Colliers Engineering & Design

Traffic Impact Study

September 1, 2023

Monmouth Park

Block 127, Lot 1 and Block 122, Lot 30

Borough of Oceanport, Monmouth County, New Jersey

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Project No. 21004125A

Colliers Engineering & Design

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Introduction

The following report has been prepared for JEMB Realty Corporation ("Applicant") in association with Phase 1 of a proposed mixed-use development ("The Project") in the Borough of Oceanport, Monmouth County, New Jersey. The subject property is bounded by Port Au Peck Avenue to the northwest, commercial land uses to the east, and recreational land uses to the south. The property is bisected by Oceanport Avenue (CR 11) and is currently developed with a parking lot. Under Phase I, it is proposed to construct a mixed-use development consisting of 306 age-restricted residential units and a 200-room hotel. The property is designated as Block 127, Lot 1 and Block 122, Lot 30 on the Borough of Oceanport tax maps and is located in the General & Recreational Commercial (B-2) Zoning District. A site location map is included as **Figure 1** in **Appendix A**.

Access to the site will be maintained at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway and at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue. Additionally, it is proposed to provide access via two (2) full-movement driveways along Oceanport Avenue (CR 11). **Figures 2** in **Appendix A** illustrates the proposed Site Plan.

This study presents an evaluation of the current and future traffic conditions in the vicinity of the site. Specific elements included in this study are:

- An inventory of the roadway facilities in the vicinity of the project, including the existing physical and traffic operating characteristics;
- Determination of the Existing Conditions;
- Site Generated Trips as described in the ITE Trip Generation Manual, 11th Edition;
- Trip Distribution and Assignment;
- Forecast of 2024 No-Build Traffic Volumes;
- Peak Hour Capacity Analysis for the 2024 No-Build Conditions;
- Forecast of the 2024 Build Traffic Volumes;
- Peak Hour Capacity Analysis for the 2024 Build Conditions;
- Site Access Assessment; and
- Summary and Conclusions.

Existing Roadway Conditions

A field investigation was conducted adjacent to the project site to obtain an inventory of existing roadway conditions, posted traffic controls, adjacent land uses, lane configurations, and existing vehicular/pedestrian traffic patterns.

Roadways

Oceanport Avenue (CR 11) is an urban minor major collector roadway under Monmouth County jurisdiction with a general east-west orientation within the vicinity of the site. The roadway provides one (1) travel lane in each direction with a posted speed limit of 40 mph. Land uses along Oceanport Avenue (CR 11) are primarily commercial and residential.

Port Au Peck Avenue is an urban major collector roadway under the Borough of Oceanport jurisdiction with a general north-south orientation. The roadway provides one (1) travel lane in each direction with a posted speed limit of 40 mph. Land uses along Port Au Peck Avenue are primarily residential and commercial.

East Main Street is an urban minor arterial roadway under the Borough of Oceanport jurisdiction with a general east-west orientation. The roadway provides one (1) travel lane in each direction separated by a grass median with a posted speed limit of 25 mph. Land uses along East Main Street are primarily residential and commercial.

Crescent Place is a local roadway under the Borough of Oceanport jurisdiction with a general north-south orientation. The roadway provides one (1) travel lane in each direction with a posted speed limit of 35 mph. Land uses along Crescent Place are primarily commercial and recreational.

Unsignalized Intersections

Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway is an unsignalized four-leg intersection with the northbound approach of Crescent Place and the southbound approach of Monmouth Park Driveway under stop control. Each intersection approach provides one (1) shared lane for all turning movements.

Signalized Intersections

Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue is a signalized four-leg intersection operating on a fixed cycle length. The northbound and southbound approaches of Port Au Peck Avenue each provide one (1) shared left-turn/through lane and one (1) shared through/right-turn lane. The eastbound approach of Oceanport Avenue (CR 11) provides one (1) dedicated left-turn lane and one (1) shared through/right-turn lane. The westbound approach of Monmouth Park Parking Lot provides one (1) shared lane for all turning movements.

Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue is a signalized four-leg intersection operating on a variable cycle length. The northbound and southbound approaches of Port Au Peck Avenue each provide one (1) dedicated left-turn lane and one (1) shared through/right-turn lane. The eastbound approach of East Main Street provides one (1) shared lane for all turning movements. The westbound approach of Oceanport Avenue (CR 11) provides one (1) shared lane for all turning movements with a channelized right turn onto Park Road. It is noted the southwest-bound approach of the Monmouth Park Entrance (Park Road) forms the fifth leg of the intersection and provides one (1) lane shared left-turn/through lane with a channelized right turn onto Port Au Peck Avenue. However, the Monmouth Park Entrance (Park Road) operates independently of the signal and is manually controlled by police when the racetrack is open. Therefore, it was not included as part of the analysis.

Existing Traffic Conditions

Turning Movement Counts

Traffic volume data for the roadway network adjacent to the subject property was obtained through turning movement counts ("TMC") conducted on Saturday, November 13, 2021, from 11:00 AM to 2:00 PM, and on Tuesday, November 16, 2021, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, at the following intersections:

- Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue;
- Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue; and
- Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway.

The data collection efforts are detailed in **Table 1**. The processed count data is provided in **Appendix B**.

Table 1 – Data Collection Efforts and Established Network Peak Hours

Peak Period	Date Collected	Traffic Count Time Frame	Established Network Peak Hour
Weekday Morning	Tuesday, November 16, 2021	7:00 AM – 9:00 AM	7:45 AM – 8:45 AM
Weekday Evening		4:00 PM – 6:00 PM	4:15 PM – 5:15 PM
Saturday Midday	Saturday, November 13, 2021	11:00 AM – 2:00 PM	11:30 AM – 12:30 PM

Automatic Traffic Recorder

Automatic Traffic Recorders ("ATR") were installed within the vicinity of the existing site driveways along Oceanport Avenue (CR 11) and along Port Au Peck Avenue from November 10, 2021 to November 17, 2021 to capture a week of traffic data. The processed count data is provided in **Appendix B**.

Existing Traffic Volumes

COVID-19 Pandemic

The TMC data was cross-referenced with two existing NJDOT ATRs from 2018 along Oceanport Avenue (CR 11) within close proximity to the site due to the on-going COVID-19 pandemic. The observed traffic volumes were found to be approximately 15% lower in the weekday morning peak hour and 20% lower in the weekday evening peak hours than historically reported. To provide a conservative analysis, the existing 2021 traffic volumes from all three (3) intersections were adjusted accordingly during the weekday morning and weekday evening peak hours. The TMC summary sheets are provided in **Appendix B**. A Volume Flow Diagram illustrating the Existing Conditions is provided as **Figure 3**, located in **Appendix A**. A detailed comparison is provided in **Table 2**.

Table 2 – COVID-19 Traffic Volume Comparison – Oceanport Avenue (CR 11)

Data Source	Collection Date	Traffic Volume	
		AM Peak	PM Peak
NJDOT ATR	Wednesday, May 30, 2018	315	414
Turning Movement Counts	Tuesday, November 16, 2021	284	347
Difference	**Percentage**	**-16%**	**-22%**
	Trips	**-55**	**-99**

Race Days

The TMC data collected during the Saturday midday peak hours was adjusted to account for the anticipated increase in traffic on race weekends during the summer months. The existing traffic volumes from 2021 were compared to a Monmouth County ATR from 2018 along Oceanport Avenue (CR 11), within close proximity to the site. The 2021 traffic volumes were roughly 20% lower than historically reported. To provide a conservative analysis, the existing 2021 traffic volumes at all three (3) intersections were adjusted accordingly during the Saturday midday peak hour. The comparison accounts for an increase in traffic during race weekends in the summer months. The Monmouth County ATR data is provided in **Appendix B**. A detailed comparison is provided in **Table 3**.

Table 3 – Race Day Traffic Volume Comparison – Oceanport Avenue (CR 11)

Data Source	Collection Date	Traffic Volume
		Saturday Midday Peak
Monmouth County ATR	Saturday, August 18, 2018	1,026
Turning Movement Counts	Saturday, November 13, 2021	834
Difference	**Percentage**	**-19%**
	Trips	**-192**

Trip Generation and Distribution

Trip Generation

The ability of any roadway network to serve anticipated traffic volumes is measured by comparing peak hour traffic volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the Project and add them to the No-Build traffic volumes for the peak hours.

Trip generation estimates for the development of the Project were made utilizing data published under Land Use Codes 252 – Senior Adult Housing – Multifamily and 310 – Hotel in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, Eleventh Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. Although the distance between the residential site entrance and the closest rail transit entrance is less than 0.5 miles, the train station only stops there on race days; therefore, a transit credit was not applied to the trip generation estimates. **Table 4** details the anticipated trips for the Project. The trip generation calculation worksheets are provided in **Appendix C.**

Table 4 – Site Generated Trips

Land Use	Size	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
LUC 252 – Senior Adult Housing – Multifamily	306 Units	21	40	61	43	34	77	53	45	98
LUC 310 – Hotel	200 Rooms	52	41	93	61	59	120	81	63	144
Total Primary Trips		**73**	**81**	**154**	**104**	**93**	**197**	**134**	**108**	**242**

Trip Distribution

Trip distribution methodology is developed based on a variety of factors. These factors include the existing travel patterns within the adjacent roadway network, adjacent land uses, proposed land use, development locations, driveway locations, and the proximity of major arterials within the project vicinity.

The following trip distribution patterns were established based upon a review of the existing roadway volumes, adjacent land uses, and anticipated travel patterns. **Table 5** details the anticipated trip distributions for the Project.

Table 5 – Trip Distribution

To/From	Distribution
Port Au Peck Avenue – North of Site	30%
Port Au Peck Avenue – South of Site	30%
Oceanport Avenue (CR 11) – East of Site	25%
Oceanport Avenue (CR 11) – West of Site	10%
East Main Street – West of Site	5%
Total	**100%**

Volume Flow Diagrams illustrating the Trip Distribution and the Site Generated Trips are provided as **Figures 4** and **5** in **Appendix A**.

Future Traffic Conditions

To determine the traffic impact of the development, an estimation of the traffic operational characteristics at the Build date, without the construction of the project (or "No-Build" condition), is made. The existing volumes have been projected to the Build year of 2024.

2024 Base Conditions

The NJDOT Annual Background Growth Rate Table recommends a rate of 1.00% for local roadways, 1.00% for urban minor arterial roadways, and 2.50% for urban major collector roadways within Monmouth County. This forecast accounts for general increases in local traffic volumes each year in the study area. A growth rate of 2.50% was applied to the traffic volumes to provide a conservative analysis.

Adjacent Developments

Colliers Engineering & Design contacted the Borough of Oceanport to determine if there are any planned or approved developments in the vicinity of the project site. No such projects have been planned or approved.

2024 No-Build Conditions

The 2024 No Build traffic volumes equate to the 2024 Base traffic volumes, as there are no planned developments within the vicinity of the project site. A Volume Flow Diagram illustrating the 2024 No-Build Conditions is provided as **Figure 6** in **Appendix A**.

2024 Build Conditions

The 2024 Build traffic volumes were forecasted by adding the total site generated traffic of the proposed development to the 2024 No-Build traffic volumes within the roadway network. The 2024 Build Conditions are illustrated as **Figure 7** in **Appendix A**.

HCM Capacity Analysis

The peak hour traffic operations within the project vicinity were evaluated at the study intersections. The analyses were performed using the latest version of *Synchro Trafficware*, a traffic analysis and simulation program. The results of these analyses provide Levels of Service (LOS), volume/capacity descriptions, and average seconds of delay for the intersection movements.

The efficiency with which an intersection operates is a function of volume and capacity. The capacity of an intersection is the volume of vehicles it can accommodate during a given time period. LOS is a qualitative measure describing operational conditions within a traffic stream in terms of traffic characteristics such as freedom to maneuver, traffic interruption, comfort, and convenience. Six LOS are defined for each type of facility with analysis procedures available. Levels of Service range from "A" through "F," with Level "A" representing excellent conditions with no delays, and failure and deficient operations denoted by Level "F." The HCM LOS criteria for signalized and unsignalized intersections is summarized in **Table 6**.

Table 6 – HCM LOS/Delay Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

The Levels of Service for the 2024 No-Build and Build Conditions are detailed in **Table 7**. The capacity analysis calculation worksheets are provided in **Appendix D**.

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Table 7 – Level of Service Summary

Intersection	Movement		2024 No-Build Conditions						2024 Build Conditions					
			AM Peak		PM Peak		SAT Peak		AM Peak		PM Peak		SAT Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Oceanport Avenue (CR 11) (EB)/Monmouth Park Parking Lot (WB) & Port Au Peck Avenue (NB/SB)	EB	L	B	12.8	B	13.6	B	13.3	B	12.6	B	13.3	B	13.0
		TR	B	13.0	B	13.0	B	13.0	B	13.1	B	13.1	B	13.2
	WB	LTR	B	11.6	B	11.6	B	11.6	B	12.0	B	12.1	B	12.2
	NB	LT	C	22.3	C	27.8	B	19.9	C	22.3	C	28.5	C	20.0
		TR	B	15.2	B	18.7	B	15.8	B	15.6	B	19.3	B	16.4
	SB	LT	B	15.5	B	15.6	B	14.9	B	15.5	B	15.6	B	14.9
		TR	B	16.0	B	16.2	B	15.3	B	16.0	B	16.2	B	15.4
	Overall		**B**	**16.1**	**B**	**18.4**	**B**	**15.7**	**B**	**16.1**	**B**	**16.6**	**B**	**15.8**
Oceanport Avenue (CR 11) (EB)/East Main Street (WB) & Port Au Peck Avenue (NB/SB)	EB	LTR	B	15.7	C	21.1	B	17.4	B	15.8	C	21.9	B	18.5
	WB	LTR	B	18.7	C	21.5	B	18.7	B	19.3	C	22.4	C	20.2
	NB	L	D	39.3	C	35.0	C	30.9	D	39.5	D	35.3	C	30.8
		TR	B	18.2	C	28.6	C	21.4	B	18.3	C	29.1	C	21.3
	SB	L	C	26.4	D	50.4	C	33.2	C	27.2	E	79.4	D	39.5
		TR	D	44.5	C	29.8	C	24.2	D	45.4	C	30.3	C	24.1
	Overall		**C**	**29.3**	**C**	**27.6**	**C**	**22.1**	**C**	**29.6**	**C**	**30.3**	**C**	**23.1**
Oceanport Avenue (CR 11) (EB/WB) & Crescent Place (NB)/Monmouth Park Driveway (SB)	EB	L	a	8.0	a	8.3	a	8.1	a	8.1	a	8.3	a	8.1
	WB	L	a	7.8	a	8.2	a	8.2	a	7.9	a	8.3	a	8.3
	NB	LTR	b	12.1	c	23.0	c	21.5	b	12.8	d	25.5	c	24.6
	SB	LTR	b	13.7	c	18.9	c	22.3	b	14.2	d	20.3	d	25.2
Oceanport Avenue (CR 11) (EB/WB) & Western Site Driveway (NB)	WB	L	-	-	-	-	-	-	b	7.9	a	8.4	a	8.4
	NB	LR	-	-	-	-	-	-	b	13.1	c	17.2	c	16.5
Oceanport Avenue (CR 11) (EB/WB) & Eastern Site Driveway (NB)	WB	L	-	-	-	-	-	-	a	7.8	a	8.3	a	8.3
	NB	LR	-	-	-	-	-	-	b	10.6	b	12.1	b	11.9

*Note: Uppercase indicates signalized intersections, lowercase indicates unsignalized intersections.

Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue

2024 No-Build Analysis

Under the No-Build condition, all intersection movements will operate at Levels of Service "C" or better during all peak hours studied. The intersection will operate at an overall Level of Service "B" during all peak hours studied.

2024 Build Analysis

Under the Build condition, all intersection movements will continue to operate at or near No-Build levels of service. The intersection will continue to operate at an overall Level of Service "B" during all peak hours studied.

Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue

2024 No-Build Analysis

Under the No-Build condition, all intersection movements will operate at Levels of Service "D" or better during all peak hours studied. The intersection will operate at an overall Level of Service "C" during all peak hours studied.

2024 Build Analysis

Under the Build condition, all intersection movements will continue to operate at or near No-Build levels of service with the exception of the southbound left-turn movement which will operate at a Level of Service "E" during the weekday evening peak hour. The intersection will continue to operate at an overall Level of Service "C" during all peak hours studied. Additionally, **Table 8** illustrates that the site generated traffic at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue is approximately 4% or less of the overall traffic; therefore, the impact of the site generated traffic at the intersection is negligible.

Table 8 – Volume Comparison – Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue

Peak Period	2024 No-Build Volumes	Site Generated Trips	2024 Build Volumes	Percent Impact
Weekday AM Peak	1,673	53	1,726	3.07%
Weekday PM Peak	2,179	68	2,247	3.03%
Saturday Midday Peak	1,850	84	1,934	4.34%

Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway

2024 No-Build Analysis

Under the No-Build condition, all intersection movements will operate at Levels of Service "C" or better during all peak hours studied.

2024 Build Analysis

Under the Build condition, all intersection movements will operate at Levels of Service "D" or better with calculated 95th percentile queue lengths of two (2) vehicles or less during all peak hours studied.

Oceanport Avenue (CR 11) & Western Site Driveway

2024 Build Analysis

Under the Build condition, all intersection movements will operate at Levels of Service "C" or better with calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied.

Oceanport Avenue (CR 11) & Eastern Site Driveway

2024 Build Analysis

Under the Build condition, all intersection movements will operate at Levels of Service "B" or better with calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied.

Site Access & Parking Assessment

Site Access

Access to the site will be maintained at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway and at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue. Additionally, it is proposed to provide access via two (2) full-movement driveways along Oceanport Avenue (CR 11).

Parking Assessment

It is noted the Project is not subject to local zoning; therefore, there is no parking requirement for the hotel portion of the site. However, per the ITE *Park Generation Manual, 5th Edition*, the 85th percentile parking demand for a hotel is 0.99 spaces per room, which equates to 198 spaces. It is proposed to provide one (1) space per hotel room for a total of 200 spaces.

The New Jersey Residential Site Improvement Standards (RSIS) sets forth a parking requirement of 1.8 spaces per each one-bedroom apartment and 2.0 spaces per each two-bedroom apartment. For the proposed residential development consisting of 306 age-restricted multifamily residential units, this equates to a parking requirement of 592 spaces. Currently, the existing racetrack provides 2,085 parking spaces. It is proposed to provide 876 additional parking spaces for a total of 2,961 parking spaces; thus, the proposed parking supply satisfies both the RSIS requirement and published industry standards. **Table 9** further details the parking calculations.

Table 9 – Parking Requirements

Land Use	Size	Rate	Requirement	Proposed Parking Supply
Residential (RSIS)	104 units	1.8 spaces per one-bedroom unit	188 spaces	**2,961 spaces**
	202 units	2.0 spaces per two-bedroom unit	404 spaces	
Hotel (ITE)	200 rooms	0.99 spaces per room	198 spaces	
Total			**790 spaces**	

Summary and Conclusions

The Traffic Impact Study evaluated Phase 1 of the proposed mixed-used development within the Borough of Oceanport, Monmouth County, New Jersey. The findings of the Traffic Impact Study are summarized as follows:

1. Under Phase 1, it is proposed to construct a mixed-use development consisting of 306 age-restricted multifamily residential units and a 200-room hotel.

2. Access to the site will be maintained at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway and at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue. Additionally, it is proposed to provide access via two (2) full-movement driveways along Oceanport Avenue (CR 11).

3. Under the Build condition, all movements at the intersection of Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue will continue to operate at or near No-Build levels of service during all peak hours studied. The intersection will continue to operate at an overall Level of Service "B" during all peak hours studied.

4. Under the Build condition, all movements at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue will continue to operate at or near No-Build Levels of Service during all peak hours studied, with the exception of the southbound left-turn movement which will operate at a Level of Service "E" during the weekday evening peak hour. The intersection will continue to operate at an overall Level of Service "C" during all peak hours studied. Additionally, the site generated traffic at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue is approximately 4% or less of the overall traffic; therefore, the impact of the site generated traffic at the intersection is negligible.

5. Under the Build condition, all intersection movements at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway will operate at Levels of Service "D" or better with calculated 95th percentile queue lengths of two (2) vehicles or less during all peak hours studied.

6. Under the Build condition, all movements at the Western Site Driveway along Oceanport Avenue (CR 11) will operate at Levels of Service "C" or better during all peak hours studied. The calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied can be accommodated within the layout of the site.

7. Under the Build condition, all movements at the Eastern Site Driveway along Oceanport Avenue (CR 11) will operate at Levels of Service "B" or better during all peak hours studied. The calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied can be accommodated within the layout of the site.

