ANNE ARUNDEL COUNTY
MARYLAND

Transportation Facility Planning

Conway Road from MD 3 to the Western Terminus

Project No.: H539600

Contract No.: H539620

FINAL Technical Memorandum

Phase 1: Existing Conditions

February 2022

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1 Introduction

The observed increases in vehicular trips associated with Two Rivers residential development, in addition to existing traffic utilizing Conway Road to reach MD 3 or Patuxent Road through the National Register-listed historic district of Woodwardville, and the introduction of the new West County Elementary School has ushered in a need for the Anne Arundel County Department of Public Works to evaluate the transportation improvement needs of the Conway Road Corridor from MD 3 to its western terminus near the St. John A.M.E. Zion Church. The intent of this study is to identify existing geometric deficiencies, improve traffic level of service (LOS), reduce crash potential, provide additional access to all modes including emergency response services, improve pedestrian and bicycle compatibility, and evaluate alternatives to address deficiencies while minimizing impacts to the natural and built environment. The project intends to promote a "Complete Streets" approach in accordance with adopted County policies. The County seeks to evaluate potential implementable improvements along the corridor to enhance mobility and accessibility for all modes.

The corridor is located within the Odenton Small Planning Area and the Odenton Small Area Plan addresses some local land use planning but doesn't provide detail for transportation or community-related policies within study area; however, the newly adopted General Development Plan (GDP) offers many planning-related policies, goals, and priorities that are applicable to this study. These are discussed in greater detail in Section 1.2.

This technical memo provides a baseline environmental inventory of natural, socioeconomic, and cultural resources in the study area to describe the location, type, and characteristics of resources that may be affected by potential infrastructure improvements and identify potential environmental constraints. This technical memo also provides a roadway geometric inventory, crash data analysis, existing traffic volumes, and existing traffic operational analysis.

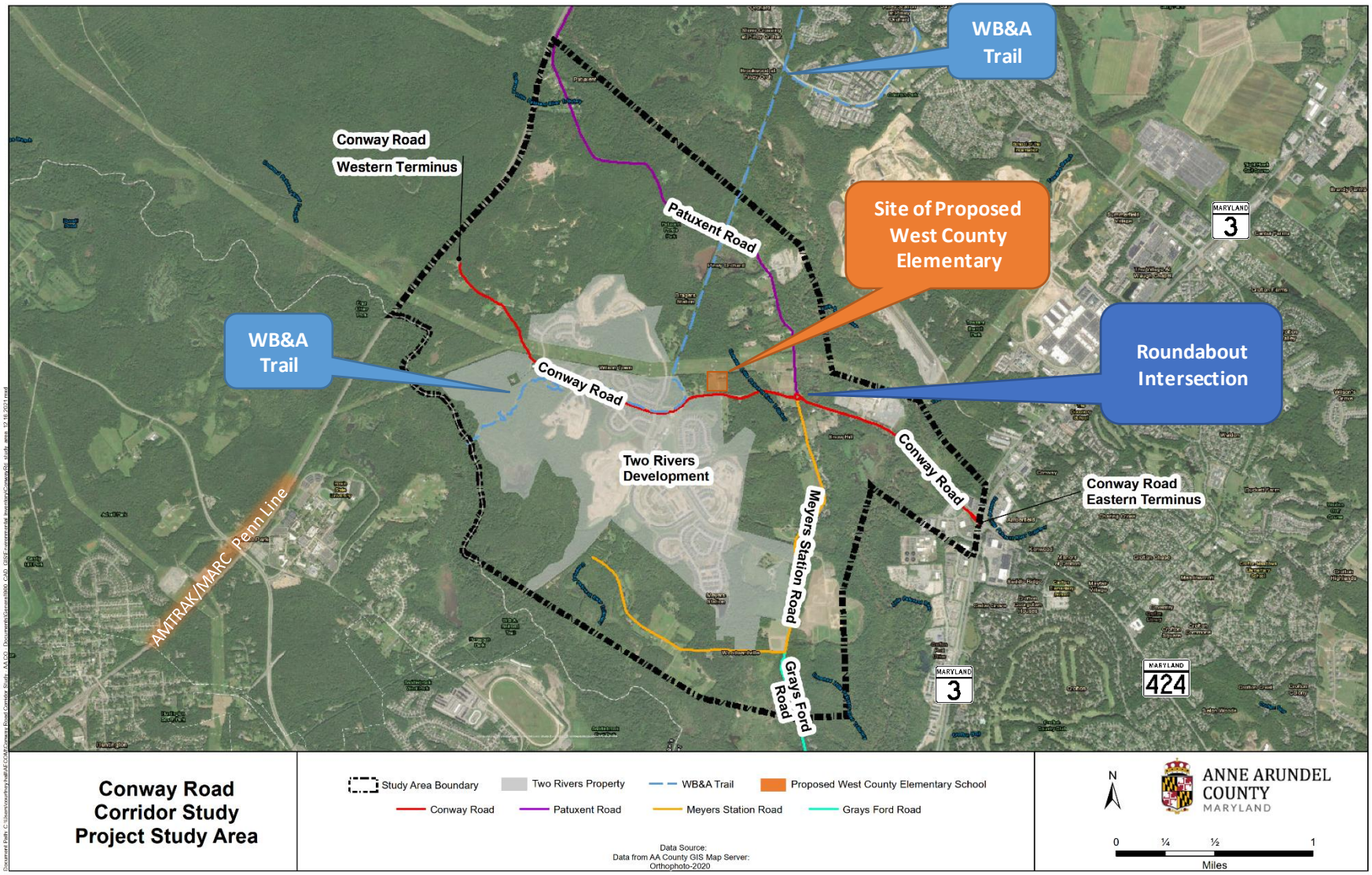
1.1 Project Location

The Conway Road from MD 3 to the Western Terminus Feasibility Study area is located in Odenton, Maryland, in central Anne Arundel County, approximately 20 miles northeast of Washington, DC and 10 miles northwest of Annapolis. Under the County Functional Classification System (2015)[1], Conway Road between MD 3 and Patuxent Road is functionally classified as a combination closed/open-section Minor Arterial and an open-section Collector from Patuxent Road to the western terminus. Conway Road carries up to over 15,000 vehicles per day (average of weekday traffic at Concord Boulevard, just west of MD 3, is 15,165).

The study area includes Conway Road from MD 3 to its western terminus, and surrounding areas (a sort of "land peninsula") that currently utilizes Conway Road as a means to reach MD 3 or Patuxent Road. The section of Conway Road in the study area is approximately 3.2 miles long with a posted speed limit of 40 mph from MD 3 to Two Rivers Boulevard and a posted speed limit of 30 mph from Two Rivers Boulevard to its western terminus. Conway Road, Patuxent Road, Grays Ford, and Myers Station Roads are all open roadway sections and are lined with light/utility poles. The study area boundary is shown in **Figure 1-1**.

[1] Anne Arundel County. 2015. Road Functional Classifications Bill No. 12-15. Available at: https://www.aacounty.org/departments/planning-and-zoning/research-and-gis/map-services/forms-and-publications/Functional_Class.pdf. Accessed October 22, 2021.

Figure 1-1: Study Area



1.2 Site Description

This study will focus on Conway Road from MD 3 to its western terminus, in addition to the area of the County that must use Conway Road as a means to reach MD 3 or Patuxent Road through the National Register-listed historic district of Woodwardville. Specifically, due to the substantial increase in traffic in the area primarily generated from the relatively new Two Rivers development, a number of issues have been identified and/or magnified, including the impact of road closures resulting from flooding and emergency incidents, limited access points, roadway geometry, drainage, and crash risk.

The corridor is located within the Odenton Small Planning Area; however, the newly adopted General Development Plan (GDP)[2] recommends the development of updated Region Plans. The project site is in Region 5, and the Region Plan process is anticipated to begin in April 2024. The current GDP, *Plan2040*, highlights many important planning related criteria, goals, policies, and priorities for land use, transportation, education, economic enhancement and equity, and preservation and restoration efforts; and while all elements of the GDP apply to this project, the study team choose the following to highlight as they directly apply to the scope of this study, including land use/growth governing criteria, transportation priorities, community enhancements, and preservation/restoration of the natural environment.

Land Use/Growth Governing Criteria are identified in the GDP for the study area as Tier 1A, 2A, 3, and 4, this helps better understand the anticipated future land uses and development efforts surrounding Conway Road:

- **Growth Tier 1A** Governing Criteria includes "areas served by public sewer systems and are located outside of designated targeted development, redevelopment, or revitalization area (growth areas)". Tier 1A areas are located in the vicinity of MD 3, Princess Shopping Center, and Concord Blvd/Professional Blvd.
- **Growth Tier 2A** Governing Criteria includes "areas planned to be served by public sewer systems (Planned or Future Sewer Service Category in the Water and Sewer Master Plan), and areas located outside of a designated Targeted Development. Redevelopment, or Revitalization Area (Growth Areas)". Tier 2A areas includes the Two Rivers Development and a few smaller areas north east of the Conway Corridor.
- **Growth Tier 3** Governing Criteria includes "areas not planned for public sewer service (No Public Sewer Service Category in the Water and Sewer Master Plan), and areas that are generally planned and zoned for large lot or rural residential uses". Tier 3 areas are generally located north east of Patuxent Road.
- **Growth Tier 4** Governing Criteria includes "areas not planned for sewer service, and areas that are generally planned or zoned for land, agricultural or resource protection or preservation; and are dominated by agricultural lands, forest lands, or other natural areas; or are rural legacy areas, priority preservation areas, or areas subject to covenants, restrictions, conditions or conservation easements for the benefit of, or held by a State agency or a local jurisdiction for the purpose of conserving natural resources or agricultural land". Tier 4 areas are the most dominant criteria for areas adjacent to

[2] Anne Arundel County. 2021. Plan2040 – Anne Arundel County General Development Plan. Available at: https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/plan2040-vol1-adopted/. Accessed January 6, 2022.

Conway Road west of the Little Patuxent River, not including the Two Rivers Development.

In addition, the GDP summarizes several transportation-related projects/policy efforts from the *Move Anne Arundel!* Transportation Functional Master Plan that affects the study area. They include:

- **Making communities more walkable** – "17 elementary schools are recommended for implementation of the Safe Routes to Schools program, including new pedestrian connections, highly visible signage, education and enforcement actives, and new public facilities such as schools and recreation centers should be sited and oriented to maximize pedestrian access".
- **Creating a Low-Stress Bicycle Network** – "The Washington, Baltimore & Annapolis Trail (WB&A Trail) Bridge Crossing over the Patuxent River, extend shared use paths, including the Odenton Trails, making on-street "last mile" connections from trails to nearby community activity centers, and work with Maryland Department of Transportation's State Highway Administration (MDOT SHA) to identify the disconnected segments of on-street bicycle facilities and prioritize filling out the network by extending lanes to logical termini".
- **Improving Regional Corridors to Make Commutes More Reliable –** "Convert MD 3 to a limited access freeway in three phases: MD 32 to Waugh Chapel Road, Waugh Chapel road to MD 450, and MD 450 to US 50".

The GDP also outlines several community and natural environmental preservation/restoration goals and policies applicable to this study, they include:

- **Planning for the Natural Environment** – "Preserve, enhance, and restore sensitive areas, including habitats of rare, threatened, and endangered species, streams, floodplains, tidal and non-tidal wetlands, bogs, shorelines, steep slopes, and all applicable buffers, and Create resilient, environmentally-sound and sustainable communities".
- **Planning for Healthy Communities** – "Provide a diverse range of accessible public recreational facilities to serve the needs of all County residents, and Provide a high-level of emergency medical care, fire protection, police protection, emergency management and an all hazards response to all residents and visitors of the County, including a comprehensive evacuation plan with adequate evacuation shelters".
- **Land Use, Community Revitalization, Cultural and Historic Resources** – "Preserve the agricultural and rural character of the County's Rural and Agricultural Policy Area; preserve and strengthen the County's existing and historic communities by encouraging resident-participation in planning processes, with particular emphasis on involvement of historically underrepresented and marginalized communities, and Reduce traffic congestion, provide adequate infrastructure and reliable multimodal connections and improve safety in Critical Corridor Policy Areas, which include areas adjacent to Conway Road".

Last, the GDP emphasizes the importance historic preservation, stating the County should "Develop and strengthen planning and protection measures for historic and archaeological resources and incorporate historic preservation effectively into planning and policy decision-

making". The nearby National-Register listed historic district of Woodwardville is an area that will be a focus of preservation efforts. In addition, Conway Road, Patuxent Road, Grays Ford Road, and Meyers Station Road are all identified as scenic and historic roads. Conway Road has changed noticeably and no longer retains the characteristics for which it was originally listed as a "Category 3" road under the 1997 Scenic and Historic Roads Commission. Patuxent Road was designated as a rural "Category 1" road in 1997 and retains a high degree of integrity today. Grays Ford and Myers Station Roads were both categorized as "Category 2" by the 1997 Commission, and both retain high levels of scenic and historic integrity. However, per Article 17-6-504 of the County Code, Scenic and Historic Roads, specific recommendations should be consistent with that section of code, but infrastructure improvements are not precluded.

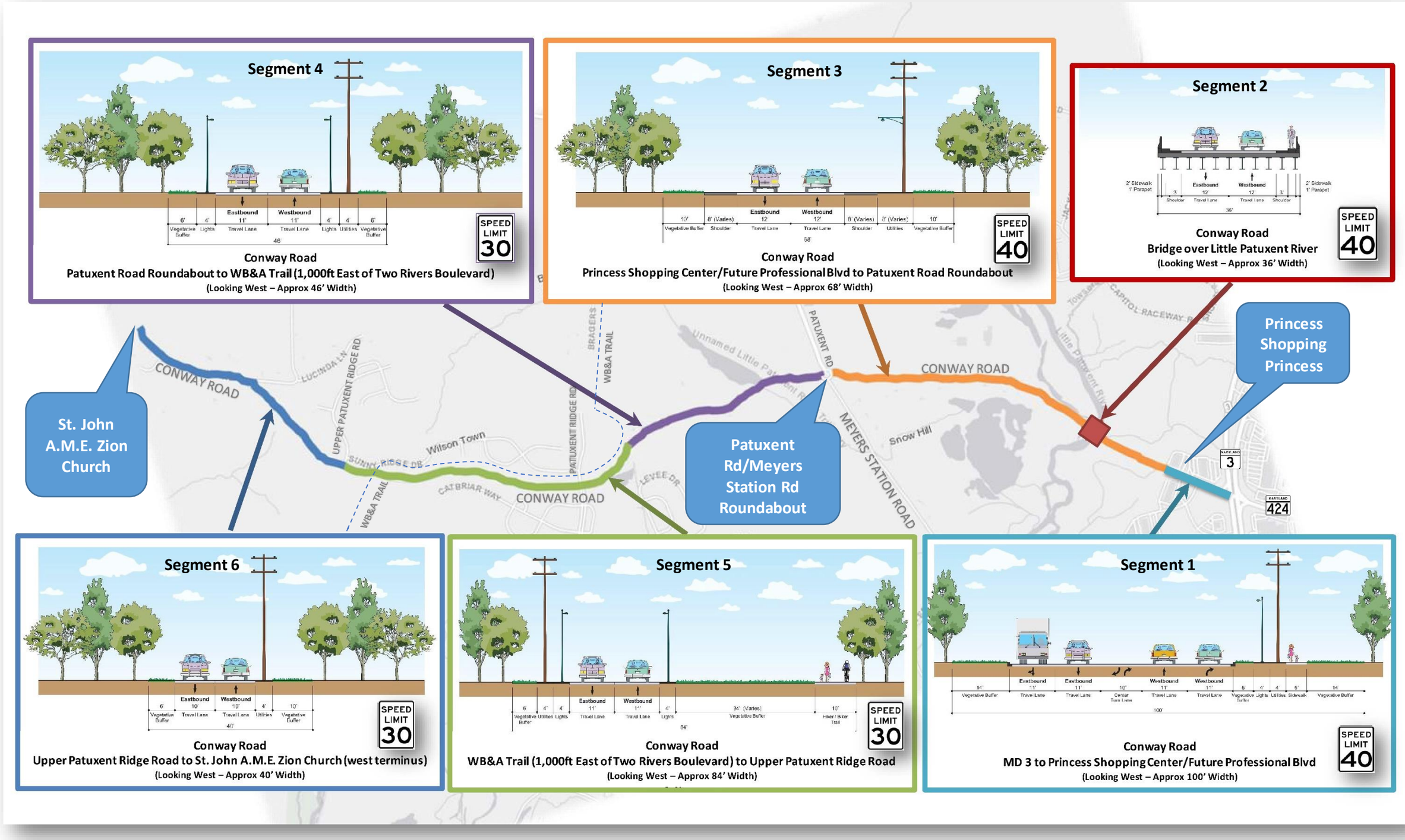
For the purposes of this study, the corridor has been broken into six distinct segments, each characterized by a unique existing typical section. As the study progresses the study team will focus on evaluating potential enhancements specific to each of these segments in ways complementary and sensitive to the existing conditions. See **Figure 1-2** for a general graphical depiction and **Appendix A** for detailed figures of the six existing typical section segments listed below:

- **Segment 1**: MD 3 to Princess Shopping Center Entrance/Future Professional Boulevard*
- **Segment 2**: Bridge over Little Patuxent River
- **Segment 3**: Princess Shopping Center Entrance/Future Professional Boulevard to Patuxent Road/Meyers Station Road Roundabout
- **Segment 4**: Patuxent Road/Meyers Station Road Roundabout to 1,000ft east of Two Rivers Boulevard (near the WB&A Trail)
- **Segment 5**: 1,000ft east of Two Rivers Boulevard to Upper Patuxent Ridge Road
- **Segment 6**: Upper Patuxent Ridge Road to St. John A.M.E. Church (Western Terminus)

*Future Professional Boulevard is a planned extension of existing Professional Boulevard (the road leading to the Patuxent Water Reclamation Facility, south of Conway Road). A planned connecting segment, approximately 600 feet long, has been identified by the developer; however, there is no construction timeline for this extension known at the time of publication of this report. It's being documented in the event the extension is built within the future horizon timeframes established for the analyses conducted as part of this study.

Growth from development has resulted in increased travel demand along this roadway. This corridor connects the primarily residential in-land peninsula area of Two Rivers with the larger corridor of MD 3, with a mix of uses, and the Piney Orchard area to the north. The presence of the WB&A Trail and programmed West County Elementary School (highlighted in **Figure 1-1** and discussed in detail later in this report) on Conway Road attracting traffic from outside the area, in addition to development along Conway Road in the area, has prompted the need to identify safe and efficient accommodations for all travelers, including for pedestrians and bicyclists, throughout the corridor. Concerns raised through public comment have included the limited extent of infrastructure improvements and the impacts of increased traffic congestion and crash risk. Adequate alternate routes do not exist in the event of partial or complete road closures. This impacts emergency response and access, as well as the ability of residents to access/exit the area.

Figure 1-2: Existing Typical Sections

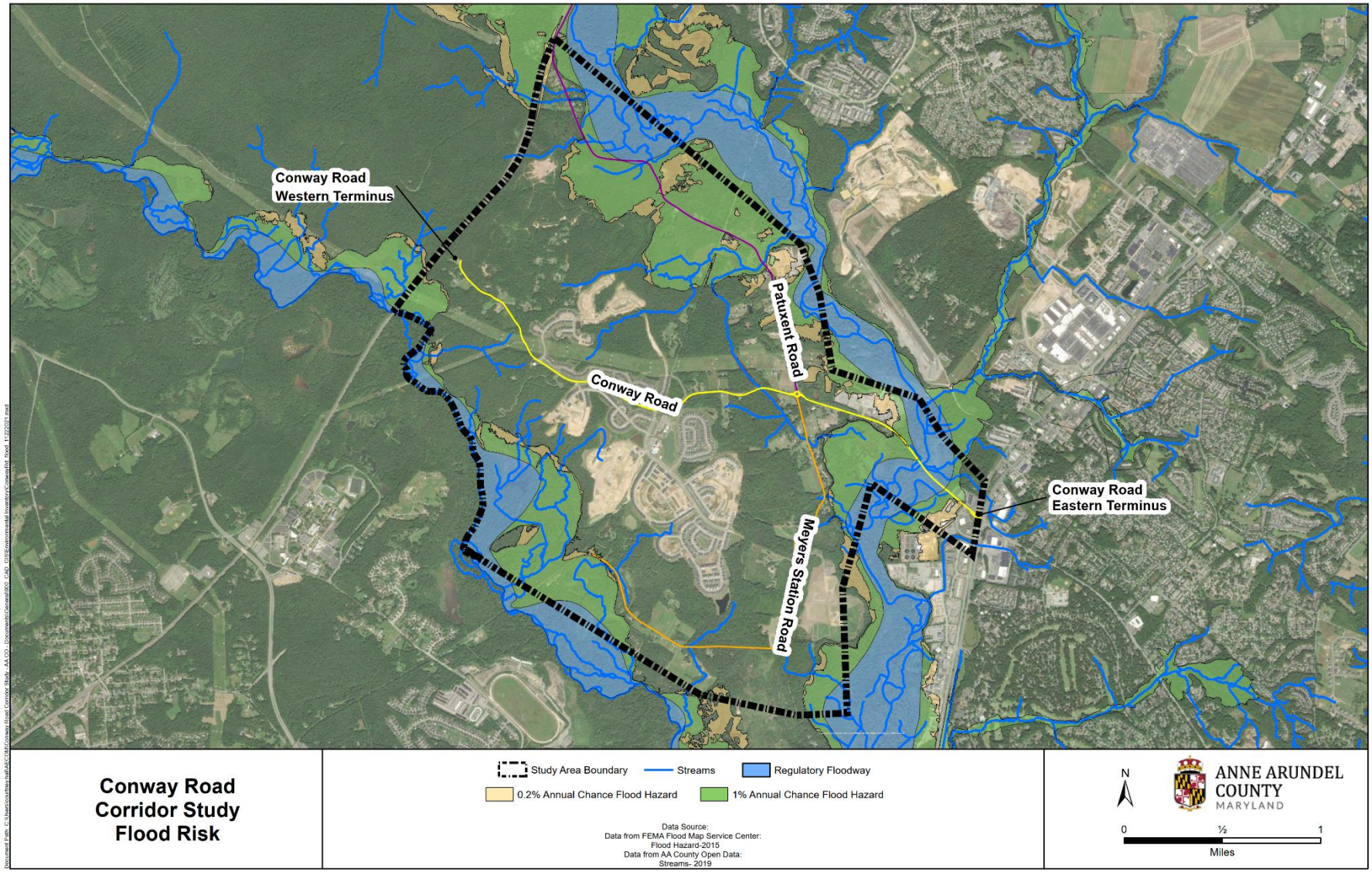


Portions of the scenic and historic Patuxent Road are located in low-lying floodplain zones identified by Federal Emergency Management Agency (FEMA) as "regulatory floodways" and defined "areas subject to inundation by the 1-percent-annual-chance flood event"[3]. This equates to approximately 4 major flooding events per year which cuts-off Patuxent Road to safe vehicular traffic passage (including emergency vehicles), leaving Conway Road towards MD 3 as the only access to and from the area. Flood warning signs and warning beacons exist along Conway Road and Patuxent Road to warn travelers of unsafe conditions (see **Figure 1-3**); however, this does not alleviate the impact to access caused by regular flooding. **Figure 1-4** illustrates the locations where Patuxent Road is within the FEMA regulatory floodway and where Patuxent Road, Conway Road, and Meyers Station Road fall within the 1-percent (approximately 4 major floods annually) and 0.2-percent (approximately 1 major flood annually) annual chance flood hazard zones. Citing growing concerns that flooding events may be increasing in frequency and severity, the County intends for this study to assess opportunities to provide additional alternative access to enhance overall safety, mobility, and accessibility within the study area.

Figure 1-3: Conway Road at MD 3, facing West (Princess Shopping Center on Right)

[3] FEMA. 2020. Road Zone AE and A1-30. Available at: https://www.fema.gov/glossary/zone-ae-and-a1-30. Accessed November 23, 2021.

Figure 1-4: FEMA Flood Risk Areas



According to Anne Arundel County Department of Recreation and Parks, the WB&A Trail is a nine-mile paved recreational trail from Odenton to the Patuxent River (see **Figure 1-1**) on the abandoned Washington, Baltimore and Annapolis Railroad right of way. Ultimately, the County is looking at the WB&A Trail as a link to the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County. The County notes that, in addition to the regional implications and importance to local residents and recreationalists, the WB&A Trail is also a critical component of the East Coast Greenway and the American Discovery Trail.

The WB&A Trail has two major intersections within the study area – at Patuxent Road and at Conway Road. Crossing counts were taken at each location to obtain weekday and weekend counts are shown in **Table 1-1**. This study will assess safety and accessibility for users of the WB&A trail.

Table 1-1: WB&A Trail Crossing Location Counts

WB&A Crossing	Weekday Pedestrian	Weekend Pedestrian	Weekday Bicycle	Weekend Bicycle
Patuxent Road	92	101	41	45
Conway Road	14	11	20	11

As mentioned previously, the existing roadway segments along Conway Road are functionally classified as closed/open-section Minor Arterial and open-section Collector. **Table 1-2** provides a general comparison of the County's current Standard Roadway Cross-Section Design Requirements[4] with the existing conditions found along Conway Road. Differences are highlighted. These differences will be assessed as the project progresses.

Table 1-2: Standard Roadway Cross-Section Design Requirements vs. Existing Conditions

	Minor Arterial Requirements	Existing Minor Arterial Segment	Collector Requirements	Existing Collector Segment
Street Trees/Buffer	5' min	5' min	5' min	5' min
Sidewalk	5' min	Partial	5' min	None
Shared Use Path	10' min	None	10' min	Partial
Utility Strip	4' min	4' min	4' min	4' min
Shoulder	8' min	0' min to 8' max	N/A	0' min
Dedicated Bicycle Facilities	6' to 10'	None	4' to 6'	None
Stormwater Conveyance	9' min	0' to over 9'	9' min	0' to over 9'
Slope (outside R/W line)	2:1 max	2:1 max	2:1 max	2:1 max

[4] Anne Arundel County. July 31, 2020. Design Manual Updates – Updated Road Sections. Available at: https://www.aacounty.org/departments/public-works/orange-notices/DPW-20-03.pdf. Accessed January 5, 2022.

2 Environmental Inventory

2.1 Introduction

A baseline environmental inventory of natural, socioeconomic, and cultural resources in the study area was completed to describe the location, type, and characteristics of resources that may be affected by potential roadway improvements and identify potential environmental constraints. The results of the environmental inventory are illustrated in **Figure 2-1** and resources are characterized with respect to their location, potential regulatory significance, and known status. All references for the environmental inventory are included at the end of this document.

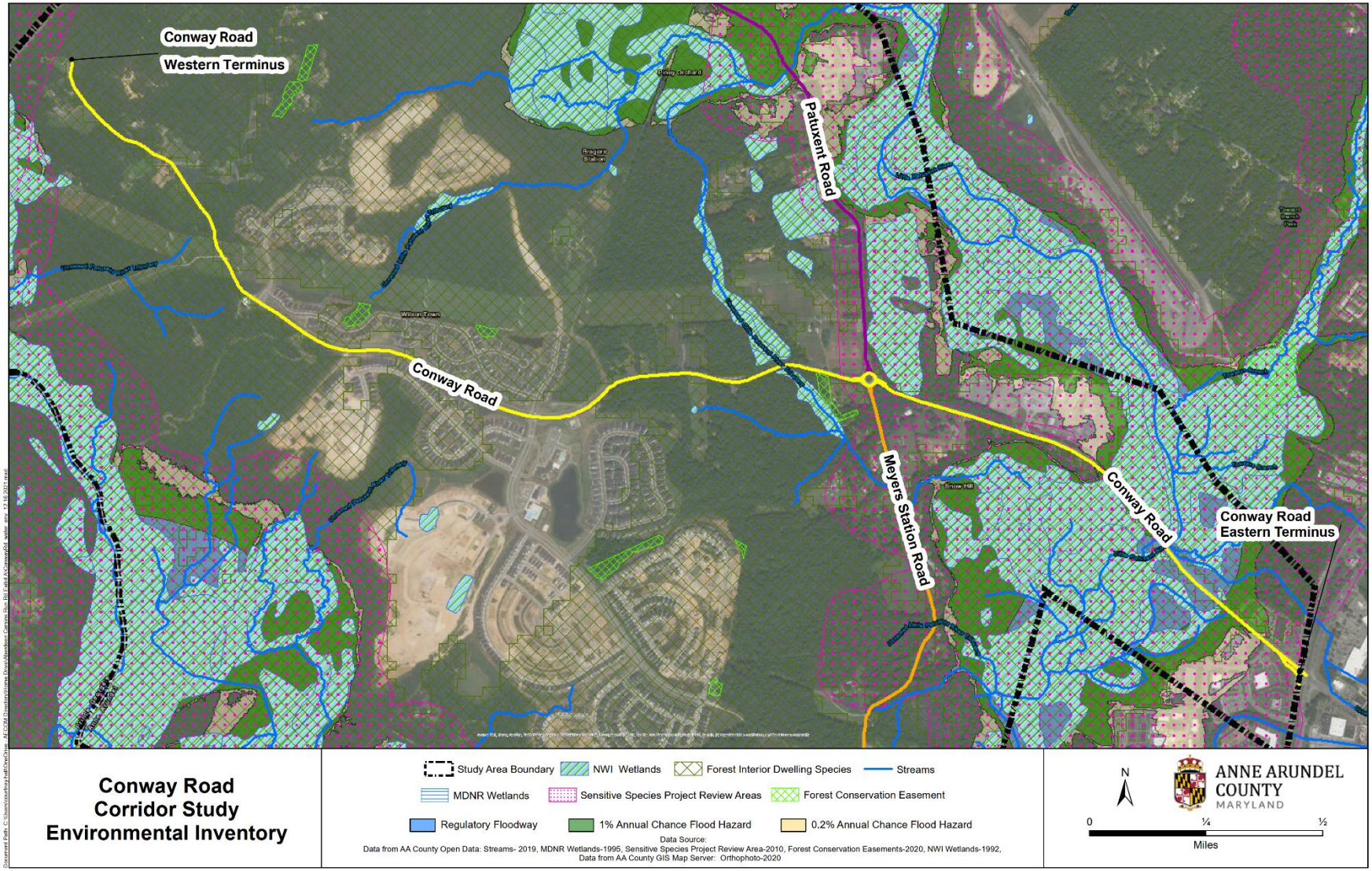
2.2 Development of the Project Base Mapping and Environmental Inventory

Anne Arundel County provided various data from available published sources for the Transportation Facility Planning – Conway Road from MD 3 to the Western Terminus Study. GIS data were used to identify land use, natural resources (wetlands, streams, soils, forests, and floodplains), community features, socioeconomic information, and historic cultural resources within the study area. A limited field reconnaissance was conducted on September 29, 2021 to verify published information. No detailed surveys, inventories, or delineations of waters of the U.S., including wetlands, were conducted.

Resource information was obtained from online sources including Maryland iMAP and Maryland's Environmental Resources and Land Information Network (MERLIN). Resource information obtained included National Wetland Inventory (NWI) and Maryland Department of Natural Resources (MDNR) wetlands and waterways, forest interior dwelling species, priority funding areas, parks, targeted ecological areas, and historic properties. The US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) online database was accessed to determine the potential for any federally listed threatened or endangered species to occur in the study area. Information on the presence of any known protected habitat for State-listed threatened or endangered species in the study area was obtained from MERLIN. Land use, 2019 American Community Survey 5-Year Estimate data, demographic, and income data were obtained from the Maryland Department of Planning (MDP) and the US Census online database.

The USFWS IPaC list is included in **Appendix B.**

Figure 2-1: Environmental Inventory



2.3 Land Use

Land use in the study area consists of residential, rural agricultural, open space, and industrial areas in **Figure 2-2**[5]. Forested areas are located to the north and south of Conway Road with industrial areas north of Conway Road near MD 3 and residential developments north and south of Conway Road. Commercial complexes along the corridor include the Crofton Princess Center and Anchor Concrete Products. Residential developments along the corridor include Two Rivers Development shown in **Figure 2-3**.

Consistent with the land uses identified above, the County zoning classifications for the study area are shown in **Figure 2-4**. The predominant zoning classification is residential, with some industrial uses and open space.

The Maryland Department of Planning is responsible for the economic growth and development within the state. Priority Funding Areas (PFAs) are existing communities and places designated by local governments as needing state investment to support future growth. Areas eligible for county designation include existing communities and areas where industrial or other economic development is desired, and counties may designate areas planned for new residential communities which will be served by water and sewer systems and permitted residential density. The study area is located within a state eligible PFA from MD 3 to 100 feet northwest of Concord Boulevard.

[5] Anne Arundel County. 2021. Land Use and Zoning Viewer. Available at: https://gis.aacounty.org/portal/apps/webappviewer/index.html?id=b46df2f799bd489fbd855e509bf28c35. Accessed October 22, 2021

Figure 2-2: Land Use/Land Cover

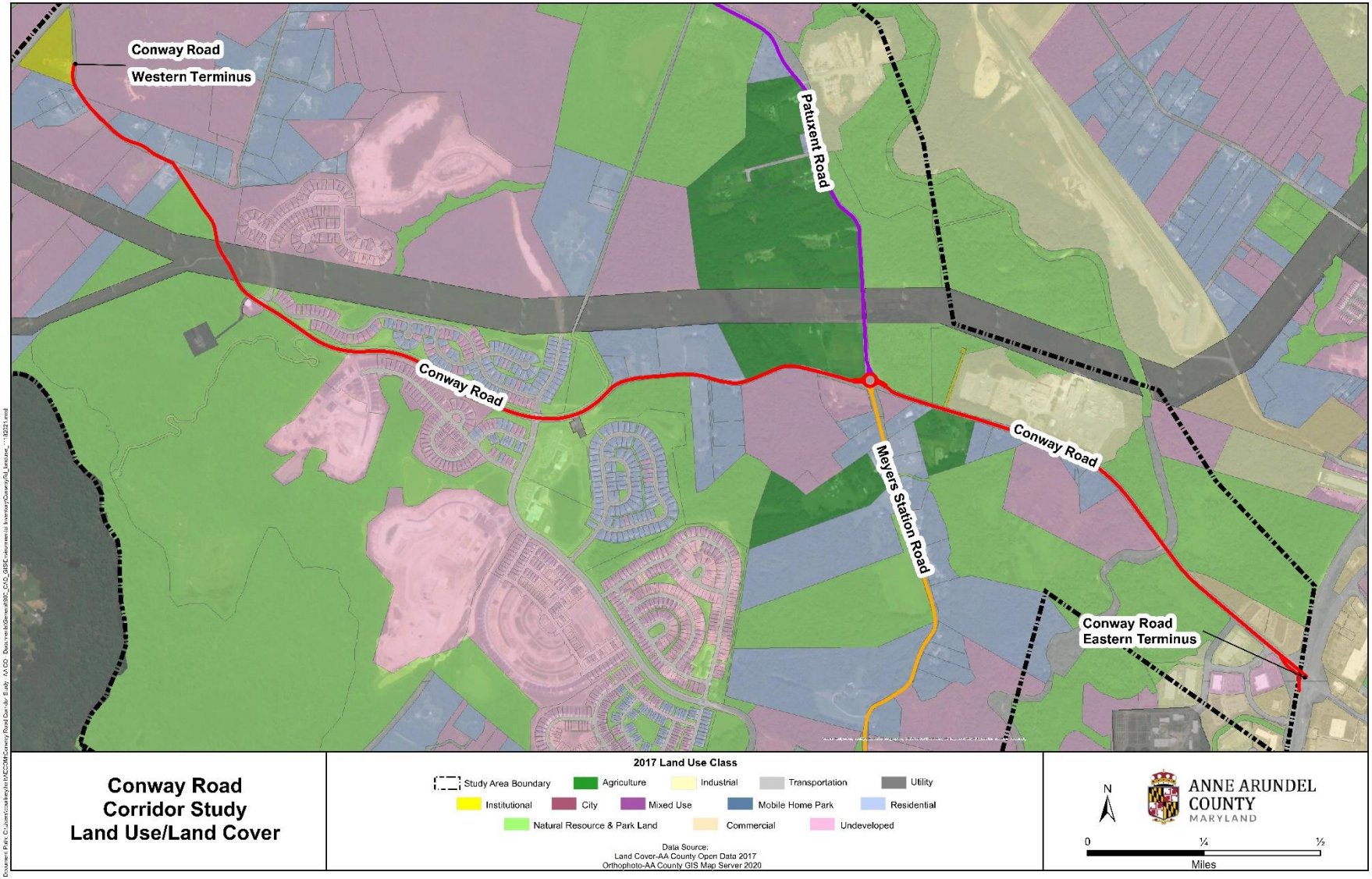
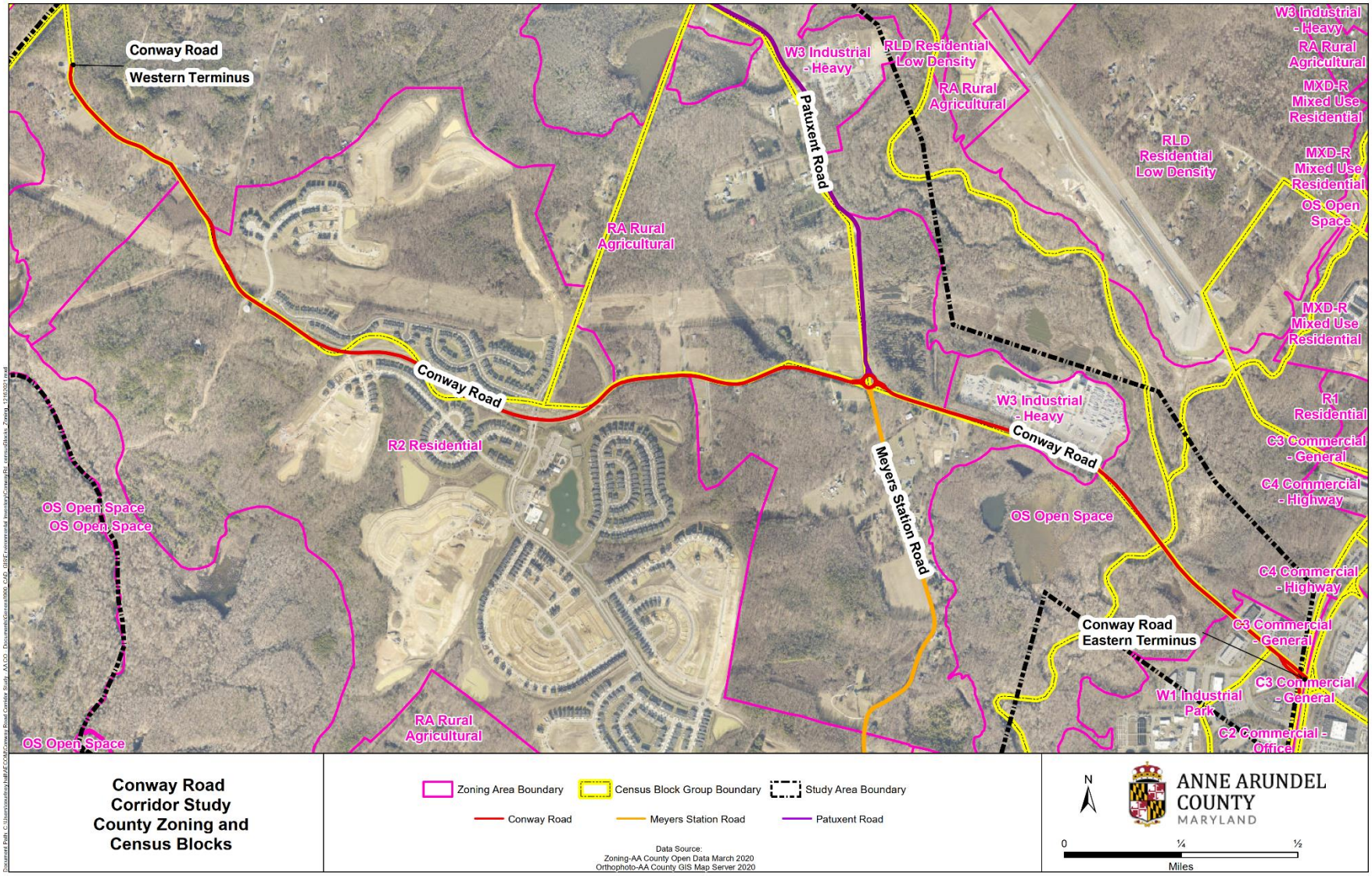


