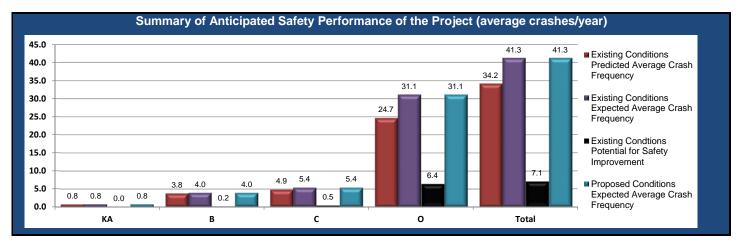
## Appendix D: ECAT Output

ECAT	Project Safety	Project Safety Performance Report			
Economic Crash Analysic Tool					
Project Name	Limestone Street Corridor Study	Contact Email			
Project Description		Contact Phone			
Reference Number		Date Performed	March 2016		
Analyst	KMS	Analysis Year	2016		
Agency/Company	Burgess & Niple				



Project Summary Results (Without Animal Crashes)						
	KA	В	С	0	Total	
N <sub>predicted</sub> - Existing Conditions	0.8186	3.7660	4.9329	24.6611	34.1786	
N <sub>expected</sub> - Existing Conditions	0.8264	4.0086	5.4169	31.0551	41.3070	
N <sub>potential for improvement</sub> - Existing Conditions	0.0078	0.2426	0.4840	6.3940	7.1284	
N <sub>expected</sub> - Proposed Conditions	0.8264	4.0086	5.4169	31.0551	41.3070	

ECAT	Project Safety	Project Safety Performance Report			
Economic Grash Analysis Tool					
Project Name	Limestone Street Corridor Study	Contact Email			
Project Description		Contact Phone			
Reference Number		Date Performed	March 2016		
Analyst	KMS	Analysis Year	2016		
Agency/Company	Burgess & Niple				

	Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)							
Project Element ID Common Name Crash Severity Level								
Project Element ID	Common Name	KA	В	С	0	Total		
SR72; 6.825-7.355	Limestone between Leffel & John	0.0682	0.331	0.3156	1.7091	2.4239		
SR72; 7.355-8.006	Limestone between John & Grand	0.0549	0.2589	0.2503	1.3637	1.9278		
SR72; 8.006-8.471	Limestone between Grand & Selma	0.0402	0.1904	0.1862	1.0268	1.4436		
SR72; 6.825	Leffel Lane & S. Limestone Street	0.2045	0.9356	1.3116	6.4998	8.9515		
SR72; 7.355	John Street & S. Limestone Street	0.1667	0.7487	1.0417	5.1378	7.0949		
SR72; 8.006	Grand Avenue & S. Limestone Street	0.0908	0.4172	0.5871	2.841	3.9361		
SR72; 8.471	Selma Road & S. Limestone Street	0.1933	0.8842	1.2404	6.0829	8.4008		



ECAT	Project Safety	Project Safety Performance Report			
Economic Grash Analysis Tool					
Project Name	Limestone Street Corridor Study	Contact Email			
Project Description		Contact Phone			
Reference Number		Date Performed	March 2016		
Analyst	KMS	Analysis Year	2016		
Agency/Company	Burgess & Niple				

	Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)							
Project Element ID	Common Name			Crash Severity Level				
Project Element ID	Common Name	KA	В	С	0	Total		
SR72; 6.825-7.355	Limestone between Leffel & John	0.0703	0.3373	0.4174	3.1458	3.9708		
SR72; 7.355-8.006	Limestone between John & Grand	0.0553	0.2761	0.2697	1.807	2.4081		
SR72; 8.006-8.471	Limestone between Grand & Selma	0.04	0.1955	0.1781	0.9618	1.3754		
SR72; 6.825	Leffel Lane & S. Limestone Street	0.2096	0.9709	1.6632	7.8781	10.7218		
SR72; 7.355	John Street & S. Limestone Street	0.1712	0.7991	1.0209	6.0764	8.0676		
SR72; 8.006	Grand Avenue & S. Limestone Street	0.0899	0.4447	0.5936	2.935	4.0632		
SR72; 8.471	Selma Road & S. Limestone Street	0.1901	0.985	1.274	8.251	10.7001		



ECAT	Project Safety	Performance Repo	rt	
Economic Grash Analysis Tool	Gene	eral Information		
Project Name	Limestone Street Corridor Study	Contact Email		
Project Description		Contact Phone		
Reference Number		Date Performed	March 2016	
Analyst	KMS	Analysis Year	2016	
Agency/Company	Burgess & Niple			

Exi	Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)						
Project Element ID	t Element ID Common Name Crash Severity Level						
Project Element ID	Common Name	KA	В	С	0	Total	
SR72; 6.825-7.355	Limestone between Leffel & John	0.0021	0.0063	0.1018	1.4367	1.5469	
SR72; 7.355-8.006	Limestone between John & Grand	0.0004	0.0172	0.0194	0.4433	0.4803	
SR72; 8.006-8.471	Limestone between Grand & Selma	-0.0002	0.0051	-0.0081	-0.065	-0.0682	
SR72; 6.825	Leffel Lane & S. Limestone Street	0.0051	0.0353	0.3516	1.3783	1.7703	
SR72; 7.355	John Street & S. Limestone Street	0.0045	0.0504	-0.0208	0.9386	0.9727	
SR72; 8.006	Grand Avenue & S. Limestone Street	-0.0009	0.0275	0.0065	0.094	0.1271	
SR72; 8.471	Selma Road & S. Limestone Street	-0.0032	0.1008	0.0336	2.1681	2.2993	



ECAT	Project Safety	Performance Repo	rt
Economic Crash Analysis Tool	Gen	eral Information	
Project Name	Limestone Street Corridor Study	Contact Email	
Project Description		Contact Phone	
Reference Number		Date Performed	March 2016
Analyst	KMS	Analysis Year	2016
Agency/Company	Burgess & Niple		

	Proposed Conditions Project Element Expected Crash Summary (Without Animal Crashes)							
Project Element ID Common Name Crash Severity Level								
Project Element ID	Common Name	KA	В	С	0	Total		
SR72; 6.825-7.355	Limestone between Leffel & John	0.0703	0.3373	0.4174	3.1458	3.9708		
SR72; 7.355-8.006	Limestone between John & Grand	0.0553	0.2761	0.2697	1.807	2.4081		
SR72; 8.006-8.471	Limestone between Grand & Selma	0.04	0.1955	0.1781	0.9618	1.3754		
SR72; 6.825	Leffel Lane & S. Limestone Street	0.2096	0.9709	1.6632	7.8781	10.7218		
SR72; 7.355	John Street & S. Limestone Street	0.1712	0.7991	1.0209	6.0764	8.0676		
SR72; 8.006	Grand Avenue & S. Limestone Street	0.0899	0.4447	0.5936	2.935	4.0632		
SR72; 8.471	Selma Road & S. Limestone Street	0.1901	0.985	1.274	8.251	10.7001		



ECAT	Project Safety Performance Report			
Economic Grash Analysis Tool	Gen	eral Information		
Project Name	Limestone Street Corridor Study	Contact Email		
Project Description		Contact Phone		
Reference Number		Date Performed	March 2016	
Analyst	KMS	Analysis Year	2016	
Agency/Company	Burgess & Niple			

