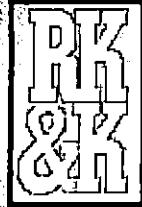




TRAFFIC ENGINEERING STUDY

North St. & State St.

Dover, DE 19901



Rummel, Klepper & Kahl, LLP

Consulting Engineers
1206 Forrest Avenue
Dover, DE 19904
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July 2004

SUMMARY

The purpose of this traffic engineering study is to evaluate the effects of left turn movements at the intersection of North Street and State Street in the City of Dover, Delaware. The City of Dover has received requests for left turns to be restricted for the State Street approaches at this intersection. The complaints are likely the result of drivers experiencing delays caused by someone waiting to turn left from State Street onto North Street. The intersection also experiences a high frequency of accidents, ranking it number one on the City of Dover's list of intersections to be considered for red light running cameras.

The approach to this study includes evaluating the safety of the intersection and also the intersection's capacity. To do this, a study area consisting of several intersections surrounding the intersection in question had to be determined. Existing data, including accident data and traffic operational data, were then gathered and analyzed. The software package, SYNCHRO/SimTraffic, was utilized to evaluate the existing traffic operations, as well as, to evaluate the effects of restricting left turns on some, or all of the intersection approaches. Accident data was analyzed to determine the extent of the safety problem at the intersection and to assist in developing improvement options.

Based on the results of the safety and capacity analyses presented in Sections V and VII, RK&K has developed several improvement options for consideration by the City of Dover, for the intersection of North Street and State Street. The advantages and disadvantages of each are outlined below:

- Option 1: Maintain the existing left turns at the intersection of North Street and State Street.
Currently, the traffic analysis results do not show a need for left turns to be restricted at this intersection. The analyses indicate that the intersection is currently operating at an acceptable Level of Service (B) in all three peak periods with corresponding average delays of 16 seconds/vehicle or less. Left turns do not appear to contribute to the accident problem and the left turns provide access to the North Street parking lots for Downtown businesses.

- Option 2: Install mast arm poles for the traffic signals at the intersection.
Accident statistics show that the major cause of accidents at the intersection of North Street and State Street is a failure to obey the existing traffic signals. The primary reason for disregarding the traffic signal appears to be poor visibility of the signals from all approaches to the intersection. To address concerns about aesthetics, colonial style mast arm poles could be used within this historic area of Downtown Dover.

- Option 3: Install traffic signals with oversized lenses.
This recommendation can be incorporated alone or with the installation of mast arms.
- Option 4: Install light emitting diode (LED) traffic signal lenses on the existing signals.
LED lenses are much brighter than standard traffic signal light bulbs, which are currently in use at the intersection of North Street and State Street. The State has already converted all of its red and green traffic lights to LED signal lenses.
- Option 5: Provide new or updated signage displaying left turn restrictions for trucks, especially on State Street.

Currently, there are signs on North Street approaching the intersection, but there are no signs on State Street. If the mast arms are installed, signs can be installed directly on the mast arm indicating the turning restriction for trucks.



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Finally, it is also recommended that this traffic study be revisited in the future. Increases in traffic over time appear to warrant a second look at this study to determine if increased left turn volumes combined with increased through volumes result in greater delay/queues in the future. Additionally, if mast arms are installed, a follow-up accident study should be completed to determine if the accident rate decreases. The follow-up studies could be completed as part of DelDOT's traffic signal upgrade project being undertaken during the next two-year period.



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I. Introduction

The purpose of this traffic engineering study is to evaluate the effects of left turn movements at the intersection of North Street and State Street in the City of Dover, Delaware. The City of Dover has received requests for left turns to be restricted for the State Street approaches at this intersection. The complaints are likely the result of drivers experiencing delays caused by someone waiting to turn left from State Street onto North Street and blocking traffic proceeding through the intersection. The city is also concerned, however, that restricting left turns at the intersection of North Street and State Street will impact local businesses.

Currently, the intersection is ranked number one by the City of Dover on the list of intersections to be considered for red-light running cameras. This is based on the number of accidents that have been observed as a result of red light running. However, according to the City of Dover, the intersection is located in a historic district and red light running detection equipment is not being considered at this intersection because it would add numerous camera poles and detract from the aesthetics of the district. The intersection was also noted as having safety problems through the Delaware Department of Transportation's Highway Safety Improvement Program.

Upon speaking with officials from the City of Dover, it was determined that their most obvious concern regarding the intersection of North Street and State Street is the number of angle collisions at this intersection. As a consequence of these crashes, an attorney's office on the northeast corner of the intersection has been hit a number of times by vehicles being redirected off of the road. The city has given the attorney's office approval to install iron bollards in front of their office to prevent further damage to the structure.

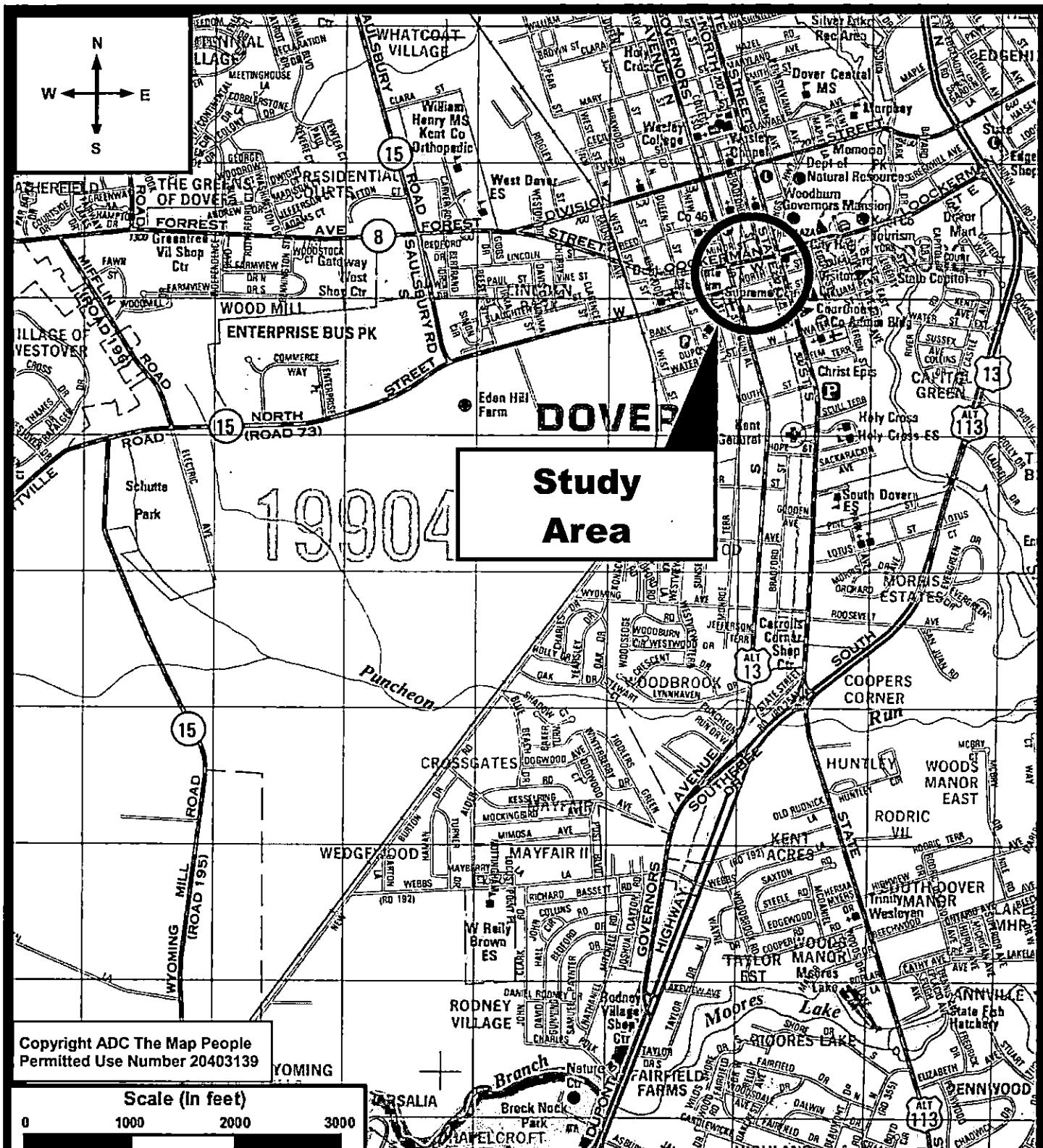
II. Study Approach

In order to evaluate the impacts of left turn movements at the intersection of North Street and State Street and to analyze the effects of restricting the left turn movements at this intersection, a study area was established consisting of several intersections surrounding the intersection (see Figure 1):

- North Street @ State Street – ***Study Intersection***
- North Street @ Federal Street
- North Street @ Governor's Avenue
- Loockerman Street @ Governor's Avenue
- Loockerman Street @ Bradford Street
- Loockerman Street @ State Street
- Loockerman Street @ Federal Street

Next, existing traffic data was gathered, including geometric data, traffic operational data, signal timing data, accident data and peak hour turning movement volumes for each of the intersections. A traffic model was developed using the SYNCHRO traffic modeling software, which incorporated all of the traffic data described previously. The existing data for the study area and the resulting SYNCHRO models that were developed are discussed in greater detail in the following sections.





Key Map of Kent County,
Delaware

TRAFFIC ENGINEERING STUDY

NORTH STREET AT STATE STREET

Project Location

RUMMEL,
KLEPPER
& KAHL, LLP

Date
July 2004

Figure
1

III. Existing Site Characteristics

The North Street / State Street intersection, located in the City of Dover, Delaware, is situated in a historic district among commercial and governmental land uses. The roadways within the study area are laid out in a typical city grid pattern. All roadways provide bidirectional travel. Existing traffic operational data and geometric data were gathered for each of the study intersections within the study area. Photographs of the study intersection are included in Appendix A. Detailed information for the North Street / State Street intersection is included below:

- **Geometric Features**

The horizontal alignment of both State Street and North Street is relatively straight. There is a slight downgrade on the eastbound approach of North Street. All of the other approaches to the North Street / State Street intersection are relatively flat. The lanes on the North Street approaches are 10 feet wide in each direction. The lanes on the State Street approaches are 13 feet wide in each direction. Curbs line each side of the street. The pavement that makes up the intersection is constructed of granite block pavers. There are sidewalks adjacent to all approaches of the intersection that are constructed with red brick pavers.

- **Existing Traffic Restrictions**

Currently, heavy vehicles are prohibited from making left turns at this intersection. There are signs displaying this restriction on the North Street approaches to the intersection. However, there are no signs on the State Street approaches to the intersection because signs are prohibited in this historic area due to a streetscape policy that was established under a previous Delaware Department of Transportation (DelDOT) / City of Dover project.

- **Signing and Pavement Markings**

The pavement markings at the study intersection are depicted using red block pavers, which act as an accent color to the granite block pavers that make up the pavement for the intersection. The red color is partially worn away from vehicles driving over them, however, they are still clear enough to be visible to the average driver. Signing on the approaches to the study intersection is minimal; there are street signs mounted on the corner of the building located in the southwest quadrant of the intersection. There is no other signing at the intersection due to provisions in the City/State agreement on the streetscape program that does not allow signing in this area (on State Street between Loockerman Street and Water Street).

- **Street Lighting**

Street lighting is present on all approaches to the study intersection. The street lighting consists of a colonial style light post and luminaire. The post mounted luminaires on all of the roadways within the study area work properly.

- **Traffic Control Devices**

The intersection of North Street and State Street is controlled by a traffic control signal. Traffic signals are located on pedestal mounted signal poles on each corner of the intersection. The traffic signals can be difficult to see when approaching the intersection due to their location (mounted on either side of the street rather than over the lanes) and the size of the traffic signal lenses (8 inches in diameter). Traffic signal timing data was obtained from the City of Dover, Public Works Department, for use in the SYNCHRO model to accurately model the existing traffic within the study area. This data can be seen in Appendix B at the end of this report.

- **Adjacent Land Use**

Three of the four quadrants of the intersection are comprised of law offices located in historic buildings. In the northwest quadrant, there is a restored historic theater.



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- **Future Transportation Projects**

DelDOT is beginning a project to redesign the City of Dover traffic signal system. This project will consist of upgrading all of the traffic signal systems within the city limits and coordinating the signals. The project is expected to be completed over the next two years. DelDOT is also in the process of designing a traffic-calming roundabout west of the study area on Loockerman Street.

IV. Observation of Traffic Operations

The following observations were recorded during various visits to the study area during peak and off-peak periods.

- Tight curb radii at the intersection of North Street and State Street causes vehicles making right turns to "rub" the curb, drive over the curb or swing wide into oncoming traffic.
- Traffic signals are not visible from long distances due to their location. This comment applies to all intersections within the study area where traffic signals are mounted on pedestal supports at the corners of the intersections.
- Left turning vehicles represented a small percentage of the total traffic at the intersection of North Street and State Street.
- An occasional truck was observed making the left turn at the intersection of North Street and State Street.

V. Accident Trend Analysis

The most recent accident data for the study area covers the period between January 2001 and December 2003. This data was provided by DelDOT and includes data for the following:

- Governor's Avenue from 3/10 mile north of Loockerman Street to 3/10 mile south of North Street.
- Loockerman Street from 3/10 mile west of Governor's Avenue to 3/10 mile east of State Street.
- State Street from 3/10 mile north of Loockerman Street to 3/10 mile south of North Street.
- North Street from 3/10 mile west of Governor's Avenue to 3/10 mile east of State Street.

This data, which is included in Appendix C, shows that there were 66 reported collisions within the study area during a 3-year period (Note: this dataset includes the North Street / State Street intersection plus several other roads within the study area). A summary of reported collisions is provided in Table 1. The following trends were identified in the accident data:

- No fatalities have occurred during the analysis time period within the study area.
- Angle and left-turn collisions account for 76% of the total amount of reported collisions within the study area.
- 33% of the reported collisions resulted in bodily injury.
- 14% of the reported collisions were a result of drivers under the influence of alcohol.
- The primary contributing factor of the reported collisions was a failure to obey the traffic signals, which accounts for 67% of the reported collisions.



Traffic Engineering Study
North Street @ State Street

July, 2004

RK&K Engineers, LLP

Table 1
Reported Accident Summary
Governor's Ave. / Loockerman St. / State St. / North St.

Roadway	Property Damage Injury/Fatal	Head-On/Rear End/Sideswipe/ Angle & Left-Turn/Other								Alcohol Involved?	Total
		P	I	F	H	R	S	A/L	O		
Loockerman Street	19	8	0	1	3	0	22	1	5	22	27
North Street	6	4	0	0	4	0	5	1	0	10	10
Governor's Avenue	8	4	0	0	2	1	8	1	2	10	12
State Street	11	6	0	0	2	0	15	0	2	15	17
Total	44	22	0	1	11	1	50	3	9	57	66

To further evaluate the potential safety problem at the intersection of North Street and State Street, accidents occurring directly at this intersection were extracted from the accident data set. Of the 66 total reported collisions that occurred within the study area, 16 of these collisions occurred at the intersection of North Street and State Street (24% of the total reported collisions). Of these 16 reported collisions at the study intersection, the following trends were identified:

- Angle and left-turn collisions account for 88% of the reported collisions at the study intersection.
- 25% of the reported collisions at the study intersection resulted in bodily injury.
- 88% of the reported collisions at the study intersection were a result of someone disregarding a traffic signal.

VI. Traffic Volumes

Peak hour volume turning movement counts were performed for each of the seven intersections noted in Section 2 of this report. It was determined, from analyzing counts previously performed within the study area that three peak periods needed to be analyzed. These peak periods include an AM peak period (morning rush), a Midday peak period (lunchtime rush) and a PM peak period (evening rush). The exact hours that were counted are as follows:

- AM Peak Period: 7:15 AM – 8:45 AM
- Midday Peak Period: 11:45 AM – 1:15 PM
- PM Peak Period: 3:45 PM – 5:15 PM

The peak hours for each time period were determined and are summarized in Table 2.



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Traffic Engineering Study
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Table 2
Peak Hour Summary

Intersection	AM	Midday	PM
Loockerman Street @ Governor's Avenue	7:45 AM - 8:45 AM	11:45 AM - 12:45 PM	4:15 PM - 5:15 PM
Loockerman Street @ Bradford Street	7:45 AM - 8:45 AM	12:15 PM - 1:15 PM	3:45 PM - 4:45 PM
Loockerman Street @ State Street	7:30 AM - 8:30 AM	12:00 PM - 1:00 PM	3:45 PM - 4:45 PM
Loockerman Street @ Federal Street	7:30 AM - 8:30 AM	12:15 PM - 1:15 PM	3:45 PM - 4:45 PM
North Street @ Governor's Avenue	7:45 AM - 8:45 AM	12:00 PM - 1:00 PM	4:15 PM - 5:15 PM
North Street @ State Street	7:30 AM - 8:30 AM	12:00 PM - 1:00 PM	4:15 PM - 5:15 PM
North Street @ Federal Street	7:45 AM - 8:45 AM	12:00 PM - 1:00 PM	4:15 PM - 5:15 PM

In order to develop a simulation model to analyze the capacity of the intersections within the study area and to model traffic flow conditions, the worst-case peak hour for each time period (AM, Midday and PM) was determined. From the data shown in Table 2, the peak hours for the entire study area were determined to be:

AM: 7:45 AM – 8:45 AM
Midday: 12:00 PM – 1:00 PM
PM: 4:15 PM – 5:15 PM

Data from the peak hour turning movement counts showed that on average, left-turn movements account for only 8% of the total traffic volume at the intersection of North Street and State Street. A summary of the peak hour turning movement volumes for the study area is shown in Figure 2. The complete data for these turning movement counts is provided in Appendix D.

VII. Capacity Analysis

The software package, SYNCHRO and SimTraffic, was utilized to perform capacity analyses and traffic simulation modeling for the study area. SYNCHRO is a traffic analysis tool that utilizes the methods from the Year 2000 edition of the Highway Capacity Manual to determine capacity for signalized and unsignalized intersections. SYNCHRO is also used as a tool to determine the optimum traffic signal timings for a single intersection or for a series of coordinated or uncoordinated signalized intersections. SimTraffic is a microscopic traffic simulation program, which utilizes the information that is entered into the SYNCHRO program to build a model of traffic conditions for a given area. SYNCHRO and SimTraffic both measure traffic operations based on average stop delay and Level of Service for signalized and unsignalized intersections. Level of Service (LOS) is represented by a range of letter grades (A through F), which describe the quality of traffic flow. Level of Service A generally represents free flowing conditions with very little delay for motorists. Conversely, Level of Service F represents conditions where the demand (volume) exceeds the roadway or intersection capacity, resulting in high delay for motorists. Tables 3 and 4, on the next page, show the Levels of Service that correspond to average stop delay values, measured in seconds per vehicle, for signalized and unsignalized intersections, respectively.



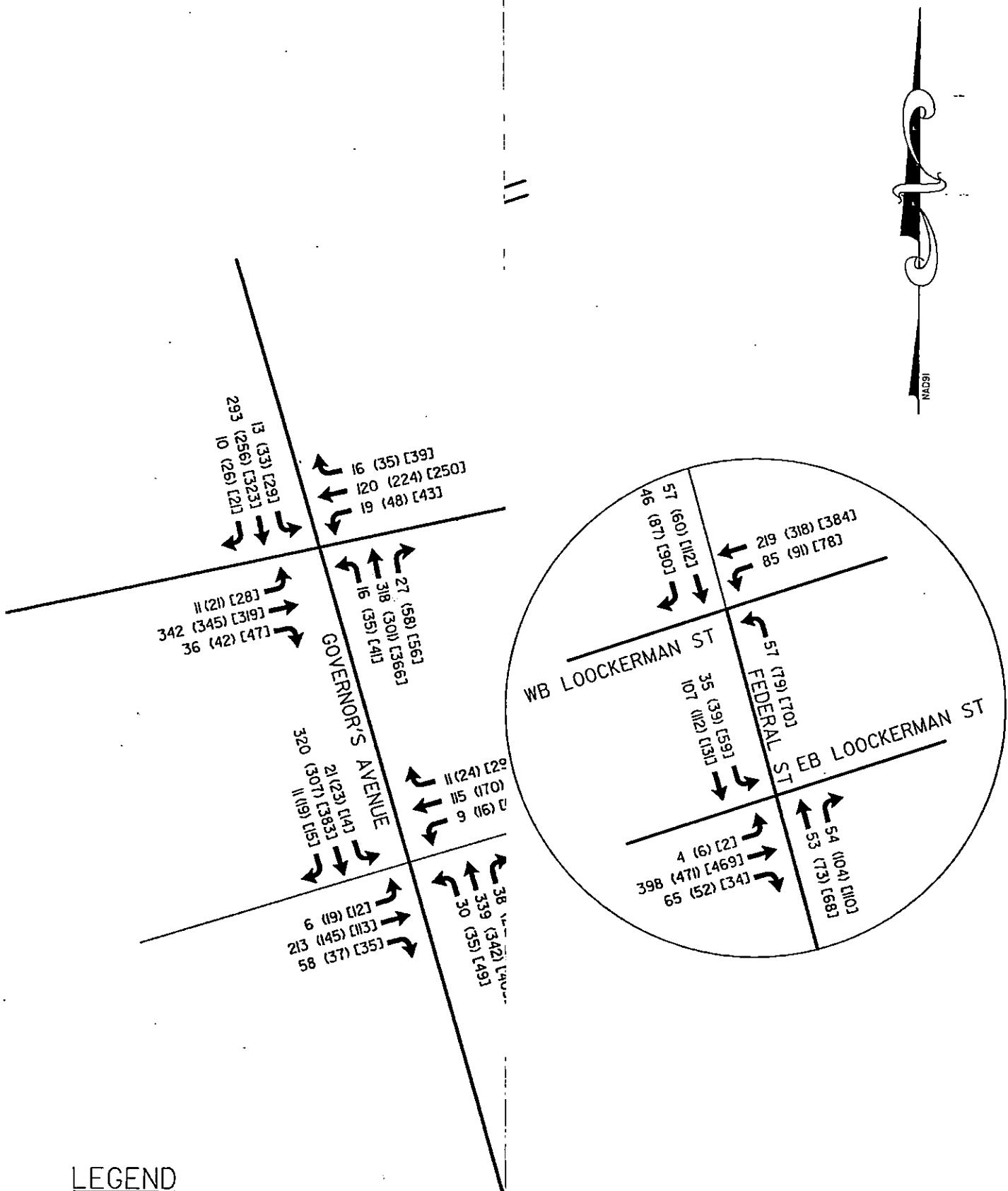


FIGURE 2

Traffic Engineering Study
North Street @ State Street

July, 2004
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Table 3
LOS Criteria for Signalized Intersections

Level of Service	Control Delay per Vehicle (seconds/vehicle)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Traffic Engineering Study
North Street @ State Street

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Table 4
LOS Criteria for Unsignalized (Two-Way Stop Control) Intersections

Level of Service	Control Delay per Vehicle (seconds/vehicle)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Several scenarios were analyzed using the SYNCHRO/SimTraffic software package. These scenarios are described below:

- Scenario 1: Existing conditions
- Scenario 2: State Street left turn restrictions
- Scenario 3: North Street and State Street left turn restrictions
- Scenario 4: Future traffic (no restrictions)
- Scenario 5: Future traffic with PM left turn restrictions

Scenario 1 was evaluated in order to determine the existing Levels of Service for each of the study area intersections. The SYNCHRO/SimTraffic results are shown in Table 5, on the next page.



Traffic Engineering Study
North Street @ State Street

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Table 5
SYNCHRO/SimTraffic Results - Existing Conditions (Scenario 1)

Intersection		AM Peak		Midday Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
Signalized	North St. & State St.	11.2	B	12.5	B	16.3	B
	North St. & Governor's Ave.	11.1	B	11.5	B	14.2	B
	Loockerman St. & State St.	13.2	B	14.0	B	14.3	B
	Loockerman St. & Governor's Ave.	16.5	B	18.8	B	19.0	B
2-Way Stop	Loockerman St. & Bradford St.	4.6	A	12.9	B	9.0	A
	North St. & Federal St.	5.1	A	6.7	A	8.1	A
	Loockerman St. WB & Parking Lot	5.7	SB	NB	SB	NB	SB
	Loockerman St. EB & Federal St.	5.2	5.9	A	A	10.2	7.3
				B	A	15.2	6.8
						C	A

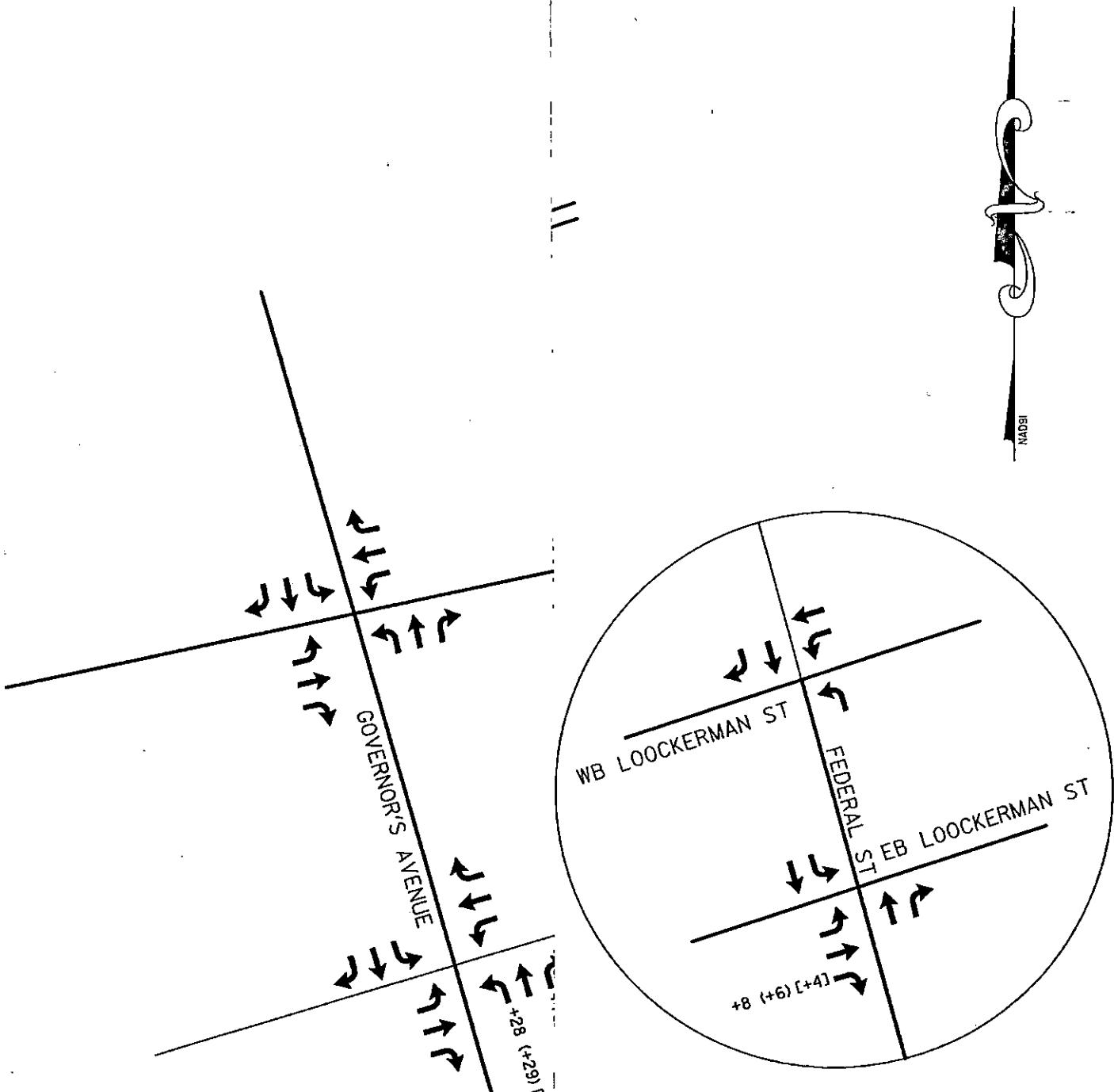
*Note: Results above represent the average of three SimTraffic simulation runs.

Based on these results, the intersection of North Street and State Street is currently operating at LOS "B" for the AM, Midday and PM peak hours. This corresponds to a relatively low stop delay, indicating that left turns are not causing significant disruption to traffic flow at this intersection.

Next, the effects of restricting left turns at the intersection of North Street and State Street were analyzed to determine if removing left turns would decrease the amount of stop delay that is experienced by drivers. Scenario 2 analyzes the effects of restricting northbound and southbound left turns turning State Street onto eastbound and westbound North Street, respectively. The restricted left turn volumes were then redistributed throughout the study area. The assignment assumptions for the redistribution of traffic volumes are shown in Figure 3. The capacity analysis results for this scenario are shown in Table 6 on the next page.

To further analyze the effects of restricting left turns, Scenario 3 was developed, which restricts left turns from all four approaches at the intersection of North Street and State Street. This traffic was then redistributed throughout the study area. The assignment assumptions for the redistribution of traffic volumes are shown in Figure 4. The capacity analysis results for this scenario are shown in Table 7 on the next page.





