



Module 2

Statistical Analysis of Data Characteristic and Distribution

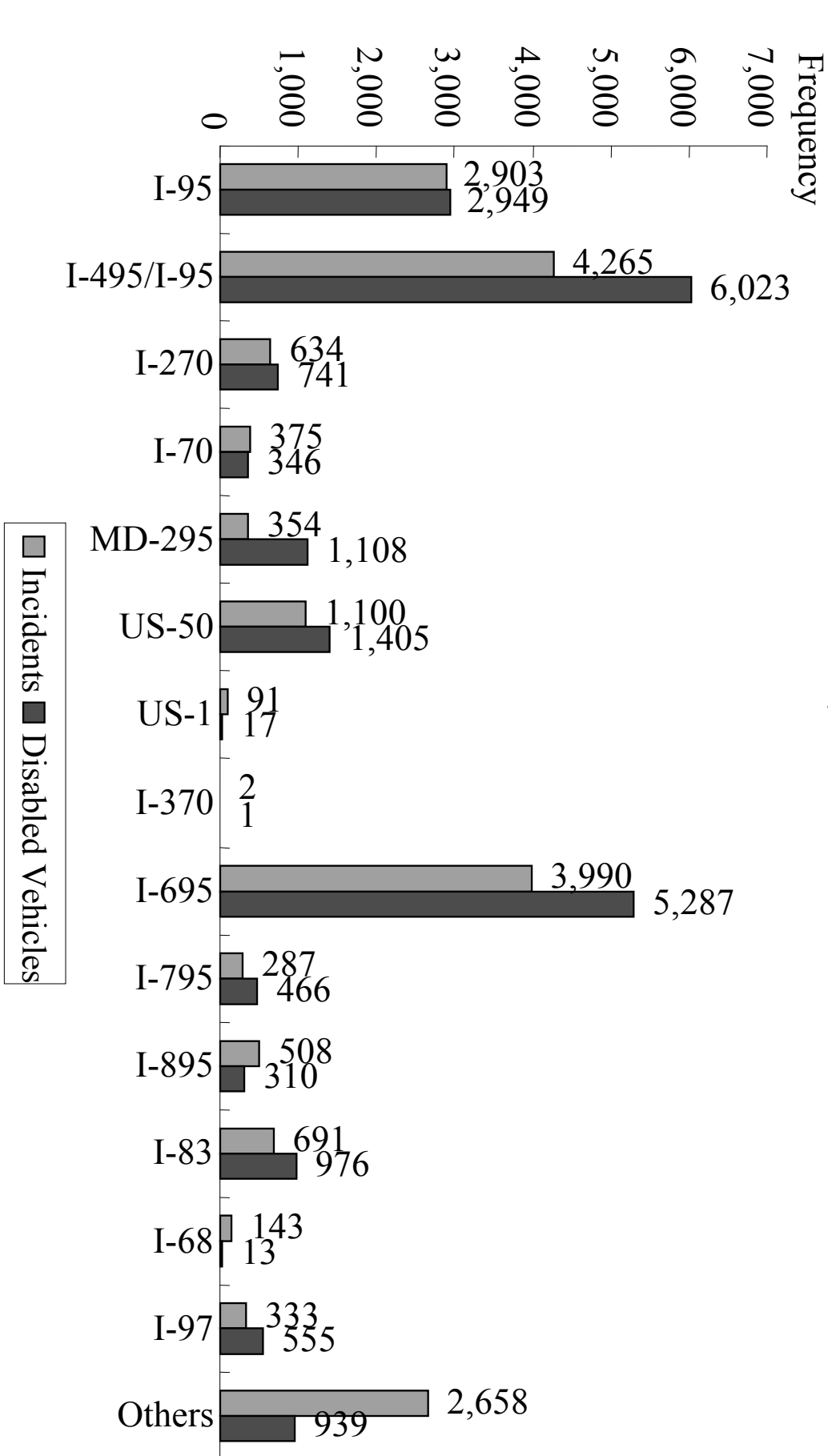


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 - County and Region
 - Lane Blockage
 - Detection Source
 - Nature
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 - Location
 - I-495/95, I-95, I-270, and I-695
 - Month
 - Weekdays and Weekends
 - Peak and Off-Peak Hours
 - Response Time
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 - Duration
 - Cleared Time – Received Time