Summary by Crash Type						
		Existing		Proposed		
Crash Type	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency		
Unknown	0.0250	0.0250	0.0000	0.0250		
Head On	0.2205	0.2212	0.0007	0.2212		
Rear End	16.7789	19.0297	2.2508	19.0297		
Backing	0.7726	0.9006	0.1280	0.9006		
Sideswipe - Meeting	0.5097	0.5348	0.0251	0.5348		
Sideswipe - Passing	4.1341	5.2100	1.0759	5.2100		
Angle	5.6497	8.6682	3.0185	8.6682		
Parked Vehicle	0.5432	0.5273	-0.0159	0.5273		
Pedestrian	0.0850	0.0897	0.0047	0.0897		
Animal	0.7634	0.7082	-0.0552	0.7082		
Train	0.0007	0.0006	-0.0001	0.0006		
Pedalcycles	0.9551	0.9138	-0.0413	0.9138		
Other Non-Vehicle	0.0000	0.0000	0.0000	0.0000		
Fixed Object	1.0341	1.1899	0.1558	1.1899		
Other Object	0.0608	0.0605	-0.0003	0.0605		
Overturning	0.0516	0.0517	0.0001	0.0517		
Other Non-Collision	0.1372	0.1365	-0.0007	0.1365		
Left Turn	3.2230	3.7475	0.5245	3.7475		
Right Turn	0.0000	0.0000	0.0000	0.0000		



	E	xisting Conditio	ns: General	Information and	Data for Urban And Suburban Arterial Intersection					
General Information			Location Inf	ormation						
Analyst	KMS		Route		SR72					
Agency or Company	Burgess & Niple		Logpoint		6.825					
Date Performed	March 2016		Common Na	me	Leffel Lane & S. Limestone Street					
ntersection	SR72; 6.825		Analysis Yea	ır	2016					
Signalized/Unsignalized	Signalized									
nput Data					Existing Conditions	HSM Base Conditions				
ntersection type (3ST, 3SG, 4S	ST, 4SG)				4SG					
AADT major (veh/day) (total enteri	ring on major approaches)*	$AADT_{MAX} =$	67,700	(veh/day)	17,674					
ADT minor (veh/day) (total enterior	ring on minor approaches)*	$AADT_{MAX} =$	33,400	(veh/day)	13,213					
ntersection lighting (present/not	t present)				Present	Not Present				
Calibration factor, Ci					Varies, See Below	1.00				
Data for unsignalized intersection	ons only:									
Number of major-road ap	oproaches with left-turn lanes					0				
Number of major-road ap	oproaches with right-turn lanes					0				
Data for signalized intersections	s only:									
Number of approaches w	vith left-turn lanes				4	0				
Number of approaches w	Number of approaches with left-turn lanes				0	0				
. Turribor or approaches w	vith right-turn lanes					<u> </u>				
	vith right-turn lanes vith left-turn signal phasing				4					
	vith left-turn signal phasing				4 Protected/Permissive					
Number of approaches w	vith left-turn signal phasing hasing for Leg #1				·					
Number of approaches w Type of left-turn signal ph	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2				Protected/Permissive	 Permissive				
Number of approaches w Type of left-turn signal ph Type of left-turn signal ph	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3				Protected/Permissive Protected/Permissive	 Permissive 				
Number of approaches w Type of left-turn signal ph	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3				Protected/Permissive Protected/Permissive Protected/Permissive	Permissive				
Number of approaches w Type of left-turn signal ph Number of approaches w	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4				Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive	Permissive				
Number of approaches w Type of left-turn signal ph Number of approaches w	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited heras (present/not present)				Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0	Permissive 0				
Number of approaches w Type of left-turn signal ph Number of approaches w Intersection red light cam Sum of all pedestrian cro	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited heras (present/not present)				Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present	Permissive 0 Not Present				
Number of approaches w Type of left-turn signal pi Number of approaches w Intersection red light cam Sum of all pedestrian cro	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited heras (present/not present) hasing volumes (PedVol)	n			Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50	Permissive 0 Not Present				
Number of approaches w Type of left-turn signal ph Number of approaches w Intersection red light cam Sum of all pedestrian cro Maximum number of lane Number of bus stops with	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited heras (present/not present) basing volumes (PedVol) es crossed by a pedestrian (nanes)				Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50 5	Permissive 0 Not Present				
Number of approaches w Type of left-turn signal ph Number of approaches w Intersection red light cam Sum of all pedestrian cro Maximum number of lane Number of bus stops with Schools within 300 m (1,000)	with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited heras (present/not present) basing volumes (PedVol) es crossed by a pedestrian (naness) hin 300 m (1,000 ft) of the intersectio	ot present)			Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50 5	Permissive 0 Not Present 0				

	Existing Conditions: Crash Modification Factors (CMFs) for Urban And Suburban Arterial Intersection											
(1)	(1) (2) (3) (4) (5) (6) (7)											
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing CMF for Right-Turn Lanes CMF for Right Turn on Red CMF for Lighting CMF for Red Light Cameras Combined CMF											
CMF 1i	CMF 2i	CMF 3i	CMF 4i	CMF 5i	CMF 6i	CMF <sub>COMB</sub>						
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)						
0.6600	0.9606	1.0000	1.0000	0.9999	1.0000	0.6339						

	Existing Conditions: Multiple-Vehicle Crash Summary for Urban And Suburban Arterial Intersection												
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(6)*(7)*(8)			
SPF Coefficients Crash Severity Level		Overdispersion Parameter, k	Initial N <sub>bimv</sub> Adjusted N <sub>bimv</sub> Com		Combined CMFs	Calibration	Predicted N <sub>himy</sub>						
Crash Severity Level	from Table 12-10		from Table 12-10	from Equation 12-	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from	Factor, C <sub>i</sub>	I realisted N <sub>bimv</sub>				
	a	b	С	Hom rable 12-10	21		(T)TOTAL (O)	Worksheet 2B					
Total	-10.99	1.07	0.23	0.39	5.243	1.000	5.243	0.63	2.48	8.243			
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.629	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.322	1.688	0.63	1.91	2.044			
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	3.431	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.678	3.555	0.63	2.75	6.198			

	Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Arterial Intersection												
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)				
		SPF Coefficients		Overdispersion Parameter, k	Initial N <sub>bisv</sub>		Adjusted N <sub>bimv</sub>	Combined CMFs	Calibration	Predicted N <sub>bisv</sub>			
Crash Severity Level	а	from Table 12-12 b	С	from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from Worksheet 2B	Factor, C <sub>i</sub>	(6)*(7)*(8)			
Total	-10.21	0.68	0.27	0.36	0.369	1.000	0.369	0.63	1.70	0.397			
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.101	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.278	0.103	0.63	1.48	0.096			
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.262	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.722	0.266	0.63	1.79	0.302			

Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Stop-Controlled Intersections										
(1) (2) (3) (4) (5) (6) (7)										
Const. Constitut and	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>pedi</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>pedi</sub>				
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	Campianion factor, C <sub>i</sub>	(4)*(5)*(6)				
Total										
Fatal and injury (FI)										

Existing Conditions: CMFs for Vehicle-Pedestrian Crash Summary for Urban And Suburban Arterial Signalized Intersections									
(1)	(2)	(3)	(4)						
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	O-recking at OME						
CMF <sub>1p</sub>	CMF <sub>2p</sub>	CMF <sub>3p</sub>	Combined CMF						
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)						
1.00	1.00	1.12	1.12						

	Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Signalized Intersections												
(1)			(2)			(3)	(4)	(5)	(6)	(7)			
Crash Severity Level			SPF Coefficients			Overdispersion	N <sub>pedbase</sub>	Combined CMF	Calibration	Predicted N <sub>pedi</sub>			
Crash Severity Level		from Table 12-14					from Equation 12-29	(4) from Worksheet 2H	factor, C <sub>i</sub>	(4)*(5)*(6)			
	а	b	С	d	е		Hom Equation 12-29	(4) IIOIII WOIKSHEEL ZH		(4) (5) (6)			
Total	-9.53 0.40 0.26 0.45 0.04			0.04	0.24	0.030	1.12	0.47	0.016				
Fatal and Injury (FI)		-							0.47	0.016			

Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Arterial Intersection											
(1)	(1) (2) (3) (4) (5) (6) (7)										
Corat Correlation Laure	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>bikei</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>bikei</sub>					
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	Cambration factor, C	(4)*(5)*(6)					
Total	8.243 0.397		8.640	0.0076	4.51	0.296					
Fatal and injury (FI)					4.51	0.296					

	Existing Condition	s: General Information and I	Data for Urban And Suburban Roadway Seg	ment		
General Information		Location Information				
Analyst	KMS	Route	SR72			
Agency or Company	Burgess & Niple	Logpoints	6.825 to 7.355			
Date Performed	March 2016	Common Name	Limestone between Leffel & John			
Segment for Analysis	SR72; 6.825-7.355	Analysis Year	2016			
Input Data			Existing Conditions	HSM Base Conditions		
Roadway type (2U, 3T, 4U, 4D, 5T)			5T			
Length of segment, L (mi)			0.53			
AADT (veh/day) is within range	AADT <sub>MAX</sub> = 53,800 (veh/day)		17,674			
Type of on-street parking (none/para	allel/angle)		None	None		
Proportion of curb length with on-str	reet parking		0			
Median width (ft) - for divided only			Not Present	15		
Lighting (present / not present)			Present	Not Present		
Auto speed enforcement (present /	not present)		Not Present	Not Present		
Major commercial driveways (number	er)		8	-		
Minor commercial driveways (number	er)		30			
Major industrial / institutional drivew	ays (number)		0			
Minor industrial / institutional drivew	ays (number)		2			
Major residential driveways (number	r)		0			
Minor residential driveways (number	r)		11			
Other driveways (number)			0			
Speed Category		Posted	Speed Greater than 30 mph			
Roadside fixed object density (fixed	objects / mi)		75	0		
Offset to roadside fixed objects (ft)	[If greater than 30 or Not Present, input 30]		5	30		
Calibration Factor, Cr			Varies, See Below	1.00		
Locality:			State System			

	Existing Conditions: Crash Modification Factors (CMFs) for Urban And Suburban Roadway Segment										
(1) (2) (3) (4) (5) (6)											
CMF for On-Street Parking	On-Street Parking CMF for Roadside Fixed Objects CMF for Median Width CMF for Lighting CMF for Automated Speed Enforcement Combined CMF										
CMF 1r	CMF 2r	CMF 3r	CMF 4r	CMF 5r	CMF comb						
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)						
1.00	1.50	1.00	0.92	1.00	1.37						

	Existing Conditions: Multiple-Vehicle Nondriveway Crash Summary for Urban And Suburban Roadway Segment											
(1)	(2	(2)		(4)	(5)	(6)	(7)	(8)	(9)			
Crash Severity Level	SPF Coe	efficients	Overdispersion Parameter, k	Initial N <sub>brmv</sub>	Proportion of Total Crashes	Adjusted N <sub>brmv</sub>		Calibration	Predicted N <sub>brmv</sub>			
Crash Severity Lever	from Ta	ble 12-3	from Table 12-3	from Equation 12-10	Troportion of Total Grasiles	(4) <sub>TOTAL</sub> *(5)	(6) from	Factor, Cr	(6)*(7)*(8)			
	а	b	Hom rable 12-3	nom Equation 12-10		(T)TOTAL (S)	Worksheet 1B		(0) (1) (0)			
Total	-9.70	1.17	0.81	3.027	1.000	3.027	1.37	0.46	1.913			
Fatal and Injury (FI)	-10.47	1.12	0.62	0.859	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.271	0.821	1.37	0.47	0.530			
Property Damage Only (PDO)	-9.97	1.17	0.88	2.311	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.729	2.206	1.37	0.45	1.364			

	Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Roadway Segment												
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)				
Crash Soverity Lovel	ty Level SPF Coefficients Overdispersion Parameter, k  from Table 12-5  a b from Table 12-5		Initial N <sub>brsv</sub>	Proportion of Total Crashes	Adjusted N <sub>brsv</sub>	sted N <sub>brsv</sub> Combined CMFs Ca		Predicted N <sub>brsv</sub>					
Crash Severity Level			from Table 12-5	from Equation 12-13	Proportion of Total Clashes	(4) <sub>TOTAL</sub> *(5)	(6) from Worksheet 1B	Factor, Cr	(6)*(7)*(8)				
Total	-4.82	0.54	0.52	0.840	1.000	0.840	1.37	0.46	0.531				
Fatal and Injury (FI)	-4.43	0.35	0.36	0.194	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.242	0.203	1.37	0.35	0.098				
Property Damage Only (PDO)	-5.83	0.61	0.55	0.607	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.758	0.637	1.37	0.50	0.438				

	Multiple-Vehicle Driveway-Related Collisions By Driveway Type for Urban And Suburban Roadway Segment												
(1)	(2)	(3)	(4)	(5)	(6)								
Priveway Type	Number of driveways in	Crashes per driveway per year, N <sub>j</sub>	Coefficient for traffic adjustment, t	Initial N <sub>brdwy</sub>	Overdispersion parameter, k								
Driveway Type	Number of driveways, n <sub>j</sub>	, T.I. (0.7	( T.U. 40 T	Equation 12-16									
		from Table 12-7	from Table 12-7	n <sub>j</sub> * N <sub>j</sub> * (AADT/15,000) <sup>t</sup>	from Table 12-7								
Major commercial	8	0.165	1.172	1.600									
Minor commercial	30	0.053	1.172	1.927									
Major industrial/institutional	0	0.181	1.172	0.000									
Minor industrial/institutional	2	0.024	1.172	0.058									
Major residential	0	0.087	1.172	0.000									
Minor residential	11	0.016	1.172	0.213									
Other	0	0.027	1.172	0.000									
Total	-			3.798	0.10								

Existing Conditions: Multiple-Vehicle Crash Summary by Driveway Type for Urban And Suburban Roadway Segment											
(1) (2) (3) (4) (5) (6) (7)											
Crash Severity Level	Initial N <sub>brdwy</sub>	Proportion of total crashes (f <sub>dwy</sub> )	Adjusted N <sub>brdwy</sub>	Combined CMFs	Calibration factor, C,	Predicted N <sub>brdwy</sub>					
Crash Severity Level	(5) <sub>TOTAL</sub> from Worksheet 1G	from Table 12-7	(2) <sub>TOTAL</sub> * (3)	(6) from Worksheet 1B	Campration factor, C <sub>r</sub>	(4)*(5)*(6)					
Total	3.798	1.000	3.798	1.37	0.21	1.096					
Fatal and injury (FI)		0.075	0.283	1.37	0.24	0.093					
Property damage only (PDO)		0.182	0.689	1.37	0.20	0.189					

I	Existing Conditions: Vehicle-Pedestrian Crash Summary for Urban And Suburban Roadway Segment												
ı	(1)	(2) (3) (4) (5) (6) (7) (8)											
ı	, ,	Predicted N <sub>brmv</sub>	Predicted N <sub>brsv</sub> Predicted N <sub>brdwy</sub>		Predicted N <sub>br</sub>	f <sub>pedr</sub>	Calibration	Predicted N <sub>pedr</sub>					
ľ	Crash Severity Level	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	factor, C <sub>r</sub>	(5)*(6)*(7)					
Ī	Total	1.913	0.531	1.096	3.540	0.0044	0.23	0.004					

Fatal and injury (FI)	 	 	 0.23	0.004

	Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Roadway Segment									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)			
	Predicted N <sub>brmv</sub>	Predicted N <sub>brsv</sub>	Predicted N <sub>brdwy</sub>	Predicted N <sub>br</sub>	f <sub>biker</sub>	Calibration	Predicted N <sub>biker</sub>			
Crash Severity Level	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	factor, C <sub>r</sub>	(5)*(6)*(7)			
Total	1.913	0.531	1.096	3.540	0.0044	0.46	0.007			
Fatal and injury (FI)		1	1			0.46	0.007			