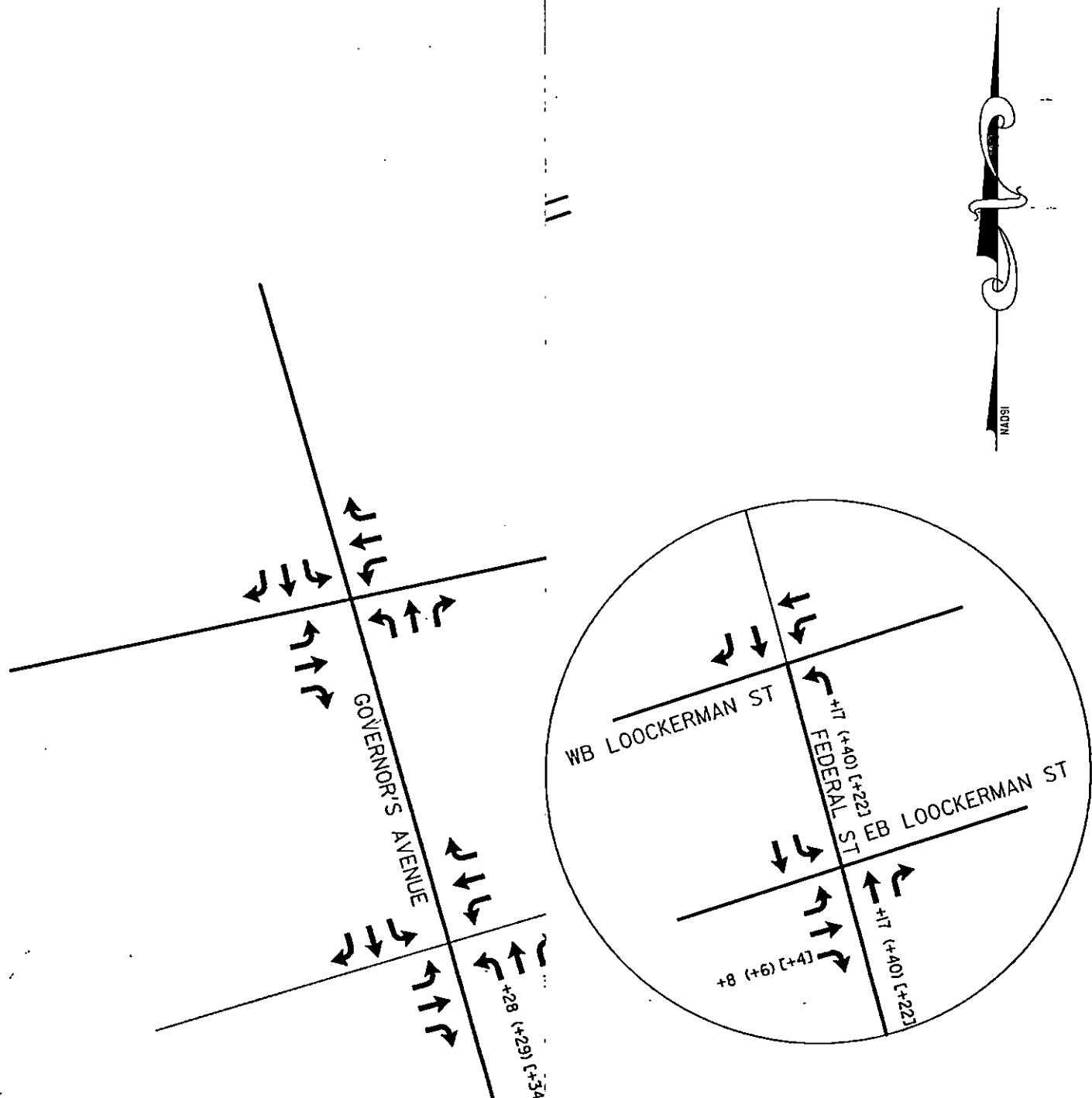
LEGEND

339 (342) [405] AM (MIDDAY) [PM]

DIRECTION OF TURNING
MOVEMENT

NORTH STREET @ STATE STREET
TRAFFIC STUDY
LEFT TURN REDISTRIBUTION
STATE ST. RESTRICTIONS

FIGURE 3



LEGEND

339 (342) [405] AM (MIDDAY) [PM]

DIRECTION OF TURNING
MOVEMENT

<p>NORTH STREET @ STATE STREET TRAFFIC STUDY LEFT TURN REDISTRIBUTION NORTH ST. & STATE ST. RESTRICTIONS</p>
--

FIGURE 4

Traffic Engineering Study
North Street @ State Street

July, 2004
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Table 6
SYNCHRO/SimTraffic Results
Left Turns Restricted on Northbound and Southbound State Street (Scenario 2)

Intersection		AM Peak		Midday Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
Signalized	North St. & State St.	9.4	A	11.3	B	13.4	B
	North St. & Governor's Ave.	12.6	B	13.2	B	22.6	C
	Loockerman St. & State St.	13.5	B	13.1	B	15.1	B
	Loockerman St. & Governor's Ave.	16.1	B	20.4	C	23.8	C
2-Way Stop	Loockerman St. & Bradford St.	5.6	A	12.3	B	12.8	B
	North St. & Federal St.	6.0	A	9.0	A	17.9	C
		NB	SB	NB	SB	NB	SB
	Loockerman St. WB & Parking Lot	5.3	7.1	A	A	6.9	10.8
	Loockerman St. EB & Federal St.	4.9	6.2	A	A	10.2	6.9
						B	A
						17.5	7.4
						C	A

*Note: Results above represent the average of three SimTraffic simulation runs.

Traffic Engineering Study
North Street @ State Street

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Table 7
SYNCHRO/SimTraffic Results
NB, SB, EB, & WB Left Turn Restrictions on North Street and State Street (Scenario 3)

Intersection		AM Peak		Midday Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
Signalized	North St. & State St.	8.9	A	10.4	B	11.4	B
	North St. & Governor's Ave.	12.5	B	12.7	B	15.5	B
	Loockerman St. & State St.	12.8	B	14.0	B	13.1	B
	Loockerman St. & Governor's Ave.	16.8	B	19.0	B	18.6	B
2-Way Stop	Loockerman St. & Bradford St.	5.6	A	14.3	B	7.3	A
	North St. & Federal St.	6.8	A	10.1	B	14.7	B
		NB	SB	NB	SB	NB	SB
	Loockerman St. WB & Parking Lot	5.5	6.7	A	A	7.2	9.0
	Loockerman St. EB & Federal St.	5.2	6.4	A	A	10.2	7.6
						B	A
						9.7	4.8
						A	A

*Note: Results above represent the average of three SimTraffic simulation runs.

Both Tables 6 and 7 show that restricting left turns at the intersection of North Street and State Street decreases the overall stop delay by 2 to 3 seconds at this intersection. This decrease in delay is not very significant, indicating that left turns do not have a large effect on the overall delay of the study intersection. However, at some of the other intersections within the study area, the stop delay increases, resulting, in some cases, in a lower Level of Service. Scenario 2 results in more than 20 seconds of additional delay at the Loockerman St. / Parking Lot intersection.



To further evaluate the traffic conditions at the intersection of North Street and State Street, as well as the entire study area, future traffic conditions (Scenario 4) were analyzed. A base assumption was made to increase all of the traffic volumes within the study area by 10%. Based on historic growth rates, this would be considered equivalent to a condition five to ten years into the future. These peak hour volumes, which are shown in Figure 5, were incorporated into the SYNCHRO/SimTraffic software package and the results of the capacity analyses are shown in Table 8, below.

Traffic Engineering Study
North Street @ State Street

July, 2004
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Table 8
SYNCHRO/SimTraffic Results
Future Traffic (+10%) – (Scenario 4)

Intersection		AM Peak		Midday Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS
Signalized	North St. & State St.	11.7	B	14.5	B	70.4	E
	North St. & Governor's Ave.	12.5	B	12.3	B	25.1	C
	Loockerman St. & State St.	15.0	B	14.9	B	16.0	B
	Loockerman St. & Governor's Ave.	17.5	B	21.1	C	24.6	C
2-Way Stop	Loockerman St. & Bradford St.	7.3	A	15.8	C	12.0	B
	North St. & Federal St.	5.3	A	6.8	A	88.6	F
		NB	SB	NB	SB	NB	SB
	Loockerman St. WB & Parking Lot	5.7	9.2	A	A	9.5	12.4
	Loockerman St. EB & Federal St.	6.2	6.3	A	A	15.7	9.1

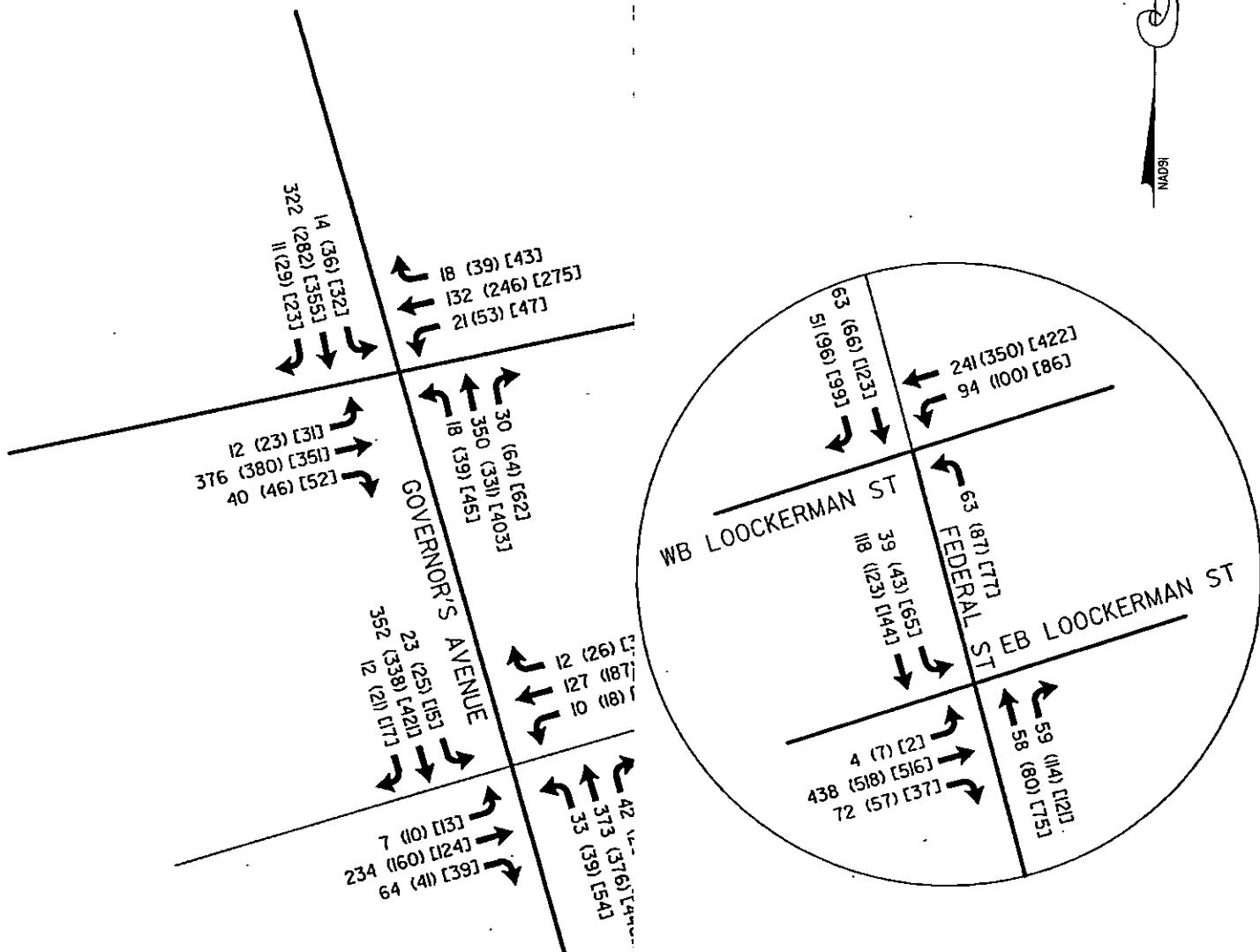
*Note: Results above represent the average of three SimTraffic simulation runs.

It is apparent from the data in Table 8 that the delay (and corresponding Levels of Service) does not increase dramatically in the future at the intersection of North Street and State Street except during the PM peak hour. The reason for this significant increase in delay is due to the amount of traffic that is trying to move through the City during the peak fifteen minute period between 4:30 PM and 4:45 PM.

Due to the large amount of delay being experienced at this intersection, RK&K evaluated the effects of restricting left turns from all four (4) intersection approaches during the PM peak hour only (Scenario 5) using the future traffic volumes generated from Scenario 4. The assignment assumptions for the redistribution of the restricted left turn volumes can be seen in Figure 6 and the capacity analysis results generated by the SYNCHRO/SimTraffic software package for Scenario 5 are shown in Table 9 on the next page.



NAD 83

LEGEND

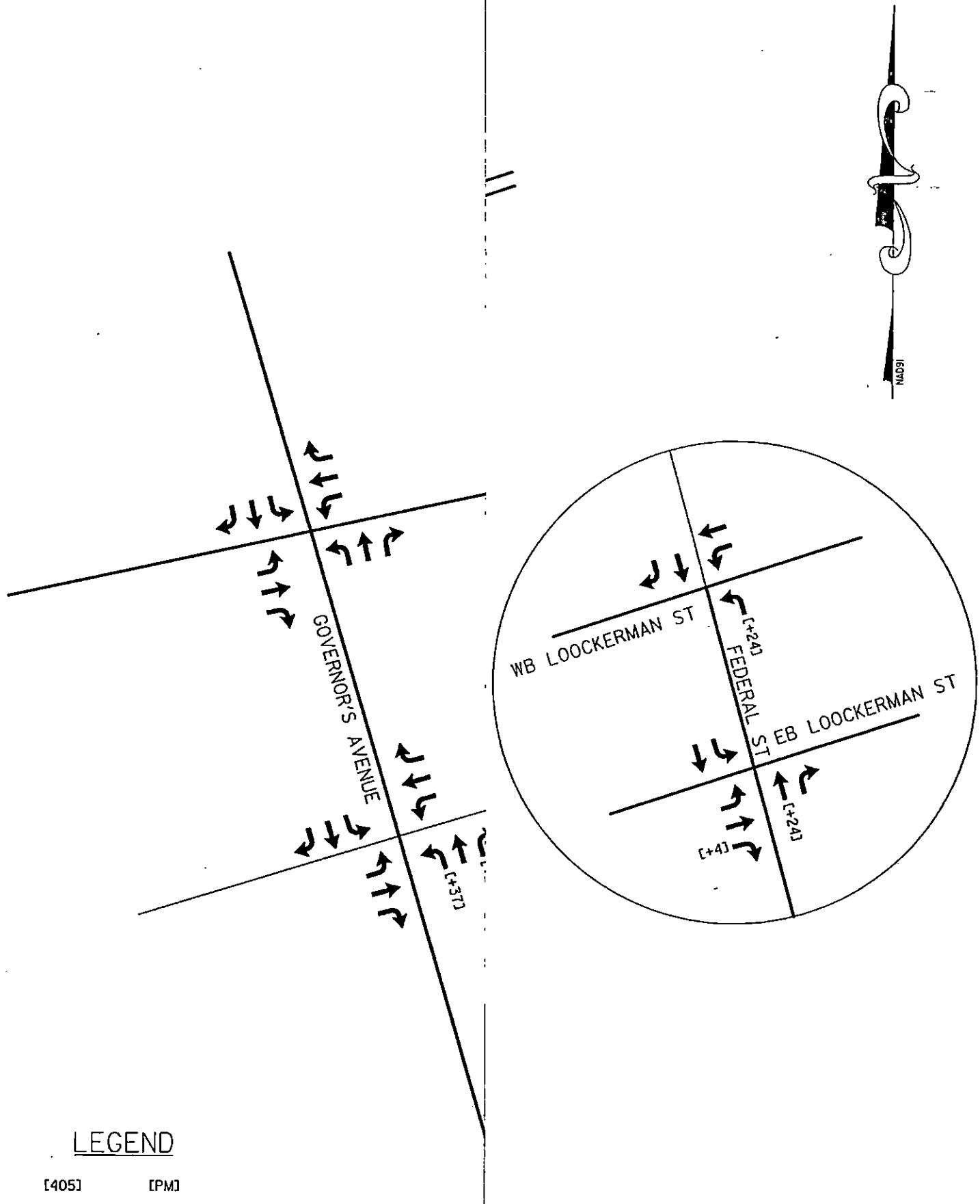
339 (342) [405] AM (MIDDAY) [PM]

DIRECTION OF TURNING
MOVEMENT

LLP

NORTH STREET @ STATE STREET
TRAFFIC STUDY
FUTURE TRAFFIC VOLUMES
CITY OF DOVER, DELAWARE

FIGURE 5



LEGEND

[405] [PM]

DIRECTION OF TURNING
MOVEMENT



NORTH STREET @ STATE STREET
TRAFFIC STUDY
FUTURE LEFT TURN REDISTRIBUTION
NORTH ST. & STATE ST. RESTRICTIONS

FIGURE 6

Traffic Engineering Study
North Street @ State Street

July, 2004
Rummel, Klepper & Kahl, LLP

Table 9
SYNCHRO/SimTraffic Results
Future Traffic w/ and w/o PM NB, SB, EB & WB Left Turn Restrictions (Scenario 5)

Intersection	PM Peak (w/ LT)				PM Peak (w/o LT)			
	Delay	LOS	Delay	LOS				
Signalized	North St. & State St.	70.4	E		12.4		B	
	North St. & Governor's Ave.	25.1	C		23.6		C	
	Loockerman St. & State St.	16.0	B		15.6		B	
	Loockerman St. & Governor's Ave.	24.6	C		24.0		C	
2-Way Stop	Loockerman St. & Bradford St.	12.0	B		20.2		C	
	North St. & Federal St.	88.6	E		15.8		C	
		NB	SB	NB	SB	NB	SB	NB
	Loockerman St. WB & Parking Lot	20.5	32.2	C	D	15.8	80.6	C
	Loockerman St. EB & Federal St.	10.9	8.5	E	A	39.5	9.1	E
								A

*Note: Results above represent the average of three SimTraffic simulation runs.

For comparison purposes, the future traffic PM peak hour is shown in Table 9 next to the PM peak hour without left turns at the intersection of North Street and State Street. This comparison shows that delay at the study intersection would decrease significantly in the future by removing left turns from this intersection. It can also be seen that removing left turns from the study intersection reduces delay at some of the other intersections within the study area, but also increases delay significantly at one intersection. The improvements at the other intersections are the result of queues being eliminated at the North/State intersection, which had been spilling back into (and congesting) adjacent intersections. Removing the left turns from the study intersection greatly reduces queues at some other intersections resulting in lower delays and improved levels of service.

If traffic volumes get to this point during the PM peak hour in the future, an alternative to removing left turns could be to work with the State to setup alternative working schedules. Alternative working schedules would allow employees to leave work before or after the peak period, providing for a more staggered departure of vehicles leaving State offices, which would normally saturate area intersections due to vehicles leaving at the same time.

The output information that was generated for each scenario by SYNCHRO/SimTraffic for each intersection within the study area can be found in Appendix E.



VIII. Improvement Options

Based on the results of the safety and capacity analyses presented in Sections V and VII, RK&K has developed several improvement options for consideration by the City of Dover, for the intersection of North Street and State Street. The advantages and disadvantages of each are outlined below:

- Option 1: Maintain the existing left turns at the intersection of North Street and State Street.

Currently, the traffic analysis results do not show a need for left turns to be restricted at this intersection. The analyses indicate that the intersection is currently operating at an acceptable Level of Service (B) in all three peak periods with corresponding average delays of 16 seconds/vehicle or less. Left turns do not appear to contribute to the accident problem and the left turns provide access to the North Street parking lots for Downtown businesses.

 - Advantages: Maintaining left turns will continue to provide access to businesses and parking lots located on State Street and North Street. Maintaining left turns will also prevent citizens from being rerouted through other intersections.
 - Disadvantage: Through vehicles on North Street and State Street will continue to experience minor delays due to vehicles waiting to turn left. Over time as traffic volumes increase, delays due to left turns will need to be reevaluated.
- Option 2: Install mast arm poles for the traffic signals at the intersection..

Accident statistics show that the major cause of accidents at the intersection of North Street and State Street is a failure to obey the existing traffic signals. The primary reason for disregarding the traffic signal appears to be poor visibility of the signals from all approaches to the intersection. To address concerns about aesthetics, colonial style mast arm poles could be used within this historic area of Downtown Dover.

 - Advantages: Placing traffic signals over the roadway will enhance their visibility to motorists. The enhanced visibility of traffic signals is likely to reduce red light running and, in turn, reduce the number of accidents at this intersection. Mast arm poles can be set back from the intersection minimizing, minimizing the potential for being struck by vehicles trying to negotiate right turns at the intersection.
 - Disadvantages: This option is expensive and will require construction. The cost of installing mast arm poles at this intersection could range from \$75,000 to \$100,000. However, the costs may be able to be funded by the proposed DelDOT signal project, as discussed previously in this report.
- Option 3: Install traffic signals with oversized lenses.

This recommendation can be incorporated alone or with the installation of mast arms.

- Advantages: Oversized lenses will enhance the visibility of the traffic signals. The enhanced visibility of the traffic signals could, to some extent, reduce red light running and, in turn, reduce the number of accidents at this intersection.
- Disadvantage: If implemented without the installation of mast arm poles, this option is not likely to reduce the number of accidents significantly, since the traffic signals will not be visible over the roadway.



- Option 4: Install light emitting diode (LED) traffic signal lenses on the existing signals.

LED lenses are much brighter than standard traffic signal light bulbs, which are currently in use at the intersection of North Street and State Street. The State has already converted all of its red and green traffic signals to LED signal lenses.

- Advantages: LED traffic signal lenses will increase the visibility of the traffic signals. The increased visibility of the existing traffic signals should, to some extent, reduce red light running and, in turn, reduce the number of accidents at this intersection. LED lenses use less electricity and will save the City on energy costs.
- Disadvantages: The upfront installation cost for the LED traffic signal lenses could range from \$150 to \$200 per traffic signal. Installation of the lenses without increasing the size of the traffic signal head and/or installing mast arm poles will not, in all likelihood, reduce the number of accidents significantly.
- Option 5: Provide new or updated signage displaying left turn restrictions for trucks, especially on State Street.

Currently, there are signs on North Street approaching the intersection restricting left turns by trucks, but there are no signs on State Street. If the mast arms are installed, signs can be installed directly on the mast arm indicating the turning restriction for trucks.

- Advantage: Better signing will clearly state the message that trucks are restricted from making left turns at the intersection of North Street and State Street.
- Disadvantage: Signs may not be permitted in this historic area due to a streetscape policy that was established under a previous DelDOT / City of Dover project.

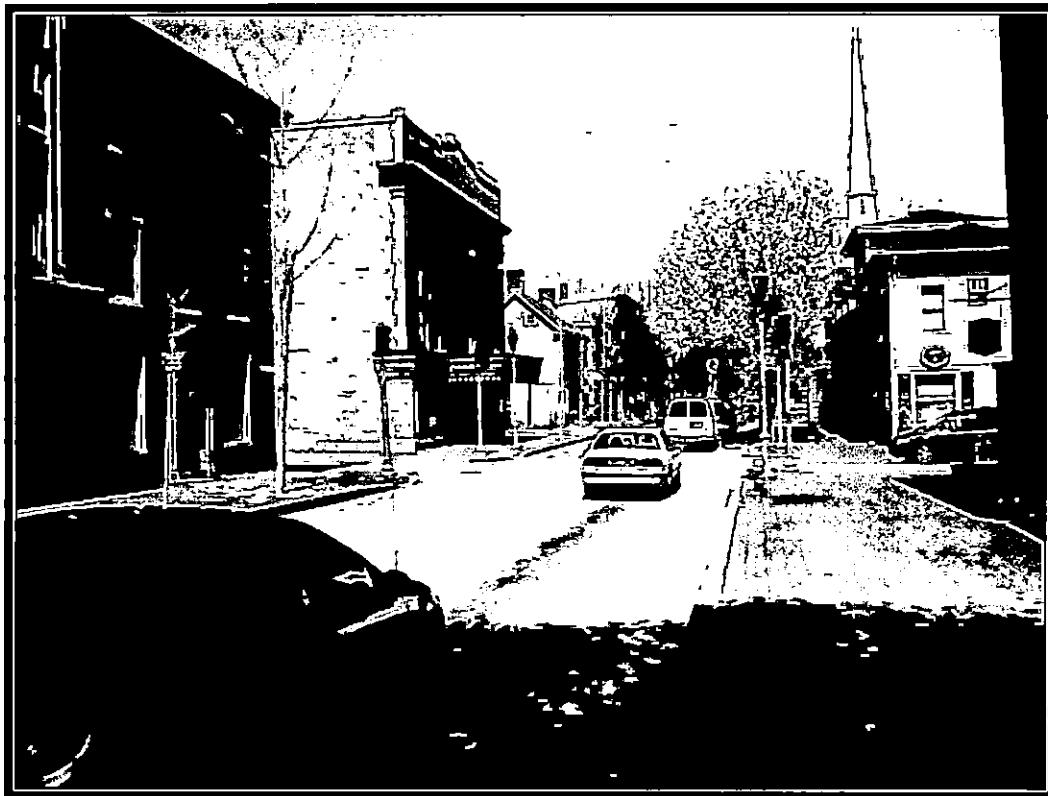
Finally, it is also recommended that this traffic study be revisited in the future. Increases in traffic over time appear to warrant a second look at this study to determine if increased left turn volumes combined with increased through volumes result in greater delay/queues in the future. Additionally, if mast arms are installed, a follow-up accident study should be completed to determine if the accident rate decreases. The follow-up studies could be completed as part of DelDOT's traffic signal upgrade project being undertaken during the next two-year period.

K:\Projects\DOVER-KENT_MPO\North_State - 103-097-01\Report\Traffic Engineering Report Draft.doc

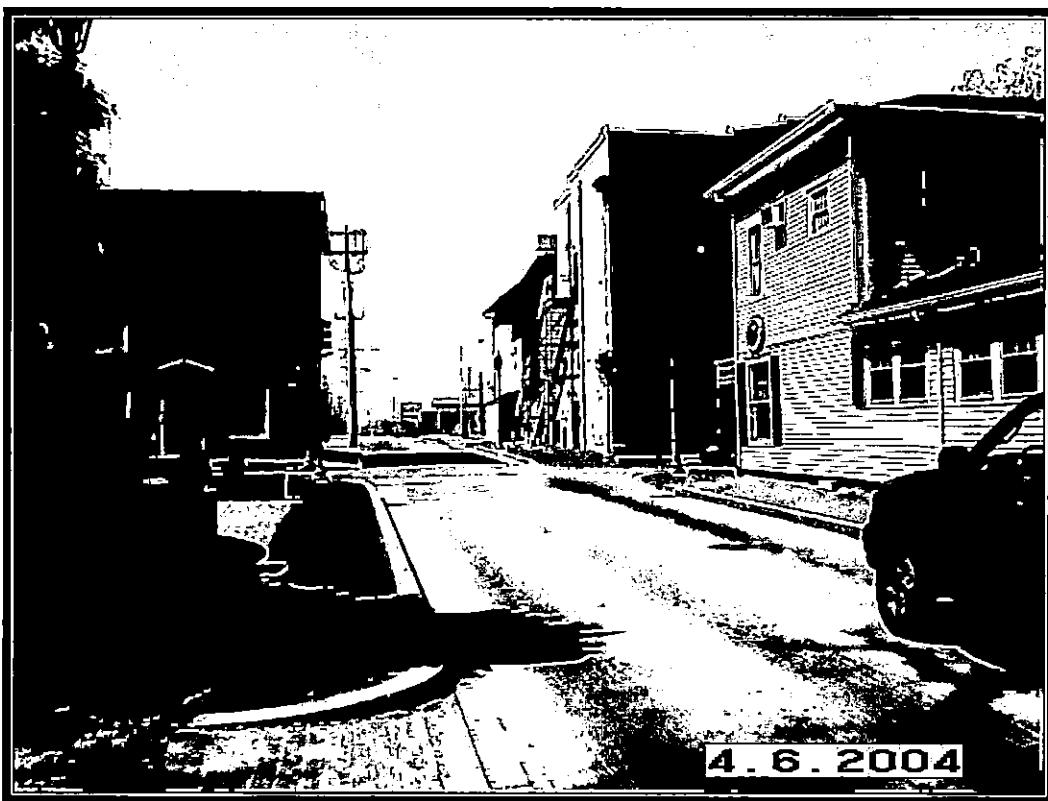


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APPENDIX A
Site Photographs



State Street looking north towards North Street



North Street looking west towards State Street

North Street looking east towards State Street



State Street looking south towards North Street



APPENDIX B
Existing Signal Timing Data

CITY OF DOVER TRAFFIC SIGNAL TIMINGS

May 4, 2004

Prepared for RK&K Engineers

Page 1 of 2

LOCATION: LOOCKERMAN STREET & STATE STREET

Phase: Loockerman Street

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Green Time: 29 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Green Time: 24 sec

Yellow Time: 3 sec

Red Time: 2 sec

Phase: State Street

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Left Turn Green Time: 12 sec

Left Turn Yellow Time: 3 sec

Green Time: 30 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Left Turn Green Time: 12 sec

Left Turn Yellow Time: 3 sec

Green Time: 25 sec

Yellow Time: 3 sec

Red Time: 2 sec

INTERSECTION: LOOCKERMAN STREET & GOVERNERS AVENUE

Phase: Loockerman Street

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Green Time: 37 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Green Time: 32 sec

Yellow Time: 3 sec

Red Time: 2 sec

Phase: Governors Avenue

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Left Turn Green Time: 6 sec

Left Turn Yellow Time: 3 sec

Green Time: 28 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Left Turn Green Time: 6 sec

Left Turn Yellow Time: 3 sec

Green Time: 23 sec

Yellow Time: 3 sec

Red Time: 2 sec

INTERSECTION: NORTH STREET & STATE STREET

Phase: STATE St.

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Green Time: 43 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Green Time: 37 sec

Yellow Time: 3 sec

Red Time: 2 sec

Phase North St.

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Green Time: 31 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Green Time: 27 sec

Yellow Time: 3 sec

Red Time: 2 sec

CITY OF DOVER TRAFFIC SIGNAL TIMINGS**May 4, 2004****Prepared for RK&K Engineers****Page 2 of 2****INTERSECTION: NORTH STREET & GOVERNERS AVENUE****Phase: North Street**

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Green Time: 27 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Green Time: 27 sec

Yellow Time: 3 sec

Red Time: 2 sec

Phase: Governors Avenue

Time Frame: 6:00 a.m. to 7:00 p.m.

Cycle length: 84 sec

Green Time: 47 sec

Yellow Time: 3 sec

Red Time: 2 sec

Time Frame: 7:00 p.m. to 2:00 a.m.

Cycle length: 74 sec

Green Time: 37 sec

Yellow Time: 3 sec

Red Time: 2 sec

All lights go to flash between 2:00 a.m. and 6:00 a.m..

