	0	0	0	0	0	0	0	0	0	77
1530	0	64	16	2	8	0	0	0	0	0	0	0	0	0	90
1545	0	74	25	0	6	1	0	1	0	0	0	0	0	0	107
1600	0	60	25	0	3	0	0	1	0	0	0	0	0	0	89
1615	0	60	16	0	4	1	1	2	0	0	0	0	0	0	84
1630	0	57	26	0	7	0	0	1	0	0	0	0	0	0	91
1645	1	69	20	0	10	0	0	0	0	0	0	0	0	0	100
1700	0	68	19	1	2	0	0	2	0	0	0	0	0	0	92
1715	0	51	23	0	2	0	0	0	0	0	0	0	0	0	76
1730	0	60	14	0	2	0	0	1	0	0	0	0	0	0	77
1745	0	78	17	0	4	0	0	0	0	0	0	0	0	0	99
1800	0	46	15	0	5	0	0	0	0	0	0	0	0	0	66
1815	0	61	17	0	3	0	0	0	0	0	0	0	0	0	81
1830	0	55	11	0	1	0	0	0	0	0	0	0	0	0	67
1845	0	40	14	0	4	0	0	0	0	0	0	0	0	0	58
1900	0	26	7	0	3	0	0	0	0	0	0	0	0	0	36
1915	0	28	11	0	5	0	0	0	0	0	0	0	0	0	44
1930	0	40	15	0	0	0	0	0	0	0	0	0	0	0	55
1945	0	37	9	0	0	0	0	0	0	0	0	0	0	0	46
2000	0	25	11	0	2	0	0	0	0	0	0	0	0	0	38
2015	0	18	6	0	1	0	0	0	0	0	0	0	0	0	25
2030	0	22	3	0	2	0	0	0	0	0	0	0	0	0	27
2045	0	17	7	0	0	0	0	0	0	0	0	0	0	0	24
2100	0	27	8	0	2	0	0	0	0	0	0	0	0	0	37
2115	0	36	8	0	0	0	0	0	0	0	0	0	0	0	44
2130	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
2145	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
2200	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
2215	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2230	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2300	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
2315	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
2330	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
2345	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	2	3941	1168	29	287	13	1	21	2	0	0	0	0	0	**5464**

Class Report

Globals

Report Id	CustomList-391
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T20:04:11
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T TURKEY&SHOREHAM
Site Attribute	B/T TURKEY&SHOREHAM
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T TURKEY_SHOREHAM 0 2017-11-19 1502.EC2
File Type	Plus
Algorithm	Factory default axle
Description	BETWEEN TURKEY PT & SHOREHAM BEACH RD
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:49:45
Start Time	2017-11-10T21:49:45
Finish Time	2017-11-19T15:01:45
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NQ10PKNY MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0015	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0445	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
0500	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0515	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0530	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
0545	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
0600	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0615	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
0630	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
0645	0	13	4	1	0	0	0	0	0	0	0	0	0	0	18
0700	0	20	4	0	2	1	0	1	0	0	0	0	0	0	28
0715	0	26	5	1	2	1	0	0	0	0	0	0	0	0	35
0730	0	16	4	1	1	0	0	1	0	0	0	0	0	0	23
0745	0	29	9	2	2	0	0	0	0	0	0	0	0	0	42
0800	0	24	10	0	2	0	0	0	0	0	0	0	0	0	36
0815	0	15	9	0	3	1	0	0	0	0	0	0	0	0	28
0830	0	15	7	0	0	0	0	0	0	0	0	0	0	0	22
0845	0	22	8	0	1	0	0	2	0	0	0	0	0	0	33
0900	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
0915	0	21	5	0	2	0	0	0	0	0	0	0	0	0	28
0930	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
0945	0	14	14	0	1	1	0	0	0	0	0	0	0	0	30
1000	0	14	7	0	4	0	0	0	0	0	0	0	0	0	25

1015	0	19	9	1	1	0	0	2	0	0	0	0	0	0	32
1030	0	29	6	0	3	1	0	0	0	0	0	0	0	0	39
1045	0	32	11	0	0	0	0	0	0	0	0	0	0	0	43
1100	0	34	10	0	2	0	0	0	0	0	0	0	0	0	46
1115	0	21	4	1	1	1	0	1	0	0	0	0	0	0	29
1130	0	47	6	0	2	0	0	0	0	0	0	0	0	0	55
1145	0	31	9	0	3	0	0	0	0	0	0	0	0	0	43
1200	2	25	10	0	4	0	0	0	0	0	0	0	0	0	41
1215	0	38	12	0	1	1	0	1	0	0	0	0	0	0	53
1230	0	33	7	0	2	0	0	0	0	0	0	0	0	0	42
1245	0	29	12	0	3	0	0	0	0	0	0	0	0	0	44
1300	0	39	11	0	2	0	0	0	0	0	0	0	0	0	52
1315	1	23	13	0	1	0	0	0	0	0	0	0	0	0	38
1330	0	39	11	0	0	0	0	0	0	0	0	0	0	0	50
1345	0	26	7	0	2	0	0	0	0	0	0	0	0	0	35
1400	0	33	13	1	2	0	0	1	0	0	0	0	0	0	50
1415	0	40	10	0	1	1	0	0	0	0	0	0	0	0	52
1430	0	44	10	4	3	0	0	0	0	0	0	0	0	0	61
1445	0	47	24	0	3	0	0	1	0	0	0	0	0	0	75
1500	0	40	14	0	0	0	0	0	0	0	0	0	0	0	54
1515	0	49	12	3	3	0	0	1	0	0	0	0	0	0	68
1530	0	73	13	0	1	0	0	1	0	0	0	0	0	0	88
1545	0	51	14	0	0	0	0	0	0	0	0	0	0	0	65
1600	1	52	17	0	4	0	0	0	0	0	0	0	0	0	74
1615	0	68	18	0	1	0	0	0	0	0	0	0	0	0	87
1630	0	79	22	1	2	0	0	0	0	0	0	0	0	0	104
1645	0	79	16	0	3	1	0	0	0	0	0	0	0	0	99
1700	0	67	14	0	1	0	0	0	0	0	0	0	0	0	82
1715	2	67	7	0	1	0	0	0	0	0	0	0	0	0	77
1730	0	74	13	0	3	2	0	0	0	0	0	0	0	0	92
1745	0	86	17	0	2	0	0	1	0	0	0	0	0	0	106
1800	0	78	16	0	0	0	0	0	0	0	0	0	0	0	94
1815	0	70	15	0	1	0	0	0	0	0	0	0	0	0	86
1830	0	60	13	0	1	0	0	0	0	0	0	0	0	0	74
1845	0	71	10	0	0	0	0	0	0	0	0	0	0	0	81
1900	0	50	6	0	1	0	0	0	0	0	0	0	0	0	57
1915	0	46	7	1	1	0	0	0	0	0	0	0	0	0	55
1930	0	51	8	0	0	0	0	0	0	0	0	0	0	0	59
1945	0	44	6	0	2	0	0	0	0	0	0	0	0	0	52
2000	0	31	7	0	0	0	0	0	0	0	0	0	0	0	38
2015	0	43	5	0	0	0	0	0	0	0	0	0	0	0	48
2030	0	37	5	0	3	0	0	0	0	0	0	0	0	0	45

2045	0	39	2	0	0	0	0	0	0	0	0	0	0	0	41
2100	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
2115	0	30	3	0	0	0	0	0	0	0	0	0	0	0	33
2130	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
2145	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
2200	0	25	3	0	1	0	0	0	0	0	0	0	0	0	29
2215	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
2230	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2245	1	13	1	0	0	0	0	0	0	0	0	0	0	0	15
2300	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	7	2565	613	17	91	12	0	13	0	0	0	0	0	0	**3318**

0000 11-15-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0530	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0545	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0600	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
0615	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7

0630	0	9	5	0	2	0	0	0	0	0	0	0	0	0	16
0645	0	23	4	1	4	0	0	1	0	0	0	0	0	0	33
0700	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
0715	0	24	8	0	1	0	0	1	0	0	0	0	0	0	34
0730	0	13	5	2	2	0	0	0	0	0	0	0	0	0	22
0745	0	20	7	2	2	0	0	0	0	0	0	0	0	0	31
0800	0	20	16	0	0	0	0	0	0	0	0	0	0	0	36
0815	0	17	8	0	3	0	0	0	0	0	0	0	0	0	28
0830	0	16	12	0	4	1	0	1	0	0	0	0	0	0	34
0845	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
0900	0	23	8	0	1	0	0	0	0	0	0	0	0	0	32
0915	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
0930	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
0945	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
1000	0	22	6	0	0	0	0	1	0	0	0	0	0	0	29
1015	0	20	9	0	3	0	0	0	0	0	0	0	0	0	32
1030	0	21	6	0	2	0	0	0	0	0	0	0	0	0	29
1045	0	32	11	0	3	1	0	0	0	0	0	0	0	0	47
1100	1	30	11	0	1	0	0	0	0	0	0	0	0	0	43
1115	0	31	8	0	1	1	0	0	0	0	0	0	0	0	41
1130	0	26	11	1	2	0	0	2	0	0	0	0	0	0	42
1145	0	24	13	0	0	0	0	0	0	0	0	0	0	0	37
1200	0	26	13	0	1	0	0	2	0	1	0	0	0	0	43
1215	0	23	14	1	3	0	0	1	0	0	0	0	0	0	42
1230	0	20	12	0	2	1	0	0	0	0	0	0	0	0	35
1245	0	30	6	0	2	0	0	0	0	0	0	0	0	0	38
1300	0	38	10	0	4	0	0	0	0	0	0	0	0	0	52
1315	0	36	14	0	4	1	0	0	0	0	0	0	0	0	55
1330	0	37	5	0	1	0	0	0	0	0	0	0	0	0	43
1345	0	41	12	0	1	0	0	0	0	0	0	0	0	0	54

1400	0	30	16	0	1	0	0	0	0	0	0	0	0	0	47
1415	0	49	13	0	3	0	0	0	0	0	0	0	0	0	65
1430	0	53	17	3	4	0	0	0	0	0	0	0	0	0	77
1445	0	43	17	1	4	0	0	1	0	0	0	0	0	0	66
1500	0	44	15	0	2	0	0	0	0	0	0	0	0	0	61
1515	1	45	17	3	2	0	0	1	0	0	0	0	0	0	69
1530	0	54	22	0	2	0	0	1	0	0	0	0	0	0	79
1545	0	56	18	0	2	0	1	0	0	0	0	0	0	0	77
1600	0	67	13	0	0	1	0	0	0	0	0	0	0	0	81
1615	0	78	16	0	0	0	0	1	0	0	0	0	0	0	95
1630	0	85	11	0	2	0	0	0	0	0	0	0	0	0	98
1645	0	85	14	0	1	0	0	0	0	0	0	0	0	0	100
1700	0	63	19	0	3	0	0	0	0	0	0	0	0	0	85
1715	0	68	19	0	1	1	0	0	0	0	0	0	0	0	89
1730	0	82	16	0	3	0	0	0	0	0	0	0	0	0	101
1745	1	64	16	0	5	0	0	0	0	0	0	0	0	0	86
1800	0	74	14	0	1	1	0	0	0	0	0	0	0	0	90
1815	0	59	9	0	0	0	0	0	0	0	0	0	0	0	68
1830	0	67	12	0	1	0	0	0	0	0	0	0	0	0	80
1845	0	50	11	0	3	0	0	0	0	0	0	0	0	0	64
1900	0	54	12	0	3	0	0	0	0	0	0	0	0	0	69
1915	0	52	5	0	2	0	0	0	0	0	0	0	0	0	59
1930	0	48	11	0	0	0	0	0	0	0	0	0	0	0	59
1945	0	50	7	0	0	0	0	0	0	0	0	0	0	0	57
2000	0	43	4	0	0	0	0	0	0	0	0	0	0	0	47
2015	0	46	5	0	0	0	0	0	0	0	0	0	0	0	51
2030	0	42	9	0	1	0	0	0	0	0	0	0	0	0	52
2045	0	43	6	0	1	0	0	0	0	0	0	0	0	0	50
2100	0	44	13	0	0	0	0	0	0	0	0	0	0	0	57
2115	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
2130	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
2145	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34
2200	0	24	6	0	0	0	0	0	0	0	0	0	0	0	30
2215	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
2230	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
2245	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
2300	1	14	4	0	0	0	0	0	0	0	0	0	0	0	19
2315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2330	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	4	2600	660	14	101	8	1	13	0	1	0	0	0	0	**3402**

Class Report

Globals

Report Id	CustomList-392
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T20:08:07
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T TURKEY&SHOREHAM
Site Attribute	B/T TURKEY&SHOREHAM
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T TURKEY_SHOREHAM 0 2017-11-19 1502.EC2
File Type	Plus
Algorithm	Factory default axle
Description	BETWEEN TURKEY PT & SHOREHAM BEACH RD
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:49:45
Start Time	2017-11-10T21:49:45
Finish Time	2017-11-19T15:01:45
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NQ10PKNY MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0345	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0400	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
0415	0	8	6	0	0	0	0	0	0	0	0	0	0	0	14
0430	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
0445	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
0500	0	19	12	0	2	0	0	0	0	0	0	0	0	0	33
0515	0	34	5	0	1	0	0	0	0	0	0	0	0	0	40
0530	0	43	15	0	1	0	0	1	0	0	0	0	0	0	60
0545	0	38	8	0	3	0	0	0	0	0	0	0	0	0	49
0600	0	51	8	0	0	0	0	0	0	0	0	0	0	0	59
0615	0	49	7	0	1	0	0	0	0	0	0	0	0	0	57
0630	0	63	12	0	1	0	0	0	0	0	0	0	0	0	76
0645	0	72	19	0	1	0	0	0	0	0	0	0	0	0	92
0700	0	107	12	0	1	0	0	0	0	0	0	0	0	0	120
0715	0	67	12	0	1	1	0	0	0	0	0	0	0	0	81
0730	1	76	17	0	0	1	0	0	0	0	0	0	0	0	95
0745	0	95	17	1	4	0	0	0	0	0	0	0	0	0	117
0800	0	74	13	2	1	0	0	0	0	0	0	0	0	0	90
0815	0	54	13	0	1	0	0	0	0	0	0	0	0	0	68
0830	0	49	13	0	2	1	0	0	0	0	0	0	0	0	65
0845	0	76	8	0	0	0	0	1	0	0	0	0	0	0	85
0900	0	44	13	0	0	0	0	0	0	0	0	0	0	0	57
0915	0	36	6	0	0	0	0	0	0	0	0	0	0	0	42
0930	0	43	9	0	3	0	0	0	0	0	0	0	0	0	55
0945	1	35	5	0	0	0	0	0	0	0	0	0	0	0	41
1000	0	36	12	0	0	0	0	0	0	0	0	0	0	0	48

1015	0	32	8	0	2	0	0	0	0	0	0	0	0	0	42
1030	0	34	7	1	2	1	0	1	0	0	0	0	0	0	46
1045	0	39	5	0	0	1	0	0	0	0	0	0	0	0	45
1100	0	32	7	0	5	1	0	0	0	0	0	0	0	0	45
1115	0	32	10	0	3	0	0	0	0	0	0	0	0	0	45
1130	0	33	3	0	2	0	0	0	0	0	0	0	0	0	38
1145	0	28	10	0	2	0	0	0	0	0	0	0	0	0	40
1200	0	28	7	0	0	1	0	0	0	0	0	0	0	0	36
1215	0	37	7	0	4	0	0	0	0	0	0	0	0	0	48
1230	0	34	9	0	1	0	0	0	0	0	0	0	0	0	44
1245	0	34	6	0	1	0	0	0	0	0	0	0	0	0	41
1300	0	44	10	0	2	1	0	0	0	0	0	0	0	0	57
1315	0	51	12	0	1	0	0	3	0	0	0	0	0	0	67
1330	0	23	8	0	1	1	0	2	0	0	0	0	0	0	35
1345	0	29	9	0	2	0	0	0	0	0	0	0	0	0	40
1400	0	33	7	0	2	0	0	2	0	0	0	0	0	0	44
1415	0	29	6	0	2	0	0	0	0	0	0	0	0	0	37
1430	0	24	3	0	3	0	0	1	0	0	0	0	0	0	31
1445	0	25	11	2	1	2	1	1	0	0	0	0	0	0	43
1500	0	30	6	0	3	0	0	0	0	0	0	0	0	0	39
1515	0	38	4	1	0	0	0	0	0	0	0	0	0	0	43
1530	0	33	9	1	1	0	0	0	0	0	0	0	0	0	44
1545	0	36	15	0	0	0	0	1	0	0	0	0	0	0	52
1600	0	31	9	0	3	0	0	0	0	0	0	0	0	0	43
1615	1	40	5	0	1	0	0	0	0	0	0	0	0	0	47
1630	0	52	10	0	1	0	0	0	0	0	0	0	0	0	63
1645	0	45	6	0	0	0	0	0	0	0	0	0	0	0	51
1700	0	43	9	0	1	0	0	0	0	0	0	0	0	0	53
1715	0	28	7	0	2	0	0	0	0	0	0	0	0	0	37
1730	0	37	7	0	0	0	0	1	0	0	0	0	0	0	45
1745	0	45	4	0	0	0	0	0	0	0	0	0	0	0	49
1800	0	42	6	0	0	0	0	0	0	0	0	0	0	0	48
1815	0	36	3	0	0	0	0	0	0	0	0	0	0	0	39
1830	0	32	6	0	0	0	0	0	0	0	0	0	0	0	38
1845	0	27	2	0	1	0	0	0	0	0	0	0	0	0	30
1900	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
1915	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
1930	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
1945	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2000	0	16	5	1	1	0	0	0	0	0	0	0	0	0	23
2015	0	17	0	0	1	0	0	0	0	0	0	0	0	0	18
2030	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11

2045	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2100	2	11	3	0	0	0	0	0	0	0	0	0	0	0	16
2115	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
2130	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
2145	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2200	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
2215	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2230	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	5	2636	543	9	77	11	1	14	0	0	0	0	0	0	**3296**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0345	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0400	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
0415	0	4	7	0	0	0	0	0	0	0	0	0	0	0	11
0430	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
0445	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
0500	0	22	5	0	2	0	0	0	0	0	0	0	0	0	29
0515	0	34	9	0	1	0	0	0	0	0	0	0	0	0	44
0530	0	41	14	0	1	0	0	0	0	0	0	0	0	0	56
0545	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
0600	0	49	8	0	1	0	0	0	0	0	0	0	0	0	58
0615	0	60	12	0	1	0	0	0	0	0	0	0	0	0	73

0630	0	63	15	0	0	0	0	0	0	0	0	0	0	0	78
0645	0	68	17	0	3	0	0	0	0	0	0	0	0	0	88
0700	0	97	15	0	2	0	0	0	0	0	0	0	0	0	114
0715	0	76	10	0	0	1	0	0	0	0	0	0	0	0	87
0730	0	85	15	0	2	1	0	0	0	0	0	0	0	0	103
0745	0	100	19	1	3	0	0	0	0	0	0	0	0	0	123
0800	0	58	14	2	2	0	0	1	0	0	0	0	0	0	77
0815	0	52	8	0	1	0	0	0	0	0	0	0	0	0	61
0830	0	59	8	0	0	0	0	0	0	0	0	0	0	0	67
0845	0	48	13	0	3	0	0	0	0	0	0	0	0	0	64
0900	1	56	10	0	1	0	0	1	0	0	0	0	0	0	69
0915	0	42	9	0	1	0	0	0	0	0	0	0	0	0	52
0930	0	41	12	0	2	0	0	0	0	0	0	0	0	0	55
0945	0	42	7	0	2	0	0	0	0	0	0	0	0	0	51
1000	0	33	5	0	2	0	0	0	0	0	0	0	0	0	40
1015	0	22	6	0	2	0	0	0	0	0	0	0	0	0	30
1030	1	33	9	0	2	0	0	1	0	0	0	0	0	0	46
1045	0	27	6	0	0	2	0	0	0	0	0	0	0	0	35
1100	0	28	8	0	1	0	0	0	0	0	0	0	0	0	37
1115	0	33	9	0	2	1	0	0	0	0	0	0	0	0	45
1130	0	34	10	0	0	0	0	1	0	0	0	0	0	0	45
1145	0	32	1	0	1	0	0	0	1	0	0	0	0	0	35
1200	0	28	11	1	0	0	0	0	0	0	0	0	0	0	40
1215	0	40	5	0	0	0	0	0	0	0	0	0	0	0	45
1230	0	28	7	1	0	0	0	0	0	0	0	0	0	0	36
1245	0	35	13	0	3	3	0	0	0	0	0	0	0	0	54
1300	0	32	10	0	0	0	0	0	1	0	0	0	0	0	43
1315	0	46	11	0	1	0	0	0	0	0	0	0	0	0	58
1330	0	24	8	0	0	1	0	1	0	0	0	0	0	0	34
1345	0	25	8	0	2	0	0	0	0	0	0	0	0	0	35

1400	0	32	12	0	3	0	0	0	0	0	0	0	0	0	47
1415	0	42	13	0	5	1	0	0	0	0	0	0	0	0	61
1430	0	34	17	1	2	0	0	0	0	0	0	0	0	0	54
1445	1	36	9	1	3	0	0	0	0	0	0	0	0	0	50
1500	0	43	13	0	1	0	0	0	0	0	0	0	0	0	57
1515	1	36	8	0	2	0	0	0	0	0	0	0	0	0	47
1530	0	30	7	1	3	0	0	0	0	0	0	0	0	0	41
1545	0	45	8	0	0	0	0	1	0	0	0	0	0	0	54
1600	0	38	11	0	1	0	0	0	0	0	0	0	0	0	50
1615	0	48	9	0	3	1	1	0	0	0	0	0	0	0	62
1630	0	41	14	0	0	0	0	0	0	0	0	0	0	0	55
1645	0	52	7	0	0	0	0	0	0	0	0	0	0	0	59
1700	0	43	5	0	1	0	0	1	0	0	0	0	0	0	50
1715	0	29	8	0	1	0	0	0	0	0	0	0	0	0	38
1730	0	43	5	0	0	0	0	0	0	0	0	0	0	0	48
1745	0	44	4	0	0	0	0	1	0	0	0	0	0	0	49
1800	0	34	2	0	1	0	0	0	0	0	0	0	0	0	37
1815	0	37	11	0	2	0	0	0	0	0	0	0	0	0	50
1830	0	33	6	0	0	0	0	0	0	0	0	0	0	0	39
1845	0	35	9	0	1	0	0	0	0	0	0	0	0	0	45
1900	0	18	6	0	2	0	0	0	0	0	0	0	0	0	26
1915	0	20	3	0	2	0	0	0	0	0	0	0	0	0	25
1930	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
1945	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
2000	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
2015	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
2030	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
2045	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
2100	1	17	1	0	0	0	0	0	0	0	0	0	0	0	19
2115	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
2130	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
2145	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2200	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2215	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2245	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
2330	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	5	2694	584	8	80	11	1	8	2	0	0	0	0	0	**3393**

Class Report

Globals

Report Id	CustomList-395
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T20:26:25
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T SHOREHAM & MAYO
Site Attribute	B/T SHOREHAM & MAYO
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T SHOREHAM _ MAYO 0 2017-11-19 1524.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T SHOREHAM & MAYO
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:53:19
Start Time	2017-11-10T21:53:19
Finish Time	2017-11-19T15:24:19
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NX56KGF8 MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0545	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0615	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0630	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0645	0	10	1	0	2	0	0	0	0	0	0	0	0	0	13
0700	0	5	0	0	2	1	0	1	0	0	0	0	0	0	9
0715	0	15	1	0	2	1	0	2	0	0	0	0	0	0	21
0730	0	6	2	1	1	0	0	1	0	0	0	0	0	0	11
0745	0	9	1	1	2	0	0	0	0	0	0	0	0	0	13
0800	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
0815	0	3	3	0	3	0	0	0	0	0	0	0	0	0	9
0830	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
0845	0	4	1	0	1	0	0	1	0	0	0	0	0	0	7
0900	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
0915	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
0930	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0945	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
1000	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9

1015	0	11	4	0	2	0	0	1	0	0	0	0	0	0	18
1030	0	9	2	0	1	1	0	1	0	0	0	0	0	0	14
1045	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
1100	1	9	2	0	0	0	0	0	0	0	0	0	0	0	12
1115	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
1130	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
1145	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
1200	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
1215	0	11	6	0	0	1	0	0	0	0	0	0	0	0	18
1230	0	17	4	0	0	0	0	1	0	0	0	0	0	0	22
1245	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
1300	0	21	3	0	2	0	0	0	0	0	0	0	0	0	26
1315	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
1330	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
1345	0	14	5	0	2	0	0	0	0	0	0	0	0	0	21
1400	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
1415	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
1430	0	16	5	0	3	0	0	0	0	0	0	0	0	0	24
1445	0	18	6	1	2	0	0	0	0	0	0	0	0	0	27
1500	0	20	7	0	1	0	0	0	0	0	0	0	0	0	28
1515	0	22	7	0	1	0	0	0	0	0	0	0	0	0	30
1530	0	28	5	1	0	0	0	0	0	0	0	0	0	0	34
1545	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
1600	1	18	9	0	1	0	0	0	0	0	0	0	0	0	29
1615	0	30	10	0	1	0	0	0	0	0	0	0	0	0	41
1630	0	33	10	1	1	0	0	0	0	0	0	0	0	0	45
1645	0	35	5	0	3	1	0	0	0	0	0	0	0	0	44
1700	0	32	4	0	0	0	0	0	0	0	0	0	0	0	36
1715	1	33	0	0	1	0	0	0	0	0	0	0	0	0	35
1730	0	39	4	0	1	0	0	0	0	0	0	0	0	0	44
1745	0	38	5	0	0	0	0	0	0	0	0	0	0	0	43
1800	0	37	5	0	0	0	0	0	0	0	0	0	0	0	42
1815	0	30	5	0	0	0	0	0	0	0	0	0	0	0	35
1830	0	32	6	0	1	0	0	0	0	0	0	0	0	0	39
1845	0	25	6	0	0	0	0	0	0	0	0	0	0	0	31
1900	0	24	1	0	1	0	0	0	0	0	0	0	0	0	26
1915	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
1930	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
1945	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
2000	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30
2015	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2030	0	19	0	0	3	0	0	0	0	0	0	0	0	0	22

2045	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
2100	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
2115	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2130	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
2145	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2200	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2215	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
2230	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	1147	236	6	57	5	0	8	0	0	0	0	0	0	**1462**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0545	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0600	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
0615	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6

0630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0645	0	10	4	0	4	0	0	1	0	0	0	0	0	0	19
0700	0	8	0	0	2	0	0	0	0	0	0	0	0	0	10
0715	0	7	2	0	0	1	0	0	0	0	0	0	0	0	10
0730	0	5	4	1	1	0	0	0	0	0	0	0	0	0	11
0745	0	6	3	1	1	0	0	0	0	0	0	0	0	0	11
0800	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
0815	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
0830	0	5	5	0	2	1	0	1	0	0	0	0	0	0	14
0845	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
0900	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
0915	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
0930	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
0945	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
1000	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
1015	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
1030	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
1045	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
1100	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
1115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1130	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
1145	0	13	9	0	0	0	0	0	0	0	0	0	0	0	22
1200	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1215	0	11	7	0	2	0	0	3	0	0	0	0	0	0	23
1230	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
1245	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
1300	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
1315	0	25	9	0	2	0	0	0	0	0	0	0	0	0	36
1330	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
1345	0	17	4	0	2	0	0	0	0	0	0	0	0	0	23

1400	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
1415	0	23	6	0	2	0	0	0	0	0	0	0	0	0	31
1430	0	18	3	0	3	0	0	0	0	0	0	0	0	0	24
1445	0	32	11	1	2	0	0	0	0	0	0	0	0	0	46
1500	0	16	7	0	1	0	0	0	0	0	0	0	0	0	24
1515	1	19	8	0	2	0	0	1	0	0	0	0	0	0	31
1530	0	22	10	1	0	0	0	0	0	0	0	0	0	0	33
1545	0	27	4	0	2	0	0	0	0	0	0	0	0	0	33
1600	0	29	8	0	0	1	0	0	0	0	0	0	0	0	38
1615	0	37	6	0	0	0	0	0	0	0	0	0	0	0	43
1630	0	36	6	0	1	0	0	0	0	0	0	0	0	0	43
1645	0	30	5	0	0	0	0	0	0	0	0	0	0	0	35
1700	0	40	7	0	2	0	0	0	0	0	0	0	0	0	49
1715	0	41	2	0	0	1	0	0	0	0	0	0	0	0	44
1730	0	38	8	0	2	0	0	0	0	0	0	0	0	0	48
1745	0	32	10	0	2	0	0	0	0	0	0	0	0	0	44
1800	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
1815	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
1830	0	29	7	0	0	0	0	0	0	0	0	0	0	0	36
1845	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
1900	1	30	7	0	0	0	0	0	0	0	0	0	0	0	38
1915	0	27	4	0	1	0	0	0	0	0	0	0	0	0	32
1930	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
1945	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
2000	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
2015	0	24	3	0	0	0	0	0	0	0	0	0	0	0	27
2030	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
2045	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
2100	0	22	7	0	0	0	0	0	0	0	0	0	0	0	29
2115	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
2130	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
2145	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
2200	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2215	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2300	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	1218	272	4	50	4	0	6	0	0	0	0	0	0	**1556**

Class Report

Globals

Report Id	CustomList-396
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T20:30:14
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	B/T SHOREHAM & MAYO
Site Attribute	B/T SHOREHAM & MAYO
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\B_T SHOREHAM _ MAYO 0 2017-11-19 1524.EC2
File Type	Plus
Algorithm	Factory default axle
Description	B/T SHOREHAM & MAYO
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-10T21:53:19
Start Time	2017-11-10T21:53:19
Finish Time	2017-11-19T15:24:19
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NX56KGF8 MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0400	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
0415	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
0430	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0445	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0500	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
0515	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
0530	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
0545	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
0600	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
0615	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
0630	0	33	1	0	0	0	0	0	0	0	0	0	0	0	34
0645	0	38	8	0	2	0	0	0	0	0	0	0	0	0	48
0700	0	43	6	0	0	0	0	0	0	0	0	0	0	0	49
0715	0	31	3	0	1	1	0	0	0	0	0	0	0	0	36
0730	1	39	4	0	1	0	0	0	0	0	0	0	0	0	45
0745	0	39	6	1	2	0	0	0	0	0	0	0	0	0	48
0800	0	37	3	1	1	0	0	0	0	0	0	0	0	0	42
0815	0	21	3	0	2	0	0	0	0	0	0	0	0	0	26
0830	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
0845	0	29	6	0	1	0	0	1	0	0	0	0	0	0	37
0900	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
0915	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
0930	0	15	1	0	2	0	0	0	0	0	0	0	0	0	18
0945	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
1000	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19

1015	0	10	7	0	1	0	0	1	0	0	0	0	0	0	19
1030	0	17	2	0	2	0	0	0	0	0	0	0	0	0	21
1045	0	10	5	0	2	1	0	0	0	0	0	0	0	0	18
1100	0	18	6	0	1	1	0	0	0	0	0	0	0	0	26
1115	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23
1130	0	11	0	1	1	0	0	0	0	0	0	0	0	0	13
1145	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
1200	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
1215	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
1230	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
1245	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
1300	0	20	2	0	1	1	0	0	0	0	0	0	0	0	24
1315	0	23	4	0	1	1	0	3	0	0	0	0	0	0	32
1330	0	9	3	0	1	1	0	1	0	0	0	0	0	0	15
1345	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
1400	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
1415	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
1430	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
1445	0	7	5	1	2	1	0	1	0	0	0	0	0	0	17
1500	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
1515	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
1530	0	12	6	1	0	0	0	0	0	0	0	0	0	0	19
1545	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
1600	0	14	5	0	2	0	0	0	0	0	0	0	0	0	21
1615	1	23	7	0	1	0	0	0	0	0	0	0	0	0	32
1630	0	14	3	1	1	0	0	0	0	0	0	0	0	0	19
1645	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
1700	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
1715	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
1730	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
1745	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
1800	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
1815	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
1830	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
1845	0	11	0	0	3	0	0	0	0	0	0	0	0	0	14
1900	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
1915	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1930	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1945	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
2000	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
2015	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
2030	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6

2045	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2115	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2215	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	1156	225	6	52	7	0	7	0	0	0	0	0	0	**1455**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0415	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0430	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0445	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
0500	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
0515	0	8	5	0	1	0	0	0	0	0	0	0	0	0	14
0530	0	19	9	0	1	0	0	0	0	0	0	0	0	0	29
0545	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
0600	0	18	7	0	0	0	0	0	0	0	0	0	0	0	25
0615	0	31	3	0	1	0	0	0	0	0	0	0	0	0	35

0630	0	30	5	0	0	0	0	0	0	0	0	0	0	0	35
0645	0	39	9	0	3	0	0	0	0	0	0	0	0	0	51
0700	0	43	7	0	0	0	0	0	0	0	0	0	0	0	50
0715	0	29	3	0	1	0	0	0	0	0	0	0	0	0	33
0730	0	35	4	0	1	0	0	0	0	0	0	0	0	0	40
0745	0	50	5	0	1	1	0	0	0	0	0	0	0	0	57
0800	0	28	4	1	3	0	0	0	0	0	0	0	0	0	36
0815	0	27	2	0	1	0	0	0	0	0	0	0	0	0	30
0830	0	25	5	0	1	0	0	0	0	0	0	0	0	0	31
0845	0	25	5	0	0	0	0	0	0	0	0	0	0	0	30
0900	0	25	6	0	1	0	0	1	0	0	0	0	0	0	33
0915	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
0930	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
0945	0	12	6	0	2	0	0	0	0	0	0	0	0	0	20
1000	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
1015	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
1030	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
1045	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1100	0	12	5	0	1	0	0	0	0	0	0	0	0	0	18
1115	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
1130	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
1145	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
1200	0	13	0	0	1	1	0	0	0	0	0	0	0	0	15
1215	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
1230	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
1245	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
1300	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
1315	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
1330	0	14	3	0	0	1	0	1	0	0	0	0	0	0	19
1345	0	10	3	0	3	0	0	0	0	0	0	0	0	0	16

1400	0	19	8	0	5	0	0	0	0	0	0	0	0	0	32
1415	0	16	10	0	1	0	0	1	0	0	0	0	0	0	28
1430	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
1445	1	19	7	1	2	0	0	0	0	0	0	0	0	0	30
1500	0	17	4	0	1	0	0	0	0	0	0	0	0	0	22
1515	0	19	3	0	2	0	0	0	0	0	0	0	0	0	24
1530	0	16	2	1	3	0	0	0	0	0	0	0	0	0	22
1545	0	21	5	0	0	1	0	1	0	0	0	0	0	0	28
1600	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
1615	0	22	6	0	2	1	0	1	0	0	0	0	0	0	32
1630	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
1645	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
1700	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
1715	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
1730	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
1745	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
1800	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
1815	0	23	4	0	2	0	0	0	0	0	0	0	0	0	29
1830	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
1845	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
1900	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
1915	1	13	2	0	1	0	0	0	0	0	0	0	0	0	17
1930	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1945	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
2000	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
2015	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2030	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2045	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2130	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2215	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	2	1222	267	3	51	5	0	5	0	0	0	0	0	0	**1555**

Class Report

Globals

Report Id	CustomList-382
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T18:49:37
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	MAYO AVE & EASTERN
Site Attribute	MAYO AVE & EASTERN
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\MAYO AVE _ EASTERN 0 2017-11-19 1348.EC2
File Type	Plus
Algorithm	Factory default axle
Description	MD 214 B/T MAYO AVE & EASTERM TERMINUS
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-11T08:25:32
Start Time	2017-11-11T08:25:32
Finish Time	2017-11-19T13:47:32
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? MT44DYDW MC5900-X11 (c)MetroCount 15Aug16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0645	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
0700	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
0715	0	9	1	0	2	0	0	1	0	0	0	0	0	0	13
0730	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
0745	0	8	1	1	1	0	0	0	0	0	0	0	0	0	11
0800	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
0815	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
0830	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
0845	0	3	1	0	2	0	0	1	0	0	0	0	0	0	7
0900	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
0915	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
0930	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0945	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1000	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6

1015	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
1030	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
1045	0	4	1	0	2	1	0	0	0	0	0	0	0	0	8
1100	1	8	2	0	0	0	0	0	0	0	0	0	0	0	11
1115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1130	0	11	0	0	2	0	0	0	0	0	0	0	0	0	13
1145	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
1200	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
1215	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
1230	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
1245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
1300	0	17	0	0	1	0	0	0	0	0	0	0	0	0	18
1315	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1330	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
1345	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
1400	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
1415	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
1430	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
1445	0	9	1	1	1	0	0	0	0	0	0	0	0	0	12
1500	0	9	6	0	1	0	0	0	0	0	0	0	0	0	16
1515	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
1530	0	22	2	1	0	0	0	0	0	0	0	0	0	0	25
1545	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
1600	1	14	6	0	1	0	0	0	0	0	0	0	0	0	22
1615	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
1630	0	26	7	1	0	0	0	0	0	0	0	0	0	0	34
1645	0	25	2	0	2	0	0	0	0	0	0	0	0	0	29
1700	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
1715	2	27	0	0	0	0	0	0	0	0	0	0	0	0	29
1730	0	25	3	0	1	0	0	0	0	0	0	0	0	0	29
1745	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
1800	0	28	3	0	0	0	0	0	0	0	0	0	0	0	31
1815	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
1830	0	19	4	0	1	0	0	0	0	0	0	0	0	0	24
1845	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
1900	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
1915	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
1930	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
1945	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
2000	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
2015	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2030	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18

2045	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2100	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2115	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2130	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2215	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2230	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	792	135	5	37	1	0	2	0	0	0	0	0	0	**976**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0615	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6

0630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0645	0	7	4	0	2	0	0	1	0	0	0	0	0	0	14
0700	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
0715	0	9	2	0	0	1	0	0	0	0	0	0	0	0	12
0730	0	3	3	1	1	0	0	0	0	0	0	0	0	0	8
0745	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
0800	0	9	3	1	1	0	0	0	0	0	0	0	0	0	14
0815	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
0830	0	4	2	0	2	1	0	1	0	0	0	0	0	0	10
0845	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0900	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
0915	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
0930	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
0945	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
1000	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
1015	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1030	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1045	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
1100	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
1115	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
1130	0	12	1	0	0	0	0	1	0	0	0	0	0	0	14
1145	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
1200	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
1215	0	8	6	0	1	0	0	2	0	0	0	0	0	0	17
1230	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
1245	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
1300	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
1315	0	15	6	0	1	0	0	0	0	0	0	0	0	0	22
1330	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
1345	0	15	1	0	4	0	0	0	0	0	0	0	0	0	20

1400	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
1415	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
1430	0	18	1	0	2	0	0	0	0	0	0	0	0	0	21
1445	0	19	7	0	2	0	0	0	0	0	0	0	0	0	28
1500	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
1515	1	11	6	0	1	0	0	0	0	0	0	0	0	0	19
1530	0	15	4	1	0	0	0	0	0	0	0	0	0	0	20
1545	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
1600	0	21	3	0	0	1	0	0	0	0	0	0	0	0	25
1615	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
1630	0	28	2	0	1	0	0	0	0	0	0	0	0	0	31
1645	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
1700	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
1715	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
1730	0	31	7	0	0	0	0	0	0	0	0	0	0	0	38
1745	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
1800	0	23	5	0	1	0	0	0	0	0	0	0	0	0	29
1815	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
1830	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
1845	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
1900	1	15	5	0	0	0	0	0	0	0	0	0	0	0	21
1915	0	20	3	0	2	0	0	0	0	0	0	0	0	0	25
1930	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
1945	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2000	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
2015	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
2030	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
2045	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2100	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
2115	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
2130	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
2145	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2200	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2300	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2330	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	861	182	3	32	3	0	5	0	0	0	0	0	0	**1088**

Class Report

Globals

Report Id	CustomList-383
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T18:54:25
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	MAYO AVE & EASTERN
Site Attribute	MAYO AVE & EASTERN
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\MAYO AVE _ EASTERN 0 2017-11-19 1348.EC2
File Type	Plus
Algorithm	Factory default axle
Description	MD 214 B/T MAYO AVE & EASTERM TERMINUS
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-11T08:25:32
Start Time	2017-11-11T08:25:32
Finish Time	2017-11-19T13:47:32
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? MT44DYDW MC5900-X11 (c)MetroCount 15Aug16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0400	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
0415	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0430	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0445	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0500	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
0515	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
0530	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
0545	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
0600	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
0615	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
0630	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
0645	0	27	5	0	1	0	0	0	0	0	0	0	0	0	33
0700	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
0715	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
0730	1	29	3	0	0	0	0	0	0	0	0	0	0	0	33
0745	0	32	4	1	1	0	0	0	0	0	0	0	0	0	38
0800	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
0815	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
0830	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
0845	0	18	5	0	1	0	0	1	0	0	0	0	0	0	25
0900	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
0915	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
0930	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
0945	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1000	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15

1015	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
1030	0	15	0	0	2	0	0	0	0	0	0	0	0	0	17
1045	0	5	2	0	1	1	0	0	0	0	0	0	0	0	9
1100	0	12	5	0	0	1	0	0	0	0	0	0	0	0	18
1115	0	11	2	0	0	1	0	0	0	0	0	0	0	0	14
1130	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
1145	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
1200	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
1215	0	9	3	0	1	1	0	0	0	0	0	0	0	0	14
1230	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
1245	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
1300	0	12	0	0	0	1	0	0	0	0	0	0	0	0	13
1315	0	15	2	0	1	0	0	1	0	0	0	0	0	0	19
1330	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
1345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1400	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
1415	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
1430	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
1445	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
1500	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
1515	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
1530	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
1545	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
1600	1	9	3	0	1	0	0	0	0	0	0	0	0	0	14
1615	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
1630	0	8	2	1	1	0	0	0	0	0	0	0	0	0	12
1645	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
1700	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
1715	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1730	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
1745	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
1800	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
1815	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
1830	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
1845	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
1900	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1915	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1930	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1945	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2000	0	8	0	0	2	0	0	0	0	0	0	0	0	0	10
2015	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2030	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5

2045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2215	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	786	134	3	30	5	0	2	0	0	0	0	0	0	**962**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0415	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0445	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0500	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
0515	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
0530	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
0545	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0600	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
0615	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19

0630	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
0645	0	24	3	0	1	0	0	0	0	0	0	0	0	0	28
0700	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
0715	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
0730	0	28	4	0	0	0	0	0	0	0	0	0	0	0	32
0745	0	38	4	1	3	0	0	0	0	0	0	0	0	0	46
0800	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
0815	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
0830	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
0845	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
0900	0	13	3	0	1	0	0	1	0	0	0	0	0	0	18
0915	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
0930	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
0945	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
1000	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1015	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
1030	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
1045	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1100	0	9	6	0	1	0	0	0	0	0	0	0	0	0	16
1115	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
1130	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1145	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1200	0	10	0	0	1	1	0	1	0	0	0	0	0	0	13
1215	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
1230	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
1245	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
1300	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1315	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
1330	0	8	2	0	1	1	0	0	0	0	0	0	0	0	12
1345	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9

1400	0	12	4	0	2	0	0	0	0	0	0	0	0	0	18
1415	0	16	9	0	1	0	0	1	0	0	0	0	0	0	27
1430	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
1445	0	16	3	1	1	0	0	0	0	0	0	0	0	0	21
1500	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
1515	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
1530	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
1545	0	17	2	0	0	0	0	1	0	0	0	0	0	0	20
1600	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
1615	0	18	3	0	2	1	0	0	0	0	0	0	0	0	24
1630	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
1645	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
1700	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
1715	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
1730	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
1745	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
1800	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
1815	0	20	2	0	2	0	0	0	0	0	0	0	0	0	24
1830	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
1845	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
1900	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1915	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
1930	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1945	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2000	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
2015	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2030	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2100	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
2115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	849	171	2	30	3	0	4	0	0	0	0	0	0	**1060**

Class Report

Globals

Report Id	CustomList-376
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T17:59:22
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	SHOREHAM & TRITON
Site Attribute	SHOREHAM & TRITON
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\SHOREHAM _ TRITON 0 2017-11-19 1257.EC2
File Type	Plus
Algorithm	Factory default axle
Description	SHOREHAM BEACH B/T MD 214 AND TRITON BEACH ROAD
Lane	2
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-11T08:29:29
Start Time	2017-11-11T08:29:29
Finish Time	2017-11-19T12:56:29
Operator	BC
Configuration	40 MC5600 00 00 00 00 00 ? JY779VZC MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(N) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0445	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0500	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0515	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0530	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0545	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0630	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0645	0	6	4	1	0	0	0	0	0	0	0	0	0	0	11
0700	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
0715	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
0730	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
0745	0	5	3	2	0	0	0	0	0	0	0	0	0	0	10
0800	0	5	5	0	1	0	0	0	0	0	0	0	0	0	11
0815	0	4	5	0	2	1	0	0	0	0	0	0	0	0	12
0830	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
0845	0	6	7	0	1	0	0	1	0	0	0	0	0	0	15
0900	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
0915	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
0930	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
0945	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
1000	1	9	2	0	3	0	0	0	0	0	0	0	0	0	15

1015	0	4	5	1	1	1	0	0	0	0	0	0	0	0	12
1030	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
1045	0	12	5	0	2	0	0	0	0	0	0	0	0	0	19
1100	0	14	5	0	3	0	0	0	0	0	0	0	0	0	22
1115	0	10	4	0	0	0	0	1	0	0	0	0	0	0	15
1130	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
1145	0	11	4	0	1	1	0	0	0	0	0	0	0	0	17
1200	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
1215	0	16	3	0	2	0	0	0	0	0	0	0	0	0	21
1230	0	14	0	0	2	0	0	0	0	0	0	0	0	0	16
1245	0	13	3	0	3	0	0	0	0	0	0	0	0	0	19
1300	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
1315	1	13	7	0	1	0	0	0	0	0	0	0	0	0	22
1330	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
1345	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
1400	0	17	7	0	2	0	0	0	0	0	0	0	0	0	26
1415	0	16	5	0	2	1	0	0	0	0	0	0	0	0	24
1430	0	14	5	1	3	1	0	0	0	0	0	0	0	0	24
1445	0	19	8	2	3	0	0	0	0	0	0	0	0	0	32
1500	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
1515	0	20	8	2	2	1	0	1	0	0	0	0	0	0	34
1530	0	32	9	0	1	0	0	1	0	0	0	0	0	0	43
1545	0	21	7	0	0	0	0	0	0	0	0	0	0	0	28
1600	0	29	10	0	4	0	0	1	0	0	0	0	0	0	44
1615	0	13	7	0	1	0	0	0	0	0	0	0	0	0	21
1630	0	27	10	0	0	0	0	0	0	0	0	0	0	0	37
1645	0	25	8	0	1	0	0	1	0	0	0	0	0	0	35
1700	0	19	8	0	1	0	0	0	0	0	0	0	0	0	28
1715	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
1730	0	21	10	0	2	0	0	0	0	0	0	0	0	0	33
1745	0	35	6	0	4	0	0	0	0	0	0	0	0	0	45
1800	0	21	9	0	1	0	0	0	0	0	0	0	0	0	31
1815	0	27	7	0	2	0	0	0	0	0	0	0	0	0	36
1830	0	19	6	0	0	0	0	0	0	0	0	0	0	0	25
1845	0	33	4	0	1	0	0	0	0	0	0	0	0	0	38
1900	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
1915	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
1930	0	21	1	1	0	0	0	0	0	0	0	0	0	0	23
1945	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
2000	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
2015	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2030	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17

2045	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
2100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2115	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2130	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
2145	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
2200	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2215	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
2230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2245	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
2300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	929	280	10	67	6	0	6	0	0	0	0	0	0	**1301**

0000 11-15-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0530	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

0630	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0645	0	8	1	1	2	0	0	0	0	0	0	0	0	0	12
0700	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
0715	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
0730	0	4	2	1	1	0	0	0	0	0	0	0	0	0	8
0745	0	6	3	2	0	0	0	0	0	0	0	0	0	0	11
0800	0	2	9	0	1	0	0	0	0	0	0	0	0	0	12
0815	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
0830	0	8	4	0	6	0	0	0	0	0	0	0	0	0	18
0845	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0900	0	6	2	0	2	1	0	0	0	0	0	0	0	0	11
0915	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
0930	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
0945	0	6	5	0	0	1	0	0	0	0	0	0	0	0	12
1000	0	8	4	0	1	0	0	1	0	0	0	0	0	0	14
1015	0	9	8	0	2	0	0	0	0	0	0	0	0	0	19
1030	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
1045	0	7	5	0	0	1	0	0	0	0	0	0	0	0	13
1100	0	11	6	0	2	0	0	0	0	0	0	0	0	0	19
1115	1	16	3	0	0	1	0	0	0	0	0	0	0	0	21
1130	1	9	2	0	2	0	0	0	0	0	0	0	0	0	14
1145	0	10	7	0	3	0	0	0	0	0	0	0	0	0	20
1200	0	7	7	0	0	0	0	0	0	0	0	0	0	0	14
1215	0	14	5	0	2	0	0	0	0	0	0	0	0	0	21
1230	0	10	0	0	1	1	0	0	0	0	0	0	0	0	12
1245	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
1300	0	16	5	0	1	0	0	1	0	0	0	0	0	0	23
1315	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
1330	0	18	4	0	1	0	0	0	0	0	0	0	0	0	23
1345	0	12	7	0	0	0	0	0	0	0	0	0	0	0	19

1400	0	21	5	0	4	1	0	1	0	0	0	0	0	0	32
1415	0	9	8	0	1	0	0	0	0	0	0	0	0	0	18
1430	0	25	6	2	2	0	0	0	0	0	0	0	0	0	35
1445	0	16	7	0	4	0	0	0	0	0	0	0	0	0	27
1500	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
1515	0	15	7	2	2	0	0	0	0	0	0	0	0	0	26
1530	0	27	7	0	4	0	0	0	0	0	0	0	0	0	38
1545	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27
1600	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33
1615	0	27	6	0	0	0	0	1	0	0	0	0	0	0	34
1630	0	37	5	0	2	0	0	0	0	0	0	0	0	0	44
1645	0	31	8	0	1	0	0	0	0	0	0	0	0	0	40
1700	0	19	8	0	1	0	0	0	0	0	0	0	0	0	28
1715	0	16	14	0	2	0	0	0	0	0	0	0	0	0	32
1730	0	28	4	0	1	0	0	0	0	0	0	0	0	0	33
1745	1	16	11	0	3	0	0	0	0	0	0	0	0	0	31
1800	0	34	5	0	2	0	0	0	0	0	0	0	0	0	41
1815	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
1830	0	27	5	0	1	0	0	0	0	0	0	0	0	0	33
1845	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
1900	0	14	9	0	0	0	0	0	0	0	0	0	0	0	23
1915	1	15	1	0	1	0	0	0	0	0	0	0	0	0	18
1930	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
1945	0	22	5	0	1	0	0	0	0	0	0	0	0	0	28
2000	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
2015	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
2030	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
2045	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
2100	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
2115	0	16	0	0	0	0	0	1	0	0	0	0	0	0	17
2130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2145	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
2200	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
2215	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
2230	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2245	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
2300	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	5	951	282	8	69	6	0	6	0	0	0	0	0	0	**1327**

Class Report

Globals

Report Id	CustomList-377
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T18:07:00
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	SHOREHAM & TRITON
Site Attribute	SHOREHAM & TRITON
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\SHOREHAM _ TRITON 0 2017-11-19 1257.EC2
File Type	Plus
Algorithm	Factory default axle
Description	SHOREHAM BEACH B/T MD 214 AND TRITON BEACH ROAD
Lane	2
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-11T08:29:29
Start Time	2017-11-11T08:29:29
Finish Time	2017-11-19T12:56:29
Operator	BC
Configuration	40 MC5600 00 00 00 00 00 ? JY779VZC MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(S) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
0415	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0430	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0445	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
0500	0	6	7	0	1	0	0	0	0	0	0	0	0	0	14
0515	0	10	1	0	2	0	0	1	0	0	0	0	0	0	14
0530	0	10	7	0	1	0	0	0	0	0	0	0	0	0	18
0545	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
0600	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
0615	0	18	5	0	1	0	0	0	0	0	0	0	0	0	24
0630	0	27	8	0	1	0	0	0	0	0	0	0	0	0	36
0645	0	27	13	1	1	0	0	0	0	0	0	0	0	0	42
0700	0	36	3	0	0	0	0	0	0	0	0	0	0	0	39
0715	0	28	2	0	0	0	0	0	0	0	0	0	0	0	30
0730	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
0745	0	27	11	2	1	0	0	0	0	0	0	0	0	0	41
0800	0	25	5	1	0	0	0	0	0	0	0	0	0	0	31
0815	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
0830	0	19	6	0	0	1	0	0	0	0	0	0	0	0	26
0845	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
0900	0	15	8	0	2	0	0	0	0	0	0	0	0	0	25
0915	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
0930	0	15	11	0	0	0	0	0	0	0	0	0	0	0	26
0945	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
1000	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20

1015	0	15	1	0	2	0	0	0	0	0	0	0	0	0	18
1030	0	17	2	1	1	0	0	0	0	0	0	0	0	0	21
1045	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
1100	1	10	2	0	4	0	0	0	0	0	0	0	0	0	17
1115	0	10	0	0	2	1	0	0	0	0	0	0	0	0	13
1130	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
1145	0	9	4	0	2	0	0	0	0	0	0	0	0	0	15
1200	0	9	5	0	0	1	0	0	0	0	0	0	0	0	15
1215	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
1230	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
1245	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
1300	1	15	6	0	1	0	0	0	0	0	0	0	0	0	23
1315	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
1330	0	9	5	0	1	1	0	0	0	0	0	0	0	0	16
1345	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
1400	0	18	6	0	2	0	0	2	0	0	0	0	0	0	28
1415	0	12	4	0	2	0	0	0	0	0	0	0	0	0	18
1430	0	6	2	1	2	0	0	0	0	0	0	0	0	0	11
1445	0	13	3	2	0	2	0	0	0	0	0	0	0	0	20
1500	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
1515	0	12	6	0	1	0	0	0	0	0	0	0	0	0	19
1530	0	15	9	1	0	0	0	0	0	0	0	0	0	0	25
1545	0	13	9	0	0	0	0	1	0	0	0	0	0	0	23
1600	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
1615	0	12	5	0	1	0	0	0	0	0	0	0	0	0	18
1630	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
1645	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
1700	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
1715	0	12	6	0	1	0	0	0	0	0	0	0	0	0	19
1730	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
1745	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
1800	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
1815	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
1830	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
1845	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1900	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
1915	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1930	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
1945	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2000	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
2015	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2030	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6

2045	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2100	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
2115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2145	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	950	286	10	45	6	0	4	0	0	0	0	0	0	**1304**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
0415	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
0430	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0445	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
0500	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
0515	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
0530	0	10	6	0	2	0	0	0	0	0	0	0	0	0	18
0545	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
0600	0	19	6	0	0	0	0	0	0	0	0	0	0	0	25
0615	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28

0630	0	22	6	0	1	0	0	0	0	0	0	0	0	0	29
0645	0	20	8	1	2	0	0	0	0	0	0	0	0	0	31
0700	0	36	8	0	1	0	0	0	0	0	0	0	0	0	45
0715	0	31	2	0	0	0	0	0	0	0	0	0	0	0	33
0730	0	26	11	0	1	0	0	0	0	0	0	0	0	0	38
0745	0	28	12	2	1	0	0	0	0	0	0	0	0	0	43
0800	0	24	5	1	0	0	0	0	0	0	0	0	0	0	30
0815	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
0830	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
0845	0	13	4	0	4	0	0	0	0	0	0	0	0	0	21
0900	1	18	2	0	0	0	0	0	0	0	0	0	0	0	21
0915	0	19	4	0	2	0	0	0	0	0	0	0	0	0	25
0930	0	14	8	0	1	0	0	0	0	0	0	0	0	0	23
0945	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
1000	0	11	3	0	0	1	0	0	0	0	0	0	0	0	15
1015	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
1030	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22
1045	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
1100	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
1115	1	14	4	0	0	1	0	0	0	0	0	0	0	0	20
1130	0	14	6	0	0	1	0	0	0	0	0	0	0	0	21
1145	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
1200	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
1215	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
1230	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
1245	0	7	6	0	1	1	0	0	0	0	0	0	0	0	15
1300	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
1315	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
1330	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
1345	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12

1400	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
1415	0	17	7	0	4	0	0	0	0	0	0	0	0	0	28
1430	0	11	13	1	2	0	0	0	0	0	0	0	0	0	27
1445	0	16	2	1	1	0	0	0	0	0	0	0	0	0	20
1500	0	13	8	0	1	0	0	0	0	0	0	0	0	0	22
1515	0	8	6	1	2	0	0	0	0	0	0	0	0	0	17
1530	0	13	3	1	0	0	0	0	0	0	0	0	0	0	17
1545	0	15	5	0	0	0	0	1	0	0	0	0	0	0	21
1600	0	13	9	0	1	0	0	0	0	0	0	0	0	0	23
1615	0	14	5	0	2	0	0	0	0	0	0	0	0	0	21
1630	0	19	6	0	0	0	0	2	0	0	0	0	0	0	27
1645	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
1700	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
1715	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
1730	0	19	1	0	1	0	0	0	0	0	0	0	0	0	21
1745	0	15	3	0	0	0	0	1	0	0	0	0	0	0	19
1800	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
1815	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
1830	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
1845	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
1900	1	3	1	0	2	0	0	0	0	0	0	0	0	0	7
1915	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
1930	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
1945	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2000	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2015	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
2030	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2045	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
2100	1	9	0	0	0	0	0	0	0	0	0	0	0	0	10
2115	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2200	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2315	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
2330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	965	290	8	48	4	0	4	0	0	0	0	0	0	**1323**

Class Report

Globals

Report Id	CustomList-372
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T15:49:36
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	TRITON EAST OF SHORE
Site Attribute	TRITON EAST OF SHORE
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\TRITON EAST OF SHORE 0 2017-11-19 1048.EC2
File Type	Plus
Algorithm	Factory default axle
Description	TRITON BEACH RD EAST OF SHOREHAM BEACH RD
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-11T08:32:34
Start Time	2017-11-11T08:32:34
Finish Time	2017-11-19T10:48:34
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NY77NZ64 MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(E) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
0700	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0715	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
0745	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
0800	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0815	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
0830	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0845	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
0900	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0915	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
0930	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0945	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
1000	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3

1015	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
1030	0	6	1	0	2	1	0	0	0	0	0	0	0	0	10
1045	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
1100	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
1115	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1145	0	6	3	0	0	1	0	0	0	0	0	0	0	0	10
1200	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
1215	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
1230	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
1245	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
1300	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
1315	0	7	4	0	1	1	0	0	0	0	0	0	0	0	13
1330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
1345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1400	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
1415	0	11	2	0	0	1	0	0	0	0	0	0	0	0	14
1430	0	7	5	0	2	1	0	0	0	0	0	0	0	0	15
1445	0	8	4	1	1	0	0	0	0	0	0	0	0	0	14
1500	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1515	0	12	5	1	1	0	0	0	0	0	0	0	0	0	19
1530	0	11	4	0	0	1	0	1	0	0	0	0	0	0	17
1545	2	12	4	0	0	0	0	0	0	0	0	0	0	0	18
1600	0	14	3	0	1	1	0	0	0	0	0	0	0	0	19
1615	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
1630	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
1645	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1700	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
1715	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
1730	0	7	6	0	0	0	0	0	0	0	0	0	0	0	13
1745	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
1800	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
1815	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
1830	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
1845	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
1900	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
1915	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
1930	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
1945	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2000	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
2015	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2030	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7

2045	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2115	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2215	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	389	130	3	31	8	0	1	0	0	0	0	0	0	**564**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
0700	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0715	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0730	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
0745	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
0800	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
0815	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
0830	0	1	4	0	3	1	0	0	0	0	0	0	0	0	9
0845	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0900	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4
0915	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0930	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
0945	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
1000	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
1015	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1030	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
1045	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
1100	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
1115	0	11	2	0	0	1	0	0	0	0	0	0	0	0	14
1130	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
1145	0	8	4	0	2	0	0	0	0	0	0	0	0	0	14
1200	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
1215	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
1230	0	6	3	0	1	1	0	0	0	0	0	0	0	0	11
1245	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1315	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
1330	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1345	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15

1400	0	10	2	0	3	1	0	1	0	0	0	0	0	0	17
1415	0	6	3	0	0	1	0	0	0	0	0	0	0	0	10
1430	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
1445	0	5	5	1	0	0	0	1	0	0	0	0	0	0	12
1500	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
1515	0	5	4	1	0	0	0	0	0	0	0	0	0	0	10
1530	0	10	8	0	1	0	0	0	0	0	0	0	0	0	19
1545	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
1600	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
1615	0	12	3	0	0	0	0	1	0	0	0	0	0	0	16
1630	0	21	1	0	1	1	0	0	0	0	0	0	0	0	24
1645	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
1700	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1715	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
1730	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
1745	0	7	5	0	2	0	0	0	0	0	0	0	0	0	14
1800	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
1815	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
1830	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1845	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
1900	1	5	3	0	2	0	0	0	0	0	0	0	0	0	11
1915	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1930	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1945	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
2000	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
2015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2030	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2045	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2100	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
2115	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2215	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2230	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2245	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
2300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	399	126	3	36	9	0	4	0	0	0	0	0	0	**578**

Class Report

Globals

Report Id	CustomList-373
Descriptor	Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-19T15:56:14
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -300 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	TRITON EAST OF SHORE
Site Attribute	TRITON EAST OF SHORE
File Name	C:\Users\Owner\Documents\MetroCount\MTE 5.02\Data\TRITON EAST OF SHORE 0 2017-11-19 1048.EC2
File Type	Plus
Algorithm	Factory default axle
Description	TRITON BEACH RD EAST OF SHOREHAM BEACH RD
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-11T08:32:34
Start Time	2017-11-11T08:32:34
Finish Time	2017-11-19T10:48:34
Operator	BC
Configuration	40 MC5900 80 00 0f a8 a8 ? NY77NZ64 MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	

Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-14T00:00:00
Filter End	2017-11-16T00:00:00
Class Scheme	FHWA MD SHA 1
F	Cls(1-14) Dir(W) Sp(0,140) Headway(]0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
Cls 14	Class totals

Data

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14		TOTAL

0000 11-14-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0430	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0445	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0515	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0530	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0545	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0600	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
0615	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
0630	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
0645	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
0700	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
0715	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
0730	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
0745	0	14	3	1	1	0	0	0	0	0	0	0	0	0	19
0800	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
0815	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
0830	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
0845	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0900	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
0915	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0930	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
0945	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1000	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7

1015	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1030	0	9	2	0	0	1	0	0	0	0	0	0	0	0	12
1045	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
1100	0	6	1	0	3	0	0	0	0	0	0	0	0	0	10
1115	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
1130	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
1145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
1200	0	5	3	0	0	1	0	0	0	0	0	0	0	0	9
1215	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
1230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
1245	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
1300	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1315	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1330	0	3	0	0	1	1	0	0	0	0	0	0	0	0	5
1345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1400	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
1415	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
1430	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
1445	0	4	3	1	0	2	0	0	0	0	0	0	0	0	10
1500	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
1515	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
1530	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
1545	1	5	1	0	0	0	0	1	0	0	0	0	0	0	8
1600	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
1615	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
1630	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
1645	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
1700	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1715	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
1730	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
1745	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
1800	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
1815	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
1830	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1845	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1900	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1945	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2000	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3

2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	421	110	2	19	5	0	1	0	0	0	0	0	0	**559**

0000 11-15-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0445	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0500	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0515	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0530	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0545	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0600	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
0615	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13

0630	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
0645	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
0700	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
0715	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
0730	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
0745	0	13	4	1	1	0	0	0	0	0	0	0	0	0	19
0800	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
0815	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0830	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
0845	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
0900	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0915	0	4	3	0	0	1	0	0	0	0	0	0	0	0	8
0930	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
0945	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
1000	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10
1015	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1030	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
1045	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
1100	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
1115	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
1130	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1145	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
1200	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
1215	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1230	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
1245	0	3	5	0	0	1	0	0	0	0	0	0	0	0	9
1300	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
1315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
1330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1345	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11

1400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
1415	0	13	3	0	3	1	0	0	0	0	0	0	0	0	20
1430	0	6	4	0	2	0	0	0	0	0	0	0	0	0	12
1445	0	8	1	1	0	0	0	0	0	0	0	0	0	0	10
1500	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
1515	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1530	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
1545	0	7	2	0	0	0	0	1	0	0	0	0	0	0	10
1600	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
1615	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
1630	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
1645	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1700	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
1715	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
1730	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1745	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1800	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1815	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1830	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1845	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1915	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1930	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1945	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2000	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2015	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2045	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2115	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2315	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	438	111	2	19	5	0	1	0	0	0	0	0	0	**577**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T MD 468 & LOCH HAVEN.2.3EB
Description: **B/T MD 468 & LOCH HAVEN**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 20601
Posted speed limit = 40 mph, Exceeding = 3142 (15.25%), Mean Exceeding = 42.86 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 70 (0.340%)
Maximum = 81.1 mph, **Minimum** = 8.6 mph, **Mean** = 34.7 mph
85% Speed = 40.04 mph, **95% Speed** = 43.34 mph, **Median** = 34.78 mph
10 mph Pace = 30 - 40, **Number in Pace** = 13767 (66.83%)
Variance = 29.63, **Standard Deviation** = 5.44 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	63 0.306%	32.7	59.9	41.9	41.4	47.9	55.2	36 57.14%	4 6.349%
0100	45 0.218%	33.1	54.9	41.5	41.3	46.6	49.6	26 57.78%	1 2.222%
0200	24 0.116%	30.6	48.7	39.9	39.7	43.8	48.7	12 50.00%	0 0.000%
0300	26 0.126%	31.0	57.5	39.9	40.1	45.9	54.7	13 50.00%	1 3.846%
0400	15 0.073%	28.3	48.0	40.7	42.6	47.4	48.0	9 60.00%	0 0.000%
0500	81 0.393%	26.1	49.1	38.5	38.9	43.8	47.2	27 33.33%	0 0.000%
0600	388 1.883%	8.9	61.9	37.3	37.6	43.3	46.2	127 32.73%	5 1.289%
0700	803 3.898%	10.3	48.8	34.9	35.3	40.5	43.0	143 17.81%	0 0.000%
0800	839 4.073%	14.1	81.1	35.5	35.8	40.9	44.1	160 19.07%	4 0.477%
0900	820 3.980%	21.5	52.8	36.6	36.5	41.3	44.2	183 22.32%	1 0.122%
1000	807 3.917%	20.6	51.0	36.9	37.1	42.3	45.0	227 28.13%	1 0.124%
1100	997 4.840%	14.5	54.1	36.8	36.9	41.6	44.3	231 23.17%	2 0.201%
1200	1132 5.495%	13.1	58.6	35.4	35.4	40.4	43.6	197 17.40%	5 0.442%
1300	1118 5.427%	10.9	64.4	36.8	36.9	41.2	44.5	249 22.27%	7 0.626%
1400	1420 6.893%	10.4	54.4	34.2	34.7	39.2	41.6	165 11.62%	2 0.141%
1500	1796 8.718%	16.4	54.2	34.1	34.2	38.7	41.9	175 9.744%	6 0.334%
1600	2129 10.33%	8.6	54.0	32.6	32.8	37.9	41.1	159 7.468%	1 0.047%
1700	2322 11.27%	12.4	49.2	31.4	31.5	36.0	39.2	74 3.187%	0 0.000%
1800	1967 9.548%	14.7	74.5	32.3	32.4	36.9	40.0	97 4.931%	2 0.102%
1900	1347 6.539%	18.5	55.7	35.4	35.5	39.9	43.0	194 14.40%	2 0.148%
2000	1100 5.340%	18.3	50.1	35.8	35.8	40.4	43.3	198 18.00%	1 0.091%
2100	703 3.412%	21.1	56.4	36.5	36.5	41.2	44.2	158 22.48%	1 0.142%
2200	425 2.063%	9.4	52.4	38.4	38.5	43.6	46.0	168 39.53%	4 0.941%
2300	234 1.136%	25.8	60.5	40.4	39.9	46.6	53.0	114 48.72%	20 8.547%
----	**20601 100.0%**	**8.6**	**81.1**	**34.7**	**34.8**	**40.0**	**43.3**	**3142 15.25%**	**70 0.340%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T MD 468 & LOCH HAVEN.2.3WB
Description: **B/T MD 468 & LOCH HAVEN**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 20496
Posted speed limit = 40 mph, Exceeding = 6467 (31.55%), Mean Exceeding = 42.84 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 116 (0.566%)
Maximum = 74.5 mph, **Minimum** = 2.8 mph, **Mean** = 37.0 mph
85% Speed = 42.39 mph, **95% Speed** = 45.02 mph, **Median** = 37.64 mph
10 mph Pace = 33 - 43, **Number in Pace** = 13999 (68.30%)
Variance = 34.15, **Standard Deviation** = 5.84 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	33 0.161%	26.2	57.5	42.0	40.2	49.1	56.9	17 51.52%	4 12.12%
0100	13 0.063%	31.3	46.7	39.9	39.8	46.0	46.7	6 46.15%	0 0.000%
0200	32 0.156%	28.1	49.9	38.7	39.9	46.2	48.7	16 50.00%	0 0.000%
0300	76 0.371%	24.6	57.2	43.0	44.2	49.1	53.1	57 75.00%	7 9.211%
0400	331 1.615%	23.4	57.9	41.7	42.7	47.4	50.5	220 66.47%	25 7.553%
0500	932 4.547%	22.8	59.8	40.8	41.3	45.6	48.3	572 61.37%	27 2.897%
0600	1758 8.577%	8.7	51.9	38.1	38.9	43.0	45.1	723 41.13%	2 0.114%
0700	2343 11.43%	2.8	47.5	31.6	33.2	38.9	41.0	219 9.347%	0 0.000%
0800	2054 10.02%	7.6	52.0	35.2	35.9	40.5	42.8	381 18.55%	1 0.049%
0900	1365 6.660%	12.9	52.6	38.0	38.4	42.2	44.5	472 34.58%	2 0.147%
1000	1066 5.201%	16.0	53.1	38.4	38.9	43.2	45.5	441 41.37%	4 0.375%
1100	1067 5.206%	23.6	52.3	38.1	38.4	42.7	45.4	387 36.27%	3 0.281%
1200	1097 5.352%	13.7	49.0	38.0	38.5	42.7	44.8	417 38.01%	0 0.000%
1300	992 4.840%	15.2	48.9	38.2	38.8	42.8	44.8	385 38.81%	0 0.000%
1400	1095 5.343%	21.5	62.2	37.1	37.7	42.2	44.5	362 33.06%	6 0.548%
1500	1211 5.908%	15.5	52.9	37.5	37.6	41.6	44.2	352 29.07%	4 0.330%
1600	1287 6.279%	12.1	55.1	36.9	37.1	41.1	43.9	292 22.69%	3 0.233%
1700	1263 6.162%	21.3	53.0	36.7	36.9	40.6	43.3	230 18.21%	2 0.158%
1800	985 4.806%	19.5	74.5	37.5	37.7	41.8	44.2	276 28.02%	3 0.305%
1900	561 2.737%	18.8	52.8	38.6	39.3	43.0	45.8	240 42.78%	4 0.713%
2000	391 1.908%	24.9	54.3	38.4	38.9	43.1	46.1	145 37.08%	7 1.790%
2100	325 1.586%	11.2	51.4	39.0	39.2	43.6	46.0	147 45.23%	1 0.308%
2200	149 0.727%	19.0	57.0	39.4	39.6	44.9	48.8	69 46.31%	4 2.685%
2300	70 0.342%	19.6	56.2	40.0	40.7	47.3	52.0	41 58.57%	7 10.00%
----	**20496 100.0%**	**2.8**	**74.5**	**37.0**	**37.6**	**42.4**	**45.0**	**6467 31.55%**	**116 0.566%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T L.HAVEN & RIVER CLUB.2.3EB
Description: **B/T L.HAVEN & RIVER CLUB**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 15817
Posted speed limit = 40 mph, Exceeding = 13095 (82.79%), Mean Exceeding = 44.96 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 997 (6.303%)
Maximum = 80.4 mph, **Minimum** = 10.9 mph, **Mean** = 43.7 mph
85% Speed = 47.81 mph, **95% Speed** = 50.56 mph, **Median** = 43.62 mph
10 mph Pace = 39 - 49, **Number in Pace** = 12537 (79.26%)
Variance = 18.25, **Standard Deviation** = 4.27 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	59 0.373%	34.0	61.6	45.5	44.8	52.5	54.9	50 84.75%	12 20.34%
0100	40 0.253%	35.5	56.8	46.3	46.2	51.2	54.4	37 92.50%	10 25.00%
0200	23 0.145%	39.5	53.1	44.5	43.2	48.1	53.0	21 91.30%	2 8.696%
0300	22 0.139%	28.3	62.5	44.0	44.5	50.1	61.0	17 77.27%	3 13.64%
0400	13 0.082%	26.5	54.9	45.4	43.3	53.4	54.9	11 84.62%	5 38.46%
0500	44 0.278%	34.2	56.5	45.8	46.5	50.7	54.8	40 90.91%	7 15.91%
0600	229 1.448%	31.0	60.3	44.9	45.0	49.9	52.8	191 83.41%	33 14.41%
0700	538 3.401%	10.9	57.9	43.9	44.2	49.2	51.3	421 78.25%	53 9.851%
0800	522 3.300%	30.6	61.1	44.7	44.7	48.5	51.5	462 88.51%	45 8.621%
0900	576 3.642%	24.7	61.4	45.0	44.7	49.2	51.4	526 91.32%	57 9.896%
1000	640 4.046%	32.9	63.1	45.4	45.2	49.5	53.1	590 92.19%	87 13.59%
1100	784 4.957%	32.5	62.0	45.3	45.2	49.4	52.2	715 91.20%	88 11.22%
1200	834 5.273%	33.4	68.3	44.8	44.6	48.6	51.1	756 90.65%	71 8.513%
1300	881 5.570%	13.0	71.2	44.9	44.8	48.5	51.4	818 92.85%	77 8.740%
1400	1111 7.024%	20.8	80.4	44.0	44.1	47.7	50.3	958 86.23%	61 5.491%
1500	1378 8.712%	30.7	58.6	43.8	43.8	47.6	50.2	1192 86.50%	73 5.298%
1600	1681 10.63%	24.9	60.5	43.4	43.3	47.2	49.4	1388 82.57%	59 3.510%
1700	1822 11.52%	28.5	72.3	41.6	41.6	45.3	47.6	1236 67.84%	31 1.701%
1800	1569 9.920%	30.1	62.0	41.6	41.4	45.2	47.5	1047 66.73%	22 1.402%
1900	1083 6.847%	33.1	65.5	43.5	43.5	47.1	49.7	920 84.95%	49 4.524%
2000	875 5.532%	27.4	67.7	43.6	43.5	47.1	49.5	740 84.57%	37 4.229%
2100	553 3.496%	29.4	77.1	44.3	44.1	48.2	51.0	482 87.16%	41 7.414%
2200	348 2.200%	14.8	61.7	44.6	44.7	48.9	51.6	298 85.63%	31 8.908%
2300	192 1.214%	28.4	73.1	47.1	46.0	52.9	61.6	179 93.23%	43 22.40%
----	**15817 100.0%**	**10.9**	**80.4**	**43.7**	**43.6**	**47.8**	**50.6**	**13095 82.79%**	**997 6.303%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T L.HAVEN & RIVER CLUB.2.3WB
Description: **B/T L.HAVEN & RIVER CLUB**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 15795
Posted speed limit = 40 mph, Exceeding = 12128 (76.78%), Mean Exceeding = 44.90 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 948 (6.002%)
Maximum = 77.1 mph, **Minimum** = 4.1 mph, **Mean** = 43.0 mph
85% Speed = 47.53 mph, **95% Speed** = 50.44 mph, **Median** = 43.17 mph
10 mph Pace = 38 - 48, **Number in Pace** = 11882 (75.23%)
Variance = 25.12, **Standard Deviation** = 5.01 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	28 0.177%	33.5	52.8	43.4	43.7	50.5	52.3	21 75.00%	4 14.29%
0100	13 0.082%	34.6	52.0	44.0	44.5	49.0	52.0	10 76.92%	1 7.692%
0200	20 0.127%	34.1	51.7	43.3	45.0	49.6	51.7	14 70.00%	2 10.00%
0300	63 0.399%	36.8	62.7	47.4	45.9	54.0	57.2	59 93.65%	21 33.33%
0400	261 1.652%	32.0	77.1	47.1	46.8	52.5	56.1	244 93.49%	71 27.20%
0500	736 4.660%	32.2	66.0	45.9	46.0	50.6	53.5	654 88.86%	135 18.34%
0600	1411 8.933%	13.4	59.9	44.2	44.2	48.0	50.2	1235 87.53%	78 5.528%
0700	1831 11.59%	4.1	57.0	40.3	41.8	45.5	48.2	1204 65.76%	37 2.021%
0800	1516 9.598%	24.3	64.5	41.9	42.2	46.4	48.9	1027 67.74%	47 3.100%
0900	1068 6.762%	29.5	66.7	43.2	43.3	47.4	50.1	835 78.18%	57 5.337%
1000	813 5.147%	28.7	60.9	44.1	43.9	48.5	51.2	691 84.99%	61 7.503%
1100	764 4.837%	32.4	58.9	43.9	43.9	47.9	51.2	638 83.51%	54 7.068%
1200	800 5.065%	28.9	59.6	44.2	44.3	48.3	51.4	671 83.88%	65 8.125%
1300	781 4.945%	20.9	58.6	43.5	43.6	47.9	50.1	619 79.26%	41 5.250%
1400	853 5.400%	18.5	60.3	43.0	43.0	47.4	50.0	662 77.61%	41 4.807%
1500	893 5.654%	19.0	59.6	42.9	43.1	46.9	49.3	684 76.60%	31 3.471%
1600	958 6.065%	25.8	64.1	42.4	42.3	46.6	50.1	703 73.38%	48 5.010%
1700	973 6.160%	31.3	66.2	42.1	41.9	46.1	48.6	686 70.50%	24 2.467%
1800	785 4.970%	12.9	60.7	42.4	42.4	46.4	49.3	570 72.61%	33 4.204%
1900	444 2.811%	27.6	61.1	43.3	43.2	47.6	50.8	348 78.38%	24 5.405%
2000	316 2.001%	31.1	70.3	42.9	42.2	48.1	53.0	225 71.20%	33 10.44%
2100	287 1.817%	11.8	54.0	41.7	41.6	46.4	50.4	183 63.76%	17 5.923%
2200	124 0.785%	32.0	63.5	43.5	43.5	47.6	51.9	96 77.42%	13 10.48%
2300	57 0.361%	31.6	61.3	45.1	43.8	51.2	58.9	49 85.96%	10 17.54%
----	**15795 100.0%**	**4.1**	**77.1**	**43.0**	**43.2**	**47.5**	**50.4**	**12128 76.78%**	**948 6.002%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T RIVER CLUB & SELBY.2.3EB
Description: **B/T RIVER CLUB & SELBY**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 15486
Posted speed limit = 40 mph, Exceeding = 4190 (27.06%), Mean Exceeding = 42.52 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 58 (0.375%)
Maximum = 60.4 mph, **Minimum** = 8.1 mph, **Mean** = 37.3 mph
85% Speed = 41.66 mph, **95% Speed** = 44.12 mph, **Median** = 37.75 mph
10 mph Pace = 33 - 43, **Number in Pace** = 11764 (75.97%)
Variance = 23.51, **Standard Deviation** = 4.85 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	57 0.368%	30.0	56.1	40.9	40.4	46.5	50.7	29 50.88%	3 5.263%
0100	39 0.252%	30.1	52.6	41.1	41.4	44.7	47.3	23 58.97%	1 2.564%
0200	23 0.149%	28.4	48.1	40.8	40.3	45.5	47.9	13 56.52%	0 0.000%
0300	20 0.129%	26.9	56.8	38.6	38.8	43.9	56.3	9 45.00%	1 5.000%
0400	14 0.090%	23.6	49.8	41.4	41.1	49.2	49.8	8 57.14%	0 0.000%
0500	44 0.284%	23.3	51.1	40.3	41.5	44.1	48.2	27 61.36%	1 2.273%
0600	225 1.453%	27.0	55.7	39.7	39.7	44.2	47.1	106 47.11%	4 1.778%
0700	532 3.435%	22.8	50.3	38.2	38.6	42.9	44.8	189 35.53%	2 0.376%
0800	519 3.351%	20.8	50.4	38.9	39.4	43.0	45.5	210 40.46%	1 0.193%
0900	557 3.597%	15.2	51.5	38.5	39.1	43.3	45.2	222 39.86%	1 0.180%
1000	617 3.984%	17.9	52.2	39.0	39.0	43.2	45.6	246 39.87%	6 0.972%
1100	765 4.940%	8.1	55.5	38.6	39.0	43.0	45.2	315 41.18%	4 0.523%
1200	808 5.218%	18.4	57.8	38.4	38.6	42.2	44.6	272 33.66%	5 0.619%
1300	873 5.637%	18.4	60.4	38.3	38.7	42.3	44.8	301 34.48%	8 0.916%
1400	1080 6.974%	21.5	55.2	37.7	38.0	41.5	43.6	303 28.06%	1 0.093%
1500	1358 8.769%	12.3	52.3	36.4	37.2	40.8	43.1	285 20.99%	1 0.074%
1600	1644 10.62%	17.4	53.4	36.2	36.6	40.3	42.4	279 16.97%	1 0.061%
1700	1784 11.52%	8.5	49.5	35.0	35.7	39.4	41.4	193 10.82%	0 0.000%
1800	1544 9.970%	10.2	50.9	34.7	35.4	39.2	41.3	151 9.780%	3 0.194%
1900	1060 6.845%	20.7	56.3	37.8	38.1	41.3	43.5	285 26.89%	1 0.094%
2000	850 5.489%	19.3	49.5	37.7	38.1	41.4	43.4	247 29.06%	0 0.000%
2100	548 3.539%	27.6	51.4	39.1	38.9	42.7	45.4	207 37.77%	2 0.365%
2200	335 2.163%	10.4	52.8	39.4	39.7	43.5	45.7	159 47.46%	3 0.896%
2300	190 1.227%	30.6	56.8	41.3	40.7	45.7	50.0	111 58.42%	9 4.737%
----	**15486 100.0%**	**8.1**	**60.4**	**37.3**	**37.7**	**41.7**	**44.1**	**4190 27.06%**	**58 0.375%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T RIVER CLUB & SELBY.2.3WB
Description: **B/T RIVER CLUB & SELBY**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 15448
Posted speed limit = 40 mph, Exceeding = 7946 (51.44%), Mean Exceeding = 43.15 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 168 (1.088%)
Maximum = 64.3 mph, **Minimum** = 7.5 mph, **Mean** = 39.9 mph
85% Speed = 44.07 mph, **95% Speed** = 46.53 mph, **Median** = 40.10 mph
10 mph Pace = 36 - 46, **Number in Pace** = 12227 (79.15%)
Variance = 19.66, **Standard Deviation** = 4.43 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	26 0.168%	25.9	51.6	40.7	39.7	48.0	51.3	12 46.15%	2 7.692%
0100	13 0.084%	34.4	48.9	40.4	38.8	45.0	48.9	6 46.15%	0 0.000%
0200	19 0.123%	28.8	48.7	39.8	40.8	47.6	48.7	13 68.42%	0 0.000%
0300	66 0.427%	27.6	54.6	42.9	42.6	48.5	51.6	49 74.24%	6 9.091%
0400	261 1.690%	24.0	56.1	43.2	43.5	47.6	50.4	210 80.46%	18 6.897%
0500	729 4.719%	15.1	64.3	42.7	43.0	46.5	49.1	574 78.74%	23 3.155%
0600	1377 8.914%	25.7	52.2	41.4	41.3	44.6	46.8	917 66.59%	15 1.089%
0700	1805 11.68%	7.5	54.6	39.9	40.2	43.8	46.1	958 53.07%	6 0.332%
0800	1469 9.509%	21.7	55.5	40.3	40.4	43.9	46.0	811 55.21%	11 0.749%
0900	1042 6.745%	10.9	55.1	40.0	40.4	44.1	46.6	559 53.65%	11 1.056%
1000	776 5.023%	23.1	56.3	40.1	40.3	44.2	46.6	416 53.61%	4 0.515%
1100	744 4.816%	21.5	56.2	39.6	39.8	44.0	46.2	365 49.06%	7 0.941%
1200	780 5.049%	22.3	54.7	40.2	40.4	44.3	46.7	431 55.26%	13 1.667%
1300	772 4.997%	19.0	53.4	39.7	39.9	44.2	46.4	375 48.58%	9 1.166%
1400	831 5.379%	21.9	50.5	39.8	39.8	43.5	45.9	400 48.13%	1 0.120%
1500	866 5.606%	11.6	54.0	39.1	39.2	43.6	45.6	366 42.26%	6 0.693%
1600	955 6.182%	23.9	55.6	38.9	39.0	42.9	45.4	386 40.42%	5 0.524%
1700	951 6.156%	22.3	62.2	38.0	38.4	41.7	44.0	285 29.97%	4 0.421%
1800	759 4.913%	17.2	53.0	38.6	38.6	42.5	44.7	276 36.36%	4 0.527%
1900	432 2.796%	25.2	58.1	39.7	39.6	43.5	46.5	192 44.44%	8 1.852%
2000	312 2.020%	24.4	55.3	39.1	39.4	43.2	47.1	136 43.59%	6 1.923%
2100	285 1.845%	8.2	55.1	37.8	38.4	43.1	46.0	108 37.89%	1 0.351%
2200	119 0.770%	21.1	52.9	40.1	40.0	44.6	48.3	62 52.10%	3 2.521%
2300	59 0.382%	32.2	53.1	42.0	41.3	46.8	52.6	39 66.10%	5 8.475%
----	**15448 100.0%**	**7.5**	**64.3**	**39.9**	**40.1**	**44.1**	**46.5**	**7946 51.44%**	**168 1.088%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T SELBY & TURKEY PT.2.3EB
Description: **B/T SELBY & TURKEY PT**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 10736
Posted speed limit = 40 mph, Exceeding = 4664 (43.44%), Mean Exceeding = 43.26 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 130 (1.211%)
Maximum = 77.2 mph, **Minimum** = 10.0 mph, **Mean** = 38.8 mph
85% Speed = 43.79 mph, **95% Speed** = 46.47 mph, **Median** = 39.31 mph
10 mph Pace = 35 - 45, **Number in Pace** = 7632 (71.09%)
Variance = 27.75, **Standard Deviation** = 5.27 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	37 0.345%	31.1	53.3	41.7	41.9	47.7	53.1	23 62.16%	3 8.108%
0100	22 0.205%	33.7	51.5	42.9	43.3	48.7	51.3	16 72.73%	2 9.091%
0200	16 0.149%	23.4	46.6	39.3	40.5	46.5	46.6	9 56.25%	0 0.000%
0300	15 0.140%	34.7	77.2	45.4	43.1	49.0	77.2	12 80.00%	2 13.33%
0400	12 0.112%	21.2	53.8	37.4	38.9	49.1	53.8	5 41.67%	1 8.333%
0500	38 0.354%	25.4	52.5	41.9	42.4	46.6	50.8	25 65.79%	3 7.895%
0600	167 1.556%	24.7	54.2	39.5	39.6	46.4	48.4	73 43.71%	3 1.796%
0700	448 4.173%	12.3	53.7	38.6	38.9	44.0	47.1	180 40.18%	8 1.786%
0800	391 3.642%	24.8	58.1	39.7	39.9	44.9	47.9	189 48.34%	8 2.046%
0900	372 3.465%	10.8	51.6	38.9	39.6	44.2	46.5	173 46.51%	4 1.075%
1000	425 3.959%	16.4	52.9	39.4	39.8	44.3	47.1	206 48.47%	5 1.176%
1100	566 5.272%	20.8	54.9	39.8	39.9	45.1	47.6	274 48.41%	10 1.767%
1200	579 5.393%	21.8	67.3	39.1	39.5	43.5	46.5	265 45.77%	8 1.382%
1300	630 5.868%	12.7	72.6	38.8	39.1	43.5	45.9	272 43.17%	10 1.587%
1400	781 7.275%	14.8	62.9	38.4	39.0	43.3	46.0	318 40.72%	6 0.768%
1500	890 8.290%	18.2	54.5	38.3	38.9	43.0	45.7	347 38.99%	5 0.562%
1600	1119 10.42%	17.1	55.6	38.3	39.1	42.9	45.5	462 41.29%	6 0.536%
1700	1163 10.83%	15.1	55.2	38.0	38.8	42.7	45.3	449 38.61%	3 0.258%
1800	1027 9.566%	11.4	59.4	37.9	38.5	42.6	45.1	364 35.44%	9 0.876%
1900	722 6.725%	22.3	54.3	39.2	39.7	44.1	46.3	339 46.95%	6 0.831%
2000	579 5.393%	20.7	53.9	39.4	39.5	44.0	46.7	268 46.29%	7 1.209%
2100	392 3.651%	22.7	57.8	40.1	40.1	44.7	47.7	197 50.26%	8 2.041%
2200	231 2.152%	24.9	58.6	40.6	40.7	45.0	48.2	132 57.14%	7 3.030%
2300	114 1.062%	10.0	60.3	41.0	41.9	46.2	50.6	66 57.89%	6 5.263%
----	**10736 100.0%**	**10.0**	**77.2**	**38.8**	**39.3**	**43.8**	**46.5**	**4664 43.44%**	**130 1.211%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T SELBY & TURKEY PT.2.3WB
Description: **B/T SELBY & TURKEY PT**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 10739
Posted speed limit = 40 mph, Exceeding = 7669 (71.41%), Mean Exceeding = 45.32 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 783 (7.291%)
Maximum = 69.4 mph, **Minimum** = 10.6 mph, **Mean** = 42.5 mph
85% Speed = 47.98 mph, **95% Speed** = 51.17 mph, **Median** = 43.01 mph
10 mph Pace = 39 - 49, **Number in Pace** = 7205 (67.09%)
Variance = 34.52, **Standard Deviation** = 5.88 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	18 0.168%	30.8	54.6	43.7	44.2	50.8	54.6	11 61.11%	3 16.67%
0100	9 0.084%	37.3	50.7	44.8	45.6	49.9	50.7	8 88.89%	1 11.11%
0200	17 0.158%	25.0	54.6	39.2	42.2	48.2	54.6	9 52.94%	2 11.76%
0300	50 0.466%	30.3	64.2	47.3	47.6	55.1	59.6	44 88.00%	15 30.00%
0400	163 1.518%	25.3	62.1	46.0	46.4	52.6	55.9	141 86.50%	49 30.06%
0500	487 4.535%	24.5	65.9	45.5	46.2	51.0	54.0	421 86.45%	96 19.71%
0600	901 8.390%	18.3	57.7	43.5	44.1	48.5	51.4	724 80.36%	84 9.323%
0700	1195 11.13%	20.1	57.3	42.1	42.8	47.6	50.0	836 69.96%	59 4.937%
0800	971 9.042%	22.8	57.9	42.5	43.2	47.5	50.6	683 70.34%	62 6.385%
0900	683 6.360%	11.6	57.5	41.8	42.3	47.2	50.1	455 66.62%	34 4.978%
1000	552 5.140%	22.8	64.9	42.4	43.2	47.5	50.7	399 72.28%	36 6.522%
1100	538 5.010%	22.0	59.3	43.2	43.9	48.8	52.5	404 75.09%	54 10.04%
1200	583 5.429%	10.6	59.2	43.0	43.4	48.7	51.5	443 75.99%	46 7.890%
1300	543 5.056%	15.6	62.2	42.3	42.7	47.9	50.9	366 67.40%	35 6.446%
1400	587 5.466%	21.3	67.7	42.4	43.0	47.4	49.9	419 71.38%	24 4.089%
1500	652 6.071%	19.5	61.2	41.7	42.2	47.3	50.2	430 65.95%	35 5.368%
1600	711 6.621%	16.4	64.3	41.4	41.9	46.7	49.5	454 63.85%	31 4.360%
1700	668 6.220%	23.7	56.7	41.2	41.5	45.9	49.0	421 63.02%	20 2.994%
1800	558 5.196%	13.6	55.4	41.6	42.1	46.4	49.4	391 70.07%	18 3.226%
1900	316 2.943%	23.8	62.7	42.2	42.4	47.8	51.5	222 70.25%	22 6.962%
2000	225 2.095%	20.8	59.1	42.6	43.4	47.7	51.0	161 71.56%	16 7.111%
2100	181 1.685%	24.1	61.0	42.0	42.1	48.0	52.4	126 69.61%	17 9.392%
2200	88 0.819%	26.0	59.8	43.7	44.0	50.7	54.1	65 73.86%	14 15.91%
2300	43 0.400%	14.9	69.4	46.0	45.6	55.1	62.5	36 83.72%	10 23.26%
----	**10739 100.0%**	**10.6**	**69.4**	**42.5**	**43.0**	**48.0**	**51.2**	**7669 71.41%**	**783 7.291%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T TURKEY&SHOREHAM.2.3EB
Description: **BETWEEN TURKEY PT & SHOREHAM BEACH RD**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 6720
Posted speed limit = 30 mph, Exceeding = 5595 (83.26%), Mean Exceeding = 34.49 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 255 (3.795%)
Maximum = 62.1 mph, **Minimum** = 8.0 mph, **Mean** = 33.3 mph
85% Speed = 36.97 mph, **95% Speed** = 39.43 mph, **Median** = 33.27 mph
10 mph Pace = 28 - 38, **Number in Pace** = 5641 (83.94%)
Variance = 15.35, **Standard Deviation** = 3.92 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	25 0.372%	29.4	52.6	34.5	33.2	37.3	50.3	23 92.00%	2 8.000%
0100	12 0.179%	31.5	40.4	36.5	37.0	39.8	40.4	12 100.0%	1 8.333%
0200	10 0.149%	29.9	37.7	35.1	35.8	37.4	37.7	9 90.00%	0 0.000%
0300	14 0.208%	31.6	53.8	37.8	37.2	42.4	53.8	14 100.0%	3 21.43%
0400	9 0.134%	28.0	45.4	35.9	35.2	45.3	45.4	8 88.89%	2 22.22%
0500	31 0.461%	24.6	48.1	32.9	31.7	38.9	44.4	24 77.42%	3 9.677%
0600	108 1.607%	25.1	52.2	34.8	34.6	39.2	42.8	90 83.33%	12 11.11%
0700	230 3.423%	21.2	43.2	32.6	32.4	37.1	39.5	168 73.04%	7 3.043%
0800	239 3.557%	23.9	47.5	33.5	33.2	37.9	40.5	190 79.50%	14 5.858%
0900	213 3.170%	17.9	45.1	31.9	31.8	35.9	38.6	147 69.01%	4 1.878%
1000	276 4.107%	14.6	47.7	32.4	32.4	36.9	41.1	202 73.19%	15 5.435%
1100	336 5.000%	8.9	48.5	33.0	33.0	37.0	39.6	265 78.87%	14 4.167%
1200	338 5.030%	11.9	44.4	32.8	33.3	37.0	40.1	257 76.04%	18 5.325%
1300	379 5.640%	8.0	62.1	33.9	33.6	37.0	40.9	334 88.13%	21 5.541%
1400	493 7.336%	21.2	43.7	32.8	32.9	36.8	38.8	390 79.11%	8 1.623%
1500	561 8.348%	20.1	42.8	32.8	33.0	36.2	37.9	459 81.82%	9 1.604%
1600	738 10.98%	23.0	42.5	32.9	32.9	36.2	37.9	599 81.17%	10 1.355%
1700	718 10.68%	15.9	46.6	33.3	33.1	36.5	38.1	624 86.91%	16 2.228%
1800	637 9.479%	22.9	48.2	33.4	33.3	36.4	38.4	562 88.23%	12 1.884%
1900	467 6.949%	23.8	53.2	34.3	34.3	37.6	40.7	411 88.01%	33 7.066%
2000	372 5.536%	23.3	45.5	34.2	34.2	38.0	40.0	336 90.32%	18 4.839%
2100	278 4.137%	23.8	44.2	34.4	34.2	37.6	39.3	256 92.09%	9 3.237%
2200	166 2.470%	8.7	55.1	34.7	34.4	38.7	43.0	156 93.98%	15 9.036%
2300	70 1.042%	8.1	52.2	34.4	34.7	39.9	42.6	59 84.29%	9 12.86%
----	**6720 100.0%**	**8.0**	**62.1**	**33.3**	**33.3**	**37.0**	**39.4**	**5595 83.26%**	**255 3.795%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T TURKEY&SHOREHAM.2.3WB
Description: **BETWEEN TURKEY PT & SHOREHAM BEACH RD**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 6689
Posted speed limit = 30 mph, Exceeding = 4640 (69.37%), Mean Exceeding = 34.10 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 216 (3.229%)
Maximum = 61.1 mph, **Minimum** = 4.9 mph, **Mean** = 32.0 mph
85% Speed = 36.18 mph, **95% Speed** = 38.98 mph, **Median** = 31.99 mph
10 mph Pace = 27 - 37, **Number in Pace** = 5274 (78.85%)
Variance = 18.90, **Standard Deviation** = 4.35 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	12 0.179%	28.1	43.6	32.6	32.0	36.8	43.6	10 83.33%	1 8.333%
0100	6 0.090%	31.2	37.6	35.2	35.5	37.6	37.6	6 100.0%	0 0.000%
0200	9 0.135%	20.9	37.0	31.6	34.2	36.7	37.0	6 66.67%	0 0.000%
0300	26 0.389%	27.7	45.9	35.5	34.7	42.7	45.5	21 80.77%	7 26.92%
0400	103 1.540%	26.4	51.2	35.0	34.7	39.6	41.3	88 85.44%	12 11.65%
0500	337 5.038%	24.5	50.0	34.3	33.9	38.8	41.7	295 87.54%	31 9.199%
0600	581 8.686%	24.2	44.1	33.3	33.2	36.6	39.6	479 82.44%	24 4.131%
0700	840 12.56%	14.7	42.0	31.5	31.7	35.2	37.8	567 67.50%	12 1.429%
0800	577 8.626%	14.5	44.5	31.9	32.1	36.0	38.4	398 68.98%	9 1.560%
0900	422 6.309%	5.7	45.7	30.6	30.8	35.2	37.7	252 59.72%	7 1.659%
1000	332 4.963%	4.9	44.6	31.2	31.3	35.4	38.6	207 62.35%	10 3.012%
1100	330 4.933%	19.6	43.2	31.8	31.8	36.3	39.1	223 67.58%	10 3.030%
1200	344 5.143%	9.6	46.1	32.0	32.1	36.0	38.5	245 71.22%	5 1.453%
1300	369 5.517%	17.4	47.6	31.4	31.8	35.6	38.3	242 65.58%	7 1.897%
1400	367 5.487%	19.5	45.0	31.4	31.4	35.3	38.1	236 64.31%	7 1.907%
1500	377 5.636%	6.7	42.5	31.4	31.0	35.7	38.5	231 61.27%	11 2.918%
1600	430 6.428%	16.2	44.8	31.5	31.5	35.5	37.0	281 65.35%	3 0.698%
1700	369 5.517%	22.5	43.9	31.5	31.1	35.5	38.4	229 62.06%	10 2.710%
1800	326 4.874%	19.5	61.1	31.8	32.0	36.0	38.7	218 66.87%	9 2.761%
1900	172 2.571%	21.1	53.2	33.0	32.7	36.6	40.4	134 77.91%	9 5.233%
2000	140 2.093%	18.4	43.9	32.7	32.9	37.0	40.6	104 74.29%	8 5.714%
2100	117 1.749%	7.6	52.7	32.9	32.9	38.7	41.8	85 72.65%	12 10.26%
2200	70 1.046%	22.3	45.7	33.4	33.0	37.7	44.6	54 77.14%	7 10.00%
2300	33 0.493%	27.5	55.7	35.1	34.1	40.6	49.1	29 87.88%	5 15.15%
----	**6689 100.0%**	**4.9**	**61.1**	**32.0**	**32.0**	**36.2**	**39.0**	**4640 69.37%**	**216 3.229%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T SHOREHAM & MAYO.2.3EB
Description: **B/T SHOREHAM & MAYO**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 3018
Posted speed limit = 30 mph, Exceeding = 2534 (83.96%), Mean Exceeding = 35.11 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 235 (7.787%)
Maximum = 59.7 mph, **Minimum** = 8.2 mph, **Mean** = 33.9 mph
85% Speed = 38.08 mph, **95% Speed** = 41.05 mph, **Median** = 33.72 mph
10 mph Pace = 29 - 39, **Number in Pace** = 2369 (78.50%)
Variance = 19.31, **Standard Deviation** = 4.39 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	9 0.298%	26.0	48.3	34.1	32.2	43.5	48.3	7 77.78%	1 11.11%
0100	9 0.298%	22.6	40.4	34.0	35.9	40.3	40.4	7 77.78%	2 22.22%
0200	7 0.232%	18.0	40.7	30.5	30.9	39.4	40.7	4 57.14%	1 14.29%
0300	9 0.298%	15.9	59.7	34.8	32.1	49.9	59.7	6 66.67%	2 22.22%
0400	2 0.066%	25.3	29.0	27.2	27.2	29.0	29.0	0 0.000%	0 0.000%
0500	9 0.298%	22.9	36.3	29.9	27.2	36.1	36.3	4 44.44%	0 0.000%
0600	56 1.856%	27.2	47.5	35.5	36.1	40.1	44.9	45 80.36%	9 16.07%
0700	96 3.181%	20.2	44.4	33.0	33.7	37.7	41.4	73 76.04%	7 7.292%
0800	107 3.545%	20.2	45.0	34.0	34.2	40.4	42.6	85 79.44%	19 17.76%
0900	87 2.883%	25.3	47.4	35.1	35.3	39.5	41.9	75 86.21%	10 11.49%
1000	113 3.744%	17.8	53.9	34.3	34.3	38.7	43.1	94 83.19%	10 8.850%
1100	123 4.076%	8.2	43.1	34.4	34.7	38.6	40.4	111 90.24%	9 7.317%
1200	133 4.407%	23.6	51.0	34.2	34.2	38.4	41.0	118 88.72%	10 7.519%
1300	186 6.163%	14.6	53.4	34.3	33.9	38.6	42.9	160 86.02%	18 9.677%
1400	217 7.190%	18.8	43.3	33.4	34.0	38.2	40.8	163 75.12%	12 5.530%
1500	241 7.985%	20.3	47.7	34.0	34.2	38.8	41.1	207 85.89%	25 10.37%
1600	318 10.54%	20.9	48.3	34.4	34.3	38.3	40.6	276 86.79%	22 6.918%
1700	343 11.37%	24.6	47.4	33.5	33.2	36.8	40.3	288 83.97%	21 6.122%
1800	271 8.979%	16.8	44.6	33.3	33.2	37.0	40.1	228 84.13%	14 5.166%
1900	236 7.820%	25.8	43.7	33.4	32.9	36.8	39.5	206 87.29%	10 4.237%
2000	185 6.130%	25.3	51.8	33.8	32.9	38.0	41.8	155 83.78%	15 8.108%
2100	144 4.771%	20.3	45.5	34.4	33.9	38.4	41.3	126 87.50%	12 8.333%
2200	77 2.551%	27.0	42.9	33.4	33.6	36.9	39.7	65 84.42%	3 3.896%
2300	40 1.325%	26.1	44.9	33.8	33.6	38.6	41.8	31 77.50%	3 7.500%
----	**3018 100.0%**	**8.2**	**59.7**	**33.9**	**33.7**	**38.1**	**41.0**	**2534 83.96%**	**235 7.787%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: B/T SHOREHAM & MAYO.2.3WB
Description: **B/T SHOREHAM & MAYO**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 3010
Posted speed limit = 30 mph, Exceeding = 2717 (90.27%), Mean Exceeding = 36.13 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 363 (12.06%)
Maximum = 56.6 mph, **Minimum** = 8.8 mph, **Mean** = 35.3 mph
85% Speed = 39.43 mph, **95% Speed** = 42.05 mph, **Median** = 35.40 mph
10 mph Pace = 31 - 41, **Number in Pace** = 2371 (78.77%)
Variance = 18.59, **Standard Deviation** = 4.31 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	6 0.199%	31.1	42.9	35.4	33.9	42.7	42.9	6 100.0%	1 16.67%
0100	5 0.166%	30.5	40.0	35.4	37.5	40.0	40.0	5 100.0%	0 0.000%
0200	4 0.133%	29.4	41.6	34.5	33.5	41.6	41.6	3 75.00%	1 25.00%
0300	17 0.565%	28.5	46.2	37.0	37.0	43.6	46.2	14 82.35%	5 29.41%
0400	50 1.661%	24.7	46.5	36.3	36.2	41.8	43.7	46 92.00%	11 22.00%
0500	158 5.249%	23.6	47.8	36.2	36.7	40.6	42.2	146 92.41%	29 18.35%
0600	281 9.336%	24.3	45.6	36.0	35.9	40.0	42.4	275 97.86%	42 14.95%
0700	358 11.89%	8.8	46.4	34.8	35.2	38.8	41.6	324 90.50%	37 10.34%
0800	259 8.605%	20.3	46.1	34.8	35.5	39.3	41.0	227 87.64%	24 9.266%
0900	176 5.847%	22.3	46.2	35.9	35.8	40.3	41.4	163 92.61%	29 16.48%
1000	143 4.751%	23.5	46.3	35.8	36.2	39.7	43.4	129 90.21%	18 12.59%
1100	146 4.850%	12.3	47.1	35.0	35.0	38.9	42.2	130 89.04%	14 9.589%
1200	139 4.618%	26.8	50.5	35.2	35.0	39.0	42.1	127 91.37%	13 9.353%
1300	163 5.415%	14.0	44.7	34.7	35.2	39.3	41.5	142 87.12%	17 10.43%
1400	173 5.748%	20.5	45.4	34.9	34.8	39.4	41.3	152 87.86%	16 9.249%
1500	169 5.615%	20.5	47.3	35.1	34.5	40.7	43.1	147 86.98%	28 16.57%
1600	187 6.213%	25.3	49.4	34.9	35.1	38.9	40.6	165 88.24%	11 5.882%
1700	167 5.548%	21.2	45.4	34.9	34.8	39.4	42.0	149 89.22%	21 12.57%
1800	140 4.651%	27.1	44.2	35.3	35.5	38.8	40.6	128 91.43%	8 5.714%
1900	94 3.123%	23.0	49.1	34.6	34.8	38.7	42.0	83 88.30%	8 8.511%
2000	74 2.458%	26.0	56.6	35.8	35.8	40.0	46.2	65 87.84%	11 14.86%
2100	52 1.728%	23.8	50.3	36.3	35.9	40.6	45.7	50 96.15%	9 17.31%
2200	31 1.030%	25.1	55.2	36.0	36.1	40.9	51.1	26 83.87%	9 29.03%
2300	18 0.598%	25.5	40.5	33.9	34.7	38.9	40.5	15 83.33%	1 5.556%
----	**3010 100.0%**	**8.8**	**56.6**	**35.3**	**35.4**	**39.4**	**42.1**	**2717 90.27%**	**363 12.06%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: MAYO AVE & EASTERN.2.3EB
Description: **MD 214 B/T MAYO AVE & EASTERM TERMINUS**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 2064
Posted speed limit = 30 mph, Exceeding = 1110 (53.78%), Mean Exceeding = 33.79 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 52 (2.519%)
Maximum = 53.4 mph, **Minimum** = 6.4 mph, **Mean** = 30.3 mph
85% Speed = 35.01 mph, **95% Speed** = 38.01 mph, **Median** = 30.39 mph
10 mph Pace = 25 - 35, **Number in Pace** = 1529 (74.08%)
Variance = 24.67, **Standard Deviation** = 4.97 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	6 0.291%	25.3	49.7	33.0	30.7	48.9	49.7	3 50.00%	1 16.67%
0100	6 0.291%	21.3	41.1	32.5	33.1	40.9	41.1	5 83.33%	1 16.67%
0200	5 0.242%	23.4	35.4	28.7	29.2	35.4	35.4	2 40.00%	0 0.000%
0300	7 0.339%	21.9	53.4	34.2	35.3	50.7	53.4	4 57.14%	2 28.57%
0400	1 0.048%	30.0	30.0	30.0	30.0	30.0	30.0	1 100.0%	0 0.000%
0500	6 0.291%	18.1	34.3	27.7	30.3	34.2	34.3	3 50.00%	0 0.000%
0600	40 1.938%	12.9	46.8	31.6	31.7	38.0	41.4	28 70.00%	4 10.00%
0700	75 3.634%	10.2	45.5	30.3	31.3	35.2	39.6	47 62.67%	3 4.000%
0800	79 3.828%	15.9	43.1	29.8	29.6	34.8	40.8	38 48.10%	5 6.329%
0900	62 3.004%	14.4	46.1	31.5	31.0	35.9	40.0	36 58.06%	3 4.839%
1000	77 3.731%	10.6	43.7	29.5	30.3	36.2	38.4	41 53.25%	3 3.896%
1100	89 4.312%	6.4	40.6	30.7	31.4	35.3	36.6	58 65.17%	1 1.124%
1200	96 4.651%	12.5	42.4	30.7	31.1	36.6	38.0	55 57.29%	1 1.042%
1300	126 6.105%	11.5	40.8	29.0	28.8	34.9	38.5	53 42.06%	3 2.381%
1400	142 6.880%	13.9	44.3	29.7	30.5	35.0	37.4	79 55.63%	3 2.113%
1500	161 7.800%	15.1	42.5	30.1	30.4	35.0	37.5	87 54.04%	3 1.863%
1600	218 10.56%	16.8	42.5	30.5	30.3	34.6	38.2	117 53.67%	4 1.835%
1700	239 11.58%	13.4	46.9	30.2	30.1	33.8	36.9	120 50.21%	6 2.510%
1800	174 8.430%	15.4	42.0	30.4	30.5	34.3	37.7	96 55.17%	2 1.149%
1900	157 7.607%	15.3	41.2	30.0	29.9	34.3	37.1	74 47.13%	2 1.274%
2000	137 6.638%	19.7	44.4	30.6	30.0	35.7	38.5	69 50.36%	3 2.190%
2100	91 4.409%	22.5	40.1	31.0	31.2	34.5	37.0	57 62.64%	1 1.099%
2200	43 2.083%	23.8	40.3	30.8	30.8	34.6	38.9	23 53.49%	1 2.326%
2300	27 1.308%	16.1	38.7	30.3	30.6	36.1	38.0	14 51.85%	0 0.000%
----	**2064 100.0%**	**6.4**	**53.4**	**30.3**	**30.4**	**35.0**	**38.0**	**1110 53.78%**	**52 2.519%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: MAYO AVE & EASTERN.2.3WB
Description: **MD 214 B/T MAYO AVE & EASTERM TERMINUS**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 2022
Posted speed limit = 30 mph, Exceeding = 1191 (58.90%), Mean Exceeding = 34.73 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 90 (4.451%)
Maximum = 53.6 mph, **Minimum** = 5.6 mph, **Mean** = 31.0 mph
85% Speed = 36.49 mph, **95% Speed** = 39.71 mph, **Median** = 31.37 mph
10 mph Pace = 26 - 36, **Number in Pace** = 1303 (64.44%)
Variance = 31.48, **Standard Deviation** = 5.61 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	4 0.198%	22.7	33.4	27.5	27.0	33.4	33.4	2 50.00%	0 0.000%
0100	2 0.099%	22.9	28.6	25.7	25.8	28.6	28.6	0 0.000%	0 0.000%
0200	2 0.099%	28.7	49.1	38.9	38.9	49.1	49.1	1 50.00%	1 50.00%
0300	13 0.643%	27.4	39.1	34.1	34.7	38.6	39.1	10 76.92%	0 0.000%
0400	34 1.682%	16.0	40.2	31.0	32.0	35.7	39.6	21 61.76%	1 2.941%
0500	102 5.045%	15.9	43.0	32.5	33.3	38.1	40.2	69 67.65%	5 4.902%
0600	181 8.952%	20.8	53.6	32.4	32.2	37.2	40.4	128 70.72%	9 4.972%
0700	258 12.76%	9.8	44.8	31.2	31.6	36.7	39.7	155 60.08%	12 4.651%
0800	177 8.754%	13.8	43.0	31.1	31.7	37.1	39.5	104 58.76%	5 2.825%
0900	117 5.786%	18.8	42.4	31.9	32.2	37.4	40.7	78 66.67%	7 5.983%
1000	99 4.896%	9.6	39.5	28.0	28.2	33.6	36.2	35 35.35%	0 0.000%
1100	101 4.995%	18.1	50.5	31.0	31.3	37.0	40.9	60 59.41%	7 6.931%
1200	101 4.995%	13.1	42.5	30.5	31.3	35.7	40.6	64 63.37%	6 5.941%
1300	92 4.550%	14.1	41.9	29.8	30.2	36.4	38.9	47 51.09%	3 3.261%
1400	121 5.984%	21.7	43.0	30.7	30.3	35.7	39.0	65 53.72%	3 2.479%
1500	112 5.539%	5.6	50.1	31.3	31.5	36.6	41.1	72 64.29%	8 7.143%
1600	132 6.528%	18.5	45.4	30.1	30.1	34.9	38.2	70 53.03%	3 2.273%
1700	109 5.391%	17.0	46.7	31.3	32.3	36.6	40.2	68 62.39%	6 5.505%
1800	105 5.193%	19.1	45.5	30.8	31.2	35.6	38.4	59 56.19%	1 0.952%
1900	45 2.226%	20.1	43.7	31.0	30.4	37.0	42.7	23 51.11%	4 8.889%
2000	51 2.522%	19.2	52.7	29.9	29.2	34.6	41.1	25 49.02%	2 3.922%
2100	32 1.583%	14.6	44.9	30.7	30.3	35.6	43.3	16 50.00%	3 9.375%
2200	18 0.890%	25.8	41.7	32.0	31.0	40.8	41.7	10 55.56%	3 16.67%
2300	14 0.692%	18.3	41.4	31.1	32.3	37.3	41.4	9 64.29%	1 7.143%
----	**2022 100.0%**	**5.6**	**53.6**	**31.0**	**31.4**	**36.5**	**39.7**	**1191 58.90%**	**90 4.451%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: SHOREHAM & TRITON.2.3NB
Description: **SHOREHAM BEACH B/T MD 214 AND TRITON BEACH ROAD**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(N) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 2628
Posted speed limit = 30 mph, Exceeding = 1933 (73.55%), Mean Exceeding = 34.14 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 98 (3.729%)
Maximum = 59.6 mph, **Minimum** = 5.5 mph, **Mean** = 32.2 mph
85% Speed = 36.41 mph, **95% Speed** = 39.18 mph, **Median** = 32.32 mph
10 mph Pace = 28 - 38, **Number in Pace** = 2073 (78.88%)
Variance = 21.06, **Standard Deviation** = 4.59 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	13 0.495%	21.3	41.1	31.2	31.9	34.9	41.1	10 76.92%	1 7.692%
0100	5 0.190%	30.0	39.2	35.0	35.3	39.2	39.2	5 100.0%	0 0.000%
0200	4 0.152%	22.8	33.9	28.4	28.4	33.9	33.9	1 25.00%	0 0.000%
0300	6 0.228%	28.3	36.1	32.6	32.6	36.0	36.1	5 83.33%	0 0.000%
0400	5 0.190%	29.4	44.5	37.1	38.4	44.5	44.5	4 80.00%	2 40.00%
0500	16 0.609%	25.5	42.5	31.4	30.5	36.8	42.5	9 56.25%	1 6.250%
0600	32 1.218%	23.0	45.0	31.6	32.0	36.6	40.6	19 59.38%	1 3.125%
0700	68 2.588%	19.8	44.4	31.5	31.4	37.7	40.7	43 63.24%	4 5.882%
0800	95 3.615%	13.3	53.0	31.8	32.3	37.9	39.6	62 65.26%	4 4.211%
0900	79 3.006%	12.2	45.2	31.4	31.9	35.8	39.1	55 69.62%	3 3.797%
1000	119 4.528%	11.4	42.9	32.0	32.2	36.8	40.0	80 67.23%	6 5.042%
1100	147 5.594%	5.5	43.0	30.5	31.3	35.2	38.1	93 63.27%	4 2.721%
1200	129 4.909%	17.7	42.9	32.1	32.1	35.9	38.1	93 72.09%	4 3.101%
1300	136 5.175%	12.4	43.1	33.0	32.8	37.4	40.7	112 82.35%	9 6.618%
1400	218 8.295%	15.2	43.8	32.4	33.0	36.6	39.6	172 78.90%	7 3.211%
1500	238 9.056%	10.3	42.6	32.6	32.8	36.9	38.9	194 81.51%	8 3.361%
1600	288 10.96%	12.1	47.0	33.1	33.3	37.1	39.1	236 81.94%	10 3.472%
1700	262 9.970%	18.6	42.6	31.7	31.9	35.3	38.2	186 70.99%	6 2.290%
1800	255 9.703%	17.7	47.4	32.0	31.8	36.1	40.4	170 66.67%	13 5.098%
1900	162 6.164%	16.6	50.8	31.8	31.9	35.1	37.2	117 72.22%	3 1.852%
2000	143 5.441%	22.2	41.2	32.2	32.3	35.9	37.8	109 76.22%	1 0.699%
2100	108 4.110%	12.0	59.6	32.6	32.5	36.0	39.3	77 71.30%	4 3.704%
2200	75 2.854%	13.9	42.9	33.0	33.1	37.9	40.5	60 80.00%	4 5.333%
2300	25 0.951%	13.9	48.1	33.8	34.5	39.8	46.5	21 84.00%	3 12.00%
----	**2628 100.0%**	**5.5**	**59.6**	**32.2**	**32.3**	**36.4**	**39.2**	**1933 73.55%**	**98 3.729%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: SHOREHAM & TRITON.2.3SB
Description: **SHOREHAM BEACH B/T MD 214 AND TRITON BEACH ROAD**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(S) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 2627
Posted speed limit = 30 mph, Exceeding = 1907 (72.59%), Mean Exceeding = 34.16 mph
Limit 1 (30 * 100%) + 10 = 40 mph, Exceeding = 74 (2.817%)
Maximum = 52.5 mph, **Minimum** = 2.0 mph, **Mean** = 32.0 mph
85% Speed = 36.41 mph, **95% Speed** = 38.98 mph, **Median** = 32.32 mph
10 mph Pace = 27 - 37, **Number in Pace** = 2034 (77.43%)
Variance = 22.97, **Standard Deviation** = 4.79 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 30 mph	Limit 1 40 mph
0000	2 0.076%	28.8	32.3	30.6	30.5	32.3	32.3	1 50.00%	0 0.000%
0100	3 0.114%	33.4	37.3	35.1	34.5	37.3	37.3	3 100.0%	0 0.000%
0200	3 0.114%	32.4	38.5	36.4	38.4	38.5	38.5	3 100.0%	0 0.000%
0300	11 0.419%	27.5	42.5	34.7	33.2	40.1	42.5	10 90.91%	1 9.091%
0400	35 1.332%	25.7	41.5	35.0	35.7	38.3	40.9	32 91.43%	3 8.571%
0500	124 4.720%	21.3	45.0	32.9	33.0	37.0	38.9	99 79.84%	4 3.226%
0600	237 9.022%	20.8	44.5	33.0	33.1	36.6	39.1	194 81.86%	7 2.954%
0700	302 11.50%	2.0	42.2	32.5	33.4	37.6	39.0	246 81.46%	9 2.980%
0800	216 8.222%	15.5	45.3	32.8	32.7	37.2	40.3	169 78.24%	11 5.093%
0900	178 6.776%	8.5	42.6	30.8	31.0	35.7	37.6	107 60.11%	1 0.562%
1000	150 5.710%	16.3	46.9	32.0	32.1	36.0	39.3	103 68.67%	4 2.667%
1100	134 5.101%	5.9	42.1	30.6	31.5	34.9	39.9	84 62.69%	5 3.731%
1200	131 4.987%	21.1	43.0	31.9	31.7	35.6	40.4	90 68.70%	7 5.344%
1300	136 5.177%	8.3	42.3	31.6	32.0	35.8	39.0	103 75.74%	4 2.941%
1400	167 6.357%	10.2	40.0	30.5	31.7	35.5	37.4	108 64.67%	1 0.599%
1500	160 6.091%	18.1	44.0	32.1	32.3	36.8	38.8	113 70.63%	3 1.875%
1600	178 6.776%	17.5	42.8	32.0	32.3	35.7	38.2	132 74.16%	4 2.247%
1700	144 5.482%	18.4	45.4	31.6	31.6	35.5	38.3	96 66.67%	5 3.472%
1800	126 4.796%	19.2	41.5	32.2	32.2	35.3	38.8	96 76.19%	2 1.587%
1900	56 2.132%	13.1	52.5	32.7	32.5	38.0	40.4	38 67.86%	3 5.357%
2000	58 2.208%	22.8	38.8	30.7	29.9	34.8	38.5	27 46.55%	0 0.000%
2100	39 1.485%	8.4	39.8	30.4	31.5	35.0	39.1	25 64.10%	0 0.000%
2200	26 0.990%	25.6	39.4	32.8	33.0	37.5	39.1	20 76.92%	0 0.000%
2300	11 0.419%	25.2	39.7	33.0	32.3	39.4	39.7	8 72.73%	0 0.000%
----	**2627 100.0%**	**2.0**	**52.5**	**32.0**	**32.3**	**36.4**	**39.0**	**1907 72.59%**	**74 2.817%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: TRITON EAST OF SHORE.2.3EB
Description: **TRITON BEACH RD EAST OF SHOREHAM BEACH RD**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(E) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 1142
Posted speed limit = 40 mph, Exceeding = 741 (64.89%), Mean Exceeding = 46.96 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 180 (15.76%)
Maximum = 81.1 mph, **Minimum** = 8.3 mph, **Mean** = 42.6 mph
85% Speed = 50.50 mph, **95% Speed** = 55.25 mph, **Median** = 42.47 mph
10 mph Pace = 37 - 47, **Number in Pace** = 628 (54.99%)
Variance = 67.90, **Standard Deviation** = 8.24 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	6 0.525%	32.3	58.4	42.1	40.0	57.7	58.4	3 50.00%	1 16.67%
0100	3 0.263%	43.3	51.7	46.7	45.0	51.7	51.7	3 100.0%	1 33.33%
0200	2 0.175%	31.9	44.6	38.2	38.2	44.6	44.6	1 50.00%	0 0.000%
0300	6 0.525%	34.5	54.6	43.4	42.5	54.1	54.6	5 83.33%	1 16.67%
0400	2 0.175%	34.5	50.1	42.3	42.3	50.1	50.1	1 50.00%	1 50.00%
0500	5 0.438%	33.0	49.4	39.9	37.9	49.4	49.4	2 40.00%	0 0.000%
0600	13 1.138%	29.0	60.0	44.3	48.1	54.1	60.0	8 61.54%	3 23.08%
0700	26 2.277%	26.9	56.6	41.1	42.3	49.3	56.1	14 53.85%	3 11.54%
0800	45 3.940%	8.5	60.4	39.1	40.2	50.1	57.2	23 51.11%	6 13.33%
0900	39 3.415%	8.3	72.2	37.5	37.2	46.0	60.8	15 38.46%	3 7.692%
1000	51 4.466%	21.2	55.6	39.7	38.6	48.8	52.8	23 45.10%	5 9.804%
1100	75 6.567%	12.5	81.1	37.8	38.6	45.5	56.9	30 40.00%	6 8.000%
1200	55 4.816%	24.6	57.4	42.4	43.1	48.0	54.1	37 67.27%	4 7.273%
1300	73 6.392%	31.1	60.9	44.4	43.7	49.7	57.2	56 76.71%	10 13.70%
1400	104 9.107%	26.0	61.7	43.8	42.7	51.2	55.4	74 71.15%	20 19.23%
1500	111 9.720%	10.5	59.9	43.4	42.9	52.1	55.7	78 70.27%	28 25.23%
1600	121 10.60%	30.6	68.2	45.3	44.6	51.7	56.3	100 82.64%	26 21.49%
1700	96 8.406%	28.9	63.7	43.2	43.2	49.3	53.8	69 71.88%	12 12.50%
1800	95 8.319%	21.2	60.2	43.6	43.5	50.5	55.9	68 71.58%	16 16.84%
1900	55 4.816%	16.2	69.5	42.4	41.7	49.9	57.7	31 56.36%	8 14.55%
2000	54 4.729%	24.7	57.0	41.9	41.6	48.5	54.4	33 61.11%	7 12.96%
2100	51 4.466%	9.3	57.7	41.8	42.4	49.1	54.4	31 60.78%	6 11.76%
2200	39 3.415%	27.8	74.2	45.8	45.6	55.0	69.0	29 74.36%	8 20.51%
2300	15 1.313%	35.0	56.7	43.7	39.8	54.3	56.7	7 46.67%	5 33.33%
----	**1142 100.0%**	**8.3**	**81.1**	**42.6**	**42.5**	**50.5**	**55.3**	**741 64.89%**	**180 15.76%**