Distribution of Incidents and Disabled Vehicles

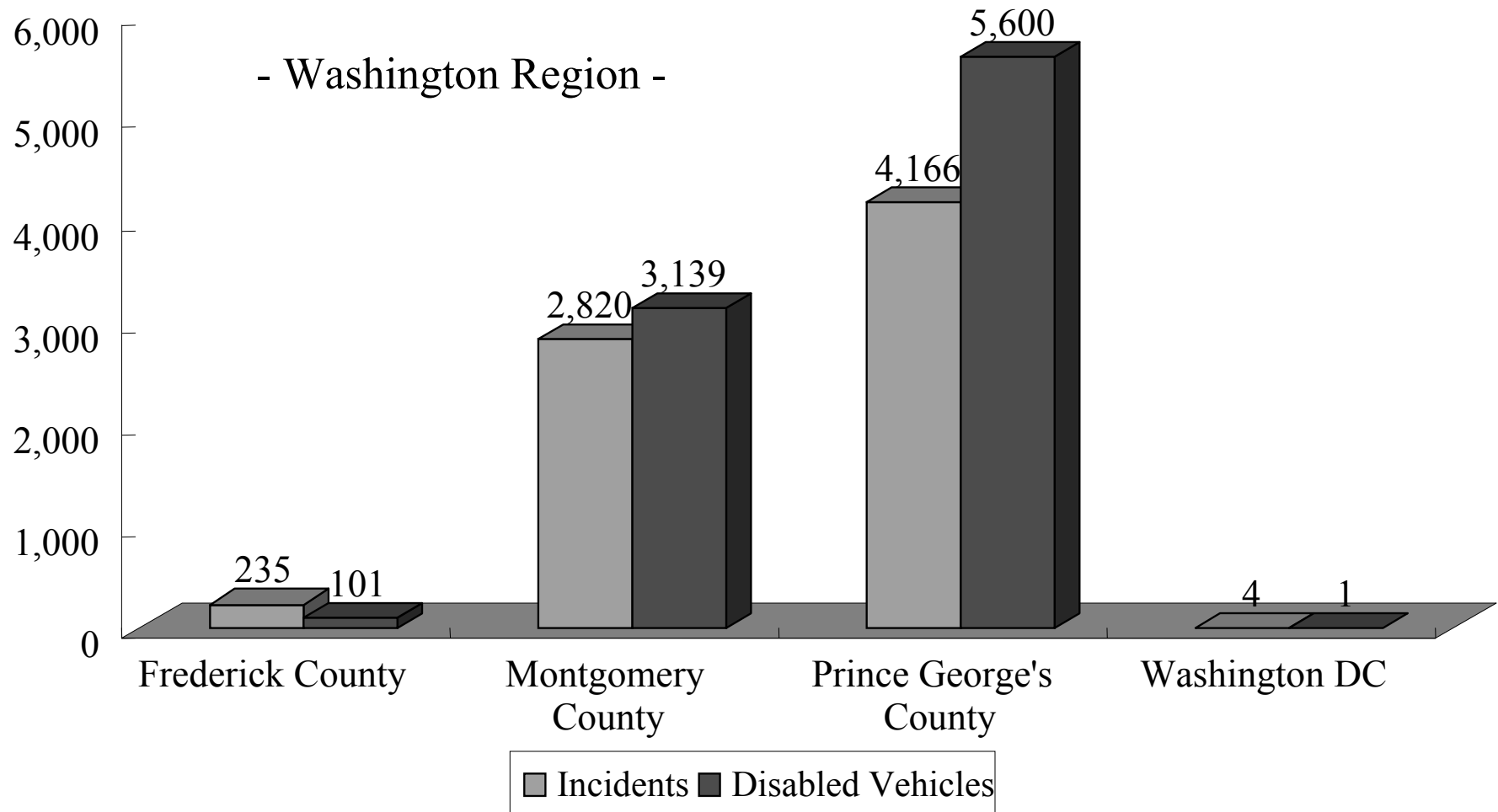
- by Road -



Distribution of Incidents and Disabled Vehicles

- by County -

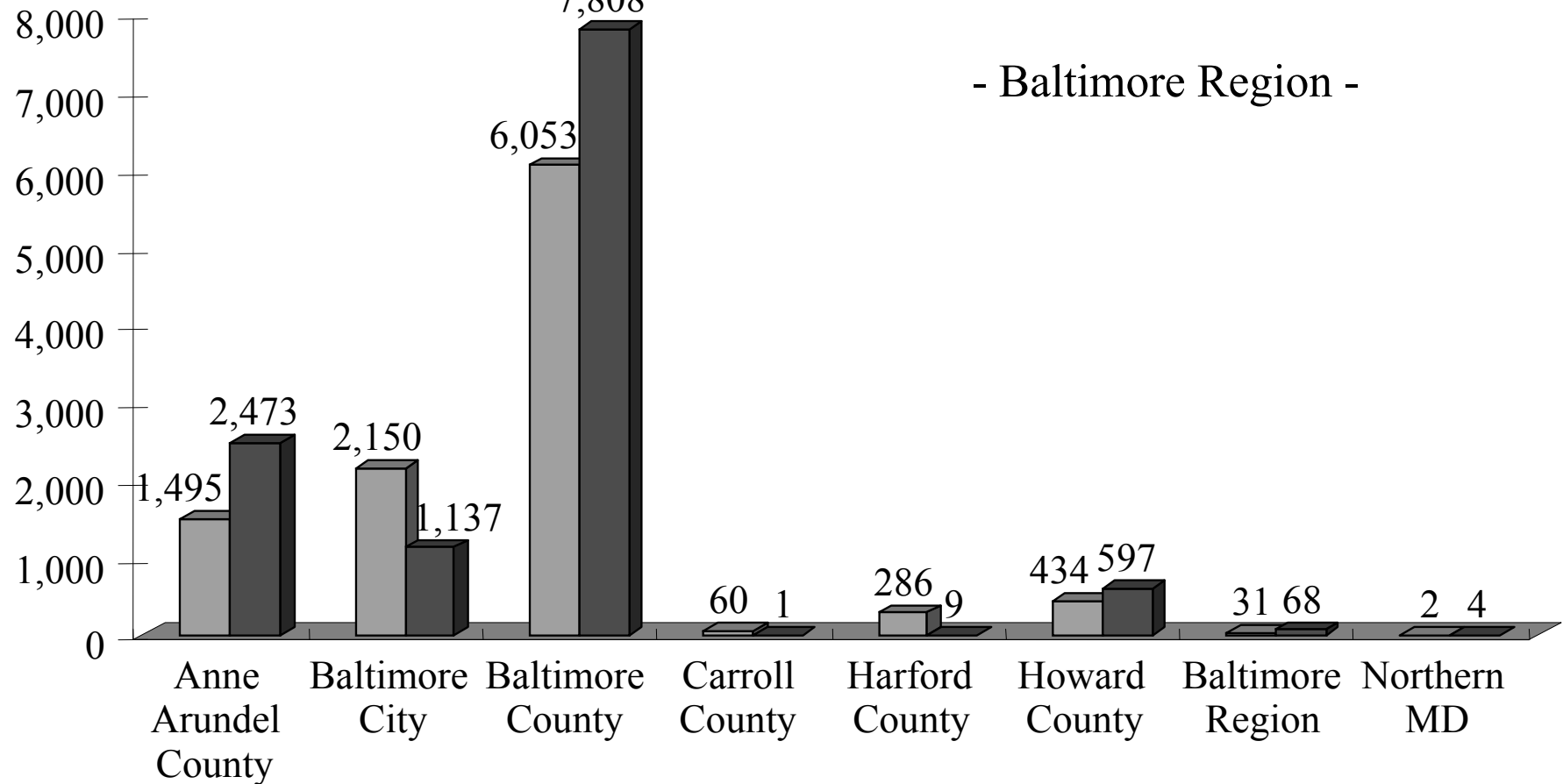
Frequency



Distribution of Incidents and Disabled Vehicles

- by County -

Frequency

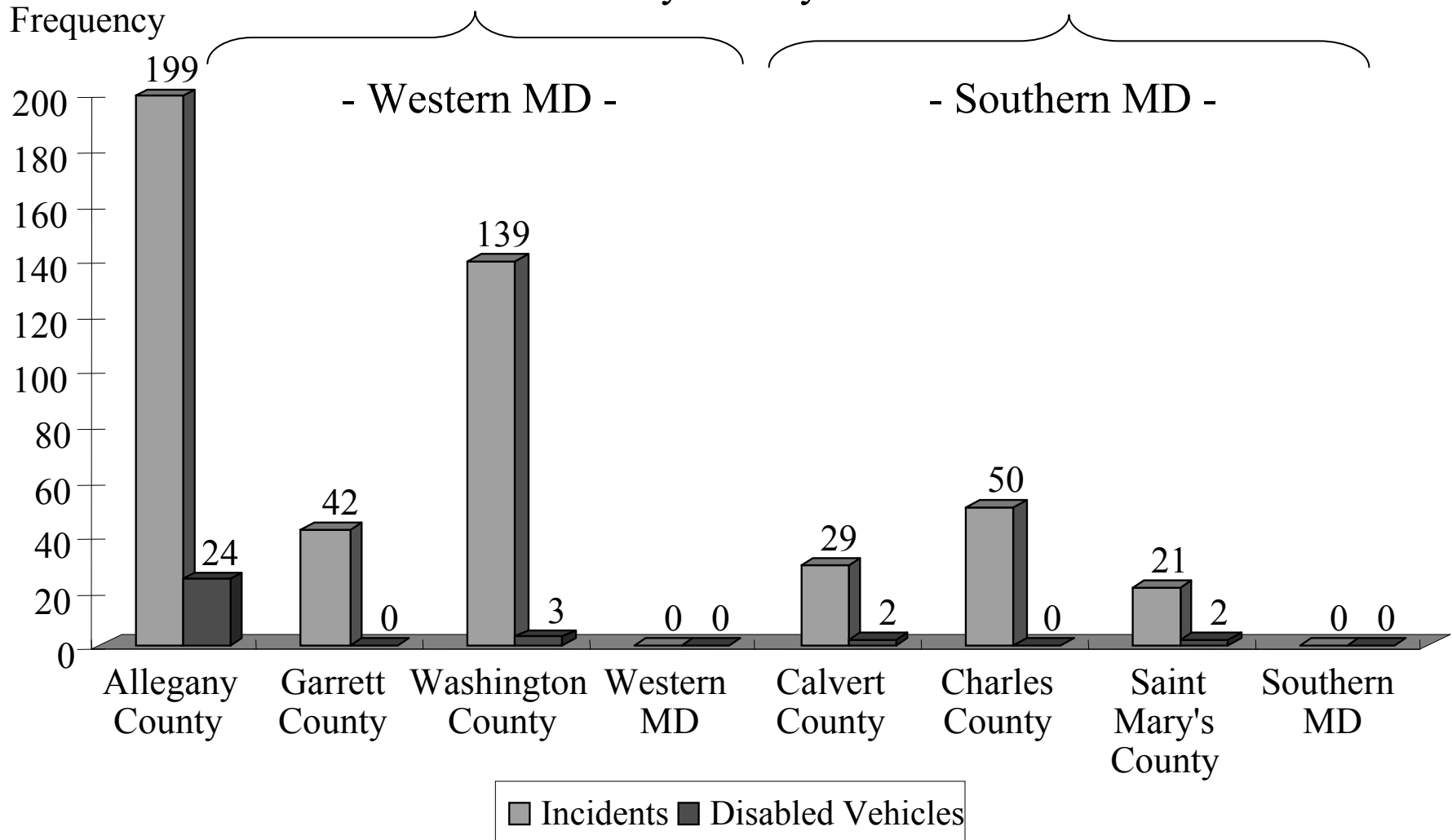


- Baltimore Region -

■ Incidents ■ Disabled Vehicles

Distribution of Incidents and Disabled Vehicles

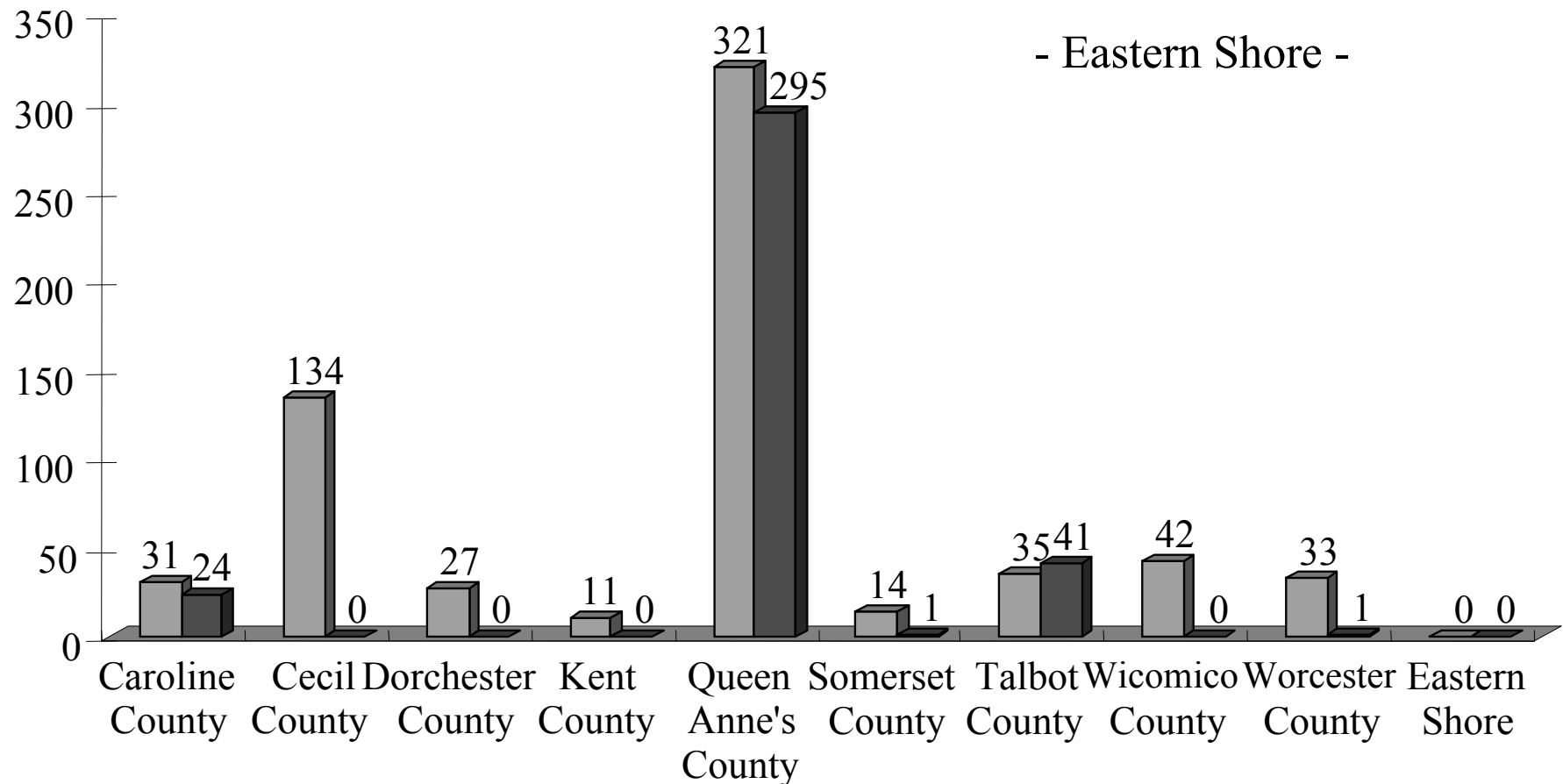
