



Module 3

Statistical Comparison of Data Characteristic and Distribution

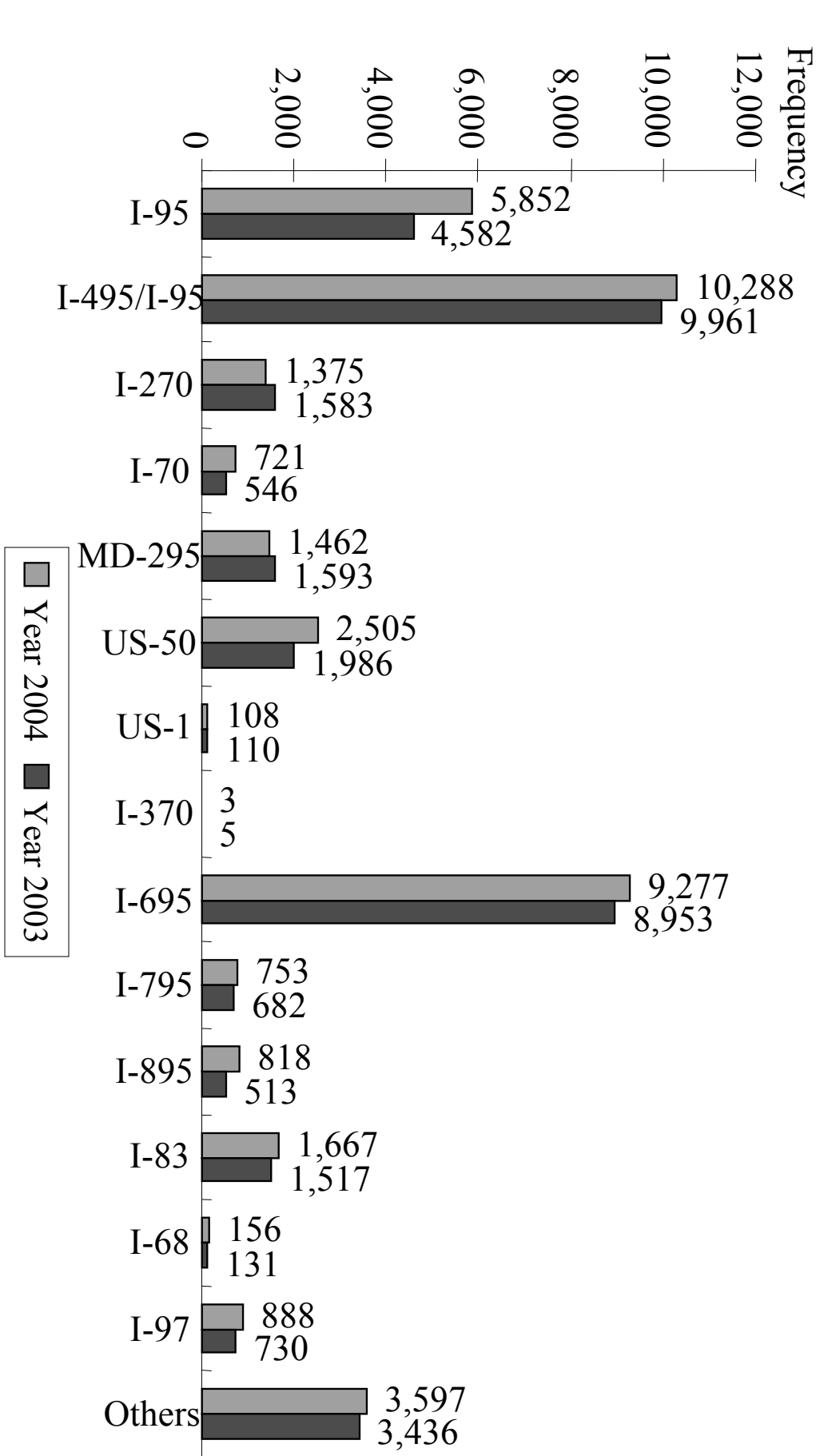


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Distribution of Incidents and Disabled Vehicles

- by Road -



Distribution of Incidents and Disabled Vehicles

- by Peak* and Off-Peak Hours -

	TOC 3		TOC 4		TOC 5	
	2004	2003	2004	2003	2004	2003
Peak*	44%	43%	46%	45%	16%	15%
Off-Peak	56%	57%	54%	55%	84%	85%
	SOC		Other		Total	
	2004	2003	2004	2003	2004	2003
Peak*	20%	22%	26%	24%	39%	40%
Off-Peak	80%	78%	74%	76%	61%	60%