	<del>_</del>	Alsting Conditio	ns: Gene <u>ral</u>	Information and	Data for Urban And Suburban Arterial Intersection					
General Information			Location Inf	formation						
Analyst	KMS		Route		SR72					
Agency or Company	Burgess & Niple		Logpoint		7.355					
Date Performed	March 2016		Common Na	ime	John Street & S. Limestone Street					
ntersection	SR72; 7.355		Analysis Yea	ar	2016					
Signalized/Unsignalized	Signalized									
nput Data					Existing Conditions	HSM Base Conditions				
ntersection type (3ST, 3SG, 4S	ST, 4SG)				4SG					
AADT major (veh/day) (total enter	ring on major approaches)*	$AADT_{MAX} =$	67,700	(veh/day)	16,331					
ADT minor (veh/day) (total enter	ring on minor approaches)*	$AADT_{MAX} =$	33,400	(veh/day)	8,151					
ntersection lighting (present/no	t present)	-			Present	Not Present				
Calibration factor, Ci					Varies, See Below	1.00				
Data for unsignalized intersection	ons only:				<u>.                                      </u>					
Number of major-road ar	oproaches with left-turn lanes					0				
Number of major-road ar	oproaches with right-turn lanes					0				
Data for signalized intersections	s only:									
Number of approaches w	vith left-turn lanes	Number of approaches with left-turn lanes				0				
Number of approaches w Number of approaches w					1	0				
Number of approaches w					4 1 4					
Number of approaches w	vith right-turn lanes vith left-turn signal phasing				1	0				
Number of approaches w	vith right-turn lanes vith left-turn signal phasing hasing for Leg #1				1 4	0				
Number of approaches w Number of approaches w Type of left-turn signal ph	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2				1 4 Protected/Permissive	0  Permissive				
Number of approaches w Number of approaches w Type of left-turn signal ph Type of left-turn signal ph	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3				1 4 Protected/Permissive Protected/Permissive	0  Permissive 				
Number of approaches w Number of approaches w Type of left-turn signal pt Type of left-turn signal pt Type of left-turn signal pt	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3				1 4 Protected/Permissive Protected/Permissive Protected/Permissive	0  Permissive  				
Number of approaches w Number of approaches w Type of left-turn signal pt Number of approaches w	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4				1 4 Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive	0  Permissive  				
Number of approaches w Number of approaches w Type of left-turn signal pt Number of approaches w	vith right-turn lanes vith left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 vith right-turn-on-red prohibited neras (present/not present)				1 4 Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0	0  Permissive   0				
Number of approaches w Number of approaches w Type of left-turn signal pt Number of approaches w Intersection red light cam Sum of all pedestrian cro	vith right-turn lanes vith left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 vith right-turn-on-red prohibited neras (present/not present)				1 4 Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present	0 Permissive 0 Not Present				
Number of approaches w Number of approaches w Type of left-turn signal pf Number of approaches w Intersection red light cam Sum of all pedestrian cro	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited heras (present/not present) bossing volumes (PedVol)	n			1 4 Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50	0 Permissive 0 Not Present				
Number of approaches w Number of approaches w Type of left-turn signal pf Number of approaches w Intersection red light cam Sum of all pedestrian cro Maximum number of lane Number of bus stops with	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited neras (present/not present) possing volumes (PedVol) es crossed by a pedestrian (n <sub>aness</sub> )				1 4 Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50 5	0 Permissive 0 Not Present				
Number of approaches w Number of approaches w Type of left-turn signal pf Number of approaches w Intersection red light cam Sum of all pedestrian cro Maximum number of lane Number of bus stops with Schools within 300 m (1,	with right-turn lanes with left-turn signal phasing hasing for Leg #1 hasing for Leg #2 hasing for Leg #3 hasing for Leg #4 with right-turn-on-red prohibited neras (present/not present) possing volumes (PedVol) es crossed by a pedestrian (naness) hin 300 m (1,000 ft) of the intersection	ot present)			1 4 Protected/Permissive Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50 5 1 or 2	0 Permissive 0 Not Present 0				

	Existing Conditions: Crash Modification Factors (CMFs) for Urban And Suburban Arterial Intersection											
(1) (2) (3) (4) (5) (6) (7)												
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing CMF for Right-Turn Lanes CMF for Right Turn on Red CMF for Lighting CMF for Red Light Cameras Combined CMF											
CMF 1i	CMF 2i	CMF 3i	CMF 4i	CMF 5i	CMF 6i	CMF <sub>COMB</sub>						
from Table 12-24	from Table 12-24 from Table 12-25 from Table 12-26 from Equation 12-35 from Equation 12-36 from Equation 12-37 (1)*(2)*(3)*(4)*(5)*(6)											
0.6600	0.9606	0.9600	1.0000	0.9999	1.0000	0.6086						

	Existing Conditions: Multiple-Vehicle Crash Summary for Urban And Suburban Arterial Intersection												
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(6)*(7)*(8)			
Crash Severity Level	SPF Coefficients Overdispersion Parameter, k Initial N <sub>bimv</sub> from Table 12-10 from Table 12-10 from Table 12-10 from Table 12-10		SPF Coefficients		and the state of t		Adjusted N <sub>bimv</sub>	Combined CMFs	Calibration	Predicted Noimy			
Crash Severity Level			from Table 12-10	from Equation 12-	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from	Factor, C <sub>i</sub>	Fredicted N <sub>bimv</sub>				
	а	b	С	Hom rable 12-10	21		(T)TOTAL (3)	Worksheet 2B					
Total	-10.99	1.07	0.23	0.39	4.311	1.000	4.311	0.61	2.48	6.507			
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.334	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.321	1.385	0.61	1.91	1.610			
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	2.819	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.679	2.926	0.61	2.75	4.897			

	Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Arterial Intersection												
(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)			
		SPF Coefficients		Overdispersion Parameter, k	Initial N <sub>bisv</sub>		Adjusted N <sub>bimv</sub>	Combined CMFs Calibration		Predicted N <sub>bisv</sub>			
Crash Severity Level	а	from Table 12-12 b	С	from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from Worksheet 2B	Factor, C <sub>i</sub>	(6)*(7)*(8)			
Total	-10.21	0.68	0.27	0.36	0.307	1.000	0.307	0.61	1.70	0.317			
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.085	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.280	0.086	0.61	1.48	0.077			
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.218	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.720	0.221	0.61	1.79	0.241			

Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Stop-Controlled Intersections										
(1) (2) (3) (4) (5) (6) (7)										
Creat Saverity Lavel	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>pedi</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>pedi</sub>				
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	Campianion factor, C <sub>i</sub>	(4)*(5)*(6)				
Total										
Fatal and injury (FI)										

Existing Conditions: CMFs for Vehicle-Pedestrian Crash Summary for Urban And Suburban Arterial Signalized Intersections										
(1)	(2)	(3)	(4)							
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Orankia ad OME							
CMF <sub>1p</sub>	CMF <sub>2p</sub>	CMF <sub>3p</sub>	Combined CMF							
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)							
2.78	1.00	1.12	3.11							

	Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Signalized Intersections											
(1)			(2)			(3)	(4)	(5)	(6)	(7)		
Consider Consider Lorent			SPF Coefficients			Overdispersion	N <sub>pedbase</sub>	Combined CMF	Calibration	Predicted N <sub>pedi</sub>		
Crash Severity Level			from Table 12-14			Parameter, k	from Equation 12-29	(4) from Worksheet 2H	factor, C <sub>i</sub>	(4)*(5)*(6)		
	а	b	С	d	е		from Equation 12-29	(4) IIOIII Worksheet 2H		(4) (5) (6)		
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.025	3.11	0.47	0.036		
Fatal and Injury (FI)									0.47	0.036		

	Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Arterial Intersection									
(1)	(2)	(3)	(4)	(5)	(6)	(7)				
Create Coverity Lavel	Predicted N <sub>bimv</sub>		Predicted N <sub>bi</sub>	f <sub>bikei</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>bikei</sub>				
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	Cambration factor, C	(4)*(5)*(6)				
Total	6.507	0.317	6.824	0.0076	4.51	0.234				
Fatal and injury (FI)					4.51	0.234				

	Existing Condition	s: General Information and D	Data for Urban And Suburban Roadway Seg	ment			
General Information		Location Information					
Analyst	KMS	Route	SR72				
Agency or Company	Burgess & Niple	Logpoints	7.355 to 8.006				
Date Performed	March 2016	Common Name	Limestone between John & Grand				
Segment for Analysis	SR72; 7.355-8.006	Analysis Year 2016					
Input Data		i i	Existing Conditions	HSM Base Conditions			
Roadway type (2U, 3T, 4U, 4D, 5T)			5T				
Length of segment, L (mi)	_		0.651	=			
AADT (veh/day) is within range	AADT <sub>MAX</sub> = 53,800 (veh/day)		16,331				
Type of on-street parking (none/para	allel/angle)		None	None			
Proportion of curb length with on-str	reet parking		0				
Median width (ft) - for divided only			Not Present	15			
Lighting (present / not present)			Present	Not Present			
Auto speed enforcement (present /	not present)		Not Present	Not Present			
Major commercial driveways (number	er)		3				
Minor commercial driveways (number	er)		8				
Major industrial / institutional drivew	ays (number)		0				
Minor industrial / institutional drivew	ays (number)		1				
Major residential driveways (number	r)		0				
Minor residential driveways (number	r)		17	42			
Other driveways (number)			0				
Speed Category		Posted	Speed Greater than 30 mph				
Roadside fixed object density (fixed	objects / mi)		75	0			
Offset to roadside fixed objects (ft)	[If greater than 30 or Not Present, input 30]		25	30			
Calibration Factor, Cr			Varies, See Below	1.00			
Locality:			State System				

	Existing Conditions: (	Crash Modification Factors (	CMFs) for Urban And Suburb	oan Roadway Segment					
(1)	(1) (2) (3) (4) (5) (6)								
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF				
CMF 1r	CMF 2r	CMF 3r	CMF 4r	CMF 5r	CMF comb				
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)				
1.00	1.15	1.00	0.92	1.00	1.06				

	Existing Conditions: Multiple-Vehicle Nondriveway Crash Summary for Urban And Suburban Roadway Segment											
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)			
Crash Severity Level	SPF Coe	SPF Coefficients Overdispersion		meter, k Initial N <sub>brmv</sub> Proportion of Total Crashes		Adjusted N <sub>brmv</sub>	Combined CMFs	Calibration	Predicted N <sub>brmv</sub>			
Clasii Severity Level	from Table 12-3		from Table 12-3	from Equation 12-10	Troportion of Total Grasiles	(4) <sub>TOTAL</sub> *(5)	(-)	Factor, Cr	(6)*(7)*(8)			
	а	b	Hom rable 12-3	nom Equation 12-10		(T)TOTAL (S)	Worksheet 1B		(0) (1) (0)			
Total	-9.70	1.17	0.81	3.390	1.000	3.390	1.06	0.46	1.646			
Fatal and Injury (FI)	-10.47	1.12	0.62	0.966	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.272	0.922	1.06	0.47	0.457			
Property Damage Only (PDO)	-9.97	1.17	0.88	2.588	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.728	2.468	1.06	0.45	1.172			

	Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Roadway Segment											
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)			
Crash Severity Level	SPF Coefficients		Overdispersion Parameter, k	Initial N <sub>brsv</sub>	Proportion of Total Crashes	Adjusted N <sub>brsv</sub>	Combined CMFs	Calibration	Predicted N <sub>brsv</sub>			
Crash Severity Level	from Table 12-5		from Table 12-5	from Equation 12-13	Proportion of rotal Crashes	(4) <sub>TOTAL</sub> *(5)	(6) from	Factor, Cr	(6)*(7)*(8)			
	a	b	Hom rable 12-5	Hom Equation 12 10		(T)TOTAL (O)	Worksheet 1B		(0) (1) (0)			
Total	-4.82	0.54	0.52	0.989	1.000	0.989	1.06	0.46	0.480			
Fatal and Injury (FI)	-4.43	0.35	0.36	0.231	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.246	0.243	1.06	0.35	0.090			
Property Damage Only (PDO)	-5.83	0.61	0.55	0.711	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.754	0.746	1.06	0.50	0.394			

	Multiple-Vehicle Driveway	y-Related Collisions By Drive	way Type for Urban And Sub	urban Roadway Segment	
(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	Number of driveways, n <sub>i</sub>	Crashes per driveway per year, N <sub>j</sub>	Coefficient for traffic adjustment, t	Initial N <sub>brdwy</sub>	Overdispersion parameter, k
Driveway Type	Number of driveways, 11j	from Table 12-7	f T-bl- 40.7	Equation 12-16	from Toble 40.7
			from Table 12-7	n <sub>j</sub> * N <sub>j</sub> * (AADT/15,000) <sup>t</sup>	from Table 12-7
Major commercial	3	0.165	1.172	0.547	
Minor commercial	8	0.053	1.172	0.468	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	1	0.024	1.172	0.027	
Major residential	0	0.087	1.172	0.000	
Minor residential	17	0.016	1.172	0.300	
Other	0	0.027	1.172	0.000	
Total				1.342	0.10

E	Existing Conditions: Multiple-Vehicle Crash Summary by Driveway Type for Urban And Suburban Roadway Segment									
(1) (2) (3) (4) (5) (6) (7)										
Creat Coursity Lavel	Initial N <sub>brdwy</sub>	Proportion of total crashes (f <sub>dwy</sub> )	Adjusted N <sub>brdwy</sub>	Combined CMFs	Calibration factor C	Predicted N <sub>brdwy</sub>				
Crash Severity Level	(5) <sub>TOTAL</sub> from Worksheet 1G	from Table 12-7	(2) <sub>TOTAL</sub> * (3)	(6) from Worksheet 1B	Calibration factor, C <sub>r</sub>	(4)*(5)*(6)				
Total	1.342	1.000	1.342	1.06	0.21	0.298				
Fatal and injury (FI)		0.075	0.100	1.06	0.24	0.025				
Property damage only (PDO)		0.182	0.244	1.06	0.20	0.051				

Existing Conditions: Vehicle-Pedestrian Crash Summary for Urban And Suburban Roadway Segment									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		
Crash Severity Level	Predicted N <sub>brmv</sub>	Predicted N <sub>brsv</sub>	Predicted N <sub>brdwy</sub>	Predicted N <sub>br</sub>	f <sub>pedr</sub>	Calibration	Predicted N <sub>pedr</sub>		
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	factor, C <sub>r</sub>	(5)*(6)*(7)		
Total	1.646	0.480	0.298	2.424	0.0044	0.23	0.002		

Fatal and injury (FI)	 	 	 0.23	0.002

	Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Roadway Segment										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)				
	Predicted N <sub>brmv</sub>	Predicted N <sub>brsv</sub>	Predicted N <sub>brdwy</sub>	Predicted N <sub>br</sub>	f <sub>biker</sub>	Calibration	Predicted N <sub>biker</sub>				
Crash Severity Level	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	factor, C <sub>r</sub>	(5)*(6)*(7)				
Total	1.646	0.480	0.298	2.424	0.0044	0.46	0.005				
Fatal and injury (FI)		1	1			0.46	0.005				