APPENDIX C
Accident Data

Summary of Accidents
North Street @ State Street Traffic Study
Intersection of North Street and North State Street

Valid Data from January, 2001 to December, 2003

April 5, 2004

Year	Accidents	%	Day	Accidents	%	Type	Accidents	%
1999	0	0.0%	MON	5	31.3%	No Collision	0	0.0%
2000	0	0.0%	TUE	3	18.8%	Head On	0	0.0%
2001	5	31.3%	WED	1	6.3%	Rear End	1	6.3%
2002	6	37.5%	THU	1	6.3%	Sidewipe	0	0.0%
2003	5	31.3%	FRI	1	6.3%	Angle	14	87.5%
Total	16	100.0%	SAT	3	18.8%	Other	1	6.3%
			SUN	2	12.5%	Total	16	100.0%
			Total	16	100.0%			

Month	Accidents	%	Severity	Accidents	%	Primary Contributing Circumstance	Accidents	%
JAN	1	6.3%	Fatal	0	0.0%	N/A	0	0.0%
FEB	3	18.8%	Injury	4	25.0%	Speed to fast	0	0.0%
MAR	1	6.3%	PDO	12	75.0%	Fail to yield right-of-way	0	0.0%
APR	2	12.5%	Total	16	100.0%	Pass stop sign	0	0.0%
MAY	2	12.5%				Disregard Traffic Signal	14	87.5%
JUN	0	0.0%				Drove left to center	0	0.0%
JUL	1	6.3%				Improper passing	0	0.0%
AUG	1	6.3%				Following too closely	1	6.3%
SEP	1	6.3%				Made improper turn	1	6.3%
OCT	0	0.0%				Driving under influence	0	0.0%
NOV	1	6.3%				Mechanical defects	0	0.0%
DEC	3	18.8%				Inattentive	0	0.0%
Total	16	100.0%				Careless driving	0	0.0%
						Reckless driving	0	0.0%
						Other	0	0.0%
						Unknown	0	0.0%
						Total	16	100.0%

Hour	Accidents	%	Light Conditions	Accidents	%	Weather Conditions	Accidents	%
12AM - 1AM	0	0.0%	Daylight	16	100.0%	Clear	11	68.8%
1AM - 2AM	0	0.0%	Dawn Dusk	0	0.0%	Rain	1	6.3%
2AM - 3AM	0	0.0%	Dark Lit	0	0.0%	Snow Street	0	0.0%
3AM - 4AM	0	0.0%	Dark Unlit	0	0.0%	Fog	0	0.0%
4AM - 5AM	0	0.0%	Unknown	0	0.0%	Cloudy	4	25.0%
5AM - 6AM	0	0.0%	Total	16	100.0%	Unknown	0	0.0%
6AM - 7AM	0	0.0%				Total	16	100.0%
7AM - 8AM	2	12.5%						
8AM - 9AM	0	0.0%						
9AM - 10AM	2	12.5%						
10AM - 11AM	2	12.5%						
11AM - 12PM	0	0.0%						
12PM - 1PM	2	12.5%						
1PM - 2PM	2	12.5%						
2PM - 3PM	1	6.3%						
3PM - 4PM	2	12.5%						
4PM - 5PM	1	6.3%						
5PM - 6PM	2	12.5%						
6PM - 7PM	0	0.0%						
7PM - 8PM	0	0.0%						
8PM - 9PM	0	0.0%						
9PM - 10PM	0	0.0%						
10PM - 11PM	0	0.0%						
11PM - 12AM	0	0.0%						
Unknown	0	0.0%						
Total	16	100.0%						

Surface Conditions	Accidents	%	Section Data	# of Accidents	%	Section Mile	2002 ADT	Days	16
Dry	13	81.3%							
Wet	3	18.8%							
Snowy	0	0.0%							
Icy	0	0.0%							
Unknown	0	0.0%							
Total	16	100.0%							

Accident Rate
 (per Million Vehicle-Mile)

N/A



Rummel, Klepper & Kahl, LLP
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 1206 Forrest Avenue
 Dover, Delaware 19904

Summary of Accidents
North Street @ State Street Traffic Study
North Street (from Governor's Avenue to N. State Street)

Valid Data from January, 2001 to December, 2003

April 5, 2004

Year	Accidents	%
1999	0	0.0%
2000	0	0.0%
2001	4	40.0%
2002	4	40.0%
2003	2	20.0%
Total	10	100.0%

Month	Accidents	%
JAN	2	20.0%
FEB	1	10.0%
MAR	3	30.0%
APR	2	20.0%
MAY	1	10.0%
JUN	0	0.0%
JUL	1	10.0%
AUG	0	0.0%
SEP	0	0.0%
OCT	0	0.0%
NOV	0	0.0%
DEC	0	0.0%
Total	10	100.0%

Hour	Accidents	%
12AM - 1AM	0	0.0%
1AM - 2AM	0	0.0%
2AM - 3AM	0	0.0%
3AM - 4AM	0	0.0%
4AM - 5AM	0	0.0%
5AM - 6AM	0	0.0%
6AM - 7AM	1	10.0%
7AM - 8AM	0	0.0%
8AM - 9AM	0	0.0%
9AM - 10AM	1	10.0%
10AM - 11AM	0	0.0%
11AM - 12PM	0	0.0%
12PM - 1PM	0	0.0%
1PM - 2PM	1	10.0%
2PM - 3PM	1	10.0%
3PM - 4PM	2	20.0%
4PM - 5PM	3	30.0%
5PM - 6PM	0	0.0%
6PM - 7PM	0	0.0%
7PM - 8PM	0	0.0%
8PM - 9PM	1	10.0%
9PM - 10PM	0	0.0%
10PM - 11PM	0	0.0%
11PM - 12AM	0	0.0%
Unknown	0	0.0%
Total	10	100.0%

Day	Accidents	%
MON	2	20.0%
TUE	2	20.0%
WED	2	20.0%
THU	0	0.0%
FRI	2	20.0%
SAT	0	0.0%
SUN	2	20.0%
Total	10	100.0%

Type	Accidents	%
No Collision	0	0.0%
Head On	0	0.0%
Rear End	4	40.0%
Sidewipe	0	0.0%
Angle	5	50.0%
Other	1	10.0%
Total	10	100.0%

Severity	Accidents	%
Fatal	0	0.0%
Injury	4	40.0%
PDO	6	60.0%
Total	10	100.0%

Drinking	Accidents	%
Yes	0	0.0%
No	10	100.0%
Total	10	100.0%

Primary Contributing Circumstance	Accidents	%
N/A	0	0.0%
Speed to fast	0	0.0%
Fail to yield right-of-way	0	0.0%
Pass stop sign	0	0.0%
Disregard Traffic Signal	5	50.0%
Drove left to center	0	0.0%
Improper passing	0	0.0%
Following too closely	1	10.0%
Made improper turn	1	10.0%
Driving under influence	0	0.0%
Mechanical defects	0	0.0%
Inattentive	3	30.0%
Careless driving	0	0.0%
Reckless driving	0	0.0%
Other	0	0.0%
Unknown	0	0.0%
Total	10	100.0%

Light Conditions	Accidents	%
Daylight	8	80.0%
Dawn Dusk	0	0.0%
Dark Lit	2	20.0%
Dark Unlit	0	0.0%
Unknown	0	0.0%
Total	10	100.0%

Weather Conditions	Accidents	%
Clear	9	90.0%
Rain	1	10.0%
Snow Sleet	0	0.0%
Fog	0	0.0%
Cloudy	0	0.0%
Unknown	0	0.0%
Total	10	100.0%

Section Data	
# of Accidents	10
Section Mile	0.19
2002 ADT	14408
Days	1096

Surface Conditions	Accidents	%
Dry	9	90.0%
Wet	1	10.0%
Snowy	0	0.0%
Icy	0	0.0%
Unknown	0	0.0%
Total	10	100.0%

Accident Rate (per Million Vehicle-Mile)	
3.33	



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Summary of Accidents
North Street @ State Street Traffic Study
North State Street (from Lockerman Street to North Street)

Valid Data from January, 2001 to December, 2003

April 5, 2004

Year	Accidents	%
1999	0	0.0%
2000	0	0.0%
2001	5	29.4%
2002	5	29.4%
2003	7	41.2%
Total	17	100.0%

Month	Accidents	%
JAN	2	11.8%
FEB	2	11.8%
MAR	1	5.9%
APR	1	5.9%
MAY	2	11.8%
JUN	1	5.9%
JUL	1	5.9%
AUG	1	5.9%
SEP	1	5.9%
OCT	0	0.0%
NOV	1	5.9%
DEC	4	23.5%
Total	17	100.0%

Hour	Accidents	%
12AM - 1AM	0	0.0%
1AM - 2AM	0	0.0%
2AM - 3AM	0	0.0%
3AM - 4AM	0	0.0%
4AM - 5AM	0	0.0%
5AM - 6AM	0	0.0%
6AM - 7AM	0	0.0%
7AM - 8AM	2	11.8%
8AM - 9AM	0	0.0%
9AM - 10AM	2	11.8%
10AM - 11AM	2	11.8%
11AM - 12PM	0	0.0%
12PM - 1PM	2	11.8%
1PM - 2PM	2	11.8%
2PM - 3PM	1	5.9%
3PM - 4PM	1	5.9%
4PM - 5PM	1	5.9%
5PM - 6PM	3	17.6%
6PM - 7PM	0	0.0%
7PM - 8PM	0	0.0%
8PM - 9PM	0	0.0%
9PM - 10PM	1	5.9%
10PM - 11PM	0	0.0%
11PM - 12AM	0	0.0%
Unknown	0	0.0%
Total	17	100.0%

Day	Accidents	%
MON	4	23.5%
TUE	2	11.8%
WED	2	11.8%
THU	1	5.9%
FRI	2	11.8%
SAT	3	17.6%
SUN	3	17.6%
Total	17	100.0%

Severity	Accidents	%
Fatal	0	0.0%
Injury	6	35.3%
PDO	11	64.7%
Total	17	100.0%

Drinking	Accidents	%
Yes	2	11.8%
No	15	88.2%
Total	17	100.0%

Type	Accidents	%
No Collision	0	0.0%
Head On	0	0.0%
Rear End	2	11.8%
Sidewipe	0	0.0%
Angle	15	88.2%
Other	0	0.0%
Total	17	100.0%

Primary Contributing Circumstance	Accidents	%
N/A	0	0.0%
Speed to fast	0	0.0%
Fail to yield right-of-way	0	0.0%
Pass stop sign	1	5.9%
Disregard Traffic Signal	14	82.4%
Drove left to center	0	0.0%
Improper passing	0	0.0%
Following too closely	1	5.9%
Made Improper turn	0	0.0%
Driving under influence	1	5.9%
Mechanical defects	0	0.0%
Inattentive	0	0.0%
Careless driving	0	0.0%
Reckless driving	0	0.0%
Other	0	0.0%
Unknown	0	0.0%
Total	17	100.0%

Light Conditions	Accidents	%
Daylight	16	94.1%
Dawn Dusk	0	0.0%
Dark Lit	1	5.9%
Dark Unlit	0	0.0%
Unknown	0	0.0%
Total	17	100.0%

Weather Conditions	Accidents	%
Clear	12	70.6%
Rain	1	5.9%
Snow Sleet	0	0.0%
Fog	0	0.0%
Cloudy	4	23.5%
Unknown	0	0.0%
Total	17	100.0%

Section Data
of Accidents
Section Mile
2002 ADT
Days

Accident Rate (per Million Vehicle-Mile)
13.44



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Summary of Accidents
North Street @ State Street Traffic Study
Loockerman Street (from Governor's Avenue to N. State Street)

Valid Data from January, 2001 to December, 2003

April 5, 2004

Year	Accidents	%	Day	Accidents	%	Type	Accidents	%
1999	0	0.0%	MON	4	14.8%	No Collision	0	0.0%
2000	0	0.0%	TUE	2	7.4%	Head On	1	3.7%
2001	8	29.6%	WED	6	22.2%	Rear End	3	11.1%
2002	9	33.3%	THU	2	7.4%	Sidewipe	0	0.0%
2003	10	37.0%	FRI	8	28.6%	Angle	22	81.5%
Total	27	100.0%	SAT	2	7.4%	Other	1	3.7%
			SUN	3	11.1%	Total	27	100.0%
Month	Accidents	%	Total	27	100.0%			
JAN	1	3.7%						
FEB	4	14.8%						
MAR	1	3.7%						
APR	5	18.5%						
MAY	3	11.1%						
JUN	2	7.4%						
JUL	0	0.0%						
AUG	3	11.1%						
SEP	1	3.7%						
OCT	4	14.8%						
NOV	3	11.1%						
DEC	0	0.0%						
Total	27	100.0%						

	Drinking	Accidents	%
Yes	5	18.5%	
No	22	81.5%	
Total	27	100.0%	

Hour	Accidents	%	Light Conditions	Accidents	%
12AM - 1AM	0	0.0%	Daylight	20	74.1%
1AM - 2AM	2	7.4%	Dawn Dusk	1	3.7%
2AM - 3AM	1	3.7%	Dark It	6	22.2%
3AM - 4AM	0	0.0%	Dark Until	0	0.0%
4AM - 5AM	0	0.0%	Unknown	0	0.0%
5AM - 6AM	0	0.0%	Total	27	100.0%
6AM - 7AM	0	0.0%			
7AM - 8AM	1	3.7%			
8AM - 9AM	2	7.4%			
9AM - 10AM	1	3.7%			
10AM - 11AM	2	7.4%			
11AM - 12PM	2	7.4%			
12PM - 1PM	1	3.7%			
1PM - 2PM	1	3.7%			
2PM - 3PM	2	7.4%			
3PM - 4PM	4	14.8%			
4PM - 5PM	0	0.0%			
5PM - 6PM	4	14.8%			
6PM - 7PM	1	3.7%			
7PM - 8PM	1	3.7%			
8PM - 9PM	0	0.0%			
9PM - 10PM	2	7.4%			
10PM - 11PM	0	0.0%			
11PM - 12AM	0	0.0%			
Unknown	0	0.0%			
Total	27	100.0%			

	Primary Contributing Circumstance	Accidents	%
	N/A	0	0.0%
	Speed to fast	0	0.0%
	Fail to yield right-of-way	2	7.4%
	Pass stop sign	0	0.0%
	Disregard Traffic Signal	17	63.0%
	Drive left to center	0	0.0%
	Improper passing	0	0.0%
	Following too closely	0	0.0%
	Made improper turn	1	3.7%
	Driving under influence	1	3.7%
	Mechanical defects	0	0.0%
	Inattentive	4	14.8%
	Careless driving	2	7.4%
	Reckless driving	0	0.0%
	Other	0	0.0%
	Unknown	0	0.0%
	Total	27	100.0%



Rummel, Klepper & Kahl, LLP
Consulting Engineers
1206 Forrest Avenue
Dover, Delaware 19904

Section Data	# of Accidents	Section Mile	2002 ADT	Days
			15961	1096

	Accident Rate (per Million Vehicle-Mile)
	4.54

Summary of Accidents
North Street @ State Street Traffic Study
Governor's Avenue (from Loockerman Street to North Street)

Valid Data from January, 2001 to December, 2003

April 5, 2004

Year	Accidents	%
1999	0	0.0%
2000	0	0.0%
2001	7	58.3%
2002	2	16.7%
2003	3	25.0%
Total	12	100.0%

Month	Accidents	%
JAN	0	0.0%
FEB	1	8.3%
MAR	3	25.0%
APR	2	16.7%
MAY	1	8.3%
JUN	1	8.3%
JUL	0	0.0%
AUG	0	0.0%
SEP	4	33.3%
OCT	0	0.0%
NOV	0	0.0%
DEC	0	0.0%
Total	12	100.0%

Hour	Accidents	%
12AM - 1AM	0	0.0%
1AM - 2AM	0	0.0%
2AM - 3AM	1	8.3%
3AM - 4AM	0	0.0%
4AM - 5AM	0	0.0%
5AM - 6AM	0	0.0%
6AM - 7AM	0	0.0%
7AM - 8AM	0	0.0%
8AM - 9AM	0	0.0%
9AM - 10AM	1	8.3%
10AM - 11AM	0	0.0%
11AM - 12PM	3	25.0%
12PM - 1PM	1	8.3%
1PM - 2PM	0	0.0%
2PM - 3PM	2	16.7%
3PM - 4PM	2	16.7%
4PM - 5PM	1	8.3%
5PM - 6PM	0	0.0%
6PM - 7PM	0	0.0%
7PM - 8PM	0	0.0%
8PM - 9PM	0	0.0%
9PM - 10PM	1	8.3%
10PM - 11PM	0	0.0%
11PM - 12AM	0	0.0%
Unknown	0	0.0%
Total	12	100.0%

Day	Accidents	%
MON	1	8.3%
TUE	2	16.7%
WED	1	8.3%
THU	1	8.3%
FRI	2	16.7%
SAT	1	8.3%
SUN	4	33.3%
Total	12	100.0%

Type	Accidents	%
No Collision	0	0.0%
Head On	0	0.0%
Rear End	2	16.7%
Sidewipe	1	8.3%
Angle	8	66.7%
Other	1	8.3%
Total	12	100.0%

Severity	Accidents	%
Fatal	0	0.0%
Injury	4	33.3%
PDO	8	66.7%
Total	12	100.0%

Drinking	Accidents	%
Yes	2	16.7%
No	10	83.3%
Total	12	100.0%

Primary Contributing Circumstance	Accidents	%
N/A	0	0.0%
Speed to fast	0	0.0%
Fail to yield right-of-way	0	0.0%
Pass stop sign	0	0.0%
Disregard Traffic Signal	8	66.7%
Drove left to center	0	0.0%
Improper passing	0	0.0%
Following too closely	0	0.0%
Made improper turn	0	0.0%
Driving under influence	0	0.0%
Mechanical defects	0	0.0%
Inattentive	3	25.0%
Careless driving	0	0.0%
Reckless driving	0	0.0%
Other	1	8.3%
Unknown	0	0.0%
Total	12	100.0%

Light Conditions	Accidents	%
Daylight	10	83.3%
Dawn Dusk	0	0.0%
Dark Lit	2	16.7%
Dark Unlit	0	0.0%
Unknown	0	0.0%
Total	12	100.0%

Weather Conditions	Accidents	%
Clear	10	83.3%
Rain	1	8.3%
Snow Sleet	0	0.0%
Fog	0	0.0%
Cloudy	1	8.3%
Unknown	0	0.0%
Total	12	100.0%

Section Data	
# of Accidents	12
Section Mile	0.19
2002 ADT	8780
Days	1096

Accident Rate	
(per Million Vehicle-Mile)	6.56



Rummel, Klepper & Kahl, LLP
 Consulting Engineers
 1206 Forrest Avenue
 Dover, Delaware 19904



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

NATHAN HAYWARD III
SECRETARY

April 1, 2004

Mr. Adam S. Weiser, E.I.
Rummel, Klepper & Kahl, LLP
1206 Forrest Ave.
Dover, DE 19904

Dear Mr. Weiser:

Enclosed are accident statistics for the following locations in Dover:

1. North Street (K73) from Governors Ave. (K3) to N. State Street (K25)
Rd. 73 - Milepoint 07.15 - 07.34
2. Loockerman Street (K23) from Governors Ave. (K3) to N. State Street (K25)
Rd. 23 - Milepoint 00.57 - 00.81
3. N. State Street (N25) from Loockerman Street (K23) to North Street (K73)
Rd. 25 - Milepoint 01.13 - 01.29
4. Governors Ave. (N3) from Loockerman Street (K23) to North Street (K73)
Rd. 3 - Milepoint 02.07 - 02.26

This study is for the period of January 2001 through December 2003. Also enclosed is a copy of the Accident-Study Documentation that will translate the computer-generated data into meaningful information. If you have any questions, please call me at (302) 760-2140.

Sincerely,

A handwritten signature in cursive ink that reads "Joy A. Hall".

Joy A. Hall
Accident Data Coordinator

/jah

Enclosure(s)

cc: Gregory P. Oliver, Assistant Director of Planning
Tyrone Crittenden, Manager, Statistics, Research & Special Program



04/01/04
09:22:39

From: 01/03 Thru: 12/03

County: KENT

STATE OF DELAWARE
Accident Study

Maint Rd: 23

Dir: EAST

Mile: 0.47 Thru 0.81

Page 2
AIARR04

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	2	2
Non-Alcohol Related	0	3	5	8
Total	0	3	7	10

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	1	1
Rear End	0	0	0	0
Side Swipe	0	0	0	0
Angle	0	3	6	9
Other	0	0	0	0
Total	0	3	7	10

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	8	0.80
Wet	1	0.10
Snowy	1	0.10
Icy	0	0.00
Unknown	0	0.00
Total	10	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	6	0.60
Dawn/Dusk	1	0.10
Dark/Lit	3	0.30
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	10	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	1	0.10
Pass Stop Sign	0	0.00
Disregard Traffic Signal	6	0.60
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	2	0.20
Careless Driving	1	0.10
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	10	

04/01/04
09:22:36

STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/03 Thru: 12/03 County: KENT Maint Rd: 23 Dir: EAST Mile: 0.47 Thru 0.81

C Y	ROAD	T P SUB	D MILE	INTERSECT			S	PRPRTY	TIME	D DAMAGE	I	M F	M J N	P F	P I I	L C C	W C C T	S C T	C I A	D 1	VEHICLES				T TCT	P F C
				ROAD	ROAD	SUB															TN	C	YR	MO		
2	23	1	5	.48	212	14	3	03-02-3166	02:15	5	2800	3														
2	23	1	5	.48	212	14	3	03-03-3537	12:40	5	2500	2	1	N	18	22	27	4	37	40	58	56	32	1	11	
2	23	1	5	.48	212	14	3	03-04-3277	13:44	1	950	2	1	N	18	22	27	4	37	47	56	56	32	1	18	
2	23	1	5	.48	212	14	3	03-04-3502	17:11	3	4500	3		N	18	22	27	4	37	45	56	56	56	32	1	11
2	23	1	5	.48	212	14	3	03-06-3173	11:59	1	900	2	1	N	18	22	27	4	37	45	56	56	32	1	11	
2	23	1	5	.48	212	14	3	03-08-3449	07:55	3	4200	3		N	18	22	27	4	37	45	58	56	32	1	11	
2	23	1	5	.48	212	14	3	03-11-3199	15:30	5	1300	3		N	18	22	27	4	37	45	56	56	32	1	11	
2	23	1	5	.55	193	14	3	03-11-3208	19:00	7	1500	3		N	20	22	27	4	37	46	57	56	32	1	09	
2	23	1	5	.76	25	14	3	03-04-3548	21:34	5	2000	3		N	20	23	28	4	37	45	56	56	32	1	11	
2	23	1	5	.80		14	3	03-10-3728	18:38	7	5500	3		Y	19	22	27	1	41	52	56	98	0	18		

TOTAL NUMBER OF ACCIDENTS: 10

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

04/01/04
09:22:39

From: 01/02 Thru: 12/02

County: KENT

STATE OF DELAWARE
Accident Study

Maint Rd: 23

Dir: EAST

Mile: 0.47 Thru 0.81

Page 2
AIARR04

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	4	5	9
Total	0	4	5	9

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	1	0	1
Side Swipe	0	0	0	0
Angle	0	3	4	7
Other	0	0	1	1
Total	0	4	5	9

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	8	0.89
Wet	1	0.11
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	9	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	8	0.88
Dawn/Dusk	0	0.00
Dark/Lit	1	0.11
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	9	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	1	0.11
Pass Stop Sign	0	0.00
Disregard Traffic Signal	6	0.66
Drove Left To Center	0	0.00
Impróper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	1	0.11
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	1	0.11
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	9	

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STATE OF DELAWARE
Accident Study

Page : 1
AIARR04

From: 01/02 Thru: 12/02 County: KENT Maint Rd: 23 Dir: EAST Mile: 0.47 Thru 0.81

C Y	ROAD P	T SUB	D MILE	INTERSECT ROAD	S TN	C YR	M MO	ACC	TIME	D PRPRTY	S F	M J	M N	P F	D I	L I	W C	S C	C T	D I	Vehicles 1	T TCT	P F	P C			
																									DAMAGE	I	F
2	23	1	5	.47		14	3	02-10-3784	15:20	4	2500	3				N	18	22	27	4	37	56	56	58	35	1	09
2	23	1	5	.48	212	14	3	02-01-3130	08:04	4	2500	3				N	18	26	27	4	37	45	56	56	32	1	11
2	23	1	5	.48	212	14	3	02-02-3528	15:14	7	8500	2		3		N	18	22	27	4	37	45	56	56	32	1	11
2	23	1	5	.48	212	14	3	02-08-3584	10:27	3	3100	2		1		N	18	26	27	4	37	45	56	58	32	1	11
2	23	1	5	.48	212	14	3	02-10-3039	17:13	2	3500	3				N	18	22	27	4	37	45	58	56	32	1	11
2	23	1	5	.48	212	14	3	02-10-3678	17:42	3	7000	2		2		N	18	26	27	4	37	45	56	56	32	1	11
2	23	1	5	.48	212	14	3	02-11-3358	14:27	5	1500	3				N	18	22	27	4	37	45	56	56	32	1	11
2	23	1	5	.55	193	14	3	02-02-3284	01:41	5	1500	3				N	20	23	28	5	45	61	65		32	1	15
2	23	1	5	.72		14	3	02-02-3381	15:56	6	575	2		1		N	18	22	27	2	37	53	58	56	32	1	18

TOTAL NUMBER OF ACCIDENTS: 9

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

04/01/04
09:22:39

From: 01/01 Thru: 12/01 County: KENT

STATE OF DELAWARE
Accident Study

Maint Rd: 23

Dir: EAST

Mile: 0.47 Thru 0.81

Page 2
AIARR04

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	1	1	2
Non-Alcohol Related	0	0	6	6
Total	0	1	7	8

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	0	2	2
Side Swipe	0	0	0	0
Angle	0	1	5	6
Other	0	0	0	0
Total	0	1	7	8

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	7	0.88
Wet	1	0.13
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	8	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	6	0.75
Dawn/Dusk	0	0.00
Dark/Lit	2	0.25
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	8	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	5	0.62
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	1	0.12
Mechanical Defects	0	0.00
Inattentive	1	0.12
Careless Driving	1	0.12
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	8	

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STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/01 Thru: 12/01 County: KENT

Maint Rd: 23 Dir: EAST Mile: 0.47 Thru 0.81

C Y	ROAD	T P	SUB	D MILE	INTERSECT ROAD	S TN	C YR	M MO	ACC ACC	TIME	PRPRTY D	DAMAG E I	I F	M J	M N	P F	P I	D I	L C	W C	S C	C T	C I	D A	VEHICLES				T TCT	P F	P C
																									1	2	3	4			
2	23	1	5	.48	212	14	3	01	-04-3469	17:04	3	1200	3					N	18	26	27	4	37	45	56	56		32	1	11	
2	23	1	5	.48	212	14	3	01	-05-3117	14:35	1	1100	3					N	18	22	27	4	37	45	56	56		32	1	11	
2	23	1	5	.48	212	14	3	01	-05-3471	09:55	2	5000	3					N	18	22	27	4	37	45	56	56		32	1	11	
2	23	1	5	.48	212	14	3	01	-05-3603	11:55	3	2000	3					N	18	22	27	4	37	45	56	56		32	1	11	
2	23	1	5	.48	212	14	3	01	-08-3367	08:22	5	5800	3					N	18	22	27	4	37	45	56	56		32	1	11	
2	23	1	5	.62	3	14	3	01	-09-3510	01:29	6	5500	3					Y	20	22	27	2	37	43	56	56		32	1	18	
2	23	1	5	.68		14	3	01	-06-3555	10:37	5	2800	3					N	18	26	28	2	37	53	58	56		35	1	19	
2	23	1	5	.76	25	14	3	01	-04-3464	21:15	1	1500	2				1	Y	20	22	27	4	37	46	56	56		32	1	16	

TOTAL NUMBER OF ACCIDENTS: 8

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

04/01/04
09:23:17

STATE OF DELAWARE
Accident Study

Page 2
AIARR04

From: 01/03 Thru: 12/03 County: KENT

Maint Rd: 3

Dir: NORTH

Mile: 2.07 Thru 2.26

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	0	3	3
Total	0	0	3	3

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	0	0	0
Side Swipe	0	0	0	0
Angle	0	0	3	3
Other	0	0	0	0
Total	0	0	3	3

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	3	1.00
Wet	0	0.00
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	3	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	3	1.00
Dawn/Dusk	0	0.00
Dark/Lit	0	0.00
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	3	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	3	1.00
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	0	0.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	3	

04/01/04
09:23:16

STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/03 Thru: 12/03 County: KENT Maint Rd: 3 Dir: NORTH Mile: 2.07 Thru 2.26

C Y	ROAD	T P	SUB	D MILE	INTERSECT ROAD	S TN C	YR MO ACC	PRPRTY S	M	M	P	P	D	L	W	S	C	C	D	VEHICLES	T	P				
									D	DAMAGE	I	F	J	N	F	I	I	C	C	C	T	I	A	1	2	3
2	3	1	5	2.12	73	14 3	03-09-3241	09:20	3	4000	3				N	18	22	27	4	37	45	56	56	32	1	11
2	3	1	5	2.12	73	14 3	03-09-3226	16:20	5	3300	3				N	18	22	27	4	37	45	56	56	32	1	11
2	3	1	5	2.12	73	14 3	03-09-3408	11:42	1	2100	3				N	18	26	27	4	37	45	56	56	32	1	11

TOTAL NUMBER OF ACCIDENTS: 3

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

04/01/04
09:23:20

STATE OF DELAWARE
Accident Study

Page 2
AIARR04

From: 01/02 Thru: 12/02 County: KENT Maint Rd: 3 Dir: NORTH Mile: 2.07 Thru 2.26

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	1	1	2
Total	0	1	1	2

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	0	0	0
Side Swipe	0	0	0	0
Angle	0	1	1	2
Other	0	0	0	0
Total	0	1	1	2

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	1	0.50
Wet	1	0.50
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	2	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	2	1.00
Dawn/Dusk	0	0.00
Dark/Lit	0	0.00
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	2	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	2	1.00
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	0	0.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	2	

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STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/02 Thru: 12/02 County: KENT Maint Rd: 3 Dir: NORTH Mile: 2.07 Thru 2.26

C Y	T ROAD	P SUB	D MILE	INTERSECT			S TN C	YR MO ACC	PRPRTY S TIME	D DAMAGE	I F	M J	M N	P F	P D I I	L C	W C	S C	C T	D I	VEHICLES				T TCT	P F	C C
				2	3	1															5	2.12	73	14			
2	3	1	5	2.12	197	14	3	02-09-3265	15:35	7	6000	3			N	18	23	28	4	37	45	56	65	32	1	11	