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

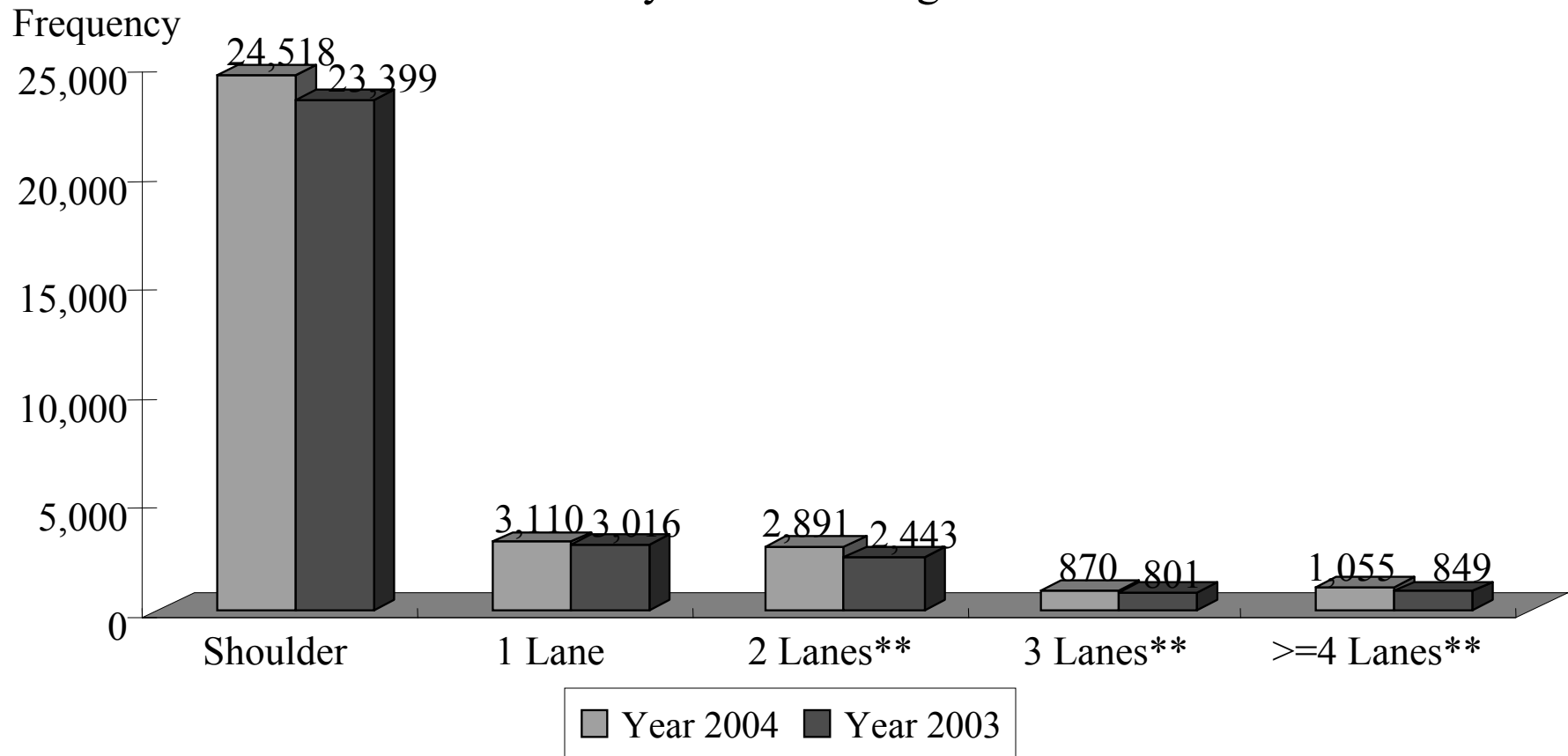
Distribution of Incidents and Disabled Vehicles

- by Weekday and Weekend -

	TOC 3		TOC 4		TOC 5	
	2004	2003	2004	2003	2004	2003
Weekdays	99%	98%	99%	98%	29%	30%
Weekends	1%	2%	1%	2%	71%	70%
	SOC		Other		Total	
	2004	2003	2004	2003	2004	2003
Weekdays	66%	70%	74%	70%	91%	92%
Weekends	34%	30%	26%	30%	9%	8%