Speed Statistics by Hour

Connor Support Services, LLC

Site: TRITON EAST OF SHORE.2.3WB
Description: **TRITON BEACH RD EAST OF SHOREHAM BEACH RD**
Filter time: **0:00 Tuesday, November 14, 2017 => 0:00 Thursday, November 16, 2017**
Scheme: Vehicle classification (FHWA MD SHA 1)
Filter: Cls(1-14) Dir(W) Sp(0,140) Headway(>0) Span(0 - 300) Lane(0-16)

Vehicles = 1136
Posted speed limit = 40 mph, Exceeding = 598 (52.64%), Mean Exceeding = 45.22 mph
Limit 1 (40 * 100%) + 10 = 50 mph, Exceeding = 70 (6.162%)
Maximum = 70.1 mph, **Minimum** = 7.7 mph, **Mean** = 40.4 mph
85% Speed = 46.67 mph, **95% Speed** = 50.87 mph, **Median** = 40.43 mph
10 mph Pace = 35 - 45, **Number in Pace** = 700 (61.62%)
Variance = 48.40, **Standard Deviation** = 6.96 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 40 mph	Limit 1 50 mph
0000	1 0.088%	34.3	34.3	34.3	34.3	34.3	34.3	0 0.000%	0 0.000%
0100	2 0.176%	40.0	46.2	43.1	43.1	46.2	46.2	1 50.00%	0 0.000%
0200	1 0.088%	39.0	39.0	39.0	39.0	39.0	39.0	0 0.000%	0 0.000%
0300	3 0.264%	39.6	44.3	42.4	43.2	44.3	44.3	2 66.67%	0 0.000%
0400	16 1.408%	37.0	49.9	44.5	45.4	49.0	49.9	13 81.25%	0 0.000%
0500	34 2.993%	9.1	54.1	42.4	42.6	49.0	53.3	25 73.53%	3 8.824%
0600	85 7.482%	33.1	62.5	42.5	42.0	47.4	51.5	56 65.88%	7 8.235%
0700	134 11.80%	29.3	69.3	42.8	42.8	48.3	51.3	91 67.91%	10 7.463%
0800	92 8.099%	20.2	63.6	41.9	42.0	46.9	52.4	64 69.57%	9 9.783%
0900	73 6.426%	7.7	52.2	36.6	37.1	43.3	46.8	25 34.25%	2 2.740%
1000	67 5.898%	24.7	59.9	38.2	37.4	44.9	50.5	27 40.30%	4 5.970%
1100	64 5.634%	12.3	68.7	36.2	37.0	43.5	51.7	17 26.56%	4 6.250%
1200	68 5.986%	25.4	67.6	39.6	39.7	45.4	50.8	32 47.06%	3 4.412%
1300	59 5.194%	30.2	70.1	41.4	41.3	48.1	49.5	32 54.24%	1 1.695%
1400	85 7.482%	26.2	64.2	40.7	39.5	47.2	51.0	40 47.06%	7 8.235%
1500	70 6.162%	12.7	51.9	37.4	37.8	43.7	48.8	27 38.57%	2 2.857%
1600	78 6.866%	28.4	70.1	41.3	40.6	48.4	53.7	43 55.13%	5 6.410%
1700	62 5.458%	22.8	53.3	40.3	40.7	45.8	49.5	34 54.84%	2 3.226%
1800	54 4.754%	31.2	53.0	40.2	39.3	45.8	48.3	25 46.30%	1 1.852%
1900	23 2.025%	28.9	67.8	41.9	40.0	52.2	65.0	12 52.17%	5 21.74%
2000	19 1.673%	30.0	51.9	40.0	39.9	44.0	51.9	9 47.37%	1 5.263%
2100	21 1.849%	21.0	63.3	39.1	38.3	46.1	61.8	9 42.86%	1 4.762%
2200	17 1.496%	31.7	56.7	40.3	38.6	47.4	56.7	8 47.06%	2 11.76%
2300	8 0.704%	35.6	55.1	42.8	40.9	52.6	55.1	6 75.00%	1 12.50%
----	**1136 100.0%**	**7.7**	**70.1**	**40.4**	**40.4**	**46.7**	**50.9**	**598 52.64%**	**70 6.162%**

APPENDIX

D

Existing Roadway Geometry

Curve #	Design Speed (MPH)	Minimum Sight Stopping Distance (ft)	Radius (ft)	Compound Curve Ratio < 1.5:1?	Curve Direction	Minimum Superelevation (6% Max)	Existing Westbound Superelevation	Existing Eastbound Superelevation	Minimum Horizontal Sight Offset (ft)	Existing Horizontal Sight Offset (ft)	Remarks	Figure #
1	45	360	1060	N/A	LT	N/C	-2.0%	-2.0%	15	>15		
2	40	305	1800	No	RT	N/C	<2%	<2%	6	>6		
3	40	305	810		RT	N/C	2.2%	-2.2%	14	>14		
4	40	305	1430	No	LT	N/C	-2.0%	2.0%	8	>8		
5	40	305	900		LT	N/C	-2.1%	2.1%	13	>13		
6	40	305	8700	No	LT	N/C	-2.0%	-2.0%	1	>1		
7	40	305	1100		LT	N/C	-3.8%	<2%	11	>11		
8	40	305	760	N/A	RT	-1.5%	<2%	-4.5%	15	>15		
9	30	309	2920	N/A	RT	N/C	<2%	-3.4%	4	>4		
10	30	309	1470	N/A	RT	N/C	4.8%	-4.8%	8	>8		
11	30	200	3340	N/A	LT	N/C	-2.0%	-2.0%	1	>1		
12	30	200	545	Yes	RT	N/C	1.0%	-7.9%	9	>9		
13	30	200	480		RT	N/C	-4.1%	-5.7%	10	>10		
14	30	200	940	No	LT	N/C	-4.9%	2.0%	5	>5		
15	30	200	460		LT	N/C	-7.7%	2.0%	11	>11		
16	30	200	3000	N/A	RT	N/C	-2.0%	-2.0%	2	>2		
17	30	200	300	N/A	RT	2.0%	2.2%	-7.3%	17	>17		
18	30	200	520	N/A	LT	N/C	-9.0%	5.6%	10	>10		
19	30	200	520	N/A	RT	N/C	6.6%	-8.5%	10	>10		
20	30	200	788	No	LT	N/C	-8.8%	7.8%	6	>6		
21	30	200	230		LT	6.0%	-9.5%	4.2%	22	16	Horizontal sight offset obstructed by fence/trees. Stopping Sight Distance limited to 150' (~25 MPH).	D.2
22	30	200	450	N/A	LT	N/C	-5.0%	-3.2%	11	>11		
23	30	200	1500	N/A	LT	N/C	<2%	<2%	4	>4		
24	30	200	340	N/A	RT	N/C	2.5%	-7.3%	15	>15		
25	30	200	390	No	LT	N/C	-7.0%	4.6%	13	9	Horizontal sight offset obstructed by hill/trees. Stopping Sight Distance limited to 160' (~20-25 MPH).	D.3
26	30	200	240		LT	5.0%	-3.5%	<2%	21	10	Horizontal sight offset obstructed by hill/trees. Stopping Sight Distance limited to 140' (~20-25 MPH).	D.4

Compliant with minimum AASHTO requirements

Non-compliant with minimum AASHTO requirements

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7125 Ambassador Road, Suite 200
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EXISTING ROADWAY GEOMETRY

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE D.1

BY: ramperm
PLOTTED: Friday, April 06, 2018 AT 03:45 PM

SUPERELEVATION			
CURVE #	REQUIRED	EXISTING WESTBOUND	EXISTING EASTBOUND
CURVE 21	6.0%	–9.5%	4.2%

HORIZONAL SIGHT OFFSET		
CURVE #	REQUIRED	EXISTING MEASUREMENT
CURVE 21	22'	16'

LOOKING TOWARDS EASTBOUND MD 214.

LOOKING TOWARDS WESTBOUND MD 214.

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BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:09 PM

CURVE 21

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE D.2

N

HORIZONAL SIGHT OFFSET		
CURVE #	REQUIRED	EXISTING MEASUREMENT
CURVE 25	13'	9'

LOOKING TOWARDS WESTBOUND SHOREHAM BEACH ROAD.

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

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BY: ramperm

PLOTTED: Friday, April 06, 2018 AT 03:14 PM

CURVE 25

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE D.3

N

SUPERELEVATION			
CURVE #	REQUIRED	EXISTING WESTBOUND	EXISTING EASTBOUND
CURVE 23	5.0%	–3.5%	< 2%

HORIZONAL SIGHT OFFSET		
CURVE #	REQUIRED	EXISTING MEASUREMENT
CURVE 23	21'	10'

LOOKING TOWARDS EASTBOUND SHOREHAM BEACH ROAD.

LOOKING TOWARDS WESTBOUND SHOREHAM BEACH ROAD.

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

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BY: ramperm

PLOTTED: Friday, April 06, 2018 AT 03:18 PM

CURVE 26

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE D.4

APPENDIX

E

Intersection Sight Distance

Intersection	Approximate Location		Intersection Sight Distance AASHTO Compliant?	Figure #
	Station	Milepoint		
MD 468 – MD 214 (45 MPH)	0+00	7.40	YES	
Hope Chapel Road – MD 214 (45 MPH)	5+00	7.48	YES	
Loch Haven Road – MD 214 (40 MPH)	29+00	7.95	YES	
Camp Letts Road – MD 214 (40 MPH)	42+00	8.20	YES	
Oaks Lane – MD 214 (40 MPH)	49+00	8.33	YES	
West Shore Drive – MD 214 (40 MPH)	60+50	8.55	YES	
River Club – MD 214 (40 MPH)	69+00	8.71	YES	
Selby Heights Drive – MD 214 (40 MPH)	79+00	8.89	YES	
Great Heron Drive – MD 214 (40 MPH)	83+50	8.98	YES	
Hillside Avenue – MD 214 (40 MPH)	86+50	9.04	NO	E.2
Holly Road – MD 214 (40 MPH)	87+50	9.06	YES	
8th Avenue – MD 214 (40 MPH)	95+00	9.20	YES	
Selby Blvd/River Road – MD 214 (40 MPH)	98+50	9.27	YES	
Winding Road – MD 214 (40 MPH)	106+50	9.42	YES	
Ponder Drive – MD 214 (40 MPH)	106+50	9.43	YES	
Turkey Point Road – MD 214 (40 MPH)	119+50	9.67	YES	
Weirs Road – MD 214 (30 MPH)	131+50	9.90	YES	
Post Office Service Road – MD 214 (30 MPH)	136+50	9.99	YES	
Mayo Ridge Road – MD 214 (30 MPH)	139+00	10.04	NO	E.3
Carrs Wharf Road Beach Road – MD 214 (30 MPH)	140+00	10.05	YES	
Shoreham Beach Road – MD 214 (30 MPH)	147+00	10.18	YES	
Lambros Lane – MD 214 (30 MPH)	163+00	10.50	NO	E.4
Bills Landing Way – MD 214 (30 MPH)	166+50	10.44	YES	
James Way – MD 214 (30 MPH)	167+00	10.58	YES	
Collison Road – MD 214 (30 MPH)	175+00	10.72	YES	
Shesley Road – MD 214 (30 MPH)	183+00	10.87	YES	
Daves Road – MD 214 (30 MPH)	186+00	10.53	YES	
Mayo Avenue/Rodgers Road – MD 214 (30 MPH)	188+50	10.97	NO	E.5
Spruce Avenue – MD 214 (30 MPH)	192+50	11.06	NO	E.6
Cadle Avenue – MD 214 (30 MPH)	196+50	11.13	NO	E.7
Linden Avenue – MD 214 (30 MPH)	200+00	11.13	YES	
Lakeview Avenue – MD 214 (30 MPH)	203+00	11.25	YES	
Poplar Avenue – MD 214 (30 MPH)	206+50	11.32	NO	E.8
Beverley Place – MD 214 (30 MPH)	209+50	11.38	NO	E.9
Beverley Avenue – MD 214 (30 MPH)	211+00	11.41	NO	E.10
Elm Street – MD 214 (30 MPH)	213+00	11.44	NO	E.11
Cedar Avenue – MD 214 (30 MPH)	216+00	11.51	YES	
Oakford Ave – MD 214 (30 MPH)	218+00	11.53	YES	
Waterview Drive/ Sundee Drive – Shoreham Beach Road (30 MPH)	226+00	0.11	NO	E.12
Triton Beach Road – Shoreham Beach Road (30 MPH)	235+00	0.25	NO	E.13

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INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.1

BY: ramperm –
PLOTTED: Friday, April 06, 2018 AT 03:44 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
HILLSIDE DRIVE @ MD 214 (40 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM HILLSIDE DR TO MD 214 EB	445'	335'
CASE B2	RIGHT TURN STOP FROM HILLSIDE DR TO MD 214 WB	385'	335'

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF HILLSIDE DRIVE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY VERTICAL CURVATURE OF MD 214.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE E.2

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:10 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
MAYO RIDGE ROAD @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM MAYO RIDGE RD TO MD 214 EB	335'	260'
CASE B2	RIGHT TURN STOP FROM MAYO RIDGE RD TO MD 214 WB	290'	260'

LOOKING TOWARDS WESTBOUND AT INTERSECTION OF MAYO RIDGE ROAD AND MD 214.
LINE OF SIGHT OBSTRUCTED BY VERTICAL CURVATURE OF MD 214.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.3

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:13 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
LAMBROS LANE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM LAMBROS LN TO MD 214 WB	335'	LIMITED
CASE B2	RIGHT TURN STOP FROM LAMBROS LN TO MD 214 EB	290'	LIMITED

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF LAMBROS LANE AND MD 214.

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF LAMBROS LANE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES.

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

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INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.4

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:16 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
MAYO AVENUE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM MAYO AVE TO MD 214 EB	335'	230'
CASE B2	RIGHT TURN STOP FROM MAYO AVE TO MD 214 WB	290'	230'

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF MAYO AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE E.5

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:17 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
SPRUCE AVENUE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM SPRUCE AVE WB TO MD 214 WB	335'	245'
CASE B1	LEFT TURN STOP FROM SPRUCE AVE EB TO MD 214 EB	335'	290'

LOOKING TOWARDS WESTBOUND AT INTERSECTION OF SPRUCE AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/FENCE.

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF SPRUCE AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/UTILITY POLE.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE E.6

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:18 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
CADLE AVENUE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM CADLE AVE EB TO MD 214 EB	335'	304'
CASE B1	LEFT TURN STOP FROM CADLE AVE WB TO MD 214 WB	335'	190'
CASE B2	RIGHT TURN STOP FROM CADLE AVE WB TO MD 214 EB	290'	190'

LOOKING TOWARDS WESTBOUND AT INTERSECTION OF CADLE AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/HILL.

LOOKING TOWARDS WESTBOUND AT INTERSECTION OF CADLE AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/HILL.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.7

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:33 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
POPLAR AVENUE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM POPLAR AVE EB TO MD 214 EB	335'	275'
CASE B2	RIGHT TURN STOP FROM POPLAR AVE EB TO MD 214 WB	290'	275'

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF POPLAR AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/HILL.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.8

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:19 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
BEVERLY PLACE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM BEVERLY PL TO MD 214 WB	335'	260'

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF BEVERLY PLACE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/FENCES.

LOOKING TOWARDS EASTBOUND AT INTERSECTION OF BEVERLY PLACE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/FENCES.

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PLOTTED: Friday, April 06, 2018 AT 03:20 PM

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE E.9

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
BEVERLY AVENUE @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM BEVERLY AVE TO MD 214 WB	335'	290'

LOOKING TOWARDS WESTBOUND AT INTERSECTION OF BEVERLY AVENUE AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/FENCES.

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BY: ramperm

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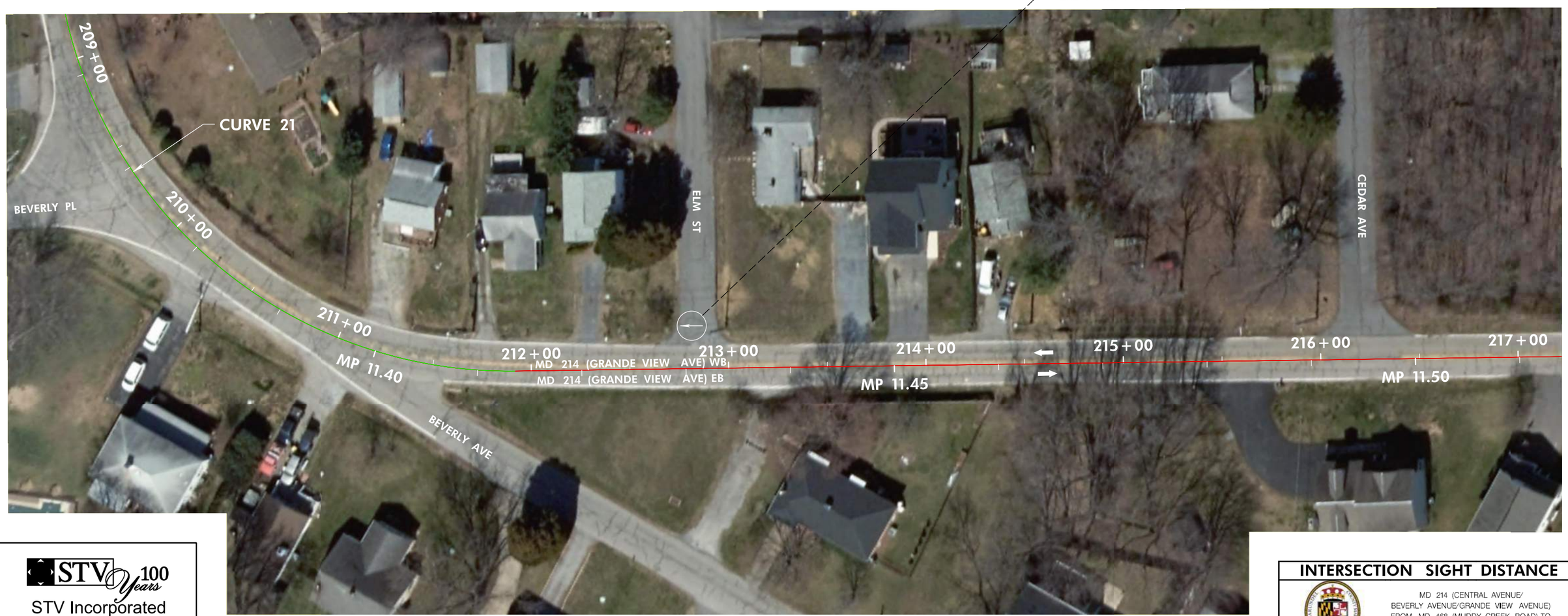
INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE E.10

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
ELM STREET @ MD 214 (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM ELM STREET TO MD 214 EB	335'	260'

LOOKING TOWARDS WESTBOUND AT INTERSECTION OF ELM STREET AND MD 214.
LINE OF SIGHT OBSTRUCTED BY TREES/FENCE.



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BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:22 PM

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.11

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
WATERVIEW DRIVE (25 MPH) @ TRITON BEACH ROAD (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM WATER VIEW DR TO SHOREHAM BEACH RD EB	335'	140'
CASE B2	RIGHT TURN STOP FROM WATER VIEW DR TO SHOREHAM BEACH RD WB	290'	140'

LOOKING TOWARDS EASTBOUND SHOREHAM BEACH ROAD AT STOP SIGN.
LINE OF SIGHT OBSTRUCTED BY TREE.

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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

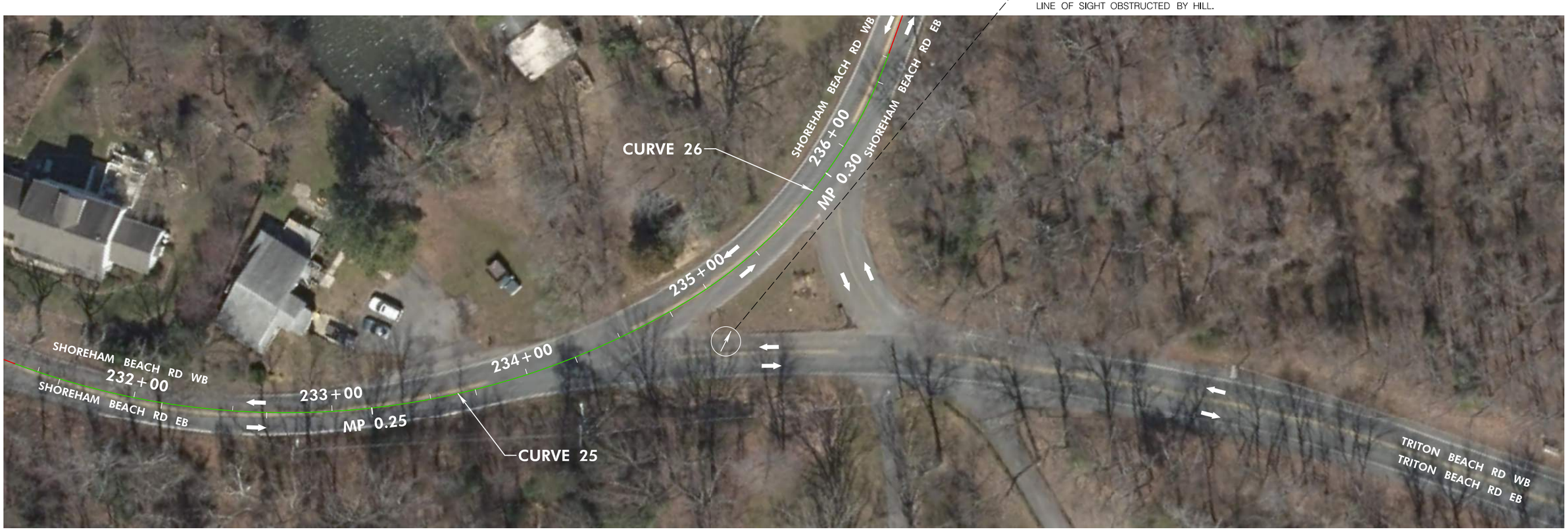
FIGURE E.12

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:25 PM

NON–COMPLIANT INTERSECTION SIGHT DISTANCE			
SHOREHAM BEACH ROAD (30 MPH) @ TRITON BEACH ROAD (30 MPH)			
CASE #	DESCRIPTION	MINIMUM REQUIRED	APPROXIMATE EXISTING AVAILABLE
CASE B1	LEFT TURN STOP FROM TRITON BEACH RD EB TO SHOREHAM BEACH RD WB	335'	300'

LOOKING TOWARDS WESTBOUND SHOREHAM BEACH ROAD AT STOP SIGN.
LINE OF SIGHT OBSTRUCTED BY HILL.



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

INTERSECTION SIGHT DISTANCE

MD 214 (CENTRAL AVENUE/ BEVERLY AVENUE/GRANDE VIEW AVENUE) FROM MD 468 (MUDDY CREEK ROAD) TO END GATE

FIGURE E.13

BY: ramperm –

PLOTTED: Friday, April 06, 2018 AT 03:27 PM

APPENDIX

F

Drainage Features Photo Log

STATION 4+00 – LOOKING WEST FROM EASTBOUND MD 214.

STATION 15+00 – LOOKING WEST FROM EASTBOUND MD 214.

STATION 29+00 – LOOKING WEST FROM LOCH HAVEN AND MD 214 INTERSECTION.

STATION 61+00 – LOOKING EAST FROM WEST SHORE DRIVE AND MD 214 INTERSECTION.

STATION 95+00 – LOOKING WEST FROM 8TH AVENUE AND MD 214 INTERSECTION.

STATION 98+00 – LOOKING EAST FROM SELBY BOULEVARD AND MD 214 INTERSECTION.

STATION 107+00 – LOOKING EAST FROM WINDING ROAD AND MD 214 INTERSECTION.

STATION 120+00 – LOOKING EAST FROM TURKEY POINT ROAD AND MD 214 INTERSECTION.

STATION 120+00 – LOOKING WEST FROM TURKEY POINT ROAD AND MD 214 INTERSECTION.

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BY: ramperm –

PLOTTED: Tuesday, January 16, 2018 AT 12:02 PM

DRAINAGE FEATURES PHOTO LOG

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE F.1

STATION 148+00 – LOOKING EAST FROM WESTBOUND MD 214.

STATION 148+00 – LOOKING EAST FROM EASTBOUND MD 214.

STATION 148+50 – LOOKING EAST FROM EASTBOUND MD 214.

STATION 168+00 – LOOKING WEST FROM WESTBOUND MD 214.

STATION 171+00 – LOOKING EAST FROM WESTBOUND MD 214.

STATION 183+00 – LOOKING WEST FROM SHESLEY ROAD AND MD 214 INTERSECTION.

STATION 188+00 – LOOKING WEST FROM RODGERS ROAD AND MD 214 INTERSECTION.

STATION 196+00 – LOOKING WEST FROM CADLE AVENUE AND MD 214 INTERSECTION.

STATION 200+00 – LOOKING EAST FROM LINDEN AVENUE AND MD 214 INTERSECTION.

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BY: ramperm –

PLOTTED: Tuesday, January 16, 2018 AT 12:02 PM

DRAINAGE FEATURES PHOTO LOG

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE F.2

STATION 212+00 – LOOKING EAST FROM BEVERLY AVENUE AND MD 214 INTERSECTION.

STATION 212+00 – LOOKING EAST FROM BEVERLY AVENUE AND MD 214 INTERSECTION.

LOOKING TOWARDS WEST TRITON BEACH ROAD.

LOOKING TOWARDS EAST TRITON BEACH ROAD.

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BY: ramperm –

PLOTTED: Tuesday, January 16, 2018 AT 12:03 PM

DRAINAGE FEATURES PHOTO LOG

MD 214 (CENTRAL AVENUE/
BEVERLY AVENUE/GRANDE VIEW AVENUE)
FROM MD 468 (MUDDY CREEK ROAD) TO
END GATE

FIGURE F.3

APPENDIX

G

Crash Data

33435

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County
Route: MD 214
☒ at MD 468 (Muddy Creek Road)
☐ from

Town/Place: Edgewater
Log Mile: 7.40 @ 11.19
to

Purpose Needed:

☐ Signal Study
☐ Sign Study
☐ Other (Explain):
☐ Surface Evaluation
☐ Lighting Study
☐ Pavement Marking Study
☒ General Traffic Study

Originally Requested By:
When Needed: December 8, 2017

Work Requested:

☒ Accident Summary
☒ Study Worksheet
☒ 3R Format (History)
☒ Collision Diagram
☒ Accident Rates
☐ Other (Explain in Remarks)

☐ One Year
☐ Two Years
☐ Three Years
☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier
Consultant Firm: STV Incorporated
Phone: 410-281-2849
Cell Phone:

Title: Senior Traffic Engineer
Consultant Subcontractor:
Fax: 410-298-2794
Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.
ADC Map Book 25 – A8 MD General Hwy. Grid Map

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ MD468
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

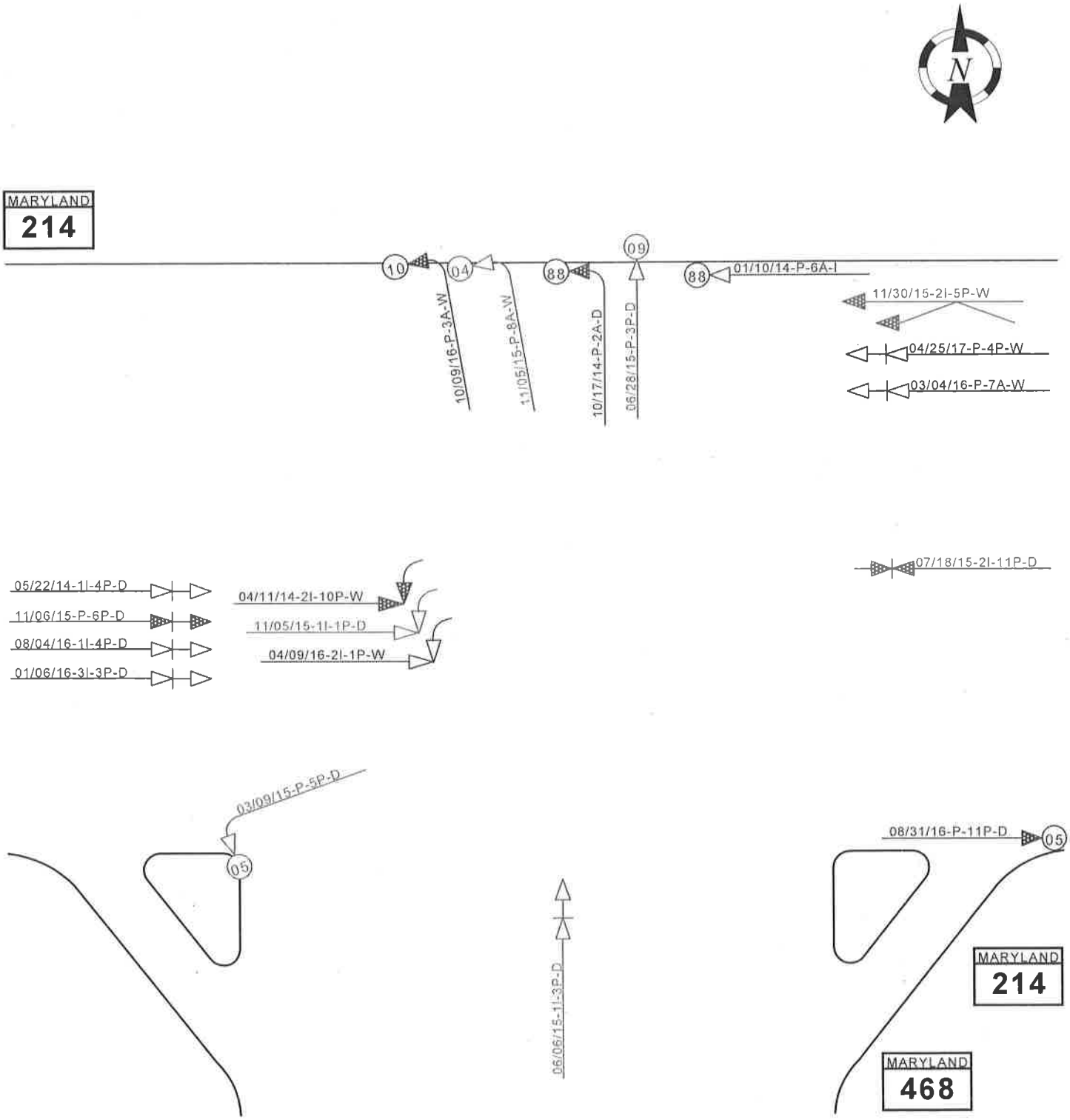
Logmiles: 7.4 At 11.19 Radius: 100 ft.
Note: 2017 data is partial, unedited and subject to cha

YEAR >>	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0
No. Killed	0	0	0	0	0
Injury	2	4	3	0	9
No. Injured	3	6	6	0	15
Prop. Damage	2	4	3	1	10
Total Crashes	4	8	6	1	19
Severity Index	6	18	13	1	Avg 10
Opposite Dir.	0	1	0	0	1
Rear End	1	2	3	1	7
Sideswipe	0	1	0	0	1
Left Turn	1	1	1	0	3
Angle	0	0	0	0	0
Pedestrian	0	0	0	0	0
Parked Veh.	0	0	0	0	0
Fixed Object	2	3	2	0	7
Other	0	0	0	0	0
U-Turn	0	0	0	0	0
Backing	0	0	0	0	0
Animal	0	0	0	0	0
Railroad	0	0	0	0	0
Fire / Expl.	0	0	0	0	0
Overturn	0	0	0	0	0
Truck Related	0	1	2	0	3
Night Time	2	3	2	0	7
Wet Surface	1	2	3	1	7
Alcohol	0	0	0	0	0
Intersection	4	8	6	0	18
Total Vehicles	6	14	11	2	33
Total Trucks	0	1	2	0	3
Truck %	0.0	7.1	18.2	0.0	9.1

Comments:

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

Location: MD 214 @ MD 468
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: ALEWIS Date: 11/24/2017



DATE-SEVERITY-TIME-SURFCE
NIGHT
ALCOHOL
DRUGS

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

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

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

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

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

template 06-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ MD468
Logmiles: 7.4 At 11.19 Radius: 100 ft.
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	2	4
Veh Occ		3		
Pedestrian				

Severity Index: 6

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:	2	

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
4	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE	
1	Wet
2	Dry
1	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign	1	Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1		1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object			2	2

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	1	Day	2014	4
	Foggy	1	Dawn/Dusk		
	Raining	2	Dark - Lights On		
1	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
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Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ MD468
Logmiles: 7.4 At 11.19 Radius: 100 ft.
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		4	4	8
Veh Occ		6		
Pedestrian				

Severity Index: 18

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

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

CONDITION	DRIVER	PED
Normal:	10	
Alcohol:		
Other:	3	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	3	4	1					14

VEHICLE TYPE			
1	Motorcycle/Moped		Tractor Trailer
7	Passenger Vehicle		Passenger Bus
3	Sport Utility Veh		School Bus
	Pick-Up Truck	1	Emergency Veh
1	Trucks (2+3 axles)	4	Other Types

SURFACE	
2	Wet
6	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	1						4		2	3	

OTHER MOVEMENTS 3

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	4	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:		1		1
	UnRelated:				
Rear End	Related:		1	1	2
	UnRelated:				
Sideswipe	Related:		1		1
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01		
I	Building	02		
X	Culvert/Ditch	03		
E	Curb	04	1	1
D	Guardrail/Barrier	05	1	1
	Embankment	06		
O	Fence	07		
B	Light Pole	08		
J	Sign Pole	09	1	1
E	Other Pole	10		
C	Tree/Shrubbery	11		
T	Contr. Barrier	12		
S	Crash Attenuator	13		
	Other Fixed Object			

WEATHER		ILLUMINATION		TOTALS	
7	Clear / Cloudy	5	Day	2015	8
	Foggy		Dawn/Dusk		
1	Raining	1	Dark - Lights On		
	Snow / Sleet	2	Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ MD468
Logmiles: 7.4 At 11.19 Radius: 100 ft.
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		3	3	6
Veh Occ		6		
Pedestrian				

Severity Index: 13

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

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

CONDITION	DRIVER	PED
Normal:	10	
Alcohol:		
Other:	1	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	2	3	1					11

VEHICLE TYPE			
			Motorcycle/Moped
5	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
2	Pick-Up Truck	1	Emergency Veh
2	Trucks (2+3 axles)	3	Other Types

SURFACE	
3	Wet
3	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1							6		1	2	

OTHER MOVEMENTS 1

PROBABLE CAUSES

			Influence of Drugs
			Influence of Alcohol
			Influence of Medication
			Influence of Combined Subst.
			Physical/Mental Difficulty
			Fell Asleep/Fainted, etc.
1	Fail to give full Attention		
	Lic. Restr. Non-compliance		
	Fail to Drive in Single Lane		
	Improper Right Turn on Red		
1	Fail to Yield Right-of-way		
	Fail to Obey Stop Sign		
	Fail to Obey Traffic Signal		
	Fail to Obey Other Control		
	Fail to Keep Right of Center		
	Fail to Stop for School Bus		
	Wrong Way on One Way		
	Exceeded Speed Limit		
	Operator Using Cell Phone		
	Stopping in Lane Roadway		
	Too Fast for Conditions		
1	Followed too Closely		
	Improper Turn		
			Improper Lane Change
			Improper Backing
			Improper Passing
			Improper Signal
			Improper Parking
			Passenger Interfere/Obstruct.
			Illegally in Roadway
			Bicycle Violation
			Clothing Not Visible
			Sleet, Hail, Freezing Rain
			Severe Crosswinds
			Rain, Snow
			Animal
			Vision Obstruction
			Vehicle Defect
			Wet
			Icy or Snow Covered
			Debris or Obstruction
			Ruts, Holes or Bumps
			Road Under Construction
			Traffic Control Device Inop.
			Shoulders Low, Soft or High
		3	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	1	3
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01		
I	Building	02		
X	Culvert/Ditch	03		
E	Curb	04		
D	Guardrail/Barrier	05	1	1
	Embankment	06		
O	Fence	07		
B	Light Pole	08		
J	Sign Pole	09		
E	Other Pole	10	1	1
C	Tree/Shrubbery	11		
T	Contr. Barrier	12		
S	Crash Attenuator	13		
	Other Fixed Object			

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	4	Day	2016	6
	Foggy		Dawn/Dusk		
2	Raining	1	Dark - Lights On		
1	Snow / Sleet	1	Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ MD468
Logmiles: 7.4 At 11.19 Radius: 100 ft.
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	1	1
Veh Occ				
Pedestrian				

Severity Index: 1

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE	
1	Wet
	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:			1	1
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
	Clear / Cloudy	1	Day	2017	1
	Foggy		Dawn/Dusk		
1	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-I

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ MD468
County: Anne Arundel, D5 Period: January 1, 2014 To June 30, 2017

Logmiles: 7.4 At 11.19 Radius: 100 ft
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		9	10	19
Veh Occ		15		
Pedestrian				

AVG Severity Index: 10

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2	2	1	2	4	5	3	

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

CONDITION	DRIVER	PED
Normal:	24	
Alcohol:		
Other:	6	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	7	10	2					33

VEHICLE TYPE			
1	Motorcycle/Moped		Tractor Trailer
18	Passenger Vehicle		Passenger Bus
4	Sport Utility Veh		School Bus
3	Pick-Up Truck	2	Emergency Veh
3	Trucks (2+3 axles)	9	Other Types

SURFACE	
7	Wet
11	Dry
1	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	3	1						13		4	8	

OTHER MOVEMENTS 4

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
3	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign	1	Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
2	Too Fast for Conditions		Traffic Control Device Inop.
2	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	8	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:		1		1
	UnRelated:				
Rear End	Related:		4	2	6
	UnRelated:			1	1
Sideswipe	Related:		1		1
	UnRelated:				
Left Turn	Related:		3		3
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		1	1
D	Guardrail/Barrier	05		2	2
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09		1	1
E	Other Pole	10		1	1
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object			2	2

WEATHER		ILLUMINATION		TOTALS	
11	Clear / Cloudy	11	Day	14-17	19
	Foggy	1	Dawn/Dusk		
4	Raining	4	Dark - Lights On		
2	Snow / Sleet	3	Dark - No Lights		
2	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: Alex Lewis

Date: 11/24/2017

Location: MD214 @ MD468

Logmiles: 7.4 At 11.19 Radius: 100 ft.

County: Anne Arundel, D5

Period: January 01, 2014 To June 30, 2017

Note: 2017 data is partial, unedited and subject to cha

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
7.390	✓	11052015	Property	08A	Day	Wet		04	FXOBJ	NL	--	Other or Unknown
7.400	✓	01102014	Property	06A	Day	Ice		88	FXOBJ	WS	--	Rain, snow
7.400	✓	04112014	2 Injured	10P	Night	Wet			LFTRN	WL	ES	Fail to yield right-of-way
7.400	✓	05222014	1 Injured	04P	Day	Dry			RREND	ES	ES	Too fast for conditions
7.400	✓	10172014	Property	02A	Night	Dry		88	FXOBJ	NL	--	Exceeded speed limit
7.400	✓	06282015	Property	03P	Day	Dry		09	FXOBJ	NS	--	Other or Unknown
7.400	✓	07182015	2 Injured	11P	Night	Dry			OPDIR	WS	ES	Other or Unknown
7.400	✓	11052015	1 Injured	01P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
7.400	✓	11062015	Property	06P	Night	Dry			RREND	ES	ES	Other or Unknown
7.400	✓	11302015	2 Injured	05P	Night	Wet			SDSWP	WS	WS	Fail to give full attention
7.400	✓	01062016	3 Injured	03P	Day	Dry			RREND	ES	ES	Fail to give full attention
7.400	✓	03042016	Property	07A	Day	Wet			RREND	WS	WS	Other or Unknown
7.400	✓	04092016	2 Injured	01P	Day	Wet			LFTRN	WL	ES	Fail to yield right-of-way
7.400	✓	08042016	1 Injured	04P	Day	Dry			RREND	ES	ES	Followed too closely
7.400	✓	08312016	Property	11P	Night	Dry		05	FXOBJ	ES	--	Other or Unknown
7.400	✓	10092016	Property	03A	Night	Wet		10	FXOBJ	NL	--	Other or Unknown
7.400		04252017	Property	04P	Day	Wet			RREND	WS	WS	Other or Unknown
MD468												
11.190	✓	03092015	Property	05P	Day	Dry		05	FXOBJ	WL	--	Too fast for conditions
11.190	✓	06062015	1 Injured	03P	Day	Dry			RREND	NS	NS	Followed too closely

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND STATE HIGHWAY ADMINISTRATION
Office of Traffic and Safety – Traffic Development & Support Division
SHA 52.1 - 1.1 (Rev. 6/21/06)

Date : 11/22/2017

To : Barbara Mosier

Department : STV Inc.

Subject : ***Accident Data / Analysis***

Location (s) :

County : Anne Arundel **Town / Place :**

Route : MD 214 **Log Mile (s) :**

[X] **at** Loch Haven Road / Business Driveway

[ ] **from** **to**

Attached is the accident data/analysis you requested in your e-mail of: 11/22/2017 .

Specifically, we are providing the following data for the subject location:

[X] **Accident Summary** [X] **Accident History** [ ] **Accident Rates**

[X] **Study Worksheet** [X] **Collision/Line Diagram** [ ] **Other**

[ ] **One Year** [ ] **Two Years** [ ] **Three Years**

[ ] **No Related Accidents** [X] 01/01/2014 **to** 08/31/2017 [X] **Combined**

Comments: ***2017 data is unedited and is subject to change.***

Should you have any questions, please contact me at (410) 787-5834, or via e-mail at: *dmcmullen1@sha.state.md.us* .

Sincerely ,

Dennis McMullen

Crash Analysis Safety Team
Traffic Development & Support Division

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Dennis McMullen
Date: 11/22/2017

Location: MD 214 @ Loch Haven Road
County: Anne Arundel, D5 Period: January 01, 2014 To August 31, 2017

Logmiles: 7.95 At 0 Radius: 150 ft.
Note: 2017 DATA IS UNEDITED.

YEAR >>	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0
No. Killed	0	0	0	0	0
Injury	1	0	2	0	3
No. Injured	1	0	3	0	4
Prop. Damage	1	2	0	0	3
Total Crashes	2	2	2	0	6
Severity Index	5	2	11	0	Avg 5
Opposite Dir.	0	0	0	0	0
Rear End	1	1	0	0	2
Sideswipe	0	1	0	0	1
Left Turn	0	0	0	0	0
Angle	0	0	1	0	1
Pedestrian	0	0	0	0	0
Parked Veh.	0	0	0	0	0
Fixed Object	1	0	1	0	2
Other	0	0	0	0	0
U-Turn	0	0	0	0	0
Backing	0	0	0	0	0
Animal	0	0	0	0	0
Railroad	0	0	0	0	0
Fire / Expl.	0	0	0	0	0
Overturn	0	0	0	0	0
Truck Related	0	0	0	0	0
Night Time	1	0	1	0	2
Wet Surface	0	0	0	0	0
Alcohol	0	0	0	0	0
Intersection	2	2	2	0	6
Total Vehicles	3	4	4	0	11
Total Trucks	0	0	0	0	0
Truck %	0.0	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Dennis McMullen
Date: 11/22/2017

Location: MD 214 @ Loch Haven Road
Logmilcs: 7.95 At 0 Radius: 150 ft.
County: Anne Arundel, D5
Period: January 1, 2014 To August 31, 2017
Note: 2017 DATA IS UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		3	3	6
Veh Occ		4		
Pedestrian				

AVG Severity Index: 5

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

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

CONDITION	DRIVER	PED
Normal:	8	
Alcohol:		
Other:	3	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	2	3	1					11

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
6	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
3	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	4	Other Types

SURFACE	
	Wet
5	Dry
1	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1				2			6			1	

OTHER MOVEMENTS 1

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	4	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			2	2
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10	1		1
C	Tree/Shrubbery	11	1		1
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
5	Clear / Cloudy	3	Day	14-17	6
	Foggy		Dawn/Dusk		
	Raining	1	Dark - Lights On		
1	Snow / Sleet	1	Dark - No Lights		
	Other	1	Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Dennis McMullen
Date: 11/22/2017

Location: MD 214 @ Loch Haven Road
Logmiles: 7.95 At 0 Radius: 150 ft.
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014
Note: **2017 DATA IS UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1	1	2
Veh Occ		1		
Pedestrian				

Severity Index: 5

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
				2			

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:	1	

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

VEHICLES INVOLVED PER ACCIDENT

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

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE

	Wet
1	Dry
1	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	2	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			1	1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01				
I	Building	02				
X	Culvert/Ditch	03				
E	Curb	04				
D	Guardrail/Barrier	05				
	Embankment	06				
O	Fence	07				
B	Light Pole	08				
J	Sign Pole	09				
E	Other Pole	10		1		1
C	Tree/Shrubbery	11				
T	Contr. Barrier	12				
S	Crash Attenuator	13				
	Other Fixed Object					

WEATHER

1	Clear / Cloudy
	Foggy
	Raining
1	Snow / Sleet
	Other

ILLUMINATION

1	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

2014	2

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Dennis McMullen
Date: 11/22/2017

Location: MD 214 @ Loch Haven Road
Logmiles: 7.95 At 0 Radius: 150 ft.
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: 2017 DATA IS UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	2	2
Veh Occ				
Pedestrian				

Severity Index: 2

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1			1	

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	4	
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	2						4

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
4	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE

	Wet
2	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			1	1
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

2	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

1	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
1	Other

TOTALS

2015	2

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Dennis McMullen
Date: 11/22/2017

Location: MD 214 @ Loch Haven Road
Logmiles: 7.95 At 0 Radius: 150 ft.
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: 2017 DATA IS UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2		2
Veh Occ		3		
Pedestrian				

Severity Index: 11

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:	2	

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
2	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE	
	Wet
2	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11	1		1
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	1	Day	2016	2
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet	1	Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Dennis McMullen
Date: 11/22/2017

Location: MD 214 @ Loch Haven Road
Logmiles: 7.95 At 0 Radius: 150 ft.
County: Anne Arundel, D5
Period: January 1, 2017 To August 31, 2017
Note: 2017 DATA IS UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0		0
Veh Occ				
Pedestrian				

Severity Index:

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:		
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE

Motorcycle/Moped	Tractor Trailer
Passenger Vehicle	Passenger Bus
Sport Utility Veh	School Bus
Pick-Up Truck	Emergency Veh
Trucks (2+3 axles)	Other Types

SURFACE

Wet
Dry
Sno/Ice
Mud
Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

Influence of Drugs	Improper Lane Change
Influence of Alcohol	Improper Backing
Influence of Medication	Improper Passing
Influence of Combined Subst.	Improper Signal
Physical/Mental Difficulty	Improper Parking
Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
Fail to give full Attention	Illegally in Roadway
Lic. Restr. Non-compliance	Bicycle Violation
Fail to Drive in Single Lane	Clothing Not Visible
Improper Right Turn on Red	Sleet, Hail, Freezing Rain
Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Signal	Animal
Fail to Obey Other Control	Vision Obstruction
Fail to Keep Right of Center	Vehicle Defect
Fail to Stop for School Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Operator Using Cell Phone	Ruts, Holes or Bumps
Stopping in Lane Roadway	Road Under Construction
Too Fast for Conditions	Traffic Control Device Inop.
Followed too Closely	Shoulders Low, Soft or High
Improper Turn	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	ILLUMINATION	TOTALS	
Clear / Cloudy	Day	2017	0
Foggy	Dawn/Dusk		
Raining	Dark - Lights On		
Snow / Sleet	Dark - No Lights		
Other	Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: Dennis McMullen

Date: 11/22/2017

Location: MD 214 @ Loch Haven Road

Logmiles: 7.95 At 0 Radius: 150 ft.

County: Anne Arundel, D5

Period: January 01, 2014 To August 31, 2017

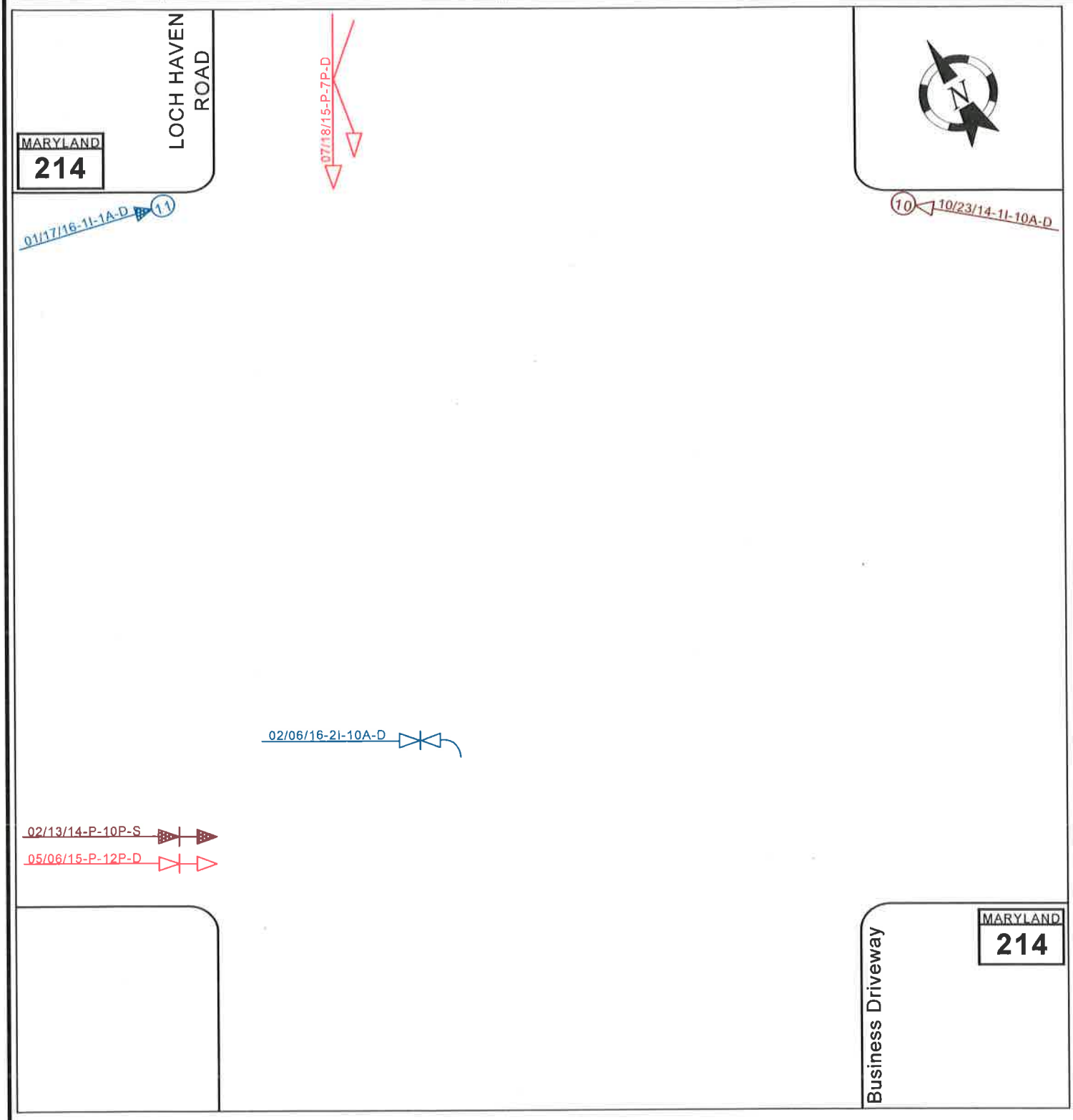
Note: 2017 DATA IS UNEDITED.

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
7.950	✓	02132014	Property	10P	Night	Snow			RREND	ES	ES	Other or Unknown
7.950	✓	10232014	1 Injured	10A	Day	Dry		10	FXOBJ	WS	--	Other or Unknown
7.950	✓	05062015	Property	12P	Day	Dry			RREND	ES	ES	Fail to give full attention
7.950	✓	01172016	1 Injured	01A	Night	Dry		11	FXOBJ	ES	--	Exceeded speed limit
7.950	✓	02062016	2 Injured	10A	Day	Dry			ANGLE	NL	ES	Other or Unknown
CO3157												
0.000	✓	07182015	Property	07P		Dry			SDSWP	SS	SS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

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

Location: MD 214 @ Loch Haven Road / Business Driveway
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 08/31/2017
Analyst: Dennis McMullen Date: 11/22/2017



DATE-SEVERITY-TIME-SURFCE
NIGHT
ALCOHOL
DRUGS

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

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

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

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

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

template 06-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

#33434

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County
Route: MD 214
☒ at Selby Boulevard
☐ from CO 3207 to 0.00

Town/Place: Edgewater
Log Mile: 9.27

Purpose Needed:

☐ Signal Study
☐ Sign Study
☐ Other (Explain):
☐ Surface Evaluation
☐ Lighting Study
☐ Pavement Marking Study
☒ General Traffic Study

Originally Requested By:
When Needed: December 8, 2017

Work Requested:

☒ Accident Summary
☒ Study Worksheet
☒ 3R Format (History)
☒ Collision Diagram
☒ Accident Rates
☐ Other (Explain in Remarks)

☐ One Year
☐ Three Years
☐ Two Years
☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier
Consultant Firm: STV Incorporated
Phone: 410-281-2849
Cell Phone:

Title: Senior Traffic Engineer
Consultant Subcontractor:
Fax: 410-298-2794
Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.
ADC Map Book 25 – F10 MD General Hwy. Grid Map

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Selby Blvd
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

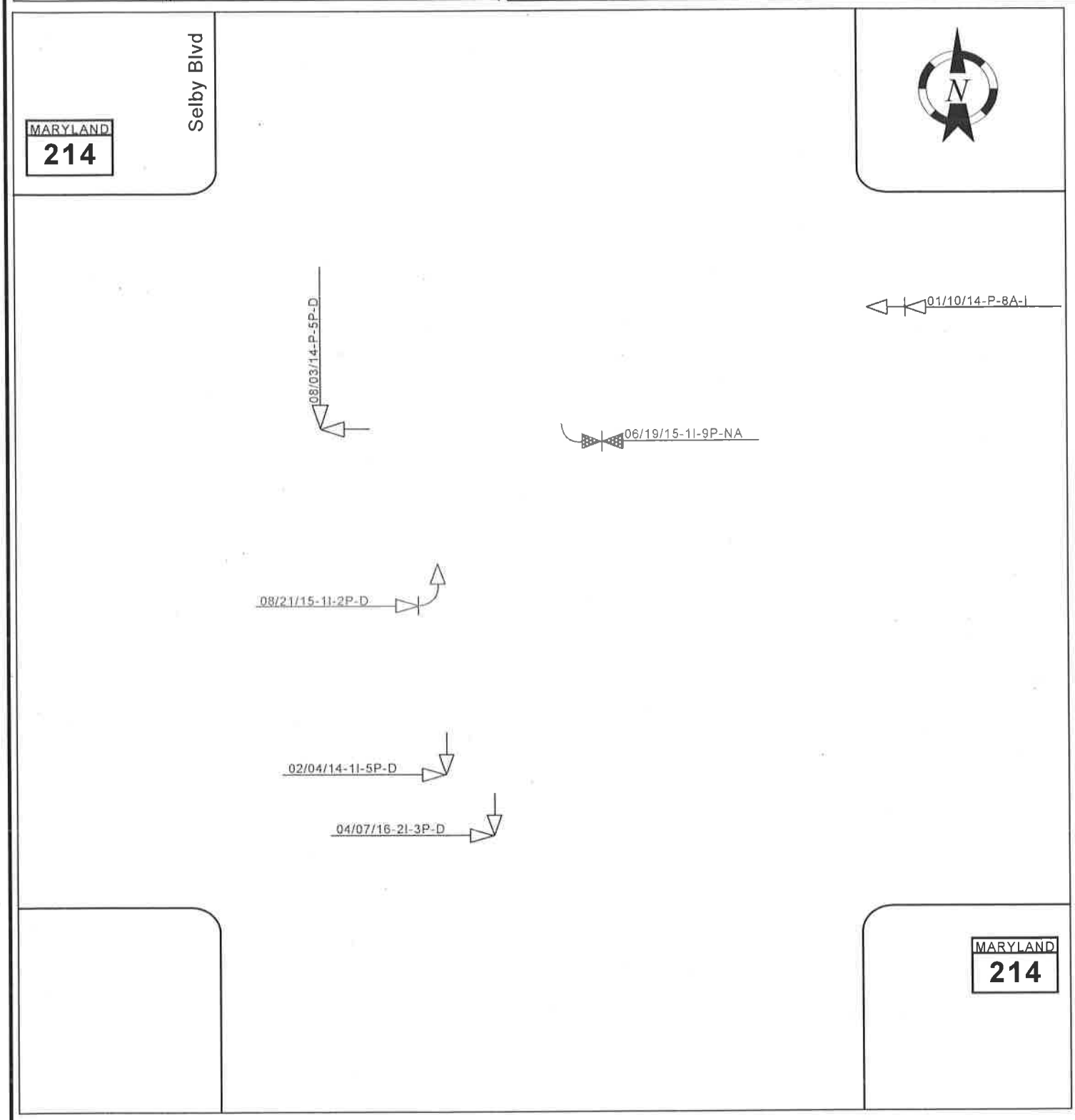
Logmiles: 9.27 At 0 Radius: 200 ft.
Note: 2017 data is partial, unedited and subject to cha

YEAR >>	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0
No. Killed	0	0	0	0	0
Injury	1	2	1	0	4
No. Injured	1	2	2	0	5
Prop. Damage	2	0	0	0	2
Total Crashes	3	2	1	0	6
Severity Index	4	8	2	0	Avg 4
Opposite Dir.	0	0	0	0	0
Rear End	1	1	0	0	2
Sideswipe	0	0	0	0	0
Left Turn	0	0	0	0	0
Angle	2	1	1	0	4
Pedestrian	0	0	0	0	0
Parked Veh.	0	0	0	0	0
Fixed Object	0	0	0	0	0
Other	0	0	0	0	0
U-Turn	0	0	0	0	0
Backing	0	0	0	0	0
Animal	0	0	0	0	0
Railroad	0	0	0	0	0
Fire / Expl.	0	0	0	0	0
Overturn	0	0	0	0	0
Truck Related	0	1	1	0	2
Night Time	0	1	0	0	1
Wet Surface	0	0	0	0	0
Alcohol	0	0	0	0	0
Intersection	2	2	1	0	5
Total Vehicles	7	5	2	0	14
Total Trucks	0	1	1	0	2
Truck %	0.0	20.0	50.0	0.0	14.3

Comments:

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

Location: MD 214 @ Selby Boulivard
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: ALEWIS Date: 11/24/2017



DATE-SEVERITY-TIME-SURFCE
NIGHT
ALCOHOL
DRUGS

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

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

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

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

template 06-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Selby Blvd
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014
Logmiles: 9.27 At 0 Radius: 200 ft.
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1	2	3
Veh Occ		1		
Pedestrian				

Severity Index: 4

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

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

CONDITION	DRIVER	PED
Normal:	6	
Alcohol:		
Other:	1	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		2	1					7

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
3	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	1	Other Types

SURFACE	
	Wet
2	Dry
1	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 2

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign	1	Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:			1	1
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1	1	2
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	
2	Clear / Cloudy
	Foggy
	Raining
1	Snow / Sleet
	Other

ILLUMINATION	
2	Day
1	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS	
2014	3

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Selby Blvd
Logmiles: 9.27 At 0 Radius: 200 ft.
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2		2
Veh Occ		2		
Pedestrian				

Severity Index: 8

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

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

CONDITION	DRIVER	PED
Normal:	4	
Alcohol:		
Other:	1	

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

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

VEHICLE TYPE			
1	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	1	Other Types

SURFACE	
	Wet
1	Dry
	Sno/Ice
	Mud
1	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1		1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
	Clear / Cloudy	1	Day	2015	2
	Foggy		Dawn/Dusk		
	Raining	1	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
2	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Selby Blvd
Logmiles: 9.27 At 0 Radius: 200 ft.
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1		1
Veh Occ		2		
Pedestrian				

Severity Index: 2

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
				1			

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)		Other Types

SURFACE

	Wet
1	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	2016	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Selby Blvd
Logmiles: 9.27 At 0 Radius: 200 ft.
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0		0
Veh Occ				
Pedestrian				

Severity Index:

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:		
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE

Motorcycle/Moped	Tractor Trailer
Passenger Vehicle	Passenger Bus
Sport Utility Veh	School Bus
Pick-Up Truck	Emergency Veh
Trucks (2+3 axles)	Other Types

SURFACE

Wet
Dry
Sno/Ice
Mud
Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

Influence of Drugs	Improper Lane Change
Influence of Alcohol	Improper Backing
Influence of Medication	Improper Passing
Influence of Combined Subst.	Improper Signal
Physical/Mental Difficulty	Improper Parking
Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
Fail to give full Attention	Illegally in Roadway
Lic. Restr. Non-compliance	Bicycle Violation
Fail to Drive in Single Lane	Clothing Not Visible
Improper Right Turn on Red	Sleet, Hail, Freezing Rain
Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Signal	Animal
Fail to Obey Other Control	Vision Obstruction
Fail to Keep Right of Center	Vehicle Defect
Fail to Stop for School Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Operator Using Cell Phone	Ruts, Holes or Bumps
Stopping in Lane Roadway	Road Under Construction
Too Fast for Conditions	Traffic Control Device Inop.
Followed too Closely	Shoulders Low, Soft or High
Improper Turn	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	ILLUMINATION	TOTALS	
Clear / Cloudy	Day	2017	0
Foggy	Dawn/Dusk		
Raining	Dark - Lights On		
Snow / Sleet	Dark - No Lights		
Other	Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Selby Blvd
County: Anne Arundel, D5 Period: January 1, 2014 To June 30, 2017

Logmiles: 9.27 At 0 Radius: 200 ft.
Note: 2017 data is partial, unedited and subject to cha

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		4	2	6
Veh Occ		5		
Pedestrian				

AVG Severity Index: 4

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

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

CONDITION	DRIVER	PED
Normal:	12	
Alcohol:		
Other:	2	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
		4	2					14

VEHICLE TYPE			
1	Motorcycle/Moped		Tractor Trailer
6	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
2	Trucks (2+3 axles)	2	Other Types

SURFACE	
	Wet
4	Dry
1	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
				1	3			4			3	

OTHER MOVEMENTS 3

PROBABLE CAUSES			
			Influence of Drugs
			Influence of Alcohol
			Influence of Medication
			Influence of Combined Subst.
			Physical/Mental Difficulty
			Fell Asleep/Fainted, etc.
	1		Fail to give full Attention
			Lic. Restr. Non-compliance
			Fail to Drive in Single Lane
			Improper Right Turn on Red
	3		Fail to Yield Right-of-way
			Fail to Obey Stop Sign
			Fail to Obey Traffic Signal
			Fail to Obey Other Control
			Fail to Keep Right of Center
			Fail to Stop for School Bus
			Wrong Way on One Way
			Exceeded Speed Limit
			Operator Using Cell Phone
			Stopping in Lane Roadway
			Too Fast for Conditions
			Followed too Closely
			Improper Turn
			Improper Lane Change
			Improper Backing
			Improper Passing
			Improper Signal
			Improper Parking
			Passenger Interfere/Obstruct.
			Illegally in Roadway
			Bicycle Violation
			Clothing Not Visible
			Sleet, Hail, Freezing Rain
			Severe Crosswinds
		1	Rain, Snow
			Animal
			Vision Obstruction
			Vehicle Defect
			Wet
			Icy or Snow Covered
			Debris or Obstruction
			Ruts, Holes or Bumps
			Road Under Construction
			Traffic Control Device Inop.
			Shoulders Low, Soft or High
		1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1		1
	UnRelated:			1	1
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		3	1	4
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
3	Clear / Cloudy	4	Day	14-17	6
	Foggy	1	Dawn/Dusk		
	Raining	1	Dark - Lights On		
1	Snow / Sleet		Dark - No Lights		
2	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: Alex Lewis

Date: 11/24/2017

Location: MD214 @ Selby Blvd

Logmiles: 9.27 At 0 Radius: 200 ft.

County: Anne Arundel, D5

Period: January 01, 2014 To June 30, 2017

Note: 2017 data is partial, unedited and subject to cha

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
9.270	✓	02042014	1 Injured	05P	Day	Dry			ANGLE	SS	ES	Fail to yield right-of-way
9.270	✓	08212015	1 Injured	02P	Day	Dry			RREND	ES	ES	Other or Unknown
9.270	✓	04072016	2 Injured	03P	Day	Dry			ANGLE	SS	ES	Fail to yield right-of-way
9.310		01102014	Property	08A	Day	Ice			RREND	WS	WS	Rain, snow
CO3207												
0.000	✓	08032014	Property	05P	Day	Dry			ANGLE	SS	WS	Fail to give full attention
0.000	✓	06192015	1 Injured	09P	Night				ANGLE	SL	WS	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

33432

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County
Route: MD 214
☒ at Shoreham Beach Road
☐ from CO 3261 to

Town/Place: Edgewater
Log Mile: 10.177 @ 0.00

Purpose Needed:

☐ Signal Study ☐ Surface Evaluation ☐ Pavement Marking Study
☐ Sign Study ☐ Lighting Study ☒ General Traffic Study
☐ Other (Explain):

Originally Requested By:
When Needed: December 8, 2017

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates
☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

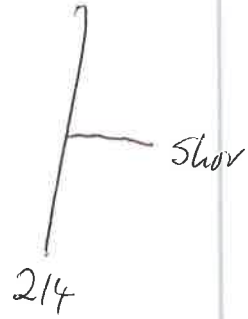
☐ One Year ☐ Two Years
☐ Three Years ☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier
Consultant Firm: STV Incorporated
Phone: 410-281-2849
Cell Phone:

Title: Senior Traffic Engineer
Consultant Subcontractor:
Fax: 410-298-2794
Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.
ADC Map Book 25 – G12 MD General Hwy. Grid Map



Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Alex Lewis

Date: 11/24/2017

Location: MD214 @ Shoreham Beach Rd

Logmiles: 10.17 At 0 Radius: 200 ft.

County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

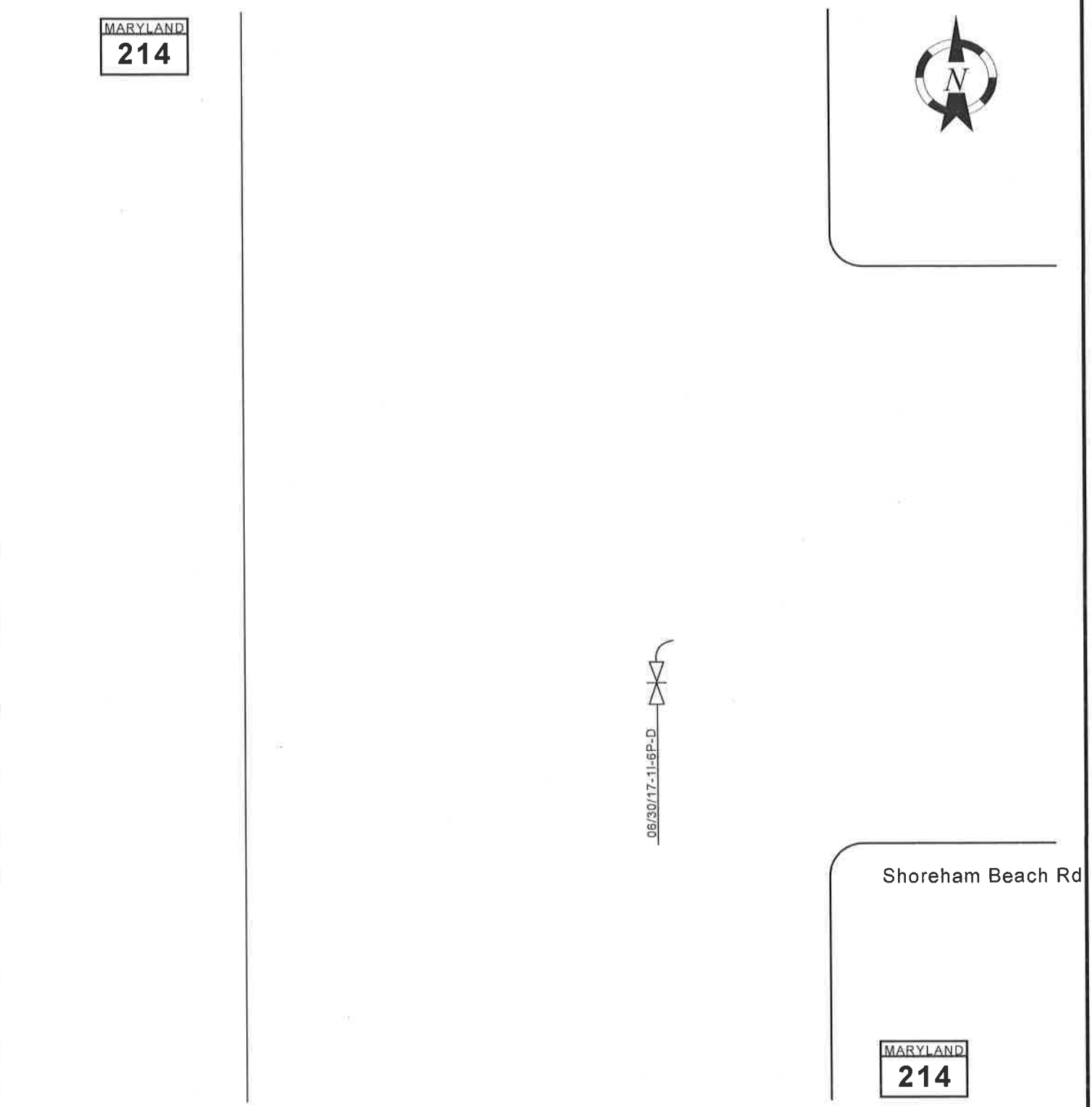
Note:

YEAR >>	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0
No. Killed	0	0	0	0	0
Injury	0	0	0	1	1
No. Injured	0	0	0	1	1
Prop. Damage	0	0	0	0	0
Total Crashes	0	0	0	1	1
Severity Index	0	0	0	2	Avg 1
Opposite Dir.	0	0	0	0	0
Rear End	0	0	0	0	0
Sideswipe	0	0	0	0	0
Left Turn	0	0	0	0	0
Angle	0	0	0	1	1
Pedestrian	0	0	0	0	0
Parked Veh.	0	0	0	0	0
Fixed Object	0	0	0	0	0
Other	0	0	0	0	0
U-Turn	0	0	0	0	0
Backing	0	0	0	0	0
Animal	0	0	0	0	0
Railroad	0	0	0	0	0
Fire / Expl.	0	0	0	0	0
Overturn	0	0	0	0	0
Truck Related	0	0	0	0	0
Night Time	0	0	0	0	0
Wet Surface	0	0	0	0	0
Alcohol	0	0	0	0	0
Intersection	0	0	0	1	1
Total Vehicles	0	0	0	2	2
Total Trucks	0	0	0	0	0
Truck %	0.0	0.0	0.0	0.0	0.0

Comments:

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

Location: MD 214 @ Shoreham Beach Rd
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: ALEWIS Date: 11/24/2017



DATE-SEVERITY-TIME-SURFCE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only
SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

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

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

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

template 06-27-06

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/24/2017

Location: MD214 @ Shorcham Beach Rd
Logmiles: 10.17 At 0 Radius: 200 ft.
County: Anne Arundel, D5 Period: January 1, 2014 To June 30, 2017
Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1		1
Veh Occ		1		
Pedestrian				

AVG Severity Index: 1

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
					1		

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE

	Wet
1	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
1	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	14-17	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: Alex Lewis

Date: 11/24/2017

Location: MD214 @ Shoreham Beach Rd

Logmiles: 10.17 At 0 Radius: 200 ft.

County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Note:

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
10.180	✓	06302017	1 Injured	06P	Day	Dry			ANGLE	NS	WL	Fail to obey other control

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

33430

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County Town/Place: Edgewater

Route: Shoreham Beach Road CO 3261 Log Mile:

☒ at Triton Beach Road 0.27

☐ from to

CO 3278 0.00

Purpose Needed:

☐ Signal Study ☐ Surface Evaluation ☐ Pavement Marking Study

☐ Sign Study ☐ Lighting Study ☒ General Traffic Study

☐ Other (Explain):

Originally Requested By:

When Needed: 12/8/17

none Related

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates

☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

☐ One Year ☐ Two Years

☐ Three Years ☐ Combined Years

☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier Title: Senior Traffic Engineer

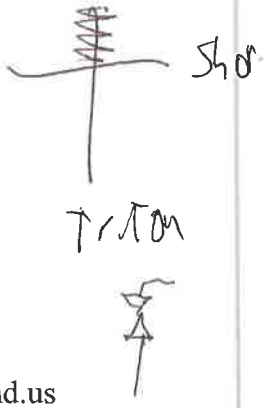
Consultant Firm: STV Incorporated Consultant Subcontractor:

Phone: 410-281-2849 Fax: 410-298-2794

Cell Phone: Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.

ADC Map Book 25- G12 MD General Hwy. Grid Map



Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

33427

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County Town/Place: Edgewater

Route: MD 214 E Log Mile: 10.97

☒ at Mayo Avenue / Rogers Rd

☐ from to

CO 3289 0.11

Purpose Needed:

☐ Signal Study CO 4253 0.00 ☐ Surface Evaluation ☐ Pavement Marking Study

☐ Sign Study ☐ Lighting Study ☒ General Traffic Study

☐ Other (Explain):

Originally Requested By:

When Needed: December 8, 2017

None Found

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates

☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

☐ One Year ☐ Two Years

☐ Three Years ☐ Combined Years

☒ Specific Date – 1/1/14 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier Title: Senior Traffic Engineer

Consultant Firm: STV Incorporated Consultant Subcontractor:

Phone: 410-281-2849 Fax: 410-298-2794

Cell Phone: Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.

ADC Map Book 30 – G1 MD General Hwy. Grid Map

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

33433

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County
Town/Place: Edgewater
Route: MD 214
Log Mile: 9.67

☒ at Turkey Point Road
☐ from 0.3233 to 0.00

Purpose Needed:

☐ Signal Study
☐ Surface Evaluation
☐ Pavement Marking Study
☐ Sign Study
☐ Lighting Study
☒ General Traffic Study
☐ Other (Explain):

Originally Requested By:
When Needed: December 8, 2017

None Reported

Work Requested:

☒ Accident Summary
☒ 3R Format (History)
☒ Accident Rates
☒ Study Worksheet
☒ Collision Diagram
☐ Other (Explain in Remarks)

☐ One Year
☐ Two Years
☐ Three Years
☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier
Title: Senior Traffic Engineer
Consultant Firm: STV Incorporated
Consultant Subcontractor:
Phone: 410-281-2849
Fax: 410-298-2794
Cell Phone:
Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.
ADC Map Book 25 – G11 MD General Hwy. Grid Map

214

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

#33439

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County Town/Place: Edgewater
Route: MD 214 Log Mile: 7.4-7.95
☐ at
☒ from MD 468 (Muddy Creek Road) to Loch Haven Road

Purpose Needed:

☐ Signal Study ☐ Surface Evaluation ☐ Pavement Marking Study
☐ Sign Study ☐ Lighting Study ☒ General Traffic Study
☐ Other (Explain):

Originally Requested By:
When Needed: 12/8/17

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates
☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)
☐ One Year ☐ Two Years
☐ Three Years ☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

7.40-9U
7.46-8U

Additional Instructions or Remarks:
Requested by: Barbara Mosier Title: Senior Traffic Engineer
Consultant Firm: STV Incorporated Consultant Subcontractor:
Phone: 410-281-2849 Fax: 410-298-2794
Cell Phone: Email: Barbara.Mosier@stvinc.com

6/30/17
33435 - 19ACC
MD214 @ MD 468
Dennis 11/22/17
214 @ Loch Have

Please indicate map coordinates of location to be studied.
ADC Map Book 25-A8,B8,B9 MD General Hwy. Grid Map

	2014	2015	2016	2017
7.40	~~20010~~ 18791	19282	20010	20410

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014

Logmiles: From 7.4 To 7.95 Length: 0.55
Note: 2017 data is partial and unedited.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		5	9	14
Veh Occ		11		
Pedestrian				

Sevcrity Index: 25

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1	2	1	1	5	4		

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

CONDITION	DRIVER	PED
Normal:	14	
Alcohol:	1	
Other:	5	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	6	8						22

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
14	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh	1	School Bus
3	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	8	Other Types

SURFACE

1	Wet
10	Dry
3	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH LF	NORTH ST	NORTH RT	SOUTH LF	SOUTH ST	SOUTH RT	EAST LF	EAST ST	EAST RT	WEST LF	WEST ST	WEST RT
1	3						9		1	7	

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign	2	Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
3	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	3	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	1	2
	UnRelated:		1	3	4
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01				
I	Building	02				
X	Culvert/Ditch	03				
E	Curb	04				
D	Guardrail/Barrier	05				
	Embankment	06		1		1
O	Fence	07				
B	Light Pole	08				
J	Sign Pole	09				
E	Other Pole	10		1	1	2
C	Tree/Shrubbery	11				
T	Contr. Barrier	12				
S	Crash Attenuator	13				
	Other Fixed Object				3	3

WEATHER

10	Clear / Cloudy
	Foggy
	Raining
3	Snow / Sleet
1	Other

ILLUMINATION

6	Day
2	Dawn/Dusk
6	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

2014	14

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 7.4 To 7.95 Length: 0.55
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: 2017 data is partial and unedited.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		4	6	10
Veh Occ		7		
Pedestrian				

Severity Index: 22

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

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

CONDITION	DRIVER	PED
Normal:	15	
Alcohol:	1	
Other:	3	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	1	8	1					20

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
12	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
2	Pick-Up Truck	1	Emergency Veh
1	Trucks (2+3 axles)	3	Other Types

SURFACE	
1	Wet
8	Dry
	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1	1						8		1	8	

OTHER MOVEMENTS 1

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
2	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	3	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:		1		1
Rear End	Related:				
	UnRelated:			2	2
Sideswipe	Related:			2	2
	UnRelated:		1		1
Left Turn	Related:				
	UnRelated:		1		1
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:		1		1

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
9	Clear / Cloudy	5	Day	2015	10
	Foggy		Dawn/Dusk		
1	Raining	2	Dark - Lights On		
	Snow / Sleet	2	Dark - No Lights		
	Other	1	Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016

Logmiles: From 7.4 To 7.95 Length: 0.55
Note: 2017 data is partial and unedited.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents	1	8	5	14
Veh Occ		12		
Pedestrian	1			

Severity Index: 53

DAY OF THE WEEK

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

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	20	
Alcohol:		
Other:	4	1

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
6	6	2					24

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
11	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
5	Pick-Up Truck	1	Emergency Veh
3	Trucks (2+3 axles)	9	Other Types

SURFACE

5	Wet
9	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH LF	NORTH ST	NORTH RT	SOUTH LF	SOUTH ST	SOUTH RT	EAST LF	EAST ST	EAST RT	WEST LF	WEST ST	WEST RT
2							12		1	6	

OTHER MOVEMENTS 3

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	8	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		3	1	4
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:	1			1
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:		2	1	3

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05		1	1
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10		2	2
C	Tree/Shrubbery	11	1		1
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

8	Clear / Cloudy
	Foggy
3	Raining
1	Snow / Sleet
2	Other

ILLUMINATION

7	Day
1	Dawn/Dusk
4	Dark - Lights On
2	Dark - No Lights
	Other

TOTALS

2016	14

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017

Logmiles: From 7.4 To 7.95 Length: 0.55
Note: 2017 data is partial and unedited.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	2	2
Veh Occ				
Pedestrian				

Severity Index: 2

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

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

CONDITION	DRIVER	PED
Normal:	4	
Alcohol:		
Other:	1	

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

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

VEHICLE TYPE			
		Motorcycle/Moped	
4		Passenger Vehicle	
		Sport Utility Veh	
		Pick-Up Truck	
		Trucks (2+3 axles)	1
		Tractor Trailer	
		Passenger Bus	
		School Bus	
		Emergency Veh	
	1	Other Types	

SURFACE	
1	Wet
1	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES

Influence of Drugs	Improper Lane Change
Influence of Alcohol	Improper Backing
Influence of Medication	Improper Passing
Influence of Combined Subst.	Improper Signal
Physical/Mental Difficulty	Improper Parking
Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
Fail to give full Attention	Illegally in Roadway
Lic. Restr. Non-compliance	Bicycle Violation
Fail to Drive in Single Lane	Clothing Not Visible
Improper Right Turn on Red	Sleet, Hail, Freezing Rain
Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Signal	Animal
Fail to Obey Other Control	Vision Obstruction
Fail to Keep Right of Center	Vehicle Defect
Fail to Stop for School Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Operator Using Cell Phone	Ruts, Holes or Bumps
Stopping in Lane Roadway	Road Under Construction
Too Fast for Conditions	Traffic Control Device Inop.
Followed too Closely	Shoulders Low, Soft or High
Improper Turn	2 Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:			2	2
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	
1	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
	Other

ILLUMINATION	
1	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS	
2017	2

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2014 To June 30, 2017

Logmiles: From 7.4 To 7.95 Length: 0.55
Note: 2017 data is partial and unedited.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents	1	17	22	40
Veh Occ		30		
Pedestrian	1			

AVG Severity Index: 26

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	5	3	4	5	9	9	5	

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

CONDITION	DRIVER	PED
Normal:	53	
Alcohol:	2	
Other:	13	1

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	13	23	4					71

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
41	Passenger Vehicle		Passenger Bus
5	Sport Utility Veh	1	School Bus
10	Pick-Up Truck	2	Emergency Veh
4	Trucks (2+3 axles)	21	Other Types

SURFACE	
8	Wet
28	Dry
3	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	4	4						30		3	24	

OTHER MOVEMENTS 6

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
2	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
4	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
5	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign	2	Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
2	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
2	Too Fast for Conditions		Traffic Control Device Inop.
6	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	16	Other or Unknown

WEATHER		ILLUMINATION		TOTALS	
28	Clear / Cloudy	19	Day	14-17	40
	Foggy	3	Dawn/Dusk		
5	Raining	13	Dark - Lights On		
4	Snow / Sleet	4	Dark - No Lights		
3	Other	1	Other		

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:		1		1
	UnRelated:				
Rear End	Related:		4	4	8
	UnRelated:		1	7	8
Sideswipe	Related:		1		1
	UnRelated:				
Left Turn	Related:		3		3
	UnRelated:			1	1
Angle	Related:		1	1	2
	UnRelated:				
Pedestrian	Related:				
	UnRelated:	1			1
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:		3	1	4

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05		1	1
	Embankment	06	1		1
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09		1	1
E	Other Pole	10	1	3	4
C	Tree/Shrubbery	11	1		1
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object			3	3

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Logmiles: From 7.4 To 7.95 Length: 0.55
Note: 2017 data is partial and unedited.

Type Controls: 8U-89% 9U-11%

*** Significantly Higher than Statewide**

YEAR >>	2014	2015	2016	2017	Total	Study	StateWd
Fatal	0	0	1	0	1	7.3	1.3
No. Killed	0	0	1	0	1		
Injury	5	4	8	0	17	124.1 *	79.8
No. Injured	11	7	12	0	30		
Prop. Damage	9	6	5	2	22	160.5	120.8
Total Crashes	14	10	14	2	40	291.9 *	201.9
Severity Index	25	22	53	2	Avg 26		
RATE	371.1	258.3	347.5	98.4			
WAADT	18791	19282	20011	20411			
VMT millions	3.8	3.9	4.0	2.0	13.7		
Opposite Dir.	0	1	0	0	1	7.3	9.6
Rear End	6	4	4	2	16	116.8 *	62.1
Sideswipe	0	1	0	0	1	7.3	18.2
Left Turn	1	2	1	0	4	29.2	17.4
Angle	1	0	1	0	2	14.6	41.2
Pedestrian	0	0	1	0	1	7.3	4.2
Parked Veh.	0	0	0	0	0	0.0	2.8
Fixed Object	6	1	4	0	11	80.3 *	31.8
Other	0	1	3	0	4	29.2 *	3.5
U-Turn	0	0	0	0	0		
Backing	0	0	0	0	0		
Animal	0	0	0	0	0		
Railroad	0	0	0	0	0		
Fire / Expl.	0	0	0	0	0		
Overturn	0	0	0	0	0		
Truck Related	0	1	3	0	4	29.2 *	12.1
Night Time	6	4	6	1	17	43 %	31 %
Wet Surface	1	1	5	1	8	20 %	21 %
Alcohol	1	1	0	0	2	5 %	8 %
Intersection	8	6	9	0	23		
Total Vehicles	22	20	24	5	71		
Total Trucks	0	1	3	0	4		
Truck %	0.0	5.0	12.5	0.0	5.6		

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: William Matheny

Date: 12/05/2017

Location: MD214

County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Logmiles: From 7.4 To 7.95 Length: 0.55

Note: 2017 data is partial and unedited.

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
7.400	✓	01102014	Property	06A	Day	Ice		88	FXOBJ	WS	--	Rain, snow
7.400	✓	01102014	Property	06A	Day	Ice		88	FXOBJ	WS	--	Rain, snow
7.400	✓	04112014	2 Injured	10P	Night	Wet			LFTRN	WL	ES	Fail to yield right-of-way
7.400	✓	05222014	1 Injured	04P	Day	Dry			RREND	ES	ES	Too fast for conditions
7.400		08242014	1 Injured	01P	Day	Dry			RREND	WS	WS	Followed too closely
7.400	✓	10172014	Property	02A	Night	Dry		88	FXOBJ	NL	--	Exceeded speed limit
7.400	✓	06282015	Property	03P	Day	Dry		09	FXOBJ	NS	--	Other or Unknown
7.400	✓	07182015	2 Injured	11P	Night	Dry			OPDIR	WS	ES	Other or Unknown
7.400	✓	11052015	1 Injured	01P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
7.400	✓	11062015	Property	06P	Night	Dry			RREND	ES	ES	Other or Unknown
7.400	✓	11302015	2 Injured	05P	Night	Wet			SDSWP	WS	WS	Fail to give full attention
7.400		12202015	2 Injured	06P	Night	Dry			OTHER	NL	WS	Fail to yield right-of-way
7.400	✓	01062016	3 Injured	03P	Day	Dry			RREND	ES	ES	Fail to give full attention
7.400	✓	03042016	Property	07A	Day	Wet			RREND	WS	WS	Other or Unknown
7.400	✓	04092016	2 Injured	01P	Day	Wet			LFTRN	WL	ES	Fail to yield right-of-way
7.400		06232016	Property	09A	Day	Wet		10	FXOBJ	WS	--	Other or Unknown
7.400	✓	08042016	1 Injured	04P	Day	Dry			RREND	ES	ES	Followed too closely
7.400	✓	08312016	Property	11P	Night	Dry		05	FXOBJ	ES	--	Other or Unknown
7.400	✓	10092016	Property	03A	Night	Wet		10	FXOBJ	NL	--	Other or Unknown
7.400		11292016	1 Injured	05P	Night	Wet			OTHER	WS	ES	Too fast for conditions
7.400		04252017	Property	04P	Day	Wet			RREND	WS	WS	Other or Unknown
7.420		10162015	Property	07P		Dry	✓		LFTRN	WS	WS	Under influence of alcohol
7.450		01302014	Property	06P	Night	Dry			RREND	ES	ES	Followed too closely
7.460	✓	06022014	Property	02P	Day	Dry			ANGLE	NS	ES	Fail to yield right-of-way
7.460		06102017	Property	10P	Night	Dry			RREND	WS	ES	Other or Unknown
7.570	✓	01052016	1 Injured	06P	Night	Dry			RREND	ES	ES	Fail to give full attention
7.630		07172014	Property	11A	Day	Dry			RREND	WS	WS	Other or Unknown
7.650		05202014	6 Injured	12A	Night	Dry	✓	06	FXOBJ	ES	--	Under influence of alcohol
7.840		04012016	1 K, 0 1	06A	Night	Dry			PED	Eu	uu	Other or Unknown
7.840		10272016	1 Injured	06A	Day	Dry			OTHER	ES	WS	Other or Unknown
7.860		05022015	Property	05P	Day				RREND	ES	ES	Followed too closely
7.890		09102014	Property	01P	Day	Dry		10	FXOBJ	ES	--	Fell asleep, fainted, etc.
7.930		05272015	Property	06A	Day	Dry			RREND	WS	WS	Followed too closely
7.950	✓	02132014	Property	10P	Night	Snow			RREND	ES	ES	Other or Unknown
7.950		03102014	Property	09P	Night	Dry			RREND	NS	NS	Followed too closely
7.950	✓	10232014	1 Injured	10A	Day	Dry		10	FXOBJ	WS	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
7.950	✓	05062015	Property	12P	Day	Dry			RREND	ES	ES	Fail to give full attention
7.950	✓	01172016	1 Injured	01A	Night	Dry		11	FXOBJ	ES	--	Exceeded speed limit
7.950	✓	02062016	2 Injured	10A	Day	Dry			ANGLE	NL	ES	Other or Unknown
7.950		09092016	Property	03P	Day	Dry			OTHER	WS	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

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

Location: MD 214 from 7.40 to 7.95
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: WMATHENY Date: 12/06/2017

LM 7.95-FO(10)-10/23/2014-1I-10A-D
LM 7.95-OFFRD-09/09/2016-P-3P-D

LM 7.95-RE-02/13/2014-P-10P-S-N
LM 7.95-RE-03/10/2014-P-9P-D-N
LM 7.95-RE-05/06/2015-P-12P-D
LM 7.95-FO(11)-01/17/2016-1I-1A-D-N
LM 7.95-ANG-02/06/2016-2I-10A-D

LM 7.95 CO 3157 LOCH HAVEN RD

LM 7.93-RE-05/27/2015-P-6A-D

LM 7.89-FO(10)-09/10/2014-P-1P-D

LM 7.86-RE-05/02/2015-P-5P-NA
LM 7.84-OTHR-04/01/2016-1F-6A-D-N
LM 7.84-OTHR-10/27/2016-1I-6A-D

MARYLAND
214

LM 7.65-FO(06)-05/20/2014-6I-12A-D-N-X

LM 7.63-RE-07/17/2014-P-11A-D

LM 7.57-RE-01/05/2016-1I-6P-D-N
LM 7.46-ANG-06/02/2014-P-2P-D
LM 7.46-RE-06/10/2017-P-10P-D-N
LM 7.45-RE-01/30/2014-P-6P-D-N
LM 7.42-LT-10/16/2015-P-7P-D-X

LM 7.40-LT-04/11/2014-2I-10P-W-N
LM 7.40-RE-05/22/2014-1I-4P-D
LM 7.40-FO(88)-10/17/2014-P-2A-D-N
LM 7.40-FO(09)-06/28/2015-P-3P-D
LM 7.40-LT-11/05/2015-1I-1P-D
LM 7.40-RE-11/06/2015-P-6P-D-N
LM 7.40-RE-01/06/2016-3I-3P-D
LM 7.40-LT-04/09/2016-2I-1P-W
LM 7.40-RE-08/04/2016-1I-4P-D
LM 7.40-FO(05)-08/31/2016-P-11P-D-N
LM 7.40-FO(10)-10/09/2016-P-3A-W-N
LM 7.40-OTHR-11/29/2016-1I-5P-W-N

LM 7.49 OP 5617 HOPE CHAPEL RD

LM 7.40-FO(88)-01/10/2014-P-6A-I
LM 7.40-FO(88)-01/10/2014-P-6A-I
LM 7.40-RE-08/24/2014-1I-1P-D
LM 7.40-OD-07/18/2015-2I-11P-D-N
LM 7.40-SS-11/30/2015-2I-5P-W-N
LM 7.40-OTHR-12/20/2015-2I-6P-D-N
LM 7.40-RE-03/04/2016-P-7A-W
LM 7.40-FO(10)-06/23/2016-P-9A-W
LM 7.40-RE-04/25/2017-P-4P-W

LM 7.40 MD 468 MUDDY CREEK RD

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

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

33441

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County Town/Place: Edgewater

Route: MD 214 Log Mile: 7.95-9.27

☐ at

☒ from Loch Haven Road to Selby Boulevard

Purpose Needed:

☐ Signal Study ☐ Surface Evaluation ☐ Pavement Marking Study

☐ Sign Study ☐ Lighting Study ☒ General Traffic Study

☐ Other (Explain):

Originally Requested By:

When Needed: December 8, 2017

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates

☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

☐ One Year ☐ Two Years

☐ Three Years ☐ Combined Years

☒ Specific Date – 1/1/2014 to 6/30/17

7.95 ~~7.40-9.27~~ ~~7.40-8.4~~ 7.95 ~~7.40~~-8.4

Additional Instructions or Remarks:

Requested by: Barbara Mosier Title: Senior Traffic Engineer

Consultant Firm: STV Incorporated Consultant Subcontractor:

Phone: 410-281-2849 Fax: 410-298-2794

Cell Phone: Email: Barbara.Mosier@stvinc.com

6/30/17

33434

6ACC

Please indicate map coordinates of location to be studied.

ADC Map Book 25- B9,C9,C10,D10,E10,F10

MD General Hwy. Grid Map

MD214 0003207

	2014	2015	2016	2017
7.95	~~20010~~ 18791	19282	20010	20410

Dennis 11/22/17 214 @ Loch Haven

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 7.95 To 9.27 Length: 1.32
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		6	7	13
Veh Occ		6		
Pedestrian				

Severity Index: 30

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1	1	6		2	2	1	

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

CONDITION	DRIVER	PED
Normal:	15	
Alcohol:	3	
Other:	3	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	5	7	1					22

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
10	Passenger Vehicle		Passenger Bus
3	Sport Utility Veh		School Bus
6	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	8	Other Types

SURFACE	
5	Wet
5	Dry
3	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
		2			1		2	11			4	

OTHER MOVEMENTS 2

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interferc/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
1	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	8	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:			1	1
Rear End	Related:			1	1
	UnRelated:		2	1	3
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:			1	1
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01				
I	Building	02			1	1
X	Culvert/Ditch	03				
E	Curb	04				
D	Guardrail/Barrier	05				
	Embankment	06				
O	Fence	07				
B	Light Pole	08				
J	Sign Pole	09				
E	Other Pole	10	2	1	3	
C	Tree/Shrubbery	11	1		1	
T	Contr. Barrier	12				
S	Crash Attenuator	13				
	Other Fixed Object					

WEATHER	
9	Clear / Cloudy
	Foggy
1	Raining
2	Snow / Sleet
1	Other

ILLUMINATION	
5	Day
1	Dawn/Dusk
7	Dark - Lights On
	Dark - No Lights
	Other

TOTALS	
2014	13

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015

Logmiles: From 7.95 To 9.27 Length: 1.32
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	7	9
Vch Occ		2		
Pedestrian				

Severity Index: 13

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

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

CONDITION	DRIVER	PED
Normal:	10	
Alcohol:		
Other:	3	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	6	2	1					13

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
8	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh	1	School Bus
2	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	7	Other Types

SURFACE	
1	Wet
6	Dry
1	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
								8		1	3	

OTHER MOVEMENTS 1

PROBABLE CAUSES			
1	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	5	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	1	2
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			2	2

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09		1	1
E	Other Pole	10		1	1
C	Tree/Shrubbery	11		1	1
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object			1	1

WEATHER		ILLUMINATION		TOTALS	
6	Clear / Cloudy	6	Day	2015	9
	Foggy	1	Dawn/Dusk		
	Raining	2	Dark - Lights On		
1	Snow / Sleet		Dark - No Lights		
2	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 7.95 To 9.27 Length: 1.32
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		7	5	12
Veh Occ		9		
Pedestrian				

Severity Index: 32

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

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

CONDITION	DRIVER	PED
Normal:	20	
Alcohol:		
Other:	3	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	3	7	2					23

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
16	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
4	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	5	Other Types

SURFACE

1	Wet
11	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH LF	NORTH ST	NORTH RT	SOUTH LF	SOUTH ST	SOUTH RT	EAST LF	EAST ST	EAST RT	WEST LF	WEST ST	WEST RT
2				1	1	1	8			8	

OTHER MOVEMENTS 2

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	8	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1		1
	UnRelated:		2	1	3
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:		2		2
	UnRelated:		1		1
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			2	2

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

10	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
2	Other

ILLUMINATION

10	Day
	Dawn/Dusk
	Dark - Lights On
2	Dark - No Lights
	Other

TOTALS

2016	12

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 1, 2017 To June 30, 2017

Logmiles: From 7.95 To 9.27 Length: 1.32
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	1	3
Veh Occ		2		
Pedestrian				

Severity Index: 7

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

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

CONDITION	DRIVER	PED
Normal:	6	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
3	Pick-Up Truck	1	Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE	
	Wet
3	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
								4			2	

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	2	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			1	1
	UnRelated:		2		2
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
3	Clear / Cloudy	3	Day	2017	3
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 1, 2014 To June 30, 2017

Logmiles: From 7.95 To 9.27 Length: 1.32
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		17	20	37
Veh Occ		19		
Pedestrian				

AVG Severity Index: 21

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	8	6	8	3	4	5	3	

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

CONDITION	DRIVER	PED
Normal:	51	
Alcohol:	3	
Other:	9	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	14	19	4					64

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
36	Passenger Vehicle		Passenger Bus
4	Sport Utility Veh	1	School Bus
15	Pick-Up Truck	1	Emergency Veh
1	Trucks (2+3 axles)	20	Other Types

SURFACE	
7	Wet
25	Dry
4	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2	2			2	1	3	31		1	17	

OTHER MOVEMENTS 5

PROBABLE CAUSES			
1	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
4	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
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4	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	23	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:			1	1
Rear End	Related:		2	3	5
	UnRelated:		6	2	8
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			2	2
	UnRelated:			1	1
Angle	Related:		4		4
	UnRelated:		1		1
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			4	4

F	Bridge	01				
I	Building	02			1	1
X	Culvert/Ditch	03				
E	Curb	04				
D	Guardrail/Barrier	05				
	Embankment	06				
O	Fence	07				
B	Light Pole	08				
J	Sign Pole	09			1	1
E	Other Pole	10		2	3	5
C	Tree/Shrubbery	11		2	1	3
T	Contr. Barrier	12				
S	Crash Attenuator	13				
	Other Fixed Object				1	1

WEATHER	
28	Clear / Cloudy
	Foggy
1	Raining
3	Snow / Sleet
5	Other

ILLUMINATION	
24	Day
2	Dawn/Dusk
9	Dark - Lights On
2	Dark - No Lights
	Other

TOTALS	
14-17	37

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Logmiles: From 7.95 To 9.27 Length: 1.32
Note: 2017 DATA IS PARTIAL AND UNEDITED.

Type Controls: 8U-100%

* Significantly Higher than Statewide

YEAR >>	2014	2015	2016	2017	Total	Study	StateWd
Fatal	0	0	0	0	0	0.0	1.4
No. Killed	0	0	0	0	0		
Injury	6	2	7	2	17	51.7	68.9
No. Injured	6	2	9	2	19		
Prop. Damage	7	7	5	1	20	60.8	97.8
Total Crashes	13	9	12	3	37	112.5	168.0
Severity Index	30	13	32	7	Avg 21		
RATE	143.6	96.9	124.1	61.5			
WAADT	18791	19282	20010	20410			
VMT millions	9.1	9.3	9.7	4.9	32.9		
Opposite Dir.	1	0	0	0	1	3.0	8.8
Rear End	4	2	4	3	13	39.5	53.8
Sideswipe	0	0	0	0	0	0.0	10.5
Left Turn	2	0	1	0	3	9.1	13.0
Angle	1	1	3	0	5	15.2	32.8
Pedestrian	0	0	0	0	0	0.0	3.3
Parked Veh.	0	0	0	0	0	0.0	2.5
Fixed Object	5	4	2	0	11	33.4	29.5
Other	0	2	2	0	4	12.2 *	2.8
U-Turn	0	0	0	0	0		
Backing	0	0	0	0	0		
Animal	0	0	0	0	0		
Railroad	0	0	0	0	0		
Fire / Expl.	0	0	0	0	0		
Overturn	0	0	0	0	0		
Truck Related	0	0	1	0	1	3.0	10.0
Night Time	7	2	2	0	11	30 %	31 %
Wet Surface	5	1	1	0	7	19 %	21 %
Alcohol	3	0	0	0	3	8 %	8 %
Intersection	4	5	5	1	15		
Total Vehicles	22	13	23	6	64		
Total Trucks	0	0	1	0	1		
Truck %	0.0	0.0	4.3	0.0	1.6		

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: William Matheny

Date: 12/05/2017

Location: MD214

Logmiles: From 7.95 To 9.27 Length: 1.32

County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Note: 2017 DATA IS PARTIAL AND UNEDITED.