Figure 2-3: Two Rivers Development

Figure 2-4: County Zoning and Census Block Groups



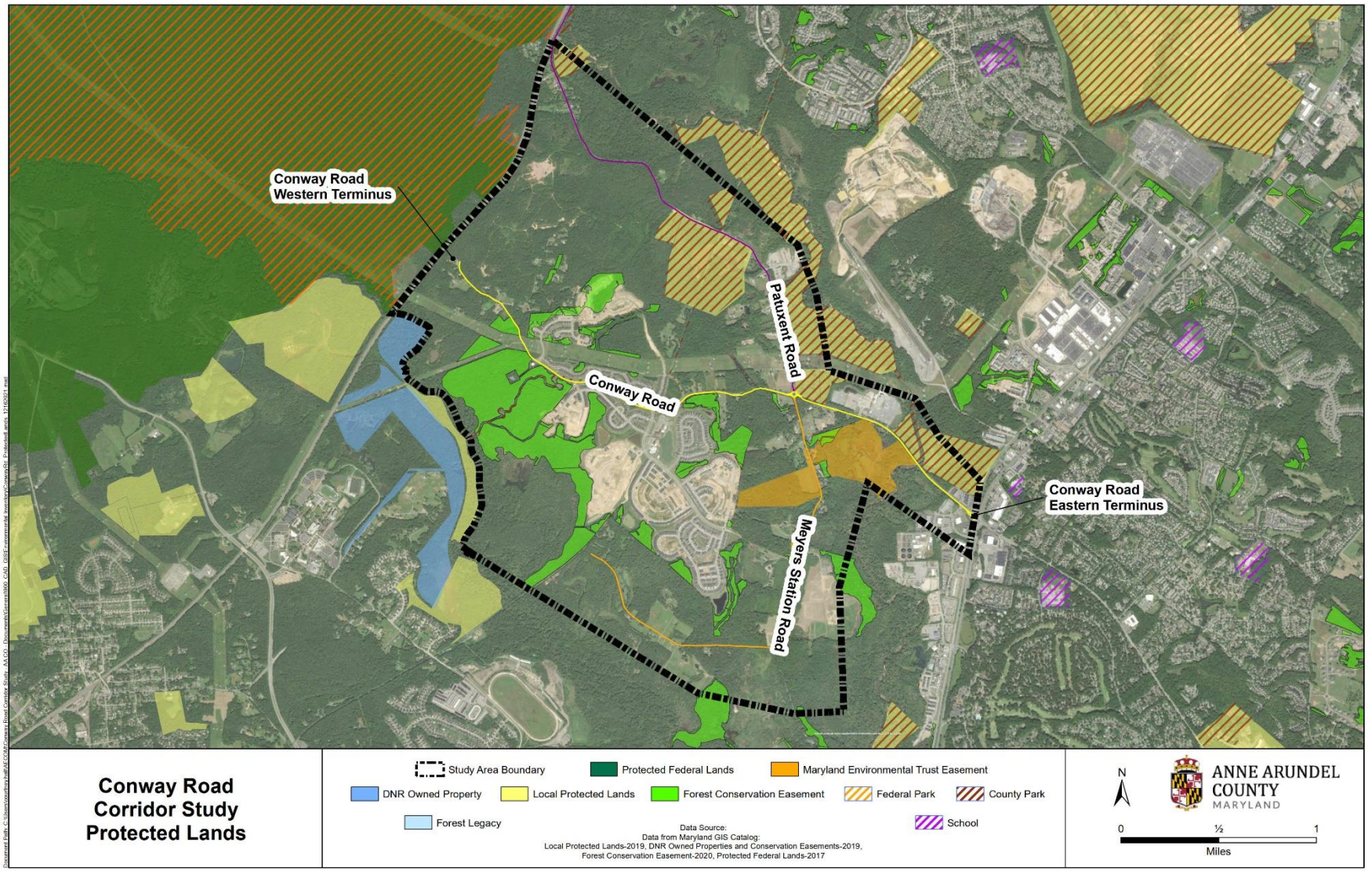
2.3.1 Protected Lands

There are several parcels within the study area designated as Protected Lands as shown in **Figure 2-5** and listed in **Table 2-1**. There are three primary types of protected lands identified: Local Protected Lands, Maryland Environmental Trust Easements, and Forest Conservation Act Easement areas. Local Protected Lands are County owned/maintained parcels and includes Parklands, Open Spaces, and Greenways. Maryland Environmental Trust Easements are owned by the Trust in conservatorship in order to preserve and maintain natural, agricultural, scenic, and cultural resources throughout Maryland. Forest Conservation Act Easements represent agreements reached between property owners and Anne Arundel County in which forested areas are identified, preserved, and protected by restricting the use of the area from any residential, commercial, industrial, or other structures of any kind to be constructed upon the area, nor will cutting or removing vegetation of any kind, grading, filing, dumping, or other non-permitted disruptive activities (other limitations and/or allowances may be made by substituting suitable land to mitigate impacts) be allowed.

Table 2-1: Protected Lands

Property	Protected Land Type	Notes
Ruppert/Patuxent Greenway Conway Park	Local Protected Lands	Two parcels split by Little Patuxent River
MD Environmental Trust Easement (1130Ego19.ANNE)	MD Environmental Trust	Multi Parcel (3/4) Easement 111.43 Acres
Patuxent River Greenway	Local Protected Lands	Multi Parcel (5) Easement
Riden/Patuxent River Greenway	Local Protected Lands	Single Parcel near Woodwardville
Patuxent Ponds Park	Local Protected Lands	Multi Parcel (2) Easement
Catherine Fleshman Plat	Forest Conservation Easement	1.3 Acres
Two Rivers Development	Forest Conservation Easement	Multi Parcel (5) Easement 4.41 Acres
1231 Collins Avenue	Forest Conservation Area	1.2 Acres
1215 Collins Avenue	Forest Conservation Area	0.96 Acres
Stephens Property	Forest Conservation Area	Multi Parcel (2) Easement 1.01 Acres
Deer Run Hollow Lot 4R & 5	Forest Conservation Area	3.48 Acres

Figure 2-5: Protected Lands



2.4 County Schools and School Bus Stop Locations

Three schools currently service the project area – Piney Orchard Elementary, Arundel Middle School, and Arundel High School. School bus routes and related bus stops operate throughout the school year[6] (see **Table 2-2** for full list of routes and stops). Three regular buses and one activity bus serve Piney Orchard Elementary and Arundel Middle School. Two regular and one activity school bus routes serve Arundel High School. Only bus number 227 is shared amongst the three schools - all other routes are served by unique buses. Bus stops are located at both designated stops and at intermittent locations, typically roadside pull-offs as needed to serve students without access to stops along Conway Road, Meyers Station Road, Two Rivers Boulevard, Patuxent Road, Waugh Chapel Road, and after Collins Lane. Although Two Rivers Boulevard is a private road, school bus stops are serviced by Anne Arundel County Public Schools along the road. Dedicated bus stops along Conway Road are at Collins Lane, Upper Patuxent Ridge Road for all schools served within the project area. Dedicated bus stops for Patuxent Road are at 5th Avenue for all schools served within the project area. A dedicated bus stop for Piney Orchard Elementary is provided along Two Rivers Boulevard at the crosswalk across from Orchard Oriole Way. A dedicated bus stop for Arundel Middle along Two Rivers Boulevard is located at the crosswalk near Sands Lens. A dedicated bus stop for Arundel High along Two Rivers Boulevard is located at Orchard Oriole Way and Broad Wing Drive. (See **Figure 2-6** for an illustration of bus stop locations)

Table 2-2: Bus Stop Locations

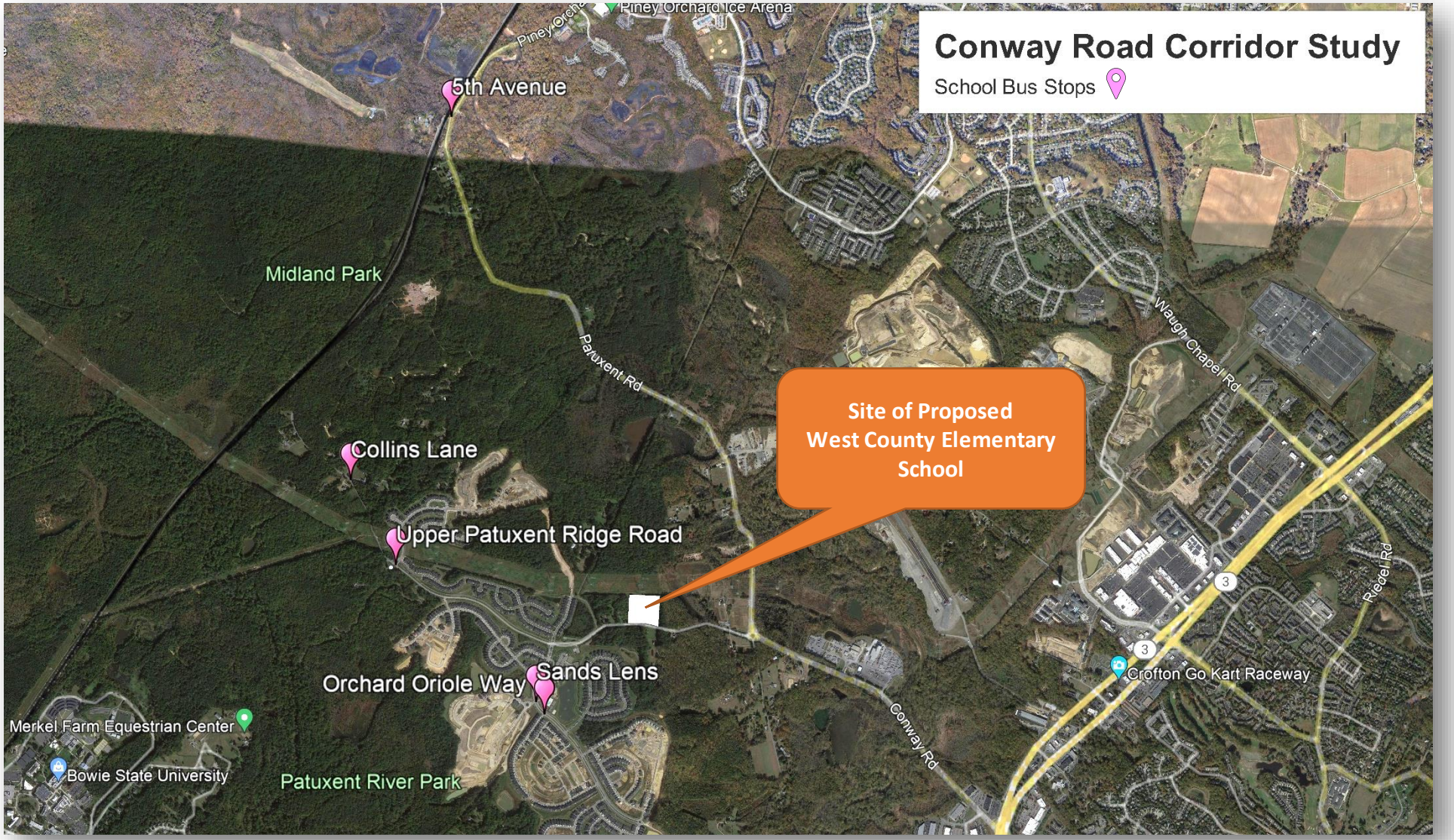
School	Bus Number	Stop Locations
Piney Orchard Elementary	227	Along Crain Highway South from Evergreen Road to Conway Road as necessary
		On and along Conway Road from Crain Highway to Patuxent Road as necessary
	342	Conway Road at Upper Patuxent Ridge Road (same side service)
		Conway Road at Collins Lane
		On and along Conway Road as necessary
	607	Along Meyers Station Road as necessary
		Two Rivers Boulevard at crosswalk location on the Broad Wing Side across from Orchard Oriole Way
		Along Patuxent Road as necessary
		Patuxent Road at 5th Avenue
	Activity Bus	Evergreen Road at Honeylocust Drive
		Two Rivers Boulevard at Orchard Oriole Way
		Conway Road at Patuxent Ridge Road
Arundel Middle School	107	Along Grays Ford Road as necessary
		Along Meyers Station Road as necessary
		Conway Road at Upper Patuxent Ridge Road
		Conway Road at Collins Lane

[6] Anne Arundel County Public Schools. 2021. School Year: 2021-2022 Bus Stop Times. Available at: https://busstops.aacps.org/. Accessed November 16, 2021.

School	Bus Number	Stop Locations
		Along Conway Road as necessary
		Two Rivers Boulevard at 1st crosswalk near Sands Lens
		Along Patuxent Road as necessary
		Patuxent Road at 5th Avenue
	227	Waugh Chapel Road at Reigle Court
		Waugh Chapel Road at Crawford Knoll Court
		Waugh Chapel Road at Haymeadow Court
		Piney Orchard Parkway at Orchard Knoll Way
		Piney Orchard Parkway at Orchard Square Way
		Waugh Chapel road at Blackcherry Way
	259	Waugh Chapel Road at Meadows Court
		On Waugh Chapel Road at open space before Dairy Farm traffic light of Sage Drive (same side service)
	Activity Bus 607	Two Rivers Boulevard at Orchard Oriole Way
		Two Rivers Boulevard at Broad Wing Drive
		Along Conway Road at Upper Patuxent Ridge Road
		Along Conway Road at Collins Avenue as necessary
		Along Grays Ford Road and Meyers Station Road as necessary
		Along Patuxent Road as necessary
Arundel High School	39	Along Conway Road as necessary
		Two Rivers Boulevard at Orchard Oriole Drive
		Two Rivers Boulevard at Broad Wing Drive
		Conway Road at Upper Patuxent Ridge Road
		Conway Road at Collins Avenue
		Along Patuxent Road as necessary
		Patuxent Road at 5th Avenue
	227	Waugh Chapel Road at Reigle Court
		Waugh Chapel Road at Crawfords Knoll Court
	Activity Bus	Two Rivers Boulevard at Orchard Oriole Way

As noted previously, Anne Arundel County has programmed the construction of a new Elementary School within the study area. West County Elementary School (see **Figure 2-6**) is being planned and is at 60% design, according to a July 2021 Construction Status update provided by County Board of Education. Construction documents are scheduled for completion in early 2022. West County Elementary School is being constructed, in part, to accommodate the current and increasing demand associated with the new residents of the Two Rivers Development; however, the new school is anticipated to draw students from other portions of the Odenton area as well. At this time the county anticipates an enrollment of approximately 600 students in the new school once construction is completed. This study will assess pedestrian and bicycle access needs and evaluate the potential impact on traffic operations associated with the proposed school.

Figure 2-6: Existing School Bus Stops & Site of Proposed West County Elementary



2.5 Cultural Resources

The team conducted a desktop survey using the Maryland Historical Trust's online database (Medusa). See **Figure 2-7** for general locations of cultural resources.

2.5.1 Scenic and Historic Roads

As noted in the introduction, Conway Road, Patuxent Road, Grays Ford Road, and Meyers Station Road are all identified as scenic and historic roads[7]. Conway Road has changed noticeably and no longer retains the characteristics for which it was originally listed as a "Category 3" road under the 1997 Scenic and Historic Roads Commission. Patuxent Road was designated as a rural "Category 1" road in 1997 and retains a high degree of integrity today. Grays Ford and Myers Station Roads were both categorized as "Category 2" by the 1997 Commission, and both retain high levels of scenic and historic integrity. See **Figure 2-7** for extents of scenic and historic roads within the study area.

2.5.2 Historic Places

Woodwardville Historic District is listed on the National Register of Historic Places. The community includes 16 historic structures. Additionally, nine properties located near the project corridor are listed on the Maryland Inventory of Historic Properties.

- AA-745: Center-gable house - 1323 Meyers Station Road
- AA-1016: Bragers Station Store - Patuxent Road, Woodwardvillle
- AA-984: Bituminous Construction Inc. Asphalt Plant, Patuxent Road, Woodwardvillle
- AA-890: Woodwardville Survey District. 937-987 Patuxent Road and 2811-2825 5th Avenue, Odenton
- AA-76: Meyer Log House, Bragers Road, Crofton.
- AA-1017: Bealmear Sawmill Site, Meyers Station Road, Crofton
- AA-2104: St. John A.M.E. Zion Church, Forks African Methodist Episcopal Zion Church (shown in **Figure 2-8**)
- PG 71A-37: Bridge P-0111 - Race Track Road over Horsepen Branch, Bowie
- PG 71A-4: Anderson House - 8707 Race Track Road, Bowie
- PG:71A-21: Bowie State University – 14000 Jericho Park Road, Bowie
- PG 71B-19: Colbert Family Farm Site - 9016 Race Track Road, Bowie

2.5.3 Archeological Sites

Several archeological sites are located within the study area. Along Patuxent River and its tributaries, there is a high potential for prehistoric sites and colonial period sites. These sites are generally found within 500 feet or potable waters, areas with well-drained soils and ecological diversity. Additionally, there is potential for archeological sites within farmsteads, homes along old roads, and near railroads. The location of known archeological sites is restricted to prevent looting and destruction of the resources.

[7] Anne Arundel County. 2006. Scenic and Historic Roads Inventory. Available at: https://www.aacounty.org/departments/planning-and-zoning/cultural-resources/forms-and-publications/Scenic_Historic_Roads_Inventory.pdf. Accessed October 22, 2021.

Figure 2-7: Historic Places

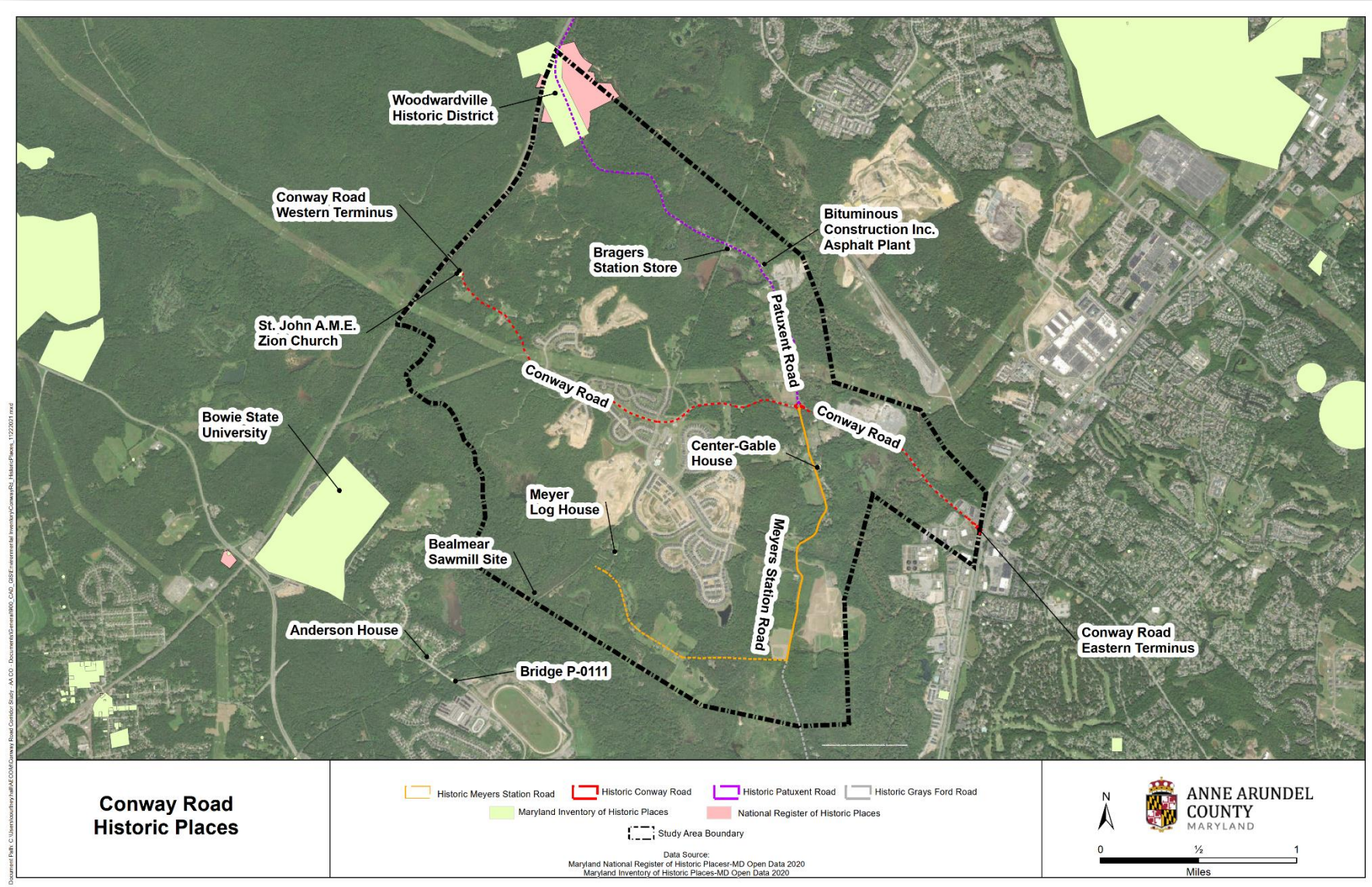


Figure 2-8: St. John A.M.E. Zion Church, located at Western Terminus of Conway Road

2.6 Natural Resources

An inventory of existing natural resources in the study area was completed using available published sources and limited field reconnaissance.

2.6.1 Waters of the US, Including Wetlands

The study area is located within the Little Patuxent River watershed and is drained by Little Patuxent River. Little Patuxent River and its tributaries are designated as Use Class I – water contact recreation and protection of nontidal warmwater aquatic life[8]. Instream work is prohibited in Little Patuxent and its tributaries between March 1 and June 15.

The Little Patuxent River (shown in **Figure 2-9**) is located within the study area and is a lower perennial riverine that flows from north to south of Conway Road and continues north of the Patuxent Road. The stream continues south to its confluence with the Patuxent River. The general locations of these waterways are shown in **Figure 2-1** environmental inventory map.

Figure 2-9: Little Patuxent River, facing North

[8] Maryland Department of the Environment. 2019. Designated Use Classes for Maryland's Surface Waters. Available at: https://mdewin64.mde.state.md.us/WSA/DesigUse/index.html. Accessed October 22, 2021.

MDNR identified several wetlands (approximately 30 systems containing 146 individual wetlands – according to MDNR database records) within the study area, one of which is *of special state concern* located near the southwest corner of the Patuxent Road / Bragers Road intersection. A field delineation of waters of the U.S., including wetlands, would be required to verify the presence of jurisdictional resources within the study area. For impacts to waters of the US, including wetlands and their buffers, authorization under the Clean Water Act may be required from the US Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE).

2.6.2 Forests

Forested areas exist along Conway Road and along Patuxent Road. These forests are classified as an Oak-Hickory eastern forest cover type[9].

The 2003 Odenton Small Area Plan identifies the importance of minimizing forest impacts relative to increasing forest retention and open space to the extent possible. The Plan recognizes that protecting natural resources is a high priority for the community, and the retention of buffers along waterways is necessary to prevent further degradation of local streams such as the Little Patuxent River within the study area.

In addition to the broader goals employed during planning, development of forested areas is regulated pursuant to §17-6-301 (Forest Conservation) of the County Code. Linear transportation projects are exempt from the Forest Conservation provisions if the project does not result in the cutting, clearing, or grading of more than 20,000 square feet of forest. Any non-exempt linear project is required to satisfy the Forest Conservation provisions of the County Code including preparation of a Forest Stand Delineation (FSD) and Forest Conservation Plan (FCP) detailing the location of proposed forest retention, afforestation, and reforestation. There are approximately 11 Forest conservation easements are located within the study area[10].

2.6.3 Floodplains

The project area is in designated 100-year floodplains is regulated pursuant to Article 16 of the Anne Arundel County Code (Floodplain Management, Erosion and Sediment Control, and Stormwater Management). A review of FEMA floodplain mapping shows floodplains are mapped within the study area. Patuxent Road (shown in **Figure 1-4** is located within a designated 100-year floodplain and frequently floods. Additional details regarding flood prone areas within the study area are discussed in Section 1.2.

Figure 2-10 depicts the intersection of Bragers Road, the WB&A Trail, and Patuxent Road. This is a location that is often cutoff from motor vehicle, bicycle, and pedestrian access during significant rainfall events due to flooding closing portions of the facilities and making travel in the area hazardous.

[9] United States Department of Agriculture. 2016. Forest Atlas of the United States. Available at: https://forest-atlas.fs.fed.us/grow-forest-types.html. Accessed October 22, 2021.
[10] Anne Arundel County. 2021. Forest Conservation Easements. https://opendata.aacounty.org/datasets/forest-conservation-easements/explore?location=39.023735%2C-76.711823%2C13.73. Accessed October 22, 2021.

Figure 2-10: Patuxent Road at Bragers Road/WB&A Trail, facing North

2.6.4 Threatened and Endangered Species

The federal Endangered Species Act and the Maryland Nongame and Endangered Species Conservation Act provide the regulatory authority over activities affecting federal and State listed species in Maryland. Both the USFWS and the Maryland Department of Natural Resources (MDNR) maintain a database of listed rare, threatened, and endangered species and their habitats. MDNR's Sensitive Species Project Review Areas (SSPRA) mapping indicates that threatened or endangered species or habitat occurs within the study area. Coordination with the MDNR Environmental Review Program and Wildlife and Heritage Service (WHS) would be necessary to obtain current information on any known State listed or protected resources within the study area.

According to the USFWS IPaC system, except for occasional transient individuals, the only federally proposed or listed threatened or endangered species that may occur within the study area are the Northern Long-eared Bat (*Myotis septentrionalis*) and Monarch Butterfly (*Danaus plexippus),* listed as federally threatened. See **Appendix B** for details.

Potential habitat for threatened and endangered species is shown in **Figure 2-11.**

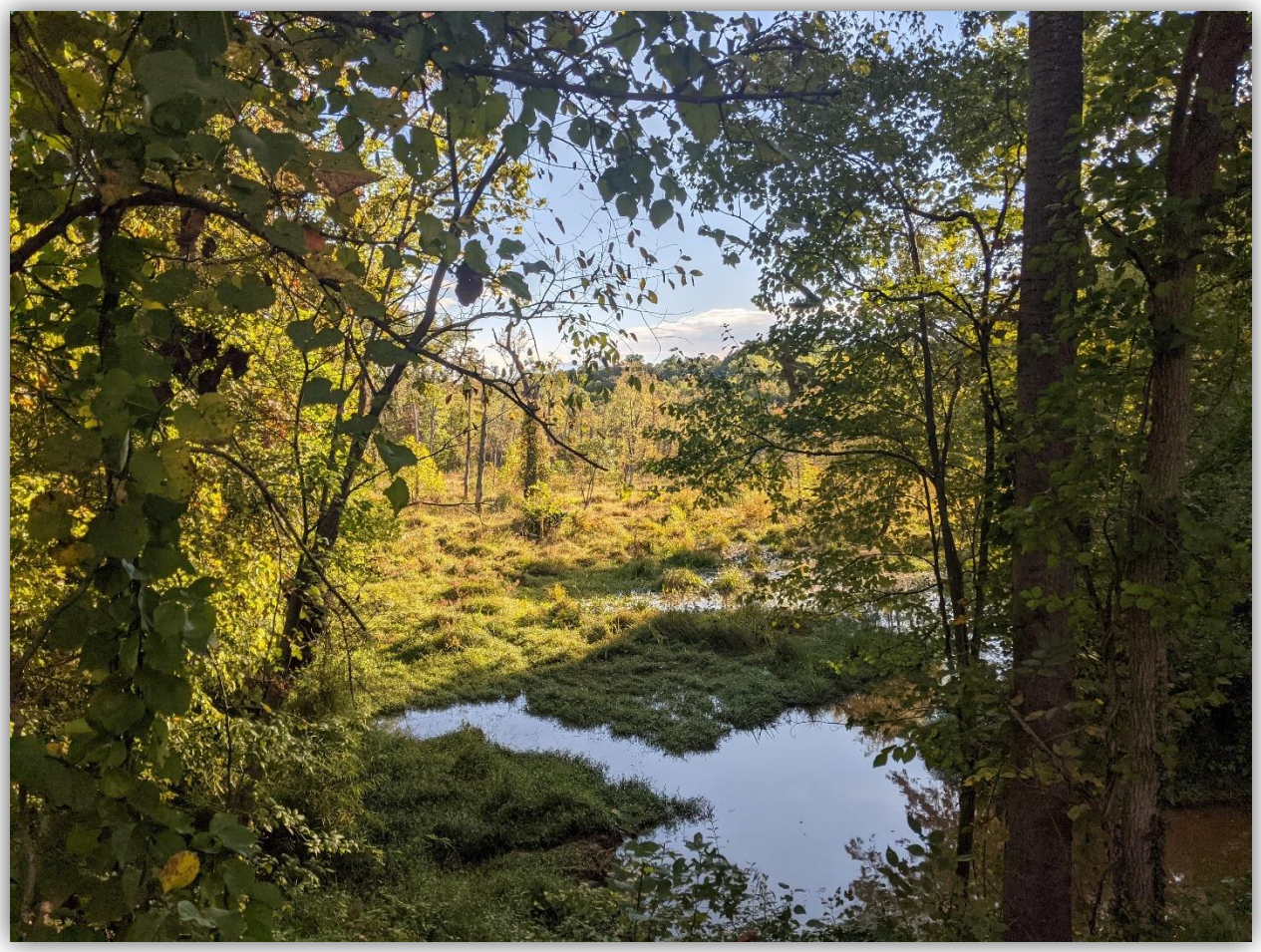


Figure 2-11: Potential Habitat along Conway Road, facing North

2.6.5 Population and Demographics

The U.S. Census identifies Odenton as a Census Designated Place (CDP). Population and demographic data estimates were obtained from the US Census 2019 American Community 5-Year Estimate Profile data[11]. The population for Odenton was 35,399 in 2010 and 41,846 in 2019, an increase of 18.2 percent. Comparatively, the population for Anne Arundel County was 527,020 in 2010 and 571,275 in 2019, an increase of 9.9 percent. **Table 2-3** shows the demographic distribution for Odenton and Anne Arundel County. Approximately 37.5 percent of the population in Odenton is minority, compared to a 27.3 percent minority population countywide.

[11] United States Census Bureau. 2019. 2019 American Community 5-Year Estimate Profile. Available at: https://data.census.gov/cedsci/table?q=Odenton&tid=ACSDP5Y2019.DP05. Accessed October 22, 2021.

Table 2-3: Demographic Distribution for Odenton and Anne Arundel County

	Odenton CDP		Anne Arundel County	
	Total	**Percentage**	**Total**	**Percentage**
Black or African American	9,512	22.7	95,710	16.8
American Indian and Alaska Native alone	34	0.1	1,175	0.2
Asian	2,731	6.5	21,605	3.8
Native Hawaiian and Other Pacific Islander alone	7	0.0002	386	0.1
Some Other Race alone	690	1.6	13,578	2.4
Two or More Races	2,721	6.5	23,351	4.1
Hispanic or Latino*	*3,572*	*8.5*	*44,621*	*7.8*
Total Minority	**15,695**	**37.5**	**155,805**	**27.3**
White Alone	26,151	62.5	415,470	72.7
Total Population	41,846	100	571,275	100

* Hispanic or Latino is a component of all races listed, breakout data included for illustrative purposes only.
Source: US Census 2019 American Community 5-Year Estimate Profile

Median Household Income

The median household income for the Odenton was $99,601 for the 2015-2019 American Community Survey 5-Year Estimates. The median incomes for Anne Arundel County and for Maryland during the same time period were $100,798 and $86,738, respectively. Median incomes for Odenton, Anne Arundel County, and Maryland are shown in **Table 2-4**. There are no identified low income populations within the study area; however, additional hotspot evaluations for pockets of lower income households will be investigated as the study progresses.

Table 2-4: Median Household Income, 2015-2019 (Odenton CDP)

	Median Household Income
Odenton	$99,601
Anne Arundel County	$100,798
Maryland	$86,738

Source: US Census 2019 American Community 5-Year Estimate Profile

3 Existing Conditions Traffic Analysis

The study area for this feasibility study includes Conway Road from MD 3 to its western terminus, and for the purposes of this traffic analysis can be characterized by six main intersections:

- Conway Road at MD 3 (Signalized)
- Conway Road at Concord Boulevard (Un-signalized)
- Conway Road at the Princess Shopping Center/Future Professional Boulevard intersection (Un-signalized)
- Conway Road at Patuxent Road/Meyers Station Road (Roundabout)
- Conway Road at Two Rivers Boulevard/Patuxent Ridge Road (Un-signalized)
- Conway Road at Upper Patuxent Ridge Road (Un-signalized)

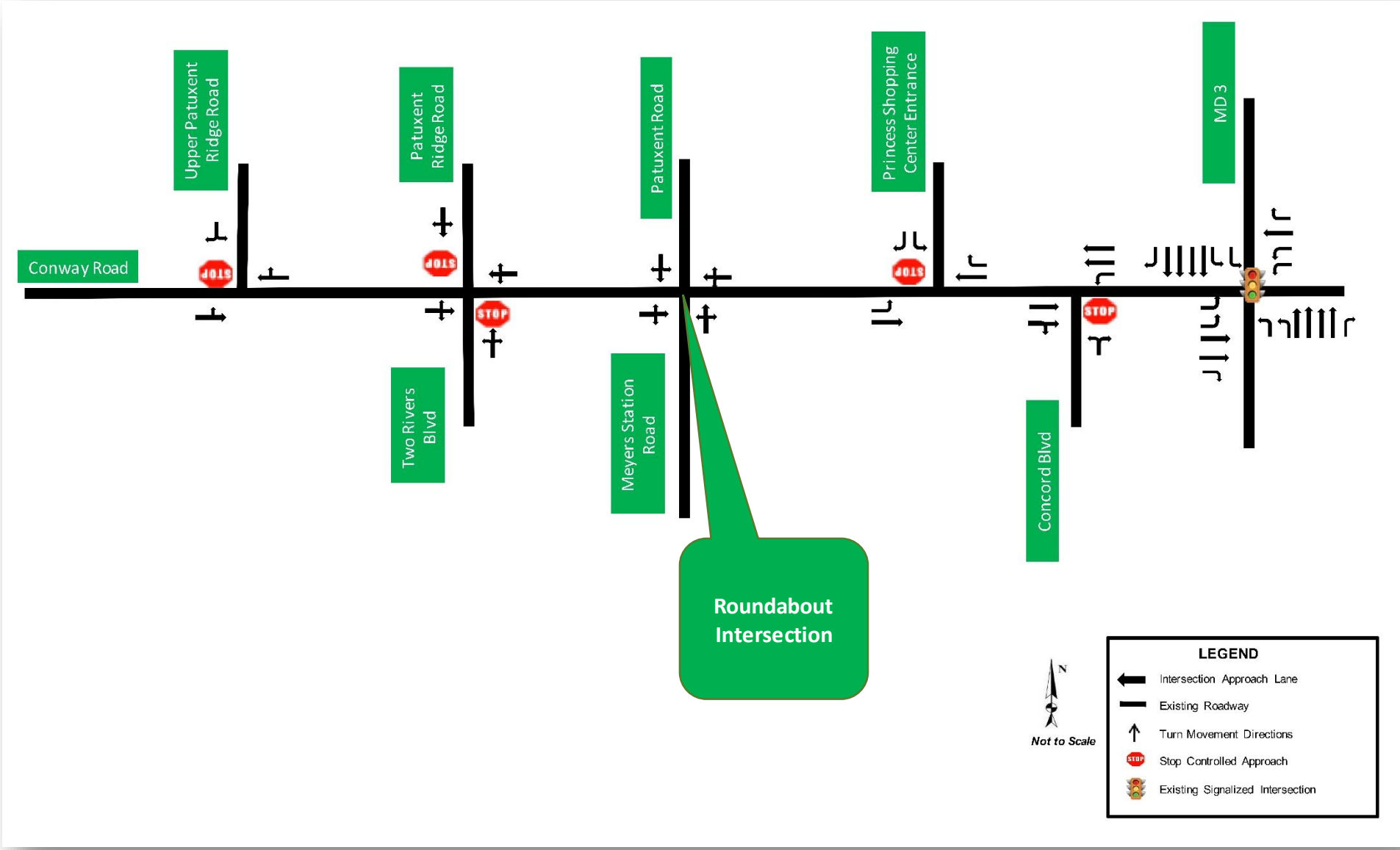
The following traffic analyses were conducted for this project:

- An inventory of existing geometric conditions
- An inventory of traffic controls, lane use, and speed limits
- Crash data analysis of the study segments and study intersections
- Existing volumes collection and balancing
- Highway Capacity Manual (HCM) 6 Level of Service (LOS) and intersection delay analysis at all study intersections

3.1 Existing Geometric Conditions

Existing geometric lane configurations were verified on a September 29, 2021 field visit. Conway Road is a two-lane county road with a speed limit of 30 to 40 MPH that provides access to the new Two Rivers development from MD 3. It is also used to reach Woodwardville and Odenton. See **Figure 3-1**.