- by County -



Distribution of Incidents and Disabled Vehicles

- by County -

Frequency



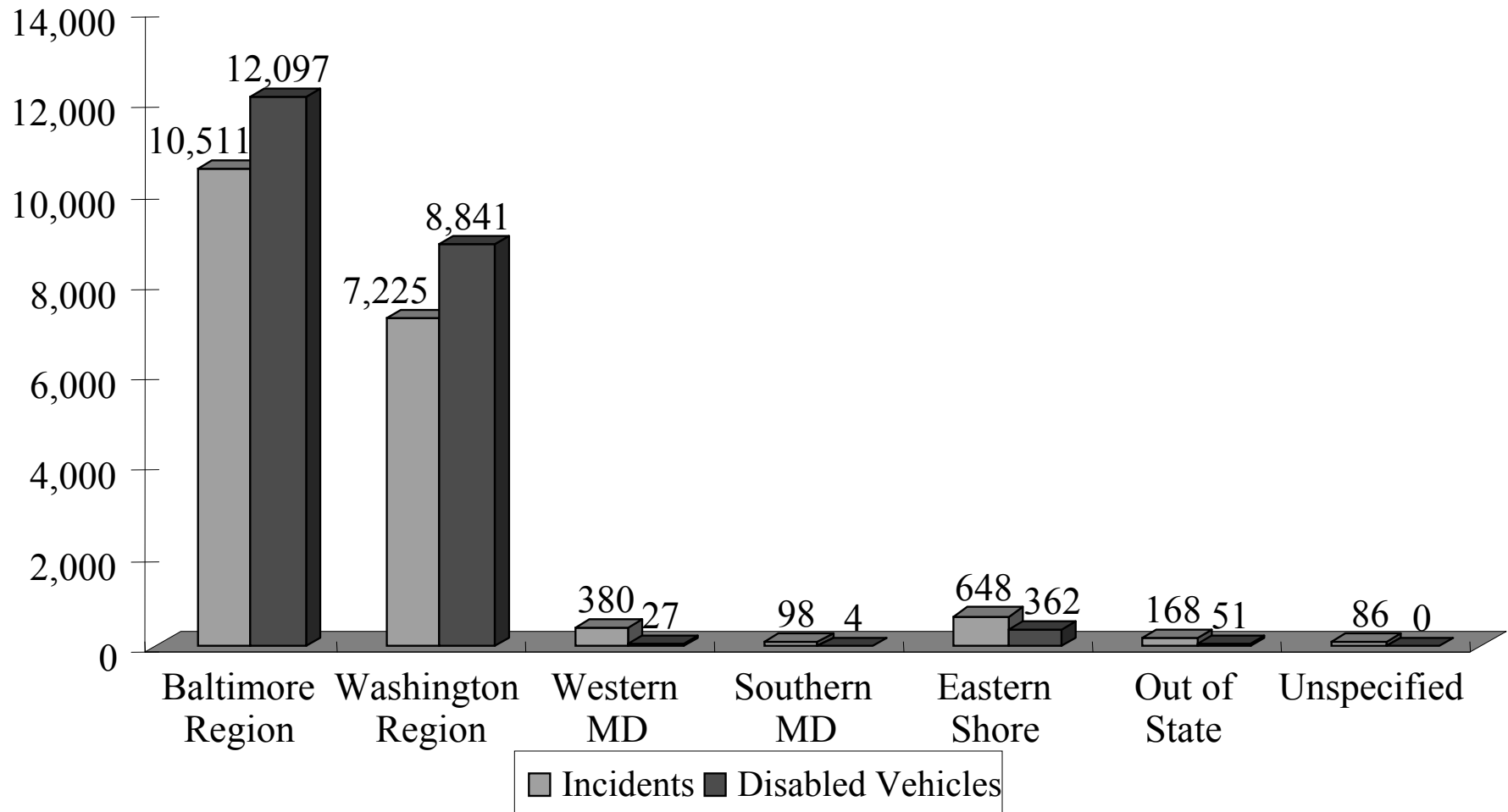
- Eastern Shore -

■ Incidents ■ Disabled Vehicles

Distribution of Incidents and Disabled Vehicles

- by Region -

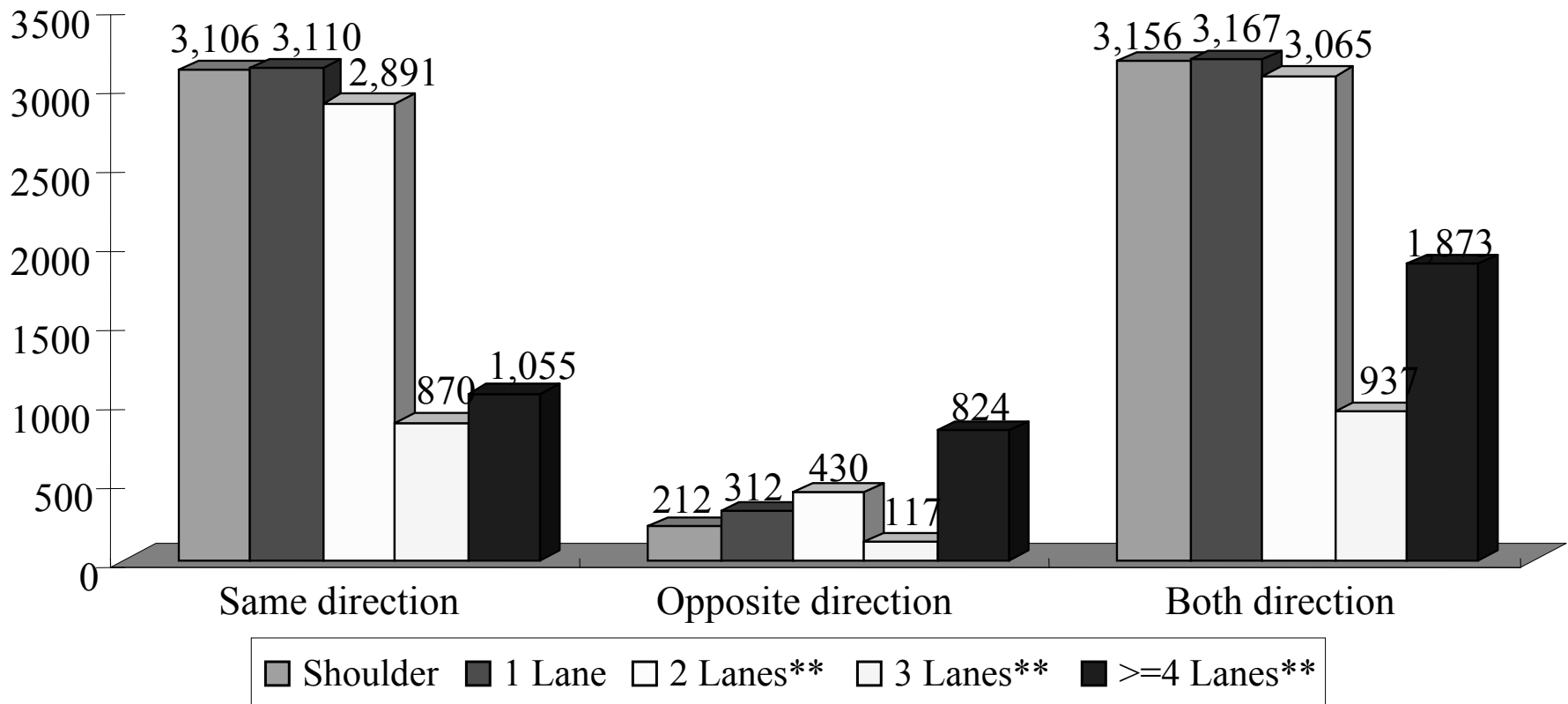
Frequency



Distribution of Incidents*

- by Lane Blockage -

Frequency

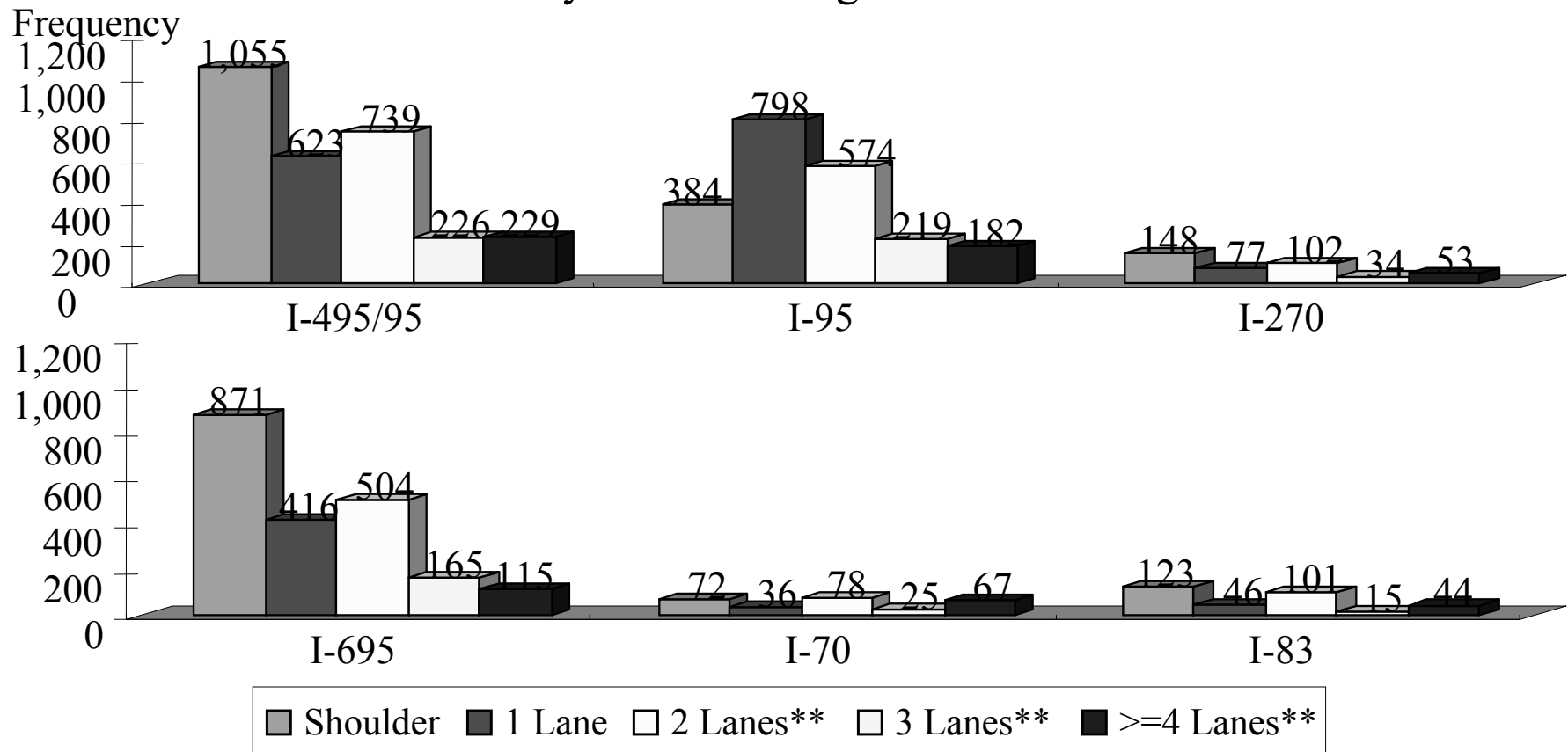


Note: * Not including “Disabled Vehicles”