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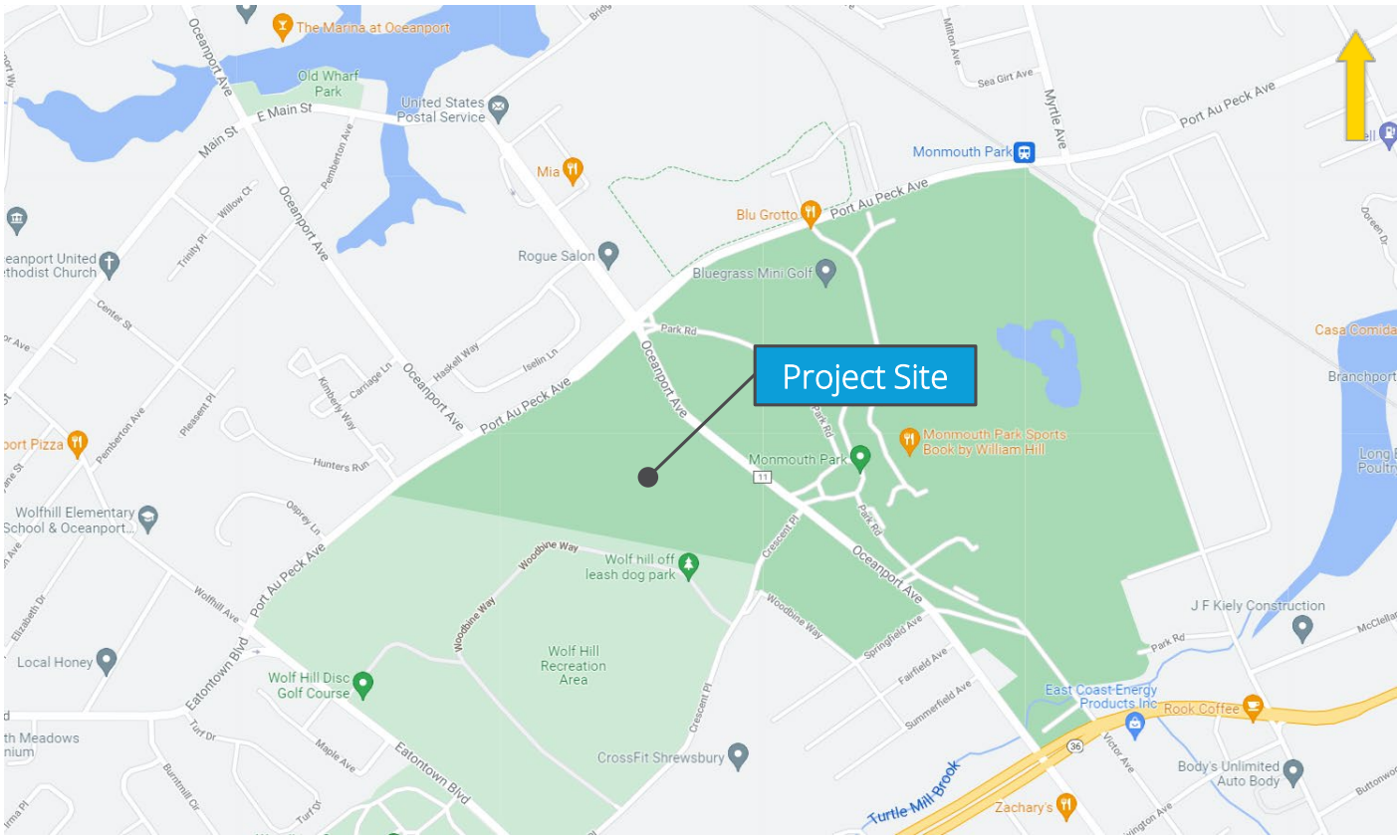
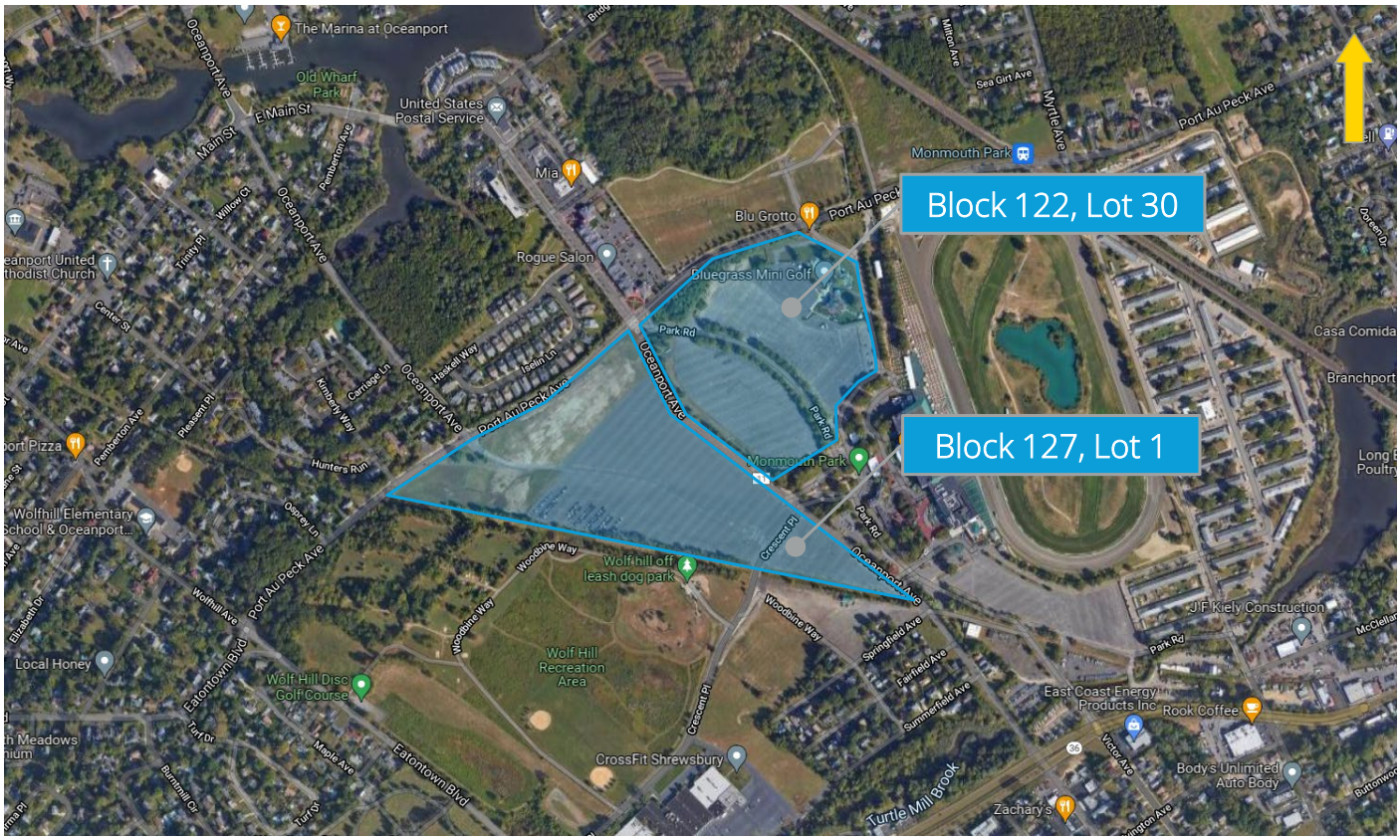
Traffic Impact Study

Appendix A | Traffic Figures





Colliers Engineering & Design	Monmouth Park	**Figure 1**
	Project No. 21004125A	
	Borough of Oceanport, Monmouth County, New Jersey	**Site Location Map**

Figure 2

01 ARCHITECTURAL SITE PLAN
SCALE: 1" = 100'-0"

PARKING CALCULATIONS:

TOTAL PROPOSED PHASE 1A PARKING:
RESIDENTIAL: 676 SPACES (2.0 SPACES/DU)
HOTEL: 200 SPACES (1 SPACES/ROOM)

PHASE 1A PARKING:

EXISTING SPACES:	2,085 SPACES
PROPOSED SPACES:	876 SPACES
TOTAL PARKING:	2,961 SPACES

REFER TO CIVIL DRAWINGS/ TRAFFIC ANALYSIS FOR TOTAL PROPOSED PARKING/ SHARED PARKING ANALYSIS

SITE NOTES:

1. REFER TO CIVIL DRAWINGS FOR ALL UNDERGROUND UTILITY LOCATIONS, SIZES AND DETAILING.

2. REFER TO CIVIL DRAWINGS FOR ALL STORM WATER RUNOFF AND RETENTION INFORMATION.

3. REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR SITE DETAILS, CONDITIONS, AND LANDSCAPING DETAILS.

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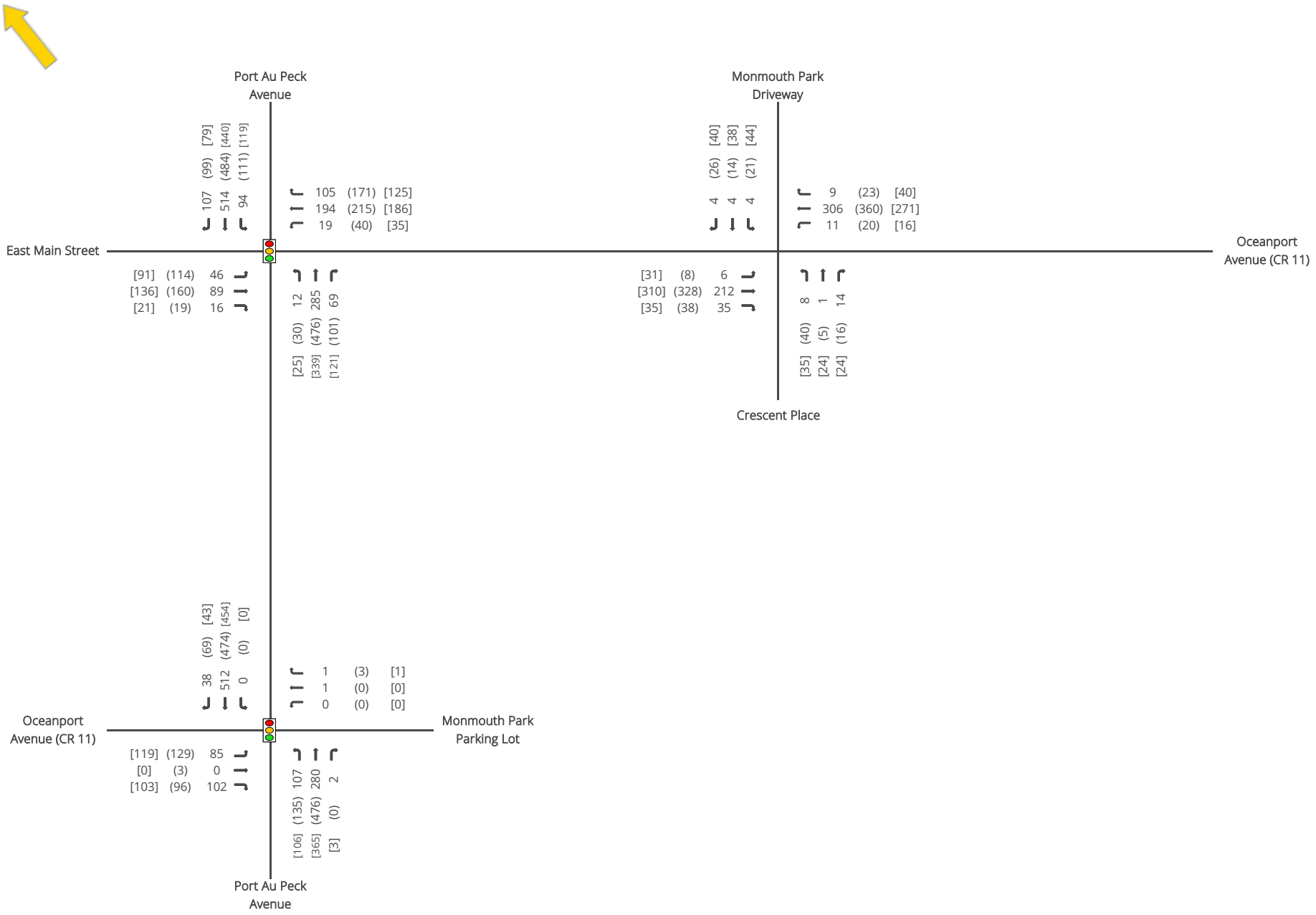
MONMOUTH PARK
OCEANPORT, MONMOUTH COUNTY, NEW JERSEY

PREPARED FOR:
JEMB REALTY

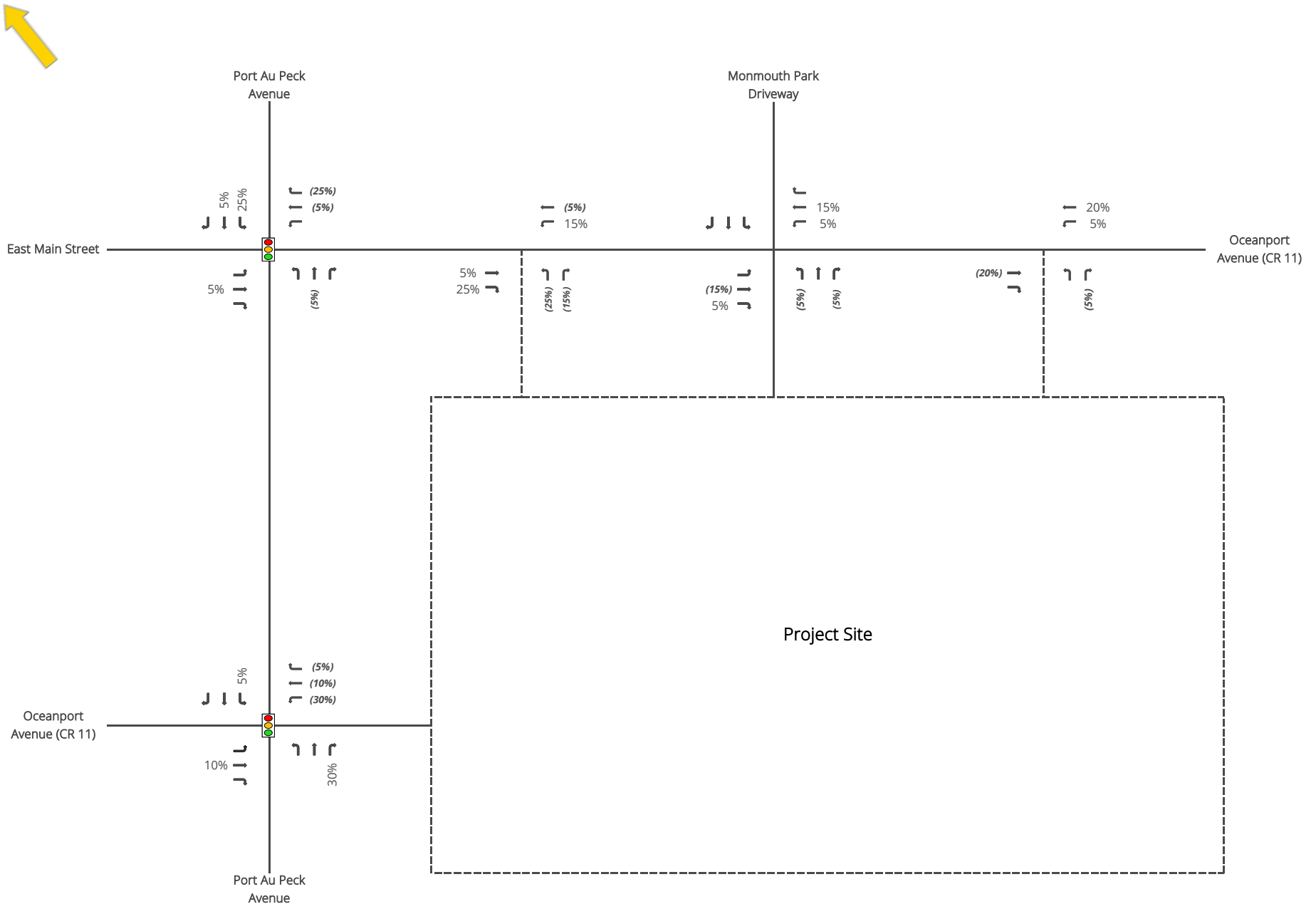
ISSUE:	
DATE:	FOR:
11/23/2022	NJSEA SUBMISSION - SITE PLAN

A-01
SITE PLAN

22-1005-01

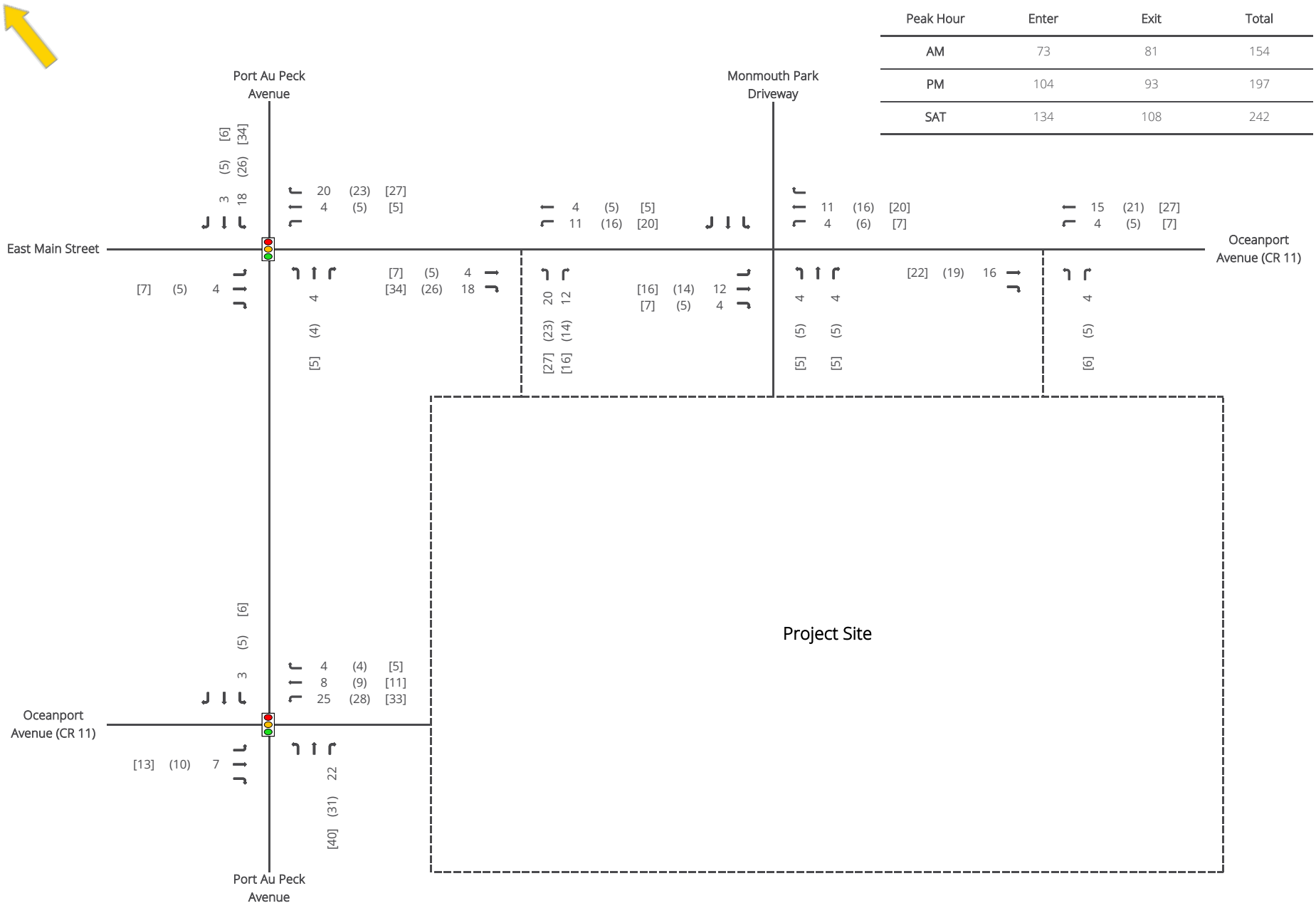


Colliers Engineering & Design	Monmouth Park	**Legend**	**Figure 3**
	Project No. 21004125A	AM Peak Hour: ### / PM Peak Hour: (###) / SAT Peak Hour: [###] — Thru Movement: / Turning Movement: / Signalized Intersection	**Existing Conditions**
	Borough of Oceanport, Monmouth County, New Jersey		**AM, PM, & SAT Peak Hours**

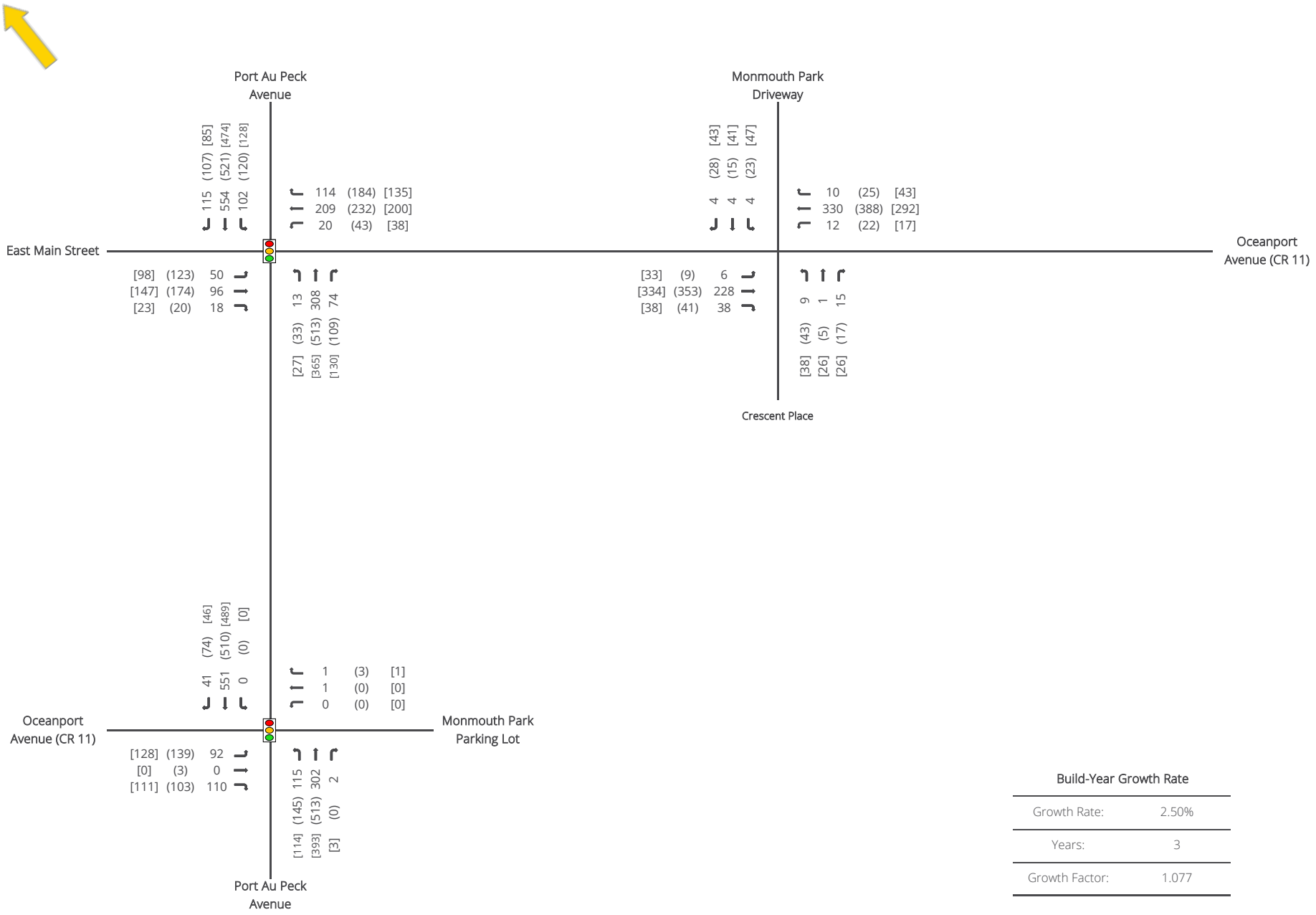


Colliers Engineering & Design	Monmouth Park	**Legend**	**Figure 4**
	Project No. 21004125A	Entering: ##% Exiting: *(##%)* Thru Movement: Turning Movement: Signalized Intersection	**Trip Distribution**
	Borough of Oceanport, Monmouth County, New Jersey		**AM, PM, & SAT Peak Hours**