TOTAL NUMBER OF ACCIDENTS: 2

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

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Accident Study

Page 2
AIARR04

From: 01/01 Thru: 12/01

County: KENT

Maint Rd: 3

Dir: NORTH

Mile: 2.07 Thru 2.26

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	1	1	2
Non-Alcohol Related	0	2	3	5
Total	0	3	4	7

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	2	0	2
Side Swipe	0	0	1	1
Angle	0	0	3	3
Other	0	1	0	1
Total	0	3	4	7

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	7	1.00
Wet	0	0.00
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	7	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	5	0.71
Dawn/Dusk	0	0.00
Dark/Lit	2	0.28
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	7	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	3	0.42
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	3	0.42
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	1	0.14
Unknown	0	0.00
Total	7	

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Accident Study

Page
AIARR04

From: 01/01 Thru: 12/01 County: KENT Maint Rd: 3 Dir: NORTH Mile: 2.07 Thru 2.26

C Y	ROAD	T P	SUB	D MILE	INTERSECT ROAD	S TN	C YR	MO	ACC	TIME	PRPRTY D	S DAMAG	I F	M J	M N	P F	P I.I.	D L C C	W C C	S C C	C T	D I A	VEHICLES				T TCT	P F	P C	
																							1	2	3	4				
2	3	1	5	2.12	73	14	3	01	03-3583	11:05	2	1100	2		1		N	18	22	27	2	37	43	56	56	56	32	1	18	
2	3	1	5	2.12	73	14	3	01	06-3275	15:06	7	2800	3				N	18	22	27	4	37	45	57	56		32	1	11	
2	3	1	5	2.13	73	14	3	01	03-3585	12:24	6	3400	3				N	18	22	27	4	37	45	63	56		32	0	11	
2	3	1	5	2.18		14	3	01	03-3125	14:15	4	6200	2		3		N	18	22	27	2	37	53	56	56	56	56	32	1	18
2	3	1	5	2.19	23	14	3	01	04-3613	02:20	7	1500	3				Y	20	22	27	4	37	45	58	56		36	1	11	
2	3	1	5	2.21		14	3	01	02-3309	21:39	7	10	2		1	1	Y	20	22	27	5	40	20	56			35	1	98	
2	3	1	5	2.25		14	3	01	05-3606	14:00	2	3200	3				N	18	22	27	3	41	52	56	58		35	1	18	

TOTAL NUMBER OF ACCIDENTS: 7

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

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Accident Study

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AIARR04

From: 01/03 Thru: 12/03 County: KENT

Maint Rd: 25

Dir: NORTH

Mile: 1.13 Thru 1.29

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	1	1
Non-Alcohol Related	0	2	4	6
Total	0	2	5	7

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	1	1	2
Side Swipe	0	0	0	0
Angle	0	1	4	5
Other	0	0	0	0
Total	0	2	5	7

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	7	1.00
Wet	0	0.00
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	7	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	7	1.00
Dawn/Dusk	0	0.00
Dark/Lit	0	0.00
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	7	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	5	0.71
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	1	0.14
Made Improper Turn	0	0.00
Driving Under Influence	1	0.14
Mechanical Defects	0	0.00
Inattentive	0	0.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	7	

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Accident Study

Page 1
AIARR04

From: 01/03 Thru: 12/03 County: KENT Maint Rd: 25 Dir: NORTH Mile: 1.13 Thru 1.29

C Y	ROAD	T P	S SUB	D MILE	INTERSECT ROAD	S TN C	PRPRTY YR MO ACC	TIME D	DAMAGE I F	M	M	P	P	D	L	W	S	C	C	D	VEHICLES	T	P				
										M	J	N	F	I I	C	C	C	T	I	A	1	2	3	4	TCT	F	C
2	25	1	5	1.17		14 3	03-07-3105	12:20	2	20	2		1		N	18	22	27	2	37	51	56	56		35	1	14
2	25	1	5	1.18	73	14 3	03-05-3556	13:15	1	9000	3				N	18	26	27	4	37	45	57	56		32	1	11
2	25	1	5	1.18	73	14 3	03-09-3675	17:59	7	4000	2		1		N	18	22	27	4	37	45	56	56		32	1	11
2	25	1	5	1.18	73	14 3	03-12-3538	13:26	6	2400	3				N	18	22	27	4	37	45	56	56		32	1	11
2	25	1	5	1.18	73	14 3	03-12-3303	12:45	1	6500	3				N	18	22	27	4	37	45	56	56		32	1	11
2	25	1	5	1.24		14 3	03-01-3471	15:16	3	2100	3				Y	18	22	27	2	37	53	57	56		32	1	16
2	25	1	5	1.24	23	14 3	03-06-3200	17:30	7	2500	3				N	18	22	27	4	37	45	56	57		32	1	11

TOTAL NUMBER OF ACCIDENTS:

7

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Accident Study

Page 2
AIARR04

From: 01/02 Thru: 12/02 County: KENT Maint Rd: 25 Dir: NORTH Mile: 1.13 Thru 1.29

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	2	3	5
Total	0	2	3	5

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	0	0	0
Side Swipe	0	0	0	0
Angle	0	2	3	5
Other	0	0	0	0
Total	0	2	3	5

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	2	0.40
Wet	3	0.60
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	5	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	5	1.00
Dawn/Dusk	0	0.00
Dark/Lit	0	0.00
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	5	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	1	0.20
Disregard Traffic Signal	4	0.80
Drove Left To_Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	0	0.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	5	

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STATE OF DELAWARE
Accident Study

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AIARR04

From: 01/02 Thru: 12/02 County: KENT Maint Rd: 25 Dir: NORTH Mile: 1.13 Thru 1.29

C Y	ROAD	T P	SUB	D MILE	INTERSECT ROAD	S TN C	PRPRTY YR MO ACC	TIME D	DAMAGE I	M	M	P	P	D	L	W	S	C	C	D	VEHICLES	T	P			
										F	J	N	F	I	I	C	C	C	T	I	A	1	2	3	4	TCT
2	25	1		5	1.13	248	14 3	02-05-3562	09:39 3	2000	2		1		N	18	22	27	4	37	45	56	56	31	1	10
2	25	1		5	1.18	73	14 3	02-02-3177	09:30 5	2500	3				N	18	22	28	4	37	45	56	57	32	1	11
2	25	1		5	1.18	73	14 3	02-03-3291	10:49 1	2625	2		1		N	18	23	28	4	37	45	56	56	32	1	11
2	25	1		5	1.18	73	14 3	02-08-3629	10:12 4	4100	3				N	18	26	27	4	37	45	57	56	32	1	11
2	25	1		5	1.18	73	14 3	02-12-3599	07:32 6	4000	3				N	18	26	28	4	37	45	56	56	32	1	11

TOTAL NUMBER OF ACCIDENTS: 5

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

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Accident Study

Page 2
AIARR04

From: 01/01 Thru: 12/01

County: KENT

Maint Rd: 25

Dir: NORTH

Mile: 1.13 Thru 1.29

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
--	-------	--------	----------	-------

Alcohol Related	0	1	0	1
Non-Alcohol Related	0	1	3	4
Total	0	2	3	5

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
--	-------	--------	----------	-------

Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	0	0	0
Side Swipe	0	0	0	0
Angle	0	2	3	5
Other	0	0	0	0
Total	0	2	3	5

SURFACE CONDITIONS

Nmbr of Accdnts	Pctg Of Accdnts
-----------------	-----------------

Dry	5	1.00
Wet	0	0.00
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	5	

LIGHTING CONDITIONS

Nmbr Of Accdnts	Pctg Of Accdnts
-----------------	-----------------

Daylight	4	0.80
Dawn/Dusk	0	0.00
Dark/Lit	1	0.20
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	5	

PRIMARY CONTRIBUTING CIRCUMSTANCES

Nmbr Of Accdnts	Pctg Of Accdnts
-----------------	-----------------

N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	5	1.00
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	0	0.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	5	

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STATE OF DELAWARE
Accident Study

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AIARR04

From: 01/01 Thru: 12/01 County: KENT Maint Rd: 25 Dir: NORTH Mile: 1.13 Thru 1.29

C Y	ROAD	T P	INTERSECT ROAD	S SUB	D MILE	TN C	YR MO ACC	PRPRTY S	M	M	P	P D	L	W	S	C	C	D	VEHICLES	T	P				
									F	J	N	I	I	C	C	C	T	I	A	1	2	3	4	TCT	F
2	25	1	5	1.18	73	14	3	01-01-3275	14:11	7	900	3		N	18	26	27	4	37	45	56	56	32	1	11
2	25	1	5	1.18	73	14	3	01-02-3479	16:21	6	3500	2	1	N	18	22	27	4	37	45	56	56	32	1	11
2	25	1	5	1.18	73	14	3	01-04-3316	17:28	1	7000	3		N	18	22	27	4	37	45	56	56	32	1	11
2	25	1	5	1.18	73	14	3	01-11-3072	07:00	2	2500	3		N	18	22	27	4	37	45	56	56	32	1	11
2	25	1	5	1.24	23	14	3	01-12-3540	21:45	5	900	2	2	Y	20	22	27	4	37	46	56	56	32	1	11

TOTAL NUMBER OF ACCIDENTS: 5

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

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Accident Study

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AIARR04

From: 01/03 Thru: 12/03

County: KENT

Maint Rd: 73

Dir: EAST

Mile: 7.15 Thru 7.34

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	1	1	2
Total	0	1	1	2

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	1	1	2
Side Swipe	0	0	0	0
Angle	0	0	0	0
Other	0	0	0	0
Total	0	1	1	2

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	2	1.00
Wet	0	0.00
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	2	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	2	1.00
Dawn/Dusk	0	0.00
Dark/Lit	0	0.00
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	2	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	0	0.00
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	2	1.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	2	

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STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/03 Thru: 12/03 County: KENT Maint Rd: 73 Dir: EAST Mile: 7.15 Thru 7.34

C Y	T ROAD	P SUB	D MILE	INTERSECT ROAD	S TN C	YR MO ACC	PRPRTY S TIME D	DAMAGE I F	M	M	P	P D	L	W	S C	C	D	VEHICLES	T	P					
									J	N	F	I I	C	C	C T	I	A	1	2	3	4	TCT	F	C	
2	73	1	5	7.22	14	3	03-07-3138	16:40	5	700	2		1	N	18	22	27	2	37	53	56	56	32	1	18
2	73	1	5	7.24	14	3	03-03-3402	16:10	1	200	3			N	18	22	27	2	37	53	58	56	35	1	18

TOTAL NUMBER OF ACCIDENTS: 2

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

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STATE OF DELAWARE
Accident Study

Page 2
AIARR04

From: 01/02 Thru: 12/02 County: KENT

Maint Rd: 73

Dir: EAST

Mile: 7.15 Thru 7.34

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	2	2	4
Total	0	2	2	4

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	1	0	1
Side Swipe	0	0	0	0
Angle	0	1	2	3
Other	0	0	0	0
Total	0	2	2	4

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	4	1.00
Wet	0	0.00
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	4	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	3	0.75
Dawn/Dusk	0	0.00
Dark/Lit	1	0.25
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	4	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	3	0.75
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	1	0.25
Made Improper Turn	0	0.00
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	0	0.00
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	4	

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STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/02 Thru: 12/02 County: KENT Maint Rd: 73 Dir: EAST Mile: 7.15 Thru 7.34

C Y	ROAD	T P SUB	D MILE	INTERSECT ROAD	S ROAD	TN C	YR MO ACC	PRPRTY S TIME D DAMAGE	I F	M	M	P	P D	L	W	S C	C	D	VEHICLES	T	P				
										J	N	F	I I	C	C	C T	I	A	1	2	3	4	TCT	F	C
2	73	1	5	7.20	3	14	3	02-01-3537	06:17 5	1800	2		2	N	20	22	27	4	37	45	56	56	32	1	11
2	73	1	5	7.21		14	3	02-04-3423	14:55 2		2		1	N	18	22	27	2	37	53	57	63	32	1	14
2	73	1	5	7.34	25	14	3	02-02-3527	15:06 2	2500	3			N	18	22	27	4	37	45	56	56	32	0	11
2	73	1	5	7.34	25	14	3	02-04-3425	15:55 1	3500	3			N	18	22	27	4	37	45	57	57	32	1	11

TOTAL NUMBER OF ACCIDENTS: 4

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

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STATE OF DELAWARE
Accident Study

Page 2
AIARR04

From: 01/01 Thru: 12/01 County: KENT

Maint Rd: 73

Dir: EAST

Mile: 7.15 Thru 7.34

ALCOHOL RELATED ACCIDENTS BY SEVERITY

	Fatal	Injury	Property	Total
Alcohol Related	0	0	0	0
Non-Alcohol Related	0	1	3	4
Total	0	1	3	4

COLLISION TYPE BY SEVERITY

	Fatal	Injury	Property	Total
Unknown	0	0	0	0
Head On	0	0	0	0
Rear End	0	0	1	1
Side Swipe	0	0	0	0
Angle	0	1	1	2
Other	0	0	1	1
Total	0	1	3	4

SURFACE CONDITIONS

	Nmbr of Accdnts	Pctg of Accdnts
Dry	3	0.75
Wet	1	0.25
Snowy	0	0.00
Icy	0	0.00
Unknown	0	0.00
Total	4	

LIGHTING CONDITIONS

	Nmbr Of Accdnts	Pctg Of Accdnts
Daylight	3	0.75
Dawn/Dusk	0	0.00
Dark/Lit	1	0.25
Dark/Unlit	0	0.00
Unknown	0	0.00
Total	4	

PRIMARY CONTRIBUTING CIRCUMSTANCES

	Nmbr Of Accdnts	Pctg Of Accdnts
N/A	0	0.00
Speed To Fast	0	0.00
Fail To Yield Right-Of_Way	0	0.00
Pass Stop Sign	0	0.00
Disregard Traffic Signal	2	0.50
Drove Left To Center	0	0.00
Improper Passing	0	0.00
Following Too Closely	0	0.00
Made Improper Turn	1	0.25
Driving Under Influence	0	0.00
Mechanical Defects	0	0.00
Inattentive	1	0.25
Careless Driving	0	0.00
Reckless Driving	0	0.00
Other	0	0.00
Unknown	0	0.00
Total	4	

04/01/04
09:22:16

STATE OF DELAWARE
Accident Study

Page 1
AIARR04

From: 01/01 Thru: 12/01 County: KENT Maint Rd: 73 Dir: EAST Mile: 7.15 Thru 7.34

C Y	ROAD	T P SUB	D MILE	INTERSECT			S TN C	YR MO ACC	PRPRTY S TIME D DAMAGE	I F	M J	M N	P F	P I I	D L C C	VEHICLES C C T I A 1 2 3 4 TCT	T F	P C
				ROAD	SUB	TN C												
2	73	1	5	7.19			14 3	01-03-3641	16:30 3	2450 3				N 18 22 27 2 37 53	57 58		32 1 18	
2	73	1	5	7.20	3		14 3	01-01-3312	20:05 7	6000 2		2		N 20 23 28 4 37 45	56 57		32 1 11	
2	73	1	5	7.20	3		14 3	01-03-3565	13:38 7	4000 3				N 18 22 27 4 37 45	56 56		32 1 11	
2	73	1	5	7.34	25		14 3	01-05-3605	09:15 3	1200 3				N 18 22 27 5 45 61	56		32 1 15	

TOTAL NUMBER OF ACCIDENTS: 4

THIS ACCIDENT STUDY WAS GENERATED BY JHALL

SEPARATED YEAR STUDY RUN FOR: 01/01-12/03

03/31/04
09:35:13

STATE OF DELAWARE
ACCIDENT STUDY DOCUMENTATION

Page 1
AIAR103

COUNTY = COUNTY in which road is located.

New Castle	1
Kent	2
Sussex	3

ROAD = MAINTENANCE ROAD, MUNICIPAL STREET, SUBURBAN DEVELOPMENT STREET OR RAMP number.

TP = TYPE OF ROAD. Identifies the category of road on which the accident occurred.

Maintenance Road	1
Suburban Development Street	2
Municipal Street	3
Ramp	4
Other	5

SUB = SUBURBAN DEVELOPMENT NUMBER. If this field is other than 0 then accident occurred on a suburban development street. List of valid codes available upon request.

D = DIRECTION of Roadway.

North	1
South	2
East	3
West	4
Two-way	5
Unknown	9

MILE = MILEPOINT at which accident occurred to the nearest hundredth of a mile recorded from the Road Inventory Book.
If an accident occurs at 00.00 it will be coded as 00.01.
If accident cannot be milepointed, value will be 99.99.
Suburban Development Streets and Municipal Streets are not milepointed.

INTERSECT ROAD = INTERSECTING MAINTENANCE ROAD NUMBER, SUBURBAN DEVELOPMENT STREET, MUNICIPAL STREET or RAMP NUMBER if accident occurred in an intersection.

INTERSECT SUB = INTERSECTING SUBURBAN DEVELOPMENT NUMBER. If this value is present then accident occurred in a suburban development street intersection. A list of valid codes is available upon request.

TOWN = MUNICIPAL CODE if accident occurred within city limits.

New Castle County

Arden	01
Ardencroft	56
Ardentown	55
Bellefonte	02
Delaware City	12
Elsmere	16
Middletown	33
New Castle	38
Newark	39
Newport	40
Odessa	42
Townsend	49
Wilmington	51

03/31/04
09:35:13

STATE OF DELAWARE
ACCIDENT STUDY DOCUMENTATION

Page 2
AIARI03

TOWN = MUNICIPAL CODE contd.

Kent County

Bowers	06
Camden	08
Cheswold	09
Clayton	10
Dover	14
Felton	18
Frederica	21
Harrington	24
Hartly	25
Houston	26
Kenton	27
Leipsic	29
Little Creek	31
Magnolia	32
Milford	34
Smyrna	46
Viola	50
Woodside	52
Wyoming	53

Sussex County

Bethany Beach	03
Bethel	04
Blades	05
Bridgeville	07
Dagsboro	11
Delmar	13
Dewey Beach	57
Ellendale	15
Farmington	17
Fenwick Island	19
Frankford	20
Georgetown	22
Greenwood	23
Henlopen Acres	54
Laurel	28
Lewes	30
Milford	34
Millsboro	35
Millville	36
Milton	37
Ocean View	41
Rehoboth	43
Seaford	44
Selbyville	45
Slaughter Beach	47

SC = SYSTEM CLASS

Suburban Development, City or Town Street	0
Rural	1
Municipality (under 5,000)	2
Urban (5,000 and over)	3
Urban Area (Not within municipality)	4
Municipality in Urban Area	5
Cannot code	9

YR = YEAR accident occurred.

MO = MONTH accident occurred.

ACC = ACCIDENT NUMBER. The number associated with an accident in a given month.

TIME = TIME of accident occurrence expressed in military time.

For example: 12:15 a.m. = 00:15; 10:58 a.m. = 10:58; 2:45 p.m. = 14:45; Unknown = 9999

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09:35:13

STATE OF DELAWARE
ACCIDENT STUDY DOCUMENTATION

Page 3
AIARI03

D = DAY OF WEEK during which accident occurred.

Monday	1
Tuesday	2
Wednesday	3
Thursday	4
Friday	5
Saturday	6
Sunday	7

PRPRTY

DAMAGE = Total PROPERTY DAMAGE amount caused by accident expressed in dollars.

SI

SEVERITY. The value represents the highest order of severity for the accident with fatals having the highest order, property damage the lowest.

Fatal	1
Injury Accident	2
Property Damage Accident	3

F

Number of FATALITIES. The actual number of persons killed or that die within 90 days after the accident.

MJ

Number of MAJOR INJURIES. The actual number of persons whose injury necessitated his/her being taken from the scene of the accident.

MN

Number of MINOR INJURIES. The actual number of persons whose injury would cover complaint of pain, bruises abrasions, limping, etc. but nothing more serious.

PF

Number of PEDESTRIAN FATALITIES. The actual number of pedestrians killed.

PI

Number of PEDESTRIAN INJURIES. The actual number of pedestrians injured.

DI

DRINKING INVOLVED flag

Drinking not a factor	N
Drinking by one or more drivers involved in the accident	Y

LC

LIGHTING CONDITION

Daylight	18
Dawn/Dusk	19
Dark/Lit	20
Dark/Unlit	21
Unknown	99

WC

WEATHER CONDITION

Clear	22
Rain	23
Snow/Sleet	24
Fog	25
Cloudy	26
Unknown	99

03/31/64
09:35:13

STATE OF DELAWARE
ACCIDENT STUDY DOCUMENTATION

Page 5
AIARI03

DA

DIRECTIONAL ANALYSIS contd.

All Other Crashes at Intersection

- 60 Non-motor vehicle: train, bicycle, etc.
- 61 Fixed Object
- 62 Overturned
- 63 Left road

Other

- 69 Fell from moving vehicle
- 70 All others
- 71 Not stated

All Other Crashes Non-Intersection

- 64 Non-motor vehicle
- 65 Fixed Object
- 66 Overturned

VEHICLES-

First four types of VEHICLES involved in the accident.

- | | | | |
|----|-----------------|-----|------------------------|
| 0 | Unknown vehicle | 63 | 6-wheel truck |
| 56 | Passenger car | 64 | 10-wheel truck |
| 57 | Pickup truck | 65 | Tractor & semi-trailer |
| 58 | Van/panel truck | 66 | Bicycle |
| 59 | Farm vehicle | 98 | Other |
| 60 | Motorcycle | 99 | Unknown |
| 61 | Bus | 111 | Fire apparatus |
| 62 | School bus | 112 | Ambulance |
| | | 113 | Off-highway vehicle |

TCT

TRAFFIC CONTROL TYPE

- | | | | |
|----|-----------------|-----|------------------------|
| 0 | No Control | 98 | Other |
| 31 | Stop Sign | 114 | Manual Traffic Control |
| 32 | Stop & Go Light | 115 | Railroad Gates |
| 33 | Yield Sign | 116 | Channelization |
| 34 | Warning Sign | 117 | Special Construction |
| 35 | Lane Markings | 118 | Pedestrian Signal |
| 36 | Flashing Signal | | |

TF

TRAFFIC CONTROL FUNCTIONING

- 0 Unknown
- 1 Yes
- 2 No

PC

PRIMARY CONTRIBUTING CIRCUMSTANCE

- | | | | |
|----|----------------------------|----|-------------------------|
| 0 | N/A | 15 | Made improper turn |
| 8 | Speed too fast | 16 | Driving under influence |
| 9 | Fail to yield right-of-way | 17 | Mechanical defects |
| 10 | Pass stop sign | 18 | Inattentive |
| 11 | Disregard Traffic Signal | 19 | Careless driving |
| 12 | Drove left to center | 20 | Reckless driving |
| 13 | Improper passing | 98 | Other |
| 14 | Following too closely | 99 | Unknown |



Rummel,
Klepper
& Kahl, LLP

William K. Hellmann
David W. Wallace
Stephen W. Kagay
Robert J. Halbert
Stephen G. Zentz
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James F. Ridenour, Jr.
Robert J. Andryszak
Raymond M. Harbeson, Jr.
Thomas M. Heil
B. Keith Skinner
Thomas E. Mohler.

1206 Forrest Avenue
Dover, Delaware
19904
Ph: 302-672-7800
Fax: 302-672-9151
www.rkkengineers.com

March 31, 2004

Ms. Joy Hall
Delaware Department of Transportation
800 Bay Road
Dover, DE 19903

Dear Ms. Hall:

With this letter, Rummel, Klepper & Kahl, LLP (RK&K) is requesting accident data for the following locations in Dover, Delaware:

- North Street (K 73) from Governor's Avenue (K 3) to N. State Street (K 25).
- Loockerman Street (K 23) from Governor's Avenue (K 3) to N. State Street (K 25).
- N. State Street (K 25) from Loockerman Street (K 23) to North Street (K 73).
- Governor's Avenue (K 3) from Loockerman Street (K 23) to North Street (K 73).

This data is being requested for a traffic engineering study to be performed by RK&K for the Dover/Kent County Metropolitan Planning Organization and will be used to report safety conditions within the study area. Please be assured that this information will be used for study purposes only and will be used in the strictest confidence. Only aggregated results will be reported.

Please contact me if you have any questions or require additional information. My office number is (302) 672-7800 and my email address is aweise@rkkengineers.com. Thank you for your help.

Sincerely,

Rummel, Klepper & Kahl, LLP

Adam S. Weiser, E.I.
Transportation Engineer

CC: Juanita Wieczoreck, Dover/Kent County MPO
Ray Harbeson, RK&K
Jim Burnett, RK&K

103-097-01
K:\projects\Kent_MPO\North_State - 103-097-01\Accidents\DelDOT Accident Request.doc

APPENDIX D
Traffic Count Data

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

Location: State & North

County: Kent

Weather: Clear

Counters: A Weiser

File Name : North_State

Site Code : 00000000

Start Date : 04/20/2004

Page No : 1

Groups Printed- Cars - Trucks

	STATE ST Southbound				NORTH ST Westbound				STATE ST Northbound				NORTH ST Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
07:15 AM	1	49	2	52		1	25	1	27	6	77	2	85	1	47	3	51	215
07:30 AM	4	70	3	77		0	30	4	34	2	92	3	97	7	40	12	59	267
07:45 AM	6	88	0	94		7	27	3	37	5	105	2	112	1	61	16	78	321
Total	11	207	5	223		8	82	8	98	13	274	7	294	9	148	31	188	803
08:00 AM	1	59	2	62		4	29	1	34	8	87	3	98	9	43	13	65	259
08:15 AM	0	53	2	55		4	29	1	34	9	92	6	107	5	39	5	49	245
08:30 AM	1	66	2	69		8	27	1	36	13	92	3	108	2	28	7	37	250
*** BREAK ***																		
Total	2	178	6	186		16	85	3	104	30	271	12	313	16	110	25	151	754
*** BREAK ***																		
11:45 AM	0	50	2	52		9	39	3	51	7	103	4	114	6	23	13	42	259
Total	0	50	2	52		9	39	3	51	7	103	4	114	6	23	13	42	259
12:00 PM	1	61	3	65		3	49	4	56	5	115	1	121	8	38	10	56	298
12:15 PM	2	64	5	71		5	33	3	41	12	104	2	118	13	41	10	64	294
12:30 PM	1	76	6	83		3	32	3	38	13	106	2	121	9	32	11	52	294
12:45 PM	2	76	4	82		3	31	3	37	6	92	3	101	10	36	9	55	275
Total	6	277	18	301		14	145	13	172	36	417	8	461	40	147	40	227	1161
01:00 PM	3	73	3	79		7	46	3	56	8	91	5	104	15	31	13	59	298
*** BREAK ***																		
Total	3	73	3	79		7	46	3	56	8	91	5	104	15	31	13	59	298
*** BREAK ***																		
03:45 PM	1	87	3	91		2	38	4	44	4	98	2	104	5	39	10	54	293
Total	1	87	3	91		2	38	4	44	4	98	2	104	5	39	10	54	293
04:00 PM	2	88	0	90		5	48	5	58	8	103	3	114	7	25	13	45	307
04:15 PM	1	82	4	87		6	53	6	65	9	91	10	110	7	30	8	45	307
04:30 PM	1	90	0	91		9	96	8	113	11	126	5	142	5	28	13	46	392
04:45 PM	2	75	10	87		2	74	3	79	14	116	4	134	7	27	17	51	351
Total	6	335	14	355		22	271	22	315	42	436	22	500	26	110	51	187	1357
05:00 PM	0	93	2	95		14	69	11	94	8	102	0	110	3	33	10	46	345
Grand Total	29	1300	53	1382		92	775	67	934	148	1792	60	2000	120	641	193	954	5270
Apprch %	2.1	94.1	3.8			9.9	83.0	7.2		7.4	89.6	3.0		12.6	67.2	20.2		
Total %	0.6	24.7	1.0	26.2		1.7	14.7	1.3	17.7	2.8	34.0	1.1	38.0	2.3	12.2	3.7	18.1	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

Location: State & North
 County: Kent
 Weather: Clear
 Counters: A Weiser

File Name : North_State
 Site Code : 00000000
 Start Date : 04/20/2004
 Page No : 1

Groups Printed-Cars

	STATE ST Southbound				NORTH ST Westbound				STATE ST Northbound				NORTH ST Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0			1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	1	47	1	49		1	24	1	26	6	77	2	85	1	46	3	50	210
07:30 AM	4	65	3	72		0	28	4	32	2	87	3	92	7	38	12	57	253
07:45 AM	6	85	0	91		7	27	3	37	5	102	2	109	1	61	16	78	315
Total	11	197	4	212		8	79	8	95	13	266	7	286	9	145	31	185	778
08:00 AM	1	57	2	60		3	29	1	33	8	83	3	94	9	40	13	62	249
08:15 AM	0	49	2	51		4	27	1	32	9	89	6	104	4	37	5	46	233
08:30 AM	1	63	2	66		8	26	1	35	13	89	3	105	2	28	7	37	243
*** BREAK ***																		
Total	2	169	6	177		15	82	3	100	30	261	12	303	15	105	25	145	725
*** BREAK ***																		
11:45 AM	0	49	2	51		9	39	3	51	7	102	4	113	6	23	12	41	256
Total	0	49	2	51		9	39	3	51	7	102	4	113	6	23	12	41	256
12:00 PM	1	59	3	63		3	48	4	55	5	113	1	119	8	38	10	56	293
12:15 PM	2	62	5	69		5	32	3	40	11	101	2	114	13	39	10	62	285
12:30 PM	1	75	5	81		3	32	3	38	13	102	2	117	9	32	11	52	288
12:45 PM	2	72	4	78		3	30	3	36	6	88	3	97	10	35	9	54	265
Total	6	268	17	291		14	142	13	169	35	404	8	447	40	144	40	224	1131
01:00 PM	3	73	3	79		7	46	3	56	8	89	5	102	14	29	13	56	293
*** BREAK ***																		
Total	3	73	3	79		7	46	3	56	8	89	5	102	14	29	13	56	293
*** BREAK ***																		
03:45 PM	1	82	3	86		2	38	4	44	4	95	2	101	5	38	10	53	284
Total	1	82	3	86		2	38	4	44	4	95	2	101	5	38	10	53	284
04:00 PM	2	87	0	89		5	45	5	55	8	98	3	109	7	22	13	42	295
04:15 PM	1	80	4	85		6	52	6	64	9	89	10	108	7	29	8	44	301
04:30 PM	1	90	0	91		9	95	8	112	9	124	5	138	5	28	13	46	387
04:45 PM	2	73	10	85		2	72	3	77	14	116	4	134	7	26	17	50	346
Total	6	330	14	350		22	264	22	308	40	427	22	489	26	105	51	182	1329
05:00 PM	0	92	2	94		14	65	11	90	8	100	0	108	3	33	10	46	338
Grand Total	29	1260	51	1340		91	755	67	913	145	1744	60	1949	118	622	192	932	5134
Apprch %	2.2	94.0	3.8			10.0	82.7	7.3		7.4	89.5	3.1		12.7	66.7	20.6		
Total %	0.6	24.5	1.0	26.1		1.8	14.7	1.3	17.8	2.8	34.0	1.2	38.0	2.3	12.1	3.7	18.2	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

Location: State & North
County: Kent
Weather: Clear
Counters: A Weiser

File Name : North_State
Site Code : 00000000
Start Date : 04/20/2004
Page No : 1

Groups Printed- Trucks

Start Time	STATE ST Southbound				NORTH ST Westbound				STATE ST Northbound				NORTH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
07:30 AM	0	5	0	5	0	2	0	2	0	5	0	5	0	2	0	2	14
07:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total	0	10	1	11	0	3	0	3	0	8	0	8	0	3	0	3	25
08:00 AM	0	2	0	2	1	0	0	1	0	4	0	4	0	3	0	3	10
08:15 AM	0	4	0	4	0	2	0	2	0	3	0	3	0	2	0	3	12
08:30 AM	0	3	0	3	0	1	0	1	0	3	0	3	0	0	0	0	7
*** BREAK ***																	
Total	0	9	0	9	1	3	0	4	0	10	0	10	0	5	0	6	29
*** BREAK ***																	
11:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
12:00 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
12:15 PM	0	2	0	2	0	1	0	1	1	3	0	4	0	2	0	2	9
12:30 PM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0	6
12:45 PM	0	4	0	4	0	1	0	1	0	4	0	4	0	1	0	1	10
Total	0	9	1	10	0	3	0	3	1	13	0	14	0	3	0	3	30
01:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	2	0	5
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	1	2	0	5
*** BREAK ***																	
03:45 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	1	0	1	9
Total	0	5	0	5	0	0	0	0	0	3	0	3	0	1	0	1	9
04:00 PM	0	1	0	1	0	3	0	3	0	5	0	5	0	3	0	3	12
04:15 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	1	0	1	6
04:30 PM	0	0	0	0	0	1	0	1	2	2	0	4	0	0	0	0	5
04:45 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
Total	0	5	0	5	0	7	0	7	2	9	0	11	0	5	0	5	28
05:00 PM	0	1	0	1	0	4	0	4	0	2	0	2	0	0	0	0	7
Grand Total	0	40	2	42	1	20	0	21	3	48	0	51	2	19	1	22	136
Apprch %	0.0	95.2	4.8		4.8	95.2	0.0		5.9	94.1	0.0		9.1	86.4	4.5		
Total %	0.0	29.4	1.5	30.9	0.7	14.7	0.0	15.4	2.2	35.3	0.0	37.5	1.5	14.0	0.7	16.2	

NORTH SR. @ STATE ST.