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
7.950	✓	02132014	Property	10P	Night	Snow			RREND	ES	ES	Other or Unknown
7.950		03102014	Property	09P	Night	Dry			RREND	NS	NS	Followed too closely
7.950	✓	10232014	1 Injured	10A	Day	Dry		10	FXOBJ	WS	--	Other or Unknown
7.950	✓	05062015	Property	12P	Day	Dry			RREND	ES	ES	Fail to give full attention
7.950	✓	01172016	1 Injured	01A	Night	Dry		11	FXOBJ	ES	--	Exceeded speed limit
7.950	✓	02062016	2 Injured	10A	Day	Dry			ANGLE	NL	ES	Other or Unknown
7.950		09092016	Property	03P	Day	Dry			OTHER	WS	--	Other or Unknown
7.970		09202014	1 Injured	04P	Day	Wet			RREND	ES	ES	Other or Unknown
7.990		05162016	1 Injured	05P	Day	Dry			RREND	WS	WS	Other or Unknown
8.010		04022016	Property	06P	Day	Dry			RREND	ES	ES	Other or Unknown
8.140		09262014	1 Injured	02P	Day	Dry			RREND	ES	ES	Other or Unknown
8.220		07042016	Property	11P	Night	Wet		10	FXOBJ	WS	--	Other or Unknown
8.240		08052014	Property	01A	Night	Dry	✓	02	FXOBJ	ES	--	Other or Unknown
8.330		02252015	Property	12P	Day	Dry			OTHER	WS	--	Other or Unknown
8.330		05042017	1 Injured	06A	Day	Dry			RREND	ES	ES	Other or Unknown
8.550	✓	03302015	1 Injured	07A	Day				ANGLE	WL	ES	Fail to yield right-of-way
8.550		08032015	Property	09A	Day	Dry			OTHER	WS	--	Fail to give full attention
8.730		08092016	Property	07A	Day	Dry			OTHER	ES	ES	Fail to give full attention
8.858		11062015	Property	05P	Day	Dry		10	FXOBJ	ES	--	Under influence of drugs
8.880		05292016	1 Injured	12P	Day	Dry			RREND	WS	WS	Other or Unknown
8.890		07082014	1 Injured	11P	Night	Wet		10	FXOBJ	ES	--	Other or Unknown
8.890	✓	01062016	Property	04P	Day	Dry			LFTRN	NL	WS	Other or Unknown
8.890	✓	10022016	1 Injured	05P	Day	Dry			RREND	ES	EL	Other or Unknown
8.890		10102016	1 Injured	10A	Day	Dry			ANGLE	SR	WS	Fail to yield right-of-way
8.890	✓	05142017	Property	06P	Day	Dry			RREND	ES	ES	Other or Unknown
8.900		01032014	Property	02P	Day	Ice			OPDIR	ES	WS	Fail to drive in single lane
8.977		12072014	1 Injured	04A	Night	Wet	✓	11	FXOBJ	ES	--	Other or Unknown
8.980	✓	03012015	Property	10A	Day	Snow		11	FXOBJ	WS	--	Other or Unknown
9.040		03042014	Property	06P	Night	Wet	✓		LFTRN	EL	WS	Under influence of alcohol
9.040	✓	08122014	Property	07P	Day	Wet			LFTRN	WS	EL	Other or Unknown
9.050		01212014	Property	08P	Night	Snow		10	FXOBJ	ES	--	Too fast for conditions
9.060		06212015	Property	11A	Night	Wet		88	FXOBJ	ES	--	Other or Unknown
9.060	✓	06232015	Property	12A	Night	Dry		09	FXOBJ	ES	--	Other or Unknown
9.270	✓	02042014	1 Injured	05P	Day	Dry			ANGLE	SS	ES	Fail to yield right-of-way
9.270	✓	08212015	1 Injured	02P	Day	Dry			RREND	ES	ES	Other or Unknown
9.270	✓	04072016	2 Injured	03P	Day	Dry			ANGLE	SS	ES	Fail to yield right-of-way

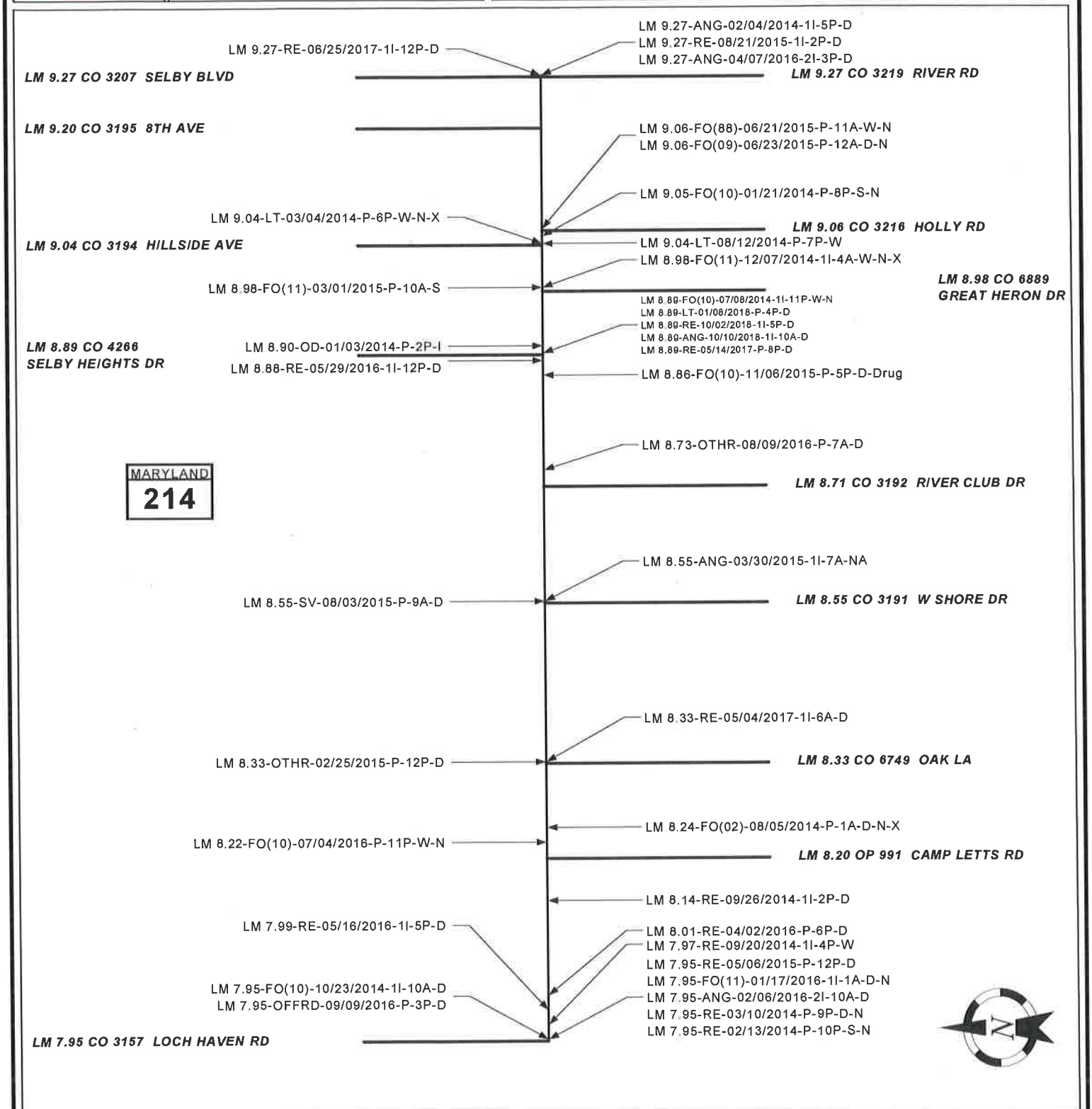
Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
9.270		06252017	1 Injured	12P	Day	Dry			RREND	WS	WS	Fail to give full attention

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

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

Location: MD 214 FROM 7.95 TO 9.27
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: WMATHENY Date: 12/06/2017



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

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

33438

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County
Route: MD 214
☐ at
☒ from Selby Boulevard

Town/Place: Edgewater
Log Mile: 9.27-9.67

to Turkey Point Road

Purpose Needed:

☐ Signal Study
☐ Sign Study
☐ Other (Explain):
☐ Surface Evaluation
☐ Lighting Study
☐ Pavement Marking Study
☒ General Traffic Study

Originally Requested By:
When Needed: 12/8/17

Work Requested:

☒ Accident Summary
☒ Study Worksheet
☒ 3R Format (History)
☒ Collision Diagram
☒ Accident Rates
☐ Other (Explain in Remarks)

☐ One Year
☐ Two Years
☐ Three Years
☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier
Consultant Firm: STV Incorporated
Phone: 410-281-2849
Cell Phone:

Title: Senior Traffic Engineer
Consultant Subcontractor:
Fax: 410-298-2794
Email: Barbara.Mosier@stvinc.com

9.27 ~~9.40-9.41~~ ~~9.46~~ 8.41

6/30/17 / 33434 / 6ACC / MD214 / 00307 / 9.67 NO 213

Please indicate map coordinates of location to be studied. 2070
ADC Map Book 25- F10,F11,G11 MD General Hwy. Grid Map

9.27 2014 ~~20010~~ 18791
2015 19282
2016 20010
2017 ~~3356~~ 20410

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014

Logmiles: From 9.27 To 9.67 Length: 0.40
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	2	4
Veh Occ		2		
Pedestrian				

Severity Index: 8

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

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

CONDITION	DRIVER	PED
Normal:	6	
Alcohol:		
Other:	2	

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

VEHICLES INVOLVED PER ACCIDENT	1	2	3	4	5	6+	UNK	TOTAL
	1	2	1					8

VEHICLE TYPE			
		Motorcycle/Moped	Tractor Trailer
	1	Passenger Vehicle	Passenger Bus
	2	Sport Utility Veh	School Bus
	3	Pick-Up Truck	Emergency Veh
		Trucks (2+3 axles)	3 Other Types

SURFACE	
1	Wet
2	Dry
1	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 2

PROBABLE CAUSES		
		Influence of Drugs
		Influence of Alcohol
		Influence of Medication
		Influence of Combined Subst.
		Physical/Mental Difficulty
		Fell Asleep/Fainted, etc.
	1	Fail to give full Attention
		Lic. Restr. Non-compliance
		Fail to Drive in Single Lane
		Improper Right Turn on Red
	1	Fail to Yield Right-of-way
		Fail to Obey Stop Sign
		Fail to Obey Traffic Signal
		Fail to Obey Other Control
		Fail to Keep Right of Center
		Fail to Stop for School Bus
		Wrong Way on One Way
		Exceeded Speed Limit
		Operator Using Cell Phone
		Stopping in Lane Roadway
		Too Fast for Conditions
		Followed too Closely
		Improper Turn
		Improper Lane Change
		Improper Backing
		Improper Passing
		Improper Signal
		Improper Parking
		Passenger Interfere/Obstruct.
		Illegally in Roadway
		Bicycle Violation
		Clothing Not Visible
		Sleet, Hail, Freezing Rain
		Severe Crosswinds
	1	Rain, Snow
		Animal
		Vision Obstruction
		Vehicle Defect
		Wet
		Icy or Snow Covered
		Debris or Obstruction
		Ruts, Holes or Bumps
		Road Under Construction
		Traffic Control Device Inop.
		Shoulders Low, Soft or High
	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			1	1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:		1		1
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			1	1

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	
3	Clear / Cloudy
	Foggy
	Raining
1	Snow / Sleet
	Other

ILLUMINATION	
3	Day
1	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS	
2014	4

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 9.27 To 9.67 Length: 0.40
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	1	3
Veh Occ		2		
Pedestrian				

Severity Index: 7

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

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

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

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

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

VEHICLE TYPE			
1	Motorcycle/Moped		Tractor Trailer
3	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	3	Other Types

SURFACE	
	Wet
3	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES			
			Influence of Drugs
1	Influence of Alcohol		Improper Lane Change
	Influence of Medication		Improper Backing
	Influence of Combined Subst.		Improper Passing
	Physical/Mental Difficulty		Improper Signal
	Fell Asleep/Fainted, etc.		Improper Parking
	Fail to give full Attention		Passenger Interfere/Obstruct.
	Lic. Restr. Non-compliance		Illegally in Roadway
	Fail to Drive in Single Lane		Bicycle Violation
	Improper Right Turn on Red		Clothing Not Visible
	Fail to Yield Right-of-way		Sleet, Hail, Freezing Rain
	Fail to Obey Stop Sign		Severe Crosswinds
	Fail to Obey Traffic Signal		Rain, Snow
	Fail to Obey Other Control		Animal
	Fail to Keep Right of Center		Vision Obstruction
	Fail to Stop for School Bus		Vehicle Defect
	Wrong Way on One Way		Wet
	Exceeded Speed Limit		Icy or Snow Covered
	Operator Using Cell Phone		Debris or Obstruction
	Stopping in Lane Roadway		Ruts, Holes or Bumps
	Too Fast for Conditions		Road Under Construction
	Followed too Closely		Traffic Control Device Inop.
	Improper Turn		Shoulders Low, Soft or High
		2	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1		1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:		1		1

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07		1	1
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	1	Day	2015	3
	Foggy		Dawn/Dusk		
	Raining	1	Dark - Lights On		
	Snow / Sleet	1	Dark - No Lights		
1	Other		Other		

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County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1		1
Veh Occ		2		
Pedestrian				

Severity Index: 2

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)		Other Types

SURFACE	
	Wet
1	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	2016	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

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Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 9.27 To 9.67 Length: 0.40
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1		1
Veh Occ		1		
Pedestrian				

Severity Index: 4

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE	
	Wet
1	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:		1		1
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	2017	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 1, 2014 To June 30, 2017

Logmiles: From 9.27 To 9.67 Length: 0.40
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		6	3	9
Veh Occ		7		
Pedestrian				

AVG Severity Index: 5

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

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

CONDITION	DRIVER	PED
Normal:	12	
Alcohol:	1	
Other:	4	

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

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

VEHICLE TYPE

1	Motorcycle/Moped		Tractor Trailer
6	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
4	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	6	Other Types

SURFACE

1	Wet
7	Dry
1	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH LF	NORTH ST	NORTH RT	SOUTH LF	SOUTH ST	SOUTH RT	EAST LF	EAST ST	EAST RT	WEST LF	WEST ST	WEST RT
		1		2			5		1	5	

OTHER MOVEMENTS 3

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign	1	Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	3	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	1	2
	UnRelated:		1		1
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:		1		1
Angle	Related:		2		2
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:		1	1	2

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

7	Clear / Cloudy
	Foggy
	Raining
1	Snow / Sleet
1	Other

ILLUMINATION

6	Day
1	Dawn/Dusk
1	Dark - Lights On
1	Dark - No Lights
	Other

TOTALS

14-17	9

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Logmiles: From 9.27 To 9.67 Length: 0.40
Note: 2017 DATA IS PARTIAL AND UNEDITED.

Type Controls: 8U-100%

*** Significantly Higher than Statewide**

YEAR >>	2014	2015	2016	2017	Total	Study	StateWd
Fatal	0	0	0	0	0	0.0	1.4
No. Killed	0	0	0	0	0		
Injury	2	2	1	1	6	60.2	68.9
No. Injured	2	2	2	1	7		
Prop. Damage	2	1	0	0	3	30.1	97.8
Total Crashes	4	3	1	1	9	90.3	168.0
Severity Index	8	7	2	4	Avg 5		
RATE	145.8	106.6	34.1	67.7			
WAADT	18790	19282	20010	20410			
VMT millions	2.7	2.8	2.9	1.5	10.0		
Opposite Dir.	0	0	0	0	0	0.0	8.8
Rear End	1	1	0	1	3	30.1	53.8
Sideswipe	0	0	0	0	0	0.0	10.5
Left Turn	1	0	0	0	1	10.0	13.0
Angle	1	0	1	0	2	20.1	32.8
Pedestrian	0	0	0	0	0	0.0	3.3
Parked Veh.	0	0	0	0	0	0.0	2.5
Fixed Object	0	1	0	0	1	10.0	29.5
Other	1	1	0	0	2	20.1 *	2.8
U-Turn	0	0	0	0	0		
Backing	0	0	0	0	0		
Animal	0	0	0	0	0		
Railroad	0	0	0	0	0		
Fire / Expl.	0	0	0	0	0		
Overturn	0	0	0	0	0		
Truck Related	0	0	1	0	1	10.0	10.0
Night Time	0	2	0	0	2	22 %	31 %
Wet Surface	1	0	0	0	1	11 %	21 %
Alcohol	0	1	0	0	1	11 %	8 %
Intersection	2	1	1	0	4		
Total Vehicles	8	5	2	2	17		
Total Trucks	0	0	1	0	1		
Truck %	0.0	0.0	50.0	0.0	5.9		

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: William Matheny

Date: 12/05/2017

Location: MD214

Logmiles: From 9.27 To 9.67 Length: 0.40

County: Anne Arundel, D5

Period: January 01, 2014 To June 30, 2017

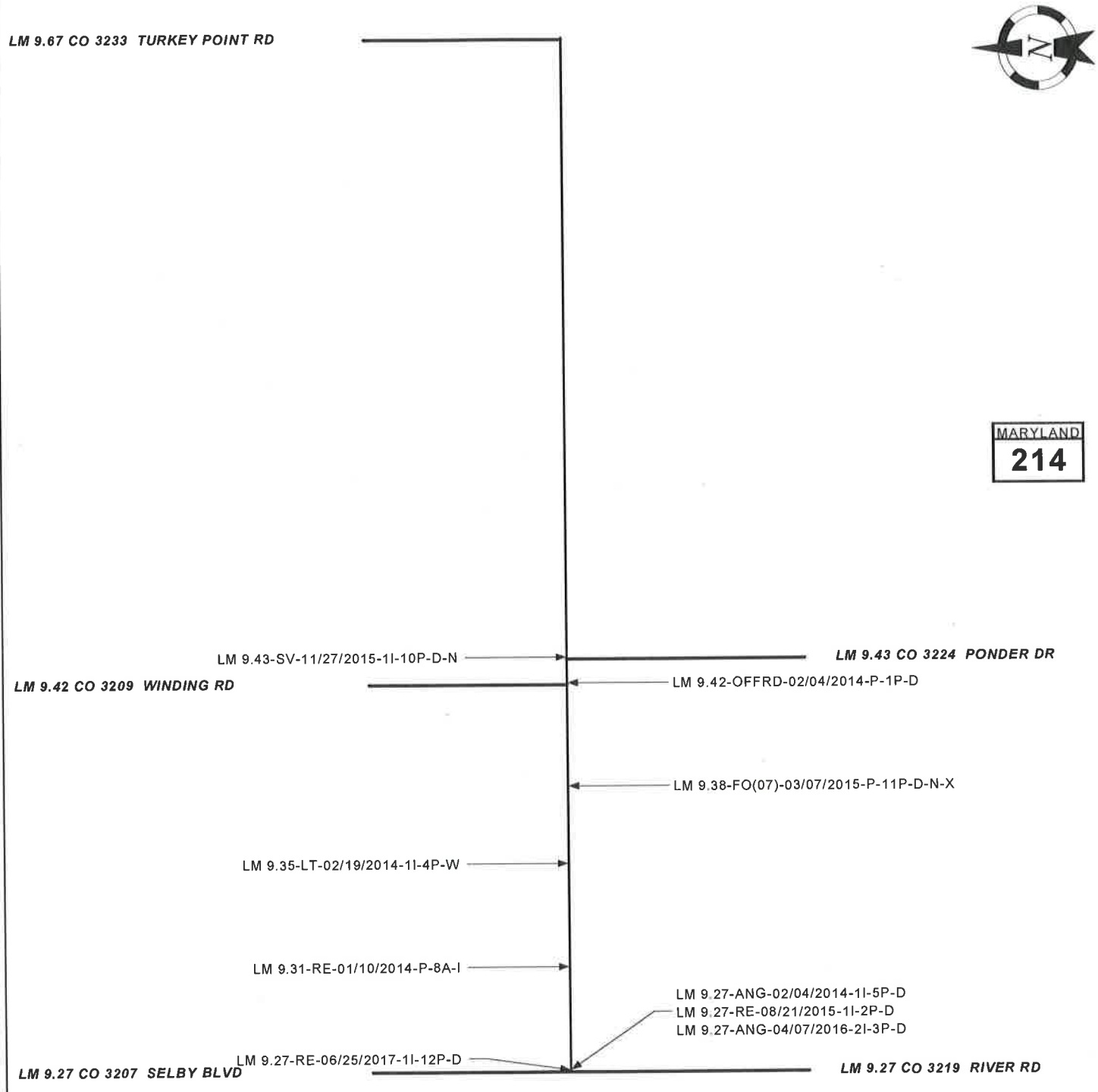
Note: 2017 DATA IS PARTIAL AND UNEDITED.

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
9.270	✓	02042014	1 Injured	05P	Day	Dry			ANGLE	SS	ES	Fail to yield right-of-way
9.270	✓	08212015	1 Injured	02P	Day	Dry			RREND	ES	ES	Other or Unknown
9.270	✓	04072016	2 Injured	03P	Day	Dry			ANGLE	SS	ES	Fail to yield right-of-way
9.270		06252017	1 Injured	12P	Day	Dry			RREND	WS	WS	Fail to give full attention
9.310	✓	01102014	Property	08A	Day	Ice			RREND	WS	WS	Rain, snow
9.350		02192014	1 Injured	04P	Day	Wet			LFTRN	WS	WS	Fail to give full attention
9.380		03072015	Property	11P	Night	Dry	✓	07	FXOBJ	ES	--	Under influence of alcohol
9.420		02042014	Property	01P	Day	Dry			OTHER	NR	--	Other or Unknown
9.430		11272015	1 Injured	10P	Night	Dry			OTHER	WL	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

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

Location: MD 214 FROM 9.27 TO 9.67
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: WMATHENY Date: 12/05/2017



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

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

#33430

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County
Route: MD 214
☐ at
☒ from Turkey Point Road

Town/Place: Edgewater
Log Mile: 9.67-10.177

to Shoreham Beach Road

Purpose Needed:

☐ Signal Study
☐ Sign Study
☐ Other (Explain):
☐ Surface Evaluation
☐ Lighting Study
☐ Pavement Marking Study
☒ General Traffic Study

Originally Requested By:
When Needed: 12/8/17

Work Requested:

☒ Accident Summary
☒ Study Worksheet
☒ 3R Format (History)
☒ Collision Diagram
☒ Accident Rates
☐ Other (Explain in Remarks)

☐ One Year
☐ Two Years
☐ Three Years
☐ Combined Years
☒ Specific Date – 1/1/2014 to 6/30/17

Additional Instructions or Remarks:

Requested by: Barbara Mosier
Consultant Firm: STV Incorporated
Phone: 410-281-2849
Cell Phone:

Title: Senior Traffic Engineer
Consultant Subcontractor:
Fax: 410-298-2794
Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.
ADC Map Book 25- G11,G12, MD General Hwy. Grid Map

14- 18,791
15- 19,282
16- 20,010
8h

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shoreham Beach Rd
Logmiles: From 9.67 To 10.17 Length: 0.50
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017
Note: 2017 data is partial, unedited an subject to chan

Type Controls: 8U-100%

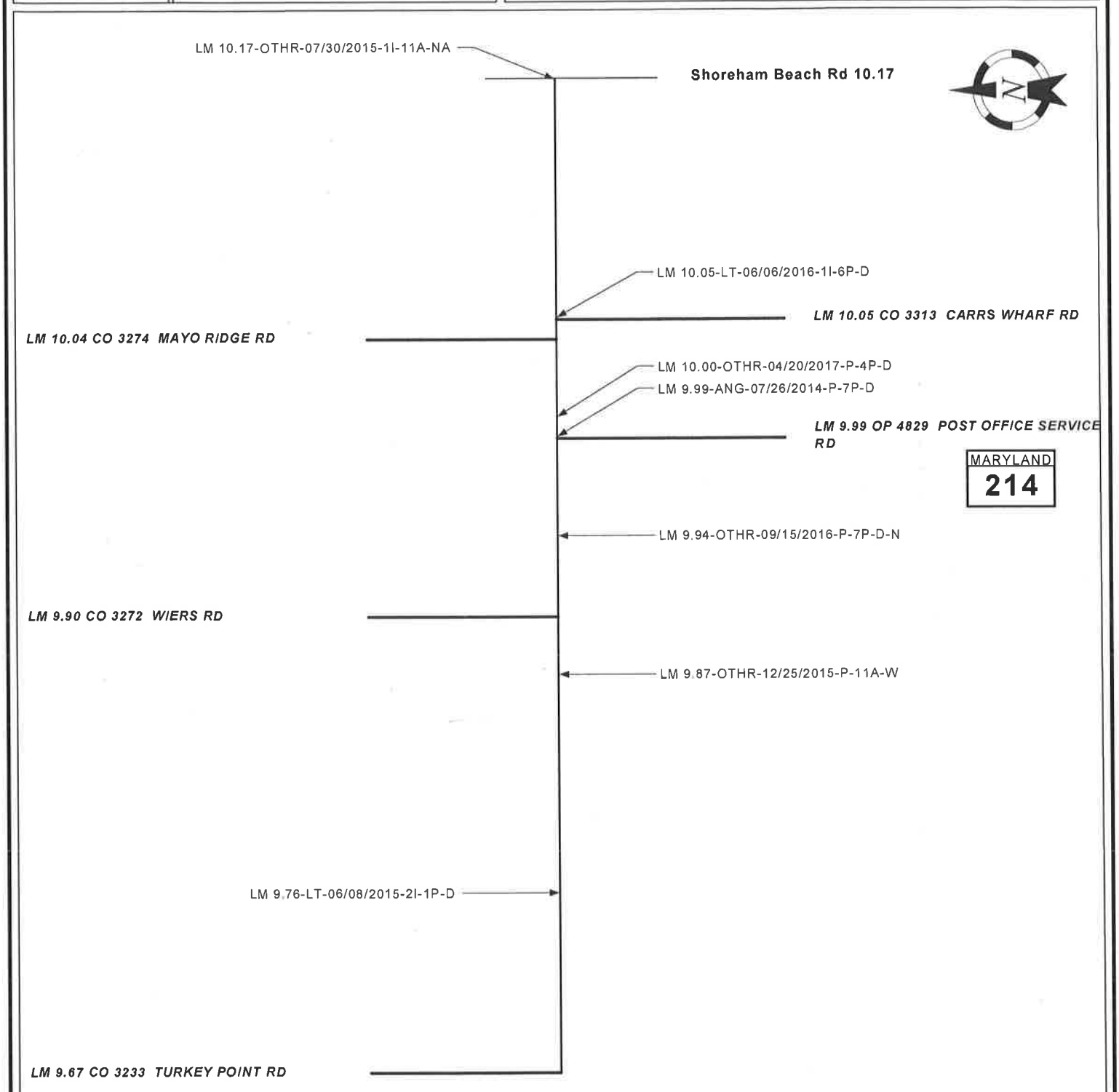
* Significantly Higher than Statewide

YEAR >>	2014	2015	2016	2017	Total	Study	StateWd
Fatal	0	0	0	0	0	0.0	1.4
No. Killed	0	0	0	0	0		
Injury	0	2	1	0	3	24.1	68.9
No. Injured	0	3	1	0	4		
Prop. Damage	1	1	1	1	4	32.1	97.8
Total Crashes	1	3	2	1	7	56.1	168.0
Severity Index	1	15	5	1	Avg 6		
RATE	29.2	85.3	54.4	54.1			
WAADT	18792	19282	20100	20410			
VMT millions	3.4	3.5	3.7	1.8	12.5		
Opposite Dir.	0	0	0	0	0	0.0	8.8
Rear End	0	0	0	0	0	0.0	53.8
Sideswipe	0	0	0	0	0	0.0	10.5
Left Turn	0	1	1	0	2	16.0	13.0
Angle	1	0	0	0	1	8.0	32.8
Pedestrian	0	1	0	0	1	8.0	3.3
Parked Veh.	0	0	0	0	0	0.0	2.5
Fixed Object	0	1	0	0	1	8.0	29.5
Other	0	0	1	1	2	16.0 *	2.8
U-Turn	0	0	0	0	0		
Backing	0	0	0	0	0		
Animal	0	0	0	0	0		
Railroad	0	0	0	0	0		
Fire / Expl.	0	0	0	0	0		
Overturn	0	0	0	0	0		
Truck Related	0	1	0	0	1	8.0	10.0
Night Time	0	0	1	0	1	14 %	31 %
Wet Surface	0	1	0	0	1	14 %	21 %
Alcohol	0	0	0	0	0	0 %	8 %
Intersection	0	0	1	0	1		
Total Vehicles	2	5	3	2	12		
Total Trucks	0	1	0	0	1		
Truck %	0.0	20.0	0.0	0.0	8.3		

Comments:

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

Location: MD 214
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: ALEWIS Date: 11/27/2017



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

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shoreham Beach Rd
Logmiles: From 9.67 To 10.17 Length: 0.50
County: Anne Arundel, D5 Period: January 1, 2014 To December 31, 2014
Note: 2017 data is partial, unedited an subject to chan

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	1	1
Veh Occ				
Pedestrian				

Severity Index: 1

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE	
	Wet
1	Dry
	Sno/Icc
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:			1	1
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
	Clear / Cloudy	1	Day	2014	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shoreham Beach Rd .
Logmiles: From 9.67 To 10.17 Length: 0.50
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: 2017 data is partial, unedited an subject to chan

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	1	3
Veh Occ		2		
Pedestrian		1		

Severity Index: 15

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

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

CONDITION	DRIVER	PED
Normal:	5	1
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
		Motorcycle/Moped	Tractor Trailer
	3	Passenger Vehicle	Passenger Bus
		Sport Utility Veh	School Bus
	1	Pick-Up Truck	Emergency Veh
	1	Trucks (2+3 axles)	1 Other Types

SURFACE	
1	Wet
1	Dry
	Sno/Ice
	Mud
1	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES			
		Influence of Drugs	Improper Lane Change
		Influence of Alcohol	Improper Backing
		Influence of Medication	Improper Passing
		Influence of Combined Subst.	Improper Signal
		Physical/Mental Difficulty	Improper Parking
		Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
		Fail to give full Attention	Illegally in Roadway
		Lic. Restr. Non-compliance	Bicycle Violation
		Fail to Drive in Single Lane	Clothing Not Visible
		Improper Right Turn on Red	Sleet, Hail, Freezing Rain
	2	Fail to Yield Right-of-way	Severe Crosswinds
		Fail to Obey Stop Sign	Rain, Snow
		Fail to Obey Traffic Signal	Animal
		Fail to Obey Other Control	Vision Obstruction
		Fail to Keep Right of Center	Vehicle Defect
		Fail to Stop for School Bus	Wet
		Wrong Way on One Way	Icy or Snow Covered
		Exceeded Speed Limit	Debris or Obstruction
		Operator Using Cell Phone	Ruts, Holes or Bumps
		Stopping in Lane Roadway	Road Under Construction
		Too Fast for Conditions	Traffic Control Device Inop.
		Followed too Closely	Shoulders Low, Soft or High
		Improper Turn	1 Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:		1		1
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:		1		1
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11		1	1
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	3	Day	2015	3
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shoreham Beach Rd
Logmiles: From 9.67 To 10.17 Length: 0.50
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: 2017 data is partial, unedited an subject to chan

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1	1	2
Veh Occ		1		
Pedestrian				

Severity Index: 5

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:	1	

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	1	Other Types

SURFACE	
	Wet
2	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			1	1

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	
2	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION	
1	Day
	Dawn/Dusk
	Dark - Lights On
1	Dark - No Lights
	Other

TOTALS	
2016	2

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shorcham Beach Rd
Logmiles: From 9.67 To 10.17 Length: 0.50
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017
Note: 2017 data is partial, unedited an subject to chan

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	1	1
Veh Occ				
Pedestrian				

Severity Index: 1

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

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
2	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE	
	Wet
1	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			1	1

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	2017	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: Alex Lewis
Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shoreham Beach Rd
Logmiles: From 9.67 To 10.17 Length: 0.50
County: Anne Arundel, D5
Period: January 1, 2014 To June 30, 2017
Note: 2017 data is partial, unedited an subject to chan

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		3	4	7
Veh Occ		3		
Pedestrian		1		

AVG Severity Index: 6

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

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

CONDITION	DRIVER	PED
Normal:	11	1
Alcohol:		
Other:	1	

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
7	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
4	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	2	Other Types

SURFACE	
1	Wet
5	Dry
	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
		1					1	5		2	1	

OTHER MOVEMENTS 2

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
5	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	2	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1		1
	UnRelated:		1		1
Angle	Related:				
	UnRelated:			1	1
Pedestrian	Related:				
	UnRelated:		1		1
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			2	2

F	Bridge	01		
I	Building	02		
X	Culvert/Ditch	03		
E	Curb	04		
D	Guardrail/Barrier	05		
	Embankment	06		
O	Fence	07		
B	Light Pole	08		
J	Sign Pole	09		
E	Other Pole	10		
C	Tree/Shrubbery	11	1	1
T	Contr. Barrier	12		
S	Crash Attenuator	13		
	Other Fixed Object			

WEATHER		ILLUMINATION		TOTALS	
5	Clear / Cloudy	6	Day	14-17	7
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet	1	Dark - No Lights		
2	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: Alex Lewis

Date: 11/27/2017

Location: MD214 from Turkey Pt. Rd to Shoreham Beach Rd

Logmiles: From 9.67 To 10.17 Length: 0.50

County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Note: 2017 data is partial, unedited an subject to chan

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
9.760		06082015	2 Injured	01P	Day	Dry			LFTRN	EL	WS	Fail to yield right-of-way
9.870		12252015	Property	11A	Day	Wet		11	FXOBJ	NS	ES	Other or Unknown
9.940		09152016	Property	07P	Night	Dry			OTHER	ES	uu	Other or Unknown
9.990		07262014	Property	07P	Day	Dry			ANGLE	NS	ES	Fail to yield right-of-way
10.000		04202017	Property	04P	Day	Dry			OTHER	WS	ES	Fail to yield right-of-way
10.050	✓	06062016	1 Injured	06P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
10.167		07302015	1 Injured	11A	Day				PED	WL	uu	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

33437

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County Town/Place: Edgewater

Route: MD 214 Log Mile: 10.177-10.97

☐ at

☒ from Shoreham Beach Road to Mayo Avenue

Purpose Needed:

☐ Signal Study ☐ Surface Evaluation ☐ Pavement Marking Study

☐ Sign Study ☐ Lighting Study ☒ General Traffic Study

☐ Other (Explain):

Originally Requested By:

When Needed: 12/8/17

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates

☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

☐ One Year ☐ Two Years

☐ Three Years ☐ Combined Years

☒ Specific Date – 1/1/2014 to 6/30/17

10.17-8U

Additional Instructions or Remarks:

Requested by: Barbara Mosier Title: Senior Traffic Engineer

Consultant Firm: STV Incorporated Consultant Subcontractor:

Phone: 410-281-2849 Fax: 410-298-2794

Cell Phone: Email: Barbara.Mosier@stvinc.com

Please indicate map coordinates of location to be studied.

ADC Map Book 25- G12,G13 MD General Hwy. Grid Map 2010

30-G1

2014 2015 2016 2017

10.17 ~~3290~~ 3542 3290 3356

3451

6/30/17

10.97 NO

213

Send to: Traffic Safety Analysis Division,

7491 Connelley Drive Hanover, Maryland 21076

Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 10.17 To 10.97 Length: 0.80
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1	1	2
Veh Occ		1		
Pedestrian				

Severity Index: 8

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

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

CONDITION	DRIVER	PED
Normal:	1	
Alcohol:		
Other:	2	

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE	
	Wet
1	Dry
1	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Rcstr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way	1	Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01				
I	Building	02				
X	Culvert/Ditch	03				
E	Curb	04				
D	Guardrail/Barrier	05				
	Embankment	06				
O	Fence	07				
B	Light Pole	08		1	1	2
J	Sign Pole	09				
E	Other Pole	10				
C	Tree/Shrubbery	11				
T	Contr. Barrier	12				
S	Crash Attenuator	13				
	Other Fixed Object					

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	2	Day	2014	2
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
1	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 10.17 To 10.97 Length: 0.80
County: Anne Arundel, D5
Period: January 1, 2015 To December 31, 2015
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0		0
Veh Occ				
Pedestrian				

Severity Index:

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:		
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE

Motorcycle/Moped	Tractor Trailer
Passenger Vehicle	Passenger Bus
Sport Utility Veh	School Bus
Pick-Up Truck	Emergency Veh
Trucks (2+3 axles)	Other Types

SURFACE

Wet
Dry
Sno/Ice
Mud
Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

Influence of Drugs	Improper Lane Change
Influence of Alcohol	Improper Backing
Influence of Medication	Improper Passing
Influence of Combined Subst.	Improper Signal
Physical/Mental Difficulty	Improper Parking
Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
Fail to give full Attention	Illegally in Roadway
Lic. Restr. Non-compliance	Bicycle Violation
Fail to Drive in Single Lane	Clothing Not Visible
Improper Right Turn on Red	Sleet, Hail, Freezing Rain
Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Signal	Animal
Fail to Obey Other Control	Vision Obstruction
Fail to Keep Right of Center	Vehicle Defect
Fail to Stop for School Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Operator Using Cell Phone	Ruts, Holes or Bumps
Stopping in Lane Roadway	Road Under Construction
Too Fast for Conditions	Traffic Control Device Inop.
Followed too Closely	Shoulders Low, Soft or High
Improper Turn	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	ILLUMINATION	TOTALS	
Clear / Cloudy	Day	2015	0
Foggy	Dawn/Dusk		
Raining	Dark - Lights On		
Snow / Sleet	Dark - No Lights		
Other	Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
Logmiles: From 10.17 To 10.97 Length: 0.80
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	1	1
Veh Occ				
Pedestrian				

Severity Index: 1

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

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

CONDITION	DRIVER	PED
Normal:	1	
Alcohol:		
Other:	1	

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE	
	Wet
1	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS

PROBABLE CAUSES			
	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object			1	1

WEATHER		ILLUMINATION		TOTALS	
	Clear / Cloudy	1	Day	2016	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017

Logmiles: From 10.17 To 10.97 Length: 0.80
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1		1
Veh Occ		1		
Pedestrian				

Severity Index: 2

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
					1		

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE

	Wet
1	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
1	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:		1		1
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	2017	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5
Period: January 1, 2014 To June 30, 2017

Logmiles: From 10.17 To 10.97 Length: 0.80
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	2	4
Veh Occ		2		
Pedestrian				

AVG Severity Index: 3

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

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

CONDITION	DRIVER	PED
Normal:	4	
Alcohol:		
Other:	3	

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

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

VEHICLE TYPE			
		Motorcycle/Moped	Tractor Trailer
2	Passenger Vehicle	Passenger Bus	
4	Sport Utility Veh	School Bus	
	Pick-Up Truck	Emergency Veh	
	Trucks (2+3 axles)	2	Other Types

SURFACE	
	Wet
3	Dry
1	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES			
		Influence of Drugs	Improper Lane Change
1		Influence of Alcohol	Improper Backing
		Influence of Medication	Improper Passing
		Influence of Combined Subst.	Improper Signal
		Physical/Mental Difficulty	Improper Parking
		Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
		Fail to give full Attention	Illegally in Roadway
		Lic. Restr. Non-compliance	Bicycle Violation
		Fail to Drive in Single Lane	Clothing Not Visible
		Improper Right Turn on Red	Sleet, Hail, Freezing Rain
		Fail to Yield Right-of-way	Severe Crosswinds
		Fail to Obey Stop Sign	Rain, Snow
		Fail to Obey Traffic Signal	Animal
1		Fail to Obey Other Control	Vision Obstruction
		Fail to Keep Right of Center	Vehicle Defect
		Fail to Stop for School Bus	Wet
		Wrong Way on One Way	1 Icy or Snow Covered
		Exceeded Speed Limit	Debris or Obstruction
		Operator Using Cell Phone	Ruts, Holes or Bumps
		Stopping in Lane Roadway	Road Under Construction
		Too Fast for Conditions	Traffic Control Device Inop.
		Followed too Closely	Shoulders Low, Soft or High
		Improper Turn	1 Other or Unknown

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	4	Day	14-17	4
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
1	Snow / Sleet		Dark - No Lights		
1	Other		Other		

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:		1		1
	UnRelated:				

F	Bridge	01				
I	Building	02				
X	Culvert/Ditch	03				
E	Curb	04				
D	Guardrail/Barrier	05				
	Embankment	06				
O	Fence	07				
B	Light Pole	08		1	1	2
J	Sign Pole	09				
E	Other Pole	10				
C	Tree/Shrubbery	11				
T	Contr. Barrier	12				
S	Crash Attenuator	13				
	Other Fixed Object				1	1

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD214
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Logmiles: From 10.17 To 10.97 Length: 0.80
Note: 2017 DATA IS PARTIAL AND UNEDITED.

Type Controls: 8U-100%

*** Significantly Higher than Statewide**

YEAR >>	2014	2015	2016	2017	Total	Study	StateWd
Fatal	0	0	0	0	0	0.0	1.4
No. Killed	0	0	0	0	0		
Injury	1	0	0	1	2	57.3	68.9
No. Injured	1	0	0	1	2		
Prop. Damage	1	0	1	0	2	57.3	97.8
Total Crashes	2	0	1	1	4	114.6	168.0
Severity Index	8	0	1	2	Avg 3		
RATE	198.5	0.0	103.8	205.8			
WAADT	3451	3542	3290	3356			
VMT millions	1.0	1.0	1.0	0.5	3.5		
Opposite Dir.	0	0	0	0	0	0.0	8.8
Rear End	0	0	0	0	0	0.0	53.8
Sideswipe	0	0	0	0	0	0.0	10.5
Left Turn	0	0	0	0	0	0.0	13.0
Angle	0	0	0	0	0	0.0	32.8
Pedestrian	0	0	0	0	0	0.0	3.3
Parked Veh.	0	0	0	0	0	0.0	2.5
Fixed Object	2	0	1	0	3	85.9 *	29.5
Other	0	0	0	1	1	28.6	2.8
U-Turn	0	0	0	0	0		
Backing	0	0	0	0	0		
Animal	0	0	0	0	0		
Railroad	0	0	0	0	0		
Fire / Expl.	0	0	0	0	0		
Overturn	0	0	0	0	0		
Truck Related	0	0	0	0	0	0.0	10.0
Night Time	0	0	0	0	0	0 %	31 %
Wet Surface	0	0	0	0	0	0 %	21 %
Alcohol	0	0	0	0	0	0 %	8 %
Intersection	0	0	0	1	1		
Total Vehicles	3	0	1	2	6		
Total Trucks	0	0	0	0	0		
Truck %	0.0	0.0	0.0	0.0	0.0		

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: William Matheny

Date: 12/05/2017

Location: MD214

Logmiles: From 10.17 To 10.97 Length: 0.80

County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

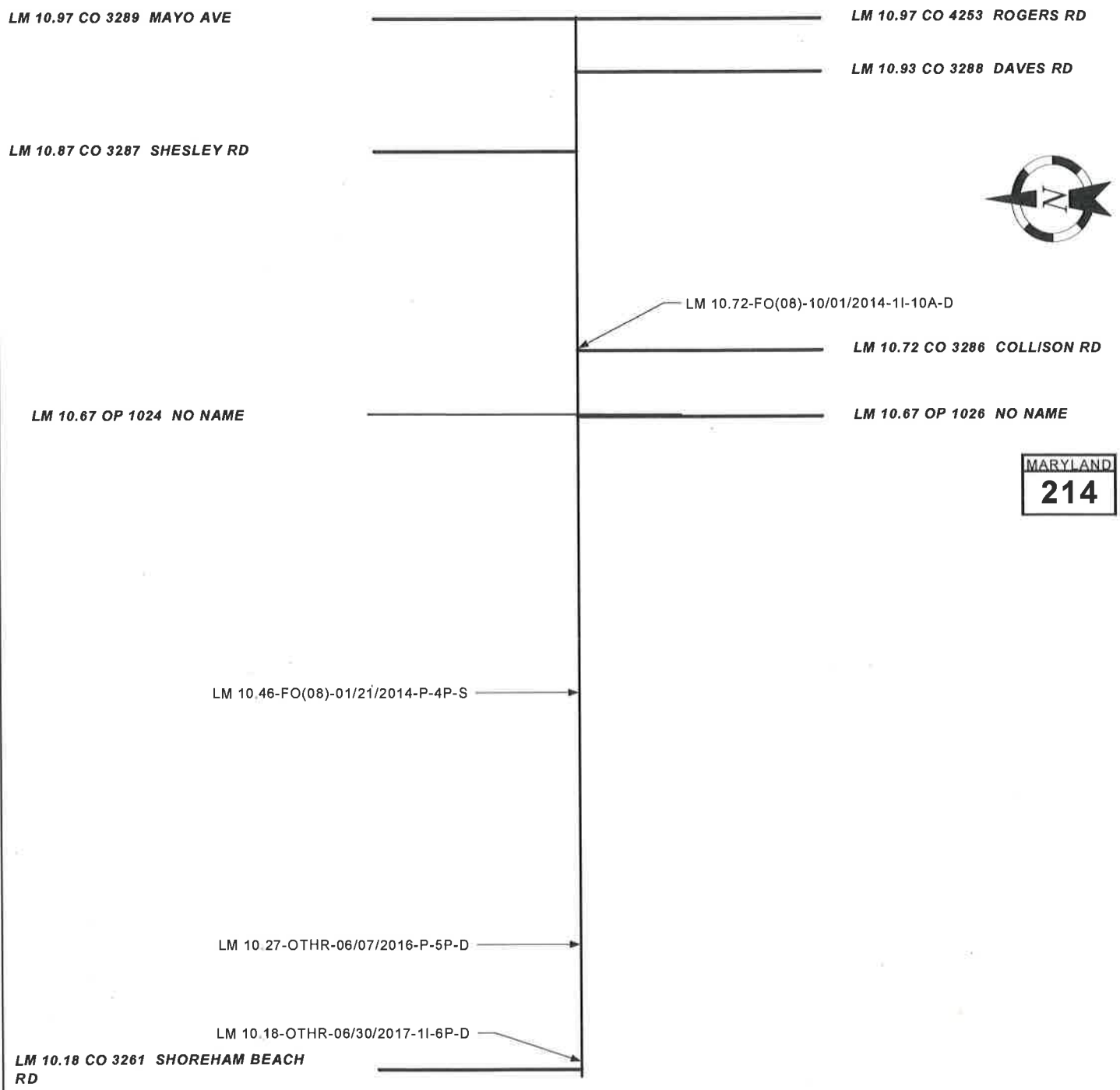
Note: 2017 DATA IS PARTIAL AND UNEDITED.

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
10.180	✓	06302017	1 Injured	06P	Day	Dry			OTHER	WL	WS	Fail to obey other control
10.270		06072016	Property	05P	Day	Dry		88	FXOBJ	SS	uP	Under influence of alcohol
10.459		01212014	Property	04P	Day	Snow		08	FXOBJ	WS	ES	Icy or snow covered
10.720		10012014	1 Injured	10A	Day	Dry		08	FXOBJ	ES	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

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

Location: MD 214 FROM 10.17 TO 10.97
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: WMATHENY Date: 12/06/2017



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

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

#33440

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 22, 2017 Note: date set automatically

Location:

County: Anne Arundel County Town/Place: Edgewater

Route: MD 214 Log Mile: 10.97-11.54

☐ at

☒ from Mayo Avenue to Road End - Gate

Purpose Needed:

☐ Signal Study ☐ Surface Evaluation ☐ Pavement Marking Study

☐ Sign Study ☐ Lighting Study ☒ General Traffic Study

☐ Other (Explain):

Originally Requested By:

When Needed: December 8, 2017

Work Requested:

☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates

☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

☐ One Year ☐ Two Years

☐ Three Years ☐ Combined Years

☒ Specific Date – 1/1/2014 to 6/30/17

10.97-8U

Additional Instructions or Remarks:

Requested by: Barbara Mosier Title: Senior Traffic Engineer

Consultant Firm: STV Incorporated Consultant Subcontractor:

Phone: 410-281-2849 Fax: 410-298-2794

Cell Phone: Email: Barbara.Mosier@stvinc.com

6/30/17

10.97NO

213

Please indicate map coordinates of location to be studied.

ADC Map Book 30-G1,G2,H3 MD General Hwy. Grid Map 2016

10.97 2014 ~~3290~~ 3451 2015 3542 2016 3290 2017 3356

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: WMacleod@sha.state.md.us

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD 214
Logmiles: From 10.97 To 11.54 Length: 0.57
County: Anne Arundel, D5
Period: January 1, 2014 To December 31, 2014
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	3	3
Veh Occ				
Pedestrian				

Severity Index: 3

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1	1					

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	4	
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

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

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
3	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE

	Wet
3	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
1	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			1	1

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	1 1

WEATHER		ILLUMINATION		TOTALS	
2	Clear / Cloudy	2	Day	2014	3
	Foggy		Dawn/Dusk		
	Raining	1	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD 214
Logmiles: From 10.97 To 11.54 Length: 0.57
County: Anne Arundel, D5
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Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	1	1
Veh Occ				
Pedestrian				

Severity Index: 1

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
					1		

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)		Other Types

SURFACE

	Wet
1	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
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	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
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	Stopping in Lane Roadway		Road Under Construction
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	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:			1	1
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER		ILLUMINATION		TOTALS	
1	Clear / Cloudy	1	Day	2015	1
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD 214
Logmiles: From 10.97 To 11.54 Length: 0.57
County: Anne Arundel, D5
Period: January 1, 2016 To December 31, 2016
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0		0
Veh Occ				
Pedestrian				

Severity Index:

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:		
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE

Motorcycle/Moped	Tractor Trailer
Passenger Vehicle	Passenger Bus
Sport Utility Veh	School Bus
Pick-Up Truck	Emergency Veh
Trucks (2+3 axles)	Other Types

SURFACE

Wet
Dry
Sno/Ice
Mud
Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

Influence of Drugs	Improper Lane Change
Influence of Alcohol	Improper Backing
Influence of Medication	Improper Passing
Influence of Combined Subst.	Improper Signal
Physical/Mental Difficulty	Improper Parking
Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
Fail to give full Attention	Illegally in Roadway
Lic. Restr. Non-compliance	Bicycle Violation
Fail to Drive in Single Lane	Clothing Not Visible
Improper Right Turn on Red	Sleet, Hail, Freezing Rain
Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Signal	Animal
Fail to Obey Other Control	Vision Obstruction
Fail to Keep Right of Center	Vehicle Defect
Fail to Stop for School Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Operator Using Cell Phone	Ruts, Holes or Bumps
Stopping in Lane Roadway	Road Under Construction
Too Fast for Conditions	Traffic Control Device Inop.
Followed too Closely	Shoulders Low, Soft or High
Improper Turn	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

Clear / Cloudy
Foggy
Raining
Snow / Sleet
Other

ILLUMINATION

Day
Dawn/Dusk
Dark - Lights On
Dark - No Lights
Other

TOTALS

2016	0

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD 214
Logmiles: From 10.97 To 11.54 Length: 0.57
County: Anne Arundel, D5
Period: January 1, 2017 To June 30, 2017
Note: 2017 DATA IS PARTIAL AND UNEDITED.

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0		0
Veh Occ				
Pedestrian				

Severity Index:

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:		
Alcohol:		
Other:		

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL

VEHICLE TYPE

Motorcycle/Moped	Tractor Trailer
Passenger Vehicle	Passenger Bus
Sport Utility Veh	School Bus
Pick-Up Truck	Emergency Vch
Trucks (2+3 axles)	Other Types

SURFACE

Wet
Dry
Sno/Ice
Mud
Other

MOVEMENTS

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

OTHER MOVEMENTS

PROBABLE CAUSES

Influence of Drugs	Improper Lane Change
Influence of Alcohol	Improper Backing
Influence of Medication	Improper Passing
Influence of Combined Subst.	Improper Signal
Physical/Mental Difficulty	Improper Parking
Fell Asleep/Fainted, etc.	Passenger Interfere/Obstruct.
Fail to give full Attention	Illegally in Roadway
Lic. Restr. Non-compliance	Bicycle Violation
Fail to Drive in Single Lane	Clothing Not Visible
Improper Right Turn on Red	Sleet, Hail, Freezing Rain
Fail to Yield Right-of-way	Severe Crosswinds
Fail to Obey Stop Sign	Rain, Snow
Fail to Obey Traffic Signal	Animal
Fail to Obey Other Control	Vision Obstruction
Fail to Keep Right of Center	Vehicle Defect
Fail to Stop for School Bus	Wet
Wrong Way on One Way	Icy or Snow Covered
Exceeded Speed Limit	Debris or Obstruction
Operator Using Cell Phone	Ruts, Holes or Bumps
Stopping in Lane Roadway	Road Under Construction
Too Fast for Conditions	Traffic Control Device Inop.
Followed too Closely	Shoulders Low, Soft or High
Improper Turn	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER	ILLUMINATION	TOTALS	
Clear / Cloudy	Day	2017	0
Foggy	Dawn/Dusk		
Raining	Dark - Lights On		
Snow / Sleet	Dark - No Lights		
Other	Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Summary Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD 214
County: Anne Arundel, D5
Period: January 1, 2014 To June 30, 2017

Logmiles: From 10.97 To 11.54 Length: 0.57
Note: **2017 DATA IS PARTIAL AND UNEDITED.**

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	4	4
Veh Occ				
Pedestrian				

AVG Severity Index: 1

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

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

CONDITION	DRIVER	PED
Normal:	6	
Alcohol:		
Other:		

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

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

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
4	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	2	Other Types

SURFACE	
	Wet
4	Dry
	Sno/Ice
	Mud
	Other

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

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
1	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
1	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:			1	1
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:			1	1

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

	Other Fixed Object			1	1

WEATHER		ILLUMINATION		TOTALS	
3	Clear / Cloudy	3	Day	14-17	4
	Foggy		Dawn/Dusk		
	Raining	1	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Development and Support
SHA ADC Study Worksheet Output rev. 10/2017-1

Name: William Matheny
Date: 12/05/2017

Location: MD 214
County: Anne Arundel, D5 Period: January 01, 2014 To June 30, 2017

Logmiles: From 10.97 To 11.54 Length: 0.57
Note: 2017 DATA IS PARTIAL AND UNEDITED.

Type Controls: 8U-100%

*** Significantly Higher than Statewide**

YEAR >>	2014	2015	2016	2017	Total	Study	StateWd
Fatal	0	0	0	0	0	0.0	1.4
No. Killed	0	0	0	0	0		
Injury	0	0	0	0	0	0.0	68.9
No. Injured	0	0	0	0	0		
Prop. Damage	3	1	0	0	4	160.8	97.8
Total Crashes	3	1	0	0	4	160.8	168.0
Severity Index	3	1	0	0	Avg 1		
RATE	417.8	135.7	0.0	0.0			
WAADT	3451	3542	3289	3356			
VMT millions	0.7	0.7	0.7	0.3	2.5		
Opposite Dir.	0	0	0	0	0	0.0	8.8
Rear End	0	0	0	0	0	0.0	53.8
Sideswipe	0	0	0	0	0	0.0	10.5
Left Turn	0	1	0	0	1	40.2	13.0
Angle	1	0	0	0	1	40.2	32.8
Pedestrian	0	0	0	0	0	0.0	3.3
Parked Veh.	0	0	0	0	0	0.0	2.5
Fixed Object	1	0	0	0	1	40.2	29.5
Other	1	0	0	0	1	40.2	2.8
U-Turn	0	0	0	0	0		
Backing	0	0	0	0	0		
Animal	0	0	0	0	0		
Railroad	0	0	0	0	0		
Fire / Expl.	0	0	0	0	0		
Overturn	0	0	0	0	0		
Truck Related	0	1	0	0	1	40.2	10.0
Night Time	1	0	0	0	1	25 %	31 %
Wet Surface	0	0	0	0	0	0 %	21 %
Alcohol	0	0	0	0	0	0 %	8 %
Intersection	2	0	0	0	2		
Total Vehicles	4	2	0	0	6		
Total Trucks	0	1	0	0	1		
Truck %	0.0	50.0	0.0	0.0	16.7		

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2017-1 - Combined Year Listing

Name: William Matheny

Date: 12/05/2017

Location: MD 214

Logmiles: From 10.97 To 11.54 Length: 0.57

County: Anne Arundel, D5

Period: January 01, 2014 To June 30, 2017

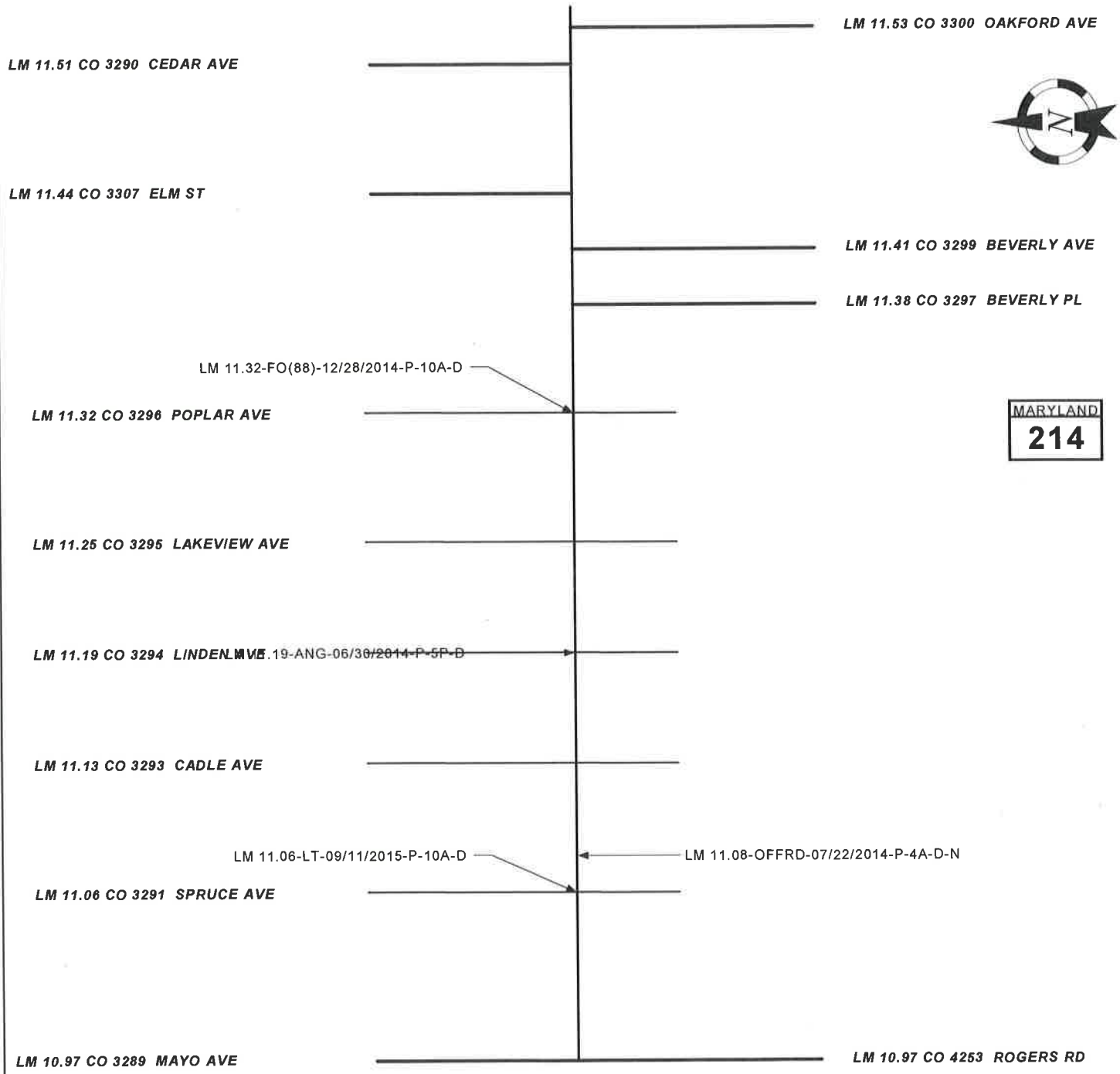
Note: 2017 DATA IS PARTIAL AND UNEDITED.

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD214												
11.060		09112015	Property	10A	Day	Dry			LFTRN	NS	Eu	Exceeded speed limit
11.080		07222014	Property	04A	Night	Dry			OTHER	ES	--	Fail to give full attention
11.190	✓	06302014	Property	05P	Day	Dry			ANGLE	SS	WS	Fail to obey stop sign
11.320	✓	12282014	Property	10A	Day	Dry		88	FXOBJ	WS	--	Fell asleep, fainted, etc.

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

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

Location: MD 214 from 10.97 to 11.54
County: ANNE ARUNDEL
Study Period: 01/01/2014 to 06/30/2017
Analyst: WMATHENY Date: 12/05/2017



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

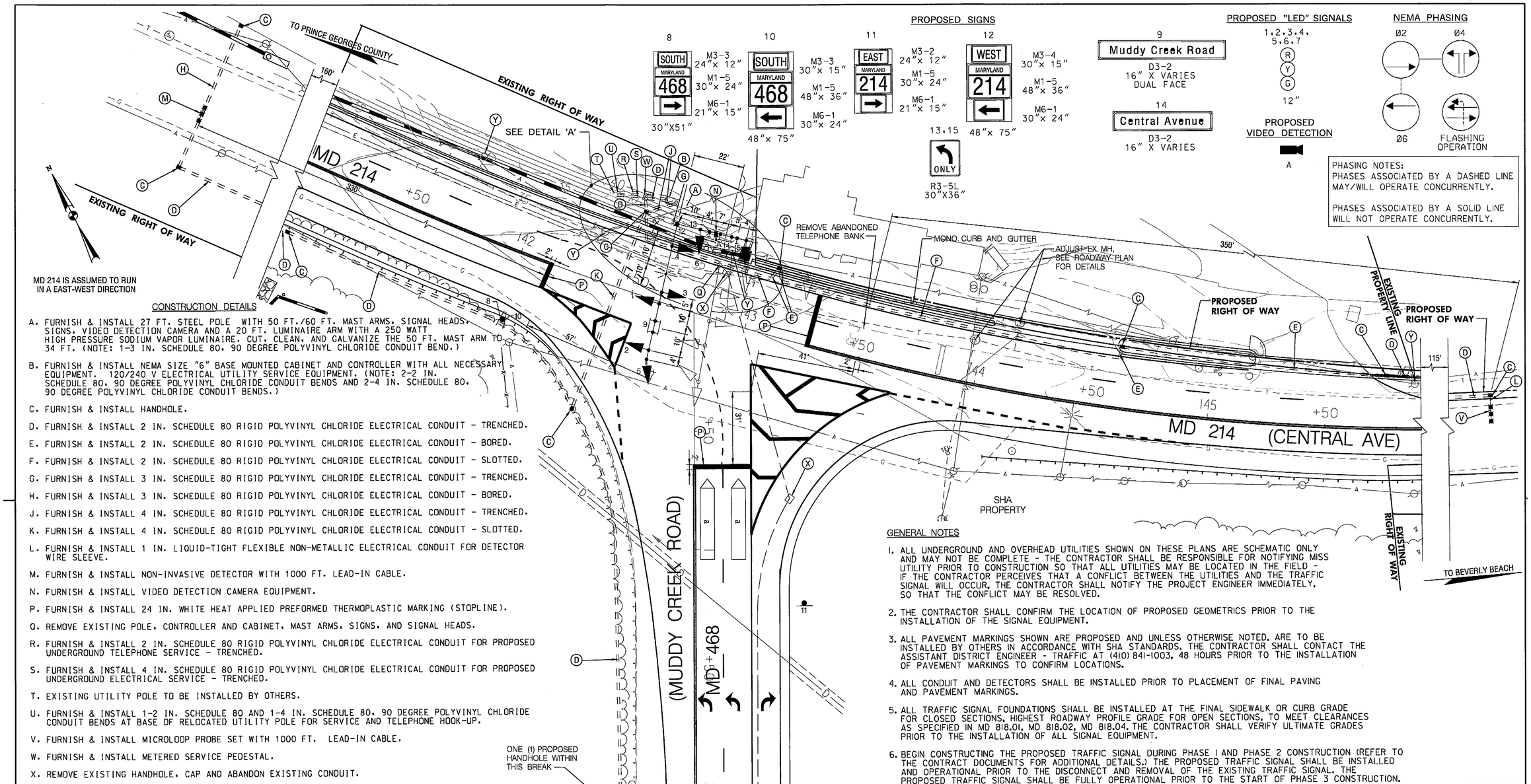
Template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

APPENDIX

H

Traffic Signal Plans



MD 214 IS ASSUMED TO RUN IN A EAST-WEST DIRECTION

CONSTRUCTION DETAILS

A. FURNISH & INSTALL 27 FT. STEEL POLE WITH 50 FT./60 FT. MAST ARMS, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA AND A 20 FT. LUMINAIRE ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. CUT, CLEAN, AND GALVANIZE THE 50 FT. MAST ARM TO 34 FT. (NOTE: 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BEND.)

B. FURNISH & INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT. 120/240 V ELECTRICAL UTILITY SERVICE EQUIPMENT. (NOTE: 2-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BENDS AND 2-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BENDS.)

C. FURNISH & INSTALL HANDHOLE.

D. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

E. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - BORED.

F. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - SLOTTED.

G. FURNISH & INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

H. FURNISH & INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - BORED.

J. FURNISH & INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

K. FURNISH & INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - SLOTTED.

L. FURNISH & INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT FOR DETECTOR WIRE SLEEVE.

M. FURNISH & INSTALL NON-INVASIVE DETECTOR WITH 1000 FT. LEAD-IN CABLE.

N. FURNISH & INSTALL VIDEO DETECTION CAMERA EQUIPMENT.

P. FURNISH & INSTALL 24 IN. WHITE HEAT APPLIED PREFORMED THERMOPLASTIC MARKING (STOPLINE).

Q. REMOVE EXISTING POLE, CONTROLLER AND CABINET, MAST ARMS, SIGNS, AND SIGNAL HEADS.

R. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT FOR PROPOSED UNDERGROUND TELEPHONE SERVICE - TRENCHED.

S. FURNISH & INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE - TRENCHED.

T. EXISTING UTILITY POLE TO BE INSTALLED BY OTHERS.

U. FURNISH & INSTALL 1-2 IN. SCHEDULE 80 AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BENDS AT BASE OF RELOCATED UTILITY POLE FOR SERVICE AND TELEPHONE HOOK-UP.

V. FURNISH & INSTALL MICROLOOP PROBE SET WITH 1000 FT. LEAD-IN CABLE.

W. FURNISH & INSTALL METERED SERVICE PEDESTAL.

X. REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.

Y. REMOVED EXISTING UTILITY POLE BY OTHERS. (SEE ROADWAY PLAN FOR DETAILS.)

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE - THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD - IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY, SO THAT THE CONFLICT MAY BE RESOLVED.
2. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF PROPOSED GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. ALL PAVEMENT MARKINGS SHOWN ARE PROPOSED AND UNLESS OTHERWISE NOTED, ARE TO BE INSTALLED BY OTHERS IN ACCORDANCE WITH SHA STANDARDS. THE CONTRACTOR SHALL CONTACT THE ASSISTANT DISTRICT ENGINEER - TRAFFIC AT (410) 841-1003, 48 HOURS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS TO CONFIRM LOCATIONS.
4. ALL CONDUIT AND DETECTORS SHALL BE INSTALLED PRIOR TO PLACEMENT OF FINAL PAVING AND PAVEMENT MARKINGS.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
6. BEGIN CONSTRUCTING THE PROPOSED TRAFFIC SIGNAL DURING PHASE I AND PHASE 2 CONSTRUCTION (REFER TO THE CONTRACT DOCUMENTS FOR ADDITIONAL DETAILS.) THE PROPOSED TRAFFIC SIGNAL SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE DISCONNECT AND REMOVAL OF THE EXISTING TRAFFIC SIGNAL. THE PROPOSED TRAFFIC SIGNAL SHALL BE FULLY OPERATIONAL PRIOR TO THE START OF PHASE 3 CONSTRUCTION.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

PROPOSED

DRAINAGE STRUCTURE

EXISTING

SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
SAN — SEWER MAIN
E — ELECTRIC CABLES
E — AERIAL CABLES
T — TELEPHONE CABLES
FO — FIBER-OPTIC

5 NEW SHEET
Addendum #5 5-1-13

APPROVALS	
TEAM LEADER	ORIGINAL ON FILE
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS			
B RECONSTRUCT TRAFFIC SIGNAL DUE TO HS12601 AA Co. CONSTRUCTION PROJECT	SHA NO. SW122M13 TIMS F549		
KJS		MLP	CJN
D REDRAW	10-18-82		
JH			
C AS BUILT	9-13-97		
LES			

PREPARED BY
URS
HUNT VALLEY, MARYLAND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 214 (CENTRAL AVENUE) AND MD 468 (MUDDY CREEK ROAD)

ANNE ARUNDEL, MARYLAND

SIGNALIZATION PLAN SHEET

SCALE 1" = 20' ADVERTISED DATE 10-18-1982 CONTRACT NO. AA-188X-575

DESIGNED BY J HOYAS
DRAWN BY WFF
CHECKED BY
F.A.P. NO. SEE TITLE SHEET
COUNTY ANNE ARUNDEL
LOGMILE 02021407.40
TIMS NO. N/A
TOD NO.

TS NO. 125E | DRAWING SG- 1 OF 2 | SHEET NO. 31A OF 32

PLOTTED: Tuesday, April 30, 2013 AT 12:52 PM
FILE: U:\Projects\AA\20829835-W8\CAD\Traffic\FinalApproval\pSG_P001_M214.dgn

BY: lichun yeh

PROJECT DESCRIPTION

GENERAL

THIS PORTION OF THE PROJECT INVOLVES THE REPLACEMENT OF THE EXISTING INTERSECTION TRAFFIC CONTROL SIGNAL AT MD 214 AND MD 468. THE REPLACEMENT IS DUE TO NEW GEOMETRIC MODIFICATION TO MD 214 DURING THE CONSTRUCTION OF AADPW CONTRACT H512801. MD 214 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

INTERSECTION OPERATION

THIS INTERSECTION WILL OPERATE IN A NEMA THREE-PHASE, FULL-TRAFFIC-ACTUATED MODE, WITH MD 214 APPROACHES RUNNING CONCURRENTLY. THE MD 468 APPROACH WILL OPERATE AS A SEPARATE PHASE.

CONTROLLER REQUIREMENTS

INSTALL A FULL-TRAFFIC-ACTUATED EIGHT-PHASE CONTROLLER WITH INTERSECTION MONITOR AND BATTERY BACK-UP FOR PHONE DROP TELEMETRY MODULE AND ISOLATION BOARD HOUSED IN A NEMA SIZE "6" BASE MOUNTED CABINET.

SPECIAL NOTE:

UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL NOTIFY MR. ROBERT SNYDER OF SHA AT (410) 787-7631 TO ARRANGE FOR THE PHONE LINE INSTALLATION. THE CONTRACTOR IS TO PROVIDE MR. SNYDER WITH THE NEAREST STREET ADDRESS, ZIP CODE AND PHONE NUMBER.

PROJECT CONTACTS

MRS. KIMBERLY A. TRAN
ASSISTANT DISTRICT
ENGINEER - TRAFFIC
(410) 841-1019

MR. JOHN MAYS
ASSISTANT DISTRICT
ENGINEER - MAINTENANCE
(410) 841-1013

MR. RICHARD L. DAFF, SR.
CHIEF, TRAFFIC OPERATIONS
DIVISION
(410) 787-7630

MR. JOE HORTY
DISTRICT UTILITY ENGINEER
(410) 841-1040

MR. JAMES FOLDEN
ASSISTANT DISTRICT
ENGINEER - CONSTRUCTION
(410) 841-1031

THE POWER COMPANY REPRESENTATIVE IS :

BALTIMORE GAS ELECTRIC COMPANY
MR. MIKE MALIZEWSKI
7317 PARKWAY DRIVE SOUTH
HANOVER, MD 21076
(410) 859-9043
WMS# 1137685

EQUIPMENT LIST "C"

C. EQUIPMENT TO BE REMOVED AND SALVAGED BY THE CONTRACTOR. THE EQUIPMENT SHALL BE DELIVERED TO 7491 CONNELLY DRIVE; HANOVER, MD. 21076. (NOTIFY AT LEAST 72 HOURS PRIOR TO INTENDED DELIVER AT (410) 787-7658.)

CAT. CODE	QUANTITY	UNIT	DESCRIPTION
900000	1	EA	POLE MOUNTED CABINET WITH CONTROLLER

EQUIPMENT LIST "A"

A. EQUIPMENT TO BE SUPPLIED BY SHA

QUANTITY	UNIT	DESCRIPTION
1	EA	FOUR CHANNEL, TIME DELAY OUTPUT LOOP DETECTOR AMPLIFIER
1	EA	EIGHT PHASE (FULLY ACTUATED) CONTROLER AND CABINET - BASE MOUNTED WITH VIDEO INTERFACE EQUIPMENT
111	SF	SHEET ALUMINUM SIGNS TO CONSIST OF:
- 2	EA	R3-5L (30" X 36") MAST ARM MOUNTED
- 3	EA	D3-2 (VARIES X 16") MAST ARM MOUNTED
- 1	EA	ASSEMBLY (48" X 75") GROUND MOUNTED - "SOUTH MD 468"
- 1	EA	ASSEMBLY (48" X 75") POLE MOUNTED - "WEST MD 214"
- 1	EA	ASSEMBLY (30" X 51") GROUND MOUNTED - "EAST MD 214"
- 1	EA	ASSEMBLY (30" X 51") GROUND MOUNTED - "SOUTH MD 468"

EQUIPMENT LIST "B"

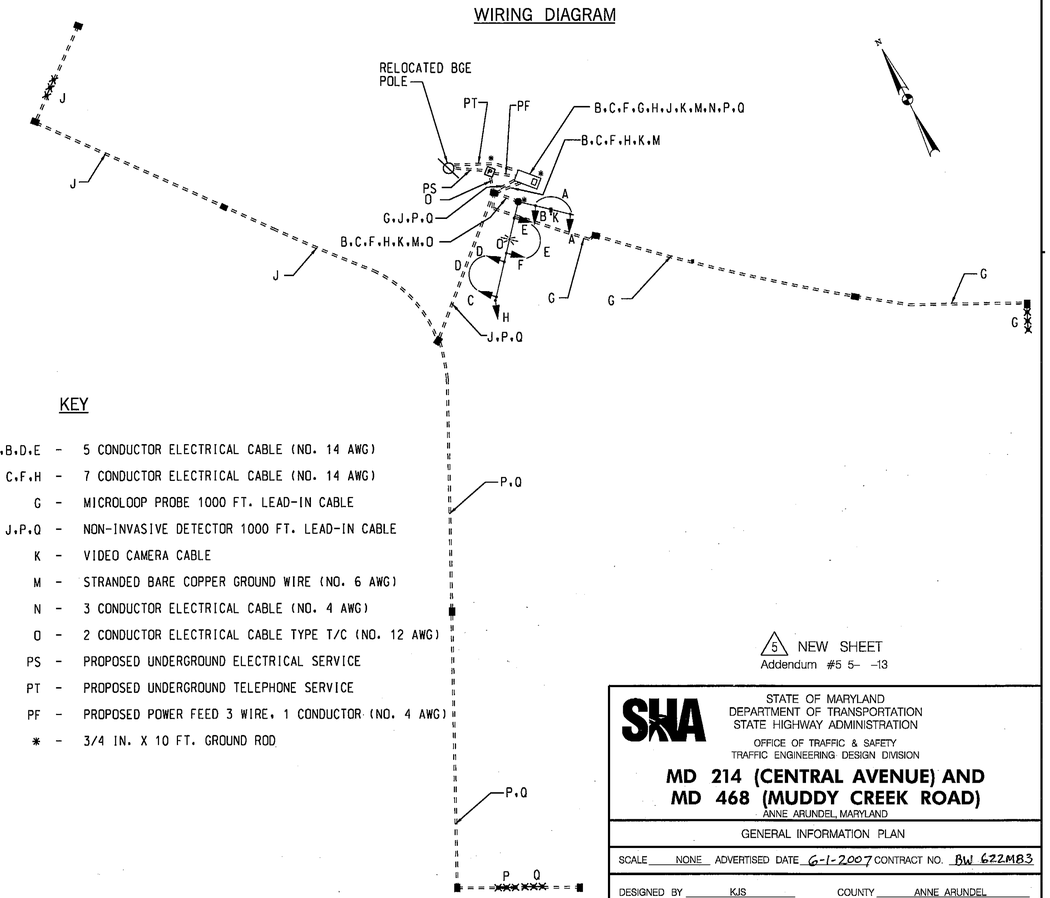
B. EQUIPMENT TO BE FURNISHED AND/OR INSTALLED BY THE CONTRACTOR

ITEM NO.	QUANTITY	UNIT	DESCRIPTION
2006	4	CY	TEST PIT EXCAVATION
5012	60	LF	24 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
8002	1	LS	REMOVE AND DISPOSE OF EXISTING MATERIALS AND EQUIPMENT
8003	5	CY	CONCRETE FOR SIGNAL FOUNDATION
8006	68	SF	INSTALL OVERHEAD SIGN
8008	43	SF	INSTALL GROUND MOUNT SIGN
8007	26	LF	NO. 6 AWG STRANDED BARE COPPER GROUND WIRE
8029	870	LF	2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8031	15	LF	3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8027	140	LF	3 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED
8025	88	LF	4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED
8032	35	LF	4 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8030	202	LF	2 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED
8028	27	LF	2 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED
8009	10	LF	1 INCH LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR
8010	1	EA	MICROLOOP PROBE, 1000 FT. LEAD-IN CABLE
8011	11	EA	FURNISH AND INSTALL ELECTRICAL HANDHOLE
8013	1	EA	VIDEO DETECTION CAMERA
8014	1	EA	CONTROL CABLE, 250 FOOT, VIDEO DETECTION CAMERA TO CONTROLLER
8016	1	EA	STEEL POLE WITH 50 FT/60 FT MAST ARM
8018	3	EA	GROUND ROD - 3/4 INCH DIAMETER X 10 FOOT LENGTH
8001	15	LF	SAW CUT FOR SIGNAL
8020	21	EA	12 INCH LED VEHICULAR TRAFFIC SIGNAL HEAD SECTION
8021	1	EA	CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE
8022	150	LF	ELECTRICAL CABLE - 5 CONDUCTOR (NO. 14 AWG)
8023	340	LF	ELECTRICAL CABLE - 7 CONDUCTOR (NO. 14 AWG)
8004	1	EA	20FT LIGHT ARM
8017	1	EA	250W HIGH PRESS SOD LAMP & LUM W/ PHOTO CELL
8024	75	LF	ELECTRICAL CABLE - 2 CONDUCTOR (NO. 12 AWG)
8005	53	LF	F & I 4" X 6" BREAKAWAY WOOD POST
8034	1	EA	INSTALL BASE MOUNTED CONTROLLER AND CABINET
8035	3	EA	NON-INVASIVE DETECTOR, 1000 FT. LEAD-IN CABLE
8036	1	EA	200 AMP METERED SERVICE PEDESTAL

PHASE CHART

	1	2	3	4	5	6	7	
	(R)(Y)(G)	(R)(Y)(G)	(R)(Y)(G)	(R)(Y)(G)	(R)(Y)(G)	(R)(Y)(G)	(R)(Y)(G)	
PHASE 2 & 6	G	G	G	G	R	R	R	←
2 & 6 CHANGE	Y	Y	Y	Y	R	R	R	→
PHASE 4	R	R	R	R	G	G	G	↰
4 CHANGE	R	R	R	R	Y	Y	Y	↰
FLASHING OPERATION	FL/Y	FL/Y	FL/Y	FL/Y	FL/R	FL/R	FL/R	↔

WIRING DIAGRAM



KEY

A,B,D,E	-	5 CONDUCTOR ELECTRICAL CABLE (NO. 14 AWG)
C,F,H	-	7 CONDUCTOR ELECTRICAL CABLE (NO. 14 AWG)
G	-	MICROLOOP PROBE 1000 FT. LEAD-IN CABLE
J,P,Q	-	NON-INVASIVE DETECTOR 1000 FT. LEAD-IN CABLE
K	-	VIDEO CAMERA CABLE
M	-	STRANDED BARE COPPER GROUND WIRE (NO. 6 AWG)
N	-	3 CONDUCTOR ELECTRICAL CABLE (NO. 4 AWG)
O	-	2 CONDUCTOR ELECTRICAL CABLE TYPE T/C (NO. 12 AWG)
PS	-	PROPOSED UNDERGROUND ELECTRICAL SERVICE
PT	-	PROPOSED UNDERGROUND TELEPHONE SERVICE
PF	-	PROPOSED POWER FEED 3 WIRE, 1 CONDUCTOR (NO. 4 AWG)
*	-	3/4 IN. X 10 FT. GROUND ROD

5 NEW SHEET
Addendum #5 5- -13

SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 214 (CENTRAL AVENUE) AND MD 468 (MUDDY CREEK ROAD)
ANNE ARUNDEL, MARYLAND

GENERAL INFORMATION PLAN

SCALE NONE ADVERTISED DATE 6-1-2007 CONTRACT NO. BW 622MB3

DESIGNED BY KJS
DRAWN BY LCY
CHECKED BY TAR
F.A.P. NO.
COUNTY ANNE ARUNDEL
LOGMILE 02021407.40
TIMS NO. F549
TOD NO. XX647-23

PREPARED BY
URS
HUNT VALLEY, MARYLAND

TS NO. 125E | DRAWING SG - 2 OF 2 | SHEET NO. 31B OF 32

PLOTTED: Tuesday, April 30, 2013 AT 12:10 PM
FILE: U:\Projects\AA\20829635-V8\CAD\Traffic\FinalApproval\pSG_N001_M214.dgn

BY: lichun_yeh

PROJECT DESCRIPTION

GENERAL

THIS PORTION OF THE PROJECT INVOLVES THE REPLACEMENT OF THE EXISTING INTERSECTION TRAFFIC CONTROL SIGNAL AT MD 214 AND MD 468. THE REPLACEMENT IS DUE TO NEW GEOMETRIC MODIFICATION TO MD 214 DURING THE CONSTRUCTION OF AADPW CONTRACT H512801. MD 214 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

INTERSECTION OPERATION

THIS INTERSECTION WILL OPERATE IN A NEMA THREE-PHASE, FULL-TRAFFIC-ACTUATED MODE, WITH MD 214 APPROACHES RUNNING CONCURRENTLY. THE MD 468 APPROACH WILL OPERATE AS A SEPARATE PHASE.

CONTROLLER REQUIREMENTS

INSTALL A FULL-TRAFFIC-ACTUATED EIGHT-PHASE CONTROLLER WITH INTERSECTION MONITOR AND BATTERY BACK-UP FOR PHONE DROP TELEMETRY MODULE AND ISOLATION BOARD HOUSED IN A NEMA SIZE "6" BASE MOUNTED CABINET.

SPECIAL NOTE:

UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL NOTIFY MR. ROBERT SNYDER OF SHA AT (410) 787-7631 TO ARRANGE FOR THE PHONE LINE INSTALLATION. THE CONTRACTOR IS TO PROVIDE MR. SNYDER WITH THE NEAREST STREET ADDRESS, ZIP CODE AND PHONE NUMBER.

PROJECT CONTACTS

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ASSISTANT DISTRICT
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CHIEF, TRAFFIC OPERATIONS
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MR. JOHN MAYS
DISTRICT UTILITY ENGINEER
(410) 841-1039

MR. JAMES FOLDEN
ASSISTANT DISTRICT
ENGINEER - CONSTRUCTION
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THE POWER COMPANY REPRESENTATIVE IS :

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CAT. CODE	QUANTITY	UNIT	DESCRIPTION
900000	1	EA	POLE MOUNTED CABINET WITH CONTROLLER

EQUIPMENT LIST "A"

A. EQUIPMENT TO BE SUPPLIED BY SHA

QUANTITY	UNIT	DESCRIPTION
1	EA	FOUR CHANNEL, TIME DELAY OUTPUT LOOP DETECTOR AMPLIFIER
1	EA	EIGHT PHASE (FULLY ACTUATED) CONTROLER AND CABINET - BASE MOUNTED WITH VIDEO INTERFACE EQUIPMENT
119	SF	SHEET ALUMINUM SIGNS TO CONSIST OF:
- 2	EA	R3-5L (30" X 36") MAST ARM MOUNTED
- 1	EA	R3-5R (30" X 36") MAST ARM MOUNTED
- 3	EA	D3-2 (VARIES X 16") MAST ARM MOUNTED
- 1	EA	ASSEMBLY (48" X 75") GROUND MOUNTED - "SOUTH MD 468"
- 1	EA	ASSEMBLY (48" X 75") POLE MOUNTED - "WEST MD 214"
- 1	EA	ASSEMBLY (30" X 51") GROUND MOUNTED - "EAST MD 214"
- 1	EA	ASSEMBLY (30" X 51") GROUND MOUNTED - "SOUTH MD 468"

EQUIPMENT LIST "B"

B. EQUIPMENT TO BE FURNISHED AND/OR INSTALLED BY THE CONTRACTOR

ITEM NO.	QUANTITY	UNIT	DESCRIPTION
2006	4	CY	TEST PIT EXCAVATION
5012	72	LF	24 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
8002	1	LS	REMOVE AND DISPOSE OF EXISTING MATERIALS AND EQUIPMENT
8003	5	CY	CONCRETE FOR SIGNAL FOUNDATION
8006	73	SF	INSTALL OVERHEAD SIGN
8008	46	SF	INSTALL GROUND MOUNT SIGN
8007	15	LF	NO. 6 AWG STRANDED BARE COPPER GROUND WIRE
8029	1030	LF	2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8031	15	LF	3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8027	140	LF	3 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED
8025	88	LF	4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED
8032	35	LF	4 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8030	202	LF	2 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED
8028	27	LF	2 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED
8009	10	LF	1 INCH LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR
8010	1	EA	MICROLOOP PROBE, 1000 FT. LEAD-IN CABLE
8011	12	EA	FURNISH AND INSTALL ELECTRICAL HANDHOLE
8013	1	EA	VIDEO DETECTION CAMERA
8014	1	EA	CONTROL CABLE, 250 FOOT, VIDEO DETECTION CAMERA TO CONTROLLER
8016	1	EA	STEEL POLE WITH 50 FT/60 FT MAST ARM
8018	3	EA	GROUND ROD - 3/4 INCH DIAMETER X 10 FOOT LENGTH
8001	15	LF	SAW CUT FOR SIGNAL
8020	23	EA	12 INCH LED VEHICULAR TRAFFIC SIGNAL HEAD SECTION
8021	1	EA	CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE
8022	150	LF	ELECTRICAL CABLE - 5 CONDUCTOR (NO. 14 AWG)
8023	300	LF	ELECTRICAL CABLE - 7 CONDUCTOR (NO. 14 AWG)
8004	1	EA	20FT LIGHT ARM
8017	1	EA	250W HIGH PRESS SOD LAMP & LUM W/ PHOTO CELL
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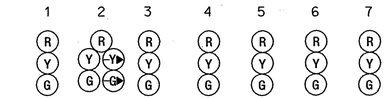
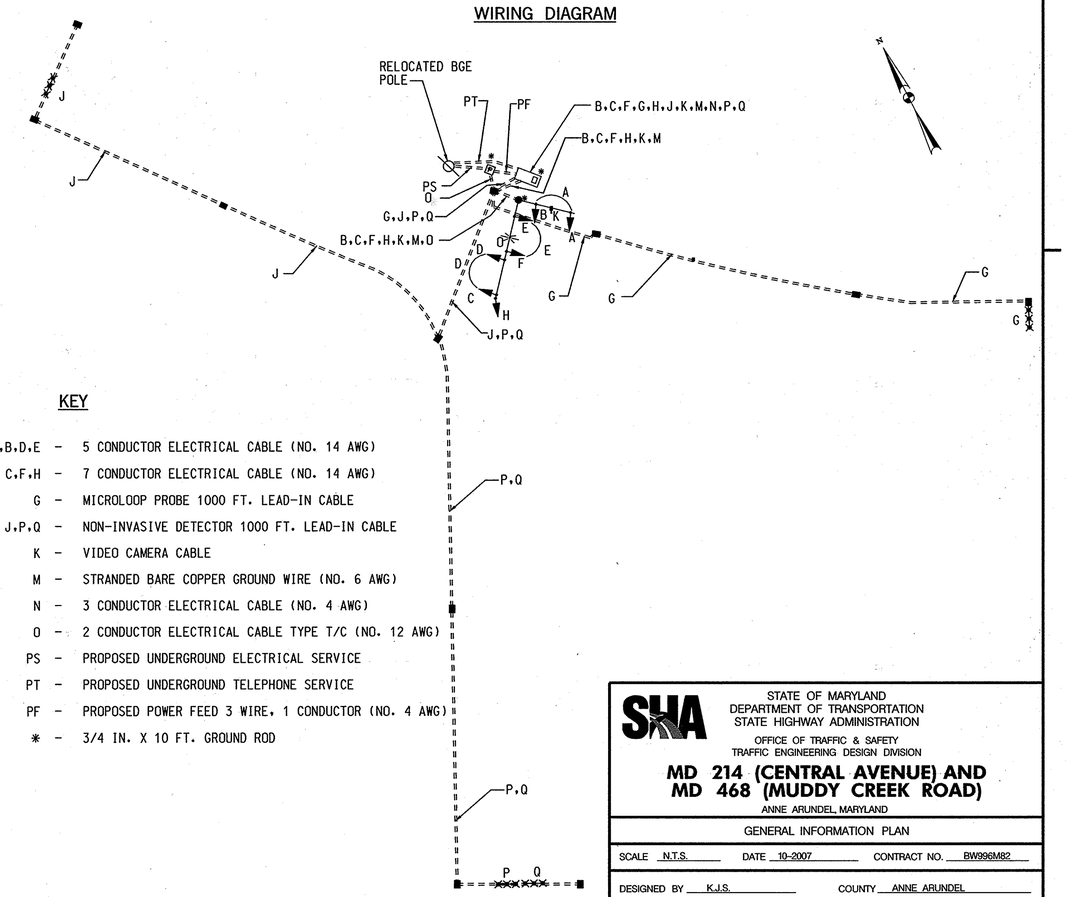
8036	1	EA	200 AMP METERED SERVICE PEDESTAL

PHASE CHART



	1	2	3	4	5	6	7	
PHASE 2 & 6	G	G	G	G	R	R	R	←
2 & 6 CHANGE	Y	Y	Y	Y	R	R	R	→
PHASE 4	R	R/-G▶	R	R	G	G	G	↰
4 CHANGE	R	R/-Y▶	R	R	Y	Y	Y	↰
FLASHING OPERATION	FL/Y	FL/Y	FL/Y	FL/Y	FL/R	FL/R	FL/R	←↑→

WIRING DIAGRAM



KEY

A,B,D,E	-	5 CONDUCTOR ELECTRICAL CABLE (NO. 14 AWG)
C,F,H	-	7 CONDUCTOR ELECTRICAL CABLE (NO. 14 AWG)
G	-	MICROLOOP PROBE 1000 FT. LEAD-IN CABLE
J,P,Q	-	NON-INVASIVE DETECTOR 1000 FT. LEAD-IN CABLE
K	-	VIDEO CAMERA CABLE
M	-	STRANDED BARE COPPER GROUND WIRE (NO. 6 AWG)
N	-	3 CONDUCTOR ELECTRICAL CABLE (NO. 4 AWG)
O	-	2 CONDUCTOR ELECTRICAL CABLE TYPE T/C (NO. 12 AWG)
PS	-	PROPOSED UNDERGROUND ELECTRICAL SERVICE
PT	-	PROPOSED UNDERGROUND TELEPHONE SERVICE
PF	-	PROPOSED POWER FEED 3 WIRE, 1 CONDUCTOR (NO. 4 AWG)
*	-	3/4 IN. X 10 FT. GROUND ROD

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 214 (CENTRAL AVENUE) AND MD 468 (MUDDY CREEK ROAD)

ANNE ARUNDEL, MARYLAND

GENERAL INFORMATION PLAN

SCALE N.T.S. DATE 10-2007 CONTRACT NO. BW996M82

DESIGNED BY K.J.S. COUNTY ANNE ARUNDEL
DRAWN BY D.H. LOGMILE 02021407.40
CHECKED BY T.A.R. T.I.M.S. NO. F549
F.A.P. NO. TOD NO.

PREPARED BY URS HUNT VALLEY, MARYLAND

TS NO. 125E | DRAWING SG - 02 OF 02 | SHEET NO. 2 OF 2

PLOTTED: OCT 15, 2007
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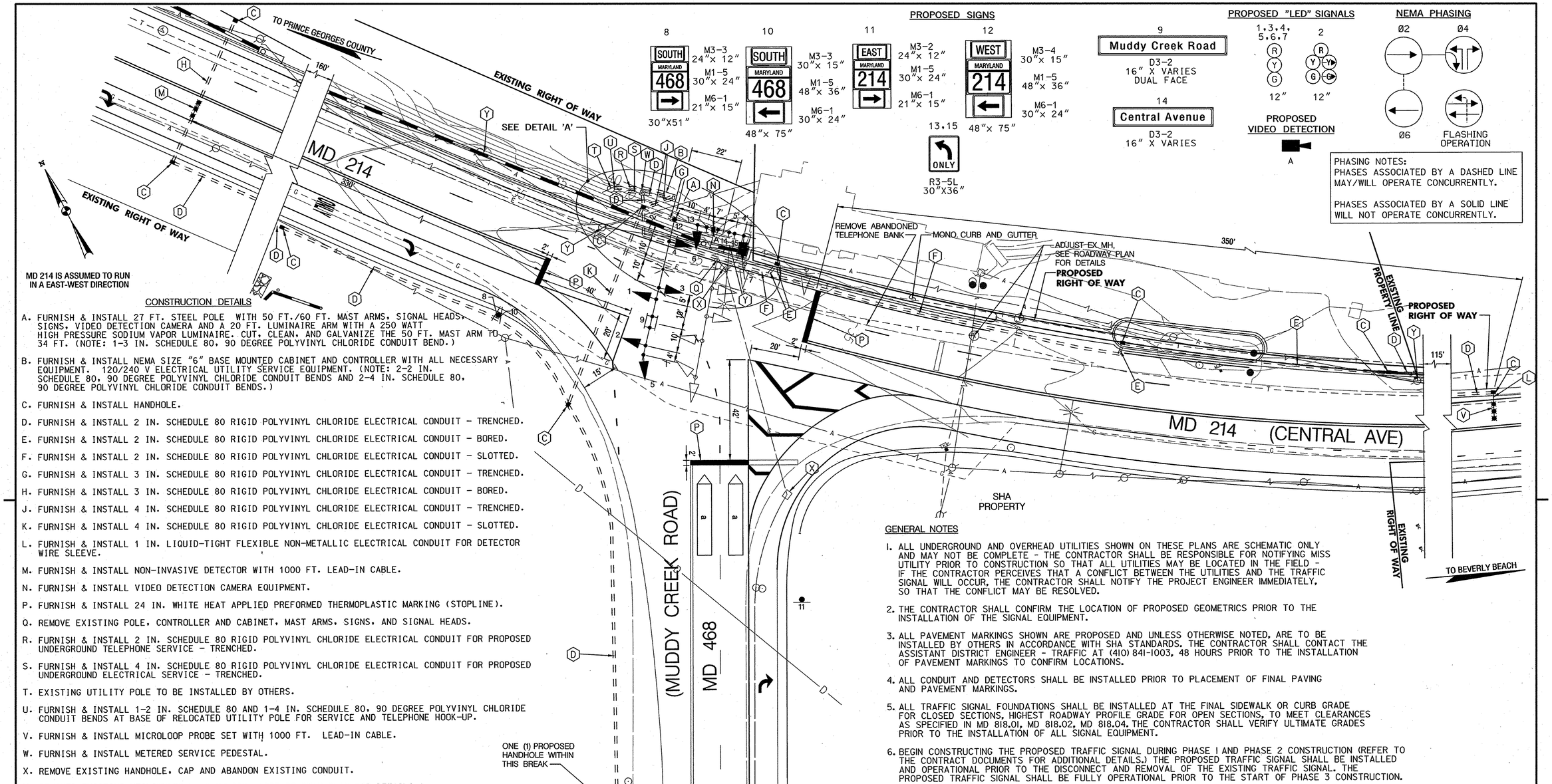
BY:LICHUN.'EH



PROPOSED SIGNS

8: SOUTH / MARYLAND 468 — M3-3 24"x 12", M1-5 30"x 24", M6-1 21"x 15" — 30"X51"

10: SOUTH / MARYLAND 468 — M3-3 30"x 15", M1-5 48"x 36", M6-1 30"x 24" — 48"x 75"

11: EAST / MARYLAND 214 — M3-2 24"x 12", M1-5 30"x 24", M6-1 21"x 15"

12: WEST / MARYLAND 214 — M3-4 30"x 15", M1-5 48"x 36", M6-1 30"x 24" — 48"x 75"

13,15: ONLY — R3-5L 30"X36"

9: Muddy Creek Road — D3-2 16" X VARIES DUAL FACE

14: Central Avenue — D3-2 16" X VARIES

PROPOSED "LED" SIGNALS

1,3,4,5,6,7: R, Y, G — 12"

2: R, Y, Y1, G, G1 — 12"

PROPOSED VIDEO DETECTION

A

NEMA PHASING

Ø2, Ø4, Ø6, FLASHING OPERATION

PHASING NOTES:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

A. FURNISH & INSTALL 27 FT. STEEL POLE WITH 50 FT./60 FT. MAST ARMS, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA AND A 20 FT. LUMINAIRE ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. CUT, CLEAN, AND GALVANIZE THE 50 FT. MAST ARM TO 34 FT. (NOTE: 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BEND.)

B. FURNISH & INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT. 120/240 V ELECTRICAL UTILITY SERVICE EQUIPMENT. (NOTE: 2-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BENDS AND 2-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BENDS.)

C. FURNISH & INSTALL HANDHOLE.

D. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

E. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - BORED.

F. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - SLOTTED.

G. FURNISH & INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

H. FURNISH & INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - BORED.

J. FURNISH & INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

K. FURNISH & INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - SLOTTED.

L. FURNISH & INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT FOR DETECTOR WIRE SLEEVE.

M. FURNISH & INSTALL NON-INVASIVE DETECTOR WITH 1000 FT. LEAD-IN CABLE.

N. FURNISH & INSTALL VIDEO DETECTION CAMERA EQUIPMENT.

P. FURNISH & INSTALL 24 IN. WHITE HEAT APPLIED PREFORMED THERMOPLASTIC MARKING (STOPLINE).

Q. REMOVE EXISTING POLE, CONTROLLER AND CABINET, MAST ARMS, SIGNS, AND SIGNAL HEADS.

R. FURNISH & INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT FOR PROPOSED UNDERGROUND TELEPHONE SERVICE - TRENCHED.

S. FURNISH & INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE - TRENCHED.

T. EXISTING UTILITY POLE TO BE INSTALLED BY OTHERS.

U. FURNISH & INSTALL 1-2 IN. SCHEDULE 80 AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BENDS AT BASE OF RELOCATED UTILITY POLE FOR SERVICE AND TELEPHONE HOOK-UP.

V. FURNISH & INSTALL MICROLOOP PROBE SET WITH 1000 FT. LEAD-IN CABLE.

W. FURNISH & INSTALL METERED SERVICE PEDESTAL.

X. REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.

Y. REMOVED EXISTING UTILITY POLE BY OTHERS. (SEE ROADWAY PLAN FOR DETAILS.)

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE - THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD - IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY, SO THAT THE CONFLICT MAY BE RESOLVED.
2. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF PROPOSED GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. ALL PAVEMENT MARKINGS SHOWN ARE PROPOSED AND UNLESS OTHERWISE NOTED, ARE TO BE INSTALLED BY OTHERS IN ACCORDANCE WITH SHA STANDARDS. THE CONTRACTOR SHALL CONTACT THE ASSISTANT DISTRICT ENGINEER - TRAFFIC AT (410) 841-1003, 48 HOURS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS TO CONFIRM LOCATIONS.
4. ALL CONDUIT AND DETECTORS SHALL BE INSTALLED PRIOR TO PLACEMENT OF FINAL PAVING AND PAVEMENT MARKINGS.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
6. BEGIN CONSTRUCTING THE PROPOSED TRAFFIC SIGNAL DURING PHASE 1 AND PHASE 2 CONSTRUCTION (REFER TO THE CONTRACT DOCUMENTS FOR ADDITIONAL DETAILS.) THE PROPOSED TRAFFIC SIGNAL SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE DISCONNECT AND REMOVAL OF THE EXISTING TRAFFIC SIGNAL. THE PROPOSED TRAFFIC SIGNAL SHALL BE FULLY OPERATIONAL PRIOR TO THE START OF PHASE 3 CONSTRUCTION.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

PROPOSED
DRAINAGE STURCTURE

EXISTING
D — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
TV — CABLE TV

PREPARED BY URS, HUNT VALLEY, MARYLAND

APPROVALS: TEAM LEADER, TRAFFIC ENGINEERING DIVISION; ASST. CHIEF TRAFFIC ENGINEERING DIVISION; CHIEF TRAFFIC ENGINEERING DIVISION; DIRECTOR, OFFICE OF TRAFFIC & SAFETY — ORIGINAL ON FILE

REVISIONS			
E	RECONSTRUCT TRAFFIC SIGNAL DUE TO H912801 AA Co. CONSTRUCTION PROJECT	KJS	10-07
D	REDRAW	JH	10-18-82
C	ASBUILT	LES	8-13-97

PLOTTED: Oct 15, 2007
FILE: o:\20829634\CAD\Draft\pSG_P001_F549.dgn

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 214 (CENTRAL AVENUE) AND MD 468 (MUDDY CREEK ROAD)

ANNE ARUNDEL, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' | DATE 10-18-82 | CONTRACT NO. BW996M82

DESIGNED BY J. HOYAS | COUNTY ANNE ARUNDEL
DRAWN BY WFF | LOGMILE 020021407.40
CHECKED BY | T.I.M.S. NO. F549
F.A.P. NO. | TOD NO.

TS NO. 125E | DRAWING SG - 01 OF 02 | SHEET NO. 1 OF 2

By: lichun.yeh

F H W A REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			

PROJECT DESCRIPTION

GENERAL

THIS PROJECT INVOLVES THE MODIFICATION OF THE EXISTING TRAFFIC CONTROL SIGNAL AT THE INTERSECTION OF MD 214 (CENTRAL AVENUE) AND MD 468 (MUDDY CREEK ROAD) IN ANNE ARUNDEL COUNTY. MD 214 IS ASSUMED TO RUN IN AN EAST–WEST DIRECTION.

THE PROJECT IS NECESSITATED BY GEOMETRIC IMPROVEMENTS. SIGNALIZATION WORK WILL CONSIST OF THE INSTALLATION OF LANE CONTROL SIGNS AND THE REPLACEMENT OF DETECTORS.

INTERSECTION OPERATION

THE INTERSECTION CORRENTLY OPERATES IN A NEMA THREE–PHASE, FULL–TRAFFIC–ACTUATED MODE, WITH THE MD 214 APPROACHES OPERATING CONCURRENTLY AND THE MD 468 APPROACH OPERATING ALONE. OPERATING CONCURRENTLY.

THE INTERSECTION OPERATION WILL REMAIN THE SAME.

CONTROLLER REQUIREMENTS

THE EXISTING FULL–TRAFFIC–ACTUATED, EIGHT–PHASE CONTROLLER HOUSED IN A POLE MOUNTED CABINET WILL BE USED.

INSTALL A DETECTOR RACK RETROFIT AND TWO–FOUR (4) CHANNEL, TIME DELAY OUTPUT, LOOP DETECTOR AMPLIFIERS.

SPECIAL NOTES

1) NO EQUIPMENT WILL BE SUPPLIED BY THE SHA ON THIS PROJECT

PHASE CHART

PHASING WILL NOT CHANGE

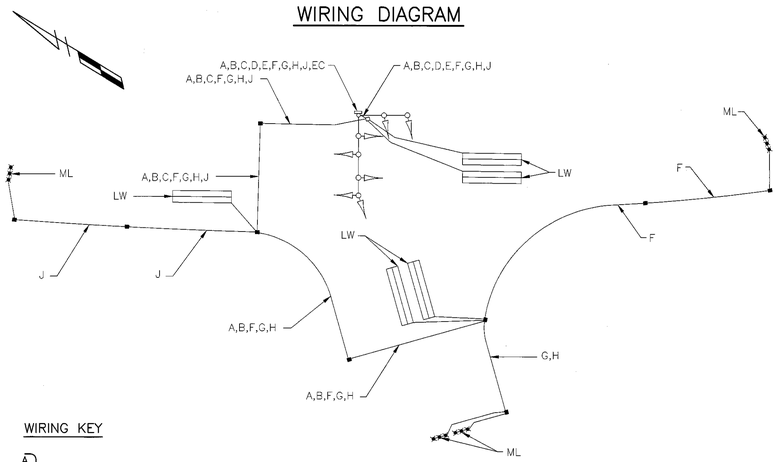
EQUIPMENT LIST

EQUIPMENT TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR

ITEM NO.	QUANTITY	DESCRIPTION
1001	1 EACH	MAINTENANCE OF TRAFFIC
---	75 L.F.	24 IN. WHITE THERMOPLASTIC PAVEMENT MARKING TAPE
8016	2 EACH	FURNISH AND INSTALL MICRO–LOOP PROBE SET WITH 500 FT. LEAD–IN
8017	2 EACH	FURNISH AND INSTALL MICRO–LOOP PROBE SET WITH 1000 FT. LEAD–IN
8021	800 L.F.	FURNISH AND INSTALL SAW CUT FOR SIGNAL (LOOP DETECTOR)
8023	70 L.F.	FURNISH AND INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON–METALLIC CONDUIT – DETECTOR SLEEVE
8024	830 L.F.	FURNISH AND INSTALL 2 IN. SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED)
8030	150 L.F.	FURNISH AND INSTALL 4 IN. SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED)
8031	130 L.F.	FURNISH AND INSTALL 4 IN. SCHEDULE 80 RIGID PVC CONDUIT (SLOTTED)
8033	9 EACH	FURNISH AND INSTALL ELECTRICAL HANDHOLE
8040	2500 L.F.	FURNISH AND INSTALL LOOP WIRE ENCASED IN FLEXIBLE TUBING (NO. 14 A.W.G.)
8041	850 L.F.	FURNISH AND INSTALL ELECTRICAL CABLE – 2 CONDUCTOR ALUMINUM SHIELDED (NO. 14 A.W.G.)
---	3 EACH	FURNISH AND INSTALL DETECTOR AMPLIFIER, 4–CHANNEL RACK MOUNT
---	1 EACH	FURNISH AND INSTALL DETECTOR RACK RETROFIT
---	16 S.F.	FURNISH AND INSTALL SHEET ALUMINUM SIGNS TO CONSIST OF THE FOLLOWING: – 2 EACH R3–5(L) SIGN (30 IN. X 36 IN.) – MAST ARM MOUNT

NOTE: ITEM NUMBERS CORRESPOND TO MSHA AREAWIDE CONTRACT

WIRING DIAGRAM



WIRING KEY

- A B C D E — 2–CONDUCTOR ELECTRICAL CABLE (ALUMINUM SHIELDED) NO. 14 A.W.G.
- F G H J — MICRO–LOOP PROBE LEAD–IN
- EC — EXISTING CABLE
- ML — MICRO–LOOP PROBE SET
- LW — LOOP WIRE (NO. 14 A.W.G.)