Peak Hour	Enter	Exit	Total
AM	73	81	154
PM	104	93	197
SAT	134	108	242

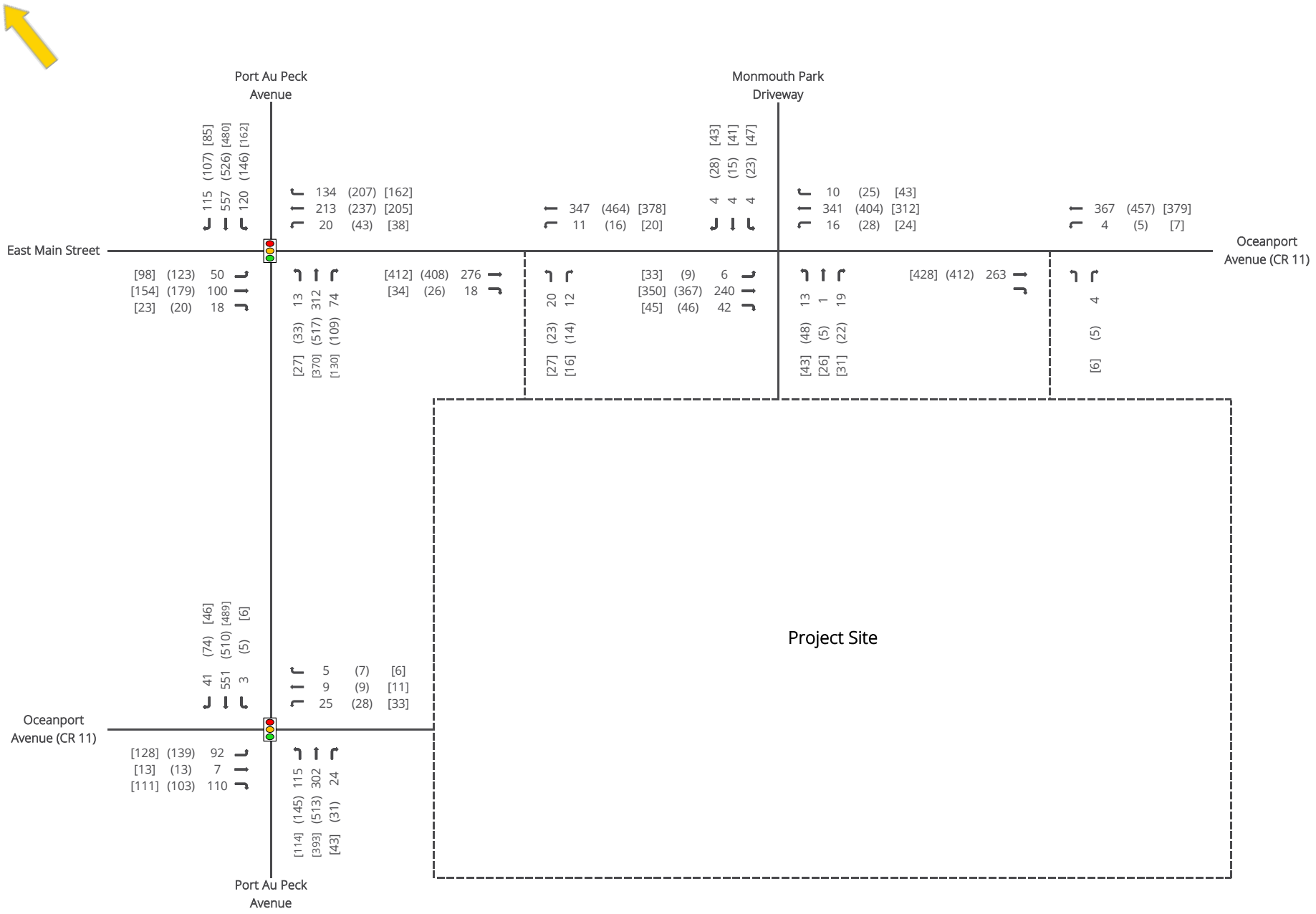


Colliers Engineering & Design	Monmouth Park	**Legend**	**Figure 5**
	Project No. 21004125A	AM Peak Hour: ### Thru Movement: PM Peak Hour: (###) Turning Movement: SAT Peak Hour: [###] Signalized Intersection	**Site Generated Trips**
	Borough of Oceanport, Monmouth County, New Jersey		**AM, PM, & SAT Peak Hours**



Build-Year Growth Rate	
Growth Rate:	2.50%
Years:	3
Growth Factor:	1.077

Colliers Engineering & Design	Monmouth Park	**Legend**	**Figure 6**
	Project No. 21004125A	AM Peak Hour: ### Thru Movement: PM Peak Hour: (###) Turning Movement: SAT Peak Hour: [###] Signalized Intersection	**2024 No-Build Conditions**
	Borough of Oceanport, Monmouth County, New Jersey		**AM, PM, & SAT Peak Hours**



Colliers Engineering & Design	Monmouth Park	**Legend**	**Figure 7**
	Project No. 21004125A	AM Peak Hour: ### PM Peak Hour: (###) SAT Peak Hour: [###] Thru Movement: Turning Movement: Signalized Intersection	**2024 Build Conditions**
	Borough of Oceanport, Monmouth County, New Jersey		**AM, PM, & SAT Peak Hours**

Colliers Engineering & Design

Traffic Impact Study

Appendix B | Traffic Count Data

TRI-STATE TRAFFIC DATA

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Oceanport, NJ
Port Au Peck Ave & Oceanport Ave
Tuesday, November 16, 2021
Location: 40.308791, -74.026515

Count Name: Port Au Peck Avenue & Oceanport Avenue (11/16)
Site Code:
Start Date: 11/16/2021
Page No: 1

Turning Movement Data

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	17	0	3	6	0	2	26	0	0	0	0	0	0	0	5	48	0	0	0	0	53	0	81	5	0	0	0	86	165
7:15 AM	10	0	8	6	0	2	24	0	0	0	0	2	0	2	15	44	0	0	0	0	59	0	123	5	2	0	0	130	215
7:30 AM	12	0	0	12	2	2	26	0	0	0	0	0	0	0	27	70	0	0	0	0	97	0	109	12	1	0	0	122	245
7:45 AM	18	0	4	13	0	0	35	0	1	0	0	0	0	1	23	60	0	0	0	0	83	0	109	8	3	0	0	120	239
Hourly Total	57	0	15	37	2	6	111	0	1	0	0	2	0	3	70	222	0	0	0	0	292	0	422	30	6	0	0	458	864
8:00 AM	12	0	16	8	1	3	37	0	0	0	0	0	0	0	23	54	0	0	0	0	77	0	118	1	0	0	0	119	233
8:15 AM	19	0	17	7	1	0	44	0	0	0	0	1	0	1	27	54	1	0	1	0	83	0	92	10	2	0	0	104	232
8:30 AM	23	0	15	5	0	0	43	0	0	0	0	0	0	0	18	70	0	0	0	0	88	0	111	7	1	0	0	119	250
8:45 AM	15	0	18	3	0	3	36	0	0	0	0	0	0	0	19	55	0	0	0	0	74	0	88	9	4	0	0	101	211
Hourly Total	69	0	66	23	2	6	160	0	0	0	0	1	0	1	87	233	1	0	1	0	322	0	409	27	7	0	0	443	926
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	36	3	20	8	0	3	67	0	0	0	0	0	0	0	18	111	0	0	0	0	129	0	100	4	2	0	0	106	302
4:15 PM	19	1	14	5	0	2	39	0	0	0	0	0	0	0	37	89	0	0	0	0	126	0	74	11	4	0	0	89	254
4:30 PM	27	0	17	9	0	0	53	0	0	0	0	0	0	0	29	85	0	0	0	1	114	0	116	4	2	0	0	122	289
4:45 PM	31	0	11	2	0	0	44	0	0	0	0	1	0	1	22	90	0	0	0	0	112	0	86	12	4	0	0	102	259
Hourly Total	113	4	62	24	0	5	203	0	0	0	0	1	0	1	106	375	0	0	0	1	481	0	376	31	12	0	0	419	1104
5:00 PM	26	1	17	2	0	0	46	0	0	0	0	1	0	1	20	117	0	0	0	0	137	0	101	8	1	0	0	110	294
5:15 PM	32	0	21	6	0	0	59	0	0	0	0	0	0	0	24	89	0	0	0	0	113	0	88	4	1	0	0	93	265
5:30 PM	30	1	8	4	0	0	43	0	0	0	0	0	0	0	12	87	0	0	0	0	99	0	86	5	0	0	0	91	233
5:45 PM	16	0	15	2	2	0	35	0	0	0	0	0	0	0	15	79	0	0	0	0	94	0	67	11	1	0	0	79	208
Hourly Total	104	2	61	14	2	0	183	0	0	0	0	1	0	1	71	372	0	0	0	0	443	0	342	28	3	0	0	373	1000
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	343	6	204	98	6	17	657	0	1	0	0	5	0	6	334	1202	1	0	1	1	1538	0	1549	116	28	0	0	1693	3894
Approach %	52.2	0.9	31.1	14.9	0.9	-	-	0.0	16.7	0.0	0.0	83.3	-	-	21.7	78.2	0.1	0.0	0.1	-	-	0.0	91.5	6.9	1.7	0.0	-	-	-
Total %	8.8	0.2	5.2	2.5	0.2	-	16.9	0.0	0.0	0.0	0.0	0.1	-	0.2	8.6	30.9	0.0	0.0	0.0	-	39.5	0.0	39.8	3.0	0.7	0.0	-	43.5	-
Lights	335	6	197	95	6	-	639	0	1	0	0	4	-	5	326	1182	1	0	1	-	1510	0	1502	111	27	0	-	1640	3794
% Lights	97.7	100.0	96.6	96.9	100.0	-	97.3	-	100.0	-	-	80.0	-	83.3	97.6	98.3	100.0	-	100.0	-	98.2	-	97.0	95.7	96.4	-	-	96.9	97.4
Buses	1	0	3	0	0	-	4	0	0	0	0	0	-	0	1	5	0	0	0	-	6	0	8	0	0	0	-	8	18
% Buses	0.3	0.0	1.5	0.0	0.0	-	0.6	-	0.0	-	-	0.0	-	0.0	0.3	0.4	0.0	-	0.0	-	0.4	-	0.5	0.0	0.0	-	-	0.5	0.5
Trucks	7	0	4	3	0	-	14	0	0	0	0	1	-	1	7	15	0	0	0	-	22	0	39	5	1	0	-	45	82
% Trucks	2.0	0.0	2.0	3.1	0.0	-	2.1	-	0.0	-	-	20.0	-	16.7	2.1	1.2	0.0	-	0.0	-	1.4	-	2.5	4.3	3.6	-	-	2.7	2.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	11.8	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	88.2	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:45 AM	18	0	4	13	0	0	35	0	1	0	0	0	0	1	23	60	0	0	0	0	83	0	109	8	3	0	0	120	239
8:00 AM	12	0	16	8	1	3	37	0	0	0	0	0	0	0	23	54	0	0	0	0	77	0	118	1	0	0	0	119	233
8:15 AM	19	0	17	7	1	0	44	0	0	0	0	1	0	1	27	54	1	0	1	0	83	0	92	10	2	0	0	104	232
8:30 AM	23	0	15	5	0	0	43	0	0	0	0	0	0	0	18	70	0	0	0	0	88	0	111	7	1	0	0	119	250
Total	72	0	52	33	2	3	159	0	1	0	0	1	0	2	91	238	1	0	1	0	331	0	430	26	6	0	0	462	954
Approach %	45.3	0.0	32.7	20.8	1.3	-	-	0.0	50.0	0.0	0.0	50.0	-	-	27.5	71.9	0.3	0.0	0.3	-	-	0.0	93.1	5.6	1.3	0.0	-	-	-
Total %	7.5	0.0	5.5	3.5	0.2	-	16.7	0.0	0.1	0.0	0.0	0.1	-	0.2	9.5	24.9	0.1	0.0	0.1	-	34.7	0.0	45.1	2.7	0.6	0.0	-	48.4	-
PHF	0.783	0.000	0.765	0.635	0.500	-	0.903	0.000	0.250	0.000	0.000	0.250	-	0.500	0.843	0.850	0.250	0.000	0.250	-	0.940	0.000	0.911	0.650	0.500	0.000	-	0.963	0.954
Lights	69	0	50	32	2	-	153	0	1	0	0	1	-	2	87	224	1	0	1	-	313	0	411	24	6	0	-	441	909
% Lights	95.8	-	96.2	97.0	100.0	-	96.2	-	100.0	-	-	100.0	-	100.0	95.6	94.1	100.0	-	100.0	-	94.6	-	95.6	92.3	100.0	-	-	95.5	95.3
Buses	1	0	2	0	0	-	3	0	0	0	0	0	-	0	0	2	0	0	0	-	2	0	6	0	0	0	-	6	11
% Buses	1.4	-	3.8	0.0	0.0	-	1.9	-	0.0	-	-	0.0	-	0.0	0.0	0.8	0.0	-	0.0	-	0.6	-	1.4	0.0	0.0	-	-	1.3	1.2
Trucks	2	0	0	1	0	-	3	0	0	0	0	0	-	0	4	12	0	0	0	-	16	0	13	2	0	0	-	15	34
% Trucks	2.8	-	0.0	3.0	0.0	-	1.9	-	0.0	-	-	0.0	-	0.0	4.4	5.0	0.0	-	0.0	-	4.8	-	3.0	7.7	0.0	-	-	3.2	3.6
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Oceanport, NJ
Port Au Peck Ave & Oceanport Ave
Tuesday, November 16, 2021
Location: 40.308791, -74.026515

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:15 PM	19	1	14	5	0	2	39	0	0	0	0	0	0	0	37	89	0	0	0	0	126	0	74	11	4	0	0	89	254
4:30 PM	27	0	17	9	0	0	53	0	0	0	0	0	0	0	29	85	0	0	0	1	114	0	116	4	2	0	0	122	289
4:45 PM	31	0	11	2	0	0	44	0	0	0	0	1	0	1	22	90	0	0	0	0	112	0	86	12	4	0	0	102	259
5:00 PM	26	1	17	2	0	0	46	0	0	0	0	1	0	1	20	117	0	0	0	0	137	0	101	8	1	0	0	110	294
Total	103	2	59	18	0	2	182	0	0	0	0	2	0	2	108	381	0	0	0	1	489	0	377	35	11	0	0	423	1096
Approach %	56.6	1.1	32.4	9.9	0.0	-	-	0.0	0.0	0.0	0.0	100.0	-	-	22.1	77.9	0.0	0.0	0.0	-	-	0.0	89.1	8.3	2.6	0.0	-	-	-
Total %	9.4	0.2	5.4	1.6	0.0	-	16.6	0.0	0.0	0.0	0.0	0.2	-	0.2	9.9	34.8	0.0	0.0	0.0	-	44.6	0.0	34.4	3.2	1.0	0.0	-	38.6	-
PHF	0.831	0.500	0.868	0.500	0.000	-	0.858	0.000	0.000	0.000	0.000	0.500	-	0.500	0.730	0.814	0.000	0.000	0.000	-	0.892	0.000	0.813	0.729	0.688	0.000	-	0.867	0.932
Lights	101	2	58	17	0	-	178	0	0	0	0	2	-	2	106	381	0	0	0	-	487	0	368	34	11	0	-	413	1080
% Lights	98.1	100.0	98.3	94.4	-	-	97.8	-	-	-	-	100.0	-	100.0	98.1	100.0	-	-	-	-	99.6	-	97.6	97.1	100.0	-	-	97.6	98.5
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	-	0.0	-	0.0	0.0	0.0	-	-	-	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	0	1	1	0	-	4	0	0	0	0	0	-	0	2	0	0	0	0	-	2	0	9	1	0	0	-	10	16
% Trucks	1.9	0.0	1.7	5.6	-	-	2.2	-	-	-	-	0.0	-	0.0	1.9	0.0	-	-	-	-	0.4	-	2.4	2.9	0.0	-	-	2.4	1.5
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

TRI-STATE TRAFFIC DATA

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Oceanport, NJ
Port Au Peck Ave & Oceanport Ave/
Saturday, November 13, 2021
Location: 40.308791, -74.026515

Count Name: Port Au Peck Avenue & Oceanport Avenue
Site Code:
Start Date: 11/13/2021
Page No: 1

Turning Movement Data

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
11:00 AM	20	0	8	8	0	1	36	0	0	0	0	0	0	0	13	60	0	0	0	0	73	0	89	9	0	0	0	98	207
11:15 AM	20	0	15	5	0	1	40	0	0	0	0	0	0	0	12	71	0	0	0	0	83	0	79	7	3	0	0	89	212
11:30 AM	22	0	17	3	0	0	42	0	0	1	0	0	0	1	23	70	1	0	0	0	94	0	86	5	6	0	0	97	234
11:45 AM	20	0	12	6	0	0	38	0	0	0	0	0	0	0	20	72	0	0	0	0	92	0	107	6	3	0	1	116	246
Hourly Total	82	0	52	22	0	2	156	0	0	1	0	0	0	1	68	273	1	0	0	0	342	0	361	27	12	0	1	400	899
12:00 PM	27	0	16	3	0	0	46	0	0	0	0	0	0	0	21	67	0	0	0	0	88	0	90	5	1	0	0	96	230
12:15 PM	26	0	13	12	0	1	51	0	0	0	0	0	0	0	21	83	0	0	1	0	105	0	80	7	1	0	0	88	244
12:30 PM	27	0	15	9	0	0	51	0	0	0	0	0	0	0	23	83	0	0	0	0	106	0	75	3	2	0	1	80	237
12:45 PM	24	0	18	5	0	0	47	0	0	1	0	0	0	1	19	84	1	0	0	0	104	0	93	9	4	0	0	106	258
Hourly Total	104	0	62	29	0	1	195	0	0	1	0	0	0	1	84	317	1	0	1	0	403	0	338	24	8	0	1	370	969
1:00 PM	20	0	19	3	0	2	42	0	0	0	0	0	0	0	15	76	0	0	0	0	91	0	69	7	1	0	0	77	210
1:15 PM	29	0	11	2	0	0	42	0	0	0	0	0	0	0	21	83	0	0	0	0	104	0	74	7	1	0	0	82	228
1:30 PM	18	0	11	3	0	2	32	0	0	0	0	0	0	0	10	65	0	0	0	0	75	0	88	8	0	0	0	96	203
1:45 PM	19	0	20	6	0	0	45	0	0	0	0	0	0	0	24	84	0	0	1	0	109	0	78	5	0	0	0	83	237
Hourly Total	86	0	61	14	0	4	161	0	0	0	0	0	0	0	70	308	0	0	1	0	379	0	309	27	2	0	0	338	878
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	272	0	175	65	0	7	512	0	0	2	0	0	0	2	222	898	2	0	2	0	1124	0	1008	78	22	0	2	1108	2746
Approach %	53.1	0.0	34.2	12.7	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	19.8	79.9	0.2	0.0	0.2	-	-	0.0	91.0	7.0	2.0	0.0	-	-	-
Total %	9.9	0.0	6.4	2.4	0.0	-	18.6	0.0	0.0	0.1	0.0	0.0	-	0.1	8.1	32.7	0.1	0.0	0.1	-	40.9	0.0	36.7	2.8	0.8	0.0	-	40.3	-
Lights	271	0	173	65	0	-	509	0	0	2	0	0	-	2	217	894	2	0	2	-	1115	0	995	78	21	0	-	1094	2720
% Lights	99.6	-	98.9	100.0	-	-	99.4	-	-	100.0	-	-	-	100.0	97.7	99.6	100.0	-	100.0	-	99.2	-	98.7	100.0	95.5	-	-	98.7	99.1
Buses	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	0	-	1	2
% Buses	0.0	-	0.6	0.0	-	-	0.2	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.1	0.0	0.0	-	-	0.1	0.1
Trucks	1	0	1	0	0	-	2	0	0	0	0	0	-	0	5	4	0	0	0	-	9	0	12	0	1	0	-	13	24
% Trucks	0.4	-	0.6	0.0	-	-	0.4	-	-	0.0	-	-	-	0.0	2.3	0.4	0.0	-	0.0	-	0.8	-	1.2	0.0	4.5	-	-	1.2	0.9
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	14.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	85.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

TRI-STATE TRAFFIC DATA

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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Oceanport, NJ
Port Au Peck Ave & Oceanport Ave/
Saturday, November 13, 2021
Location: 40.308791, -74.026515

Count Name: Port Au Peck Avenue & Oceanport Avenue
Site Code:
Start Date: 11/13/2021