ADAM

4/20/04

Bicycle and Pedestrian Count Sheet

Intersection:	Counter:				Date:			
Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM							5	
7:30 AM							1	
7:45 AM							XII	
8:00 AM							1	
8:15 AM	A						1	
8:30 AM					11			
8:45 AM	1							
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM					1			
12:00 PM			1		1		XII, 1	

* PEOPLE HAVE TROUBLE MAKING RIGHT TURNS DUE TO SMALL TURNING RADII.
ALL LEGS - ALL VEHICLES

* VEHICLES TURN RIGHT ON RED INTO ONCOMING TRAFFIC (WIDE TURNS)
AND ALMOST CAUSE ACCIDENTS. MIGHT NO TURNS ON RED!

Bicycle and Pedestrian Count Sheet

Intersection:

Counter

Date

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue
Dover, Delaware 19904

File Name : Federal_Loockerman

Site Code : 00000000

Start Date : 04/21/2004

Weather: Overcast

Counters: TD & ASV

Page No : 1

FEDERAL ST Southbound												LOCKERMAN ST Westbound												Groups Printed-Cars - Trucks	
FEDERAL ST						LOCKERMAN ST						FEDERAL ST Northbound						LOCKERMAN ST Eastbound							
Start Time	Left	Thr	Rig	UT	App.	Left	Thr	Rig	UT	App.	Total	Left	Thr	Rig	UT	App.	Left	Thr	Rig	UT	App.	Total	Int.		
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
07:15 AM	5	6	6	0	17	10	43	0	3	56	15	0	14	0	29	0	94	8	0	102	0	204			
07:30 AM	2	10	6	0	18	14	46	0	2	62	11	0	19	0	30	0	130	5	0	135	0	245			
07:45 AM	6	8	11	0	25	33	46	0	5	84	16	0	13	0	29	0	115	27	2	144	0	282			
Total	13	24	23	0	60	57	135	0	10	202	42	0	46	0	88	0	339	40	2	381	0	731			
08:00 AM	5	6	6	0	17	13	55	0	4	72	8	0	16	0	24	0	112	13	0	125	0	238			
08:15 AM	6	11	18	0	35	11	57	0	1	69	14	0	8	0	22	0	91	14	2	107	0	233			
08:30 AM	7	8	11	0	26	17	61	0	-1	79	15	0	17	0	32	0	80	11	0	91	0	228			
*** BREAK ***																									
Total	18	25	35	0	78	41	173	0	6	220	37	0	41	0	78	0	283	38	2	323	0	699			

*** BREAK ***

11:45 AM	13	7	20	0	40	11	78	0	4	93	18	0	28	0	46	0	105	9	1	115	0	294	
Total	13	7	20	0	40	11	78	0	4	93	18	0	28	0	46	0	105	9	1	115	0	294	
12:00 PM	5	6	28	0	39	16	66	0	1	83	17	0	28	0	45	0	100	9	0	109	0	276	
12:15 PM	14	8	18	0	40	16	90	0	1	107	18	0	25	0	43	0	119	11	1	131	0	321	
12:30 PM	4	10	15	0	29	26	72	0	4	102	16	0	19	0	35	0	134	15	2	151	0	317	
12:45 PM	6	7	26	0	39	23	90	0	4	117	22	0	32	0	54	0	118	17	3	138	0	348	
Total	29	31	87	0	147	81	318	0	10	409	73	0	104	0	177	0	471	52	6	529	0	1262	
01:00 PM	2	8	21	0	31	29	64	0	1	94	15	0	33	0	48	0	110	8	1	119	0	292	
*** BREAK ***																							
Total	2	8	21	0	31	29	64	0	1	94	15	0	33	0	48	0	110	8	1	119	0	292	

*** BREAK ***

03:45 PM	8	9	21	0	38	9	66	0	1	76	19	0	23	0	42	0	129	12	3	144	0	300
Total	8	9	21	0	38	9	66	0	1	76	19	0	23	0	42	0	129	12	3	144	0	300
04:00 PM	10	8	19	0	37	10	93	1	1	105	24	0	20	0	44	0	129	11	0	140	0	326
04:15 PM	19	17	23	0	59	16	93	0	3	112	18	0	20	0	38	0	106	10	0	116	0	325
04:30 PM	12	17	24	0	53	14	94	0	7	115	21	0	44	1	66	0	119	9	1	129	0	363
04:45 PM	5	16	17	0	38	19	104	0	5	128	18	0	21	0	39	0	102	8	0	110	0	315
Total	46	58	83	0	187	59	384	1	16	460	81	0	105	1	187	0	456	38	1	495	0	1329
05:00 PM	7	19	26	0	52	13	93	0	1	107	11	0	25	0	36	0	142	7	1	150	0	345
Grand Total	136	181	316	0	633	300	131	1	49	1661	296	0	405	1	702	0	203	204	5	204	17	2256
Apprch %	21	28	49	0.0		18	78	0.1	3.0		42	0.0	57	0.1		0.0	90	9.0	0.8			
Total %	2.6	3.4	6.0	0.0	12.1	5.7	25	0.0	0.9	31.6	5.6	0.0	7.7	0.0	13.4	0.0	38	7	3.9	0.3	43.0	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Federal @ Loockerman 1206 Forrest Avenue
 County: Kent Dover, Delaware 19904
 Weather: Overcast
 Counters: TD & ASW

File Name : Federal_Loockerman
 Site Code : 00000000
 Start Date : 04/21/2004
 Page No : 1

Groups Printed- Cars

Start Time	FEDERAL ST Southbound					LOOCKERMAN ST Westbound					FEDERAL ST Northbound					LOOCKERMAN ST Eastbound						
	Left	Thr u	Rig ht	UT	App. Total	Left	Thr u	Rig ht	UT	App. Total	Left	Thr u	Rig ht	UT	App. Total	Left	Thr u	Rig ht	UT	App. Total	Int. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:15 AM	5	6	6	0	17	10	41	0	3	54	15	0	14	0	29	0	93	7	0	100	200	
07:30 AM	2	9	6	0	17	14	46	0	2	62	10	0	19	0	29	0	127	5	0	132	240	
07:45 AM	6	8	11	0	25	33	46	0	5	84	16	0	13	0	29	0	114	27	2	143	281	
Total	13	23	23	0	59	57	133	0	10	200	41	0	46	0	87	0	334	39	2	375	721	
08:00 AM	5	6	6	0	17	13	54	0	4	71	8	0	15	0	23	0	109	12	0	121	232	
08:15 AM	6	11	18	0	35	11	53	0	1	65	14	0	8	0	22	0	89	14	2	105	227	
08:30 AM	7	8	11	0	26	17	57	0	1	75	15	0	17	0	32	0	77	11	0	88	221	
*** BREAK ***																						
Total	18	25	35	0	78	41	164	0	6	211	37	0	40	0	77	0	275	37	2	314	680	
*** BREAK ***																						
11:45 AM	13	7	20	0	40	11	78	0	4	93	18	0	28	0	46	0	103	8	1	112	291	
Total	13	7	20	0	40	11	78	0	4	93	18	0	28	0	46	0	103	8	1	112	291	
12:00 PM	5	6	28	0	39	16	66	0	1	83	17	0	27	0	44	0	99	7	0	106	272	
12:15 PM	13	8	18	0	39	16	85	0	1	102	18	0	24	0	42	0	116	10	1	127	310	
12:30 PM	4	10	15	0	29	26	70	0	4	100	16	0	19	0	35	0	131	14	2	147	311	
12:45 PM	6	7	25	0	38	23	87	0	4	114	22	0	32	0	54	0	118	17	2	137	343	
Total	28	31	86	0	145	81	308	0	10	399	73	0	102	0	175	0	464	48	5	517	1236	
01:00 PM	2	8	21	0	31	29	64	0	1	94	13	0	33	0	46	0	108	6	1	115	286	
*** BREAK ***																						
Total	2	8	21	0	31	29	64	0	1	94	13	0	33	0	46	0	108	6	1	115	286	
*** BREAK ***																						
03:45 PM	8	9	21	0	38	9	66	0	1	76	18	0	23	0	41	0	128	12	3	143	298	
Total	8	9	21	0	38	9	66	0	1	76	18	0	23	0	41	0	128	12	3	143	298	
04:00 PM	10	8	19	0	37	10	92	1	1	104	24	0	19	0	43	0	129	11	0	140	324	
04:15 PM	19	17	23	0	59	16	91	0	3	110	18	0	20	0	38	0	104	10	0	114	321	
04:30 PM	12	17	24	0	53	14	94	0	7	115	21	0	44	0	66	0	117	9	1	127	361	
04:45 PM	5	16	17	0	38	19	104	0	5	128	18	0	21	0	39	0	102	7	0	109	314	
Total	46	58	83	0	187	59	381	1	16	457	81	0	104	1	186	0	452	37	1	490	1320	
05:00 PM	7	19	26	0	52	13	93	0	1	107	11	0	25	0	36	0	141	7	1	149	344	
Grand Total	135	180	315	0	630	300	128	7	1	1637	292	0	401	1	694	0	200	5	194	16	2215	5176
Apprch %	21.	28.	50.	0.0		18.	78.	0.1	3.0		42.	0.0	57.	0.1		0.0	90.	5	8.8	0.7		
Total %	2.6	3.5	6.1	0.0	12.2	5.8	24.	9	0.0	0.9	31.6	5.6	0.0	7.7	0.0	13.4	0.0	38.	7	3.7	0.3	42.8

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Federal @ Loockerman

County: Kent

Weather: Overcast

Counters: TD & ASW

1206 Forrest Avenue

Dover, Delaware 19904

File Name : Federal_Loockerman

Site Code : 00000000

Start Date : 04/21/2004

Page No : 1

Groups Printed- Trucks

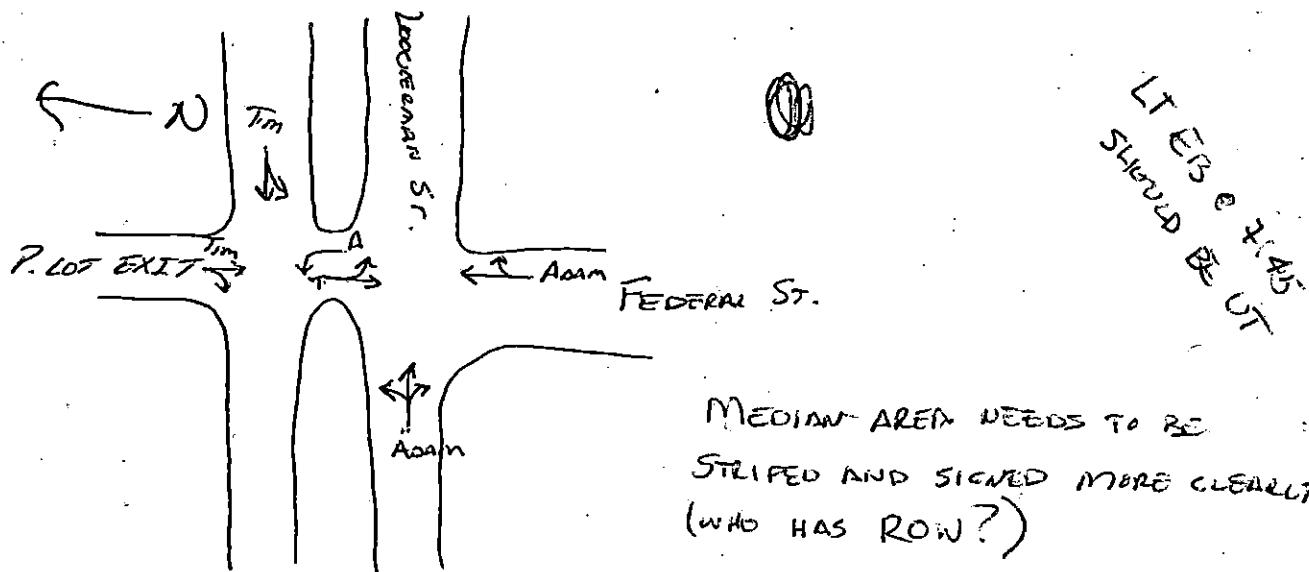
Start Time	FEDERAL ST Southbound					LOOCKERMAN ST Westbound					FEDERAL ST Northbound					LOOCKERMAN ST Eastbound					Int. Total
	Left	Thr u	Rig ht	UT	App. Total	Left	Thr u	Rig ht	UT	App. Total	Left	Thr u	Rig ht	UT	App. Total	Left	Thr u	Rig ht	UT	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	5	1	0	6	10
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	1	0	4	6
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
*** BREAK ***																					
Total	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	8	1	0	9	19
*** BREAK ***																					
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	4
12:15 PM	1	0	0	0	1	0	5	0	0	5	0	0	1	0	1	0	3	1	0	4	11
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6
12:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	5
Total	1	0	1	0	2	0	10	0	0	10	0	0	2	0	2	0	7	4	1	12	26
01:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2	0	4	6
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	4	6
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	4	1	0	5	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1	1	1	0	3	0	24	0	0	24	4	0	4	0	8	0	30	10	1	41	76
Apprch %	33.	33.	33.	3	0.0	0.0	100	0.0	0.0	0.0	50.	0.0	50.	0.0	0.0	0.0	73.	24.	2.4		
Total %	1.3	1.3	1.3	0.0	3.9	0.0	31	6	0.0	31.6	5.3	0.0	5.3	0.0	10.5	0.0	39.	13.	2.4	53.9	

FEDERAL @ Locustman

Adam

4/21/04

Bicycle and Pedestrian Count Sheet								
Intersection:		Counter:		Date:				
Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM								
7:30 AM						1		
7:45 AM			1			III	III	
8:00 AM						II	III	
8:15 AM							I	
8:30 AM							I	
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM					2	2	1	
12:00 PM							II	



Bicycle and Pedestrian Count Sheet

Intersection:	Counter:				Date:			
Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
12:15 PM							11	
12:30 PM			47					
12:45 PM								
1:00 PM			1				1111	
1:15 PM								
1:30 PM								
1:45 PM								
2:00 PM								
2:15 PM								
2:30 PM								
2:45 PM								
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM					4			
4:00 PM							1	
4:15 PM							11	
4:30 PM							1	
4:45 PM			11				11	
5:00 PM							11	
5:15 PM								
5:30 PM								
5:45 PM								
6:00 PM								
6:15 PM								
6:30 PM								
6:45 PM								
7:00 PM								

- EB TH TRUCK ON 12:45 INTERVAL

~3 WB TH GALS

FEDERAL @ LOCKERMAN

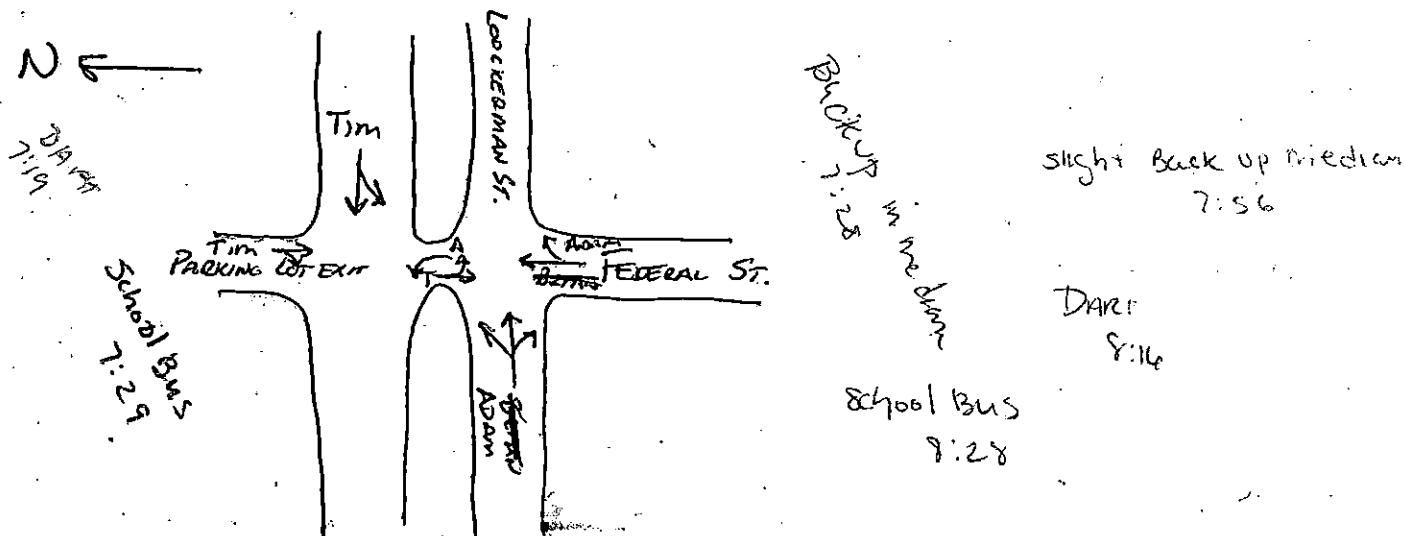
Tim

4/21/04

103 - 097 - 01A

Bicycle and Pedestrian Count Sheet

Intersection:	Counter:				Date:			
	Bicycles				Pedestrians and School Children			
Interval Ending	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM								
7:30 AM			1		1	1		
7:45 AM					111	11	1	
8:00 AM						11		
8:15 AM					11		1	
8:30 AM					11	11	1	
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM					1111	1111111111		
12:00 PM					11	1111111111		



Bicycle and Pedestrian Count Sheet

Intersection:	Counter:				Date:			
Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
12:15 PM					III-AT	II-AT		
12:30 PM					II	II-AT		
12:45 PM						II-AT		
1:00 PM					II	II-AT		
1:15 PM								
1:30 PM								
1:45 PM								
2:00 PM								
2:15 PM								
2:30 PM								
2:45 PM								
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM					I			
4:00 PM					II			
4:15 PM					II			
4:30 PM						II-AT		
4:45 PM					II	II-AT		
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM					:			
6:00 PM								
6:15 PM								
6:30 PM								
6:45 PM								
7:00 PM								

10:15 (deduct 1 truc)

DART 1612 school Bus

4:36
Backup
@ Post office

Backup in
median
16:12

17:55 DART

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: State @ Loockerman 1206 Forrest Avenue

County: Kent Dover, Delaware 19904

Weather: Overcast

Counters: TM & BM

File Name : State_Loockerman

Site Code : 00000000

Start Date : 04/21/2004

Page No : 1

Groups Printed- Cars - Trucks

Start Time	STATE ST Southbound				LOOCKERMAN ST Westbound				STATE ST Northbound				LOOCKERMAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	21	51	2	74	0	30	25	55	8	71	3	82	3	76	6	85	296
07:30 AM.	23	63	5	91	0	39	37	76	1	68	10	79	0	101	6	107	353
07:45 AM.	40	77	4	121	0	29	36	65	10	111	6	127	1	105	8	114	427
Total	84	191	11	286	0	98	98	196	19	250	19	288	4	282	20	306	1076
08:00 AM	35	77	1	113	0	27	36	63	8	62	10	80	0	83	5	88	344
08:15 AM	28	30	3	61	1	37	48	86	5	87	12	104	0	73	9	82	333
08:30 AM	21	60	8	89	0	48	34	82	9	64	14	87	0	65	7	72	330
*** BREAK ***																	
Total	84	167	12	263	1	112	118	231	22	213	36	271	0	221	21	242	1007
*** BREAK ***																	
11:45 AM	25	76	11	112	0	59	51	110	9	67	8	84	0	81	14	95	401
Total	25	76	11	112	0	59	51	110	9	67	8	84	0	81	14	95	401
12:00 PM	19	55	5	79	0	53	74	127	8	93	14	115	1	86	8	95	416
12:15 PM	27	65	10	102	1	44	60	105	15	86	10	111	1	82	2	85	403
12:30 PM	39	67	3	109	1	42	64	107	7	78	18	103	0	102	9	111	430
12:45 PM	40	49	5	94	1	68	60	129	9	62	6	77	0	102	15	117	417
Total	125	236	23	384	3	207	258	468	39	319	48	406	2	372	34	408	1666
01:00 PM	37	61	6	104	4	50	55	109	6	83	14	103	0	77	21	98	414
*** BREAK ***																	
Total	37	61	6	104	4	50	55	109	6	83	14	103	0	77	21	98	414
*** BREAK ***																	
03:45 PM	33	78	2	113	0	47	52	99	8	85	14	107	1	113	13	127	446
Total	33	78	2	113	0	47	52	99	8	85	14	107	1	113	13	127	446
04:00 PM	30	81	2	113	2	63	68	133	5	91	16	112	0	92	10	102	460
04:15 PM	21	84	3	108	0	73	66	139	12	68	18	98	0	79	10	89	434
04:30 PM	35	85	6	126	0	75	73	148	8	102	15	125	0	81	15	96	495
04:45 PM	25	62	3	90	1	67	71	139	11	88	14	113	0	80	15	95	437
Total	111	312	14	437	3	278	278	559	36	349	63	448	0	332	50	382	1826
05:00 PM	36	95	4	135	0	66	61	127	4	86	17	107	1	93	7	101	470
Grand Total	535	1216	83	1834	11	917	971	1899	143	1452	219	1814	8	1571	180	1759	7306
Apprch %	29.2	66.3	4.5		0.6	48.3	51.1		7.9	80.0	12.1		0.5	89.3	10.2		
Total %	7.3	16.6	1.1	25.1	0.2	12.6	13.3	26.0	2.0	19.9	3.0	24.8	0.1	21.5	2.5	24.1	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: State @ Loockerman
 County: Kent
 Weather: Overcast
 Counters: TM & BM

1206 Forrest Avenue
 Dover, Delaware 19904

File Name : State_Loockerman
 Site Code : 00000000
 Start Date : 04/21/2004
 Page No : 1

Groups Printed- Cars

	STATE ST Southbound				LOOCKERMAN ST Westbound				STATE ST Northbound				LOOCKERMAN ST Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
07:15 AM	21	49	2	72		0	28	24	52	8	71	3	82	3	73	5	81	287
07:30 AM	23	58	5	86		0	38	36	74	1	63	9	73	0	99	5	104	337
07:45 AM	39	76	4	119		0	29	36	65	10	109	6	125	1	105	8	114	423
Total	83	183	11	277		0	95	96	191	19	243	18	280	4	277	18	299	1047
08:00 AM	35	74	1	110		0	27	35	62	8	59	10	77	0	80	4	84	333
08:15 AM	28	29	3	60		1	35	47	83	5	84	12	101	0	73	9	82	326
08:30 AM	21	57	8	86		0	45	34	79	9	61	14	84	0	62	7	69	318
*** BREAK ***																		
Total	84	160	12	256		1	107	116	224	22	204	36	262	0	215	20	235	977
*** BREAK ***																		
11:45 AM	23	72	11	106		0	59	51	110	9	67	8	84	0	78	14	92	392
Total	23	72	11	106		0	59	51	110	9	67	8	84	0	78	14	92	392
12:00 PM	18	53	5	76		0	53	74	127	8	89	14	111	1	84	8	93	407
12:15 PM	25	62	10	97		1	44	58	103	15	78	10	103	1	78	2	81	384
12:30 PM	38	63	3	104		1	42	62	105	7	75	18	100	0	100	9	109	418
12:45 PM	40	45	5	90		1	66	58	125	9	61	6	76	0	102	15	117	408
Total	121	223	23	367		3	205	252	460	39	303	48	390	2	364	34	400	1617
01:00 PM	36	61	6	103		4	50	54	108	6	81	14	101	0	74	20	94	406
*** BREAK ***																		
Total	36	61	6	103		4	50	54	108	6	81	14	101	0	74	20	94	406
*** BREAK ***																		
03:45 PM	33	76	2	111		0	47	51	98	8	84	13	105	1	113	12	126	440
Total	33	76	2	111		0	47	51	98	8	84	13	105	1	113	12	126	440
04:00 PM	30	80	2	112		2	63	67	132	5	88	16	109	0	91	10	101	454
04:15 PM	21	82	3	106		0	71	66	137	12	68	17	97	0	78	9	87	427
04:30 PM	35	84	6	125		0	75	73	148	8	98	15	121	0	79	15	94	488
04:45 PM	25	60	3	88		1	67	71	139	11	88	14	113	0	80	15	95	435
Total	111	306	14	431		3	276	277	556	36	342	62	440	0	328	49	377	1804
05:00 PM	36	95	4	135		0	66	61	127	4	84	17	105	1	93	7	101	468
Grand Total	527	1176	83	1786		11	905	958	1874	143	1408	216	1767	8	1542	174	1724	7151
Apprch %	29.5	65.8	4.6			0.6	48.3	51.1		8.1	79.7	12.2		0.5	89.4	10.1		
Total %	7.4	16.4	1.2	25.0		0.2	12.7	13.4	26.2	2.0	19.7	3.0	24.7	0.1	21.6	2.4	24.1	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: State @ Loockerman

1206 Forrest Avenue

File Name: State_Loockerman

County: Kent

Dover, Delaware 19904

Site Code : 00000000

Weather: Overcast

Start Date : 04/21/2004

Counters: TM & BM

Page No : 1

Groups Printed- Trucks

Start Time	STATE ST Southbound				LOOCKERMAN ST Westbound				STATE ST Northbound				LOOCKERMAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	.1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	2	0	2	0	2	1	3	0	0	0	0	0	3	1	4	9
07:30 AM	0	5	0	5	0	1	1	2	0	5	1	6	0	2	1	3	16
07:45 AM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	1	8	0	9	0	3	2	5	0	7	1	8	0	5	2	7	29
08:00 AM	0	3	0	3	0	0	1	1	0	3	0	3	0	3	1	4	11
08:15 AM	0	1	0	1	0	2	1	3	0	3	0	3	0	0	0	0	7
08:30 AM	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	12
*** BREAK ***																	
Total	0	7	0	7	0	5	2	7	0	9	0	9	0	6	1	7	30
*** BREAK ***																	
11:45 AM	2	4	0	6	0	0	0	0	0	0	0	0	0	3	0	3	9
Total	2	4	0	6	0	0	0	0	0	0	0	0	0	3	0	3	9
12:00 PM	1	2	0	3	0	0	0	0	0	4	0	4	0	2	0	2	9
12:15 PM	2	3	0	5	0	0	2	2	0	8	0	8	0	4	0	4	19
12:30 PM	1	4	0	5	0	0	2	2	0	3	0	3	0	2	0	2	12
12:45 PM	0	4	0	4	0	2	2	4	0	1	0	1	0	0	0	0	9
Total	4	13	0	17	0	2	6	8	0	16	0	16	0	8	0	8	49
01:00 PM	1	0	0	1	0	0	1	1	0	2	0	2	0	3	1	4	8
*** BREAK ***																	
Total	1	0	0	1	0	0	1	1	0	2	0	2	0	3	1	4	8
*** BREAK ***																	
03:45 PM	0	2	0	2	0	0	1	1	0	1	1	2	0	0	1	1	6
Total	0	2	0	2	0	0	1	1	0	1	1	2	0	0	1	1	6
04:00 PM	0	1	0	1	0	0	1	1	0	3	0	3	0	1	0	1	6
04:15 PM	0	2	0	2	0	2	0	2	0	0	1	1	0	1	1	2	7
04:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	2	0	2	7
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	6	0	2	1	3	0	7	1	8	0	4	1	5	22
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	8	40	0	48	0	12	13	25	0	44	3	47	0	29	6	35	155
Apprch %	16.7	83.3	0.0		0.0	48.0	52.0		0.0	93.6	6.4		0.0	82.9	17.1		
Total %	5.2	25.8	0.0	31.0	0.0	7.7	8.4	16.1	0.0	28.4	1.9	30.3	0.0	18.7	3.9	22.6	

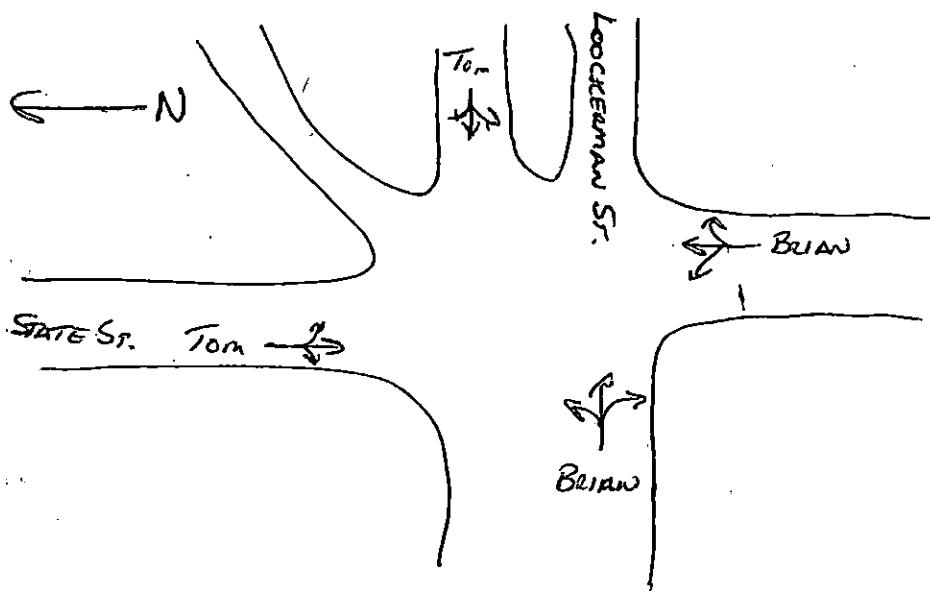
STATE St. & Lockerman St.