** Also includes shoulder lane blockages

Distribution of Incidents*

- by Lane Blockage & Road -

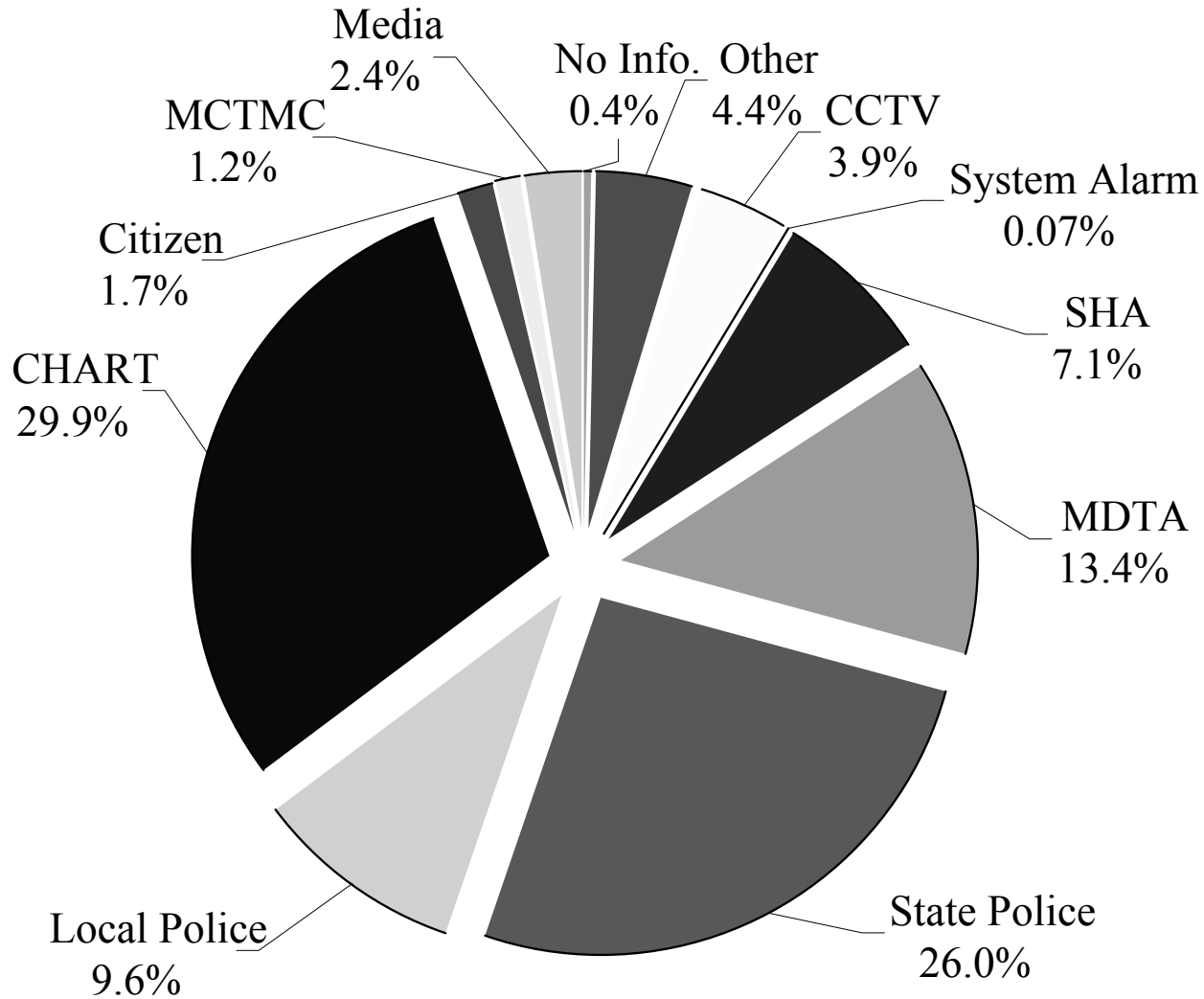


Note: * Not including "Disabled Vehicles"