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
11:30 AM	22	0	17	3	0	0	42	0	0	1	0	0	0	1	23	70	1	0	0	0	94	0	86	5	6	0	0	97	234
11:45 AM	20	0	12	6	0	0	38	0	0	0	0	0	0	0	20	72	0	0	0	0	92	0	107	6	3	0	1	116	246
12:00 PM	27	0	16	3	0	0	46	0	0	0	0	0	0	0	21	67	0	0	0	0	88	0	90	5	1	0	0	96	230
12:15 PM	26	0	13	12	0	1	51	0	0	0	0	0	0	0	21	83	0	0	1	0	105	0	80	7	1	0	0	88	244
Total	95	0	58	24	0	1	177	0	0	1	0	0	0	1	85	292	1	0	1	0	379	0	363	23	11	0	1	397	954
Approach %	53.7	0.0	32.8	13.6	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	22.4	77.0	0.3	0.0	0.3	-	-	0.0	91.4	5.8	2.8	0.0	-	-	-
Total %	10.0	0.0	6.1	2.5	0.0	-	18.6	0.0	0.0	0.1	0.0	0.0	-	0.1	8.9	30.6	0.1	0.0	0.1	-	39.7	0.0	38.1	2.4	1.2	0.0	-	41.6	-
PHF	0.880	0.000	0.853	0.500	0.000	-	0.868	0.000	0.000	0.250	0.000	0.000	-	0.250	0.924	0.880	0.250	0.000	0.250	-	0.902	0.000	0.848	0.821	0.458	0.000	-	0.856	0.970
Lights	95	0	57	24	0	-	176	0	0	1	0	0	-	1	82	290	1	0	1	-	374	0	356	23	11	0	-	390	941
% Lights	100.0	-	98.3	100.0	-	-	99.4	-	-	100.0	-	-	-	100.0	96.5	99.3	100.0	-	100.0	-	98.7	-	98.1	100.0	100.0	-	-	98.2	98.6
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	3	2	0	0	0	-	5	0	7	0	0	0	-	7	13
% Trucks	0.0	-	1.7	0.0	-	-	0.6	-	-	0.0	-	-	-	0.0	3.5	0.7	0.0	-	0.0	-	1.3	-	1.9	0.0	0.0	-	-	1.8	1.4
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900027, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	E Main St								E Main St								Port Au Peck Ave							
Direction	Eastbound								Westbound								Northbound							
Time	L	BL	T	R	U	RR	**App**	Ped*	L	T	R	HR	U	HRR	**App**	Ped*	L	T	BR	R	U	RR	**App**	Ped*
2021-11-16 7:00AM	7	0	21	2	0	0	**30**	4	8	29	15	0	0	0	**52**	0	1	47	0	8	0	5	**61**	0
7:15AM	6	0	21	3	0	1	**31**	3	7	38	20	0	0	0	**65**	0	2	44	0	3	0	5	**54**	0
7:30AM	12	0	12	2	0	0	**26**	0	6	49	29	0	0	0	**84**	0	4	65	0	5	0	4	**78**	0
7:45AM	11	0	13	1	0	0	**25**	0	4	55	28	0	0	0	**87**	0	3	67	0	11	0	1	**82**	0
Hourly Total	36	0	67	8	0	1	**112**	7	25	171	92	0	0	0	**288**	0	10	223	0	27	0	15	**275**	0
8:00AM	12	0	25	2	0	0	**39**	2	4	38	23	0	0	0	**65**	0	2	47	0	9	0	3	**61**	0
8:15AM	9	0	17	2	0	0	**28**	0	4	31	20	0	0	0	**55**	0	1	54	0	10	0	5	**70**	0
8:30AM	7	0	21	6	0	3	**37**	0	4	38	18	0	0	0	**60**	0	4	67	0	11	0	6	**88**	0
8:45AM	15	0	20	2	0	0	**37**	0	3	35	23	0	0	0	**61**	0	4	48	0	11	0	3	**66**	0
Hourly Total	43	0	83	12	0	3	**141**	2	15	142	84	0	0	0	**241**	0	11	216	0	41	0	17	**285**	0
9:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
4:00PM	15	0	28	4	0	0	**47**	0	9	39	29	0	0	0	**77**	0	4	101	0	18	0	3	**126**	0
4:15PM	22	0	33	1	0	0	**56**	0	7	39	32	0	0	0	**78**	0	8	93	0	10	0	9	**120**	0
4:30PM	24	0	30	2	0	1	**57**	0	5	35	22	0	0	0	**62**	0	3	89	0	19	0	3	**114**	0
4:45PM	27	0	30	6	0	3	**66**	0	7	58	43	0	0	0	**108**	0	6	91	0	9	0	5	**111**	0
Hourly Total	88	0	121	13	0	4	**226**	0	28	171	126	0	0	0	**325**	0	21	374	0	56	0	20	**471**	0
5:00PM	18	0	32	2	0	0	**52**	0	13	40	40	0	0	0	**93**	0	6	100	0	17	0	6	**129**	0
5:15PM	14	0	23	1	0	0	**38**	0	5	52	22	0	0	0	**79**	0	2	112	0	16	0	5	**135**	0
5:30PM	17	0	23	4	0	0	**44**	0	4	28	27	0	0	0	**59**	0	4	114	0	19	0	3	**140**	0
5:45PM	15	0	24	1	0	1	**41**	1	6	16	33	0	0	0	**55**	0	4	85	0	10	0	4	**103**	0
Hourly Total	64	0	102	8	0	1	**175**	1	28	136	122	0	0	0	**286**	0	16	411	0	62	0	18	**507**	0
6:00PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
Total	231	0	373	41	0	9	**654**	10	96	620	424	0	0	0	**1140**	0	58	1224	0	186	0	70	**1538**	0
% Approach	35.3%	0%	57.0%	6.3%	0%	1.4%	**-**	-	8.4%	54.4%	37.2%	0%	0%	0%	**-**	-	3.8%	79.6%	0%	12.1%	0%	4.6%	**-**	-
% Total	4.2%	0%	6.8%	0.7%	0%	0.2%	**11.9%**	-	1.7%	11.3%	7.7%	0%	0%	0%	**20.7%**	-	1.1%	22.2%	0%	3.4%	0%	1.3%	**27.9%**	-
Lights	225	0	361	40	0	9	**635**	-	91	610	400	0	0	0	**1101**	-	56	1201	0	183	0	67	**1507**	-
% Lights	97.4%	0%	96.8%	97.6%	0%	100%	**97.1%**	-	94.8%	98.4%	94.3%	0%	0%	0%	**96.6%**	-	96.6%	98.1%	0%	98.4%	0%	95.7%	**98.0%**	-
Articulated Trucks and Single-Unit Trucks	3	0	8	1	0	0	**12**	-	3	6	22	0	0	0	**31**	-	2	19	0	2	0	3	**26**	-
% Articulated Trucks and Single-Unit Trucks	1.3%	0%	2.1%	2.4%	0%	0%	**1.8%**	-	3.1%	1.0%	5.2%	0%	0%	0%	**2.7%**	-	3.4%	1.6%	0%	1.1%	0%	4.3%	**1.7%**	-
Buses	3	0	4	0	0	0	**7**	-	2	4	2	0	0	0	**8**	-	0	4	0	1	0	0	**5**	-
% Buses	1.3%	0%	1.1%	0%	0%	0%	**1.1%**	-	2.1%	0.6%	0.5%	0%	0%	0%	**0.7%**	-	0%	0.3%	0%	0.5%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	90.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	10.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900027, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Port Au Peck Ave								Monmouth Park Entrance							
Direction	Southbound								Southwestbound							
Time	HL	L	T	R	U	RR	App	Ped*	HL	BL	BR	HR	U	App	Ped*	Int
2021-11-16 7:00AM	0	17	76	10	0	1	**104**	0	0	0	0	0	0	**0**	0	**247**
7:15AM	0	31	117	7	0	1	**156**	0	0	0	0	0	0	**0**	0	**306**
7:30AM	0	13	113	11	0	1	**138**	0	0	0	0	0	0	**0**	0	**326**
7:45AM	0	22	116	19	0	3	**160**	0	0	0	0	0	0	**0**	0	**354**
Hourly Total	0	83	422	47	0	6	**558**	0	0	0	0	0	0	**0**	0	**1233**
8:00AM	0	21	117	15	0	2	**155**	0	0	0	0	0	0	**0**	0	**320**
8:15AM	0	13	98	20	0	1	**132**	0	0	0	0	0	0	**0**	0	**285**
8:30AM	0	24	106	30	0	1	**161**	0	0	0	0	0	0	**0**	0	**346**
8:45AM	0	26	91	20	0	3	**140**	0	0	0	0	0	0	**0**	0	**304**
Hourly Total	0	84	412	85	0	7	**588**	0	0	0	0	0	0	**0**	0	**1255**
9:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
4:00PM	0	32	94	12	0	3	**141**	0	0	0	0	0	0	**0**	0	**391**
4:15PM	1	30	80	10	0	4	**125**	0	1	0	0	0	0	**1**	0	**380**
4:30PM	0	19	117	19	0	5	**160**	0	0	0	0	0	0	**0**	0	**393**
4:45PM	0	22	91	17	0	3	**133**	0	0	0	0	0	0	**0**	0	**418**
Hourly Total	1	103	382	58	0	15	**559**	0	1	0	0	0	0	**1**	0	**1582**
5:00PM	0	16	99	13	0	8	**136**	0	0	0	0	0	0	**0**	0	**410**
5:15PM	0	18	89	12	0	3	**122**	0	0	0	0	0	0	**0**	0	**374**
5:30PM	0	17	81	8	0	2	**108**	0	0	0	0	0	0	**0**	0	**351**
5:45PM	0	11	73	12	0	4	**100**	0	0	0	0	0	0	**0**	0	**299**
Hourly Total	0	62	342	45	0	17	**466**	0	0	0	0	0	0	**0**	0	**1434**
6:00PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	1	332	1558	235	0	45	**2171**	0	1	0	0	0	0	**1**	0	**5504**
% Approach	0%	15.3%	71.8%	10.8%	0%	2.1%	**-**	-	100%	0%	0%	0%	0%	**-**	-	-
% Total	0%	6.0%	28.3%	4.3%	0%	0.8%	**39.4%**	-	0%	0%	0%	0%	0%	**0%**	-	-
Lights	1	331	1503	234	0	43	**2112**	-	1	0	0	0	0	**1**	-	5356
% Lights	100%	99.7%	96.5%	99.6%	0%	95.6%	**97.3%**	-	100%	0%	0%	0%	0%	**100%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	0	1	49	0	0	1	**51**	-	0	0	0	0	0	**0**	-	120
% Articulated Trucks and Single-Unit Trucks	0%	0.3%	3.1%	0%	0%	2.2%	**2.3%**	-	0%	0%	0%	0%	0%	**0%**	-	2.2%
Buses	0	0	6	1	0	1	**8**	-	0	0	0	0	0	**0**	-	28
% Buses	0%	0%	0.4%	0.4%	0%	2.2%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900027, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	E Main St								E Main St								Port Au Peck Ave							
Direction	Eastbound								Westbound								Northbound							
Time	L	BL	T	R	U	RR	**App**	Ped*	L	T	R	HR	U	HRR	**App**	Ped*	L	T	BR	R	U	RR	**App**	Ped*
2021-11-16 7:45AM	11	0	13	1	0	0	**25**	0	4	55	28	0	0	0	**87**	0	3	67	0	11	0	1	**82**	0
8:00AM	12	0	25	2	0	0	**39**	2	4	38	23	0	0	0	**65**	0	2	47	0	9	0	3	**61**	0
8:15AM	9	0	17	2	0	0	**28**	0	4	31	20	0	0	0	**55**	0	1	54	0	10	0	5	**70**	0
8:30AM	7	0	21	6	0	3	**37**	0	4	38	18	0	0	0	**60**	0	4	67	0	11	0	6	**88**	0
Total	39	0	76	11	0	3	**129**	2	16	162	89	0	0	0	**267**	0	10	235	0	41	0	15	**301**	0
% Approach	30.2%	0%	58.9%	8.5%	0%	2.3%	**-**	-	6.0%	60.7%	33.3%	0%	0%	0%	**-**	-	3.3%	78.1%	0%	13.6%	0%	5.0%	**-**	-
% Total	3.0%	0%	5.8%	0.8%	0%	0.2%	**9.9%**	-	1.2%	12.4%	6.8%	0%	0%	0%	**20.5%**	-	0.8%	18.0%	0%	3.1%	0%	1.1%	**23.1%**	-
PHF	0.813	-	0.760	0.458	-	0.250	**0.827**	-	1.000	0.736	0.795	-	-	-	**0.767**	-	0.625	0.877	-	0.932	-	0.625	**0.855**	-
Lights	34	0	72	11	0	3	**120**	-	14	159	81	0	0	0	**254**	-	9	222	0	39	0	15	**285**	-
% Lights	87.2%	0%	94.7%	100%	0%	100%	**93.0%**	-	87.5%	98.1%	91.0%	0%	0%	0%	**95.1%**	-	90.0%	94.5%	0%	95.1%	0%	100%	**94.7%**	-
Articulated Trucks and Single-Unit Trucks	3	0	2	0	0	0	**5**	-	1	2	8	0	0	0	**11**	-	1	11	0	1	0	0	**13**	-
% Articulated Trucks and Single-Unit Trucks	7.7%	0%	2.6%	0%	0%	0%	**3.9%**	-	6.3%	1.2%	9.0%	0%	0%	0%	**4.1%**	-	10.0%	4.7%	0%	2.4%	0%	0%	**4.3%**	-
Buses	2	0	2	0	0	0	**4**	-	1	1	0	0	0	0	**2**	-	0	2	0	1	0	0	**3**	-
% Buses	5.1%	0%	2.6%	0%	0%	0%	**3.1%**	-	6.3%	0.6%	0%	0%	0%	0%	**0.7%**	-	0%	0.9%	0%	2.4%	0%	0%	**1.0%**	-
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900027, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Port Au Peck Ave								Monmouth Park Entrance							
Direction	Southbound								Southwestbound							
Time	HL	L	T	R	U	RR	**App**	Ped*	HL	BL	BR	HR	U	**App**	Ped*	**Int**
2021-11-16 7:45AM	0	22	116	19	0	3	**160**	0	0	0	0	0	0	**0**	0	**354**
8:00AM	0	21	117	15	0	2	**155**	0	0	0	0	0	0	**0**	0	**320**
8:15AM	0	13	98	20	0	1	**132**	0	0	0	0	0	0	**0**	0	**285**
8:30AM	0	24	106	30	0	1	**161**	0	0	0	0	0	0	**0**	0	**346**
Total	0	80	437	84	0	7	**608**	0	0	0	0	0	0	**0**	0	**1305**
% Approach	0%	13.2%	71.9%	13.8%	0%	1.2%	**-**	-	0%	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	6.1%	33.5%	6.4%	0%	0.5%	**46.6%**	-	0%	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.833	0.934	0.700	-	0.583	**0.944**	-	-	-	-	-	-	**-**	-	0.922
Lights	0	80	418	83	0	7	**588**	-	0	0	0	0	0	**0**	-	1247
% Lights	0%	100%	95.7%	98.8%	0%	100%	**96.7%**	-	0%	0%	0%	0%	0%	**-**	-	95.6%
Articulated Trucks and Single-Unit Trucks	0	0	14	0	0	0	**14**	-	0	0	0	0	0	**0**	-	43
% Articulated Trucks and Single-Unit Trucks	0%	0%	3.2%	0%	0%	0%	**2.3%**	-	0%	0%	0%	0%	0%	**-**	-	3.3%
Buses	0	0	5	1	0	0	**6**	-	0	0	0	0	0	**0**	-	15
% Buses	0%	0%	1.1%	1.2%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	**-**	-	1.1%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900027, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	E Main St								E Main St								Port Au Peck Ave							
Direction	Eastbound								Westbound								Northbound							
Time	L	BL	T	R	U	RR	**App**	Ped*	L	T	R	HR	U	HRR	**App**	Ped*	L	T	BR	R	U	RR	**App**	Ped*
2021-11-16 4:15PM	22	0	33	1	0	0	**56**	0	7	39	32	0	0	0	**78**	0	8	93	0	10	0	9	**120**	0
4:30PM	24	0	30	2	0	1	**57**	0	5	35	22	0	0	0	**62**	0	3	89	0	19	0	3	**114**	0
4:45PM	27	0	30	6	0	3	**66**	0	7	58	43	0	0	0	**108**	0	6	91	0	9	0	5	**111**	0
5:00PM	18	0	32	2	0	0	**52**	0	13	40	40	0	0	0	**93**	0	6	100	0	17	0	6	**129**	0
Total	91	0	125	11	0	4	**231**	0	32	172	137	0	0	0	**341**	0	23	373	0	55	0	23	**474**	0
% Approach	39.4%	0%	54.1%	4.8%	0%	1.7%	**-**	-	9.4%	50.4%	40.2%	0%	0%	0%	**-**	-	4.9%	78.7%	0%	11.6%	0%	4.9%	**-**	-
% Total	5.7%	0%	7.8%	0.7%	0%	0.2%	**14.4%**	-	2.0%	10.7%	8.6%	0%	0%	0%	**21.3%**	-	1.4%	23.3%	0%	3.4%	0%	1.4%	**29.6%**	-
PHF	0.843	-	0.947	0.458	-	0.333	**0.875**	-	0.615	0.741	0.797	-	-	-	**0.789**	-	0.719	0.933	-	0.724	-	0.639	**0.919**	-
Lights	91	0	123	11	0	4	**229**	-	32	172	134	0	0	0	**338**	-	23	371	0	54	0	23	**471**	-
% Lights	100%	0%	98.4%	100%	0%	100%	**99.1%**	-	100%	100%	97.8%	0%	0%	0%	**99.1%**	-	100%	99.5%	0%	98.2%	0%	100%	**99.4%**	-
Articulated Trucks and Single-Unit Trucks	0	0	2	0	0	0	**2**	-	0	0	3	0	0	0	**3**	-	0	1	0	1	0	0	**2**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	1.6%	0%	0%	0%	**0.9%**	-	0%	0%	2.2%	0%	0%	0%	**0.9%**	-	0%	0.3%	0%	1.8%	0%	0%	**0.4%**	-
Buses	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	1	0	0	0	0	**1**	-
% Buses	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	0%	0%	**0.2%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900027, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Port Au Peck Ave								Monmouth Park Entrance							
Direction	Southbound								Southwestbound							
Time	HL	L	T	R	U	RR	**App**	Ped*	HL	BL	BR	HR	U	**App**	Ped*	**Int**
2021-11-16 4:15PM	1	30	80	10	0	4	**125**	0	1	0	0	0	0	**1**	0	**380**
4:30PM	0	19	117	19	0	5	**160**	0	0	0	0	0	0	**0**	0	**393**
4:45PM	0	22	91	17	0	3	**133**	0	0	0	0	0	0	**0**	0	**418**
5:00PM	0	16	99	13	0	8	**136**	0	0	0	0	0	0	**0**	0	**410**
Total	1	87	387	59	0	20	**554**	0	1	0	0	0	0	**1**	0	**1601**
% Approach	0.2%	15.7%	69.9%	10.6%	0%	3.6%	**-**	-	100%	0%	0%	0%	0%	**-**	-	**-**
% Total	0.1%	5.4%	24.2%	3.7%	0%	1.2%	**34.6%**	-	0.1%	0%	0%	0%	0%	**0.1%**	-	**-**
PHF	0.250	0.725	0.827	0.776	-	0.625	**0.866**	-	0.250	-	-	-	-	**0.250**	-	0.958
Lights	1	87	374	59	0	18	**539**	-	1	0	0	0	0	**1**	-	1578
% Lights	100%	100%	96.6%	100%	0%	90.0%	**97.3%**	-	100%	0%	0%	0%	0%	**100%**	-	98.6%
Articulated Trucks and Single-Unit Trucks	0	0	13	0	0	1	**14**	-	0	0	0	0	0	**0**	-	21
% Articulated Trucks and Single-Unit Trucks	0%	0%	3.4%	0%	0%	5.0%	**2.5%**	-	0%	0%	0%	0%	0%	**0%**	-	1.3%
Buses	0	0	0	0	0	1	**1**	-	0	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	0%	5.0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900023, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	E Main St								E Main St								Port Au Peck Ave							
Direction	Eastbound								Westbound								Northbound							
Time	L	BL	T	R	U	RR	**App**	Ped*	L	T	R	HR	U	HRR	**App**	Ped*	L	T	BR	R	U	RR	**App**	Ped*
2021-11-13 11:00AM	10	0	34	5	0	1	**50**	0	6	26	26	0	0	0	**58**	0	4	59	0	15	0	7	**85**	0
11:15AM	19	0	24	5	0	0	**48**	0	8	36	24	0	0	0	**68**	0	7	59	0	18	0	6	**90**	0
11:30AM	14	0	28	0	0	0	**42**	0	7	33	18	0	0	0	**58**	0	0	56	0	23	0	5	**84**	0
11:45AM	21	0	24	1	0	0	**46**	0	6	40	30	0	0	0	**76**	0	4	69	0	16	0	4	**93**	0
Hourly Total	64	0	110	11	0	1	**186**	0	27	135	98	0	0	0	**260**	0	15	243	0	72	0	22	**352**	0
12:00PM	18	0	26	5	0	4	**53**	0	9	37	30	0	0	0	**76**	0	4	58	0	15	0	8	**85**	0
12:15PM	20	0	31	1	0	1	**53**	0	6	37	22	0	0	0	**65**	0	11	79	0	16	0	7	**113**	1
12:30PM	16	0	27	3	0	1	**47**	0	5	21	28	0	0	0	**54**	0	5	70	0	17	0	5	**97**	0
12:45PM	15	0	25	2	0	0	**42**	0	8	30	21	0	0	0	**59**	0	5	84	0	21	0	0	**110**	0
Hourly Total	69	0	109	11	0	6	**195**	0	28	125	101	0	0	0	**254**	0	25	291	0	69	0	20	**405**	1
1:00PM	17	0	23	1	0	1	**42**	2	8	43	18	0	0	0	**69**	0	2	73	0	17	0	1	**93**	0
1:15PM	14	0	29	1	0	1	**45**	0	8	31	23	0	0	0	**62**	0	4	88	0	17	0	8	**117**	0
1:30PM	11	0	21	3	0	0	**35**	0	5	22	22	0	0	0	**49**	0	6	60	0	11	0	2	**79**	0
1:45PM	5	0	16	2	0	0	**23**	0	4	37	30	0	0	0	**71**	0	3	80	0	14	0	2	**99**	0
Hourly Total	47	0	89	7	0	2	**145**	2	25	133	93	0	0	0	**251**	0	15	301	0	59	0	13	**388**	0
2:00PM	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
Total	180	0	308	30	0	9	**527**	2	80	393	292	0	0	0	**765**	0	55	835	0	200	0	55	**1145**	1
% Approach	34.2%	0%	58.4%	5.7%	0%	1.7%	**-**	-	10.5%	51.4%	38.2%	0%	0%	0%	**-**	-	4.8%	72.9%	0%	17.5%	0%	4.8%	**-**	-
% Total	4.7%	0%	8.1%	0.8%	0%	0.2%	**13.8%**	-	2.1%	10.3%	7.6%	0%	0%	0%	**20.0%**	-	1.4%	21.8%	0%	5.2%	0%	1.4%	**29.9%**	-
Lights	176	0	305	30	0	9	**520**	-	80	389	284	0	0	0	**753**	-	55	829	0	200	0	53	**1137**	-
% Lights	97.8%	0%	99.0%	100%	0%	100%	**98.7%**	-	100%	99.0%	97.3%	0%	0%	0%	**98.4%**	-	100%	99.3%	0%	100%	0%	96.4%	**99.3%**	-
Articulated Trucks and Single-Unit Trucks	4	0	1	0	0	0	**5**	-	0	2	8	0	0	0	**10**	-	0	5	0	0	0	2	**7**	-
% Articulated Trucks and Single-Unit Trucks	2.2%	0%	0.3%	0%	0%	0%	**0.9%**	-	0%	0.5%	2.7%	0%	0%	0%	**1.3%**	-	0%	0.6%	0%	0%	0%	3.6%	**0.6%**	-
Buses	0	0	2	0	0	0	**2**	-	0	2	0	0	0	0	**2**	-	0	1	0	0	0	0	**1**	-
% Buses	0%	0%	0.6%	0%	0%	0%	**0.4%**	-	0%	0.5%	0%	0%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	0%	0%	**0.1%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900023, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Port Au Peck Ave								Monmouth Park Entrance							
Direction	Southbound								Southwestbound							
Time	HL	L	T	R	U	RR	**App**	Ped*	HL	BL	BR	HR	U	**App**	Ped*	**Int**
2021-11-13 11:00AM	0	22	89	16	0	3	**130**	0	0	0	0	0	0	**0**	0	**323**
11:15AM	0	33	69	6	0	4	**112**	0	0	0	0	0	0	**0**	0	**318**
11:30AM	0	28	92	16	0	5	**141**	0	0	0	0	0	0	**0**	0	**325**
11:45AM	0	23	100	11	0	4	**138**	0	0	0	0	0	0	**0**	0	**353**
Hourly Total	0	106	350	49	0	16	**521**	0	0	0	0	0	0	**0**	0	**1319**
12:00PM	0	22	79	12	0	0	**113**	0	0	0	0	0	0	**0**	0	**327**
12:15PM	0	22	67	11	0	4	**104**	0	0	0	0	0	0	**0**	0	**335**
12:30PM	0	23	77	6	0	3	**109**	0	0	0	0	0	0	**0**	0	**307**
12:45PM	0	17	87	14	0	2	**120**	0	0	0	0	0	0	**0**	0	**331**
Hourly Total	0	84	310	43	0	9	**446**	0	0	0	0	0	0	**0**	0	**1300**
1:00PM	0	21	66	12	0	0	**99**	0	0	0	0	0	0	**0**	0	**303**
1:15PM	0	14	71	12	0	2	**99**	0	0	0	0	0	0	**0**	0	**323**
1:30PM	0	17	88	10	0	0	**115**	0	0	0	0	0	0	**0**	0	**278**
1:45PM	0	13	80	14	0	1	**108**	0	0	0	0	0	0	**0**	0	**301**
Hourly Total	0	65	305	48	0	3	**421**	0	0	0	0	0	0	**0**	0	**1205**
2:00PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Total	0	255	965	140	0	28	**1388**	0	0	0	0	0	0	**0**	0	**3825**
% Approach	0%	18.4%	69.5%	10.1%	0%	2.0%	**-**	-	0%	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	6.7%	25.2%	3.7%	0%	0.7%	**36.3%**	-	0%	0%	0%	0%	0%	**0%**	-	**-**
Lights	0	253	952	134	0	28	**1367**	-	0	0	0	0	0	**0**	-	3777
% Lights	0%	99.2%	98.7%	95.7%	0%	100%	**98.5%**	-	0%	0%	0%	0%	0%	**-**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	2	12	6	0	0	**20**	-	0	0	0	0	0	**0**	-	42
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	1.2%	4.3%	0%	0%	**1.4%**	-	0%	0%	0%	0%	0%	**-**	-	1.1%
Buses	0	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	6
% Buses	0%	0%	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	**-**	-	0.2%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021
Midday Peak (WKND), Forced Peak (11:30 AM - 12:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900023, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	E Main St								E Main St								Port Au Peck Ave							
Direction	Eastbound								Westbound								Northbound							
Time	L	BL	T	R	U	RR	**App**	Ped*	L	T	R	HR	U	HRR	**App**	Ped*	L	T	BR	R	U	RR	**App**	Ped*
2021-11-13 11:30AM	14	0	28	0	0	0	**42**	0	7	33	18	0	0	0	**58**	0	0	56	0	23	0	5	**84**	0
11:45AM	21	0	24	1	0	0	**46**	0	6	40	30	0	0	0	**76**	0	4	69	0	16	0	4	**93**	0
12:00PM	18	0	26	5	0	4	**53**	0	9	37	30	0	0	0	**76**	0	4	58	0	15	0	8	**85**	0
12:15PM	20	0	31	1	0	1	**53**	0	6	37	22	0	0	0	**65**	0	11	79	0	16	0	7	**113**	1
Total	73	0	109	7	0	5	**194**	0	28	147	100	0	0	0	**275**	0	19	262	0	70	0	24	**375**	1
% Approach	37.6%	0%	56.2%	3.6%	0%	2.6%	**-**	-	10.2%	53.5%	36.4%	0%	0%	0%	**-**	-	5.1%	69.9%	0%	18.7%	0%	6.4%	**-**	-
% Total	5.4%	0%	8.1%	0.5%	0%	0.4%	**14.5%**	-	2.1%	11.0%	7.5%	0%	0%	0%	**20.5%**	-	1.4%	19.6%	0%	5.2%	0%	1.8%	**28.0%**	-
PHF	0.869	-	0.879	0.350	-	0.313	**0.915**	-	0.778	0.919	0.833	-	-	-	**0.905**	-	0.432	0.829	-	0.761	-	0.750	**0.830**	-
Lights	71	0	108	7	0	5	**191**	-	28	144	99	0	0	0	**271**	-	19	258	0	70	0	24	**371**	-
% Lights	97.3%	0%	99.1%	100%	0%	100%	**98.5%**	-	100%	98.0%	99.0%	0%	0%	0%	**98.5%**	-	100%	98.5%	0%	100%	0%	100%	**98.9%**	-
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	0	**2**	-	0	2	1	0	0	0	**3**	-	0	4	0	0	0	0	**4**	-
% Articulated Trucks and Single-Unit Trucks	2.7%	0%	0%	0%	0%	0%	**1.0%**	-	0%	1.4%	1.0%	0%	0%	0%	**1.1%**	-	0%	1.5%	0%	0%	0%	0%	**1.1%**	-
Buses	0	0	1	0	0	0	**1**	-	0	1	0	0	0	0	**1**	-	0	0	0	0	0	0	**0**	-
% Buses	0%	0%	0.9%	0%	0%	0%	**0.5%**	-	0%	0.7%	0%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021
Midday Peak (WKND), Forced Peak (11:30 AM - 12:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 900023, Location: 40.310698, -74.023041