	<u>=</u>	xisting Conditio	ns: General	Information and	Data for Urban And Suburban Arterial Intersection	
General Information			Location Inf	iormation		
Analyst	KMS		Route		SR72	
Agency or Company	Burgess & Niple		Logpoint		8.006	
Date Performed	March 2016		Common Na	me	Grand Avenue & S. Limestone Street	
ntersection	SR72; 8.006		Analysis Yea	ar	2016	
Signalized/Unsignalized	Signalized					
nput Data					Existing Conditions	HSM Base Conditions
ntersection type (3ST, 3SG, 4	ST, 4SG)				4SG	
AADT major (veh/day) (total ente	ering on major approaches)*	$AADT_{MAX} =$	67,700	(veh/day)	15,639	
AADT minor (veh/day) (total ente	ering on minor approaches)*	$AADT_{MAX} =$	33,400	(veh/day)	1,240	
ntersection lighting (present/no	ot present)				Present	Not Present
Calibration factor, Ci					Varies, See Below	1.00
Data for unsignalized intersecti	ions only:					
Number of major-road approaches with left-turn lanes						0
Number of major-road a	approaches with right-turn lanes					0
Data for signalized intersection	is only:					
Number of approaches	with left-turn lanes				4	0
Number of approaches	with right-turn lanes				4	0
Number of approaches with left-turn signal phasing					0	
number of approaches						•
Type of left-turn signal p				Protected/Permissive	Permissive	
	phasing for Leg #1				Protected/Permissive Protected/Permissive	Permissive 
Type of left-turn signal p	ohasing for Leg #1 ohasing for Leg #2					
Type of left-turn signal p	phasing for Leg #1 phasing for Leg #2 phasing for Leg #3				Protected/Permissive	-
Type of left-turn signal p Type of left-turn signal p Type of left-turn signal p Type of left-turn signal p	phasing for Leg #1 phasing for Leg #2 phasing for Leg #3				Protected/Permissive Protected/Permissive	
Type of left-turn signal p Type of left-turn signal p Type of left-turn signal p Type of left-turn signal p Number of approaches	phasing for Leg #1 phasing for Leg #2 phasing for Leg #3 phasing for Leg #4				Protected/Permissive Protected/Permissive Protected/Permissive	
Type of left-turn signal p Number of approaches Intersection red light cal	chasing for Leg #1 chasing for Leg #2 chasing for Leg #3 chasing for Leg #4 with right-turn-on-red prohibited				Protected/Permissive Protected/Permissive Protected/Permissive 0	  0
Type of left-turn signal p Number of approaches Intersection red light can Sum of all pedestrian cr	chasing for Leg #1 chasing for Leg #2 chasing for Leg #3 chasing for Leg #4 with right-turn-on-red prohibited meras (present/not present)				Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present	  0 Not Present
Type of left-turn signal p Number of approaches Intersection red light can Sum of all pedestrian or Maximum number of lar	chasing for Leg #1 chasing for Leg #2 chasing for Leg #3 chasing for Leg #4 with right-turn-on-red prohibited meras (present/not present) rossing volumes (PedVol)	n			Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50	  0 Not Present 
Type of left-turn signal p Number of approaches Intersection red light car Sum of all pedestrian or Maximum number of lar Number of bus stops wi	chasing for Leg #1 chasing for Leg #2 chasing for Leg #3 chasing for Leg #4 with right-turn-on-red prohibited meras (present/not present) rossing volumes (PedVol) mes crossed by a pedestrian (nanesx)				Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50	  0 Not Present 
Type of left-turn signal p Number of approaches Intersection red light car Sum of all pedestrian or Maximum number of lar Number of bus stops wi Schools within 300 m (1	chasing for Leg #1 chasing for Leg #2 chasing for Leg #3 chasing for Leg #3 chasing for Leg #4 with right-turn-on-red prohibited meras (present/not present) rossing volumes (PedVol) nes crossed by a pedestrian (nanesx) tithin 300 m (1,000 ft) of the intersection	ot present)			Protected/Permissive Protected/Permissive Protected/Permissive 0 Not Present 50 5	0 Not Present 0

	Existing	Conditions: Crash Modifica	tion Factors (CMFs) for Urba	n And Suburban Arterial Inte	ersection					
(1)	(1) (2) (3) (4) (5) (6) (7)									
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF				
CMF 1i	CMF 2i	CMF 3i	CMF 4i	CMF 5i	CMF 6i	CMF <sub>COMB</sub>				
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)				
0.6600	0.9801	0.8500	1.0000	0.9999	1.0000	0.5498				

	Existing Conditions: Multiple-Vehicle Crash Summary for Urban And Suburban Arterial Intersection										
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(6)*(7)*(8)	
Crash Severity Level	SPF Coefficients Overdispersion Parameter, k Initial N <sub>bimv</sub> Proportion of Total Crashes		Proportion of Total Crashos	Adjusted N <sub>bimv</sub> Combined CMFs		Calibration	Predicted N <sub>himy</sub>				
Crash Seventy Level			from Table 12-10	from Equation 12-	from Equation 12		(7) from	Factor, C <sub>i</sub>	Tredicted N <sub>bimv</sub>		
	a	b	С	Hom rable 12-10	21		(4) <sub>TOTAL</sub> *(5)	Worksheet 2B			
Total	-10.99	1.07	0.23	0.39	2.669	1.000	2.669	0.55	2.48	3.639	
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	0.838	(4) <sub>Fi</sub> /((4) <sub>Fi</sub> +(4) <sub>PDO</sub> ) 0.328	0.876	0.55	1.91	0.919	
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	1.716	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.672	1.794	0.55	2.75	2.712	

	Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Arterial Intersection										
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	
		SPF Coefficients			Adjusted N <sub>bimv</sub> Coml		Calibration	Predicted N <sub>bisv</sub>			
Crash Severity Level	а	from Table 12-12 b	С	from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from Worksheet 2B	Factor, C <sub>i</sub>	(6)*(7)*(8)	
Total	-10.21	0.68	0.27	0.36	0.179	1.000	0.179	0.55	1.70	0.167	
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.048	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.268	0.048	0.55	1.48	0.039	
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.132	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.732	0.131	0.55	1.79	0.129	

Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Stop-Controlled Intersections										
(1)	(1) (2) (3) (4) (5) (6) (7)									
Crash Severity Level	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>pedi</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>pedi</sub>				
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	Campianion factor, C <sub>i</sub>	(4)*(5)*(6)				
Total										
Fatal and injury (FI)										

Existing Conditions	s: CMFs for Vehicle-Pedestrian Crash Sum	mary for Urban And Suburban Arterial Sign	alized Intersections
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	O-recking at OME
CMF <sub>1p</sub>	CMF <sub>2p</sub>	CMF <sub>3p</sub>	Combined CMF
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

	Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Signalized Intersections												
(1)			(2)			(3)	(4)	(5)	(6)	(7)			
Crash Severity Level		SPF Coefficients					N <sub>pedbase</sub>	edbase Combined CMF		Predicted N <sub>pedi</sub>			
Crash Severity Level		from Table 12-14					from Equation 12-29	(4) from Worksheet 2H	factor, C <sub>i</sub>	(4)*(5)*(6)			
	а	b	С	d	е		IIOIII Equation 12-29	(4) IIOIII WOIKSHEEL ZH		(4) (5) (6)			
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.013	1.00	0.47	0.006			
Fatal and Injury (FI)		-							0.47	0.006			

Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Arterial Intersection											
(1)	(1) (2) (3) (4) (5) (6) (7)										
One h Constitut and	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>bikei</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>bikei</sub>					
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	Cambration factor, C	(4)*(5)*(6)					
Total	3.639	0.167	3.807	0.0076	4.51	0.130					
Fatal and injury (FI)					4.51	0.130					