Log Mile : 02.0214.07 . 46

TRAFFIC CONCEPTS, INC.
Brightview Business Center
8258 Veterans Highway
Suite 19B
Millersville, MD 21108
(410) 987–0427

REVISIONS	APPROVALS
	ASSISTANT DIVISION CHIEF
	ASST. DISTRICT ENGINEER, TRAFFIC
	CHIEF, TRAFFIC ENG. DESIGN DIV.
	DIR., OFFICE OF TRAFFIC & SAFETY

MARYLAND DOT – STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
GENERAL INFORMATION SHEET
MD 214 AND MD 468

DATE: 8–7–98	DRAWN BY: T. ZAYDEL	F.A.P. NO.	PLAN SHEET NO.: TS–125B GI
SCALE: NONE	DESIGNED BY: T. ZAYDEL	S.H.A. NO.	SHEET NO. 2 OF 2
APPROVED BY:	CHECKED BY: K. SCHMID	COUNTY ANNE ARUNDEL	

F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			

MD 214 IS ASSUMED TO RUN IN AN EAST–WEST DIRECTION

PROPOSED SIGNS

10,11

ONLY

R3–5(L)
(30" x 36")

EXISTING SIGNS

8,9

Muddy Creek Rd

D3–2 SIGN
(VARIABLE X 16")

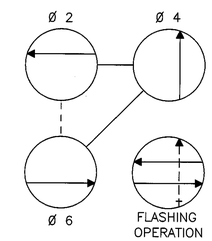
EXISTING SIGNAL HEADS

1–7

R
Y
G

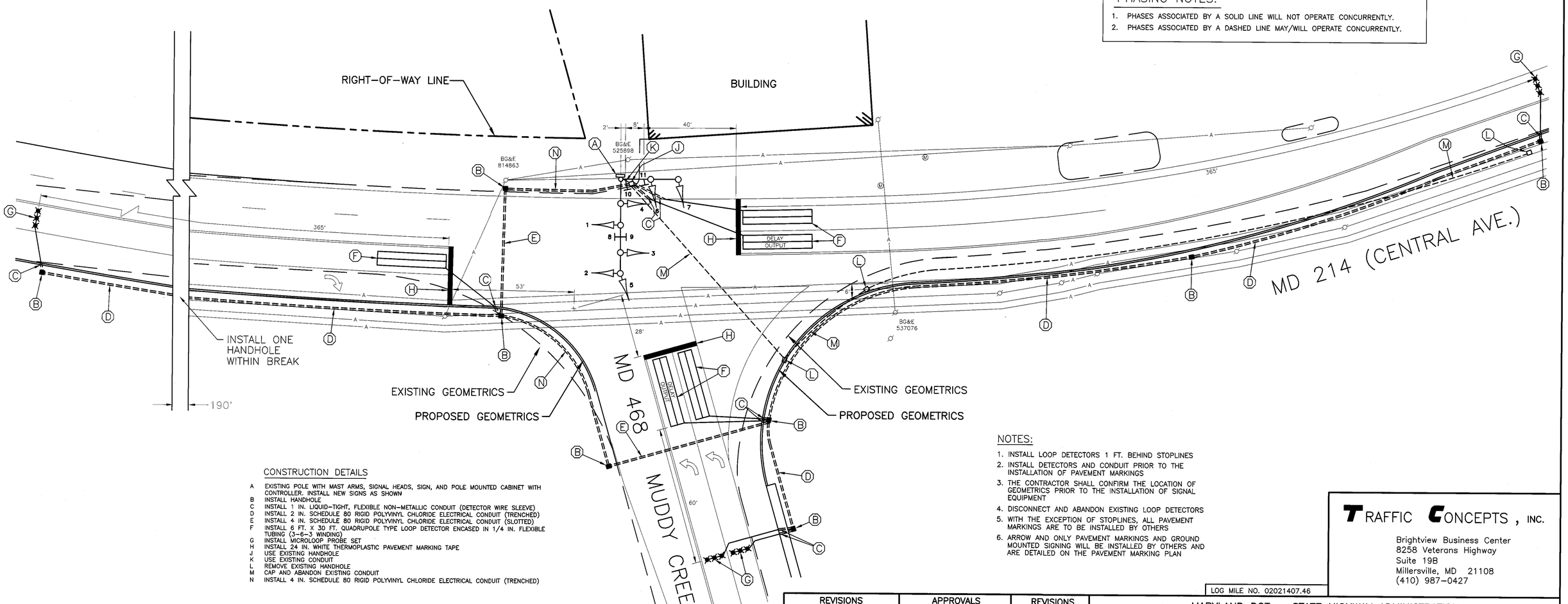
12"

NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A EXISTING POLE WITH MAST ARMS, SIGNAL HEADS, SIGN, AND POLE MOUNTED CABINET WITH CONTROLLER. INSTALL NEW SIGNS AS SHOWN
B INSTALL HANDHOLE
C INSTALL 1 IN. LIQUID–TIGHT, FLEXIBLE NON–METALLIC CONDUIT (DETECTOR WIRE SLEEVE)
D INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED)
E INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED)
F INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3–6–3 WINDING)
G INSTALL MICROLOOP PROBE SET
H INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKING TAPE
J USE EXISTING HANDHOLE
K USE EXISTING CONDUIT
L REMOVE EXISTING HANDHOLE
M CAP AND ABANDON EXISTING CONDUIT
N INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED)

NOTES:

1. INSTALL LOOP DETECTORS 1 FT. BEHIND STOPLINES
2. INSTALL DETECTORS AND CONDUIT PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS
3. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF GEOMETRICS PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT
4. DISCONNECT AND ABANDON EXISTING LOOP DETECTORS
5. WITH THE EXCEPTION OF STOPLINES, ALL PAVEMENT MARKINGS ARE TO BE INSTALLED BY OTHERS
6. ARROW AND ONLY PAVEMENT MARKINGS AND GROUND MOUNTED SIGNING WILL BE INSTALLED BY OTHERS AND ARE DETAILED ON THE PAVEMENT MARKING PLAN

TRAFFIC CONCEPTS, INC.
Brightview Business Center
8258 Veterans Highway
Suite 19B
Millersville, MD 21108
(410) 987–0427

LOG MILE NO. 02021407.46

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

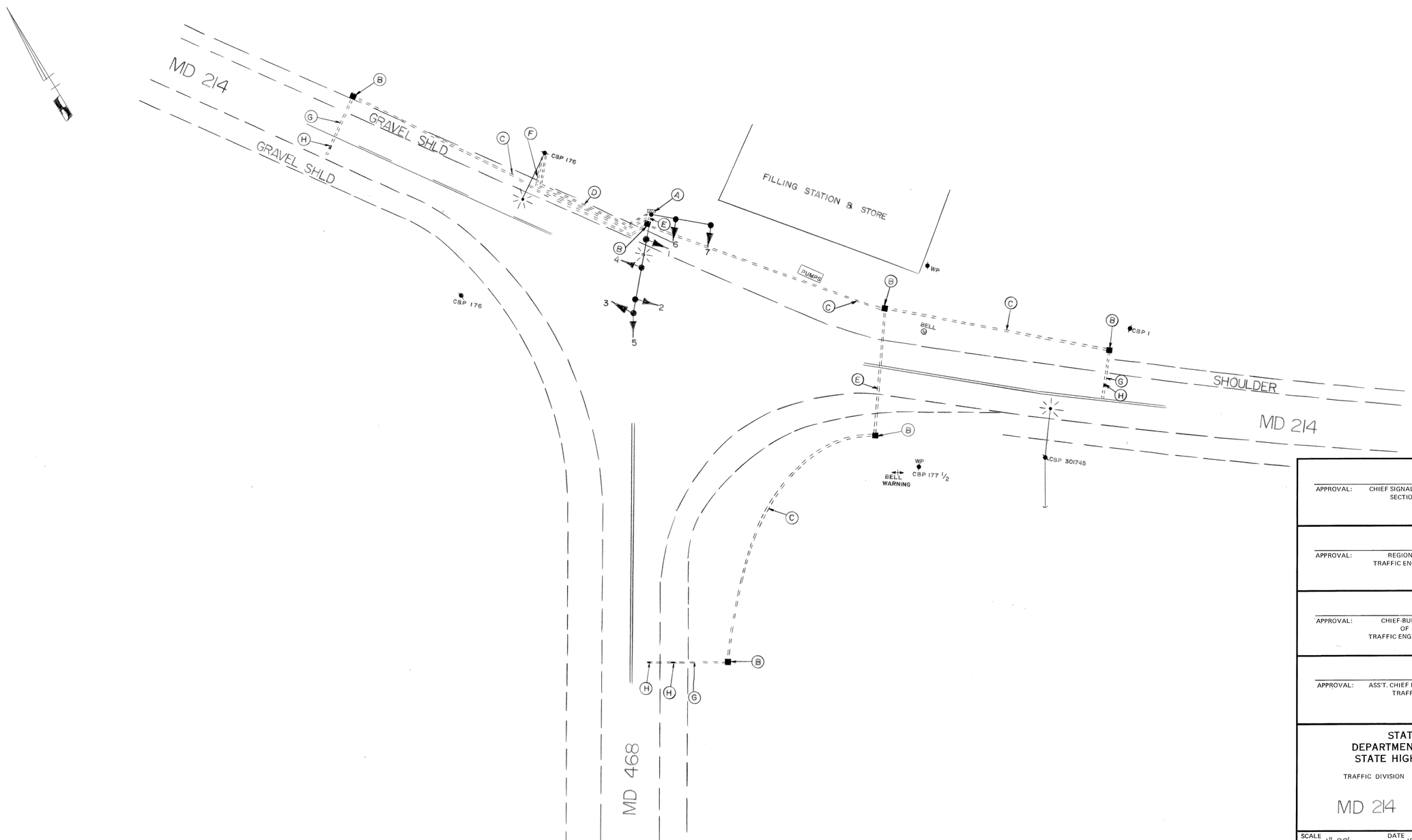
REVISIONS	APPROVALS	REVISIONS
B 8–7–98 INSTALL NEW SIGNS AND DETECTION DUE TO GEOMETRIC IMPROVEMENTS TMZ	ASSISTANT DIVISION CHIEF ASST. DISTRICT ENGINEER, TRAFFIC CHIEF, TRAFFIC ENGINEERING DESIGN DIV. DIR., OFFICE OF TRAFFIC AND SAFETY ORIGINAL ON FILE	

MARYLAND DOT – STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 214 AND MD 468

DATE: 10–18–82	DRAWN BY: J. HOYAS	F.A.P. NO.		PLAN SHEET NO.: TS–125B	SHEET NO. ___ OF ___
SCALE: 1"=20'	DESIGNED BY:	S.H.A. NO.			
APPROVED BY: 10-26-98	CHECKED BY:	COUNTY	ANNE ARUNDEL		

K&E 19 1153 6-81 MC 2647

F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			



APPROVAL: CHIEF SIGNAL DESIGN SECTION	
APPROVAL: REGIONAL TRAFFIC ENGINEER	
APPROVAL: CHIEF-BUREAU OF TRAFFIC ENGINEERING	
APPROVAL: ASS'T. CHIEF ENGINEER TRAFFIC	

D	REDRAWN 10-18-82
JH	
C	ASBUILT 6-28-82
LES	
B	CHANGED LOOP DET TO MAGNETIC DET 3-31-82
LET	
A	ADDED 2" GALV CONDUIT FOR ST LIGHT 12-29-70
JS	

REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TRAFFIC DIVISION – BUREAU OF TRAFFIC ENGINEERING

MD 214 & MD 468

SCALE 1"=20' DATE 10-18-82 CONTRACT NO. AA 788X-575

DRAWN BY: J HOYAS WFF COUNTY: ANNE ARUNDEL

DESIGNED BY: SIGNAL NO.: 02121

CHECKED BY:

DRAWING NO. TS-125 D

APPENDIX

I

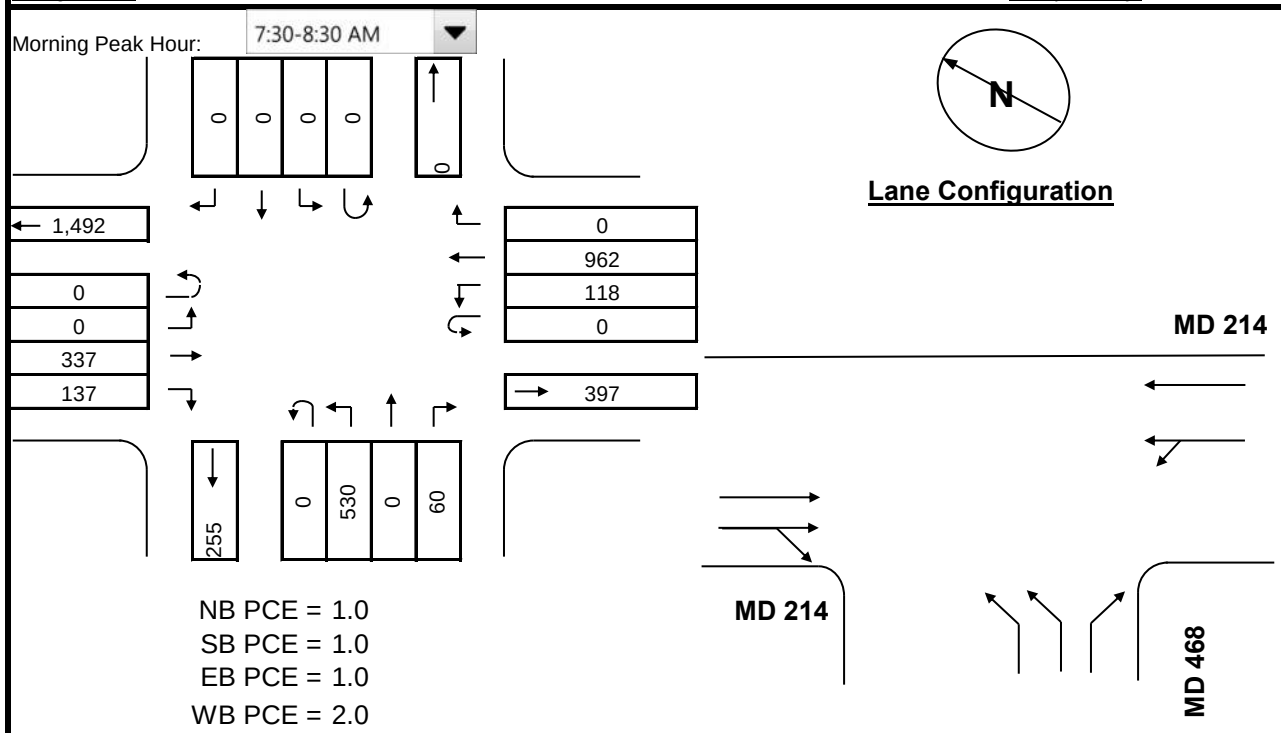
CLV Analysis Worksheets

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

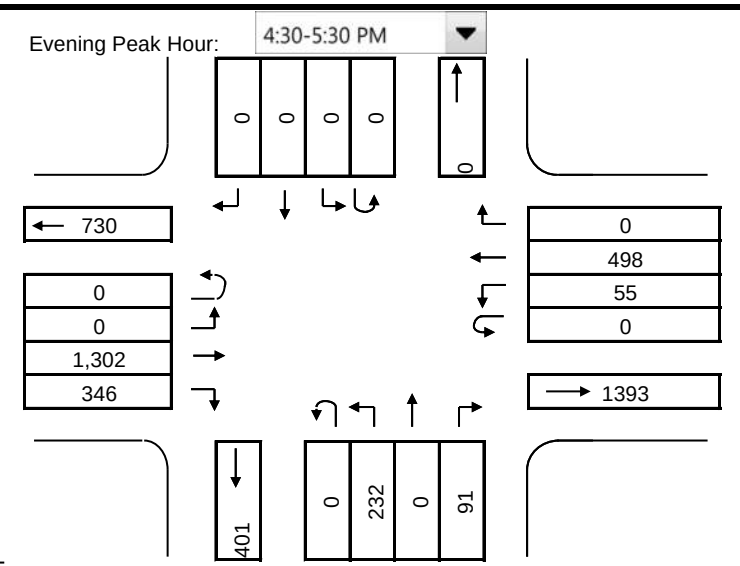
Count Date: 11/2/2017 Location: MD 214 at MD 468
Conditions: Existing
Design Year: Computed by: KDH Date 4/4/2018

Morning Peak Hour: 7:30-8:30 AM



NB PCE = 1.0
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 2.0

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 5.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [x] Northbound
- [ ] Southbound
- [x] Eastbound
- [ ] Westbound

Split Phasing
- ( ) East/West
- ( ) North/South
- (•) None

Inx. Control
- (•) Signal
- ( ) Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. volume	*
	NB	530	0.55	292	0	292	*
	SB	0	0.00	0	0	0	
	EB	474	0.55	261	118	379	
	WB	1198	0.55	659	0	659	*
Remarks:			* Critical volume		Total	**950**	
					Level of service (V/C)	**0.59**	**A**

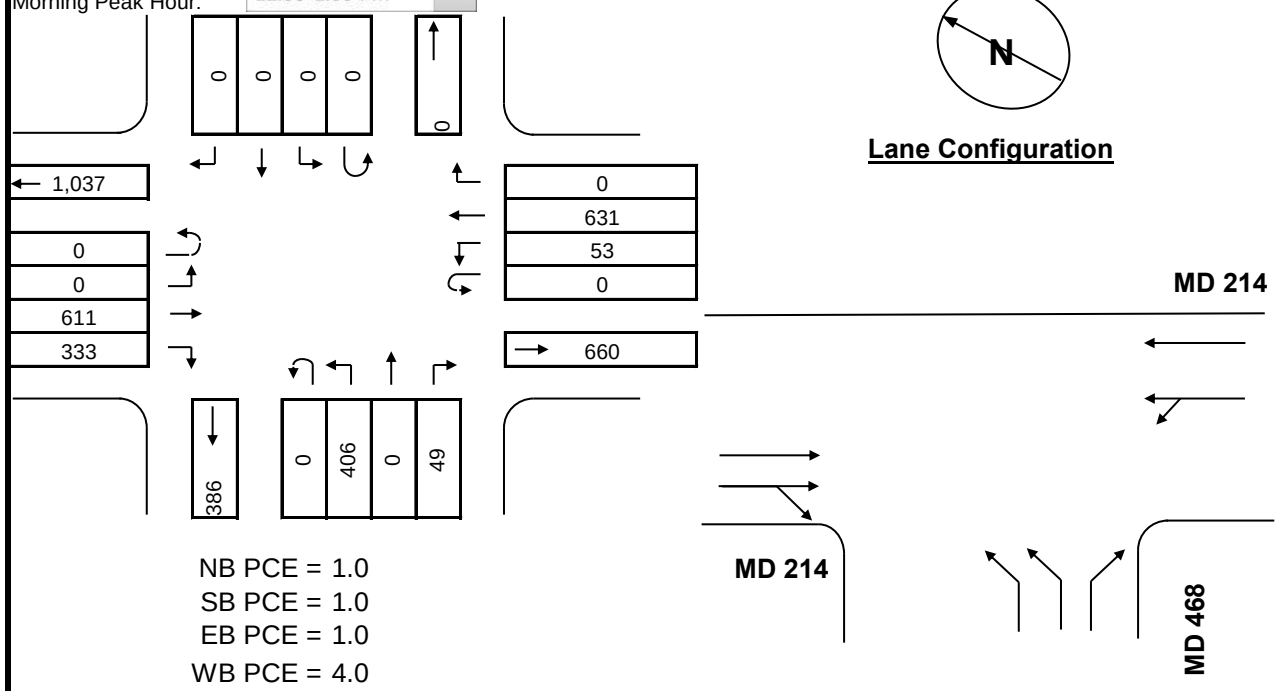
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. Volume	*
	NB	232	0.55	128	0	128	*
	SB	0	0.00	0	0	0	
	EB	2075	0.55	1141	55	1196	*
	WB	773	0.55	425	0	425	
Remarks:			* Critical volume		Total	**1324**	
					Level of service (V/C)	**0.83**	**D**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

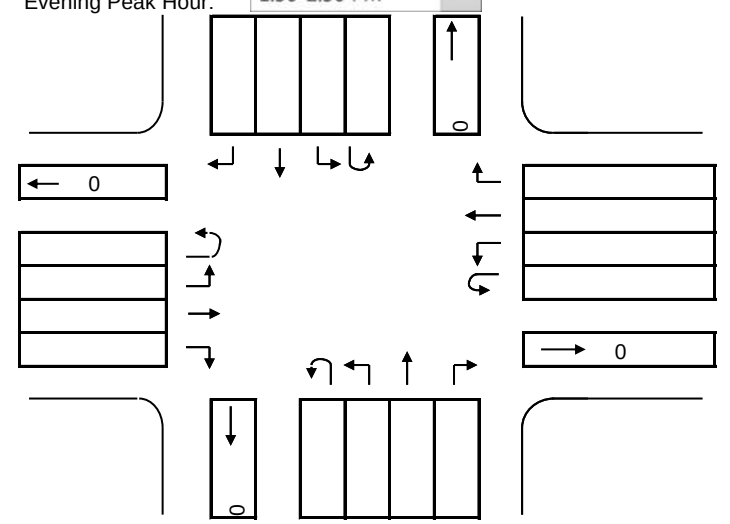
Count Date: 11/11/2017 Location: MD 214 at MD 468
Conditions: Existing
Design Year: Computed by: KDH Date 4/4/2018

Morning Peak Hour: 12:00-1:00 PM



NB PCE = 1.0
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 4.0

Evening Peak Hour: 1:30-2:30 PM



NB PCE = 1.0
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [x] Northbound
- [ ] Southbound
- [x] Eastbound
- [ ] Westbound

Split Phasing
- ( ) East/West
- ( ) North/South
- (•) None

Inx. Control
- (•) Signal
- ( ) Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. volume	*
	NB	406	0.55	223	0	223	*
	SB	0	0.00	0	0	0	
	EB	944	0.55	519	53	572	*
	WB	843	0.55	464	0	464	
Remarks:			* Critical volume		Total	**796**	
					Level of service (V/C)	**0.50**	**A**

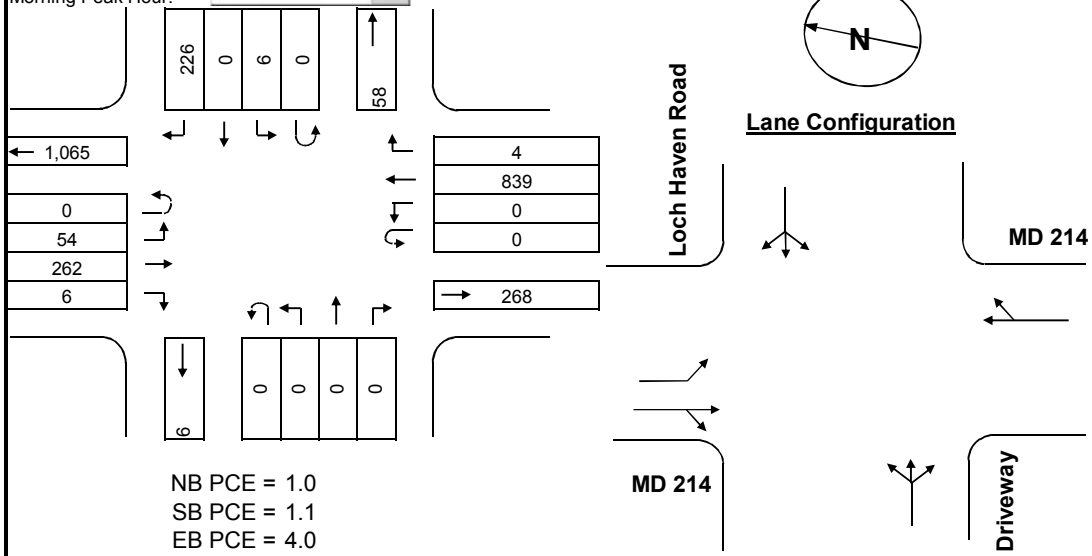
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. Volume	*
	NB	0	0.55	0	0	0	*
	SB	0	0.00	0	0	0	
	EB	0	0.55	0	0	0	
	WB	0	0.55	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

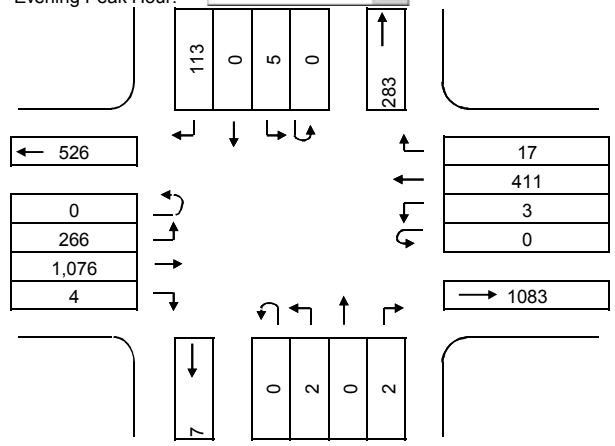
Count Date: 11/2/2017 Location: MD 214 at Loch Haven Road
Conditions: Existing
Design Year: Computed by: KDH Date 4/3/2018

Morning Peak Hour: 6:45-7:45 AM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 4.0
WB PCE = 2.0

Evening Peak Hour: 4:00-5:00 PM



NB PCE = 1.0 EB PCE = 2.0
SB PCE = 1.1 WB PCE = 5.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	1.00	0	0	0	
	SB	232	1.00	232	0	232	*
	EB	478	0.55	263	0	263	
	WB	843	1.00	843	54	897	*
Remarks:			* Critical volume		Total	**1129**	
					Level of service (V/C)	**0.71**	**B**

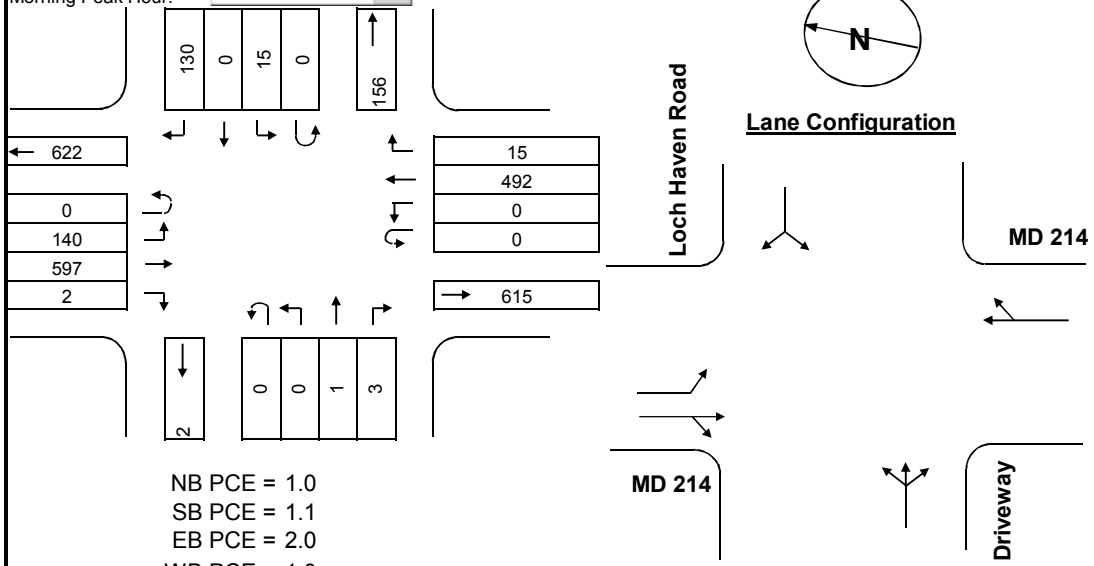
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	4	1.00	4	0	4	
	SB	118	1.00	118	0	118	*
	EB	1612	0.55	887	3	890	*
	WB	443	1.00	443	266	709	
Remarks:			* Critical volume		Total	**1008**	
					Level of service (V/C)	**0.63**	**B**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

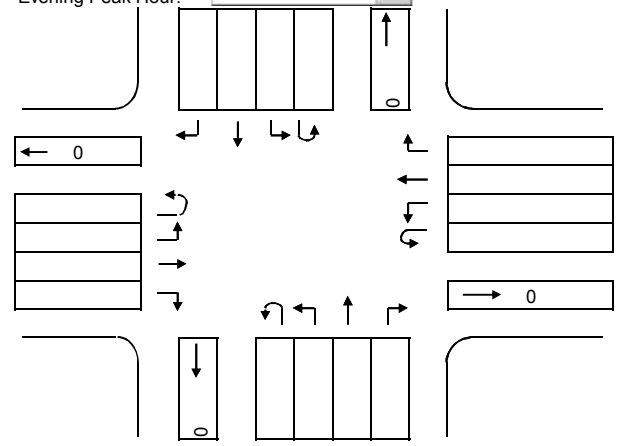
Count Date: 11/11/2017 Location: MD 214 at Loch Haven Road
Conditions: Existing
Design Year: Computed by: KDH Date 4/3/2018

Morning Peak Hour: 1:00-2:00 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Evening Peak Hour: 4:00-5:00 PM



NB PCE = 1.0 EB PCE = 1.1
SB PCE = 1.1 WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	1	1.00	1	0	1	
	SB	145	1.00	145	0	145	*
	EB	877	0.55	482	0	482	
	WB	507	1.00	507	140	647	*
Remarks:			* Critical volume		Total	**792**	
					Level of service (V/C)	**0.50**	**A**

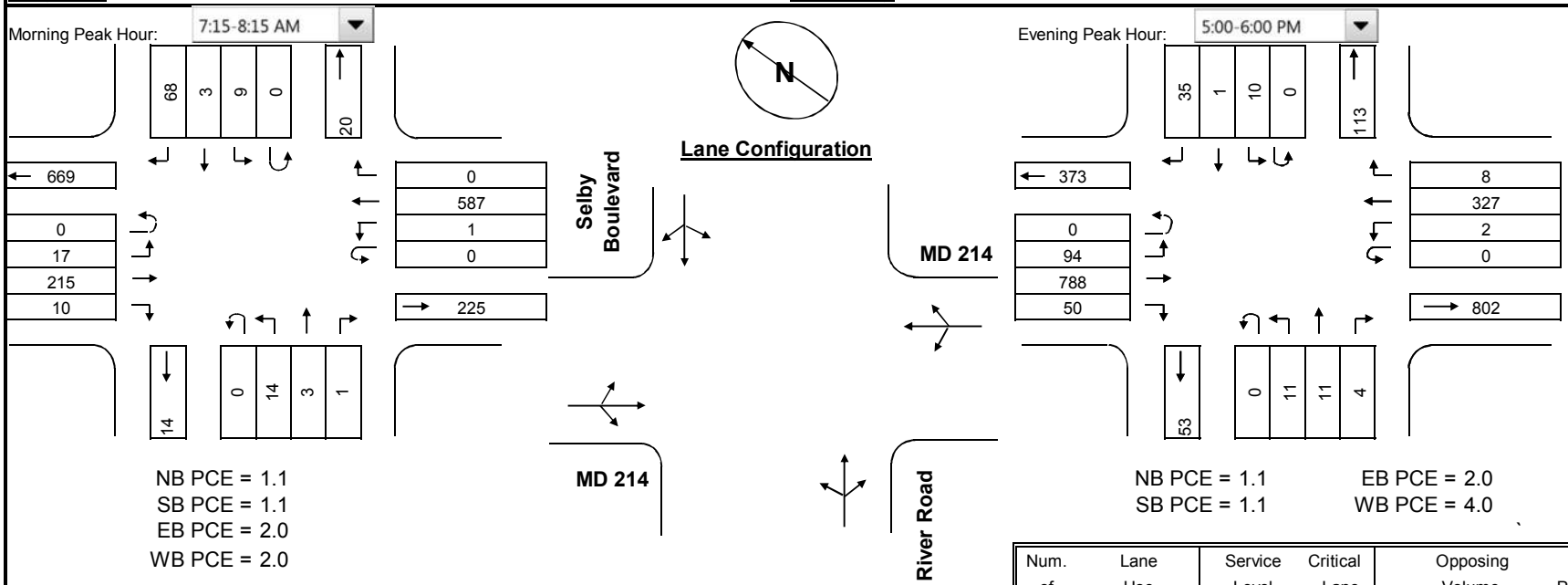
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	0.55	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date: 11/14/2017 | Location: MD 214 at Selby Blvd/River Rd
Conditions: Existing
Design Year: | Computed by: KDH | Date 4/3/2018

Morning Peak Hour: 7:15-8:15 AM | Evening Peak Hour: 5:00-6:00 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 2.0

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 4.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	19	1.00	19	9	28	
	SB	81	1.00	81	14	95	*
	EB	259	1.00	259	1	260	
	WB	589	1.00	589	17	606	*
Remarks:			* Critical volume		Total	**701**	
					Level of service (V/C)	**0.44**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	27	1.00	27	10	37	
	SB	47	1.00	47	11	58	*
	EB	1026	1.00	1026	2	1028	*
	WB	343	1.00	343	94	437	
Remarks:			* Critical volume		Total	**1086**	
					Level of service (V/C)	**0.68**	**B**

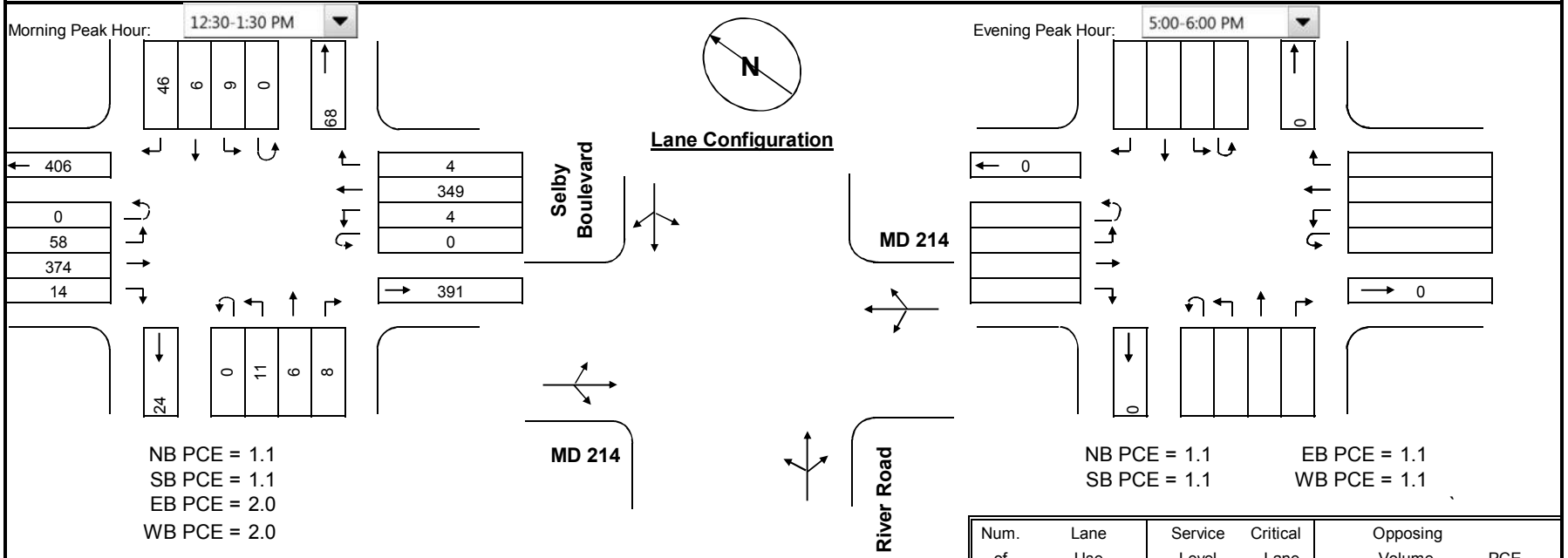
Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date: 11/11/2017 Location: MD 214 at Selby Blvd/River Rd
Conditions: Existing
Design Year: Computed by: KDH Date 4/3/2018

Morning Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 5:00-6:00 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	26	1.00	26	9	35	
	SB	62	1.00	62	11	73	*
	EB	504	1.00	504	4	508	*
	WB	361	1.00	361	58	419	
Remarks:			* Critical volume		Total	**581**	
					Level of service (V/C)	**0.36**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date: 11/2/2017
Conditions: Existing
Design Year:

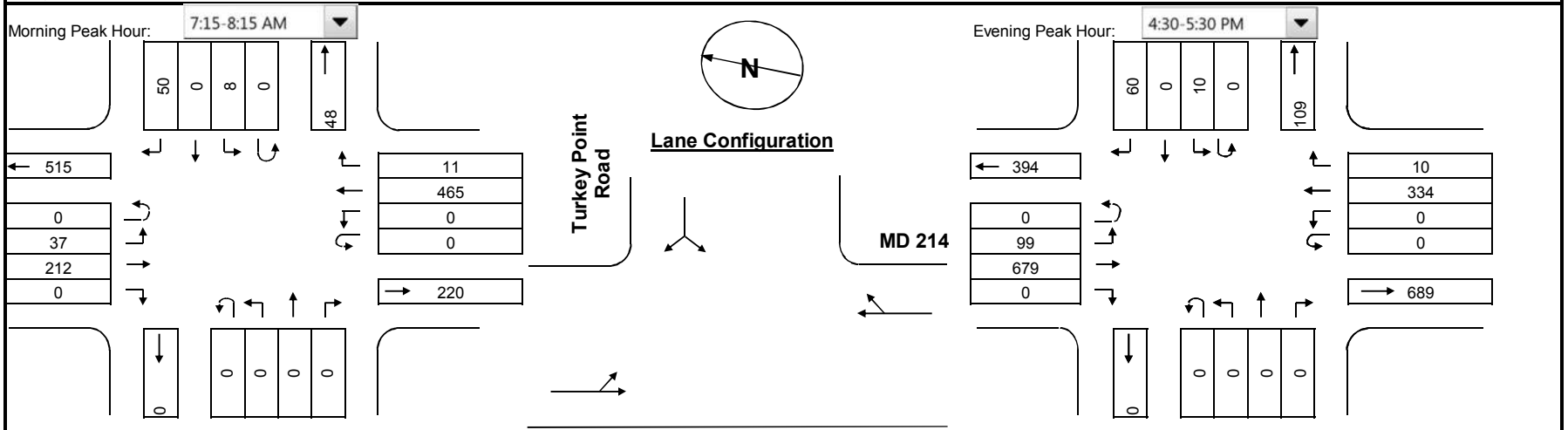
Location: MD 214 at Turkey Point Road

Computed by: KDH

Date 3/28/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	58	1.00	58	0	58	*
	EB	286	1.00	286	0	286	
	WB	476	1.00	476	37	513	*
Remarks:			* Critical volume		Total	**571**	
					Level of service (V/C)	**0.36**	**A**

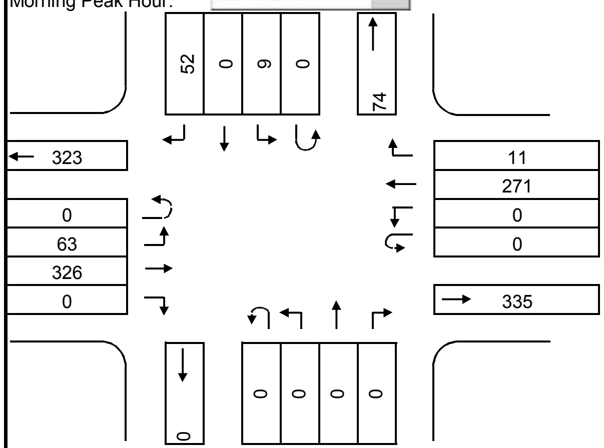
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	
	SB	70	1.00	70	0	70	*
	EB	877	1.00	877	0	877	*
	WB	344	1.00	344	99	443	
Remarks:			* Critical volume		Total	**947**	
					Level of service (V/C)	**0.59**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

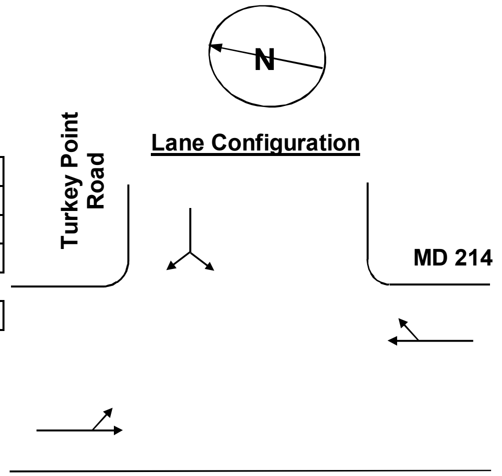
Prepared by: **STV Incorporated**

Count Date: 11/11/2017 — Location: MD 214 at Turkey Point Road
Conditions: Existing
Design Year: — Computed by: KDH — Date 3/28/2018

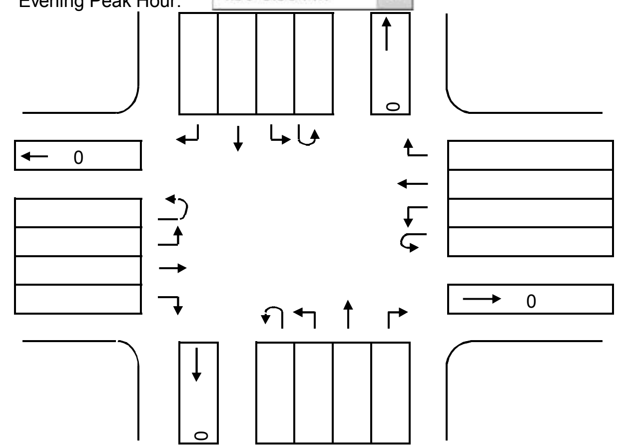
Morning Peak Hour: 12:45-1:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0



Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0 EB PCE = 1.1
SB PCE = 1.1 WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume (VPH)		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap: ☐ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound

Split Phasing: ○ East/West ○ North/South ● None

Inx. Control: ○ Signal ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	61	1.00	61	0	61	*
	EB	452	1.00	452	0	452	*
	WB	282	1.00	282	63	345	
Remarks:		* Critical volume			Total	513	
					Level of service (V/C)	0.32	A

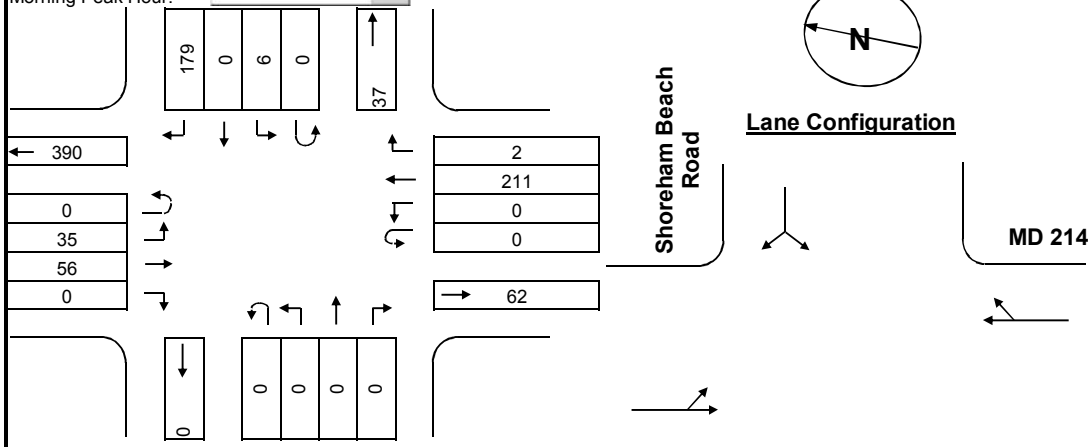
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:		* Critical volume			Total	0	
					Level of service (V/C)	0.00	A

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

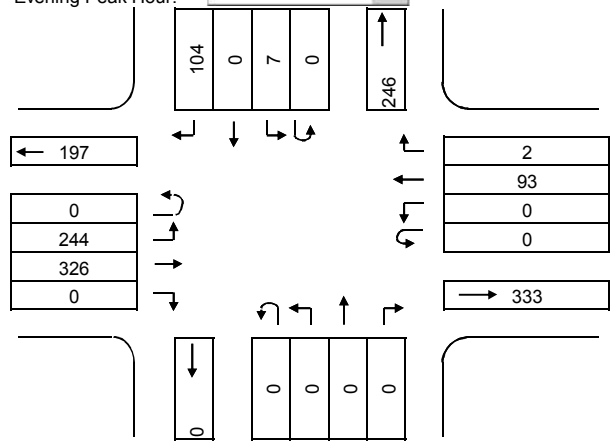
Count Date: 11/2/2017 Location: MD 214 at Shoreham Beach Road
Conditions: Existing
Design Year: Computed by: KDH Date 3/28/2018

Morning Peak Hour: 7:00-8:00 AM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Evening Peak Hour: 4:45-5:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	185	1.00	185	0	185	*
	EB	126	1.00	126	0	126	
	WB	213	1.00	213	35	248	*
Remarks:			* Critical volume		Total	**433**	
					Level of service (V/C)	**0.27**	**A**

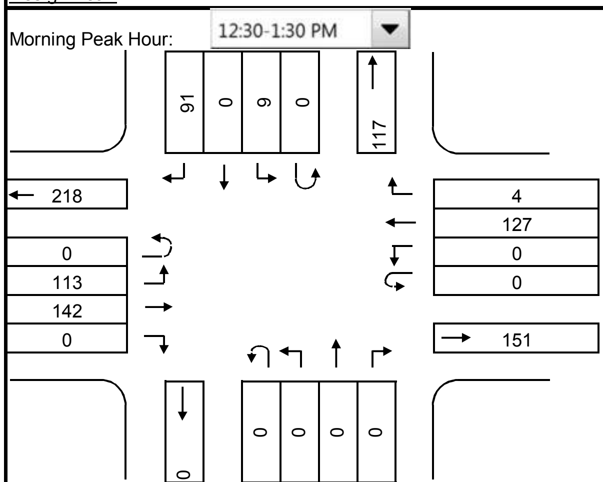
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	
	SB	111	1.00	111	0	111	*
	EB	594	1.00	594	0	594	*
	WB	95	1.00	95	244	339	
Remarks:			* Critical volume		Total	**705**	
					Level of service (V/C)	**0.44**	**A**

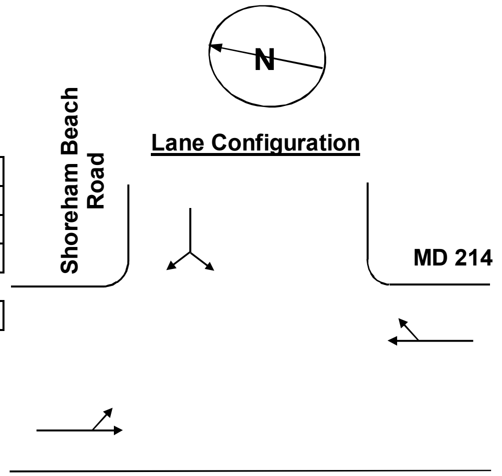
Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

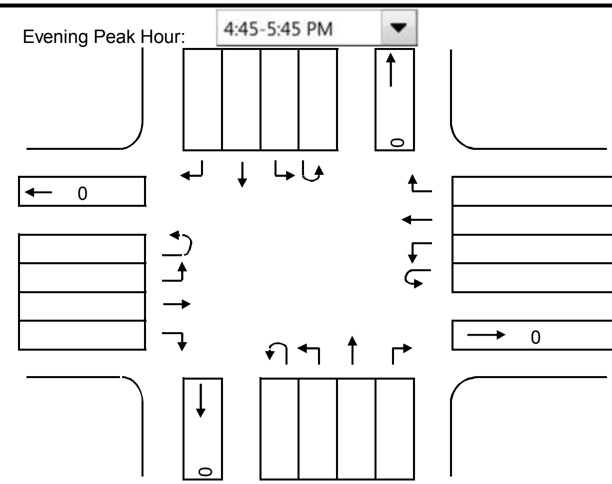
Count Date: 11/11/2017
Location: MD 214 at Shoreham Beach Road
Conditions: Existing
Design Year:
Computed by: KDH
Date 3/28/2018

Morning Peak Hour: 12:30-1:30 PM





Evening Peak Hour: 4:45-5:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume (VPH)		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

RTOR/Overlap: ☐ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound

Split Phasing: ○ East/West ○ North/South ● None

Inx. Control: ○ Signal ● Stop

Phasing

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. volume	*
	NB	0	0.00	0	0	0	
	SB	100	1.00	100	0	100	*
	EB	266	1.00	266	0	266	*
	WB	131	1.00	131	113	244	

Remarks: * Critical volume — Total **366**; Level of service (V/C) **0.23** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. Volume	*
	NB	0	0.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks: * Critical volume — Total **0**; Level of service (V/C) **0.00** **A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

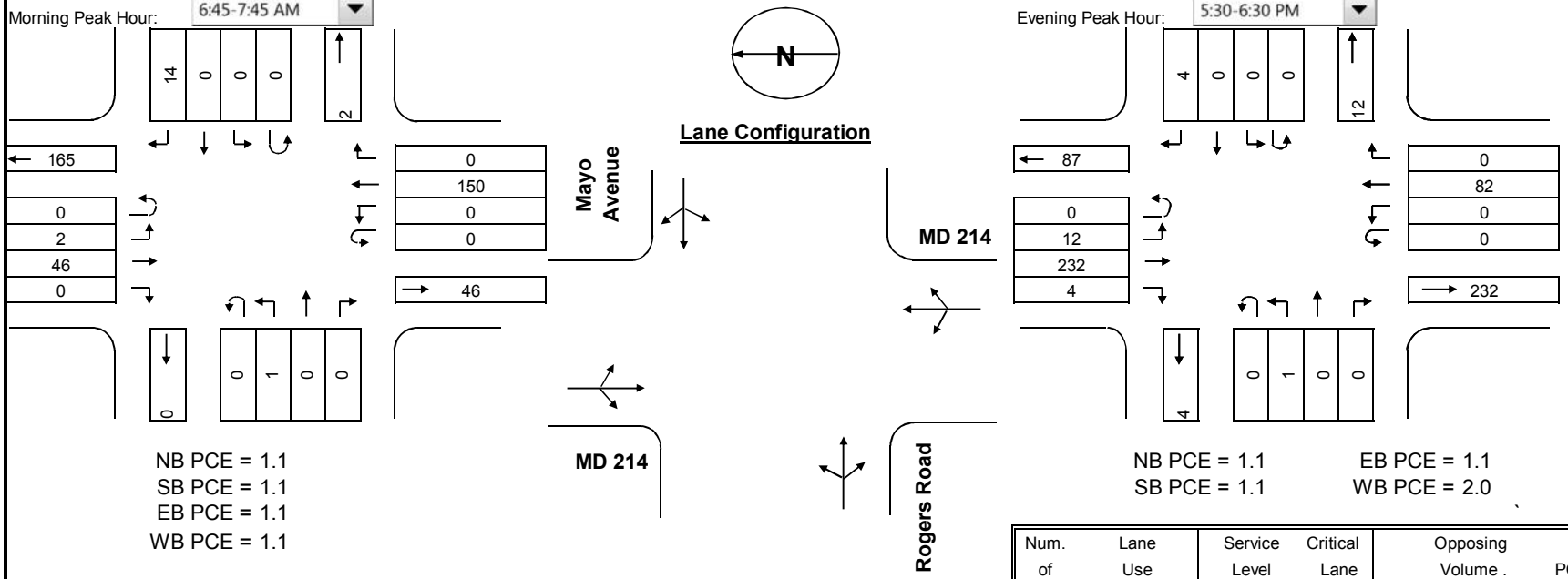
Prepared by: **STV Incorporated**

Count Date: 11/2/2017
Conditions: Existing
Design Year:

Location: MD 214 at Mayo Avenue/Rogers Road
Computed by: KDH
Date 3/28/2018

Morning Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 5:30-6:30 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.1

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 2.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	1	1.00	1	0	1	
	SB	14	1.00	14	1	15	*
	EB	48	1.00	48	0	48	
	WB	150	1.00	150	2	152	*
Remarks:			* Critical volume		Total	**167**	
					Level of service (V/C)	**0.10**	**A**

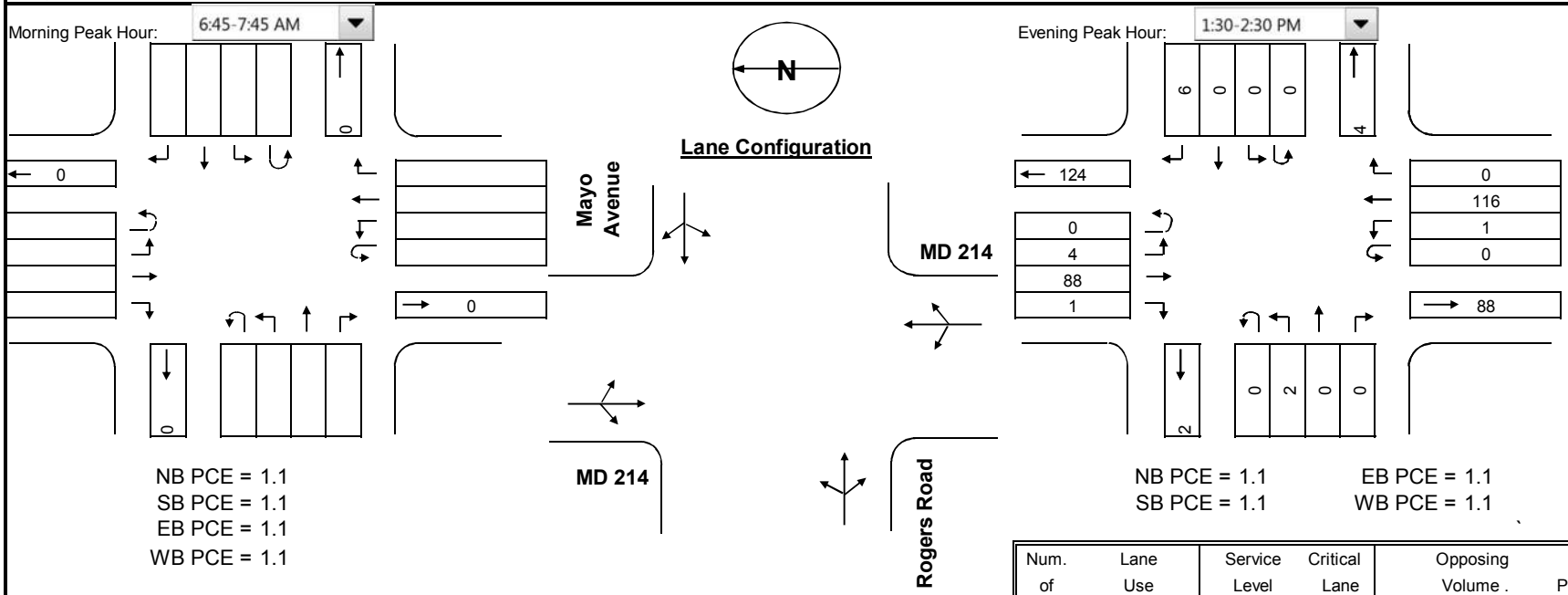
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1	1.00	1	0	1	
	SB	4	1.00	4	1	5	*
	EB	232	1.00	232	0	232	*
	WB	82	1.00	82	12	94	
Remarks:			* Critical volume		Total	**237**	
					Level of service (V/C)	**0.15**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date: 11/11/2017 | Location: MD 214 at Mayo Avenue/Rogers Road
Conditions: Existing
Design Year: | Computed by: KDH | Date 3/28/2018

Morning Peak Hour: 6:45-7:45 AM | Evening Peak Hour: 1:30-2:30 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2	1.00	2	0	2	
	SB	6	1.00	6	2	8	*
	EB	88	1.00	88	1	89	
	WB	116	1.00	116	4	120	*
Remarks:			* Critical volume		Total	**128**	
					Level of service (V/C)	**0.08**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date: 11/2/2017
Conditions: Existing
Design Year:

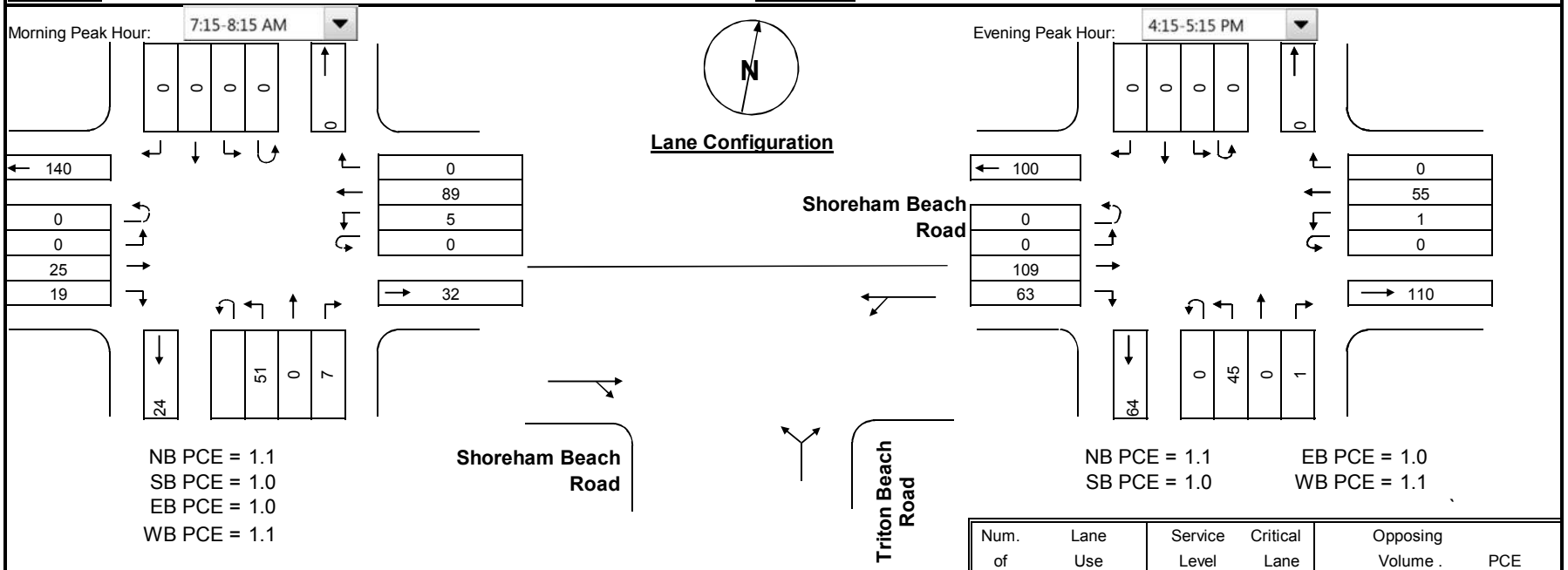
Location: Shoreham Beach Rd at Triton Beach Road

Computed by: KDH

Date 3/28/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 4:15-5:15 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	58	1.00	58	0	58	*
	SB	0	0.00	0	0	0	
	EB	44	1.00	44	5	49	
	WB	95	1.00	95	0	95	*
Remarks:			* Critical volume		Total	**153**	
					Level of service (V/C)	**0.10**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	46	1.00	46	0	46	*
	SB	0	0.00	0	0	0	
	EB	172	1.00	172	1	173	*
	WB	56	1.00	56	0	56	
Remarks:			* Critical volume		Total	**219**	
					Level of service (V/C)	**0.14**	**A**

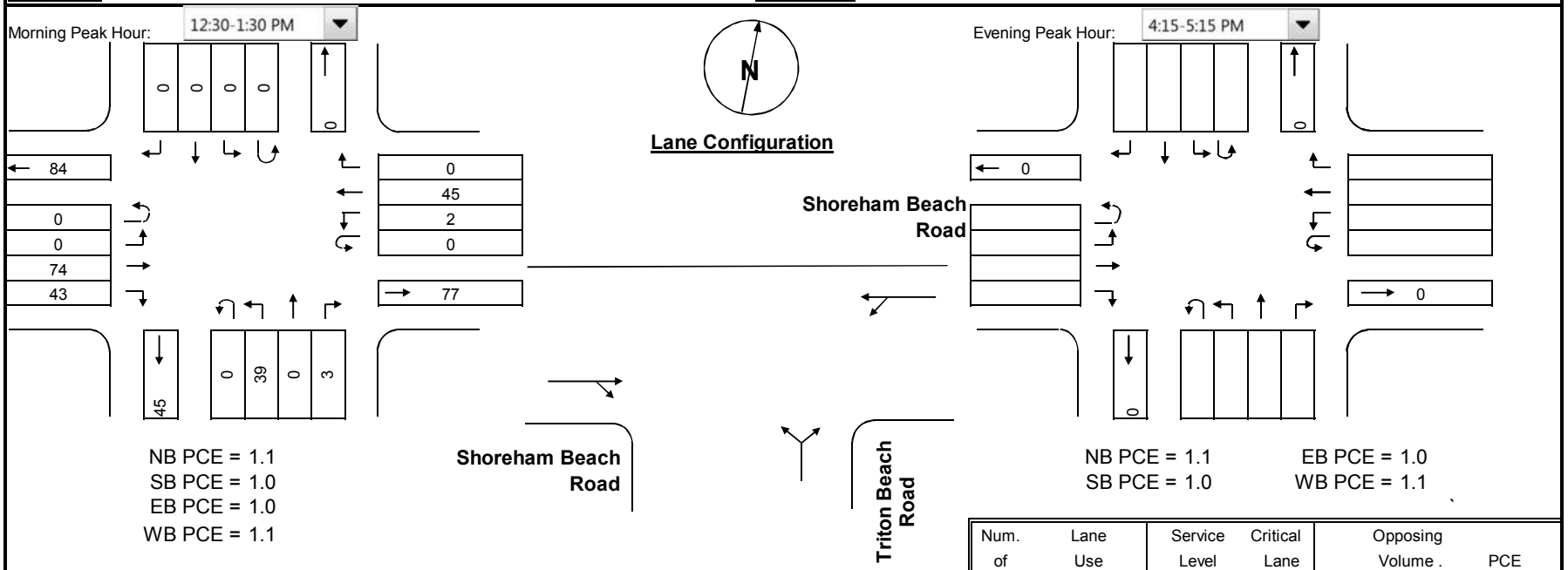
Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date: 11/11/2017 Location: Shoreham Beach Rd at Triton Beach Road
Conditions: Existing
Design Year: Computed by: KDH Date 3/28/2018

Morning Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 4:15-5:15 PM



NB PCE = 1.1
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 1.1

NB PCE = 1.1
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	42	1.00	42	0	42	*
	SB	0	0.00	0	0	0	
	EB	117	1.00	117	2	119	*
	WB	47	1.00	47	0	47	

Remarks:

* Critical volume Total **161**
Level of service (V/C) **0.10** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	0.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks:

* Critical volume Total **0**
Level of service (V/C) **0.00** **A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

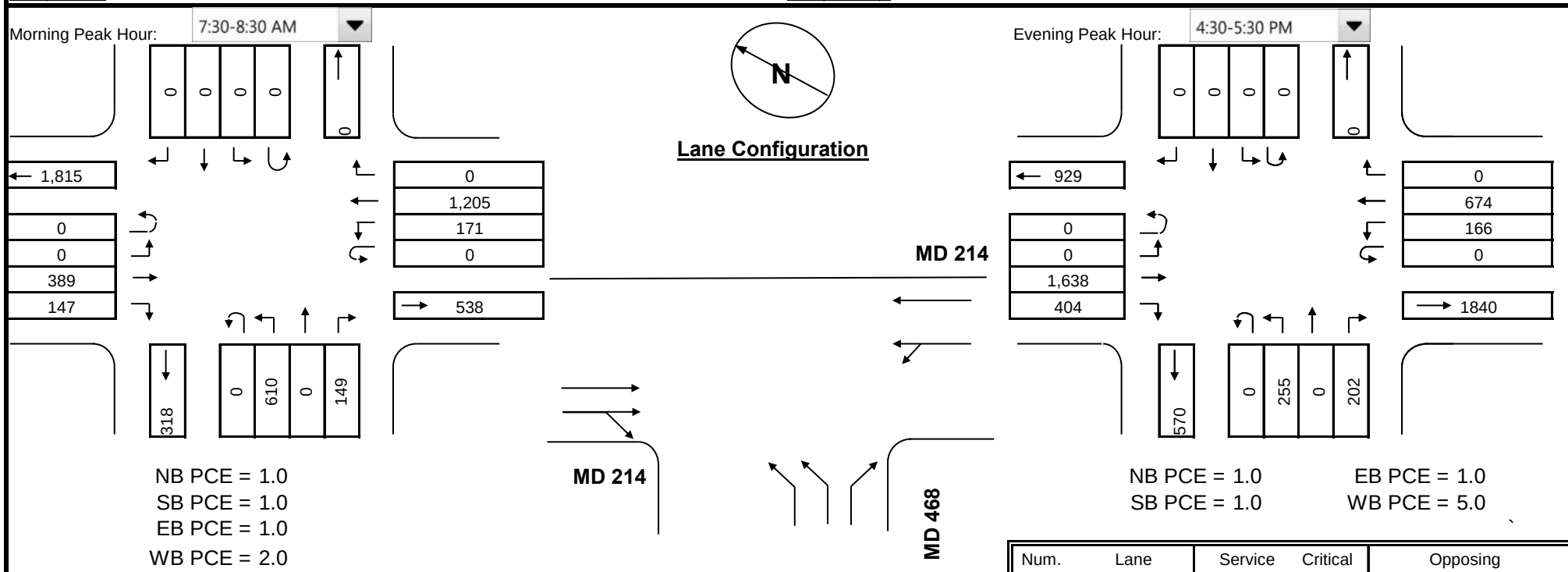
Location: MD 214 at MD 468

Computed by: KDH

Date 4/4/2018

Morning Peak Hour: 7:30-8:30 AM

Evening Peak Hour: 4:30-5:30 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [x] Northbound
- [ ] Southbound
- [x] Eastbound
- [ ] Westbound

Split Phasing
- ( ) East/West
- ( ) North/South
- (•) None

Inx. Control
- (•) Signal
- ( ) Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. volume	*
	NB	610	0.55	336	0	336	*
	SB	0	0.00	0	0	0	
	EB	536	0.55	295	171	466	
	WB	1547	0.55	851	0	851	*
Remarks:			* Critical volume		Total	**1186**	
					Level of service (V/C)	**0.74**	**C**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. Volume	*
	NB	255	0.55	140	0	140	*
	SB	0	0.00	0	0	0	
	EB	2042	0.55	1123	166	1289	*
	WB	1504	0.55	827	0	827	
Remarks:			* Critical volume		Total	**1429**	
					Level of service (V/C)	**0.89**	**D**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

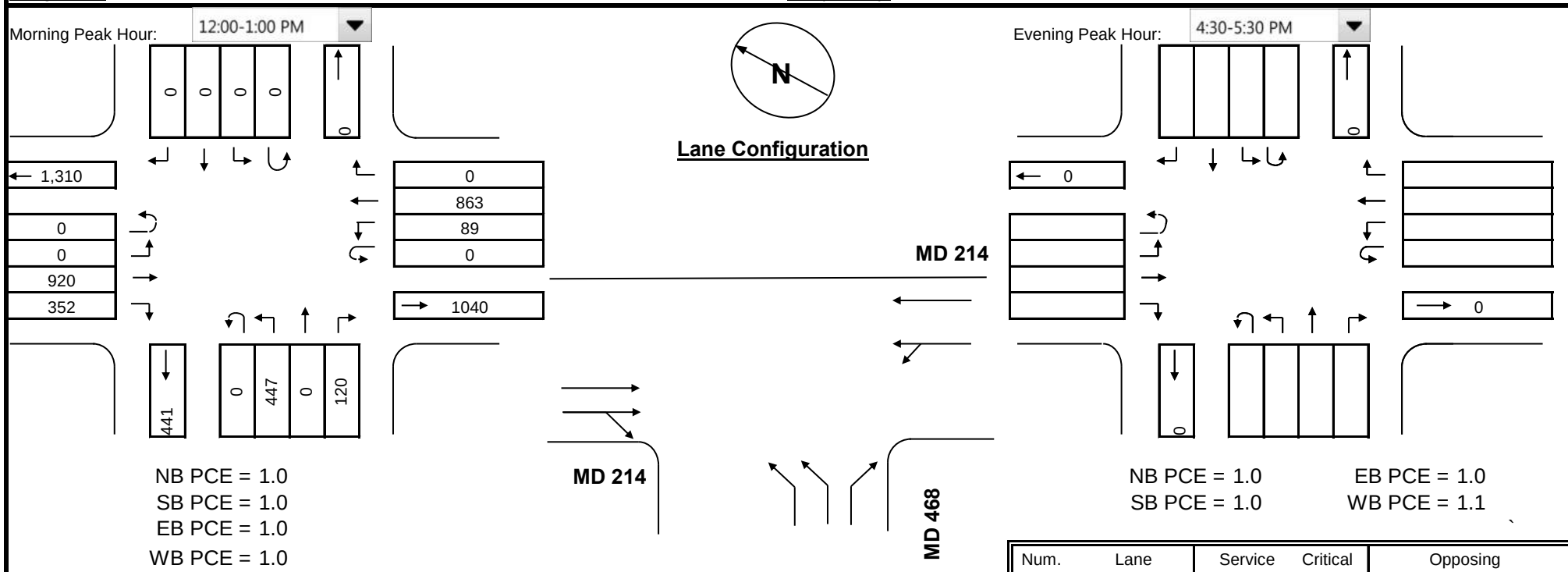
Location: MD 214 at MD 468

Computed by: KDH

Date 4/4/2018

Morning Peak Hour: 12:00-1:00 PM

Evening Peak Hour: 4:30-5:30 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [x] Northbound
- [ ] Southbound
- [x] Eastbound
- [ ] Westbound

Split Phasing
- ( ) East/West
- ( ) North/South
- (•) None

Inx. Control
- (•) Signal
- ( ) Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. volume	*
	NB	447	0.55	246	0	246	*
	SB	0	0.00	0	0	0	
	EB	1272	0.55	700	89	789	*
	WB	952	0.55	524	0	524	
Remarks:			* Critical volume		Total	**1034**	
					Level of service (V/C)	**0.65**	**B**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical ln. Volume	*
	NB	0	0.55	0	0	0	*
	SB	0	0.00	0	0	0	
	EB	0	0.55	0	0	0	
	WB	0	0.55	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

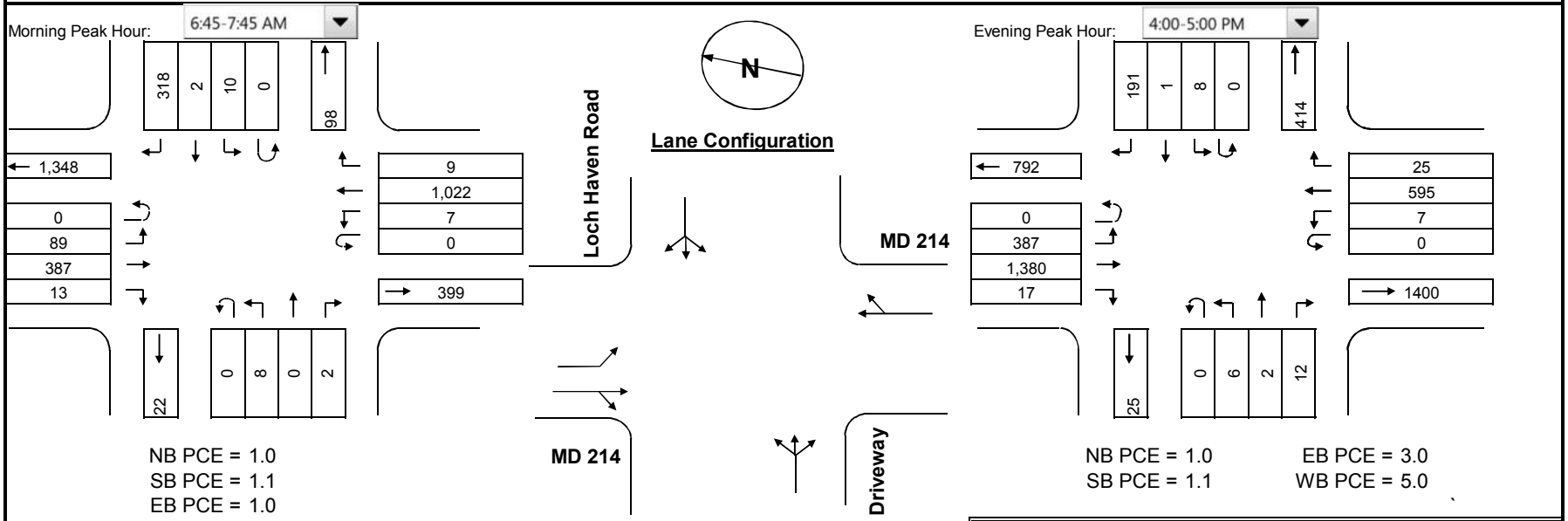
Location: MD 214 at Loch Haven Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 4:00-5:00 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.0
WB PCE = 2.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 5.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	8	1.00	8	0	8	
	SB	330	1.00	330	0	330	*
	EB	476	0.55	262	7	269	
	WB	1031	1.00	1031	89	1120	*
Remarks:			* Critical volume		Total	**1450**	
					Level of service (V/C)	**0.91**	**D**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	20	1.00	20	0	20	
	SB	200	1.00	200	0	200	*
	EB	2558	0.55	1407	7	1414	*
	WB	655	1.00	655	387	1042	
Remarks:			* Critical volume		Total	**1614**	
					Level of service (V/C)	**1.01**	**F**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

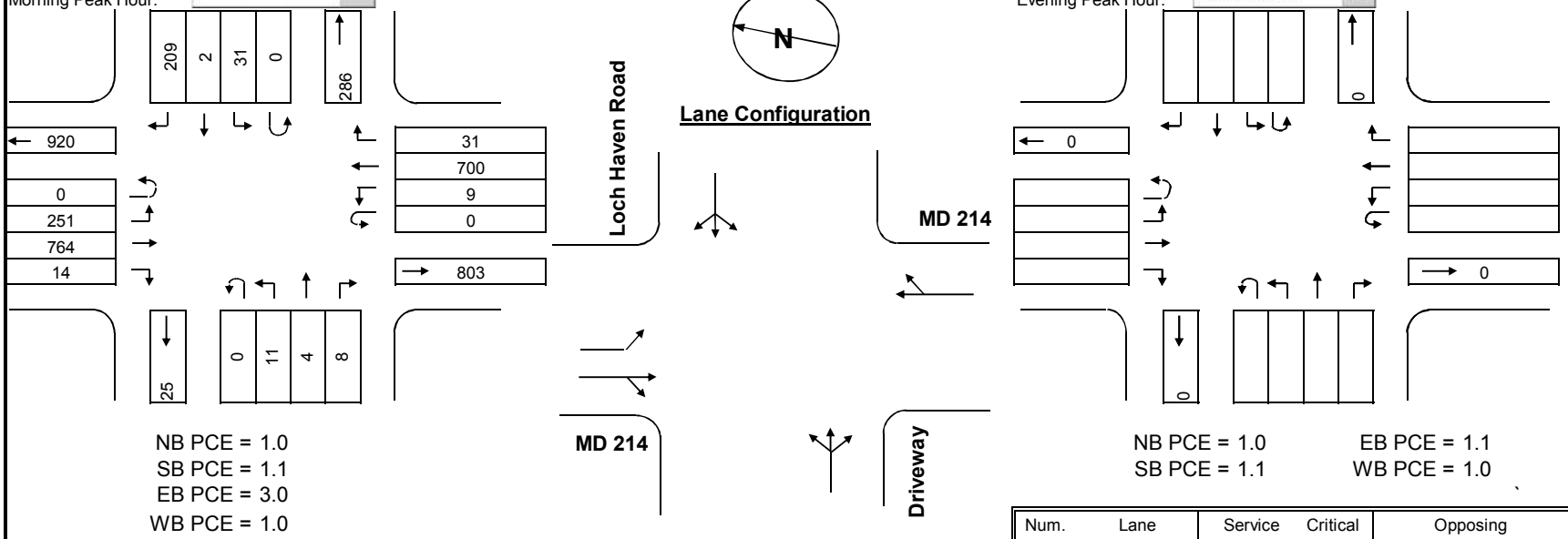
Location: MD 214 at Loch Haven Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 1:00-2:00 PM

Evening Peak Hour: 4:00-5:00 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	15	1.00	15	0	15	
	SB	242	1.00	242	0	242	*
	EB	1517	0.55	834	9	843	
	WB	731	1.00	731	251	982	*
Remarks:			* Critical volume		Total	**1224**	
					Level of service (V/C)	**0.77**	**C**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	0.55	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

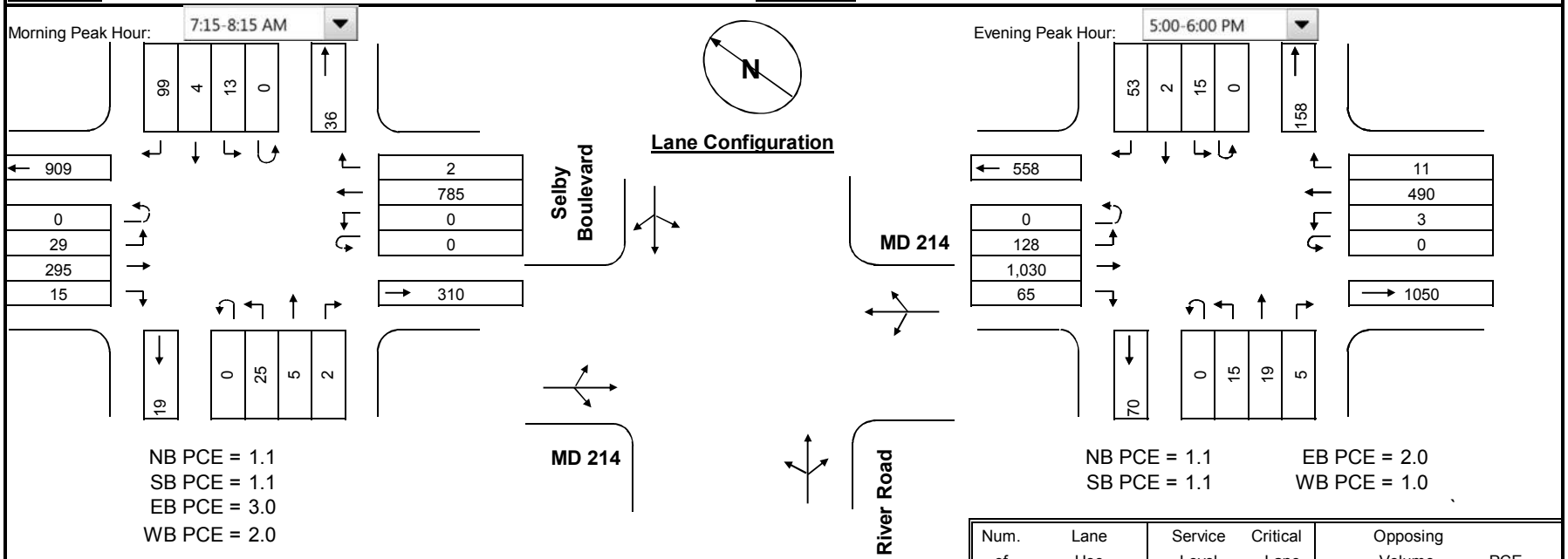
Location: MD 214 at Selby Blvd/River Rd

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 5:00-6:00 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 2.0

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	35	1.00	35	13	48	
	SB	117	1.00	117	25	142	*
	EB	397	1.00	397	0	397	
	WB	787	1.00	787	29	816	*
Remarks:			* Critical volume		Total	**958**	
					Level of service (V/C)	**0.60**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	41	1.00	41	15	56	
	SB	72	1.00	72	15	87	*
	EB	1351	1.00	1351	3	1354	*
	WB	504	1.00	504	128	632	
Remarks:			* Critical volume		Total	**1441**	
					Level of service (V/C)	**0.90**	**D**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

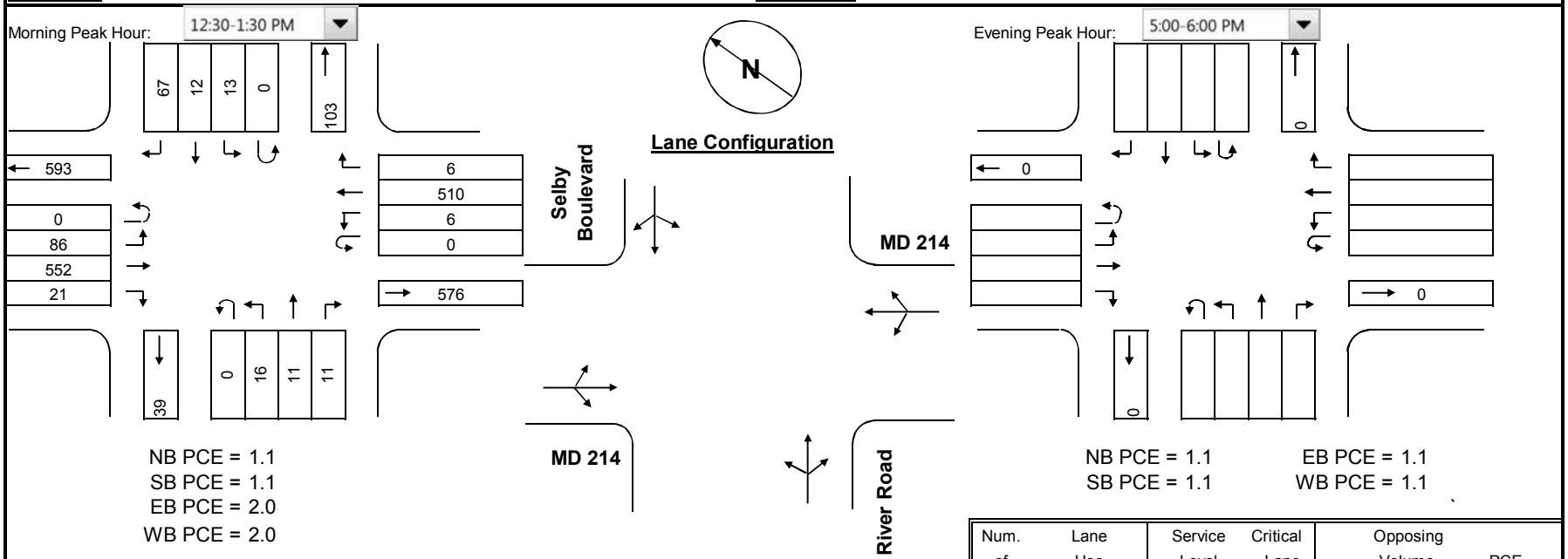
Location: MD 214 at Selby Blvd/River Rd

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 5:00-6:00 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 2.0

NB PCE = 1.1
SB PCE = 1.1

EB PCE = 1.1
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	40	1.00	40	13	53	
	SB	93	1.00	93	16	109	*
	EB	745	1.00	745	6	751	*
	WB	528	1.00	528	86	614	

Remarks:

* Critical volume Total **860**
Level of service (V/C) **0.54** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks:

* Critical volume Total **0**
Level of service (V/C) **0.00** **A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

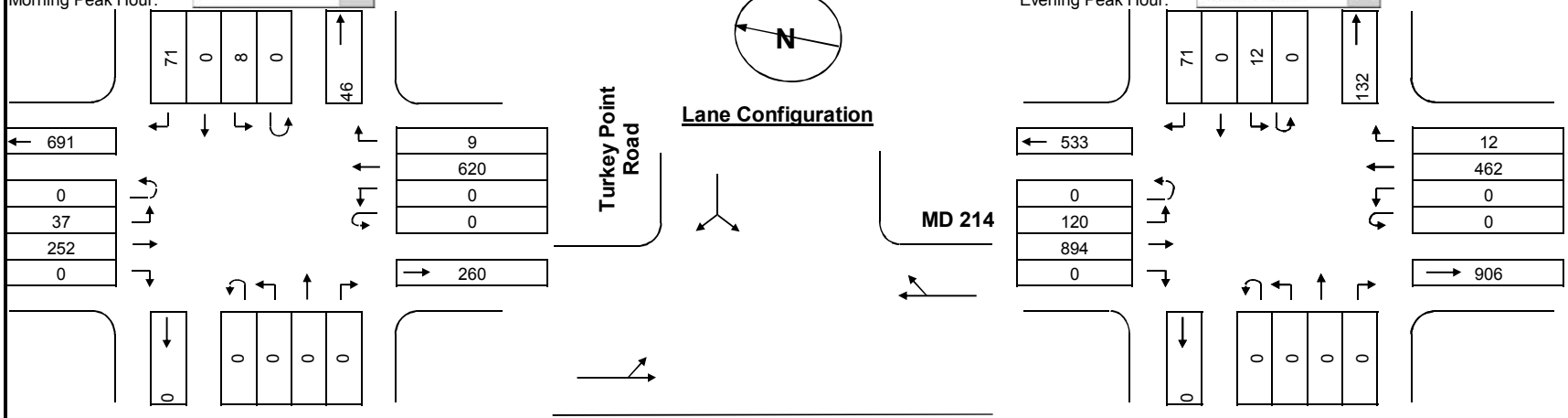
Location: MD 214 at Turkey Point Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	79	1.00	79	0	79	*
	EB	363	1.00	363	0	363	
	WB	629	1.00	629	37	666	*
Remarks:			* Critical volume		Total	**745**	
					Level of service (V/C)	**0.47**	**A**

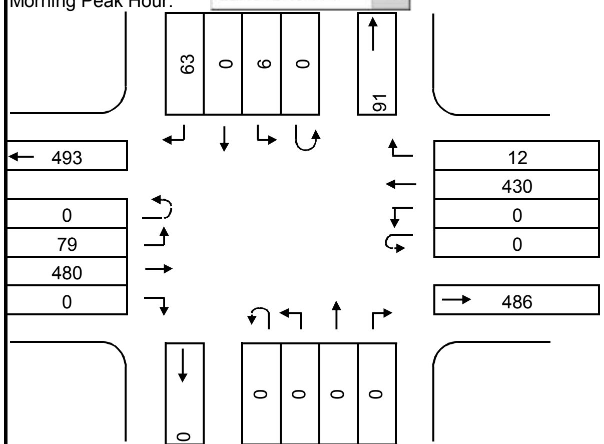
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	
	SB	83	1.00	83	0	83	*
	EB	1134	1.00	1134	0	1134	*
	WB	474	1.00	474	120	594	
Remarks:			* Critical volume		Total	**1217**	
					Level of service (V/C)	**0.76**	**C**

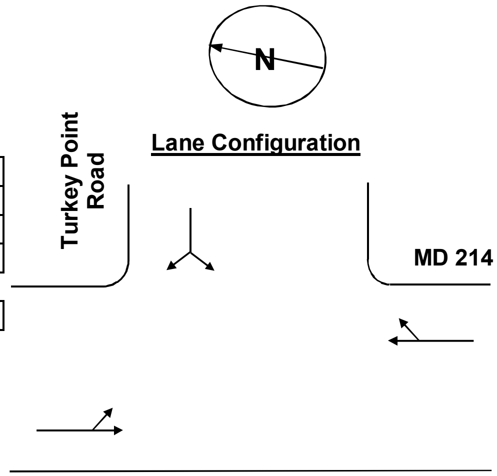
Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

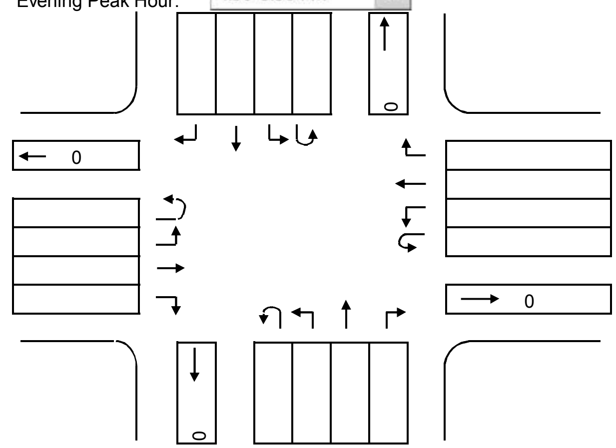
Count Date:
Location: MD 214 at Turkey Point Road
Conditions: Future
Design Year: 2040
Computed by: KDH
Date 4/3/2018

Morning Peak Hour: 12:45-1:45 PM





Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume (VPH)		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
☐ Northbound
☐ Southbound
☐ Eastbound
☐ Westbound

Split Phasing
○ East/West
○ North/South
● None

Inx. Control
○ Signal
● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	69	1.00	69	0	69	*
	EB	638	1.00	638	0	638	*
	WB	442	1.00	442	79	521	

Remarks:
* Critical volume — Total **707**
Level of service (V/C) **0.44** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks:
* Critical volume — Total **0**
Level of service (V/C) **0.00** **A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

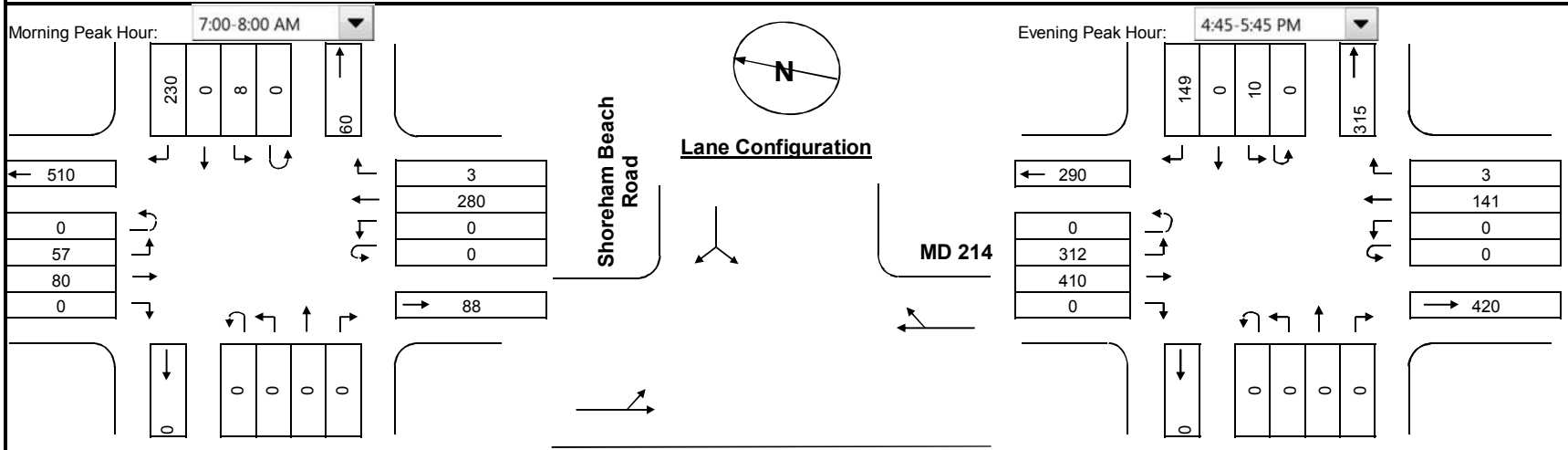
Location: MD 214 at Shoreham Beach Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 4:45-5:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

MD 214

NB PCE = 1.0
SB PCE = 1.1

EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	238	1.00	238	0	238	*
	EB	194	1.00	194	0	194	
	WB	283	1.00	283	57	340	*
Remarks:			* Critical volume		Total	**578**	
					Level of service (V/C)	**0.36**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	
	SB	159	1.00	159	0	159	*
	EB	753	1.00	753	0	753	*
	WB	144	1.00	144	312	456	
Remarks:			* Critical volume		Total	**912**	
					Level of service (V/C)	**0.57**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

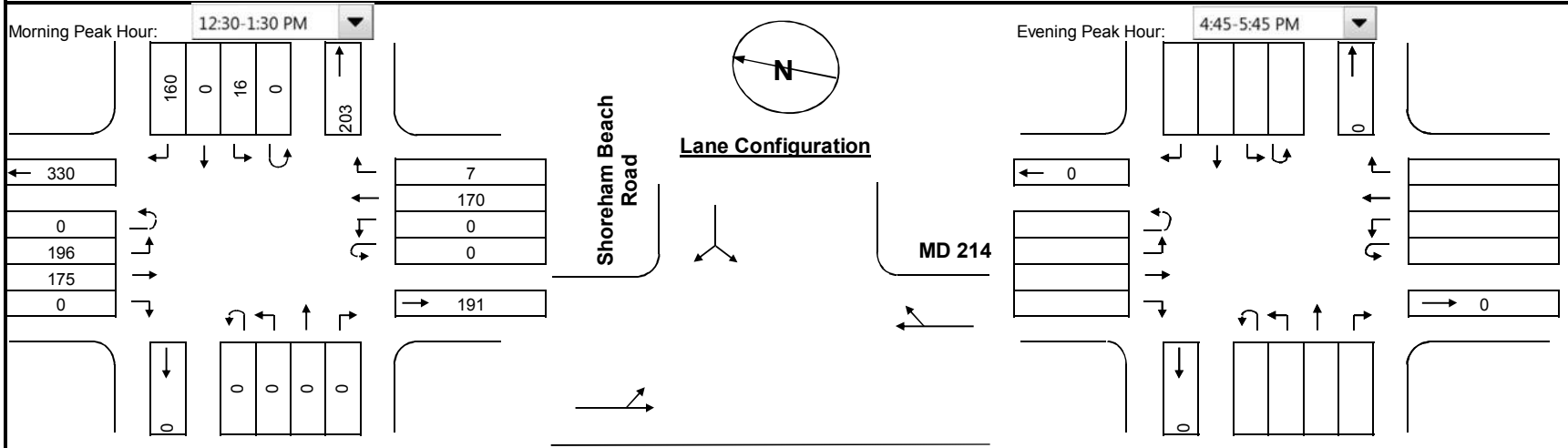
Location: MD 214 at Shoreham Beach Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 4:45-5:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	176	1.00	176	0	176	*
	EB	391	1.00	391	0	391	*
	WB	177	1.00	177	196	373	
Remarks:			* Critical volume		Total	**567**	
					Level of service (V/C)	**0.35**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

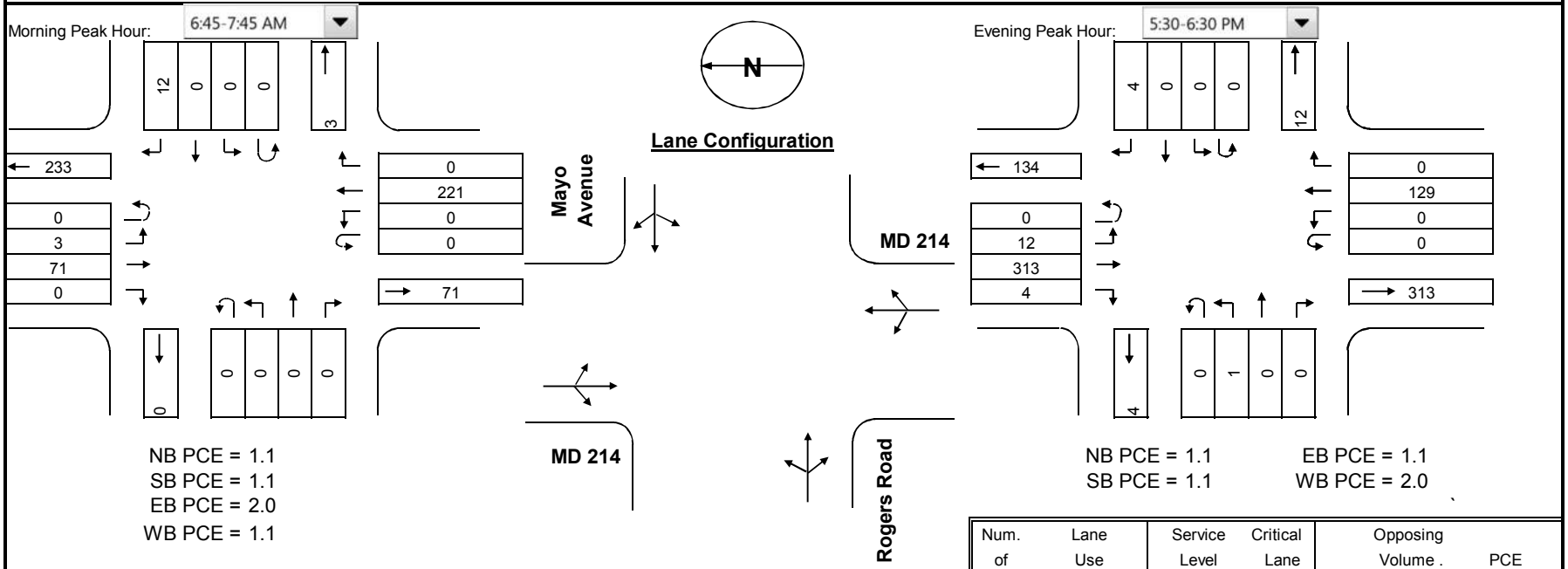
Location: MD 214 at Mayo Avenue/Rogers Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 5:30-6:30 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.1

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 2.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	1.00	0	0	0	
	SB	12	1.00	12	0	12	*
	EB	77	1.00	77	0	77	
	WB	221	1.00	221	3	224	*
Remarks:			* Critical volume		Total	**236**	
					Level of service (V/C)	**0.15**	**A**

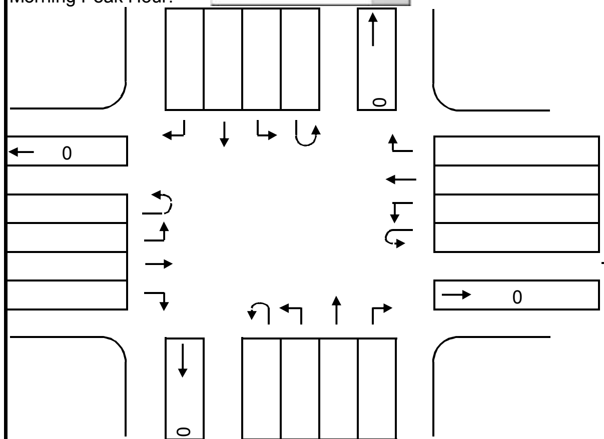
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1	1.00	1	0	1	
	SB	4	1.00	4	1	5	*
	EB	313	1.00	313	0	313	*
	WB	129	1.00	129	12	141	
Remarks:			* Critical volume		Total	**318**	
					Level of service (V/C)	**0.20**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

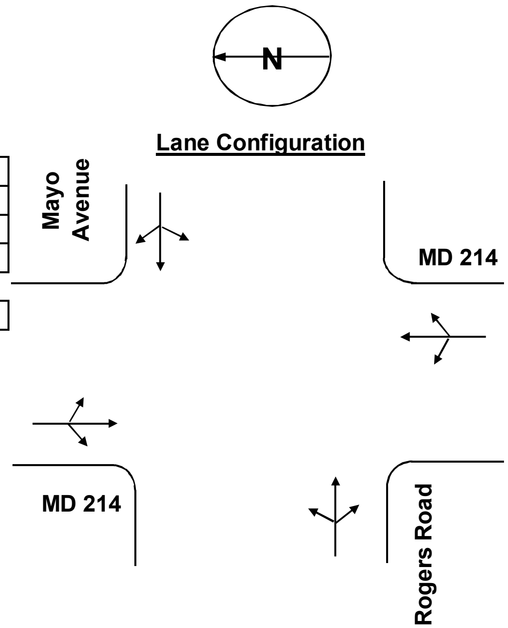
Prepared by: **STV Incorporated**

Count Date:
Location: MD 214 at Mayo Avenue/Rogers Road
Conditions: Future
Design Year: 2040
Computed by: KDH
Date 4/3/2018

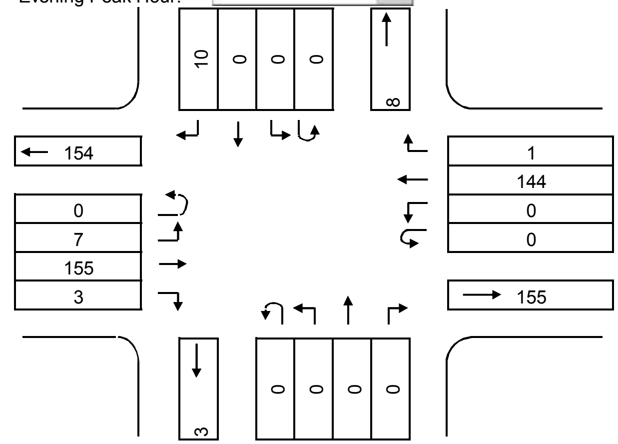
Morning Peak Hour: 6:45-7:45 AM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.1



Evening Peak Hour: 1:30-2:30 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume (VPH)		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [ ] Northbound
- [ ] Southbound
- [ ] Eastbound
- [ ] Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:		* Critical volume			Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	
	SB	10	1.00	10	0	10	*
	EB	155	1.00	155	0	155	*
	WB	144	1.00	144	7	151	
Remarks:			* Critical volume		Total	**165**	
					Level of service (V/C)	**0.10**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

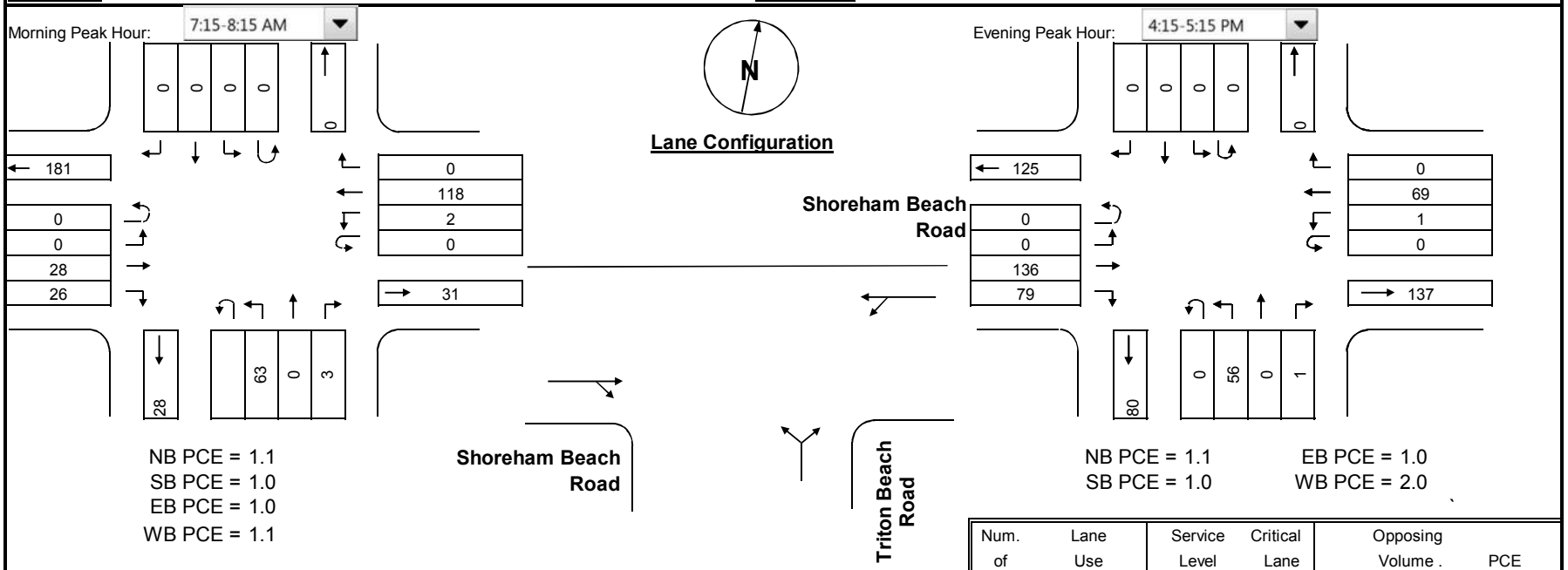
Location: Shoreham Beach Rd at Triton Beach Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 4:15-5:15 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	66	1.00	66	0	66	*
	SB	0	0.00	0	0	0	
	EB	54	1.00	54	2	56	
	WB	120	1.00	120	0	120	*
Remarks:			* Critical volume		Total	**186**	
					Level of service (V/C)	**0.12**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	57	1.00	57	0	57	*
	SB	0	0.00	0	0	0	
	EB	215	1.00	215	1	216	*
	WB	71	1.00	71	0	71	
Remarks:			* Critical volume		Total	**273**	
					Level of service (V/C)	**0.17**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

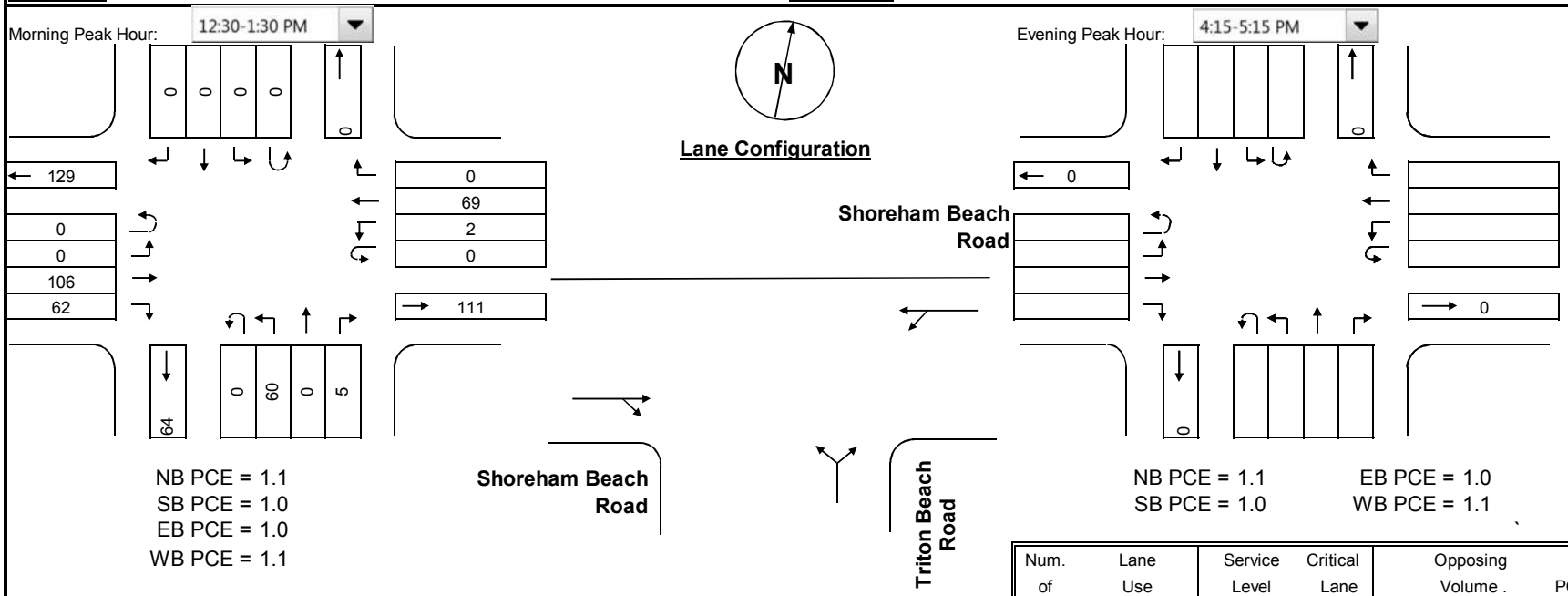
Location: Shoreham Beach Rd at Triton Beach Road

Computed by: KDH

Date 4/3/2018

Morning Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 4:15-5:15 PM



NB PCE = 1.1
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 1.1

NB PCE = 1.1
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	65	1.00	65	0	65	*
	SB	0	0.00	0	0	0	
	EB	168	1.00	168	2	170	*
	WB	71	1.00	71	0	71	

Remarks:

* Critical volume Total **235**
Level of service (V/C) **0.15** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	0.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks:

* Critical volume Total **0**
Level of service (V/C) **0.00** **A**

APPENDIX

J

Existing Synchro Analysis Worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	337	137	118	962	530	60
Future Volume (vph)	337	137	118	962	530	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	0.96			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3385			3520	3433	1583
Flt Permitted	1.00			0.79	0.95	1.00
Satd. Flow (perm)	3385			2802	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	370	151	130	1057	582	66
RTOR Reduction (vph)	29	0	0	0	0	49
Lane Group Flow (vph)	492	0	0	1187	582	17
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Actuated Green, G (s)	68.3			68.3	28.3	28.3
Effective Green, g (s)	68.3			68.3	28.3	28.3
Actuated g/C Ratio	0.63			0.63	0.26	0.26
Clearance Time (s)	7.0			7.0	5.0	5.0
Vehicle Extension (s)	6.0			6.0	5.0	5.0
Lane Grp Cap (vph)	2128			1762	894	412
v/s Ratio Prot	0.15				c0.17	
v/s Ratio Perm				c0.42		0.01
v/c Ratio	0.23			0.67	0.65	0.04
Uniform Delay, d1	8.7			13.0	35.8	30.0
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2			1.6	2.3	0.1
Delay (s)	8.9			14.6	38.0	30.1
Level of Service	A			B	D	C
Approach Delay (s)	8.9			14.6	37.2	
Approach LOS	A			B	D	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	108.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	262	6	0	839	4	0	0	0	6	0	226
Future Volume (Veh/h)	54	262	6	0	839	4	0	0	0	6	0	226
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Hourly flow rate (vph)	68	332	8	0	964	5	0	0	0	7	0	260
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	969			340			1698	1441	336	1434	1442	966
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	969			340			1698	1441	336	1434	1442	966
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			100	100	100	93	100	16
cM capacity (veh/h)	711			1219			11	120	706	103	120	309

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	68	340	969	0	267
Volume Left	68	0	0	0	7
Volume Right	0	8	5	0	260
cSH	711	1700	1219	1700	293
Volume to Capacity	0.10	0.20	0.00	0.00	0.91
Queue Length 95th (ft)	8	0	0	0	212
Control Delay (s)	10.6	0.0	0.0	0.0	70.8
Lane LOS	B			A	F
Approach Delay (s)	1.8		0.0	0.0	70.8
Approach LOS				A	F

Intersection Summary			
Average Delay	11.9		
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	215	10	1	587	0	14	3	1	9	3	68
Future Volume (Veh/h)	17	215	10	1	587	0	14	3	1	9	3	68
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	22	276	13	1	743	0	19	4	1	15	5	111
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	743			289			1185	1072	282	1074	1078	743
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	743			289			1185	1072	282	1074	1078	743
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			84	98	100	92	98	73
cM capacity (veh/h)	864			1273			117	215	756	190	213	415

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	311	744	24	131
Volume Left	22	1	19	15
Volume Right	13	0	1	111
cSH	864	1273	132	354
Volume to Capacity	0.03	0.00	0.18	0.37
Queue Length 95th (ft)	2	0	16	42
Control Delay (s)	0.9	0.0	38.4	21.0
Lane LOS	A	A	E	C
Approach Delay (s)	0.9	0.0	38.4	21.0
Approach LOS			E	C

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	212	465	11	8	50
Future Volume (Veh/h)	37	212	465	11	8	50
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.63	0.63
Hourly flow rate (vph)	40	230	567	13	13	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	580				884	574
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	580				884	574
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				96	85
cM capacity (veh/h)	994				303	519

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	270	580	92
Volume Left	40	0	13
Volume Right	0	13	79
cSH	994	1700	471
Volume to Capacity	0.04	0.34	0.20
Queue Length 95th (ft)	3	0	18
Control Delay (s)	1.6	0.0	14.5
Lane LOS	A		B
Approach Delay (s)	1.6	0.0	14.5
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	56	211	0	0	179
Future Volume (Veh/h)	35	56	211	0	0	179
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.77	0.77
Hourly flow rate (vph)	46	74	271	0	0	232
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	271				437	271
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	271				437	271
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	70
cM capacity (veh/h)	1292				556	768

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	120	271	232
Volume Left	46	0	0
Volume Right	0	0	232
cSH	1292	1700	768
Volume to Capacity	0.04	0.16	0.30
Queue Length 95th (ft)	3	0	32
Control Delay (s)	3.2	0.0	11.7
Lane LOS	A		B
Approach Delay (s)	3.2	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	46	0	0	150	0	1	0	0	0	0	14
Future Volume (Veh/h)	2	46	0	0	150	0	1	0	0	0	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.25	0.25	0.25	0.58	0.58	0.58
Hourly flow rate (vph)	2	50	0	0	150	0	3	0	0	0	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	150			50			224	204	50	204	204	150
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	150			50			224	204	50	204	204	150
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	98
cM capacity (veh/h)	1431			1557			715	691	1018	753	691	896

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	52	150	3	20
Volume Left	2	0	3	0
Volume Right	0	0	0	20
cSH	1431	1557	715	896
Volume to Capacity	0.00	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.3	0.0	10.1	9.1
Lane LOS	A		B	A
Approach Delay (s)	0.3	0.0	10.1	9.1
Approach LOS			B	A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	0	25	19	0	89
Future Volume (Veh/h)	51	0	25	19	0	89
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.78	0.78
Hourly flow rate (vph)	70	0	34	26	0	114
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	161	47			60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	161	47			60	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	100			100	
cM capacity (veh/h)	830	1022			1544	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	70	60	114
Volume Left	70	0	0
Volume Right	0	26	0
cSH	830	1700	1544
Volume to Capacity	0.08	0.04	0.00
Queue Length 95th (ft)	7	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	14.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1302	346	55	498	232	91
Future Volume (vph)	1302	346	55	498	232	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3428			3522	3433	1583
Flt Permitted	1.00			0.61	0.95	1.00
Satd. Flow (perm)	3428			2160	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1447	384	61	553	258	101
RTOR Reduction (vph)	12	0	0	0	0	51
Lane Group Flow (vph)	1819	0	0	614	258	50
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Actuated Green, G (s)	90.5			90.5	16.5	16.5
Effective Green, g (s)	90.5			90.5	16.5	16.5
Actuated g/C Ratio	0.76			0.76	0.14	0.14
Clearance Time (s)	7.0			7.0	5.0	5.0
Vehicle Extension (s)	6.0			6.0	5.0	5.0
Lane Grp Cap (vph)	2607			1642	476	219
v/s Ratio Prot	c0.53				c0.08	
v/s Ratio Perm				0.28		0.03
v/c Ratio	0.70			0.37	0.54	0.23
Uniform Delay, d1	7.3			4.8	47.7	45.6
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	1.2			0.4	2.2	1.1
Delay (s)	8.5			5.2	49.9	46.7
Level of Service	A			A	D	D
Approach Delay (s)	8.5			5.2	49.0	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	119.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1076	4	3	411	17	2	0	2	5	0	113
Future Volume (Veh/h)	266	1076	4	3	411	17	2	0	2	5	0	113
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Hourly flow rate (vph)	274	1109	4	4	484	20	4	0	4	7	0	153
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	504			1113			2314	2171	1111	2163	2163	494
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	504			1113			2314	2171	1111	2163	2163	494
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	74			99			74	100	98	74	100	73
cM capacity (veh/h)	1061			627			16	34	254	27	35	575

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	274	1113	508	8	160
Volume Left	274	0	4	4	7
Volume Right	0	4	20	4	153
cSH	1061	1700	627	29	303
Volume to Capacity	0.26	0.65	0.01	0.27	0.53
Queue Length 95th (ft)	26	0	0	21	72
Control Delay (s)	9.6	0.0	0.2	168.8	29.4
Lane LOS	A		A	F	D
Approach Delay (s)	1.9		0.2	168.8	29.4
Approach LOS				F	D

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	788	50	2	327	8	11	11	4	10	1	35
Future Volume (Veh/h)	94	788	50	2	327	8	11	11	4	10	1	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.95	0.72	0.72	0.72
Hourly flow rate (vph)	98	821	52	2	348	9	19	19	4	14	1	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	357			873			1449	1404	847	1413	1426	352
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	357			873			1449	1404	847	1413	1426	352
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			80	85	99	85	99	93
cM capacity (veh/h)	1202			773			94	128	362	95	124	691

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	971	359	42	64
Volume Left	98	2	19	14
Volume Right	52	9	4	49
cSH	1202	773	116	282
Volume to Capacity	0.08	0.00	0.36	0.23
Queue Length 95th (ft)	7	0	37	21
Control Delay (s)	2.1	0.1	52.6	21.4
Lane LOS	A	A	F	C
Approach Delay (s)	2.1	0.1	52.6	21.4
Approach LOS			F	C

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	679	334	10	10	60
Future Volume (Veh/h)	99	679	334	10	10	60
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.56	0.56
Hourly flow rate (vph)	106	730	359	11	18	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	370				1306	364
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	370				1306	364
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				89	84
cM capacity (veh/h)	1189				161	680

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	836	370	125
Volume Left	106	0	18
Volume Right	0	11	107
cSH	1189	1700	464
Volume to Capacity	0.09	0.22	0.27
Queue Length 95th (ft)	7	0	27
Control Delay (s)	2.2	0.0	15.6
Lane LOS	A		C
Approach Delay (s)	2.2	0.0	15.6
Approach LOS			C

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	244	326	93	0	0	104
Future Volume (Veh/h)	244	326	93	0	0	104
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.79	0.79	0.73	0.73
Hourly flow rate (vph)	287	384	118	0	0	142
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	118				1076	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	118				1076	118
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	80				100	85
cM capacity (veh/h)	1470				195	934

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	671	118	142
Volume Left	287	0	0
Volume Right	0	0	142
cSH	1470	1700	934
Volume to Capacity	0.20	0.07	0.15
Queue Length 95th (ft)	18	0	13
Control Delay (s)	4.6	0.0	9.5
Lane LOS	A		A
Approach Delay (s)	4.6	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	232	4	0	82	0	1	0	0	0	0	4
Future Volume (Veh/h)	12	232	4	0	82	0	1	0	0	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.85	0.85	0.85	0.25	0.25	0.25	0.50	0.50	0.50
Hourly flow rate (vph)	14	270	5	0	96	0	4	0	0	0	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96			275			404	396	272	396	399	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96			275			404	396	272	396	399	96
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	99
cM capacity (veh/h)	1498			1288			548	536	766	559	534	960

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	289	96	4	8
Volume Left	14	0	4	0
Volume Right	5	0	0	8
cSH	1498	1288	548	960
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	1	0	1	1
Control Delay (s)	0.4	0.0	11.6	8.8
Lane LOS	A		B	A
Approach Delay (s)	0.4	0.0	11.6	8.8
Approach LOS			B	A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	0	109	63	0	55
Future Volume (Veh/h)	45	0	109	63	0	55
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.85	0.85	0.88	0.88
Hourly flow rate (vph)	60	0	128	74	0	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	165			202	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	165			202	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	100			100	
cM capacity (veh/h)	760	879			1370	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	60	202	63
Volume Left	60	0	0
Volume Right	0	74	0
cSH	760	1700	1370
Volume to Capacity	0.08	0.12	0.00
Queue Length 95th (ft)	6	0	0
Control Delay (s)	10.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.1	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	611	333	53	631	406	49
Future Volume (vph)	611	333	53	631	406	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3352			3526	3433	1583
Flt Permitted	1.00			0.74	0.95	1.00
Satd. Flow (perm)	3352			2612	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	643	351	56	664	427	52
RTOR Reduction (vph)	30	0	0	0	0	44
Lane Group Flow (vph)	964	0	0	720	427	8
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Actuated Green, G (s)	173.1			173.1	34.2	34.2
Effective Green, g (s)	173.1			173.1	34.2	34.2
Actuated g/C Ratio	0.79			0.79	0.16	0.16
Clearance Time (s)	7.0			7.0	5.0	5.0
Vehicle Extension (s)	6.0			6.0	5.0	5.0
Lane Grp Cap (vph)	2645			2061	535	246
v/s Ratio Prot	c0.29				c0.12	
v/s Ratio Perm				0.28		0.01
v/c Ratio	0.36			0.35	0.80	0.03
Uniform Delay, d1	6.8			6.7	89.2	78.5
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.4			0.5	9.3	0.1
Delay (s)	7.2			7.2	98.5	78.6
Level of Service	A			A	F	E
Approach Delay (s)	7.2			7.2	96.4	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	219.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	597	2	0	492	15	0	1	3	15	0	130
Future Volume (Veh/h)	140	597	2	0	492	15	0	1	3	15	0	130
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Hourly flow rate (vph)	147	628	2	0	541	16	0	2	6	16	0	143
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	557			630			1615	1480	629	1478	1473	549
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	557			630			1615	1480	629	1478	1473	549
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	85			100			100	98	99	82	100	73
cM capacity (veh/h)	1014			952			54	107	482	90	108	535

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	147	630	557	8	159
Volume Left	147	0	0	0	16
Volume Right	0	2	16	6	143
cSH	1014	1700	952	257	357
Volume to Capacity	0.15	0.37	0.00	0.03	0.44
Queue Length 95th (ft)	13	0	0	2	55
Control Delay (s)	9.2	0.0	0.0	19.4	22.9
Lane LOS	A			C	C
Approach Delay (s)	1.7		0.0	19.4	22.9
Approach LOS				C	C

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	374	14	4	349	4	11	6	8	9	6	46
Future Volume (Veh/h)	58	374	14	4	349	4	11	6	8	9	6	46
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	68	440	16	5	426	5	16	9	12	12	8	63
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	431			456			1090	1025	448	1039	1030	428
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	431			456			1090	1025	448	1039	1030	428
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			90	96	98	94	96	90
cM capacity (veh/h)	1129			1105			160	220	611	189	218	626

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	524	436	37	83
Volume Left	68	5	16	12
Volume Right	16	5	12	63
cSH	1129	1105	231	413
Volume to Capacity	0.06	0.00	0.16	0.20
Queue Length 95th (ft)	5	0	14	19
Control Delay (s)	1.7	0.1	23.6	15.9
Lane LOS	A	A	C	C
Approach Delay (s)	1.7	0.1	23.6	15.9
Approach LOS			C	C

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	326	271	11	9	52
Future Volume (Veh/h)	63	326	271	11	9	52
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.79	0.79	0.66	0.66
Hourly flow rate (vph)	67	347	343	14	14	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	357				831	350
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	357				831	350
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				96	89
cM capacity (veh/h)	1202				321	693

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	414	357	93
Volume Left	67	0	14
Volume Right	0	14	79
cSH	1202	1700	590
Volume to Capacity	0.06	0.21	0.16
Queue Length 95th (ft)	4	0	14
Control Delay (s)	1.8	0.0	12.2
Lane LOS	A		B
Approach Delay (s)	1.8	0.0	12.2
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	113	142	127	0	0	91
Future Volume (Veh/h)	113	142	127	0	0	91
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.80	0.80	0.89	0.89
Hourly flow rate (vph)	119	149	159	0	0	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	159				546	159
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159				546	159
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				100	88
cM capacity (veh/h)	1420				457	886

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	268	159	102
Volume Left	119	0	0
Volume Right	0	0	102
cSH	1420	1700	886
Volume to Capacity	0.08	0.09	0.12
Queue Length 95th (ft)	7	0	10
Control Delay (s)	3.8	0.0	9.6
Lane LOS	A		A
Approach Delay (s)	3.8	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	88	1	1	116	0	2	0	0	0	0	6
Future Volume (Veh/h)	4	88	1	1	116	0	2	0	0	0	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.50	0.50	0.50	0.75	0.75	0.75
Hourly flow rate (vph)	5	110	1	1	138	0	4	0	0	0	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	138			111			268	260	110	260	261	138
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	138			111			268	260	110	260	261	138
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	1446			1479			676	642	943	690	641	910

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	116	139	4	8
Volume Left	5	1	4	0
Volume Right	1	0	0	8
cSH	1446	1479	676	910
Volume to Capacity	0.00	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	0	1
Control Delay (s)	0.3	0.1	10.4	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	0.3	0.1	10.4	9.0
Approach LOS			B	A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	39	0	74	43	0	45
Future Volume (Veh/h)	39	0	74	43	0	45
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.77	0.77	0.78	0.78
Hourly flow rate (vph)	48	0	96	56	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	182	124			152	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	182	124			152	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	807	927			1429	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	48	152	58
Volume Left	48	0	0
Volume Right	0	56	0
cSH	807	1700	1429
Volume to Capacity	0.06	0.09	0.00
Queue Length 95th (ft)	5	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX

K

BLOC Analysis Worksheets

CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	MD 468	Loch Haven Road	0.50	2	U	20,549	3	40	13.5	1.0	0	0	3.0	**4.92**	**E**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

For assistance contact Dustin Kuzan at 410-545-5656 or dkuzan@sha.state.md.us

CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Loch Haven	Selby Road	1.31	2	U	15,637	3.5	40	11.3	0.0	0	0	3.0	**5.17**	**E**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Selby Road	Turkey Point Road	0.18	2	U	10,738	6	40	13.0	1.0	0	0	3.0	**5.41**	**E**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Selby Road	Turkey Point Road	0.22	2	U	10,738	6	40	21.5	9.0	0	0	2.0	**2.61**	**C**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Turkey Point Road	Shoreham Beach Road	0.20	2	U	6,705	4	40	22.0	10.0	0	0	3.0	**0.38**	**A**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Turkey Point Road	Shoreham Beach Road	0.30	2	U	6,705	4	30	12.0	1.0	0	0	3.0	**4.47**	**D**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Shoreham Beach Road	Mayo Avenue	0.80	2	U	3,014	4.5	30	10.0	0.0	0	0	2.0	**5.10**	**E**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOS Score	BLOS Grade (A..F)
Existing Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														**#DIV/0!**	**#DIV/0!**
MD 214	Mayo Avenue	eastern terminus	0.56	2	U	2,043	4.5	30	10.0	0.0	0	0	2.0	**4.58**	**E**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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APPENDIX

L

Signal Warrant Analysis

Traffic Signal Warrant Summary

Main St and Sidestreet

Date: 25-Feb-16

Analyst: STV Incorporated

Warrant 1	Condition A	**YES**
	Condition B	**YES**
Warrant 2	Four Hour Vehicular Volume	NO
Warrant 3	A - Peak Hour Delay	NO
	B - Peak Hour Volume	**YES**
Warrant 4	Pedestrian Volume	NO
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	NO
Warrant 7	Crash Experience	NO
Warrant 8	Roadway network	N/A
Warrant 9	Intersection Near a grade Crossing	N/A

MUTCD Reference:

http://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm#section4C02

TIME PERIOD		MD 214					MD 214					Loch Haven Road					Parking Lot				
		RTR:	1	DIRECTION:		EB	RTR:	1	DIRECTION:		WB	RTR:	1	DIRECTION:		SB	RTR:	1	DIRECTION:		NB
START	END	Major Street					Major Street					Minor Street					Minor Street				
		L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B
6:30 AM	6:45 AM	9	37	0	0	0	0	164	2	0	0	0	0	54	0	0	0	0	0	0	0
6:45 AM	7:00 AM	11	63	0	0	0	0	201	0	0	0	2	0	54	0	0	0	0	0	0	0
7:00 AM	7:15 AM	8	48	0	0	0	0	241	1	0	0	2	0	65	0	0	0	0	0	0	0
7:15 AM	7:30 AM	16	74	0	0	0	0	216	1	0	0	2	0	52	0	0	0	0	0	0	0
7:30 AM	7:45 AM	19	77	6	0	0	0	181	2	0	0	0	0	55	0	0	0	0	0	0	0
7:45 AM	8:00 AM	9	68	4	0	0	0	137	1	0	0	3	0	42	0	0	0	0	0	0	0
8:00 AM	8:15 AM	7	75	0	0	0	0	176	1	0	0	5	0	44	0	0	0	0	0	0	0
8:15 AM	8:30 AM	14	39	1	0	0	0	175	0	0	0	3	0	32	0	0	0	0	0	0	0
8:30 AM	8:45 AM	14	67	5	0	0	0	127	5	0	0	1	0	57	0	0	0	0	0	0	0
8:45 AM	9:00 AM	28	70	4	0	0	0	141	3	0	0	2	0	48	0	0	0	0	0	0	0
9:00 AM	9:15 AM	25	67	3	0	0	0	135	5	0	0	3	0	37	0	0	0	0	0	0	0
9:15 AM	9:30 AM	23	75	1	0	0	0	117	2	0	0	1	0	37	0	2	1	0	0	0	0
9:30 AM	9:45 AM	19	68	5	0	0	3	103	2	0	0	2	0	39	0	0	0	0	0	0	0
9:45 AM	10:00 AM	23	72	4	0	1	0	114	4	0	0	6	0	32	0	0	1	0	0	0	0
10:00 AM	10:15 AM	12	69	3	0	0	0	89	2	0	0	0	0	34	0	0	0	1	0	0	0
10:15 AM	10:30 AM	11	67	1	0	0	1	93	3	0	0	2	0	20	0	0	1	0	0	0	0
10:30 AM	10:45 AM	23	83	4	0	0	0	97	5	0	2	3	0	35	0	0	0	0	1	0	0
10:45 AM	11:00 AM	21	68	1	0	0	0	68	4	0	0	3	0	21	0	0	0	0	0	0	0
11:00 AM	11:15 AM	20	91	4	0	0	0	90	4	0	0	8	0	36	0	0	0	0	0	0	0
11:15 AM	11:30 AM	18	85	1	0	0	1	96	2	0	0	5	0	32	0	0	5	0	0	0	0
11:30 AM	11:45 AM	11	75	3	0	0	0	93	0	0	0	2	0	35	0	0	0	0	0	0	0
11:45 AM	12:00 PM	18	83	0	0	0	0	102	2	0	0	4	0	25	0	0	0	0	0	0	0
12:00 PM	12:15 PM	25	79	4	0	0	0	78	7	0	0	4	0	17	0	0	0	0	0	0	0
12:15 PM	12:30 PM	30	91	1	0	0	0	81	2	0	0	5	0	23	0	0	1	0	0	0	0
12:30 PM	12:45 PM	18	86	2	0	0	0	84	2	0	0	2	0	27	0	1	0	0	0	0	0
12:45 PM	1:00 PM	14	73	3	0	0	0	78	0	0	0	2	1	29	0	0	0	0	0	0	0
1:00 PM	1:15 PM	19	103	1	0	0	0	80	4	0	0	3	0	16	0	0	0	0	0	0	0
1:15 PM	1:30 PM	25	113	2	0	0	0	95	2	0	0	1	0	27	0	0	0	0	0	0	0
1:30 PM	1:45 PM	27	107	6	0	0	0	94	9	0	0	1	0	28	0	0	0	0	0	0	0
1:45 PM	2:00 PM	31	113	1	0	0	0	82	2	0	0	4	0	19	0	0	0	0	0	0	0
2:00 PM	2:15 PM	26	117	1	0	0	0	88	7	0	1	7	0	23	0	0	0	0	0	0	0
2:15 PM	2:30 PM	31	131	2	0	0	0	73	3	0	0	5	0	20	0	0	1	0	0	0	0
2:30 PM	2:45 PM	40	140	0	0	0	1	55	6	0	0	4	0	19	0	0	0	0	0	0	0
2:45 PM	3:00 PM	28	120	3	0	0	0	103	3	0	0	3	0	27	0	0	0	0	0	0	0
3:00 PM	3:15 PM	27	148	4	0	0	2	81	2	0	0	3	0	14	0	0	3	0	4	0	0
3:15 PM	3:30 PM	30	197	0	0	1	0	113	0	0	0	1	0	14	0	0	2	0	0	0	0
3:30 PM	3:45 PM	24	165	2	0	0	0	98	2	0	0	2	1	15	0	0	0	0	0	0	0
3:45 PM	4:00 PM	31	157	0	0	0	0	73	1	0	0	2	0	22	0	0	0	0	0	0	0
4:00 PM	4:15 PM	45	194	1	0	0	0	67	3	0	0	1	0	31	0	0	0	0	0	0	0
4:15 PM	4:30 PM	46	191	2	0	0	2	113	5	0	0	2	0	31	0	0	0	0	1	0	0
4:30 PM	4:45 PM	48	175	0	0	0	1	120	6	0	1	1	0	12	0	0	1	0	1	0	0
4:45 PM	5:00 PM	48	196	0	0	0	0	111	3	0	0	1	0	39	0	0	1	0	0	0	0
5:00 PM	5:15 PM	37	154	1	0	0	3	107	4	0	0	1	0	20	0	0	2	0	2	0	0
5:15 PM	5:30 PM	44	161	2	0	0	0	132	3	0	0	1	0	28	0	0	1	0	0	0	0
5:30 PM	5:45 PM	39	150	0	0	0	0	93	0	0	0	1	0	19	0	0	0	0	0	0	0
5:45 PM	6:00 PM	43	158	0	0	0	0	84	2	0	0	3	0	18	0	0	0	0	0	0	0
6:00 PM	6:15 PM	50	122	1	0	0	0	89	3	0	0	1	0	29	0	0	2	0	0	0	0
6:15 PM	6:30 PM	43	181	0	0	0	0	117	0	0	0	2	0	33	0	0	0	0	0	0	0
6:30 PM	6:45 PM	44	170	1	0	0	0	92	2	0	0	3	0	31	0	0	0	0	1	0	0
6:45 PM	7:00 PM	32	197	0	0	0	0	86	1	0	0	3	0	22	0	0	0	0	0	0	0
7:00 PM	7:15 PM																				

Scenario: **2 Major & 1 Minor** **Case:** **C**

[A] Basic minimum hourly volume

[B] Used for combination of Conditions A and B after adequate trial of other remedial measures

[C] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[D] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume[1]

Condition A—Minimum Vehicular Volume									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	500	400	350	280	150	120	105	84
2 or more.....	1.....	600	480	420	336	150	120	105	84
2 or more.....	2 or more.....	600	480	420	336	200	160	140	112
1.....	2 or more.....	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	750	600	525	420	75	60	53	42
2 or more.....	1.....	900	720	630	504	75	60	53	42
2 or more.....	2 or more.....	900	720	630	504	100	80	70	56
1.....	2 or more.....	750	600	525	420	100	80	70	56

[1] 2009 MUTCD

Warrant 1- Eight Hour Vehicular Volume

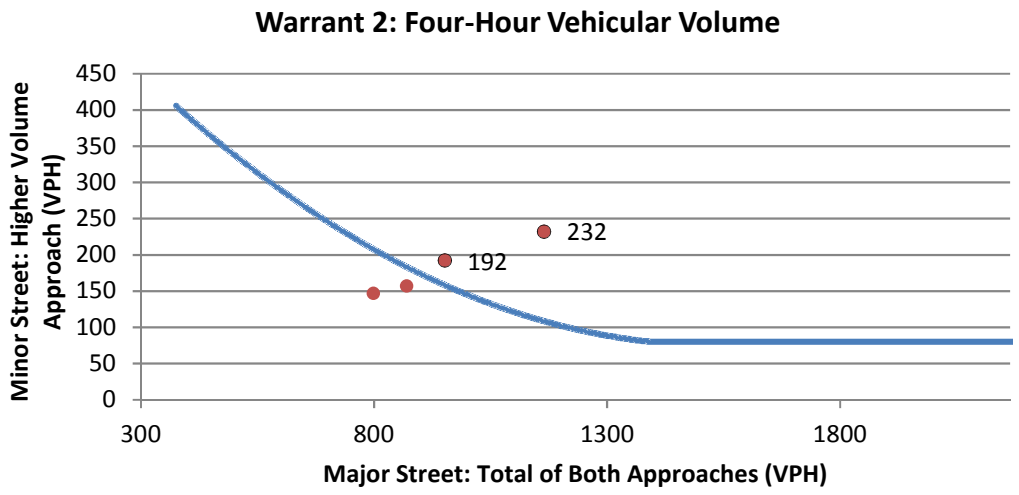
Condition A - Minimum Vehicular Volume						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>420	Loch Haven Road	>105	Condition?
6:45 AM	7:45 AM	1165	Y	232	Y	**Y**
8:00 AM	9:00 AM	952	Y	192	Y	**Y**
9:00 AM	10:00 AM	870	Y	157	Y	**Y**
11:00 AM	12:00 PM	799	Y	147	Y	**Y**
6:00 PM	7:00 PM	1231	Y	124	Y	**Y**
10:00 AM	11:00 AM	725	Y	118	Y	**Y**
4:00 PM	5:00 PM	1377	Y	118	Y	**Y**
12:00 PM	1:00 PM	758	Y	110	Y	**Y**

Condition B - Interruption of Continuous Traffic						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>630	Loch Haven Road	>53	Condition?
6:45 AM	7:45 AM	1165	Y	232	Y	**Y**
8:00 AM	9:00 AM	952	Y	192	Y	**Y**
9:00 AM	10:00 AM	870	Y	157	Y	**Y**
11:00 AM	12:00 PM	799	Y	147	Y	**Y**
6:00 PM	7:00 PM	1231	Y	124	Y	**Y**
10:00 AM	11:00 AM	725	Y	118	Y	**Y**
4:00 PM	5:00 PM	1377	Y	118	Y	**Y**
12:00 PM	1:00 PM	758	Y	110	Y	**Y**

Warrant 1 is met by satisfying the requirements of Conidtions A & B.