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Port Au Peck Ave								Monmouth Park Entrance							
Direction	Southbound								Southwestbound							
Time	HL	L	T	R	U	RR	**App**	Ped*	HL	BL	BR	HR	U	**App**	Ped*	**Int**
2021-11-13 11:30AM	0	28	92	16	0	5	**141**	0	0	0	0	0	0	**0**	0	**325**
11:45AM	0	23	100	11	0	4	**138**	0	0	0	0	0	0	**0**	0	**353**
12:00PM	0	22	79	12	0	0	**113**	0	0	0	0	0	0	**0**	0	**327**
12:15PM	0	22	67	11	0	4	**104**	0	0	0	0	0	0	**0**	0	**335**
Total	0	95	338	50	0	13	**496**	0	0	0	0	0	0	**0**	0	**1340**
% Approach	0%	19.2%	68.1%	10.1%	0%	2.6%	**-**	-	0%	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	7.1%	25.2%	3.7%	0%	1.0%	**37.0%**	-	0%	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.848	0.845	0.781	-	0.650	**0.879**	-	-	-	-	-	-	**-**	-	0.949
Lights	0	95	331	48	0	13	**487**	-	0	0	0	0	0	**0**	-	1320
% Lights	0%	100%	97.9%	96.0%	0%	100%	**98.2%**	-	0%	0%	0%	0%	0%	**-**	-	98.5%
Articulated Trucks and Single-Unit Trucks	0	0	7	2	0	0	**9**	-	0	0	0	0	0	**0**	-	18
% Articulated Trucks and Single-Unit Trucks	0%	0%	2.1%	4.0%	0%	0%	**1.8%**	-	0%	0%	0%	0%	0%	**-**	-	1.3%
Buses	0	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**-**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

TRI-STATE TRAFFIC DATA

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Coatesville, Pennsylvania, United States 19320
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Oceanport, NJ
Oceanport Ave & Crescent Pl/Monmouth Park
Tuesday, November 16, 2021
Location: 40.307672, -74.019542

Count Name: Oceanport Avenue & Crescent Place/Monmouth Park Entrance (11/16)
Site Code:
Start Date: 11/16/2021

Turning Movement Data

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	2	43	10	0	0	55	5	54	4	0	0	63	1	1	0	0	0	2	0	2	0	0	0	2	122
7:15 AM	0	35	26	1	0	62	1	60	0	0	0	61	4	0	1	0	0	5	0	1	0	0	0	1	129
7:30 AM	0	31	5	0	0	36	2	80	1	0	0	83	4	0	4	0	0	8	0	0	0	0	0	0	127
7:45 AM	0	34	4	0	0	38	2	84	2	0	0	88	1	1	3	0	0	5	0	1	1	0	0	2	133
Hourly Total	2	143	45	1	0	191	10	278	7	0	0	295	10	2	8	0	0	20	0	4	1	0	0	5	511
8:00 AM	3	54	7	0	0	64	4	65	1	0	0	70	0	0	2	0	0	2	0	1	1	0	0	2	138
8:15 AM	0	34	9	0	0	43	0	54	1	0	0	55	2	0	5	0	0	7	1	1	0	0	0	2	107
8:30 AM	2	51	8	0	0	61	3	57	4	0	0	64	4	0	2	0	0	6	2	0	1	0	0	3	134
8:45 AM	4	46	10	0	0	60	1	58	5	0	0	64	5	0	2	0	0	7	4	0	1	0	0	5	136
Hourly Total	9	185	34	0	0	228	8	234	11	0	0	253	11	0	11	0	0	22	7	2	3	0	0	12	515
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	68	10	1	0	81	5	61	5	0	0	71	10	1	4	0	0	15	2	4	7	0	0	13	180
4:15 PM	3	70	14	0	0	87	4	67	5	0	0	76	7	1	4	0	0	12	7	4	6	0	0	17	192
4:30 PM	0	61	7	0	1	68	4	53	4	1	0	62	4	2	0	0	0	6	2	3	4	0	0	9	145
4:45 PM	2	64	6	0	0	72	3	89	3	0	0	95	13	0	1	0	0	14	3	2	3	0	0	8	189
Hourly Total	7	263	37	1	1	308	16	270	17	1	0	304	34	4	9	0	0	47	14	13	20	0	0	47	706
5:00 PM	1	67	3	0	0	71	5	73	5	0	0	83	8	1	8	0	0	17	5	2	8	0	1	15	186
5:15 PM	4	55	6	0	0	65	1	70	4	0	0	75	5	0	5	0	0	10	1	2	3	0	0	6	156
5:30 PM	1	64	1	0	0	66	1	59	8	0	0	68	2	0	1	0	0	3	2	0	1	0	0	3	140
5:45 PM	2	54	1	0	0	57	0	51	5	0	0	56	4	3	2	0	0	9	4	6	1	0	0	11	133
Hourly Total	8	240	11	0	0	259	7	253	22	0	0	282	19	4	16	0	0	39	12	10	13	0	1	35	615
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	26	831	127	2	1	986	41	1035	57	1	0	1134	74	10	44	0	0	128	33	29	37	0	1	99	2347
Approach %	2.6	84.3	12.9	0.2	-	-	3.6	91.3	5.0	0.1	-	-	57.8	7.8	34.4	0.0	-	-	33.3	29.3	37.4	0.0	-	-	-
Total %	1.1	35.4	5.4	0.1	-	42.0	1.7	44.1	2.4	0.0	-	48.3	3.2	0.4	1.9	0.0	-	5.5	1.4	1.2	1.6	0.0	-	4.2	-
Lights	26	811	125	2	-	964	41	996	56	1	-	1094	72	10	44	0	-	126	33	29	37	0	-	99	2283
% Lights	100.0	97.6	98.4	100.0	-	97.8	100.0	96.2	98.2	100.0	-	96.5	97.3	100.0	100.0	-	-	98.4	100.0	100.0	100.0	-	-	100.0	97.3
Buses	0	3	0	0	-	3	0	6	0	0	-	6	2	0	0	0	-	2	0	0	0	0	-	0	11
% Buses	0.0	0.4	0.0	0.0	-	0.3	0.0	0.6	0.0	0.0	-	0.5	2.7	0.0	0.0	-	-	1.6	0.0	0.0	0.0	-	-	0.0	0.5
Trucks	0	17	2	0	-	19	0	33	1	0	-	34	0	0	0	0	-	0	0	0	0	0	-	0	53
% Trucks	0.0	2.0	1.6	0.0	-	1.9	0.0	3.2	1.8	0.0	-	3.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Oceanport, NJ
Oceanport Ave & Crescent Pl/Monmouth Park
Tuesday, November 16, 2021
Location: 40.307672, -74.019542

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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:45 AM	0	34	4	0	0	38	2	84	2	0	0	88	1	1	3	0	0	5	0	1	1	0	0	2	133
8:00 AM	3	54	7	0	0	64	4	65	1	0	0	70	0	0	2	0	0	2	0	1	1	0	0	2	138
8:15 AM	0	34	9	0	0	43	0	54	1	0	0	55	2	0	5	0	0	7	1	1	0	0	0	2	107
8:30 AM	2	51	8	0	0	61	3	57	4	0	0	64	4	0	2	0	0	6	2	0	1	0	0	3	134
Total	5	173	28	0	0	206	9	260	8	0	0	277	7	1	12	0	0	20	3	3	3	0	0	9	512
Approach %	2.4	84.0	13.6	0.0	-	-	3.2	93.9	2.9	0.0	-	-	35.0	5.0	60.0	0.0	-	-	33.3	33.3	33.3	0.0	-	-	-
Total %	1.0	33.8	5.5	0.0	-	40.2	1.8	50.8	1.6	0.0	-	54.1	1.4	0.2	2.3	0.0	-	3.9	0.6	0.6	0.6	0.0	-	1.8	-
PHF	0.417	0.801	0.778	0.000	-	0.805	0.563	0.774	0.500	0.000	-	0.787	0.438	0.250	0.600	0.000	-	0.714	0.375	0.750	0.750	0.000	-	0.750	0.928
Lights	5	167	28	0	-	200	9	245	8	0	-	262	7	1	12	0	-	20	3	3	3	0	-	9	491
% Lights	100.0	96.5	100.0	-	-	97.1	100.0	94.2	100.0	-	-	94.6	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	95.9
Buses	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	0.0	1.2	0.0	-	-	1.0	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.6
Trucks	0	4	0	0	-	4	0	14	0	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	18
% Trucks	0.0	2.3	0.0	-	-	1.9	0.0	5.4	0.0	-	-	5.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	3.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Oceanport, NJ
Oceanport Ave & Crescent Pl/Monmouth Park
Tuesday, November 16, 2021
Location: 40.307672, -74.019542

Count Name: Oceanport Avenue & Crescent Place/Monmouth Park Entrance (11/16)
Site Code:
Start Date: 11/16/2021

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	3	70	14	0	0	87	4	67	5	0	0	76	7	1	4	0	0	12	7	4	6	0	0	17	192
4:30 PM	0	61	7	0	1	68	4	53	4	1	0	62	4	2	0	0	0	6	2	3	4	0	0	9	145
4:45 PM	2	64	6	0	0	72	3	89	3	0	0	95	13	0	1	0	0	14	3	2	3	0	0	8	189
5:00 PM	1	67	3	0	0	71	5	73	5	0	0	83	8	1	8	0	0	17	5	2	8	0	1	15	186
Total	6	262	30	0	1	298	16	282	17	1	0	316	32	4	13	0	0	49	17	11	21	0	1	49	712
Approach %	2.0	87.9	10.1	0.0	-	-	5.1	89.2	5.4	0.3	-	-	65.3	8.2	26.5	0.0	-	-	34.7	22.4	42.9	0.0	-	-	-
Total %	0.8	36.8	4.2	0.0	-	41.9	2.2	39.6	2.4	0.1	-	44.4	4.5	0.6	1.8	0.0	-	6.9	2.4	1.5	2.9	0.0	-	6.9	-
PHF	0.500	0.936	0.536	0.000	-	0.856	0.800	0.792	0.850	0.250	-	0.832	0.615	0.500	0.406	0.000	-	0.721	0.607	0.688	0.656	0.000	-	0.721	0.927
Lights	6	258	30	0	-	294	16	279	17	1	-	313	31	4	13	0	-	48	17	11	21	0	-	49	704
% Lights	100.0	98.5	100.0	-	-	98.7	100.0	98.9	100.0	100.0	-	99.1	96.9	100.0	100.0	-	-	98.0	100.0	100.0	100.0	-	-	100.0	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	3.1	0.0	0.0	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	0	4	0	0	-	4	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Trucks	0.0	1.5	0.0	-	-	1.3	0.0	1.1	0.0	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

TRI-STATE TRAFFIC DATA

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Oceanport, NJ
Oceanport Ave & Crescent Pl/Monmouth Park
Saturday, November 13, 2021
Location: 40.307672, -74.019542

Count Name: Oceanport Avenue & Crescent Place/Monmouth Park Entrance (11/13)
Site Code:
Start Date: 11/13/2021

Turning Movement Data

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	11	60	6	0	0	77	4	48	10	0	0	62	4	7	1	0	0	12	11	8	7	0	0	26	177
11:15 AM	16	55	12	0	0	83	5	51	5	0	1	61	12	6	4	0	1	22	9	3	7	0	0	19	185
11:30 AM	11	63	11	0	0	85	5	45	16	0	0	66	3	5	6	0	0	14	10	3	8	0	0	21	186
11:45 AM	6	54	6	0	0	66	1	56	5	0	0	62	14	5	3	0	0	22	11	13	11	0	0	35	185
Hourly Total	44	232	35	0	0	311	15	200	36	0	1	251	33	23	14	0	1	70	41	27	33	0	0	101	733
12:00 PM	5	62	3	0	0	70	5	63	7	0	0	75	5	5	5	0	1	15	8	7	10	0	0	25	185
12:15 PM	3	67	8	0	0	78	2	53	4	0	0	59	6	4	5	0	0	15	6	7	3	0	0	16	168
12:30 PM	3	62	9	0	0	74	5	45	5	0	0	55	6	0	1	0	1	7	8	9	3	0	0	20	156
12:45 PM	6	51	7	0	0	64	3	49	11	0	0	63	7	2	5	0	0	14	7	3	2	0	0	12	153
Hourly Total	17	242	27	0	0	286	15	210	27	0	0	252	24	11	16	0	2	51	29	26	18	0	0	73	662
1:00 PM	7	45	7	0	0	59	0	57	9	0	0	66	10	1	1	0	0	12	6	2	9	0	0	17	154
1:15 PM	6	61	4	0	0	71	2	49	8	0	0	59	7	2	3	0	0	12	2	2	3	0	0	7	149
1:30 PM	0	46	4	0	0	50	3	43	8	0	0	54	1	4	3	0	0	8	9	2	6	0	0	17	129
1:45 PM	8	32	4	0	0	44	3	64	13	0	0	80	6	3	5	0	0	14	5	7	3	0	0	15	153
Hourly Total	21	184	19	0	0	224	8	213	38	0	0	259	24	10	12	0	0	46	22	13	21	0	0	56	585
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	82	658	81	0	0	821	38	623	101	0	1	762	81	44	42	0	3	167	92	66	72	0	0	230	1980
Approach %	10.0	80.1	9.9	0.0	-	-	5.0	81.8	13.3	0.0	-	-	48.5	26.3	25.1	0.0	-	-	40.0	28.7	31.3	0.0	-	-	-
Total %	4.1	33.2	4.1	0.0	-	41.5	1.9	31.5	5.1	0.0	-	38.5	4.1	2.2	2.1	0.0	-	8.4	4.6	3.3	3.6	0.0	-	11.6	-
Lights	82	648	81	0	-	811	37	611	101	0	-	749	81	44	42	0	-	167	92	66	72	0	-	230	1957
% Lights	100.0	98.5	100.0	-	-	98.8	97.4	98.1	100.0	-	-	98.3	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	98.8
Buses	0	3	0	0	-	3	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	0.0	0.5	0.0	-	-	0.4	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	0	7	0	0	-	7	1	10	0	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	18
% Trucks	0.0	1.1	0.0	-	-	0.9	2.6	1.6	0.0	-	-	1.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Oceanport, NJ
Oceanport Ave & Crescent Pl/Monmouth Park
Saturday, November 13, 2021
Location: 40.307672, -74.019542

www.TSTData.com
184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:30 AM	11	63	11	0	0	85	5	45	16	0	0	66	3	5	6	0	0	14	10	3	8	0	0	21	186
11:45 AM	6	54	6	0	0	66	1	56	5	0	0	62	14	5	3	0	0	22	11	13	11	0	0	35	185
12:00 PM	5	62	3	0	0	70	5	63	7	0	0	75	5	5	5	0	1	15	8	7	10	0	0	25	185
12:15 PM	3	67	8	0	0	78	2	53	4	0	0	59	6	4	5	0	0	15	6	7	3	0	0	16	168
Total	25	246	28	0	0	299	13	217	32	0	0	262	28	19	19	0	1	66	35	30	32	0	0	97	724
Approach %	8.4	82.3	9.4	0.0	-	-	5.0	82.8	12.2	0.0	-	-	42.4	28.8	28.8	0.0	-	-	36.1	30.9	33.0	0.0	-	-	-
Total %	3.5	34.0	3.9	0.0	-	41.3	1.8	30.0	4.4	0.0	-	36.2	3.9	2.6	2.6	0.0	-	9.1	4.8	4.1	4.4	0.0	-	13.4	-
PHF	0.568	0.918	0.636	0.000	-	0.879	0.650	0.861	0.500	0.000	-	0.873	0.500	0.950	0.792	0.000	-	0.750	0.795	0.577	0.727	0.000	-	0.693	0.973
Lights	25	243	28	0	-	296	12	213	32	0	-	257	28	19	19	0	-	66	35	30	32	0	-	97	716
% Lights	100.0	98.8	100.0	-	-	99.0	92.3	98.2	100.0	-	-	98.1	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	98.9
Buses	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	0.0	0.4	0.0	-	-	0.3	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	0	2	0	0	-	2	1	3	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Trucks	0.0	0.8	0.0	-	-	0.7	7.7	1.4	0.0	-	-	1.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Oceanport Ave
Location: North of Springfield Ave
Weather: Clear
Counter: TSTD