Belair

4/21/04

Bicycle and Pedestrian Count Sheet

Intersection:	Counter:				Date:			
	Bicycles				Pedestrians and School Children:			
Interval Ending	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM							11	
7:30 AM								
7:45 AM								
8:00 AM						H		
8:15 AM			1			THH		
8:30 AM								
8:45 AM							P	
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM								
12:00 PM								

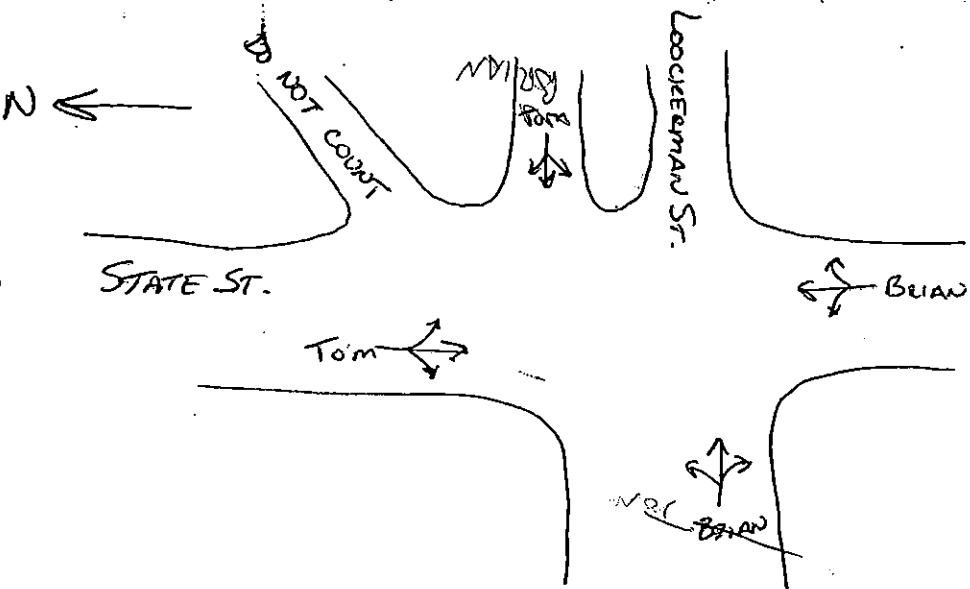


Bicycle and Pedestrian Count Sheet

Intersection:		Counter:				Date:			
Interval Ending		Bicycles				Pedestrians and School Children			
		Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
12:15 PM									
12:30 PM									
12:45 PM									
1:00 PM									
1:15 PM									
1:30 PM									
1:45 PM									
2:00 PM									
2:15 PM									
2:30 PM									
2:45 PM									
3:00 PM									
3:15 PM									
3:30 PM							~~~~~	~~~~~	
3:45 PM				—					
4:00 PM								+	
4:15 PM									
4:30 PM									
4:45 PM								—	
5:00 PM									
5:15 PM								M	
5:30 PM									
5:45 PM									
6:00 PM									
6:15 PM									
6:30 PM									
6:45 PM									
7:00 PM									

STATE ST. (N/S) @ LOOCKEEMAN SR. (E/W) Tom 4/21/04

Bicycle and Pedestrian Count Sheet								
Intersection:		Counter:		Date:				
Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM					1			
8:15 AM					11			
8:30 AM								
8:45 AM					11			
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM								
12:00 PM					1111			



Bicycle and Pedestrian Count Sheet

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Bradford @ Loockerman

1206 Forrest Avenue
Dover, Delaware 19904

County: Kent

Weather: Clear

Counters: C Kilpatrick

File Name : Bradford_Loockerman
Site Code : 00000000
Start Date : 04/20/2004
Page No : 1

		BRADFORD ST Southbound				LOOCKERMAN ST Westbound				BRADFORD ST Northbound				LOOCKERMAN ST Eastbound				
Start Time	Factor	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:15 AM	1	0	3	4	0	23	4	27	0	0	0	0	2	96	0	98	129	
07:30 AM	0	0	0	0	0	28	3	31	0	0	0	0	2	100	0	102	133	
07:45 AM	4	0	3	7	0	32	8	40	0	0	0	0	2	118	0	120	167	
Total	5	0	6	11	0	83	15	98	0	0	0	0	6	314	0	320	429	
08:00 AM	1	0	0	1	0	32	9	41	0	0	0	0	5	88	0	93	135	
08:15 AM	6	0	0	6	0	35	7	42	0	0	0	0	2	71	0	73	121	
08:30 AM	1	0	3	4	0	48	4	52	0	0	0	0	7	80	0	87	143	
*** BREAK ***		Total	8	0	3	11	0	115	20	135	0	0	0	0	14	239	0	253
*** BREAK ***		11:45 AM	3	0	9	12	0	66	10	76	0	0	0	0	12	103	0	115
Total	3	0	9	12	0	66	10	76	0	0	0	0	12	103	0	115	203	
12:00 PM	6	0	10	16	0	68	12	80	0	0	0	0	8	93	0	101	197	
12:15 PM	8	0	12	20	0	63	15	78	0	0	0	0	8	113	0	121	219	
12:30 PM	9	0	14	23	0	68	17	85	0	0	0	0	15	98	0	113	221	
12:45 PM	3	0	8	11	0	60	10	70	0	0	0	0	10	94	0	104	185	
Total	26	0	44	70	0	259	54	313	0	0	0	0	41	398	0	439	822	
01:00 PM	10	0	15	25	0	71	11	82	0	0	0	0	10	100	0	110	217	
*** BREAK ***		Total	10	0	15	25	0	71	11	82	0	0	0	0	10	100	0	110
*** BREAK ***		03:45 PM	6	0	5	11	0	65	10	75	0	0	0	0	4	93	0	97
Total	6	0	5	11	0	65	10	75	0	0	0	0	4	93	0	97	183	
04:00 PM	3	0	2	5	0	62	7	69	0	0	0	0	2	91	0	93	167	
04:15 PM	3	0	6	9	0	72	5	77	0	0	0	0	7	93	0	100	186	
04:30 PM	7	0	5	12	0	82	5	87	0	0	0	0	8	99	0	107	206	
04:45 PM	7	0	5	12	0	78	6	84	0	0	0	0	7	83	0	90	186	
Total	20	0	18	38	0	294	23	317	0	0	0	0	24	366	0	390	745	
05:00 PM	4	0	4	8	0	76	9	85	0	0	0	0	4	94	0	98	191	
Grand Total	82	0	104	186	0	1029	152	1181	0	0	0	0	115	1707	0	1822	3189	
Aprox %	44.1	0.0	55.9	0.0	87.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	6.3	93.7	0.0	98.0	191	
Total %	2.6	0.0	3.3	5.8	0.0	32.3	4.8	37.0	0.0	0.0	0.0	0.0	3.6	53.5	0.0	57.1		

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Bradford @ Loockerman

1206 Forrest Avenue

File Name : Bradford_Loockerman

County: Kent

Dover, Delaware 19904

Site Code : 00000000

Weather: Clear

Start Date : 04/20/2004

Counters: C Kilpatrick

Page No : 1

Groups Printed- Cars

Start Time	BRADFORD ST Southbound				LOOCKERMAN ST Westbound				BRADFORD ST Northbound				LOOCKERMAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	1	0	3	4	0	21	4	25	0	0	0	0	2	95	0	97	126
07:30 AM	0	0	0	0	0	28	2	30	0	0	0	0	2	96	0	98	128
07:45 AM	3	0	2	5	0	32	8	40	0	0	0	0	2	114	0	116	161
Total	4	0	5	9	0	81	14	95	0	0	0	0	6	305	0	311	415
08:00 AM	1	0	0	1	0	30	9	39	0	0	0	0	5	88	0	93	133
08:15 AM	6	0	0	6	0	34	7	41	0	0	0	0	2	70	0	72	119
08:30 AM	1	0	3	4	0	47	4	51	0	0	0	0	7	78	0	85	140
*** BREAK ***																	
Total	8	0	3	11	0	111	20	131	0	0	0	0	14	236	0	250	392

*** BREAK ***

11:45 AM	3	0	9	12	0	66	10	76	0	0	0	0	12	103	0	115	203
Total	3	0	9	12	0	66	10	76	0	0	0	0	12	103	0	115	203
12:00 PM	6	0	10	16	0	68	12	80	0	0	0	0	8	93	0	101	197
12:15 PM	8	0	12	20	0	63	15	78	0	0	0	0	8	113	0	121	219
12:30 PM	9	0	14	23	0	68	17	85	0	0	0	0	15	98	0	113	221
12:45 PM	3	0	8	11	0	60	10	70	0	0	0	0	9	94	0	103	184
Total	26	0	44	70	0	259	54	313	0	0	0	0	40	398	0	438	821
01:00 PM	10	0	15	25	0	71	11	82	0	0	0	0	10	100	0	110	217
*** BREAK ***																	
Total	10	0	15	25	0	71	11	82	0	0	0	0	10	100	0	110	217
*** BREAK ***																	
03:45 PM	6	0	5	11	0	64	9	73	0	0	0	0	4	89	0	93	177
Total	6	0	5	11	0	64	9	73	0	0	0	0	4	89	0	93	177
04:00 PM	3	0	2	5	0	62	7	69	0	0	0	0	2	90	0	92	166
04:15 PM	3	0	6	9	0	70	5	75	0	0	0	0	6	91	0	97	181
04:30 PM	7	0	5	12	0	82	5	87	0	0	0	0	8	96	0	104	203
04:45 PM	7	0	5	12	0	77	6	83	0	0	0	0	7	81	0	88	183
Total	20	0	18	38	0	291	23	314	0	0	0	0	23	358	0	381	733
05:00 PM	4	0	4	8	0	76	9	85	0	0	0	0	4	92	0	96	189
Grand Total	81	0	103	184	0	1019	150	1169	0	0	0	0	113	1681	0	1794	3147
Apprch %	44.0	0.0	56.0		0.0	87.2	12.8		0.0	0.0	0.0	0.0	6.3	93.7	0.0		
Total %	2.6	0.0	3.3	5.8	0.0	32.4	4.8	37.1	0.0	0.0	0.0	0.0	0.0	3.6	53.4	0.0	57.0

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Bradford @ Loockerman
County: Kent
Weather: Clear
Counters: C Kilpatrick

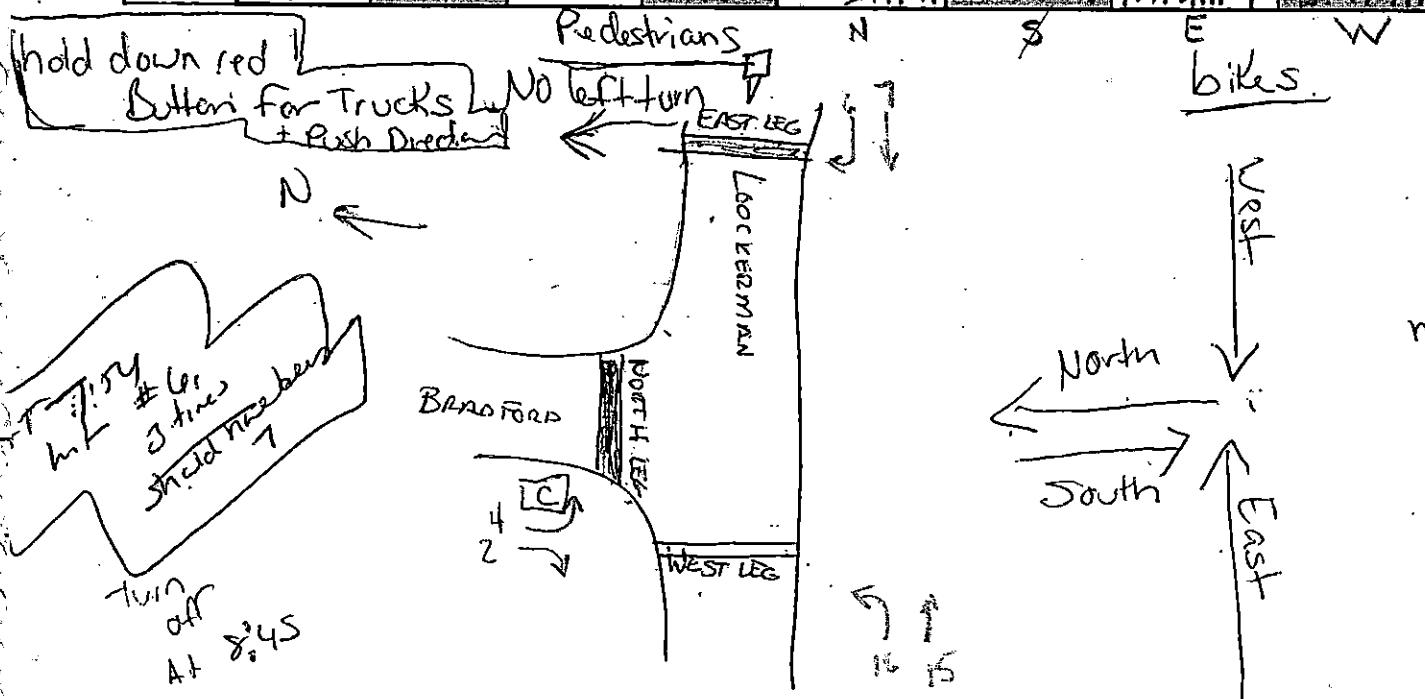
1206 Forrest Avenue
Dover, Delaware 19904

File Name : Bradford_Loockerman
Site Code : 00000000
Start Date : 04/20/2004
Page No : 1

Groups Printed- Trucks

Start Time	BRADFORD ST Southbound				LOOCKERMAN ST Westbound				BRADFORD ST Northbound				LOOCKERMAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	4	0	4	5
07:45 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	4	0	4	6
Total	1	0	1	2	0	2	1	3	0	0	0	0	0	9	0	9	14
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
*** BREAK ***																	
Total	0	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	7
*** BREAK ***																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
03:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	4	0	4	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	3	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	0	3	0	3	0	0	0	0	1	8	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	1	0	1	2	0	10	2	12	0	0	0	0	0	26	0	28	42
Apprch %	50.0	0.0	50.0		0.0	83.3	16.7		0.0	0.0	0.0		7.1	92.9	0.0		
Total %	2.4	0.0	2.4	4.8	0.0	23.8	4.8	28.6	0.0	0.0	0.0	0.0	4.8	61.9	0.0	66.7	

Bicycle and Pedestrian Count Sheet								
Intersection: Bradford (N) & Lockerman (E/W)				Counter: Cheeto/NA		Date: 4/20/04		
Interval Ending	Bicycles			Pedestrians and School Children				
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM								
12:00 PM	1							



Bicycle and Pedestrian Count Sheet

4/20/04

Intersection: Bradford / Loachman

Counter:

Date:

Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
12:15 PM					HT HT	II	1 HT	HT HT
12:30 PM			1		HT HT	II	1 HT	HT HT
12:45 PM					III III	II	1 III	III III
1:00 PM	1				HT HT	II	5 HT	HT HT
1:15 PM								
1:30 PM								
1:45 PM								
2:00 PM								
2:15 PM								
2:30 PM								
2:45 PM								
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM			11		1		1	HT III
4:00 PM	111		1		II		11	
4:15 PM					HT II		II	HT II
4:30 PM					II			HT II
4:45 PM	1				II		II	HT II
5:00 PM	1				II		HT II	
5:15 PM								
5:30 PM								
5:45 PM								
6:00 PM								
6:15 PM								
6:30 PM								
6:45 PM								
7:00 PM								

Barber

3:40pm → lady that owns flower shop - Said she thought maybe they could do something about the parking.

3:42 man - asked me if I wanted him to leave plots of those who don't yield to pedestrian.

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

Location: Federal @ North

County: Kent

Weather: Clear

Counters: B Marando

File Name : Federal_North

Site Code : 00000000

Start Date : 04/20/2004

Page No : 1

Groups Printed- Cars - Trucks

Start Time	FEDERAL ST Southbound				NORTH ST Westbound				FEDERAL ST Northbound				NORTH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	12	6	18	0	0	0	0	21	12	0	33	9	0	38	47	98
07:30 AM	0	17	8	25	0	0	0	0	25	25	0	50	10	0	31	41	116
07:45 AM	0	41	14	55	0	0	0	0	29	25	0	54	10	0	51	61	170
Total	0	70	28	98	0	0	0	0	75	62	0	137	29	0	120	149	384
08:00 AM	0	27	11	38	0	0	0	0	33	29	0	62	13	0	34	47	147
08:15 AM	0	38	7	45	0	0	0	0	28	16	0	44	8	0	28	36	125
08:30 AM	0	35	17	52	0	0	0	0	23	27	0	50	10	0	17	27	129
*** BREAK ***																	
Total	0	100	35	135	0	0	0	0	84	72	0	156	31	0	79	110	401
*** BREAK ***																	
11:45 AM	0	34	10	44	0	0	0	0	28	35	0	63	14	0	14	28	135
Total	0	34	10	44	0	0	0	0	28	35	0	63	14	0	14	28	135
12:00 PM	0	35	10	45	0	0	0	0	43	26	0	69	16	0	27	43	157
12:15 PM	0	22	6	28	0	0	0	0	31	32	0	63	17	0	24	41	132
12:30 PM	0	42	11	53	0	0	0	0	24	27	0	51	22	0	17	39	143
12:45 PM	0	37	10	47	0	0	0	0	19	41	0	60	15	0	17	32	139
Total	0	136	37	173	0	0	0	0	117	126	0	243	70	0	85	155	571
01:00 PM	0	36	15	51	0	0	0	0	37	35	0	72	15	0	18	33	156
*** BREAK ***																	
Total	0	36	15	51	0	0	0	0	37	35	0	72	15	0	18	33	156
*** BREAK ***																	
03:45 PM	0	31	3	34	0	0	0	0	39	29	0	68	10	0	30	40	142
Total	0	31	3	34	0	0	0	0	39	29	0	68	10	0	30	40	142
04:00 PM	0	18	3	21	0	0	0	0	53	22	0	75	13	0	16	29	125
04:15 PM	0	28	12	40	0	0	0	0	57	41	0	98	14	0	17	31	169
04:30 PM	0	26	21	47	0	0	0	0	87	44	0	131	14	0	22	36	214
04:45 PM	0	19	11	30	0	0	0	0	69	26	0	95	10	0	20	30	155
Total	0	91	47	138	0	0	0	0	266	133	0	399	51	0	75	126	663
05:00 PM	0	32	22	54	0	0	0	0	50	21	0	71	15	0	18	33	158
Grand Total	0	530	197	727	0	0	0	0	696	513	0	1209	235	0	439	674	2610
Apprch %	0.0	72.9	27.1		0.0	0.0	0.0		57.6	42.4	0.0		34.9	0.0	65.1		
Total %	0.0	20.3	7.5	27.9	0.0	0.0	0.0	0.0	26.7	19.7	0.0	46.3	9.0	0.0	16.8	25.8	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

Location: Federal @ North

County: Kent

Weather: Clear

Counters: B Marando

File Name : Federal_North

Site Code : 00000000

Start Date : 04/20/2004

Page No : 1

Groups Printed- Cars

Start Time	FEDERAL ST Southbound				NORTH ST Westbound				FEDERAL ST Northbound				NORTH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	12	6	18	0	0	0	0	20	12	0	32	9	0	38	47	97
07:30 AM	0	17	8	25	0	0	0	0	23	24	0	47	10	0	29	39	111
07:45 AM	0	41	14	55	0	0	0	0	29	25	0	54	10	0	51	61	170
Total	0	70	28	98	0	0	0	0	72	61	0	133	29	0	118	147	378
08:00 AM	0	27	10	37	0	0	0	0	33	29	0	62	13	0	32	45	144
08:15 AM	0	38	7	45	0	0	0	0	26	16	0	42	8	0	26	34	121
08:30 AM	0	35	17	52	0	0	0	0	22	27	0	49	10	0	17	27	128
*** BREAK ***																	
Total	0	100	34	134	0	0	0	0	81	72	0	153	31	0	75	106	393
*** BREAK ***																	
11:45 AM	0	34	10	44	0	0	0	0	28	35	0	63	14	0	14	28	135
Total	0	34	10	44	0	0	0	0	28	35	0	63	14	0	14	28	135
12:00 PM	0	34	10	44	0	0	0	0	42	25	0	67	16	0	27	43	154
12:15 PM	0	21	6	27	0	0	0	0	29	32	0	61	16	0	23	39	127
12:30 PM	0	42	11	53	0	0	0	0	24	27	0	51	22	0	17	39	143
12:45 PM	0	37	9	46	0	0	0	0	19	40	0	59	14	0	17	31	136
Total	0	134	36	170	0	0	0	0	114	124	0	238	68	0	84	152	560
01:00 PM	0	35	15	50	0	0	0	0	37	35	0	72	15	0	17	32	154
*** BREAK ***																	
Total	0	35	15	50	0	0	0	0	37	35	0	72	15	0	17	32	154
*** BREAK ***																	
03:45 PM	0	31	3	34	0	0	0	0	39	29	0	68	10	0	29	39	141
Total	0	31	3	34	0	0	0	0	39	29	0	68	10	0	29	39	141
04:00 PM	0	18	3	21	0	0	0	0	50	22	0	72	12	0	14	26	119
04:15 PM	0	28	12	40	0	0	0	0	56	41	0	97	13	0	17	30	167
04:30 PM	0	26	21	47	0	0	0	0	86	44	0	130	14	0	22	36	213
04:45 PM	0	16	11	27	0	0	0	0	68	26	0	94	9	0	20	29	150
Total	0	88	47	135	0	0	0	0	260	133	0	393	48	0	73	121	649
05:00 PM	0	32	22	54	0	0	0	0	47	21	0	68	15	0	18	33	155
Grand Total	0	524	195	719	0	0	0	0	678	510	0	1188	230	0	428	658	2565
Apprch %	0.0	72.9	27.1		0.0	0.0	0.0		57.1	42.9	0.0		35.0	0.0	65.0		
Total %	0.0	20.4	7.6	28.0	0.0	0.0	0.0	0.0	26.4	19.9	0.0	46.3	9.0	0.0	16.7	25.7	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

Location: Federal @ North

File Name : Federal_North

County: Kent

Site Code : 00000000

Weather: Clear

Start Date : 04/20/2004

Counters: B Marando

Page No : 1

Groups Printed- Trucks

Start Time	FEDERAL ST Southbound				NORTH ST Westbound				FEDERAL ST Northbound				NORTH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	2	5
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	3	1	0	4	0	0	2	2	6
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	3
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	1	1	0	0	0	0	3	0	0	3	0	0	4	4	8
*** BREAK ***																	
12:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
12:15 PM	0	1	0	1	0	0	0	0	2	0	0	2	1	0	1	2	5
*** BREAK ***																	
12:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	2	1	3	0	0	0	0	3	2	0	5	2	0	1	3	11
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																	
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	0	2	3	6
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	3	0	3	0	0	0	0	1	0	0	1	1	0	0	0	5
Total	0	3	0	3	0	0	0	0	6	0	0	6	3	0	2	5	14
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Grand Total	0	6	2	8	0	0	0	0	18	3	0	21	5	0	11	16	45
Apprch %	0.0	75.0	25.0		0.0	0.0	0.0		85.7	14.3	0.0		31.3	0.0	68.8		
Total %	0.0	13.3	4.4	17.8	0.0	0.0	0.0	0.0	40.0	6.7	0.0	46.7	11.1	0.0	24.4	35.6	

FEDERAL ST. @ NOOTH ST.

Brian

4/20/04

Bicycle and Pedestrian Count Sheet								
Intersection:	Counter:			Date:				
Interval Ending	Bicycles				Pedestrians and School Children			
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM					III		XII	
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM								
12:00 PM	I				II		XXX	

Bicycle and Pedestrian Count Sheet

Intersection:

Caution

Datos

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Governor's @ Loockerman 1206 Forrest Avenue File Name : Governors_Loockerman
 County: Kent Dover, Delaware 19904 Site Code : 00000000
 Weather: Clear Start Date : 04/20/2004
 Counters: T Marando Page No : 1

Groups Printed- Cars - Trucks

Start Time	GOVERNORS AVE Southbound				LOOCKERMAN ST Westbound				GOVERNORS AVE Northbound				LOOCKERMAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	6	40	1	47	1	23	3	27	6	55	5	66	3	89	10	102	242
07:30 AM	1	59	3	63	2	18	5	25	6	80	7	93	5	88	6	99	280
07:45 AM	4	95	1	100	3	32	5	40	2	85	5	92	2	118	8	128	360
Total	11	194	5	210	6	73	13	92	14	220	17	251	10	295	24	329	882
08:00 AM	0	77	4	81	4	24	3	31	3	73	8	84	4	84	10	98	294
08:15 AM	5	64	3	72	5	27	4	36	5	73	4	82	2	65	9	76	266
08:30 AM	4	57	2	63	7	37	4	48	6	87	10	103	3	75	9	87	301
*** BREAK ***																	
Total	9	198	9	216	16	88	11	115	14	233	22	269	9	224	28	261	861
*** BREAK ***																	
11:45 AM	7	67	6	80	7	48	12	67	5	67	14	86	5	91	9	105	338
Total	7	67	6	80	7	48	12	67	5	67	14	86	5	91	9	105	338
12:00 PM	6	59	10	75	13	60	8	81	9	86	14	109	7	83	11	101	366
12:15 PM	7	74	6	87	15	51	16	82	8	80	13	101	5	103	9	117	387
12:30 PM	13	55	4	72	12	57	7	76	7	65	15	87	5	84	11	100	335
12:45 PM	7	68	6	81	8	56	4	68	11	70	16	97	4	75	11	90	336
Total	33	256	26	315	48	224	35	307	35	301	58	394	21	345	42	408	1424
01:00 PM	6	65	7	78	12	60	14	86	4	63	18	85	2	94	15	111	360
*** BREAK ***																	
Total	6	65	7	78	12	60	14	86	4	63	18	85	2	94	15	111	360
*** BREAK ***																	
03:45 PM	9	77	5	91	12	60	7	79	6	87	10	103	8	81	17	106	379
Total	9	77	5	91	12	60	7	79	6	87	10	103	8	81	17	106	379
04:00 PM	0	85	5	90	10	53	10	73	9	85	14	108	6	75	7	88	359
04:15 PM	7	76	4	87	12	47	5	64	10	88	12	110	5	83	10	98	359
04:30 PM	10	85	8	103	14	71	10	95	8	98	13	119	7	84	11	102	419
04:45 PM	6	77	6	89	10	68	16	94	13	94	10	117	8	71	12	91	391
Total	23	323	23	369	46	239	41	326	40	365	49	454	26	313	40	379	1528
05:00 PM	6	85	3	94	7	64	8	79	10	86	21	117	8	81	14	103	393
Grand Total	104	1265	84	1453	154	856	141	1151	128	1422	209	1759	89	1524	189	1802	6165
Apprch %	7.2	87.1	5.8		13.4	74.4	12.3		7.3	80.8	11.9		4.9	84.6	10.5		
Total %	1.7	20.5	1.4	23.6	2.5	13.9	2.3	18.7	2.1	23.1	3.4	28.5	1.4	24.7	3.1	29.2	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Governor's @ Loockerman