Figure 3-1: Existing Geometric Lane Configuration



3.2 Crash Data Analysis

Crash data was obtained from MDOT SHA for the three-year period of 2018-2020 for the following study segments:

- Conway Road from MD 3 to Western Terminus
- Meyers Station Road from Conway Road to Southern Terminus
- Patuxent Road from Conway Road to 5th Avenue

And four study intersections:

- Conway Road/MD 424 at MD 3 (Signalized)
- Conway Road at Concord Boulevard (Un-signalized)
- Conway Road at Princess Shopping Center/Future Professional Blvd (Un-signalized)
- Conway Road at Patuxent Road/Meyers Station Road (Roundabout)

NOTE: During the analysis possible data gaps were identified, specifically for Conway Road Segments 4 and 5 from the roundabout to Two Rivers Boulevard. The County is working with MDOT SHA to assess and address these potential gaps. An addendum to this document will be provided if necessary. Available historical crash data is included in **Appendix C.**

3.2.1 Conway Road

Crash Data Results for Conway Road are shown in **Table 3-1** and **Table 3-2-** below.

Table 3-1: Crash Type for Conway Road

Year	Crash Type										
	Opposite Direction	Rear End	Sideswipe	Left Turn	Angle	Pedestrian	Parked Vehicle	Fixed Object	Overturned Vehicle	Other	Total
2018	0	0	0	0	2	0	0	1	0	0	3
2019	1	1	0	0	3	0	0	1	0	0	6
2020	2	1	0	1	0	0	0	2	0	0	6
Total	3	2	0	1	5	0	0	4	0	0	15

Table 3-2: Crash Severity for Conway Road

Year	Severity			
	Fatal	Injury	Property Damage Only (PDO)	Total
2018	0	1	2	3
2019	0	1	5	6
2020	0	2	4	6
Total	0	4	11	15

There were no fatal crashes reported in the provided data, four crashes that resulted in injury, and eleven property damage crashes. There were no discernible trends in crash types and crash severity on Conway Road.

3.2.2 Meyers Station Road

Crash data results for Meyers Station Road are shown in **Table 3-3** and **Table 3-4.**

Table 3-3: Crash Type for Meyers Station Road

Year	Crash Type									
	Opposite Direction	Rear End	Sideswipe	Left Turn	Angle	Pedestrian	Parked Vehicle	Fixed Object	Other	Total
2018	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	1	0	1
2020	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	2	0	0

Table 3-4: Crash Severity for Meyers Station Road

Year	Severity			
	Fatal	Injury	PDO	Total
2018	0	0	0	0
2019	0	1	0	1
2020	0	0	1	1
Total	0	1	1	2

There were no fatal crashes, one crash that resulted in injury, and one property damage crash. There were no discernible trends in crash types and crash severity on Meyers Station Road.

3.2.3 Patuxent Road

Crash data results for Patuxent Road are shown in **Table 3-5** and **Table 3-6**.

Table 3-5: Crash Type for Patuxent Road

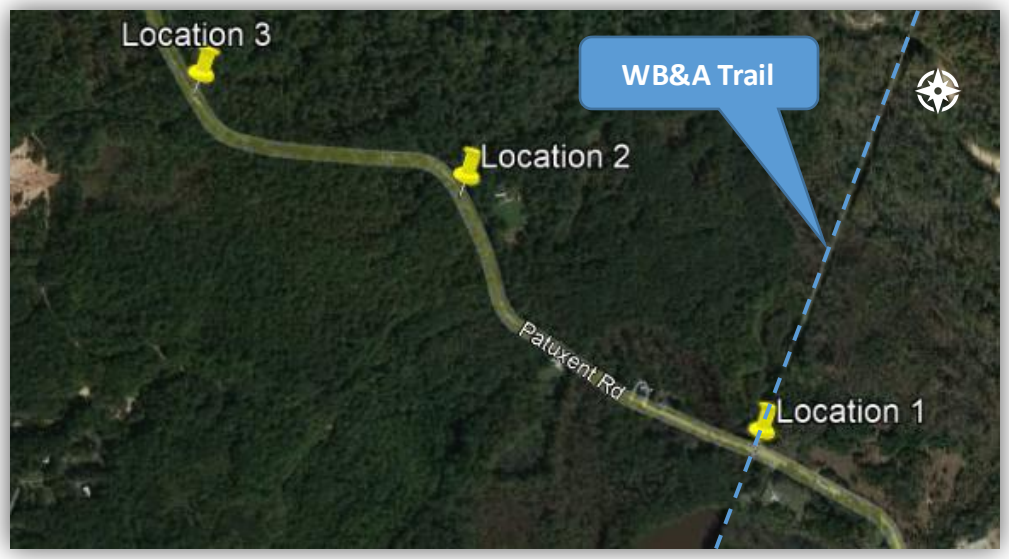
Year	Crash Type									
	Opposite Direction	Rear End	Sideswipe	Left Turn	Angle	Pedestrian	Parked Vehicle	Fixed Object	Other	Total
2018	2	3	0	1	1	0	0	9	2	18
2019	0	2	1	0	0	0	0	8	0	11
2020	0	0	0	0	0	1	0	6	0	7
Total	2	5	1	1	1	1	0	23	2	36

Table 3-6: Crash Severity for Patuxent Road

Year	Severity			
	Fatal	Injury	PDO	Total
2018	0	6	12	18
2019	0	5	6	11
2020	0	3	4	7
Total	0	14	22	36

There were no fatal crashes, 14 crashes that resulted in injury, and 22 property damage crashes. Most of the crashes involved a fixed object and occurred at the three locations along Patuxent Road shown in **Figure 3-2**.

Figure 3-2: Patuxent Road Crash Hotspots



Crash Hotspot Location 1, shown in **Figure 3-3**, is at the WB&A Trail crossing. Unlike the other hotspots, most of the crashes at this location were rear-end crashes.

Figure 3-3: Crash Hotspot Location 1

Crash Hotspot Location 2, shown in **Figure 3-4**, is located at a horizontal curve with guardrail on both sides of the roadway. All of the crashes were fixed object crashes, mostly involving ditches or culverts. Field examination showed damage to the guardrail, which most likely protected vehicles from more serious crashes.

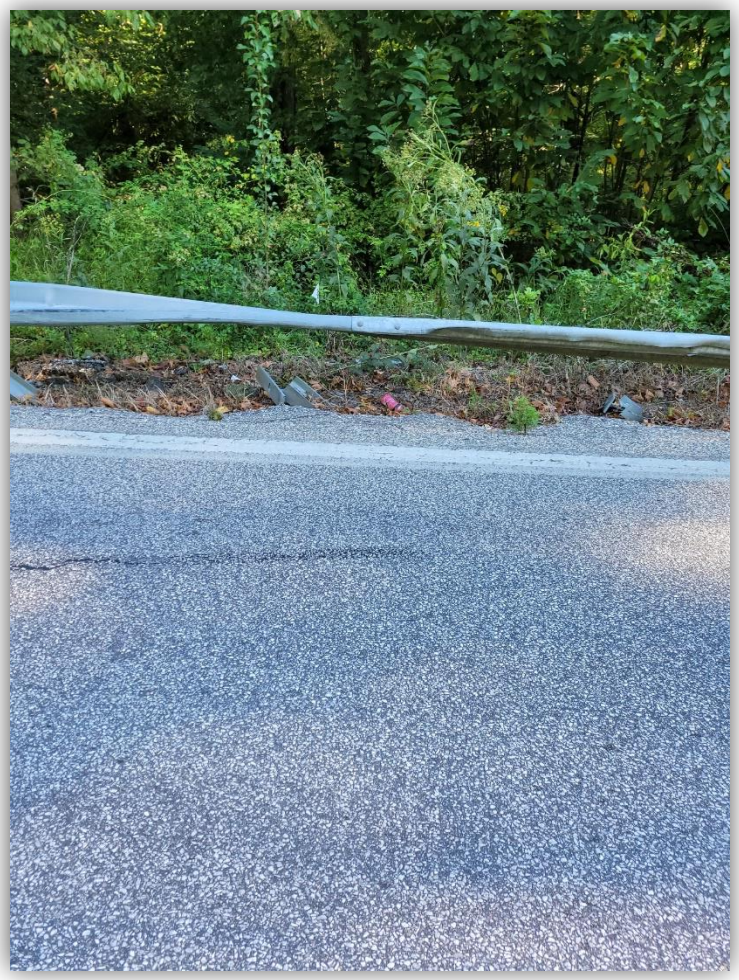


Figure 3-4: Crash Hotspot Location 2

Crash Hotspot Location 3, shown in **Figure 3-5**, is located just south of Woodwardville. All the crashes at this location were fixed object crashes. Several signposts were tilted/leaning or damaged, which may have resulted from vehicular collisions. A radar speed sign was recently installed; however, crashes have not decreased in this location over the study period.

Figure 3-5: Crash Hotspot Location 3

3.3 Existing Traffic Volumes

Existing AM, PM, and Weekend turning movement counts were collected by Mead & Hunt on several Thursdays and Saturdays in September and October 2021.The raw volumes were then balanced to produce the study volumes. The resultant volumes are shown in **Figure 3-6** and **Figure 3-7.**

Existing Traffic Data is provided in **Appendix D**

3.3.1 Heavy Vehicle Volumes

The percentage of heavy vehicles in the study area is shown in **Table 3-7** below. The percentages range from 3.8 percent to 11.2 percent, with them generally being higher on the western end of Conway Road. This may be due to ongoing construction in the Two Rivers development. The concrete facility between the Little Patuxent River and Patuxent Road is also a contributor to heavy vehicle traffic.

Table 3-7: Heavy Vehicle Volumes

Location	Direction	% Heavy Vehicles
Conway Rd West of Upper Patuxent Ridge Rd	EB	10.30%
	WB	11.20%
Conway Rd West of Two Rivers Blvd	EB	7.00%
	WB	6.70%
Conway Rd East of Two Rivers Blvd to Patuxent Rd	EB	6.90%
	WB	6.00%
Conway Rd East of Patuxent Rd	EB	4.90%
	WB	5.50%
Conway Rd East of Little Patuxent Bridge	EB	4.80%
	WB	4.90%
Conway Rd West of Concord Blvd	EB	5.50%
	WB	8.10%
Patuxent Rd North of Conway Rd	NB	3.80%
	SB	5.00%
Meyer Station Rd South of Conway Rd	NB	9.10%
	SB	11.20%

Figure 3-6: Existing Weekday Volumes

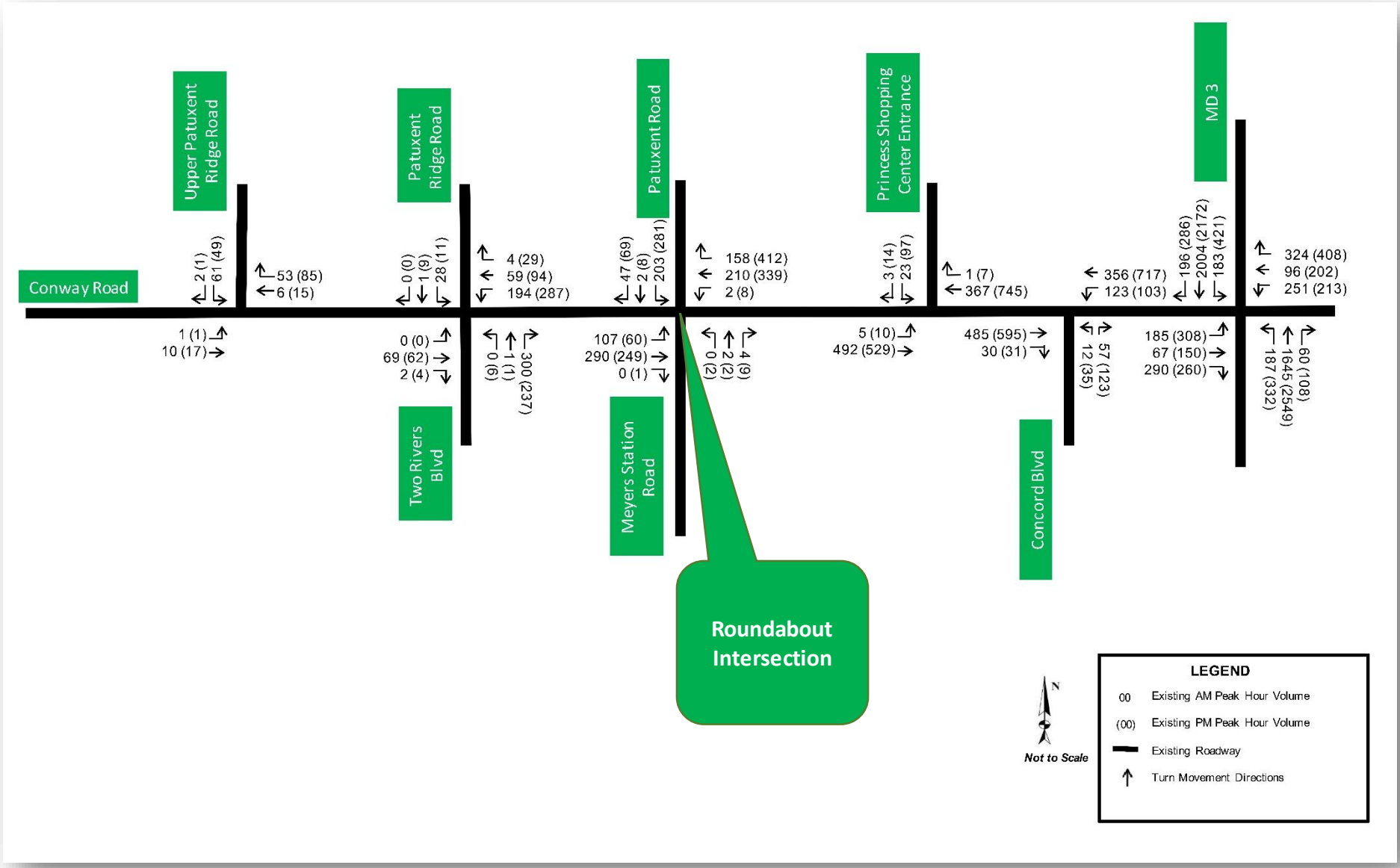
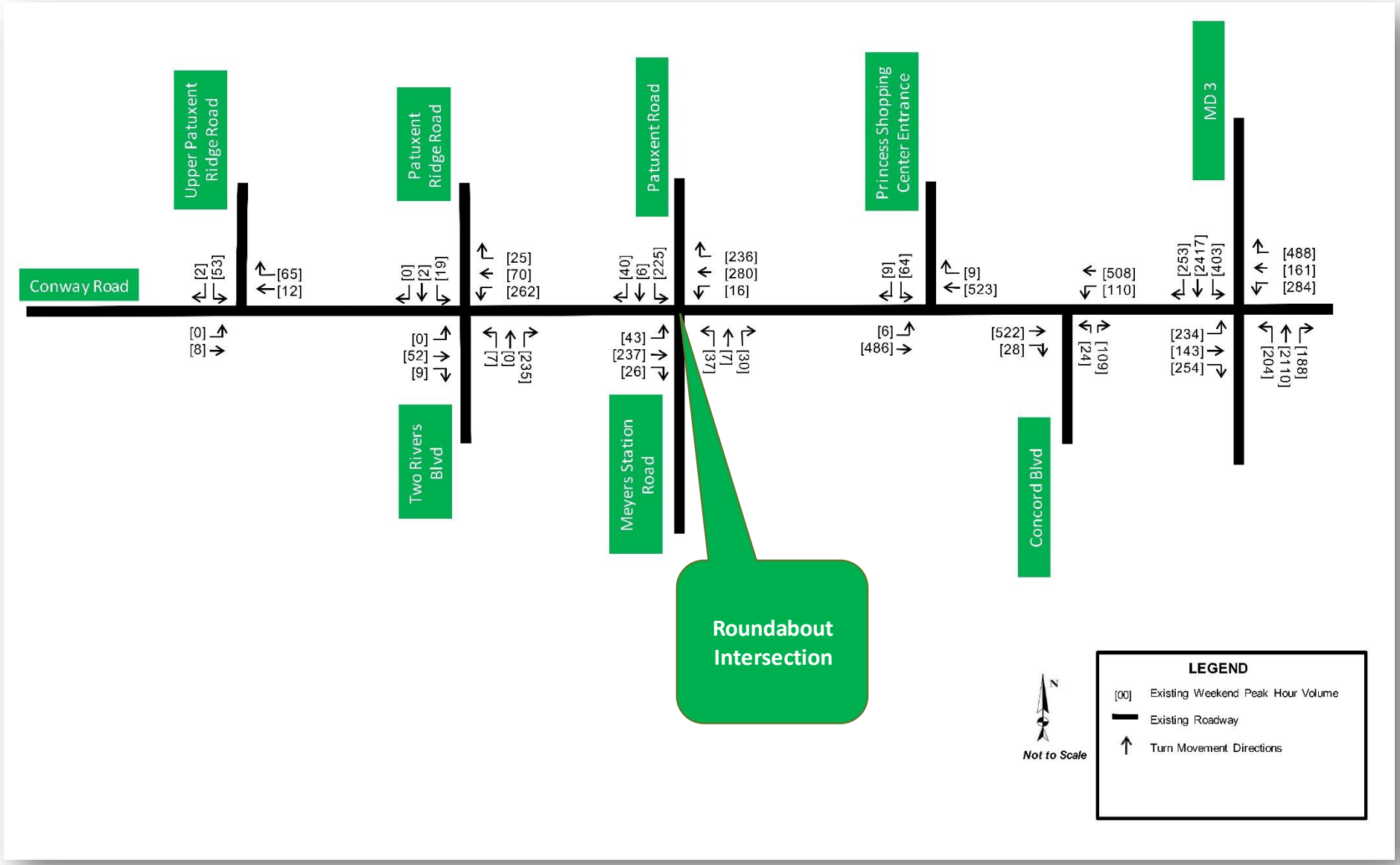


Figure 3-7: Existing Weekend Volumes



3.4 Existing Speeds

An analysis of existing speeds is provided below in **Table 3-8**. 85th percentile speed is defined as the speed that 85 percent of traffic travels below. The 10-MPH pace is the 10 MPH increment that the highest percent of vehicles travel at. Raw speed data is included in **Appendix E**.

Table 3-8: Existing Speeds

Location	Direction	Speed Limit	85th Percentile Speed	10-MPH Pace	% of Vehicles above speed limit
Conway Rd West of Upper Patuxent Ridge Rd	EB	30 MPH	31-35 MPH	<30 MPH	38%
	WB	30 MPH	36-40 MPH	<30 MPH	42%
Conway Rd West of Two Rivers Blvd	EB	30 MPH	41-45 MPH	30-40 MPH	85%
	WB	30 MPH	41-45 MPH	30-40 MPH	87%
Conway Rd East of Two Rivers Blvd to Patuxent Rd	EB	30 MPH	36-40 MPH	30-40 MPH	69%
	WB	30 MPH	36-40 MPH	30-40 MPH	82%
Conway Rd E of Patuxent Rd	EB	40 MPH	41-45 MPH	35-45 MPH	36%
	WB	40 MPH	46-50 MPH	35-45 MPH	51%
Conway Rd East of Little Patuxent Bridge	EB	40 MPH	46-50 MPH	40-50 MPH	75%
	WB	40 MPH	46-50 MPH	40-50 MPH	80%
Conway Rd West of Concord Blvd	EB	40 MPH	31-35 MPH	<30 MPH	2%
	WB	40 MPH	36-40 MPH	<30 MPH	6%
Patuxent Rd North of Conway Rd	NB	35 MPH	41-45 MPH	35-45 MPH	69%
	SB	35 MPH	36-40 MPH	30-40 MPH	56%

Location	Direction	Speed Limit	85th Percentile Speed	10-MPH Pace	% of Vehicles above speed limit
Meyer Station Rd South of Conway Rd	NB	35 MPH	36-40 MPH	<30 MPH	38%
	SB	35 MPH	41-45 MPH	30-40 MPH	45%

The county has identified the segment of Conway Road between Two Rivers Boulevard and Patuxent Road as a location with limited sight distance. The 85th Percentile speeds show speeds greater than 10 MPH over the speed limit. The County has suggested posting warning speed advisory signs of 20 MPH.

3.5 Existing Traffic Analysis

The existing year analysis was performed based on existing geometric lane configurations, existing traffic volumes, and existing signal timings provided by Anne Arundel County. The operational analyses at the study area intersections were performed for both AM and PM peak hours on a typical weekday, as well as Saturday peak.

The study area consists of four un-signalized intersections, one signalized intersection, and one roundabout. The capacity analyses performed followed the guidelines and procedures outlined in the Highway Capacity Manual (HCM 6). Synchro 11 traffic simulation software was used to perform the un-signalized and signalized intersection operational analyses. Sidra 9 traffic simulation software was used to perform the roundabout intersection operational analysis.

Existing Level of Service Analysis is found in **Appendix F.**

3.5.1 Signalized Intersection Analysis

The control delay for a signalized intersection is determined for each lane group and aggregated for each approach and for the intersection and divided by the number of vehicles. Based on these delay values, a grade or LOS ranging from LOS A, the best, to LOS F, the worst, are assigned. Each LOS represents a range of driver delay. Generally, for roadways in Anne Arundel County, and for the purposes of this study, LOS D is the worst acceptable operating condition.

Table 3-9 presents the LOS criteria for signalized intersections, which is directly related to the average intersection control delay value. The intersection LOS grades for signalized intersections are as follows:

Table 3-9: Signalized Intersections Level of Service (LOS) Criteria

Level of Service	Average Control Delay (seconds/veh)
A	≤ 10.0
B	>10.0 to 20.0
C	> 20.0 to 35.0
D	> 35.0 to 55.0
E	> 55.0 to 80.0
F	> 80.0

Source: Highway Capacity Manual

The signalized intersection operation analysis results are shown in **Table 3-10**.

Table 3-10: Signalized Intersection Analysis

Intersection	AM		PM		Weekend	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Conway Road at MD 3	36.4	D	68.6	E	44.7	D

Conway Road at MD 3 operates at an unacceptable LOS E in the PM peak. All movements operate at Level of Service E or worse except the right turn movements with yield control and the NB and SB through movements.

3.5.2 Un-Signalized Intersection Analysis

Since all un-signalized study intersections are two-way stop sign controlled intersections the Synchro analysis results provide an 'approach delay'. The approach delay is a volume weighted average of the approach control delay. The highest approach delay was chosen to represent the intersection control delay since the free movements have a control delay of zero seconds and would not be representative of the intersection. Based on these delay values, a "grade" of LOS ranging from LOS A, the best, to LOS F, the worst, are assigned. Generally, for roadways in Anne Arundel County, LOS D is the worst acceptable operating condition.

The intersection LOS "grades" as defined by the HCM for stop-controlled intersections are listed in **Table 3-11.**

Table 3-11: Un-signalized Intersections Level of Service (LOS) Criteria

Level of Service	Average Control Delay (seconds/veh)
A	≤ 10.0
B	10.0 to 15.0
C	15.0 to 25.0
D	25.0 to 35.0
E	35.0 to 50.0
F	> 50.0

Source: Highway Capacity Manual

The un-signalized intersections operation analysis results are shown in **Table 3-12**.

Table 3-12: Un-Signalized Intersection Analysis

Intersection	AM		PM		Weekend	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Conway Road at Concord Blvd	11.9	B	23.9	C	16.3	C
Conway Road at Princess Shopping Center	13.8	B	63.9	F	25.4	D
Conway Road at Two Rivers Blvd/Patuxent Ridge Road	25.8	D	27.6	D	27.3	D
Conway Road at Upper Patuxent Ridge Road	9.0	A	9.2	A	9.0	A

Conway Road at Princess Shopping Center is failing (LOS F) in the PM peak resulting from too much volume to/from MD 3 which does not allow left turns enough gap to turn onto Conway Road. All other un-signalized intersections operate at an acceptable LOS.

3.5.3 Roundabout Analysis

The control delay for a roundabout is determined for each lane group and aggregated for each approach and for the intersection and divided by the number of vehicles. Based on these delay values, a grade or LOS ranging from LOS A, the best, to LOS F, the worst, are assigned. Each LOS represents a range of driver delay. Generally, for roadways in Anne Arundel County, LOS D is the worst acceptable operating condition.

Table 3-13 presents the LOS criteria for roundabouts, as defined by HCM, which is directly related to the average approach delay value. The intersection LOS grades for roundabouts are as follows:

Table 3-13: Roundabout Level of Service (LOS) Criteria

Level of Service	Average Control Delay (seconds/veh)
A	≤ 10.0
B	10.0 to 15.0
C	15.0 to 25.0
D	25.0 to 35.0
E	35.0 to 50.0
F	> 50.0

Source: Highway Capacity Manual

The roundabout operation analysis results are shown in **Table 3-14**.

Table 3-14: Roundabout Analysis

Intersection	AM		PM		Weekend	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Conway Road at Meyers Station Road/Patuxent Road	6.8	A	10.1	B	7.5	A

The roundabout is operating at LOS B or better in all peaks.

3.5.4 Bicycle Level of Traffic Stress

Existing Bicycle Level of Traffic Stress (LTS) was identified using the MDOT Level of Traffic Stress Methodology. LTS varies from 0 to 5 with 0 being no stress from traffic and 5 being locations where bicycles are prohibited. LTS values for segments along Conway Road are summarized in **Table 3-15**.

Table 3-15: Bicycle Level of Traffic Stress

Section	Bicycle Facility	Speed Limit (mph)	Number of Through Lanes	Traffic Volume	On-Street Parking	Buffer Width	Shoulder Presence	Shoulder Width	LTS* Score
MD 3 to Princess Shopping Center	All Other Roadways	40	3	15056	No	N/A	No	N/A	4
Princess Shopping Center to Roundabout	Shoulder	40	2	11482	No	N/A	Yes	8'	3
Bridge over Little Patuxent River	All Other Roadways	40	2	11482	No	N/A	Yes	3'	4
Roundabout to WB&A Trail	All Other Roadways	30	2	7702	No	N/A	No	N/A	4
WB&A Trail to Upper Patuxent Ridge Road	Shared-Use Path	30	2	7702	No	34'	No	N/A	0
Upper Patuxent Ridge Road to St. John A.M.E. Zion Church	All Other Roadways	30	2	1725	No	N/A	No	N/A	2

**LTS varies from 0 to 5 with 0 being no stress from traffic and 5 being locations where bicycles are prohibited*

Because of the 40 MPH speed limit and shoulder width of less than 10 feet, Conway road has a LTS score of 3 or 4 from MD 3 to the Patuxent Road roundabout. Only when Conway road reaches the WB&A trail does the LTS score drop to 0. It then increases to 2 once the shared use path splits away due to the 30 MPH speed limit and a AADT of less than 3000 vehicles per day.

3.5.5 Pedestrian Level of Comfort

Existing Pedestrian Level of Comport (PLOC) was identified using the Montgomery County, MD Pedestrian Level of Comfort Methodology[12]. PLOC varies from 1 to 4 with 0 being very comfortable and 4 being undesirable. PLOC values for segments along Conway Road are summarized in **Table 3-16**.

Table 3-16: Pedestrian Level of Comfort

Section	Speed Limit	On-Street Parking	Pathway Width	PLOC Score
MD 3 to Princess Shopping Center	40	No	N/A	4
Princess Shopping Center to Roundabout	40	No	N/A	4
Bridge over Little Patuxent River	40	No	N/A	4
Roundabout to WB&A Trail	30	No	N/A	4
WB&A Trail to Upper Patuxent Ridge Road	30	No	10'	1
Upper Patuxent Ridge Road to St. John A.M.E. Zion Church	30	No	N/A	4

Because there is no walkway for along most of Conway Road, the PLOC is 4 in most roadway sections. Where WB&A trail runs parallel to Conway Road the PLOC is 1.

[12] Montgomery County Planning Department. December 2020. Montgomery County's Pedestrian Plan – Pedestrian Level of Comfort. Available at: mcatlas.org/pedplan/images/FINAL_PLOC_Methodology_Appendix.pdf. Accessed January 4, 2022

3.6 Summary of Existing Traffic Conditions

Two of the intersections operate at unacceptable LOS. As traffic volumes are expected to grow from future development at the Two Rivers, the operation conditions are anticipated to deteriorate.

Most of roadway sections have limited infrastructure for pedestrian and bike use, with either non-existing shoulders or shoulders less than 10' wide. The only comfortable sections of Conway road occur when the WB&A runs parallel to Conway road.

Improvements to traffic capacity, improved public transit, or improved pedestrian/bike facilities should be investigated to as potential solutions to enhance mobility, improve operations, and achieve acceptable LOS in future years.

Safety improvements should also be considered and evaluated. These may include improved advanced signing, managing clear zones, or even increased speed enforcement.

4 References

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Montgomery County Planning Department. December 2020. Montgomery County's Pedestrian Plan – Pedestrian Level of Comfort. Available at: mcatlas.org/pedplan/images/FINAL_PLOC_Methodology_Appendix.pdf. Accessed January 4, 2022

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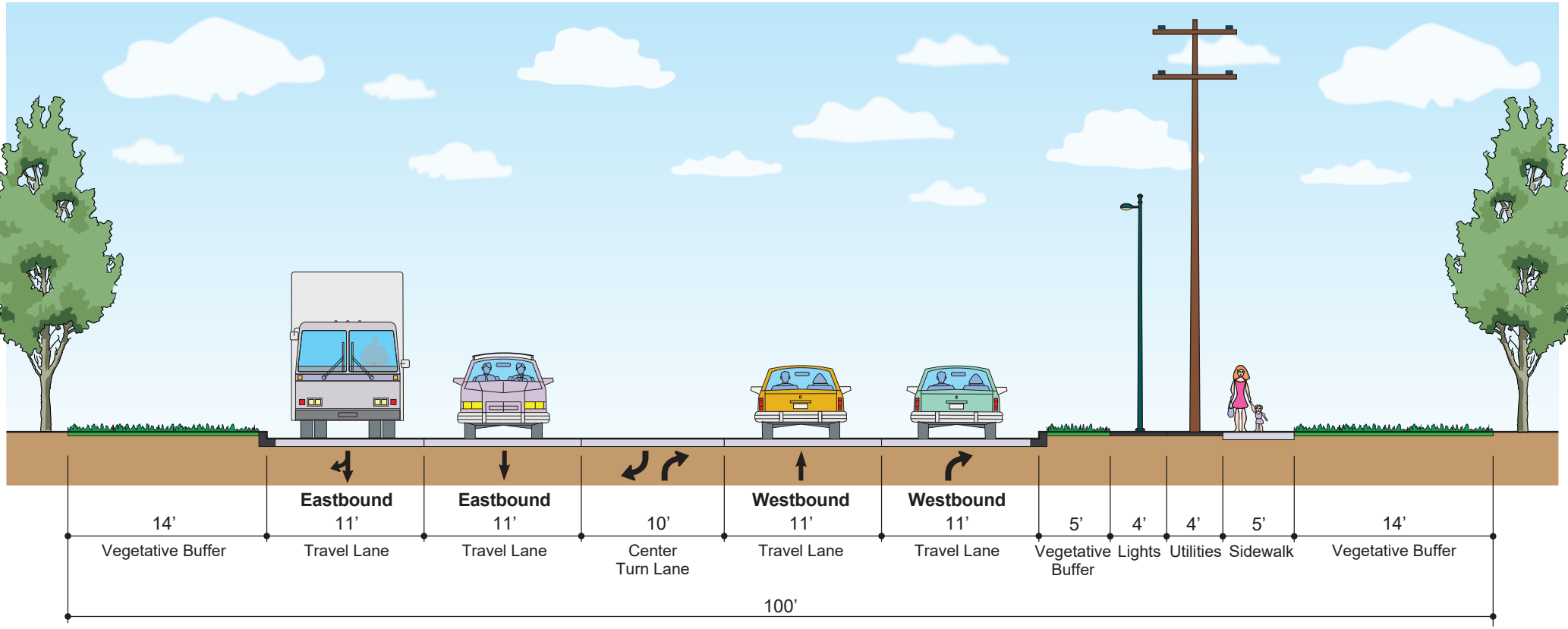
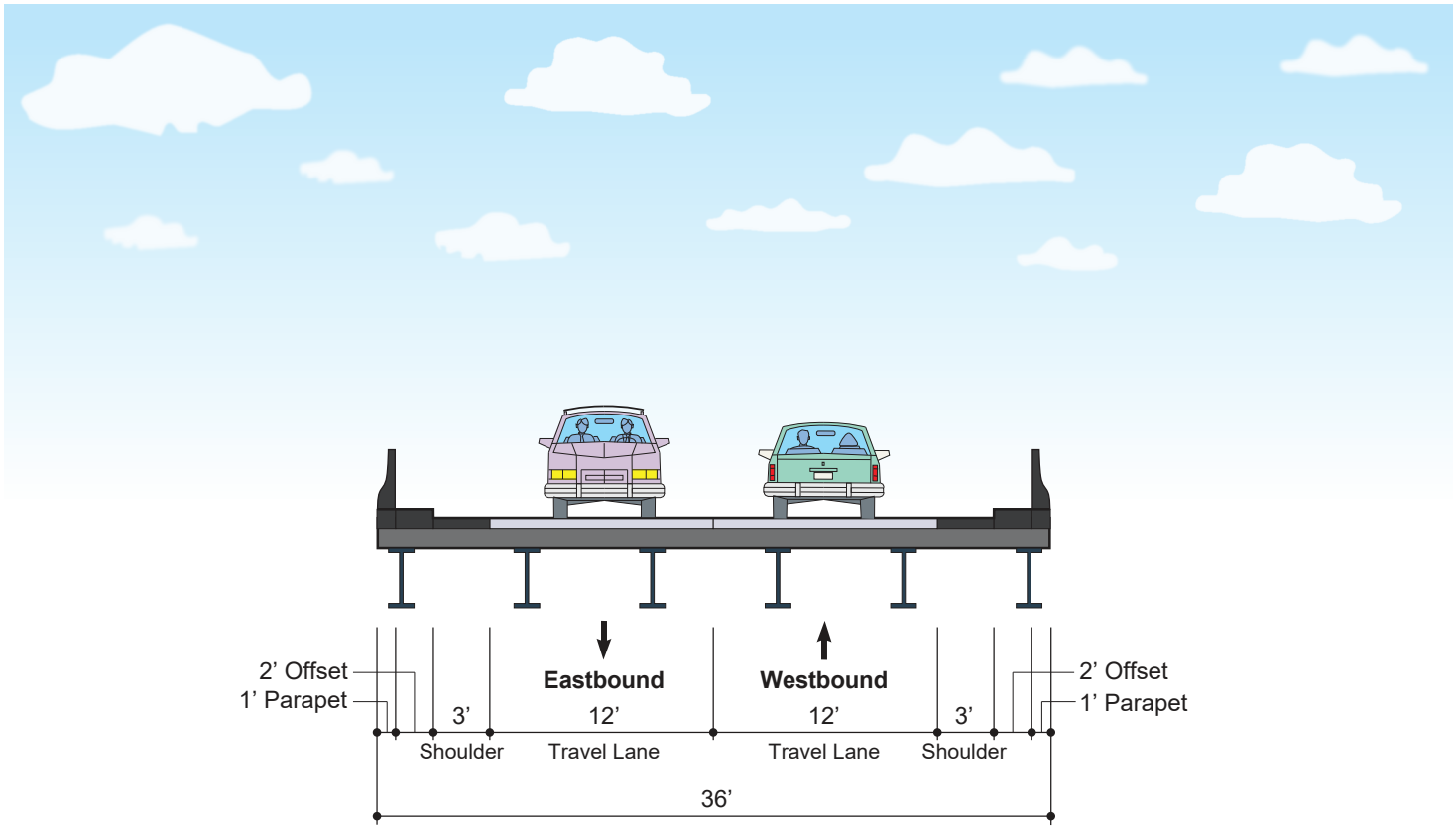
Appendix A:
Existing Typical Sections



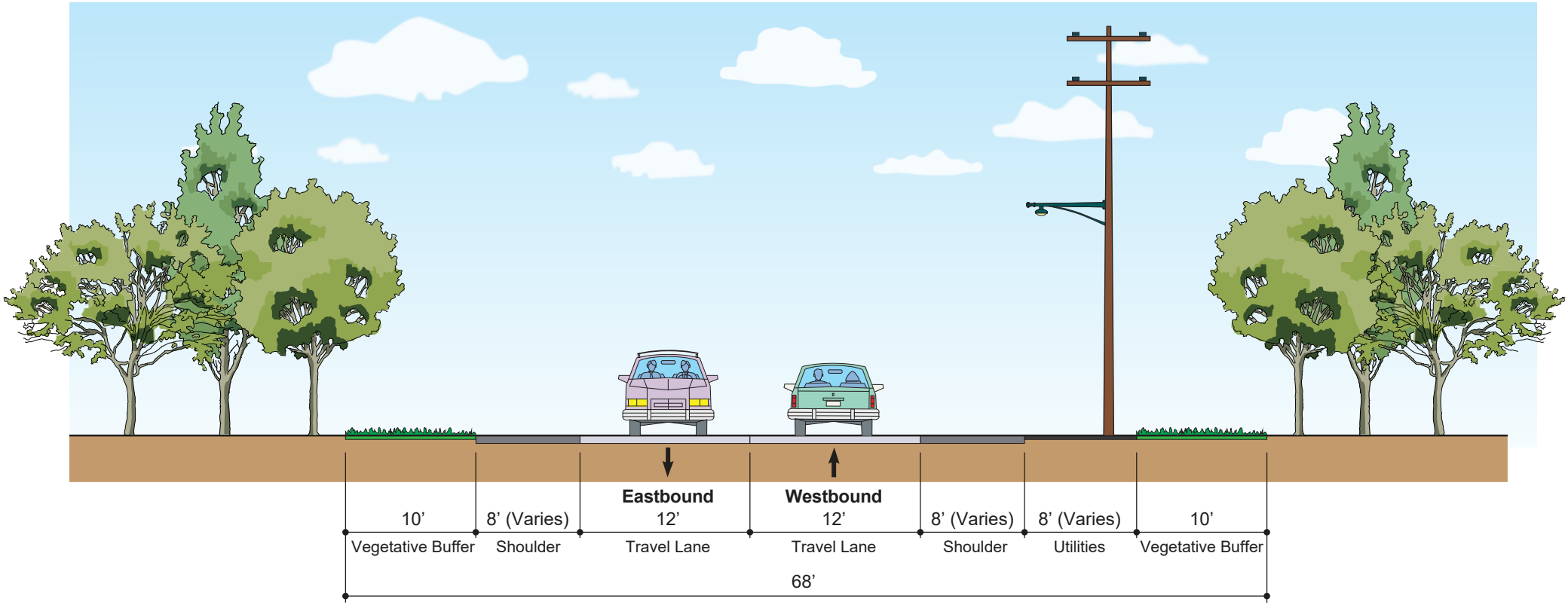
Conway Road

MD 3 to Princess Shopping Center/Future Professional Boulevard

(Looking West - Approximately 100-foot Width)