Site Code: 2
Station ID: 2

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start	08-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	9	14	14	20	12	17	18	36	24	45
01:00	*	*	*	*	*	*	5	7	5	6	5	6	16	12	14	19
02:00	*	*	*	*	*	*	4	5	3	4	4	4	13	14	11	14
03:00	*	*	*	*	*	*	4	2	4	4	4	3	7	10	5	10
04:00	*	*	*	*	*	*	13	9	13	13	13	11	11	3	13	8
05:00	*	*	*	*	*	*	31	27	33	33	32	30	15	11	13	8
06:00	*	*	*	*	*	*	138	85	134	80	136	82	67	35	31	25
07:00	*	*	*	*	*	*	**296**	149	**269**	135	**282**	142	120	62	52	47
08:00	*	*	*	*	*	*	247	197	246	**182**	246	190	175	125	99	78
09:00	*	*	*	*	*	*	216	158	171	141	194	150	234	174	179	150
10:00	*	*	*	*	*	*	238	202	231	181	234	192	303	225	316	187
11:00	*	*	*	*	*	*	267	**213**	241	181	254	**197**	**337**	**287**	**343**	**266**
12:00 PM	*	*	*	*	*	*	307	271	286	243	296	257	**300**	**292**	**380**	**301**
01:00	*	*	*	*	*	*	270	224	261	233	266	228	297	230	257	237
02:00	*	*	*	*	302	242	332	243	313	259	316	248	252	223	252	203
03:00	*	*	*	*	**324**	312	318	306	296	287	313	302	242	225	231	183
04:00	*	*	*	*	318	**320**	**333**	**329**	**350**	**324**	**334**	**324**	212	229	219	233
05:00	*	*	*	*	278	284	311	318	279	293	289	298	219	232	166	182
06:00	*	*	*	*	202	196	208	218	242	242	217	219	160	177	128	113
07:00	*	*	*	*	137	120	161	143	157	166	152	143	137	116	117	131
08:00	*	*	*	*	93	102	109	121	112	111	105	111	101	96	90	113
09:00	*	*	*	*	64	62	54	89	108	87	75	79	85	97	40	58
10:00	*	*	*	*	31	43	30	60	62	79	41	61	65	71	26	52
11:00	*	*	*	*	24	29	20	36	42	60	29	42	49	76	25	31
Total	0	0	0	0	1773	1710	3921	3426	3872	3364	3849	3336	3435	3058	3031	2694
Day	0		0		3483		7347		7236		7185		6493		5725	
AM Peak	-	-	-	-	-	-	07:00	11:00	07:00	08:00	07:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	296	213	269	182	282	197	337	287	343	266
PM Peak	-	-	-	-	15:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	12:00	12:00	12:00	12:00
Vol.	-	-	-	-	324	320	333	329	350	324	334	324	300	292	380	301

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Oceanport Ave
Location: North of Springfield Ave
Weather: Clear
Counter: TSTD

Site Code: 2
Station ID: 2

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start	15-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	14	18	14	11	6	11	*	*	*	*	11	13	*	*	*	*
01:00	6	7	5	8	5	7	*	*	*	*	5	7	*	*	*	*
02:00	2	5	1	4	5	5	*	*	*	*	3	5	*	*	*	*
03:00	3	5	6	2	7	4	*	*	*	*	5	4	*	*	*	*
04:00	17	8	15	8	10	14	*	*	*	*	14	10	*	*	*	*
05:00	38	33	33	28	39	41	*	*	*	*	37	34	*	*	*	*
06:00	130	77	150	78	150	82	*	*	*	*	143	79	*	*	*	*
07:00	**271**	139	**299**	156	**304**	158	*	*	*	*	**291**	151	*	*	*	*
08:00	234	**207**	254	203	234	**206**	*	*	*	*	241	**205**	*	*	*	*
09:00	190	145	226	166	224	152	*	*	*	*	213	154	*	*	*	*
10:00	227	164	208	170	238	171	*	*	*	*	224	168	*	*	*	*
11:00	247	201	224	**211**	228	198	*	*	*	*	233	203	*	*	*	*
12:00 PM	263	244	272	219	276	235	*	*	*	*	270	233	*	*	*	*
01:00	255	225	229	232	264	232	*	*	*	*	249	230	*	*	*	*
02:00	297	250	305	250	**342**	199	*	*	*	*	315	233	*	*	*	*
03:00	301	**313**	305	**324**	301	**314**	*	*	*	*	302	**317**	*	*	*	*
04:00	**317**	304	**314**	308	*	*	*	*	*	*	**316**	306	*	*	*	*
05:00	265	265	285	289	*	*	*	*	*	*	275	277	*	*	*	*
06:00	191	212	213	203	*	*	*	*	*	*	202	208	*	*	*	*
07:00	138	127	153	140	*	*	*	*	*	*	146	134	*	*	*	*
08:00	98	88	96	105	*	*	*	*	*	*	97	96	*	*	*	*
09:00	61	63	81	55	*	*	*	*	*	*	71	59	*	*	*	*
10:00	43	36	41	36	*	*	*	*	*	*	42	36	*	*	*	*
11:00	19	35	13	26	*	*	*	*	*	*	16	30	*	*	*	*
Total	3627	3171	3742	3232	2633	2029	0	0	0	0	3721	3192	0	0	0	0
Day	6798		6974		4662		0		0		6913		0		0	
AM Peak	07:00	08:00	07:00	11:00	07:00	08:00	-	-	-	-	07:00	08:00	-	-	-	-
Vol.	271	207	299	211	304	206	-	-	-	-	291	205	-	-	-	-
PM Peak	16:00	15:00	16:00	15:00	14:00	15:00	-	-	-	-	16:00	15:00	-	-	-	-
Vol.	317	313	314	324	342	314	-	-	-	-	316	317	-	-	-	-

Comb. Total	6798	6974	8145	7347	7236	14098	6493	5725

ADT ADT 6,800 AADT 6,800

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Port Au Peck Ave
Location: West of RR Tracks
Weather: Clear
Counter: TSTD

Site Code: 1
Station ID: 1

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start	08-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	16	9	26	13	21	11	34	31	34	47
01:00	*	*	*	*	*	*	3	3	3	8	3	6	21	13	25	26
02:00	*	*	*	*	*	*	1	1	1	1	1	1	8	16	9	17
03:00	*	*	*	*	*	*	2	6	3	6	2	6	5	8	8	9
04:00	*	*	*	*	*	*	5	28	4	25	4	26	4	8	9	12
05:00	*	*	*	*	*	*	26	75	20	79	23	77	19	35	10	17
06:00	*	*	*	*	*	*	122	215	133	226	128	220	52	106	25	54
07:00	*	*	*	*	*	*	**358**	**579**	**335**	**577**	**346**	**578**	119	200	82	128
08:00	*	*	*	*	*	*	323	513	315	502	319	508	208	344	120	215
09:00	*	*	*	*	*	*	301	458	264	405	282	432	269	427	212	318
10:00	*	*	*	*	*	*	298	391	267	382	282	386	358	484	295	426
11:00	*	*	*	*	*	*	348	418	298	387	323	402	**410**	**538**	**357**	**462**
12:00 PM	*	*	*	*	*	*	381	422	336	355	358	388	**444**	**447**	**439**	**491**
01:00	*	*	*	*	369	417	392	410	356	433	372	420	437	425	390	410
02:00	*	*	*	*	472	465	460	468	452	479	461	471	403	383	355	368
03:00	*	*	*	*	552	**577**	526	**572**	517	**547**	532	**565**	369	328	375	341
04:00	*	*	*	*	584	563	**607**	567	**600**	543	**597**	558	372	288	387	317
05:00	*	*	*	*	**594**	484	587	498	573	459	585	480	316	305	291	230
06:00	*	*	*	*	434	255	429	293	346	357	403	302	253	228	234	150
07:00	*	*	*	*	278	185	277	203	273	231	276	206	200	147	167	146
08:00	*	*	*	*	166	119	155	141	155	141	159	134	163	130	131	115
09:00	*	*	*	*	127	89	110	85	165	105	134	93	138	123	72	60
10:00	*	*	*	*	47	36	73	59	95	80	72	58	99	93	36	45
11:00	*	*	*	*	30	15	42	19	57	58	43	31	58	84	32	25
Total	0	0	0	0	3653	3205	5842	6433	5594	6399	5726	6359	4759	5191	4095	4429
Day	0		0		6858		12275		11993		12085		9950		8524	
AM Peak	-	-	-	-	-	-	07:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	358	579	335	577	346	578	410	538	357	462
PM Peak	-	-	-	-	17:00	15:00	16:00	15:00	16:00	15:00	16:00	15:00	12:00	12:00	12:00	12:00
Vol.	-	-	-	-	594	577	607	572	600	547	597	565	444	447	439	491

Tri-State Traffic Data, Inc.

www.TSTData.com
610-466-1469

Street: Port Au Peck Ave
Location: West of RR Tracks
Weather: Clear
Counter: TSTD

Site Code: 1
Station ID: 1

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start	15-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	14	9	16	12	11	9	*	*	*	*	14	10	*	*	*	*
01:00	8	1	3	4	6	4	*	*	*	*	6	3	*	*	*	*
02:00	6	4	3	1	3	4	*	*	*	*	4	3	*	*	*	*
03:00	0	4	4	6	5	8	*	*	*	*	3	6	*	*	*	*
04:00	7	23	8	24	3	28	*	*	*	*	6	25	*	*	*	*
05:00	28	85	31	99	24	90	*	*	*	*	28	91	*	*	*	*
06:00	123	215	130	231	126	227	*	*	*	*	126	224	*	*	*	*
07:00	313	510	**355**	**600**	343	568	*	*	*	*	**337**	559	*	*	*	*
08:00	312	**610**	333	567	339	**579**	*	*	*	*	328	**585**	*	*	*	*
09:00	286	400	316	377	245	436	*	*	*	*	282	404	*	*	*	*
10:00	286	353	276	372	288	359	*	*	*	*	283	361	*	*	*	*
11:00	**320**	401	294	380	**347**	390	*	*	*	*	320	390	*	*	*	*
12:00 PM	396	425	334	427	400	475	*	*	*	*	377	442	*	*	*	*
01:00	339	361	344	402	362	433	*	*	*	*	348	399	*	*	*	*
02:00	410	456	471	508	489	438	*	*	*	*	457	467	*	*	*	*
03:00	449	**551**	532	547	**496**	**542**	*	*	*	*	492	**547**	*	*	*	*
04:00	**572**	509	**597**	**562**	*	*	*	*	*	*	**584**	536	*	*	*	*
05:00	530	417	594	472	*	*	*	*	*	*	562	444	*	*	*	*
06:00	356	235	405	301	*	*	*	*	*	*	380	268	*	*	*	*
07:00	221	167	249	167	*	*	*	*	*	*	235	167	*	*	*	*
08:00	142	108	177	152	*	*	*	*	*	*	160	130	*	*	*	*
09:00	92	62	126	74	*	*	*	*	*	*	109	68	*	*	*	*
10:00	44	33	61	44	*	*	*	*	*	*	52	38	*	*	*	*
11:00	19	21	29	20	*	*	*	*	*	*	24	20	*	*	*	*
Total	5273	5960	5688	6349	3487	4590	0	0	0	0	5517	6187	0	0	0	0
Day	11233		12037		8077		0		0		11704		0		0	
AM Peak	11:00	08:00	07:00	07:00	11:00	08:00	-	-	-	-	07:00	08:00	-	-	-	-
Vol.	320	610	355	600	347	579	-	-	-	-	337	585	-	-	-	-
PM Peak	16:00	15:00	16:00	16:00	15:00	15:00	-	-	-	-	16:00	15:00	-	-	-	-
Vol.	572	551	597	562	496	542	-	-	-	-	584	547	-	-	-	-

Comb. Total	11233	12037	14935	12275	11993	23789	9950	8524

ADT ADT 11,188 AADT 11,188

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 05/29/2018 to 06/01/2018

Site names: 121328,Oceanport Avenue-.23,130000112_
County: MONMOUTH
Funct Class: Urban Major Collector
Location: BET LAKE DR PEMBERTON AVE

Seasonal Factor Grp: rg4_5U
Daily Factor Grp: rg4_5U
Axle Factor Grp: rg4_5U
Growth Factor Grp: rg4_5U

	Sun, May 27, 2018			Mon, May 28, 2018			Tue, May 29, 2018			Wed, May 30, 2018			Thu, May 31, 2018			Fri, Jun 1, 2018			Sat, Jun 2, 2018		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00:00										10	2	8	14	3	11	23	10	13			
01:00										6	2	4	4	3	1	14	4	10			
02:00										4	2	2	5	1	4	11	6	5			
03:00										3	1	2	5	2	3	2	1	1			
04:00										13	4	9	12	5	7	18	6	12			
05:00										33	16	17	54	26	28	33	15	18			
06:00										106	50	56	99	44	55	89	41	48			
07:00										211	96	115	262	125	137	223	110	113			
08:00										315	135	180	289	125	164	304	130	174			
09:00										275	136	139	249	95	154	277	121	156			
10:00										233	94	139	253	104	149						
11:00										276	112	164	263	109	154						
12:00										300	118	182	292	120	172						
13:00							280	101	179	295	123	172	306	115	191						
14:00							313	118	195	308	118	190	306	138	168						
15:00							372	159	213	396	166	230	401	166	235						
16:00							400	190	210	394	161	233	368	160	208						
17:00							408	162	246	414	179	235	431	161	270						
18:00							268	100	168	339	126	213	341	113	228						
19:00							207	74	133	270	95	175	254	91	163						
20:00							141	43	98	176	82	94	150	56	94						
21:00							81	35	46	150	75	75	116	57	59						
22:00							53	20	33	43	20	23	67	25	42						
23:00							27	12	15	36	17	19	30	6	24						
Total							2,550	1,014	1,536	4,606	1,930	2,676	4,571	1,850	2,721	994	444	550			
AM Peak Vol										327	144	193	311	150	168						
AM Peak Fct										.929	.923	.791	.915	.852	.875						
AM Peak Hr										8: 15	7: 30	8: 15	7: 45	7: 30	7: 45						
PM Peak Vol										414	179	243	431	166	270						
PM Peak Fct										.892	.814	.88	.905	.965	.804						
PM Peak Hr										17: 00	17: 00	15: 45	17: 00	15: 00	17: 00						
Seasonal Fct							.988	.988	.988	.988	.988	.988	.988	.988	.988	.887	.887	.887			
Daily Fct							.956	.956	.956	.962	.962	.962	.953	.953	.953	.874	.874	.874			
Axle Fct							.492	.492	.492	.492	.492	.492	.492	.492	.492	.492	.492	.492			
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

Created 06/29/2018 12:11 PM

ROAD AADT 4,144 NDIR AADT 2,441 PDIR AADT 1,703

Location:CR 11 (Oceanport Avenue)
469' South Of East Main Street.
Municipality:Oceanport Borough
Counted By:Patrick T Barrett

7-Day (24 Hour) Automated Traffic Recorder Count
Monmouth County Traffic Safety Engineering
1 E. Main Street,Hall Of Records Annex
Freehold, N.J. 07728

Site Code:

Date Start: 08/16/18
Date End: 08/23/18
2-(V) CR 11 (Oceanport Avenue) South Of East Main Street

Start	08/13/18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd
12:00 AM	*	*	*	*	*	*	*	*	13	12	23	11	0	28	12	17
01:00	*	*	*	*	*	*	*	*	4	8	6	5	2	23	4	12
02:00	*	*	*	*	*	*	*	*	3	1	8	7	0	19	4	9
03:00	*	*	*	*	*	*	*	*	3	2	6	1	0	9	3	4
04:00	*	*	*	*	*	*	*	*	20	8	8	2	0	9	9	6
05:00	*	*	*	*	*	*	*	*	14	9	6	7	0	17	7	11
06:00	*	*	*	*	*	*	*	*	43	41	25	20	0	23	23	28
07:00	*	*	*	*	*	*	*	*	95	92	49	45	0	44	48	60
08:00	*	*	*	*	*	*	*	*	138	125	49	103	2	90	63	106
09:00	*	*	*	*	*	*	163	129	150	**127**	118	105	0	144	108	126
10:00	*	*	*	*	*	*	181	109	169	118	182	129	1	171	133	132
11:00	*	*	*	*	*	*	**201**	**149**	**205**	114	**194**	**145**	2	**233**	**150**	**160**
12:00 PM	*	*	*	*	*	*	**281**	190	**241**	146	**219**	126	0	**268**	**185**	182
01:00	*	*	*	*	*	*	252	133	225	133	160	109	0	242	159	154
02:00	*	*	*	*	*	*	181	145	192	153	191	134	0	266	141	174
03:00	*	*	*	*	*	*	197	196	190	194	162	131	**1**	265	138	196
04:00	*	*	*	*	*	*	215	**237**	229	**204**	153	**162**	0	264	149	**217**
05:00	*	*	*	*	*	*	256	210	210	192	109	153	0	267	144	206
06:00	*	*	*	*	*	*	221	111	176	106	130	136	0	174	132	132
07:00	*	*	*	*	*	*	171	71	156	87	99	83	0	126	106	92
08:00	*	*	*	*	*	*	101	72	86	58	73	73	0	116	65	80
09:00	*	*	*	*	*	*	80	34	81	52	15	81	0	68	44	59
10:00	*	*	*	*	*	*	45	23	54	23	8	87	0	53	27	46
11:00	*	*	*	*	*	*	23	16	39	8	2	51	0	21	16	24
Lane	0	0	0	0	0	0	2568	1825	2736	2013	1995	1906	8	2940	1870	2233
Day	0		0		0		4393		4749		3901		2948		4103	
AM Peak	-	-	-	-	-	-	11:00	11:00	11:00	09:00	11:00	11:00	01:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	201	149	205	127	194	145	2	233	150	160
PM Peak	-	-	-	-	-	-	12:00	16:00	12:00	16:00	12:00	16:00	15:00	12:00	12:00	16:00
Vol.	-	-	-	-	-	-	281	237	241	204	219	162	1	268	185	217

8/18/18
ON Saturday At 9 P.M. "A" tube stopped counting
until THE "A" tube was replaced on Monday 8/20/18 At 12:39 P.M.

Classifications were also effected on these days 8/18/18 to 8/20/18
9:00 PM 12:39 PM

Colliers Engineering & Design

Traffic Impact Study

Appendix C | Trip Generation Calculations

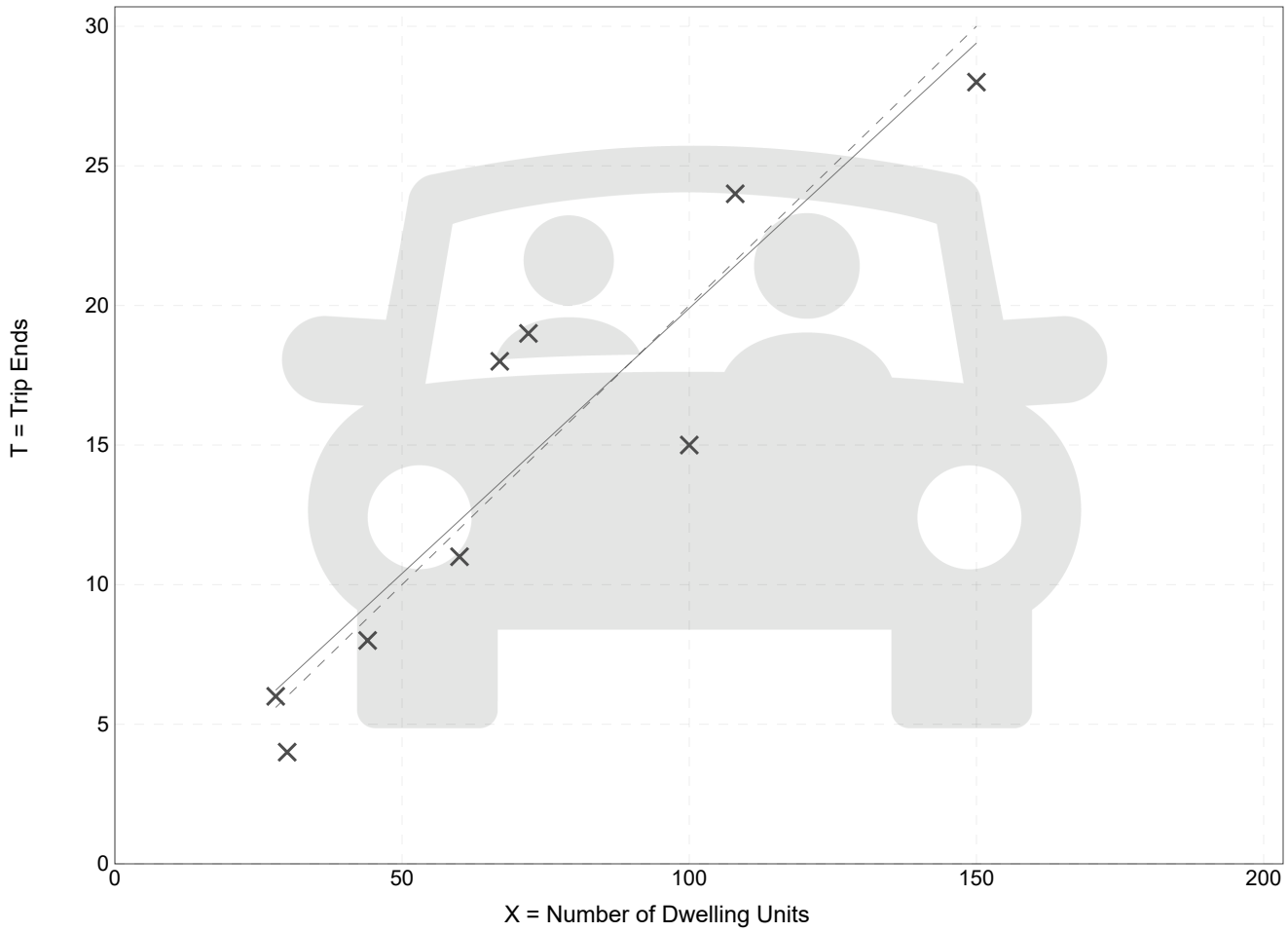
Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Dwelling Units:	73
Directional Distribution:	34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Fitted Curve Equation: T = 0.19(X) + 0.90