Warrant 2 - Four Hour Vehicular Volume

2 Major & 1 Minor



Time Period		Major Street Vol.	Minor Street Vol.	Total Volume	Above
Start	End	(both approaches)	(higher approach)	(all approaches)	Curve?
6:45 AM	**7:45 AM**	**1165**	**232**	**1397**	**YES**
8:00 AM	**9:00 AM**	**952**	**192**	**1144**	**YES**
9:00 AM	10:00 AM	870	157	1027	NO
11:00 AM	12:00 PM	799	147	946	NO

Warrant 3 - Peak Hour Volume

PART A: Peak Hour Delay

NOTE: Requirements 1 - 3 must ***ALL*** be met for the ***SAME*** hour for Part A of warrant to be met

1. Stopped Delay

1 Lane Approach	
Stopped Delay: (veh*hr)	**1**
Requirement Met:	**NO**

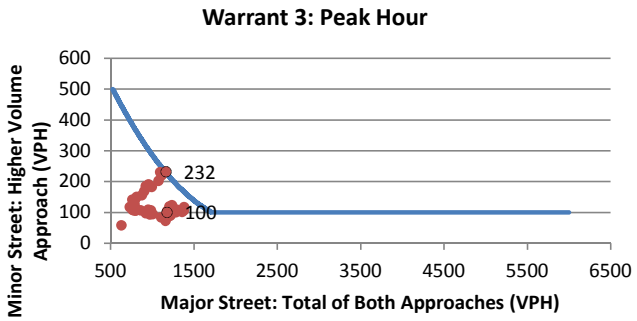
2. Minor Approach Volume

1 Moving Lane	
Approach Volume (veh/hr)	**19**
Requirement Met:	**NO**

3. Total Entering Volume Serviced

4 Approaches	
Intersection Volume (veh/hr)	**1113**
Requirement Met:	**YES**

PART B: Peak Hour Volume



Warrant 3 is met based on the requirements of PART B

TIME PERIOD START	TIME PERIOD END	Major Street (both approaches)	Minor Street (higher approach)	Above Curve?
6:30 AM	7:30 AM	1092	231	NO
6:45 AM	**7:45 AM**	**1165**	**232**	**YES**
7:00 AM	8:00 AM	1109	221	NO
7:15 AM	8:15 AM	1070	203	NO
7:30 AM	8:30 AM	992	184	NO
7:45 AM	8:45 AM	925	187	NO
8:00 AM	9:00 AM	952	192	NO
8:15 AM	9:15 AM	928	183	NO
8:30 AM	9:30 AM	917	186	NO
8:45 AM	9:45 AM	899	169	NO
9:00 AM	10:00 AM	870	157	NO
9:15 AM	10:15 AM	810	151	NO
9:30 AM	10:30 AM	768	135	NO
9:45 AM	10:45 AM	780	132	NO
10:00 AM	11:00 AM	725	118	NO
10:15 AM	11:15 AM	759	128	NO
10:30 AM	11:30 AM	786	143	NO
10:45 AM	11:45 AM	756	142	NO
11:00 AM	12:00 PM	799	147	NO
11:15 AM	12:15 PM	783	124	NO
11:30 AM	12:30 PM	785	115	NO
11:45 AM	12:45 PM	795	107	NO
12:00 PM	1:00 PM	758	110	NO
12:15 PM	1:15 PM	772	108	NO
12:30 PM	1:30 PM	804	108	NO
12:45 PM	1:45 PM	855	108	NO
1:00 PM	2:00 PM	916	99	NO
1:15 PM	2:15 PM	948	110	NO
1:30 PM	2:30 PM	951	107	NO
1:45 PM	2:45 PM	950	101	NO
2:00 PM	3:00 PM	978	108	NO
2:15 PM	3:15 PM	1003	95	NO

APPENDIX

M

Preliminary Desktop Review of Environmental Resources

MD 214 Traffic Study
Between MD 468 and End of Roadway
Project No. H539600

Anne Arundel County, Maryland
Preliminary Desktop Review of Environmental Resources

EXISTING CONDITIONS

STV conducted a preliminary desktop survey of environmental and historic resources in the vicinity of the project. This effort represents a precursor to a comprehensive desktop and field survey to be conducted during a future project phase. STV utilized available online sources to compile the summaries below. A more thorough analysis and quality control of this information should be conducted in a future project phase to determine the level of potential impacts that will be documented in the NEPA clearance.

Cultural Resources

An online review of Maryland's Cultural Resources Information System (MEDUSA), showed that there are 25 resources located within approximately a mile of the project corridor, from the intersection at MD 214 and MD 468 to the end of the road to the east, a distance of 4.14 miles (**Figure 1**). Six of the resources are located directly adjacent to the MD 214 project corridor. These resources include:

- Black School, Collison Corner – AA-2073
- Hirpara Property – DOE-AN-005
- Capone Property – DOE-AM-004
- Mayo School (Mayo Elementary School) – AA-2207
- Mayo Civic Association (Mayo Hall) – AA-2504
- St. Mark Methodist Episcopal Church – AA-778

Natural Resources

Rare, Threatened and Endangered Species

An online review of the Information for Planning and Conservation (IPaC) U.S. Fish and Wildlife Service (FWS) has indicated that except for occasional transient individuals (i.e., migratory birds), no federal proposed or listed endangered or threatened species are known to exist within the approximate one mile boundary of the project vicinity.

Wetlands and Waterways

An online review of the National Wetlands Inventory (NWI) interactive tool, identified numerous wetlands and waterways throughout the project corridor (**Figure 2**). The majority of the wetlands are classified as fresh water forested/shrub wetlands, with several other classifications evident within the area including fresh water emergent wetlands, freshwater ponds, and estuarine and marine wetlands.

During future project planning, a wetland and waterways delineation will be required and conducted in accordance with the *Corps of Engineers Wetland Delineation Manual, Technical Report Y-87-01* (1987) and the *Regional Supplement to the Corps of Engineers Wetland*

Delineation Manual: Atlantic and Gulf Coastal Plain Region (November 2010) These procedures are also acknowledged and accepted by the Maryland Department of Environment.

Floodplain

An online review of Anne Arundel County's WPRP Watershed Application GIS Data identified areas on the peninsula that fall under the Special Flood Hazard Areas – High Risk, Moderate and Minimal Risk Areas, and Coastal High Hazard Areas – High Risk (**Figure 3**). The SFHA – High Risk and Moderate and Minimal Risk flood zones exist along MD 214 between River Road and Wiers Road and several other locations along the corridor.

Critical Area

An online review of Anne Arundel County's (WPRP) Watershed Application GIS Data identified Critical Areas within the project vicinity (**Figure 4**). Critical Areas make up more than sixty percent of the project corridor and are designated along MD 214 between Oak Lane and Great Heron Drive and MD 214 from Ponder Drive to the end of the peninsula.

Protected Lands and Parks

An online review of Maryland's Environmental Resource & Land Information Network (MERLIN) identified federally protected lands (Smithsonian Institute) in two locations along the project corridor; west of the intersection of MD 214 and MD 468 as well as just south of MD 214 at Camp Letts Road (**Figure 5**). The Beverly Triton Beach Park is a locally protected area along the Chesapeake Bay on the peninsula, and extends northwest to the intersection of Shoreham Beach Road and Triton Beach Road. Although not adjacent to the project corridor, Mayo Beach Park, South River Farms Park, Loch Haven Park, and Camp Letts are also located on the peninsula.

Forest

An online review of Maryland's Environmental Resource & Land Information Network (MERLIN) identified forest area throughout the project vicinity (**Figure 6**). Forested lands are focused within the areas of protected lands and parks located on the peninsula, as well as buffering residential areas.

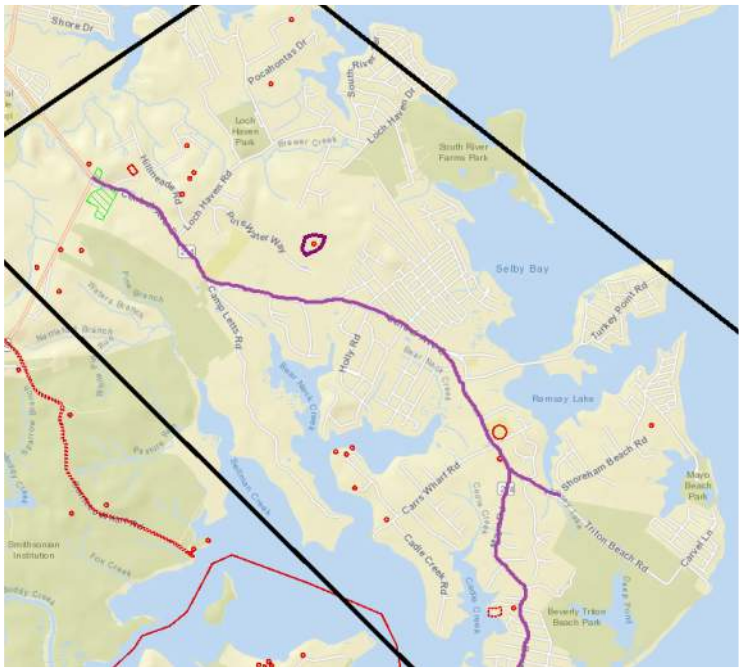
Noise and Air Analyses

Noise and Air analyses were not conducted as part of this initial desktop review. Consideration may be required during a future project planning phase.

Agency Coordination and Permitting

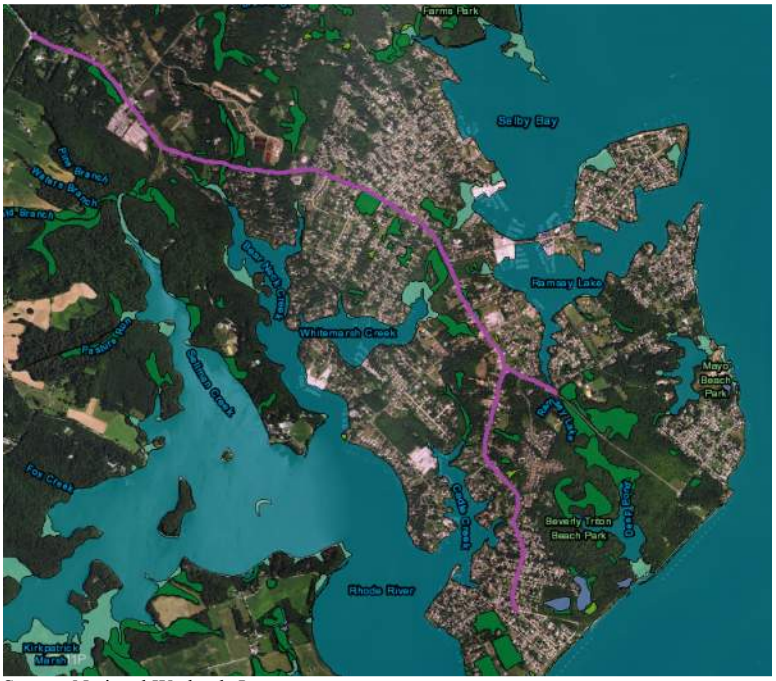
Future project phase efforts could include determination of the level of environmental impacts and the types of permits/approvals required, as well as, public involvement and coordination. Coordination with environmental review, regulatory, and permitting agencies will be required. Specifically, coordination with the Maryland Historic Trust (MHT), US Fish and Wildlife Services (USFWS), Maryland Department of Natural Resources (DNR)-Wildlife and Heritage Services, Maryland Department of Natural Resources (DNR)-Environmental Review Services, Maryland Department of Environment (MDE) and US Army Corps of Engineers (USACE) will be required for cultural resource, threatened and endangered species review, and wetlands/waterways impacts and permitting. The project is in the Critical Area, consequently; Critical Area coordination will be required. Additional agency coordination may be required, including coordination with various Anne Arundel County agencies.

Figure 1: Cultural Resources



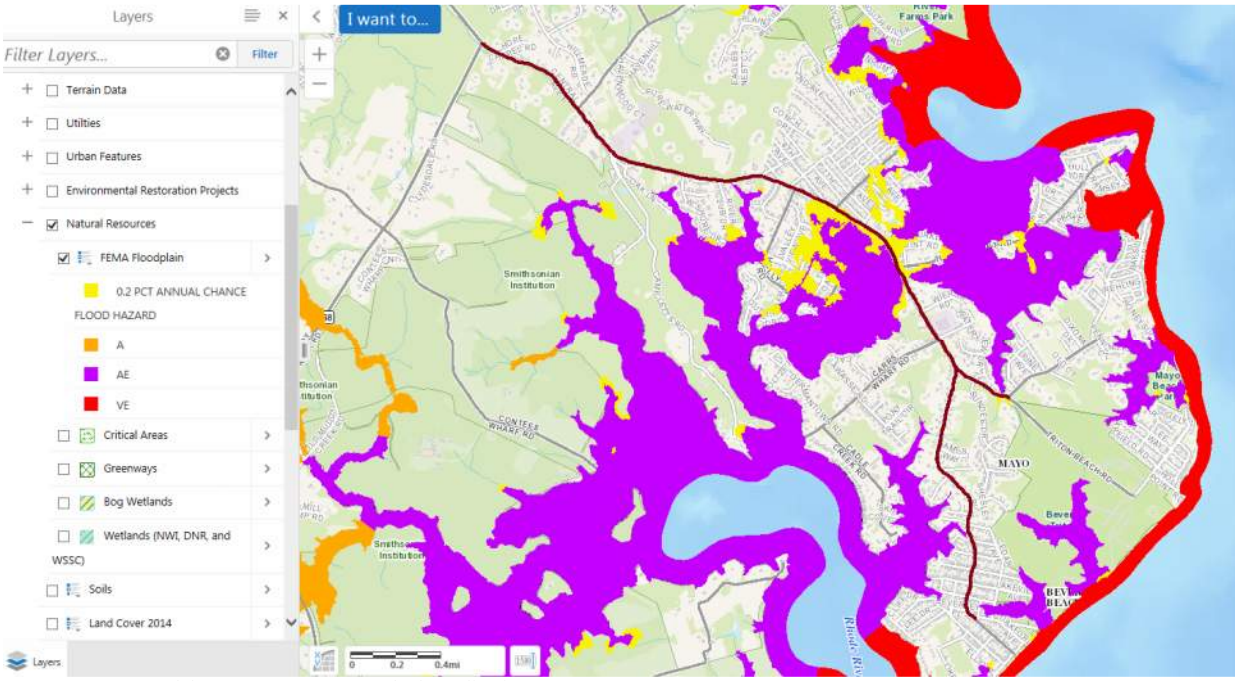
Source: Maryland's Cultural Resource Information System

Figure 2: Wetlands and Waterways



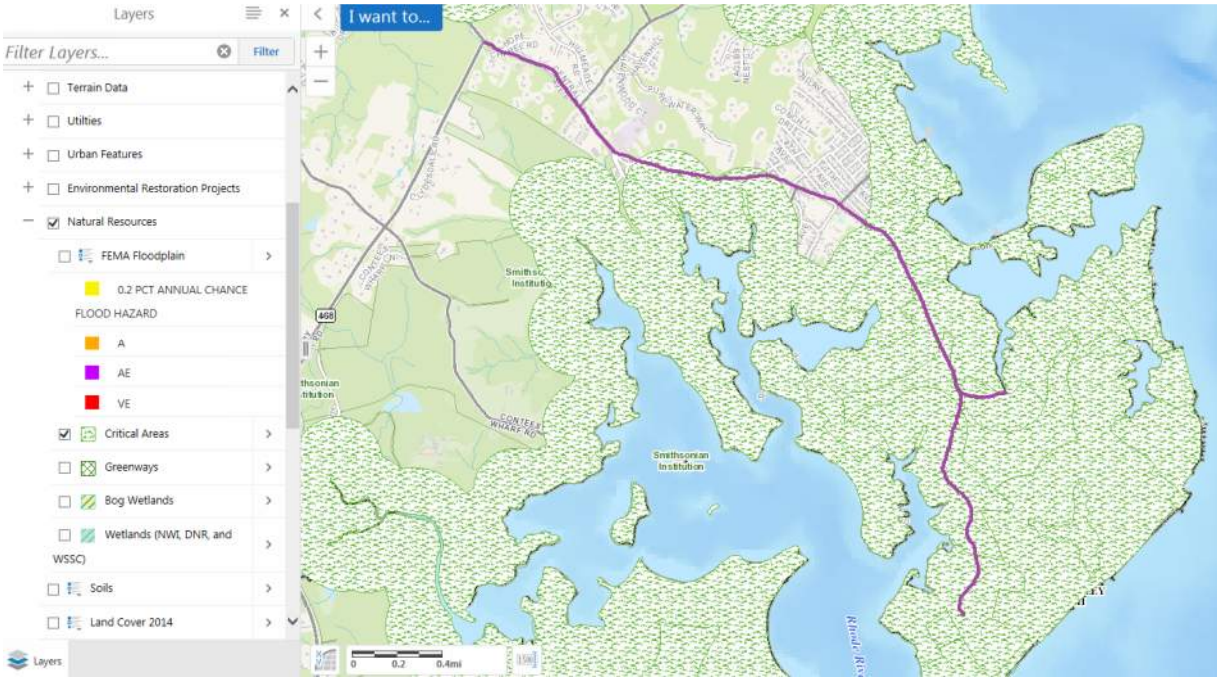
Source: National Wetlands Inventory

Figure 3: Floodplain



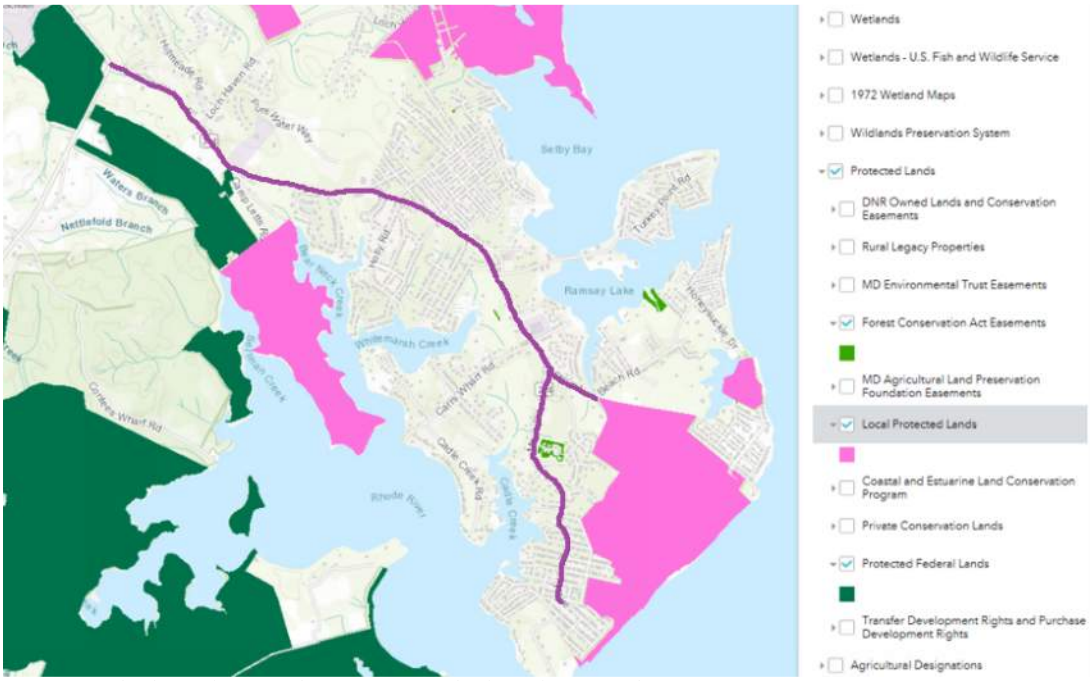
Source: Anne Arundel County WPRP Watershed Application GIS Data

Figure 4: Critical Areas



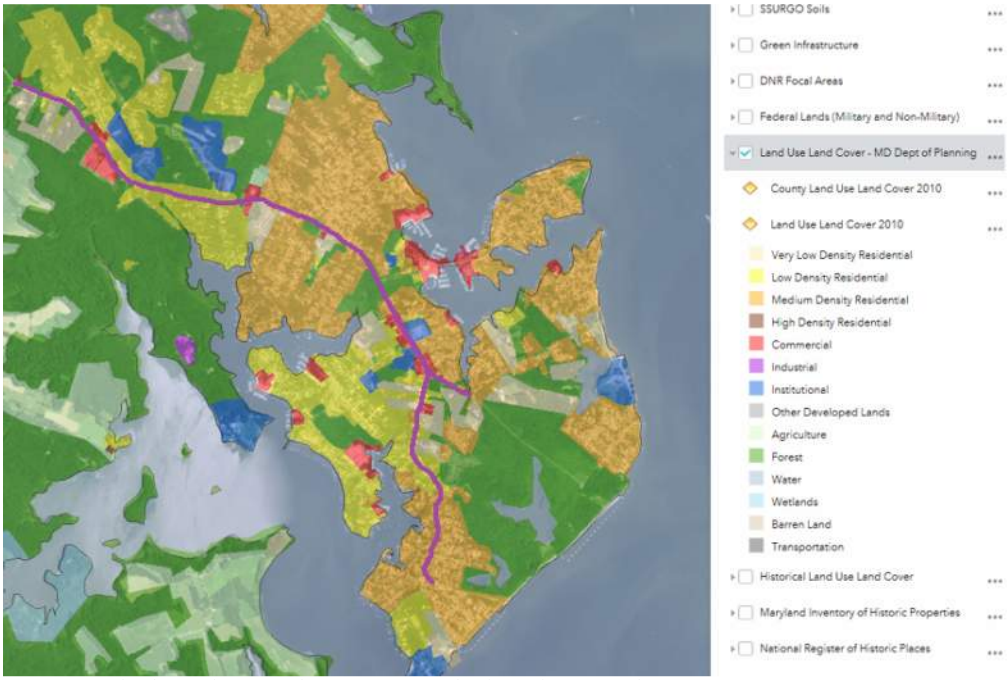
Source: Anne Arundel County WPRP Watershed Application GIS Data

Figure 5: Protected Lands



Source: Maryland's Environmental Resource & Land Information Network

Figure 6: Forest / Land Cover



Source: Maryland's Environmental Resource & Land Information Network

APPENDIX

N

2040 No Build
Synchro Analysis Worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	0.96			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3397			3515	3433	1583
Flt Permitted	1.00			0.72	0.95	1.00
Satd. Flow (perm)	3397			2558	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	22	0	0	0	0	92
Lane Group Flow (vph)	588	0	0	1574	726	33
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Actuated Green, G (s)	98.1			98.1	39.3	39.3
Effective Green, g (s)	98.1			98.1	39.3	39.3
Actuated g/C Ratio	0.66			0.66	0.26	0.26
Clearance Time (s)	7.0			7.0	5.0	5.0
Vehicle Extension (s)	6.0			6.0	5.0	5.0
Lane Grp Cap (vph)	2230			1679	903	416
v/s Ratio Prot	0.17				c0.21	
v/s Ratio Perm				c0.62		0.02
v/c Ratio	0.26			0.94	0.80	0.08
Uniform Delay, d1	10.7			22.9	51.5	41.4
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2			11.1	6.0	0.2
Delay (s)	10.8			34.0	57.4	41.6
Level of Service	B			C	E	D
Approach Delay (s)	10.8			34.0	55.1	
Approach LOS	B			C	E	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	149.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (Veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Hourly flow rate (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1261			446			2307	1940	440	1932	1942	1258
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1261			446			2307	1940	440	1932	1942	1258
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			100			0	100	100	49	98	0
cM capacity (veh/h)	551			1114			0	51	617	42	51	209

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	118	446	1262	4	392
Volume Left	118	0	1	3	21
Volume Right	0	11	6	1	370
cSH	551	1700	1114	0	170
Volume to Capacity	0.21	0.26	0.00	Err	2.30
Queue Length 95th (ft)	20	0	0	Err	806
Control Delay (s)	13.3	0.0	0.0	Err	646.0
Lane LOS	B		A	F	F
Approach Delay (s)	2.8		0.0	Err	646.0
Approach LOS				F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Future Volume (Veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	37	355	22	1	985	0	41	7	3	21	7	162
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	985			377			1592	1427	366	1434	1438	985
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985			377			1592	1427	366	1434	1438	985
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			0	95	100	79	94	46
cM capacity (veh/h)	701			1181			37	128	679	102	126	301

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	414	986	51	190
Volume Left	37	1	41	21
Volume Right	22	0	3	162
cSH	701	1181	43	238
Volume to Capacity	0.05	0.00	1.18	0.80
Queue Length 95th (ft)	4	0	122	149
Control Delay (s)	1.6	0.0	340.9	61.5
Lane LOS	A	A	F	F
Approach Delay (s)	1.6	0.0	340.9	61.5
Approach LOS			F	F

Intersection Summary			
Average Delay	18.1		
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	278	634	12	10	68
Future Volume (Veh/h)	42	278	634	12	10	68
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.63	0.63
Hourly flow rate (vph)	46	302	773	15	16	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	788				1174	780
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	788				1174	780
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				92	73
cM capacity (veh/h)	831				200	395

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	348	788	124
Volume Left	46	0	16
Volume Right	0	15	108
cSH	831	1700	351
Volume to Capacity	0.06	0.46	0.35
Queue Length 95th (ft)	4	0	39
Control Delay (s)	1.8	0.0	20.8
Lane LOS	A		C
Approach Delay (s)	1.8	0.0	20.8
Approach LOS			C

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	80	280	5	7	231
Future Volume (Veh/h)	59	80	280	5	7	231
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.77	0.77
Hourly flow rate (vph)	78	105	359	6	9	300
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	365				623	362
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	365				623	362
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				98	56
cM capacity (veh/h)	1194				420	683

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	183	365	309
Volume Left	78	0	9
Volume Right	0	6	300
cSH	1194	1700	671
Volume to Capacity	0.07	0.21	0.46
Queue Length 95th (ft)	5	0	61
Control Delay (s)	3.8	0.0	14.9
Lane LOS	A		B
Approach Delay (s)	3.8	0.0	14.9
Approach LOS			B

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	71	0	0	224	0	1	0	0	0	0	14
Future Volume (Veh/h)	2	71	0	0	224	0	1	0	0	0	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.25	0.25	0.25	0.58	0.58	0.58
Hourly flow rate (vph)	3	95	0	0	273	0	4	0	0	0	0	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	273			95			398	374	95	374	374	273
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273			95			398	374	95	374	374	273
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	97
cM capacity (veh/h)	1290			1499			544	555	962	582	555	766

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	98	273	4	24
Volume Left	3	0	4	0
Volume Right	0	0	0	24
cSH	1290	1499	544	766
Volume to Capacity	0.00	0.00	0.01	0.03
Queue Length 95th (ft)	0	0	1	2
Control Delay (s)	0.3	0.0	11.7	9.9
Lane LOS	A		B	A
Approach Delay (s)	0.3	0.0	11.7	9.9
Approach LOS			B	A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	64	0	32	25	0	114
Future Volume (Veh/h)	64	0	32	25	0	114
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.78	0.78
Hourly flow rate (vph)	88	0	44	34	0	146
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	207	61			78	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	207	61			78	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	100			100	
cM capacity (veh/h)	781	1004			1520	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	78	146
Volume Left	88	0	0
Volume Right	0	34	0
cSH	781	1700	1520
Volume to Capacity	0.11	0.05	0.00
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.2	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.2	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3444			3503	3433	1583
Flt Permitted	1.00			0.52	0.95	1.00
Satd. Flow (perm)	3444			1829	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	12	0	0	0	0	12
Lane Group Flow (vph)	2500	0	0	1274	283	304
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Actuated Green, G (s)	96.1			96.1	32.3	32.3
Effective Green, g (s)	96.1			96.1	32.3	32.3
Actuated g/C Ratio	0.68			0.68	0.23	0.23
Clearance Time (s)	7.0			7.0	5.0	5.0
Vehicle Extension (s)	6.0			6.0	5.0	5.0
Lane Grp Cap (vph)	2357			1251	789	364
v/s Ratio Prot	c0.73				0.08	
v/s Ratio Perm				0.70		c0.19
v/c Ratio	1.06			5.02dl	0.36	0.84
Uniform Delay, d1	22.2			22.2	45.4	51.5
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	37.1			30.1	0.6	16.8
Delay (s)	59.3			52.3	45.9	68.3
Level of Service	E			D	D	E
Approach Delay (s)	59.3			52.3	57.8	
Approach LOS	E			D	E	

Intersection Summary			
HCM 2000 Control Delay	57.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	140.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	119.3%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (Veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Hourly flow rate (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			1537			4177	3670	1529	3642	3648	852
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	881			1537			4177	3670	1529	3642	3648	852
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	19			98			0	100	93	0	0	0
cM capacity (veh/h)	767			432			0	1	144	1	1	360

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	622	1537	889	34	600
Volume Left	622	0	8	24	62
Volume Right	0	16	59	10	535
cSH	767	1700	432	0	8
Volume to Capacity	0.81	0.90	0.02	Err	79.11
Queue Length 95th (ft)	217	0	1	Err	Err
Control Delay (s)	26.5	0.0	0.6	Err	Err
Lane LOS	D		A	F	F
Approach Delay (s)	7.6		0.6	Err	Err
Approach LOS				F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	155.3%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Future Volume (Veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.72	0.72	0.72
Hourly flow rate (vph)	133	1167	74	3	610	12	32	32	8	21	3	74
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622			1241			2168	2098	1204	2116	2129	616
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622			1241			2168	2098	1204	2116	2129	616
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			0	28	96	0	93	85
cM capacity (veh/h)	959			561			24	44	224	13	43	491

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1374	625	72	98
Volume Left	133	3	32	21
Volume Right	74	12	8	74
cSH	959	561	35	55
Volume to Capacity	0.14	0.01	2.07	1.79
Queue Length 95th (ft)	12	0	201	234
Control Delay (s)	5.2	0.2	744.4	539.3
Lane LOS	A	A	F	F
Approach Delay (s)	5.2	0.2	744.4	539.3
Approach LOS			F	F

Intersection Summary			
Average Delay	52.4		
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	1003	582	12	12	71
Future Volume (Veh/h)	120	1003	582	12	12	71
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.56	0.56
Hourly flow rate (vph)	129	1078	626	13	21	127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	639				1968	632
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	639				1968	632
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				65	74
cM capacity (veh/h)	945				59	480

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1207	639	148
Volume Left	129	0	21
Volume Right	0	13	127
cSH	945	1700	240
Volume to Capacity	0.14	0.38	0.62
Queue Length 95th (ft)	12	0	92
Control Delay (s)	4.1	0.0	41.6
Lane LOS	A		E
Approach Delay (s)	4.1	0.0	41.6
Approach LOS			E

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	105.8%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	350	407	140	0	0	189
Future Volume (Veh/h)	350	407	140	0	0	189
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.79	0.79	0.73	0.73
Hourly flow rate (vph)	412	479	177	0	0	259
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	177				1480	177
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	177				1480	177
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	71				100	70
cM capacity (veh/h)	1399				98	866

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	891	177	259
Volume Left	412	0	0
Volume Right	0	0	259
cSH	1399	1700	866
Volume to Capacity	0.29	0.10	0.30
Queue Length 95th (ft)	31	0	31
Control Delay (s)	5.9	0.0	10.9
Lane LOS	A		B
Approach Delay (s)	5.9	0.0	10.9
Approach LOS			B

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	316	4	0	132	0	1	0	0	0	0	4
Future Volume (Veh/h)	12	316	4	0	132	0	1	0	0	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.85	0.85	0.85	0.25	0.25	0.25	0.50	0.50	0.50
Hourly flow rate (vph)	14	367	5	0	155	0	4	0	0	0	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	155			372			560	552	370	552	555	155
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	155			372			560	552	370	552	555	155
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	99
cM capacity (veh/h)	1425			1186			431	437	676	441	436	891

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	386	155	4	8
Volume Left	14	0	4	0
Volume Right	5	0	0	8
cSH	1425	1186	431	891
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (ft)	1	0	1	1
Control Delay (s)	0.4	0.0	13.4	9.1
Lane LOS	A		B	A
Approach Delay (s)	0.4	0.0	13.4	9.1
Approach LOS			B	A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	104	0	138	127	0	70
Future Volume (Veh/h)	104	0	138	127	0	70
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.85	0.85	0.88	0.88
Hourly flow rate (vph)	139	0	162	149	0	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	316	236			311	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	236			311	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	100			100	
cM capacity (veh/h)	677	802			1249	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	139	311	80
Volume Left	139	0	0
Volume Right	0	149	0
cSH	677	1700	1249
Volume to Capacity	0.21	0.18	0.00
Queue Length 95th (ft)	19	0	0
Control Delay (s)	11.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.7	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	5.0	5.0
Lane Util. Factor	0.95			0.95	0.97	1.00
Frt	0.96			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	3410			3513	3433	1583
Flt Permitted	1.00			0.51	0.95	1.00
Satd. Flow (perm)	3410			1790	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	13	0	0	0	0	122
Lane Group Flow (vph)	1529	0	0	1389	533	109
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Actuated Green, G (s)	173.0			173.0	39.0	39.0
Effective Green, g (s)	173.0			173.0	39.0	39.0
Actuated g/C Ratio	0.77			0.77	0.17	0.17
Clearance Time (s)	7.0			7.0	5.0	5.0
Vehicle Extension (s)	6.0			6.0	5.0	5.0
Lane Grp Cap (vph)	2633			1382	597	275
v/s Ratio Prot	0.45				c0.16	
v/s Ratio Perm				c0.78		0.07
v/c Ratio	0.58			1.09dl	0.89	0.40
Uniform Delay, d1	10.5			25.5	90.5	82.0
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.9			25.4	16.6	2.0
Delay (s)	11.5			50.9	107.0	84.0
Level of Service	B			D	F	F
Approach Delay (s)	11.5			50.9	100.1	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	224.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (Veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Hourly flow rate (vph)	482	981	19	5	884	54	30	2	14	63	2	467
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	938			1000			3344	2902	990	2881	2885	911
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	938			1000			3344	2902	990	2881	2885	911
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	34			99			0	62	95	0	63	0
cM capacity (veh/h)	730			692			0	5	299	3	5	332

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	482	1000	943	46	532
Volume Left	482	0	5	30	63
Volume Right	0	19	54	14	467
cSH	730	1700	692	0	26
Volume to Capacity	0.66	0.59	0.01	Err	20.33
Queue Length 95th (ft)	125	0	1	Err	Err
Control Delay (s)	19.0	0.0	0.2	Err	Err
Lane LOS	C		A	F	F
Approach Delay (s)	6.2		0.2	Err	Err
Approach LOS				F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	134.7%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Future Volume (Veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	101	780	31	7	754	7	29	16	16	18	16	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	761			811			1869	1772	796	1793	1784	758
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	761			811			1869	1772	796	1793	1784	758
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			10	78	96	60	78	77
cM capacity (veh/h)	851			815			32	73	387	45	71	407

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	912	768	61	126
Volume Left	101	7	29	18
Volume Right	31	7	16	92
cSH	851	815	52	148
Volume to Capacity	0.12	0.01	1.17	0.85
Queue Length 95th (ft)	10	1	134	140
Control Delay (s)	3.1	0.2	304.6	97.4
Lane LOS	A	A	F	F
Approach Delay (s)	3.1	0.2	304.6	97.4
Approach LOS			F	F

Intersection Summary			
Average Delay	18.1		
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	620	542	13	10	66
Future Volume (Veh/h)	79	620	542	13	10	66
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.79	0.79	0.66	0.66
Hourly flow rate (vph)	84	660	686	16	15	100
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	702				1522	694
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	702				1522	694
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				87	77
cM capacity (veh/h)	895				118	443

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	744	702	115
Volume Left	84	0	15
Volume Right	0	16	100
cSH	895	1700	326
Volume to Capacity	0.09	0.41	0.35
Queue Length 95th (ft)	8	0	39
Control Delay (s)	2.3	0.0	22.0
Lane LOS	A		C
Approach Delay (s)	2.3	0.0	22.0
Approach LOS			C

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	213	206	182	0	0	185
Future Volume (Veh/h)	213	206	182	0	0	185
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.80	0.80	0.89	0.89
Hourly flow rate (vph)	224	217	228	0	0	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228				893	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228				893	228
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				100	74
cM capacity (veh/h)	1340				260	811

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	441	228	208
Volume Left	224	0	0
Volume Right	0	0	208
cSH	1340	1700	811
Volume to Capacity	0.17	0.13	0.26
Queue Length 95th (ft)	15	0	26
Control Delay (s)	5.0	0.0	11.0
Lane LOS	A		B
Approach Delay (s)	5.0	0.0	11.0
Approach LOS			B

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	156	1	1	175	0	2	0	0	0	0	6
Future Volume (Veh/h)	4	156	1	1	175	0	2	0	0	0	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.50	0.50	0.50	0.75	0.75	0.75
Hourly flow rate (vph)	5	195	1	1	208	0	4	0	0	0	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	208			196			424	416	196	416	416	208
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	208			196			424	416	196	416	416	208
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	1363			1377			534	525	846	546	525	832

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	201	209	4	8
Volume Left	5	1	4	0
Volume Right	1	0	0	8
cSH	1363	1377	534	832
Volume to Capacity	0.00	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	1	1
Control Delay (s)	0.2	0.0	11.8	9.4
Lane LOS	A	A	B	A
Approach Delay (s)	0.2	0.0	11.8	9.4
Approach LOS			B	A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	0	98	103	0	64
Future Volume (Veh/h)	100	0	98	103	0	64
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.77	0.77	0.78	0.78
Hourly flow rate (vph)	123	0	127	134	0	82
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	194			261	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	194			261	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	100			100	
cM capacity (veh/h)	714	847			1303	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	123	261	82
Volume Left	123	0	0
Volume Right	0	134	0
cSH	714	1700	1303
Volume to Capacity	0.17	0.15	0.00
Queue Length 95th (ft)	15	0	0
Control Delay (s)	11.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.1	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX

O

2040 No Build
CLV Analysis Worksheets

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

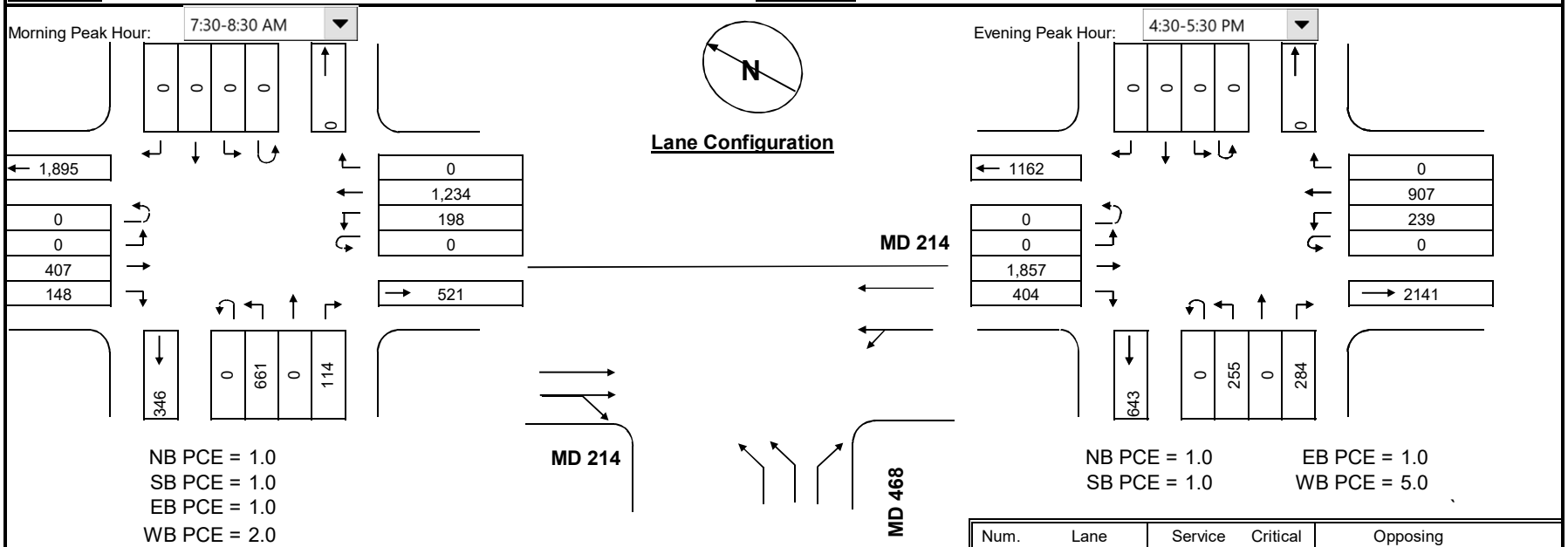
Location: MD 214 at MD 468

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 7:30-8:30 AM

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 2.0

NB PCE = 1.0
SB PCE = 1.0

EB PCE = 1.0
WB PCE = 5.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [x] Northbound
- [ ] Southbound
- [x] Eastbound
- [ ] Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ● Signal
- ○ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	661	0.55	364	0	364	*
	SB	0	0.00	0	0	0	
	EB	555	0.55	305	198	503	
	WB	1630	0.55	897	0	897	*
Remarks:			* Critical volume		Total	**1260**	
					Level of service (V/C)	**0.79**	**C**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	255	0.55	140	0	140	*
	SB	0	0.00	0	0	0	
	EB	2261	0.55	1244	239	1483	*
	WB	2102	0.55	1156	0	1156	
Remarks:			* Critical volume		Total	**1623**	
					Level of service (V/C)	**1.01**	**F**

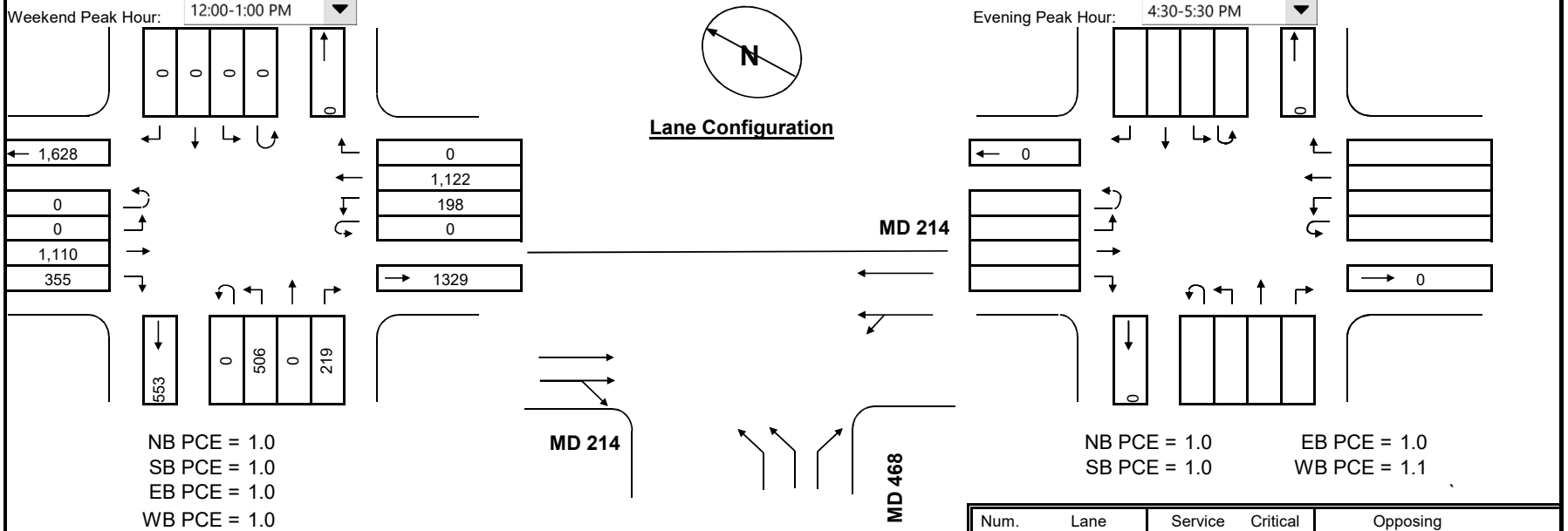
Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Location: MD 214 at MD 468
Conditions: Future
Design Year: 2040
Computed by: KDH
Date 10/29/2018

Weekend Peak Hour: 12:00-1:00 PM

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.0

EB PCE = 1.0
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- [x] Northbound
- [ ] Southbound
- [x] Eastbound
- [ ] Westbound

Split Phasing
- ( ) East/West
- ( ) North/South
- (•) None

Inx. Control
- (•) Signal
- ( ) Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	506	0.55	278	0	278	*
	SB	0	0.00	0	0	0	
	EB	1465	0.55	806	198	1004	*
	WB	1320	0.55	726	0	726	

Remarks:

* Critical volume Total **1282**
Level of service (V/C) **0.80** **C**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.55	0	0	0	*
	SB	0	0.00	0	0	0	
	EB	0	0.55	0	0	0	
	WB	0	0.55	0	0	0	

Remarks:

* Critical volume Total **0**
Level of service (V/C) **0.00** **A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

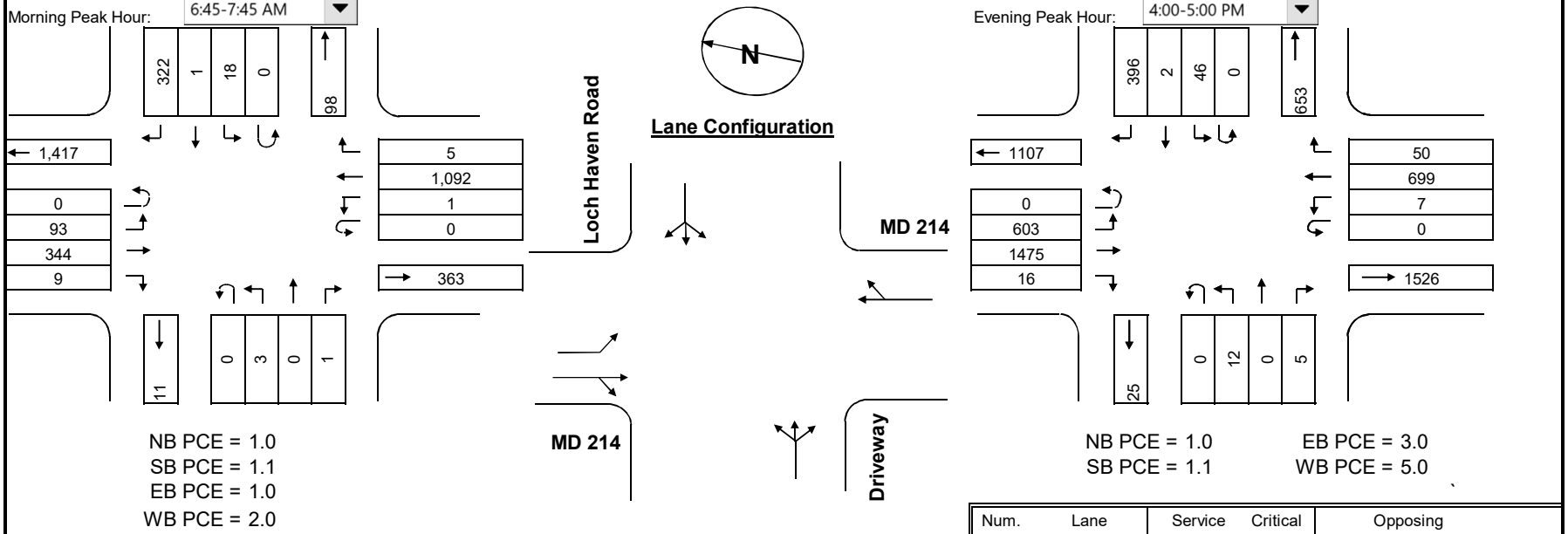
Location: MD 214 at Loch Haven Road

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 4:00-5:00 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.0
WB PCE = 2.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 5.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	3	1.00	3	0	3	
	SB	341	1.00	341	0	341	*
	EB	437	0.55	240	1	241	
	WB	1097	1.00	1097	93	1190	*
Remarks:			* Critical volume		Total	**1531**	
					Level of service (V/C)	**0.96**	**E**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	17	1.00	17	0	17	
	SB	444	1.00	444	0	444	*
	EB	3300	0.55	1815	7	1822	*
	WB	784	1.00	784	603	1387	
Remarks:			* Critical volume		Total	**2266**	
					Level of service (V/C)	**1.42**	**F**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

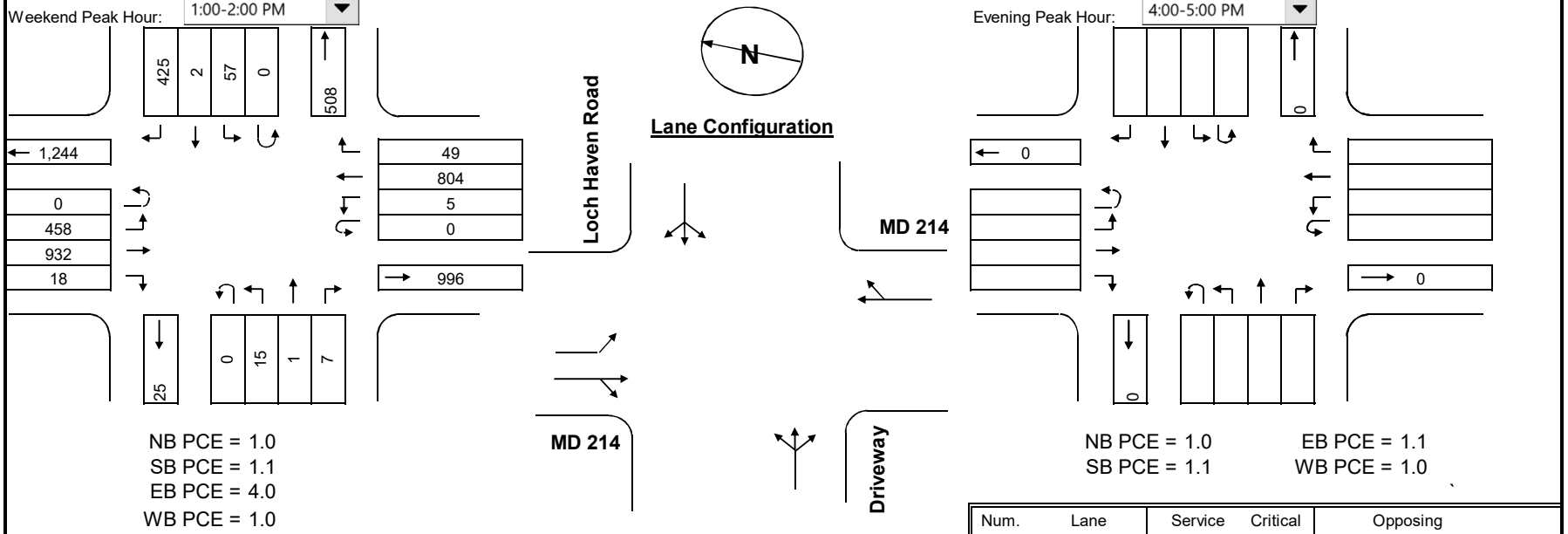
Location: MD 214 at Loch Haven Road

Computed by: KDH

Date 10/29/2018

Weekend Peak Hour: 1:00-2:00 PM

Evening Peak Hour: 4:00-5:00 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 4.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1

EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ◉ None

Inx. Control
- ○ Signal
- ◉ Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	16	1.00	16	0	16	
	SB	484	1.00	484	0	484	*
	EB	2764	0.55	1520	5	1525	*
	WB	853	1.00	853	458	1311	
Remarks:			* Critical volume		Total	**2009**	
					Level of service (V/C)	**1.26**	**F**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	0.55	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

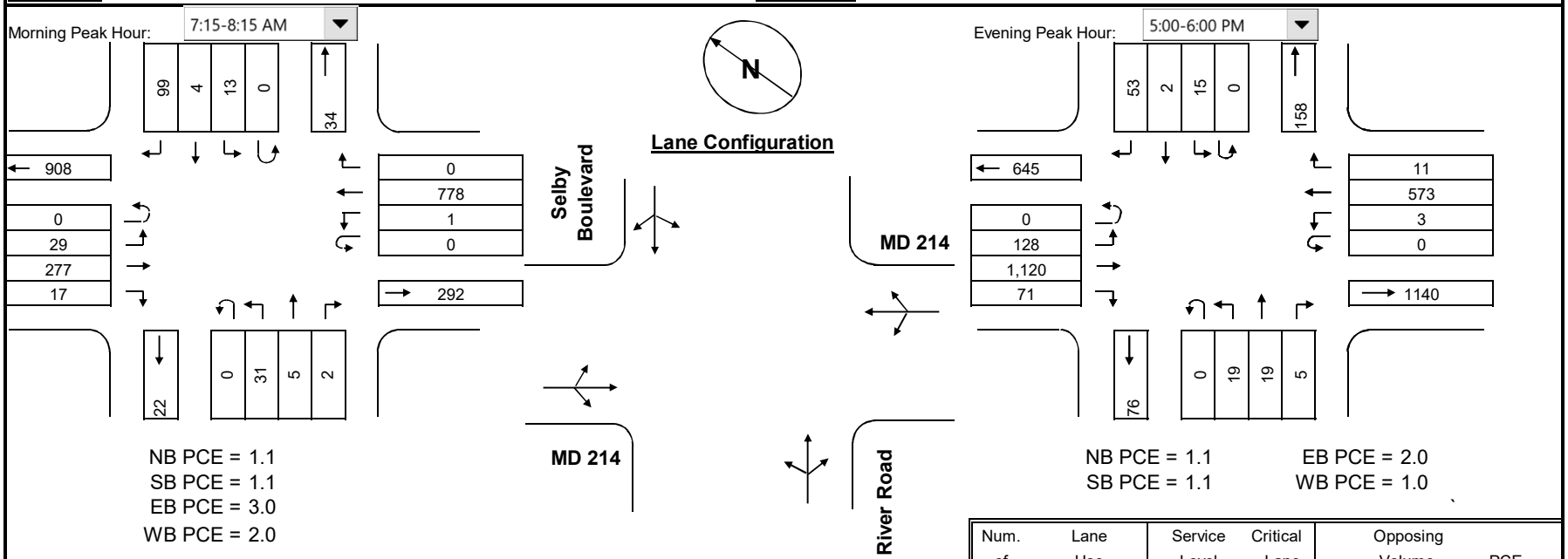
Location: MD 214 at Selby Blvd/River Rd

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 5:00-6:00 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 2.0

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	41	1.00	41	13	54	
	SB	117	1.00	117	31	148	*
	EB	381	1.00	381	1	382	
	WB	780	1.00	780	29	809	*
Remarks:			* Critical volume		Total	**957**	
					Level of service (V/C)	**0.60**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	45	1.00	45	15	60	
	SB	72	1.00	72	19	91	*
	EB	1447	1.00	1447	3	1450	*
	WB	587	1.00	587	128	715	
Remarks:			* Critical volume		Total	**1541**	
					Level of service (V/C)	**0.96**	**E**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

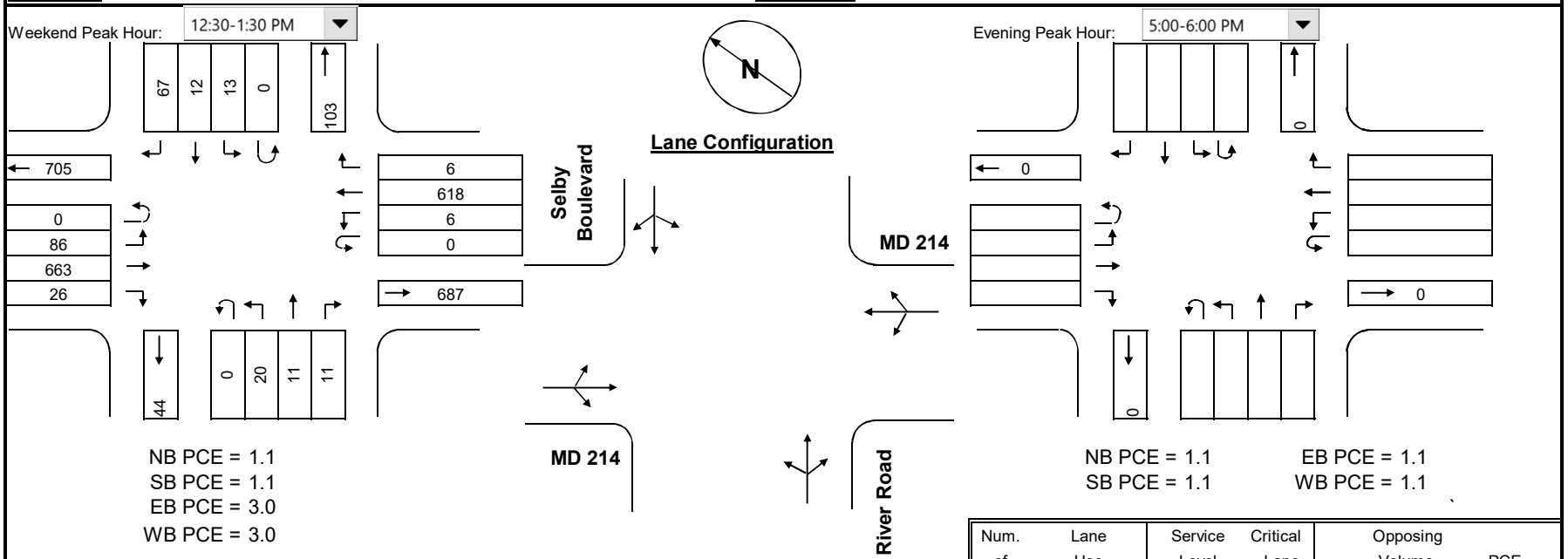
Location: MD 214 at Selby Blvd/River Rd

Computed by: KDH

Date 10/29/2018

Weekend Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 5:00-6:00 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 3.0

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	44	1.00	44	13	57	
	SB	93	1.00	93	20	113	*
	EB	947	1.00	947	6	953	*
	WB	642	1.00	642	86	728	
Remarks:			* Critical volume		Total	**1066**	
					Level of service (V/C)	**0.67**	**B**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

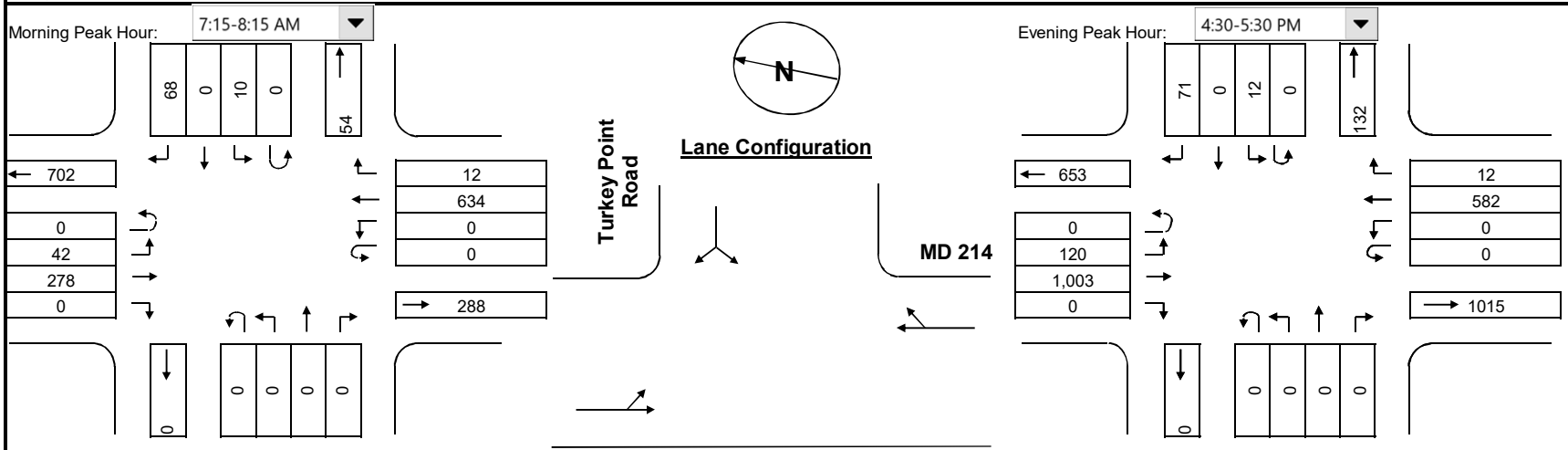
Location: MD 214 at Turkey Point Road

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 3.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	78	1.00	78	0	78	*
	EB	404	1.00	404	0	404	
	WB	646	1.00	646	42	688	*
Remarks:			* Critical volume		Total	**766**	
					Level of service (V/C)	**0.48**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	
	SB	83	1.00	83	0	83	*
	EB	1243	1.00	1243	0	1243	*
	WB	594	1.00	594	120	714	
Remarks:			* Critical volume		Total	**1326**	
					Level of service (V/C)	**0.83**	**D**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

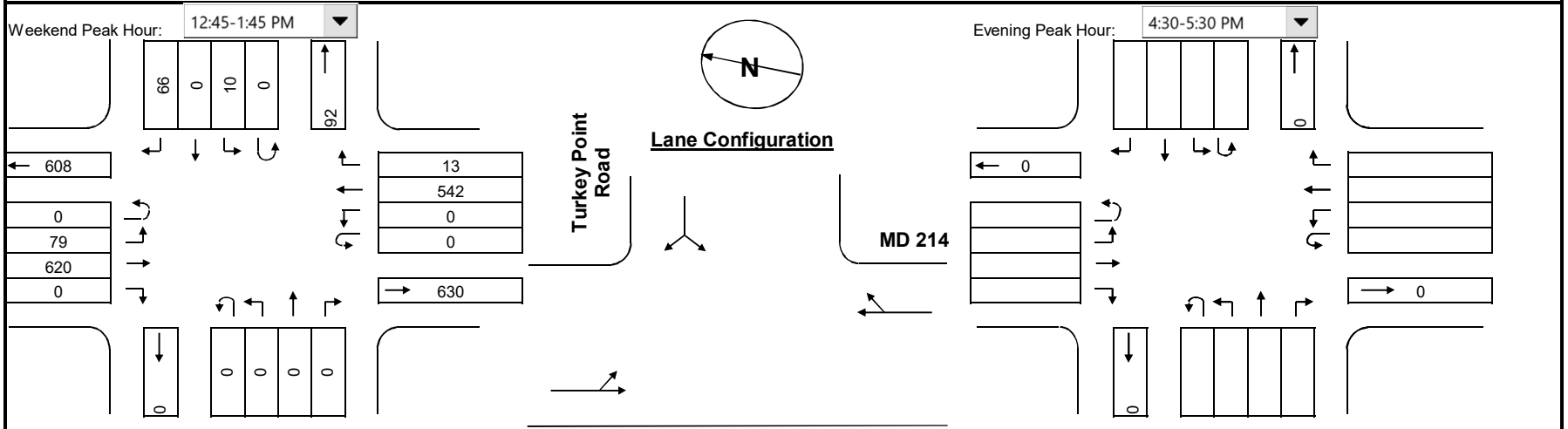
Location: MD 214 at Turkey Point Road

Computed by: KDH

Date 10/29/2018

Weekend Peak Hour: 12:45-1:45 PM

Evening Peak Hour: 4:30-5:30 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1

EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	76	1.00	76	0	76	*
	EB	778	1.00	778	0	778	*
	WB	555	1.00	555	79	634	
Remarks:			* Critical volume		Total	**854**	
					Level of service (V/C)	**0.53**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

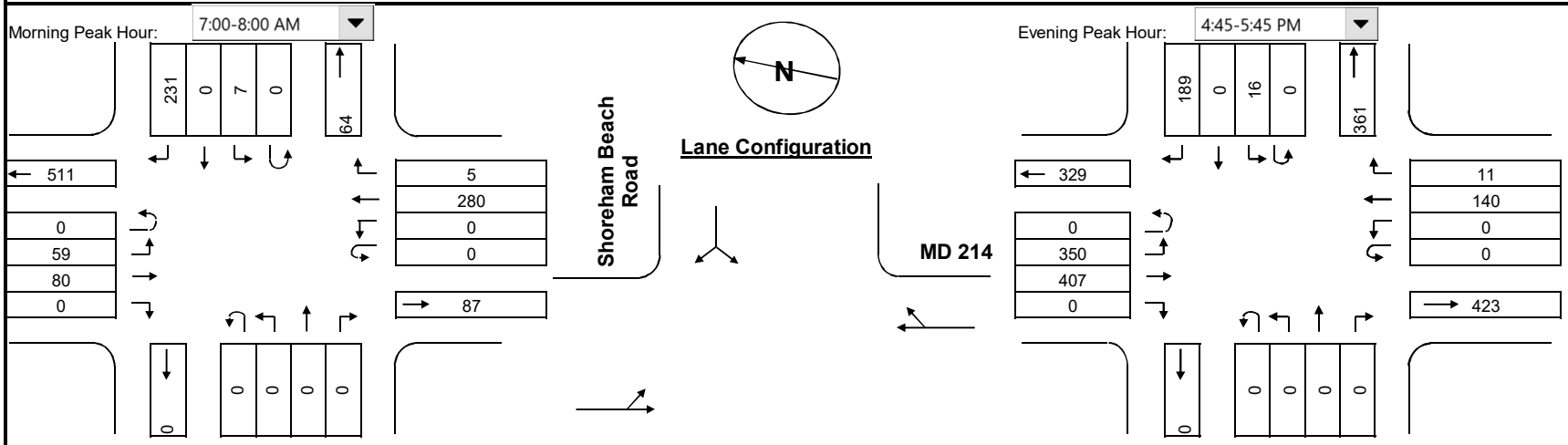
Location: MD 214 at Shoreham Beach Road

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 4:45-5:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.0

MD 214

NB PCE = 1.0
SB PCE = 1.1

EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	238	1.00	238	0	238	*
	EB	198	1.00	198	0	198	
	WB	285	1.00	285	59	344	*
Remarks:			* Critical volume		Total	**582**	
					Level of service (V/C)	**0.36**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	
	SB	205	1.00	205	0	205	*
	EB	792	1.00	792	0	792	*
	WB	151	1.00	151	350	501	
Remarks:			* Critical volume		Total	**997**	
					Level of service (V/C)	**0.62**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

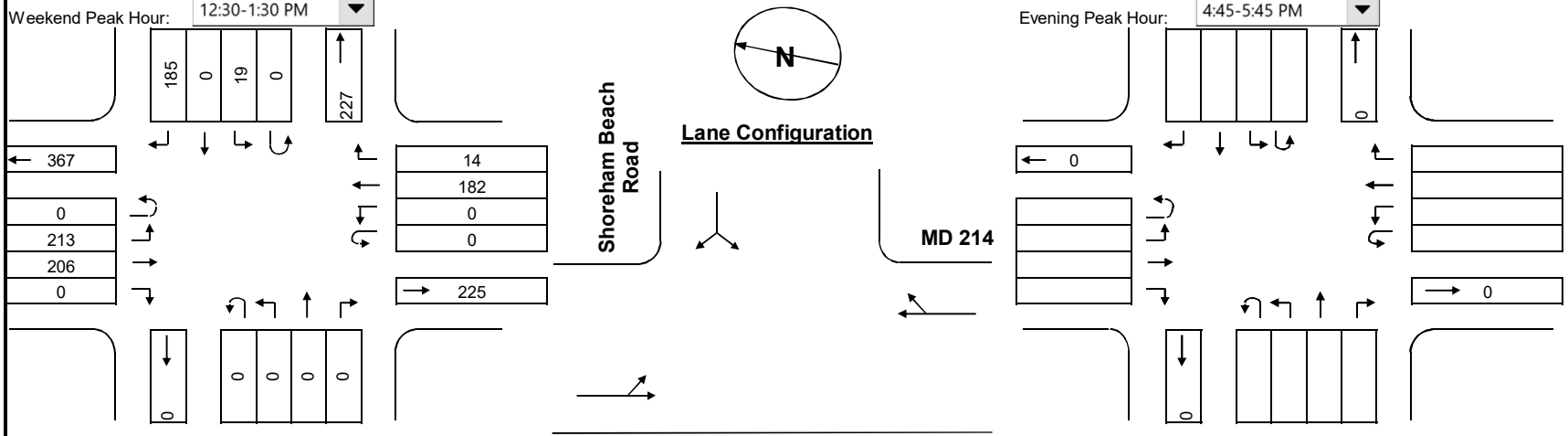
Location: MD 214 at Shoreham Beach Road

Computed by: KDH

Date 10/29/2018

Weekend Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 4:45-5:45 PM



NB PCE = 1.0
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.0

NB PCE = 1.0
SB PCE = 1.1

EB PCE = 1.1
WB PCE = 1.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	0	0.00	0	0	0	
	SB	204	1.00	204	0	204	*
	EB	440	1.00	440	0	440	*
	WB	196	1.00	196	213	409	

Remarks:

* Critical volume Total **644**
Level of service (V/C) **0.40** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks:

* Critical volume Total **0**
Level of service (V/C) **0.00** **A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

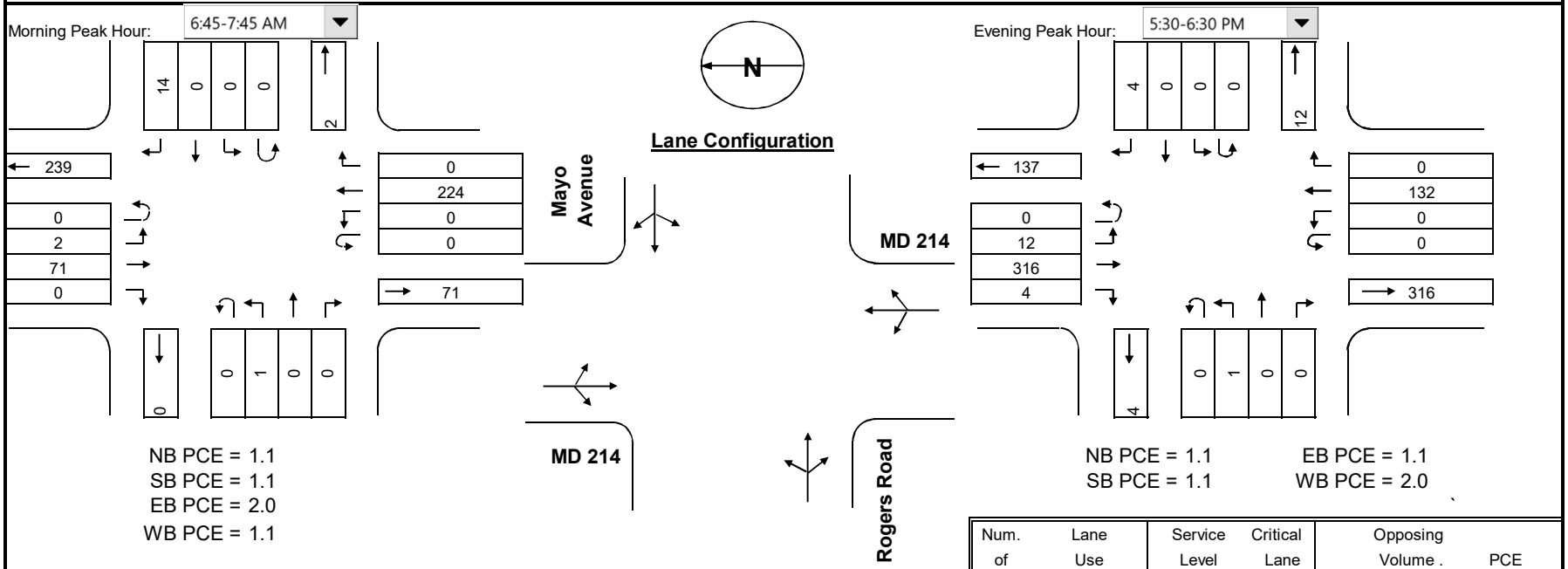
Location: MD 214 at Mayo Avenue/Rogers Road

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 5:30-6:30 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 2.0
WB PCE = 1.1

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 2.0

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	1	1.00	1	0	1	
	SB	14	1.00	14	1	15	*
	EB	75	1.00	75	0	75	
	WB	224	1.00	224	2	226	*
Remarks:			* Critical volume		Total	**241**	
					Level of service (V/C)	**0.15**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1	1.00	1	0	1	
	SB	4	1.00	4	1	5	*
	EB	316	1.00	316	0	316	*
	WB	132	1.00	132	12	144	
Remarks:			* Critical volume		Total	**321**	
					Level of service (V/C)	**0.20**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

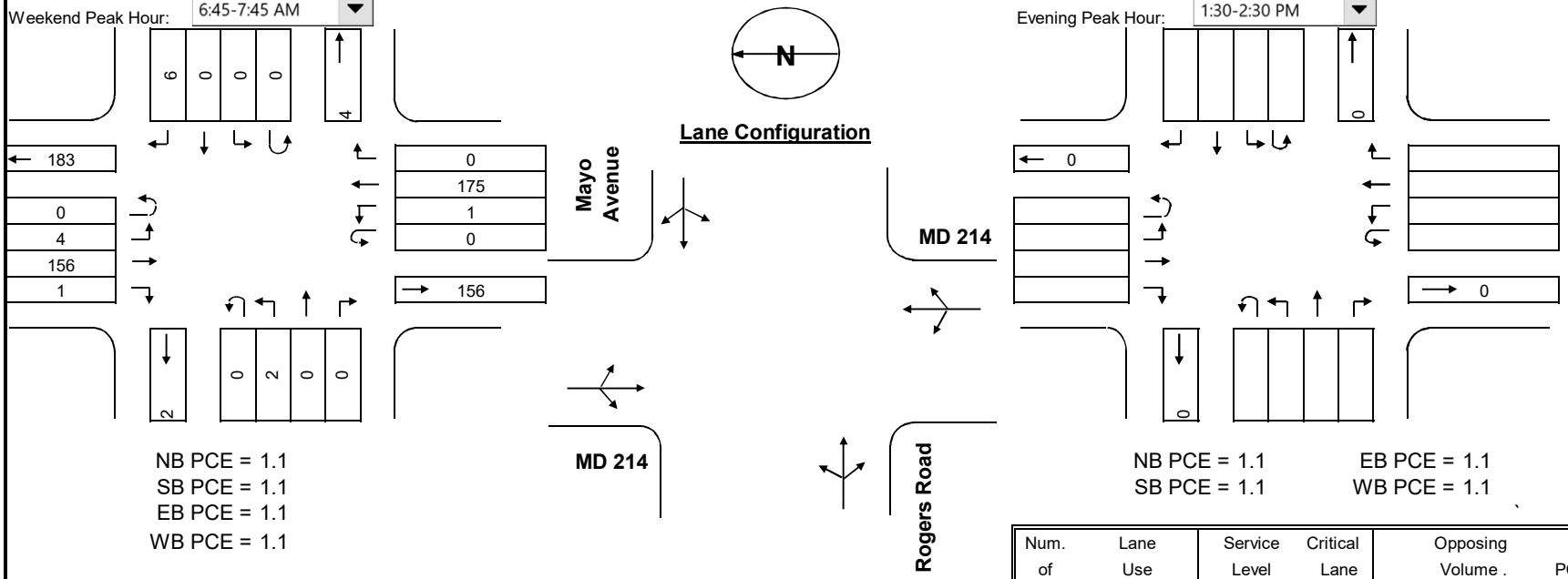
Location: MD 214 at Mayo Avenue/Rogers Road

Computed by: KDH

Date 10/29/2018

Weekend Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 1:30-2:30 PM



NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.1

NB PCE = 1.1
SB PCE = 1.1
EB PCE = 1.1
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	2	1.00	2	0	2	
	SB	6	1.00	6	2	8	*
	EB	161	1.00	161	1	162	
	WB	176	1.00	176	4	180	*
Remarks:			* Critical volume		Total	**188**	
					Level of service (V/C)	**0.12**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	1.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	
Remarks:			* Critical volume		Total	**0**	
					Level of service (V/C)	**0.00**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

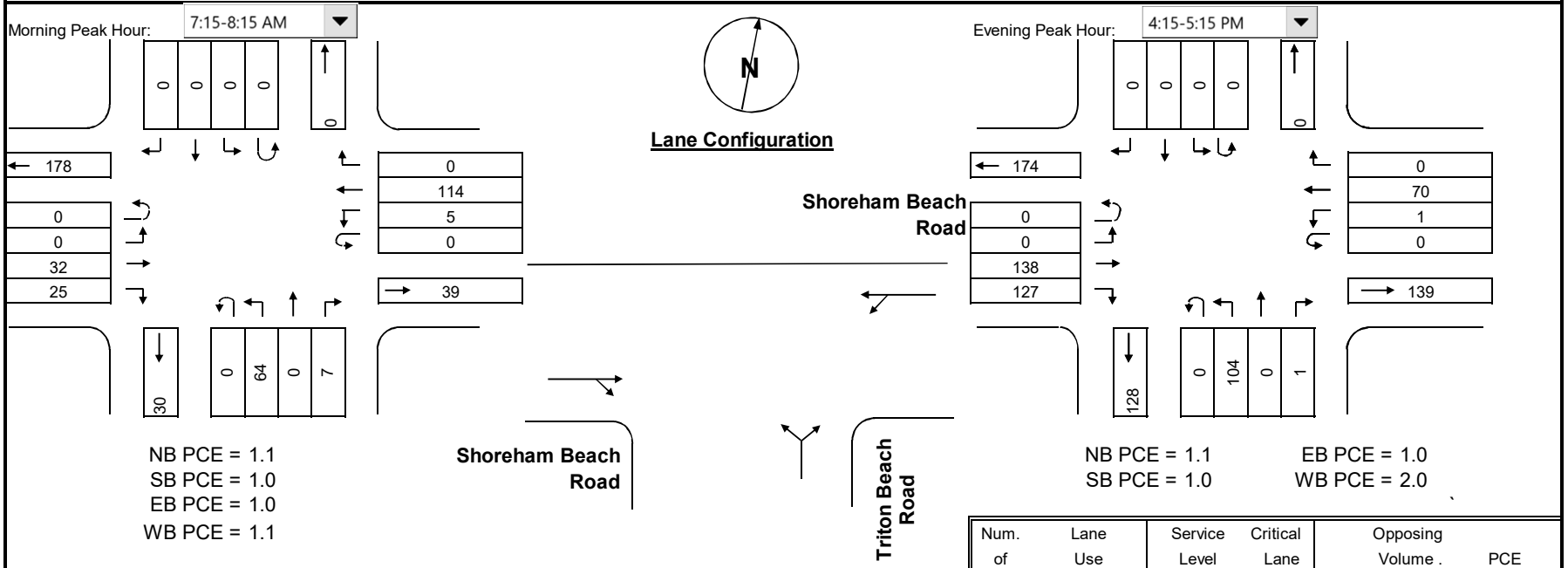
Location: Shoreham Beach Rd at Triton Beach Road

Computed by: KDH

Date 10/29/2018

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 4:15-5:15 PM



Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	71	1.00	71	0	71	*
	SB	0	0.00	0	0	0	
	EB	57	1.00	57	5	62	
	WB	120	1.00	120	0	120	*
Remarks:			* Critical volume		Total	**191**	
					Level of service (V/C)	**0.12**	**A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	105	1.00	105	0	105	*
	SB	0	0.00	0	0	0	
	EB	265	1.00	265	1	266	*
	WB	72	1.00	72	0	72	
Remarks:			* Critical volume		Total	**371**	
					Level of service (V/C)	**0.23**	**A**

Critical Lane Volume Methodology
Turning Movement Summary and Level of Service

Prepared by: **STV Incorporated**

Count Date:
Conditions: Future
Design Year: 2040

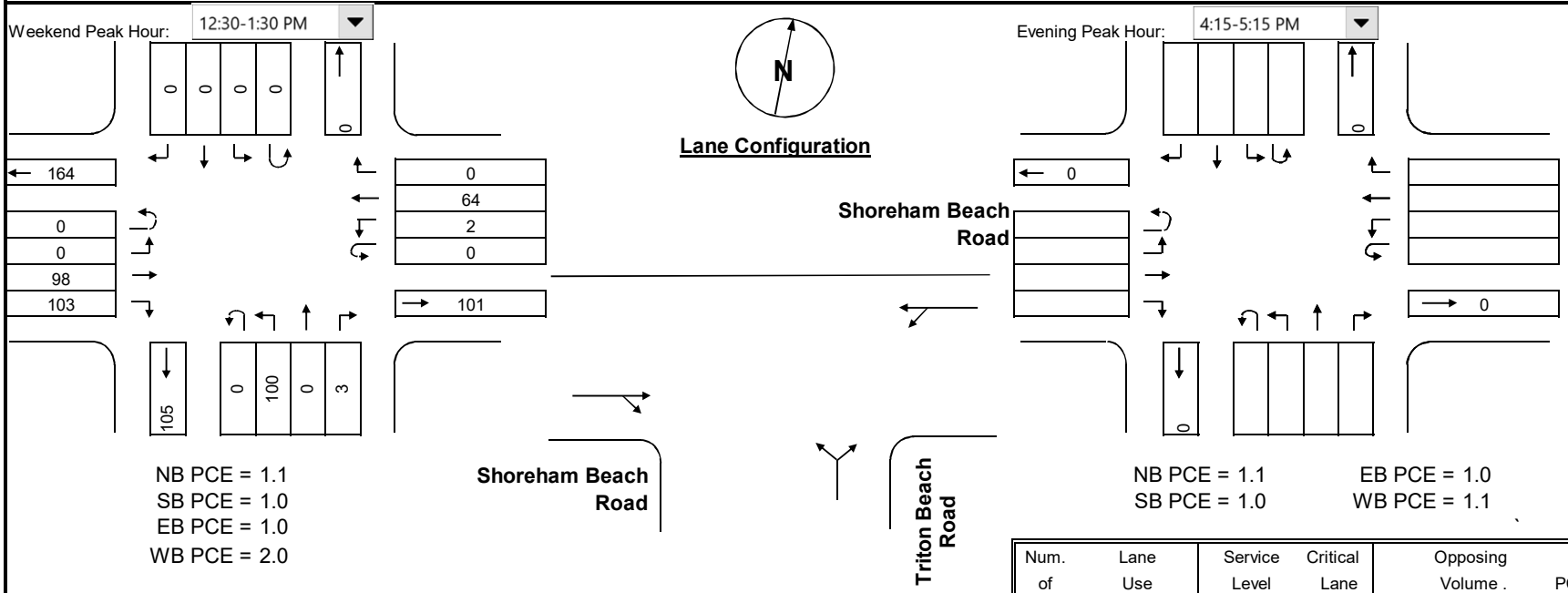
Location: Shoreham Beach Rd at Triton Beach Road

Computed by: KDH

Date 10/29/2018

Weekend Peak Hour: 12:30-1:30 PM

Evening Peak Hour: 4:15-5:15 PM



NB PCE = 1.1
SB PCE = 1.0
EB PCE = 1.0
WB PCE = 2.0

NB PCE = 1.1
SB PCE = 1.0

EB PCE = 1.0
WB PCE = 1.1

Num. of Lanes	Lane Use Factor	Service Level		Critical Lane Vol	Opposing Volume . (VPH) .		PCE
1	1.00	A	<=	1000	<=	199	1.1
2	0.55	B	<=	1150	<=	599	2.0
3	0.40	C	<=	1300	<=	799	3.0
4	0.30	D	<=	1450	<=	999	4.0
Dbl-Lt	0.60	E	<=	1600	>	1000	5.0
		F	>	1600			

Phasing

RTOR/Overlap
- ☐ Northbound
- ☐ Southbound
- ☐ Eastbound
- ☐ Westbound

Split Phasing
- ○ East/West
- ○ North/South
- ● None

Inx. Control
- ○ Signal
- ● Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*
	NB	103	1.00	103	0	103	*
	SB	0	0.00	0	0	0	
	EB	201	1.00	201	2	203	*
	WB	68	1.00	68	0	68	

Remarks:

* Critical volume Total **306**
Level of service (V/C) **0.19** **A**

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0	*
	SB	0	0.00	0	0	0	
	EB	0	1.00	0	0	0	
	WB	0	1.00	0	0	0	

Remarks:

* Critical volume Total **0**
Level of service (V/C) **0.00** **A**

APPENDIX

P

2040 No Build
BLOC Calculation Worksheets

CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	MD 468	Loch Haven Road	0.50	2	U	30,820	3	40	13.5	1.0	0	0	3.0	5.13	E

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

For assistance contact Peter Sotherland at 410-545-5721 or PSotherland@sha.state.md.us

CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Loch Haven	Selby Road	1.31	2	U	21,699	3.5	40	11.3	0.0	0	0	3.0	5.33	E

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Selby Road	Turkey Point Road	0.18	2	U	14,848	6	40	13.0	1.0	0	0	3.0	**5.58**	**F**

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Selby Road	Turkey Point Road	0.22	2	U	14,848	6	40	21.5	9.0	0	0	2.0	2.77	C

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Turkey Point Road	Shoreham Beach Road	0.20	2	U	9,717	4	40	22.0	10.0	0	0	3.0	0.57	A

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Turkey Point Road	Shoreham Beach Road	0.30	2	U	9,717	4	30	12.0	1.0	0	0	3.0	4.66	E

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Shoreham Beach Road	Mayo Avenue	0.80	2	U	4,449	4.5	30	10.0	0.0	0	0	2.0	5.58	F

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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CORRIDOR BICYCLE FACILITY ALTERNATIVES COMPARISON

Route Name	From (N or W)	To (S or E)	Len. (Ls) (Mi)	Lanes (L) Th #	Lanes (L) Con.	Traffic Data Vol. (ADT) (vpd)	Traffic Data Pct. (HV) (%)	Post. Spd. (SPp) mph	Width of Pavement (Wt) (ft)	Width of Pavement (Wl) (ft)	Width of Pavement (Wps) (ft)	Occu. OSP % (OSPA) (%)	Pvmt. Cond. (PR_5) (1..5)	BLOC Score	BLOC Grade (A..F)
Future Conditions															
(Row 11 shows data for an example corridor. Fill in the information for your roadway in place of this example)														#DIV/0!	#DIV/0!
MD 214	Mayo Avenue	eastern terminus	0.56	2	U	3,115	4.5	30	10.0	0.0	0	0	2.0	5.15	E

L = Total number of through lanes
Con = Configuration of the road segment
U = undivided, D = divided
ADT = Average Daily Traffic on the segment or link
HV = estimated percentage of trucks
Spd. Lmt. (SP_p) = Posted Speed Limt
W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking
OSPA = percentage of segment with occupied on-street parking
PC = pavement condition, 1 being the worst and 5 being best

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APPENDIX

Q

Purpose and Need Statement

MD 214 Transportation Facility Planning Study

Purpose and Need

Project Purpose

The purpose of the MD 214 Transportation Facility Planning Study is to improve traffic operations and safety for vehicles, pedestrians and cyclists, and improve access along the 4 mile segment of MD 214 (Mayo Road) from MD 468 (Muddy Creek Road) to the eastern terminus of MD 214 in Anne Arundel County, Maryland (**Figure 1**). This study will identify roadway, pedestrian, and bicycle facility improvements. The study area includes 40 named public cross streets, including the following key intersections:

1. MD 214 at MD 468,
2. MD 214 at Loch Haven Road,
3. MD 214 at Selby Boulevard / River Road,
4. MD 214 at Turkey Point Road,
5. MD 214 at Shoreham Beach Road,
6. MD 214 at Mayo Avenue / Rogers Road, and
7. Shoreham Beach Road at Triton Beach Road

Figure 1: MD 214 Corridor Study Area

Background

MD 214 is functionally classified as a minor arterial roadway from MD 468 to Shoreham Beach Road and as a collector/local roadway from Shoreham Beach Road to its eastern terminus. The corridor is generally one lane in each direction with turn or bypass lanes at major intersections. There are no dedicated bicycle facilities in the corridor. There is a designated school zone marked along MD 214 in the vicinity of Mayo Elementary School. Currently, there is no public transportation in the corridor.

This corridor connects public facilities with neighborhoods as well as activity centers with residential development, prompting the need to identify safe pedestrian and bicyclist accommodations throughout the corridor. Concerns raised through public comment as part of the Major Intersections/Important Facilities (MIIF) Study[1] development also included those related to high travel speeds and safety. In the event of complete road closures, adequate alternate routes do not exist, except for some short sections that pass through residential neighborhoods. This concern can affect emergency response times and emergency access to various points on the peninsula. Local residents and travelers also expressed difficulty making left turns out of Loch Haven Road.

The MIIF Study, completed in June 2016, is the final component of a larger ongoing project to prepare the County's Transportation Functional Master Plan (TFMP). The MIIF Study focused on seven key corridors, including – MD 214 from MD 424 to Shoreham Beach Road (7.5 miles), which overlaps the limits of this Study's corridor.

The MIIF Study identified that, as a result of the constrained growth forecast for the area, no roadway capacity or major transit improvements were recommended for the MD 214 corridor. Recommendations included providing additional travel choices by enhancing pedestrian and bicycle facilities along the corridor. The MIIF Study prioritized projects within the seven corridors as near-term (minimal design and construction), mid-term (feasibly constructed within a 5-10 year timeframe), and long-term (substantial construction funding and coordination requirements). The bicycle and pedestrian improvement projects outlined for MD 214 are prioritized as mid-term projects.

Additional studies/Master Plans relevant to the MD 214 corridor include:

- Edgewater/Mayo Small Area Plan (February 2002)
- Anne Arundel County Greenways Master Plan (October 2002)
- Anne Arundel County General Development Plan (April 2009)
- Anne Arundel County Corridor Growth Management Plan (July 2012)
- Anne Arundel County Pedestrian and Bicycle Master Plan Update (June 2013)

The MIIF Study identified the requirement to work with the community to identify alternate improvements to address the problem including interconnectivity between Loch Haven Road and the Selby Heights Drive area or alternative intersection improvements that do not involve signalization. Recent improvements have been made to restripe the eastbound right turn lane as a shared through/right lane at the intersection of MD 214 and MD 468.

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[1] Major Intersections/Important Facilities (MIIF) Study – Final Report. (June 2016). Anne Arundel County, Maryland.

Project Needs

Accommodate Existing and Future Traffic

Volumes on the MD 214 corridor are projected to increase significantly by year 2040 due to proposed residential, commercial, and park traffic. The Average Daily Traffic (ADT) throughout the corridor will see an approximate 24 to 47 percent increase by 2040, with annual average increases ranging from 1 to 1.8 percent at the various intersections (**Table 1**). The 2040 No Build conditions are projected to experience high traffic volumes, particularly in the eastbound direction during the PM peak hour, greater than what can be efficiently serviced by the existing two lane roadway.

Table 1: Future Average Daily Traffic (ADT)

Count Location	Existing Average Daily Traffic	Future Average Daily Traffic	Average Annual Percent Increase
MD 214, West of Loch Haven Rd	20,966	30,800	1.8%
MD 214, East of Oak Ln	16,209	22,350	1.5%
MD 214, West of Selby Heights Dr	15,839	21,700	1.4%
MD 214, East of Selby Blvd	10,918	14,850	1.4%
MD 214, West of Shoreham Beach Rd	6,795	9,700	1.6%
MD 214, West of Shesley Rd	3,111	4,450	1.6%
MD 214, East of Mayo Ave	2,148	3,100	1.7%
Shoreham Beach Road, North of MD 214	2,650	3,750	1.6%
Shoreham Beach Road, South of Triton Beach Rd	1,150	1,450	1.1%

Safety and Operational Deficiencies

The majority of the traffic barrier that exists within the corridor exhibits signs of age, has minor damage, and is not compliant with the new MDOT SHA policy requiring all traffic barrier w-beam to be compliant with AASHTO's Manual for Assessing Safety Hardware (MASH). The exception to this is located along the eastbound side of MD 214, just east of the MD 468 intersection, where traffic barrier exists that was recently installed above the minimum MASH compliant height of 29". However, a Type G end treatment currently terminates this run of existing traffic barrier which is not permissable in areas that have posted speed limits above 40 MPH.

Overall, the shoulders of MD 214 have been found not to be compliant with AASHTO criteria which indicates 8' wide usable shoulders should be provided on each side of the roadway. Additionally, the majority of the shoulder widths are not compliant with the *Maryland State Highway Administration's Bicycle Policy & Design Guidelines (Revised January 2015)* which states the minimum shoulder widths for marked bike lanes in an open section roadway should be 5 feet wide where the posted speed limit is >35 MPH but ≤45 MPH and 4 feet wide where the posted speed limit is ≤35 MPH.

Horizontal sight offset and intersection sight distance was evaluated based on AASHTO criteria along the MD 214 study corridor. Instances where the superelevation, compound curvature, horizontal sight distance or intersection sight distance did not meet the AASHTO criteria have been documented.

Crash data provided by SHA indicated that the number of crashes increased on the western side of the corridor as traffic volume increased. The predominant crash type included rear end and fixed object collisions. One-third of the crashes at intersections were comprised of night time crashes. Wet pavement was also a contributing factor in about one-third of the crashes at the intersections.

System Preservation

With the exception of the pavement surrounding the recently improved MD 214 and MD 468 intersection, the existing pavement of MD 214 is in fair to poor condition, with medium to high severity logitudinal and alligator cracking observed throughout the corridor.