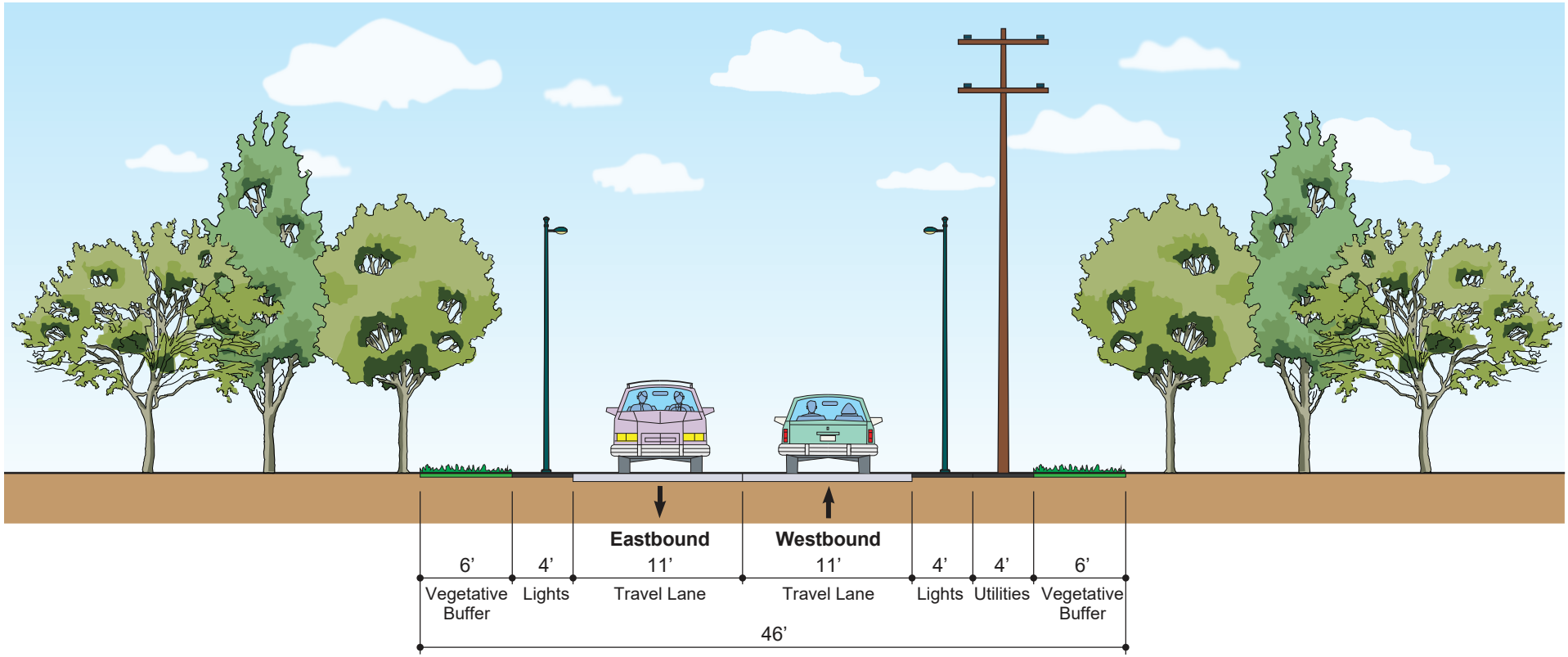
Conway Road
Existing Typical Section
Bridge Over Little Patuxent River
(Looking West - 36’ Width)



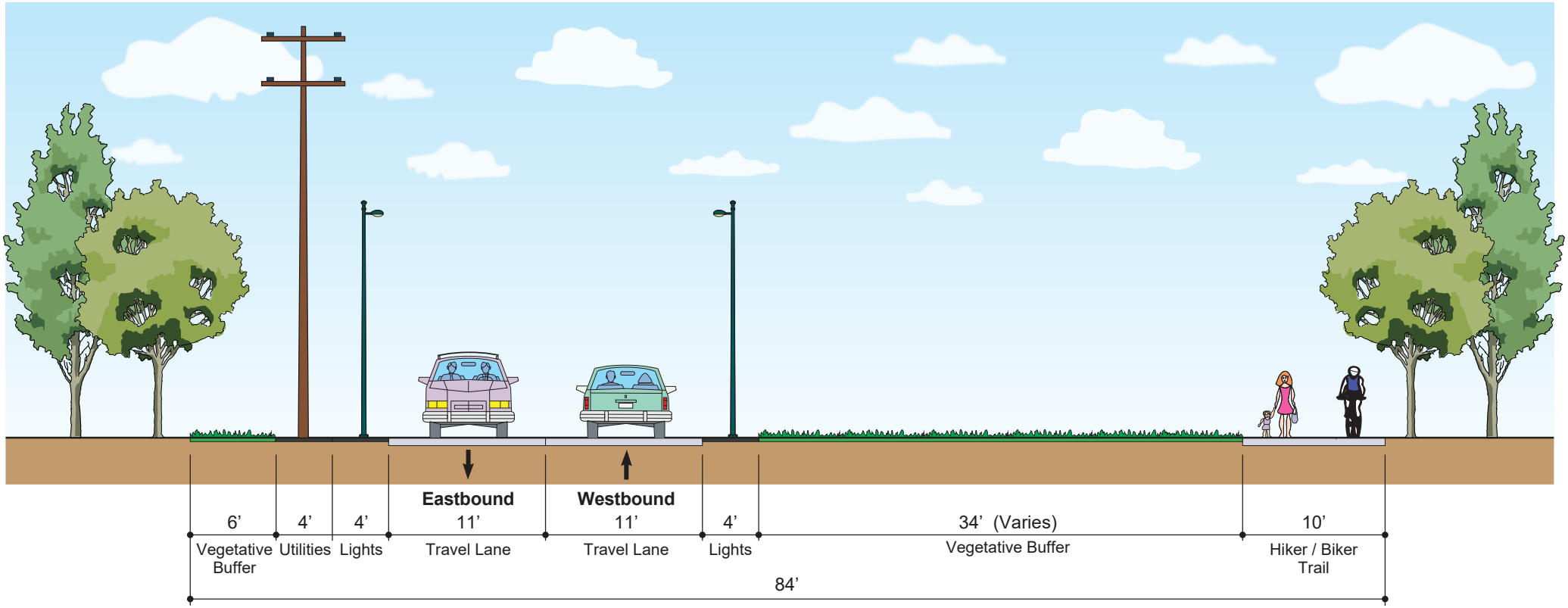
Conway Road

Princess Shopping Center/Future Professional Blvd to Patuxent Road/Meyers Station Road Roundabout

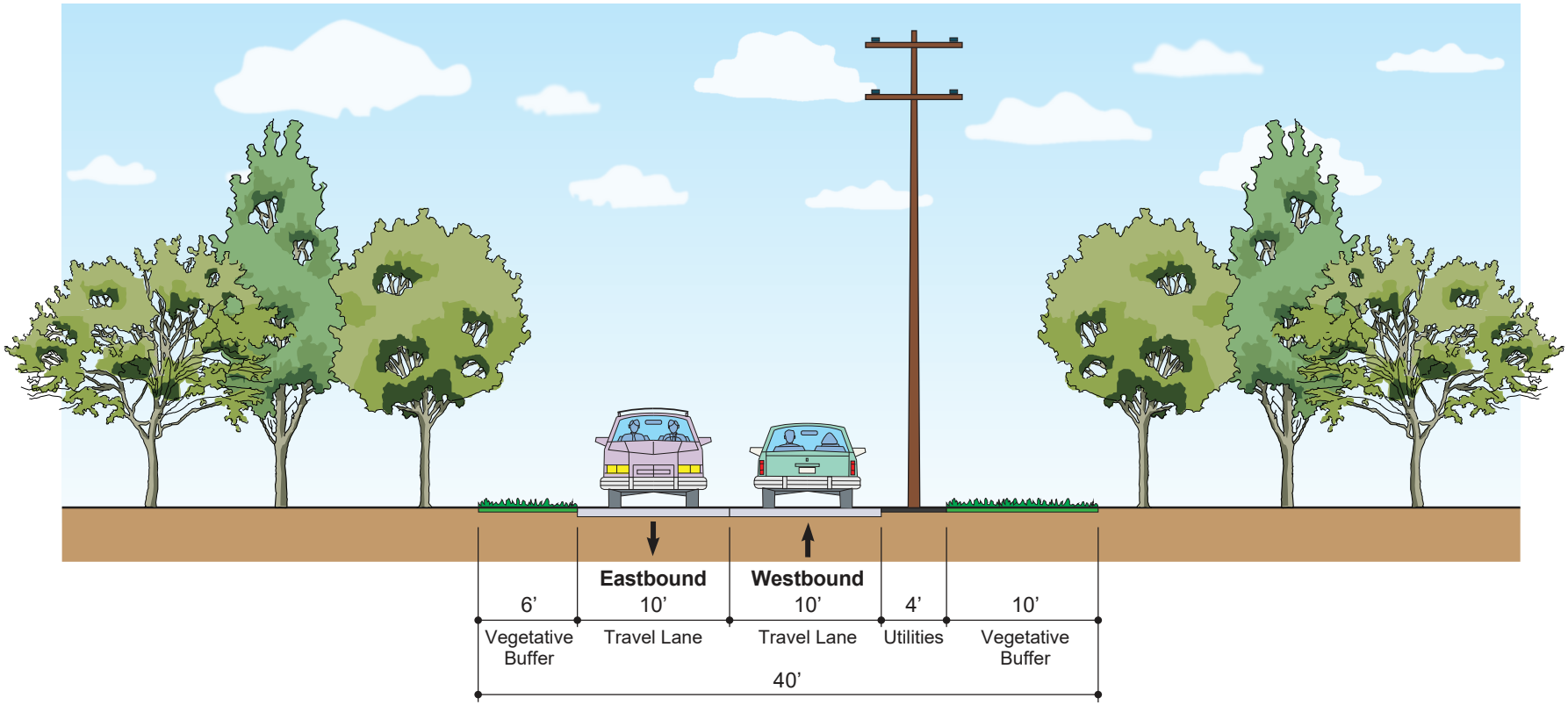
(Looking West - Approximately 68-foot Width)



Conway Road
Existing Typical Section
Roundabout to WB&A Trail
(1,000ft East of Two Rivers Boulevard)
(Looking West - 46’ Width)



Conway Road
Existing Typical Section
WB&A Trail to Upper Patuxent Ridge Road
(1,000ft East of Two Rivers Boulevard)
(Looking West - 84’ Width)



Conway Road
Existing Typical Section
Upper Patuxent Ridge Road to St. John A.M.E. Zion Church
(Looking West - 40’ Width)

Appendix B:
U.S. Fish and Wildlife IPAC Resource List

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Anne Arundel and Prince George's counties, Maryland

Local office

Chesapeake Bay Ecological Services Field Office

(410) 573-4599
(410) 266-9127

177 Admiral Cochrane Drive
Annapolis, MD 21401-7307

http://www.fws.gov/chesapeakebay/
http://www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Northern Long-eared Bat Myotis septentrionalis Wherever found This species only needs to be considered if the following condition applies: • Projects with a federal nexus that have tree clearing = to or > 15 acres: 1. REQUEST A SPECIES LIST 2. NEXT STEP: EVALUATE DETERMINATION KEYS 3. SELECT EVALUATE under the Northern Long-Eared Bat (NLEB) Consultation and 4(d) Rule Consistency key No critical habitat has been designated for this species. http://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS

NOT FOR CONSULTATION

Monarch Butterfly Danaus plexippus — Candidate

Wherever found

This species only needs to be considered if the following condition applies:

- The monarch is a candidate species and not yet listed or proposed for listing. There are generally no section 7 requirements for candidate species (FAQ found here: https://www.fws.gov/savethemonarch/FAQ-Section7.html).

No critical habitat has been designated for this species.
http://ecos.fws.gov/ecp/species/9743

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY

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LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. http://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. http://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Blue-winged Warbler *Vermivora pinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 1 to Jun 30
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Cerulean Warbler *Dendroica cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. http://ecos.fws.gov/ecp/species/2974	Breeds Apr 29 to Jul 20
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Kentucky Warbler *Oporornis formosus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
King Rail *Rallus elegans* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. http://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. http://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31

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Prothonotary Warbler Protonotaria citrea This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker Melanerpes erythrocephalus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird Euphagus carolinus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Willet Tringa semipalmata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Wood Thrush Hylocichla mustelina This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

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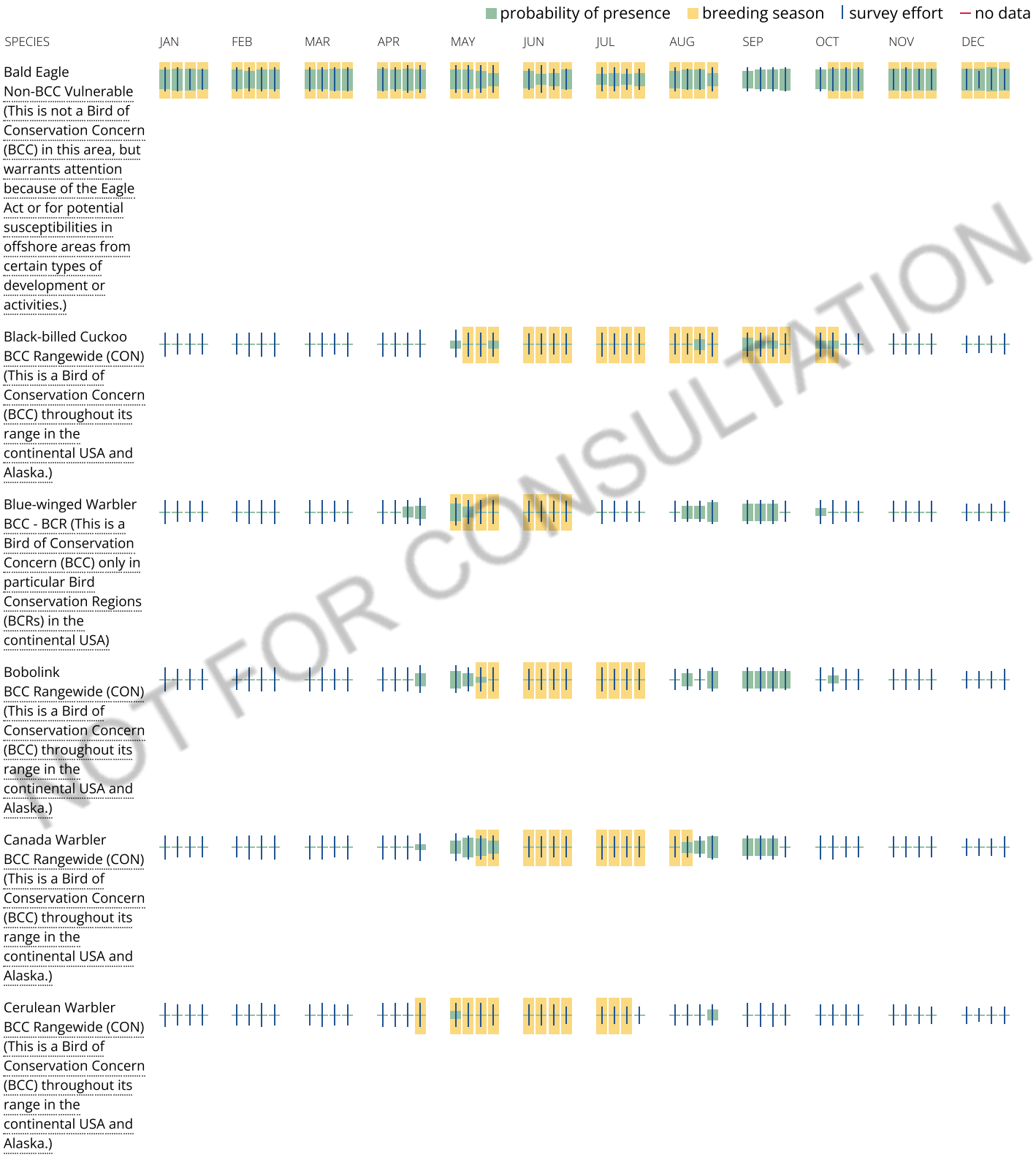
No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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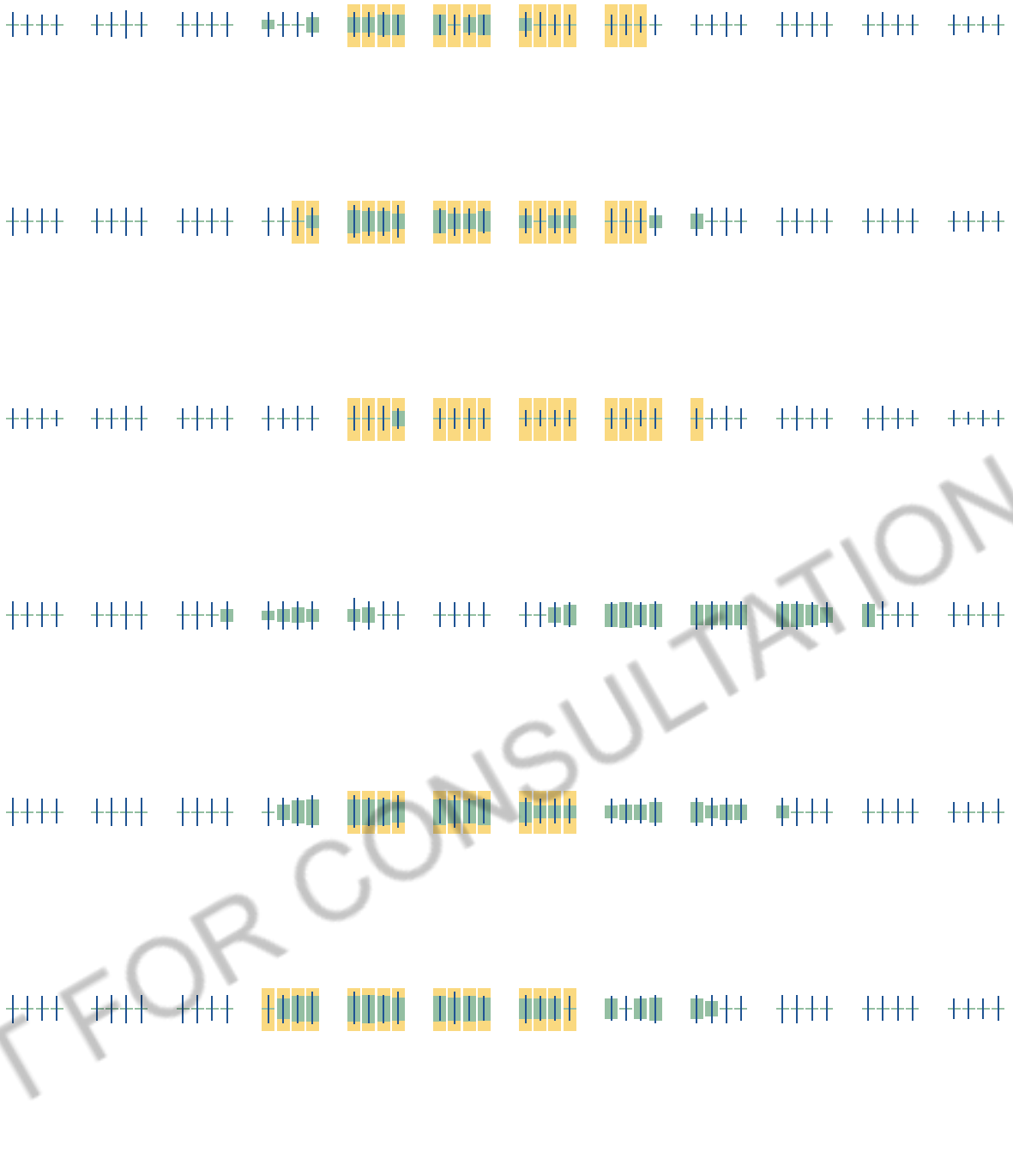

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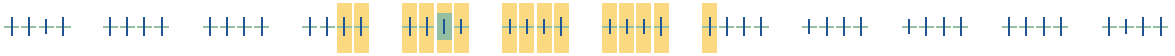
Willet
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Wood Thrush
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities

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(e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

This location overlaps the following National Wildlife Refuge lands:

LAND	ACRES
PATUXENT RESEARCH REFUGE	10,427.44 acres

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Appendix C:
Crash Data

40082

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: September 15, 2021 Note: date set automatically

Location:
County: AA Route: Patuxent Road (CO 1040) Town/Place: Odenton

☐ at
☒ from Conway Road to 5th Ave

Log Mile: 0.00 - 2.46

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:
Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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

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: Matthew Jagg

Date: 09/16/2021

Location: Patuxent Rd From: Conway Rd To: 5th Ave

Logmiles: From 0 To 2.46 Length: 2.46

County: Anne Arundel, D5 Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	6	5	3	14
No. Injured	9	5	4	18
Prop. Damage	12	6	4	22
Total Crashes	18	11	7	36
Severity Index	34	25	12	Avg 24
Opposite Dir.	2	0	0	2
Rear End	3	2	0	5
Sideswipe	0	1	0	1
Left Turn	1	0	0	1
Angle	1	0	0	1
Pedestrian	0	0	1	1
Parked Veh.	0	0	0	0
Fixed Object	9	8	6	23
Other	2	0	0	2
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	2	0	0	2
Truck Related	0	0	0	0
Night Time	6	3	4	13
Wet Surface	6	3	2	11
Alcohol	1	1	0	2
Intersection	2	1	1	4
Total Vehicles	25	14	8	47
Total Trucks	0	0	0	0
Truck %	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: Matthew Jagg

Date: 09/16/2021

Location: Patuxent Rd From: Conway Rd To: 5th Ave

Logmiles: From 0 To 2.46 Length: 2.46

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		14	22	36
Veh Occ		17		
Pedestrian		1		

AVG Severity Index: 24

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
5	6	6	7	4	5	3	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1	4	2	1	5	1	4	1	6	3	3	5	

CONDITION	DRIVER	PED
Normal:	39	1
Alcohol:	2	
Other:	6	

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
26	9	1					47

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
34	Passenger Vehicle		Passenger Bus
7	Sport Utility Veh	1	School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	30	Other Types

SURFACE

11	Wet
21	Dry
3	Sno/Ice
	Mud
1	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	28		1	15					1		

OTHER MOVEMENTS 2

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
3	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	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
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
2	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
3	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
4	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	16	Other or Unknown

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

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03	2	2	4
E	Curb	04			
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	4	5	9
C	Tree/Shrubbery	11	3	5	8
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

28	Clear / Cloudy
1	Foggy
4	Raining
1	Snow / Sleet
2	Other

ILLUMINATION

18	Day
3	Dawn/Dusk
6	Dark - Lights On
7	Dark - No Lights
2	Other

TOTALS

18-20	36

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: Matthew Jagg

Date: 09/16/2021

Location: Patuxent Rd From: Conway Rd To: 5th Ave

Logmiles: From 0 To 2.46 Length: 2.46

County: Anne Arundel, D5 Period: January 01, 2018 To December 31, 2020

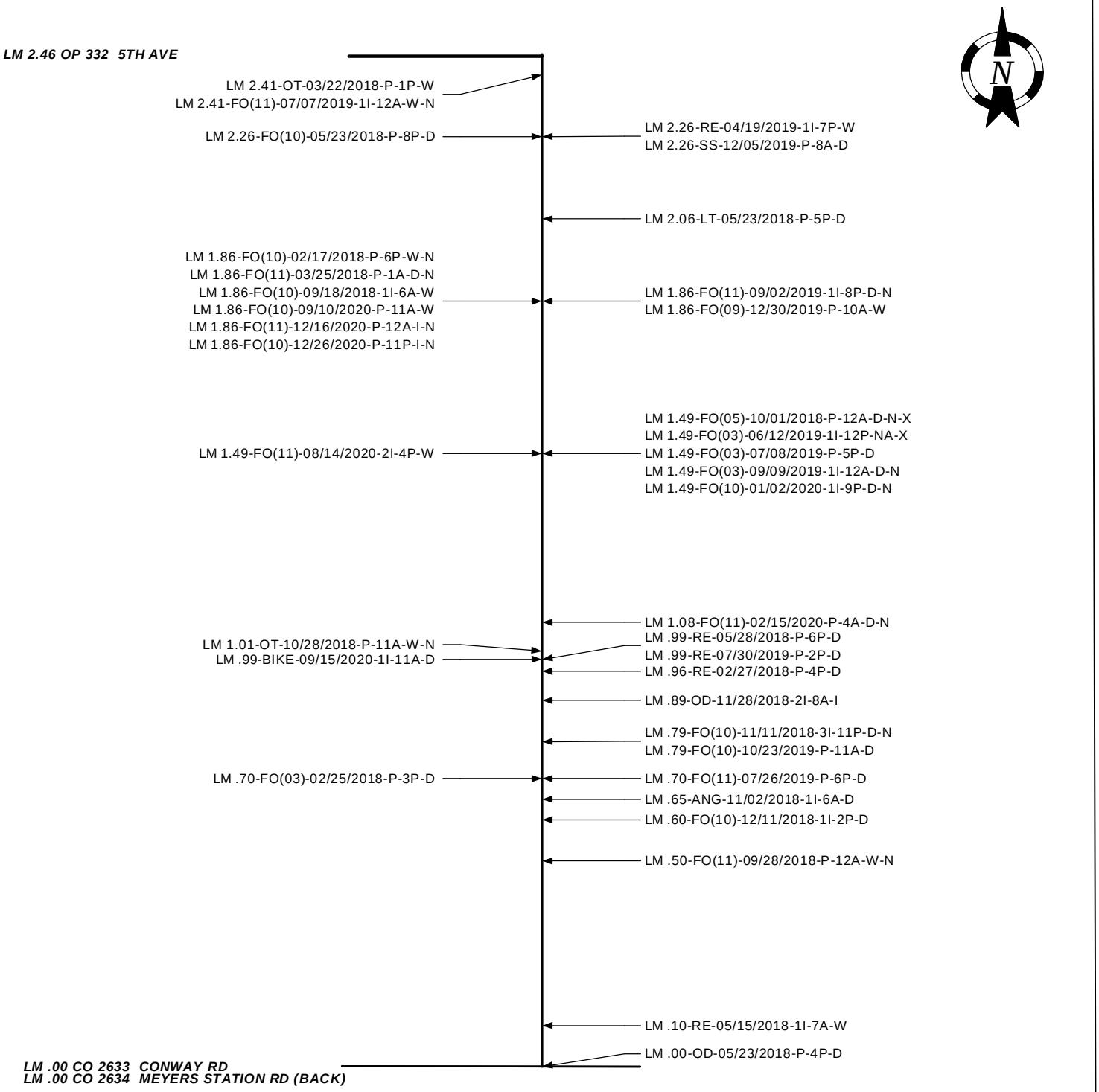
Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO1040												
0.000	✓	05232018	Property	04P	Day	Dry			OPDIR	SS	NS	Fail to yield right-of-way
0.100		05152018	1 Injured	07A	Day	Wet			RREND	NS	NS	Other or Unknown
0.500		09282018	Property	12A	Night	Wet		11	FXOBJ	NS	--	Too fast for conditions
0.600		12112018	1 Injured	02P	Day	Dry		10	FXOBJ	NS	--	Other or Unknown
0.650		11022018	1 Injured	06A		Dry			ANGLE	WL	NS	Fail to yield right-of-way
0.700		02252018	Property	03P	Day	Dry		03	FXOBJ	SS	--	Fail to keep right of center
0.700		07262019	Property	06P	Day	Dry		11	FXOBJ	NS	--	Fail to keep right of center
0.790		11112018	3 Injured	11P	Night	Dry		10	FXOBJ	NS	--	Other or Unknown
0.790		10232019	Property	11A	Day	Dry		10	FXOBJ	NS	--	Too fast for conditions
0.890		11282018	2 Injured	08A	Day	Ice			OPDIR	SS	NS	Other or Unknown
0.960		02272018	Property	04P	Day	Dry			RREND	NS	NS	Other or Unknown
0.990	✓	05282018	Property	06P	Day	Dry			RREND	NS	NS	Followed too closely
0.990	✓	07302019	Property	02P	Day	Dry			RREND	NS	NS	Fail to give full attention
0.990	✓	09152020	1 Injured	11A	Day	Dry			PED	SS	--	Other or Unknown
1.010		10282018	Property	11A	Night	Wet			OTHER	SS	--	Too fast for conditions
1.080		02152020	Property	04A	Night	Dry		11	FXOBJ	NS	--	Other or Unknown
1.490		10012018	Property	12A	Night	Dry	✓	05	FXOBJ	NS	--	Under influence of alcohol
1.490		06122019	1 Injured	12P	Day		✓	03	FXOBJ	NS	--	Under influence of alcohol
1.490		07082019	Property	05P	Day	Dry		03	FXOBJ	NS	--	Fell asleep, fainted, etc.
1.490		09092019	1 Injured	12A	Night	Dry		03	FXOBJ	NS	--	Other or Unknown
1.490		01022020	1 Injured	09P	Night	Dry		10	FXOBJ	NS	--	Exceeded speed limit
1.490		08142020	2 Injured	04P	Day	Wet		11	FXOBJ	SS	NS	Other or Unknown
1.860		02172018	Property	06P	Night	Wet		10	FXOBJ	SS	--	Too fast for conditions
1.860		03252018	Property	01A	Night	Dry		11	FXOBJ	SS	--	Exceeded speed limit
1.860		09182018	1 Injured	06A	Day	Wet		10	FXOBJ	SS	--	Fell asleep, fainted, etc.
1.860		09022019	1 Injured	08P	Night	Dry		11	FXOBJ	NS	--	Exceeded speed limit
1.860		12302019	Property	10A	Day	Wet		09	FXOBJ	NS	--	Fell asleep, fainted, etc.
1.860		09102020	Property	11A		Wet		10	FXOBJ	SS	--	Other or Unknown
1.860		12162020	Property	12A	Night	Ice		11	FXOBJ	SS	--	Fail to give full attention
1.860		12262020	Property	11P	Night	Ice		10	FXOBJ	SS	--	Other or Unknown
2.060		05232018	Property	05P	Day	Dry			LFTRN	SL	NS	Other or Unknown
2.260		05232018	Property	08P	Day	Dry		10	FXOBJ	SS	--	Fail to drive in single lane
2.260		04192019	1 Injured	07P	Day	Wet			RREND	NS	NS	Other or Unknown
2.260		12052019	Property	08A	Day	Dry			SDSWP	NS	NS	Other or Unknown
2.410		03222018	Property	01P	Day	Wet			OTHER	SS	--	Other or Unknown
2.410		07072019	1 Injured	12A	Night	Wet		11	FXOBJ	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: Patuxent Rd From: Conway Rd To: 5th Ave
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/16/2021



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	

40057

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: Anne Arundel Town/Place:
Odenton Route: Conway Road (CO 2633)
Log Mile: at
☒ from Bridge over little Patuxent River to Concord Boulevard (0.10-0.43)

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:

Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: West of Concord Blvd To: Little Patuxent River

Logmiles: From 0.101 To 0.43 Length: 0.33

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	0	1	2
No. Injured	1	0	1	2
Prop. Damage	1	2	0	3
Total Crashes	2	2	1	5
Severity Index	5	2	4	Avg 4
Opposite Dir.	0	0	1	1
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	1	1	0	2
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	1	1	0	2
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	0	1	0	1
Wet Surface	0	1	0	1
Alcohol	0	0	0	0
Intersection	0	0	0	0
Total Vehicles	3	3	2	8
Total Trucks	0	1	0	1
Truck %	0.0	33.3	0.0	12.5

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: West of Concord Blvd To: Little Patuxent River

Logmiles: From 0.101 To 0.43 Length: 0.33

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		2	3	5
Veh Occ		2		
Pedestrian				

AVG Severity Index: 4

DAY OF THE WEEK

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

MONTH OF THE YEAR

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
2	3						8

VEHICLE TYPE

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

SURFACE

1	Wet
4	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

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

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
	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	3	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:		1		1
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:			2	2
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

4	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
	Other

ILLUMINATION

4	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

18-20	5

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: West of Concord Blvd To: Little Patuxent River

Logmiles: From 0.101 To 0.43 Length: 0.33

County: Anne Arundel, D5 Period: January 01, 2018 To December 31, 2020

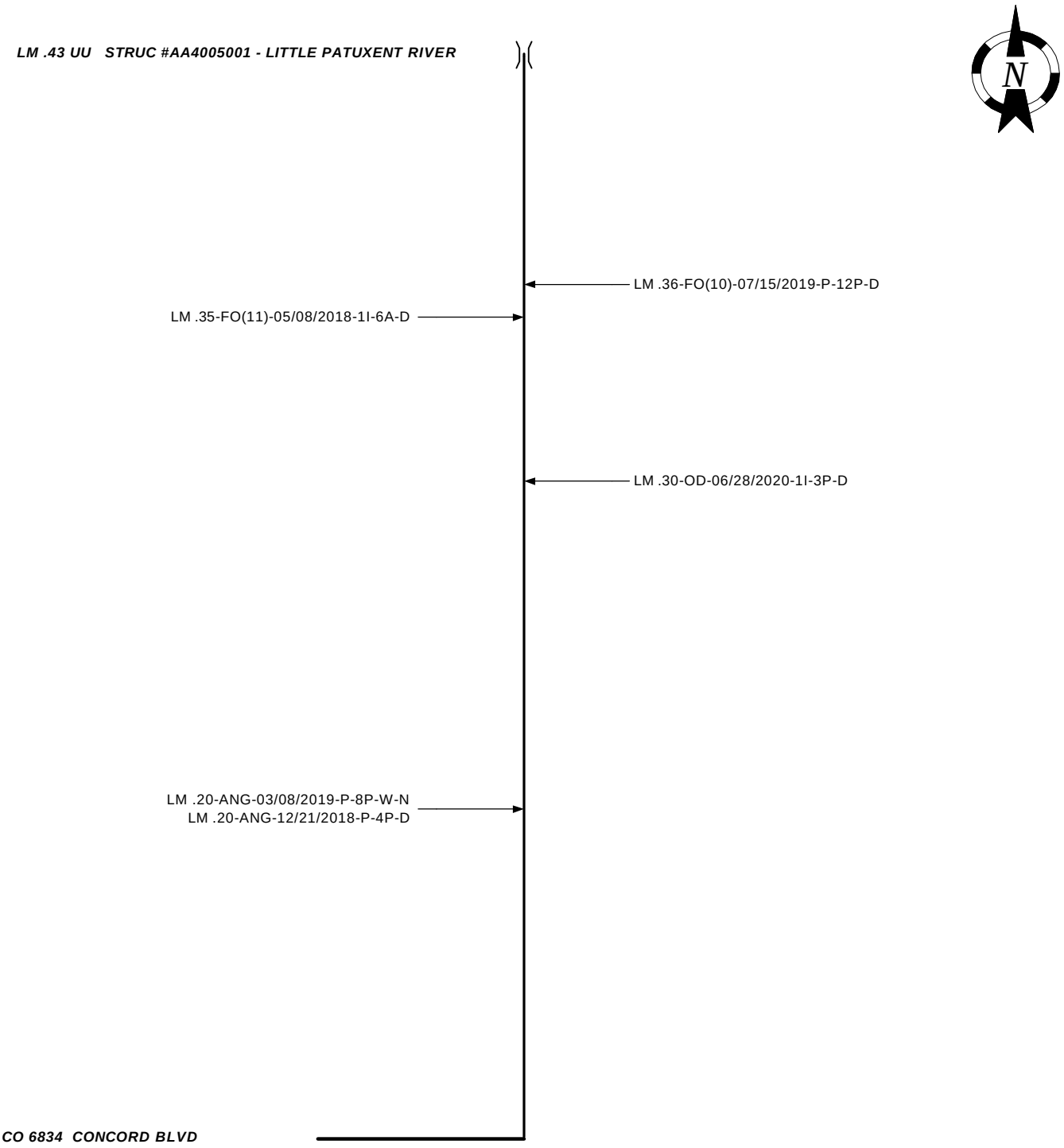
Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO2633												
0.197		12212018	Property	04P	Day	Dry			ANGLE	WS	SL	Other or Unknown
0.197		03082019	Property	08P	Night	Wet			ANGLE	SL	WS	Fail to give full attention
0.300		06282020	1 Injured	03P	Day	Dry			OPDIR	ES	WS	Other or Unknown
0.350		05082018	1 Injured	06A	Day	Dry		11	FXOBJ	WS	--	Fell asleep, fainted, etc.
0.360		07152019	Property	12P	Day	Dry		10	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: Conway Rd From: West of Concord Blvd To: Little Patuxent River
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/14/2021



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	

40058

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: **AA** Route: Conway Road (CO 2633) Town/Place: Odenton
Log Mile:

☐ at
☒ from Concord Boulevard to MD 3 **(0.00-0.10)**

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:
Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: MD 3 (Robert Crain Hwy) To: Concord Blvd

Logmiles: From 0 To 0.1 Length: 0.10

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	1	0	1
No. Injured	0	2	0	2
Prop. Damage	0	3	2	5
Total Crashes	0	4	2	6
Severity Index	0	10	2	Avg 4
Opposite Dir.	0	1	0	1
Rear End	0	1	1	2
Sideswipe	0	0	0	0
Left Turn	0	0	1	1
Angle	0	2	0	2
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	0	1	0	1
Wet Surface	0	0	1	1
Alcohol	0	0	0	0
Intersection	0	4	2	6
Total Vehicles	0	9	5	14
Total Trucks	0	1	0	1
Truck %	0.0	11.1	0.0	7.1

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: MD 3 (Robert Crain Hwy) To: Concord Blvd

Logmiles: From 0 To 0.1 Length: 0.10

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1	5	6
Veh Occ		2		
Pedestrian				

AVG Severity Index: 4

DAY OF THE WEEK

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

MONTH OF THE YEAR

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

CONDITION	DRIVER	PED
Normal:	8	
Alcohol:		
Other:	5	

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

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	4	2					14

VEHICLE TYPE

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

SURFACE

1	Wet
5	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
2	1			5		1	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.
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	4	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:		1		1
	UnRelated:				
Rear End	Related:			2	2
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:			2	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

6	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

5	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

18-20	6

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: MD 3 (Robert Crain Hwy) To: Concord Blvd

Logmiles: From 0 To 0.1 Length: 0.10

County: Anne Arundel, D5 Period: January 01, 2018 To December 31, 2020

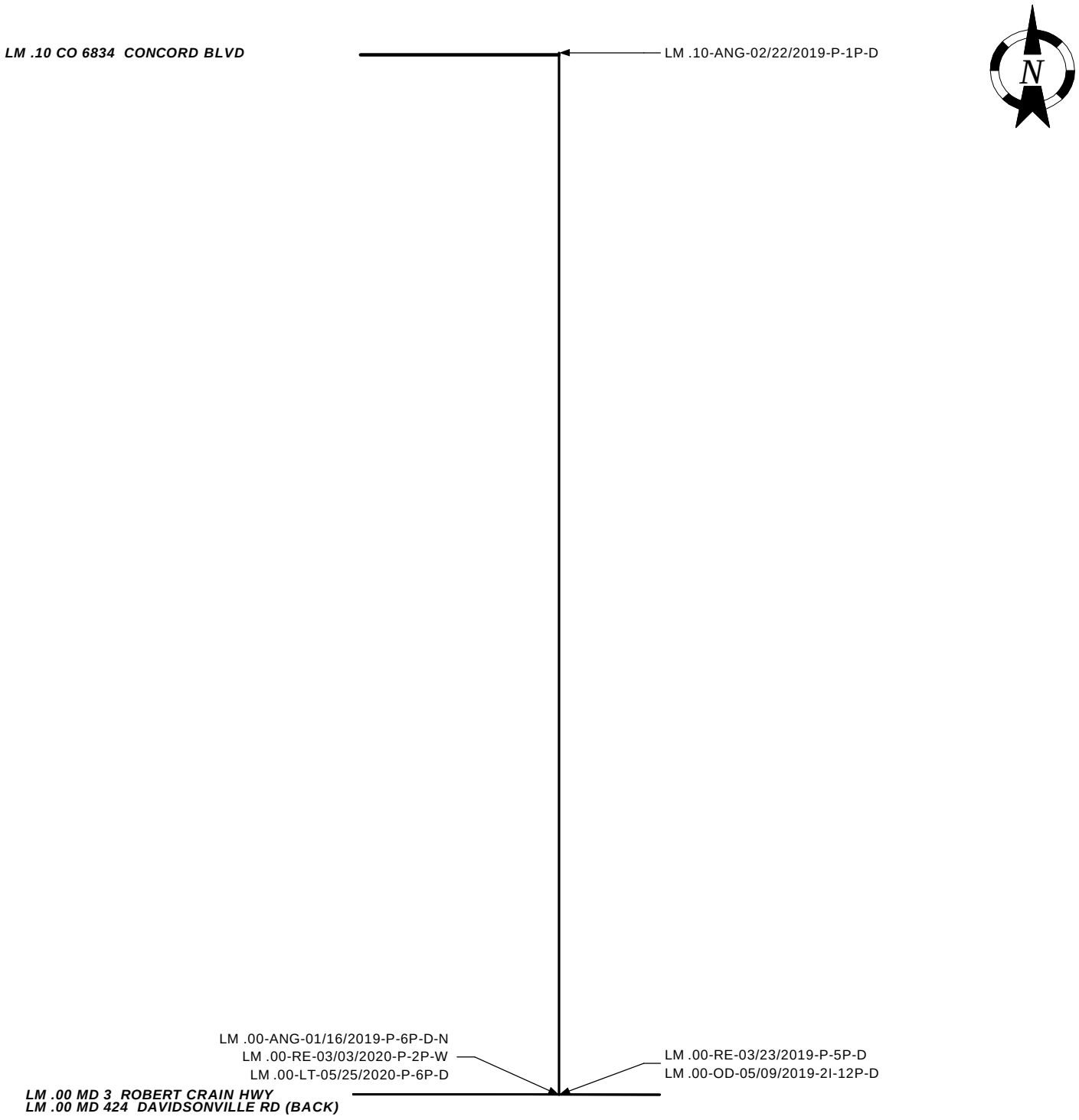
Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO2633												
0.000	✓	01162019	Property	06P	Night	Dry			ANGLE	SS	ER	Other or Unknown
0.000	✓	03232019	Property	05P	Day	Dry			RREND	ES	EL	Other or Unknown
0.000	✓	05092019	2 Injured	12P	Day	Dry			OPDIR	SS	NS	Other or Unknown
0.000	✓	03032020	Property	02P	Day	Wet			RREND	SS	SS	Other or Unknown
0.000	✓	05252020	Property	06P	Day	Dry			LFTRN	NL	SS	Fail to give full attention
0.100	✓	02222019	Property	01P	Day	Dry			ANGLE	NL	ES	Fail to obey stop sign

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: Conway Rd From: MD 3 (Robert Crain Hwy) To: Concord Blvd
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/14/2021



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	

40059

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: **AA** Route: Conway Road (CO 2633) Town/Place: Odenton
Log Mile:

☐ at
☒ from Western Terminus to Upper Patuxent Ridge Road (1.92-3.235)

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:
Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: Upper Patuxent Ridge Rd To: Western Terminus

Logmiles: From 2.55 To 3.32 Length: 0.77

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	1	0	0	1
Total Crashes	1	0	0	1
Severity Index	1	0	0	Avg 0
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	1	0	0	1
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	1	0	0	1
Alcohol	0	0	0	0
Intersection	1	0	0	1
Total Vehicles	2	0	0	2
Total Trucks	0	0	0	0
Truck %	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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: Upper Patuxent Ridge Rd To: Western Terminus

Logmiles: From 2.55 To 3.32 Length: 0.77

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

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

AVG Severity Index: 0

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
				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
	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
1	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

1	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

1	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

18-20	1

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd From: Upper Patuxent Ridge Rd To: Western Terminus

Logmiles: From 2.55 To 3.32 Length: 0.77

County: Anne Arundel, D5 Period: January 01, 2018 To December 31, 2020

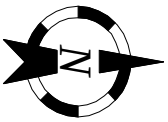
Note: Year 2020 data is incomplete and unedited!