R^2= 0.85

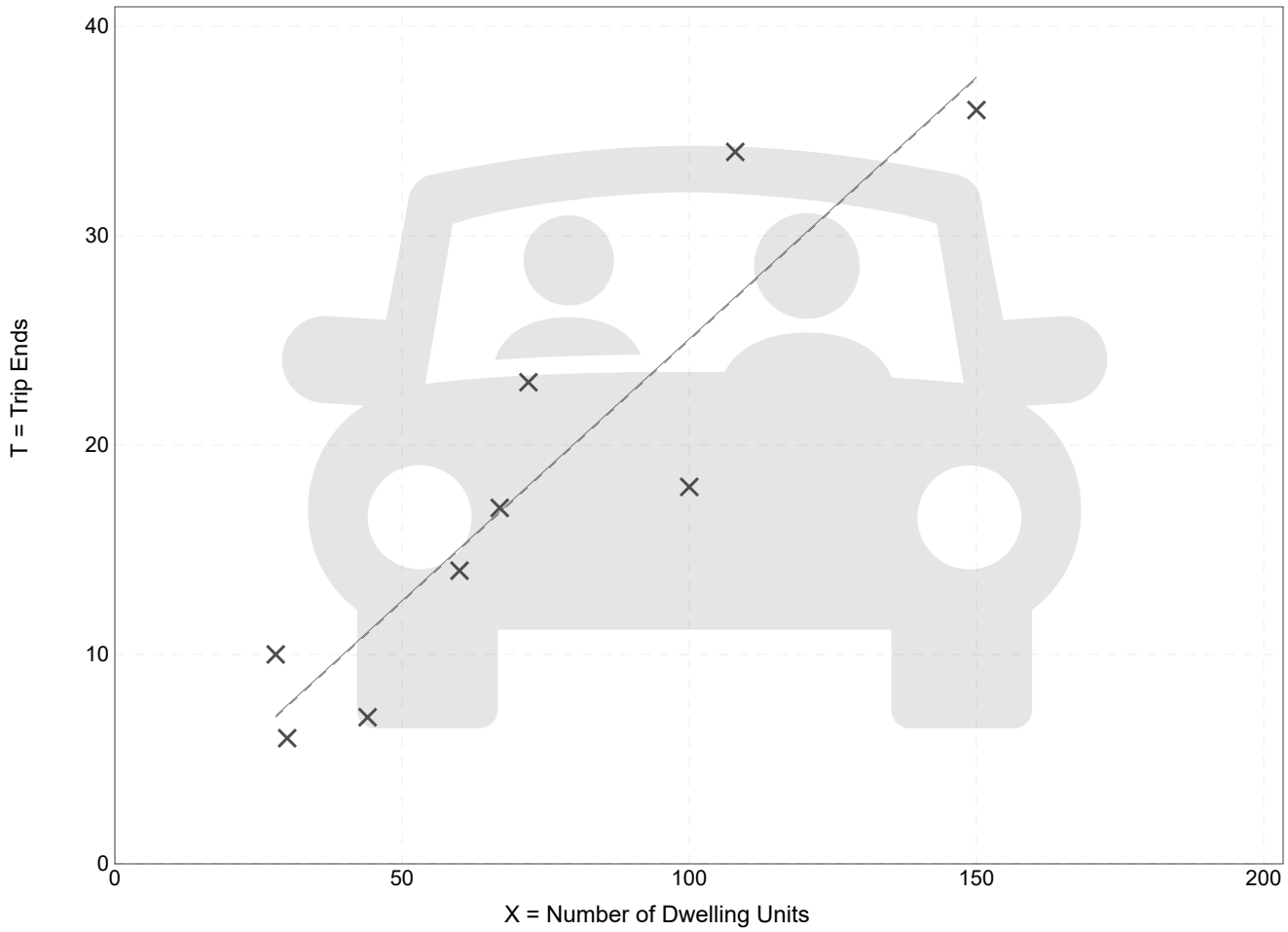
Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Dwelling Units:	73
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Fitted Curve Equation: T = 0.25(X) + 0.07

R^2= 0.84

Senior Adult Housing - Multifamily
(252)

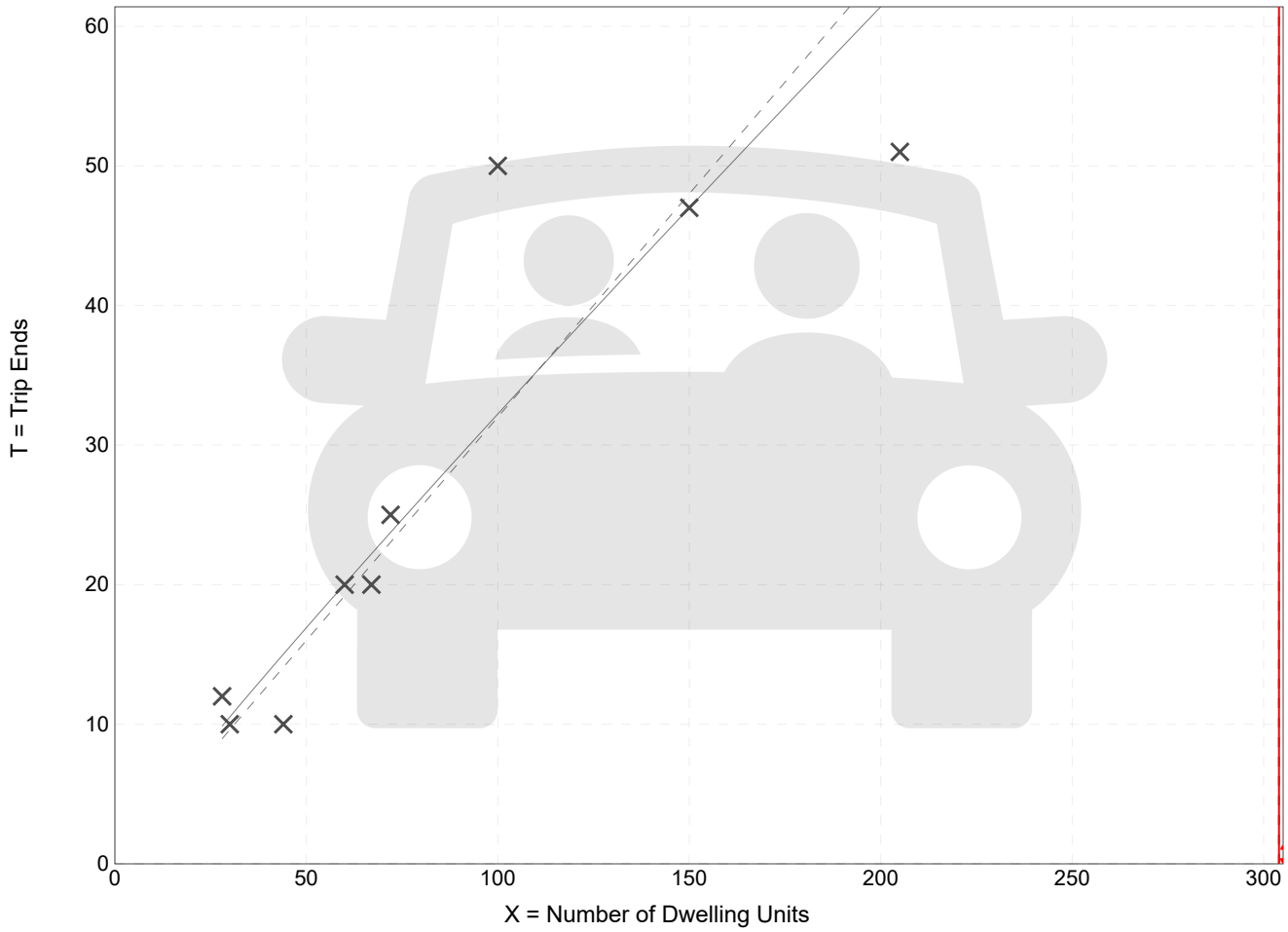
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 84
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 0.50	0.09

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.93 Ln(X) - 0.81

R^2= 0.87

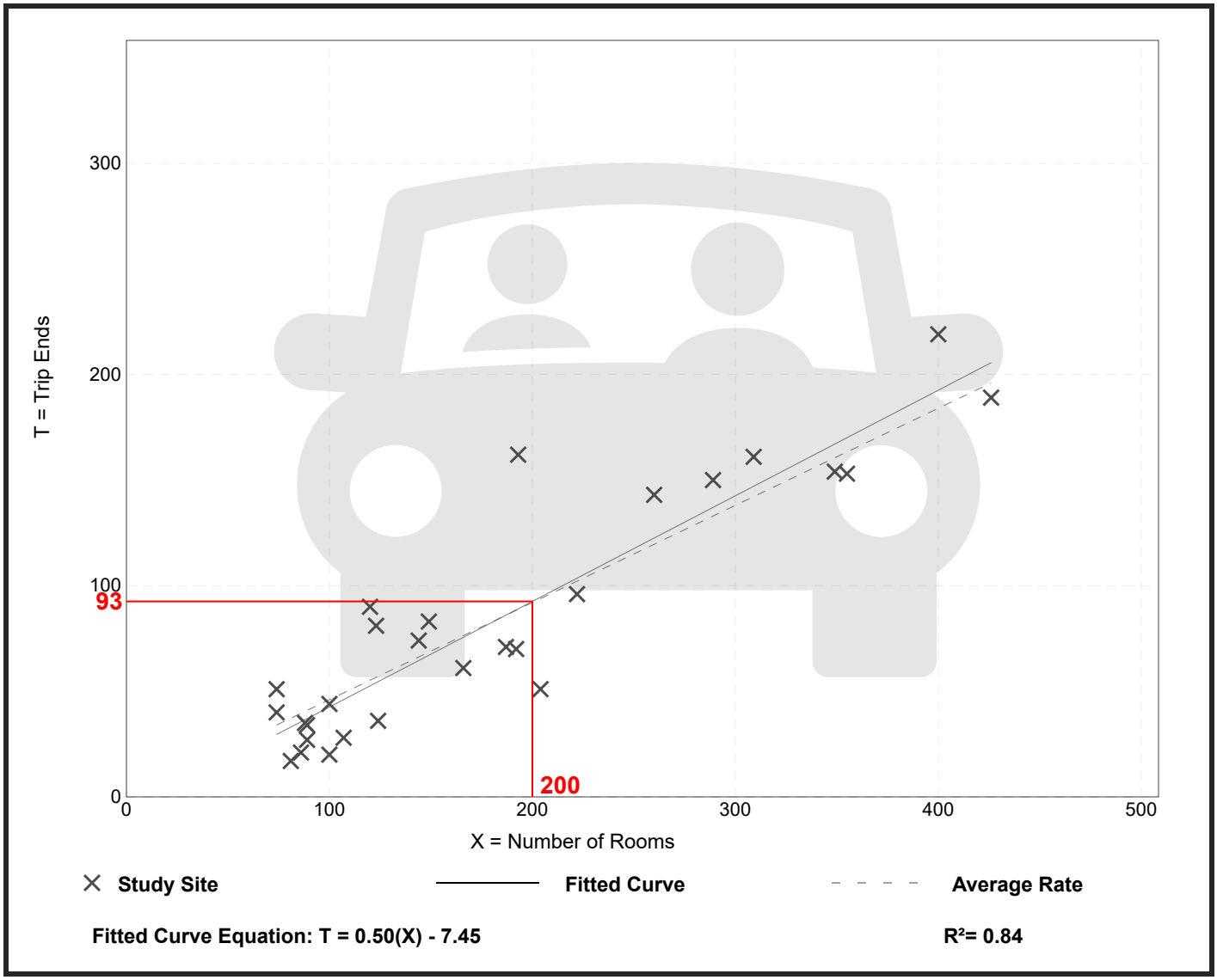
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	28
Avg. Num. of Rooms:	182
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



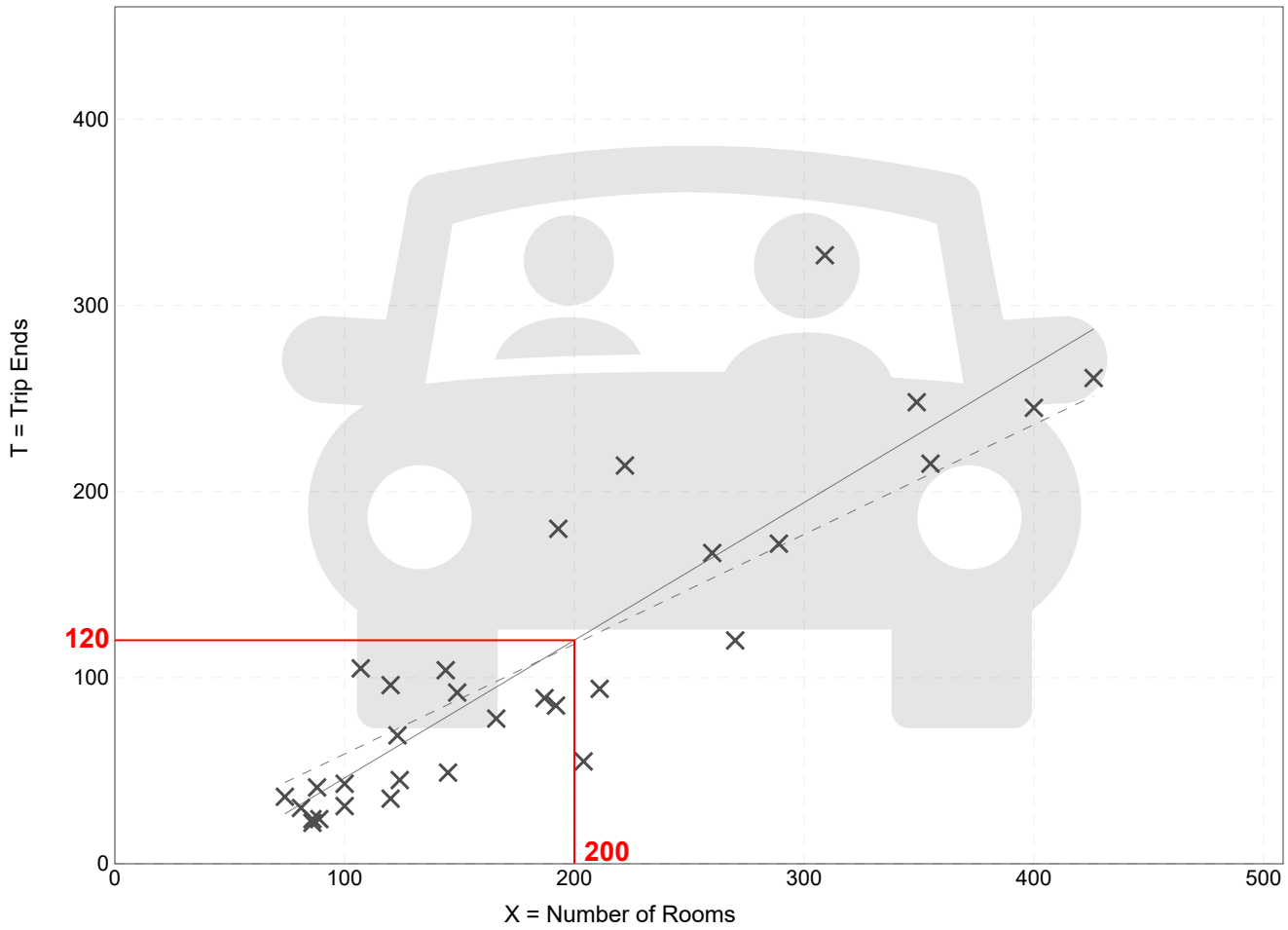
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Rooms:	186
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Fitted Curve Equation: T = 0.74(X) - 27.89

R^2= 0.78

Hotel
(310)

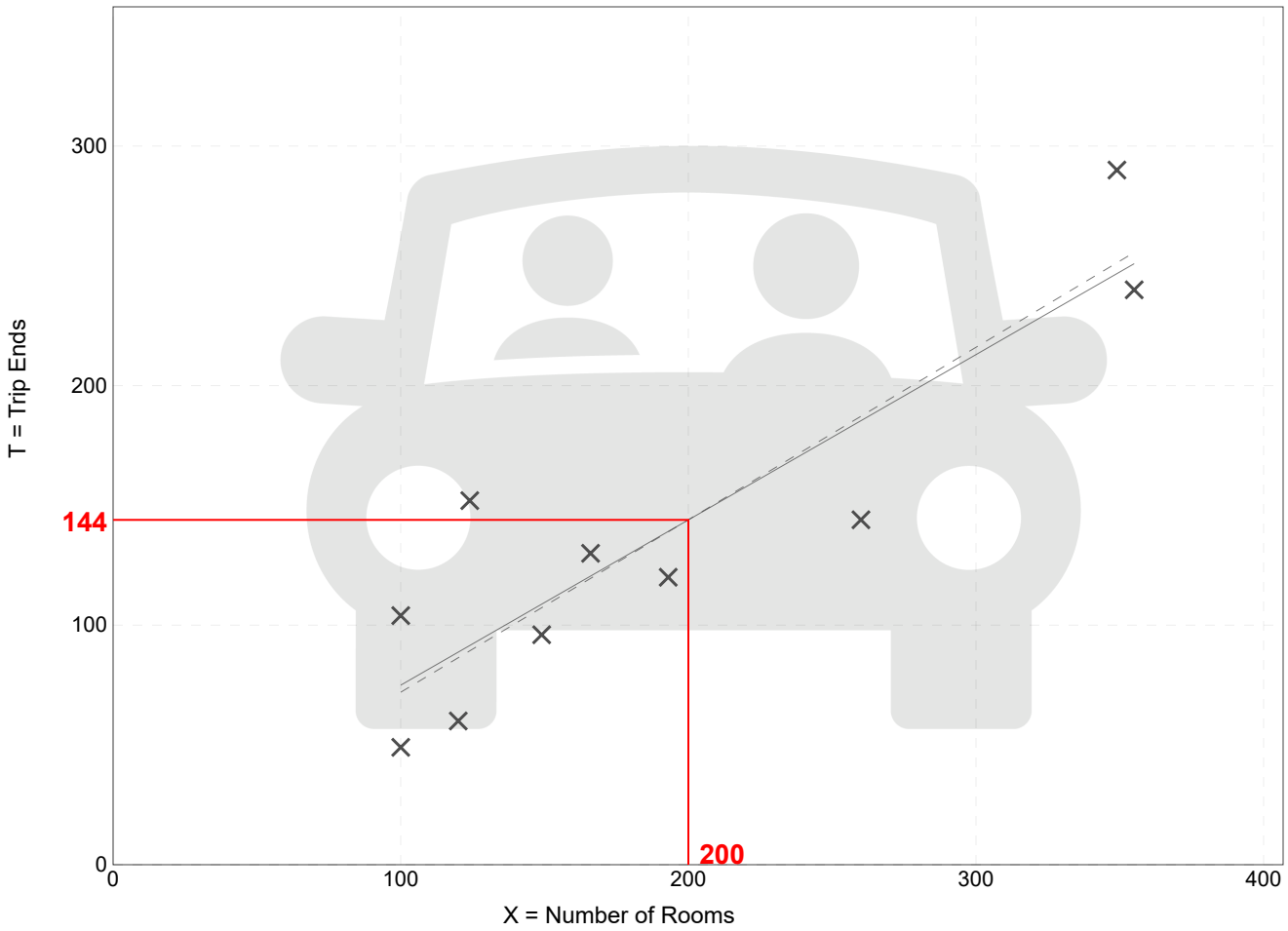
Vehicle Trip Ends vs: **Rooms**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. Num. of Rooms: 192
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.72	0.49 - 1.23	0.20

Data Plot and Equation



Fitted Curve Equation: T = 0.69(X) + 5.95

R^2= 0.80

Colliers Engineering & Design

Traffic Impact Study

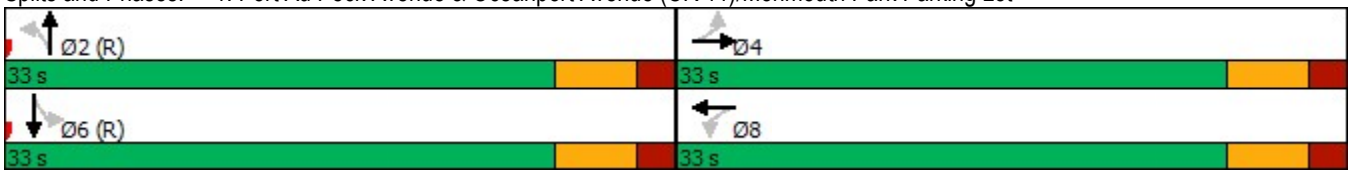
Appendix D | Capacity Analysis

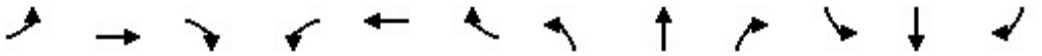
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	1	1	1	115	302	1	551
Future Volume (vph)	92	1	1	1	115	302	1	551
Lane Group Flow (vph)	97	117	0	3	0	441	0	624
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.17	0.17		0.00		0.49		0.45
Control Delay	13.5	3.6		10.7		16.7		15.1
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	13.5	3.6		10.7		16.7		15.1
Queue Length 50th (ft)	24	0		1		66		90
Queue Length 95th (ft)	52	26		5		105		131
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	564	704		788		900		1372
Starvation Cap Reductn	0	0		0		0		0
Spillback Cap Reductn	0	0		0		0		0
Storage Cap Reductn	0	0		0		0		0
Reduced v/c Ratio	0.17	0.17		0.00		0.49		0.45

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 66
Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1	110	1	1	1	115	302	2	1	551	41
Future Volume (veh/h)	92	1	110	1	1	1	115	302	2	1	551	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1841	1870	1945	1870	1841	1811	1870	1841	1870	1811
Adj Flow Rate, veh/h	97	1	116	1	1	1	121	318	2	1	580	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	4	2	2	2	4	6	2	4	2	6
Cap, veh/h	679	6	644	259	260	223	268	794	5	55	1344	99
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1393	14	1574	455	635	545	434	1940	13	1	3285	243
Grp Volume(v), veh/h	97	0	117	3	0	0	186	0	255	330	0	294
Grp Sat Flow(s),veh/h/ln	1393	0	1587	1635	0	0	741	0	1646	1870	0	1658
Q Serve(g_s), s	2.8	0.0	3.1	0.0	0.0	0.0	8.8	0.0	7.1	0.0	0.0	8.4
Cycle Q Clear(g_c), s	2.9	0.0	3.1	0.1	0.0	0.0	17.2	0.0	7.1	8.4	0.0	8.4
Prop In Lane	1.00		0.99	0.33		0.33	0.65		0.01	0.00		0.15
Lane Grp Cap(c), veh/h	679	0	649	742	0	0	393	0	673	820	0	678
V/C Ratio(X)	0.14	0.00	0.18	0.00	0.00	0.00	0.47	0.00	0.38	0.40	0.00	0.43
Avail Cap(c_a), veh/h	679	0	649	742	0	0	393	0	673	820	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	12.4	11.5	0.0	0.0	18.2	0.0	13.6	14.0	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.0	0.0	0.0	4.1	0.0	1.6	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	0.0	0.0	0.0	2.6	0.0	2.6	3.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	0.0	13.0	11.6	0.0	0.0	22.3	0.0	15.2	15.5	0.0	16.0
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		214			3			441			624	
Approach Delay, s/veh		12.9			11.6			18.2			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		19.2		5.1		10.4		2.1				
Green Ext Time (p_c), s		0.4		0.1		0.5		0.0				

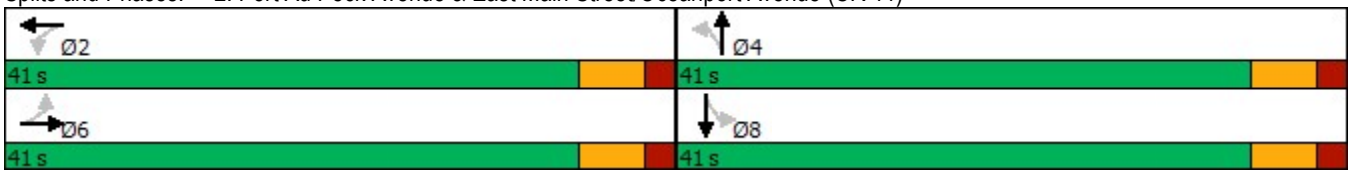
Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