1206 Forrest Avenue

File Name : Governors_Loockerman

County: Kent

Dover, Delaware 19904

Site Code : 00000000

Weather: Clear

Start Date : 04/20/2004

Counters: T Marando

Page No : 1

Groups Printed- Cars

	GOVERNORS AVE Southbound				LOOCKERMAN ST Westbound				GOVERNORS AVE Northbound				LOOCKERMAN ST Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
07:15 AM	6	38	1	45		1	21	2	24	6	54	5	65	3	87	10	100	234
07:30 AM	1	58	3	62		2	18	5	25	6	77	7	90	5	84	6	95	272
07:45 AM	4	91	1	96		3	32	4	39	2	84	5	91	1	116	8	125	351
Total	11	187	5	203		6	71	11	88	14	215	17	246	9	287	24	320	857
08:00 AM	0	76	4	80		3	24	3	30	3	70	8	81	4	84	10	98	289
08:15 AM	5	63	3	71		5	26	4	35	5	66	4	75	1	65	9	75	256
08:30 AM	4	54	2	60		7	36	4	47	6	79	10	95	3	73	8	84	286
*** BREAK ***																		
Total	9	193	9	211		15	86	11	112	14	215	22	251	8	222	27	257	831
*** BREAK ***																		
11:45 AM	7	64	6	77		7	48	12	67	5	67	14	86	5	89	9	103	333
Total	7	64	6	77		7	48	12	67	5	67	14	86	5	89	9	103	333
12:00 PM	6	57	10	73		13	60	8	81	8	85	14	107	7	83	10	100	361
12:15 PM	7	74	6	87		15	49	16	80	8	77	12	97	5	100	9	114	378
12:30 PM	12	55	4	71		11	.57	7	75	7	63	15	85	5	82	11	98	329
12:45 PM	7	66	6	79		7	56	4	67	9	69	16	94	4	74	11	89	329
Total	32	252	26	310		46	222	35	303	32	294	57	383	21	339	41	401	1397
01:00 PM	6	64	7	77		12	59	14	85	4	61	18	83	2	93	15	110	355
*** BREAK ***																		
Total	6	64	7	77		12	59	14	85	4	61	18	83	2	93	15	110	355
*** BREAK ***																		
03:45 PM	8	75	5	88		12	59	7	78	5	86	10	101	8	78	17	103	370
Total	8	75	5	88		12	59	7	78	5	86	10	101	8	78	17	103	370
04:00 PM	0	83	5	88		10	53	10	73	9	82	14	105	6	73	7	86	352
04:15 PM	7	75	4	86		12	45	5	62	8	86	12	106	5	81	10	96	350
04:30 PM	10	83	7	100		14	71	10	95	8	96	13	117	7	80	11	98	410
04:45 PM	6	75	6	87		9	68	16	93	13	93	9	115	8	70	12	90	385
Total	23	316	22	361		45	237	41	323	38	357	48	443	26	304	40	370	1497
05:00 PM	6	85	3	94		7	64	8	79	10	84	21	115	8	79	14	101	389
Grand Total	102	1236	83	1421		150	846	139	1135	122	1379	207	1708	87	1491	187	1765	6029
Apprch %	7.2	87.0	5.8			13.2	74.5	12.2		7.1	80.7	12.1		4.9	84.5	10.6		
Total %	1.7	20.5	1.4	23.6		2.5	14.0	2.3	18.8	2.0	22.9	3.4	28.3	1.4	24.7	3.1	29.3	

Rummel, Klepper & Kahl, LLP

Consulting Engineers

Location: Governor's @ Loockerman

1206 Forrest Avenue

File Name : Governors_Loockerman

County: Kent

Dover, Delaware 19904

Site Code : 00000000

Weather: Clear

Start Date : 04/20/2004

Counters: T Marando

Page No : 1

Groups Printed- Trucks

Start Time	GOVERNORS AVE Southbound				LOOCKERMAN ST Westbound				GOVERNORS AVE Northbound				LOOCKERMAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	2	0	2	0	2	1	3	0	1	0	1	0	2	0	2	8
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	4	0	4	8
07:45 AM	0	4	0	4	0	0	1	1	0	1	0	1	1	2	0	3	9
Total	0	7	0	7	0	2	2	4	0	5	0	5	1	8	0	9	25
08:00 AM	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
08:15 AM	0	1	0	1	0	1	0	1	0	7	0	7	1	0	0	1	10
08:30 AM	0	3	0	3	0	1	0	1	0	8	0	8	0	2	1	3	15
BREAK																	
Total	0	5	0	5	1	2	0	3	0	18	0	18	1	2	1	4	30
*** BREAK ***																	
11:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
12:00 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	1	1	5
12:15 PM	0	0	0	0	0	2	0	2	0	3	1	4	0	3	0	3	9
12:30 PM	1	0	0	1	1	0	0	1	0	2	0	2	0	2	0	2	6
12:45 PM	0	2	0	2	1	0	0	1	2	1	0	3	0	1	0	1	7
Total	1	4	0	5	2	2	0	4	3	7	1	11	0	6	1	7	27
01:00 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
BREAK																	
Total	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
*** BREAK ***																	
03:45 PM	1	2	0	3	0	1	0	1	1	1	0	2	0	3	0	3	9
Total	1	2	0	3	0	1	0	1	1	1	0	2	0	3	0	3	9
04:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	2	0	2	7
04:15 PM	0	1	0	1	0	2	0	2	2	2	0	4	0	2	0	2	9
04:30 PM	0	2	1	3	0	0	0	0	0	2	0	2	0	4	0	4	9
04:45 PM	0	2	0	2	1	0	0	1	0	1	1	2	0	1	0	1	6
Total	0	7	1	8	1	2	0	3	2	8	1	11	0	9	0	9	31
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
Grand Total	2	29	1	32	4	10	2	16	6	43	2	51	2	33	2	37	136
Apprch %	6.3	90.6	3.1		25.0	62.5	12.5		11.8	84.3	3.9		5.4	89.2	5.4		
Total %	1.5	21.3	0.7	23.5	2.9	7.4	1.5	11.8	4.4	31.6	1.5	37.5	1.5	24.3	1.5	27.2	

Bicycle and Pedestrian Count Sheet

Intersection: GOVERNORS AVE (N/S) VS. Locust Grove St. (E/W) Counter: Tom				Date: 4/20/04				
Interval Ending	Bicycles			Pedestrians and School Children				
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
6:15 AM								
6:30 AM								
6:45 AM								
7:00 AM								
7:15 AM								
7:30 AM					/		11	
7:45 AM					/		11	
8:00 AM	1				/			
8:15 AM								
8:30 AM					/			
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
10:00 AM								
10:15 AM								
10:30 AM								
10:45 AM								
11:00 AM								
11:15 AM								
11:30 AM								
11:45 AM								
12:00 PM							1	

11:53 AMBLANCE

Bicycle and Pedestrian Count Sheet

Intersection:		Counter:		Date:					
Interval Ending		Bicycles		Pedestrians and School Children					
		Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
12:15 PM	/								
12:30 PM									
12:45 PM									
1:00 PM									
1:15 PM	/								
1:30 PM									
1:45 PM									
2:00 PM									
2:15 PM									
2:30 PM									
2:45 PM									
3:00 PM									
3:15 PM									
3:30 PM									
3:45 PM									
4:00 PM	/								
4:15 PM									
4:30 PM									
4:45 PM									
5:00 PM									
5:15 PM									
5:30 PM									
5:45 PM									
6:00 PM									
6:15 PM									
6:30 PM									
6:45 PM	/								
7:00 PM									

1246

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Rummel, Klepper & Kahl, LLP

Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

File Name : Governors_North

Site Code : 00000000

Start Date : 04/20/2004

Page No : 1

Location: Governor's @ North

County: Kent

Weather: Clear

Counters: T Deschepper

Groups Printed- Cars - Trucks

Start Time	GOVERNORS AVE Southbound				NORTH ST Westbound				GOVERNORS AVE Northbound				NORTH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:15 AM	0	55	0	55	0	20	4	24	3	63	2	68	1	48	0	49	196
07:30 AM	1	62	0	63	1	19	3	23	3	85	4	92	6	58	6	70	248
07:45 AM	8	96	1	105	1	26	2	29	4	84	6	94	0	79	19	98	326
Total	9	213	1	223	2	65	9	76	10	232	12	254	7	185	25	217	770
08:00 AM	5	82	4	91	2	29	4	35	7	85	11	103	2	56	16	74	303
08:15 AM	4	72	4	80	1	26	1	28	9	75	13	97	3	43	13	59	264
08:30 AM	4	70	2	76	5	34	4	43	10	95	8	113	1	35	10	46	278
*** BREAK ***																	
Total	13	224	10	247	8	89	9	106	26	255	32	313	6	134	39	179	845
*** BREAK ***																	
11:45 AM	2	75	8	85	5	30	7	42	4	81	4	89	7	33	6	46	262
Total	2	75	8	85	5	30	7	42	4	81	4	89	7	33	6	46	262
12:00 PM	6	67	5	78	3	53	6	62	9	91	3	103	7	32	10	49	292
12:15 PM	8	88	7	103	1	49	6	56	8	85	5	98	5	46	12	63	320
12:30 PM	4	74	3	81	4	38	7	49	10	81	9	100	2	36	7	45	275
12:45 PM	5	78	4	87	8	30	5	43	8	85	9	102	5	31	8	44	276
Total	23	307	19	349	16	170	24	210	35	342	26	403	19	145	37	201	1163
01:00 PM	1	86	8	95	5	43	9	57	2	72	7	81	5	48	7	60	293
*** BREAK ***																	
Total	1	86	8	95	5	43	9	57	2	72	7	81	5	48	7	60	293
*** BREAK ***																	
03:45 PM	6	101	5	112	2	40	6	48	6	89	6	101	4	45	6	55	316
Total	6	101	5	112	2	40	6	48	6	89	6	101	4	45	6	55	316
04:00 PM	4	94	5	103	4	56	6	66	11	109	5	125	3	35	7	45	339
04:15 PM	2	85	3	90	5	58	7	70	7	91	7	105	3	31	8	42	307
04:30 PM	4	107	1	112	4	92	8	104	12	112	6	130	3	26	7	36	382
04:45 PM	6	95	4	105	7	94	8	109	17	96	4	117	3	30	7	40	371
Total	16	381	13	410	20	300	29	349	47	408	22	477	12	122	29	163	1399
05:00 PM	2	96	7	105	3	71	6	80	13	106	2	121	3	26	13	42	348
Grand Total	72	1483	71	1626	61	808	99	968	143	1585	111	1839	63	738	162	963	5396
Apprch %	4.4	91.2	4.4		6.3	83.5	10.2		7.8	86.2	6.0		6.5	76.6	16.8		
Total %	1.3	27.5	1.3	30.1	1.1	15.0	1.8	17.9	2.7	29.4	2.1	34.1	1.2	13.7	3.0	17.8	

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Consulting Engineers

1206 Forrest Avenue

Dover, Delaware 19904

File Name : Governors_North

Site Code : 00000000

Start Date : 04/20/2004

Page No : 1

Location: Governor's @ North

County: Kent

Weather: Clear

Counters: T Deschepper

Groups Printed- Cars

	GOVERNORS AVE Southbound				NORTH ST Westbound				GOVERNORS AVE Northbound				NORTH ST Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
07:15 AM	0	55	0	55		0	20	4	24	3	63	2	68	1	48	0	49	196
07:30 AM	1	62	0	63		1	19	3	23	3	85	4	92	6	58	6	70	248
07:45 AM	8	96	1	105		1	26	2	29	4	84	6	94	0	79	19	98	326
Total	9	213	1	223		2	65	9	76	10	232	12	254	7	185	25	217	770
08:00 AM	5	82	4	91		2	29	4	35	7	85	11	103	2	56	16	74	303
08:15 AM	4	72	4	80		1	26	1	28	9	75	13	97	3	43	13	59	264
08:30 AM	4	70	2	76		5	34	4	43	10	95	8	113	1	35	10	46	278
*** BREAK ***																		
Total	13	224	10	247		8	89	9	106	26	255	32	313	6	134	39	179	845
*** BREAK ***																		
11:45 AM	2	73	8	83		5	30	7	42	4	81	4	89	7	33	6	46	260
Total	2	73	8	83		5	30	7	42	4	81	4	89	7	33	6	46	260
12:00 PM	6	65	4	75		3	53	6	62	9	90	3	102	6	32	10	48	287
12:15 PM	8	88	7	103		1	47	6	54	8	81	5	94	5	45	12	62	313
12:30 PM	4	74	3	81		4	38	7	49	10	80	9	99	2	36	7	45	274
12:45 PM	5	76	4	85		8	30	5	43	8	84	8	100	5	31	8	44	272
Total	23	303	18	344		16	168	24	208	35	335	25	395	18	144	37	199	1146
01:00 PM	1	86	8	95		5	43	9	57	1	70	7	78	4	47	7	58	288
*** BREAK ***																		
Total	1	86	8	95		5	43	9	57	1	70	7	78	4	47	7	58	288
*** BREAK ***																		
03:45 PM	6	99	5	110		2	40	6	48	6	88	5	99	4	45	6	55	312
Total	6	99	5	110		2	40	6	48	6	88	5	99	4	45	6	55	312
04:00 PM	4	94	5	103		4	53	6	63	11	104	5	120	3	32	7	42	328
04:15 PM	2	84	3	89		5	58	6	69	7	88	6	101	2	31	8	41	300
04:30 PM	4	104	1	109		4	91	8	103	12	111	6	129	3	26	7	36	377
04:45 PM	6	91	4	101		7	94	7	108	17	96	4	117	3	29	7	39	365
Total	16	373	13	402		20	296	27	343	47	399	21	467	11	118	29	158	1370
05:00 PM	2	95	7	104		3	67	6	76	12	104	2	118	3	26	13	42	340
Grand Total	72	1466	70	1608		61	798	97	956	141	1564	108	1813	60	732	162	954	5331
Apprch %	4.5	91.2	4.4			6.4	83.5	10.1		7.8	86.3	6.0		6.3	76.7	17.0		
Total %	1.4	27.5	1.3	30.2		1.1	15.0	1.8	17.9	2.6	29.3	2.0	34.0	1.1	13.7	3.0	17.9	

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1206 Forrest Avenue

Dover, Delaware 19904

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Site Code : 00000000

Start Date : 04/20/2004

Page No : 1

Location: Governor's @ North

County: Kent

Weather: Clear

Counters: T Deschepper

Groups Printed- Trucks

Start Time	GOVERNORS AVE Southbound				NORTH ST Westbound				GOVERNORS AVE Northbound				NORTH ST Eastbound				Int Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
*** BREAK ***																	
11:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
12:15 PM	0	0	0	0	0	2	0	2	0	4	0	4	0	1	0	1	7
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total	0	4	1	5	0	2	0	2	0	7	1	8	1	1	0	2	17
01:00 PM	0	0	0	0	0	0	0	0	1	2	0	3	1	1	0	2	5
*** BREAK ***									1	2	0	3	1	1	0	2	5
Total	0	0	0	0	0	0	0	0	1	2	0	3	1	1	0	2	5
*** BREAK ***																	
03:45 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:00 PM	0	0	0	0	0	3	0	3	0	5	0	5	0	3	0	3	11
04:15 PM	0	1	0	1	0	0	1	1	0	3	1	4	1	0	0	1	7
04:30 PM	0	3	0	3	0	1	0	1	0	1	0	1	0	0	0	0	5
04:45 PM	0	4	0	4	0	0	1	1	0	0	0	0	0	1	0	1	6
Total	0	8	0	8	0	4	2	6	0	9	1	10	1	4	0	5	29
05:00 PM	0	1	0	1	0	4	0	4	1	2	0	3	0	0	0	0	8
Grand Total	0	17	1	18	0	10	2	12	2	21	3	26	3	6	0	9	65
Apprch %	0.0	94.4	5.6		0.0	83.3	16.7		7.7	80.8	11.5		33.3	66.7	0.0		
Total %	0.0	26.2	1.5	27.7	0.0	15.4	3.1	18.5	3.1	32.3	4.6	40.0	4.6	9.2	0.0	13.8	

Governor's Ave @ North St. Tim

4/20/04

Bicycle and Pedestrian Count Sheet							
Intersection:	Counter: 14-2240				Date:		
Interval Ending	Bicycles				Pedestrians and School Children		
	Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg
6:15 AM							
6:30 AM							
6:45 AM							
7:00 AM							
7:15 AM						11	
7:30 AM						1	
7:45 AM						1	
8:00 AM							
8:15 AM						1	
8:30 AM			1		1	1	
8:45 AM							
9:00 AM							
9:15 AM							
9:30 AM							
9:45 AM							
10:00 AM							
10:15 AM							
10:30 AM							
10:45 AM							
11:00 AM							
11:15 AM							
11:30 AM						111	
11:45 AM						11	
12:00 PM			1		23	1111	

11:45 - 12:15

12:07 Horse Buggy WB right

Truck almost takes girl
7.5m

1 car into Delmar
Appliance 12:29

School Dart
11:51 11:51 12:05
12:06 11:55

8:48 School 303 DHRT 8:44 8:32
8:24 7:28 1 7:24 8:08 7:26 7:57
7:22 7:33 8:00 8:02 8:03

Bicycle and Pedestrian Count Sheet

Intersection:		Counter:				Date:			
Interval Ending		Bicycles				Pedestrians and School Children			
		Northbound	Southbound	Eastbound	Westbound	Across North Leg	Across South Leg	Across East Leg	Across West Leg
12:15 PM									11
12:30 PM						1			
12:45 PM							1	11	
1:00 PM									1
1:15 PM									
1:30 PM									
1:45 PM									
2:00 PM									
2:15 PM									
2:30 PM									
2:45 PM									
3:00 PM									
3:15 PM									
3:30 PM	1					1			11
3:45 PM							1		
4:00 PM									11
4:15 PM	1						1		11
4:30 PM								11	11
4:45 PM								1	
5:00 PM								11	
5:15 PM									
5:30 PM									
5:45 PM									
6:00 PM									
6:15 PM									
6:30 PM									
6:45 PM									
7:00 PM									

Backup WB 5:14
 Backup 4:44 NB
 " 4:45 > NB
 Dart 5:10
 Dart 12:23 School Bus
 Backup 4:35 NB
 " 4:36
 " 4:38
 " 4:39
 " 4:40
 Ambulance 4:22
 Dart 4:55
 Dart 12:54
 " 4:54
 " 4:55
 4:11 Dart 4:33
 2 Dart 4:14
 Dart 4:48
 Backup 4:22 NB
 " 4:24 NB
 " 4:25
 " 4:26
 " 4:42

APPENDIX E

SYNCHRO/SimTraffic Capacity Analysis Data

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.4	13.7	14.1	4.7	11.0
Total Stops	210	193	132	50	674

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.4	15.1	10.5	2.5	10.4
Total Stops	200	104	222	64	590

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.6	9.0	12.2	17.2	13.6
Total Stops	352	157	180	320	1009

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.4	21.9	12.1	19.7	16.7
Total Stops	302	146	153	252	853

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.2	6.3	0.4
Total Stops	9	10	19	28

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	4.2	0.7	0.2	1.8
Total Stops	168	28	10	196

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	4.3	1.7
Total Stops	0	55	55

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.0	6.0	6.9	3.2
Total Stops	29	49	123	201

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Lockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	4.7	6.2	2.1
Total Stops	8	113	146	267

Total Network Performance

	All
St Del/Veh (s)	24.5
Total Stops	3892

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.0	16.0	12.5	3.5	10.7
Total Stops	209	108	126	354	637

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.6	17.2	9.6	4.3	11.4
Total Stops	217	126	204	74	621

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	12.9	9.0	11.3	18.1	13.2
Total Stops	309	159	140	322	930

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.9	20.0	12.9	19.6	16.4
Total Stops	260	131	166	228	785

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.2	3.7	0.3
Total Stops	1	1	14	19

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.3	0.8	0.3	2.2
Total Stops	176	30	2	208

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	2.9	1.2
Total Stops	0	68	68

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	0.7	5.9	7.1	2.9
Total Stops	19	62	105	186

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	4.9	5.7	2.1
Total Stops	9	10	143	262

Total Network Performance

	All
St Del/Veh (s)	24.3
Total Stops	3722

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.1	18.5	14.3	3.0	12.0
Total Stops	219	108	339	50	716

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.7	19.3	10.2	3.0	11.5
Total Stops	223	123	212	66	624

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.5	9.2	12.7	16.9	12.9
Total Stops	295	164	161	334	954

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.1	20.5	8.9	22.5	16.4
Total Stops	260	146	107	268	781

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.1	0.2	3.9	0.3
Total Stops	3	0	23	26

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.8	1.0	0.2	2.6
Total Stops	79	35	2	216

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	2.9	1.2
Total Stops	0	63	63

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	0.7	5.1	6.3	2.4
Total Stops	25	57	100	182

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	6.1	5.9	2.2
Total Stops	38	117	138	258

Total Network Performance

	EB	NB	SB	Total
St Del/Veh (s)	24.7			
Total Stops	3831			

**SimTraffic Performance Report
Existing Conditions - Midday Peak Hour**

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.7	14.2	13.2	3.7	11.5
Total Stops	201	118	305	64	688

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.0	21.5	9.8	4.7	12.4
Total Stops	169	200	194	94	657

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.9	8.4	13.2	17.4	14.3
Total Stops	364	205	229	302	1100

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.4	20.6	14.3	18.2	17.1
Total Stops	287	300	216	237	1040

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	0.9	0.6	7.3	1.3	
Total Stops	50	16	64	130	

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	7.6	0.6	0.3	2.5
Total Stops	170	40	1	211

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	5.9	2.7
Total Stops	0	131	131

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	4.5	6.3	7.2	5.3
Total Stops	87	83	138	308

SimTraffic Performance Report
Existing Conditions - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	8.9	6.9	3.3
Total Stops	120	193	162	436

Total Network Performance

	All
St Del/Veh (s)	28.2
Total Stops	4694

SimTraffic Performance Report
Existing Conditions - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.6	14.0	14.7	3.5	12.3
Total Stops	187	107	312	55	661

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.6	16.5	8.7	3.9	10.8
Total Stops	154	154	178	90	576

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	8.8	14.5	17.2	14.6
Total Stops	387	202	220	289	1098

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.9	30.6	13.4	18.6	18.6
Total Stops	256	333	187	212	988

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.5	0.5	7.2	1.1
Total Stops	25	12	75	112

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.4	0.6	0.4	1.8
Total Stops	143	29	5	177

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	5.4	2.5
Total Stops	10	147	147

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.9	6.3	7.0	3.7
Total Stops	57	73	155	285

SimTraffic Performance Report
Existing Conditions - Midday Peak Hour

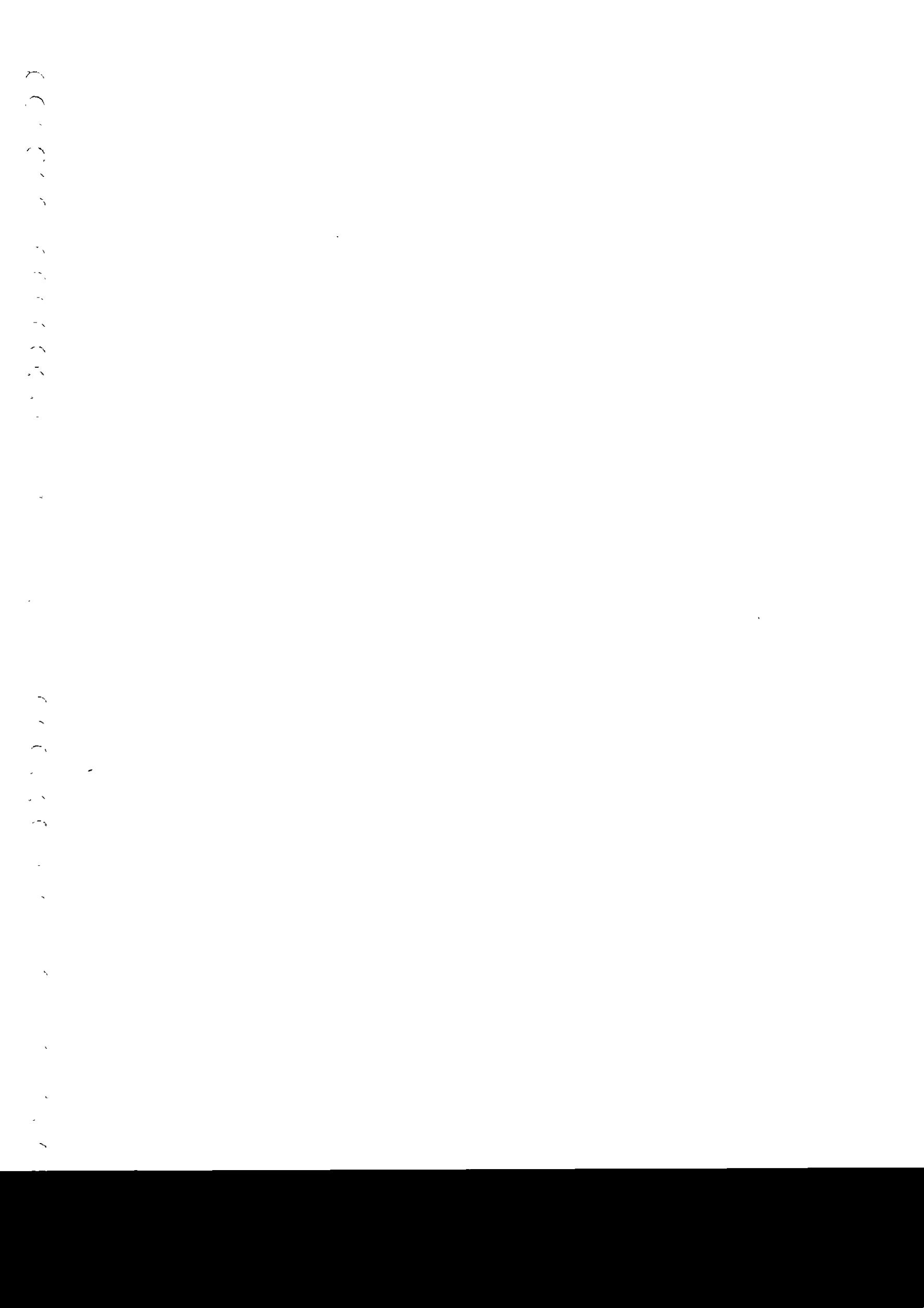
7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.2	10.1	6.9	3.2
Total Stops	18	158	155	331

Total Network Performance

	All
St Del/Veh (s)	28.2
Total Stops	4424



SimTraffic Performance Report
Existing Conditions - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.3	17.4	13.1	3.8	12.4
Total Stops	226	136	294	65	721

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	25.8	18.1	10.1	4.2	12.8
Total Stops	189	199	205	84	677

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.0	7.8	12.1	17.7	13.4
Total Stops	322	202	190	308	1022

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.6	26.1	13.1	17.8	19.6
Total Stops	347	338	186	225	1096

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	1.3	0.4	11.7	2.0
Total Stops	55	17	86	158

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	6.9	0.5	0.3	2.4
Total Stops	78	31	16	210

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	6.2	3.0
Total Stops	10	137	137

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.9	7.0	7.8	3.9
Total Stops	51	88	149	280

SimTraffic Performance Report
Existing Conditions - Midday Peak Hour

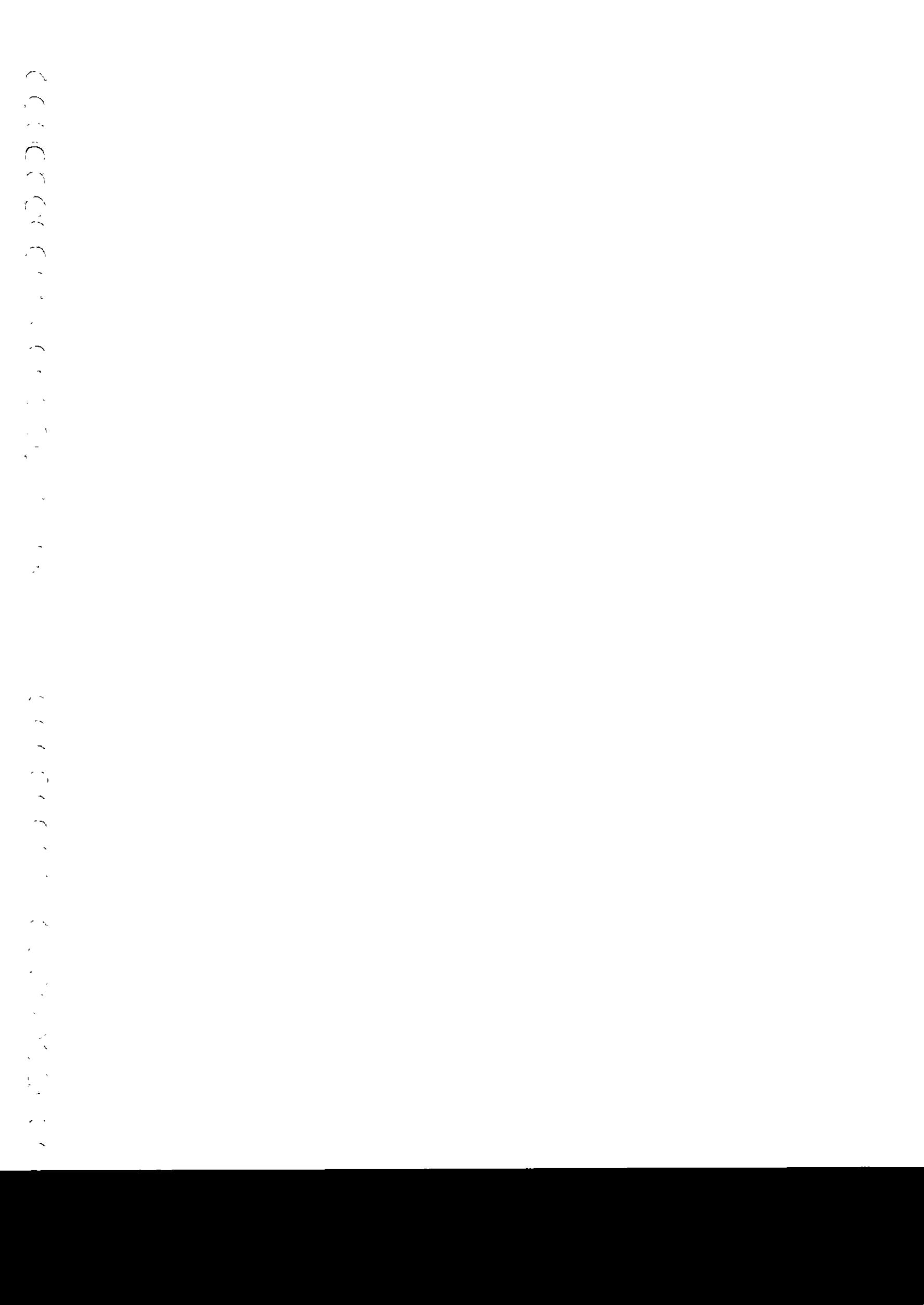
7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NBE	SB	Total
St Del/Veh (s)	0.5	8.9	7.7	3.7
Total Stops	117	198	152	367

Total Network Performance

	EB	NBE	SB	Total
St Del/Veh (s)	29.4			
Total Stops	4762			



SimTraffic Performance Report
Existing Conditions - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.3	20.6	13.2	3.3	13.0
Total Stops	162	292	351	61	866