APPENDIX

R

MD 214 at MD 468 Intersection Improvements
Synchro Analysis Worksheets

Option 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.32	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	595	3539	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	0	88	0	0	0	88
Lane Group Flow (vph)	447	75	218	1356	726	37
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	54.7	54.7	74.7	74.7	36.5	36.5
Effective Green, g (s)	54.7	54.7	74.7	74.7	36.5	36.5
Actuated g/C Ratio	0.44	0.44	0.61	0.61	0.30	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	827	702	484	2145	1017	468
v/s Ratio Prot	0.24		0.05	c0.38	c0.21	
v/s Ratio Perm		0.05	0.23			0.02
v/c Ratio	0.54	0.11	0.45	0.63	0.71	0.08
Uniform Delay, d1	25.1	20.0	13.6	15.5	38.7	31.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.2	0.7	1.0	3.0	0.2
Delay (s)	26.7	20.2	14.3	16.5	41.7	31.4
Level of Service	C	C	B	B	D	C
Approach Delay (s)	25.0			16.2	40.2	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	19.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	68	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	0	59	0	0	0	87
Lane Group Flow (vph)	2063	390	266	1008	283	229
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	102.0	102.0	117.0	117.0	16.0	16.0
Effective Green, g (s)	102.0	102.0	117.0	117.0	16.0	16.0
Actuated g/C Ratio	0.70	0.70	0.81	0.81	0.11	0.11
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	1310	1113	148	2855	378	174
v/s Ratio Prot	1.11		c0.10	0.28	0.08	
v/s Ratio Perm		0.25	c1.34			c0.14
v/c Ratio	1.57	0.35	1.80	0.35	0.75	1.32
Uniform Delay, d1	21.5	8.5	56.7	3.8	62.6	64.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	262.4	0.5	384.4	0.2	9.4	176.5
Delay (s)	283.9	9.0	441.0	4.0	72.0	241.0
Level of Service	F	A	F	A	E	F
Approach Delay (s)	234.7			95.2	161.1	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	184.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.77		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	134.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	48	3539	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	0	54	0	0	0	194
Lane Group Flow (vph)	1168	320	208	1181	533	37
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	148.0	148.0	177.0	177.0	36.0	36.0
Effective Green, g (s)	148.0	148.0	177.0	177.0	36.0	36.0
Actuated g/C Ratio	0.66	0.66	0.79	0.79	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	1225	1041	206	2784	549	253
v/s Ratio Prot	0.63		c0.10	0.33	c0.16	
v/s Ratio Perm		0.20	c0.69			0.02
v/c Ratio	0.95	0.31	1.01	0.42	0.97	0.15
Uniform Delay, d1	35.3	16.5	91.0	7.7	94.0	81.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.7	0.8	65.2	0.5	31.3	0.6
Delay (s)	52.1	17.3	156.2	8.2	125.3	81.8
Level of Service	D	B	F	A	F	F
Approach Delay (s)	43.6			30.3	112.1	
Approach LOS	D			C	F	

Intersection Summary			
HCM 2000 Control Delay	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	225.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Option 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	7.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.41	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	765	3539	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	0	91	0	0	0	75
Lane Group Flow (vph)	447	72	218	1356	726	50
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Actuated Green, G (s)	53.7	53.7	73.5	73.5	35.7	48.5
Effective Green, g (s)	53.7	53.7	73.5	73.5	35.7	48.5
Actuated g/C Ratio	0.44	0.44	0.61	0.61	0.29	0.40
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	7.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	3.0
Lane Grp Cap (vph)	1568	701	570	2146	1011	633
v/s Ratio Prot	0.13		0.04	c0.38	c0.21	0.01
v/s Ratio Perm		0.05	0.19			0.02
v/c Ratio	0.29	0.10	0.38	0.63	0.72	0.08
Uniform Delay, d1	21.5	19.7	11.3	15.2	38.2	22.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.4	1.0	3.1	0.1
Delay (s)	21.8	19.9	11.7	16.2	41.3	22.6
Level of Service	C	B	B	B	D	C
Approach Delay (s)	21.3			15.6	38.6	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	121.2	Sum of lost time (s)	19.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	7.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	76	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	0	108	0	0	0	9
Lane Group Flow (vph)	2063	341	266	1008	283	307
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Actuated Green, G (s)	91.1	91.1	117.3	117.3	15.0	34.2
Effective Green, g (s)	91.1	91.1	117.3	117.3	15.0	34.2
Actuated g/C Ratio	0.63	0.63	0.81	0.81	0.10	0.24
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	7.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	3.0
Lane Grp Cap (vph)	2234	999	287	2876	356	375
v/s Ratio Prot	0.58		c0.12	0.28	0.08	c0.11
v/s Ratio Perm		0.22	c0.63			0.08
v/c Ratio	0.92	0.34	0.93	0.35	0.79	0.82
Uniform Delay, d1	23.5	12.5	53.1	3.5	63.1	52.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	0.6	34.1	0.2	13.2	13.0
Delay (s)	31.1	13.1	87.1	3.7	76.4	65.1
Level of Service	C	B	F	A	E	E
Approach Delay (s)	27.9			21.2	70.4	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	144.3	Sum of lost time (s)	19.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	7.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.18	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	333	3539	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	0	73	0	0	0	36
Lane Group Flow (vph)	1168	301	208	1181	533	195
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2	6			4
Actuated Green, G (s)	135.7	135.7	156.1	156.1	39.8	53.2
Effective Green, g (s)	135.7	135.7	156.1	156.1	39.8	53.2
Actuated g/C Ratio	0.65	0.65	0.75	0.75	0.19	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	7.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	3.0
Lane Grp Cap (vph)	2309	1033	342	2657	657	405
v/s Ratio Prot	0.33		c0.04	0.33	c0.16	0.03
v/s Ratio Perm		0.19	c0.42			0.09
v/c Ratio	0.51	0.29	0.61	0.44	0.81	0.48
Uniform Delay, d1	18.7	15.5	13.6	9.7	80.5	65.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.7	3.1	0.5	8.5	0.9
Delay (s)	19.5	16.2	16.6	10.2	88.9	66.5
Level of Service	B	B	B	B	F	E
Approach Delay (s)	18.7			11.2	82.2	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	207.9	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

S

MD 214 at Loch Haven Road
Signal Warrant Analysis

2040 Signal Warrant Analysis

Traffic Signal Warrant Summary

Main St and Sidestreet

Date: 12-Sep-18

Analyst: STV Incorporated

Warrant 1	Condition A	**YES**
	Condition B	**YES**
Warrant 2	Four Hour Vehicular Volume	**YES**
Warrant 3	A - Peak Hour Delay	NO
	B - Peak Hour Volume	**YES**
Warrant 4	Pedestrian Volume	
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	NO
Warrant 7	Crash Experience	NO
Warrant 8	Roadway network	N/A
Warrant 9	Intersection Near a grade Crossing	N/A

MUTCD Reference:

http://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm#section4C02

TIME PERIOD		MD 214					MD 214					Loch Haven Road					Parking Lot				
		RTR:	1	DIRECTION:		EB	RTR:	1	DIRECTION:		WB	RTR:	0.5	DIRECTION:		SB	RTR:	1	DIRECTION:		NB
START	END	Major Street					Major Street					Minor Street					Minor Street				
		L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B
6:30 AM	6:45 AM		37					159					23					0			
6:45 AM	7:00 AM		40					207					31					0			
7:00 AM	7:15 AM		64					216					40					0			
7:15 AM	7:30 AM		102					262					41					0			
7:30 AM	7:45 AM		78					315					49					0			
7:45 AM	8:00 AM		125					283					40					0			
8:00 AM	8:15 AM		141					238					41					0			
8:15 AM	8:30 AM		112					180					33					0			
8:30 AM	8:45 AM		114					231					36					0			
8:45 AM	9:00 AM		75					228					26					0			
9:00 AM	9:15 AM		119					172					43					0			
9:15 AM	9:30 AM		141					188					37					0			
9:30 AM	9:45 AM		132					182					30					0			
9:45 AM	10:00 AM		137					155					28					4			
10:00 AM	10:15 AM		127					141					30					0			
10:15 AM	10:30 AM		137					154					28					4			
10:30 AM	10:45 AM		116					119					25					4			
10:45 AM	11:00 AM		109					126					16					4			
11:00 AM	11:15 AM		152					133					28					4			
11:15 AM	11:30 AM		125					94					18					0			
11:30 AM	11:45 AM		159					122					33					0			
11:45 AM	12:00 PM		144					129					27					20			
12:00 PM	12:15 PM		123					121					27					0			
12:15 PM	12:30 PM		140					135					22					0			
12:30 PM	12:45 PM		239					149					40					0			
12:45 PM	1:00 PM		270					146					53					4			
1:00 PM	1:15 PM		235					151					55					0			
1:15 PM	1:30 PM		199					137					60					0			
1:30 PM	1:45 PM		272					147					36					0			
1:45 PM	2:00 PM		310					170					53					0			
2:00 PM	2:15 PM		310					181					55					0			
2:15 PM	2:30 PM		321					147					44					0			
2:30 PM	2:45 PM		319					167					57					0			
2:45 PM	3:00 PM		363					133					47					4			
3:00 PM	3:15 PM		398					109					44					0			
3:15 PM	3:30 PM		334					186					57					0			
3:30 PM	3:45 PM		396					149					32					30			
3:45 PM	4:00 PM		502					198					28					9			
4:00 PM	4:15 PM		423					175					34					0			
4:15 PM	4:30 PM		416					130					45					0			
4:30 PM	4:45 PM		531					123					60					0			
4:45 PM	5:00 PM		529					210					62					4			
5:00 PM	5:15 PM		494					223					25					9			
5:15 PM	5:30 PM		540					200					76					4			
5:30 PM	5:45 PM		425					200					40					17			
5:45 PM	6:00 PM		458					237					55					4			
6:00 PM	6:15 PM		418					163					38					0			
6:15 PM	6:30 PM		445					151					40					0			
6:30 PM	6:45 PM		383					161					57					9			
6:45 PM	7:00 PM		496					205					66					0			
7:00 PM	7:15 PM		476					165					64					4			

Scenario: **1 Major & 1 Minor** **Case:** **C**

[A] Basic minimum hourly volume

[B] Used for combination of Conditions A and B after adequate trial of other remedial measures

[C] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[D] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume[1]

Condition A—Minimum Vehicular Volume									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	500	400	350	280	150	120	105	84
2 or more.....	1.....	600	480	420	336	150	120	105	84
2 or more.....	2 or more.....	600	480	420	336	200	160	140	112
1.....	2 or more.....	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	750	600	525	420	75	60	53	42
2 or more.....	1.....	900	720	630	504	75	60	53	42
2 or more.....	2 or more.....	900	720	630	504	100	80	70	56
1.....	2 or more.....	750	600	525	420	100	80	70	56

[1] 2009 MUTCD

Warrant 1- Eight Hour Vehicular Volume

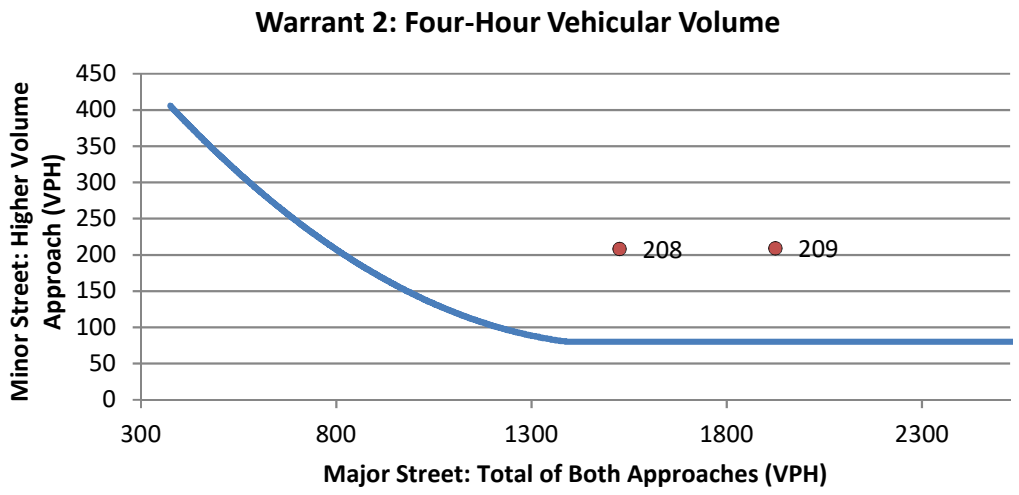
Condition A - Minimum Vehicular Volume						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>350	Loch Haven Road	>105	Condition?
6:30 PM	7:30 PM	2546	Y	234	Y	**Y**
4:30 PM	5:30 PM	2850	Y	223	Y	**Y**
1:45 PM	2:45 PM	1925	Y	209	Y	**Y**
12:30 PM	1:30 PM	1526	Y	208	Y	**Y**
2:45 PM	3:45 PM	2068	Y	180	Y	**Y**
5:30 PM	6:30 PM	2497	Y	173	Y	**Y**
7:15 AM	8:15 AM	1544	Y	171	Y	**Y**
8:30 AM	9:30 AM	1268	Y	142	Y	**Y**

Condition B - Interruption of Continuous Traffic						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>525	Loch Haven Road	>53	Condition?
6:30 PM	7:30 PM	2546	Y	234	Y	**Y**
4:30 PM	5:30 PM	2850	Y	223	Y	**Y**
1:45 PM	2:45 PM	1925	Y	209	Y	**Y**
12:30 PM	1:30 PM	1526	Y	208	Y	**Y**
2:45 PM	3:45 PM	2068	Y	180	Y	**Y**
5:30 PM	6:30 PM	2497	Y	173	Y	**Y**
7:15 AM	8:15 AM	1544	Y	171	Y	**Y**
8:30 AM	9:30 AM	1268	Y	142	Y	**Y**

Warrant 1 is met by satisfying the requirements of Conidtions A & B.

Warrant 2 - Four Hour Vehicular Volume

2 Major & 1 Minor



Time Period		Major Street Vol.	Minor Street Vol.	Total Volume	Above
Start	End	(both approaches)	(higher approach)	(all approaches)	Curve?
#####	1:30 PM	1526	208	1734	YES
1:45 PM	2:45 PM	1925	209	2134	YES
4:30 PM	5:30 PM	2850	223	3073	YES
6:30 PM	7:30 PM	2546	234	2780	YES

Warrant 3 - Peak Hour Volume

PART A: Peak Hour Delay

NOTE: Requirements 1 - 3 must ***ALL*** be met for the ***SAME*** hour for Part A of warrant to be met

1. Stopped Delay

1 Lane Approach	
Stopped Delay: (veh*hr)	**1**
Requirement Met:	**NO**

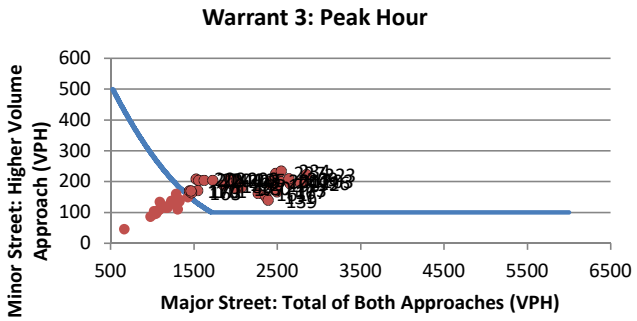
2. Minor Approach Volume

1 Moving Lane	
Approach Volume (veh/hr)	**19**
Requirement Met:	**NO**

3. Total Entering Volume Serviced

4 Approaches	
Intersection Volume (veh/hr)	**1113**
Requirement Met:	**YES**

PART B: Peak Hour Volume



Warrant 3 is met based on the requirements of PART B

TIME PERIOD START	TIME PERIOD END	Major Street (both approaches)	Minor Street (higher approach)	Above Curve?
6:30 AM	7:30 AM	1087	135	NO
6:45 AM	7:45 AM	1284	161	NO
7:00 AM	**8:00 AM**	**1445**	**170**	**YES**
7:15 AM	**8:15 AM**	**1544**	**171**	**YES**
7:30 AM	**8:30 AM**	**1472**	**163**	**YES**
7:45 AM	8:45 AM	1424	150	NO
8:00 AM	9:00 AM	1319	136	NO
8:15 AM	9:15 AM	1231	138	NO
8:30 AM	9:30 AM	1268	142	NO
8:45 AM	9:45 AM	1237	136	NO
9:00 AM	10:00 AM	1226	138	NO
9:15 AM	10:15 AM	1203	125	NO
9:30 AM	10:30 AM	1165	116	NO
9:45 AM	10:45 AM	1086	111	NO
10:00 AM	11:00 AM	1029	99	NO
10:15 AM	11:15 AM	1046	97	NO
10:30 AM	11:30 AM	974	87	NO
10:45 AM	11:45 AM	1020	95	NO
11:00 AM	12:00 PM	1058	106	NO
11:15 AM	12:15 PM	1017	105	NO
11:30 AM	12:30 PM	1073	109	NO
11:45 AM	12:45 PM	1180	116	NO
12:00 PM	1:00 PM	1323	142	NO
12:15 PM	**1:15 PM**	**1465**	**170**	**YES**
12:30 PM	**1:30 PM**	**1526**	**208**	**YES**
12:45 PM	**1:45 PM**	**1557**	**204**	**YES**
1:00 PM	**2:00 PM**	**1621**	**204**	**YES**
1:15 PM	**2:15 PM**	**1726**	**204**	**YES**
1:30 PM	**2:30 PM**	**1858**	**188**	**YES**
1:45 PM	**2:45 PM**	**1925**	**209**	**YES**
2:00 PM	**3:00 PM**	**1941**	**203**	**YES**
2:15 PM	**3:15 PM**	**1957**	**192**	**YES**

Updated Existing Signal Warrant Analysis with SHA Volumes

Traffic Signal Warrant Summary

Main St and Sidestreet

Date: 19-Feb-19

Analyst: STV Incorporated

Warrant 1	Condition A	**YES**
	Condition B	**YES**
Warrant 2	Four Hour Vehicular Volume	**YES**
Warrant 3	A - Peak Hour Delay	NO
	B - Peak Hour Volume	**YES**
Warrant 4	Pedestrian Volume	
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	NO
Warrant 7	Crash Experience	NO
Warrant 8	Roadway network	N/A
Warrant 9	Intersection Near a grade Crossing	N/A

MUTCD Reference:
http://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm#section4C02

TIME PERIOD		MD 214					MD 214					Loch Haven Road					Parking Lot				
		RTR:	1	DIRECTION:		EB	RTR:	1	DIRECTION:		WB	RTR:	1	DIRECTION:		SB	RTR:	1	DIRECTION:		NB
START	END	Major Street					Major Street					Minor Street					Minor Street				
		L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B
6:30 AM	6:45 AM																				
6:45 AM	7:00 AM		1006		0								183		0						
7:00 AM	7:15 AM																				
7:15 AM	7:30 AM																				
7:30 AM	7:45 AM																				
7:45 AM	8:00 AM		1286		0								239		0						
8:00 AM	8:15 AM																				
8:15 AM	8:30 AM																				
8:30 AM	8:45 AM																				
8:45 AM	9:00 AM		1305		0								225		0						
9:00 AM	9:15 AM																				
9:15 AM	9:30 AM																				
9:30 AM	9:45 AM																				
9:45 AM	10:00 AM		941		0								153		0						
10:00 AM	10:15 AM																				
10:15 AM	10:30 AM																				
10:30 AM	10:45 AM																				
10:45 AM	11:00 AM		911		0								143		0						
11:00 AM	11:15 AM																				
11:15 AM	11:30 AM																				
11:30 AM	11:45 AM																				
11:45 AM	12:00 PM		962		0								137		0						
12:00 PM	12:15 PM																				
12:15 PM	12:30 PM																				
12:30 PM	12:45 PM																				
12:45 PM	1:00 PM		1030		0								129		0						
1:00 PM	1:15 PM																				
1:15 PM	1:30 PM																				
1:30 PM	1:45 PM																				
1:45 PM	2:00 PM		998		0								109		0						
2:00 PM	2:15 PM																				
2:15 PM	2:30 PM																				
2:30 PM	2:45 PM																				
2:45 PM	3:00 PM		1107		0								118		0						
3:00 PM	3:15 PM																				
3:15 PM	3:30 PM																				
3:30 PM	3:45 PM																				
3:45 PM	4:00 PM		1395		0								133		0						
4:00 PM	4:15 PM																				
4:15 PM	4:30 PM																				
4:30 PM	4:45 PM																				
4:45 PM	5:00 PM		1650		0								145		0						
5:00 PM	5:15 PM																				
5:15 PM	5:30 PM																				
5:30 PM	5:45 PM																				
5:45 PM	6:00 PM		1866		0								195		0						
6:00 PM	6:15 PM																				
6:15 PM	6:30 PM																				
6:30 PM	6:45 PM																				
6:45 PM	7:00 PM		1457		0								159		0						
7:00 PM	7:15 PM																				

Scenario: **2 Major & 1 Minor** **Case:** **C**

[A] Basic minimum hourly volume

[B] Used for combination of Conditions A and B after adequate trial of other remedial measures

[C] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[D] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume[1]

Condition A—Minimum Vehicular Volume									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	500	400	350	280	150	120	105	84
2 or more.....	1.....	600	480	420	336	150	120	105	84
2 or more.....	2 or more.....	600	480	420	336	200	160	140	112
1.....	2 or more.....	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	750	600	525	420	75	60	53	42
2 or more.....	1.....	900	720	630	504	75	60	53	42
2 or more.....	2 or more.....	900	720	630	504	100	80	70	56
1.....	2 or more.....	750	600	525	420	100	80	70	56

[1] 2009 MUTCD

Warrant 1- Eight Hour Vehicular Volume

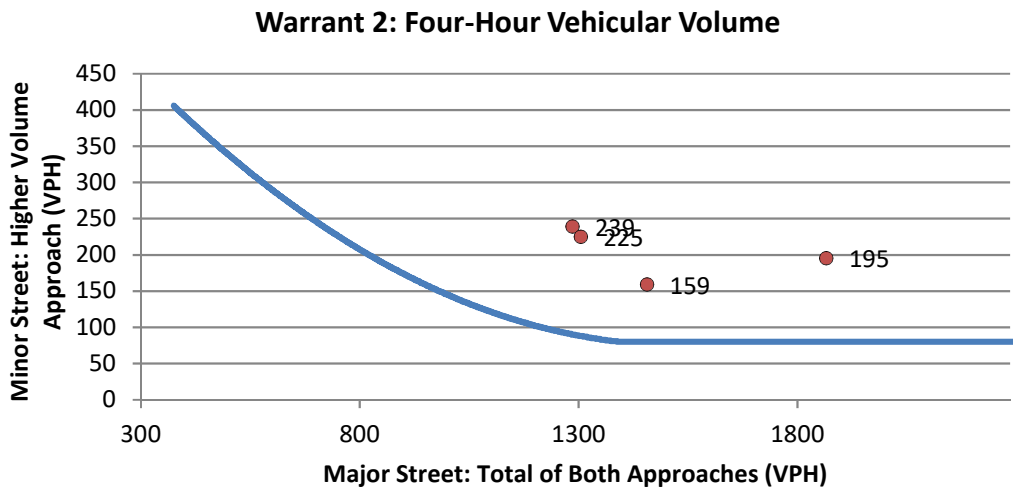
Condition A - Minimum Vehicular Volume						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>420	Loch Haven Road	>105	Condition?
7:00 AM	8:00 AM	1286	Y	239	Y	**Y**
8:00 AM	9:00 AM	1305	Y	225	Y	**Y**
5:00 PM	6:00 PM	1866	Y	195	Y	**Y**
6:00 PM	7:00 PM	1457	Y	159	Y	**Y**
9:00 AM	10:00 AM	941	Y	153	Y	**Y**
4:00 PM	5:00 PM	1650	Y	145	Y	**Y**
10:00 AM	11:00 AM	911	Y	143	Y	**Y**
11:00 AM	12:00 PM	962	Y	137	Y	**Y**

Condition B - Interruption of Continuous Traffic						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>630	Loch Haven Road	>53	Condition?
7:00 AM	8:00 AM	1286	Y	239	Y	**Y**
8:00 AM	9:00 AM	1305	Y	225	Y	**Y**
5:00 PM	6:00 PM	1866	Y	195	Y	**Y**
6:00 PM	7:00 PM	1457	Y	159	Y	**Y**
9:00 AM	10:00 AM	941	Y	153	Y	**Y**
4:00 PM	5:00 PM	1650	Y	145	Y	**Y**
10:00 AM	11:00 AM	911	Y	143	Y	**Y**
11:00 AM	12:00 PM	962	Y	137	Y	**Y**

Warrant 1 is met by satisfying the requirements of Conidtions A & B.

Warrant 2 - Four Hour Vehicular Volume

2 Major & 1 Minor



Time Period		Major Street Vol.	Minor Street Vol.	Total Volume	Above
Start	End	(both approaches)	(higher approach)	(all approaches)	Curve?
7:00 AM	8:00 AM	1286	239	1525	YES
8:00 AM	9:00 AM	1305	225	1530	YES
5:00 PM	6:00 PM	1866	195	2061	YES
6:00 PM	7:00 PM	1457	159	1616	YES

Warrant 3 - Peak Hour Volume

PART A: Peak Hour Delay

NOTE: Requirements 1 - 3 must ***ALL*** be met for the ***SAME*** hour for Part A of warrant to be met

1. Stopped Delay

1 Lane Approach	
Stopped Delay: (veh*hr)	**1**
Requirement Met:	**NO**

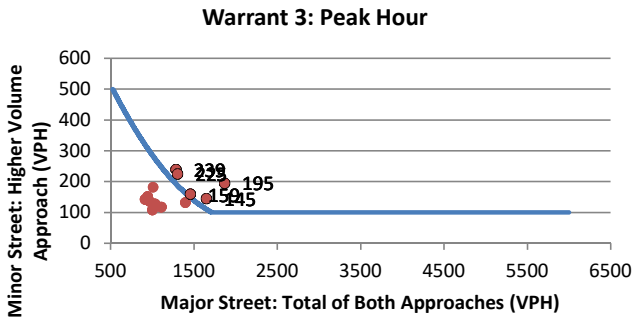
2. Minor Approach Volume

1 Moving Lane	
Approach Volume (veh/hr)	**19**
Requirement Met:	**NO**

3. Total Entering Volume Serviced

4 Approaches	
Intersection Volume (veh/hr)	**1113**
Requirement Met:	**YES**

PART B: Peak Hour Volume



Warrant 3 is met based on the requirements of PART B

TIME PERIOD START	TIME PERIOD END	Major Street (both approaches)	Minor Street (higher approach)	Above Curve?
6:30 AM	7:30 AM	1006	183	NO
6:45 AM	7:45 AM	1006	183	NO
7:00 AM	**8:00 AM**	**1286**	**239**	**YES**
7:15 AM	**8:15 AM**	**1286**	**239**	**YES**
7:30 AM	**8:30 AM**	**1286**	**239**	**YES**
7:45 AM	**8:45 AM**	**1286**	**239**	**YES**
8:00 AM	**9:00 AM**	**1305**	**225**	**YES**
8:15 AM	**9:15 AM**	**1305**	**225**	**YES**
8:30 AM	**9:30 AM**	**1305**	**225**	**YES**
8:45 AM	**9:45 AM**	**1305**	**225**	**YES**
9:00 AM	10:00 AM	941	153	NO
9:15 AM	10:15 AM	941	153	NO
9:30 AM	10:30 AM	941	153	NO
9:45 AM	10:45 AM	941	153	NO
10:00 AM	11:00 AM	911	143	NO
10:15 AM	11:15 AM	911	143	NO
10:30 AM	11:30 AM	911	143	NO
10:45 AM	11:45 AM	911	143	NO
11:00 AM	12:00 PM	962	137	NO
11:15 AM	12:15 PM	962	137	NO
11:30 AM	12:30 PM	962	137	NO
11:45 AM	12:45 PM	962	137	NO
12:00 PM	1:00 PM	1030	129	NO
12:15 PM	1:15 PM	1030	129	NO
12:30 PM	1:30 PM	1030	129	NO
12:45 PM	1:45 PM	1030	129	NO
1:00 PM	2:00 PM	998	109	NO
1:15 PM	2:15 PM	998	109	NO
1:30 PM	2:30 PM	998	109	NO
1:45 PM	2:45 PM	998	109	NO
2:00 PM	3:00 PM	1107	118	NO
2:15 PM	3:15 PM	1107	118	NO

APPENDIX

T

MD 214 at Loch Haven Road Intersection Improvements
Analysis Worksheets

Option 1

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

09/06/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			1.00			0.97			0.87	
Flt Protected	0.95	1.00			1.00			0.96			1.00	
Satd. Flow (prot)	1770	1856			1861			1735			1621	
Flt Permitted	0.19	1.00			1.00			0.61			0.98	
Satd. Flow (perm)	354	1856			1861			1094			1597	
Peak-hour factor, PHF	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Adj. Flow (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
RTOR Reduction (vph)	0	1	0	0	0	0	0	4	0	0	160	0
Lane Group Flow (vph)	118	445	0	0	1262	0	0	0	0	0	232	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	111.0	111.0			96.0			17.0			17.0	
Effective Green, g (s)	111.0	111.0			96.0			17.0			17.0	
Actuated g/C Ratio	0.79	0.79			0.69			0.12			0.12	
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	371	1471			1276			132			193	
v/s Ratio Prot	0.02	c0.24										
v/s Ratio Perm	0.23				0.68			0.00			c0.15	
v/c Ratio	0.32	0.30			0.99			0.00			1.20	
Uniform Delay, d1	6.9	4.0			21.5			54.1			61.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.5	0.1			22.3			0.0			130.0	
Delay (s)	7.4	4.1			43.8			54.1			191.5	
Level of Service	A	A			D			D			F	
Approach Delay (s)		4.8			43.8			54.1			191.5	
Approach LOS		A			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	60.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

09/06/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.99			0.96			0.88	
Flt Protected	0.95	1.00			1.00			0.97			0.99	
Satd. Flow (prot)	1770	1860			1845			1728			1630	
Flt Permitted	0.26	1.00			0.61			0.35			0.96	
Satd. Flow (perm)	482	1860			1118			618			1569	
Peak-hour factor, PHF	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Adj. Flow (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
RTOR Reduction (vph)	0	0	0	0	2	0	0	29	0	0	247	0
Lane Group Flow (vph)	622	1537	0	0	887	0	0	5	0	0	354	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	90.0	90.0			73.0			18.0			18.0	
Effective Green, g (s)	90.0	90.0			73.0			18.0			18.0	
Actuated g/C Ratio	0.75	0.75			0.61			0.15			0.15	
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	479	1395			680			92			235	
v/s Ratio Prot	0.12	c0.83										
v/s Ratio Perm	c0.85				0.79			0.01			c0.23	
v/c Ratio	1.30	1.10			1.30			0.06			1.50	
Uniform Delay, d1	13.2	15.0			23.5			43.7			51.0	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	149.1	57.0			147.5			0.3			247.8	
Delay (s)	162.3	72.0			171.0			44.0			298.8	
Level of Service	F	E			F			D			F	
Approach Delay (s)		98.0			171.0			44.0			298.8	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	147.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	160.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

09/06/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.99			0.96			0.88	
Flt Protected	0.95	1.00			1.00			0.97			0.99	
Satd. Flow (prot)	1770	1857			1848			1730			1632	
Flt Permitted	0.20	1.00			1.00			0.37			0.95	
Satd. Flow (perm)	370	1857			1839			659			1560	
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Adj. Flow (vph)	482	981	19	5	884	54	30	2	14	63	2	467
RTOR Reduction (vph)	0	1	0	0	2	0	0	11	0	0	241	0
Lane Group Flow (vph)	482	999	0	0	941	0	0	35	0	0	291	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	69.0	69.0			51.0			19.0			19.0	
Effective Green, g (s)	69.0	69.0			51.0			19.0			19.0	
Actuated g/C Ratio	0.69	0.69			0.51			0.19			0.19	
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	423	1281			937			125			296	
v/s Ratio Prot	c0.14	0.54										
v/s Ratio Perm	c0.65				0.51			0.05			c0.19	
v/c Ratio	1.14	0.78			1.00			0.28			0.98	
Uniform Delay, d1	18.3	10.4			24.5			34.6			40.4	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	87.7	3.2			30.5			1.2			47.7	
Delay (s)	106.0	13.6			55.0			35.8			88.1	
Level of Service	F	B			D			D			F	
Approach Delay (s)		43.6			55.0			35.8			88.1	
Approach LOS		D			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	54.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	139.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Option 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	0	1095	5	18	322
Future Volume (Veh/h)	93	0	1095	5	18	322
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	118	0	1259	6	21	370
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1265				1498	1262
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1265				1498	1262
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				80	0
cM capacity (veh/h)	549				106	207

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	118	0	1265	391
Volume Left	118	0	0	21
Volume Right	0	0	6	370
cSH	549	1700	1700	197
Volume to Capacity	0.21	0.00	0.74	1.98
Queue Length 95th (ft)	20	0	0	731
Control Delay (s)	13.3	0.0	0.0	499.5
Lane LOS	B			F
Approach Delay (s)	13.3		0.0	499.5
Approach LOS				F

Intersection Summary			
Average Delay	111.0		
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

09/06/2018

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	603	0	711	50	46	396
Future Volume (Veh/h)	603	0	711	50	46	396
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.85	0.85	0.74	0.74
Hourly flow rate (vph)	622	0	836	59	62	535
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	895				2110	866
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	895				2110	866
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	18				0	0
cM capacity (veh/h)	758				10	353

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	622	0	895	597
Volume Left	622	0	0	62
Volume Right	0	0	59	535
cSH	758	1700	1700	78
Volume to Capacity	0.82	0.00	0.53	7.66
Queue Length 95th (ft)	224	0	0	Err
Control Delay (s)	27.5	0.0	0.0	Err
Lane LOS	D			F
Approach Delay (s)	27.5		0.0	Err
Approach LOS				F

Intersection Summary			
Average Delay	2831.8		
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	458	0	819	49	57	425
Future Volume (Veh/h)	458	0	819	49	57	425
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	482	0	900	54	63	467
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	954				1891	927
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	954				1891	927
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	33				0	0
cM capacity (veh/h)	720				25	325

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	482	0	954	530
Volume Left	482	0	0	63
Volume Right	0	0	54	467
cSH	720	1700	1700	136
Volume to Capacity	0.67	0.00	0.56	3.91
Queue Length 95th (ft)	129	0	0	Err
Control Delay (s)	19.5	0.0	0.0	Err
Lane LOS	C			F
Approach Delay (s)	19.5		0.0	Err
Approach LOS				F

Intersection Summary			
Average Delay	2700.3		
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		

Option 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	0	1095	5	18	322
Future Volume (Veh/h)	93	0	1095	5	18	322
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	118	0	1259	6	21	370
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						6
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1265				1498	1262
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1265				1498	1262
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				80	0
cM capacity (veh/h)	549				106	207

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	118	0	1265	391
Volume Left	118	0	0	21
Volume Right	0	0	6	370
cSH	549	1700	1700	219
Volume to Capacity	0.21	0.00	0.74	1.78
Queue Length 95th (ft)	20	0	0	673
Control Delay (s)	13.3	0.0	0.0	391.4
Lane LOS	B			F
Approach Delay (s)	13.3		0.0	391.4
Approach LOS				F

Intersection Summary			
Average Delay	87.2		
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	603	0	711	50	46	396
Future Volume (Veh/h)	603	0	711	50	46	396
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.85	0.85	0.74	0.74
Hourly flow rate (vph)	622	0	836	59	62	535
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						6
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	895				2110	866
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	895				2110	866
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	18				0	0
cM capacity (veh/h)	758				10	353

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	622	0	895	597
Volume Left	622	0	0	62
Volume Right	0	0	59	535
cSH	758	1700	1700	80
Volume to Capacity	0.82	0.00	0.53	7.45
Queue Length 95th (ft)	224	0	0	Err
Control Delay (s)	27.5	0.0	0.0	Err
Lane LOS	D			F
Approach Delay (s)	27.5		0.0	Err
Approach LOS				F

Intersection Summary			
Average Delay	2831.8		
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	458	0	819	49	57	425
Future Volume (Veh/h)	458	0	819	49	57	425
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	482	0	900	54	63	467
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						6
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	954				1891	927
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	954				1891	927
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	33				0	0
cM capacity (veh/h)	720				25	325

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	482	0	954	530
Volume Left	482	0	0	63
Volume Right	0	0	54	467
cSH	720	1700	1700	162
Volume to Capacity	0.67	0.00	0.56	3.27
Queue Length 95th (ft)	129	0	0	Err
Control Delay (s)	19.5	0.0	0.0	Err
Lane LOS	C			F
Approach Delay (s)	19.5		0.0	Err
Approach LOS				F

Intersection Summary			
Average Delay	2700.3		
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

Option 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	353	1095	5	18	322
Future Volume (vph)	93	353	1095	5	18	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.87	
Flt Protected	0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	1863	1862		1620	
Flt Permitted	0.05	1.00	1.00		1.00	
Satd. Flow (perm)	90	1863	1862		1620	
Peak-hour factor, PHF	0.79	0.79	0.87	0.87	0.87	0.87
Adj. Flow (vph)	118	447	1259	6	21	370
RTOR Reduction (vph)	0	0	0	0	161	0
Lane Group Flow (vph)	118	447	1265	0	230	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2	8				
Actuated Green, G (s)	92.0	108.0	77.0		16.0	
Effective Green, g (s)	92.0	108.0	77.0		16.0	
Actuated g/C Ratio	0.77	0.90	0.64		0.13	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	195	1863	1194		216	
v/s Ratio Prot	c0.05	0.18	c0.68		c0.14	
v/s Ratio Perm	0.42	0.06				
v/c Ratio	0.61	0.24	1.06		1.06	
Uniform Delay, d1	36.2	0.8	21.5		52.0	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	5.2	0.1	43.3		79.2	
Delay (s)	41.5	0.8	64.8		131.2	
Level of Service	D	A	E		F	
Approach Delay (s)		9.3	64.8		131.2	
Approach LOS		A	E		F	

Intersection Summary			
HCM 2000 Control Delay	62.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	603	1491	711	50	46	396
Future Volume (vph)	603	1491	711	50	46	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.88	
Flt Protected	0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1863	1846		1629	
Flt Permitted	0.08	1.00	1.00		0.99	
Satd. Flow (perm)	155	1863	1846		1629	
Peak-hour factor, PHF	0.97	0.97	0.85	0.85	0.74	0.74
Adj. Flow (vph)	622	1537	836	59	62	535
RTOR Reduction (vph)	0	0	2	0	311	0
Lane Group Flow (vph)	622	1537	893	0	286	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2	8				
Actuated Green, G (s)	72.0	88.0	42.0		16.0	
Effective Green, g (s)	72.0	88.0	42.0		16.0	
Actuated g/C Ratio	0.72	0.88	0.42		0.16	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	499	1863	775		260	
v/s Ratio Prot	c0.30	c0.59	0.48		0.18	
v/s Ratio Perm	c0.60	0.23				
v/c Ratio	1.25	0.83	1.15		1.10	
Uniform Delay, d1	31.7	2.6	29.0		42.0	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	126.9	3.1	82.9		85.5	
Delay (s)	158.6	5.7	111.9		127.5	
Level of Service	F	A	F		F	
Approach Delay (s)		49.8	111.9		127.5	
Approach LOS		D	F		F	

Intersection Summary			
HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	458	950	819	49	57	425
Future Volume (vph)	458	950	819	49	57	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.88	
Flt Protected	0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1863	1849		1631	
Flt Permitted	0.08	1.00	1.00		0.99	
Satd. Flow (perm)	143	1863	1849		1631	
Peak-hour factor, PHF	0.95	0.95	0.91	0.91	0.91	0.91
Adj. Flow (vph)	482	1000	900	54	63	467
RTOR Reduction (vph)	0	0	2	0	267	0
Lane Group Flow (vph)	482	1000	952	0	263	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2	8				
Actuated Green, G (s)	72.0	88.0	46.0		16.0	
Effective Green, g (s)	72.0	88.0	46.0		16.0	
Actuated g/C Ratio	0.72	0.88	0.46		0.16	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	428	1863	850		260	
v/s Ratio Prot	c0.23	0.39	0.51		c0.16	
v/s Ratio Perm	c0.58	0.15				
v/c Ratio	1.13	0.54	1.12		1.01	
Uniform Delay, d1	33.0	1.4	27.0		42.0	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	82.6	0.3	69.3		58.7	
Delay (s)	115.6	1.7	96.3		100.7	
Level of Service	F	A	F		F	
Approach Delay (s)		38.7	96.3		100.7	
Approach LOS		D	F		F	

Intersection Summary			
HCM 2000 Control Delay	68.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Option 5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	353	1095	5	18	322
Future Volume (vph)	93	353	1095	5	18	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1862		1770	1583
Flt Permitted	0.05	1.00	1.00		0.95	1.00
Satd. Flow (perm)	90	1863	1862		1770	1583
Peak-hour factor, PHF	0.79	0.79	0.87	0.87	0.87	0.87
Adj. Flow (vph)	118	447	1259	6	21	370
RTOR Reduction (vph)	0	0	0	0	0	69
Lane Group Flow (vph)	118	447	1265	0	21	301
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2	8				4
Actuated Green, G (s)	92.0	98.8	77.0		6.8	15.8
Effective Green, g (s)	92.0	98.8	77.0		6.8	15.8
Actuated g/C Ratio	0.83	0.89	0.69		0.06	0.14
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	211	1863	1293		108	311
v/s Ratio Prot	0.05	0.20	c0.68		0.01	c0.08
v/s Ratio Perm	0.42	0.04				0.11
v/c Ratio	0.56	0.24	0.98		0.19	0.97
Uniform Delay, d1	35.4	0.8	16.1		49.4	47.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.2	0.1	19.8		0.9	42.2
Delay (s)	38.6	0.9	35.9		50.3	89.4
Level of Service	D	A	D		D	F
Approach Delay (s)		8.8	35.9		87.3	
Approach LOS		A	D		F	

Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	603	1491	711	50	46	396
Future Volume (vph)	603	1491	711	50	46	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1846		1770	1583
Flt Permitted	0.09	1.00	1.00		0.95	1.00
Satd. Flow (perm)	159	1863	1846		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.85	0.85	0.74	0.74
Adj. Flow (vph)	622	1537	836	59	62	535
RTOR Reduction (vph)	0	0	2	0	0	46
Lane Group Flow (vph)	622	1537	893	0	62	489
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2	8				4
Actuated Green, G (s)	72.0	80.6	41.0		8.6	33.6
Effective Green, g (s)	72.0	80.6	41.0		8.6	33.6
Actuated g/C Ratio	0.78	0.87	0.44		0.09	0.36
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	558	1863	817		164	676
v/s Ratio Prot	c0.30	c0.64	0.48		0.04	0.20
v/s Ratio Perm	c0.57	0.18				0.11
v/c Ratio	1.11	0.83	1.09		0.38	0.72
Uniform Delay, d1	28.7	2.8	25.8		39.5	25.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	73.6	3.1	59.8		1.5	3.8
Delay (s)	102.3	5.9	85.6		40.9	29.3
Level of Service	F	A	F		D	C
Approach Delay (s)		33.7	85.6		30.5	
Approach LOS		C	F		C	

Intersection Summary			
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	92.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	458	950	819	49	57	425
Future Volume (vph)	458	950	819	49	57	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1849		1770	1583
Flt Permitted	0.08	1.00	1.00		0.95	1.00
Satd. Flow (perm)	143	1863	1849		1770	1583
Peak-hour factor, PHF	0.95	0.95	0.91	0.91	0.91	0.91
Adj. Flow (vph)	482	1000	900	54	63	467
RTOR Reduction (vph)	0	0	2	0	0	56
Lane Group Flow (vph)	482	1000	952	0	63	411
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2	8				4
Actuated Green, G (s)	72.0	80.6	46.0		8.6	28.6
Effective Green, g (s)	72.0	80.6	46.0		8.6	28.6
Actuated g/C Ratio	0.78	0.87	0.50		0.09	0.31
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	462	1863	918		164	591
v/s Ratio Prot	c0.23	0.42	0.52		0.04	c0.15
v/s Ratio Perm	c0.58	0.12				0.11
v/c Ratio	1.04	0.54	1.04		0.38	0.70
Uniform Delay, d1	30.6	1.5	23.3		39.5	28.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	53.6	0.3	39.7		1.5	3.6
Delay (s)	84.2	1.8	63.0		41.0	31.7
Level of Service	F	A	E		D	C
Approach Delay (s)		28.6	63.0		32.8	
Approach LOS		C	E		C	

Intersection Summary			
HCM 2000 Control Delay	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	92.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Option 6

DELAY (CONTROL)

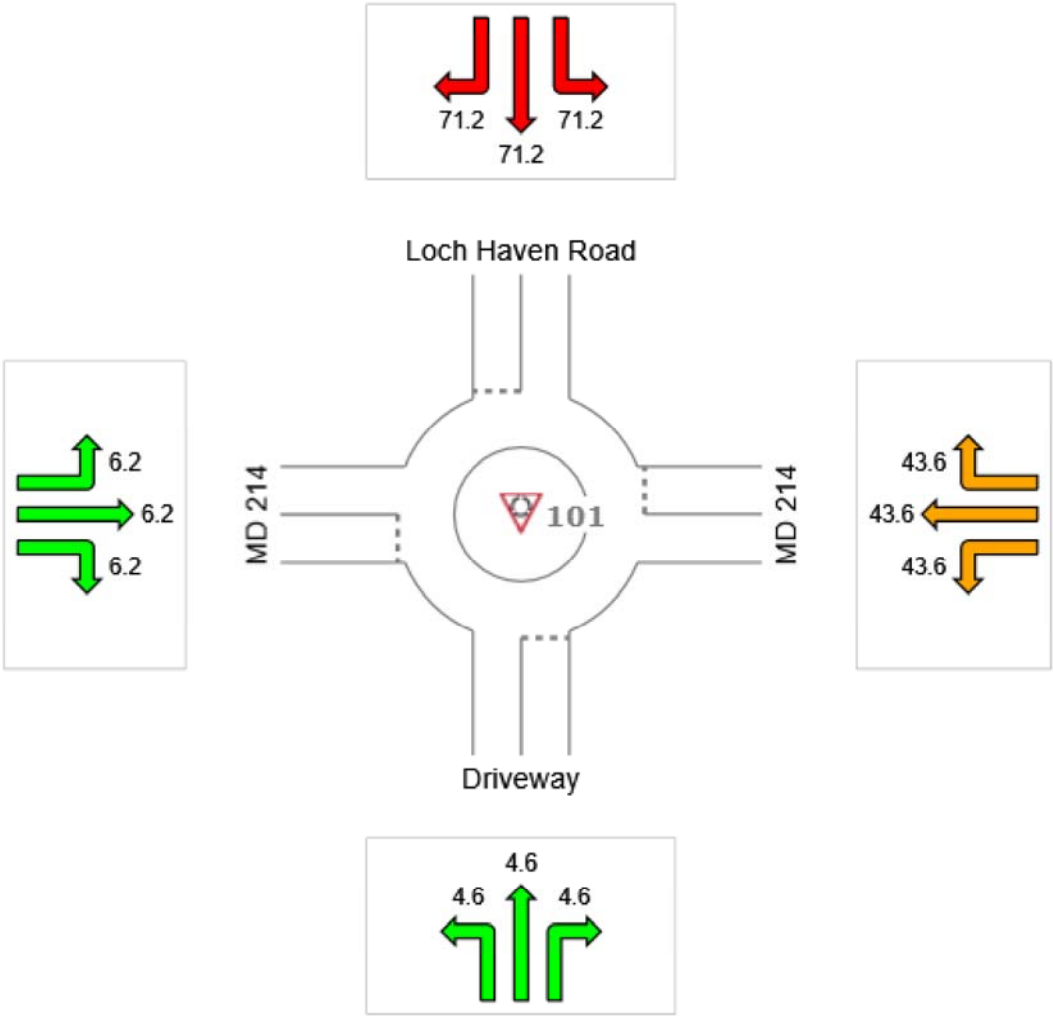
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	4.6	43.6	71.2	6.2	39.6
LOS	A	E	F	A	E



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

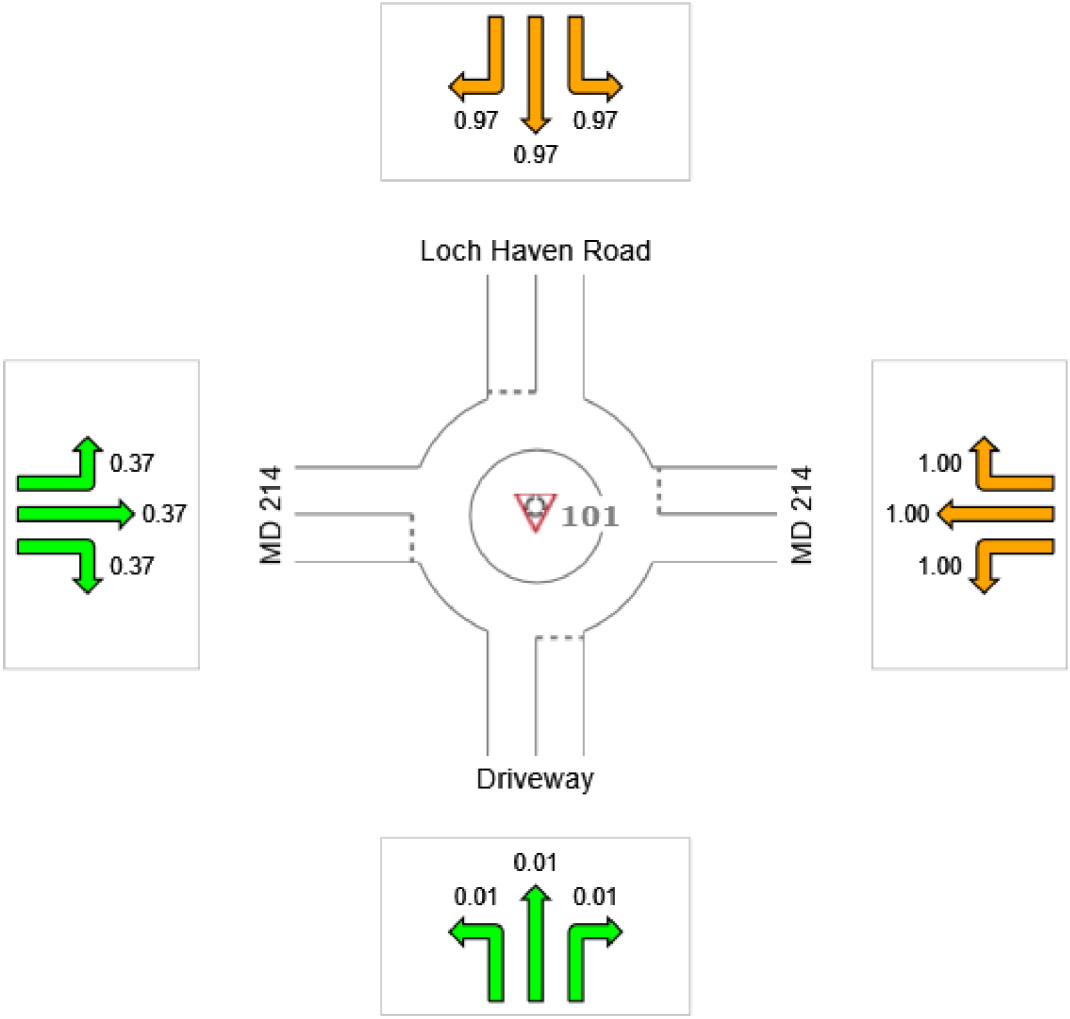
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.01	1.00	0.97	0.37	1.00



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

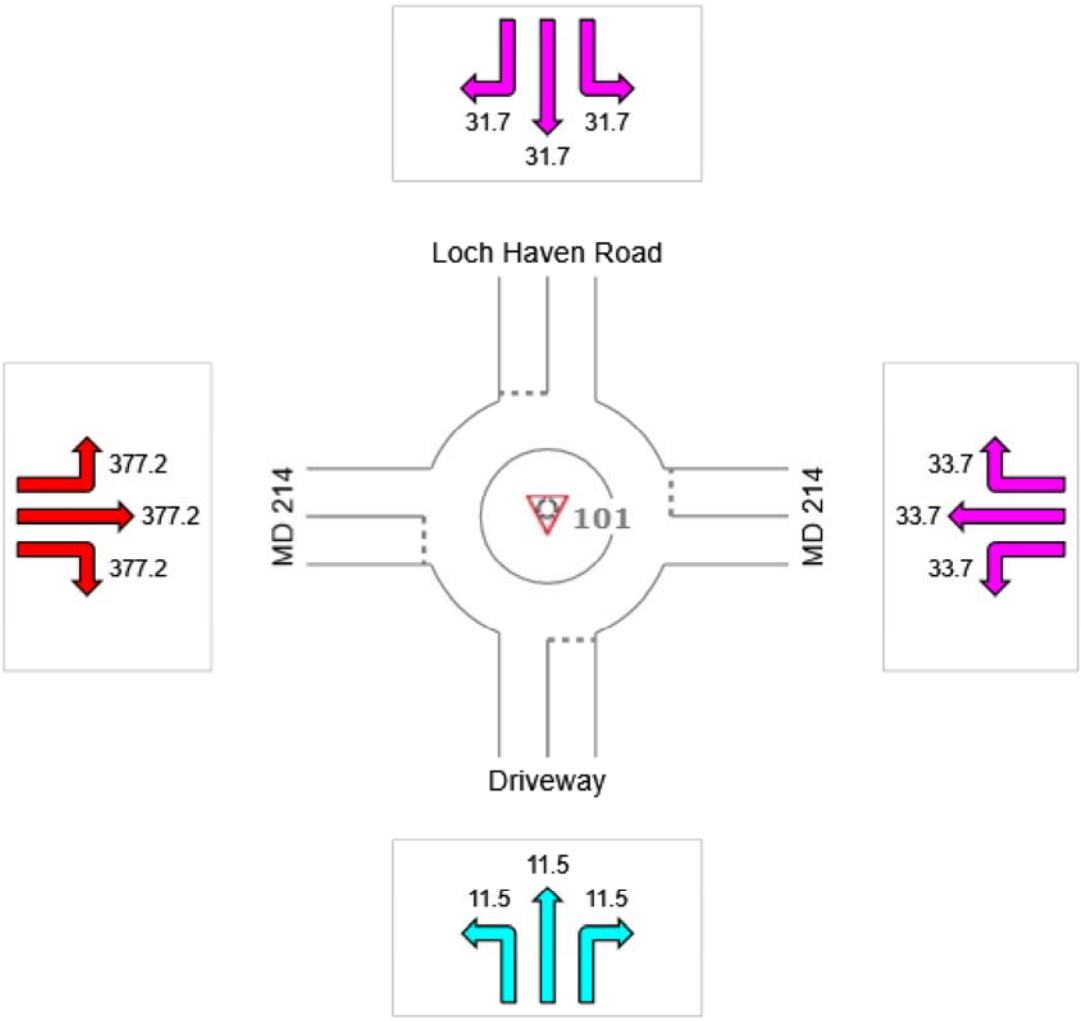
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	11.5	33.7	31.7	377.2	250.6
LOS	B	D	D	F	F



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

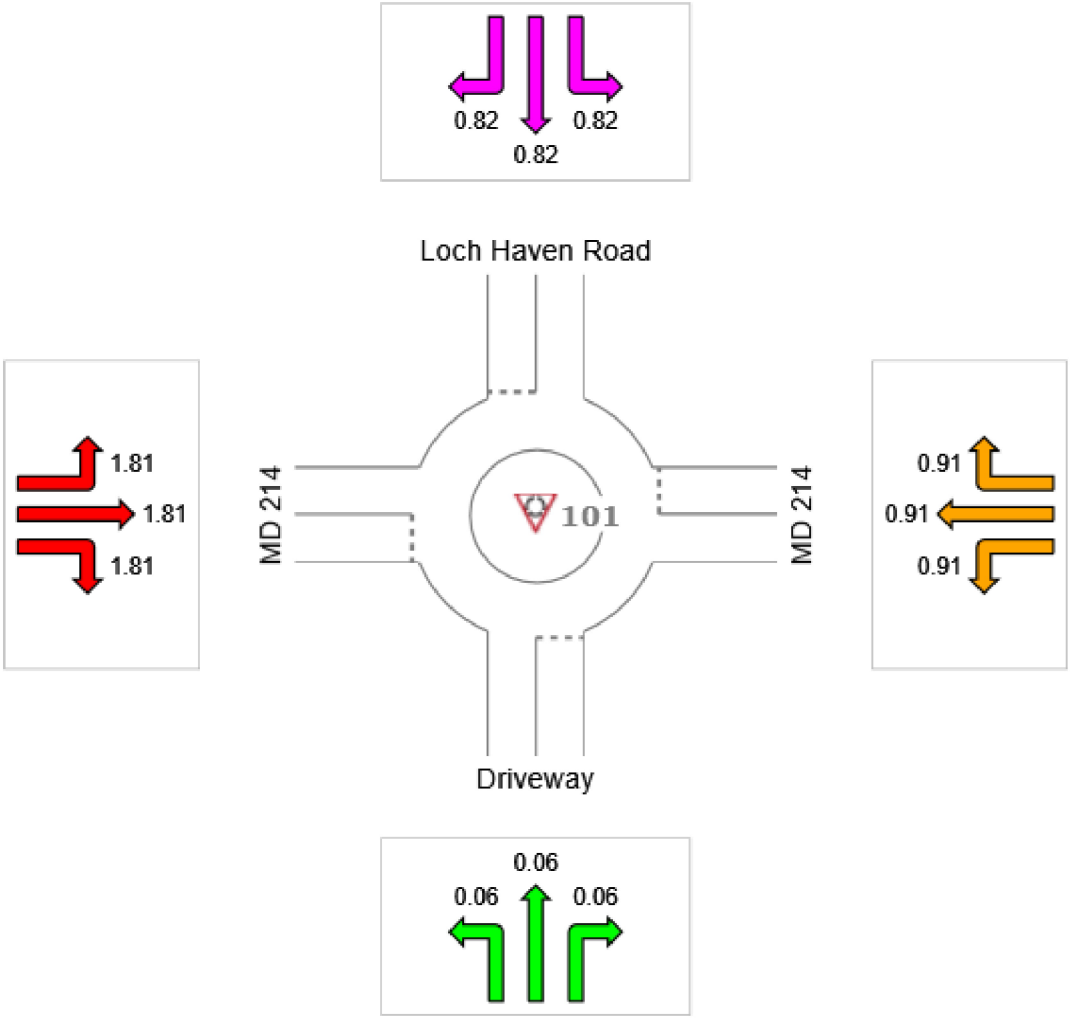
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.06	0.91	0.82	1.81	1.81



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

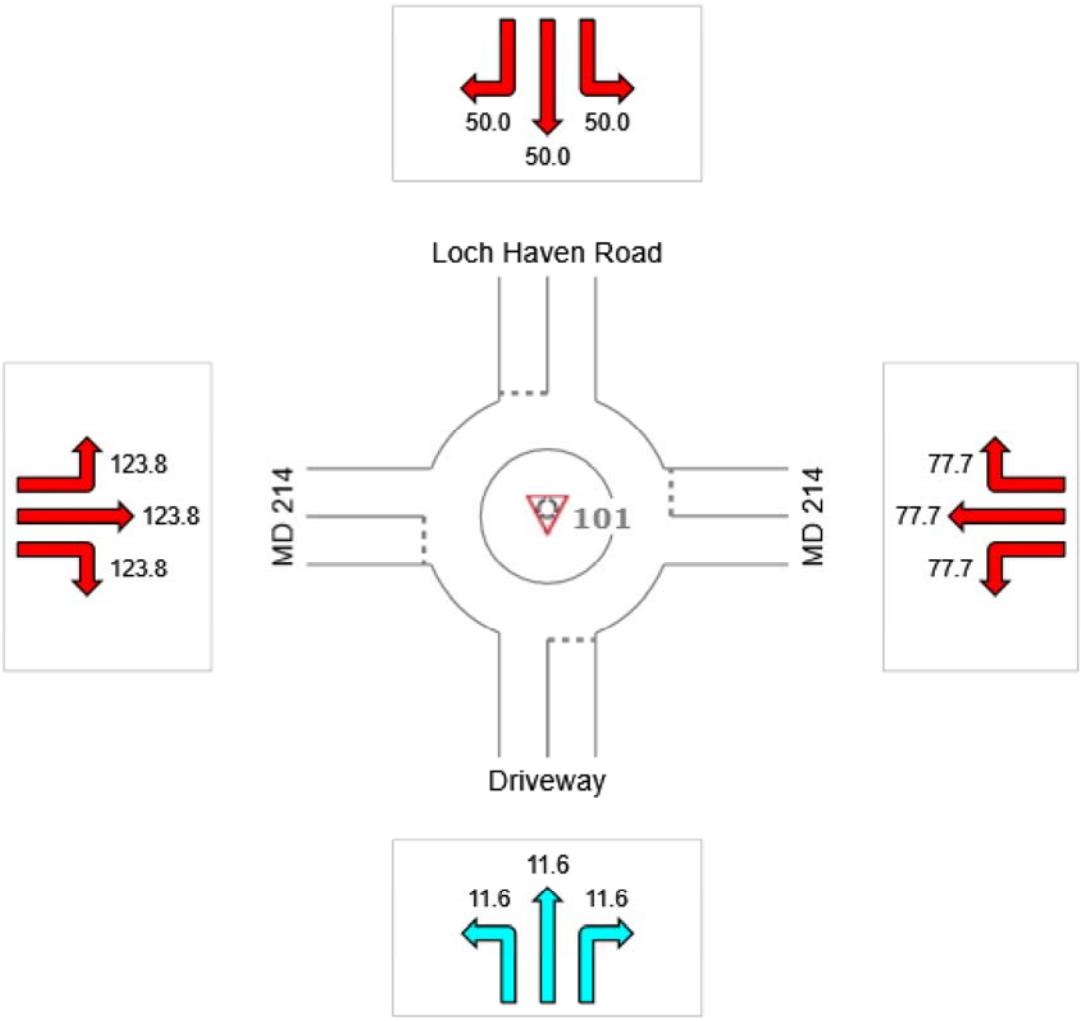
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	11.6	77.7	50.0	123.8	95.7
LOS	B	F	F	F	F



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

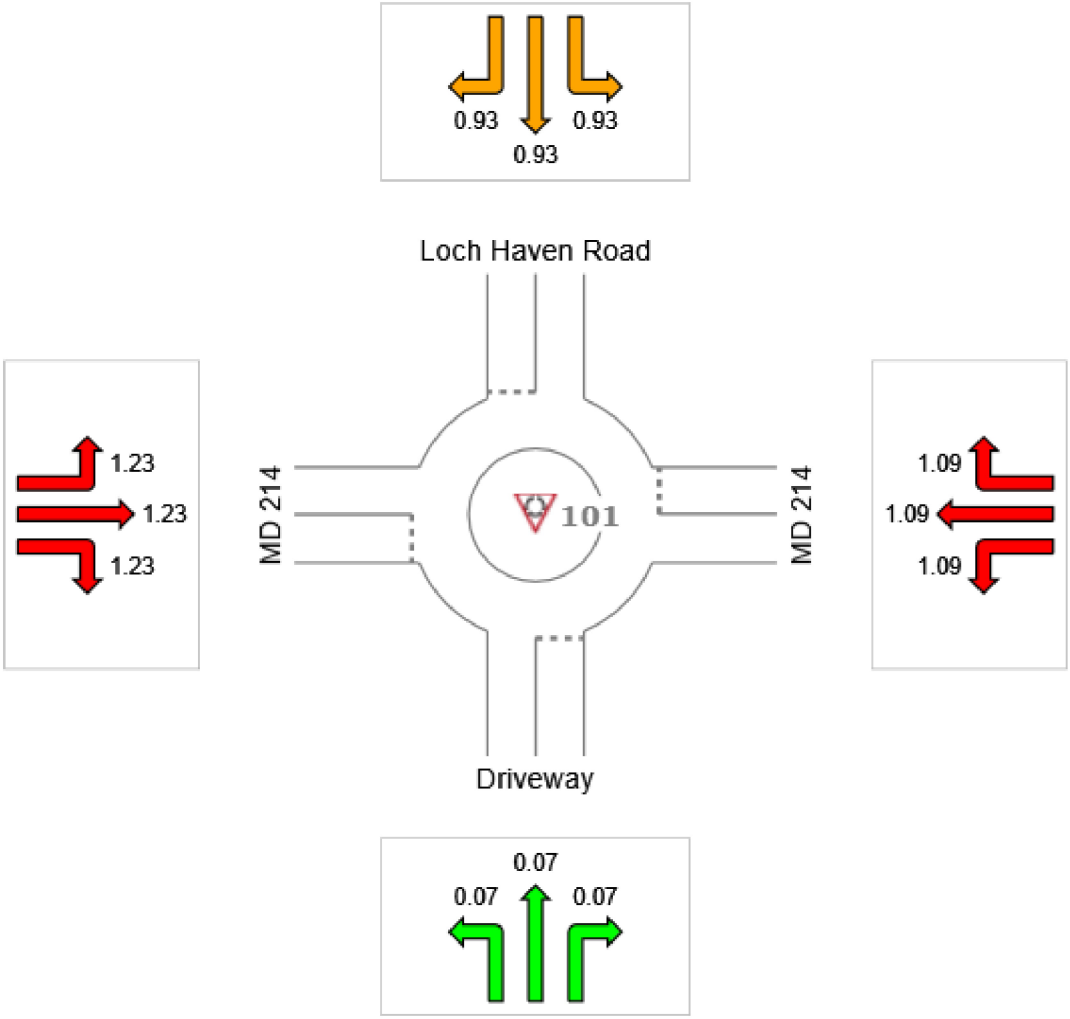
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.07	1.09	0.93	1.23	1.23



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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Option 7

DELAY (CONTROL)

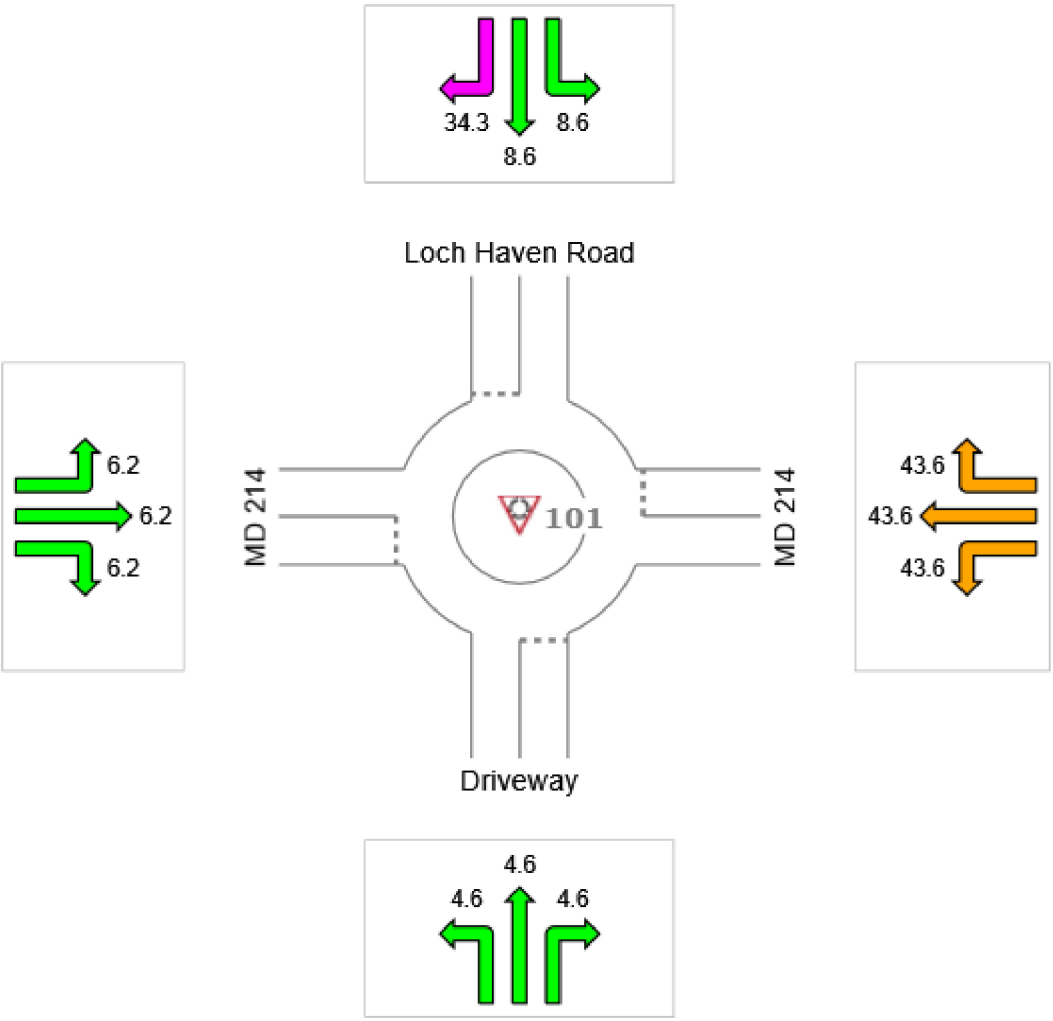
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	4.6	43.6	32.8	6.2	32.7
LOS	A	E	D	A	D



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

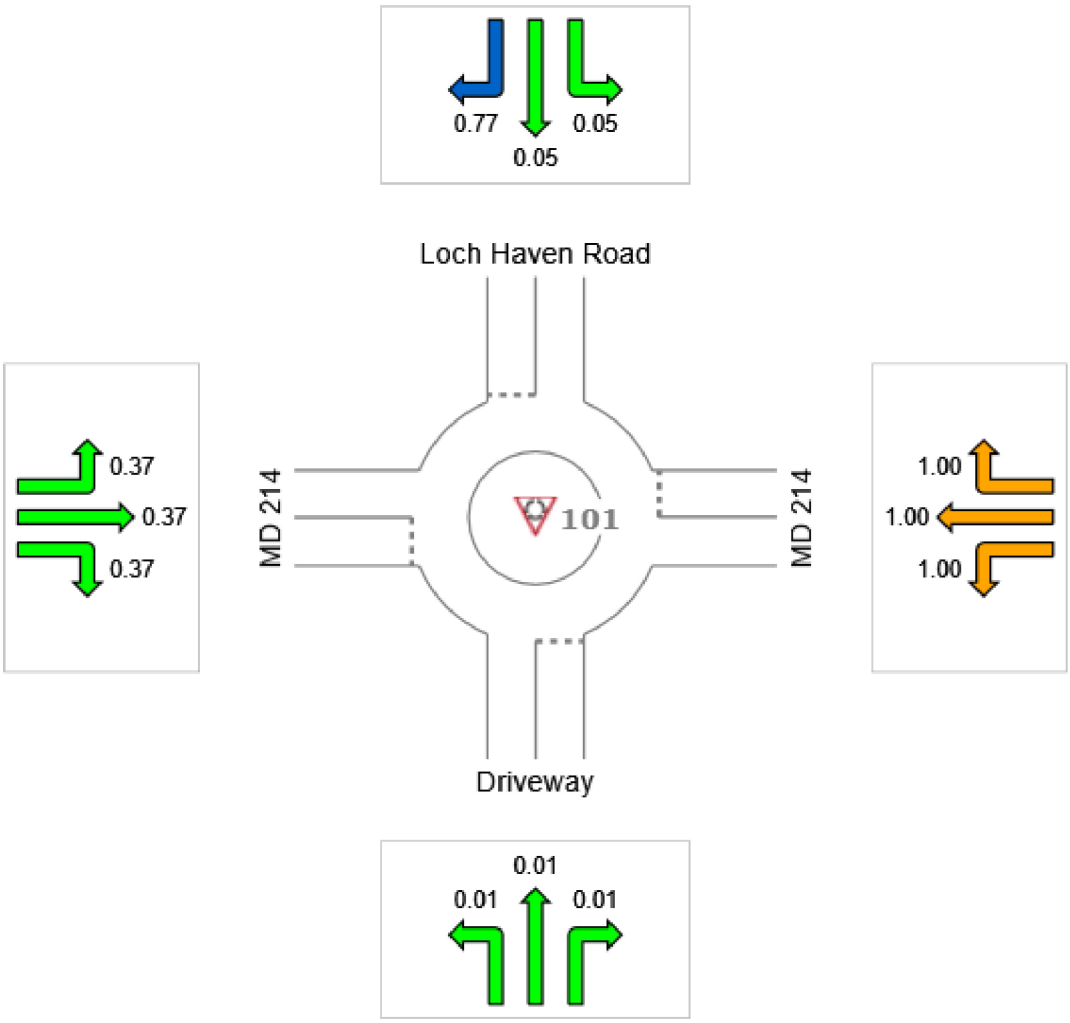
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.01	1.00	0.77	0.37	1.00



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

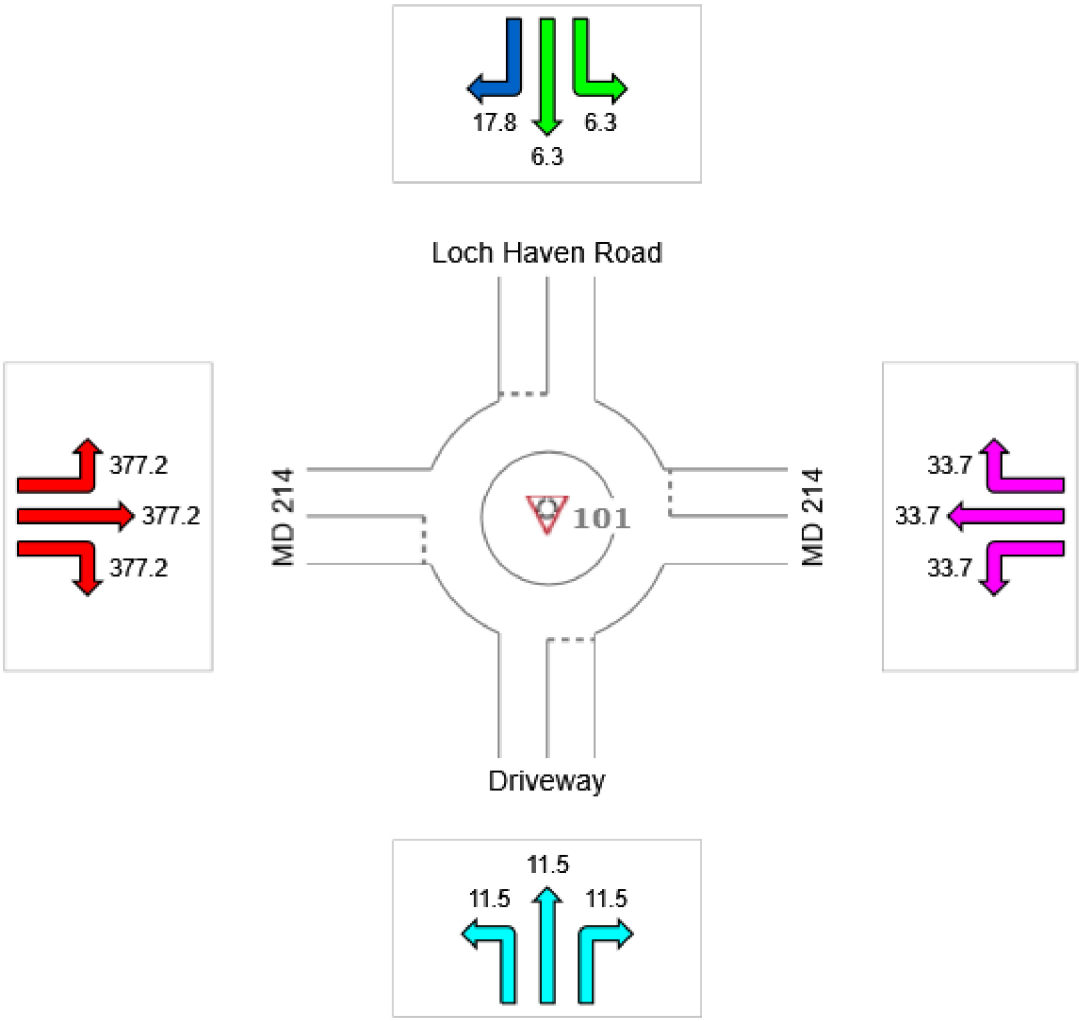
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	11.5	33.7	16.6	377.2	248.6
LOS	B	D	C	F	F



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

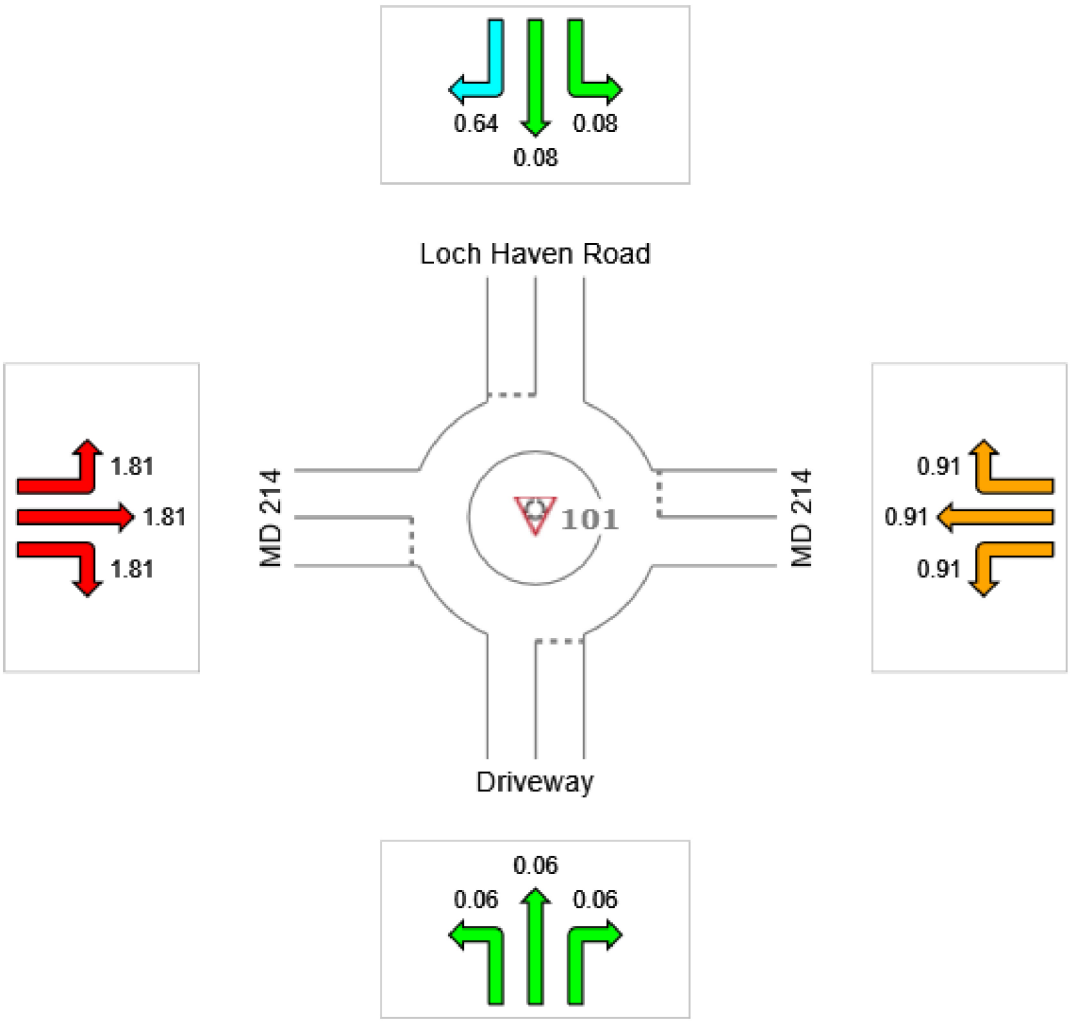
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.06	0.91	0.64	1.81	1.81



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

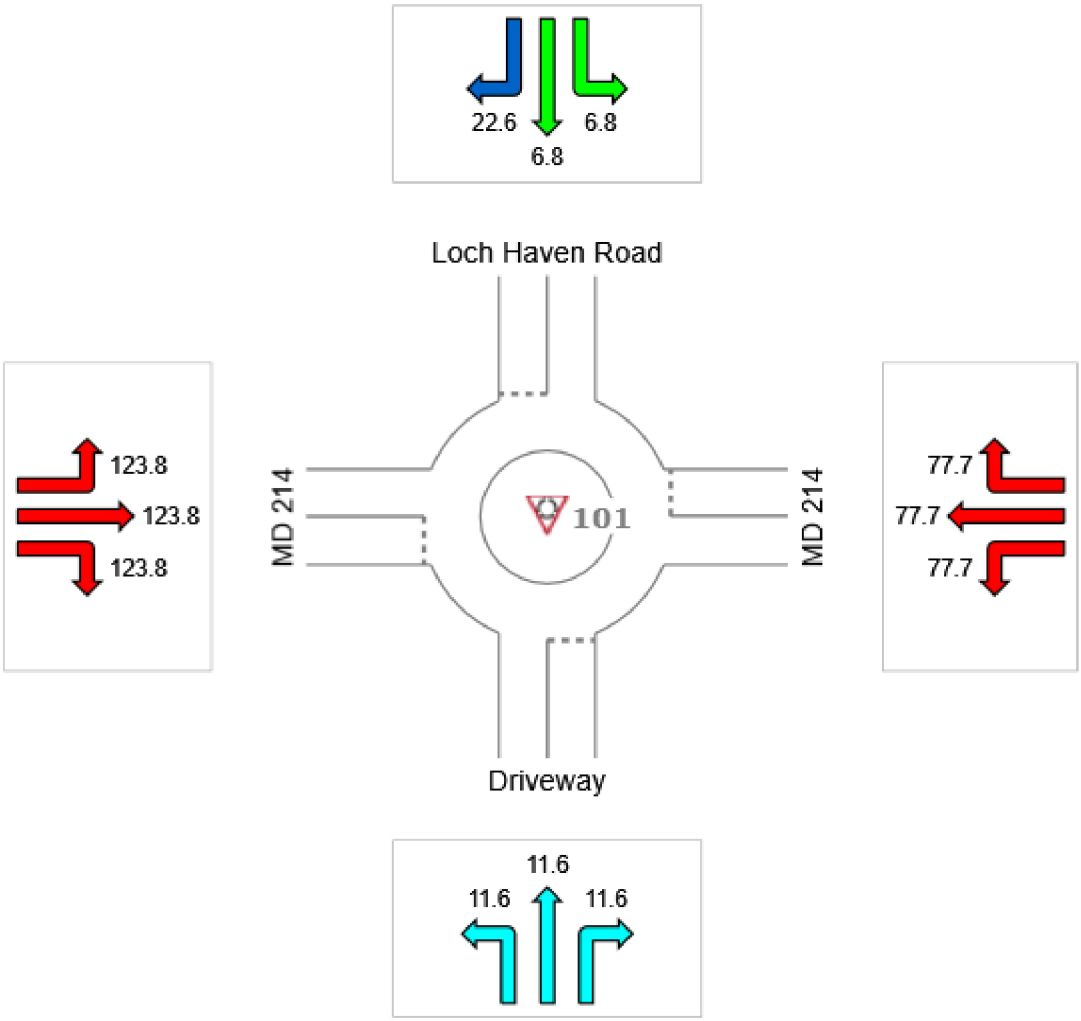
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	11.6	77.7	20.7	123.8	90.6
LOS	B	F	C	F	F



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

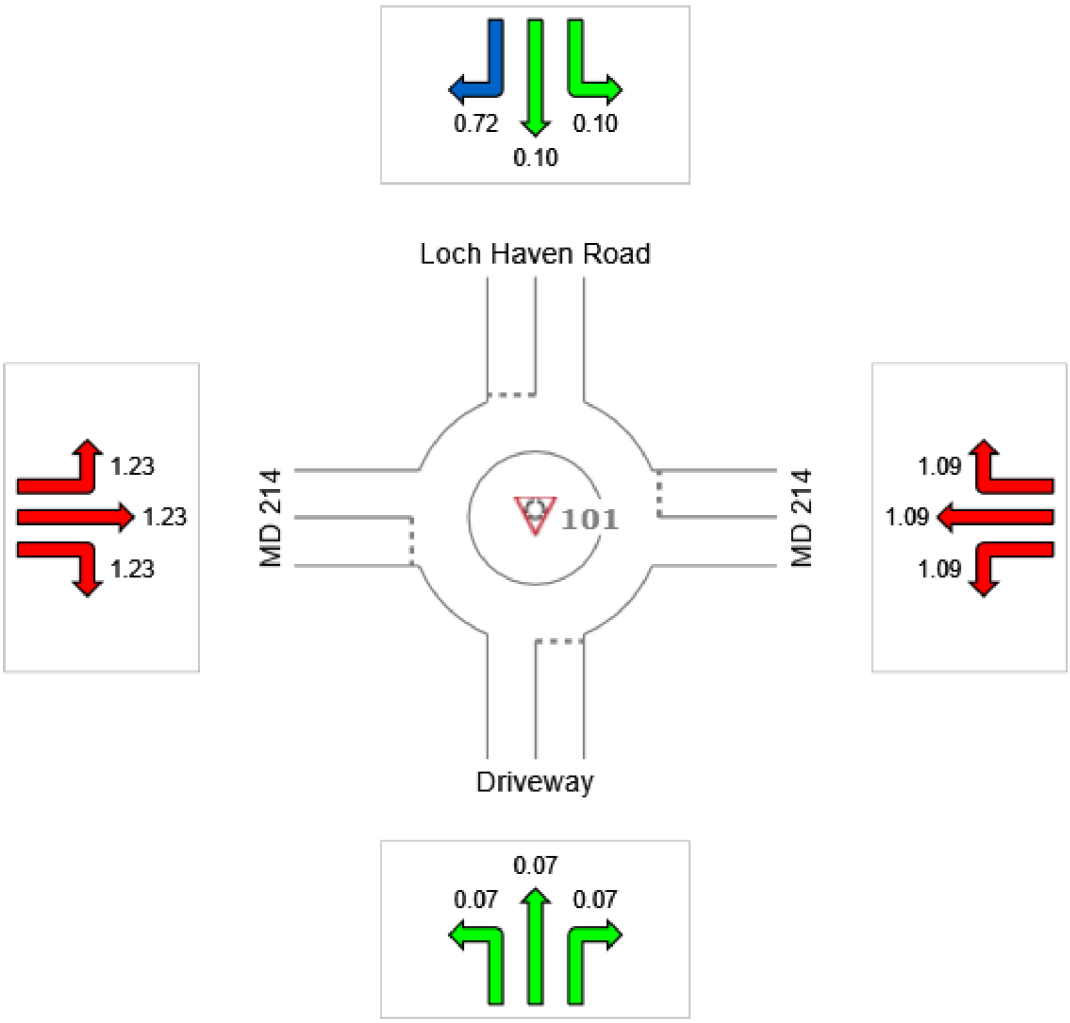
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.07	1.09	0.72	1.23	1.23



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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Option 8

DELAY (CONTROL)

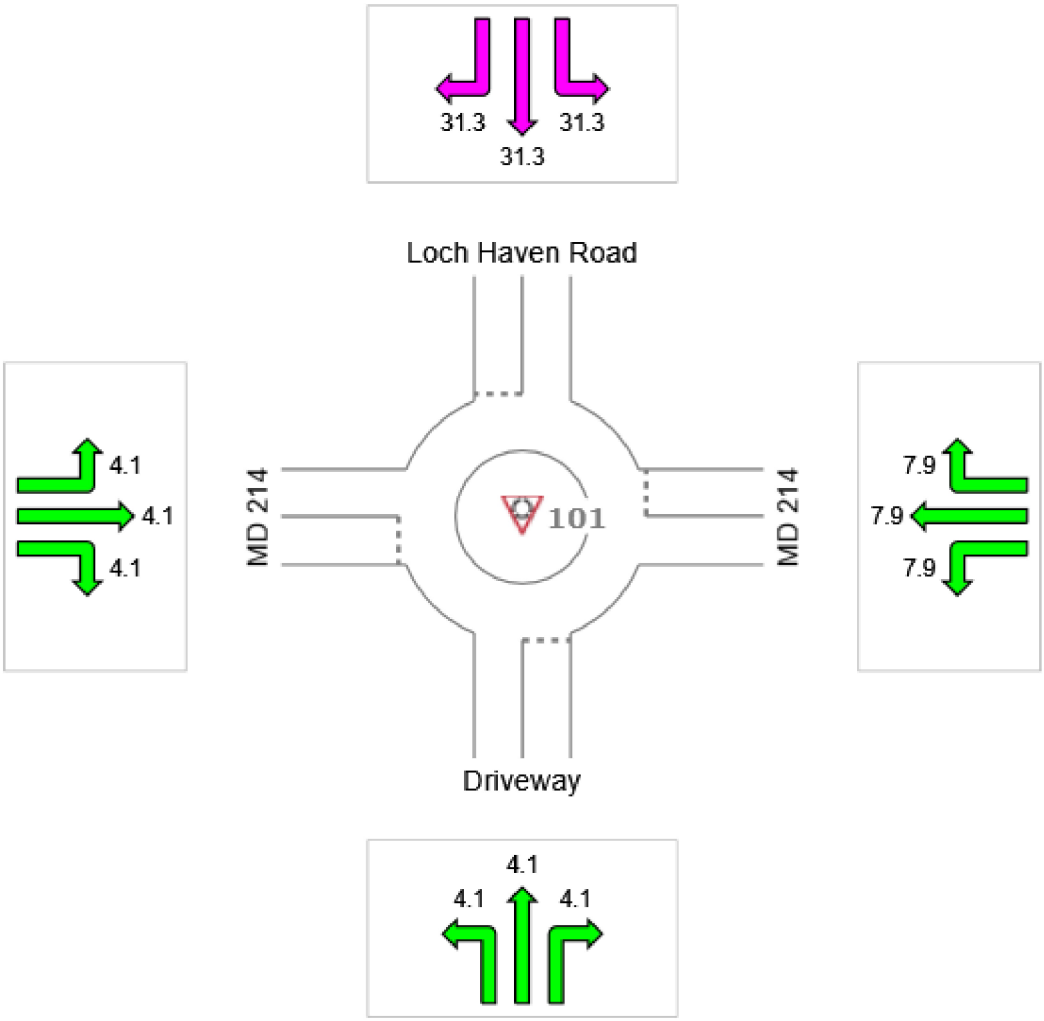
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	4.1	7.9	31.3	4.1	11.2
LOS	A	A	D	A	B



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

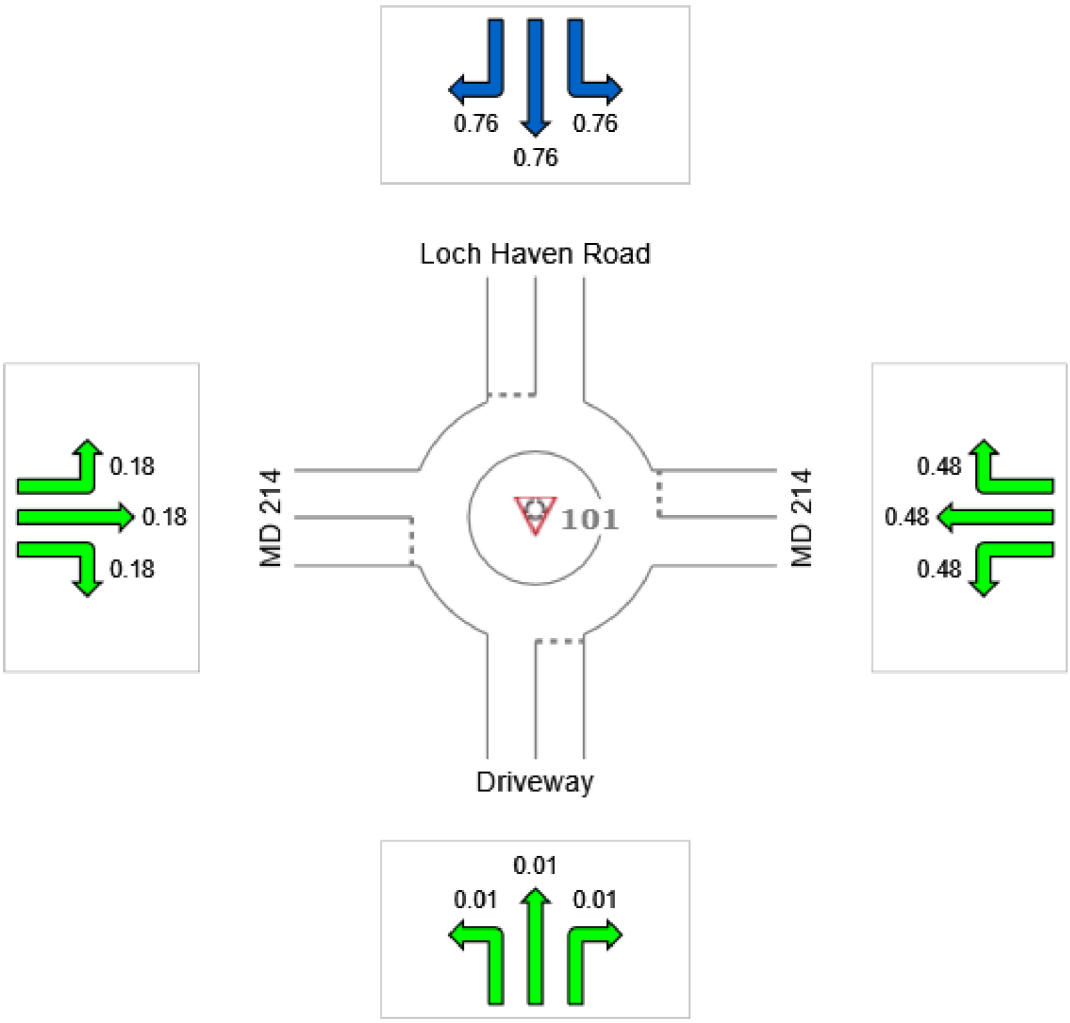
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.01	0.48	0.76	0.18	0.76



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

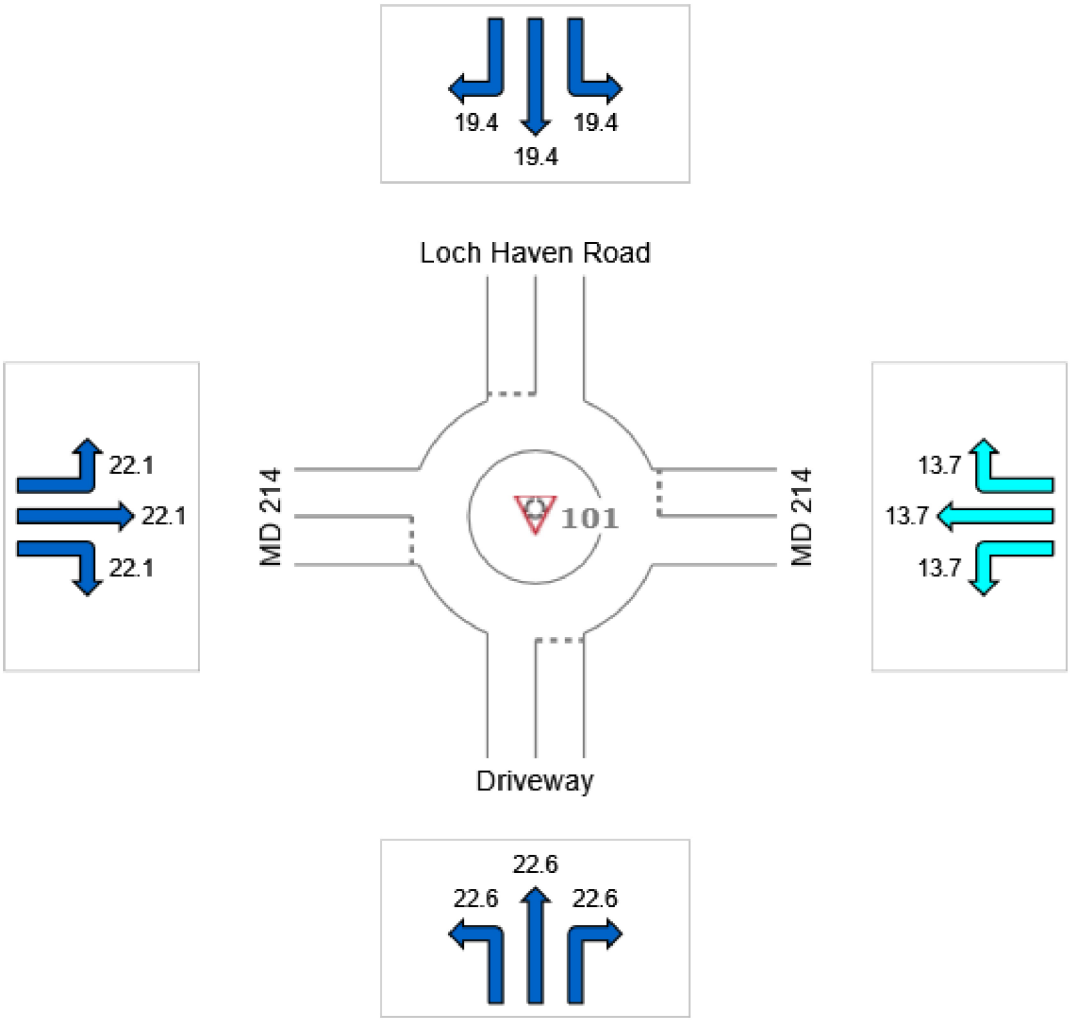
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	22.6	13.7	19.4	22.1	19.8
LOS	C	B	C	C	C



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

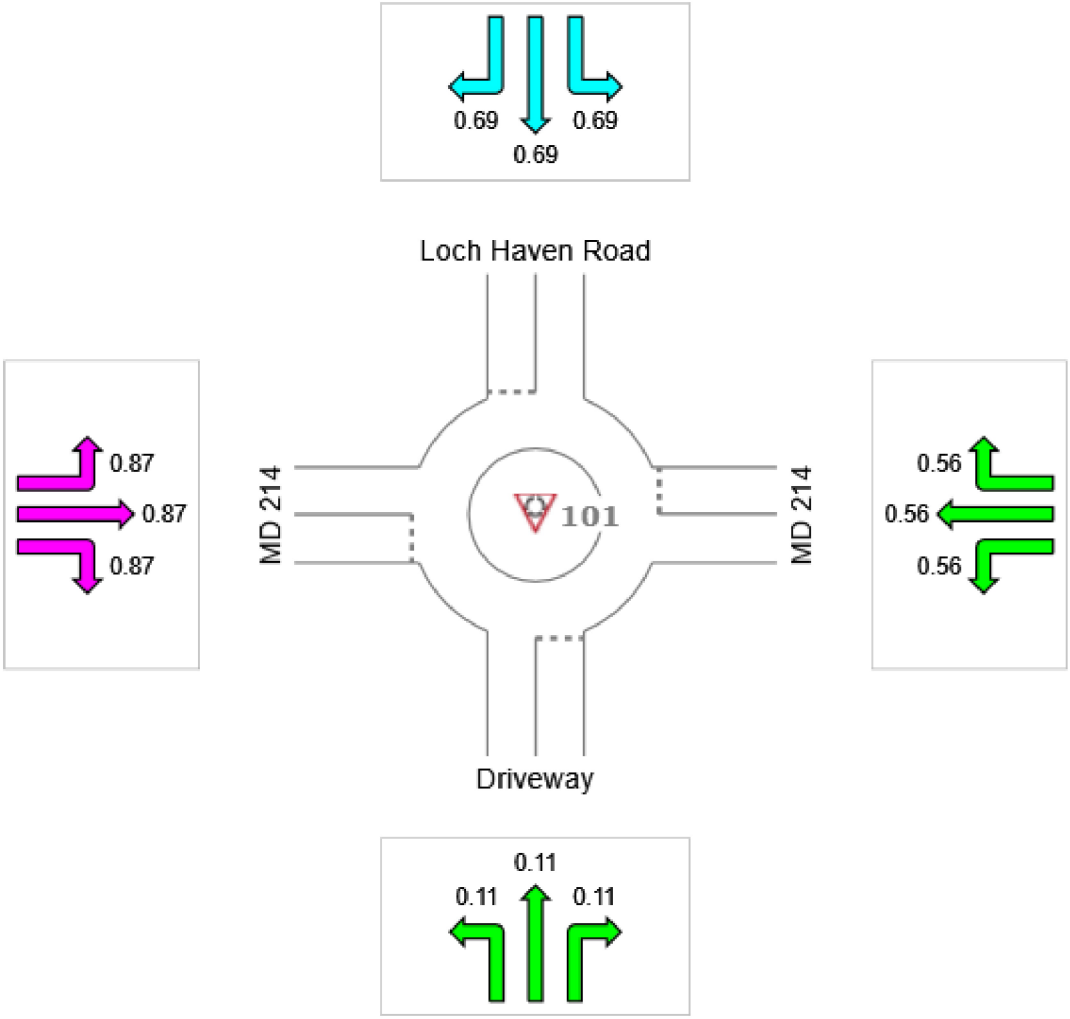
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.11	0.56	0.69	0.87	0.87



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

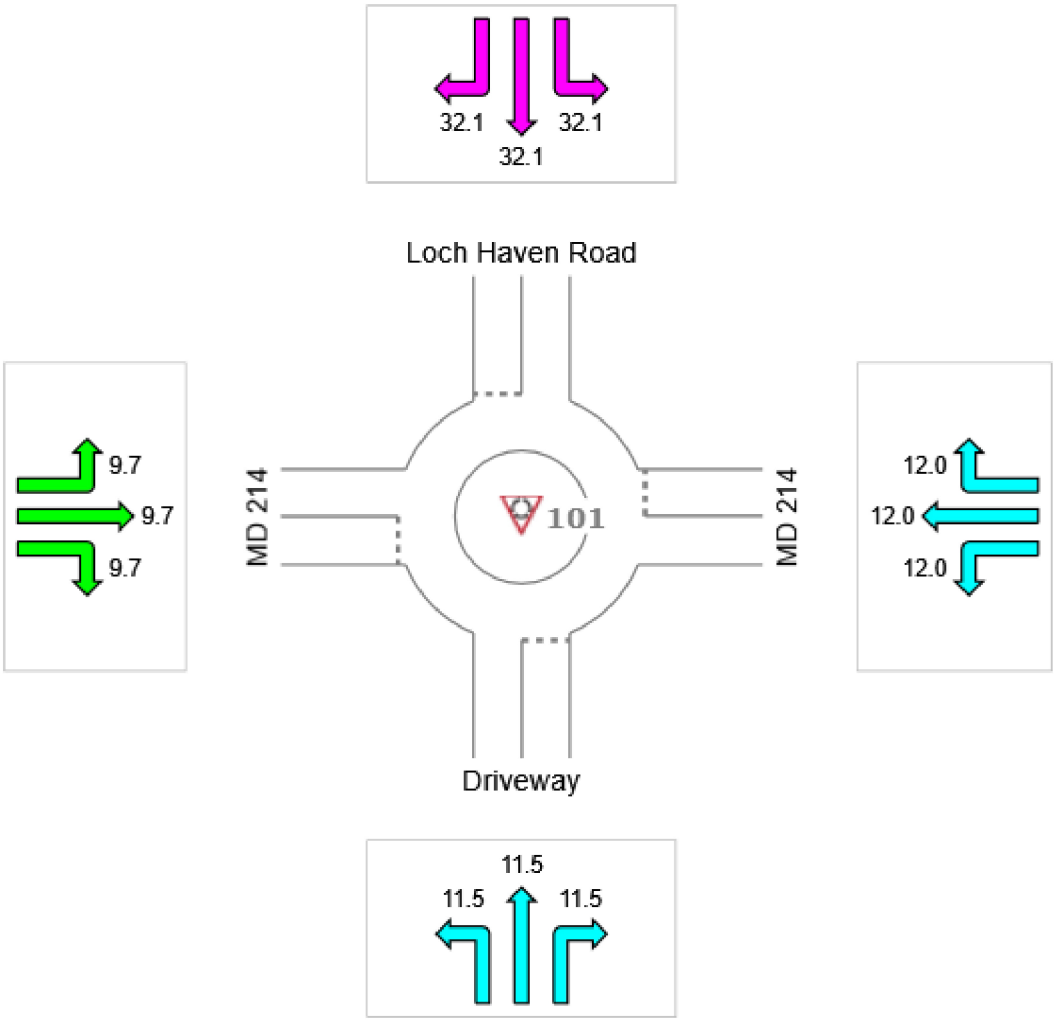
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	11.5	12.0	32.1	9.7	14.3
LOS	B	B	D	A	B



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

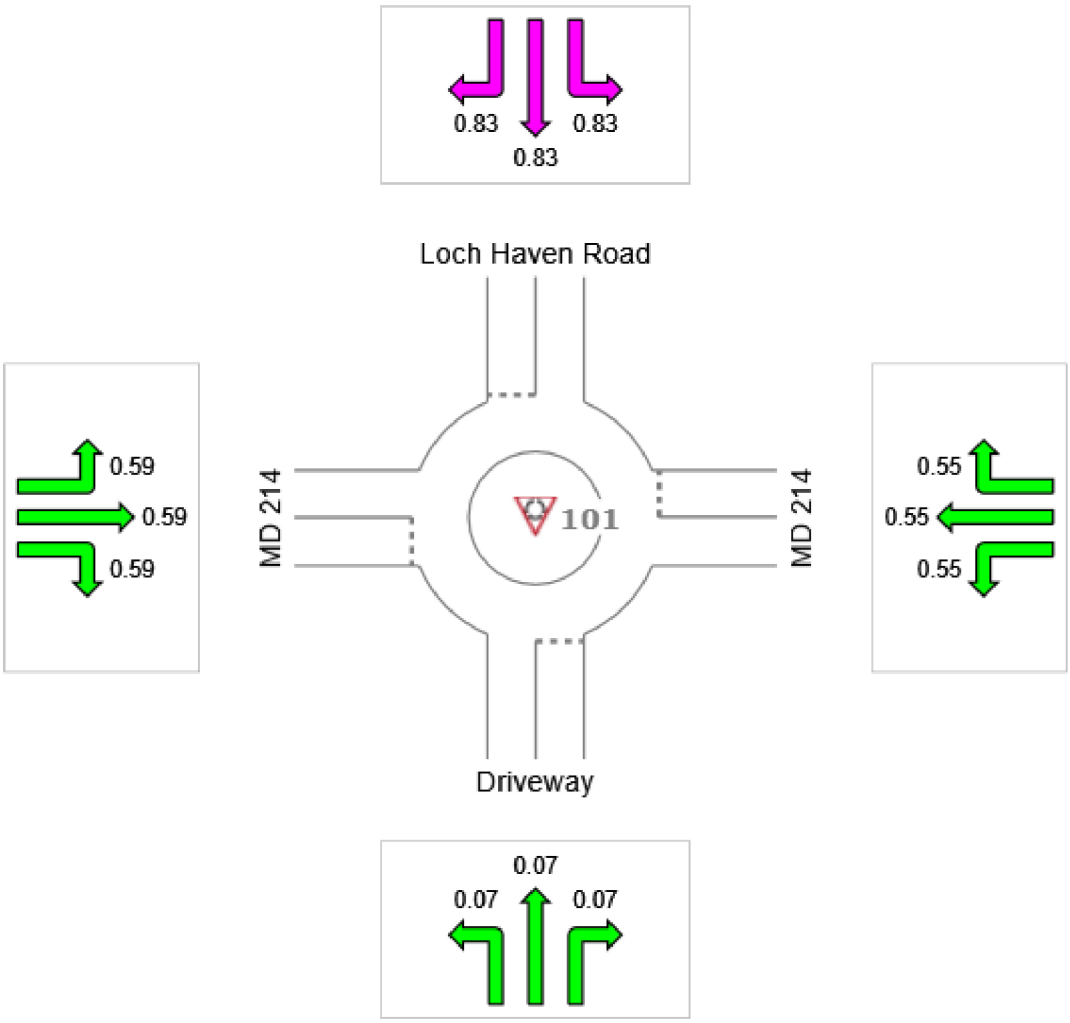
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.07	0.55	0.83	0.59	0.83



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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Option 9

DELAY (CONTROL)

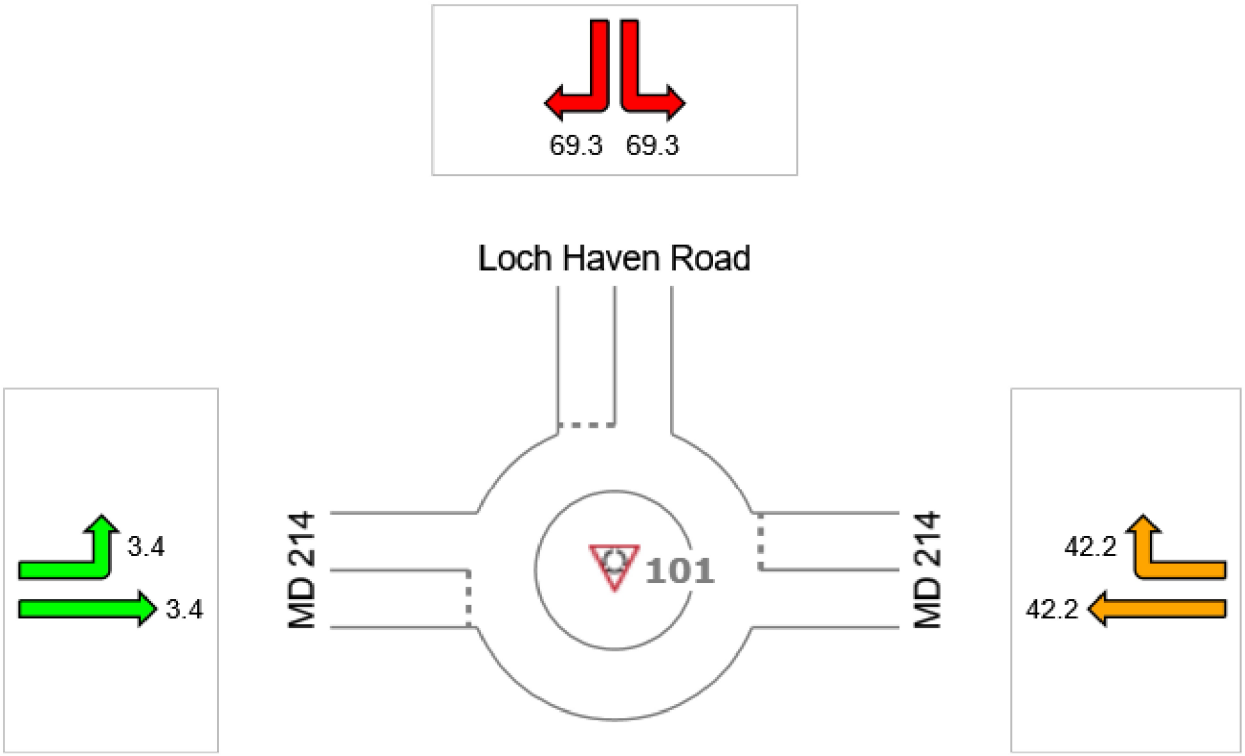
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	East	North	West	Intersection
Delay (Control)	42.2	69.3	3.4	45.8
LOS	E	F	A	E



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

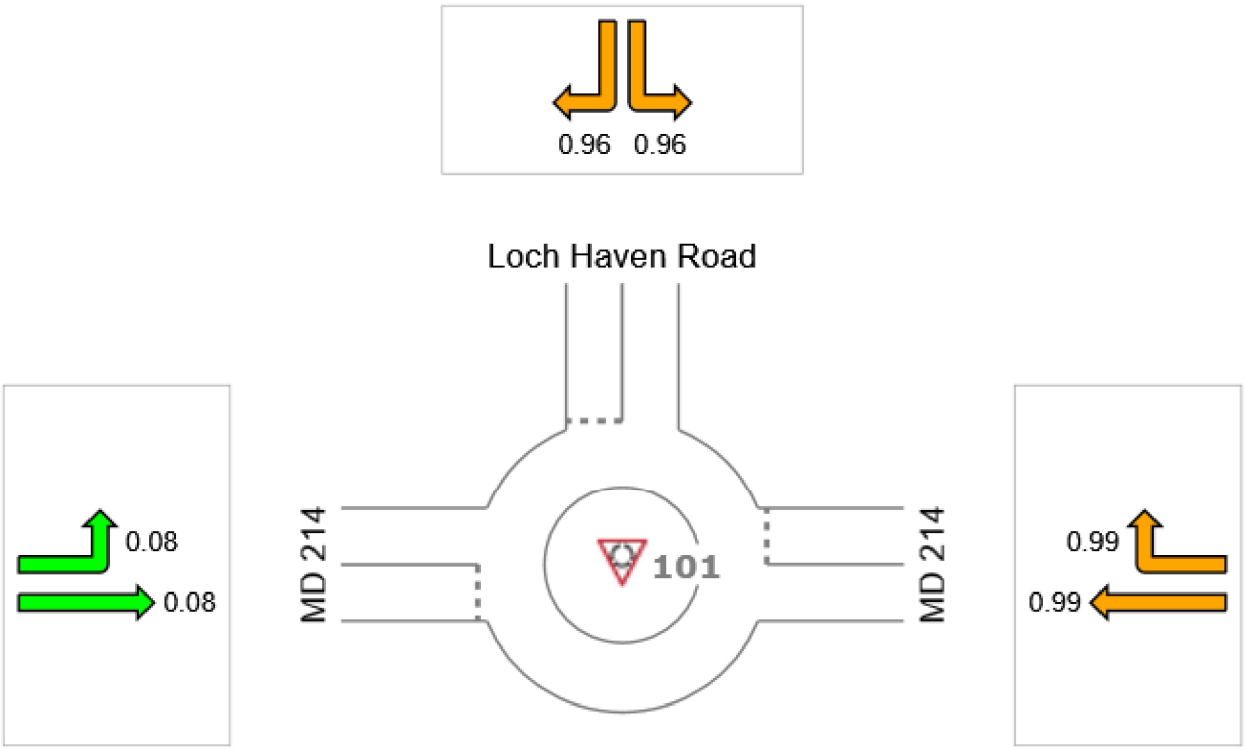
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	East	North	West	Intersection
Degree of Saturation	0.99	0.96	0.08	0.99



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

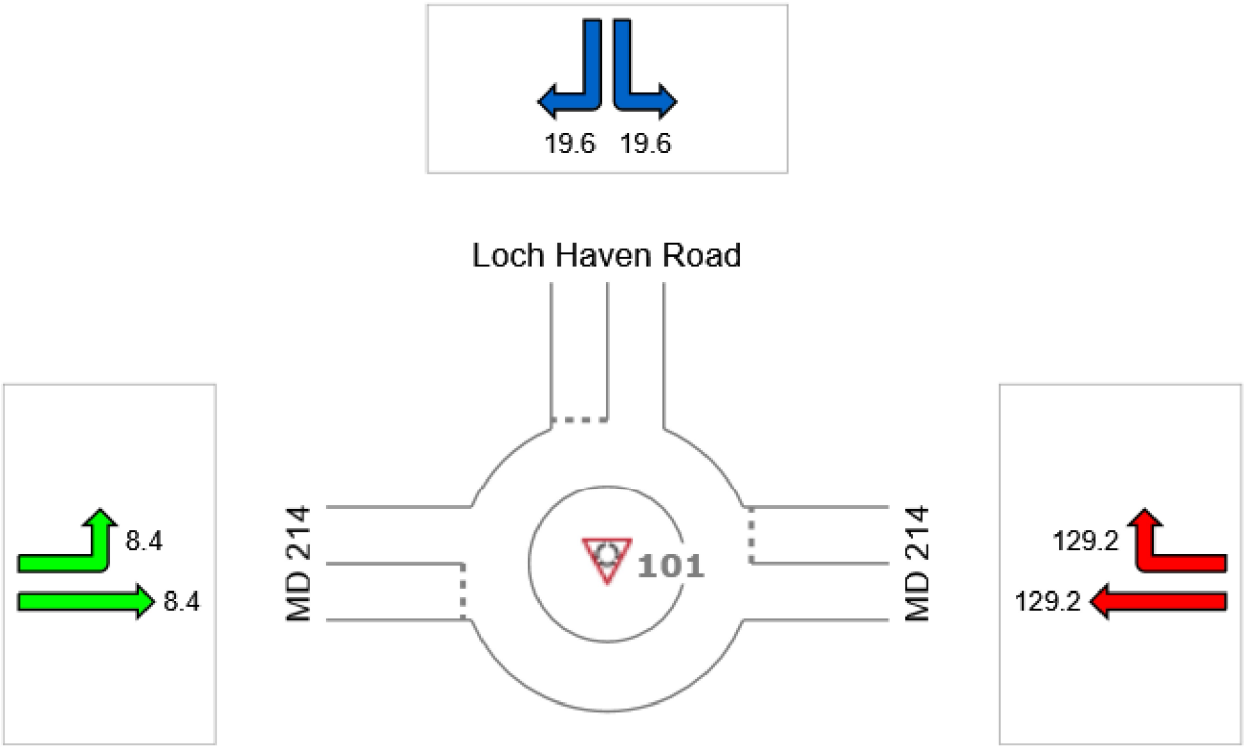
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	East	North	West	Intersection
Delay (Control)	129.2	19.6	8.4	61.6
LOS	F	C	A	F



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

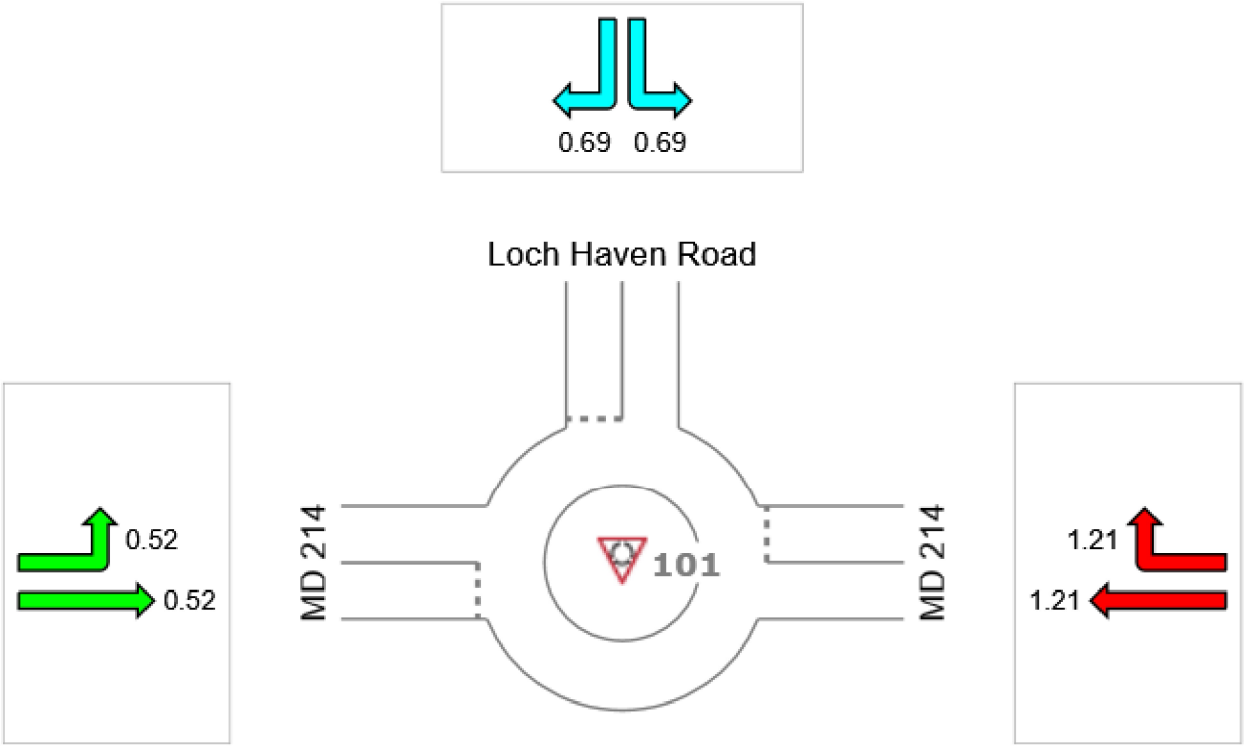
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	East	North	West	Intersection
Degree of Saturation	1.21	0.69	0.52	1.21