	Existing Condition	s: General Information and <b>D</b>	Pata for Urban And Suburban Roadway Seg	ment		
General Information		Location Information				
Analyst	KMS	Route	SR72			
Agency or Company	Burgess & Niple	Logpoints	8.006 to 8.471			
Date Performed	March 2016	Common Name	Limestone between Grand & Selma			
Segment for Analysis	SR72; 8.006-8.471	Analysis Year	2016			
Input Data		i i	existing Conditions	HSM Base Conditions		
Roadway type (2U, 3T, 4U, 4D, 5T)			5T			
Length of segment, L (mi)			0.465			
AADT (veh/day) is within range	AADT <sub>MAX</sub> = 53,800 (veh/day)		18,610	-		
Type of on-street parking (none/para	allel/angle)		None	None		
Proportion of curb length with on-str	reet parking		0			
Median width (ft) - for divided only			Not Present	15		
Lighting (present / not present)			Present	Not Present		
Auto speed enforcement (present /	not present)	Not Present		Not Present		
Major commercial driveways (number	er)		0			
Minor commercial driveways (number	er)		3			
Major industrial / institutional drivewa	ays (number)		0			
Minor industrial / institutional drivewa	ays (number)		1			
Major residential driveways (number	r)		0			
Minor residential driveways (number	r)		4			
Other driveways (number)			0			
Speed Category		Posted	Speed Greater than 30 mph			
Roadside fixed object density (fixed	objects / mi)		35	0		
Offset to roadside fixed objects (ft) [	If greater than 30 or Not Present, input 30]		15	30		
Calibration Factor, Cr			Varies, See Below	1.00		
Locality:	<u> </u>		State System			

	Existing Conditions: Crash Modification Factors (CMFs) for Urban And Suburban Roadway Segment									
(1)	(2)	(3)	(4)	(5)	(6)					
CMF for On-Street Parking	CMF for Roadside Fixed Objects CMF for Median Width CMF for Lighting CMF for Automated Speed Enforcement Combined CMF									
CMF 1r	CMF 2r	CMF 3r	CMF 4r	CMF 5r	CMF comb					
from Equation 12-32	2-32 from Equation 12-33 from Table 12-22 from Equation 12-34 from Section 12.7.1 (1)*(2)*(3)*(4)*(5)									
1.00	1.08	1.00	0.92	1.00	0.99					

Existing Conditions: Multiple-Vehicle Nondriveway Crash Summary for Urban And Suburban Roadway Segment												
(1)	(2	(2) (3) (4) (5) (6) (7) (8)										
Crash Severity Level	SPF Coe	F Coefficients Overdispersion Parameter, k Initial N <sub>brm</sub>		Initial N <sub>brmv</sub>	Proportion of Total Crashes	Adjusted N <sub>brmv</sub> Combined CMFs		Calibration	Predicted N <sub>brmv</sub>			
Orasii deventy Level	from Ta	from Table 12-3 from Table 12-3		from Equation 12-10	1 Toportion of Total Grasiles	(4) <sub>TOTAL</sub> *(5)	(6) from	Factor, Cr	(6)*(7)*(8)			
	a	b	Hom rable 12-5	nom Equation 12-10		(T)TOTAL (O)	Worksheet 1B		(0) (1) (0)			
Total	-9.70	1.17	0.81	2.821	1.000	2.821	0.99	0.46	1.281			
Fatal and Injury (FI)	-10.47	1.12	0.62	0.799	$(4)_{Fi}/((4)_{Fi}+(4)_{PDO})$	0.763	0.99	0.47	0.354			
r didi dila injuly (i i)	10111	2	0.02	5:: 55	0.271	000	0.00	0. ::	0.00 .			
Property Damage Only (PDO)	-9.97	1.17	0.88	2.153	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.729	2.058	0.99	0.45	0.914			

Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Roadway Segment											
(1)	(2	(2) (3) (4) (5)				(6)	(7)	(8)	(9)		
Crash Severity Level	SPF Coefficients Overdispersion Parameter, k Initial N <sub>brsv</sub>		Proportion of Total Crashes	Adjusted N <sub>brsv</sub> Combined CMFs		Calibration	Predicted N <sub>brsv</sub>				
Crash Severity Level	from Table 12-5 a b		from Table 12-5	from Equation 12-13	Proportion of Total Grasnes	(4) <sub>TOTAL</sub> *(5)	(6) from Worksheet 1B	Factor, Cr	(6)*(7)*(8)		
Total	-4.82	0.54	0.52	0.758	1.000	0.758	0.99	0.46	0.344		
Fatal and Injury (FI)	-4.43	0.35	0.36	0.173	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.239	0.181	0.99	0.35	0.063		
Property Damage Only (PDO)	-5.83	0.61	0.55	0.550	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.761	0.577	0.99	0.50	0.285		

	Multiple-Vehicle Driveway	/-Related Collisions By Drive	way Type for Urban And Sub	urban Roadway Segment		
(1)	(2)	(3)	(4)	(5)	(6)	
Driveway Type	Number of driveways n	Crashes per driveway per year, $\mathbf{N}_{\mathbf{j}}$	Coefficient for traffic adjustment, t	Initial N <sub>brdwy</sub>	Overdispersion parameter, k	
Driveway Type	Number of driveways, n <sub>j</sub>	from Table 40.7	form Table 40.7	Equation 12-16	f T-bl- 40.7	
		from Table 12-7	from Table 12-7	n <sub>j</sub> * N <sub>j</sub> * (AADT/15,000) <sup>t</sup>	from Table 12-7	
Major commercial	0	0.165	1.172	0.000		
Minor commercial	3	0.053	1.172	0.205		
Major industrial/institutional	0	0.181	1.172	0.000		
Minor industrial/institutional	1	0.024	1.172	0.031		
Major residential	0	0.087	1.172	0.000		
Minor residential	4	0.016	1.172	0.082		
Other	0	0.027	1.172	0.000		
Total	-	-		0.318	0.10	

Existing Conditions: Multiple-Vehicle Crash Summary by Driveway Type for Urban And Suburban Roadway Segment											
(1)	(1) (2) (3) (4) (5) (6) (7)										
Crash Severity Level	Initial N <sub>brdwy</sub>	Proportion of total crashes (f <sub>dwy</sub> )	Adjusted N <sub>brdwy</sub>	Combined CMFs	Calibration factor, C,	Predicted N <sub>brdwy</sub>					
	(5) <sub>TOTAL</sub> from Worksheet 1G	from Table 12-7	(2) <sub>TOTAL</sub> * (3)	(6) from Worksheet 1B	Calibration factor, C <sub>r</sub>	(4)*(5)*(6)					
Total	0.318	1.000	0.318	0.99	0.21	0.066					
Fatal and injury (FI)		0.075	0.024	0.99	0.24	0.006					
Property damage only (PDO)		0.182	0.058	0.99	0.20	0.011					

	Existing Conditions: Vehicle-Pedestrian Crash Summary for Urban And Suburban Roadway Segment											
ı	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)				
C		Predicted N <sub>brmv</sub>	Predicted N <sub>brsv</sub>	Predicted N <sub>brdwy</sub>	Predicted N <sub>br</sub>	f <sub>pedr</sub>	Calibration	Predicted N <sub>pedr</sub>				
	Crash Severity Level	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	factor, C <sub>r</sub>	(5)*(6)*(7)				
Ē	Total	1.281	0.344	0.066	1.692	0.0044	0.23	0.002				

Fatal and injury (FI)	 	 	 0.23	0.002

Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Roadway Segment											
(1)	(2)	(3)	(4) (5) (6)		(6)	(7)	(8)				
	Predicted N <sub>brmv</sub>	Predicted N <sub>brsv</sub>	Predicted N <sub>brdwy</sub>	Predicted N <sub>br</sub>	f <sub>biker</sub>	Calibration	Predicted N <sub>biker</sub>				
Crash Severity Level	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	factor, C <sub>r</sub>	(5)*(6)*(7)				
Total	1.281	0.344	0.066	1.692	0.0044	0.46	0.003				
Fatal and injury (FI)	1					0.46	0.003				