Distribution of Incidents and Disabled Vehicles*

- by Lane Blockage -

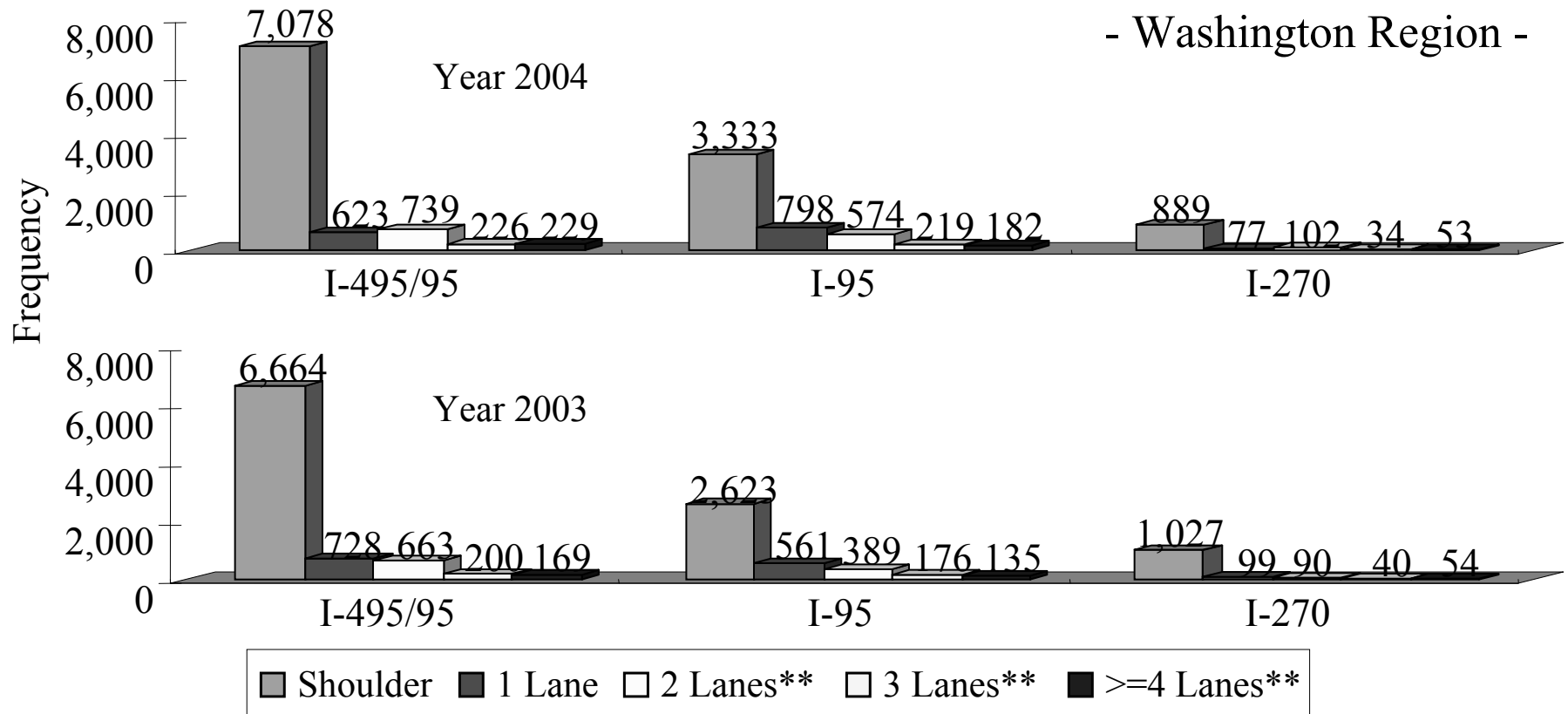


Note: * “Disabled Vehicles” are all classified as “Shoulder” lane blockage

** Also includes shoulder lane blockages

Distribution of Incidents and Disabled Vehicles*

- by Lane Blockage and Road -

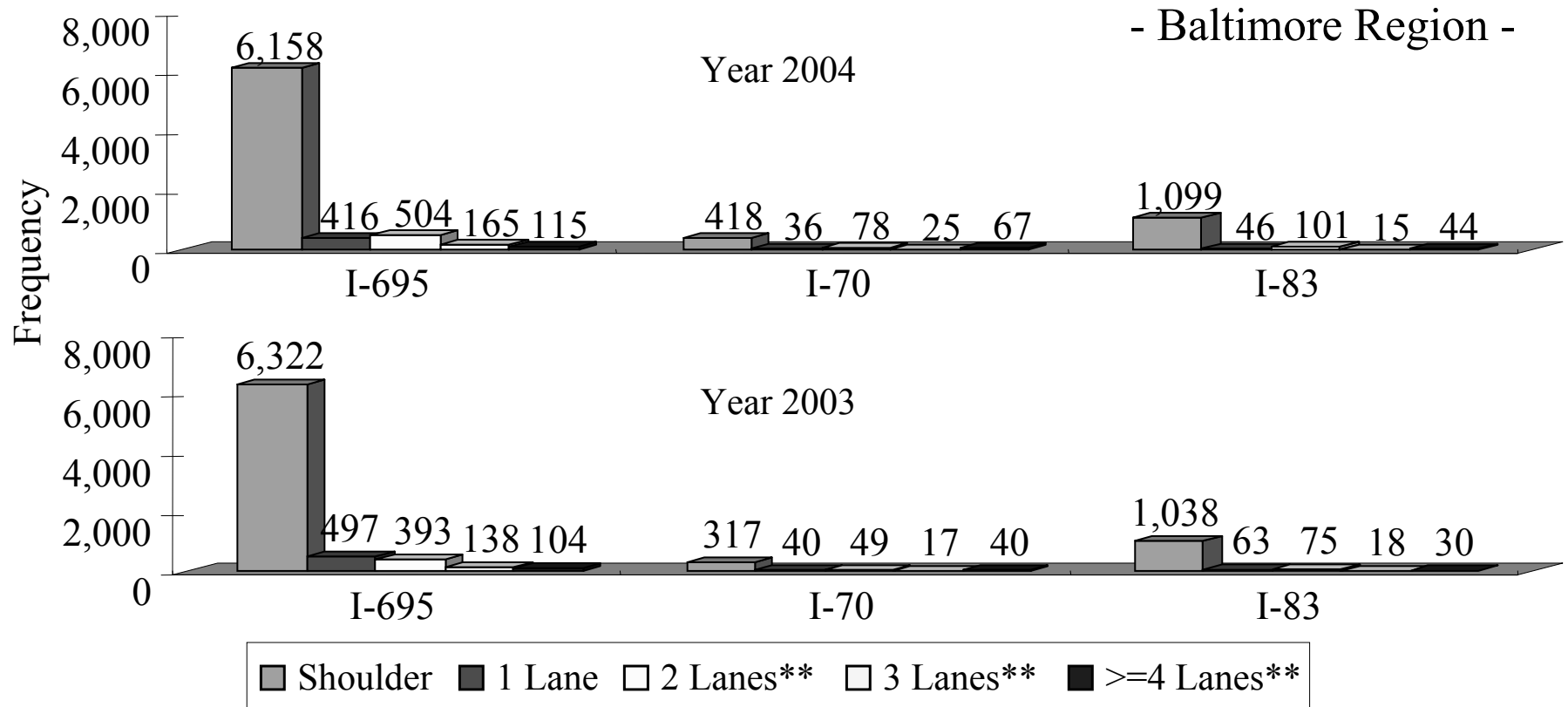


Note: * “Disabled Vehicles” are all classified as “Shoulder” lane blockage

** Also includes shoulder lane blockages

Distribution of Incidents and Disabled Vehicles*