** Also includes shoulder lane blockages

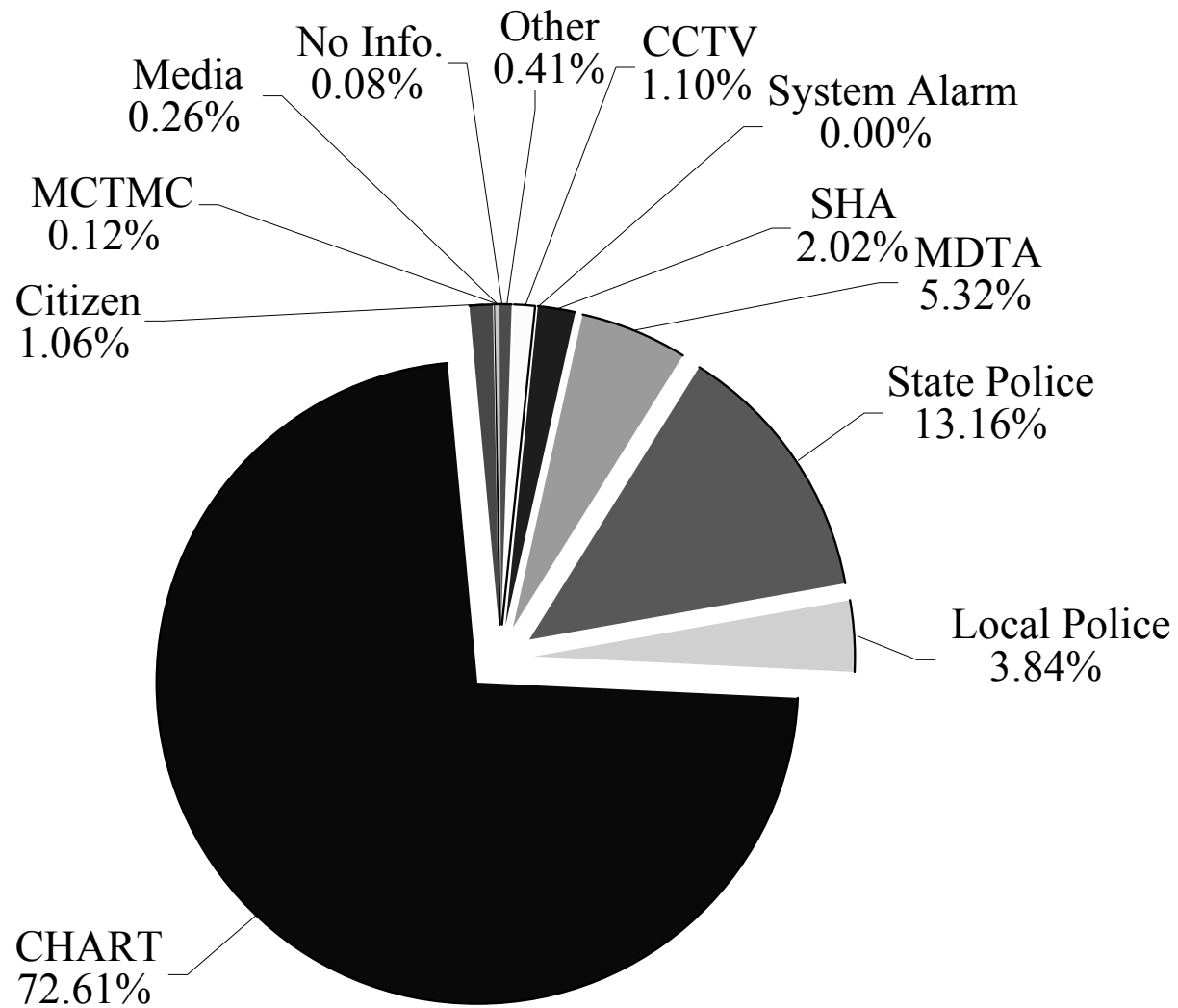
Distribution of Incidents

- by Detector Source -



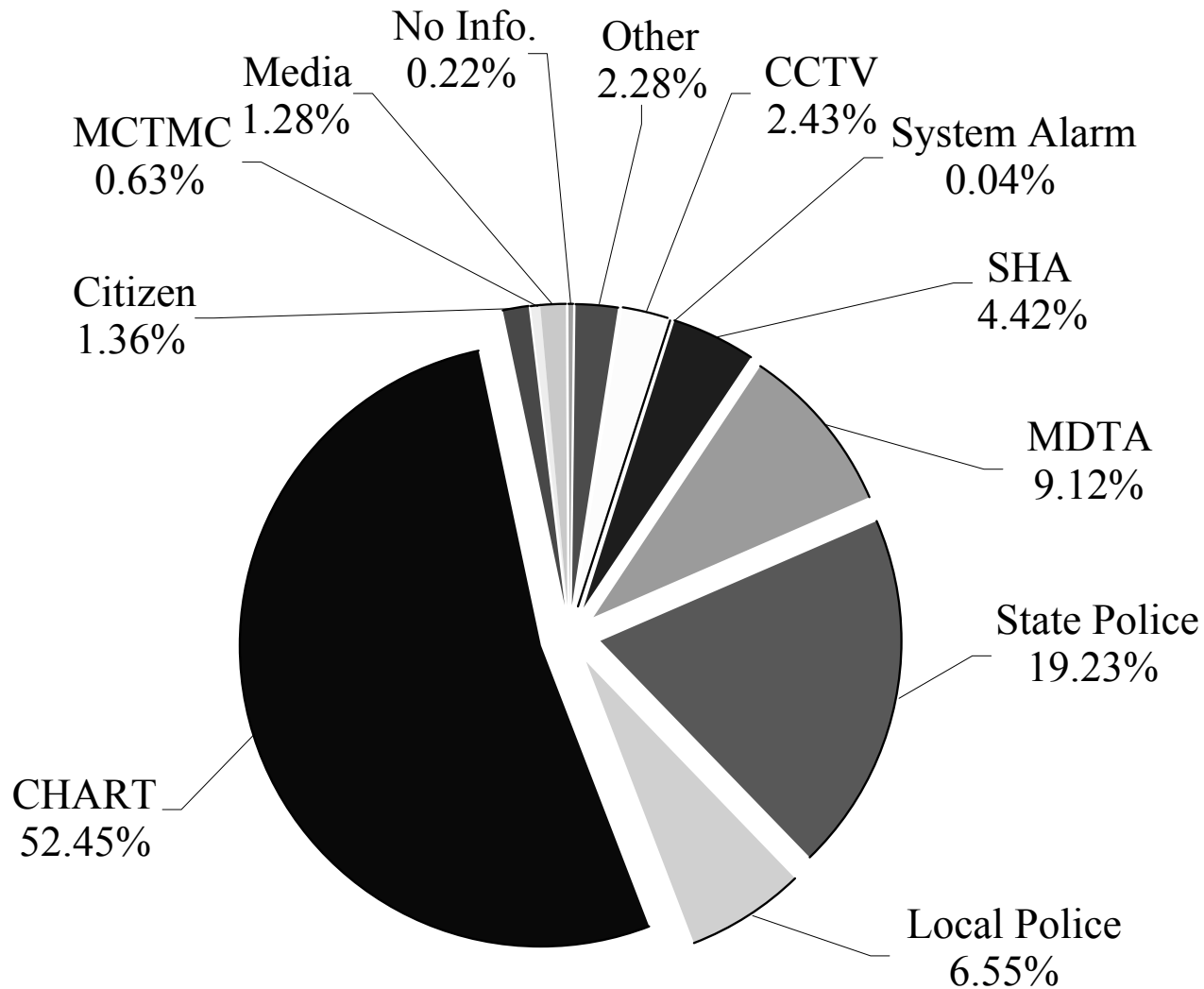
Distribution of Disabled Vehicles

- by Detector Source -



Distribution of Incidents and Disabled Vehicles

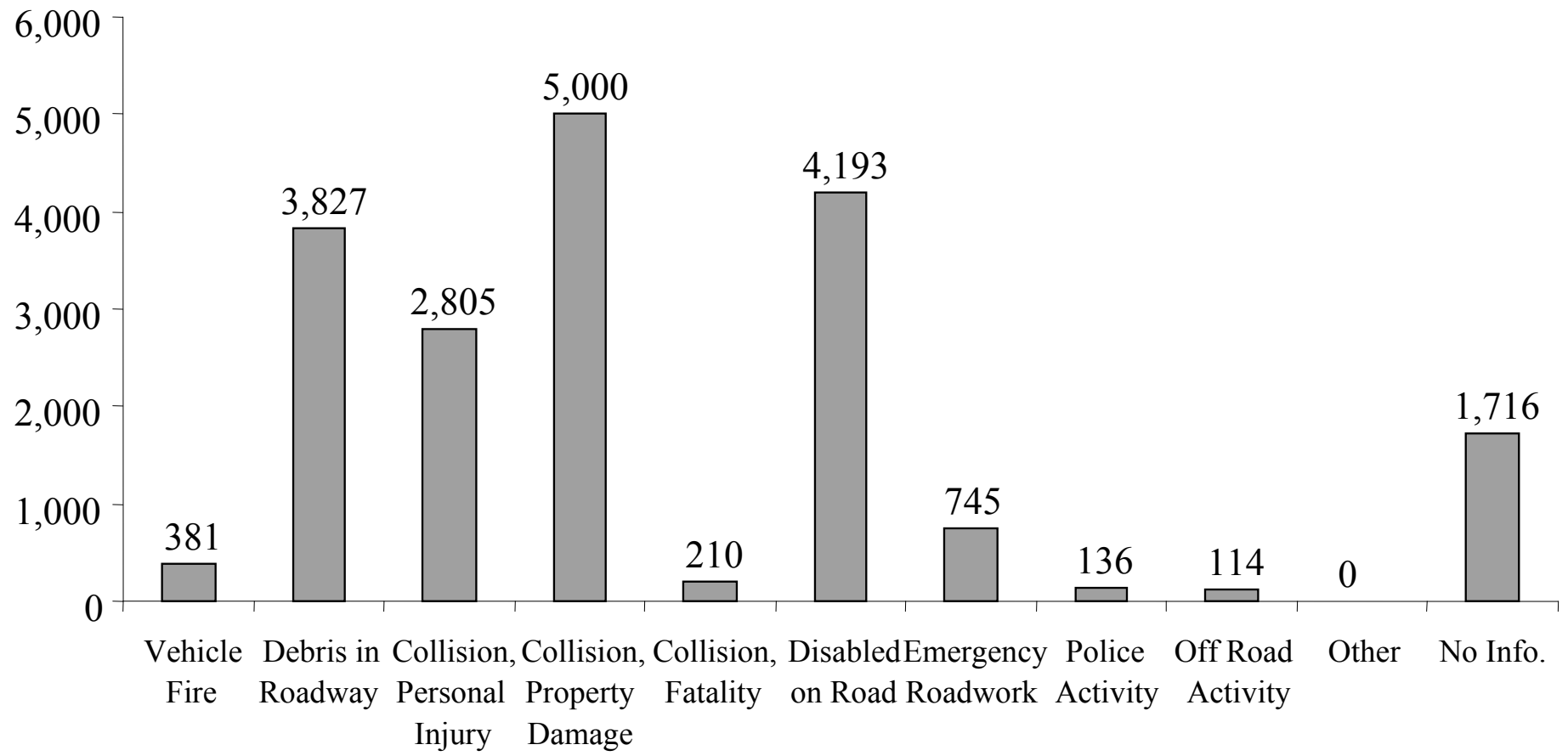
- by Detector Source -



Distribution of Incidents

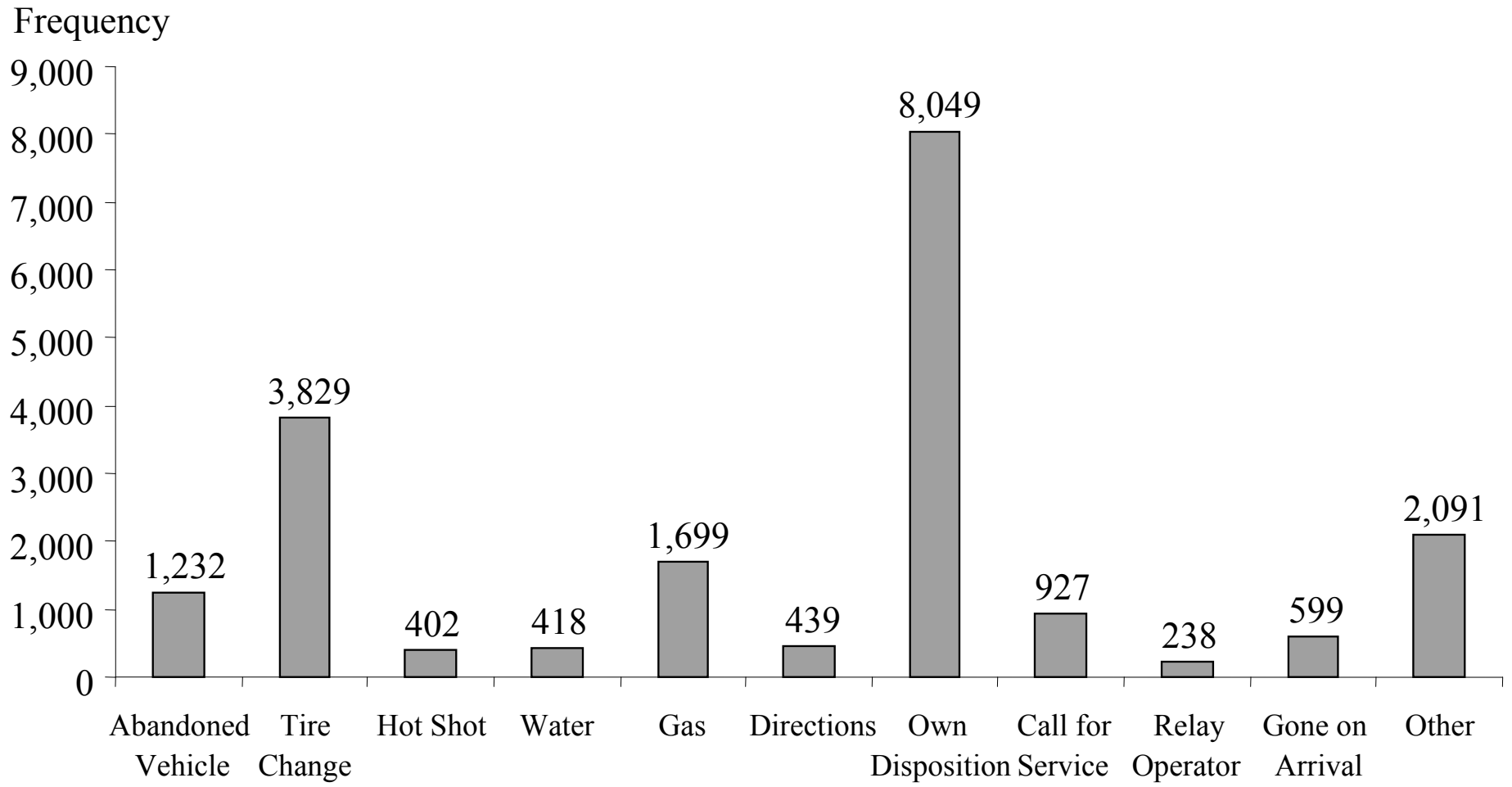
- by Nature -

Frequency



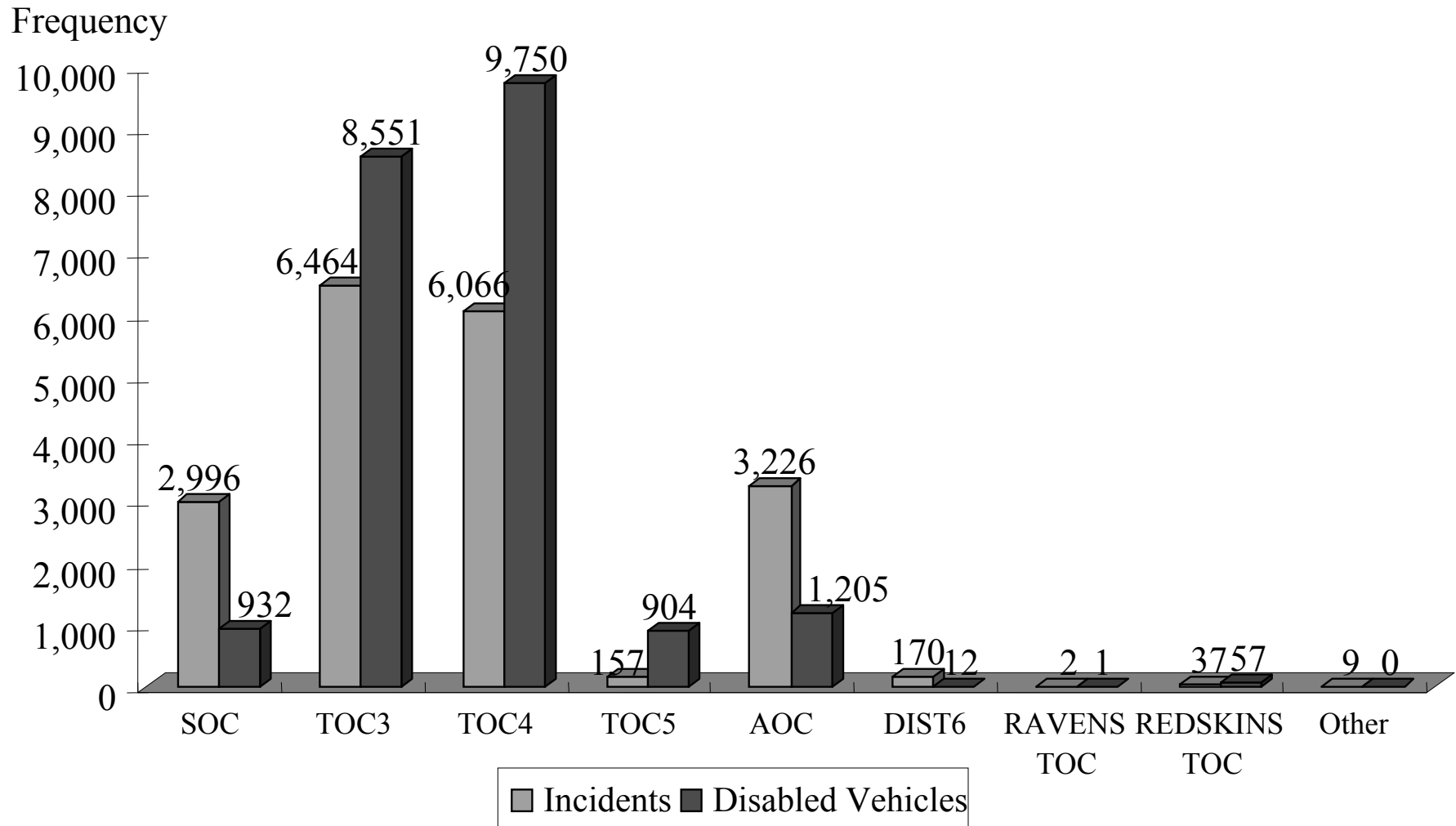
Distribution of Disabled Vehicles

- by Nature -