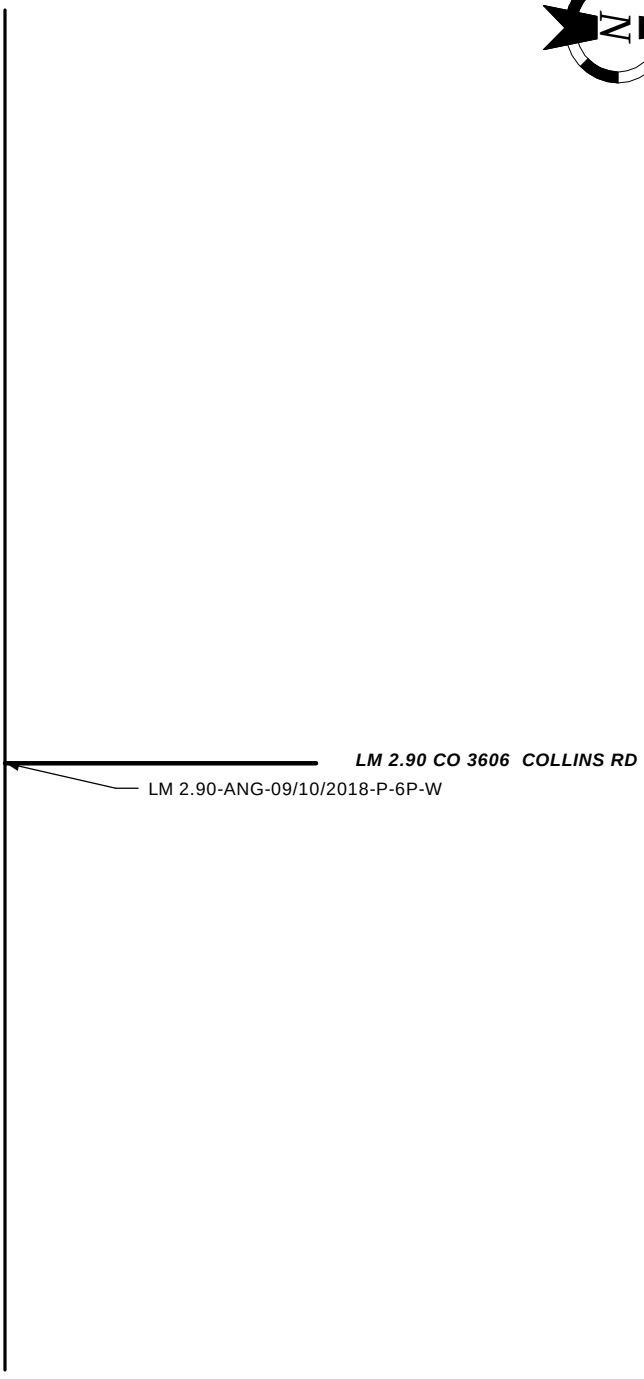
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO2633												
2.900	✓	09102018	Property	06P	Day	Wet			ANGLE	WR	SS	Improper turn

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: **Conway Rd From: Upper Patuxent Ridge Rd To: Western Terminus**
County: **ANNE ARUNDEL**
Study Period: **01/01/2018 to 12/31/2020**
Analyst: **Matthew Jagg** Date: **09/15/2021**





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	

40060

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: **AA** Route: Conway Road (CO 2633) Town/Place: Odenton Log

☒ at Concord Boulevard (CO 6834) Mile:**0.10 at 0.00**

☐ to

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:

Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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


Conway Rd
Concord Blvd
Rte 3 N
3
424
N
400 ft
Google Earth
© 2021 Google

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd @ Concord Blvd

Logmiles: 0.1 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	0	1	0	1
Total Crashes	0	1	0	1
Severity Index	0	1	0	Avg 0
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	1	0	1
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	0	0	0	0
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	0	1	0	1
Total Vehicles	0	2	0	2
Total Trucks	0	1	0	1
Truck %	0.0	50.0	0.0	50.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd @ Concord Blvd

Logmiles: 0.1 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

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

AVG Severity Index: 0

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
	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:				

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
	Raining
	Snow / Sleet
	Other

ILLUMINATION

1	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

18-20	1

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd @ Concord Blvd

Logmiles: 0.1 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO2633												
0.100	✓	02222019	Property	01P	Day	Dry			ANGLE	NR	ES	Fail to obey stop sign

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: Conway Rd @ Concord Blvd
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/15/2021

Conway Rd

02/22/19-P-1P-D

Conway Rd

Concord Blvd

DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

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

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

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

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

40061

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: A**A** Route: Conway Road (CO 2633) Town/Place: Odenton Log Mile: **0.00 at 2.18**

☒ at MD 3 to
☐ from

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:

Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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


Concord Blvd
Conway Rd
Grain Hwy
3
424
Rte 3 N
Davidsonville Rd
Martha Gre
Google Earth
© 2021 Google
N
400 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: MD 3 (Robert Crain Hwy) @ MD 424 (Davidsonville Rd) & Conway Rd

Logmiles: 2.18 At 8.24 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	11	10	6	27
No. Injured	23	18	9	50
Prop. Damage	10	13	14	37
Total Crashes	21	23	20	64
Severity Index	46	50	34	Avg 43
Opposite Dir.	0	1	0	1
Rear End	14	12	9	35
Sideswipe	0	1	5	6
Left Turn	4	4	6	14
Angle	2	4	0	6
Pedestrian	0	1	0	1
Parked Veh.	0	0	0	0
Fixed Object	1	0	0	1
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	1	1	3	5
Night Time	9	5	8	22
Wet Surface	6	6	7	19
Alcohol	1	1	0	2
Intersection	21	23	20	64
Total Vehicles	49	48	44	141
Total Trucks	1	1	3	5
Truck %	2.0	2.1	6.8	3.5

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: MD 3 (Robert Crain Hwy) @ MD 424 (Davidsonville Rd) & Conway Rd

Logmiles: 2.18 At 8.24 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		27	37	64
Veh Occ		49		
Pedestrian		1		

AVG Severity Index: 43

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
17	8	11	7	7	8	6	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
7	5	7	5	7	4	7	7	2	2	7	4	

CONDITION	DRIVER	PED
Normal:	101	1
Alcohol:	2	
Other:	34	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	2	1				2		1	2	3	3	4	
PM:	6	5	2	4	4	7	4	4	2	2	1	5	

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
2	51	8	2	1			141

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
95	Passenger Vehicle		Passenger Bus
15	Sport Utility Veh		School Bus
8	Pick-Up Truck		Emergency Veh
5	Trucks (2+3 axles)	20	Other Types

SURFACE

19	Wet
43	Dry
	Sno/Ice
	Mud
2	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
8	38	1	6	54	1	2	1	1	6	6	2

OTHER MOVEMENTS 15

PROBABLE CAUSES

1	Influence of Drugs	1	Improper Lane Change
2	Influence of Alcohol		Improper Backing
	Influence of Medication	1	Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
9	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
6	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
7	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
3	Too Fast for Conditions		Traffic Control Device Inop.
8	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	26	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:		1		1
	UnRelated:				
Rear End	Related:		12	23	35
	UnRelated:				
Sideswipe	Related:		2	4	6
	UnRelated:				
Left Turn	Related:		8	6	14
	UnRelated:				
Angle	Related:		2	4	6
	UnRelated:				
Pedestrian	Related:		1		1
	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			
	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

49	Clear / Cloudy
	Foggy
13	Raining
	Snow / Sleet
2	Other

ILLUMINATION

40	Day
1	Dawn/Dusk
19	Dark - Lights On
3	Dark - No Lights
1	Other

TOTALS

18-20	64

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: Matthew Jagg

Date: 09/15/2021

Location: MD 3 (Robert Crain Hwy) @ MD 424 (Davidsonville Rd) & Conway Rd

Logmiles: 2.18 At 8.24 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD3												
2.150	✓	09042018	1 Injured	10P	Night	Dry		04	FXOBJ	NR	--	Improper passing
2.180	✓	01152018	Property	05A	Night	Dry			RREND	NS	NS	Other or Unknown
2.180	✓	01162018	3 Injured	07P	Night	Dry			RREND	SS	SS	Other or Unknown
2.180	✓	02142018	Property	12P	Day	Dry			RREND	NS	NS	Other or Unknown
2.180	✓	02182018	1 Injured	11P	Night	Dry			LFTRN	SL	NS	Fail to yield right-of-way
2.180	✓	02192018	Property	12P	Day	Wet			RREND	NS	NS	Too fast for conditions
2.180	✓	03252018	Property	11P	Night				RREND	SS	SS	Other or Unknown
2.180	✓	03302018	Property	04P	Day	Dry			LFTRN	SS	NL	Other or Unknown
2.180	✓	04152018	Property	04P	Day	Wet			RREND	SS	SS	Other or Unknown
2.180	✓	05142018	Property	01P	Day	Dry			ANGLE	SS	EL	Fail to obey traffic signal
2.180	✓	05272018	1 Injured	07P	Day	Wet			ANGLE	SS	WS	Fail to yield right-of-way
2.180	✓	06192018	Property	11A	Day	Dry			RREND	SS	SS	Other or Unknown
2.180	✓	06282018	Property	08A	Day	Dry			RREND	NS	NS	Other or Unknown
2.180	✓	07122018	3 Injured	12P	Day	Dry			RREND	NS	NS	Fail to give full attention
2.180	✓	07122018	2 Injured	09P	Night	Dry			LFTRN	SL	NS	Fail to obey traffic signal
2.180	✓	07272018	1 Injured	07P	Day	Dry			RREND	SS	SS	Fail to give full attention
2.180	✓	08212018	1 Injured	01P	Day	Wet			RREND	NS	NS	Followed too closely
2.180	✓	08262018	5 Injured	03P	Day	Dry			RREND	NS	NS	Fail to give full attention
2.180	✓	11062018	Property	06P	Night	Wet			RREND	SS	SS	Other or Unknown
2.180	✓	11252018	4 Injured	01A	Night	Wet			LFTRN	SL	NS	Fail to give full attention
2.180	✓	12212018	1 Injured	06P	Night	Dry	✓		RREND	SS	SS	Under influence of alcohol
2.180	✓	02092019	Property	05P	Day	Dry			RREND	NS	NS	Followed too closely
2.180	✓	03022019	Property	09A	Day	Wet			RREND	WS	WS	Fail to give full attention
2.180	✓	03032019	2 Injured	10A	Day	Dry			LFTRN	SL	NS	Other or Unknown
2.180	✓	04062019	4 Injured	04P	Day	Dry			SDSWP	SR	SS	Improper lane change
2.180	✓	04302019	1 Injured	05P	Day	Dry			LFTRN	NL	SS	Fail to give full attention
2.180	✓	05232019	Property	07A	Day	Dry			RREND	SS	SS	Too fast for conditions
2.180	✓	05252019	1 Injured	01P	Day	Dry			RREND	SS	SS	Followed too closely
2.180	✓	06102019	1 Injured	10A	Day	Wet			LFTRN	SS	NL	Fail to yield right-of-way
2.180	✓	07072019	Property	11P	Night	Wet			RREND	SS	SS	Other or Unknown
2.180	✓	07172019	1 Injured	11P	Night	Dry	✓		RREND	SS	SS	Under influence of alcohol
2.180	✓	08162019	4 Injured	09P					RREND	NS	NS	Other or Unknown
2.180	✓	08262019	Property	08A	Day	Dry			RREND	SS	SS	Followed too closely
2.180	✓	08292019	1 Injured	11P	Night	Dry			PED	NS	--	Other or Unknown
2.180	✓	09232019	Property	11A	Day	Dry			RREND	SS	SS	Other or Unknown
2.180	✓	10092019	Property	12P	Day	Dry			ANGLE	WS	SS	Other or Unknown

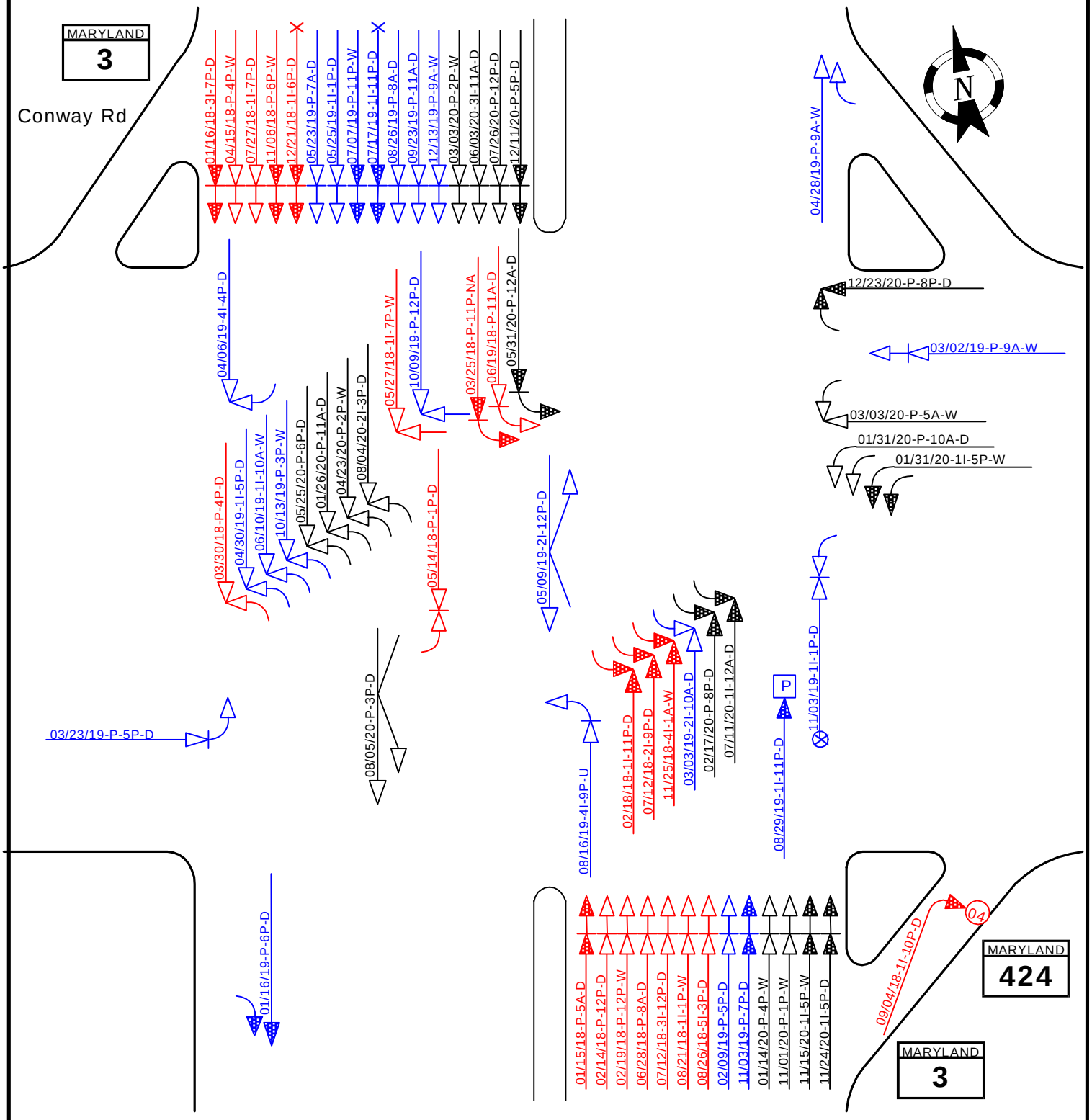
Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
2.180	✓	11032019	1 Injured	01P	Day	Dry			ANGLE	WL	NS	Under influence of drugs
2.180	✓	11032019	Property	07P	Night	Dry			RREND	NS	NS	Fail to give full attention
2.180	✓	12132019	Property	09A	Day	Wet			RREND	SS	SS	Followed too closely
2.180	✓	01142020	Property	04P	Day	Wet			RREND	NS	NS	Too fast for conditions
2.180	✓	01262020	Property	11A	Day	Dry			LFTRN	NL	SS	Fail to obey traffic signal
2.180	✓	02172020	Property	08P	Night	Dry			LFTRN	SL	NS	Fail to yield right-of-way
2.180	✓	04232020	Property	02P	Day	Wet			LFTRN	NL	SS	Fail to yield right-of-way
2.180	✓	05312020	Property	12A	Night	Dry			RREND	SS	SS	Other or Unknown
2.180	✓	06032020	3 Injured	11A	Day	Dry			RREND	SS	SS	Followed too closely
2.180	✓	07112020	1 Injured	12A	Night	Dry			LFTRN	SL	NS	Fail to obey traffic signal
2.180	✓	07262020	Property	12P	Day	Dry			RREND	SS	SS	Followed too closely
2.180	✓	08042020	2 Injured	03P	Day	Dry			LFTRN	SS	NL	Fail to yield right-of-way
2.180	✓	08052020	Property	03P	Day	Dry			SDSWP	SS	SS	Other or Unknown
2.180	✓	11012020	Property	01P	Day	Wet			RREND	NS	NS	Other or Unknown
2.180	✓	11152020	1 Injured	05P	Night	Wet			RREND	NS	NS	Other or Unknown
2.180	✓	11242020	1 Injured	05P	Night	Dry			RREND	NS	NS	Other or Unknown
2.180	✓	12112020	Property	05P	Night	Dry			RREND	SS	SS	Followed too closely
2.200	✓	04282019	Property	09A	Day	Wet			ANGLE	WR	NS	Fail to give full attention
MD424												
8.240	✓	10132019	Property	03P	Day	Wet			LFTRN	NL	SS	Other or Unknown
8.240	✓	01312020	Property	10A	Day	Dry			SDSWP	WL	WL	Other or Unknown
8.240	✓	01312020	1 Injured	05P	Night	Wet			SDSWP	WL	WL	Fail to obey traffic signal
8.240	✓	03032020	Property	05A	Day	Wet			SDSWP	WS	WL	Fail to obey traffic signal
8.240	✓	12232020	Property	08P	Night	Dry			SDSWP	WR	WS	Fail to obey traffic signal
CO2633												
0.000	✓	01162019	Property	06P	Night	Dry			ANGLE	SS	ER	Other or Unknown
0.000	✓	03232019	Property	05P	Day	Dry			RREND	ES	EL	Other or Unknown
0.000	✓	05092019	2 Injured	12P	Day	Dry			OPDIR	SS	NS	Other or Unknown
0.000	✓	03032020	Property	02P	Day	Wet			RREND	SS	SS	Other or Unknown
0.000	✓	05252020	Property	06P	Day	Dry			LFTRN	NL	SS	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 3 (Robert Crain Hwy) @ MD 424 (Davidsonville Rd) & Conway Rd
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/15/2021



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

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

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

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

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

40062

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:
County: **AA** Route: Conway Road (CO 2633) Town/Place: Odenton

☒ at Patuxent Rd (CO 1040)/Meyer Stations Rd (CO 2634) Log Mile: **1.18 at 0.00/0.00**

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:
Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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


Patuxent Rd
Conway Rd
Meyers Station Rd
Google Earth
© 2021 Google
N
400 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd @ Patuxent Rd & Meyers Station Rd

Logmiles: 1.18 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	1	0	1	2
Total Crashes	1	0	1	2
Severity Index	1	0	1	Avg 1
Opposite Dir.	1	0	0	1
Rear End	0	0	1	1
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	0	0	0
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	0	0	1	1
Alcohol	0	0	0	0
Intersection	1	0	1	2
Total Vehicles	2	0	2	4
Total Trucks	0	0	0	0
Truck %	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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd @ Patuxent Rd & Meyers Station Rd

Logmiles: 1.18 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	2	2
Veh Occ				
Pedestrian				

AVG Severity Index: 1

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:													
PM:				1	1								

VEHICLES INVOLVED PER ACCIDENT

1	2	3	4	5	6+	UNK	TOTAL
	2						4

VEHICLE TYPE

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

SURFACE

1	Wet
1	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1			1			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
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.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:			1	1
	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
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
	Dark - Lights On
	Dark - No Lights
1	Other

TOTALS

18-20	2

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: Matthew Jagg

Date: 09/15/2021

Location: Conway Rd @ Patuxent Rd & Meyers Station Rd

Logmiles: 1.18 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

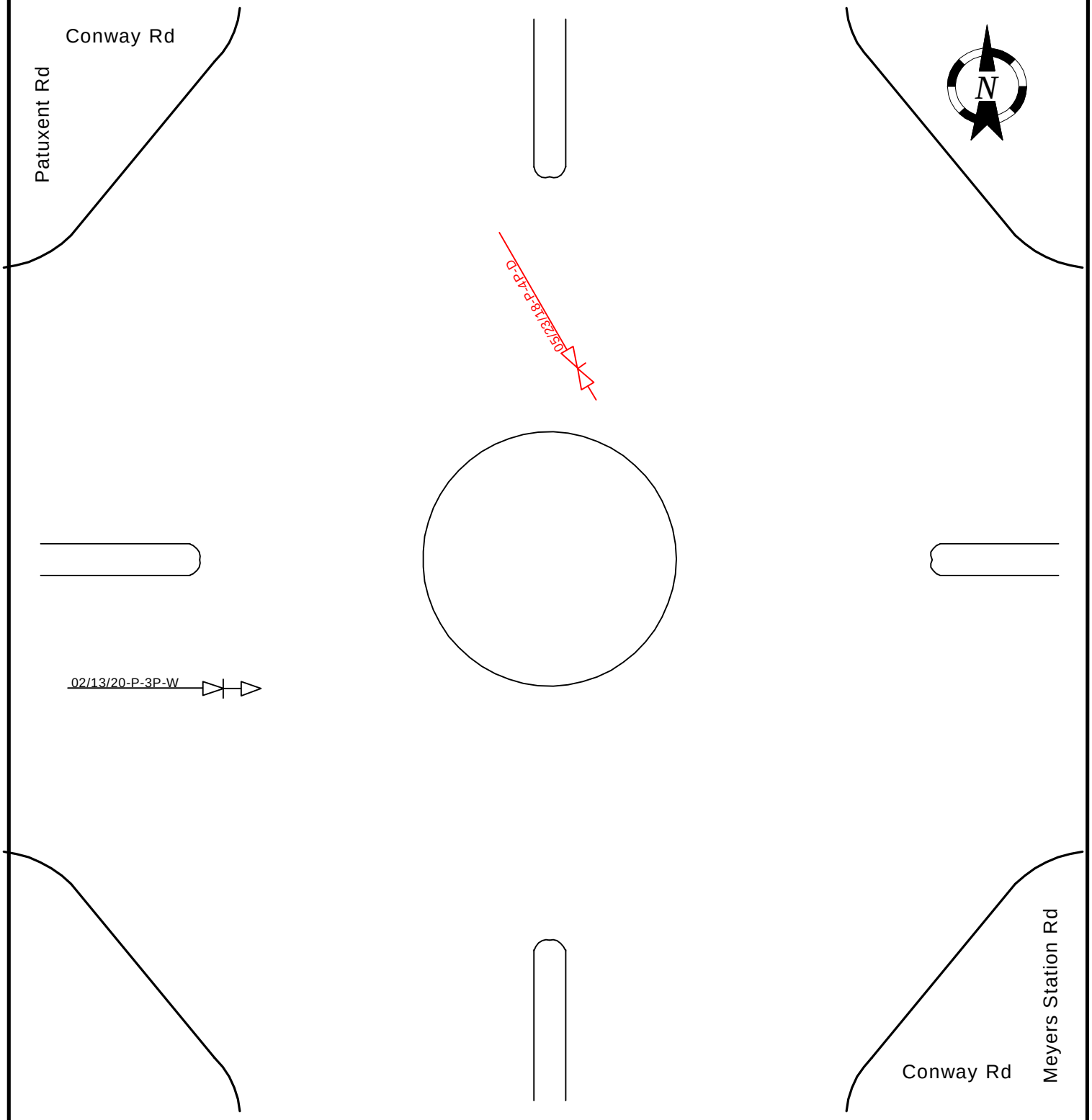
Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO1040												
0.000	✓	05232018	Property	04P	Day	Dry			OPDIR	SS	NS	Fail to yield right-of-way
CO2633												
1.180	✓	02132020	Property	03P		Wet			RREND	ES	ES	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

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

Location: Conway Rd @ Patuxent Rd & Meyers Station Rd
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/15/2021



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

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

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

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

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

40066

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: AA Route: Meyer Station Road (CO 2634) Town/Place: Odenton Log Mile: **0.00-2.53**

☐ at to Southern Terminus
☒ from Conway Road (CO 2633)

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

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 –

Additional Instructions or Remarks:

Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map: F12A

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: Matthew Jagg

Date: 09/15/2021

Location: Meyers Station Rd From: Conway Rd To: Southern Terminus

Logmiles: From 0 To 2.53 Length: 2.53

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	1	0	1
No. Injured	0	1	0	1
Prop. Damage	0	0	1	1
Total Crashes	0	1	1	2
Severity Index	0	4	1	Avg 2
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	0	0	0
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	1	1	2
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	0	0	0	0
Total Vehicles	0	1	1	2
Total Trucks	0	0	0	0
Truck %	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: Matthew Jagg

Date: 09/15/2021

Location: Meyers Station Rd From: Conway Rd To: Southern Terminus

Logmiles: From 0 To 2.53 Length: 2.53

County: Anne Arundel, D5 Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		1	1	2
Veh Occ		1		
Pedestrian				

AVG 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:	1	
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
2							2

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	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			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
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:				
	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	
2	Clear / Cloudy	1	Day	18-20	2
	Foggy		Dawn/Dusk		
	Raining		Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other	1	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: Matthew Jagg

Date: 09/15/2021

Location: Meyers Station Rd From: Conway Rd To: Southern Terminus

Logmiles: From 0 To 2.53 Length: 2.53

County: Anne Arundel, D5 Period: January 01, 2018 To December 31, 2020

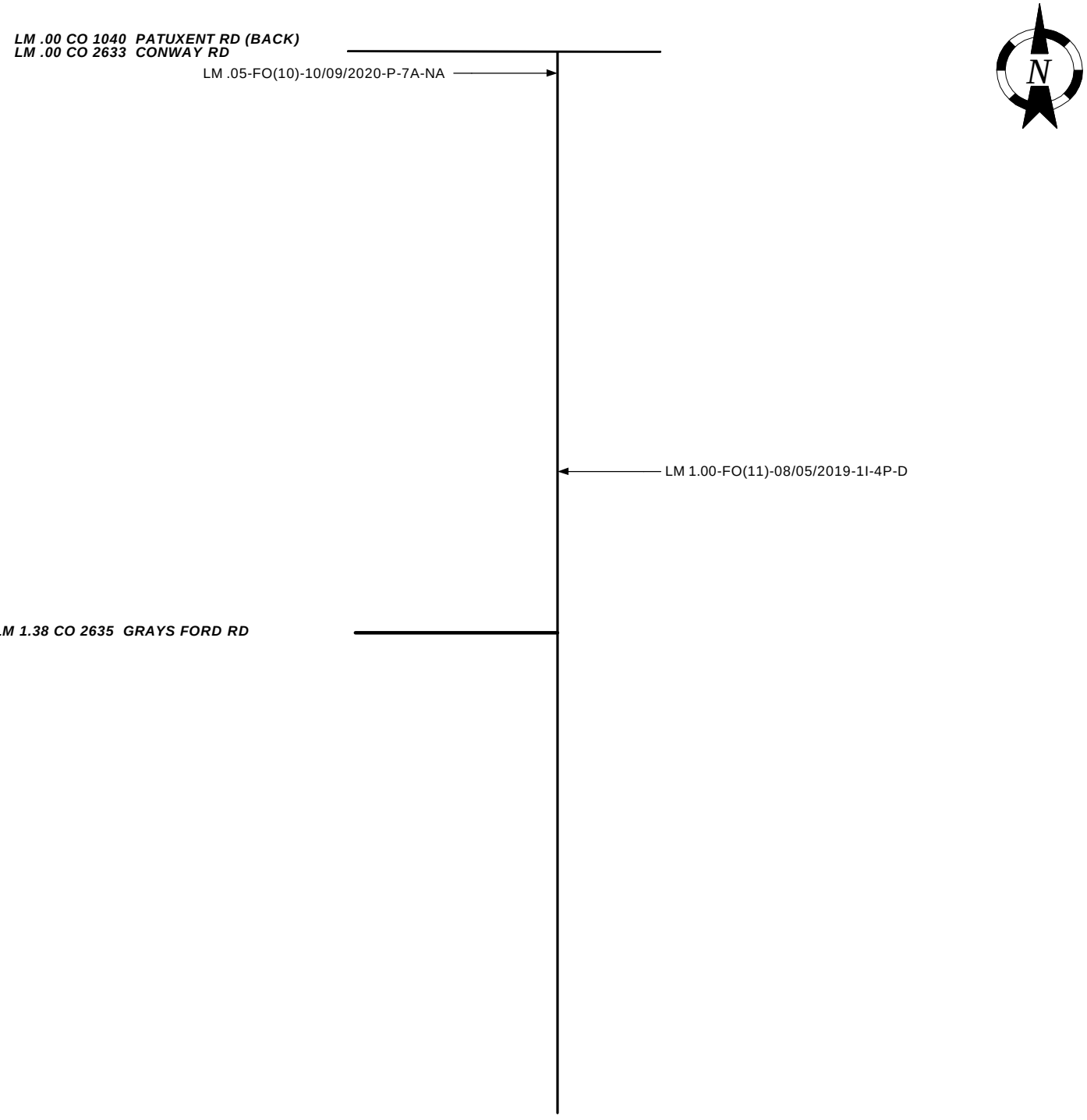
Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO2634												
0.050		10092020	Property	07A				10	FXOBJ	SS	--	Other or Unknown
1.000		08052019	1 Injured	04P	Day	Dry		11	FXOBJ	NS	--	Exceeded speed limit

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: Meyers Station Rd From: Conway Rd To: Southern Terminus
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/15/2021



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	

40081

Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: August 31, 2021 Note: date set automatically

Location:

County: Anne Arundel Town/Place: Odenton
Route: Conway Road Log Mile:
☒ at Future Professionals Drive/ Crofton Princess Ctr Ent (1.97)
☐ from to

Purpose Needed:

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

Originally Requested By: Adam Greenstein, on behalf of Anne Arundel County
When Needed:9/20/21

Work Requested:

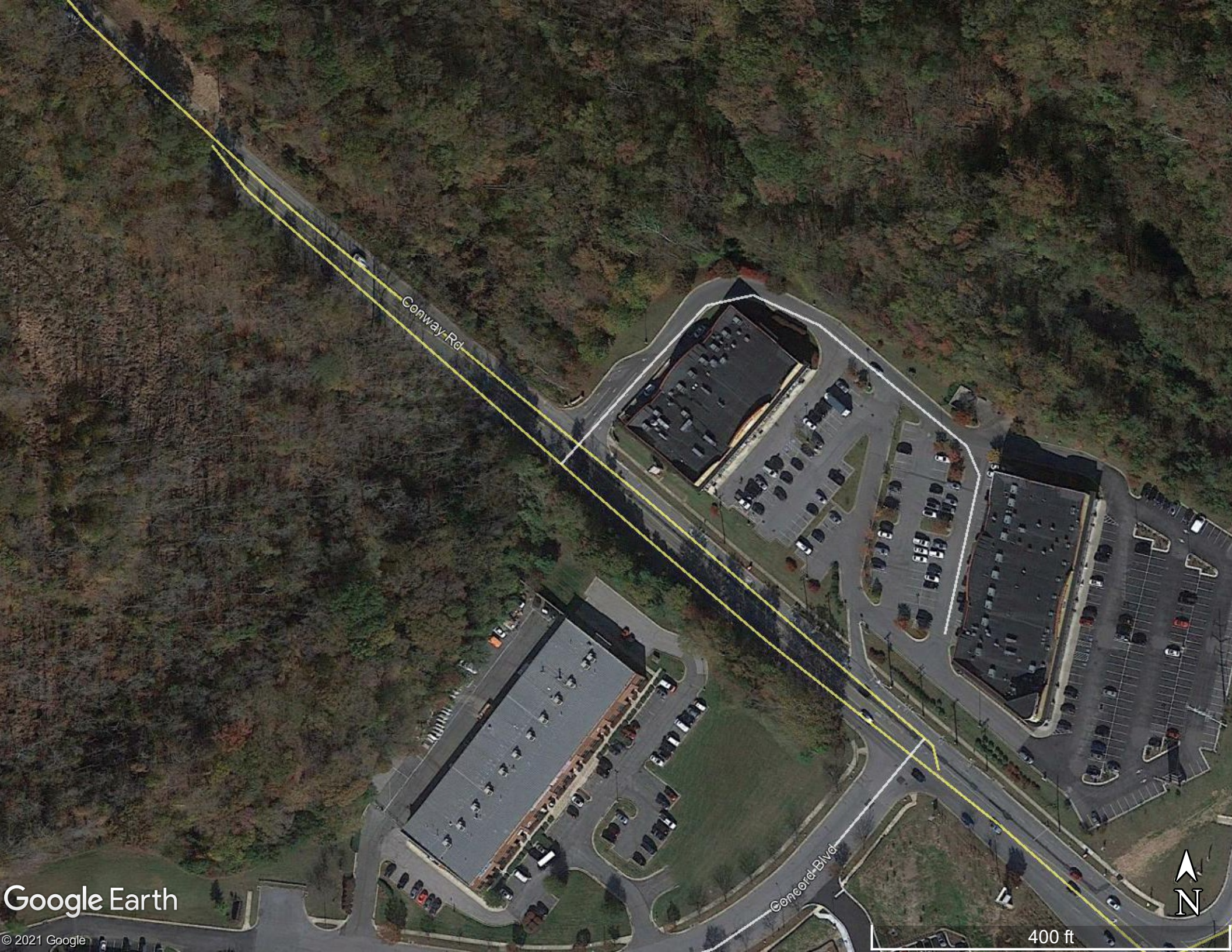
☒ Accident Summary ☒ 3R Format (History) ☒ Accident Rates
☒ Study Worksheet ☒ Collision Diagram ☐ Other (Explain in Remarks)

☐ One Year ☐ Two Years
☒ Three Years ☐ Combined Years
☐ Specific Date –

Additional Instructions or Remarks:
Requested by: Michael Morganstein Title: Traffic Engineer
Consultant Firm: AECOM Consultant Subcontractor:
Phone: 301-996-2770 Fax:
Cell Phone: Email: Michael.morganstein@aecom.com

Please indicate map coordinates of location to be studied.
ADC: MD General Hwy. Grid Map:F12A

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


Conway Rd
Concord Blvd
Google Earth
© 2021 Google
N
400 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 09/16/2021

Location: Conway Rd @ Princess Shopping Center

Logmiles: 0.197 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

YEAR >>	2018	2019	2020	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	1	1	0	2
Total Crashes	1	1	0	2
Severity Index	1	1	0	Avg 1
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	1	1	0	2
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	1	0	1
Wet Surface	0	1	0	1
Alcohol	0	0	0	0
Intersection	0	0	0	0
Total Vehicles	2	2	0	4
Total Trucks	0	0	0	0
Truck %	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: Matthew Jagg

Date: 09/16/2021

Location: Conway Rd @ Princess Shopping Center

Logmiles: 0.197 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 1, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Accidents		0	2	2
Veh Occ				
Pedestrian				

AVG Severity Index: 1

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:		

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

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
			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:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:			2	2
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

18-20	2

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: Matthew Jagg

Date: 09/16/2021

Location: Conway Rd @ Princess Shopping Center

Logmiles: 0.197 At 0 Radius: 250 ft.