- by Lane Blockage and Road -



Note: * “Disabled Vehicles” are all classified as “Shoulder” lane blockage

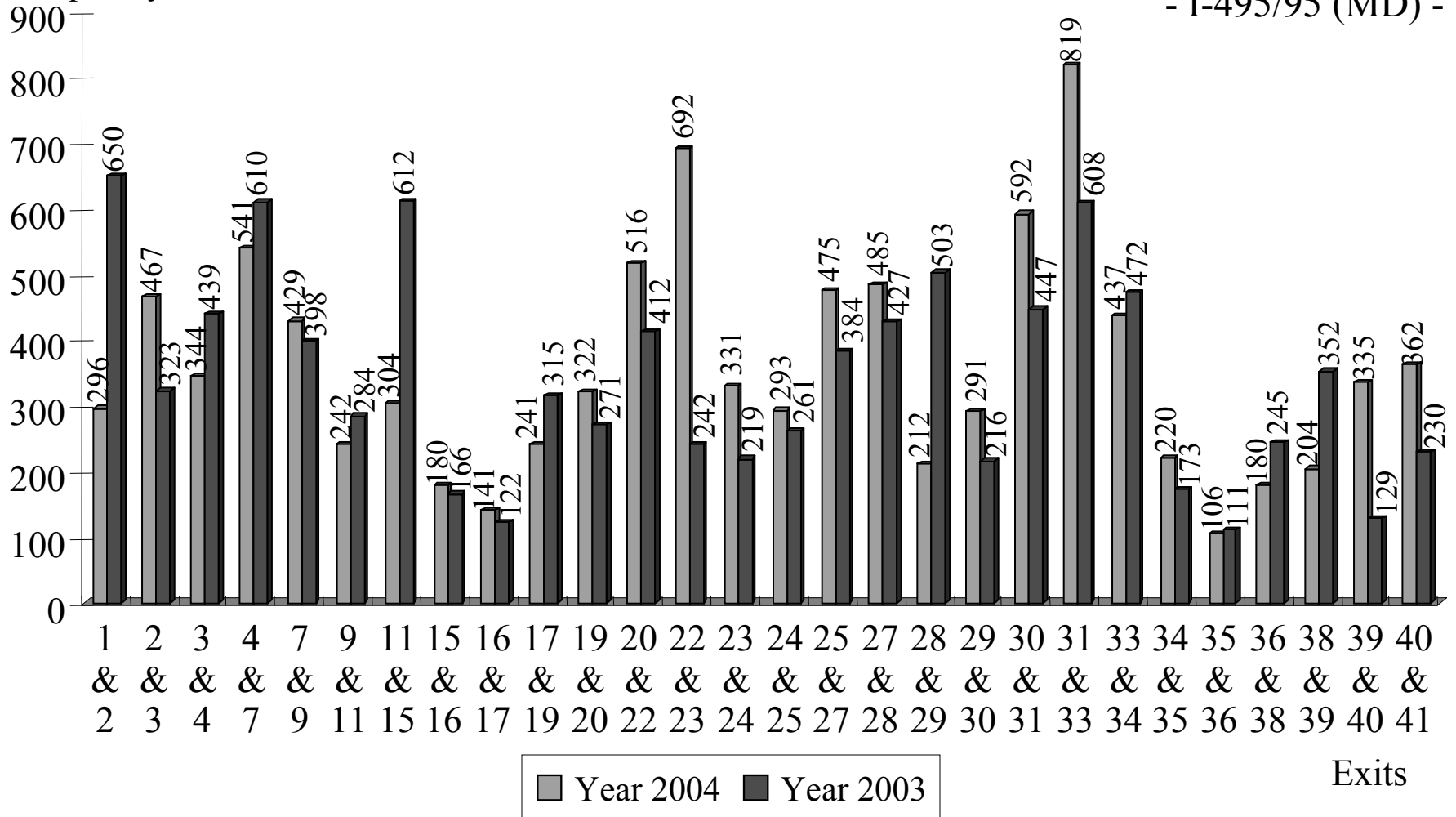
** Also includes shoulder lane blockages

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

700

600

500

400

300

200

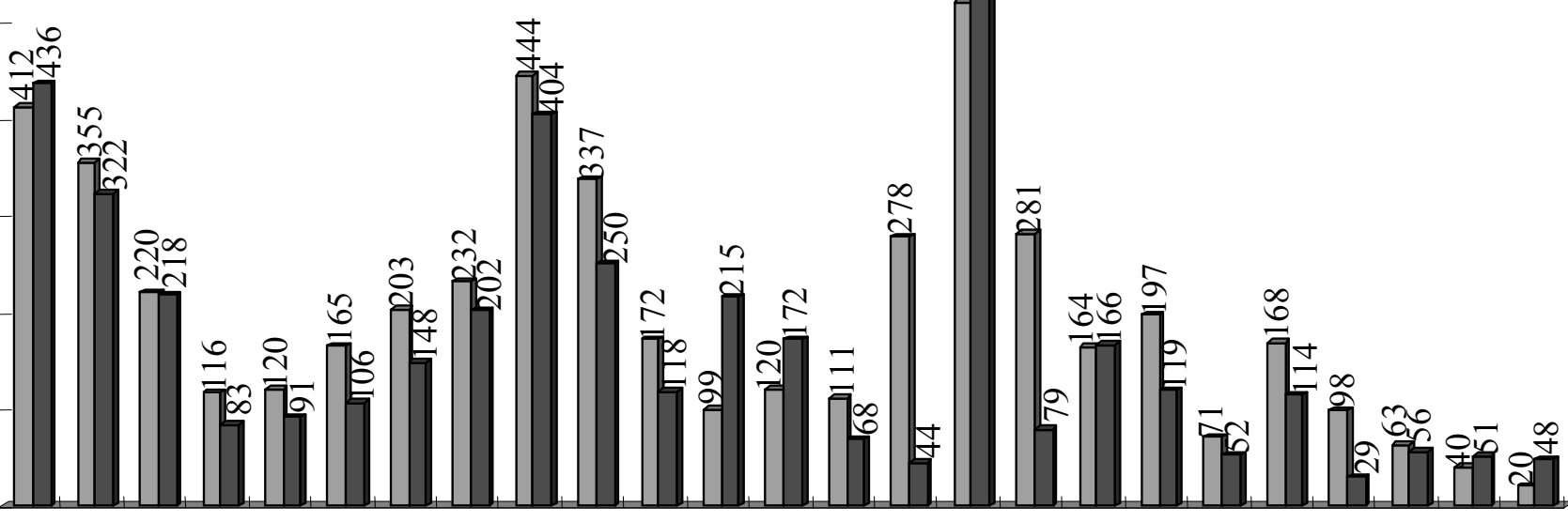
100

0

27 & 29 29 & 33 33 & 35 35 & 38 38 & 41 41 & 43 43 & 46 46 & 47 47 & 49 49 & 50 50 & 51 51 & 52 52 & 53 53 & 54 54 & 55 55 & 56 56 & 57 57 & 59 59 & 60 60 & 61 61 & 64 64 & 67 67 & 74 74 & 77 77 & 109