	E	Existing Conditio	ns: General	Information and	Data for Urban And Suburban Arterial Intersection						
General Information			Location Inf	ormation							
Analyst	KMS		Route		SR72						
Agency or Company	Burgess & Niple		Logpoint		8.471						
Date Performed	March 2016		Common Na	me	Selma Road & S. Limestone Street						
ntersection	SR72; 8.471		Analysis Yea	ır	2016						
Signalized/Unsignalized	Signalized										
nput Data					Existing Conditions	HSM Base Conditions					
ntersection type (3ST, 3SG, 4	IST, 4SG)				4SG						
AADT major (veh/day) (total ente	$AADT_{MAX} =$	67,700	(veh/day)	18,610							
AADT minor (veh/day) (total ente	$AADT_{MAX} =$	33,400	(veh/day)	11,403							
ntersection lighting (present/no	ot present)				Not Present	Not Present					
Calibration factor, Ci					Varies, See Below	1.00					
Data for unsignalized intersecti	tions only:										
Number of major-road a	approaches with left-turn lanes				0						
Number of major-road a	approaches with right-turn lanes					0					
Data for signalized intersection	ns only:										
Number of approaches	with left-turn lanes				4	0					
Number of approaches	with right-turn lanes				2	0					
Number of approaches	with left-turn signal phasing				4						
Type of left-turn signal p	phasing for Leg #1				Protected/Permissive	Permissive					
Type of left-turn signal p	phasing for Leg #2				Protected/Permissive						
. , po or ion tarm digital p											
Type of left-turn signal p	phasing for Leg #3				Protected/Permissive	-					
					Protected/Permissive Protected/Permissive						
Type of left-turn signal p											
Type of left-turn signal p Type of left-turn signal p Number of approaches	phasing for Leg #4				Protected/Permissive	••					
Type of left-turn signal p Type of left-turn signal p Number of approaches Intersection red light car	phasing for Leg #4 with right-turn-on-red prohibited				Protected/Permissive 0	0					
Type of left-turn signal p Type of left-turn signal p Number of approaches Intersection red light car Sum of all pedestrian cr	phasing for Leg #4 with right-turn-on-red prohibited meras (present/not present)				Protected/Permissive 0 Not Present	0 Not Present					
Type of left-turn signal p Type of left-turn signal p Number of approaches Intersection red light car Sum of all pedestrian or Maximum number of lar	phasing for Leg #4 with right-turn-on-red prohibited imeras (present/not present) rossing volumes (PedVol)	on			Protected/Permissive 0 Not Present 50	 0 Not Present 					
Type of left-turn signal p Type of left-turn signal p Number of approaches Intersection red light car Sum of all pedestrian cr Maximum number of lar Number of bus stops wi	phasing for Leg #4 with right-turn-on-red prohibited umeras (present/not present) rossing volumes (PedVol) nes crossed by a pedestrian (n <sub>anesx</sub> )				Protected/Permissive  0  Not Present  50  5	O Not Present					
Type of left-turn signal p Type of left-turn signal p Number of approaches Intersection red light car Sum of all pedestrian or Maximum number of lar Number of bus stops wi Schools within 300 m (1	phasing for Leg #4 with right-turn-on-red prohibited umeras (present/not present) rossing volumes (PedVol) nes crossed by a pedestrian (n <sub>anesx</sub> ) ithin 300 m (1,000 ft) of the intersection	ot present)			Protected/Permissive  0  Not Present  50  5  0	 0 Not Present   0					

	Existing Conditions: Crash Modification Factors (CMFs) for Urban And Suburban Arterial Intersection												
(1)	(6)	(7)											
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF							
CMF 1i	CMF 2i	CMF 3i	CMF 4i	CMF 5i	CMF 6i	CMF <sub>COMB</sub>							
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)							
0.6600	0.9606	0.9200	1.0000	1.0000	1.0000	0.5833							

	Existing Conditions: Multiple-Vehicle Crash Summary for Urban And Suburban Arterial Intersection												
(1)	(1) (2)				(4)	(5)	(6)	(7)	(8)	(6)*(7)*(8)			
Crash Severity Level	SPF Coefficients			Overdispersion Parameter, k	Initial N <sub>bimv</sub>	Proportion of Total Crashes	Adjusted N <sub>bimv</sub>	Combined CMFs	Calibration	Predicted N <sub>bimv</sub>			
Crash Seventy Level	from Table 12-10			from Table 12-10	from Equation 12-	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from	Factor, C <sub>i</sub>				
	a	b	С	Hom rable 12-10	21		(T)TOTAL (O)	Worksheet 2B					
Total	-10.99	1.07	0.23	0.39	5.356	1.000	5.356	0.58	2.48	7.748			
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.676	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.324	1.737	0.58	1.91	1.935			
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	3.491	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.676	3.619	0.58	2.75	5.805			

	Existing Conditions: Single-Vehicle Crash Summary for Urban And Suburban Arterial Intersection												
(1)	(1)				(4)	(5)	(6)	(7)	(8)	(9)			
	SPF Coefficients			Overdispersion Parameter, k	Initial N <sub>bisv</sub>		Adjusted N <sub>bimv</sub> Combined CMFs Calibrate		Calibration	Predicted N <sub>bisv</sub>			
Crash Severity Level	а	from Table 12-12	С	from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12- 24 or 12-27	Proportion of Total Crashes	(4) <sub>TOTAL</sub> *(5)	(7) from Worksheet 2B	Factor, C <sub>i</sub>	(6)*(7)*(8)			
Total	-10.21	0.68	0.27	0.36	0.367	1.000	0.367	0.58	1.70	0.364			
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.099	(4) <sub>FI</sub> /((4) <sub>FI</sub> +(4) <sub>PDO</sub> ) 0.273	0.100	0.58	1.48	0.087			
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.263	(5) <sub>TOTAL</sub> -(5) <sub>FI</sub> 0.727	0.267	0.58	1.79	0.278			

Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Stop-Controlled Intersections											
(1)	(2)	(3)		(5)	(6)	(7)					
Crash Severity Level	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>pedi</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>pedi</sub>					
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	Campianion factor, C <sub>i</sub>	(4)*(5)*(6)					
Total											
Fatal and injury (FI)											

Existing Conditions: CMFs for Vehicle-Pedestrian Crash Summary for Urban And Suburban Arterial Signalized Intersections										
(1)	(2)	(3)	(4)							
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Ohind-OME							
CMF <sub>1p</sub>	CMF <sub>2p</sub>	CMF <sub>3p</sub>	Combined CMF							
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)							
1.00	1.35	1.00	1.35							

	Existing Conditions: Vehicle-Pedestrian Crash Summary at Urban And Suburban Arterial Signalized Intersections												
(1)							(4)	(5)	(6)	(7)			
Crash Severity Level			SPF Coefficients			Overdispersion	N <sub>pedbase</sub>	Combined CMF	Calibration	Predicted N <sub>pedi</sub>			
Crash Severity Level		from Table 12-14					from Equation 12.20	(4) from Worksheet 2H	factor, C <sub>i</sub>	(4)*(5)*(6)			
	а	b	С	d	е		from Equation 12-29	(4) from Worksneet 2H		(4) (5) (6)			
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.028	1.35	0.47	0.018			
Fatal and Injury (FI)		-							0.47	0.018			

	Existing Conditions: Vehicle-Bicycle Crash Summary for Urban And Suburban Arterial Intersection											
(1)	(2)	(3)	(4)	(5)	(6)	(7)						
Crash Severity Level	Predicted N <sub>bimv</sub>	Predicted N <sub>bisv</sub>	Predicted N <sub>bi</sub>	f <sub>bikei</sub>	Calibration factor, C <sub>i</sub>	Predicted N <sub>bikei</sub>						
Crash Severity Level	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	Campration factor, C <sub>i</sub>	(4)*(5)*(6)						
Total	7.748	0.364	8.112	0.0076	4.51	0.278						
Fatal and injury (FI)					4.51	0.278						