County: Anne Arundel, D5

Period: January 01, 2018 To December 31, 2020

Note: Year 2020 data is incomplete and unedited!

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
CO2633												
0.197		12212018	Property	04P	Day	Dry			ANGLE	WS	SL	Other or Unknown
0.197		03082019	Property	08P	Night	Wet			ANGLE	SL	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: Conway Rd @ Princess Shopping Center
County: ANNE ARUNDEL
Study Period: 01/01/2018 to 12/31/2020
Analyst: Matthew Jagg Date: 09/16/2021

DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

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

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

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

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

Appendix D:
Existing Traffic Data

Traffic Signal Configuration Controller Sequence

MD 3 at MD 424/Conway Road

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B	B		B		B								
Sequence 1																
Ring 1	1	2	5	3	4	9	10	13	14	.	.	.	.	.	.	.
Ring 2	.	6	7	.	8	11	12	15	16	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	N	S	E	W	S	N	N	N	N	N	N	N	N	N	N	N
Movement	L	T	LTR	LTR	L	T										
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	6A08
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing **1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases **2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	O				-	Auto	X		
2	2	O				-	Auto		X	X
3	0	O				-	Auto	X		
4	4	O				-	Auto	X		X

5	5	O				-	Auto	X		
6	6	O				-	Auto		X	X
7	0	O				-	Auto	X		
8	8	O				-	Auto	X		X
9	0	P				-	Auto			
10	0	P				-	Auto			
11	0	P				-	Auto			
12	0	P				-	Auto			
13	0	O				-	Auto	X		
14	0	O				+	Auto	X		X
15	0	O				-	Auto	X		
16	0	O				+	Auto	X		X

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Min Green	8	25	8	8	8	25	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	7	0	7	0	7	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	6.0	3.0	3.0	4.0	6.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
Max1	25	60	25	30	30	60	35	35	35	35	35	35	35	35	35	35
Max2	45	80	35	45	45	80	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
Yellow	4.0	5.5	4.0	4.0	5.5	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	4.0	3.0	3.0	3.0	3.0	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	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
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	10	0	10	10	10	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
A	1	Yes	No	No	No		No	No	.
B	2	Yes	No	No	No		No	No	.
B	5	Yes	No	No	No		No	No	.
D	4	Yes	No	No	No		No	No	.
E	5	Yes	No	No	No		No	No	.
F	6	Yes	No	No	No		No	No	.
G	7	Yes	No	No	No		No	No	.
H	3	Yes	No	No	No		No	No	.
I	9	Yes	No	No	No		No	No	.
J	10	Yes	No	No	No		No	No	.
K	11	Yes	No	No	No		No	No	.
L	12	Yes	No	No	No		No	No	.

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5

H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II																
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	X			X	X											
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	150	Std (COS)	9	Offsets In	Seconds
Offset Value	11s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	26	35	26	32	31	61	31	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	92s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	150	Std (COS)	81	Offsets In	Seconds
Offset Value	114s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	21	48	21	35	25	69	25	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	94s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	180	Std (COS)	10	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	27	54	27	36	36	81	36	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	117s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	180	Std (COS)	82	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	26	66	25	35	28	92	27	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	119s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	180	Std (COS)	154	Offsets In	Seconds
Offset Value	18s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	5		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	23	73	20	32	32	96	32	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	128s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	250	Std (COS)	14	Offsets In	Seconds
Offset Value	25s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-LTR	W-LTR	S-L	N-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	38	100	25	37	50	138	50	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	250s	188s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	1	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
	No	Pmt Queue Delay	No

Pmt Ped Priority
Ret
Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								
Aux Func (1-3)								

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
	No	Pmt Queue Delay	No

Pmt Ped Priority
Ret
Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 98 - "??"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
	No	Pmt Queue Delay	No

Pmt Ped Priority
Ret
Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall	X	X	X	X	X	X										
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 99 - "??"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								
Aux Func (1-3)								

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 100 - "??"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
	No	Pmt Queue Delay	No

Pmt Ped Priority
Ret
Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Maryland State Highway Administration

ECONOLITE

MOVING TRAFFIC FORWARD

(4) MD 3 & MD 424 - MD 3 & MD 424 - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	99	00:00
2	1	09:30
3	99	21:30

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	99	00:00
2	4	05:30
3	1	09:30
4	5	15:00
5	1	18:45
6	99	21:30

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	99	00:00
2	2	06:00
3	4	06:30
4	98	09:00
5	5	15:00
6	1	18:45
7	99	21:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

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

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

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

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Traffic Turning Movement Counts

Study Name 18-18.11-CONCORD
Start Date 10/02/2021
Start Time 11:00 AM
Site Code CONCORD

	CONWAY RD Westbound			CONCORD BLVD Northbound			CONWAY RD Eastbound		
Start Time	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn
11:00 AM	112	31	0	30	4	0	3	100	0
11:15 AM	119	30	0	30	6	0	5	128	0
11:30 AM	135	25	0	26	5	0	6	126	0
11:45 AM	126	30	1	27	8	0	9	134	0
12:00 PM	128	25	0	25	5	0	8	128	0
12:15 PM	134	23	0	29	11	0	8	152	0
12:30 PM	120	28	1	35	4	0	4	130	0
12:45 PM	131	33	0	19	7	0	9	131	0
1:00 PM	119	20	0	26	8	0	5	129	0
1:15 PM	127	35	0	28	3	0	4	153	0
1:30 PM	113	15	0	23	3	0	6	125	0
1:45 PM	131	28	0	29	5	0	2	114	0
2:00 PM	141	24	0	30	2	0	4	126	0
2:15 PM	128	25	0	27	4	0	8	131	0
2:30 PM	118	28	0	36	10	0	5	125	0
2:45 PM	145	19	1	19	5	0	4	130	0

Study Name 18-18.11-CONCORD
Start Date 10/02/2021
Start Time 11:00 AM
Site Code CONCORD

	CONWAY RD Westbound		CONCORD BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0

Study Name 18-18.11-CONCORD
Start Date 10/02/2021
Start Time 11:00 AM
Site Code CONCORD

	CONWAY RD Westbound		CONCORD BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0

Study Name 18-18.11-concord
Start Date 09/30/2021
Start Time 6:00 AM
Site Code concord w

	CONWAY RD Westbound			CONCORD BLVD Northbound			CONWAY RD Eastbound		
Start Time	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn
6:00 AM	33	6	0	0	0	0	0	62	0
6:15 AM	29	7	0	1	0	0	1	58	0
6:30 AM	42	14	0	4	1	0	3	83	0
6:45 AM	77	16	0	6	0	0	0	105	0
7:00 AM	75	14	0	10	2	0	6	132	0
7:15 AM	71	13	0	10	1	0	7	115	0
7:30 AM	63	21	0	7	0	0	4	147	0
7:45 AM	79	23	0	18	3	0	8	107	0
8:00 AM	95	36	0	7	3	0	6	111	0
8:15 AM	78	24	0	11	2	0	9	99	0
8:30 AM	102	25	0	16	2	0	3	115	0
8:45 AM	81	38	0	23	5	0	10	111	0
9:00 AM	87	30	0	20	6	0	6	123	0
9:15 AM	88	26	0	20	5	0	6	106	0
9:30 AM	70	21	0	19	1	0	1	99	0
9:45 AM	85	27	0	27	1	0	5	88	0
10:00 AM	78	27	0	23	5	0	1	113	0
10:15 AM	93	20	0	16	3	0	2	102	0
10:30 AM	91	17	0	18	6	0	9	80	0
10:45 AM	76	28	0	21	6	0	3	100	0
11:00 AM	94	21	0	24	7	0	4	109	0
11:15 AM	97	16	0	17	4	0	1	87	0
11:30 AM	98	23	0	25	2	0	5	75	0
11:45 AM	115	29	0	31	2	0	5	114	0
12:00 PM	121	27	0	27	4	0	3	125	0
12:15 PM	122	29	0	19	9	0	5	105	0
12:30 PM	120	20	0	26	3	0	1	114	0
12:45 PM	106	35	0	28	5	0	4	115	0
1:00 PM	100	17	0	27	4	0	5	110	0
1:15 PM	116	33	0	23	1	0	3	100	0
1:30 PM	122	31	0	30	6	0	3	97	0
1:45 PM	102	27	1	26	3	0	2	130	0
2:00 PM	116	35	0	28	11	0	2	116	0
2:15 PM	119	28	0	25	3	0	3	134	0
2:30 PM	108	26	0	30	5	0	8	129	0
2:45 PM	134	24	0	24	9	0	4	132	0
3:00 PM	123	14	0	26	4	0	3	153	0
3:15 PM	151	21	0	20	9	0	5	120	0
3:30 PM	146	26	0	26	5	0	5	129	0
3:45 PM	114	21	0	19	3	0	6	120	0
4:00 PM	109	27	0	31	3	0	6	130	0
4:15 PM	158	34	0	33	4	0	5	133	0
4:30 PM	165	29	0	47	3	0	14	132	0
4:45 PM	206	32	0	44	10	0	8	150	0
5:00 PM	178	29	0	30	7	0	9	156	0
5:15 PM	166	34	1	39	13	0	7	152	0
5:30 PM	193	31	0	26	8	0	3	142	0
5:45 PM	179	15	0	30	6	0	9	130	0
6:00 PM	179	23	0	28	8	0	6	141	0
6:15 PM	185	22	0	31	5	0	1	134	0
6:30 PM	152	15	0	19	4	0	2	118	0
6:45 PM	169	12	0	16	4	0	1	111	0

Study Name 18-18.11-concord
Start Date 09/30/2021
Start Time 6:00 AM
Site Code concord w

	CONWAY RD Westbound		CONCORD BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0

Study Name 18-18.11-concord
Start Date 09/30/2021
Start Time 6:00 AM
Site Code concord w

	CONWAY RD Westbound		CONCORD BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	1	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0

Study Name 18-18.11-Pro
Start Date 10/23/2021
Start Time 11:00 AM
Site Code PRO SAT

	BUSINESS ENT Southbound			CONWAY RD Westbound			CONWAY RD Eastbound		
Start Time	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
11:00 AM	0	19	0	2	90	0	115	3	0
11:15 AM	2	19	0	1	93	0	114	1	0
11:30 AM	1	10	0	0	102	0	109	4	0
11:45 AM	5	12	0	0	114	0	121	0	0
12:00 PM	1	13	0	1	104	0	102	1	0
12:15 PM	1	10	0	3	92	0	112	2	0
12:30 PM	2	22	0	2	83	0	110	2	0
12:45 PM	4	16	0	3	107	0	117	3	0
1:00 PM	3	18	0	3	97	0	121	2	0
1:15 PM	4	17	0	0	93	0	108	2	0
1:30 PM	2	17	0	0	102	0	143	0	0
1:45 PM	0	28	0	0	93	0	130	3	0
2:00 PM	4	17	0	1	99	0	106	1	0
2:15 PM	1	20	0	2	110	0	111	1	0
2:30 PM	1	26	0	0	90	0	110	3	0
2:45 PM	3	23	0	1	104	0	109	1	0

Study Name 18-18.11-Pro
Start Date 10/23/2021
Start Time 11:00 AM
Site Code PRO SAT

	BUSINESS ENT Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0

Study Name 18-18.11-Pro
Start Date 10/23/2021
Start Time 11:00 AM
Site Code PRO SAT

	BUSINESS ENT Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0

Study Name 18-18.11-PRO
Start Date 10/21/2021
Start Time 6:00 AM
Site Code PRO W

	BUSINESS ENT Southbound			CONWAY RD Westbound			CONWAY RD Eastbound		
Start Time	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
6:00 AM	0	0	0	0	32	0	62	0	0
6:15 AM	0	0	0	0	46	0	72	0	0
6:30 AM	2	5	0	0	43	0	83	1	0
6:45 AM	1	0	0	1	61	0	111	1	0
7:00 AM	4	9	0	0	64	0	117	0	0
7:15 AM	2	5	0	0	77	0	107	1	1
7:30 AM	2	1	0	1	88	0	141	0	0
7:45 AM	0	6	0	0	95	0	136	3	0
8:00 AM	0	3	0	0	89	0	132	1	0
8:15 AM	0	4	0	0	74	0	114	0	0
8:30 AM	2	10	0	1	102	0	116	3	0
8:45 AM	1	6	0	0	99	0	130	1	0
9:00 AM	1	4	0	0	78	0	125	0	0
9:15 AM	3	1	0	0	83	0	112	1	0
9:30 AM	1	7	0	1	79	0	108	1	0
9:45 AM	0	5	0	0	60	0	95	1	0
10:00 AM	1	7	0	0	64	0	94	0	0
10:15 AM	2	5	0	0	67	0	91	0	0
10:30 AM	1	10	0	0	74	0	90	2	0
10:45 AM	1	8	0	0	76	0	86	2	0
11:00 AM	1	4	0	1	77	0	72	0	0
11:15 AM	1	5	0	0	91	0	100	2	0
11:30 AM	1	20	0	1	95	0	100	1	0
11:45 AM	4	14	0	1	92	0	103	5	0
12:00 PM	3	17	0	1	93	0	90	1	0
12:15 PM	1	14	0	0	115	0	90	3	0
12:30 PM	8	20	0	1	116	0	91	2	0
12:45 PM	2	25	0	2	105	0	101	2	0
1:00 PM	2	22	0	1	103	0	76	1	0
1:15 PM	2	19	0	0	113	0	87	2	0
1:30 PM	3	16	0	3	101	0	92	2	0
1:45 PM	3	15	0	3	94	0	108	0	0
2:00 PM	1	20	0	1	90	0	90	3	0
2:15 PM	5	18	0	2	83	0	103	4	0
2:30 PM	3	16	0	3	105	0	100	0	0
2:45 PM	3	24	0	0	93	0	100	0	0
3:00 PM	1	16	0	0	93	0	95	1	0
3:15 PM	0	31	0	0	121	0	135	2	0
3:30 PM	1	11	0	0	126	0	116	4	0
3:45 PM	2	29	0	0	129	0	123	3	0
4:00 PM	3	24	0	1	146	0	119	1	0
4:15 PM	2	15	0	1	144	0	137	2	0
4:30 PM	3	12	0	2	139	0	165	1	0
4:45 PM	4	20	0	1	160	0	157	5	0
5:00 PM	5	20	0	1	172	0	121	4	0
5:15 PM	3	23	0	1	151	0	160	2	0
5:30 PM	4	28	0	1	145	0	139	1	0
5:45 PM	5	17	0	0	158	0	114	4	0
6:00 PM	2	29	0	1	141	0	116	3	0
6:15 PM	2	17	0	2	128	0	132	2	0
6:30 PM	9	21	0	1	151	0	110	2	0
6:45 PM	4	23	0	2	122	0	109	1	0

Study Name 18-18.11-PRO
Start Date 10/21/2021
Start Time 6:00 AM
Site Code PRO W

	BUSINESS ENT Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0

Study Name 18-18.11-PRO
Start Date 10/21/2021
Start Time 6:00 AM
Site Code PRO W

	BUSINESS ENT Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0

Study Name 18-18.11-MD 3
Start Date 09/23/2021
Start Time 6:00 AM
Site Code MD 3-W

	MD 3 Southbound				DAVIDSONVILLE RD Westbound				MD 3 Northbound				CONWAY RD Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM	13	301	0	0	33	2	50	0	4	175	10	1	28	4	19	0
6:15 AM	13	327	15	0	40	8	31	0	1	270	11	3	35	4	16	0
6:30 AM	20	399	30	0	56	10	56	0	3	284	17	1	43	9	16	0
6:45 AM	31	471	33	0	59	13	56	0	3	279	27	0	60	13	33	0
7:00 AM	25	451	43	4	65	13	60	0	11	444	21	0	73	13	45	0
7:15 AM	19	431	36	3	68	14	53	0	7	459	19	2	68	9	33	0
7:30 AM	21	418	29	1	110	17	70	0	4	411	27	2	48	6	28	0
7:45 AM	34	410	56	4	76	19	51	0	16	414	40	3	71	18	38	0
8:00 AM	36	518	36	4	83	19	78	0	14	393	34	3	59	13	30	0
8:15 AM	43	577	39	10	64	23	71	0	10	394	33	5	48	11	42	0
8:30 AM	45	498	61	6	98	18	55	0	18	422	44	2	62	11	44	0
8:45 AM	42	411	47	10	79	24	47	0	18	436	46	2	46	19	39	0
9:00 AM	51	400	55	7	76	20	39	0	22	354	47	2	45	22	54	0
9:15 AM	34	410	53	7	80	23	46	0	14	368	20	4	32	21	41	0
9:30 AM	47	420	52	13	66	14	41	0	20	393	34	4	35	16	31	0
9:45 AM	39	399	62	15	73	20	50	0	10	286	41	5	38	20	45	0
10:00 AM	40	348	54	6	58	15	43	0	23	328	37	5	36	9	32	0
10:15 AM	35	290	54	6	63	20	40	0	36	290	38	3	33	13	36	0
10:30 AM	36	295	59	13	76	25	58	0	18	332	33	5	36	15	45	0
10:45 AM	41	265	58	14	66	19	33	0	32	312	33	7	37	20	39	0
11:00 AM	38	318	38	17	65	19	39	0	20	322	33	2	34	20	37	0
11:15 AM	51	316	90	19	83	15	53	0	33	395	33	8	62	23	41	0
11:30 AM	44	290	55	18	96	32	52	0	19	328	27	3	35	22	50	0
11:45 AM	55	300	90	18	78	30	51	0	13	379	35	7	48	26	54	0
12:00 PM	58	279	67	16	91	26	65	0	24	407	41	5	56	22	59	0
12:15 PM	52	356	68	8	89	30	57	0	32	369	47	9	40	22	61	0
12:30 PM	49	318	68	15	92	33	57	0	27	396	34	6	54	14	50	0
12:45 PM	62	340	79	19	90	31	50	0	28	460	42	6	48	18	61	0
1:00 PM	62	308	69	15	74	14	42	0	31	331	45	3	33	15	49	0
1:15 PM	49	361	86	9	80	33	42	0	34	387	50	6	47	21	44	0
1:30 PM	42	346	78	26	89	22	46	0	42	474	39	2	52	22	52	0
1:45 PM	59	356	75	21	73	28	46	0	30	442	45	3	49	29	51	0
2:00 PM	57	378	75	16	94	34	69	0	35	475	33	8	40	12	56	0
2:15 PM	57	421	63	16	68	27	51	0	37	498	40	5	59	19	57	0
2:30 PM	51	423	93	15	89	32	63	0	50	538	49	3	47	13	51	0
2:45 PM	47	424	89	15	88	29	51	0	48	586	29	4	74	14	41	0
3:00 PM	69	440	97	17	68	24	60	0	11	584	53	3	44	23	36	0
3:15 PM	71	455	110	14	73	22	57	0	14	621	56	5	61	31	39	0
3:30 PM	63	504	103	18	67	23	57	0	13	613	68	3	48	27	35	0
3:45 PM	57	560	100	13	94	42	61	0	19	622	71	1	60	27	53	0
4:00 PM	57	431	98	25	85	40	46	0	25	637	75	5	83	25	51	0
4:15 PM	60	452	92	24	86	45	50	0	39	614	58	5	68	23	57	0
4:30 PM	60	457	108	16	77	37	56	0	33	660	84	8	62	35	67	0
4:45 PM	66	426	102	21	96	46	54	0	31	638	72	7	53	28	55	0
5:00 PM	65	498	113	14	91	42	40	0	35	626	87	2	54	29	58	0
5:15 PM	65	529	94	20	104	59	43	0	19	663	70	5	73	29	84	0
5:30 PM	66	578	117	12	102	46	54	0	26	685	72	6	54	22	55	0
5:45 PM	81	516	98	16	91	49	54	0	33	650	93	1	42	28	56	0
6:00 PM	59	549	112	14	111	43	62	0	30	551	82	8	49	45	68	0
6:15 PM	75	547	106	22	97	37	48	0	37	548	71	5	75	17	51	1
6:30 PM	54	445	98	10	88	28	52	0	34	496	62	7	65	29	48	0
6:45 PM	68	408	82	17	98	37	51	0	34	438	52	7	39	33	40	0

Study Name 18-18.11-MD 3
Start Date 09/23/2021
Start Time 6:00 AM
Site Code MD 3-W

	MD 3 Southbound		DAVIDSONVILLE RD Westbound		MD 3 Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0

Study Name 18-18.11-MD 3
Start Date 09/23/2021
Start Time 6:00 AM
Site Code MD 3-W

	MD 3 Southbound		DAVIDSONVILLE RD Westbound		MD 3 Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0

File Name: J:\! DATA FILES\18-18-11\CONWAY RD AT PATUXENT RD-MEYERS STATION RD_WEEKEND.ppd
Start Date: 9/25/2021
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Weather:
Comment 2: Counted By:
Comment 3: Town:
Comment 4: Country

	PATUXENT RD From North				CONWAY RD From East				MEYERS STATION RD From South				CONWAY RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
########	62	0	6	0	1	50	45	0	5	1	4	0	14	71	11	0
########	53	1	5	0	2	57	45	0	12	4	3	0	9	63	9	0
########	47	1	8	0	3	60	49	0	6	2	9	0	12	44	1	0
########	63	2	10	0	4	42	41	0	10	1	9	0	10	61	9	0
########	42	2	17	0	1	41	41	0	9	0	7	0	10	49	7	0
########	52	0	7	0	1	56	41	0	14	2	5	0	11	63	7	0
########	56	2	17	0	0	63	49	0	5	2	7	0	12	61	8	0
########	50	0	9	0	0	68	52	0	4	0	3	0	18	56	6	0
########	50	0	13	0	4	63	46	0	8	1	7	0	10	66	10	0
########	59	0	10	0	1	60	54	0	6	0	3	0	9	62	8	0
########	57	0	13	0	2	55	49	0	8	1	7	0	9	62	7	0
########	66	0	7	0	1	54	47	0	7	1	5	0	10	44	2	0
########	41	2	10	0	3	47	53	0	5	1	1	0	15	58	2	0
########	41	0	15	0	0	71	59	0	6	0	6	0	13	54	3	0
########	44	1	13	0	2	45	42	0	2	2	5	0	10	58	1	0
########	35	0	9	0	2	51	56	0	1	1	0	0	12	43	1	0
########	50	0	14	0	0	63	55	0	6	0	5	0	4	53	0	0
########	54	1	6	0	0	54	50	0	1	0	4	0	10	55	0	0
########	36	0	9	0	2	63	52	0	0	2	1	0	9	58	3	0
########	46	0	8	1	0	46	47	0	0	1	4	1	6	56	1	1

File Name: J:\! DATA FILES\18-18-11\CONWAY RD AT PATUXENT RD-MEYERS STATION RD_WEEKEND.ppd
Start Date: 9/25/2021
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Weather:
Comment 2: Counted By:
Comment 3: Town:
Comment 4: Country

	PATUXENT RD From North				CONWAY RD From East				MEYERS STATION RD From South				CONWAY RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
########	0	0	0	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
########	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
########	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	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	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	0	0	0	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	0	1	0	0	0
########	1	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	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	0	0	0	0	0
########	1	0	0	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	1	0	0	0
########	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
########	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: J:\! DATA FILES\18-18-11\CONWAY RD AT PATUXENT RD-MEYERS STATION RD_WEEKEND.ppd
Start Date: 9/25/2021
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Weather:
Comment 2: Counted By:
Comment 3: Town:
Comment 4: Country

	PATUXENT RD From North				CONWAY RD From East				MEYERS STATION RD From South				CONWAY RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
########	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0
########	0	0	0	0	0	1	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	2	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	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
########	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
########	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
########	0	0	0	0	0	0	1	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	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	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	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	0	0	0	0	0	0	0	0	0

File Name: J:\! DATA FILES\18-18-11\CONWAY RD AT PATUXENT RD-MEYERS STATION RD_WEEKDAY.ppd
Start Date: 9/23/2021
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: Weather: AM-RAIN/PM CLEAR
Comment 2: Counted By: DON, GARY
Comment 3: Town:
Comment 4: Country: ANNE ARUNDEL

	PATUXENT RD From North				CONWAY RD From East				MEYERS STATION RD From South				CONWAY RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
#######	26	0	0	0	0	8	7	0	0	0	2	0	2	22	0	0
#######	30	0	3	0	0	9	9	0	0	1	1	0	12	29	0	0
#######	49	1	5	0	0	17	16	0	0	0	1	0	14	25	0	0
#######	54	0	4	0	0	30	18	0	0	0	3	0	19	33	0	0
#######	58	0	7	0	0	26	13	0	0	0	2	0	16	55	0	0
#######	50	0	8	0	0	22	17	0	1	0	2	0	27	60	0	0
#######	41	1	12	0	0	13	24	0	0	0	1	0	34	45	0	0
#######	52	0	9	0	3	26	24	0	1	2	4	0	25	52	0	0
#######	54	0	10	0	0	37	15	0	0	2	1	0	20	65	0	0
#######	42	1	8	0	0	29	24	0	0	0	0	0	20	42	0	0
#######	47	1	16	0	1	37	47	0	0	0	0	0	39	77	0	0
#######	35	0	13	0	1	32	22	0	0	0	3	0	28	46	0	0
#######	56	1	18	0	1	49	30	0	0	0	2	0	14	48	0	0
#######	29	0	10	0	0	38	13	0	0	1	2	0	10	30	0	0
#######	31	0	13	0	1	32	23	0	0	0	2	0	8	41	0	0
#######	29	0	11	0	2	44	21	0	0	0	1	0	9	46	0	0
#######	24	0	4	0	1	34	18	0	0	1	2	0	15	36	0	0
#######	24	0	8	0	0	38	25	0	0	0	6	0	6	41	0	0
#######	19	1	3	0	1	31	19	0	0	1	2	0	10	50	1	0
#######	23	1	3	0	3	40	13	0	1	1	2	0	9	51	0	0
#######	23	2	7	0	0	39	17	0	1	1	1	0	14	46	0	0
#######	30	1	3	0	0	28	24	0	0	0	3	0	6	51	0	0
#######	19	0	6	0	2	34	21	0	1	1	1	0	13	55	2	0
#######	22	0	11	0	3	43	20	0	0	0	3	0	15	48	0	0
#######	33	2	13	0	0	47	34	0	0	0	4	0	10	71	1	0
#######	25	0	10	0	0	47	25	0	0	0	3	0	11	61	0	0
#######	34	0	7	0	4	47	27	0	0	0	0	0	9	56	0	0
#######	32	0	9	0	1	46	29	0	1	0	2	0	8	66	0	0
#######	23	0	5	0	3	56	21	0	1	0	0	0	12	49	1	0
#######	32	0	9	0	0	50	29	0	1	0	1	0	11	43	0	0
#######	18	0	8	2	2	48	22	2	0	0	0	2	9	58	1	2
#######	31	1	12	0	1	54	32	0	1	0	2	0	6	52	1	0
#######	30	1	10	0	3	47	40	0	1	1	1	0	10	61	0	0
#######	36	0	14	0	1	50	40	0	0	0	0	0	15	62	0	0
#######	32	1	13	0	1	44	43	0	0	0	2	0	14	39	0	0
#######	58	3	15	0	5	41	35	0	1	1	3	0	18	44	1	0
#######	41	3	10	0	3	53	46	0	1	0	1	0	24	39	0	0
#######	45	1	26	0	2	57	58	0	0	0	1	0	13	44	0	0
#######	55	0	30	0	0	62	54	0	0	1	3	0	10	53	1	0
#######	58	1	34	0	3	57	57	0	0	0	1	0	8	37	1	0
#######	79	2	20	0	1	52	75	0	0	0	2	0	11	65	2	0
#######	60	0	6	0	2	52	65	0	0	2	1	0	16	51	0	0
#######	74	0	23	0	2	63	74	0	0	0	1	0	13	56	0	0
#######	72	0	21	0	1	67	76	0	0	0	2	0	9	51	0	0
#######	76	0	13	0	3	62	93	0	0	0	0	0	11	44	0	0
#######	72	1	11	0	0	61	96	0	2	2	1	0	12	57	1	0
#######	47	1	17	0	3	67	68	0	0	0	1	0	14	53	0	0
#######	50	3	16	0	1	81	94	0	0	0	1	0	16	48	0	0
#######	62	3	25	0	4	69	74	0	0	0	1	0	18	51	0	0
#######	54	2	10	0	3	75	53	0	0	0	1	0	17	60	0	0
#######	48	0	8	0	2	53	57	0	0	1	3	0	13	48	1	0
#######	45	0	12	0	1	66	49	0	0	0	0	0	4	36	0	0

File Name: J:\! DATA FILES\18-18-11\CONWAY RD AT PATUXENT RD-MEYERS STATION RD_WEEKDAY.ppd
Start Date: 9/23/2021
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: Weather: AM-RAIN/PM CLEAR
Comment 2: Counted By: DON, GARY
Comment 3: Town:
Comment 4: Country: ANNE ARUNDEL

	PATUXENT RD From North				CONWAY RD From East				MEYERS STATION RD From South				CONWAY RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
#######	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	0	0	0	0	0
#######	1	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	2	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	0	0	0
#######	1	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	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	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	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	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	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	0
#######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#######	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
#######	1	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	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	0	0	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	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
#######	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
#######	1	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	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	0
#######	0	0	0	0	0	1	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	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
#######	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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	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	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	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	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	0	0	0
#######	1	0	0	0	0	1	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

File Name: J:\! DATA FILES\18-18-11\CONWAY RD AT PATUXENT RD-MEYERS STATION RD_WEEKDAY.ppd
Start Date: 9/23/2021
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: Weather: AM-RAIN/PM CLEAR
Comment 2: Counted By: DON, GARY
Comment 3: Town:
Comment 4: Country: ANNE ARUNDEL

	PATUXENT RD From North				CONWAY RD From East				MEYERS STATION RD From South				CONWAY RD From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	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
#######	0	0	0	0	0	1	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	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	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	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	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	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	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	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
#######	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
#######	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
#######	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

Study Name 18-18.11-PROFESSIONAL DR
Start Date 09/25/2021
Start Time 11:00 AM
Site Code PROFESSIONAL DR

	PROFESSIONAL DR Southbound				CONWAY RD Westbound				DRIVEWAY Northbound				CONWAY RD Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
11:00 AM	0	0	0	0	0	108	0	0	1	0	0	0	0	129	0	0
11:15 AM	0	0	0	0	0	114	0	0	0	0	0	0	0	116	0	0
11:30 AM	0	0	0	0	0	108	0	0	0	0	1	0	0	119	0	0
11:45 AM	0	0	0	0	0	96	1	0	0	0	0	0	0	132	0	0
12:00 PM	0	0	0	0	0	111	0	0	0	0	0	0	0	110	0	0
12:15 PM	0	0	0	0	0	106	0	0	0	0	0	0	0	121	0	1
12:30 PM	0	0	0	0	0	112	0	0	0	0	0	0	0	117	0	0
12:45 PM	0	0	0	0	0	124	0	0	0	0	0	0	0	121	0	0
1:00 PM	0	0	1	0	1	116	1	0	0	0	0	0	0	121	0	0
1:15 PM	0	0	0	0	0	116	1	0	0	0	0	0	0	134	0	0
1:30 PM	0	0	0	0	0	106	0	0	1	0	0	0	0	129	0	0
1:45 PM	0	0	0	0	0	102	1	0	0	0	0	0	0	114	0	0
2:00 PM	0	0	0	0	0	103	0	0	0	0	0	0	0	101	0	0
2:15 PM	0	0	0	0	0	133	0	0	0	0	0	0	0	100	0	0
2:30 PM	0	0	0	0	0	92	1	0	0	0	0	0	0	110	0	0
2:45 PM	0	0	0	0	0	112	1	0	1	0	0	0	0	84	0	0

Study Name 18-18.11-PROFESSIONAL DR
Start Date 09/25/2021
Start Time 11:00 AM
Site Code PROFESSIONAL DR

	PROFESSIONAL DR Southbound		CONWAY RD Westbound		DRIVEWAY Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0

Study Name 18-18.11-PROFESSIONAL DR
Start Date 09/25/2021
Start Time 11:00 AM
Site Code PROFESSIONAL DR

	PROFESSIONAL DR Southbound		CONWAY RD Westbound		DRIVEWAY Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0

Study Name 18-18.11-PROFESSIONAL DR
Start Date 09/23/2021
Start Time 6:00 AM
Site Code PROFESSIONAL DR W

	PROFESSIONAL DR Southbound				CONWAY RD Westbound				DRIVEWAY Northbound				CONWAY RD Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM	0	0	0	0	0	17	0	0	0	0	0	0	0	50	0	0
6:15 AM	0	0	0	0	0	22	0	0	0	0	0	0	0	66	0	0
6:30 AM	0	0	0	0	0	38	0	0	0	0	0	0	0	72	0	0
6:45 AM	0	0	0	0	0	53	0	0	0	0	0	0	0	102	0	0
7:00 AM	0	0	0	0	0	40	0	0	0	0	0	0	0	119	0	0
7:15 AM	0	0	0	0	0	40	0	0	0	0	0	0	0	114	0	0
7:30 AM	0	0	0	0	0	44	0	0	0	0	0	0	0	85	0	0
7:45 AM	0	0	0	0	0	53	0	0	0	0	0	0	0	122	0	0
8:00 AM	0	0	0	0	0	59	0	0	0	0	0	0	0	109	0	0
8:15 AM	0	0	0	0	0	63	0	0	1	0	0	0	0	94	0	0
8:30 AM	0	0	0	0	0	83	0	0	0	0	0	0	0	127	0	0
8:45 AM	0	0	0	0	0	65	0	0	0	0	0	0	0	88	0	0
9:00 AM	0	0	0	0	0	79	0	0	0	0	0	0	0	105	0	0
9:15 AM	0	0	0	0	0	55	0	0	0	0	0	0	0	73	0	0
9:30 AM	0	0	0	0	0	58	0	0	0	0	0	0	0	72	0	0
9:45 AM	0	0	0	0	0	66	0	0	0	0	1	0	0	86	0	0
10:00 AM	0	0	0	0	0	56	0	0	0	0	0	0	0	60	0	0
10:15 AM	0	0	0	0	0	68	0	0	0	0	0	0	0	77	0	0
10:30 AM	0	0	0	0	0	61	0	0	0	0	0	0	1	71	0	0
10:45 AM	0	0	0	0	0	58	1	0	0	0	0	0	0	79	0	0
11:00 AM	0	0	0	0	0	61	0	0	0	0	0	0	0	70	0	0
11:15 AM	0	0	0	0	0	65	1	0	0	0	0	0	0	97	0	0
11:30 AM	0	0	0	0	0	64	0	0	1	0	0	0	0	81	0	0
11:45 AM	0	0	0	0	0	64	0	0	0	0	0	0	0	82	0	0
12:00 PM	0	0	0	0	0	83	0	0	0	0	0	0	0	108	0	0
12:15 PM	0	0	0	0	0	74	1	0	0	0	0	0	0	98	0	0
12:30 PM	0	0	0	0	0	83	0	0	0	0	0	0	0	94	0	0
12:45 PM	0	0	0	0	0	86	0	0	0	0	0	0	0	95	0	0
1:00 PM	0	0	0	0	0	84	0	0	0	0	0	0	0	76	0	0
1:15 PM	0	0	0	0	0	81	0	0	0	0	0	0	0	71	0	0
1:30 PM	0	0	0	0	0	75	0	0	0	0	0	0	0	98	0	0
1:45 PM	0	0	0	0	0	92	0	0	0	0	0	0	0	91	0	0
2:00 PM	0	0	0	0	0	91	0	0	0	0	0	0	0	86	0	0
2:15 PM	0	0	0	0	0	84	0	0	0	0	0	0	0	100	0	0
2:30 PM	0	0	0	0	0	89	0	0	0	0	0	0	0	77	0	0
2:45 PM	0	0	0	0	0	80	0	0	0	0	1	0	0	109	0	0
3:00 PM	0	1	0	0	0	104	0	0	0	0	0	0	0	78	0	0
3:15 PM	0	0	0	0	0	123	0	0	0	0	0	0	0	96	0	0
3:30 PM	0	0	0	0	0	114	0	0	1	0	0	0	0	97	0	0
3:45 PM	0	0	1	0	0	123	0	0	0	0	0	0	0	107	1	0
4:00 PM	0	0	0	0	0	134	1	0	0	0	0	0	0	143	0	0
4:15 PM	0	0	0	0	0	117	0	0	1	0	0	0	0	112	0	0
4:30 PM	0	0	0	0	0	151	0	0	2	0	0	0	0	133	0	0
4:45 PM	0	0	0	0	0	142	0	0	0	0	0	0	1	134	0	0
5:00 PM	0	0	0	0	0	171	1	0	0	0	0	0	0	124	0	0
5:15 PM	1	0	0	0	1	163	0	0	1	0	0	0	0	173	0	0
5:30 PM	0	0	0	0	0	141	0	0	0	0	0	0	0	101	0	1
5:45 PM	0	0	0	0	0	191	0	0	1	0	0	0	0	114	0	0
6:00 PM	0	0	0	0	0	163	0	0	1	0	0	0	0	111	0	0
6:15 PM	0	0	0	0	0	142	1	0	1	0	0	0	0	122	0	0
6:30 PM	0	0	0	0	0	126	0	0	0	0	0	0	0	96	0	0
6:45 PM	0	0	0	0	0	131	0	0	0	0	0	0	0	80	0	0