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

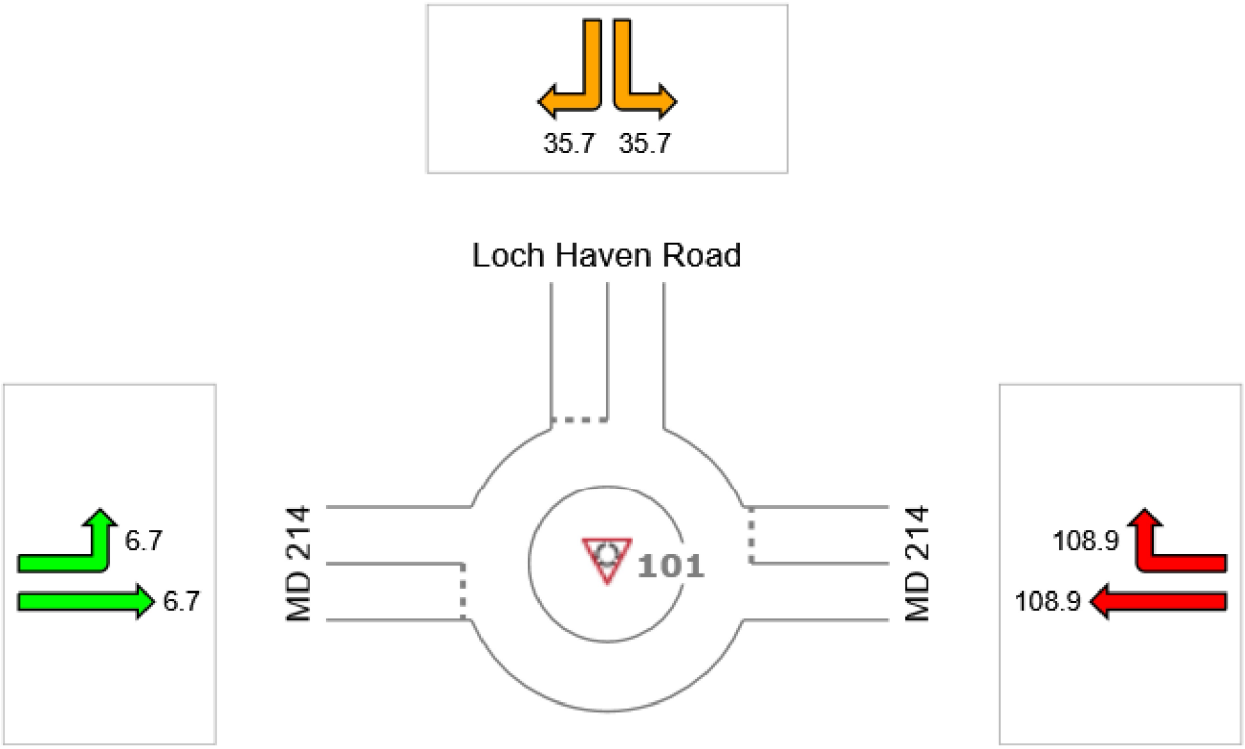
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	East	North	West	Intersection
Delay (Control)	108.9	35.7	6.7	63.1
LOS	F	E	A	F



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

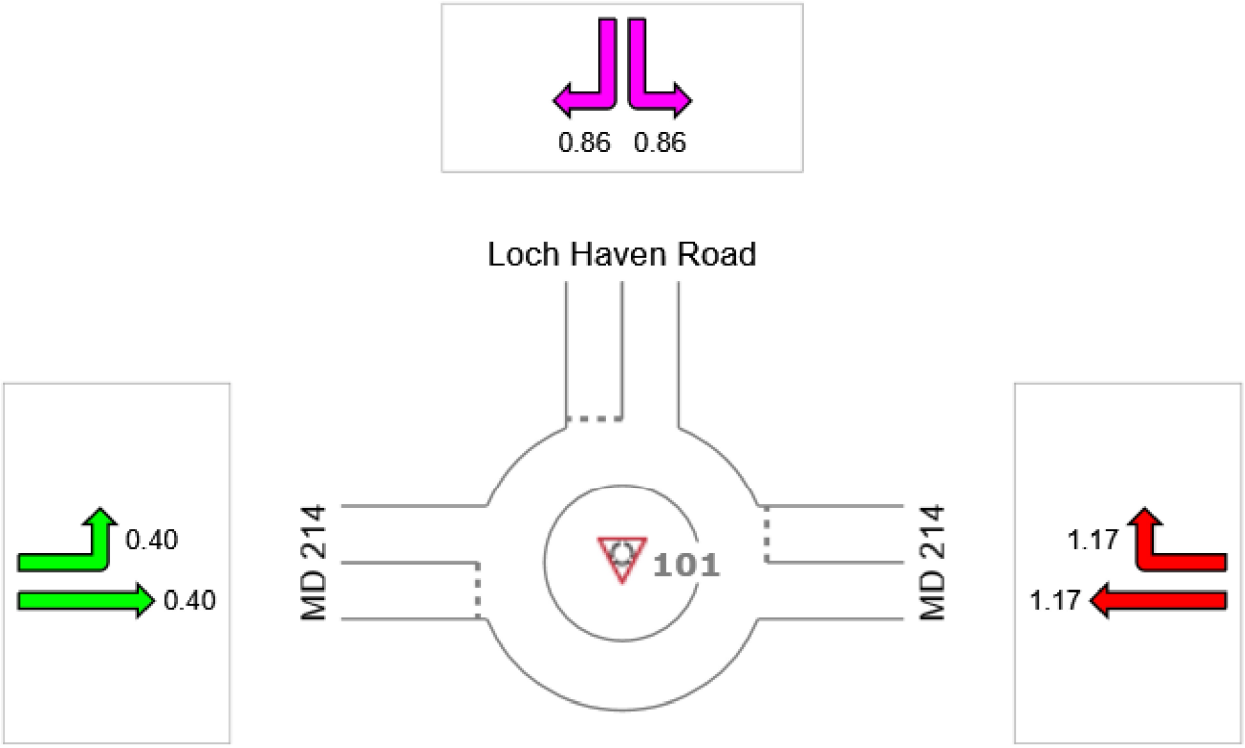
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	East	North	West	Intersection
Degree of Saturation	1.17	0.86	0.40	1.17



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

Option 10

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

02/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	4.0
Lane Util. Factor	1.00	0.95			1.00			1.00			1.00	1.00
Frt	1.00	1.00			1.00			0.97			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.95	1.00
Satd. Flow (prot)	1770	3526			1861			1735			1778	1583
Flt Permitted	0.20	1.00			1.00			0.77			0.73	1.00
Satd. Flow (perm)	376	3526			1861			1387			1366	1583
Peak-hour factor, PHF	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Adj. Flow (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
RTOR Reduction (vph)	0	1	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	118	445	0	0	1262	0	0	0	0	0	22	370
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		Free
Actuated Green, G (s)	107.5	107.5			92.4			7.6			7.6	127.1
Effective Green, g (s)	107.5	107.5			92.4			7.6			7.6	127.1
Actuated g/C Ratio	0.85	0.85			0.73			0.06			0.06	1.00
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	417	2982			1352			82			81	1583
v/s Ratio Prot	0.02	0.13										
v/s Ratio Perm	0.22				0.68			0.00			0.02	c0.23
v/c Ratio	0.28	0.15			0.93			0.00			0.27	0.23
Uniform Delay, d1	4.2	1.7			14.7			56.2			57.1	0.0
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	0.4	0.0			11.9			0.0			1.8	0.3
Delay (s)	4.6	1.8			26.6			56.2			58.9	0.3
Level of Service	A	A			C			E			E	A
Approach Delay (s)		2.4			26.6			56.2			3.6	
Approach LOS		A			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	127.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

02/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	4.0
Lane Util. Factor	1.00	0.95			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			0.96			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.97			0.95	1.00
Satd. Flow (prot)	1770	3534			1845			1728			1778	1583
Flt Permitted	0.22	1.00			0.98			0.75			0.71	1.00
Satd. Flow (perm)	418	3534			1810			1340			1324	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Adj. Flow (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
RTOR Reduction (vph)	0	1	0	0	2	0	0	31	0	0	0	0
Lane Group Flow (vph)	622	1536	0	0	887	0	0	3	0	0	65	535
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		Free
Actuated Green, G (s)	85.7	85.7			57.4			10.7			10.7	108.4
Effective Green, g (s)	85.7	85.7			57.4			10.7			10.7	108.4
Actuated g/C Ratio	0.79	0.79			0.53			0.10			0.10	1.00
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	608	2793			958			132			130	1583
v/s Ratio Prot	c0.21	0.43										
v/s Ratio Perm	c0.60				0.49			0.00			0.05	c0.34
v/c Ratio	1.02	0.55			0.93			0.03			0.50	0.34
Uniform Delay, d1	22.2	4.2			23.5			44.1			46.3	0.0
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	42.5	0.2			14.3			0.1			3.0	0.6
Delay (s)	64.6	4.4			37.8			44.2			49.3	0.6
Level of Service	E	A			D			D			D	A
Approach Delay (s)		21.8			37.8			44.2			5.9	
Approach LOS		C			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	108.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

02/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	4.0
Lane Util. Factor	1.00	0.95			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			0.96			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.97			0.95	1.00
Satd. Flow (prot)	1770	3529			1848			1730			1777	1583
Flt Permitted	0.22	1.00			1.00			0.76			0.70	1.00
Satd. Flow (perm)	417	3529			1839			1364			1302	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Adj. Flow (vph)	482	981	19	5	884	54	30	2	14	63	2	467
RTOR Reduction (vph)	0	1	0	0	2	0	0	12	0	0	0	0
Lane Group Flow (vph)	482	999	0	0	941	0	0	34	0	0	65	467
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		Free
Actuated Green, G (s)	68.6	68.6			50.5			9.9			9.9	90.5
Effective Green, g (s)	68.6	68.6			50.5			9.9			9.9	90.5
Actuated g/C Ratio	0.76	0.76			0.56			0.11			0.11	1.00
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	496	2675			1026			149			142	1583
v/s Ratio Prot	c0.13	0.28										
v/s Ratio Perm	c0.61				0.51			0.02			0.05	c0.29
v/c Ratio	0.97	0.37			0.92			0.23			0.46	0.30
Uniform Delay, d1	15.0	3.7			18.1			36.8			37.8	0.0
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	33.0	0.1			12.4			0.8			2.3	0.5
Delay (s)	48.0	3.8			30.5			37.6			40.1	0.5
Level of Service	D	A			C			D			D	A
Approach Delay (s)		18.2			30.5			37.6			5.3	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

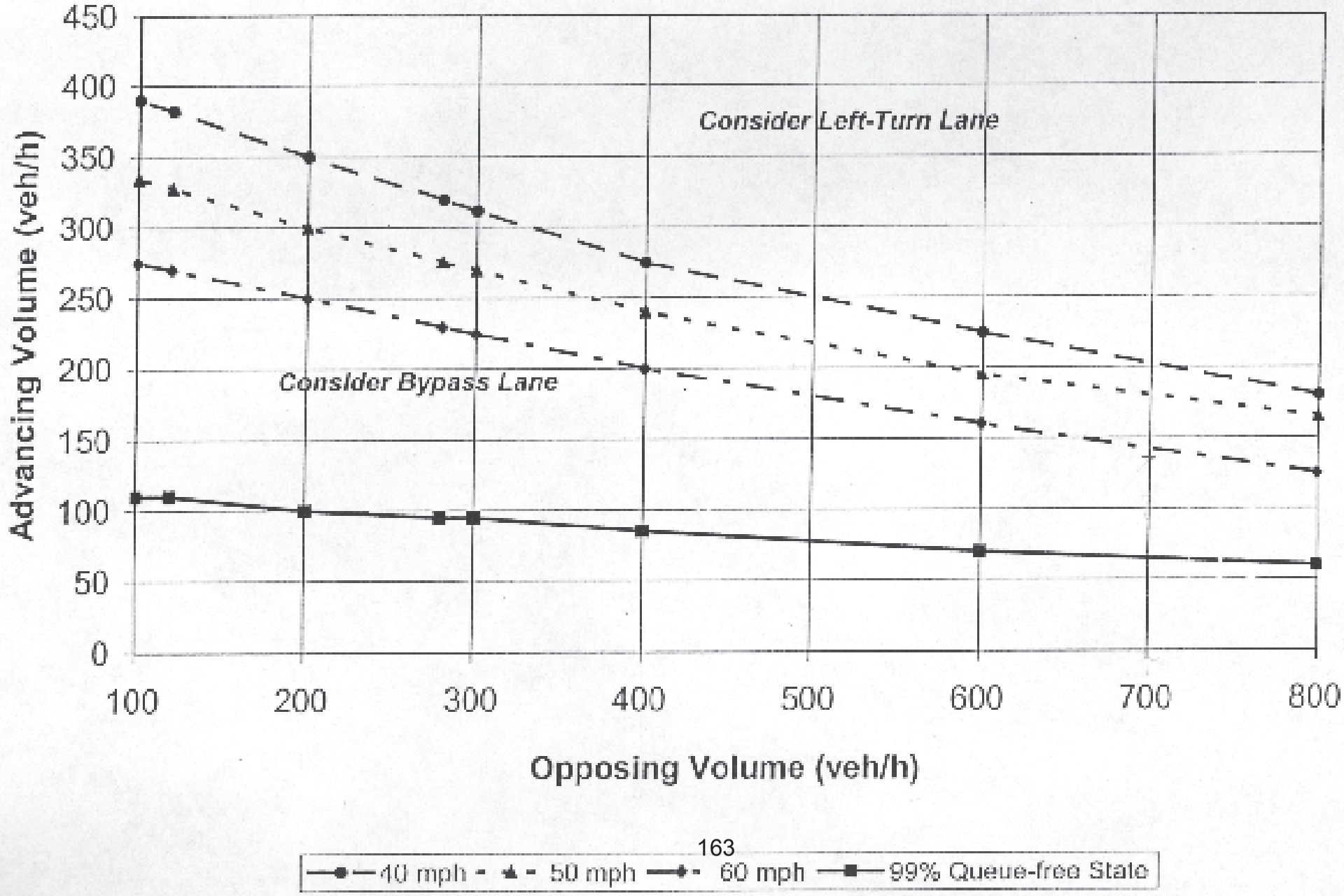
c Critical Lane Group

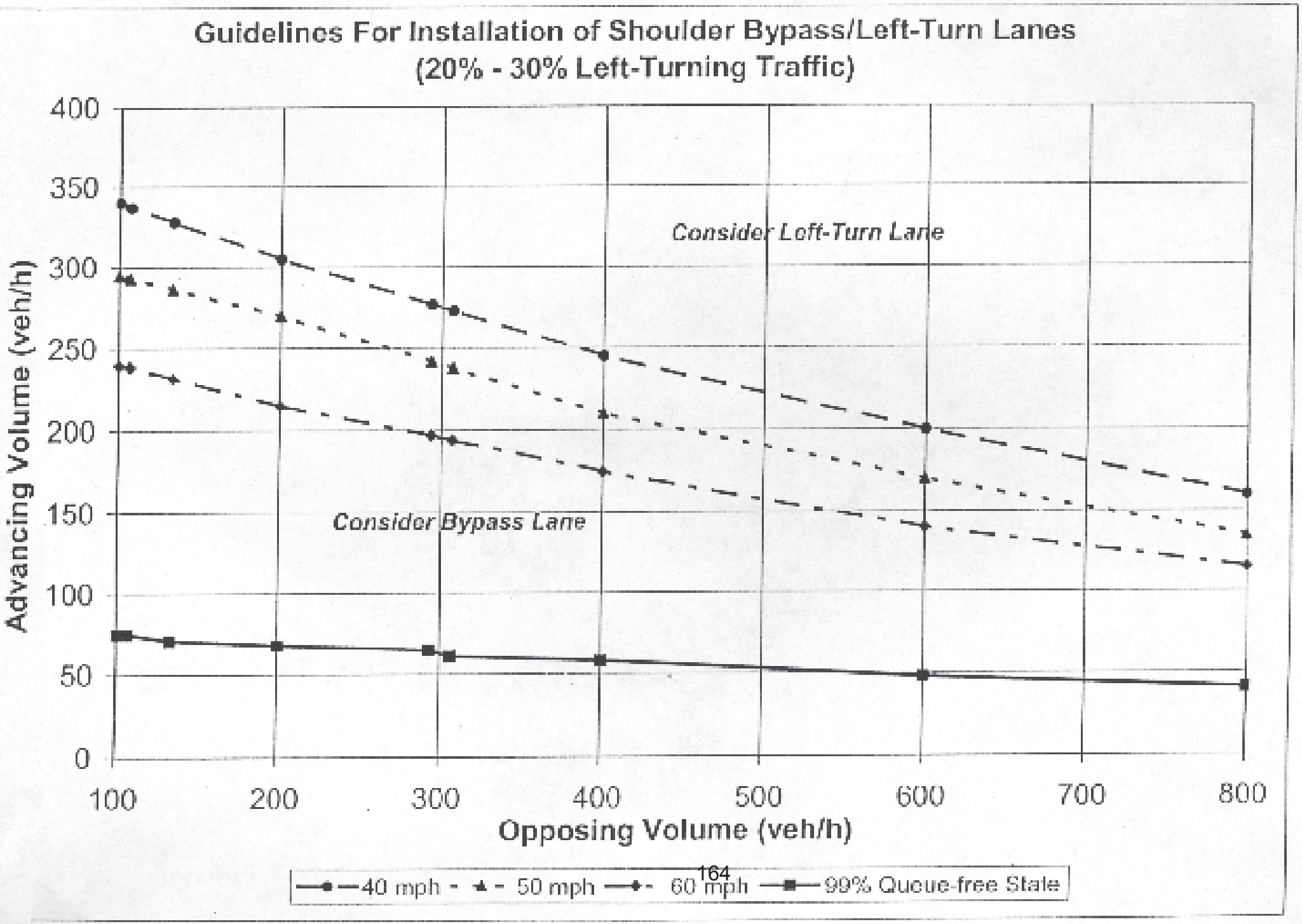
APPENDIX

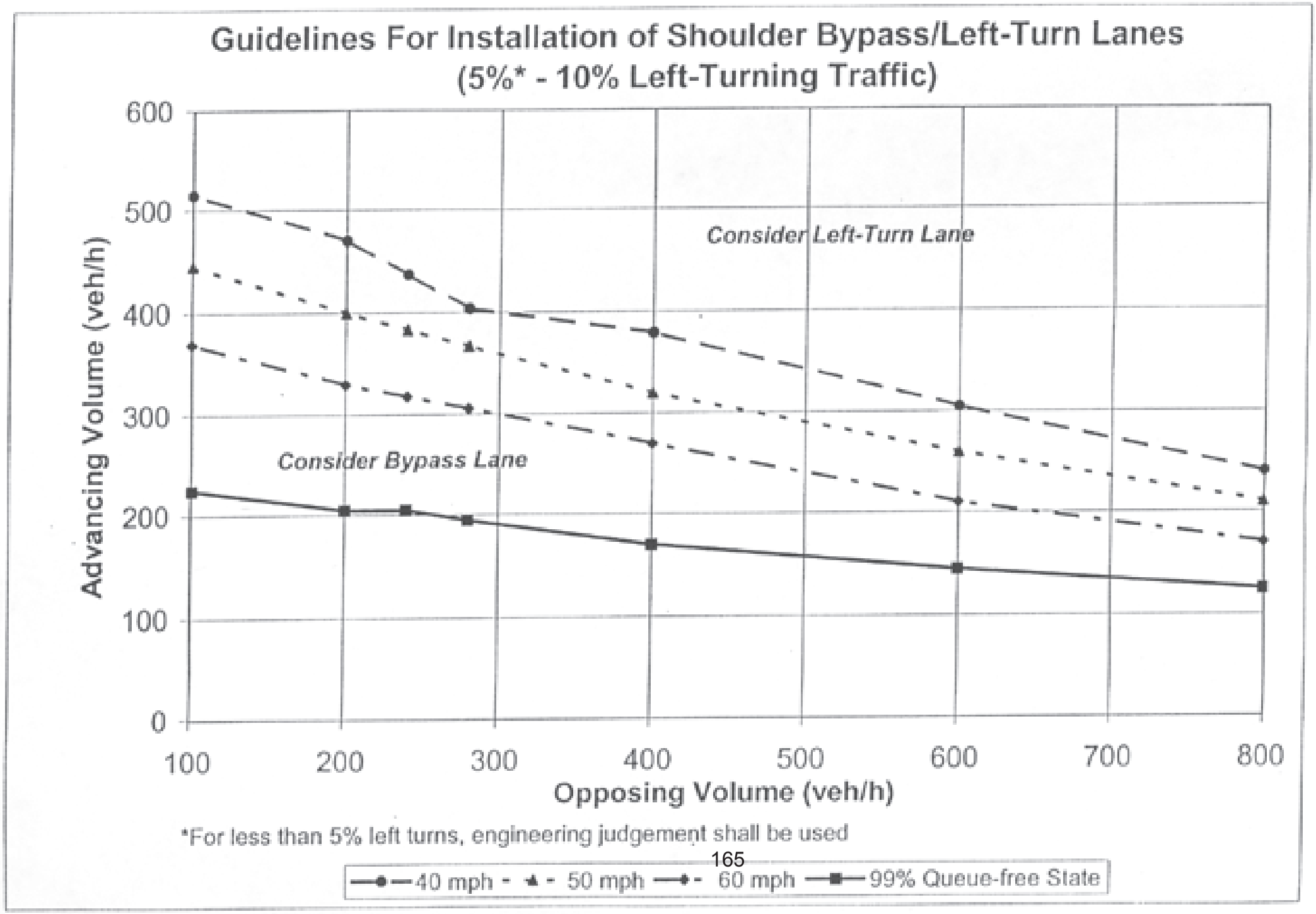
U

SHA Guidelines for Installation of
Shoulder Bypass/Left-Turn Lanes

Guidelines For Installation of Shoulder Bypass/Left-Turn Lanes
(10% - 20% Left-Turning Traffic)




Guidelines For Installation of Shoulder Bypass/Left-Turn Lanes
(20% - 30% Left-Turning Traffic)
Consider Left-Turn Lane
Consider Bypass Lane
Advancing Volume (veh/h)
Opposing Volume (veh/h)
0
50
100
150
200
250
300
350
400
100
200
300
400
500
600
700
800
40 mph
50 mph
60 mph
99% Queue-free State


Guidelines For Installation of Shoulder Bypass/Left-Turn Lanes
(5%* - 10% Left-Turning Traffic)
Advancing Volume (veh/h)
600
500
400
300
200
100
0
Consider Left-Turn Lane
Consider Bypass Lane
100
200
300
400
500
600
700
800
Opposing Volume (veh/h)
*For less than 5% left turns, engineering judgement shall be used
40 mph
50 mph
60 mph
99% Queue-free State

APPENDIX

V

MD 214 at River Club Drive/WRF
Signal Warrant Analysis

Traffic Signal Warrant Summary

Main St and Sidestreet

Date: 26-Dec-18

Analyst: STV Incorporated

Warrant 1	Condition A	NO
	Condition B	NO
Warrant 2	Four Hour Vehicular Volume	**YES**
Warrant 3	A - Peak Hour Delay	NO
	B - Peak Hour Volume	**YES**
Warrant 4	Pedestrian Volume	
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	NO
Warrant 7	Crash Experience	NO
Warrant 8	Roadway network	N/A
Warrant 9	Intersection Near a grade Crossing	N/A

MUTCD Reference:
http://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm#section4C02

TIME PERIOD		MD 214					MD 214					WRF					River Club Drive				
		RTR:	1	DIRECTION:		EB	RTR:	1	DIRECTION:		WB	RTR:	1	DIRECTION:		SB	RTR:	1	DIRECTION:		NB
START	END	Major Street					Major Street					Minor Street					Minor Street				
		L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B
6:30 AM	6:45 AM	0	26	1			0	186	0			0	0	0			2	0	0		
6:45 AM	7:00 AM	0	45	4			0	229	0			0	0	0			4	0	3		
7:00 AM	7:15 AM	0	80	2			0	227	0			0	0	0			6	0	0		
7:15 AM	7:30 AM	0	81	2			0	227	0			0	0	0			6	0	1		
7:30 AM	7:45 AM	0	81	2			0	227	0			0	0	0			6	0	1		
7:45 AM	8:00 AM	0	81	3			1	227	0			0	0	0			7	0	1		
8:00 AM	8:15 AM	0	62	1			0	241	0			0	0	0			5	0	3		
8:15 AM	8:30 AM	0	71	0			0	169	0			0	0	0			7	0	0		
8:30 AM	8:45 AM	0	75	2			0	181	0			0	0	0			2	0	0		
8:45 AM	9:00 AM	0	68	1			0	195	0			0	0	0			4	0	6		
9:00 AM	9:15 AM	0	77	2			0	150	0			0	0	0			4	0	3		
9:15 AM	9:30 AM	0	75	5			0	114	0			0	0	0			5	0	6		
9:30 AM	9:45 AM	0	60	0			0	111	0			0	0	0			7	0	3		
9:45 AM	10:00 AM	0	74	2			0	104	0			0	0	0			4	0	6		
10:00 AM	10:15 AM	0	54	4			0	118	0			0	0	0			4	0	0		
10:15 AM	10:30 AM	0	71	2			0	105	0			0	0	0			4	0	3		
10:30 AM	10:45 AM	0	81	4			0	99	0			0	0	0			5	0	0		
10:45 AM	11:00 AM	0	93	2			0	104	0			0	0	0			4	0	0		
11:00 AM	11:15 AM	0	110	2			0	91	0			0	0	0			4	0	0		
11:15 AM	11:30 AM	0	84	3			0	96	0			0	0	0			0	0	3		
11:30 AM	11:45 AM	0	99	2			0	79	0			0	0	0			0	0	3		
11:45 AM	12:00 PM	0	110	2			0	111	0			0	0	0			2	0	9		
12:00 PM	12:15 PM	5	136	2			3	131	0			0	0	15			2	0	0		
12:15 PM	12:30 PM	11	175	4			3	109	0			6	0	27			8	0	1		
12:30 PM	12:45 PM	9	143	2			2	124	0			6	0	24			5	0	0		
12:45 PM	1:00 PM	17	163	3			2	97	0			0	0	12			2	0	1		
1:00 PM	1:15 PM	11	159	0			2	145	2			0	0	33			3	0	1		
1:15 PM	1:30 PM	14	154	3			2	142	1			6	0	27			0	0	1		
1:30 PM	1:45 PM	9	159	1			0	106	1			6	0	21			0	0	0		
1:45 PM	2:00 PM	17	163	1			2	86	1			6	0	33			5	0	1		
2:00 PM	2:15 PM	9	141	2			0	90	0			12	0	21			3	0	1		
2:15 PM	2:30 PM	14	166	2			0	104	0			0	0	18			5	0	1		
2:30 PM	2:45 PM	16	198	2			0	75	0			24	0	33			0	0	0		
2:45 PM	3:00 PM	16	218	3			2	79	0			0	0	9			3	0	0		
3:00 PM	3:15 PM	27	193	5			0	109	1			6	0	18			2	0	0		
3:15 PM	3:30 PM	23	247	2			3	97	1			12	0	39			8	0	0		
3:30 PM	3:45 PM	30	252	4			2	142	1			0	0	24			6	0	2		
3:45 PM	4:00 PM	28	261	3			3	159	1			6	0	18			8	0	0		
4:00 PM	4:15 PM	25	250	4			3	142	0			18	0	51			8	0	0		
4:15 PM	4:30 PM	27	270	3			2	109	0			6	0	39			3	0	2		
4:30 PM	4:45 PM	25	315	7			0	146	1			14	0	26			4	0	0		
4:45 PM	5:00 PM	26	315	7			1	146	1			15	0	26			4	0	1		
5:00 PM	5:15 PM	26	315	7			1	147	1			15	0	26			4	0	1		
5:15 PM	5:30 PM	26	315	8			1	147	0			15	0	26			5	0	0		
5:30 PM	5:45 PM	36	277	4			2	124	0			6	0	24			6	0	2		
5:45 PM	6:00 PM	33	302	7			2	106	1			12	0	33			3	0	0		
6:00 PM	6:15 PM	19	234	2			2	95	0			12	0	12			0	0	0		
6:15 PM	6:30 PM	6	179	0			0	41	0			0	0	18			5	0	0		
6:30 PM	6:45 PM	9	200	2			0	93	1			0	0	12			3	0	1		
6:45 PM	7:00 PM	20	175	3			0	66	0			0	0	15			0	0	0		
7:00 PM	7:15 PM																				

Scenario: **1 Major & 1 Minor** **Case:** **B**

[A] Basic minimum hourly volume

[B] Used for combination of Conditions A and B after adequate trial of other remedial measures

[C] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[D] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume[1]

Condition A—Minimum Vehicular Volume									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	500	400	350	280	150	120	105	84
2 or more.....	1.....	600	480	420	336	150	120	105	84
2 or more.....	2 or more.....	600	480	420	336	200	160	140	112
1.....	2 or more.....	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	750	600	525	420	75	60	53	42
2 or more.....	1.....	900	720	630	504	75	60	53	42
2 or more.....	2 or more.....	900	720	630	504	100	80	70	56
1.....	2 or more.....	750	600	525	420	100	80	70	56

[1] 2009 MUTCD

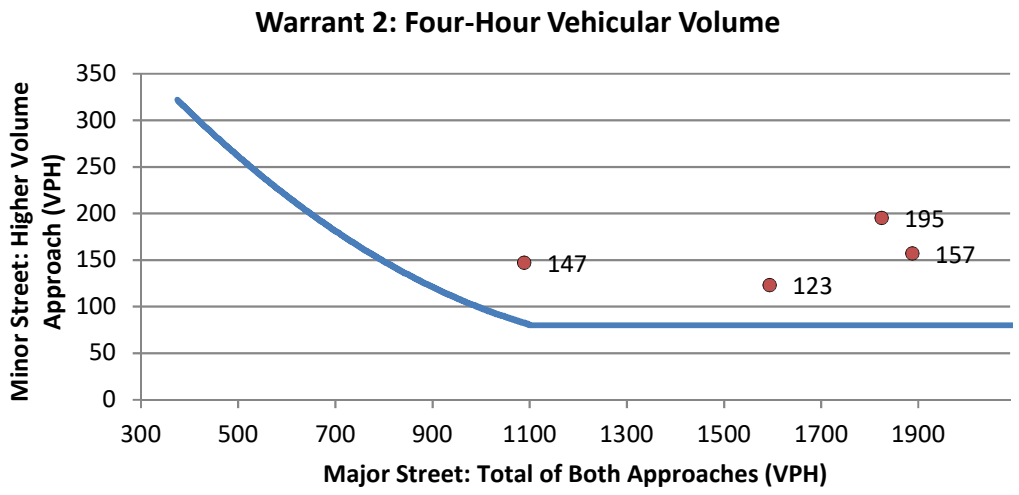
Warrant 1- Eight Hour Vehicular Volume

Condition A - Minimum Vehicular Volume						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>400	River Club Drive	>120	Condition?
4:00 PM	5:00 PM	1825	Y	195	Y	**Y**
5:00 PM	6:00 PM	1888	Y	157	Y	**Y**
1:45 PM	2:45 PM	1089	Y	147	Y	**Y**
3:00 PM	4:00 PM	1594	Y	123	Y	**Y**
12:15 PM	1:15 PM	1183	Y	108	N	N
6:00 PM	7:00 PM	1147	Y	69	N	N
8:45 AM	9:45 AM	858	Y	38	N	N
7:15 AM	8:15 AM	1236	Y	30	N	N

Condition B - Interruption of Continuous Traffic						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>600	River Club Drive	>60	Condition?
4:00 PM	5:00 PM	1825	Y	195	Y	**Y**
5:00 PM	6:00 PM	1888	Y	157	Y	**Y**
1:45 PM	2:45 PM	1089	Y	147	Y	**Y**
3:00 PM	4:00 PM	1594	Y	123	Y	**Y**
12:15 PM	1:15 PM	1183	Y	108	Y	**Y**
6:00 PM	7:00 PM	1147	Y	69	Y	**Y**
8:45 AM	9:45 AM	858	Y	38	N	N
7:15 AM	8:15 AM	1236	Y	30	N	N

Warrant 2 - Four Hour Vehicular Volume

1 Major & 1 Minor



Time Period		Major Street Vol.	Minor Street Vol.	Total Volume	Above
Start	End	(both approaches)	(higher approach)	(all approaches)	Curve?
1:45 PM	2:45 PM	1089	147	1236	YES
3:00 PM	4:00 PM	1594	123	1717	YES
4:00 PM	5:00 PM	1825	195	2020	YES
5:00 PM	6:00 PM	1888	157	2045	YES

Warrant 3 - Peak Hour Volume

PART A: Peak Hour Delay

NOTE: Requirements 1 - 3 must ***ALL*** be met for the ***SAME*** hour for Part A of warrant to be met

1. Stopped Delay

1 Lane Approach	
Stopped Delay: (veh*hr)	**1**
Requirement Met:	**NO**

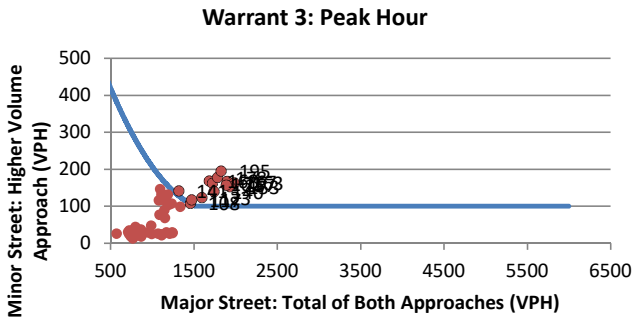
2. Minor Approach Volume

1 Moving Lane	
Approach Volume (veh/hr)	**19**
Requirement Met:	**NO**

3. Total Entering Volume Serviced

4 Approaches	
Intersection Volume (veh/hr)	**1113**
Requirement Met:	**YES**

PART B: Peak Hour Volume



Warrant 3 is met based on the requirements of PART B

TIME PERIOD START	TIME PERIOD END	Major Street (both approaches)	Minor Street (higher approach)	Above Curve?
6:30 AM	7:30 AM	1110	22	NO
6:45 AM	7:45 AM	1207	27	NO
7:00 AM	8:00 AM	1241	28	NO
7:15 AM	8:15 AM	1236	30	NO
7:30 AM	8:30 AM	1166	30	NO
7:45 AM	8:45 AM	1114	25	NO
8:00 AM	9:00 AM	1066	27	NO
8:15 AM	9:15 AM	991	26	NO
8:30 AM	9:30 AM	945	30	NO
8:45 AM	9:45 AM	858	38	NO
9:00 AM	10:00 AM	774	38	NO
9:15 AM	10:15 AM	721	35	NO
9:30 AM	10:30 AM	705	31	NO
9:45 AM	10:45 AM	718	26	NO
10:00 AM	11:00 AM	737	20	NO
10:15 AM	11:15 AM	764	20	NO
10:30 AM	11:30 AM	769	16	NO
10:45 AM	11:45 AM	765	14	NO
11:00 AM	12:00 PM	789	21	NO
11:15 AM	12:15 PM	863	19	NO
11:30 AM	12:30 PM	982	48	NO
11:45 AM	12:45 PM	1082	78	NO
12:00 PM	1:00 PM	1141	90	NO
12:15 PM	1:15 PM	1183	108	NO
12:30 PM	1:30 PM	1197	108	NO
12:45 PM	1:45 PM	1193	105	NO
1:00 PM	2:00 PM	1181	132	NO
1:15 PM	2:15 PM	1104	132	NO
1:30 PM	2:30 PM	1074	117	NO
1:45 PM	2:45 PM	1089	147	NO
2:00 PM	3:00 PM	1137	117	NO
2:15 PM	3:15 PM	1230	108	NO

APPENDIX

W

MD 214 at River Club Drive/WRF Intersection Improvements
Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

12/24/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	323	9	1	908	0	25	0	3	0	0	0
Future Volume (Veh/h)	0	323	9	1	908	0	25	0	3	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	351	10	1	987	0	27	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	987			361			1345	1345	356	1348	1350	987
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	987			361			1345	1345	356	1348	1350	987
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			79	100	100	100	100	100
cM capacity (veh/h)	700			1198			129	151	688	127	150	300

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	361	988	30	0
Volume Left	0	1	27	0
Volume Right	10	0	3	0
cSH	700	1198	140	1700
Volume to Capacity	0.00	0.00	0.21	0.00
Queue Length 95th (ft)	0	0	19	0
Control Delay (s)	0.0	0.0	37.6	0.0
Lane LOS		A	E	A
Approach Delay (s)	0.0	0.0	37.6	0.0
Approach LOS			E	A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

12/24/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1260	29	3	586	59	17	0	2	59	0	104
Future Volume (Veh/h)	103	1260	29	3	586	59	17	0	2	59	0	104
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	1370	32	3	637	64	18	0	2	64	0	113
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	701			1402			2398	2317	1386	2287	2301	669
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	701			1402			2398	2317	1386	2287	2301	669
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			0	100	99	0	100	75
cM capacity (veh/h)	896			487			16	33	175	25	34	458

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1514	704	20	177
Volume Left	112	3	18	64
Volume Right	32	64	2	113
cSH	896	487	17	62
Volume to Capacity	0.12	0.01	1.16	2.83
Queue Length 95th (ft)	11	0	73	450
Control Delay (s)	7.0	0.2	582.0	969.2
Lane LOS	A	A	F	F
Approach Delay (s)	7.0	0.2	582.0	969.2
Approach LOS			F	F

Intersection Summary			
Average Delay	80.3		
Intersection Capacity Utilization	127.3%	ICU Level of Service	H
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

12/24/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	716	22	3	646	59	20	0	2	59	0	104
Future Volume (Veh/h)	103	716	22	3	646	59	20	0	2	59	0	104
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	778	24	3	702	64	22	0	2	64	0	113
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	766			802			1867	1786	790	1756	1766	734
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	766			802			1867	1786	790	1756	1766	734
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			39	100	99	0	100	73
cM capacity (veh/h)	847			822			36	70	390	59	72	420

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	914	769	24	177
Volume Left	112	3	22	64
Volume Right	24	64	2	113
cSH	847	822	39	131
Volume to Capacity	0.13	0.00	0.61	1.35
Queue Length 95th (ft)	11	0	55	288
Control Delay (s)	3.4	0.1	190.3	262.3
Lane LOS	A	A	F	F
Approach Delay (s)	3.4	0.1	190.3	262.3
Approach LOS			F	F

Intersection Summary			
Average Delay	28.8		
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

Option 1

DELAY (CONTROL)

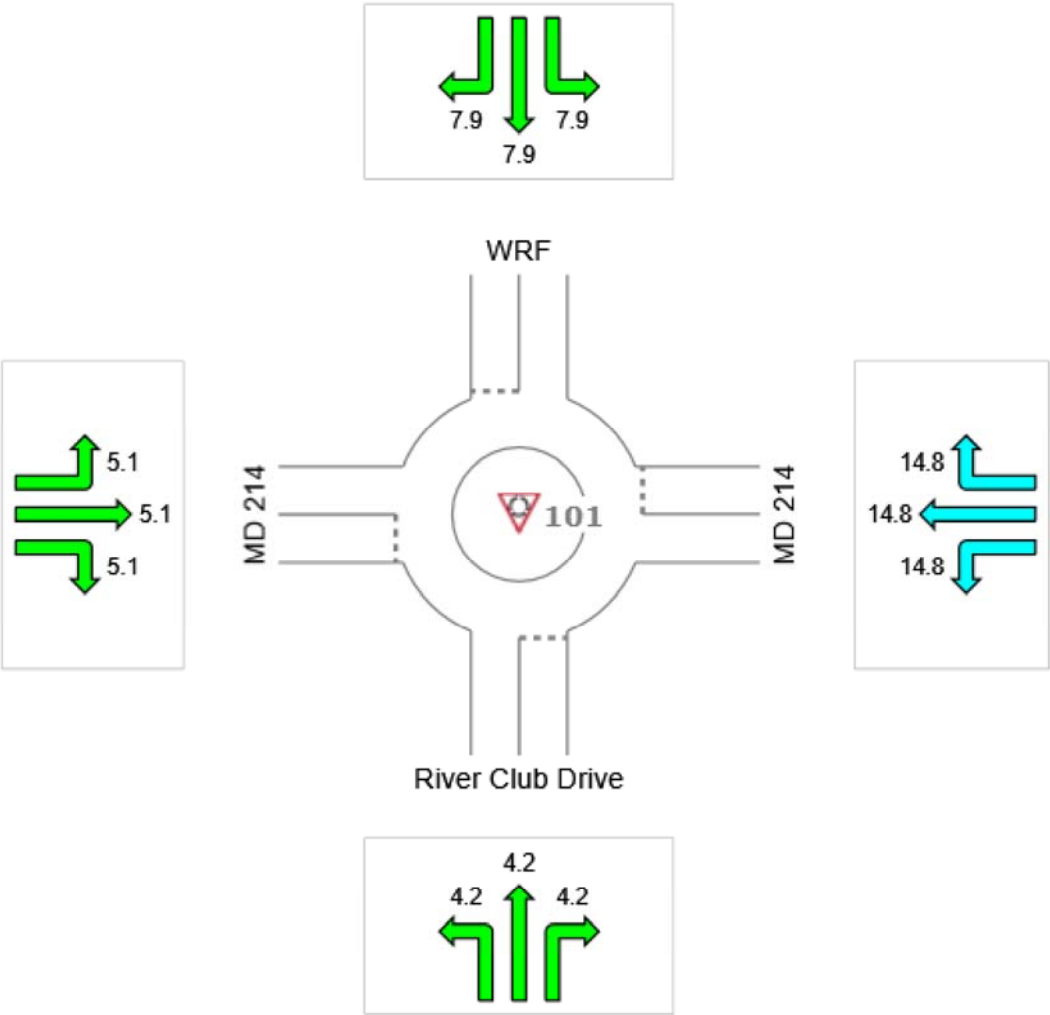
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at River Club Drive AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	4.2	14.8	7.9	5.1	12.0
LOS	A	B	A	A	B



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

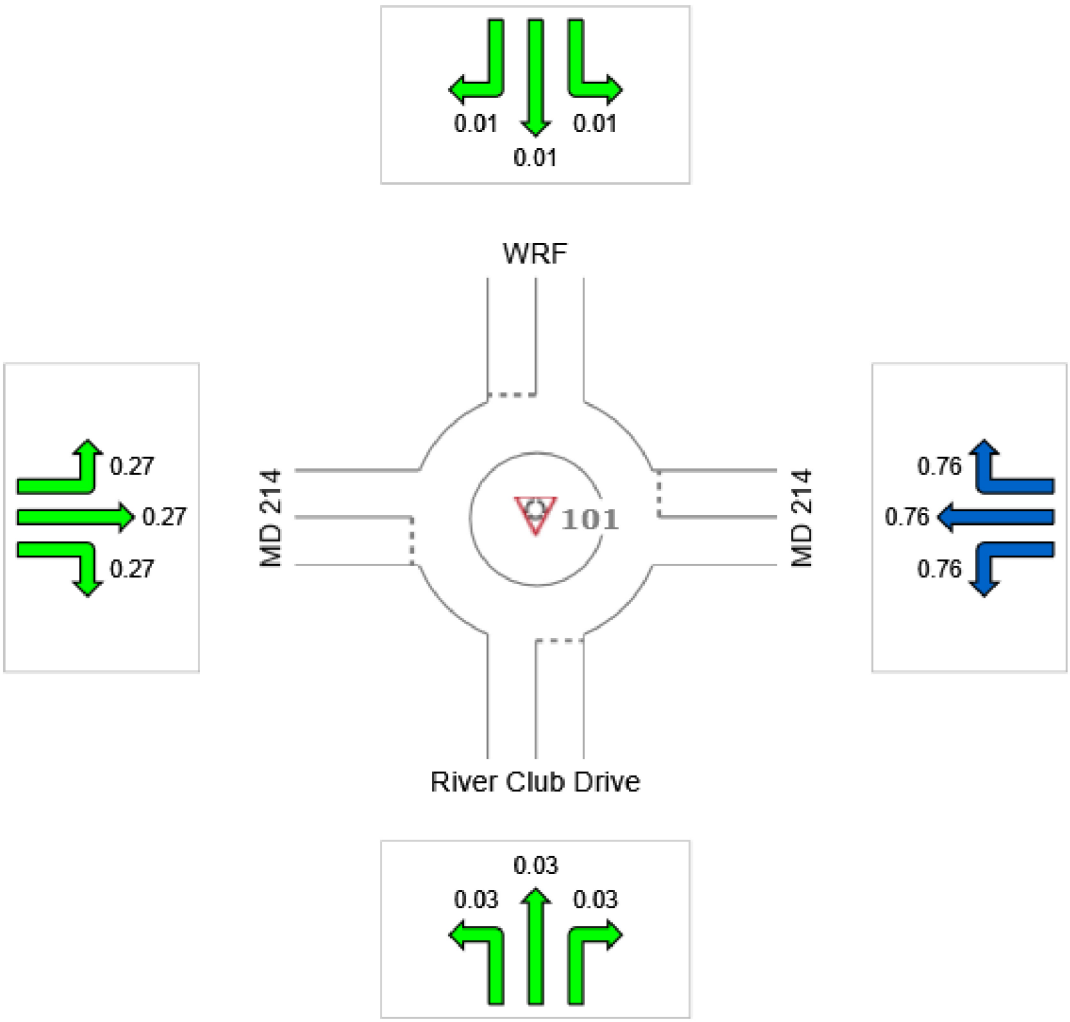
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at River Club Drive AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.03	0.76	0.01	0.27	0.76



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

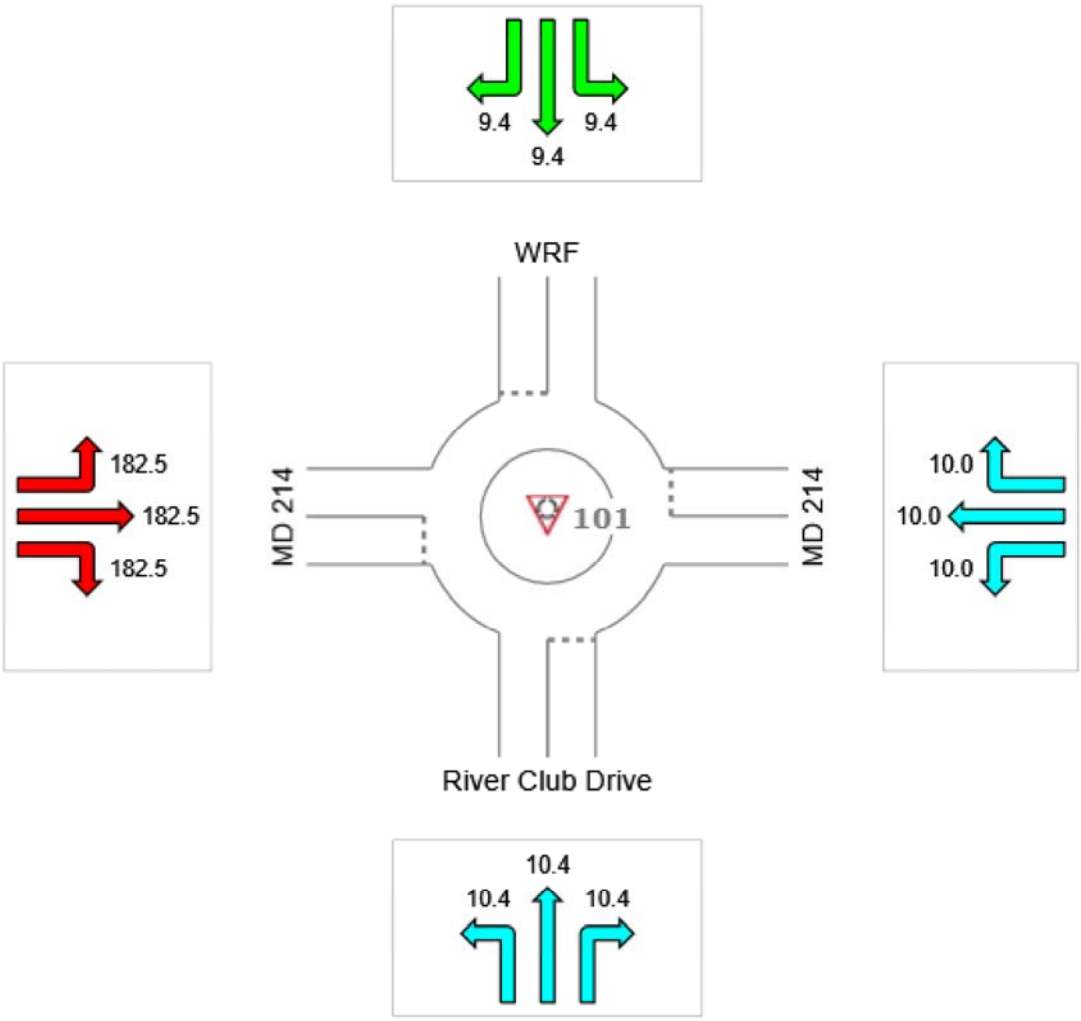
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at River Club Drive PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	10.4	10.0	9.4	182.5	117.9
LOS	B	B	A	F	F



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

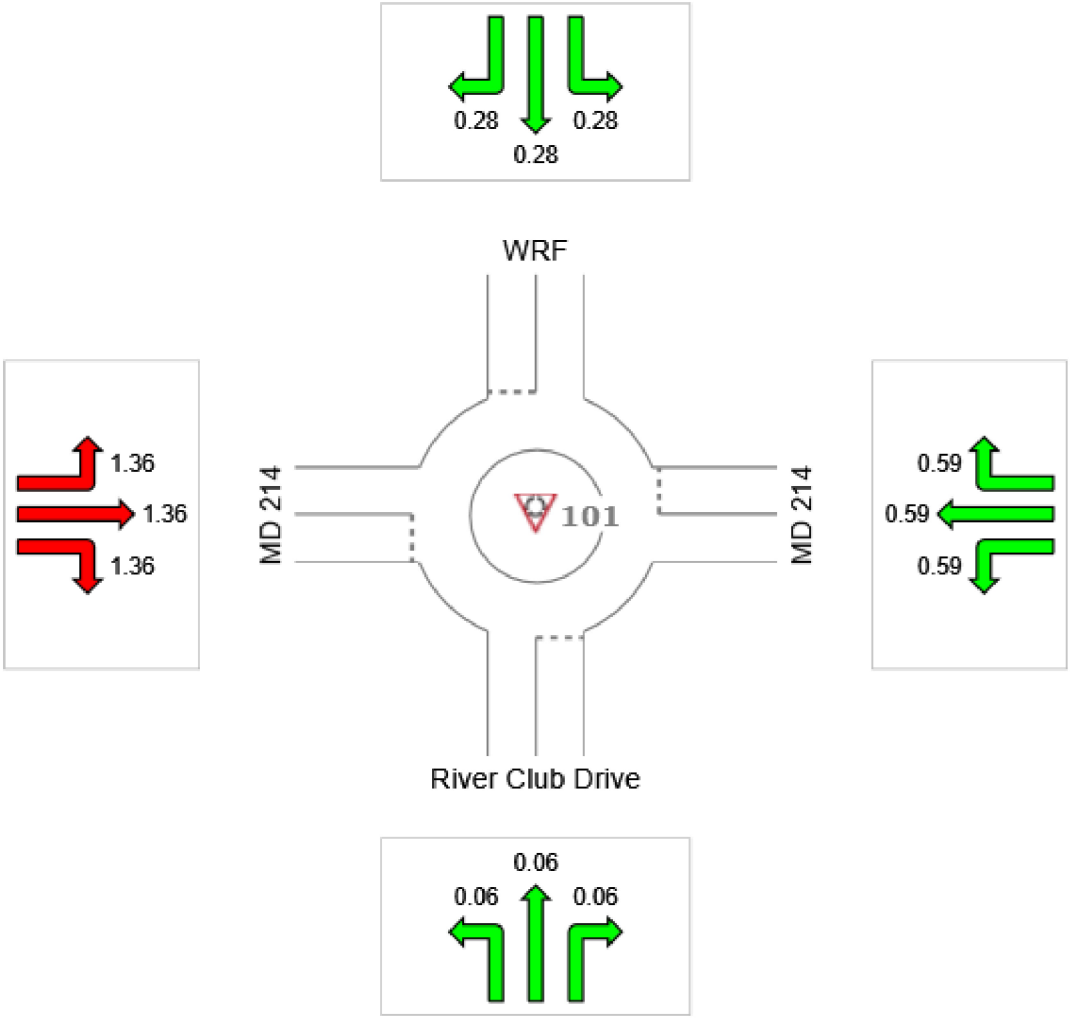
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at River Club Drive PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.06	0.59	0.28	1.36	1.36



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

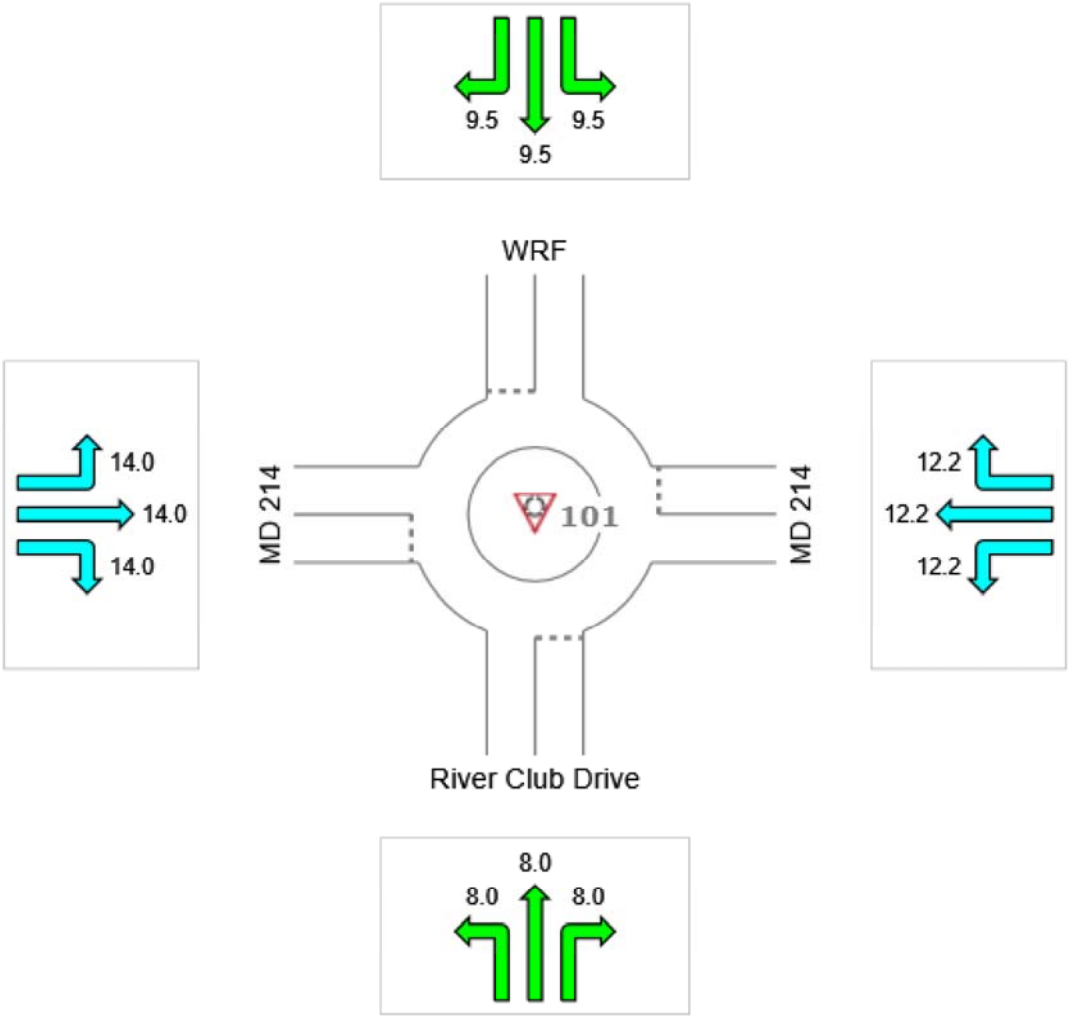
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at River Club Drive Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	8.0	12.2	9.5	14.0	12.8
LOS	A	B	A	B	B



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

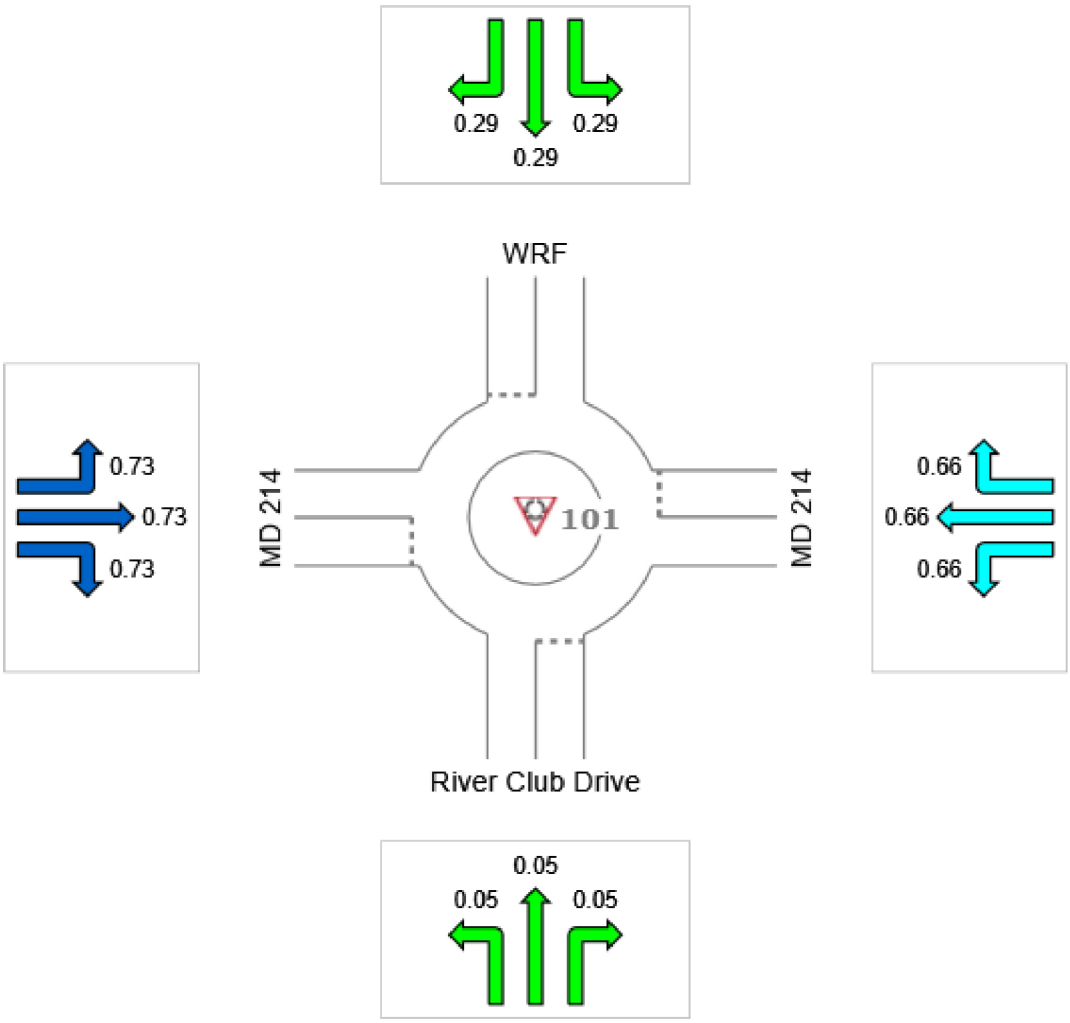
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at River Club Drive Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.05	0.66	0.29	0.73	0.73



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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Option 2

HCM Unsignalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

01/11/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	323	9	1	908	0	25	0	3	0	0	0
Future Volume (Veh/h)	0	323	9	1	908	0	25	0	3	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	351	10	1	987	0	27	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	987			361			1345	1345	356	1343	1350	987
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	987			361			1345	1345	356	1343	1350	987
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			79	100	100	100	100	100
cM capacity (veh/h)	700			1198			129	151	688	128	150	300

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	0	361	1	987	30	0
Volume Left	0	0	1	0	27	0
Volume Right	0	10	0	0	3	0
cSH	1700	1700	1198	1700	140	1700
Volume to Capacity	0.00	0.21	0.00	0.58	0.21	0.00
Queue Length 95th (ft)	0	0	0	0	19	0
Control Delay (s)	0.0	0.0	8.0	0.0	37.6	0.0
Lane LOS			A		E	A
Approach Delay (s)	0.0		0.0		37.6	0.0
Approach LOS					E	A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

01/11/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1260	29	3	586	59	17	0	2	59	0	104
Future Volume (Veh/h)	103	1260	29	3	586	59	17	0	2	59	0	104
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	1370	32	3	637	64	18	0	2	64	0	113
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	701			1402			2366	2317	1386	2271	2301	669
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	701			1402			2366	2317	1386	2271	2301	669
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			0	100	99	0	100	75
cM capacity (veh/h)	896			487			17	33	175	25	34	458

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	112	1402	3	701	20	177
Volume Left	112	0	3	0	18	64
Volume Right	0	32	0	64	2	113
cSH	896	1700	487	1700	18	64
Volume to Capacity	0.12	0.82	0.01	0.41	1.10	2.77
Queue Length 95th (ft)	11	0	0	0	71	446
Control Delay (s)	9.6	0.0	12.4	0.0	539.8	936.4
Lane LOS	A		B		F	F
Approach Delay (s)	0.7		0.1		539.8	936.4
Approach LOS					F	F

Intersection Summary			
Average Delay	73.6		
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

01/11/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	716	22	3	646	59	20	0	2	59	0	104
Future Volume (Veh/h)	103	716	22	3	646	59	20	0	2	59	0	104
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	778	24	3	702	64	22	0	2	64	0	113
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	766			802			1835	1786	790	1744	1766	734
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	766			802			1835	1786	790	1744	1766	734
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			43	100	99	0	100	73
cM capacity (veh/h)	847			822			38	70	390	60	72	420

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	112	802	3	766	24	177
Volume Left	112	0	3	0	22	64
Volume Right	0	24	0	64	2	113
cSH	847	1700	822	1700	41	133
Volume to Capacity	0.13	0.47	0.00	0.45	0.58	1.33
Queue Length 95th (ft)	11	0	0	0	53	283
Control Delay (s)	9.9	0.0	9.4	0.0	175.4	253.1
Lane LOS	A		A		F	F
Approach Delay (s)	1.2		0.0		175.4	253.1
Approach LOS					F	F

Intersection Summary			
Average Delay	26.6		
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

Option 3

HCM Signalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

01/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	323	9	1	908	0	25	0	3	0	0	0
Future Volume (vph)	0	323	9	1	908	0	25	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			7.0				
Lane Util. Factor		1.00			1.00			1.00				
Frt		1.00			1.00			0.99				
Flt Protected		1.00			1.00			0.96				
Satd. Flow (prot)		1856			1863			1758				
Flt Permitted		1.00			1.00			0.75				
Satd. Flow (perm)		1856			1862			1373				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	351	10	1	987	0	27	0	3	0	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	27	0	0	0	0
Lane Group Flow (vph)	0	360	0	0	988	0	0	3	0	0	0	0
Turn Type		NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		36.4			36.4			5.8				
Effective Green, g (s)		36.4			36.4			5.8				
Actuated g/C Ratio		0.65			0.65			0.10				
Clearance Time (s)		7.0			7.0			7.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1202			1205			141				
v/s Ratio Prot		0.19										
v/s Ratio Perm					c0.53			c0.00				
v/c Ratio		0.30			0.82			0.02				
Uniform Delay, d1		4.3			7.4			22.7				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		0.1			4.5			0.1				
Delay (s)		4.5			11.9			22.7				
Level of Service		A			B			C				
Approach Delay (s)		4.5			11.9			22.7			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

01/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	1260	29	3	586	59	17	0	2	59	0	104
Future Volume (vph)	103	1260	29	3	586	59	17	0	2	59	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			7.0			7.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.99			0.91	
Flt Protected		1.00			1.00			0.96			0.98	
Satd. Flow (prot)		1851			1839			1758			1672	
Flt Permitted		0.89			0.99			0.54			0.87	
Satd. Flow (perm)		1649			1829			989			1485	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	1370	32	3	637	64	18	0	2	64	0	113
RTOR Reduction (vph)	0	0	0	0	2	0	0	18	0	0	42	0
Lane Group Flow (vph)	0	1514	0	0	702	0	0	2	0	0	135	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		118.0			118.0			18.0			18.0	
Effective Green, g (s)		118.0			118.0			18.0			18.0	
Actuated g/C Ratio		0.79			0.79			0.12			0.12	
Clearance Time (s)		7.0			7.0			7.0			7.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1297			1438			118			178	
v/s Ratio Prot												
v/s Ratio Perm		c0.92			0.38			0.00			c0.09	
v/c Ratio		1.17			0.49			0.02			0.76	
Uniform Delay, d1		16.0			5.5			58.2			63.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		83.8			0.3			0.3			25.5	
Delay (s)		99.8			5.8			58.5			89.4	
Level of Service		F			A			E			F	
Approach Delay (s)		99.8			5.8			58.5			89.4	
Approach LOS		F			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	71.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	134.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: River Club Drive/WRF & MD 214

01/04/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	716	22	3	646	59	20	0	2	59	0	104
Future Volume (vph)	103	716	22	3	646	59	20	0	2	59	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			7.0			7.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.99			0.91	
Flt Protected		0.99			1.00			0.96			0.98	
Satd. Flow (prot)		1845			1841			1761			1672	
Flt Permitted		0.83			1.00			0.62			0.87	
Satd. Flow (perm)		1536			1837			1140			1482	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	778	24	3	702	64	22	0	2	64	0	113
RTOR Reduction (vph)	0	1	0	0	3	0	0	21	0	0	75	0
Lane Group Flow (vph)	0	913	0	0	766	0	0	3	0	0	102	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		49.4			49.4			10.6			10.6	
Effective Green, g (s)		49.4			49.4			10.6			10.6	
Actuated g/C Ratio		0.67			0.67			0.14			0.14	
Clearance Time (s)		7.0			7.0			7.0			7.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1025			1226			163			212	
v/s Ratio Prot												
v/s Ratio Perm		c0.59			0.42			0.00			c0.07	
v/c Ratio		0.89			0.62			0.02			0.48	
Uniform Delay, d1		10.1			7.0			27.2			29.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		9.8			1.0			0.1			1.7	
Delay (s)		19.9			8.0			27.3			30.9	
Level of Service		B			A			C			C	
Approach Delay (s)		19.9			8.0			27.3			30.9	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	108.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

X

MD 214 at Selby Boulevard/River Road
Signal Warrant Analysis

Traffic Signal Warrant Summary

Main St and Sidestreet

Date: 1-Aug-18

Analyst: STV Incorporated

Warrant 1	Condition A	NO
	Condition B	NO
Warrant 2	Four Hour Vehicular Volume	NO
Warrant 3	A - Peak Hour Delay	NO
	B - Peak Hour Volume	NO
Warrant 4	Pedestrian Volume	
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	NO
Warrant 7	Crash Experience	NO
Warrant 8	Roadway network	N/A
Warrant 9	Intersection Near a grade Crossing	N/A

MUTCD Reference:
http://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm#section4C02

TIME PERIOD		MD 214					MD 214					Selby Boulevard					River Road				
		RTR:	1	DIRECTION:		EB	RTR:	1	DIRECTION:		WB	RTR:	0.5	DIRECTION:		SB	RTR:	1	DIRECTION:		NB
START	END	Major Street					Major Street					Minor Street					Minor Street				
		L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B	L	T	R	PED	B
6:30 AM	6:45 AM		11					123					10					0			
6:45 AM	7:00 AM		24					102					16					4			
7:00 AM	7:15 AM		24					159					12					2			
7:15 AM	7:30 AM		45					199					17					8			
7:30 AM	7:45 AM		53					248					24					13			
7:45 AM	8:00 AM		96					162					8					11			
8:00 AM	8:15 AM		69					154					16					6			
8:15 AM	8:30 AM		104					216					11					8			
8:30 AM	8:45 AM		57					209					17					8			
8:45 AM	9:00 AM		67					147					6					11			
9:00 AM	9:15 AM		80					159					9					2			
9:15 AM	9:30 AM		68					168					18					8			
9:30 AM	9:45 AM		80					130					13					8			
9:45 AM	10:00 AM		83					98					11					11			
10:00 AM	10:15 AM		61					97					6					15			
10:15 AM	10:30 AM		77					90					8					11			
10:30 AM	10:45 AM		71					102					10					4			
10:45 AM	11:00 AM		75					91					9					6			
11:00 AM	11:15 AM		89					90					5					8			
11:15 AM	11:30 AM		96					93					8					4			
11:30 AM	11:45 AM		103					81					5					6			
11:45 AM	12:00 PM		91					90					5					2			
12:00 PM	12:15 PM		99					72					8					2			
12:15 PM	12:30 PM		108					99					10					8			
12:30 PM	12:45 PM		131					131					4					3			
12:45 PM	1:00 PM		179					111					9					10			
1:00 PM	1:15 PM		143					124					7					5			
1:15 PM	1:30 PM		175					96					5					7			
1:30 PM	1:45 PM		155					150					9					7			
1:45 PM	2:00 PM		163					143					8					5			
2:00 PM	2:15 PM		155					106					7					3			
2:15 PM	2:30 PM		169					89					10					13			
2:30 PM	2:45 PM		143					89					7					7			
2:45 PM	3:00 PM		169					101					5					7			
3:00 PM	3:15 PM		201					75					13					2			
3:15 PM	3:30 PM		221					80					3					5			
3:30 PM	3:45 PM		217					110					6					2			
3:45 PM	4:00 PM		255					101					12					8			
4:00 PM	4:15 PM		271					145					6					12			
4:15 PM	4:30 PM		275					164					6					12			
4:30 PM	4:45 PM		263					143					17					12			
4:45 PM	5:00 PM		281					108					11					8			
5:00 PM	5:15 PM		332					150					9					7			
5:15 PM	5:30 PM		322					148					12					10			
5:30 PM	5:45 PM		324					157					7					8			
5:45 PM	6:00 PM		342					132					8					18			
6:00 PM	6:15 PM		302					122					7					12			
6:15 PM	6:30 PM		328					108					12					8			
6:30 PM	6:45 PM		237					96					5					0			
6:45 PM	7:00 PM		167					40					5					5			
7:00 PM	7:15 PM		193					96					6					5			

Scenario: **1 Major & 1 Minor** **Case:** **C**

[A] Basic minimum hourly volume

[B] Used for combination of Conditions A and B after adequate trial of other remedial measures

[C] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[D] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume[1]

Condition A—Minimum Vehicular Volume									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	500	400	350	280	150	120	105	84
2 or more.....	1.....	600	480	420	336	150	120	105	84
2 or more.....	2 or more.....	600	480	420	336	200	160	140	112
1.....	2 or more.....	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for Moving Traffic (on each approach)		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[A]	80%[B]	70%[C]	56%[D]	100%[A]	80%[B]	70%[C]	56%[D]
1.....	1.....	750	600	525	420	75	60	53	42
2 or more.....	1.....	900	720	630	504	75	60	53	42
2 or more.....	2 or more.....	900	720	630	504	100	80	70	56
1.....	2 or more.....	750	600	525	420	100	80	70	56

[1] 2009 MUTCD

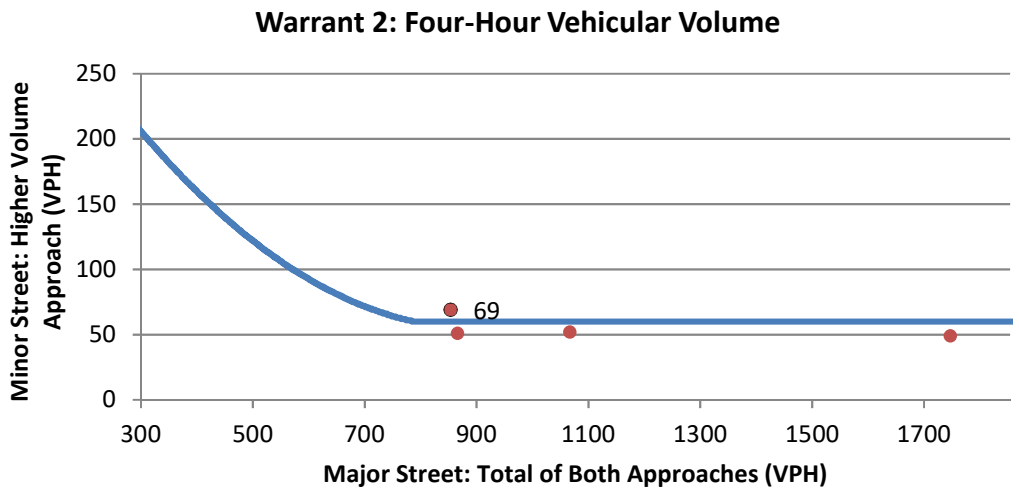
Warrant 1- Eight Hour Vehicular Volume

Condition A - Minimum Vehicular Volume						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>350	Selby Blvd.	>105	Condition?
6:45 AM	7:45 AM	854	Y	69	N	N
7:45 AM	8:45 AM	1067	Y	52	N	N
9:00 AM	10:00 AM	866	Y	51	N	N
4:30 PM	5:30 PM	1747	Y	49	N	N
5:30 PM	6:30 PM	1815	Y	46	N	N
10:00 AM	11:00 AM	664	Y	36	N	N
2:15 PM	3:15 PM	1036	Y	35	N	N
3:30 PM	4:30 PM	1538	Y	34	N	N

Condition B - Interruption of Continuous Traffic						
Time Period		Major Street		Minor Street		Meets
START	END	MD 214	>525	Selby Blvd.	>53	Condition?
6:45 AM	7:45 AM	854	Y	69	Y	**Y**
7:45 AM	8:45 AM	1067	Y	52	N	N
9:00 AM	10:00 AM	866	Y	51	N	N
4:30 PM	5:30 PM	1747	Y	49	N	N
5:30 PM	6:30 PM	1815	Y	46	N	N
10:00 AM	11:00 AM	664	Y	36	N	N
2:15 PM	3:15 PM	1036	Y	35	N	N
3:30 PM	4:30 PM	1538	Y	34	N	N

Warrant 2 - Four Hour Vehicular Volume

70% 1 Major & 1 Minor



Time Period		Major Street Vol.	Minor Street Vol.	Total Volume	Above
Start	End	(both approaches)	(higher approach)	(all approaches)	Curve?
6:45 AM	**7:45 AM**	**854**	**69**	**923**	**YES**
7:45 AM	8:45 AM	1067	52	1119	NO
9:00 AM	10:00 AM	866	51	917	NO
4:30 PM	5:30 PM	1747	49	1796	NO

Warrant 3 - Peak Hour Volume

PART A: Peak Hour Delay

NOTE: Requirements 1 - 3 must ***ALL*** be met for the ***SAME*** hour for Part A of warrant to be met

1. Stopped Delay

1 Lane Approach	
Stopped Delay: (veh*hr)	**1**
Requirement Met:	**NO**

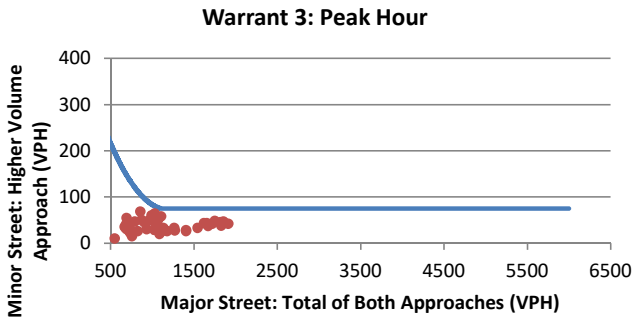
2. Minor Approach Volume

1 Moving Lane	
Approach Volume (veh/hr)	**19**
Requirement Met:	**NO**

3. Total Entering Volume Serviced

4 Approaches	
Intersection Volume (veh/hr)	**1113**
Requirement Met:	**YES**

PART B: Peak Hour Volume



TIME PERIOD START	TIME PERIOD END	Major Street (both approaches)	Minor Street (higher approach)	Above Curve?
6:30 AM	7:30 AM	687	55	NO
6:45 AM	7:45 AM	854	69	NO
7:00 AM	8:00 AM	986	61	NO
7:15 AM	8:15 AM	1026	65	NO
7:30 AM	8:30 AM	1102	59	NO
7:45 AM	8:45 AM	1067	52	NO
8:00 AM	9:00 AM	1023	50	NO
8:15 AM	9:15 AM	1039	43	NO
8:30 AM	9:30 AM	955	50	NO
8:45 AM	9:45 AM	899	46	NO
9:00 AM	10:00 AM	866	51	NO
9:15 AM	10:15 AM	785	48	NO
9:30 AM	10:30 AM	716	45	NO
9:45 AM	10:45 AM	679	41	NO
10:00 AM	11:00 AM	664	36	NO
10:15 AM	11:15 AM	685	32	NO
10:30 AM	11:30 AM	707	32	NO
10:45 AM	11:45 AM	718	27	NO
11:00 AM	12:00 PM	733	23	NO
11:15 AM	12:15 PM	725	26	NO
11:30 AM	12:30 PM	743	28	NO
11:45 AM	12:45 PM	821	27	NO
12:00 PM	1:00 PM	930	31	NO
12:15 PM	1:15 PM	1026	30	NO
12:30 PM	1:30 PM	1090	25	NO
12:45 PM	1:45 PM	1133	30	NO
1:00 PM	2:00 PM	1149	29	NO
1:15 PM	2:15 PM	1143	29	NO
1:30 PM	2:30 PM	1130	34	NO
1:45 PM	2:45 PM	1057	32	NO
2:00 PM	3:00 PM	1021	30	NO
2:15 PM	3:15 PM	1036	35	NO

APPENDIX

Y

MD 214 at Selby Boulevard/River Road Intersection Improvements
Analysis Worksheets

Option 1

HCM Unsignalized Intersection Capacity Analysis
3: River Road/Selby Boulevard & MD 214

11/05/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Future Volume (Veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	37	355	22	1	985	0	41	7	3	21	7	162
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	985			377			1592	1427	366	1422	1438	985
vC1, stage 1 conf vol							440	440		987	987	
vC2, stage 2 conf vol							1152	987		436	451	
vCu, unblocked vol	985			377			1592	1427	366	1422	1438	985
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			41	97	100	92	98	46
cM capacity (veh/h)	701			1181			70	266	679	270	291	301

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	37	377	1	985	51	190
Volume Left	37	0	1	0	41	21
Volume Right	0	22	0	0	3	162
cSH	701	1700	1181	1700	82	297
Volume to Capacity	0.05	0.22	0.00	0.58	0.62	0.64
Queue Length 95th (ft)	4	0	0	0	71	102
Control Delay (s)	10.4	0.0	8.0	0.0	102.6	36.4
Lane LOS	B		A		F	E
Approach Delay (s)	0.9		0.0		102.6	36.4
Approach LOS					F	E

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: River Road/Selby Boulevard & MD 214

11/05/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Future Volume (Veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.72	0.72	0.72
Hourly flow rate (vph)	133	1167	74	3	610	12	32	32	8	21	3	74
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622			1241			2162	2098	1204	2079	2129	616
vC1, stage 1 conf vol							1470	1470		622	622	
vC2, stage 2 conf vol							692	628		1457	1507	
vCu, unblocked vol	622			1241			2162	2098	1204	2079	2129	616
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			72	78	96	79	98	85
cM capacity (veh/h)	959			561			116	149	224	101	146	491

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	133	1241	3	622	72	98
Volume Left	133	0	3	0	32	21
Volume Right	0	74	0	12	8	74
cSH	959	1700	561	1700	137	258
Volume to Capacity	0.14	0.73	0.01	0.37	0.53	0.38
Queue Length 95th (ft)	12	0	0	0	64	42
Control Delay (s)	9.4	0.0	11.5	0.0	57.5	27.3
Lane LOS	A		B		F	D
Approach Delay (s)	0.9		0.1		57.5	27.3
Approach LOS					F	D

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: River Road/Selby Boulevard & MD 214

11/05/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Future Volume (Veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	101	780	31	7	754	7	29	16	16	18	16	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	761			811			1866	1772	796	1778	1784	758
vC1, stage 1 conf vol							998	998		772	772	
vC2, stage 2 conf vol							868	775		1006	1013	
vCu, unblocked vol	761			811			1866	1772	796	1778	1784	758
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			78	93	96	91	93	77
cM capacity (veh/h)	851			815			133	214	387	195	230	407

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	101	811	7	761	61	126
Volume Left	101	0	7	0	29	18
Volume Right	0	31	0	7	16	92
cSH	851	1700	815	1700	183	325
Volume to Capacity	0.12	0.48	0.01	0.45	0.33	0.39
Queue Length 95th (ft)	10	0	1	0	34	44
Control Delay (s)	9.8	0.0	9.5	0.0	34.2	23.0
Lane LOS	A		A		D	C
Approach Delay (s)	1.1		0.1		34.2	23.0
Approach LOS					D	C

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

Option 2

DELAY (CONTROL)

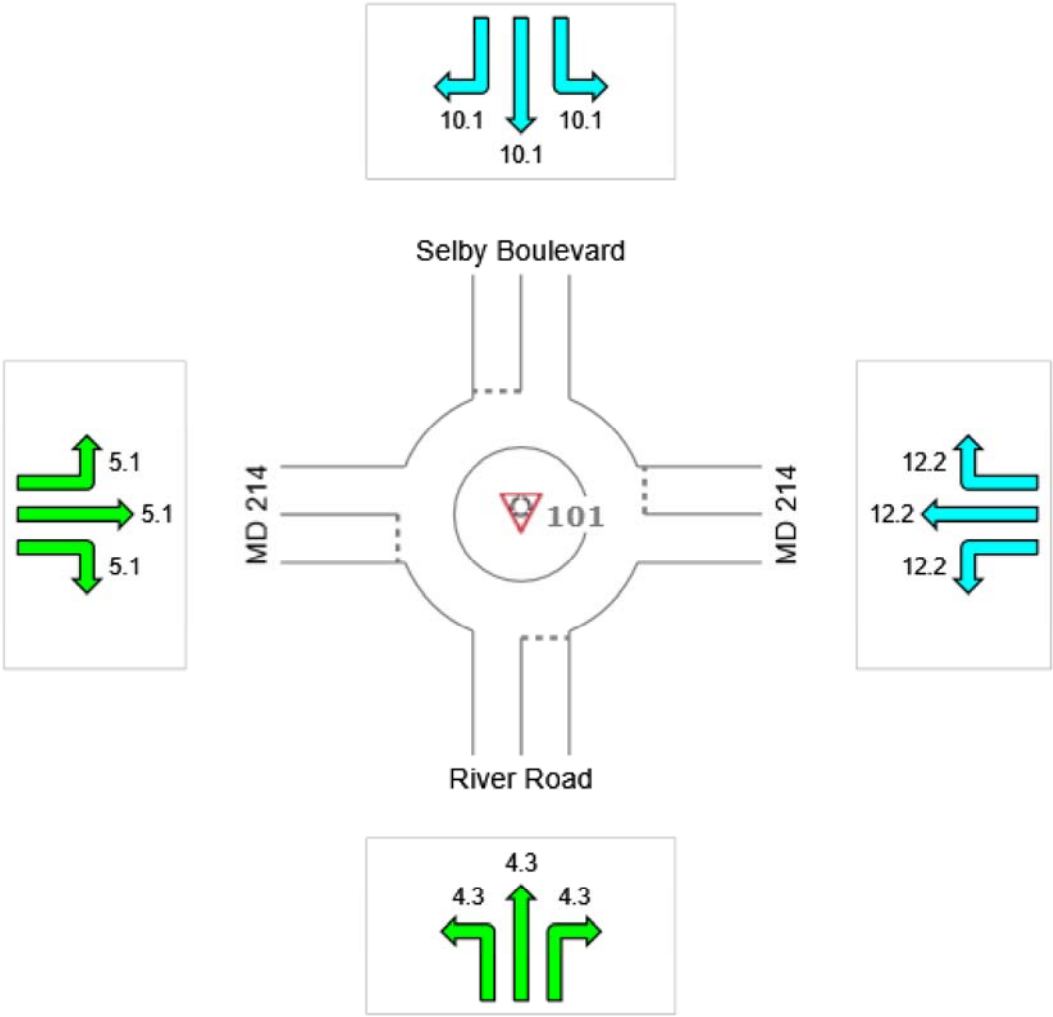
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Selby/River AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	4.3	12.2	10.1	5.1	10.0
LOS	A	B	B	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

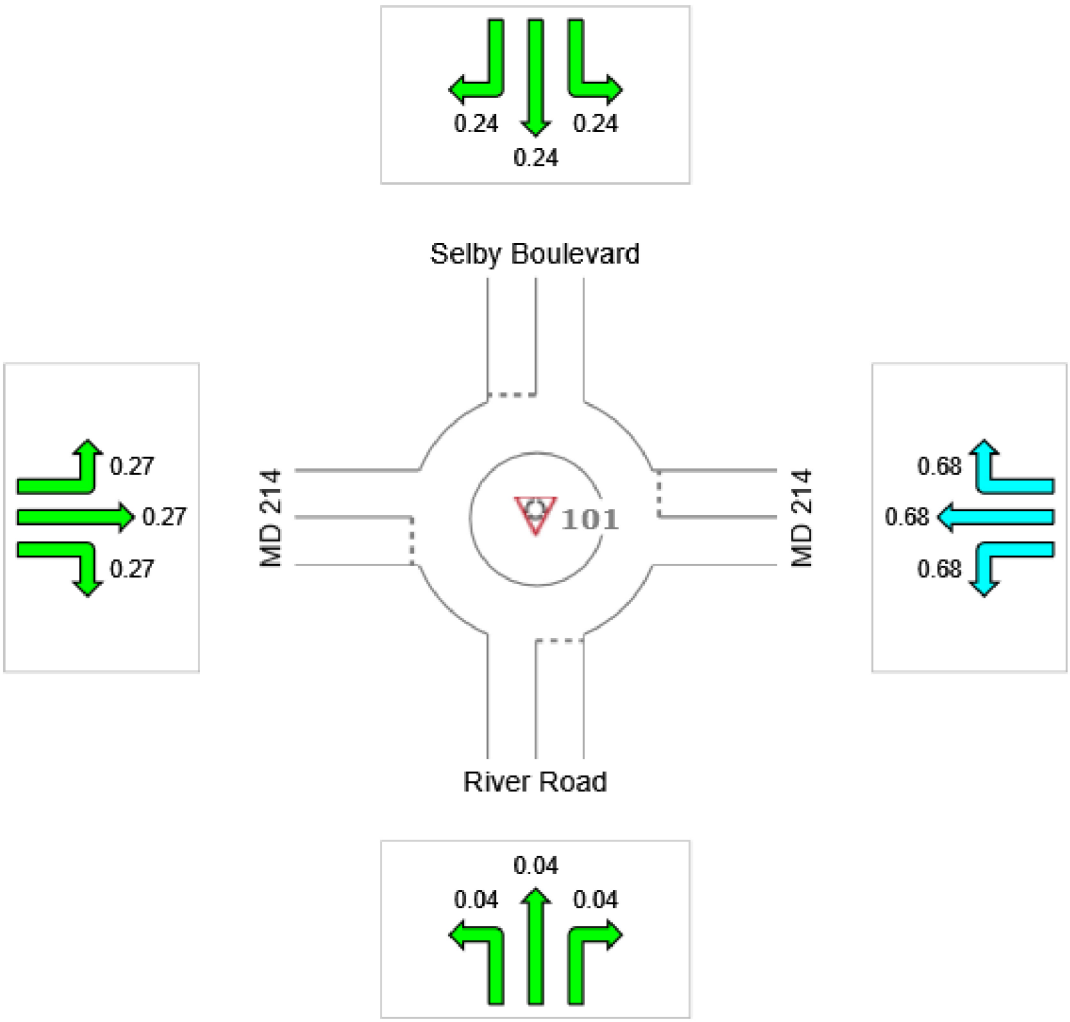
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Selby/River AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.04	0.68	0.24	0.27	0.68



Colour code based on Degree of Saturation

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DELAY (CONTROL)

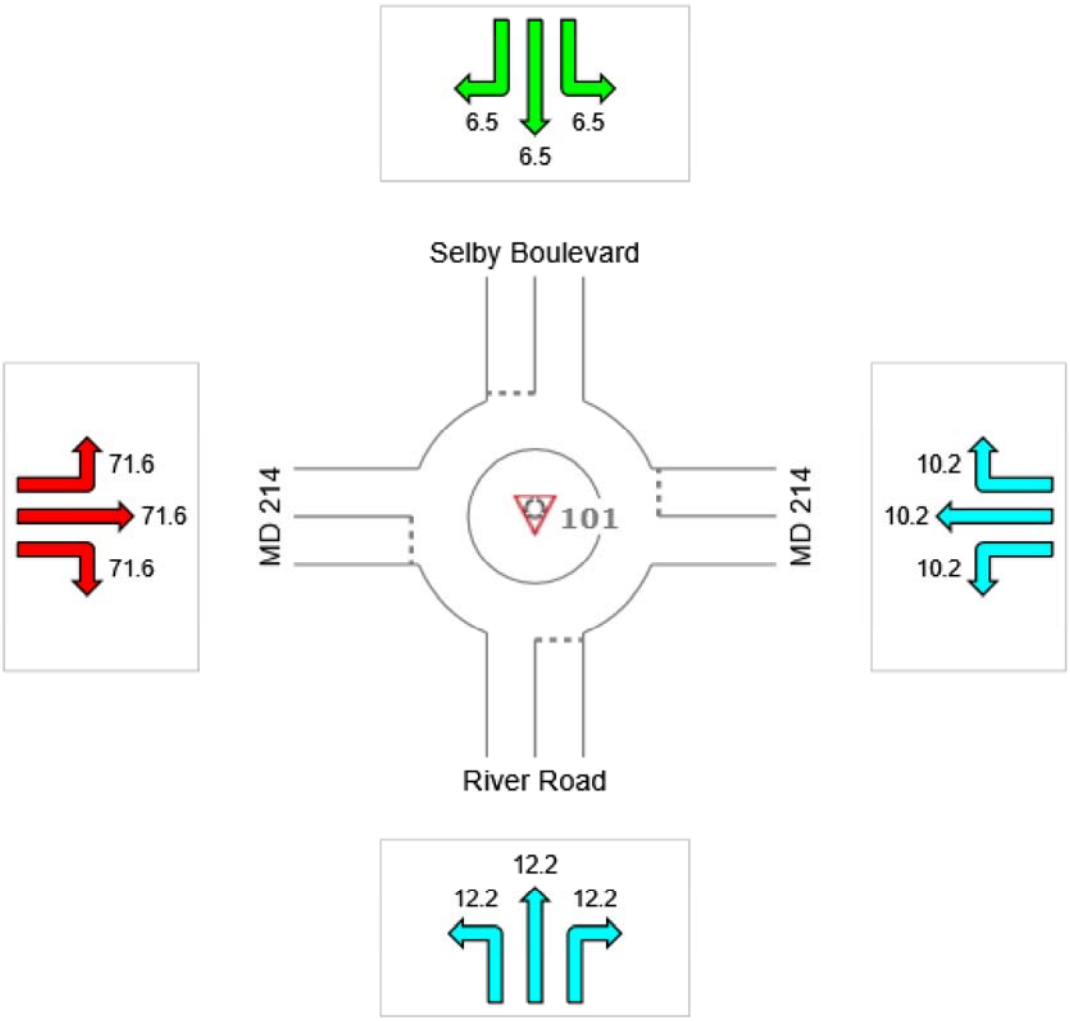
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Selby/River PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	12.2	10.2	6.5	71.6	50.2
LOS	B	B	A	F	F



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

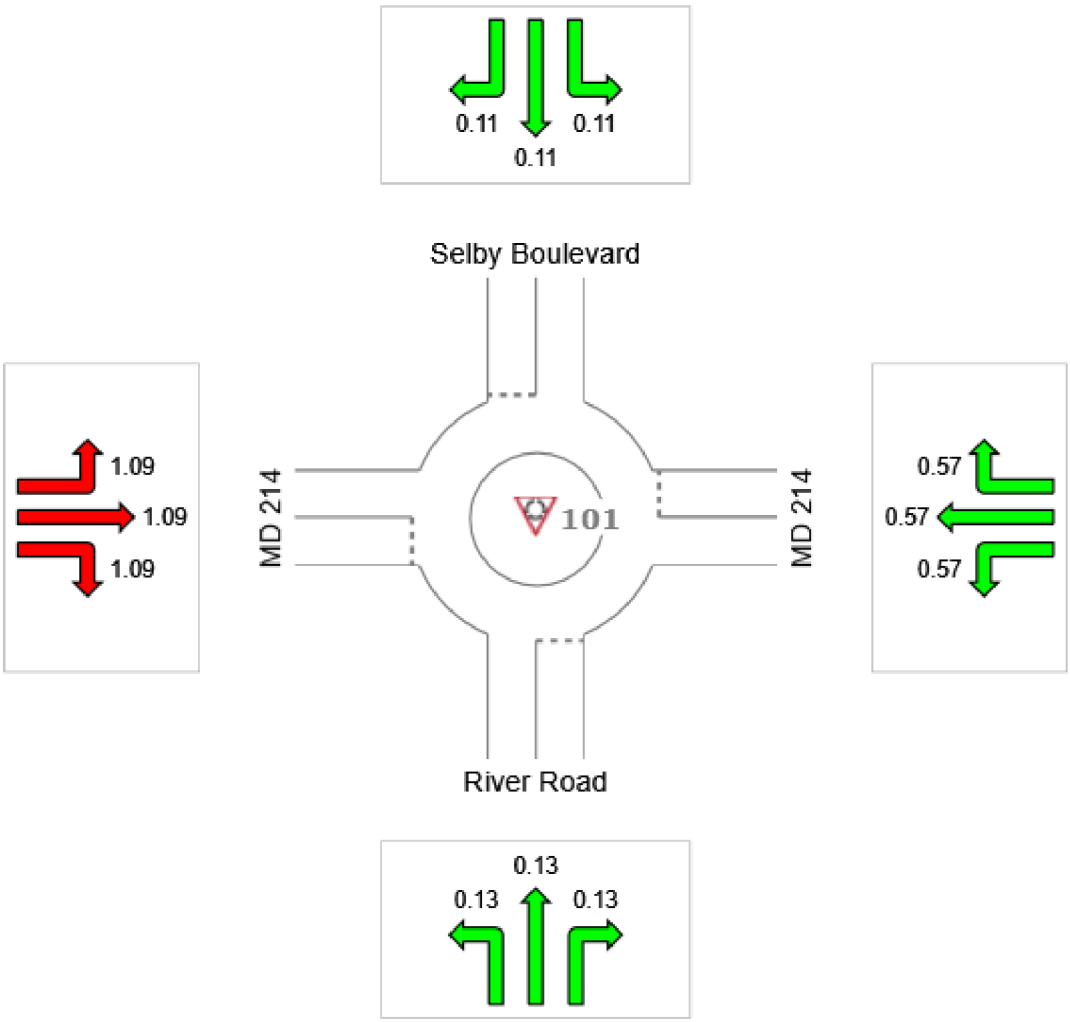
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Selby/River PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.13	0.57	0.11	1.09	1.09



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DELAY (CONTROL)

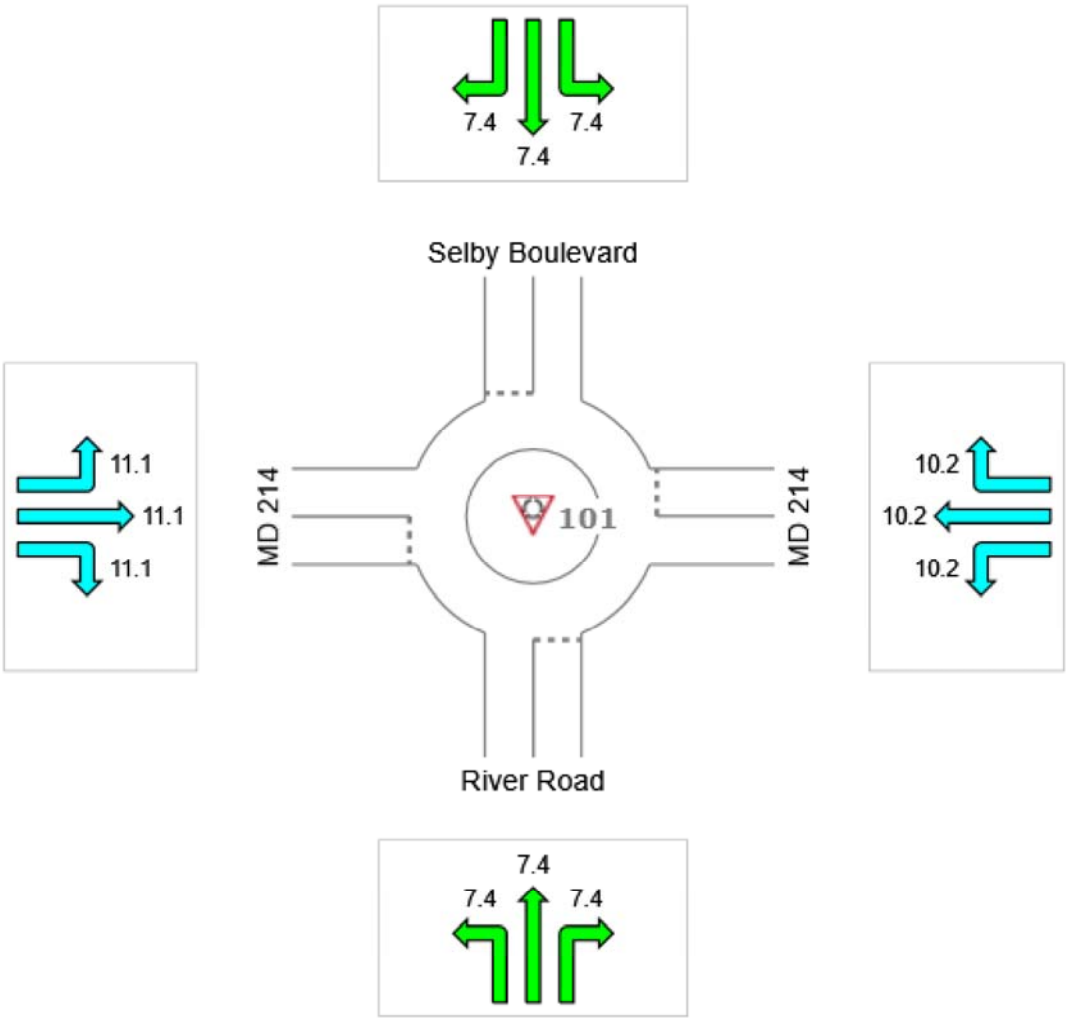
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Selby/River Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	7.4	10.2	7.4	11.1	10.4
LOS	A	B	A	B	B



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

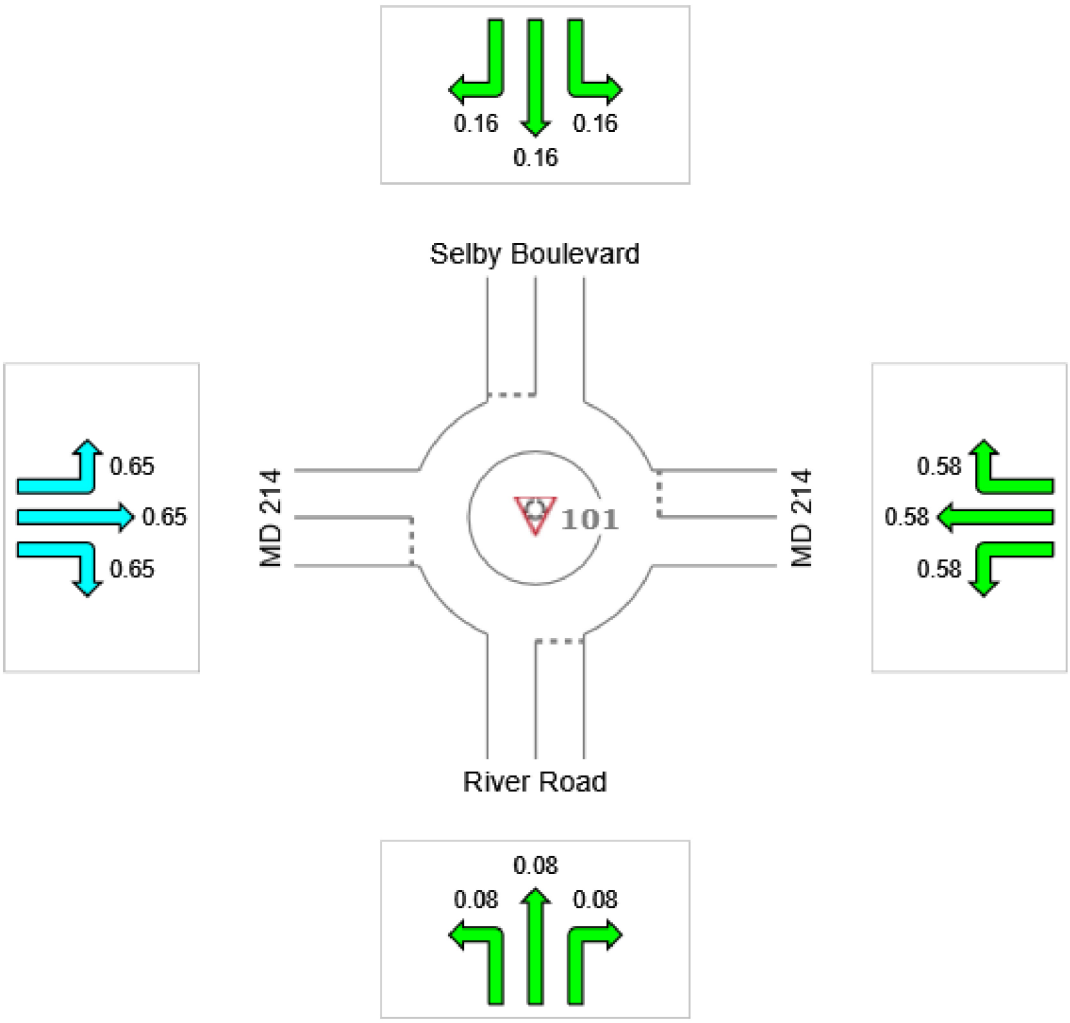
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Selby/River Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.08	0.58	0.16	0.65	0.65



Colour code based on Degree of Saturation

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APPENDIX

Z

Shoreham Beach Road at Triton Beach Road Intersection Improvements
Analysis Worksheets

Option 1

DELAY (CONTROL)

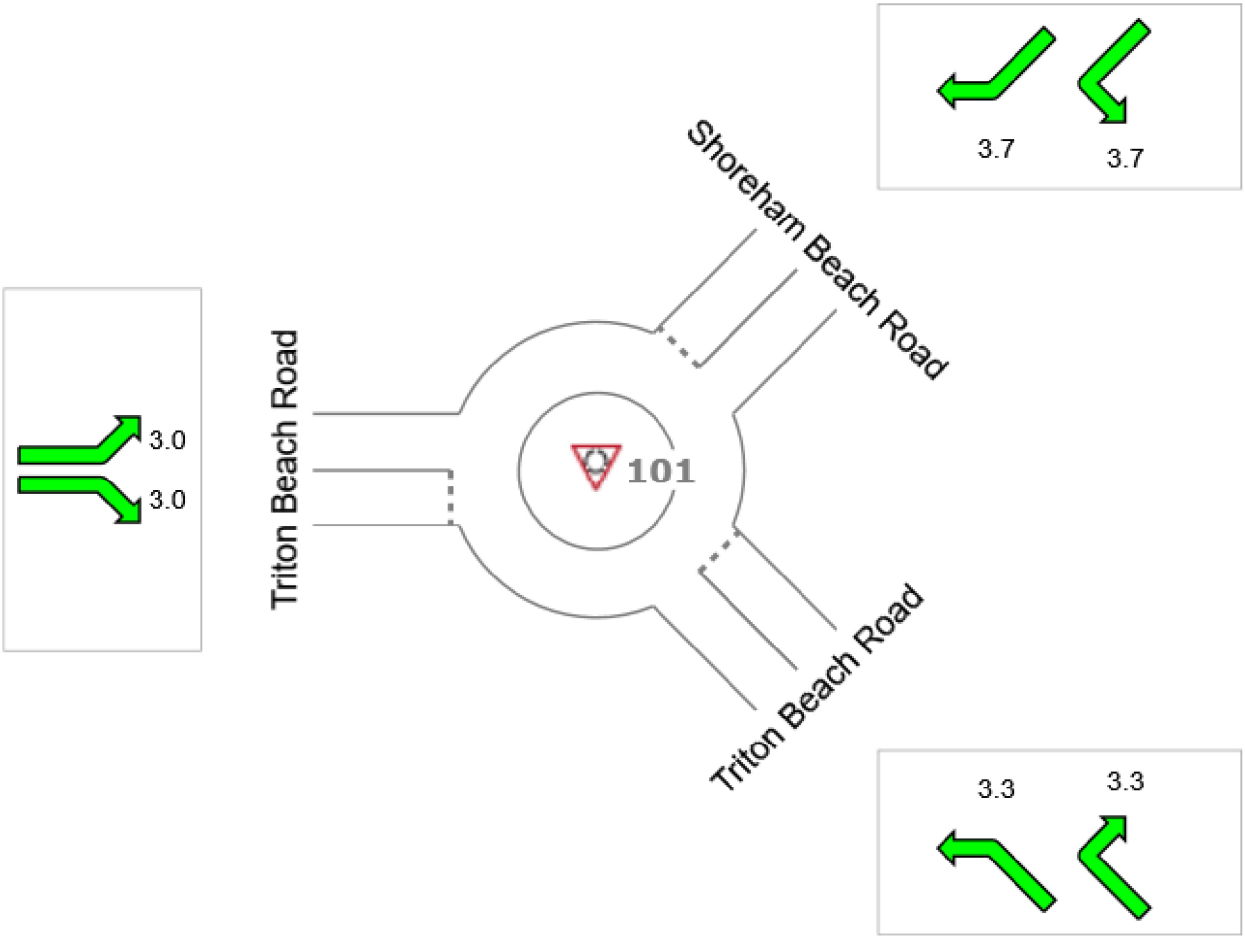
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Triton At Shoreham Beach Road AM]

New Site
Roundabout

All Movement Classes

	Southeast	Northeast	West	Intersection
Delay (Control)	3.3	3.7	3.0	3.4
LOS	A	A	A	A



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

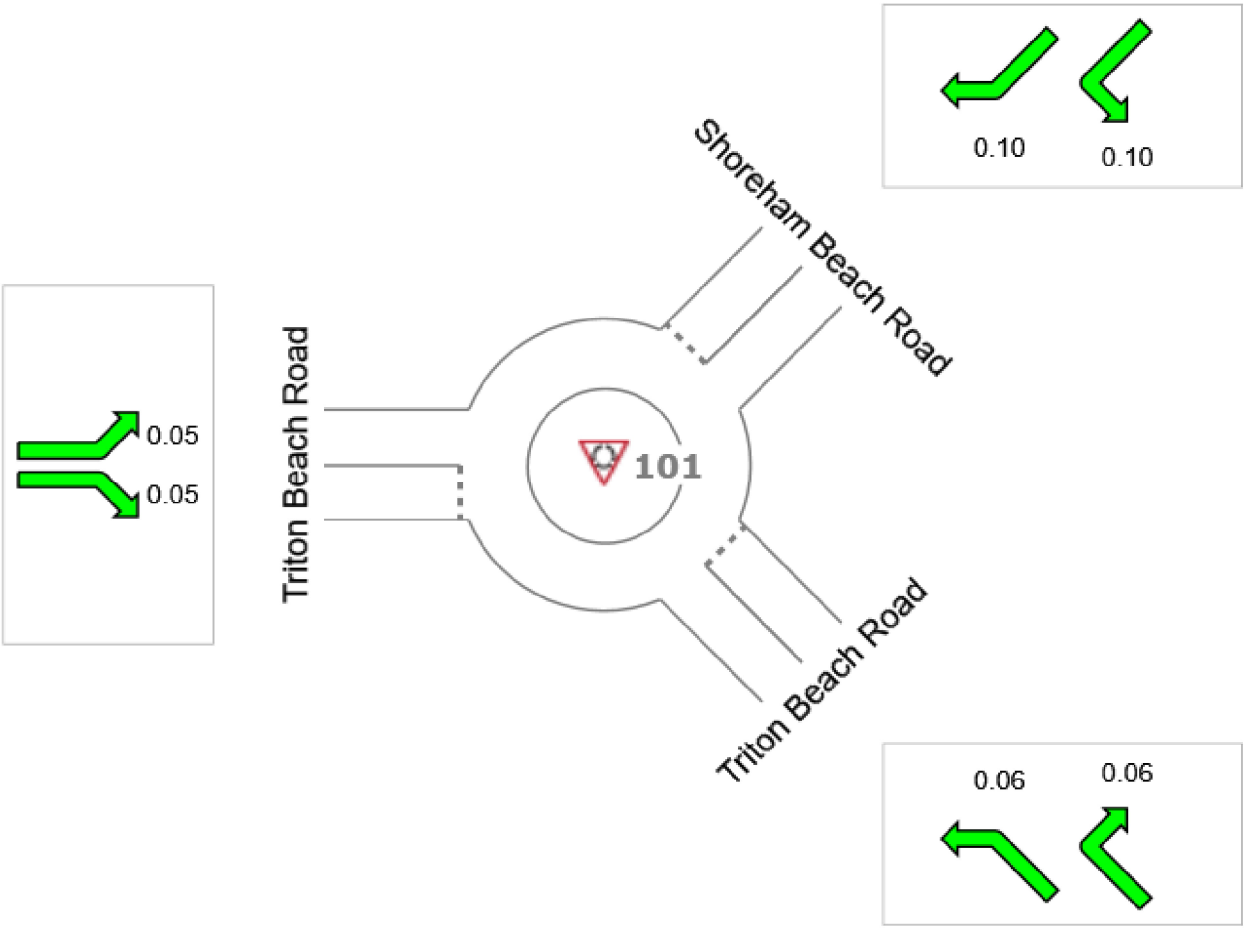
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [Triton At Shoreham Beach Road AM]

New Site
Roundabout

All Movement Classes

	Southeast	Northeast	West	Intersection
Degree of Saturation	0.06	0.10	0.05	0.10



Colour code based on Degree of Saturation

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Organisation: STV INCORPORATED | Processed: Wednesday, September 12, 2018 1:49:44 PM
Project: U:\MD 214 Roundabouts\Shoreham at Triton Beach.sip7

DELAY (CONTROL)

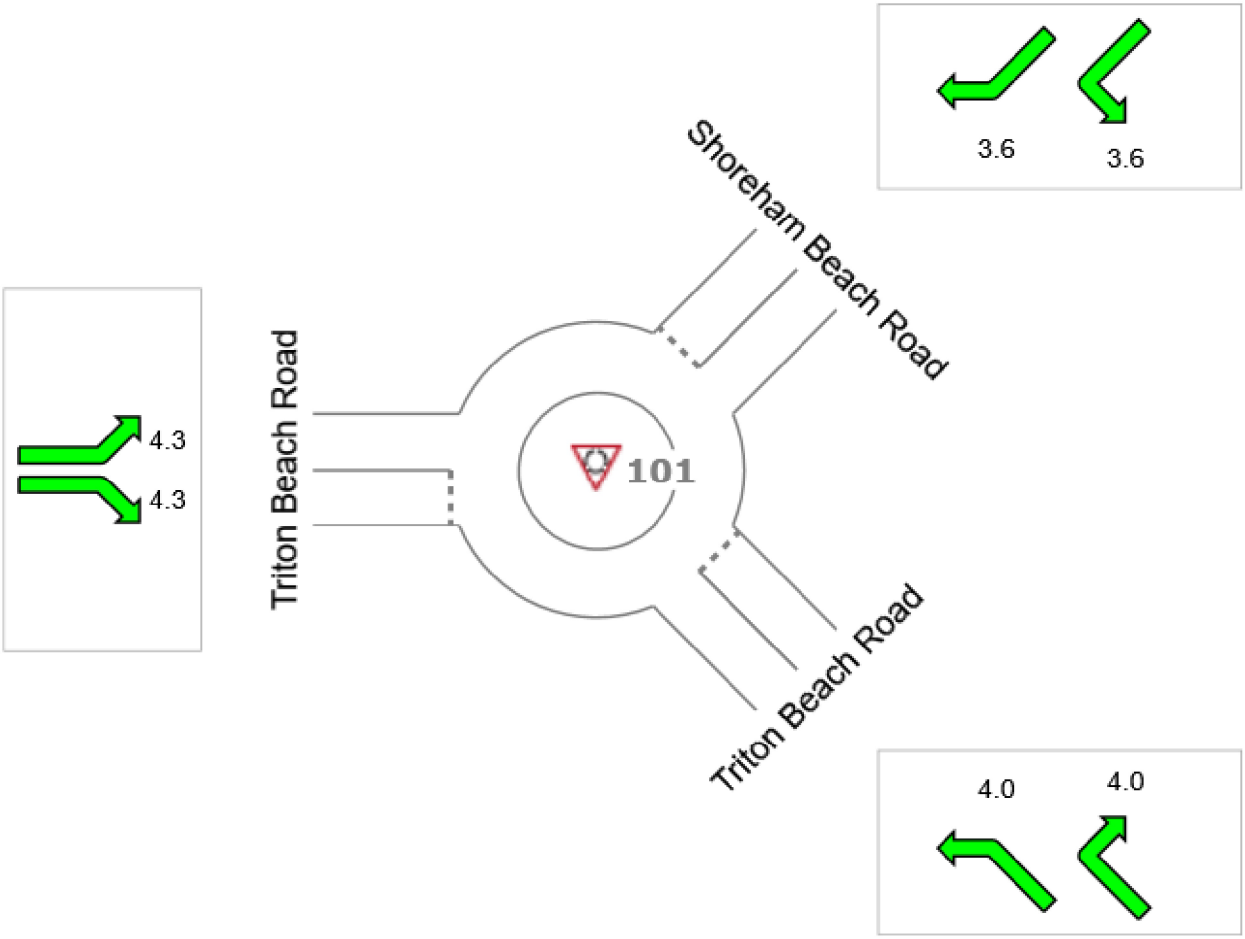
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Triton At Shoreham Beach Road PM]