Distribution of Incidents and Disabled Vehicles

- by Operations Center -

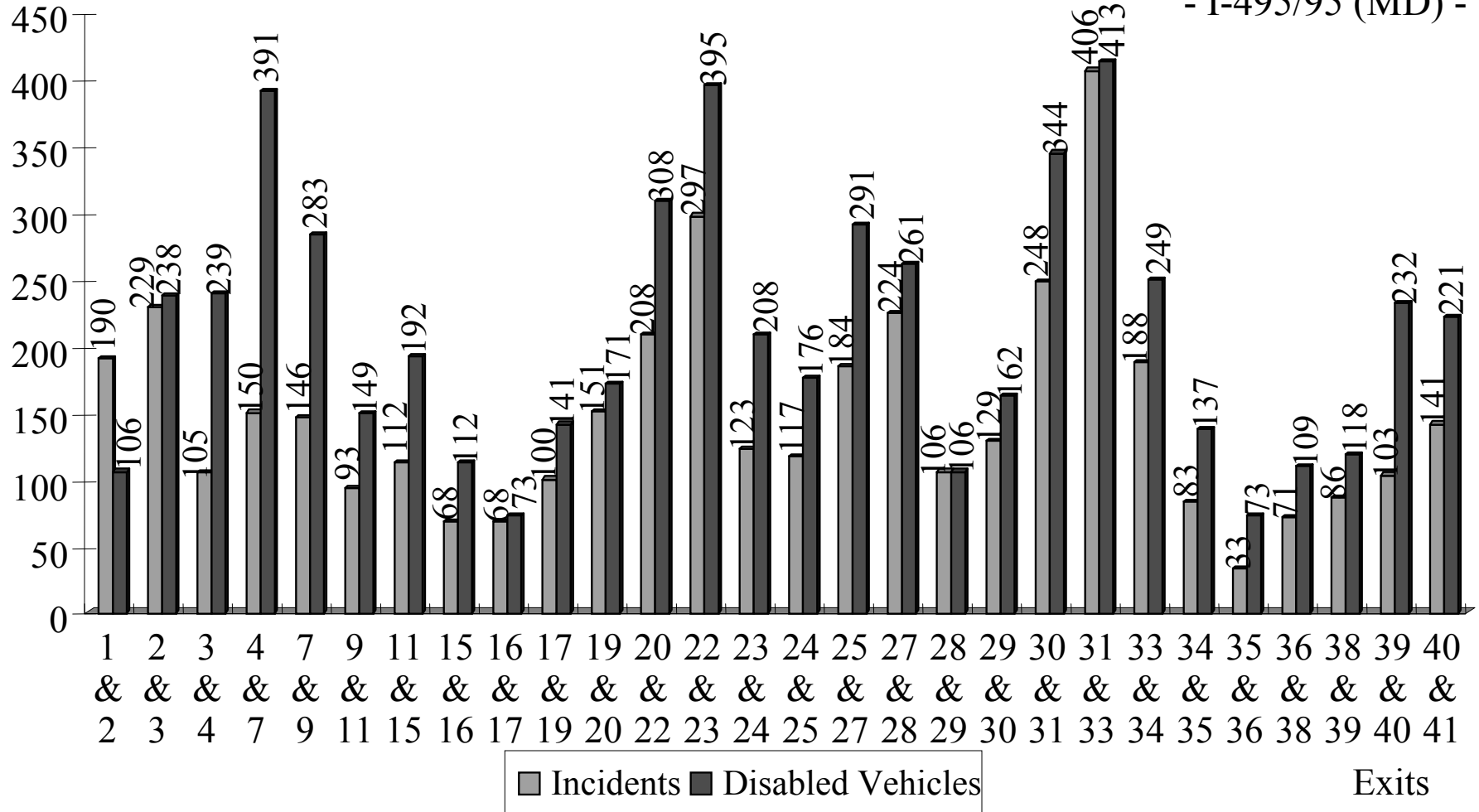


Distribution of Incidents and Disabled Vehicles

- by Location -

- I-495/95 (MD) -

Frequency



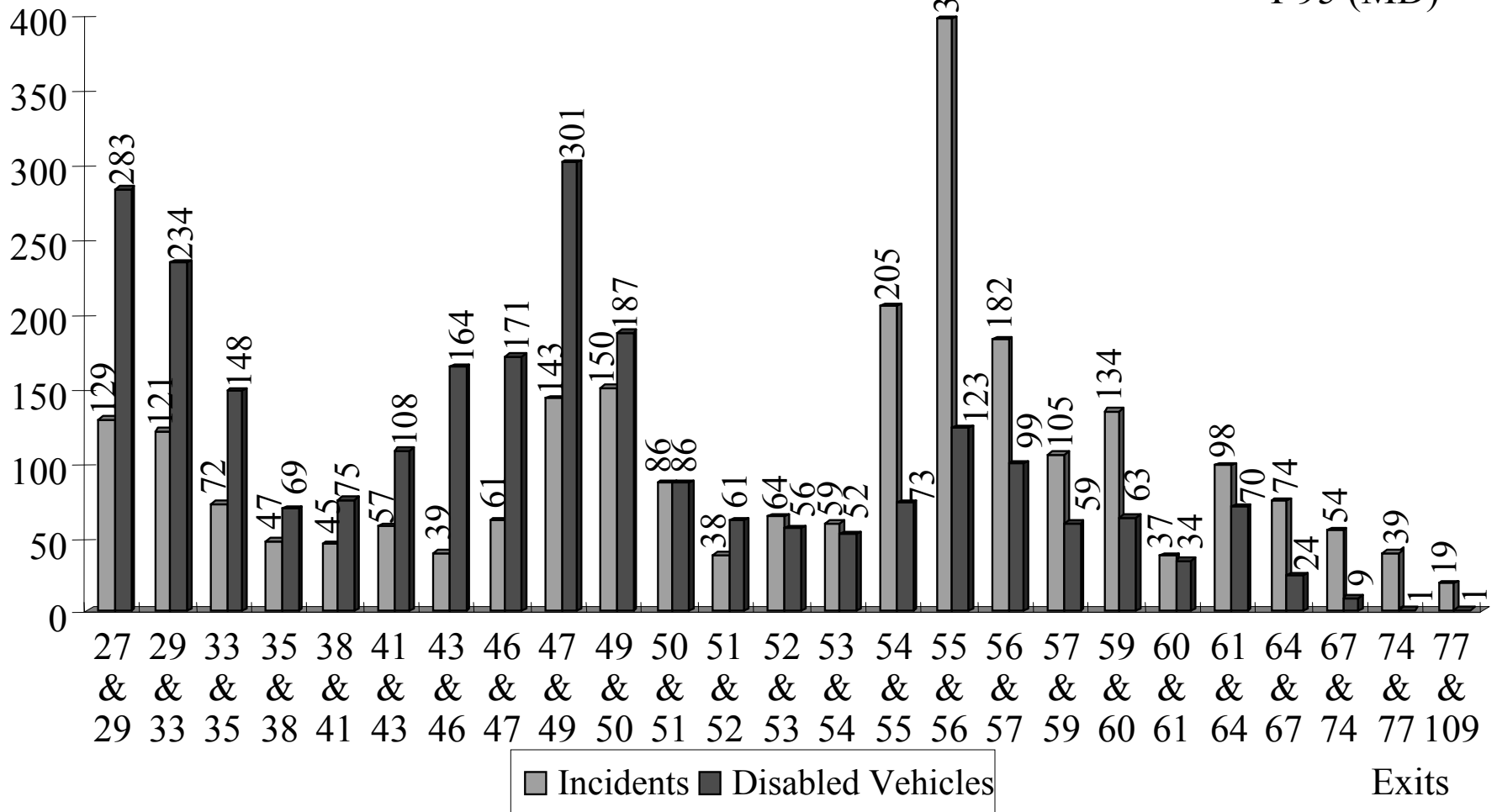
Exits

Distribution of Incidents and Disabled Vehicles

- by Location -

- I-95 (MD) -

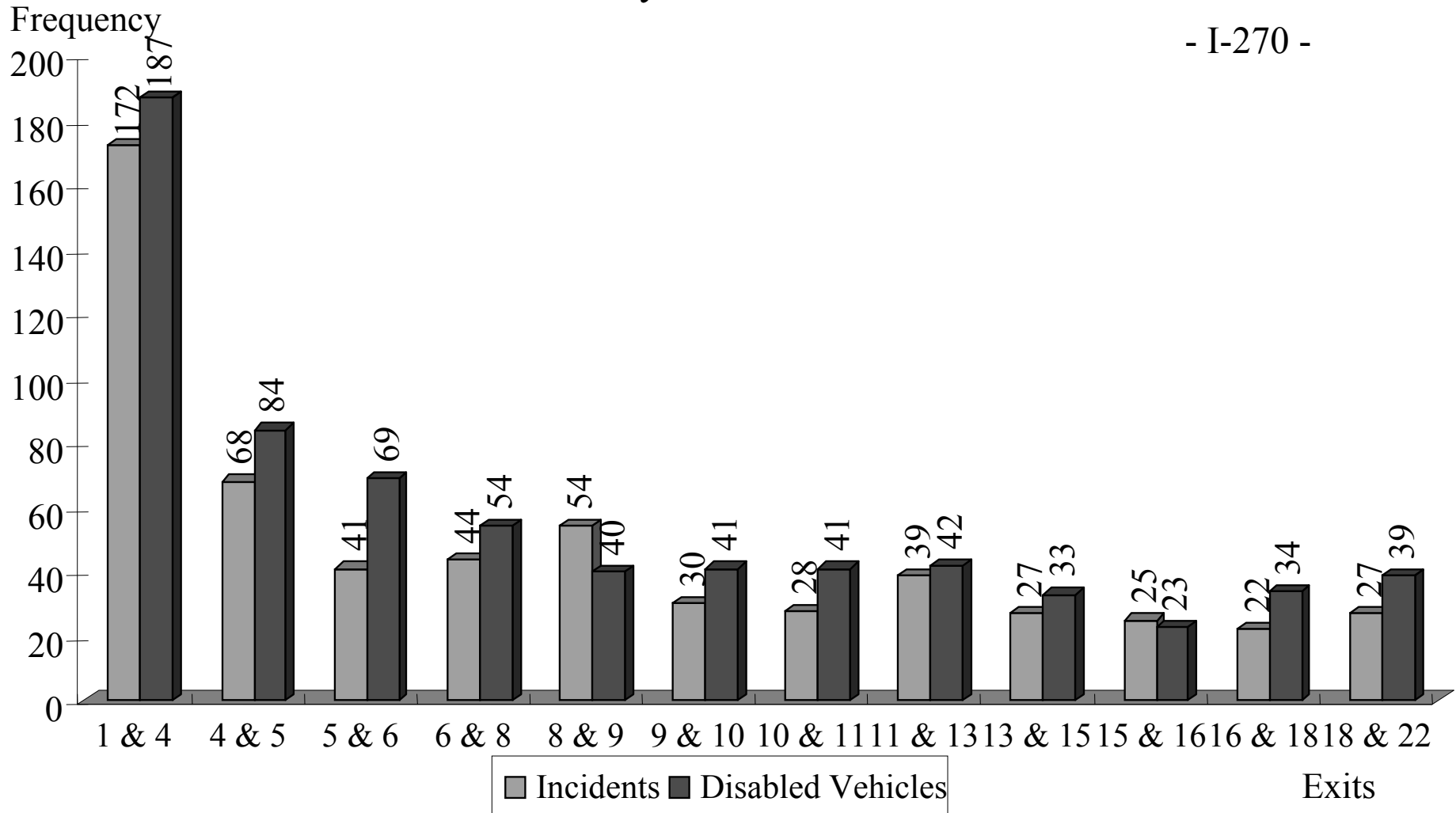
Frequency



Distribution of Incidents and Disabled Vehicles

- by Location -

- I-270 -



Distribution of Incidents and Disabled Vehicles

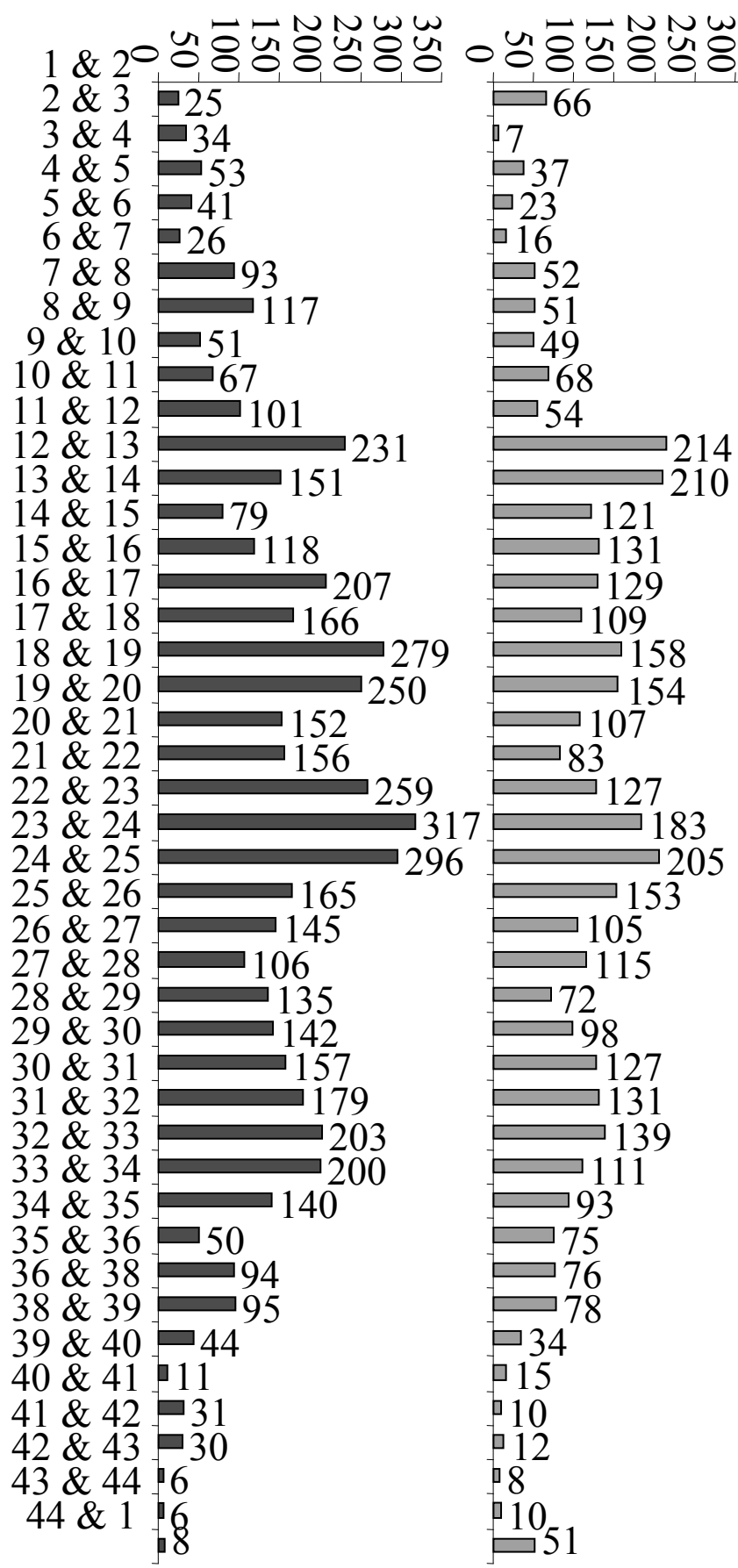