Study Name 18-18.11-PROFESSIONAL DR
Start Date 09/23/2021
Start Time 6:00 AM
Site Code PROFESSIONAL DR W

	PROFESSIONAL DR Southbound		CONWAY RD Westbound		DRIVEWAY Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0

Study Name 18-18.11-PROFESSIONAL DR
Start Date 09/23/2021
Start Time 6:00 AM
Site Code PROFESSIONAL DR W

	PROFESSIONAL DR Southbound		CONWAY RD Westbound		DRIVEWAY Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	1	1	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0

Study Name 18-18.11-2 RIVERS BLVD
Start Date 09/25/2021
Start Time 11:00 AM
Site Code 2 RIVERS BLVD

	PATUXENT RIDGE RD Southbound				CONWAY RD Westbound				TWO RIVERS BLVD Northbound				CONWAY RD Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
11:00 AM	0	0	7	0	4	8	52	0	66	0	2	0	14	23	0	0
11:15 AM	0	2	7	0	5	20	56	0	66	0	3	0	1	14	0	0
11:30 AM	0	0	4	0	6	8	59	0	44	0	2	0	3	17	0	0
11:45 AM	0	0	5	0	6	14	50	0	63	0	1	0	2	14	0	0
12:00 PM	0	0	3	0	5	21	62	0	62	0	1	0	3	7	0	0
12:15 PM	0	0	6	0	2	13	59	0	55	1	5	0	5	12	0	0
12:30 PM	0	0	5	0	11	15	59	0	63	0	0	0	4	16	0	0
12:45 PM	0	0	2	0	6	14	59	0	63	1	3	0	2	16	1	0
1:00 PM	0	0	3	0	9	16	64	0	63	0	3	0	3	19	0	0
1:15 PM	0	1	6	0	3	20	55	0	61	3	1	0	2	21	0	0
1:30 PM	0	0	3	0	5	10	54	0	55	1	4	0	1	13	0	0
1:45 PM	0	0	5	0	5	20	52	0	47	0	3	0	5	9	0	0
2:00 PM	0	0	4	0	4	15	53	0	49	0	1	1	2	16	0	0
2:15 PM	1	0	7	0	2	25	54	0	40	0	2	0	3	24	0	0
2:30 PM	0	0	4	0	2	11	58	0	52	1	1	0	3	10	0	0
2:45 PM	1	0	5	0	4	6	53	0	38	1	0	0	1	11	0	0

Study Name 18-18.11-2 RIVERS BLVD
Start Date 09/25/2021
Start Time 11:00 AM
Site Code 2 RIVERS BLVD

	PATUXENT RIDGE RD Southbound		CONWAY RD Westbound		TWO RIVERS BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	3	0	0	0	0	0	1	0
11:15 AM	5	1	0	0	0	0	2	1
11:30 AM	1	2	0	0	0	0	0	2
11:45 AM	2	5	0	0	0	0	0	2
12:00 PM	0	2	0	0	0	0	0	0
12:15 PM	1	1	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	1	0	0	0	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	2	1	0	0	0	0	1	0
2:30 PM	1	0	0	0	0	0	0	0
2:45 PM	1	1	0	0	0	0	0	0

Study Name 18-18.11-2 RIVERS BLVD
Start Date 09/25/2021
Start Time 11:00 AM
Site Code 2 RIVERS BLVD

	PATUXENT RIDGE RD Southbound		CONWAY RD Westbound		TWO RIVERS BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	1	1	0	0	0	0	0	0
11:15 AM	4	2	0	0	0	0	2	1
11:30 AM	3	3	0	0	0	0	5	3
11:45 AM	2	2	0	0	0	0	2	1
12:00 PM	1	0	0	0	0	0	0	0
12:15 PM	5	3	0	0	0	0	5	0
12:30 PM	1	1	0	0	0	0	1	2
12:45 PM	2	0	0	0	0	0	2	1
1:00 PM	0	2	0	0	0	0	0	2
1:15 PM	1	2	0	0	0	0	1	1
1:30 PM	0	1	0	0	0	0	0	0
1:45 PM	2	0	0	0	0	0	1	0
2:00 PM	1	0	0	0	0	0	2	3
2:15 PM	1	2	0	0	0	0	2	1
2:30 PM	0	0	0	0	0	0	0	1
2:45 PM	1	1	0	0	0	0	2	0

Study Name 18-18.11-2 RIVER
Start Date 09/23/2021
Start Time 6:00 AM
Site Code 2 RIVER W

	PATUXENT RIDGE RD Southbound				CONWAY RD Westbound				TWO RIVERS BLVD Northbound				CONWAY RD Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM	0	0	1	0	2	3	4	0	21	1	0	0	0	8	0	0
6:15 AM	0	0	2	0	0	6	6	0	31	0	0	0	0	8	0	0
6:30 AM	0	0	4	0	2	2	15	0	28	0	2	0	2	11	0	0
6:45 AM	0	0	2	0	3	7	30	0	53	0	0	0	0	16	0	0
7:00 AM	0	1	2	0	2	5	23	0	61	0	0	0	1	17	0	0
7:15 AM	0	0	1	0	1	5	32	0	55	0	0	0	0	18	0	0
7:30 AM	0	1	6	0	0	5	21	0	55	1	0	0	0	22	0	0
7:45 AM	0	0	5	0	0	7	29	0	52	0	1	0	0	17	0	0
8:00 AM	0	0	2	0	1	16	35	0	59	1	0	0	0	21	0	0
8:15 AM	0	0	2	0	0	11	33	0	56	0	0	0	1	10	0	0
8:30 AM	0	1	9	0	1	13	44	0	82	0	0	0	0	22	0	0
8:45 AM	0	0	11	0	1	9	42	0	58	0	0	0	1	8	0	0
9:00 AM	0	0	4	0	2	15	69	0	48	0	0	0	1	9	0	0
9:15 AM	0	0	3	0	2	7	46	0	29	0	0	1	0	5	0	0
9:30 AM	0	1	2	0	4	4	40	0	41	0	0	0	1	8	0	0
9:45 AM	0	1	3	0	2	7	48	0	35	0	1	0	1	14	0	0
10:00 AM	1	1	4	0	5	19	28	1	40	0	1	0	0	7	0	0
10:15 AM	0	0	3	0	0	6	38	0	38	1	1	0	0	7	0	0
10:30 AM	1	0	6	0	3	7	26	0	39	1	2	0	2	12	0	0
10:45 AM	0	0	3	0	1	8	37	0	47	0	2	0	0	10	0	0
11:00 AM	0	0	5	0	4	9	40	0	47	1	1	0	1	11	0	0
11:15 AM	0	0	5	0	2	10	36	0	47	0	0	0	1	7	0	0
11:30 AM	0	1	4	0	5	9	28	0	51	0	1	0	0	17	0	0
11:45 AM	0	0	2	0	5	8	43	0	52	1	1	1	2	11	0	0
12:00 PM	0	0	7	0	6	13	47	0	60	0	1	0	0	13	0	0
12:15 PM	0	0	7	0	6	12	40	0	48	0	0	0	4	17	0	0
12:30 PM	0	1	4	0	2	12	38	0	50	1	0	0	2	11	0	0
12:45 PM	0	2	6	0	5	7	47	0	53	0	0	0	1	10	0	0
1:00 PM	0	0	4	0	8	17	46	0	47	0	1	0	0	9	0	0
1:15 PM	1	0	2	0	2	13	43	0	39	1	1	0	1	10	0	0
1:30 PM	0	0	2	0	5	9	41	0	55	1	1	0	0	17	0	0
1:45 PM	1	0	4	0	4	14	49	0	42	0	1	0	3	10	0	0
2:00 PM	0	1	9	0	8	9	42	0	51	1	1	0	2	16	0	0
2:15 PM	0	0	2	0	5	13	54	0	58	0	0	0	0	12	0	0
2:30 PM	0	0	2	0	5	10	41	0	48	0	0	1	1	10	0	0
2:45 PM	0	1	3	0	8	6	56	0	41	0	2	0	2	17	0	0
3:00 PM	0	2	5	0	6	5	52	0	38	0	4	0	1	15	0	0
3:15 PM	0	1	4	0	3	17	56	0	48	1	4	0	1	9	0	0
3:30 PM	0	0	2	0	6	20	69	0	40	0	4	0	0	11	0	0
3:45 PM	0	0	0	0	4	21	65	0	42	0	0	0	1	7	0	0
4:00 PM	0	2	4	0	7	17	49	0	58	0	1	0	0	21	0	0
4:15 PM	0	1	6	0	3	19	47	0	42	0	2	0	3	18	0	0
4:30 PM	0	1	6	0	6	12	66	0	48	1	2	0	1	17	0	0
4:45 PM	1	0	1	0	6	21	58	0	45	2	0	0	1	20	0	0
5:00 PM	0	2	0	0	4	15	66	0	50	0	1	0	1	10	0	0
5:15 PM	0	0	2	0	7	18	72	0	59	0	1	0	1	11	0	0
5:30 PM	0	0	2	0	6	22	57	0	52	1	4	0	1	14	0	0
5:45 PM	0	8	3	0	3	28	82	0	50	0	1	0	1	19	0	0
6:00 PM	0	1	3	0	9	21	61	0	51	0	0	0	1	8	0	0
6:15 PM	0	1	2	0	6	21	61	0	55	1	1	0	3	20	0	0
6:30 PM	0	1	6	0	3	8	48	1	43	0	3	0	2	12	0	0
6:45 PM	0	1	4	0	3	17	60	0	32	0	1	0	0	3	0	0

Study Name 18-18.11-2 RIVER
Start Date 09/23/2021
Start Time 6:00 AM
Site Code 2 RIVER W

	PATUXENT RIDGE RD Southbound		CONWAY RD Westbound		TWO RIVERS BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	0	1	0
1:45 PM	1	1	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	1	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	0	0	0	0
3:45 PM	3	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	0	0	0	0
4:30 PM	3	2	0	0	0	0	0	0
4:45 PM	1	2	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	1	0
6:15 PM	2	0	0	0	0	0	0	1
6:30 PM	1	1	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0

Study Name 18-18.11-2 RIVER
Start Date 09/23/2021
Start Time 6:00 AM
Site Code 2 RIVER W

	PATUXENT RIDGE RD Southbound		CONWAY RD Westbound		TWO RIVERS BLVD Northbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0
9:30 AM	1	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	3	0
11:30 AM	0	1	0	0	0	0	0	3
11:45 AM	1	1	0	0	0	0	2	0
12:00 PM	1	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	2	0
12:45 PM	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	1	1
1:30 PM	1	1	0	0	0	0	3	2
1:45 PM	0	0	2	0	2	0	2	2
2:00 PM	1	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	1	0
2:30 PM	1	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0
3:00 PM	0	1	0	0	0	0	0	0
3:15 PM	1	2	0	0	0	0	1	2
3:30 PM	0	0	0	0	0	0	1	2
3:45 PM	1	0	0	0	0	0	1	4
4:00 PM	2	1	0	0	0	0	3	2
4:15 PM	1	4	0	0	0	0	1	5
4:30 PM	0	1	0	0	0	0	2	2
4:45 PM	3	0	0	0	0	0	4	3
5:00 PM	3	4	0	0	0	0	4	3
5:15 PM	1	1	0	0	0	0	2	1
5:30 PM	1	0	0	0	0	0	4	1
5:45 PM	4	1	0	0	0	0	3	1
6:00 PM	0	0	0	0	0	0	1	1
6:15 PM	1	1	0	0	0	0	1	2
6:30 PM	0	1	0	0	0	0	0	0
6:45 PM	1	2	0	0	0	0	0	3

Study Name 18-18.11-UPPER PATUXENT
Start Date 09/25/2021
Start Time 11:00 AM
Site Code UPPER PATUXENT

	UPPER PATUXENT RIDGE RD Southbound			CONWAY RD Westbound			CONWAY RD Eastbound		
Start Time	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
11:00 AM	0	29	0	11	2	0	5	0	0
11:15 AM	0	14	0	21	3	0	0	0	0
11:30 AM	1	16	0	11	1	0	1	0	0
11:45 AM	0	11	0	11	3	0	3	0	0
12:00 PM	1	8	0	15	3	0	3	0	0
12:15 PM	0	15	0	19	1	0	2	0	0
12:30 PM	0	13	0	12	0	1	3	0	0
12:45 PM	1	12	0	11	3	0	3	0	0
1:00 PM	0	16	0	13	2	0	7	0	0
1:15 PM	1	14	0	16	1	0	2	1	0
1:30 PM	1	8	0	13	3	0	4	0	0
1:45 PM	0	15	0	18	2	0	2	1	0
2:00 PM	0	15	0	9	6	0	3	0	0
2:15 PM	0	16	0	21	5	0	6	0	0
2:30 PM	0	10	0	9	3	0	1	0	0
2:45 PM	0	14	0	8	2	0	2	1	0

Study Name 18-18.11-UPPER PATUXENT
Start Date 09/25/2021
Start Time 11:00 AM
Site Code UPPER PATUXENT

	ER PATUXENT RIDG Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0

Study Name 18-18.11-UPPER PATUXENT
Start Date 09/25/2021
Start Time 11:00 AM
Site Code UPPER PATUXENT

	ER PATUXENT RIDG Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0

Study Name 18-18.11-UPPER
Start Date 09/23/2021
Start Time 6:00 AM
Site Code UPPER W

	UPPER PATUXENT RIDGE RD Southbound			CONWAY RD Westbound			CONWAY RD Eastbound		
Start Time	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
6:00 AM	0	7	0	2	1	0	1	0	0
6:15 AM	0	4	0	3	1	0	3	0	0
6:30 AM	0	11	2	3	0	0	2	1	0
6:45 AM	0	15	0	3	0	0	2	0	0
7:00 AM	1	10	0	3	0	0	5	0	0
7:15 AM	3	13	0	4	0	0	3	1	0
7:30 AM	0	16	3	3	1	0	3	0	0
7:45 AM	0	16	0	8	2	0	2	0	0
8:00 AM	0	15	0	16	1	0	3	0	0
8:15 AM	2	12	4	9	1	0	1	1	0
8:30 AM	0	18	6	8	0	0	2	0	0
8:45 AM	0	7	0	6	2	0	2	0	0
9:00 AM	0	8	0	13	1	0	0	0	0
9:15 AM	0	6	0	6	0	0	2	0	0
9:30 AM	0	7	0	3	0	0	1	0	0
9:45 AM	0	10	0	8	2	0	3	0	0
10:00 AM	0	1	1	15	3	0	3	0	0
10:15 AM	0	9	1	5	0	0	1	0	0
10:30 AM	0	13	0	7	4	0	2	0	0
10:45 AM	0	6	0	9	2	0	3	0	0
11:00 AM	0	12	0	6	0	0	1	0	0
11:15 AM	0	4	0	10	3	0	2	0	0
11:30 AM	0	13	0	9	2	0	3	0	0
11:45 AM	0	10	0	7	1	0	1	0	0
12:00 PM	0	10	0	10	2	0	2	1	0
12:15 PM	1	19	0	5	3	0	3	0	0
12:30 PM	0	10	0	9	1	0	2	0	0
12:45 PM	0	6	0	6	2	0	2	0	0
1:00 PM	0	6	0	13	3	0	1	0	0
1:15 PM	0	11	0	9	4	0	2	0	0
1:30 PM	1	9	0	7	1	0	5	0	0
1:45 PM	0	9	0	12	2	0	4	0	0
2:00 PM	1	7	0	7	2	0	4	0	0
2:15 PM	0	5	0	10	2	0	2	0	0
2:30 PM	0	10	0	7	2	0	0	0	0
2:45 PM	1	15	0	6	1	0	3	0	0
3:00 PM	0	12	0	6	1	0	2	0	0
3:15 PM	0	9	2	17	4	0	1	0	0
3:30 PM	0	5	1	15	9	0	3	0	0
3:45 PM	0	5	3	15	4	0	2	0	0
4:00 PM	1	17	2	13	3	0	4	0	0
4:15 PM	0	13	0	19	4	0	4	1	0
4:30 PM	2	14	0	12	2	0	1	0	0
4:45 PM	0	15	0	18	2	0	4	0	0
5:00 PM	0	12	0	13	3	0	1	0	0
5:15 PM	0	8	0	17	1	0	1	0	0
5:30 PM	1	11	0	21	3	0	4	1	0
5:45 PM	0	14	0	21	3	0	4	0	0
6:00 PM	0	4	0	15	4	0	4	0	0
6:15 PM	0	17	0	20	5	0	4	0	0
6:30 PM	0	11	0	9	3	0	1	0	0
6:45 PM	0	5	0	13	4	0	2	0	0

Study Name 18-18.11-UPPER
Start Date 09/23/2021
Start Time 6:00 AM
Site Code UPPER W

	ER PATUXENT RIDG Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	2	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0

Study Name 18-18.11-UPPER
Start Date 09/23/2021
Start Time 6:00 AM
Site Code UPPER W

	ER PATUXENT RIDG Southbound		CONWAY RD Westbound		CONWAY RD Eastbound	
Start Time	Peds CCW	Peds CW	Peds CCW	Peds CW	Peds CCW	Peds CW
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	1	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	0
1:45 PM	0	2	0	0	2	2
2:00 PM	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	2	19	0	0	0	0
4:00 PM	0	3	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	3	0	0	0	0	0
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0

Appendix E:
Speed Data

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				Sabra & Associates, Inc.												Page 7
2				7055 Samuel Morse Drive Suite 100												
3				Columbia, MD 21046												
4	ANNE ARUNDEL			1 443 741 3500										Site Code:		
5														Station ID:		
6														CONWAY RD. W. OF UPPER PATU		
7																
8																
9	EB															
10			31	36	41	46	51	56	61	66	71	76	81			
11		30	35	40	45	50	55	60	65	70	75	80	9999	Total		
12	09/26/21	2	0	0	0	0	0	0	0	0	0	0	0	2		
13	01:00	0	0	0	1	0	0	0	0	0	0	0	0	1		
14	02:00	3	0	0	0	0	0	0	0	0	0	0	0	3		
15	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
16	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
17	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
18	06:00	1	0	0	0	0	0	0	0	0	0	0	0	1		
19	07:00	4	0	0	0	0	0	0	0	0	0	0	0	4		
20	08:00	1	4	0	0	0	0	0	0	0	0	0	0	5		
21	09:00	3	5	2	0	0	0	0	0	0	0	0	0	10		
22	10:00	9	5	0	0	0	0	0	0	0	0	0	0	14		
23	11:00	4	4	4	0	0	0	0	0	0	0	0	0	12		
24	12 PM	11	4	0	0	0	0	0	0	0	0	0	0	15		
25	13:00	6	5	1	0	0	0	0	0	0	0	0	0	12		
26	14:00	5	2	0	0	1	0	0	0	0	0	0	0	8		
27	15:00	6	2	4	0	0	0	0	0	0	0	0	0	12		
28	16:00	6	5	6	0	0	0	0	0	0	0	0	0	17		
29	17:00	4	0	1	0	0	0	0	0	0	0	0	0	5		
30	18:00	9	3	1	1	0	0	0	0	0	0	0	0	14		
31	19:00	3	0	0	0	0	0	0	0	0	0	0	0	3		
32	20:00	8	0	0	0	0	0	0	0	0	0	0	0	8		
33	21:00	3	0	0	0	0	0	0	0	0	0	0	0	3		
34	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
35	23:00	1	0	0	0	0	0	0	0	0	0	0	0	1		
36	Total	89	39	19	2	1	0	0	0	0	0	0	0	150		
38																
39	Grand Tota	700	283	115	21	3	1	0	0	0	0	0	0	1123		
40																
41		62.33%	87.53%	97.77%	99.64%	99.91%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%			
42																
44	% of vehicles over spe		37.67%													

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL

Site Code:

Station ID: CONWAY RD. W. OF UPPER PA

WB

	30	31	36	41	46	51	56	61	66	71	76	81	
	30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	1	1	0	0	0	0	0	0	0	0	0	0	2
08:00	1	1	0	1	0	0	0	0	0	0	0	0	3
09:00	1	4	2	0	0	0	0	0	0	0	0	0	7
10:00	2	4	2	1	0	0	0	0	0	0	0	0	9
11:00	4	2	4	1	0	0	0	0	0	0	0	0	11
12 PM	9	1	1	0	0	0	0	0	0	0	0	0	11
13:00	15	2	2	0	0	0	0	0	0	0	0	0	19
14:00	10	3	0	0	0	0	0	0	0	0	0	0	13
15:00	10	3	0	0	0	0	0	0	0	0	0	0	13
16:00	6	1	1	0	0	0	0	0	0	0	0	0	8
17:00	8	3	2	0	0	0	0	0	0	0	0	0	13
18:00	4	2	1	0	0	0	0	0	0	0	0	0	7
19:00	6	2	3	2	0	0	0	0	0	0	0	0	13
20:00	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	88	31	18	5	0	0	0	0	0	0	0	0	142
Grand Tota	654	299	141	26	7	1	0	0	0	0	0	0	1128
	57.98%	84.49%	96.99%	99.29%	99.91%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	

% of vehicles over spee 42.02%

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL

Site Code:

Station ID:

CONWAY RD. W. OF TWIN RIVE

EB

	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	80	81	9999	Total
09/26/21	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	1	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
08:00	1	4	15	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
09:00	3	13	21	10	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
10:00	4	15	24	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
11:00	5	14	22	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
12 PM	11	14	18	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
13:00	3	15	11	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
14:00	3	13	12	9	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	41
15:00	14	13	22	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
16:00	2	15	17	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
17:00	5	8	26	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
18:00	7	10	11	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
19:00	5	9	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
20:00	3	4	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
21:00	1	3	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	69	167	240	131	49	12	1	0	0	1	0	0												670
Grand Tota	890	1618	2019	1112	332	79	19	2	2	1	1	0												6075
	14.65%	41.28%	74.52%	92.82%	98.29%	99.59%	99.90%	99.93%	99.97%	99.98%	100.00%	100.00%												
% of vehicles over spe		85.35%																						

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				Sabra & Associates, Inc.												Page 14
2				7055 Samuel Morse Drive Suite 100												
3				Columbia, MD 21046												
4	ANNE ARUNDEL			1 443 741 3500										Site Code:		
5														Station ID:		
6														CONWAY RD. W. OF TWIN RIVERS BLVD.		
7																
8																
9	WB															
10			31	36	41	46	51	56	61	66	71	76	81			
11		30	35	40	45	50	55	60	65	70	75	80	9999	Total		
12	09/26/21	0	3	5	2	0	0	0	0	0	0	0	0	10		
13	01:00	1	2	0	1	0	0	0	0	0	0	0	0	4		
14	02:00	0	1	0	0	0	0	0	0	0	0	0	0	1		
15	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
16	04:00	0	0	1	1	0	0	0	0	0	0	0	0	2		
17	05:00	0	0	0	0	0	1	0	0	0	0	0	0	1		
18	06:00	0	2	3	0	0	0	0	0	0	0	0	0	5		
19	07:00	1	2	4	1	1	0	0	0	0	0	0	0	9		
20	08:00	0	3	5	4	1	0	0	0	0	0	0	0	13		
21	09:00	3	7	6	11	0	0	0	0	0	0	0	0	27		
22	10:00	4	8	15	6	2	1	0	0	0	0	0	0	36		
23	11:00	1	13	32	10	4	1	0	0	0	0	0	0	61		
24	12 PM	12	14	17	10	2	2	1	0	0	0	0	0	58		
25	13:00	6	22	23	12	7	0	0	0	0	0	0	0	70		
26	14:00	5	20	17	13	3	0	0	0	0	0	0	0	58		
27	15:00	5	12	15	18	7	1	0	0	0	0	0	0	58		
28	16:00	4	8	19	12	5	1	0	0	0	0	0	0	49		
29	17:00	2	5	18	14	5	2	0	0	0	0	0	0	46		
30	18:00	6	12	14	10	5	0	0	0	0	0	0	0	47		
31	19:00	4	20	18	8	3	0	0	0	0	0	0	0	53		
32	20:00	3	8	8	2	1	0	0	0	0	0	0	0	22		
33	21:00	0	5	7	2	0	0	0	0	0	0	0	0	14		
34	22:00	2	4	2	4	0	0	0	0	0	0	0	0	12		
35	23:00	1	0	1	1	0	0	0	0	0	0	0	0	3		
36	Total	60	171	230	142	46	9	1	0	0	0	0	0	659		
38																
39	Grand Tota	760	1578	2078	1134	360	59	18	6	2	1	0	0	5996		
40																
41		12.68%	38.99%	73.65%	92.56%	98.57%	99.55%	99.85%	99.95%	99.98%	100.00%	100.00%	100.00%			
42																
44	% of vehicles over spe		87.32%													

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				Sabra & Associates, Inc.												Page 7
2				7055 Samuel Morse Drive Suite 100												
3				Columbia, MD 21046												
4	ANNE ARUNDEL			1 443 741 3500										Site Code:		
5	ODENTON													Station ID:		
6														CONWAY RD. E. OF TWO RIVERS - PATUXENT R		
7																
8																
9	EB															
10			31	36	41	46	51	56	61	66	71	76	81			
11		30	35	40	45	50	55	60	65	70	75	80	9999	Total		
12	09/26/21	6	3	5	2	0	0	0	0	0	0	0	0	16		
13	01:00	2	0	3	0	0	0	1	0	0	0	0	0	6		
14	02:00	0	0	3	2	0	0	0	0	0	0	0	0	5		
15	03:00	1	1	2	0	0	1	0	0	0	0	0	0	5		
16	04:00	0	1	3	3	1	0	0	0	0	0	0	0	8		
17	05:00	2	7	4	2	1	1	0	0	0	0	0	0	17		
18	06:00	8	10	11	2	3	0	0	0	0	0	0	0	34		
19	07:00	26	31	29	16	2	0	0	0	0	0	0	0	104		
20	08:00	60	50	62	15	2	0	0	0	0	0	0	0	189		
21	09:00	78	54	91	29	3	3	0	0	0	0	0	0	258		
22	10:00	83	86	108	21	0	2	0	0	0	0	0	0	300		
23	11:00	61	106	109	22	4	0	0	0	0	0	0	0	302		
24	12 PM	68	94	106	26	2	0	0	0	0	0	0	0	296		
25	13:00	48	60	81	30	6	0	0	0	0	0	0	0	225		
26	14:00	34	58	73	33	3	0	0	0	0	0	0	0	201		
27	15:00	25	67	75	29	2	1	0	0	0	0	0	0	199		
28	16:00	15	88	79	12	2	0	0	0	0	0	0	0	196		
29	17:00	26	70	101	25	0	0	0	0	0	0	0	0	222		
30	18:00	44	51	45	16	4	0	0	0	0	0	0	0	160		
31	19:00	78	52	30	7	1	0	0	0	0	0	0	0	168		
32	20:00	56	23	24	11	1	1	0	0	0	0	0	0	116		
33	21:00	13	13	9	5	3	0	0	0	0	0	0	0	43		
34	22:00	5	6	6	2	0	0	0	0	0	0	0	0	19		
35	23:00	5	1	1	1	1	0	0	0	0	0	0	0	9		
36	Total	744	932	1060	311	41	9	1	0	0	0	0	0	3098		
38																
39	Grand Tota	8783	9164	8015	2193	282	36	4	0	0	0	0	1	28477		
40																
41		30.84%	63.02%	91.17%	98.87%	99.86%	99.99%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%			
42																
44	% of vehicles over spe		69.16%													

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				Sabra & Associates, Inc.												Page 14
2				7055 Samuel Morse Drive Suite 100												
3				Columbia, MD 21046												
4	ANNE ARUNDEL			1 443 741 3500										Site Code:		
5	ODENTON													Station ID:		
6														CONWAY RD. E. OF TWO RIVERS - PATUXENT R		
7																
8																
9	WB															
10			31	36	41	46	51	56	61	66	71	76	81			
11		30	35	40	45	50	55	60	65	70	75	80	9999	Total		
12	09/26/21	2	15	19	2	1	0	0	0	0	0	0	0	39		
13	01:00	3	9	5	4	0	0	0	0	0	0	0	0	21		
14	02:00	1	1	3	0	1	0	0	0	0	0	0	0	6		
15	03:00	0	2	0	1	0	0	0	0	0	0	0	0	3		
16	04:00	0	1	3	4	0	0	1	0	0	0	0	0	9		
17	05:00	0	2	2	0	3	0	0	0	0	0	0	0	7		
18	06:00	2	8	9	1	0	0	0	0	0	0	0	0	20		
19	07:00	4	12	11	8	1	0	0	0	0	0	0	0	36		
20	08:00	11	23	28	12	0	0	0	0	0	0	0	0	74		
21	09:00	16	41	59	11	1	0	0	0	0	0	0	0	128		
22	10:00	25	57	82	22	0	0	0	0	0	0	0	0	186		
23	11:00	14	76	134	20	2	0	0	0	0	0	0	0	246		
24	12 PM	24	98	119	21	2	1	0	0	0	0	0	0	265		
25	13:00	27	84	118	29	3	2	0	0	0	0	0	0	263		
26	14:00	16	81	109	39	1	0	0	0	0	0	0	0	246		
27	15:00	32	79	116	32	6	0	0	0	0	0	0	0	265		
28	16:00	37	83	112	27	4	0	0	0	0	0	0	0	263		
29	17:00	26	93	114	26	4	1	0	0	0	0	0	0	264		
30	18:00	23	80	84	21	2	0	0	0	0	0	0	0	210		
31	19:00	37	84	65	13	3	0	0	0	0	0	0	0	202		
32	20:00	10	53	46	10	1	0	0	0	0	0	0	0	120		
33	21:00	6	31	18	8	0	0	0	0	0	0	0	0	63		
34	22:00	4	14	18	2	0	0	0	0	0	0	0	0	38		
35	23:00	0	7	6	2	1	0	0	0	0	0	0	0	16		
36	Total	320	1034	1280	315	36	4	1	0	0	0	0	0	2990		
38																
39	Grand Tota	4922	10305	9442	2132	245	24	4	0	1	0	0	0	27075		
40																
41		18.18%	56.24%	91.11%	98.99%	99.89%	99.98%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%			
42																
44	% of vehicles over spe		81.82%													

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
CONWAY RD. E. OF PATUXENT RD.

EB

	30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	2	1	12	9	3	0	0	0	0	0	0	0	27
01:00	0	0	5	4	3	1	0	0	0	0	0	0	13
02:00	0	0	1	4	1	1	1	1	0	0	0	0	9
03:00	0	1	2	0	0	1	0	0	0	0	0	0	4
04:00	0	1	4	5	3	0	0	0	0	0	0	0	13
05:00	0	1	8	9	5	1	0	1	0	0	0	0	25
06:00	1	3	17	17	7	2	0	0	0	0	0	0	47
07:00	3	7	58	49	19	8	2	0	0	0	0	0	146
08:00	6	16	92	112	17	3	3	0	0	0	0	0	249
09:00	15	26	142	127	30	5	0	0	0	0	0	0	345
10:00	41	34	193	132	32	6	1	0	0	0	0	0	439
11:00	47	41	162	133	38	5	0	0	1	0	0	0	427
12 PM	46	46	139	118	30	4	3	0	0	0	0	0	386
13:00	23	25	103	132	37	8	0	0	0	0	0	0	328
14:00	31	21	139	116	30	5	2	1	0	0	0	0	345
15:00	23	25	112	132	44	7	1	0	0	0	0	0	344
16:00	33	30	157	96	28	7	1	1	0	0	0	0	353
17:00	32	24	115	121	22	6	1	0	0	0	0	1	321
18:00	102	38	99	93	18	1	1	0	0	0	0	0	352
19:00	23	32	96	53	17	1	0	0	0	0	0	0	222
20:00	12	17	62	43	14	2	0	0	0	0	0	0	150
21:00	1	14	24	24	7	1	2	0	0	0	0	0	73
22:00	1	4	16	23	7	2	0	1	0	2	0	0	56
23:00	3	2	4	6	7	4	0	0	0	0	0	0	26
Total	445	409	1762	1558	419	81	18	5	1	2	0	1	4700
Grand Tota	7493	5127	15330	12042	3030	519	102	24	16	5	3	31	43691
	17.15%	28.88%	63.97%	91.53%	98.47%	99.66%	99.89%	99.95%	99.98%	99.99%	100.00%	100.07%	

% of vehicles over speed limit 36.10%

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				Sabra & Associates, Inc.												Page 14
2				7055 Samuel Morse Drive Suite 100												
3				Columbia, MD 21046												
4	ANNE ARUNDEL			1 443 741 3500										Site Code:		
5	ODENTON													Station ID:		
6														CONWAY RD. E. OF PATUXENT I		
7																
8																
9	WB															
10			31	36	41	46	51	56	61	66	71	76	81			
11		30	35	40	45	50	55	60	65	70	75	80	9999	Total		
12	09/26/21	0	0	10	25	17	4	3	0	0	0	0	0	59		
13	01:00	0	1	6	14	14	11	3	1	0	0	0	0	50		
14	02:00	0	0	0	5	5	3	1	0	0	0	0	0	14		
15	03:00	0	0	2	2	1	0	1	1	0	0	1	0	8		
16	04:00	0	1	0	2	5	2	0	1	0	0	0	0	11		
17	05:00	1	0	0	4	7	4	0	1	0	1	0	0	18		
18	06:00	0	0	2	14	7	4	0	0	0	0	1	0	28		
19	07:00	3	0	12	32	23	6	2	2	0	0	0	0	80		
20	08:00	5	1	17	41	50	14	5	0	0	0	0	0	133		
21	09:00	9	9	32	82	56	13	4	0	0	0	0	0	205		
22	10:00	28	14	76	104	48	14	4	1	0	0	0	0	289		
23	11:00	27	3	76	141	89	9	1	0	0	0	0	0	346		
24	12 PM	32	18	98	157	76	13	7	0	0	0	0	0	401		
25	13:00	29	19	112	147	58	9	2	0	0	0	0	0	376		
26	14:00	30	9	83	158	80	20	5	0	0	0	0	1	385		
27	15:00	26	10	106	169	73	13	2	0	0	0	0	0	399		
28	16:00	17	12	75	151	98	15	3	1	0	0	0	0	372		
29	17:00	35	16	81	125	84	8	4	0	0	0	0	0	353		
30	18:00	58	16	80	101	37	5	2	0	0	0	0	0	299		
31	19:00	13	16	99	108	46	18	4	1	0	0	0	0	305		
32	20:00	8	7	45	80	63	9	1	2	0	0	0	0	215		
33	21:00	1	3	19	43	40	15	4	0	0	0	0	0	125		
34	22:00	0	2	5	17	25	8	3	1	0	0	0	0	61		
35	23:00	0	1	0	9	15	4	2	2	0	1	0	0	34		
36	Total	322	158	1036	1731	1017	221	63	14	0	2	2	1	4566		
38																
39	Grand Tota	5631	2547	9846	12280	5262	1126	249	54	14	8	4	7	37021		
40																
41		15.21%	22.09%	48.69%	81.86%	96.07%	99.11%	99.78%	99.93%	99.97%	99.99%	100.00%	100.02%			
42																
44	% of vehicles over speed limit				51.33%											

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
CONWAY RD. E. OF LITTLE PAT

EB

		30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	1	2	7	21	17	5	2	0	0	0	0	0	55
01:00	0	1	12	11	15	4	4	2	1	0	0	0	50
02:00	0	0	1	5	4	3	1	0	0	0	0	0	14
03:00	0	0	3	1	1	1	0	0	2	0	0	0	8
04:00	1	0	0	0	8	2	0	1	0	0	0	0	12
05:00	0	0	1	3	9	2	1	2	0	0	0	0	18
06:00	0	0	8	14	4	4	2	1	0	1	0	0	34
07:00	0	1	6	23	26	11	5	3	1	1	0	0	77
08:00	5	1	11	40	51	19	5	1	0	0	1	0	134
09:00	18	3	22	69	72	24	7	3	0	0	0	0	218
10:00	23	5	43	91	82	41	7	4	0	0	0	0	296
11:00	16	4	49	133	127	32	12	0	0	0	0	0	373
12 PM	18	3	34	182	133	41	5	1	1	0	0	0	418
13:00	18	9	48	156	109	31	10	0	0	0	0	0	381
14:00	16	7	59	137	128	43	6	1	0	0	0	0	397
15:00	18	11	42	172	117	32	7	0	0	0	0	0	399
16:00	15	5	30	144	139	37	3	1	1	0	0	0	375
17:00	22	6	36	127	141	30	6	4	0	0	0	0	372
18:00	19	5	37	132	104	34	10	1	2	0	0	0	344
19:00	7	12	56	121	91	20	4	2	0	1	0	0	314
20:00	5	11	34	76	58	24	5	1	0	0	0	0	214
21:00	0	3	18	41	37	15	4	0	0	0	2	0	120
22:00	0	2	12	19	13	10	2	2	0	0	0	0	60
23:00	0	0	2	14	12	6	0	1	0	0	0	0	35
Total	202	91	571	1732	1498	471	108	31	8	3	3	0	4718
Grand Tota	2000	1229	6748	15360	10732	2976	596	145	42	14	4	0	39846
	5.02%	8.10%	25.04%	63.59%	90.52%	97.99%	99.49%	99.85%	99.95%	99.99%	100.00%	100.00%	

% of vehicles over speed limit 74.96%

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				Sabra & Associates, Inc.												Page 14
2				7055 Samuel Morse Drive Suite 100												
3				Columbia, MD 21046												
4	ANNE ARUNDEL			1 443 741 3500										Site Code:		
5	ODENTON													Station ID:		
6														CONWAY RD. E. OF LITTLE PATU		
7																
8																
9	WB															
10			31	36	41	46	51	56	61	66	71	76	81			
11		30	35	40	45	50	55	60	65	70	75	80	9999	Total		
12	09/26/21	0	1	2	12	8	3	1	0	0	0	0	0	27		
13	01:00	0	1	0	3	4	4	1	0	0	0	0	0	13		
14	02:00	0	0	0	2	1	3	0	1	2	0	0	0	9		
15	03:00	0	0	2	1	0	0	0	1	0	0	0	0	4		
16	04:00	0	0	1	3	9	6	1	0	0	0	0	0	20		
17	05:00	0	0	4	5	10	2	4	0	0	0	0	0	25		
18	06:00	2	1	3	12	14	7	4	0	1	0	0	0	44		
19	07:00	0	0	6	46	53	28	7	2	0	0	0	0	142		
20	08:00	2	0	8	55	127	43	6	1	0	0	0	0	242		
21	09:00	3	0	21	105	145	57	13	1	0	0	0	0	345		
22	10:00	8	2	46	152	132	42	8	1	0	0	0	0	391		
23	11:00	11	2	57	191	152	28	3	0	0	0	0	0	444		
24	12 PM	10	5	49	165	135	30	5	0	0	0	0	0	399		
25	13:00	10	3	24	99	145	44	6	1	0	0	1	0	333		
26	14:00	6	0	27	132	123	43	6	1	0	0	0	0	338		
27	15:00	9	8	32	105	132	38	11	0	1	0	0	0	336		
28	16:00	5	1	35	117	122	38	6	2	0	0	0	0	326		
29	17:00	10	3	21	141	125	24	1	0	1	0	0	0	326		
30	18:00	9	3	25	109	93	17	3	0	0	0	0	0	259		
31	19:00	11	11	42	103	53	10	1	0	0	0	0	0	231		
32	20:00	7	4	22	50	53	11	3	1	0	0	0	0	151		
33	21:00	1	1	9	30	17	13	2	1	0	0	0	0	74		
34	22:00	2	1	7	12	26	7	1	2	0	0	0	0	58		
35	23:00	1	2	0	6	5	5	5	2	0	0	0	0	26		
36	Total	107	49	443	1656	1684	503	98	17	5	0	1	0	4563		
38																
39	Grand Tota	1312	934	5796	15296	12979	3590	604	121	23	10	3	0	40668		
40																
41		3.23%	5.52%	19.77%	57.39%	89.30%	98.13%	99.61%	99.91%	99.97%	99.99%	100.00%	100.00%			
42																
44	% of vehicles over speed limit				80.23%											