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.2	18.1	10.9	4.1	11.6
Total Stops	215	343	295	98	851

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.0	8.5	13.2	16.5	13.2
Total Stops	307	212	217	352	1088

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.6	23.2	16.5	19.3	18.6
Total Stops	259	362	285	293	1199

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.5	0.2	9.2	0.7
Total Stops	14	7	36	57

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	7.5	1.0	0.3	2.1
Total Stops	134	81	3	218

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	7.1	3.9
Total Stops	0	180	180

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.7	7.0	21.7	8.1
Total Stops	56	85	206	347

SimTraffic Performance Report
Existing Conditions - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	10.9	7.1	4.0
Total Stops	6	197	213	416

Total Network Performance

	All
St Del/Veh (s)	29.7
Total Stops	5356

SimTraffic Performance Report
Existing Conditions - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.3	25.4	23.7	3.8	18.8
Total Stops	156	333	560	62	1111

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	25.6	11.0	4.0	14.0
Total Stops	119	429	248	97	893

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.0	8.6	17.3	19.7	15.1
Total Stops	312	224	290	360	1186

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.2	26.7	13.5	20.9	19.8
Total Stops	285	349	224	263	1121

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	0.2	0.3	8.4	0.8	
Total Stops	10	15	50	65	

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	8.4	1.2	0.4	2.3
Total Stops	131	86	4	221

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	6.6	3.6
Total Stops	0	177	177

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	1.8	8.9	13.2	5.9	
Total Stops	75	88	203	366	

SimTraffic Performance Report
Existing Conditions - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.0	10.7	6.6	3.9
Total Stops	4	194	225	423

Total Network Performance

	All
St Del/Veh (s)	33.7
Total Stops	5669

SimTraffic Performance Report
Existing Conditions - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.8	21.3	15.5	3.5	14.5
Total Stops	185	280	360	61	886

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.1	24.5	13.7	3.6	14.4
Total Stops	137	383	330	91	941

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.0	8.5	11.7	20.2	13.5
Total Stops	324	224	182	373	1103

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.6	23.9	15.5	18.7	18.1
Total Stops	267	337	264	297	1165

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.2	7.0	0.6
Total Stops	3	7	39	59

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	8.9	1.1	0.4	2.5
Total Stops	135	84	4	223

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	7.6	4.2
Total Stops	0	188	188

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.7	10.6	14.3	6.1
Total Stops	62	84	190	336

SimTraffic Performance Report
Existing Conditions - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.0	14.6	7.2	5.0
Total Stops		215	197	413

Total Network Performance

	AADT
St Del/Veh (s)	31.4
Total Stops	5464

SimTraffic Performance Report
Existing Conditions - AM Peak Hour - ~~STATE LT PROHIBITION~~

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.1	15.8	11.8	2.4	9.7
Total Stops	182	104	1282	38	606

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.6	18.7	11.3	2.9	12.5
Total Stops	222	150	282	63	717

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.8	9.3	11.0	18.5	13.5
Total Stops	341	161	133	342	977

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	24.2	14.0	19.7	18.1
Total Stops	284	152	176	221	833

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.1	0.3	4.9	0.4
Total Stops	4	2	24	30

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	4.3	0.9	0.3	1.8
Total Stops	172	28	4	204

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	2.7	1.1
Total Stops	10	37	37

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	0.7	5.5	5.1	2.3
Total Stops	21	57	99	177

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	6.8	7.1	2.5
Total Stops	103	114	134	248

Total Network Performance

	All
St Del/Veh (s)	24.7
Total Stops	3834

SimTraffic Performance Report

Existing Conditions - AM Peak Hour - STATE St. LT PROHIBITION

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	10.7	15.1	10.2	2.1	9.2
Total Stops	195	105	217	32	549

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.2	19.5	10.9	3.5	11.7
Total Stops	211	154	297	67	729

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.2	10.1	12.6	16.1	13.2
Total Stops	310	153	162	316	941

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.8	21.0	14.0	18.6	15.4
Total Stops	217	154	165	220	756

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.1	0.2	4.1	0.2
Total Stops	0	0	18	19

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	6.3	0.6	0.3	2.4
Total Stops	180	31	2	213

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	3.2	1.3
Total Stops	0	55	55

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.9	5.6	7.3	3.6
Total Stops	55	48	113	216

SimTraffic Performance Report

Existing Conditions - AM Peak Hour - STATE ST. LT PROJECTION (MIDDAY PEAK) 7/17/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.2	19.4	13.2	3.7	12.6
Total Stops	231	222	235	60	648

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	23.7	21.8	11.1	3.1	12.8
Total Stops	184	186	241	85	696

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.9	8.5	11.2	17.5	12.8
Total Stops	370	199	177	334	1080

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.5	32.4	16.6	20.0	21.4
Total Stops	339	367	223	250	1179

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.3	0.6	9.4	1.2
Total Stops	24	17	78	109

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	8.0	0.6	0.3	2.7
Total Stops	176	32	2	210

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	6.6	3.2
Total Stops	0	154	154

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.9	7.4	6.8	3.7
Total Stops	62	91	146	299

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	11.4	7.2	3.7
Total Stops	3	179	166	348

Total Network Performance

	AVG
St Del/Veh (s)	29.5
Total Stops	4803

SimTraffic Performance Report

Existing Conditions - AM Peak Hour STATE St. LT Peaking (MIDDAY PEAK) 7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.1	16.2	10.4	2.9	10.4
Total Stops	202	123	216	21	582

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.3	22.4	11.0	3.1	12.5
Total Stops	168	246	255	69	738

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.9	8.2	10.8	17.0	13.0
Total Stops	369	211	172	305	1057

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.7	26.7	13.9	19.5	19.7
Total Stops	292	307	206	242	1047

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.6	2.0	12.1	2.3
Total Stops	27	18	90	135

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	8.5	0.6	0.3	2.7
Total Stops	75	28	0	203

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	5.8	2.8
Total Stops	0	136	136

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	3.4	8.4	13.2	6.6
Total Stops	66	90	169	325

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total	VEH	PER VEH
St Del/Veh (s)	0.1	11.8	6.7	3.8		
Total Stops	4	189	168	361		

Total Network Performance

	All
St Del/Veh (s)	28.6
Total Stops	4664

SimTraffic Performance Report

Existing Conditions - AM Peak Hour STATE ST. LT PROVISION (Midday Peak) 7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.6	16.1	11.5	3.3	11.5
Total Stops	233	102	245	49	629

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.6	20.0	11.4	3.9	12.4
Total Stops	166	194	275	93	728

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.8	8.3	10.1	15.6	12.0
Total Stops	353	199	169	286	1007

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.7	34.5	14.0	20.6	21.7
Total Stops	324	360	191	255	1130

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.4	0.3	10.2	1.2
Total Stops	26	15	73	104

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	8.9	0.7	0.4	3.0
Total Stops	182	34	5	221

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	6.0	2.8
Total Stops	0	148	148

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	2.4	6.0	8.7	4.6
Total Stops	68	91	170	329

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.4	9.8	7.3	3.7
Total Stops	16	176	161	353

Total Network Performance

	All
St Del/Veh (s)	28.8
Total Stops	4733

SimTraffic Performance Report

Existing Conditions ~~AM Peak Hour - STATE ST. (LT PROHIBITION)~~

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.1	24.9	17.6	3.1	15.7
Total Stops	155	288	343	59	845

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.9	23.9	16.2	4.3	15.2
Total Stops	112	381	429	96	1018

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.1	9.8	19.6	22.2	16.8
Total Stops	320	210	275	426	1231

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	30.2	28.2	23.9	20.5	25.6
Total Stops	369	352	353	300	1374

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.6	6.3	0.7
Total Stops	5	9	41	55

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	11.0	1.2	0.4	2.7
Total Stops	129	82	6	217

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	10.2	5.5
Total Stops	0	224	224

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	6.5	16.0	182.9	63.6
Total Stops	126	64	231	421

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.0	8.6	6.0	3.2
Total Stops	171	229	401	

Total Network Performance

All	
St Del/Veh (s)	49.6
Total Stops	6022

SimTraffic Performance Report

Existing Conditions ~~8AM Peak Hour - STATE ST. LT PROHIBITION~~

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	72.2	25.1	32.7	3.6	28.3
Total Stops	269	309	348	76	1002

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	52.5	43.4	37.6	4.6	31.7
Total Stops	170	504	535	100	1309

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.7	8.2	19.1	20.7	16.5
Total Stops	389	217	254	392	1252

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.7	23.7	23.4	26.0	23.4
Total Stops	322	343	355	347	1367

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	1.3	0.1	13.0	1.6
Total Stops	33	0	52	83

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	78.5	19.4	0.4	25.5
Total Stops	149	208	7	364

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.3	8.9	4.8
Total Stops	21	214	216

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	11.4	17.4	76.0	31.7
Total Stops	172	87	209	468

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	S/SB	Total
St Del/Veh (s)	1.1	57.7	6.6	14.0
Total Stops	16	219	219	454

Total Network Performance

	EB	NB	S/SB	Total
St Del/Veh (s)	61.1			
Total Stops	6765			

SimTraffic Performance Report

Existing Conditions ~~AM Peak Hour - State Sr. LT PROHIBITION~~

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.1	18.3	11.0	3.1	11.6
Total Stops	49	240	236	55	680

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	25.9	23.3	16.5	3.6	15.4
Total Stops	135	386	388	90	999

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.9	8.6	12.3	21.8	14.5
Total Stops	357	222	197	414	1190

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	23.5	16.9	21.9	19.9
Total Stops	290	345	312	318	1265

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.1	13.3	0.9
Total Stops	6	2	47	55

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	7.2	0.8	0.4	1.9
Total Stops	122	61	2	185

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	10.1	5.3
Total Stops	0	195	195

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	3.3	14.1	41.6	14.8
Total Stops	100	78	174	352

SimTraffic Performance Report
Existing Conditions - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	WF	SB	Total
St Del/Veh (s)	0.1	14.9		7.8	4.8
Total Stops		192		192	388

Total Network Performance

	All
St Del/Veh (s)	34.7
Total Stops	5591

SimTraffic Performance Report
Left Turn Prohibition - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.7	11.3	12.5	1.6	9.4
Total Stops	246	61	252	24	583

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.3	21.3	10.8	2.8	11.8
Total Stops	241	128	286	54	709

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.2	8.1	10.3	16.2	12.3
Total Stops	331	183	116	298	928

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.7	18.4	14.3	20.5	16.9
Total Stops	263	145	177	257	842

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.1	0.2	4.4	0.2
Total Stops	2	1	17	20

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	8.7	0.7	0.2	3.6
Total Stops	234	33	0	267

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	3.0	1.3
Total Stops	0	73	73

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	0.9	5.2	5.8	2.6
Total Stops	31	81	18	230

SimTraffic Performance Report
Left Turn Prohibition - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.0	5.9	5.8	2.5
Total Stops	0	144	160	304

Total Network Performance

All
St Del/Veh (s)
Total Stops

SimTraffic Performance Report
Left Turn Prohibition - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	12.7	10.5	9.9	3.0	9.0
Total Stops	240	168	209	35	552

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.2	19.8	9.8	3.8	12.2
Total Stops	240	135	247	64	686

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	12.9	9.7	9.5	16.3	12.3
Total Stops	324	145	115	290	874

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.6	20.2	14.8	21.2	18.0
Total Stops	265	143	173	249	830

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.2	5.1	0.4
Total Stops	8	2	19	29

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	7.6	0.6	0.3	3.2
Total Stops	231	22	10	253

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	3.0	1.3
Total Stops	10	58	58

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	0.7	5.4	5.2	2.4
Total Stops	23	67	112	202

SimTraffic Performance Report
Left Turn Prohibition - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.0	4.6	5.7	2.1
Total Stops	0	109	156	265

Total Network Performance

	TAI
St Del/Veh (s)	24.0
Total Stops	376

SimTraffic Performance Report
Left Turn Prohibition - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.2	11.4	12.1	2.2	9.3
Total Stops	219	171	244	32	566

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.9	19.1	14.8	4.1	13.3
Total Stops	230	130	292	75	727

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.8	8.6	13.7	17.5	13.6
Total Stops	312	176	167	316	971

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.4	21.7	12.3	20.7	17.4
Total Stops	276	155	125	240	796

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.3	0.2	4.3	0.4
Total Stops	11	10	18	29

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	6.7	0.7	0.3	2.7
Total Stops	223	36	11	260

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	2.5	1.1
Total Stops	10	55	55

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	0.7	5.2	5.5	2.4
Total Stops	27	80	102	209

SimTraffic Performance Report
Left Turn Prohibition - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	6.1	6.3	2.6
Total Stops	4	136	144	284

Total Network Performance

All
St Del/Veh (s)
Total Stops

SimTraffic Performance Report
Left Turn Prohibition - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.8	12.2	12.0	2.8	10.0
Total Stops	190	113	210	53	566

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	23.9	19.5	8.8	3.2	12.0
Total Stops	179	207	208	77	671

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.4	8.6	10.0	18.3	14.4
Total Stops	410	227	119	327	1083

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	24.0	28.5	15.4	20.3	21.8
Total Stops	298	282	219	246	1045

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	1.4	0.7	12.2	2.0
Total Stops	73	20	69	162

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	10.1	0.6	0.3	3.5
Total Stops	208	34	3	245

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	6.0	3.1
Total Stops	0	167	167

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.4	5.8	6.3	3.4
Total Stops	45	127	157	329

SimTraffic Performance Report
Left Turn Prohibition - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.0	10.1	8.7	3.9
Total Stops	6	227	139	372

Total Network Performance

	All
St Del/Veh (s)	29.9
Total Stops	4746

SimTraffic Performance Report
Left Turn Prohibition - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.1	13.6	10.3	2.9	10.2
Total Stops	205	195	191	42	535

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.8	24.7	10.3	3.5	13.3
Total Stops	166	185	230	74	655

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.6	7.9	12.4	17.9	13.6
Total Stops	356	226	165	306	1053

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.1	22.6	12.2	17.0	16.5
Total Stops	260	288	151	205	904

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.4	0.5	12.5	1.6
Total Stops	27	12	79	118

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	9.3	0.8	0.3	3.3
Total Stops	194	44	3	241

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	4.2	2.1
Total Stops	0	146	146

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	2.1	7.1	11.8	5.0
Total Stops	90	123	143	356

SimTraffic Performance Report
Left Turn Prohibition - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.3	13.4	7.6	4.8
Total Stops	29	216	167	412

Total Network Performance

	All
St Del/Veh (s)	27.1
Total Stops	4477

SimTraffic Performance Report
Left Turn Prohibition - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.3	15.4	10.7	2.6	10.0
Total Stops	180	194	204	42	520

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.2	28.4	11.2	3.3	13.2
Total Stops	144	202	266	79	691

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.5	8.9	11.6	16.1	13.2
Total Stops	1375	201	144	269	989

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.2	27.5	12.2	20.8	18.8
Total Stops	291	283	159	245	978

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.8	0.8	7.1	1.3
Total Stops	45	19	72	136

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	10.0	0.5	0.4	3.4
Total Stops	19	22	4	217

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	5.1	2.5
Total Stops	0	142	142

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.7	6.4	7.1	3.8
Total Stops	55	124	144	323

SimTraffic Performance Report
Left Turn Prohibition - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total	
St Del/Veh (s)	0.3	14.9	7.4	5.4	
Total Stops	10	247	141	398	

Total Network Performance

	All
St Del/Veh (s)	28.1
Total Stops	4465

SimTraffic Performance Report
Left Turn Prohibition - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	12.5	17.4	10.2	3.1	10.4
Total Stops	126	238	246	49	659

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.7	25.2	27.6	4.0	19.2
Total Stops	95	416	494	92	1097

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.4	8.3	10.0	18.0	12.5
Total Stops	303	230	154	364	1051

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	25.7	26.0	17.1	20.5	21.8
Total Stops	285	349	278	331	1243

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.4	0.4	8.2	0.8
Total Stops	15	11	42	68

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	10.6	1.0	0.4	2.8
Total Stops	149	81	3	233

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	7.3	4.1
Total Stops	10	188	88

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	2.3	9.1	27.2	10.2
Total Stops	84	87	198	369

SimTraffic Performance Report
Left Turn Prohibition - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	13.3	7.1	4.7
Total Stops	5	207	206	418

Total Network Performance

	All
St Del/Veh (s)	33.7
Total Stops	557

SimTraffic Performance Report
Left Turn Prohibition - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.2	19.5	12.8	2.4	11.9
Total Stops	146	250	287	47	730

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	32.3	28.6	16.5	3.4	17.4
Total Stops	133	428	356	89	1006

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.0	8.0	10.1	20.4	13.1
Total Stops	320	225	159	428	1132

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.6	20.7	15.0	21.0	18.0
Total Stops	259	364	299	321	1173

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.3	0.2	7.2	0.6
Total Stops	17	7	47	71

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	25.9	3.0	0.4	7.6
Total Stops	160	286	15	251

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	8.0	4.2
Total Stops	10	183	183

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	2.2	9.2	10.0	5.3
Total Stops	59	111	193	363

SimTraffic Performance Report
Left Turn Prohibition - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.2	38.3	7.2	10.5
Total Stops	9	240	170	419

Total Network Performance

	All
St Del/Veh (s)	33.9
Total Stops	5489

SimTraffic Performance Report
Left Turn Prohibition - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.1	18.1	11.7	2.5	11.0
Total Stops	163	239	261	51	714

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.0	20.7	18.6	3.2	14.9
Total Stops	126	396	376	83	981

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.1	8.7	12.6	19.1	13.4
Total Stops	300	215	173	422	1110

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.9	25.0	14.6	20.6	19.7
Total Stops	293	332	233	299	1157

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	0.4	0.1	7.3	0.7	
Total Stops	24	3	41	3	68

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	39.6	3.4	0.3	10.7
Total Stops	168	97	2	267

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	9.9	5.4
Total Stops	0	207	207

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	3.0	13.6	14.6	7.2
Total Stops	76	92	179	347

SimTraffic Performance Report
Left Turn Prohibition - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	38.1	7.3	10.4
Total Stops	13	249	188	450

Total Network Performance

	AVG
St Del/Veh (s)	35.0
Total Stops	5538

SimTraffic Performance Report
Future Traffic - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	10.8	16.7	17.4	4.1	12.1
Total Stops	240	112	143	69	762

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	23.5	20.3	12.2	2.9	13.3
Total Stops	279	133	260	61	733

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.5	9.7	19.0	16.6	15.0
Total Stops	330	184	243	341	1098

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.7	17.4	13.2	19.3	15.9
Total Stops	282	162	173	277	894

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.2	6.0	0.4
Total Stops	6	0	21	27

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.8	0.9	0.3	2.5
Total Stops	200	36	10	236

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	3.6	1.6
Total Stops	0	78	78

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.1	5.2	6.5	2.8
Total Stops	35	61	125	221

SimTraffic Performance Report
Future Traffic - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.2	5.8	6.0	2.3
Total Stops	4	121	155	280

Total Network Performance

	All
St Del/Veh (s)	26.3
Total Stops	4344

SimTraffic Performance Report
Future Traffic - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	14.0	15.2	14.1	4.7	11.8
Total Stops	259	191	324	79	753

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	21.3	18.0	11.2	2.8	11.6
Total Stops	272	121	271	72	736

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.7	9.4	14.9	19.0	14.6
Total Stops	365	170	194	385	1114

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.2	24.9	13.8	22.4	19.3
Total Stops	314	165	211	324	1014

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.2	3.8	0.3
Total Stops	7	0	23	30

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.5	0.6	0.3	2.1
Total Stops	198	39	12	239

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	3.3	1.4
Total Stops	0	78	78

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	1.2	5.6	7.8	3.4
Total Stops	36	75	126	237

SimTraffic Performance Report
Future Traffic - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	5.8	6.7	2.6
Total Stops		147	179	327

Total Network Performance

	All
St Del/Veh (s)	26.8
Total Stops	4539

SimTraffic Performance Report
Future Traffic - AM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	11.5	17.2	18.8	4.5	13.4
Total Stops	260	140	175	71	946

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.0	22.3	11.3	3.5	13.0
Total Stops	248	174	282	83	787

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	9.6	17.4	18.9	16.5
Total Stops	428	164	268	394	1254

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.3	28.4	15.4	22.5	20.2
Total Stops	349	199	213	277	1038

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.8	0.2	12.1	1.0
Total Stops	32	1	29	62

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.4	1.2	0.3	2.4
Total Stops	214	54	4	272

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	4.9	1.9
Total Stops	0	88	88

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	3.9	5.2	8.9	5.2
Total Stops	90	66	125	281

SimTraffic Performance Report
Future Traffic - AM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	6.6	7.7	2.5
Total Stops	14	119	167	290

Total Network Performance

	All
St Del/Veh (s)	30.5
Total Stops	5045

SimTraffic Performance Report
Future Traffic - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.7	14.0	16.3	4.1	12.7
Total Stops	200	97	1357	74	1728

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.4	22.7	10.0	3.2	12.5
Total Stops	189	194	225	78	686

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.8	8.6	12.5	18.0	13.8
Total Stops	440	199	207	349	1195

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.9	29.8	18.4	19.7	20.7
Total Stops	314	323	267	243	1147

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.5	1.8	20.1	3.0
Total Stops	40	25	100	165

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	7.6	0.5	0.3	2.4
Total Stops	160	22	5	187

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	6.9	3.2
Total Stops	10	150	150

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	2.9	9.0	6.8	4.5
Total Stops	64	81	143	288

SimTraffic Performance Report
Future Traffic - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.4	14.1	8.4	4.6
Total Stops	24	194	144	362

Total Network Performance

	All
St Del/Veh (s)	30.5
Total Stops	5014

SimTraffic Performance Report
Future Traffic - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.9	16.1	14.4	5.4	12.6
Total Stops	192	124	358	82	756

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.3	22.1	9.6	3.4	11.6
Total Stops	149	213	232	87	681

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.5	8.8	12.4	16.7	14.0
Total Stops	439	203	185	290	1117

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	20.7	30.5	14.6	19.5	20.9
Total Stops	355	372	238	275	1240

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	1.3	0.6	13.6	2.1
Total Stops	56	26	183	165

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	5.4	0.6	0.3	1.7
Total Stops	146	33	3	182

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	9.1	4.5
Total Stops	0	191	191

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	2.3	11.8	14.3	6.1	
Total Stops	91	89	140	320	

SimTraffic Performance Report
Future Traffic - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.3	14.9	8.8	4.9
Total Stops	7	195	141	343

Total Network Performance

	All
St Del/Veh (s)	32.1
Total Stops	5203

SimTraffic Performance Report
Future Traffic - Midday Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.8	17.4	27.3	4.7	18.3
Total Stops	223	145	505	73	946

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	23.1	25.0	9.1	4.2	12.9
Total Stops	170	245	247	101	763

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	9.2	21.1	18.5	16.8
Total Stops	411	218	344	355	1328

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.0	34.6	13.4	18.4	21.6
Total Stops	338	373	224	250	1855

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.9	1.7	13.7	2.4
Total Stops	56	26	84	166

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	7.4	0.7	0.3	2.3
Total Stops	169	39	13	211

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	7.3	3.4
Total Stops	0	171	171

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	7.2	7.8	16.0	9.2
Total Stops	131	119	139	389

SimTraffic Performance Report
Future Traffic - Midday Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.2	18.2	10.2	6.1
Total Stops	21	250	156	427

Total Network Performance

	All
St Del/Veh (s)	36.8
Total Stops	5702

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	25.9	23.7	24.4	3.9	18.9
Total Stops	181	345	521	87	1134

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	24.8	27.5	17.0	3.1	16.8
Total Stops	139	447	392	69	1047

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	24.0	9.1	18.3	24.3	18.4
Total Stops	432	213	307	485	1437

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	25.0	34.1	21.8	23.7	25.7
Total Stops	331	431	379	343	1484

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	3.6	0.6	25.4	3.7
Total Stops	56	15	55	126

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	10.7	1.3	0.4	2.8
Total Stops	147	88	8	243

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	10.6	5.5
Total Stops	2	233	235

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	8.9	14.9	111.0	35.4
Total Stops	156	92	202	450

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.2	25.7	8.2	7.5
Total Stops	14	237	218	469

Total Network Performance

	All
St Del/Veh (s)	49.0
Total Stops	6902

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	188.2	46.4	384.6	2.3	584.3
Total Stops	248	519	585	53	1405

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	39.0	81.9	27.9	2.9	136.7
Total Stops	138	682	157	85	1362

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.5	8.4	16.0	21.1	14.7
Total Stops	344	223	228	422	1217

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	23.3	28.0	20.1	20.9	22.8
Total Stops	346	362	330	323	1361

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.9	1.0	11.4	1.4
Total Stops	26	16	38	80

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	123.7	117.3	1.6	92.4
Total Stops	160	366	23	549

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.1	11.7	6.6
Total Stops	0	253	253

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	7.7	21.4	33.1	15.8
Total Stops	197	198	184	479

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21. Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	108.6	7.5	28.1
Total Stops	0	270	209	479

Total Network Performance

	ALL
St Del/Veh (s)	128.3
Total Stops	7549

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.3	24.8	39.2	3.0	23.1
Total Stops	184	339	574	67	1164

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	26.6	32.2	15.7	3.0	18.1
Total Stops	151	472	393	73	1089

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	23.7	8.9	17.6	19.7	16.9
Total Stops	437	232	306	425	1400

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	30.5	23.2	25.2	20.8	25.1
Total Stops	362	364	413	310	1449

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	2.9	1.1	17.0	2.8
Total Stops	62	19	44	125

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	12.9	4.9	0.4	5.3
Total Stops	147	131	7	285

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	9.4	4.9
Total Stops	0	217	217

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	4.8	18.0	32.2	13.1
Total Stops	159	77	193	429

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	37.5	8.5	9.9
Total Stops	5	235	223	463

Total Network Performance

	All
St Del/Veh (s)	45.9
Total Stops	6876

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	26.2	48.1	37.4	3.0	29.7
Total Stops	215	484	756	65	1520

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	26.4	42.1	18.6	3.5	20.9
Total Stops	134	531	441	96	1202

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.5	9.0	20.6	21.9	16.4
Total Stops	355	210	361	448	1374

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	27.8	33.7	21.2	21.9	25.8
Total Stops	389	446	381	357	1573

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.5	1.5	7.5	1.3
Total Stops	26	26	41	93

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	118.7	129.1	0.7	97.7
Total Stops	179	380	13	572

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.3	11.8	6.4
Total Stops	2	241	243

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	10.5	22.0	31.3	17.5
Total Stops	227	197	184	508

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	1.5	159.7	9.4	37.9
Total Stops	20	266	205	491

Total Network Performance

All	
St Del/Veh (s)	77.7
Total Stops	7928

SimTraffic Performance Report

Future Traffic - PM Peak Hour - w/ LT PROHIBITION

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.8	18.9	10.6	3.1	10.8
Total Stops	176	243	260	66	745

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	31.8	28.0	16.1	4.4	17.5
Total Stops	151	120	404	101	1076

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	25.7	8.6	13.7	21.0	16.7
Total Stops	466	230	221	478	1395

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.9	42.9	23.7	22.6	27.5
Total Stops	365	430	353	335	1483

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	3.3	6.9	22.2	5.8
Total Stops	75	72	45	192

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	14.6	1.1	0.4	4.2
Total Stops	196	90	93	295

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.3	10.7	5.7
Total Stops	2	253	255

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	5.4	16.1	30.7	13.7
Total Stops	187	116	196	499

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	1.4	39.9	8.6	11.7
Total Stops	24	259	218	501

Total Network Performance

	All
St Del/Veh (s)	43.8
Total Stops	67,871

SimTraffic Performance Report

Future Traffic - PM Peak Hour - w/ LT PROHIBITION

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	15.5	18.5	16.6	3.4	13.0
Total Stops	191	241	372	65	869

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.9	26.5	61.2	3.8	31.6
Total Stops	137	405	605	91	1238

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	16.7	9.6	19.8	25.3	17.5
Total Stops	349	208	297	535	1389

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	22.0	47.3	21.2	23.1	28.1
Total Stops	330	453	334	351	1468

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	0.6	11.2	38.8	7.8	
Total Stops	123	86	63	172	

13: North St. & Federal St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	18.4	3.0	0.3	6.0	
Total Stops	180	85	3	268	

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	12.4	6.6
Total Stops	10	243	243

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	14.7	16.5	37.9	21.1
Total Stops	184	110	199	493

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.5	40.7	9.3	11.9
Total Stops	18	263	201	482

Total Network Performance

	ALL
St Del/Veh (s)	53.5
Total Stops	699

SimTraffic Performance Report

Future Traffic - PM Peak Hour - *n/ LT PROHIBITION*

7/7/2004

1: North St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	17.0	17.3	11.6	3.1	11.4
Total Stops	164	249	280	57	750

2: North St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.4	36.4	30.0	4.2	23.1
Total Stops	119	466	536	94	1215

4: Loockerman St. & State St. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	13.6	8.4	12.6	20.2	13.3
Total Stops	325	229	229	430	1213

5: Loockerman St. & Governor's Ave. Intersection Performance

	EB	WB	NB	SB	Total
St Del/Veh (s)	19.8	23.6	20.2	20.6	20.9
Total Stops	339	381	341	328	1389

8: Loockerman St. & Bradford St. Intersection Performance

	EB	WB	SB	Total
St Del/Veh (s)	0.2	0.1	7.4	0.6
Total Stops	11	12	44	57

13: North St. & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	9.9	1.7	0.3	2.8
Total Stops	149	108	11	258

16: Loockerman St. & Loockerman St. WB Intersection Performance

	EB	SW	Total
St Del/Veh (s)	0.2	9.9	5.4
Total Stops	10	249	249

18: Loockerman St. WB & Parking Lot Exit Intersection Performance

	WB	NB	SB	Total
St Del/Veh (s)	5.6	13.6	176.8	51.0
Total Stops	75	116	224	515

SimTraffic Performance Report
Future Traffic - PM Peak Hour

7/7/2004

21: Loockerman St. EB & Federal St. Intersection Performance

	EB	NB	SB	Total
St Del/Veh (s)	0.1	34.4	8.7	9.8
Total Stops	8	253	248	509

Total Network Performance

	EB	NB	SB	Total
St Del/Veh (s)	47.0			
Total Stops	6447			