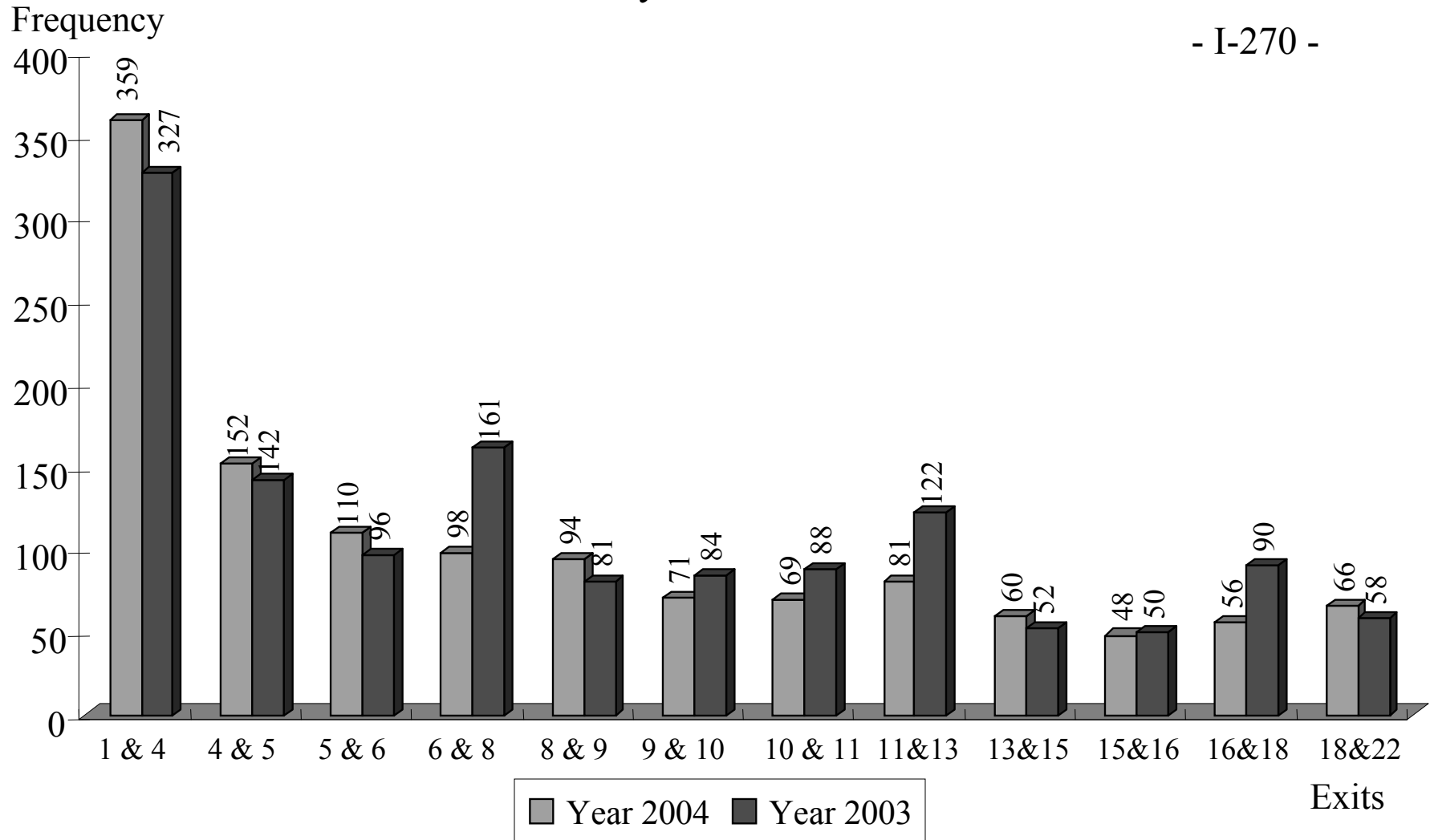
Exits



Distribution of Incidents and Disabled Vehicles

- by Location -