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
CONWAY RD. W. OF CONCORD

EB

	30	31	36	41	46	51	56	61	66	71	76	81	
	30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	25	10	2	4	0	0	0	0	0	0	0	0	41
01:00	17	5	5	1	0	0	0	0	0	0	0	0	28
02:00	1	2	3	2	1	0	0	0	0	0	0	0	9
03:00	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00	6	13	2	2	0	0	0	0	0	0	0	0	23
05:00	6	9	4	4	1	0	0	0	0	0	0	0	24
06:00	9	25	8	5	0	0	0	0	0	0	0	0	47
07:00	45	58	28	15	2	1	1	0	0	0	0	0	150
08:00	106	94	51	4	7	0	0	0	0	0	0	0	262
09:00	201	141	57	10	2	2	0	0	0	0	0	0	413
10:00	289	151	44	5	1	1	0	0	0	0	0	0	491
11:00	400	122	44	9	1	1	0	0	0	0	0	0	577
12 PM	362	123	41	10	2	0	0	0	0	0	0	0	538
13:00	321	141	43	9	0	0	0	0	0	0	0	0	514
14:00	295	150	35	10	1	1	1	0	0	0	0	0	493
15:00	267	126	48	9	3	2	0	0	0	0	0	0	455
16:00	288	136	49	5	1	2	0	0	0	0	0	0	481
17:00	253	146	39	3	1	0	0	0	0	0	0	0	442
18:00	265	101	29	4	0	0	0	0	0	0	0	0	399
19:00	236	77	19	3	0	1	1	0	0	0	0	0	337
20:00	127	59	14	4	2	0	0	0	0	0	0	0	206
21:00	82	26	17	8	2	0	0	0	0	0	0	0	135
22:00	37	27	7	6	1	0	0	0	0	0	0	0	78
23:00	20	16	6	2	1	0	0	0	0	0	0	0	45
Total	3660	1759	595	135	29	11	3	0	0	0	0	0	6192
Grand Tota	36028	12456	3993	799	214	59	18	1	0	0	0	0	53568
	67.26%	90.51%	97.96%	99.45%	99.85%	99.96%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	

% of vehicles over speed limit 2.04%

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
CONWAY RD. W. OF CONCORD

WB

	30	31	36	41	46	51	56	61	66	71	76	81		
	30	35	40	45	50	55	60	65	70	75	80	9999	Total	
09/26/21	17	25	14	7	1	1	0	0	0	0	0	0	65	
01:00	10	14	12	10	1	2	0	0	0	0	0	0	49	
02:00	0	6	6	1	1	0	0	0	0	0	0	0	14	
03:00	0	4	1	1	0	0	0	0	0	0	0	0	6	
04:00	5	2	6	2	1	0	0	1	0	0	0	0	17	
05:00	9	3	4	6	0	2	0	0	0	0	0	0	24	
06:00	21	11	9	1	1	1	0	0	0	0	0	0	44	
07:00	24	37	24	14	2	2	0	0	0	0	0	0	103	
08:00	71	48	39	15	3	2	0	0	0	0	0	0	178	
09:00	125	108	53	15	3	3	0	0	0	0	0	0	307	
10:00	188	133	68	37	1	0	1	0	0	0	0	0	428	
11:00	243	160	74	34	7	1	0	0	0	0	0	0	519	
12 PM	250	169	102	23	7	2	0	0	0	0	0	0	553	
13:00	244	172	93	26	6	3	0	0	0	0	0	0	544	
14:00	237	174	81	27	9	2	0	0	0	0	0	0	530	
15:00	178	209	98	26	7	1	0	0	0	0	0	0	519	
16:00	196	176	89	29	3	1	0	0	0	0	0	0	494	
17:00	223	166	89	27	10	0	0	0	0	0	0	0	515	
18:00	196	160	64	20	4	1	0	0	0	0	0	0	445	
19:00	144	122	72	21	5	4	1	0	0	0	0	0	369	
20:00	81	85	68	19	3	0	0	0	0	0	0	0	256	
21:00	47	40	26	21	4	1	2	2	0	0	0	0	143	
22:00	10	29	12	14	3	0	0	0	0	0	0	0	68	
23:00	5	11	13	6	0	0	1	0	0	0	0	0	36	
Total	2524	2064	1117	402	82	29	5	3	0	0	0	0	6226	
Grand Tota	24916	16712	8043	2532	525	129	29	7	1	2	0	0	52896	
	47.10%	78.70%	93.90%	98.69%	99.68%	99.93%	99.98%	99.99%	100.00%	100.00%	100.00%	100.00%		

% of vehicles over speed limit 6.10%

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
PATUXENT RD N. OF CONWAY

NB

	30	31	36	41	46	51	56	61	66	71	76	81	
	30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	1	4	19	7	1	0	0	0	0	0	0	0	32
01:00	2	5	8	9	4	4	0	0	0	0	0	0	32
02:00	0	2	3	5	0	1	0	0	0	0	0	0	11
03:00	0	1	2	0	1	0	0	0	0	0	0	0	4
04:00	1	0	2	4	1	0	0	0	1	0	0	0	9
05:00	2	1	3	5	3	0	0	0	0	0	0	0	14
06:00	1	2	8	3	1	1	0	1	0	0	0	0	17
07:00	5	8	17	24	3	0	0	1	0	0	0	0	58
08:00	11	7	30	34	7	1	0	0	0	0	0	0	90
09:00	15	11	65	38	7	4	1	0	0	0	0	0	141
10:00	12	30	80	46	12	0	0	0	0	0	0	0	180
11:00	55	35	93	61	14	2	0	0	0	0	0	0	260
12 PM	87	37	102	73	17	0	0	0	0	0	0	0	316
13:00	109	27	97	80	10	4	0	0	0	0	0	0	327
14:00	53	27	84	84	20	1	2	0	0	0	0	0	271
15:00	44	28	94	72	19	5	1	0	0	0	0	0	263
16:00	60	19	95	87	16	1	0	0	0	0	0	0	278
17:00	44	20	70	60	22	2	1	0	0	0	0	0	219
18:00	15	25	86	42	9	3	0	0	0	0	0	0	180
19:00	18	33	64	45	8	2	0	0	0	0	0	0	170
20:00	16	28	46	30	13	0	0	0	0	0	0	0	133
21:00	13	15	21	27	8	4	0	0	0	0	0	0	88
22:00	2	3	9	9	8	0	0	0	0	0	0	0	31
23:00	0	5	4	8	3	0	0	0	0	0	0	0	20
Total	566	373	1102	853	207	35	5	2	1	0	0	0	3144
Grand Tota	4601	3599	9974	6718	1459	213	36	14	5	1	0	0	26620
	17.28%	30.80%	68.27%	93.51%	98.99%	99.79%	99.92%	99.98%	100.00%	100.00%	100.00%	100.00%	

% of vehicles over speed limit 69.20%

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
PATUXENT RD N. OF CONWAY

SB

		31	36	41	46	51	56	61	66	71	76	81		
	30	35	40	45	50	55	60	65	70	75	80	9999	Total	
09/26/21	2	6	11	5	0	0	0	0	0	0	0	0	24	
01:00	0	3	3	4	0	0	0	0	0	0	0	0	10	
02:00	0	1	3	4	0	0	0	0	0	0	0	0	8	
03:00	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	1	1	2	4	0	0	0	0	0	0	0	0	8	
05:00	3	1	2	0	2	0	0	0	0	0	0	0	8	
06:00	1	0	14	5	1	0	0	0	0	0	0	0	21	
07:00	5	8	24	10	5	0	0	0	0	0	0	0	52	
08:00	12	15	48	32	3	1	0	0	0	0	0	0	111	
09:00	29	37	50	25	6	0	0	0	0	0	0	0	147	
10:00	55	28	86	39	4	0	0	0	0	0	0	0	212	
11:00	45	20	131	47	0	0	0	0	0	0	0	0	243	
12 PM	67	53	65	9	1	0	0	0	0	0	0	0	195	
13:00	77	30	67	14	2	0	0	0	0	0	0	0	190	
14:00	41	59	84	23	0	0	0	0	0	0	0	0	207	
15:00	34	20	99	38	3	1	0	0	0	0	0	0	195	
16:00	38	46	88	20	0	0	0	0	0	0	0	0	192	
17:00	20	43	79	25	1	0	0	0	0	0	0	0	168	
18:00	31	40	68	24	3	0	0	0	0	0	0	0	166	
19:00	36	18	47	10	2	0	0	0	0	0	0	0	113	
20:00	19	14	29	10	1	0	0	0	0	0	0	0	73	
21:00	10	5	25	9	2	0	0	0	0	0	0	0	51	
22:00	3	4	28	8	2	0	0	0	0	0	0	0	45	
23:00	1	6	3	7	4	1	0	0	0	0	0	0	22	
Total	531	458	1056	372	42	3	0	0	0	0	0	0	2462	
Grand Tota	5465	4847	9683	3120	320	27	8	1	0	0	0	0	23471	
	23.28%	43.94%	85.19%	98.48%	99.85%	99.96%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%		

% of vehicles over speed limit 56.06%

Sabra & Associates, Inc.
7055 Samuel Morse Drive Suite 100
Columbia, MD 21046
1 443 741 3500

ANNE ARUNDEL
ODENTON

Site Code:
Station ID:
MEYER STATION RD. S. OF CO

NB

	30	31	36	41	46	51	56	61	66	71	76	81	
	30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00	1	0	0	0	0	1	0	0	0	0	0	0	2
06:00	0	0	1	1	0	0	0	0	0	0	0	0	2
07:00	2	1	3	1	1	0	0	0	0	0	0	0	8
08:00	3	1	1	0	0	0	0	0	0	0	0	0	5
09:00	1	3	3	4	0	1	0	0	0	0	0	0	12
10:00	1	0	3	3	0	0	0	0	0	0	0	0	7
11:00	4	3	3	3	2	0	0	0	0	0	0	0	15
12 PM	2	7	3	1	0	0	0	0	0	0	0	0	13
13:00	2	4	3	0	0	0	0	0	0	0	0	0	9
14:00	0	1	1	3	4	0	0	0	0	0	0	0	9
15:00	4	2	5	2	0	0	0	0	0	0	0	0	13
16:00	12	5	3	0	0	0	0	0	0	0	0	0	20
17:00	6	3	3	1	0	0	0	0	0	0	0	0	13
18:00	1	3	2	1	0	0	0	0	0	0	0	0	7
19:00	3	3	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	37	36	20	7	2	0	0	0	0	0	0	148
Grand Tota	489	425	356	144	43	7	0	0	0	0	0	0	1464
	33.40%	62.43%	86.75%	96.58%	99.52%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	

% of vehicles over speed limit 37.57%

Sabra & Associates, Inc.
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1 443 741 3500

ANNE ARUNDEL
ODENTON
Site Code:
Station ID:
MEYER STATION RD. S. OF CO

SB

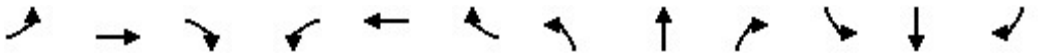
	30	35	40	45	50	55	60	65	70	75	80	9999	Total
09/26/21	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	2	0	0	1	0	0	0	0	0	4
08:00	0	1	6	0	0	0	0	0	1	0	0	0	8
09:00	1	3	1	2	0	0	0	0	0	0	0	0	7
10:00	3	0	4	2	2	1	0	0	0	0	0	0	12
11:00	2	6	6	2	1	0	0	0	0	0	0	0	17
12 PM	3	4	3	6	0	0	0	0	0	0	0	0	16
13:00	5	1	1	1	0	0	0	0	0	0	0	0	8
14:00	0	0	0	0	2	1	0	0	0	0	0	0	3
15:00	1	5	2	1	1	0	0	0	0	0	0	0	10
16:00	3	5	2	6	1	0	0	0	0	0	0	0	17
17:00	4	4	1	4	0	0	0	0	0	0	0	0	13
18:00	3	4	0	3	0	0	0	0	0	0	0	0	10
19:00	2	1	1	2	0	1	0	0	0	0	0	0	7
20:00	0	0	2	0	0	0	0	0	0	0	0	0	2
21:00	0	1	1	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	1	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	28	38	32	32	8	3	1	0	1	0	0	0	143
Grand Tota	341	445	365	196	65	14	1	1	1	0	0	0	1429
	23.86%	55.00%	80.55%	94.26%	98.81%	99.79%	99.86%	99.93%	100.00%	100.00%	100.00%	100.00%	

% of vehicles over speed limit 45.00%

Appendix F:
Existing Level of Service Analysis

HCM 6th Signalized Intersection Summary
1: MD 3 & Conway Road

11/15/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	67	290	251	96	324	187	1645	60	183	2004	196
Future Volume (veh/h)	185	67	290	251	96	324	187	1645	60	183	2004	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	73	0	273	104	0	203	1788	0	199	2178	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	253		329	178		247	3799		245	3813	
Arrive On Green	0.07	0.07	0.00	0.10	0.10	0.00	0.07	0.59	0.00	0.07	0.59	0.00
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	3456	6434	1585	3456	6434	1585
Grp Volume(v), veh/h	201	73	0	273	104	0	203	1788	0	199	2178	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1728	1609	1585	1728	1609	1585
Q Serve(g_s), s	10.3	3.5	0.0	14.0	9.6	0.0	10.4	28.4	0.0	10.2	37.5	0.0
Cycle Q Clear(g_c), s	10.3	3.5	0.0	14.0	9.6	0.0	10.4	28.4	0.0	10.2	37.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	253		329	178		247	3799		245	3813	
V/C Ratio(X)	0.82	0.29		0.83	0.58		0.82	0.47		0.81	0.57	
Avail Cap(c_a), veh/h	346	355		538	291		346	3799		374	3813	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	82.4	79.3	0.0	80.0	78.0	0.0	82.4	20.9	0.0	82.4	22.6	0.0
Incr Delay (d2), s/veh	9.9	0.6	0.0	5.7	3.0	0.0	12.4	0.4	0.0	10.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.6	0.0	6.5	4.8	0.0	5.1	11.0	0.0	4.9	14.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.4	79.9	0.0	85.7	81.1	0.0	94.8	21.3	0.0	92.5	23.2	0.0
LnGrp LOS	F	E		F	F		F	C		F	C	
Approach Vol, veh/h		274	A		377	A		1991	A		2377	A
Approach Delay, s/veh		89.0			84.4			28.8			29.0	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.3	114.8		19.8	20.9	115.2		24.1				
Change Period (Y+Rc), s	8.5	* 8.5		7.0	8.0	8.5		7.0				
Max Green Setting (Gmax), s	19.5	* 85		18.0	18.0	57.5		28.0				
Max Q Clear Time (g_c+I1), s	12.2	30.4		12.3	12.4	39.5		16.0				
Green Ext Time (p_c), s	0.5	45.5		0.5	0.4	17.5		1.2				

Intersection Summary		
HCM 6th Ctrl Delay	36.4	
HCM 6th LOS	D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	485	30	123	356	12	57
Future Vol, veh/h	485	30	123	356	12	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	527	33	134	387	13	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	560	0	1006	280
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1007	-	238	717
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1007	-	206	717
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	1007	-
HCM Lane V/C Ratio	0.125	-	-	0.133	-
HCM Control Delay (s)	11.9	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	492	367	1	23	3
Future Vol, veh/h	5	492	367	1	23	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	535	399	1	25	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	400	0	-	0	944	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1159	-	-	-	291	651
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1159	-	-	-	290	651
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1159	-	-	-	416	651
HCM Lane V/C Ratio	0.005	-	-	-	0.06	0.005
HCM Control Delay (s)	8.1	-	-	-	14.2	10.6
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	69	2	194	59	4	0	1	300	28	1	0
Future Vol, veh/h	0	69	2	194	59	4	0	1	300	28	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	75	2	211	64	4	0	1	326	30	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	77	0	0	565	566	76	728	565	66
Stage 1	-	-	-	-	-	-	76	76	-	488	488	-
Stage 2	-	-	-	-	-	-	489	490	-	240	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1533	-	-	1522	-	-	436	434	985	339	434	998
Stage 1	-	-	-	-	-	-	933	832	-	561	550	-
Stage 2	-	-	-	-	-	-	561	549	-	763	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1533	-	-	1522	-	-	387	372	985	201	372	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	372	-	201	372	-
Stage 1	-	-	-	-	-	-	933	832	-	561	471	-
Stage 2	-	-	-	-	-	-	479	470	-	510	831	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.8	10.5	25.8
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1533	-	-	1522	-	-	204
HCM Lane V/C Ratio	0.334	-	-	-	0.139	-	-	0.155
HCM Control Delay (s)	10.5	0	-	-	7.7	0	-	25.8
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.5	-	-	0.5

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	6	53	61	2
Future Vol, veh/h	1	10	6	53	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	7	58	66	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	49	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	960	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	959	1037
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	961
HCM Lane V/C Ratio	0.001	-	-	-	0.071
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

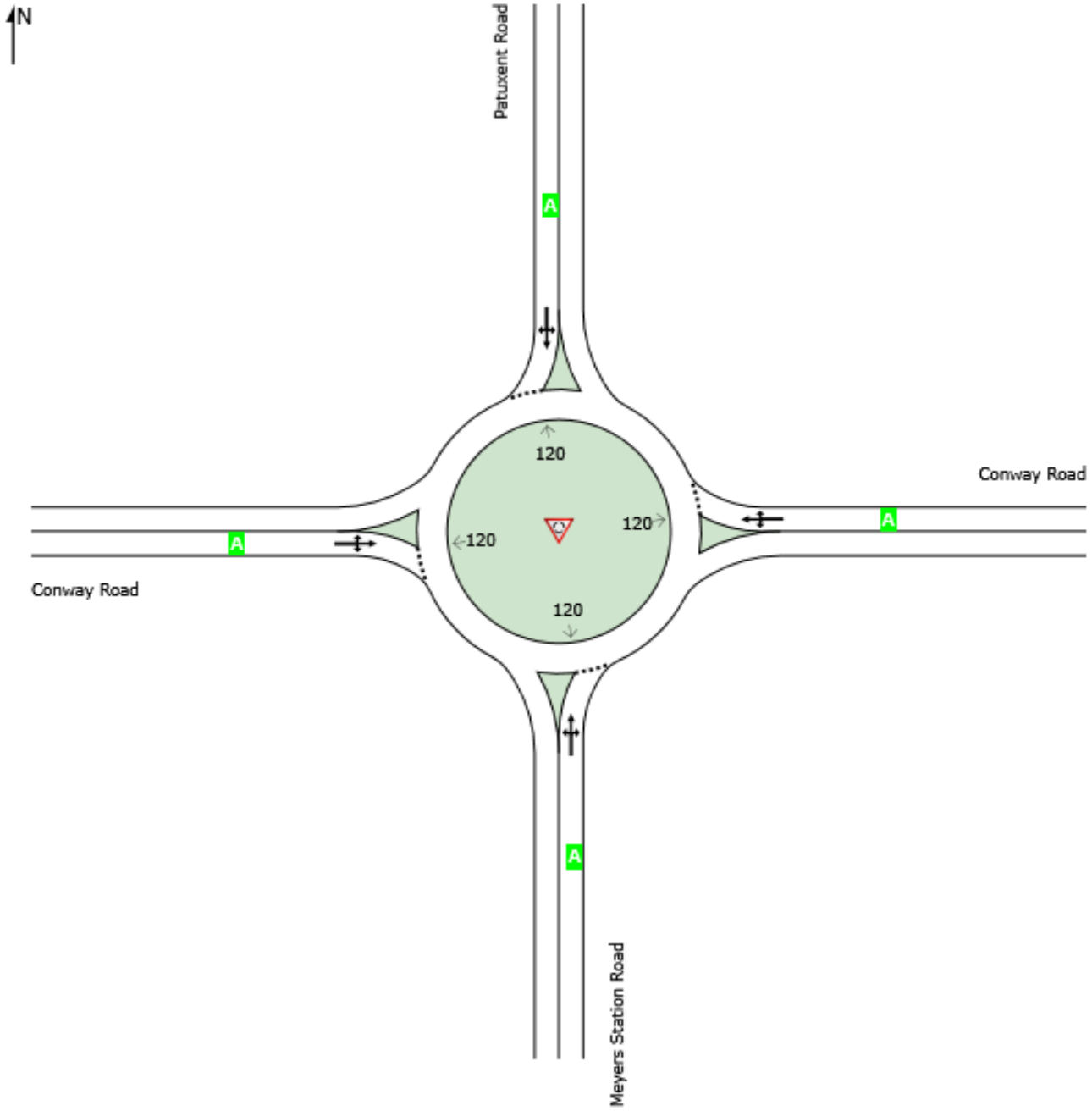
LANE LEVEL OF SERVICE

Lane Level of Service

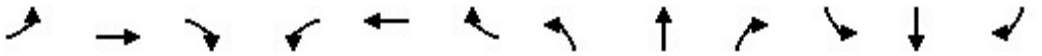
Site: 101 [Conway Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	150	260	213	202	408	332	2549	108	421	2172	286
Future Volume (veh/h)	308	150	260	213	202	408	332	2549	108	421	2172	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	335	163	0	232	220	0	361	2771	0	458	2361	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	257		448	242		288	3187		451	3509	
Arrive On Green	0.07	0.07	0.00	0.13	0.13	0.00	0.08	0.50	0.00	0.13	0.55	0.00
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	3456	6434	1585	3456	6434	1585
Grp Volume(v), veh/h	335	163	0	232	220	0	361	2771	0	458	2361	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1728	1609	1585	1728	1609	1585
Q Serve(g_s), s	13.0	8.0	0.0	11.3	20.9	0.0	15.0	68.7	0.0	23.5	47.4	0.0
Cycle Q Clear(g_c), s	13.0	8.0	0.0	11.3	20.9	0.0	15.0	68.7	0.0	23.5	47.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	257		448	242		288	3187		451	3509	
V/C Ratio(X)	1.34	0.64		0.52	0.91		1.25	0.87		1.02	0.67	
Avail Cap(c_a), veh/h	250	257		480	260		288	3187		451	3509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	83.5	81.2	0.0	73.1	77.3	0.0	82.5	40.3	0.0	78.3	29.4	0.0
Incr Delay (d2), s/veh	178.4	5.1	0.0	0.9	31.5	0.0	139.4	3.5	0.0	46.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	3.9	0.0	5.1	12.1	0.0	12.3	28.0	0.0	13.4	18.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	261.9	86.3	0.0	74.0	108.7	0.0	221.9	43.8	0.0	124.5	30.4	0.0
LnGrp LOS	F	F		E	F		F	D		F	C	
Approach Vol, veh/h		498	A		452	A		3132	A		2819	A
Approach Delay, s/veh		204.4			90.9			64.3			45.7	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.0	97.7		20.0	23.0	106.7		30.3				
Change Period (Y+Rc), s	8.5	* 8.5		7.0	8.0	8.5		7.0				
Max Green Setting (Gmax), s	23.5	* 89		13.0	15.0	64.5		25.0				
Max Q Clear Time (g_c+I1), s	25.5	70.7		15.0	17.0	49.4		22.9				
Green Ext Time (p_c), s	0.0	18.2		0.0	0.0	14.8		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		68.6
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	595	31	103	717	35	123
Future Vol, veh/h	595	31	103	717	35	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	647	34	112	779	38	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	681	0	1278	341
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	907	-	158	655
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	907	-	139	655
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	907	-
HCM Lane V/C Ratio	0.478	-	-	0.123	-
HCM Control Delay (s)	23.9	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.5	-	-	0.4	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	529	745	7	97	14
Future Vol, veh/h	10	529	745	7	97	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	575	810	8	105	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	818	0	-	0	1407	810
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	810	-	-	-	153	380
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	810	-	-	-	151	380
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	63.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	810	-	-	-	151	380
HCM Lane V/C Ratio	0.013	-	-	-	0.698	0.04
HCM Control Delay (s)	9.5	-	-	-	71	14.9
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	4.1	0.1

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	62	4	287	94	29	6	1	237	11	9	0
Future Vol, veh/h	0	62	4	287	94	29	6	1	237	11	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	67	4	312	102	32	7	1	258	12	10	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	71	0	0	816	827	69	941	813	118
Stage 1	-	-	-	-	-	-	69	69	-	742	742	-
Stage 2	-	-	-	-	-	-	747	758	-	199	71	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1451	-	-	1529	-	-	296	307	994	243	313	934
Stage 1	-	-	-	-	-	-	941	837	-	408	422	-
Stage 2	-	-	-	-	-	-	405	415	-	803	836	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1529	-	-	238	239	994	149	244	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	239	-	149	244	-
Stage 1	-	-	-	-	-	-	941	837	-	408	329	-
Stage 2	-	-	-	-	-	-	306	323	-	594	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.6	10.6	27.6
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	911	1451	-	-	1529	-	-	181
HCM Lane V/C Ratio	0.291	-	-	-	0.204	-	-	0.12
HCM Control Delay (s)	10.6	0	-	-	8	0	-	27.6
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1.2	0	-	-	0.8	-	-	0.4

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	15	85	49	1
Future Vol, veh/h	1	17	15	85	49	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	18	16	92	53	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	108	0	-	0	82	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1483	-	-	-	920	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1483	-	-	-	919	1003
Mov Cap-2 Maneuver	-	-	-	-	919	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	921
HCM Lane V/C Ratio	0.001	-	-	-	0.059
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

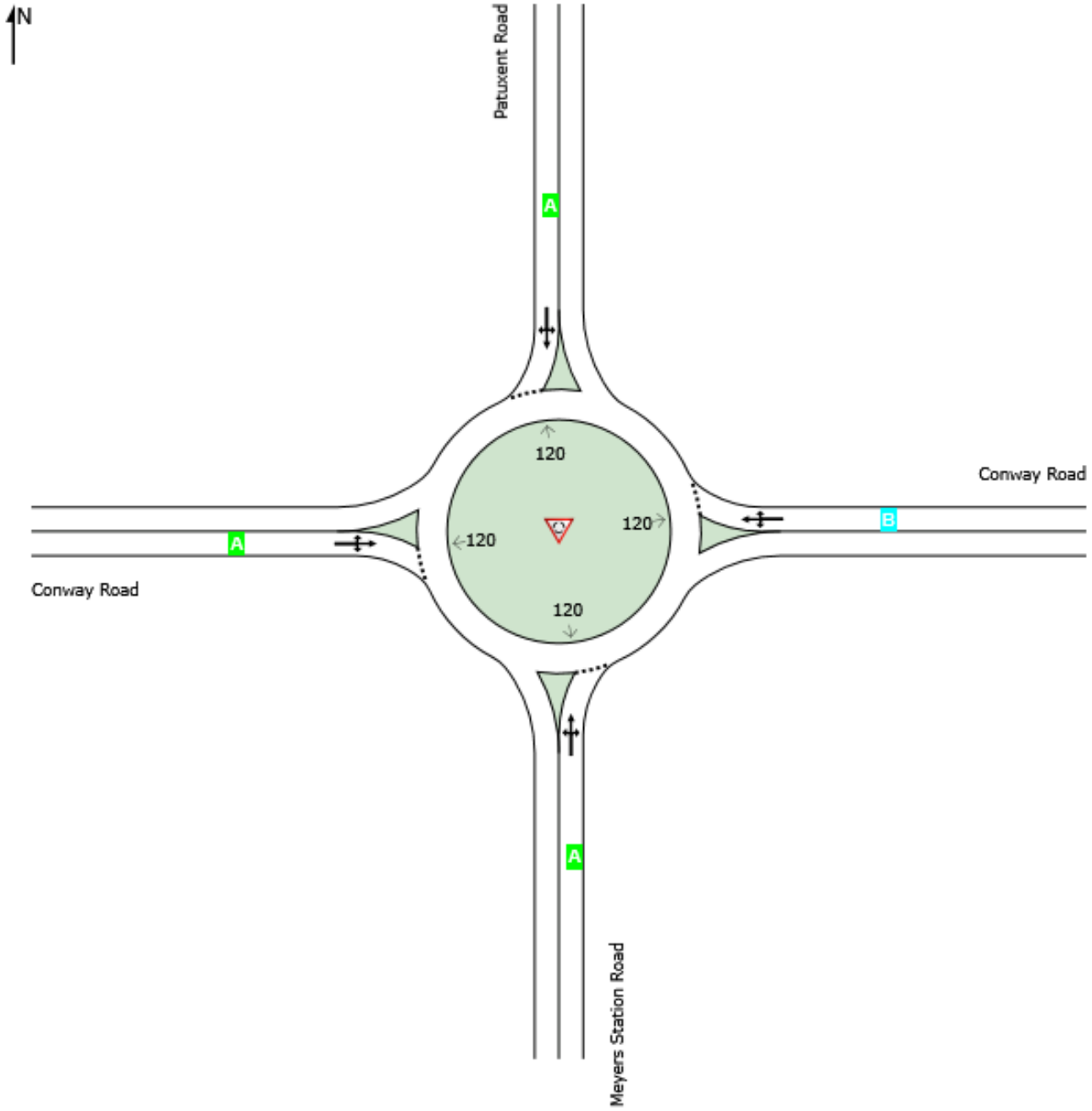
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [Conway Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

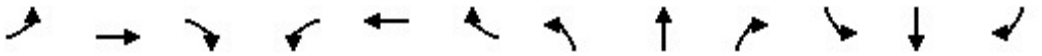
	Approaches				Intersection
	South	East	North	West	
LOS	A	B	A	A	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

HCM 6th Signalized Intersection Summary
1: MD 3 & Conway Road

11/15/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	143	254	284	161	488	204	2110	188	403	2417	253
Future Volume (veh/h)	234	143	254	284	161	488	204	2110	188	403	2417	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	155	0	309	175	0	222	2293	0	438	2627	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	326		395	214		277	2872		487	3285	
Arrive On Green	0.09	0.09	0.00	0.11	0.11	0.00	0.08	0.45	0.00	0.14	0.51	0.00
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	3456	6434	1585	3456	6434	1585
Grp Volume(v), veh/h	254	155	0	309	175	0	222	2293	0	438	2627	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1728	1609	1585	1728	1609	1585
Q Serve(g_s), s	10.8	6.2	0.0	13.0	13.7	0.0	9.5	46.0	0.0	18.7	50.7	0.0
Cycle Q Clear(g_c), s	10.8	6.2	0.0	13.0	13.7	0.0	9.5	46.0	0.0	18.7	50.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	326		395	214		277	2872		487	3285	
V/C Ratio(X)	0.80	0.48		0.78	0.82		0.80	0.80		0.90	0.80	
Avail Cap(c_a), veh/h	438	450		576	312		415	2872		518	3285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.8	64.7	0.0	64.6	64.9	0.0	67.8	35.7	0.0	63.4	30.4	0.0
Incr Delay (d2), s/veh	7.3	1.1	0.0	4.3	10.6	0.0	8.5	2.4	0.0	18.3	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.8	0.0	5.9	7.1	0.0	4.5	18.5	0.0	9.5	19.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	65.8	0.0	68.9	75.5	0.0	76.3	38.1	0.0	81.7	32.5	0.0
LnGrp LOS	E	E		E	E		E	D		F	C	
Approach Vol, veh/h		409	A		484	A		2515	A		3065	A
Approach Delay, s/veh		70.9			71.3			41.5			39.5	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	75.5		20.8	20.0	85.1		24.1				
Change Period (Y+Rc), s	8.5	* 8.5		7.0	8.0	8.5		7.0				
Max Green Setting (Gmax), s	22.5	* 54		19.0	18.0	26.5		25.0				
Max Q Clear Time (g_c+I1), s	20.7	48.0		12.8	11.5	52.7		15.7				
Green Ext Time (p_c), s	0.5	6.0		0.9	0.6	0.0		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		44.7
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	522	28	110	508	24	109
Future Vol, veh/h	522	28	110	508	24	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	567	30	120	552	26	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	597	0	1098	299
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	976	-	207	697
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	976	-	182	697
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	976	-
HCM Lane V/C Ratio	0.314	-	-	0.123	-
HCM Control Delay (s)	16.3	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	486	523	9	64	9
Future Vol, veh/h	6	486	523	9	64	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	528	568	10	70	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	578	0	-	0	1110	568
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	542	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	996	-	-	-	232	522
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	996	-	-	-	230	522
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	996	-	-	-	230	522
HCM Lane V/C Ratio	0.007	-	-	-	0.302	0.019
HCM Control Delay (s)	8.6	-	-	-	27.3	12
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.1

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	52	9	262	70	25	7	0	235	19	2	0
Future Vol, veh/h	0	52	9	262	70	25	7	0	235	19	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	57	10	285	76	27	8	0	255	21	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	67	0	0	723	735	62	850	727	90
Stage 1	-	-	-	-	-	-	62	62	-	660	660	-
Stage 2	-	-	-	-	-	-	661	673	-	190	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1535	-	-	342	347	1003	280	351	968
Stage 1	-	-	-	-	-	-	949	843	-	452	460	-
Stage 2	-	-	-	-	-	-	452	454	-	812	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1535	-	-	288	278	1003	177	282	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	278	-	177	282	-
Stage 1	-	-	-	-	-	-	949	843	-	452	369	-
Stage 2	-	-	-	-	-	-	360	364	-	605	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.8	10.3	27.3
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	936	1489	-	-	1535	-	-	184
HCM Lane V/C Ratio	0.281	-	-	-	0.186	-	-	0.124
HCM Control Delay (s)	10.3	0	-	-	7.9	0	-	27.3
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1.2	0	-	-	0.7	-	-	0.4

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	12	65	53	2
Future Vol, veh/h	0	8	12	65	53	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	13	71	58	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	58	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	949	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	949	1020
Mov Cap-2 Maneuver	-	-	-	-	949	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1513	-	-	-	951
HCM Lane V/C Ratio	-	-	-	-	0.063
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

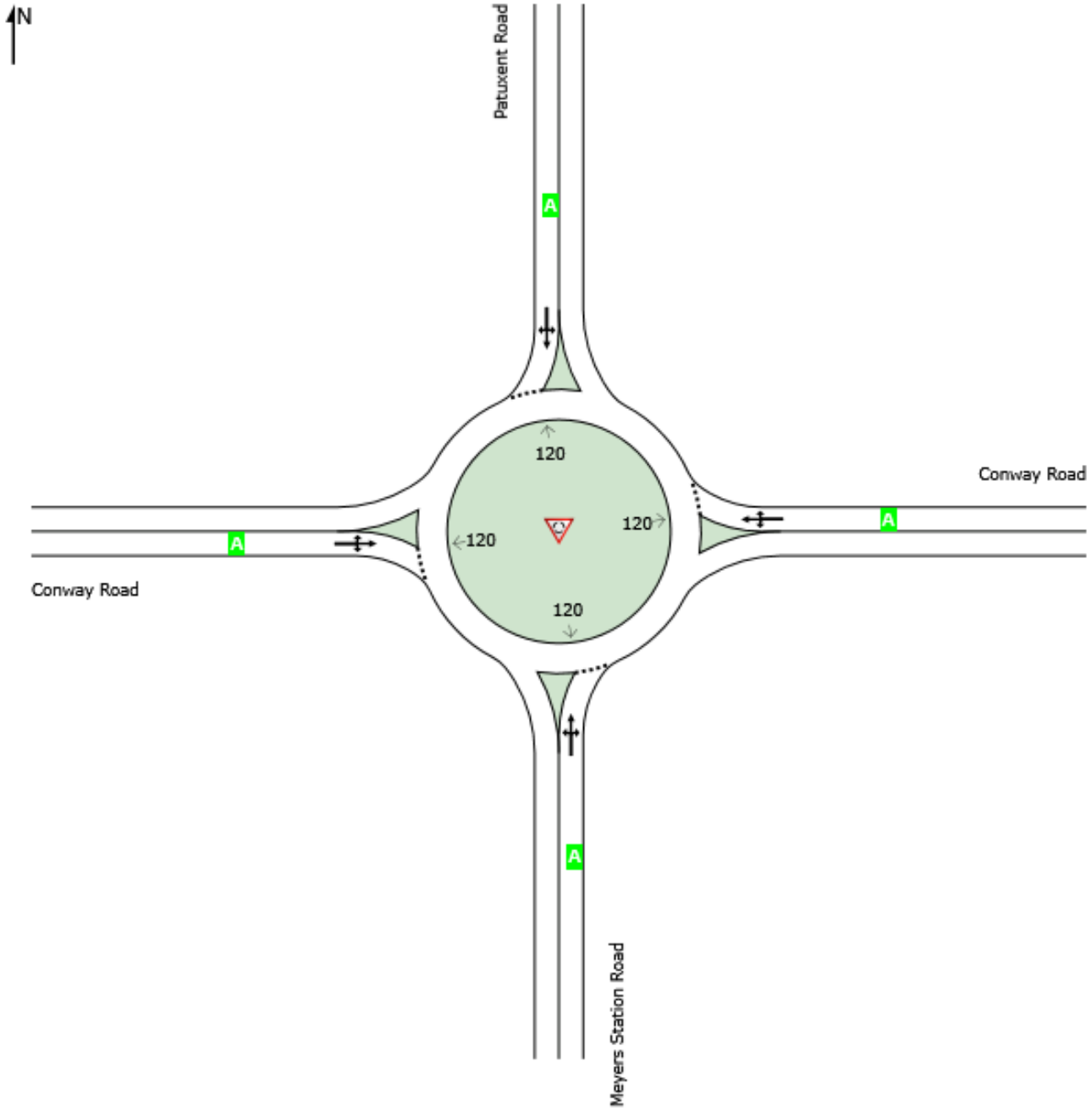
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [Conway Road (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).