New Site
Roundabout

All Movement Classes

	Southeast	Northeast	West	Intersection
Delay (Control)	4.0	3.6	4.3	4.1
LOS	A	A	A	A



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

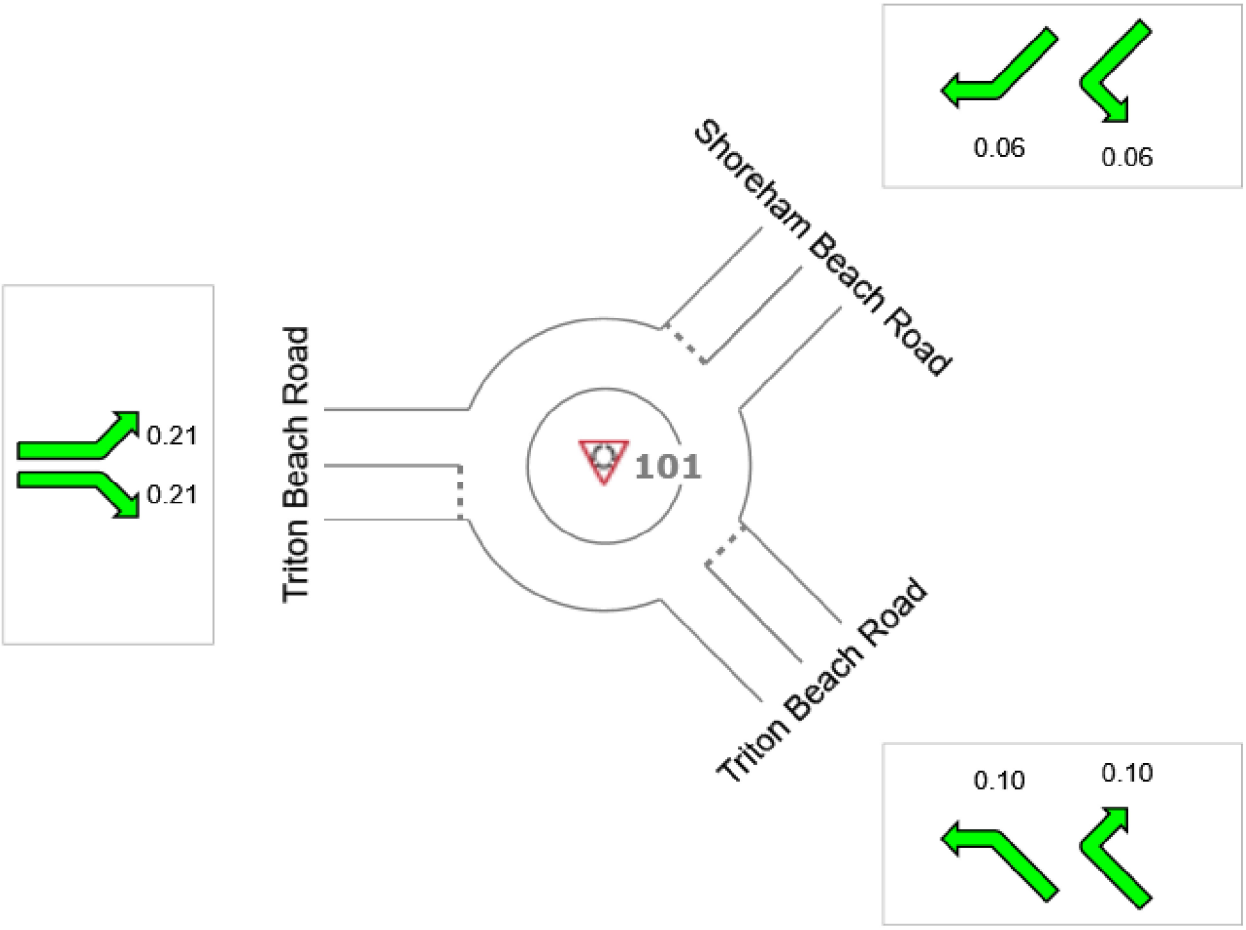
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [Triton At Shoreham Beach Road PM]

New Site
Roundabout

All Movement Classes

	Southeast	Northeast	West	Intersection
Degree of Saturation	0.10	0.06	0.21	0.21



Colour code based on Degree of Saturation

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DELAY (CONTROL)

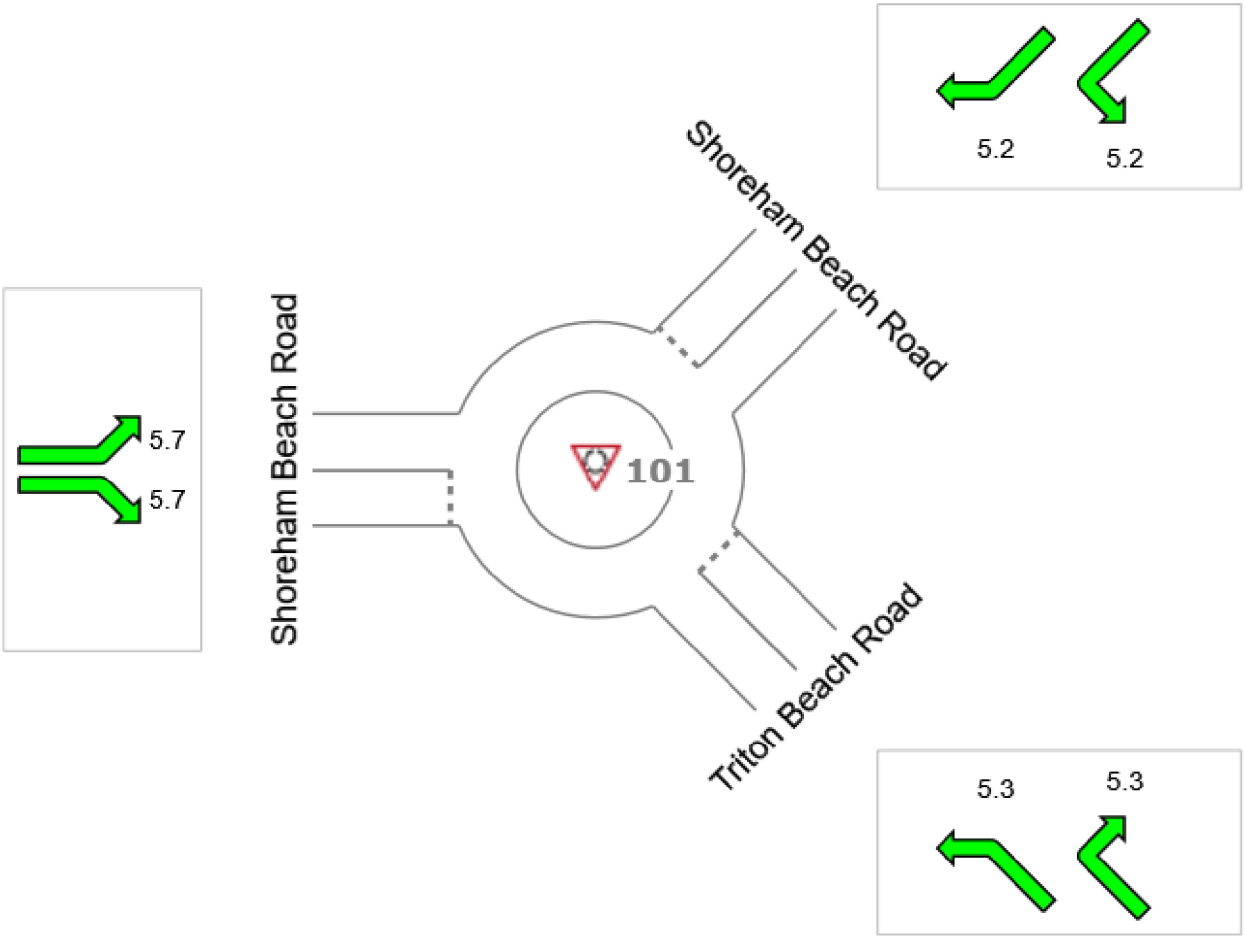
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Triton At Shoreham Beach Road Weekend]

New Site
Roundabout

All Movement Classes

	Southeast	Northeast	West	Intersection
Delay (Control)	5.3	5.2	5.7	5.5
LOS	A	A	A	A



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

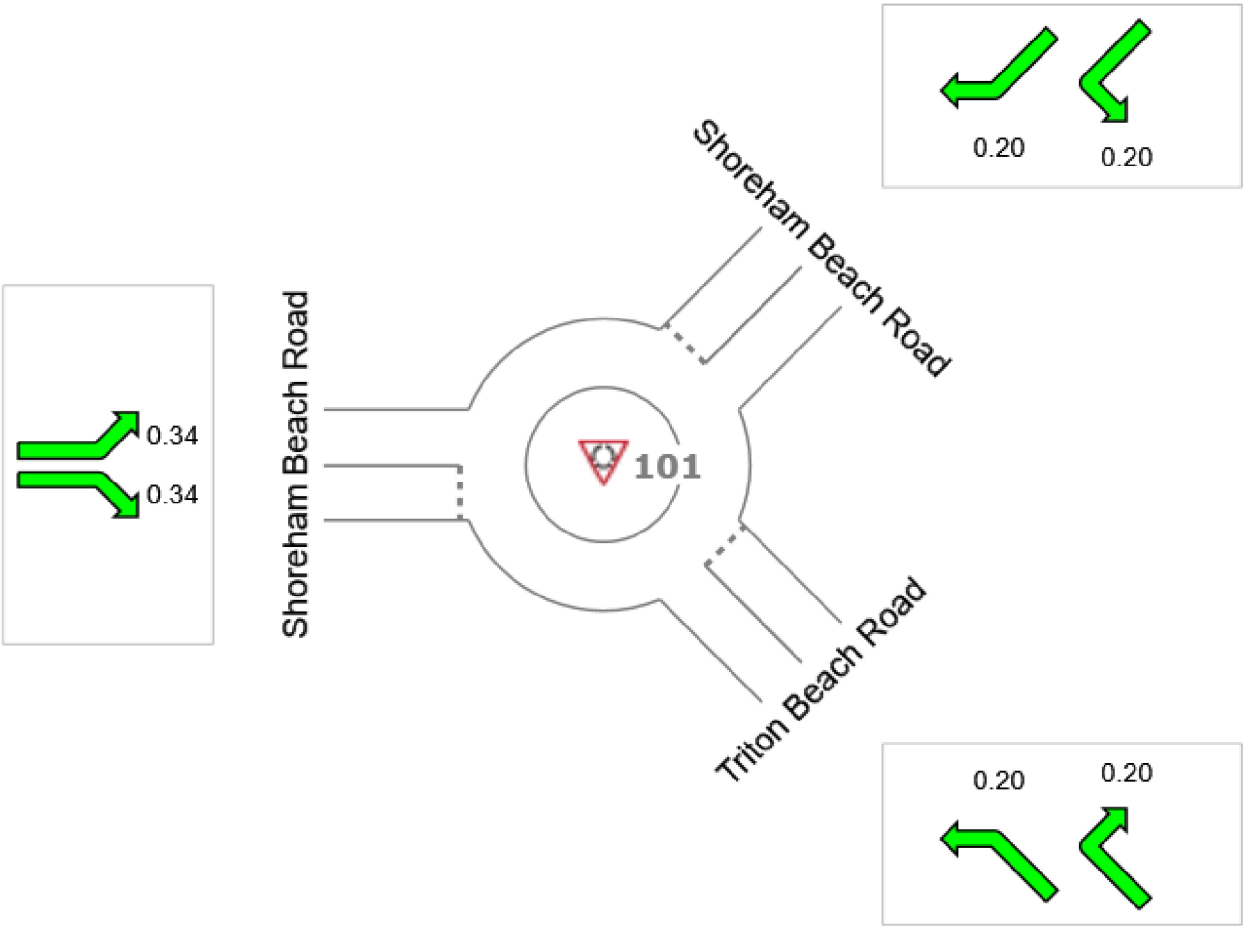
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [Triton At Shoreham Beach Road Weekend]

New Site
Roundabout

All Movement Classes

	Southeast	Northeast	West	Intersection
Degree of Saturation	0.20	0.20	0.34	0.34



Colour code based on Degree of Saturation

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Option 2

HCM Unsignalized Intersection Capacity Analysis
10: Shoreham Beach Road

01/17/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	114	64	7	32	25
Future Volume (Veh/h)	5	114	64	7	32	25
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	6	146	88	10	44	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	215	93			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	215	93			98	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	85			97	
cM capacity (veh/h)	750	964			1495	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	152	98	78
Volume Left	6	0	44
Volume Right	146	10	0
cSH	953	1700	1495
Volume to Capacity	0.16	0.06	0.03
Queue Length 95th (ft)	14	0	2
Control Delay (s)	9.5	0.0	4.3
Lane LOS	A		A
Approach Delay (s)	9.5	0.0	4.3
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
10: Shoreham Beach Road

01/17/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	70	0	1	138	0
Future Volume (Veh/h)	1	70	0	1	138	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	1	80	0	1	162	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	324	0			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	0			1	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			90	
cM capacity (veh/h)	603	1084			1622	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	81	1	162
Volume Left	1	0	162
Volume Right	80	1	0
cSH	1074	1700	1622
Volume to Capacity	0.08	0.00	0.10
Queue Length 95th (ft)	6	0	8
Control Delay (s)	8.6	0.0	7.5
Lane LOS	A		A
Approach Delay (s)	8.6	0.0	7.5
Approach LOS	A		

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
10: Shoreham Beach Road

01/17/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	64	100	3	98	103
Future Volume (Veh/h)	2	64	100	3	98	103
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	2	73	133	4	115	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	486	135			137	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	486	135			137	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			92	
cM capacity (veh/h)	497	914			1447	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	75	137	236
Volume Left	2	0	115
Volume Right	73	4	0
cSH	894	1700	1447
Volume to Capacity	0.08	0.08	0.08
Queue Length 95th (ft)	7	0	6
Control Delay (s)	9.4	0.0	4.1
Lane LOS	A		A
Approach Delay (s)	9.4	0.0	4.1
Approach LOS	A		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	28.2%	ICU Level of Service	A
Analysis Period (min)	15		

Option 3

HCM Unsignalized Intersection Capacity Analysis
10: Shoreham Beach Road

12/26/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	5	114	64	7	32	25
Future Volume (vph)	5	114	64	7	32	25
Peak Hour Factor	0.78	0.78	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	6	146	88	10	44	34

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	152	98	78
Volume Left (vph)	6	0	44
Volume Right (vph)	146	10	0
Hadj (s)	-0.53	-0.03	0.15
Departure Headway (s)	3.8	4.3	4.5
Degree Utilization, x	0.16	0.12	0.10
Capacity (veh/h)	914	807	766
Control Delay (s)	7.5	7.8	7.9
Approach Delay (s)	7.5	7.8	7.9
Approach LOS	A	A	A

Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
10: Shoreham Beach Road

12/26/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	1	70	0	1	138	0
Future Volume (vph)	1	70	0	1	138	0
Peak Hour Factor	0.88	0.88	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	1	80	0	1	162	0

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	81	1	162
Volume Left (vph)	1	0	162
Volume Right (vph)	80	1	0
Hadj (s)	-0.56	-0.57	0.23
Departure Headway (s)	3.7	3.7	4.3
Degree Utilization, x	0.08	0.00	0.19
Capacity (veh/h)	926	942	821
Control Delay (s)	7.1	6.7	8.3
Approach Delay (s)	7.1	6.7	8.3
Approach LOS	A	A	A

Intersection Summary			
Delay	7.9		
Level of Service	A		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
10: Shoreham Beach Road

12/26/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	2	64	100	3	98	103
Future Volume (vph)	2	64	100	3	98	103
Peak Hour Factor	0.88	0.88	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	2	73	133	4	115	121

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	75	137	236
Volume Left (vph)	2	0	115
Volume Right (vph)	73	4	0
Hadj (s)	-0.54	0.02	0.13
Departure Headway (s)	4.2	4.3	4.3
Degree Utilization, x	0.09	0.16	0.28
Capacity (veh/h)	784	803	802
Control Delay (s)	7.6	8.2	9.1
Approach Delay (s)	7.6	8.2	9.1
Approach LOS	A	A	A

Intersection Summary			
Delay	8.5		
Level of Service	A		
Intersection Capacity Utilization	28.2%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX

AA

LOS Threshold Volumes for
Various Roadway Types

APPENDIX
LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES
TOTAL DAILY VOLUMES IN BOTH DIRECTIONS (ADT)

ROADWAY TYPE	CODE	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	10F	71,000	110,000	154,000	178,000	202,000
8-Lane Freeway	8F	56,000	88,000	124,000	151,000	162,000
6-Lane Freeway	6F	43,000	66,000	94,000	113,000	122,000
8-Lane Expressway	8E	35,000	54,000	75,000	90,000	98,000
6-Lane Expressway	6E	28,000	42,000	56,000	67,000	74,000
4-Lane Freeway	4F	29,000	44,000	63,000	77,000	82,000
8-Lane Divided Arterial (w/ left-turn lane)	9	40,000	47,000	54,000	61,000	68,000
6-Lane Divided Arterial (w/ left-turn lane)	7	32,000	38,000	43,000	49,000	54,000
4-Lane Expressway	4E	18,000	27,000	36,000	45,000	50,000
4-Lane Divided Arterial (w/ left-turn lane)	5	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	4	16,000	19,000	22,000	24,000	27,000
2-Lane Rural Highway	2R	4,000	8,000	12,000	17,000	25,000
2-Lane Arterial (w/ left-turn lane)	3	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	2	6,000	7,500	9,000	10,500	12,000
2-Lane Local	1	1,200	1,400	1,600	1,800	2,000
1-Lane Freeway Diamond Ramp	1D	11,000	12,800	14,700	16,500	18,300
2-Lane Freeway Diamond Ramp	2D	22,000	25,600	29,400	33,000	36,600
1-Lane Freeway Loop Ramp	1L	9,000	10,500	12,000	13,500	15,000
2-Lane Freeway Loop Ramp	2L	16,000	18,700	21,300	24,000	26,700

Notes:

1. The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
2. All above facilities assume a 60%/40% peak hour directional split. All above facilities assume peak hour representing approximately 10% of the Average Daily Traffic (ADT), except for mainline freeway facilities, which assume peak hour representing 9% of the Average Daily Traffic (ADT).
3. Based on *Highway Capacity Manual*, Transportation Research Board, 2000.
4. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
5. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a .45 G/C ratio).
6. Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately three-fourths the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
7. Rural highways are generally consistent with the *2000 Highway Capacity Manual* rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new *Highway Capacity Manual*.
8. Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
9. Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
10. Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The *2000 Highway Capacity Manual* (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400vph for a two-lane diamond, and 3,200vph 20 for a two-lane small radius loop. Varying intermediate capacities are provided for incremental conditions between these extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the level of service of the ramp intersection with the local street.
11. All volumes are approximate and assume ideal roadway characteristics.

APPENDIX

BB

MD 214 Corridor Improvements
Synchro Analysis Worksheets

Option 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.41	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	764	3539	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	0	91	0	0	0	88
Lane Group Flow (vph)	447	72	218	1356	726	37
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	53.8	53.8	73.7	73.7	36.4	36.4
Effective Green, g (s)	53.8	53.8	73.7	73.7	36.4	36.4
Actuated g/C Ratio	0.44	0.44	0.60	0.60	0.30	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	1559	697	567	2136	1023	471
v/s Ratio Prot	0.13		0.04	c0.38	c0.21	
v/s Ratio Perm		0.05	0.19			0.02
v/c Ratio	0.29	0.10	0.38	0.63	0.71	0.08
Uniform Delay, d1	21.9	20.0	11.5	15.6	38.1	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.4	1.0	2.9	0.2
Delay (s)	22.2	20.2	11.9	16.6	41.0	31.0
Level of Service	C	C	B	B	D	C
Approach Delay (s)	21.6			16.0	39.5	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	122.1	Sum of lost time (s)	19.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (Veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Hourly flow rate (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1261			446			1676	1940	440	1932	1942	630
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1261			446			1676	1940	440	1932	1942	630
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100			54	100	100	37	98	13
cM capacity (veh/h)	547			1111			7	51	564	33	50	424

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	118	446	628	634	4	392
Volume Left	118	0	1	0	3	21
Volume Right	0	11	0	6	1	370
cSH	547	1700	1111	1700	9	257
Volume to Capacity	0.22	0.26	0.00	0.37	0.46	1.53
Queue Length 95th (ft)	20	0	0	0	24	581
Control Delay (s)	13.4	0.0	0.0	0.0	619.1	291.3
Lane LOS	B		A		F	F
Approach Delay (s)	2.8		0.0		619.1	291.3
Approach LOS					F	F

Intersection Summary			
Average Delay	53.2		
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Future Volume (Veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	37	355	22	1	985	0	41	7	3	21	7	162
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	985			377			1100	1427	366	1434	1438	492
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985			377			1100	1427	366	1434	1438	492
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			61	94	100	76	94	69
cM capacity (veh/h)	697			1178			106	127	631	86	125	522

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	414	494	492	51	190
Volume Left	37	1	0	41	21
Volume Right	22	0	0	3	162
cSH	697	1178	1700	114	312
Volume to Capacity	0.05	0.00	0.29	0.45	0.61
Queue Length 95th (ft)	4	0	0	49	94
Control Delay (s)	1.6	0.0	0.0	60.1	33.0
Lane LOS	A	A		F	D
Approach Delay (s)	1.6	0.0		60.1	33.0
Approach LOS				F	D

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	4.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	77	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	0	107	0	0	0	151
Lane Group Flow (vph)	2063	342	266	1008	283	165
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	90.0	90.0	113.0	113.0	18.8	18.8
Effective Green, g (s)	90.0	90.0	116.0	113.0	18.8	18.8
Actuated g/C Ratio	0.63	0.63	0.81	0.79	0.13	0.13
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	2214	990	285	2780	448	206
v/s Ratio Prot	0.58		c0.12	0.28	0.08	
v/s Ratio Perm		0.22	c0.63			c0.10
v/c Ratio	0.93	0.35	0.93	0.36	0.63	0.80
Uniform Delay, d1	24.1	12.8	52.7	4.6	59.2	60.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	0.6	35.8	0.2	4.0	21.7
Delay (s)	32.5	13.4	88.5	4.8	63.2	82.3
Level of Service	C	B	F	A	E	F
Approach Delay (s)	29.1			22.3	73.3	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	143.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (Veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Hourly flow rate (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			1537			3736	3670	768	2882	3648	440
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	881			1537			3736	3670	768	2882	3648	440
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	18			98			0	100	97	0	0	5
cM capacity (veh/h)	763			429			0	1	344	2	1	564

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	622	1014	523	419	470	34	600
Volume Left	622	0	0	8	0	24	62
Volume Right	0	0	16	0	59	10	535
cSH	763	1700	1700	429	1700	0	19
Volume to Capacity	0.82	0.60	0.31	0.02	0.28	Err	31.85
Queue Length 95th (ft)	220	0	0	1	0	Err	Err
Control Delay (s)	26.9	0.0	0.0	0.6	0.0	Err	Err
Lane LOS	D			A		F	F
Approach Delay (s)	7.8			0.3		Err	Err
Approach LOS						F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Future Volume (Veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.72	0.72	0.72
Hourly flow rate (vph)	133	1167	74	3	610	12	32	32	8	21	3	74
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622			1241			2168	2098	620	1496	2129	616
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622			1241			2168	2098	620	1496	2129	616
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			0	27	98	32	93	83
cM capacity (veh/h)	955			557			18	44	431	31	42	433

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	716	658	625	72	98
Volume Left	133	0	3	32	21
Volume Right	0	74	12	8	74
cSH	955	1700	557	29	106
Volume to Capacity	0.14	0.39	0.01	2.49	0.93
Queue Length 95th (ft)	12	0	0	214	140
Control Delay (s)	3.4	0.0	0.2	966.0	142.4
Lane LOS	A		A	F	F
Approach Delay (s)	1.8		0.2	966.0	142.4
Approach LOS				F	F

Intersection Summary			
Average Delay	39.7		
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.18	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	330	3539	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	0	74	0	0	0	185
Lane Group Flow (vph)	1168	300	208	1181	533	46
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	135.6	135.6	156.2	156.2	41.4	41.4
Effective Green, g (s)	135.6	135.6	156.2	156.2	41.4	41.4
Actuated g/C Ratio	0.65	0.65	0.75	0.75	0.20	0.20
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	2289	1024	339	2637	678	312
v/s Ratio Prot	0.33		c0.04	0.33	c0.16	
v/s Ratio Perm		0.19	c0.42			0.03
v/c Ratio	0.51	0.29	0.61	0.45	0.79	0.15
Uniform Delay, d1	19.5	16.1	14.2	10.2	79.9	69.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.7	3.3	0.6	6.9	0.5
Delay (s)	20.3	16.8	17.5	10.8	86.8	70.0
Level of Service	C	B	B	B	F	E
Approach Delay (s)	19.5			11.8	81.7	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	209.6	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (Veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Hourly flow rate (vph)	482	981	19	5	884	54	30	2	14	63	2	467
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	938			1000			2874	2902	500	2390	2885	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	938			1000			2874	2902	500	2390	2885	469
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	34			99			0	61	97	0	62	14
cM capacity (veh/h)	726			688			0	5	516	6	5	541

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	482	654	346	447	496	46	532
Volume Left	482	0	0	5	0	30	63
Volume Right	0	0	19	0	54	14	467
cSH	726	1700	1700	688	1700	1	44
Volume to Capacity	0.66	0.38	0.20	0.01	0.29	86.41	11.97
Queue Length 95th (ft)	127	0	0	1	0	Err	Err
Control Delay (s)	19.2	0.0	0.0	0.2	0.0	Err	Err
Lane LOS	C			A		F	F
Approach Delay (s)	6.2			0.1		Err	Err
Approach LOS						F	F

Intersection Summary			
Average Delay	1927.7		
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Future Volume (Veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	101	780	31	7	754	7	29	16	16	18	16	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	761			811			1869	1772	406	1388	1784	758
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	761			811			1869	1772	406	1388	1784	758
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			0	78	97	76	77	74
cM capacity (veh/h)	847			811			24	72	595	75	71	350

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	491	421	768	61	126
Volume Left	101	0	7	29	18
Volume Right	0	31	7	16	92
cSH	847	1700	811	43	172
Volume to Capacity	0.12	0.25	0.01	1.43	0.73
Queue Length 95th (ft)	10	0	1	152	114
Control Delay (s)	3.2	0.0	0.2	440.4	68.0
Lane LOS	A		A	F	F
Approach Delay (s)	1.7		0.2	440.4	68.0
Approach LOS				F	F

Intersection Summary			
Average Delay	19.9		
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

Option 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.41	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	764	3539	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	0	91	0	0	0	88
Lane Group Flow (vph)	447	72	218	1356	726	37
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	53.8	53.8	73.7	73.7	36.4	36.4
Effective Green, g (s)	53.8	53.8	73.7	73.7	36.4	36.4
Actuated g/C Ratio	0.44	0.44	0.60	0.60	0.30	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	1559	697	567	2136	1023	471
v/s Ratio Prot	0.13		0.04	c0.38	c0.21	
v/s Ratio Perm		0.05	0.19			0.02
v/c Ratio	0.29	0.10	0.38	0.63	0.71	0.08
Uniform Delay, d1	21.9	20.0	11.5	15.6	38.1	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.4	1.0	2.9	0.2
Delay (s)	22.2	20.2	11.9	16.6	41.0	31.0
Level of Service	C	C	B	B	D	C
Approach Delay (s)	21.6			16.0	39.5	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	122.1	Sum of lost time (s)	19.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (Veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Hourly flow rate (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1261			446			1676	1940	223	1714	1942	630
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1261			446			1676	1940	223	1714	1942	630
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100			54	100	100	57	98	13
cM capacity (veh/h)	547			1111			7	51	780	48	50	424

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	118	290	156	628	634	4	392
Volume Left	118	0	0	1	0	3	21
Volume Right	0	0	11	0	6	1	370
cSH	547	1700	1700	1111	1700	9	296
Volume to Capacity	0.22	0.17	0.09	0.00	0.37	0.46	1.33
Queue Length 95th (ft)	20	0	0	0	0	24	489
Control Delay (s)	13.4	0.0	0.0	0.0	0.0	618.3	203.1
Lane LOS	B			A		F	F
Approach Delay (s)	2.8			0.0		618.3	203.1
Approach LOS						F	F

Intersection Summary			
Average Delay	37.7		
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Future Volume (Veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	37	355	22	1	985	0	41	7	3	21	7	162
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	985			377			1100	1427	188	1245	1438	492
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985			377			1100	1427	188	1245	1438	492
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			61	94	100	82	94	69
cM capacity (veh/h)	697			1178			106	127	821	119	125	522

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	214	200	494	492	51	190
Volume Left	37	0	1	0	41	21
Volume Right	0	22	0	0	3	162
cSH	697	1700	1178	1700	114	350
Volume to Capacity	0.05	0.12	0.00	0.29	0.45	0.54
Queue Length 95th (ft)	4	0	0	0	49	77
Control Delay (s)	2.3	0.0	0.0	0.0	59.9	26.8
Lane LOS	A		A		F	D
Approach Delay (s)	1.2		0.0		59.9	26.8
Approach LOS					F	D

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	4.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	77	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	0	107	0	0	0	151
Lane Group Flow (vph)	2063	342	266	1008	283	165
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	90.0	90.0	113.0	113.0	18.8	18.8
Effective Green, g (s)	90.0	90.0	116.0	113.0	18.8	18.8
Actuated g/C Ratio	0.63	0.63	0.81	0.79	0.13	0.13
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	2214	990	285	2780	448	206
v/s Ratio Prot	0.58		c0.12	0.28	0.08	
v/s Ratio Perm		0.22	c0.63			c0.10
v/c Ratio	0.93	0.35	0.93	0.36	0.63	0.80
Uniform Delay, d1	24.1	12.8	52.7	4.6	59.2	60.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	0.6	35.8	0.2	4.0	21.7
Delay (s)	32.5	13.4	88.5	4.8	63.2	82.3
Level of Service	C	B	F	A	E	F
Approach Delay (s)	29.1			22.3	73.3	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	143.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (Veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Hourly flow rate (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			1537			3736	3670	768	2882	3648	440
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	881			1537			3736	3670	768	2882	3648	440
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	18			98			0	100	97	0	0	5
cM capacity (veh/h)	763			429			0	1	344	2	1	564

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	622	1014	523	419	470	34	600
Volume Left	622	0	0	8	0	24	62
Volume Right	0	0	16	0	59	10	535
cSH	763	1700	1700	429	1700	0	19
Volume to Capacity	0.82	0.60	0.31	0.02	0.28	Err	31.85
Queue Length 95th (ft)	220	0	0	1	0	Err	Err
Control Delay (s)	26.9	0.0	0.0	0.6	0.0	Err	Err
Lane LOS	D			A		F	F
Approach Delay (s)	7.8			0.3		Err	Err
Approach LOS						F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Future Volume (Veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.72	0.72	0.72
Hourly flow rate (vph)	133	1167	74	3	610	12	32	32	8	21	3	74
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622			1241			1856	2098	620	1496	2129	311
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622			1241			1856	2098	620	1496	2129	311
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			6	27	98	32	93	89
cM capacity (veh/h)	955			557			34	44	431	31	42	685

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	716	658	308	317	72	98
Volume Left	133	0	3	0	32	21
Volume Right	0	74	0	12	8	74
cSH	955	1700	557	1700	43	114
Volume to Capacity	0.14	0.39	0.01	0.19	1.68	0.86
Queue Length 95th (ft)	12	0	0	0	183	129
Control Delay (s)	3.4	0.0	0.2	0.0	539.3	121.0
Lane LOS	A		A		F	F
Approach Delay (s)	1.8		0.1		539.3	121.0
Approach LOS					F	F

Intersection Summary			
Average Delay	24.5		
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.18	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	330	3539	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	0	74	0	0	0	185
Lane Group Flow (vph)	1168	300	208	1181	533	46
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	135.6	135.6	156.2	156.2	41.4	41.4
Effective Green, g (s)	135.6	135.6	156.2	156.2	41.4	41.4
Actuated g/C Ratio	0.65	0.65	0.75	0.75	0.20	0.20
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	2289	1024	339	2637	678	312
v/s Ratio Prot	0.33		c0.04	0.33	c0.16	
v/s Ratio Perm		0.19	c0.42			0.03
v/c Ratio	0.51	0.29	0.61	0.45	0.79	0.15
Uniform Delay, d1	19.5	16.1	14.2	10.2	79.9	69.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.7	3.3	0.6	6.9	0.5
Delay (s)	20.3	16.8	17.5	10.8	86.8	70.0
Level of Service	C	B	B	B	F	E
Approach Delay (s)	19.5			11.8	81.7	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	209.6	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (Veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Hourly flow rate (vph)	482	981	19	5	884	54	30	2	14	63	2	467
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	938			1000			2874	2902	500	2390	2885	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	938			1000			2874	2902	500	2390	2885	469
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	34			99			0	61	97	0	62	14
cM capacity (veh/h)	726			688			0	5	516	6	5	541

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	482	654	346	447	496	46	532
Volume Left	482	0	0	5	0	30	63
Volume Right	0	0	19	0	54	14	467
cSH	726	1700	1700	688	1700	1	44
Volume to Capacity	0.66	0.38	0.20	0.01	0.29	86.41	11.97
Queue Length 95th (ft)	127	0	0	1	0	Err	Err
Control Delay (s)	19.2	0.0	0.0	0.2	0.0	Err	Err
Lane LOS	C			A		F	F
Approach Delay (s)	6.2			0.1		Err	Err
Approach LOS						F	F

Intersection Summary			
Average Delay	1927.7		
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Future Volume (Veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	101	780	31	7	754	7	29	16	16	18	16	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	761			811			1488	1772	406	1388	1784	380
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	761			811			1488	1772	406	1388	1784	380
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			47	78	97	76	77	85
cM capacity (veh/h)	847			811			55	72	595	75	71	617

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	491	421	384	384	61	126
Volume Left	101	0	7	0	29	18
Volume Right	0	31	0	7	16	92
cSH	847	1700	811	1700	78	204
Volume to Capacity	0.12	0.25	0.01	0.23	0.78	0.62
Queue Length 95th (ft)	10	0	1	0	96	89
Control Delay (s)	3.2	0.0	0.3	0.0	137.9	47.4
Lane LOS	A		A		F	E
Approach Delay (s)	1.7		0.1		137.9	47.4
Approach LOS					F	E

Intersection Summary			
Average Delay	8.6		
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

Option 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.41	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	764	3539	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	0	91	0	0	0	88
Lane Group Flow (vph)	447	72	218	1356	726	37
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	53.8	53.8	73.7	73.7	36.4	36.4
Effective Green, g (s)	53.8	53.8	73.7	73.7	36.4	36.4
Actuated g/C Ratio	0.44	0.44	0.60	0.60	0.30	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	1559	697	567	2136	1023	471
v/s Ratio Prot	0.13		0.04	c0.38	c0.21	
v/s Ratio Perm		0.05	0.19			0.02
v/c Ratio	0.29	0.10	0.38	0.63	0.71	0.08
Uniform Delay, d1	21.9	20.0	11.5	15.6	38.1	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.4	1.0	2.9	0.2
Delay (s)	22.2	20.2	11.9	16.6	41.0	31.0
Level of Service	C	C	B	B	D	C
Approach Delay (s)	21.6			16.0	39.5	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	122.1	Sum of lost time (s)	19.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (Veh/h)	93	344	9	1	1092	5	3	0	1	18	1	322
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Hourly flow rate (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1261			446			2307	1940	223	1714	1942	1258
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1261			446			2307	1940	223	1714	1942	1258
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100			0	100	100	57	98	0
cM capacity (veh/h)	547			1111			0	51	780	48	50	162

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	NB 1	SB 1
Volume Total	118	290	156	1262	4	392
Volume Left	118	0	0	1	3	21
Volume Right	0	0	11	6	1	370
cSH	547	1700	1700	1111	0	143
Volume to Capacity	0.22	0.17	0.09	0.00	Err	2.74
Queue Length 95th (ft)	20	0	0	0	Err	882
Control Delay (s)	13.4	0.0	0.0	0.0	Err	849.2
Lane LOS	B			A	F	F
Approach Delay (s)	2.8			0.0	Err	849.2
Approach LOS					F	F

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Future Volume (Veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	37	355	22	1	985	0	41	7	3	21	7	162
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	985			377			1592	1427	188	1245	1438	985
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985			377			1592	1427	188	1245	1438	985
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			0	94	100	82	94	34
cM capacity (veh/h)	697			1178			23	127	821	119	125	247

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	214	200	986	51	190
Volume Left	37	0	1	41	21
Volume Right	0	22	0	3	162
cSH	697	1700	1178	27	214
Volume to Capacity	0.05	0.12	0.00	1.86	0.89
Queue Length 95th (ft)	4	0	0	152	177
Control Delay (s)	2.3	0.0	0.0	715.7	82.3
Lane LOS	A		A	F	F
Approach Delay (s)	1.2		0.0	715.7	82.3
Approach LOS				F	F

Intersection Summary			
Average Delay	32.1		
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	4.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	77	3539	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	0	107	0	0	0	151
Lane Group Flow (vph)	2063	342	266	1008	283	165
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	90.0	90.0	113.0	113.0	18.8	18.8
Effective Green, g (s)	90.0	90.0	116.0	113.0	18.8	18.8
Actuated g/C Ratio	0.63	0.63	0.81	0.79	0.13	0.13
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	2214	990	285	2780	448	206
v/s Ratio Prot	0.58		c0.12	0.28	0.08	
v/s Ratio Perm		0.22	c0.63			c0.10
v/c Ratio	0.93	0.35	0.93	0.36	0.63	0.80
Uniform Delay, d1	24.1	12.8	52.7	4.6	59.2	60.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	0.6	35.8	0.2	4.0	21.7
Delay (s)	32.5	13.4	88.5	4.8	63.2	82.3
Level of Service	C	B	F	A	E	F
Approach Delay (s)	29.1			22.3	73.3	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	143.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (Veh/h)	603	1475	16	7	699	50	12	0	5	46	2	396
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Hourly flow rate (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			1537			4177	3670	768	2882	3648	852
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	881			1537			4177	3670	768	2882	3648	852
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	18			98			0	100	97	0	0	0
cM capacity (veh/h)	763			429			0	1	344	2	1	303

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	NB 1	SB 1
Volume Total	622	1014	523	889	34	600
Volume Left	622	0	0	8	24	62
Volume Right	0	0	16	59	10	535
cSH	763	1700	1700	429	0	18
Volume to Capacity	0.82	0.60	0.31	0.02	Err	32.67
Queue Length 95th (ft)	220	0	0	1	Err	Err
Control Delay (s)	26.9	0.0	0.0	0.6	Err	Err
Lane LOS	D			A	F	F
Approach Delay (s)	7.8			0.6	Err	Err
Approach LOS					F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Future Volume (Veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.72	0.72	0.72
Hourly flow rate (vph)	133	1167	74	3	610	12	32	32	8	21	3	74
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622			1241			2168	2098	620	1496	2129	616
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622			1241			2168	2098	620	1496	2129	616
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			0	27	98	32	93	83
cM capacity (veh/h)	955			557			18	44	431	31	42	433

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	716	658	625	72	98
Volume Left	133	0	3	32	21
Volume Right	0	74	12	8	74
cSH	955	1700	557	29	106
Volume to Capacity	0.14	0.39	0.01	2.49	0.93
Queue Length 95th (ft)	12	0	0	214	140
Control Delay (s)	3.4	0.0	0.2	966.0	142.4
Lane LOS	A		A	F	F
Approach Delay (s)	1.8		0.2	966.0	142.4
Approach LOS				F	F

Intersection Summary			
Average Delay	39.7		
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.18	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	330	3539	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	0	74	0	0	0	185
Lane Group Flow (vph)	1168	300	208	1181	533	46
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	135.6	135.6	156.2	156.2	41.4	41.4
Effective Green, g (s)	135.6	135.6	156.2	156.2	41.4	41.4
Actuated g/C Ratio	0.65	0.65	0.75	0.75	0.20	0.20
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	2289	1024	339	2637	678	312
v/s Ratio Prot	0.33		c0.04	0.33	c0.16	
v/s Ratio Perm		0.19	c0.42			0.03
v/c Ratio	0.51	0.29	0.61	0.45	0.79	0.15
Uniform Delay, d1	19.5	16.1	14.2	10.2	79.9	69.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.7	3.3	0.6	6.9	0.5
Delay (s)	20.3	16.8	17.5	10.8	86.8	70.0
Level of Service	C	B	B	B	F	E
Approach Delay (s)	19.5			11.8	81.7	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	209.6	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (Veh/h)	458	932	18	5	804	49	15	1	7	57	2	425
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Hourly flow rate (vph)	482	981	19	5	884	54	30	2	14	63	2	467
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	938			1000			3344	2902	500	2390	2885	911
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	938			1000			3344	2902	500	2390	2885	911
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	34			99			0	61	97	0	62	0
cM capacity (veh/h)	726			688			0	5	516	6	5	277

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	NB 1	SB 1
Volume Total	482	654	346	943	46	532
Volume Left	482	0	0	5	30	63
Volume Right	0	0	19	54	14	467
cSH	726	1700	1700	688	0	42
Volume to Capacity	0.66	0.38	0.20	0.01	Err	12.80
Queue Length 95th (ft)	127	0	0	1	Err	Err
Control Delay (s)	19.2	0.0	0.0	0.2	Err	Err
Lane LOS	C			A	F	F
Approach Delay (s)	6.2			0.2	Err	Err
Approach LOS					F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Future Volume (Veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	101	780	31	7	754	7	29	16	16	18	16	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	761			811			1869	1772	406	1388	1784	758
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	761			811			1869	1772	406	1388	1784	758
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			0	78	97	76	77	74
cM capacity (veh/h)	847			811			24	72	595	75	71	350

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	491	421	768	61	126
Volume Left	101	0	7	29	18
Volume Right	0	31	7	16	92
cSH	847	1700	811	43	172
Volume to Capacity	0.12	0.25	0.01	1.43	0.73
Queue Length 95th (ft)	10	0	1	152	114
Control Delay (s)	3.2	0.0	0.2	440.4	68.0
Lane LOS	A		A	F	F
Approach Delay (s)	1.7		0.2	440.4	68.0
Approach LOS				F	F

Intersection Summary			
Average Delay	19.9		
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

Option 4

HCM Signalized Intersection Capacity Analysis
1: MD 468 & MD 214

02/15/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	407	148	198	1234	661	114
Future Volume (vph)	407	148	198	1234	661	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	3539	3433	1583
Flt Permitted	1.00	1.00	0.32	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	595	3539	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	447	163	218	1356	726	125
RTOR Reduction (vph)	0	88	0	0	0	88
Lane Group Flow (vph)	447	75	218	1356	726	37
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	54.7	54.7	74.7	74.7	36.5	36.5
Effective Green, g (s)	54.7	54.7	74.7	74.7	36.5	36.5
Actuated g/C Ratio	0.44	0.44	0.61	0.61	0.30	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0	3.0	6.0	5.0	5.0
Lane Grp Cap (vph)	827	702	484	2145	1017	468
v/s Ratio Prot	0.24		0.05	c0.38	c0.21	
v/s Ratio Perm		0.05	0.23			0.02
v/c Ratio	0.54	0.11	0.45	0.63	0.71	0.08
Uniform Delay, d1	25.1	20.0	13.6	15.5	38.7	31.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.2	0.7	1.0	3.0	0.2
Delay (s)	26.7	20.2	14.3	16.5	41.7	31.4
Level of Service	C	C	B	B	D	C
Approach Delay (s)	25.0			16.2	40.2	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	123.2	Sum of lost time (s)	19.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			0.97			0.87	
Flt Protected		0.99			1.00			0.96			1.00	
Satd. Flow (prot)		1839			1861			1735			1621	
Flt Permitted		0.59			1.00			0.62			0.98	
Satd. Flow (perm)		1101			1861			1118			1598	
Peak-hour factor, PHF	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Adj. Flow (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	157	0
Lane Group Flow (vph)	0	564	0	0	1262	0	0	1	0	0	235	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		95.4			95.4			17.1			17.1	
Effective Green, g (s)		95.4			95.4			17.1			17.1	
Actuated g/C Ratio		0.77			0.77			0.14			0.14	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		843			1426			153			219	
v/s Ratio Prot												
v/s Ratio Perm		0.51			0.68			0.00			c0.15	
v/c Ratio		0.67			0.88			0.00			1.07	
Uniform Delay, d1		7.0			10.6			46.3			53.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.0			6.9			0.0			81.5	
Delay (s)		9.0			17.5			46.4			135.2	
Level of Service		A			B			D			F	
Approach Delay (s)		9.0			17.5			46.4			135.2	
Approach LOS		A			B			D			F	

Intersection Summary			
HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	124.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Future Volume (Veh/h)	29	277	17	1	778	0	31	5	2	13	4	99
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.75	0.75	0.75	0.61	0.61	0.61
Hourly flow rate (vph)	37	355	22	1	985	0	41	7	3	21	7	162
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	985			377			1592	1427	188	1245	1438	985
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985			377			1592	1427	188	1245	1438	985
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			0	94	100	82	94	34
cM capacity (veh/h)	697			1178			23	127	821	119	125	247

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	214	200	986	51	190
Volume Left	37	0	1	41	21
Volume Right	0	22	0	3	162
cSH	697	1700	1178	27	214
Volume to Capacity	0.05	0.12	0.00	1.86	0.89
Queue Length 95th (ft)	4	0	0	152	177
Control Delay (s)	2.3	0.0	0.0	715.7	82.3
Lane LOS	A		A	F	F
Approach Delay (s)	1.2		0.0	715.7	82.3
Approach LOS				F	F

Intersection Summary			
Average Delay	32.1		
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1857	404	239	907	255	284
Future Volume (vph)	1857	404	239	907	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	5.0	5.0
Lane Util. Factor	1.00	1.00		0.95	0.97	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3503	3433	1583
Flt Permitted	1.00	1.00		0.52	0.95	1.00
Satd. Flow (perm)	1863	1583		1824	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2063	449	266	1008	283	316
RTOR Reduction (vph)	0	42	0	0	0	85
Lane Group Flow (vph)	2063	407	0	1274	283	231
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	108.4	108.4		108.4	18.0	18.0
Effective Green, g (s)	108.4	108.4		108.4	18.0	18.0
Actuated g/C Ratio	0.78	0.78		0.78	0.13	0.13
Clearance Time (s)	7.0	7.0		7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0		6.0	5.0	5.0
Lane Grp Cap (vph)	1459	1239		1428	446	205
v/s Ratio Prot	c1.11				0.08	
v/s Ratio Perm		0.26		0.70		c0.15
v/c Ratio	1.41	0.33		4.93dl	0.63	1.13
Uniform Delay, d1	15.0	4.4		10.8	57.1	60.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	190.4	0.4		8.3	4.1	100.7
Delay (s)	205.4	4.8		19.1	61.2	160.9
Level of Service	F	A		B	E	F
Approach Delay (s)	169.6			19.1	113.8	
Approach LOS	F			B	F	

Intersection Summary			
HCM 2000 Control Delay	118.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.42		
Actuated Cycle Length (s)	138.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	152.9%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.95			1.00			1.00			1.00	
Frt		1.00			0.99			0.96			0.88	
Flt Protected		0.99			1.00			0.97			0.99	
Satd. Flow (prot)		3485			1845			1728			1630	
Flt Permitted		0.58			0.96			0.37			0.96	
Satd. Flow (perm)		2045			1780			664			1569	
Peak-hour factor, PHF	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Adj. Flow (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
RTOR Reduction (vph)	0	1	0	0	1	0	0	28	0	0	238	0
Lane Group Flow (vph)	0	2158	0	0	888	0	0	6	0	0	362	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		87.0			87.0			21.0			21.0	
Effective Green, g (s)		87.0			87.0			21.0			21.0	
Actuated g/C Ratio		0.72			0.72			0.18			0.18	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1482			1290			116			274	
v/s Ratio Prot												
v/s Ratio Perm		c1.06			0.50			0.01			c0.23	
v/c Ratio		1.46			0.69			0.05			1.32	
Uniform Delay, d1		16.5			9.1			41.2			49.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		209.2			1.5			0.2			167.2	
Delay (s)		225.7			10.6			41.4			216.7	
Level of Service		F			B			D			F	
Approach Delay (s)		225.7			10.6			41.4			216.7	
Approach LOS		F			B			D			F	

Intersection Summary			
HCM 2000 Control Delay	170.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	140.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Future Volume (Veh/h)	128	1120	71	3	573	11	19	19	5	15	2	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.72	0.72	0.72
Hourly flow rate (vph)	133	1167	74	3	610	12	32	32	8	21	3	74
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622			1241			2168	2098	620	1496	2129	616
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622			1241			2168	2098	620	1496	2129	616
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			0	27	98	32	93	83
cM capacity (veh/h)	955			557			18	44	431	31	42	433

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	716	658	625	72	98
Volume Left	133	0	3	32	21
Volume Right	0	74	12	8	74
cSH	955	1700	557	29	106
Volume to Capacity	0.14	0.39	0.01	2.49	0.93
Queue Length 95th (ft)	12	0	0	214	140
Control Delay (s)	3.4	0.0	0.2	966.0	142.4
Lane LOS	A		A	F	F
Approach Delay (s)	1.8		0.2	966.0	142.4
Approach LOS				F	F

Intersection Summary			
Average Delay	39.7		
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1110	355	198	1122	506	219
Future Volume (vph)	1110	355	198	1122	506	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	5.0	5.0
Lane Util. Factor	1.00	1.00		0.95	0.97	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3513	3433	1583
Flt Permitted	1.00	1.00		0.51	0.95	1.00
Satd. Flow (perm)	1863	1583		1810	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1168	374	208	1181	533	231
RTOR Reduction (vph)	0	43	0	0	0	148
Lane Group Flow (vph)	1168	331	0	1389	533	83
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Actuated Green, G (s)	178.0	178.0		178.0	35.0	35.0
Effective Green, g (s)	178.0	178.0		178.0	35.0	35.0
Actuated g/C Ratio	0.79	0.79		0.79	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	5.0	5.0
Vehicle Extension (s)	6.0	6.0		6.0	5.0	5.0
Lane Grp Cap (vph)	1473	1252		1431	534	246
v/s Ratio Prot	0.63				c0.16	
v/s Ratio Perm		0.21		c0.77		0.05
v/c Ratio	0.79	0.26		1.00dl	1.00	0.34
Uniform Delay, d1	13.2	6.2		21.1	95.0	84.7
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.5	0.5		17.2	38.3	1.7
Delay (s)	17.6	6.7		38.4	133.3	86.4
Level of Service	B	A		D	F	F
Approach Delay (s)	15.0			38.4	119.1	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	45.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	225.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	125.5%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.95			1.00			1.00			1.00	
Frt		1.00			0.99			0.96			0.88	
Flt Protected		0.98			1.00			0.97			0.99	
Satd. Flow (prot)		3476			1848			1730			1632	
Flt Permitted		0.56			0.99			0.35			0.95	
Satd. Flow (perm)		1970			1832			622			1560	
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Adj. Flow (vph)	482	981	19	5	884	54	30	2	14	63	2	467
RTOR Reduction (vph)	0	1	0	0	1	0	0	12	0	0	215	0
Lane Group Flow (vph)	0	1481	0	0	942	0	0	34	0	0	317	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		87.0			87.0			21.0			21.0	
Effective Green, g (s)		87.0			87.0			21.0			21.0	
Actuated g/C Ratio		0.72			0.72			0.18			0.18	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1428			1328			108			273	
v/s Ratio Prot												
v/s Ratio Perm		c0.75			0.51			0.06			c0.20	
v/c Ratio		1.19dl			0.71			0.32			1.16	
Uniform Delay, d1		16.5			9.3			43.3			49.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		34.0			1.8			1.7			104.8	
Delay (s)		50.5			11.1			45.0			154.3	
Level of Service		D			B			D			F	
Approach Delay (s)		50.5			11.1			45.0			154.3	
Approach LOS		D			B			D			F	

Intersection Summary			
HCM 2000 Control Delay	56.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	129.2%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Future Volume (Veh/h)	86	663	26	6	618	6	20	11	11	13	12	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.69	0.69	0.69	0.73	0.73	0.73
Hourly flow rate (vph)	101	780	31	7	754	7	29	16	16	18	16	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	761			811			1869	1772	406	1388	1784	758
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	761			811			1869	1772	406	1388	1784	758
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			0	78	97	76	77	74
cM capacity (veh/h)	847			811			24	72	595	75	71	350

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	491	421	768	61	126
Volume Left	101	0	7	29	18
Volume Right	0	31	7	16	92
cSH	847	1700	811	43	172
Volume to Capacity	0.12	0.25	0.01	1.43	0.73
Queue Length 95th (ft)	10	0	1	152	114
Control Delay (s)	3.2	0.0	0.2	440.4	68.0
Lane LOS	A		A	F	F
Approach Delay (s)	1.7		0.2	440.4	68.0
Approach LOS				F	F

Intersection Summary			
Average Delay	19.9		
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

APPENDIX

CC

MD 214 at Loch Haven Road Intersection Improvements with Corridor Widening
Analysis Worksheets

Option 5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	353	1095	5	18	322
Future Volume (vph)	93	353	1095	5	18	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	4.0
Lane Util. Factor	1.00	0.95	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1862		1770	1583
Flt Permitted	0.08	1.00	1.00		0.95	1.00
Satd. Flow (perm)	152	3539	1862		1770	1583
Peak-hour factor, PHF	0.79	0.79	0.87	0.87	0.87	0.87
Adj. Flow (vph)	118	447	1259	6	21	370
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	118	447	1265	0	21	370
Turn Type	pm+pt	NA	NA		Prot	Free
Protected Phases	5	2 4!	6		4!	
Permitted Phases	2 4!					Free
Actuated Green, G (s)	110.9	116.9	87.4		7.5	116.9
Effective Green, g (s)	110.9	116.9	87.4		7.5	116.9
Actuated g/C Ratio	0.95	1.00	0.75		0.06	1.00
Clearance Time (s)	6.0		6.0		6.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	199	3539	1392		113	1583
v/s Ratio Prot	c0.02	0.13	c0.68		0.01	
v/s Ratio Perm	c0.54					0.23
v/c Ratio	0.59	0.13	0.91		0.19	0.23
Uniform Delay, d1	28.7	0.0	11.6		51.8	0.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.7	0.0	8.9		0.8	0.3
Delay (s)	33.4	0.0	20.5		52.6	0.3
Level of Service	C	A	C		D	A
Approach Delay (s)		7.0	20.5		3.2	
Approach LOS		A	C		A	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	116.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	603	1491	711	50	46	396
Future Volume (vph)	603	1491	711	50	46	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	4.0
Lane Util. Factor	1.00	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1846		1770	1583
Flt Permitted	0.10	1.00	1.00		0.95	1.00
Satd. Flow (perm)	189	3539	1846		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.85	0.85	0.74	0.74
Adj. Flow (vph)	622	1537	836	59	62	535
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	622	1537	893	0	62	535
Turn Type	pm+pt	NA	NA		Prot	Free
Protected Phases	5	2 4!	6		4!	
Permitted Phases	2 4!					Free
Actuated Green, G (s)	93.5	99.5	43.0		15.5	99.5
Effective Green, g (s)	93.5	99.5	43.0		15.5	99.5
Actuated g/C Ratio	0.94	1.00	0.43		0.16	1.00
Clearance Time (s)	6.0		6.0		6.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	543	3539	797		275	1583
v/s Ratio Prot	c0.26	0.43	0.48		0.04	
v/s Ratio Perm	c0.81					0.34
v/c Ratio	1.15	0.43	1.12		0.23	0.34
Uniform Delay, d1	31.3	0.0	28.2		36.7	0.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	85.5	0.1	70.3		0.4	0.6
Delay (s)	116.8	0.1	98.5		37.2	0.6
Level of Service	F	A	F		D	A
Approach Delay (s)		33.7	98.5		4.4	
Approach LOS		C	F		A	

Intersection Summary			
HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	458	950	819	49	57	425
Future Volume (vph)	458	950	819	49	57	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	4.0
Lane Util. Factor	1.00	0.95	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1848		1770	1583
Flt Permitted	0.08	1.00	1.00		0.95	1.00
Satd. Flow (perm)	141	3539	1848		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.85	0.85	0.74	0.74
Adj. Flow (vph)	472	979	964	58	77	574
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	472	979	1020	0	77	574
Turn Type	pm+pt	NA	NA		Prot	Free
Protected Phases	5	2 4!	6		4!	
Permitted Phases	2 4!					Free
Actuated Green, G (s)	91.1	97.1	49.1		13.0	97.1
Effective Green, g (s)	91.1	97.1	49.1		13.0	97.1
Actuated g/C Ratio	0.94	1.00	0.51		0.13	1.00
Clearance Time (s)	6.0		6.0		6.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	417	3539	934		236	1583
v/s Ratio Prot	c0.20	0.28	0.55		0.04	
v/s Ratio Perm	c0.86					0.36
v/c Ratio	1.13	0.28	1.09		0.33	0.36
Uniform Delay, d1	33.9	0.0	24.0		38.1	0.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	85.2	0.0	57.8		0.8	0.6
Delay (s)	119.0	0.0	81.8		38.9	0.6
Level of Service	F	A	F		D	A
Approach Delay (s)		38.7	81.8		5.2	
Approach LOS		D	F		A	

Intersection Summary			
HCM 2000 Control Delay	45.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	97.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Option 8

DELAY (CONTROL)

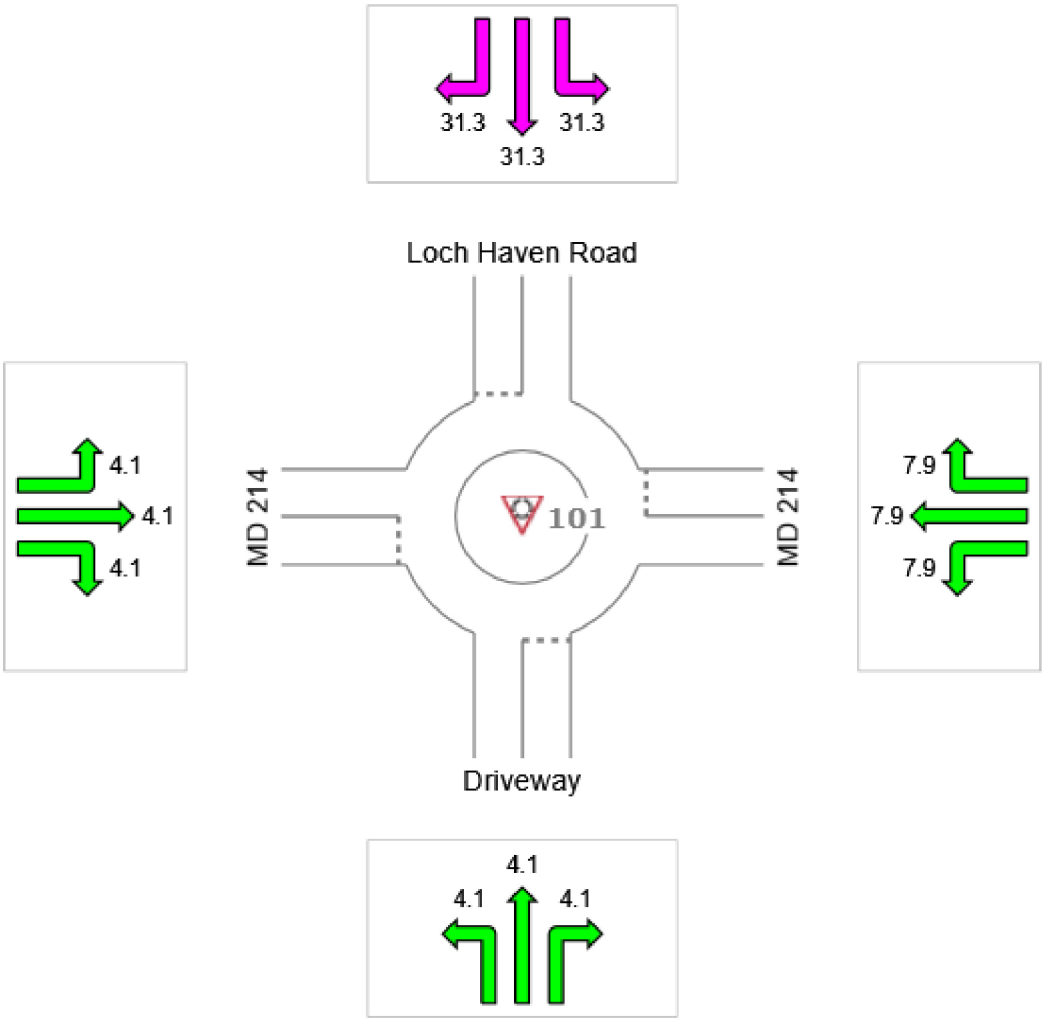
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	4.1	7.9	31.3	4.1	11.2
LOS	A	A	D	A	B



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

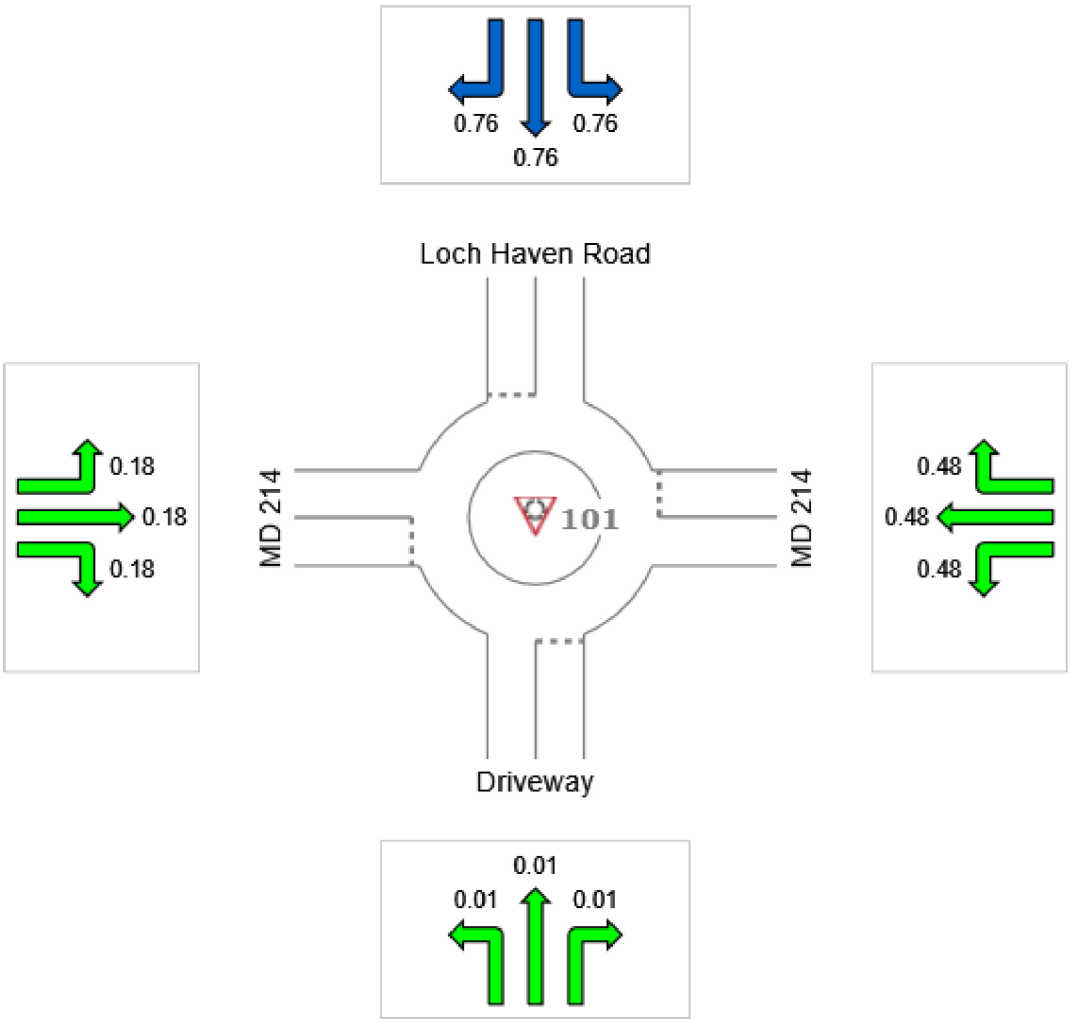
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road AM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.01	0.48	0.76	0.18	0.76



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

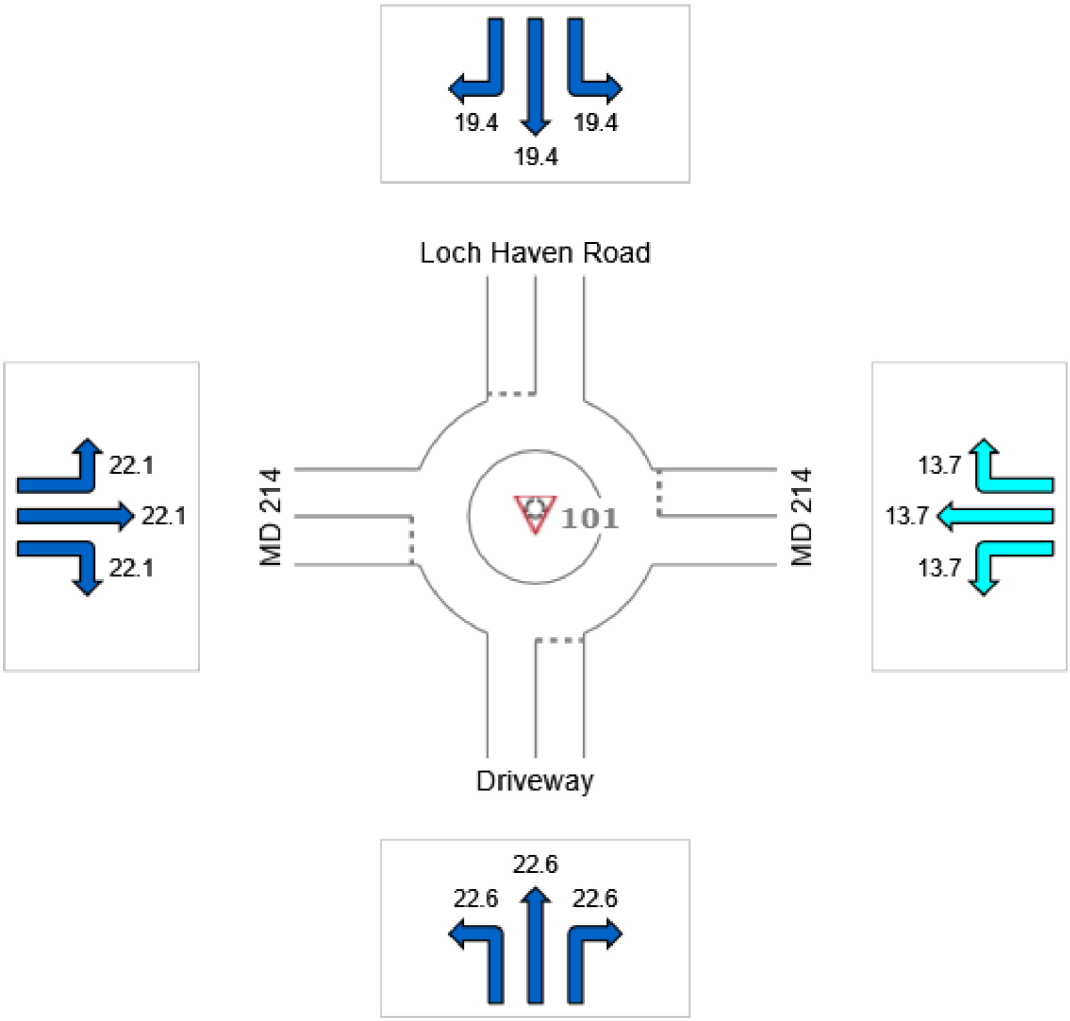
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	22.6	13.7	19.4	22.1	19.8
LOS	C	B	C	C	C



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

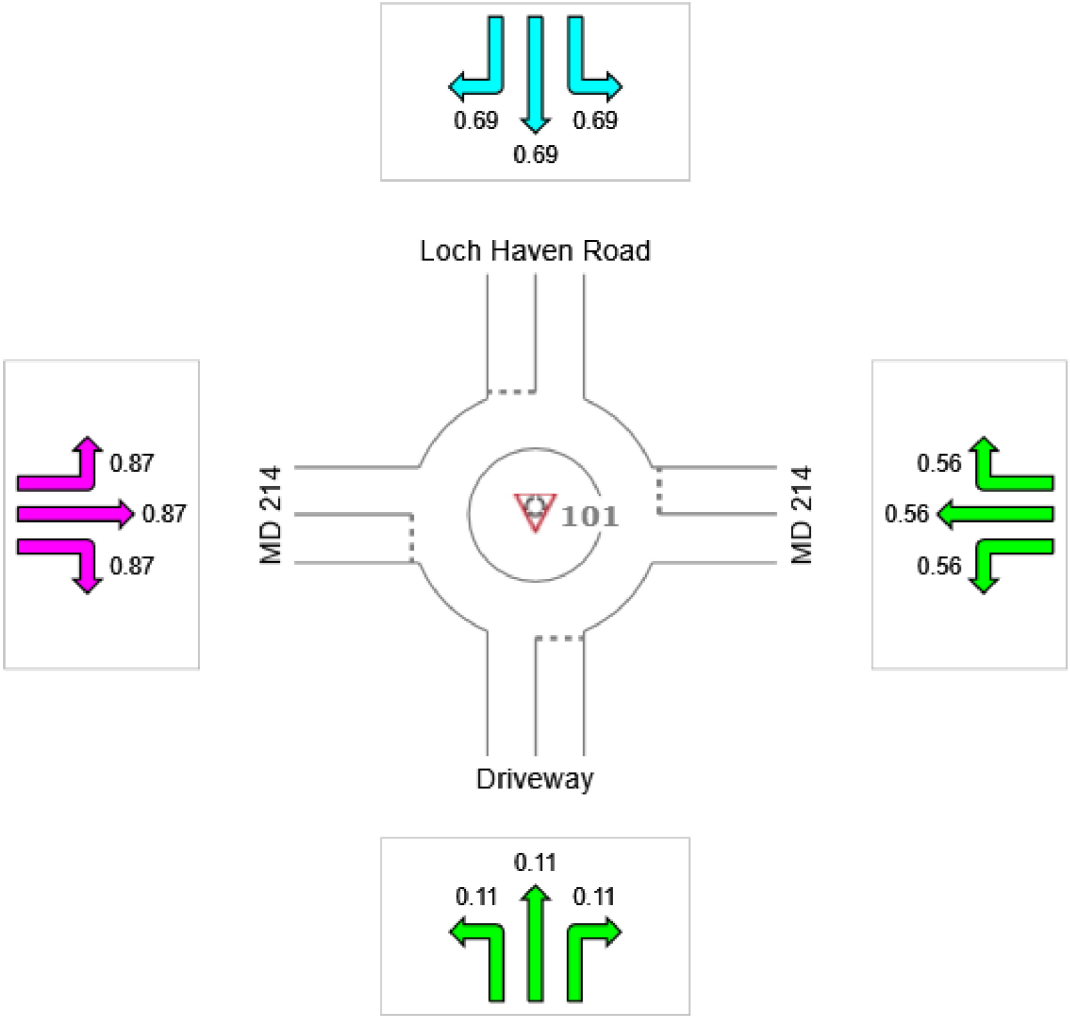
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road PM]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.11	0.56	0.69	0.87	0.87



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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DELAY (CONTROL)

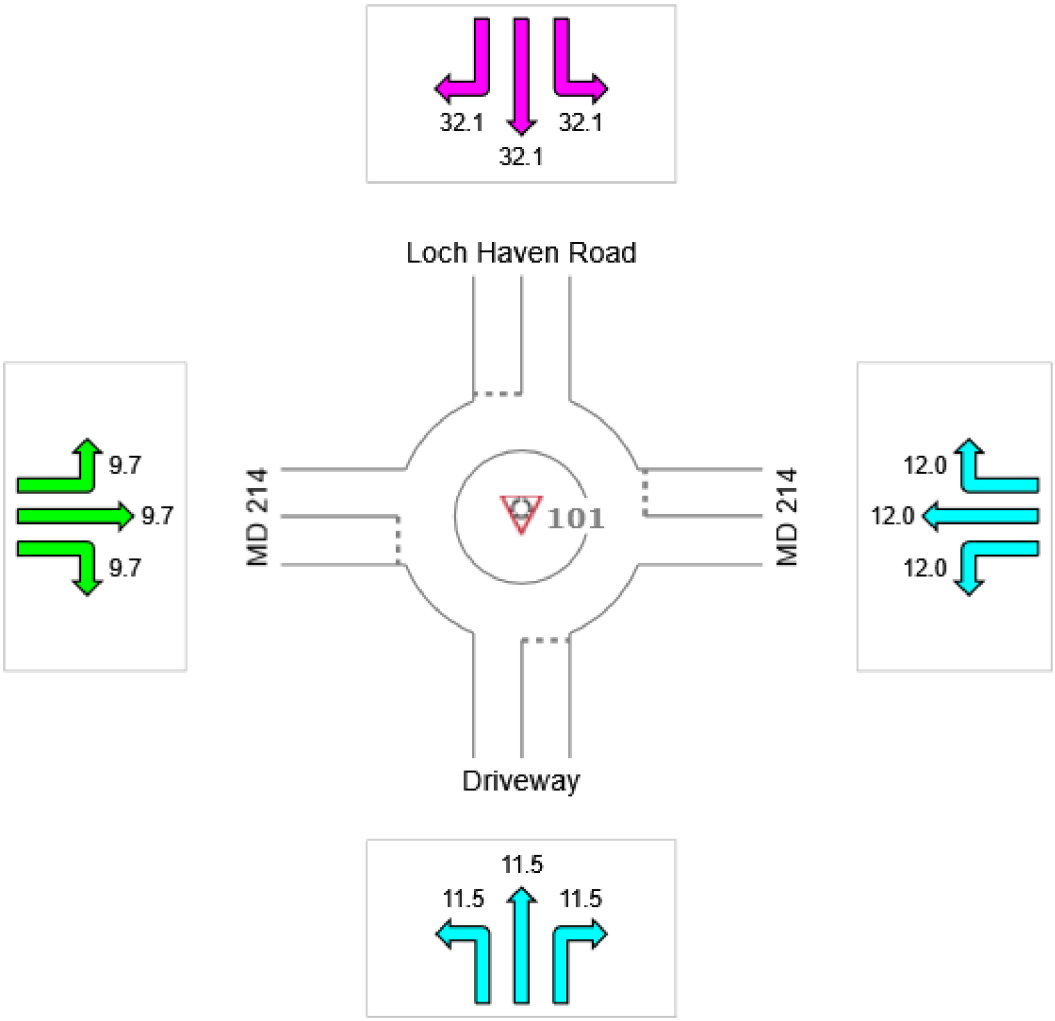
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Delay (Control)	11.5	12.0	32.1	9.7	14.3
LOS	B	B	D	A	B



Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DEGREE OF SATURATION

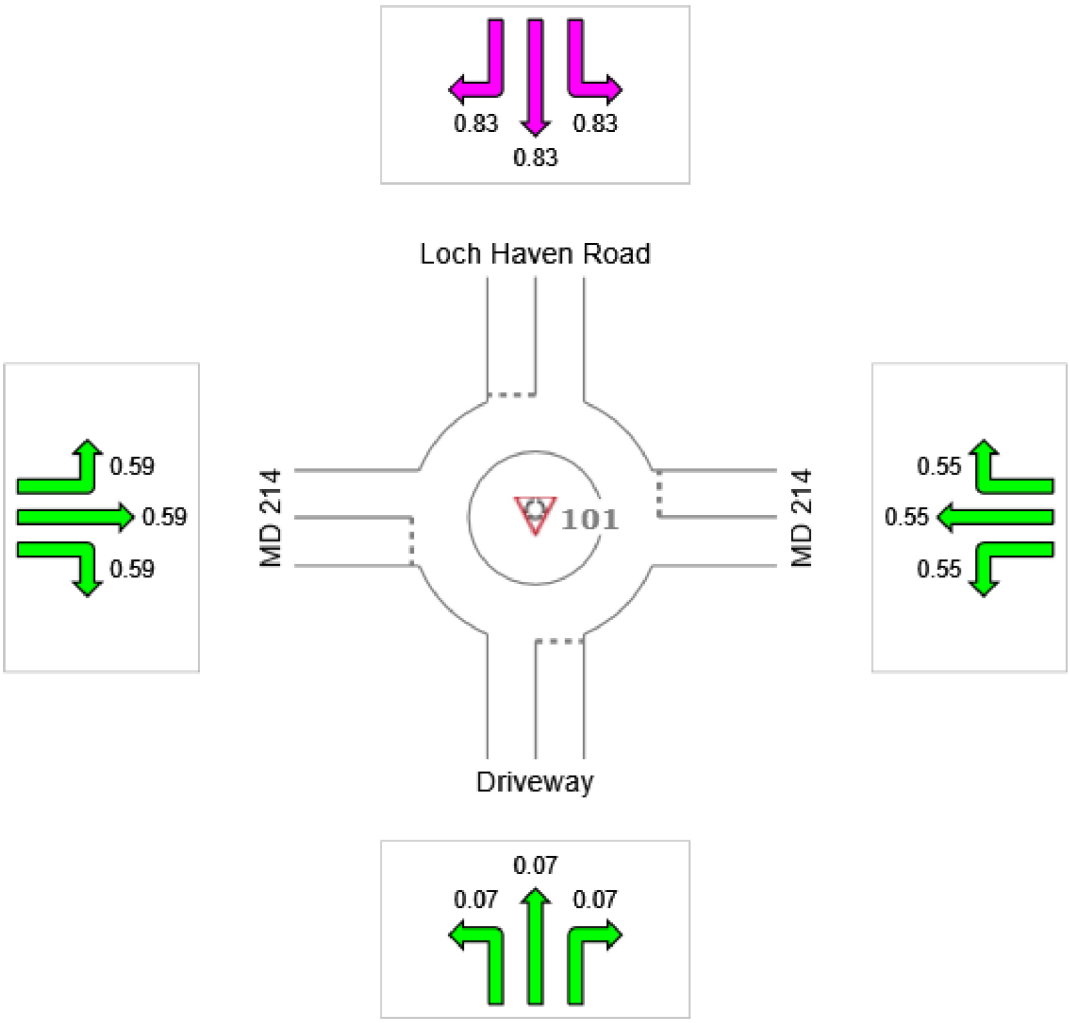
Ratio of Demand Volume to Capacity (v/c ratio)

Site: 101 [MD 214 at Loch Haven Road Weekend]

New Site
Roundabout

All Movement Classes

	South	East	North	West	Intersection
Degree of Saturation	0.07	0.55	0.83	0.59	0.83



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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Option 10

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

02/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Future Volume (vph)	93	344	9	1	1092	5	3	0	1	18	1	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	4.0
Lane Util. Factor	1.00	0.95			1.00			1.00			1.00	1.00
Frt	1.00	1.00			1.00			0.97			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.95	1.00
Satd. Flow (prot)	1770	3526			1861			1735			1778	1583
Flt Permitted	0.20	1.00			1.00			0.77			0.73	1.00
Satd. Flow (perm)	376	3526			1861			1387			1366	1583
Peak-hour factor, PHF	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87
Adj. Flow (vph)	118	435	11	1	1255	6	3	0	1	21	1	370
RTOR Reduction (vph)	0	1	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	118	445	0	0	1262	0	0	0	0	0	22	370
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		Free
Actuated Green, G (s)	107.5	107.5			92.4			7.6			7.6	127.1
Effective Green, g (s)	107.5	107.5			92.4			7.6			7.6	127.1
Actuated g/C Ratio	0.85	0.85			0.73			0.06			0.06	1.00
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	417	2982			1352			82			81	1583
v/s Ratio Prot	0.02	0.13										
v/s Ratio Perm	0.22				0.68			0.00			0.02	c0.23
v/c Ratio	0.28	0.15			0.93			0.00			0.27	0.23
Uniform Delay, d1	4.2	1.7			14.7			56.2			57.1	0.0
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	0.4	0.0			11.9			0.0			1.8	0.3
Delay (s)	4.6	1.8			26.6			56.2			58.9	0.3
Level of Service	A	A			C			E			E	A
Approach Delay (s)		2.4			26.6			56.2			3.6	
Approach LOS		A			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	127.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

02/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Future Volume (vph)	603	1475	16	7	699	50	12	0	5	46	2	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	4.0
Lane Util. Factor	1.00	0.95			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			0.96			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.97			0.95	1.00
Satd. Flow (prot)	1770	3534			1845			1728			1778	1583
Flt Permitted	0.22	1.00			0.98			0.75			0.71	1.00
Satd. Flow (perm)	418	3534			1810			1340			1324	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.85	0.85	0.85	0.50	0.50	0.50	0.74	0.74	0.74
Adj. Flow (vph)	622	1521	16	8	822	59	24	0	10	62	3	535
RTOR Reduction (vph)	0	1	0	0	2	0	0	31	0	0	0	0
Lane Group Flow (vph)	622	1536	0	0	887	0	0	3	0	0	65	535
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		Free
Actuated Green, G (s)	85.7	85.7			57.4			10.7			10.7	108.4
Effective Green, g (s)	85.7	85.7			57.4			10.7			10.7	108.4
Actuated g/C Ratio	0.79	0.79			0.53			0.10			0.10	1.00
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	608	2793			958			132			130	1583
v/s Ratio Prot	c0.21	0.43										
v/s Ratio Perm	c0.60				0.49			0.00			0.05	c0.34
v/c Ratio	1.02	0.55			0.93			0.03			0.50	0.34
Uniform Delay, d1	22.2	4.2			23.5			44.1			46.3	0.0
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	42.5	0.2			14.3			0.1			3.0	0.6
Delay (s)	64.6	4.4			37.8			44.2			49.3	0.6
Level of Service	E	A			D			D			D	A
Approach Delay (s)		21.8			37.8			44.2			5.9	
Approach LOS		C			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	108.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: MD 214 & Loch Haven

02/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Future Volume (vph)	458	932	18	5	804	49	15	1	7	57	2	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0			6.0	4.0
Lane Util. Factor	1.00	0.95			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			0.96			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.97			0.95	1.00
Satd. Flow (prot)	1770	3529			1848			1730			1777	1583
Flt Permitted	0.22	1.00			1.00			0.76			0.70	1.00
Satd. Flow (perm)	417	3529			1839			1364			1302	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.50	0.50	0.50	0.91	0.91	0.91
Adj. Flow (vph)	482	981	19	5	884	54	30	2	14	63	2	467
RTOR Reduction (vph)	0	1	0	0	2	0	0	12	0	0	0	0
Lane Group Flow (vph)	482	999	0	0	941	0	0	34	0	0	65	467
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		Free
Actuated Green, G (s)	68.6	68.6			50.5			9.9			9.9	90.5
Effective Green, g (s)	68.6	68.6			50.5			9.9			9.9	90.5
Actuated g/C Ratio	0.76	0.76			0.56			0.11			0.11	1.00
Clearance Time (s)	6.0	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	496	2675			1026			149			142	1583
v/s Ratio Prot	c0.13	0.28										
v/s Ratio Perm	c0.61				0.51			0.02			0.05	c0.29
v/c Ratio	0.97	0.37			0.92			0.23			0.46	0.30
Uniform Delay, d1	15.0	3.7			18.1			36.8			37.8	0.0
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	33.0	0.1			12.4			0.8			2.3	0.5
Delay (s)	48.0	3.8			30.5			37.6			40.1	0.5
Level of Service	D	A			C			D			D	A
Approach Delay (s)		18.2			30.5			37.6			5.3	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

DD

Recommended Alternative

600' 0 600' 1,200'

SCALE: 1" = 1,200'

APPENDIX DD – KEY MAP

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

MATCH LINE – SEE SHEET 2 OF 18

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

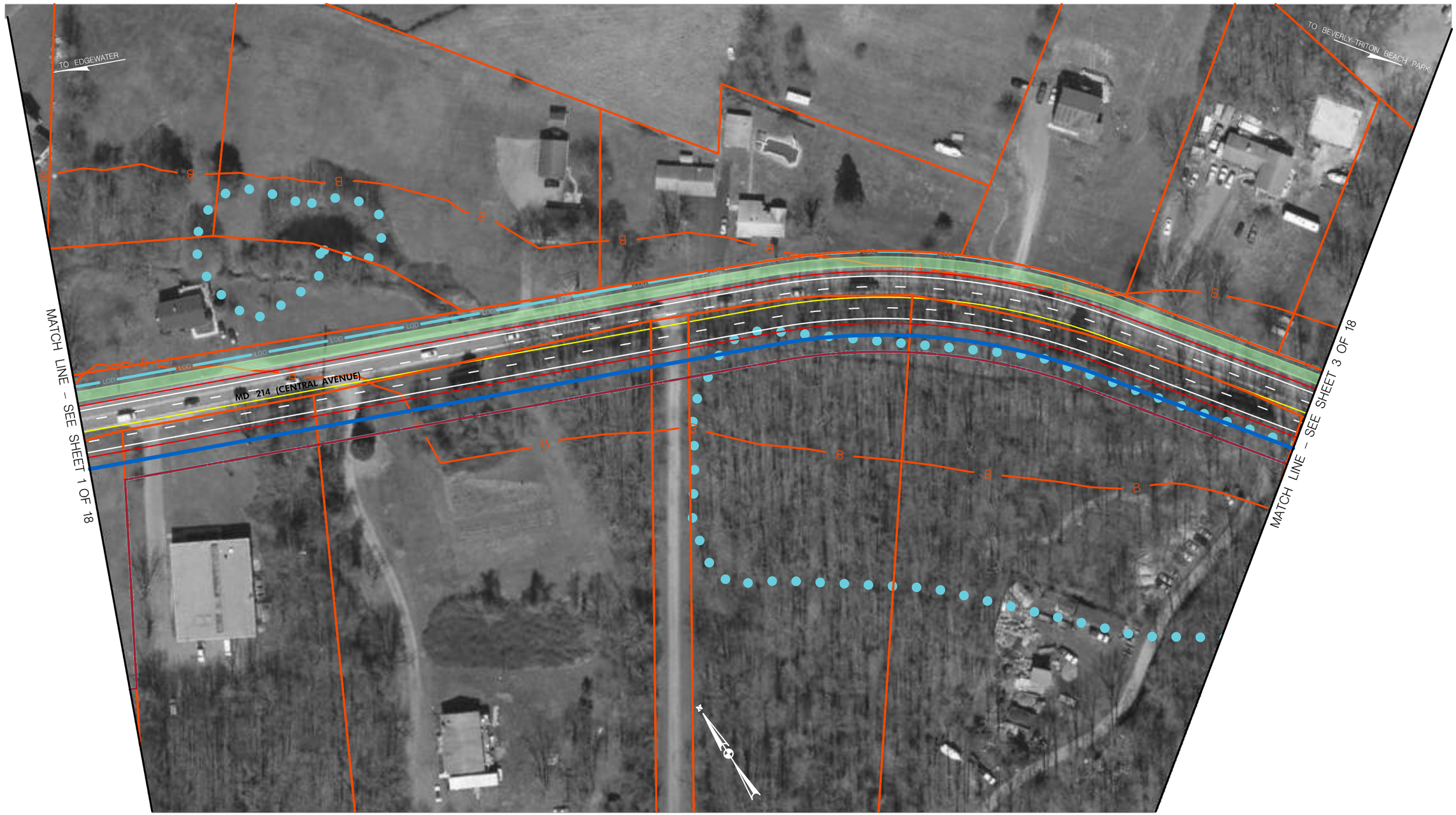
LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKING DELINEATION
- PROPOSED EDGE OF PAVEMENT
- PROPOSED SIDEPATH
- PROPOSED EMERGENCY ACCESS ALIGNMENT
- PROPOSED STORMWATER MANAGEMENT (LINEAR)
- PROPOSED STORMWATER MANAGEMENT (FACILITY)

APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 1 OF 18



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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
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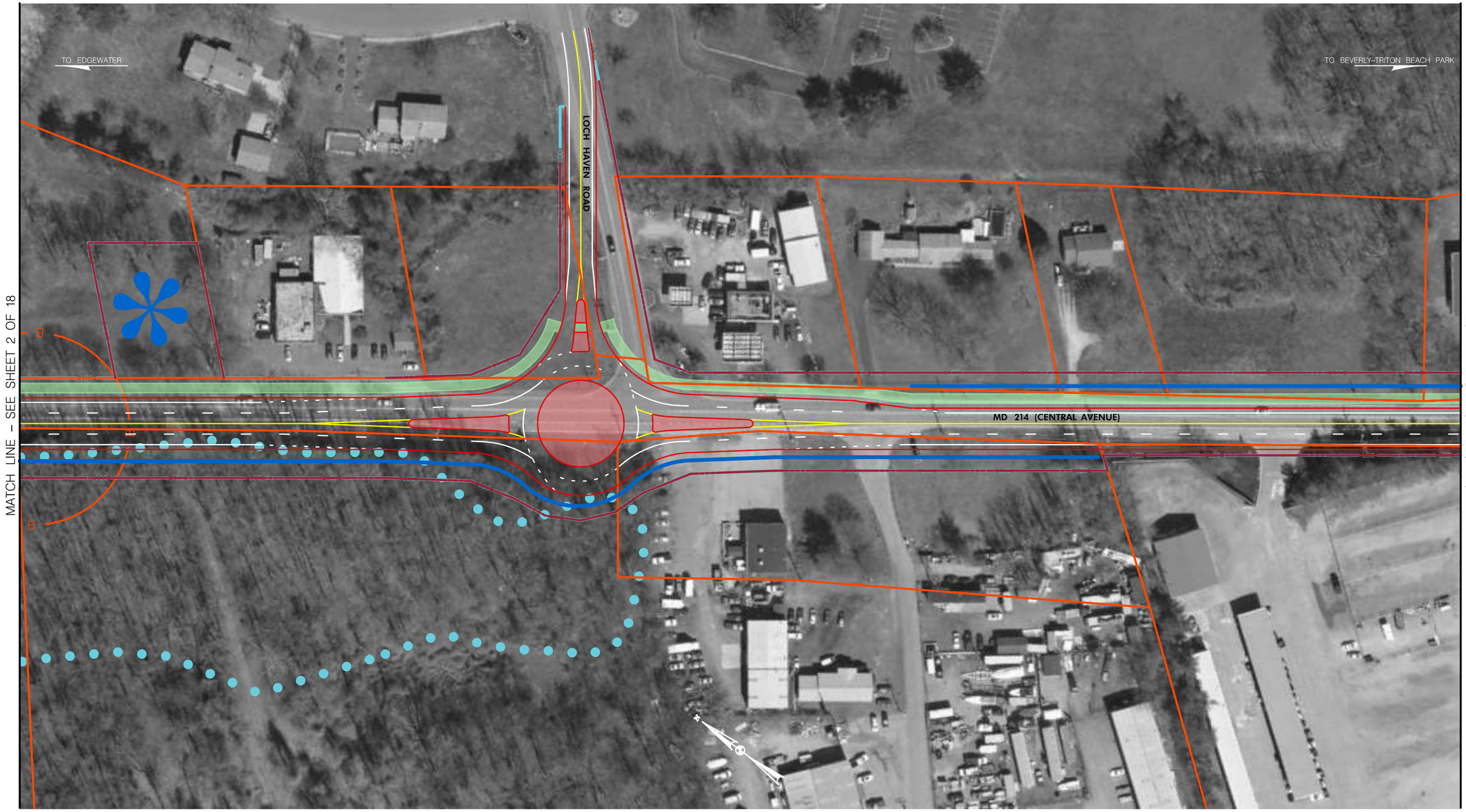
APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 2 OF 18



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SCALE: 1" = 100'

LEGEND

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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 3 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
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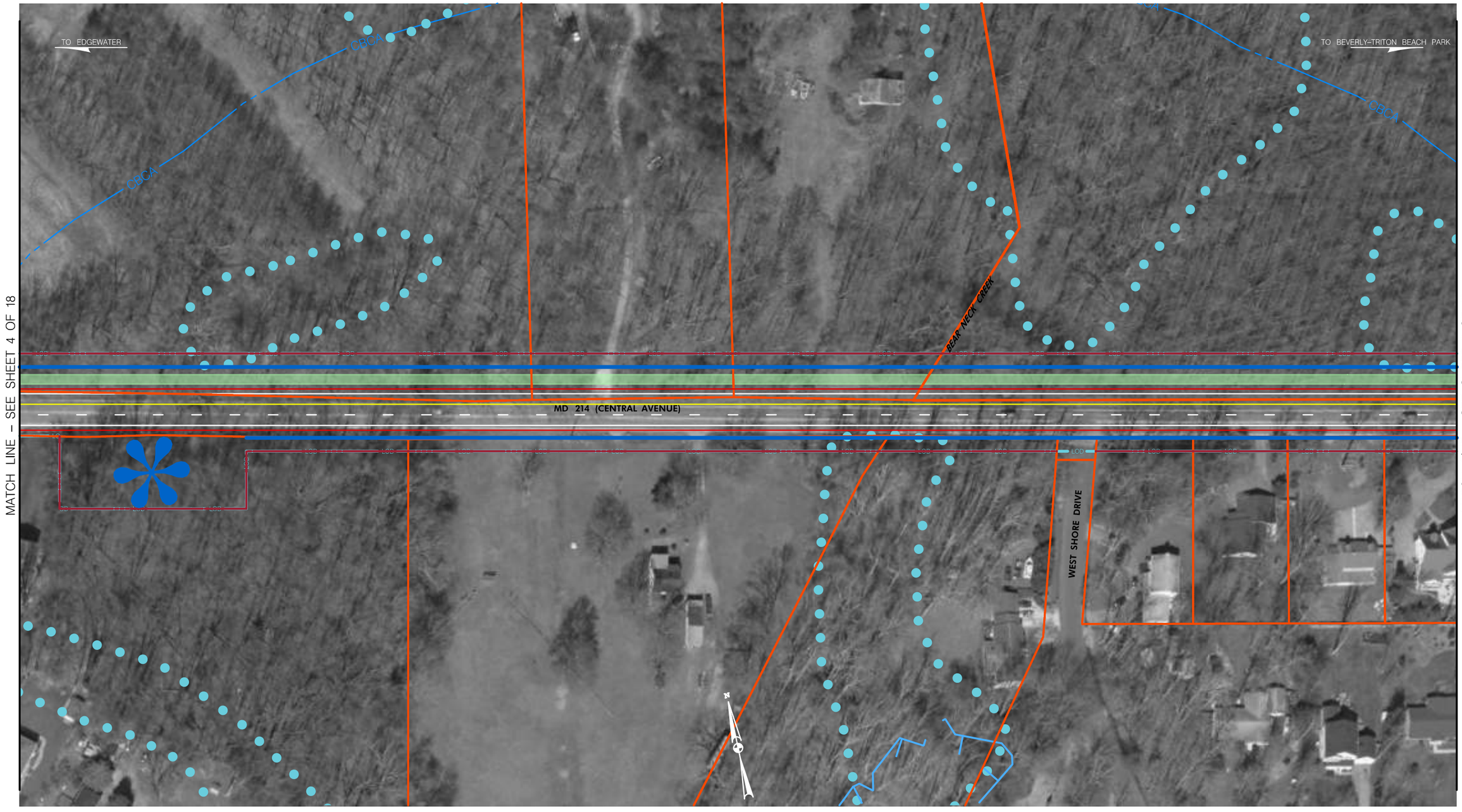
APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 4 OF 18



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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
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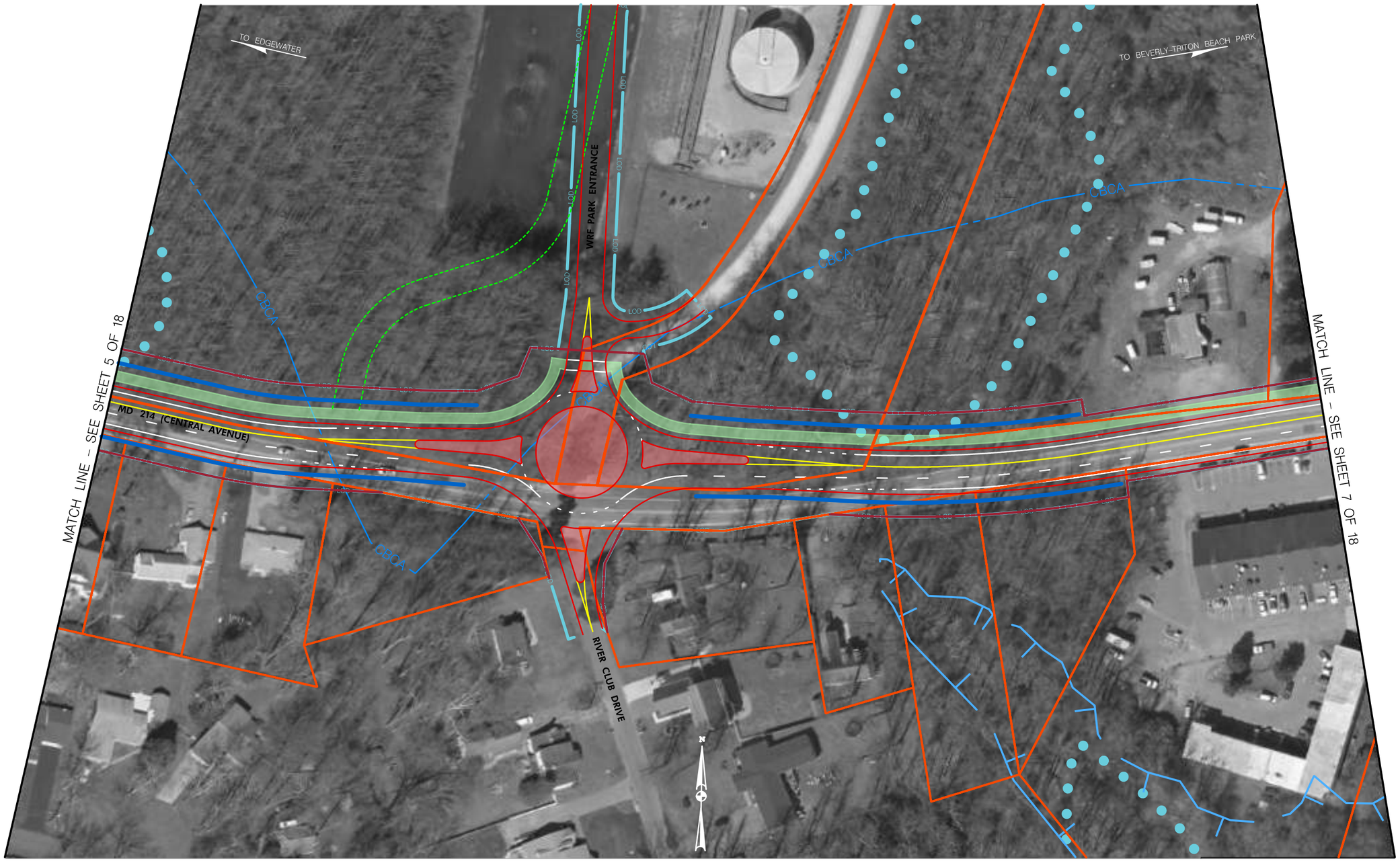
APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 5 OF 18



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SCALE: 1" = 100'

LEGEND

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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 6 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 7 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
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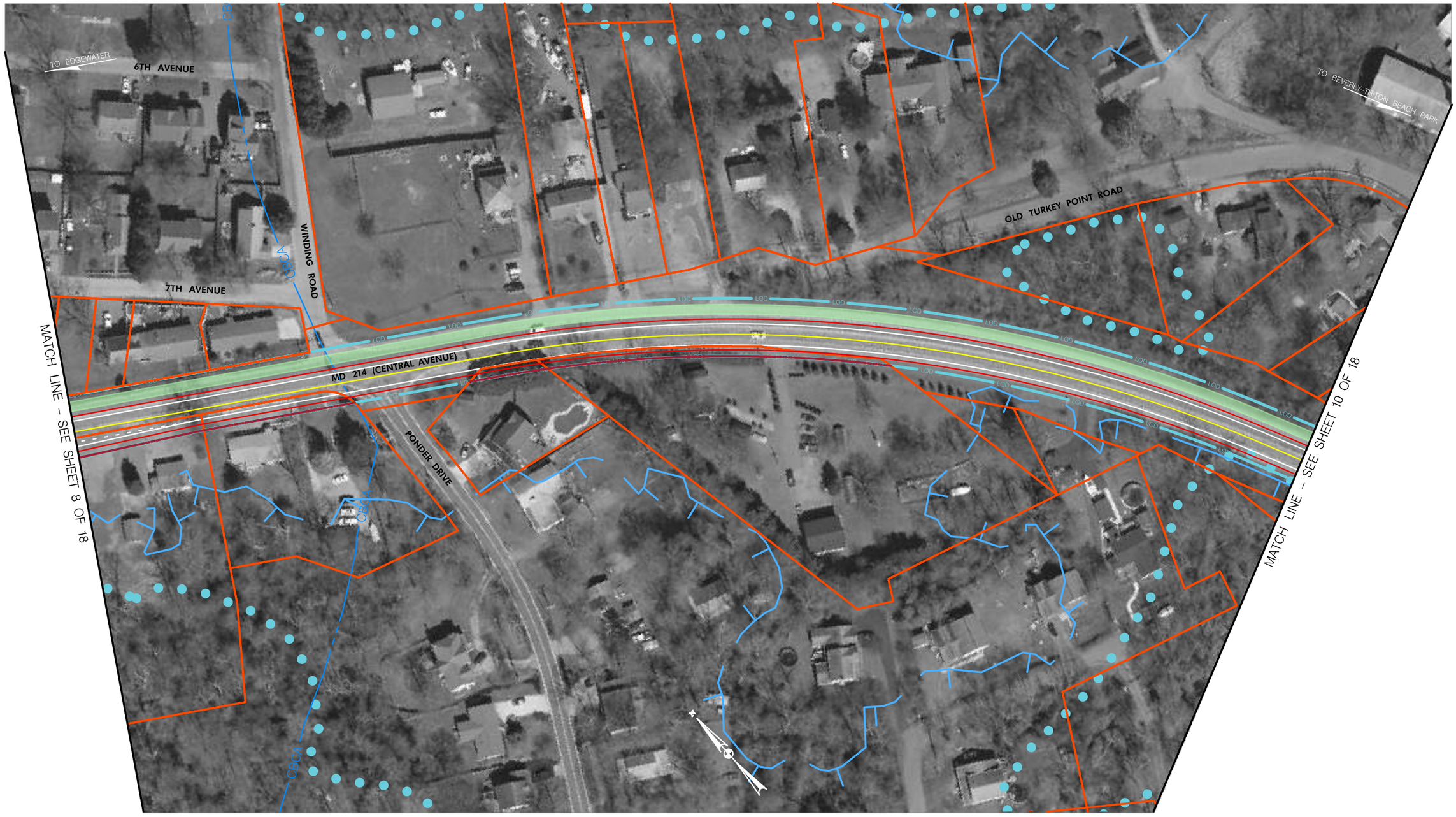
APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY



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

LEGEND

- EXISTING STREAM BUFFER
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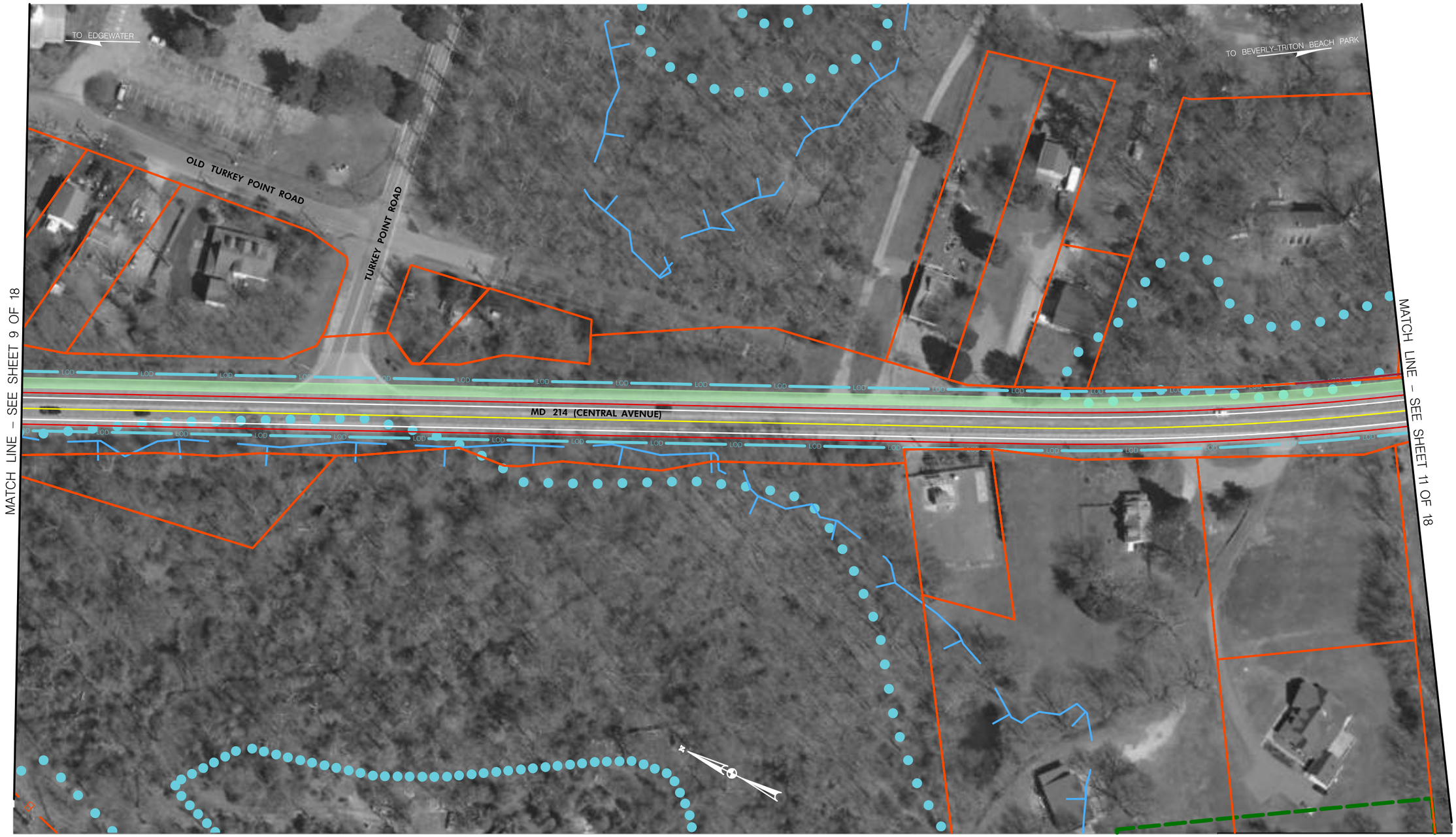
APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 9 OF 18



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

LEGEND

- EXISTING STREAM BUFFER
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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 10 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 12 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
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- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKING DELINEATION
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APPENDIX DD - RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 13 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
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- PROPOSED STORMWATER MANAGEMENT (FACILITY)

APPENDIX DD - RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 14 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 15 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
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- PROPOSED EMERGENCY ACCESS ALIGNMENT
- PROPOSED STORMWATER MANAGEMENT (LINEAR)
- PROPOSED STORMWATER MANAGEMENT (FACILITY)

APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY

SHEET 16 OF 18

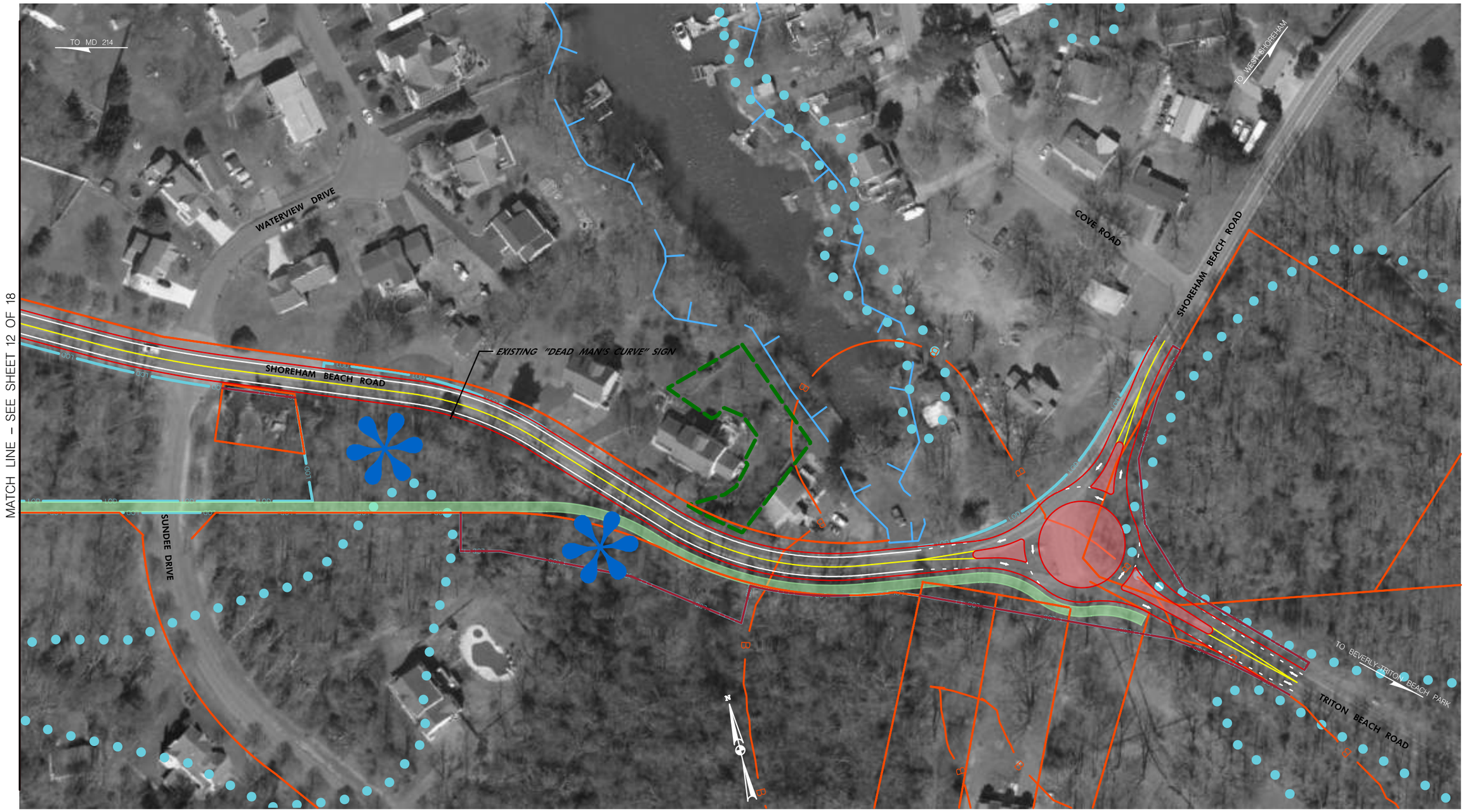
50' 0 50' 100'
SCALE: 1" = 100'

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKING DELINEATION
- PROPOSED EDGE OF PAVEMENT
- PROPOSED SIDEPATH
- PROPOSED EMERGENCY ACCESS ALIGNMENT
- PROPOSED STORMWATER MANAGEMENT (LINEAR)
- PROPOSED STORMWATER MANAGEMENT (FACILITY)

APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY
PLANNING STUDY



MATCH LINE – SEE SHEET 12 OF 18

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

LEGEND

- EXISTING STREAM BUFFER
- EXISTING WETLANDS
- EXISTING FOREST CONSERVATION AREA
- EXISTING 100-YEAR FLOODPLAIN
- EXISTING CHESAPEAKE BAY CRITICAL AREA
- EXISTING RIGHT-OF-WAY /PROPERTY LINES
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APPENDIX DD – RECOMMENDED ALTERNATIVE

MD 214 TRANSPORTATION FACILITY PLANNING STUDY

SHEET 18 OF 18