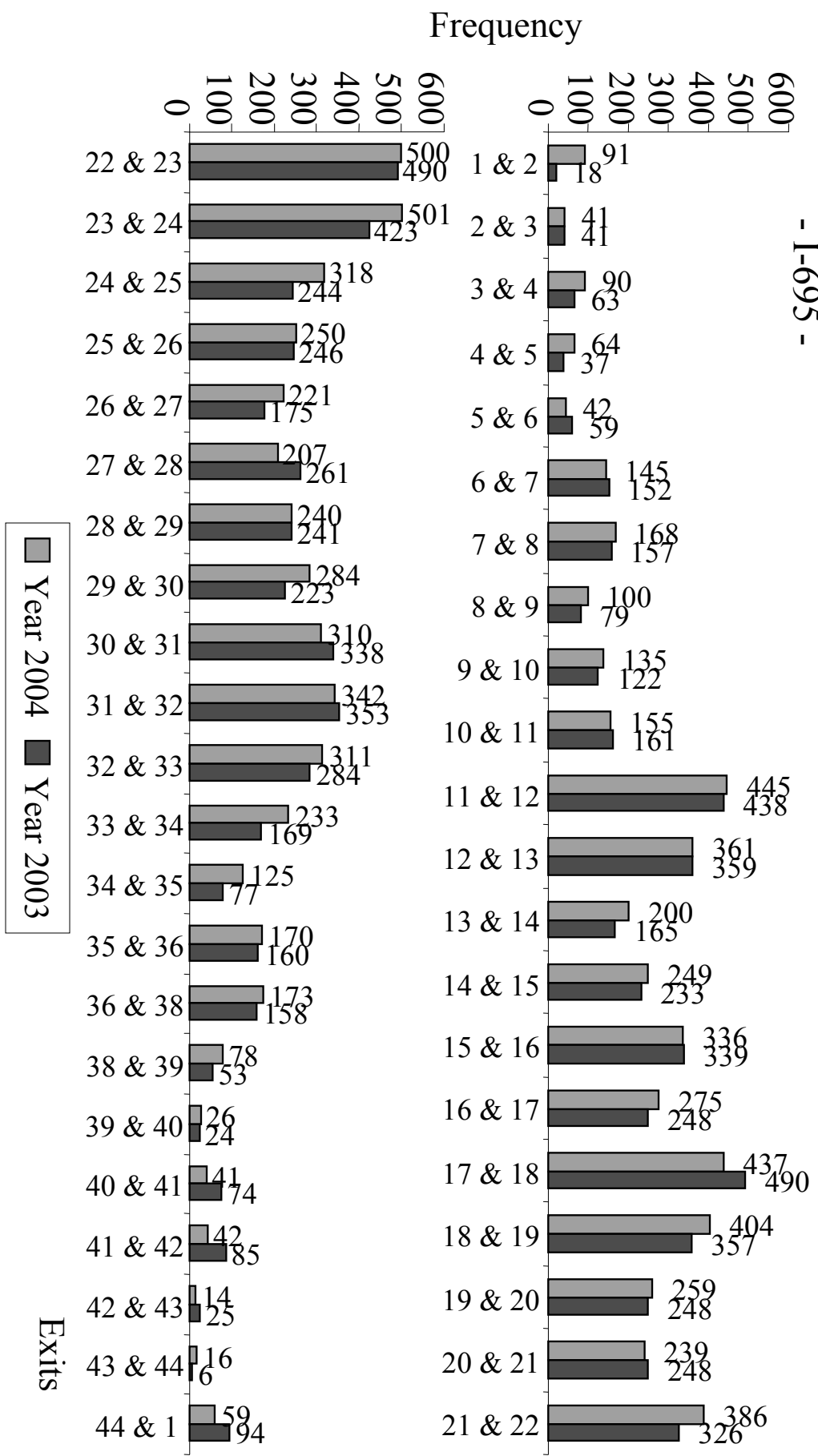
- I-270 -



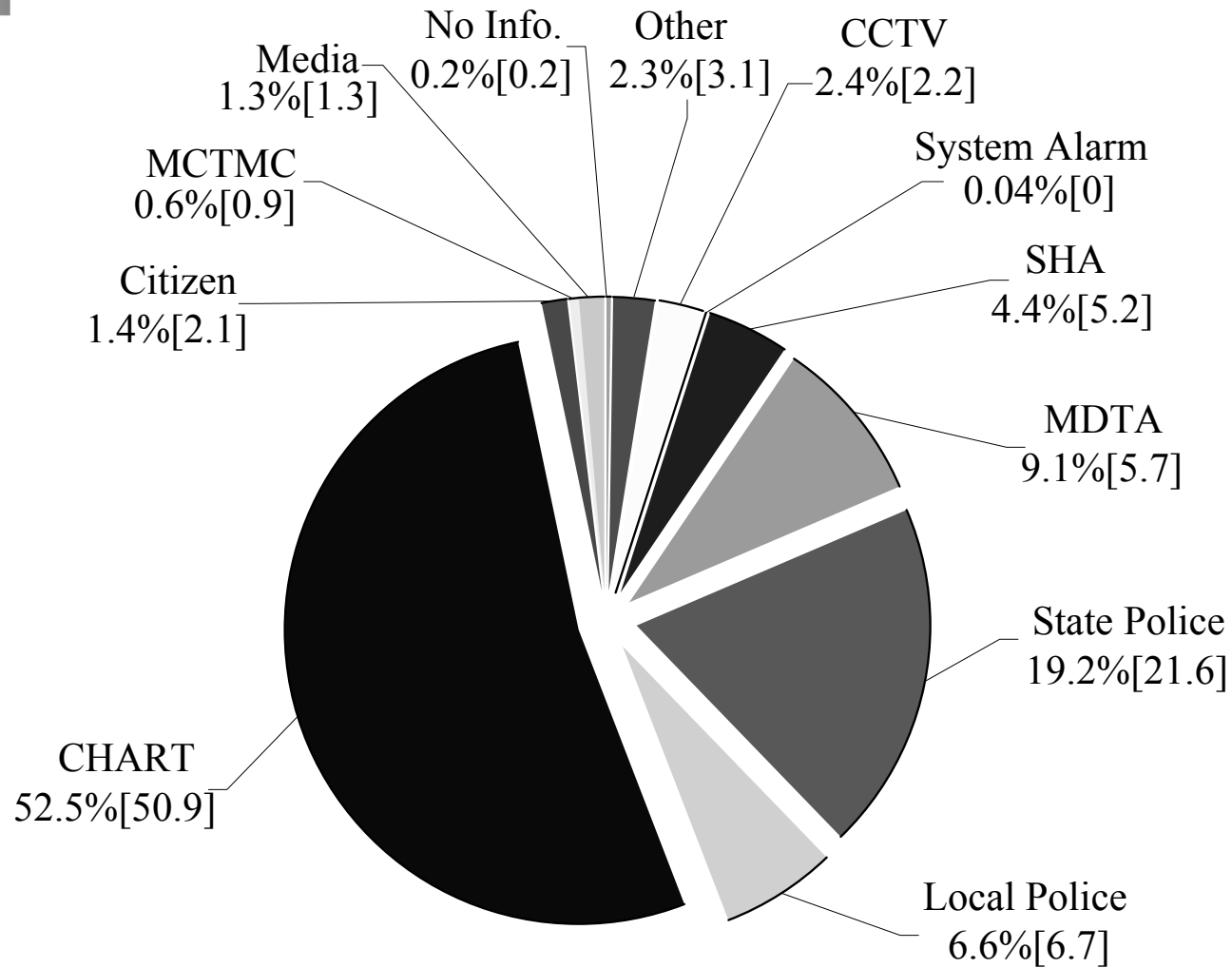
Distribution of Incidents and Disabled Vehicles