Frequency

- by Location -

- I-695 -

Incidents Disabled Vehicles

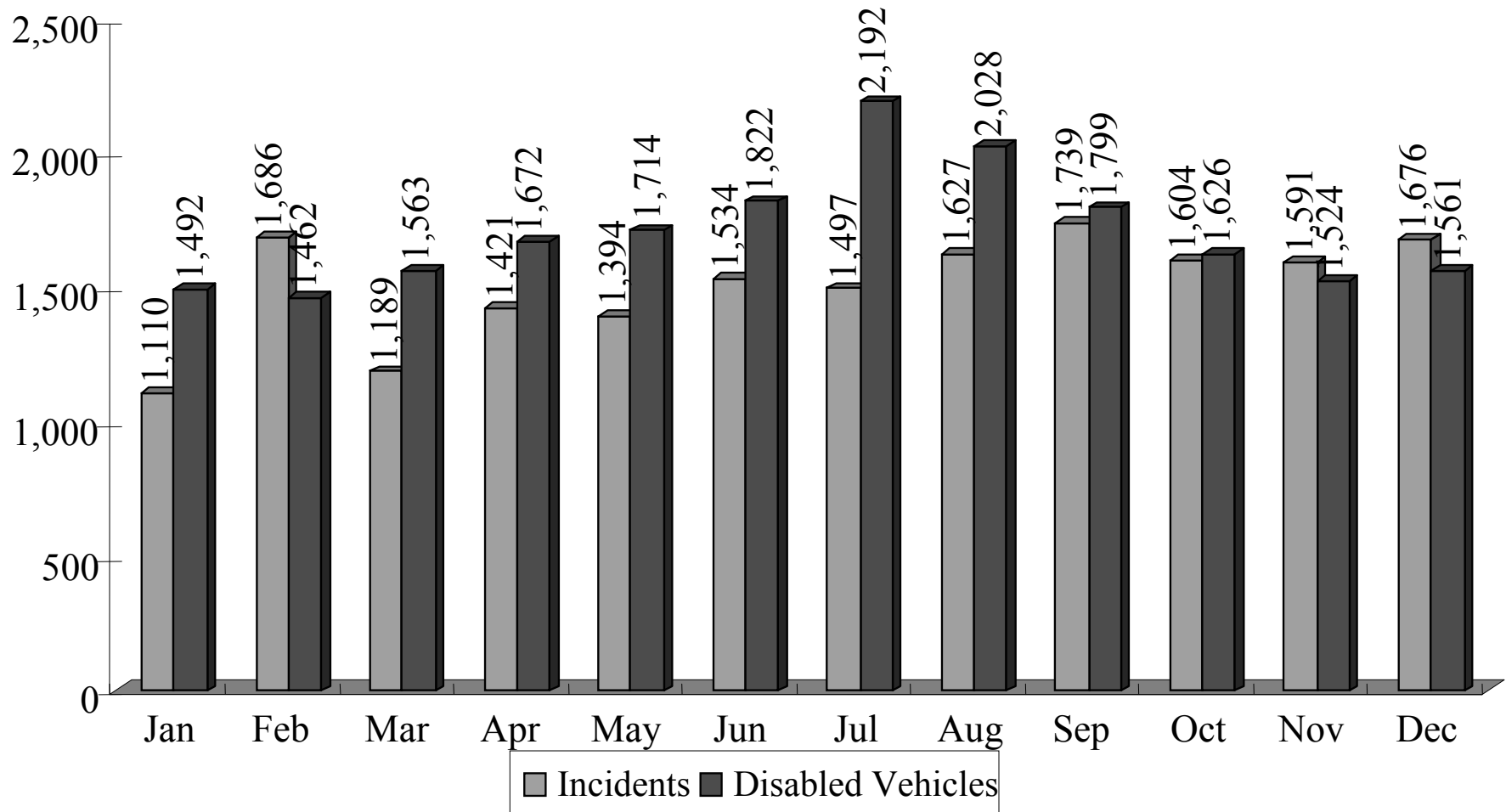
Exits



Distribution of Incidents and Disabled Vehicles

- by Month -

Frequency



Distribution of Incidents and Disabled Vehicles

- by Weekday and Weekend -

Operations Center		TOC 3	TOC 4	TOC 5	SOC	Other	Total
Incidents	Weekdays	99%	99%	32%	65%	76%	89%
	Weekends	1%	1%	68%	35%	24%	11%
Disabled Vehicles	Weekdays	99%	100%	29%	69%	70%	93%
	Weekends	1%	0%	71%	31%	30%	7%
Total	Weekdays	99%	99%	29%	66%	74%	91%
	Weekends	1%	1%	71%	34%	26%	9%