- I-695 -

- by Location -

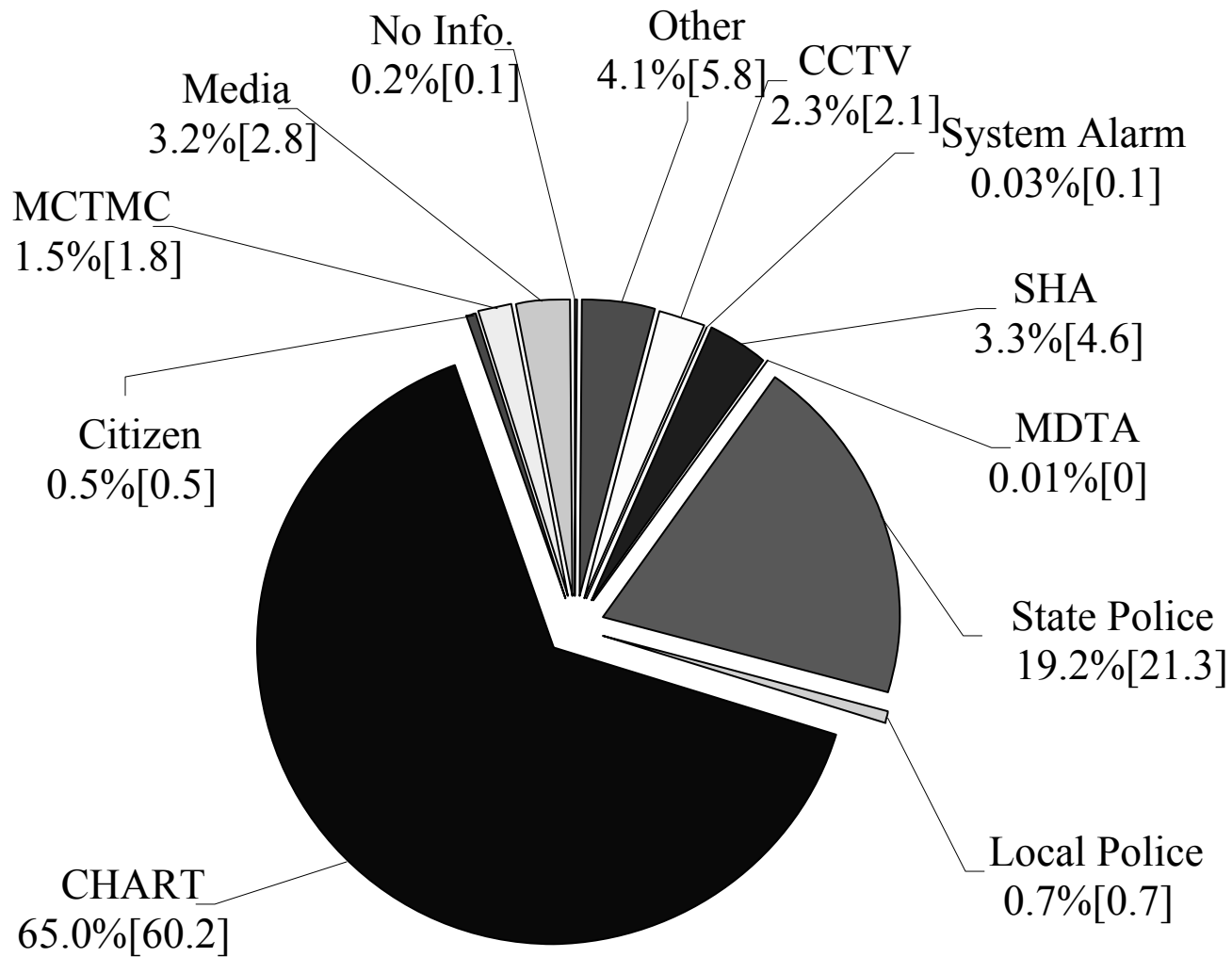


Sources of Detection



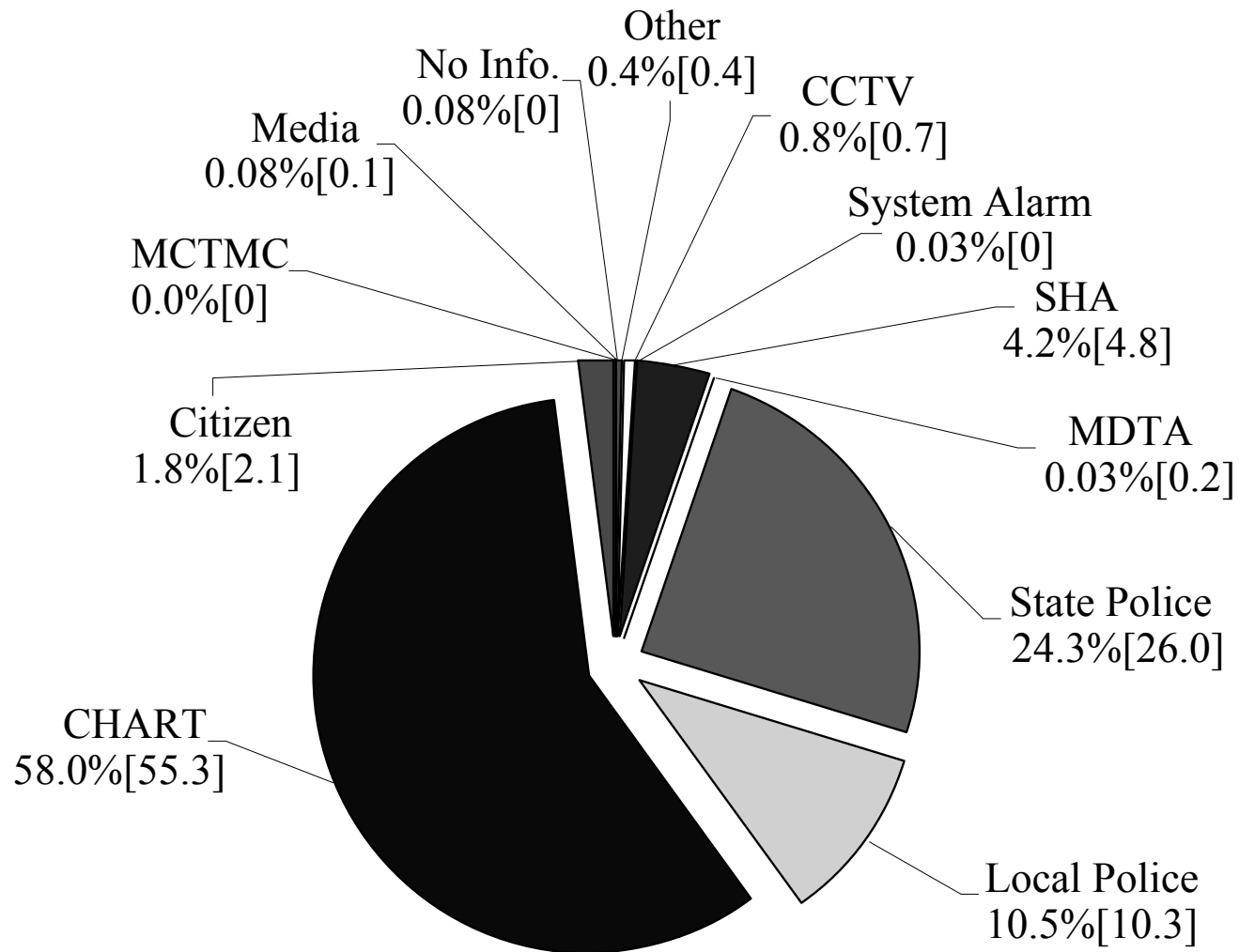
Note: Numbers in [] show the percentages from Year 2003

Sources of Detection for TOC 3



Note: Numbers in [] show the percentages from Year 2003

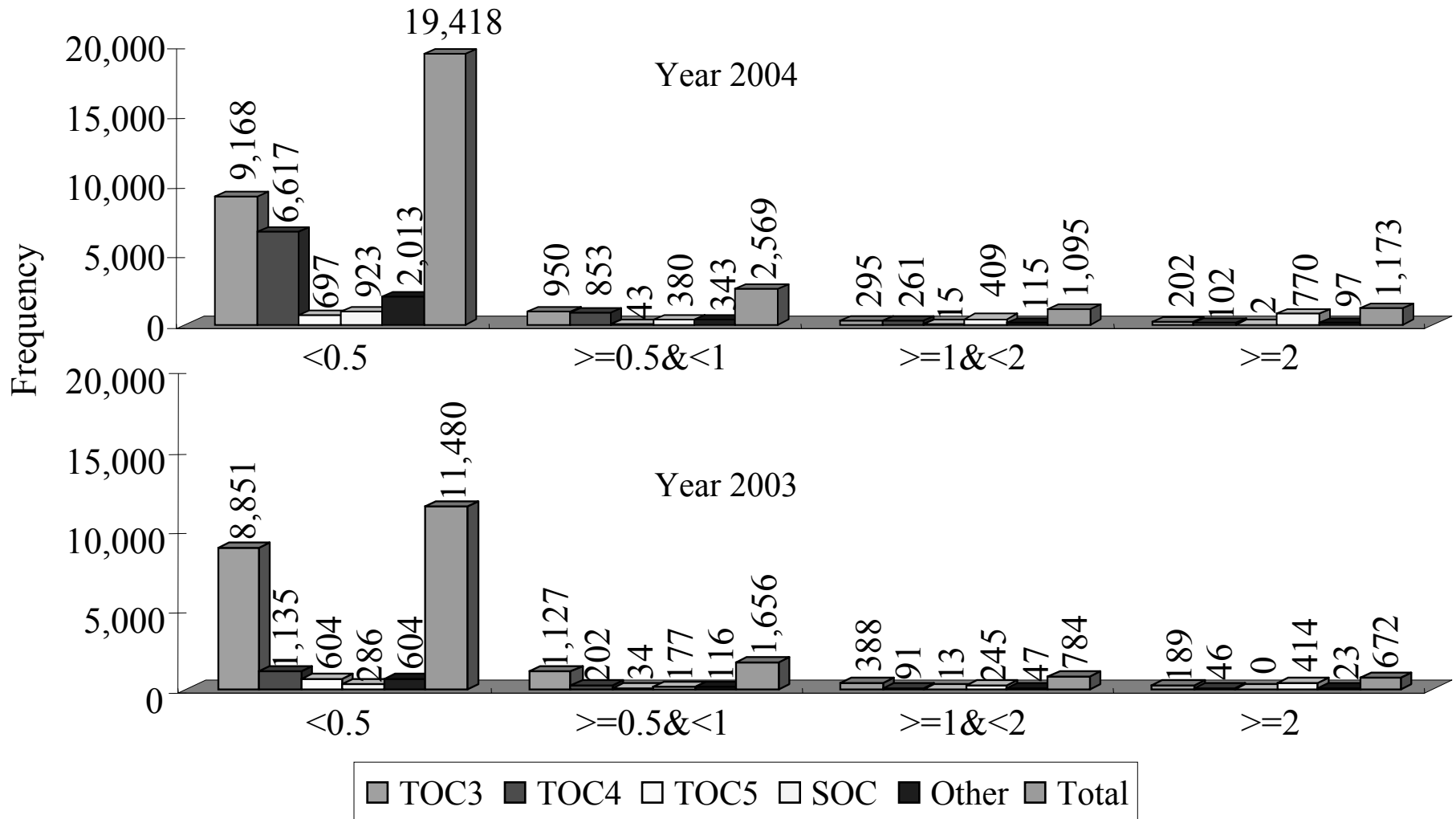
Sources of Detection for TOC 4



Note: Numbers in [] show the percentages from Year 2003

Distribution of Incidents and Disabled Vehicles

- by Duration and Operations Center -





Distribution of Incidents and Disabled Vehicles

- by Duration and Operations Center -

Duration (Hr)	TOC 3		TOC 4		TOC 5		SOC		Total	
	2004	2003	2004	2003	2004	2003	2004	2003	2004	2003
< 0.5	9,168	8,851	6,617	1,135	697	604	923	286	19,418	11,480
≥ 0.5 & < 1	950	1,127	853	202	43	34	380	177	2,569	1,656
≥ 1 & < 2	295	388	261	91	15	13	409	245	1,095	784
≥ 2	202	189	102	46	2	0	770	414	1,173	672
Total	10,615	10,555	7,833	1,474	757	651	2,482	1,122	24,255	14,592

Average Duration of Incidents

- by Lane Blockage and Road -

Duration (min) (Data Avail.)	I-495/I-95		I-95		I-270		I-695	
	2004	2003	2004	2003	2004	2003	2004	2003
Shoulder	14.0 (71%)	15.0 (73%)	23.3 (68%)	22.3 (40%)	15.6 (85%)	15.9 (73%)	20.2 (49%)	15.6 (9%)
1 Lane	23.5 (67%)	17.6 (75%)	27.9 (50%)	28.9 (30%)	37.9 (75%)	17.8 (65%)	52.0 (55%)	55.8 (16%)
2 Lanes*	26.5 (76%)	57.7 (71%)	54.1 (53%)	40.6 (29%)	34.8 (86%)	31.3 (74%)	48.1 (52%)	77.5 (15%)
3 Lanes*	39.6 (82%)	49.4 (65%)	67.6 (52%)	56.0 (31%)	43.2 (83%)	37.8 (76%)	63.4 (54%)	59.3 (21%)
≥ 4 Lanes*	77.6 (83%)	84.5 (64%)	95.7 (55%)	90.4 (31%)	81.3 (82%)	65.5 (84%)	88.7 (63%)	97.2 (27%)

Note: * Also includes “Shoulder” lane blockages

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