Distribution of Incidents and Disabled Vehicles

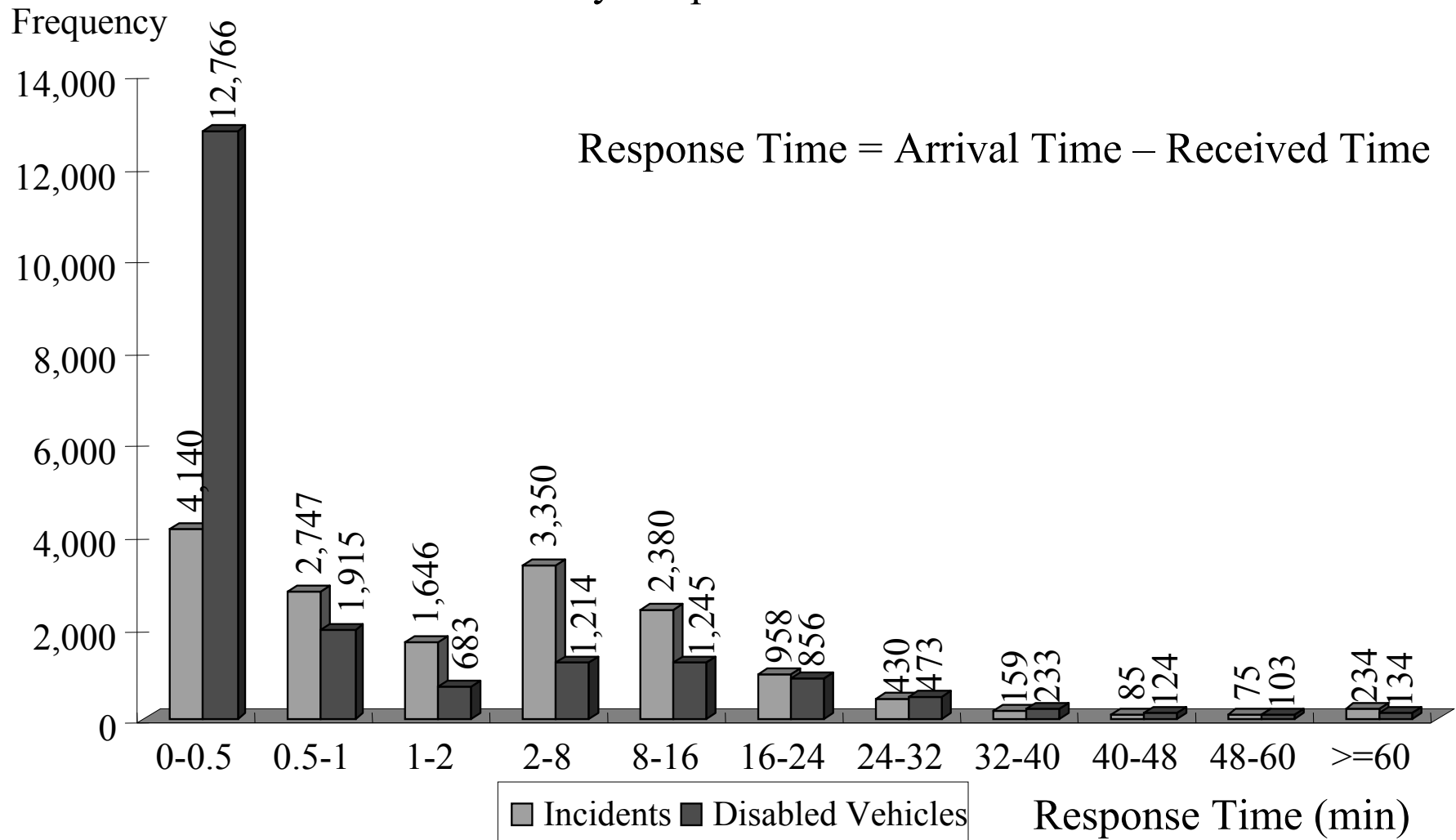
- by Peak* and Off-Peak Hours -

Operations Center		TOC 3	TOC 4	TOC 5	SOC	Other	Total
Incidents	Peak	41%	42%	19%	16%	25%	34%
	Off-Peak	59%	58%	81%	84%	75%	66%
Disabled Vehicles	Peak	46%	48%	15%	31%	28%	44%
	Off-Peak	54%	52%	85%	69%	72%	56%
Total	Peak	44%	46%	16%	20%	26%	39%
	Off-Peak	56%	54%	84%	80%	74%	61%

Note: * Peak Hours – Weekdays 7:30 am to 9:30 am and 4:00 pm to 6:30 pm

Distribution of Incidents and Disabled Vehicles

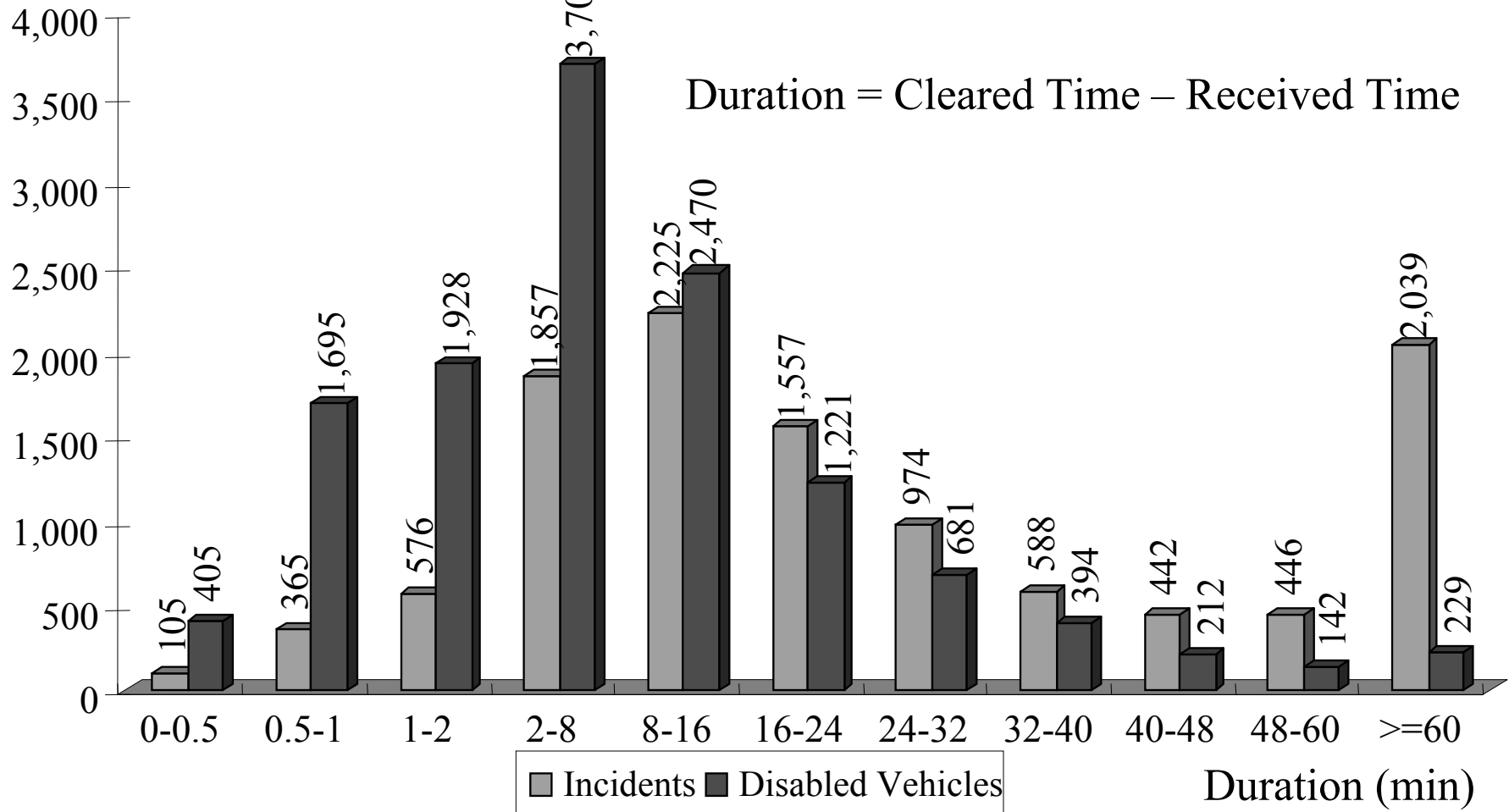
- by Response Time -



Distribution of Incidents and Disabled Vehicles

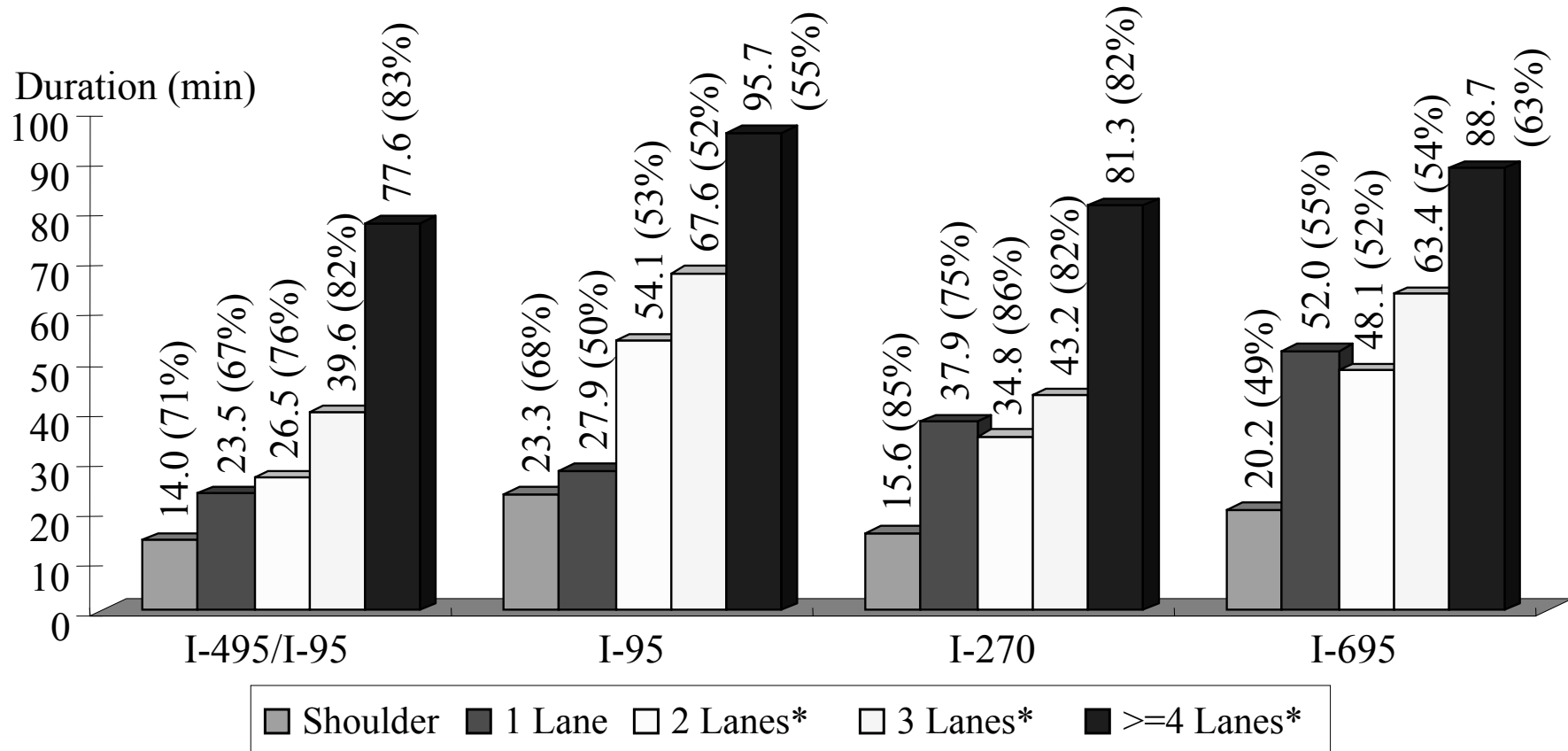
- by Duration -

Frequency



Average Duration of Incidents

- by Lane Blockage and Road -



Note: * Also includes “Shoulder” lane blockage

** The number in each parenthesis shows the percentage of data available