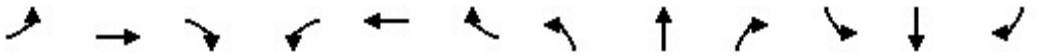
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	96	20	209	13	308	102	554
Future Volume (vph)	50	96	20	209	13	308	102	554
Lane Group Flow (vph)	0	178	0	373	14	415	111	727
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	33.0	33.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.25		0.43	0.16	0.56	0.36	0.96
Control Delay		15.3		16.4	20.4	20.5	20.2	49.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		15.3		16.4	20.4	20.5	20.2	49.0
Queue Length 50th (ft)		53		116	4	147	37	340
Queue Length 95th (ft)		97		188	19	234	80	#577
Internal Link Dist (ft)		1441		660		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		708		870	88	767	319	783
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.25		0.43	0.16	0.54	0.35	0.93

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 80.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	96	18	20	209	114	13	308	74	102	554	115
Future Volume (veh/h)	50	96	18	20	209	114	13	308	74	102	554	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1899	1870	1707	1945	1870	1752	1811	1841	1870	1841	1870
Adj Flow Rate, veh/h	54	104	20	22	227	124	14	335	80	111	602	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	5	2	13	2	2	10	6	4	2	4	2
Cap, veh/h	225	415	74	68	495	257	110	603	144	329	631	131
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	392	972	173	51	1159	603	681	1413	337	971	1478	307
Grp Volume(v), veh/h	178	0	0	373	0	0	14	0	415	111	0	727
Grp Sat Flow(s),veh/h/ln	1537	0	0	1812	0	0	681	0	1750	971	0	1785
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	14.6	7.9	0.0	32.3
Cycle Q Clear(g_c), s	5.1	0.0	0.0	12.0	0.0	0.0	33.9	0.0	14.6	22.6	0.0	32.3
Prop In Lane	0.30		0.11	0.06		0.33	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	713	0	0	820	0	0	110	0	747	329	0	762
V/C Ratio(X)	0.25	0.00	0.00	0.45	0.00	0.00	0.13	0.00	0.56	0.34	0.00	0.95
Avail Cap(c_a), veh/h	713	0	0	820	0	0	110	0	747	329	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	16.9	0.0	0.0	39.1	0.0	17.7	26.1	0.0	22.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.8	0.0	0.0	0.2	0.0	0.5	0.2	0.0	21.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	5.0	0.0	0.0	0.3	0.0	5.4	1.7	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	0.0	18.7	0.0	0.0	39.3	0.0	18.2	26.4	0.0	44.5
LnGrp LOS	B	A	A	B	A	A	D	A	B	C	A	D
Approach Vol, veh/h		178			373			429			838	
Approach Delay, s/veh		15.7			18.7			18.9			42.1	
Approach LOS		B			B			B			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		14.0		35.9		7.1		34.3				
Green Ext Time (p_c), s		1.3		0.0		0.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		29.3
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	228	38	12	330	10	9	1	15	4	4	4
Future Vol, veh/h	6	228	38	12	330	10	9	1	15	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	6	245	41	13	355	11	10	1	16	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	286	0	0	669	670	266	673	685	361
Stage 1	-	-	-	-	-	-	278	278	-	387	387	-
Stage 2	-	-	-	-	-	-	391	392	-	286	298	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1193	-	-	1276	-	-	371	378	773	369	371	684
Stage 1	-	-	-	-	-	-	728	680	-	637	610	-
Stage 2	-	-	-	-	-	-	633	606	-	721	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1276	-	-	360	371	773	355	364	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	371	-	355	364	-
Stage 1	-	-	-	-	-	-	724	676	-	633	602	-
Stage 2	-	-	-	-	-	-	616	598	-	701	663	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	12.1	13.7
HCM LOS			B	B

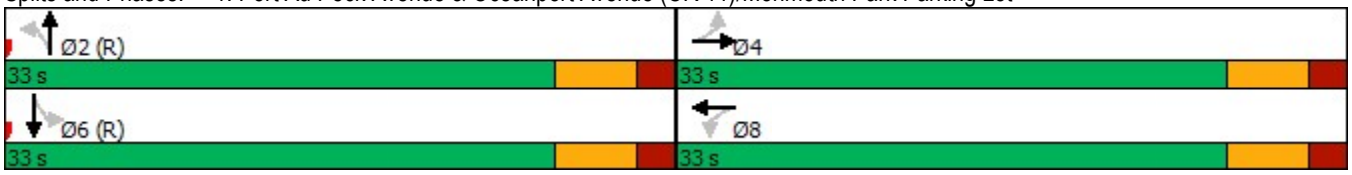
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	1193	-	-	1276	-	-	427
HCM Lane V/C Ratio	0.051	0.005	-	-	0.01	-	-	0.03
HCM Control Delay (s)	12.1	8	0	-	7.8	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

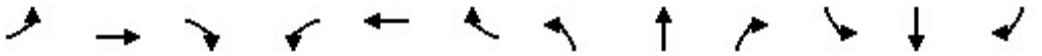
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	1	1	1	114	393	1	489
Future Volume (vph)	128	1	1	1	114	393	1	489
Lane Group Flow (vph)	132	115	0	3	0	526	0	552
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.23	0.16		0.00		0.52		0.40
Control Delay	15.7	3.5		15.7		28.6		16.2
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	15.7	3.5		15.7		28.6		16.2
Queue Length 50th (ft)	33	0		1		80		76
Queue Length 95th (ft)	68	26		5		124		114
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	576	715		788		1002		1374
Starvation Cap Reductn	0	0		0		0		0
Spillback Cap Reductn	0	0		0		0		0
Storage Cap Reductn	0	0		0		0		0
Reduced v/c Ratio	0.23	0.16		0.00		0.52		0.40

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 66
Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Future Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1841	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1	114	1	1	1	118	405	3	1	504	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	4	2	2	2	2	2
Cap, veh/h	688	6	644	259	260	223	258	917	7	55	1317	122
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1415	14	1573	455	636	545	431	2242	17	1	3218	299
Grp Volume(v), veh/h	132	0	115	3	0	0	234	0	292	293	0	259
Grp Sat Flow(s),veh/h/ln	1415	0	1587	1636	0	0	992	0	1699	1870	0	1648
Q Serve(g_s), s	3.9	0.0	3.0	0.0	0.0	0.0	7.6	0.0	8.1	0.0	0.0	7.3
Cycle Q Clear(g_c), s	4.0	0.0	3.0	0.1	0.0	0.0	14.9	0.0	8.1	7.2	0.0	7.3
Prop In Lane	1.00		0.99	0.33		0.33	0.50		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
V/C Ratio(X)	0.19	0.00	0.18	0.00	0.00	0.00	0.48	0.00	0.42	0.36	0.00	0.38
Avail Cap(c_a), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	12.4	11.5	0.0	0.0	16.5	0.0	13.9	13.7	0.0	13.7
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.0	0.0	0.0	3.4	0.0	1.9	1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.0	0.0	0.0	3.0	0.0	3.0	2.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.0	11.6	0.0	0.0	19.9	0.0	15.8	14.9	0.0	15.3
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		247			3			526			552	
Approach Delay, s/veh		13.2			11.6			17.6			15.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		16.9		6.0		9.3		2.1				
Green Ext Time (p_c), s		0.5		0.1		0.4		0.0				

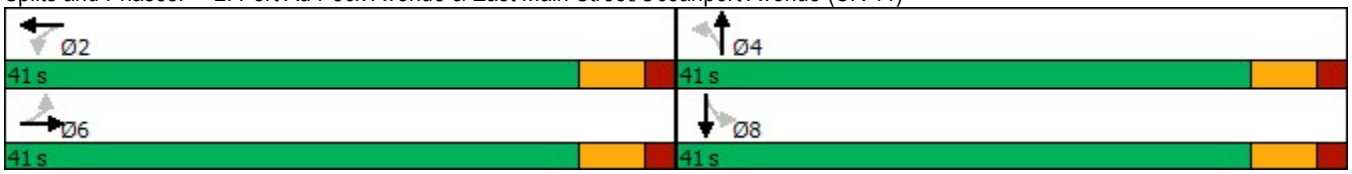
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

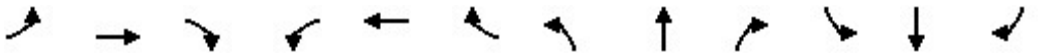
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	147	38	200	27	365	128	474
Future Volume (vph)	98	147	38	200	27	365	128	474
Lane Group Flow (vph)	0	282	0	393	28	521	135	588
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.40		0.44	0.20	0.73	0.71	0.82
Control Delay		26.5		22.9	28.5	42.4	110.9	39.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		26.5		22.9	28.5	42.4	110.9	39.6
Queue Length 50th (ft)		81		105	9	197	53	241
Queue Length 95th (ft)		161		200	28	308	#143	371
Internal Link Dist (ft)		1441		660		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		703		886	164	830	223	835
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.40		0.44	0.17	0.63	0.61	0.70

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 77
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Future Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	103	155	24	40	211	142	28	384	137	135	499	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	3
Cap, veh/h	264	381	54	96	442	277	207	552	197	248	648	116
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	470	882	126	108	1023	640	828	1316	470	881	1545	276
Grp Volume(v), veh/h	282	0	0	393	0	0	28	0	521	135	0	588
Grp Sat Flow(s),veh/h/ln	1478	0	0	1771	0	0	828	0	1786	881	0	1821
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	19.4	12.0	0.0	22.4
Cycle Q Clear(g_c), s	10.6	0.0	0.0	12.6	0.0	0.0	24.8	0.0	19.4	31.4	0.0	22.4
Prop In Lane	0.37		0.09	0.10		0.36	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	700	0	0	815	0	0	207	0	749	248	0	763
V/C Ratio(X)	0.40	0.00	0.00	0.48	0.00	0.00	0.14	0.00	0.70	0.55	0.00	0.77
Avail Cap(c_a), veh/h	700	0	0	815	0	0	218	0	772	259	0	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	16.6	0.0	0.0	30.8	0.0	19.3	32.1	0.0	20.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.2	1.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	5.2	0.0	0.0	0.5	0.0	7.6	2.5	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	18.7	0.0	0.0	30.9	0.0	21.4	33.2	0.0	24.2
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		282			393			549			723	
Approach Delay, s/veh		17.4			18.7			21.9			25.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		39.9		41.0		39.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		14.6		26.8		12.6		33.4				
Green Ext Time (p_c), s		1.5		1.5		1.3		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Future Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	8	2	2	2	2	2	2	2	2
Mvmt Flow	34	344	39	18	301	44	39	27	27	48	42	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	383	0	0	834	813	364	818	810	323
Stage 1	-	-	-	-	-	-	432	432	-	359	359	-
Stage 2	-	-	-	-	-	-	402	381	-	459	451	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1214	-	-	1143	-	-	288	313	681	295	314	718
Stage 1	-	-	-	-	-	-	602	582	-	659	627	-
Stage 2	-	-	-	-	-	-	625	613	-	582	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1143	-	-	231	296	681	253	297	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	296	-	253	297	-
Stage 1	-	-	-	-	-	-	580	561	-	635	614	-
Stage 2	-	-	-	-	-	-	535	601	-	513	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	21.5	22.3
HCM LOS			C	C

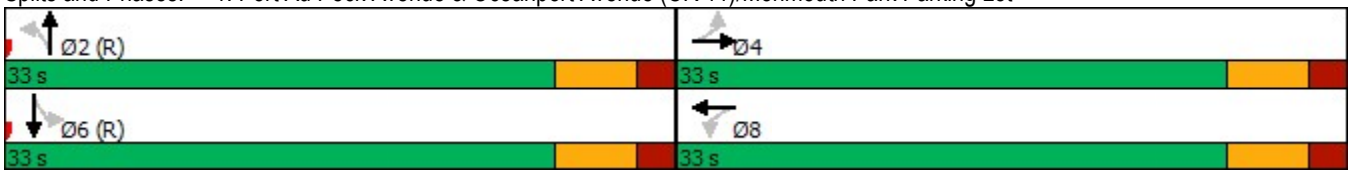
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	1214	-	-	1143	-	-	341
HCM Lane V/C Ratio	0.299	0.028	-	-	0.015	-	-	0.396
HCM Control Delay (s)	21.5	8.1	0	-	8.2	0	-	22.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	1.8

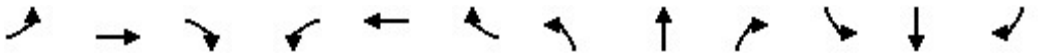
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	1	1	1	114	393	1	489
Future Volume (vph)	128	1	1	1	114	393	1	489
Lane Group Flow (vph)	132	115	0	3	0	526	0	552
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.23	0.16		0.00		0.52		0.40
Control Delay	14.1	3.6		10.7		17.0		14.4
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	14.1	3.6		10.7		17.0		14.4
Queue Length 50th (ft)	33	0		1		80		76
Queue Length 95th (ft)	68	26		5		124		114
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	576	715		788		1002		1374
Starvation Cap Reductn	0	0		0		0		0
Spillback Cap Reductn	0	0		0		0		0
Storage Cap Reductn	0	0		0		0		0
Reduced v/c Ratio	0.23	0.16		0.00		0.52		0.40

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 66
Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Future Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1841	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1	114	1	1	1	118	405	3	1	504	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	4	2	2	2	2	2
Cap, veh/h	688	6	644	259	260	223	258	917	7	55	1317	122
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1415	14	1573	455	636	545	431	2242	17	1	3218	299
Grp Volume(v), veh/h	132	0	115	3	0	0	234	0	292	293	0	259
Grp Sat Flow(s),veh/h/ln	1415	0	1587	1636	0	0	992	0	1699	1870	0	1648
Q Serve(g_s), s	3.9	0.0	3.0	0.0	0.0	0.0	7.6	0.0	8.1	0.0	0.0	7.3
Cycle Q Clear(g_c), s	4.0	0.0	3.0	0.1	0.0	0.0	14.9	0.0	8.1	7.2	0.0	7.3
Prop In Lane	1.00		0.99	0.33		0.33	0.50		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
V/C Ratio(X)	0.19	0.00	0.18	0.00	0.00	0.00	0.48	0.00	0.42	0.36	0.00	0.38
Avail Cap(c_a), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	12.4	11.5	0.0	0.0	16.5	0.0	13.9	13.7	0.0	13.7
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.0	0.0	0.0	3.4	0.0	1.9	1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.0	0.0	0.0	3.0	0.0	3.0	2.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.0	11.6	0.0	0.0	19.9	0.0	15.8	14.9	0.0	15.3
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		247			3			526			552	
Approach Delay, s/veh		13.2			11.6			17.6			15.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		16.9		6.0		9.3		2.1				
Green Ext Time (p_c), s		0.5		0.1		0.4		0.0				

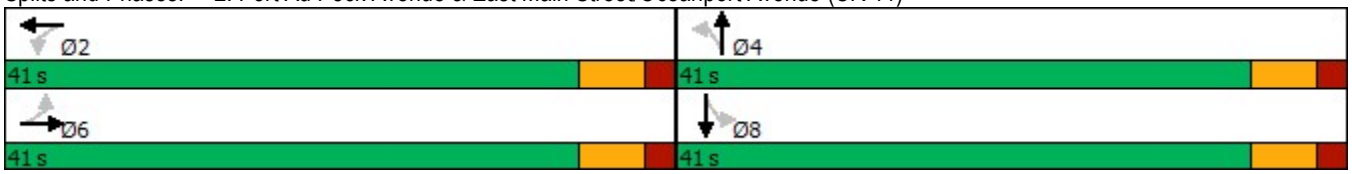
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

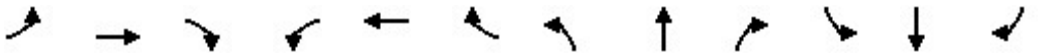
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	147	38	200	27	365	128	474
Future Volume (vph)	98	147	38	200	27	365	128	474
Lane Group Flow (vph)	0	282	0	393	28	521	135	588
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.40		0.44	0.20	0.73	0.71	0.82
Control Delay		16.6		15.2	19.5	25.9	42.8	31.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		16.6		15.2	19.5	25.9	42.8	31.6
Queue Length 50th (ft)		81		105	9	197	53	241
Queue Length 95th (ft)		161		200	28	308	#143	371
Internal Link Dist (ft)		1441		660		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		703		886	164	830	223	835
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.40		0.44	0.17	0.63	0.61	0.70

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 77
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Future Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	103	155	24	40	211	142	28	384	137	135	499	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	3
Cap, veh/h	264	381	54	96	442	277	207	552	197	248	648	116
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	470	882	126	108	1023	640	828	1316	470	881	1545	276
Grp Volume(v), veh/h	282	0	0	393	0	0	28	0	521	135	0	588
Grp Sat Flow(s),veh/h/ln	1478	0	0	1771	0	0	828	0	1786	881	0	1821
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	19.4	12.0	0.0	22.4
Cycle Q Clear(g_c), s	10.6	0.0	0.0	12.6	0.0	0.0	24.8	0.0	19.4	31.4	0.0	22.4
Prop In Lane	0.37		0.09	0.10		0.36	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	700	0	0	815	0	0	207	0	749	248	0	763
V/C Ratio(X)	0.40	0.00	0.00	0.48	0.00	0.00	0.14	0.00	0.70	0.55	0.00	0.77
Avail Cap(c_a), veh/h	700	0	0	815	0	0	218	0	772	259	0	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	16.6	0.0	0.0	30.8	0.0	19.3	32.1	0.0	20.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.2	1.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	5.2	0.0	0.0	0.5	0.0	7.6	2.5	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	18.7	0.0	0.0	30.9	0.0	21.4	33.2	0.0	24.2
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		282			393			549			723	
Approach Delay, s/veh		17.4			18.7			21.9			25.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		39.9		41.0		39.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		14.6		26.8		12.6		33.4				
Green Ext Time (p_c), s		1.5		1.5		1.3		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Future Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	8	2	2	2	2	2	2	2	2
Mvmt Flow	34	344	39	18	301	44	39	27	27	48	42	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	383	0	0	834	813	364	818	810	323
Stage 1	-	-	-	-	-	-	432	432	-	359	359	-
Stage 2	-	-	-	-	-	-	402	381	-	459	451	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1214	-	-	1143	-	-	288	313	681	295	314	718
Stage 1	-	-	-	-	-	-	602	582	-	659	627	-
Stage 2	-	-	-	-	-	-	625	613	-	582	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1143	-	-	231	296	681	253	297	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	296	-	253	297	-
Stage 1	-	-	-	-	-	-	580	561	-	635	614	-
Stage 2	-	-	-	-	-	-	535	601	-	513	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	21.5	22.3
HCM LOS			C	C

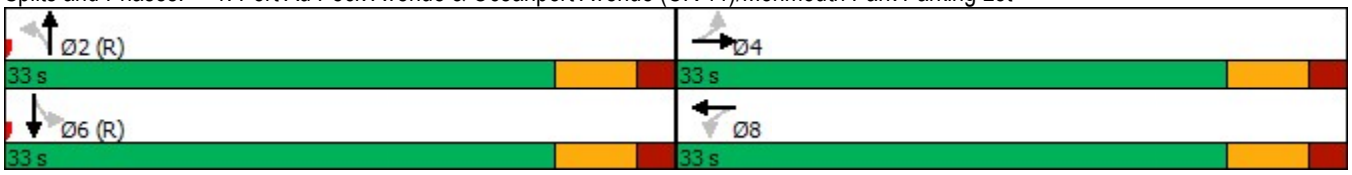
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	1214	-	-	1143	-	-	341
HCM Lane V/C Ratio	0.299	0.028	-	-	0.015	-	-	0.396
HCM Control Delay (s)	21.5	8.1	0	-	8.2	0	-	22.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	1.8

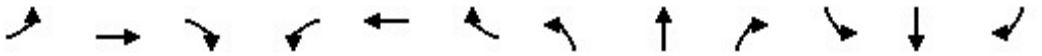
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	7	25	9	115	302	3	551
Future Volume (vph)	92	7	25	9	115	302	3	551
Lane Group Flow (vph)	97	123	0	40	0	464	0	626
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.18	0.17		0.06		0.51		0.46
Control Delay	13.6	3.9		11.1		16.7		15.2
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	13.6	3.9		11.1		16.7		15.2
Queue Length 50th (ft)	24	2		8		68		90
Queue Length 95th (ft)	52	29		24		110		132
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	546	711		705		906		1370
Starvation Cap Reductn	0	0		0		0		0
Spillback Cap Reductn	0	0		0		0		0
Storage Cap Reductn	0	0		0		0		0
Reduced v/c Ratio	0.18	0.17		0.06		0.51		0.46

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 66
Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	7	110	25	9	5	115	302	24	3	551	41
Future Volume (veh/h)	92	7	110	25	9	5	115	302	24	3	551	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1841	1870	1945	1870	1841	1811	1870	1841	1870	1811
Adj Flow Rate, veh/h	97	7	116	26	9	5	121	318	25	3	580	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	4	2	2	2	4	6	2	4	2	6
Cap, veh/h	691	37	617	432	145	70	259	746	62	56	1342	99
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1378	91	1508	835	356	170	419	1823	153	3	3282	242
Grp Volume(v), veh/h	97	0	123	40	0	0	199	0	265	331	0	295
Grp Sat Flow(s),veh/h/ln	1378	0	1599	1361	0	0	773	0	1621	1868	0	1658
Q Serve(g_s), s	0.0	0.0	3.3	0.1	0.0	0.0	8.9	0.0	7.6	0.0	0.0	8.4
Cycle Q Clear(g_c), s	2.3	0.0	3.3	3.3	0.0	0.0	17.3	0.0	7.6	8.4	0.0	8.4
Prop In Lane	1.00		0.94	0.65		0.12	0.61		0.09	0.01		0.15
Lane Grp Cap(c), veh/h	691	0	654	647	0	0	404	0	663	819	0	678
V/C Ratio(X)	0.14	0.00	0.19	0.06	0.00	0.00	0.49	0.00	0.40	0.40	0.00	0.43
Avail Cap(c_a), veh/h	691	0	654	647	0	0	404	0	663	819	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	12.5	11.8	0.0	0.0	18.1	0.0	13.8	14.0	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.2	0.0	0.0	4.2	0.0	1.8	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.1	0.4	0.0	0.0	2.8	0.0	2.7	3.3	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	13.1	12.0	0.0	0.0	22.3	0.0	15.6	15.5	0.0	16.0
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		220			40			464			626	
Approach Delay, s/veh		12.9			12.0			18.5			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		19.3		5.3		10.4		5.3				
Green Ext Time (p_c), s		0.5		0.1		0.5		0.0				

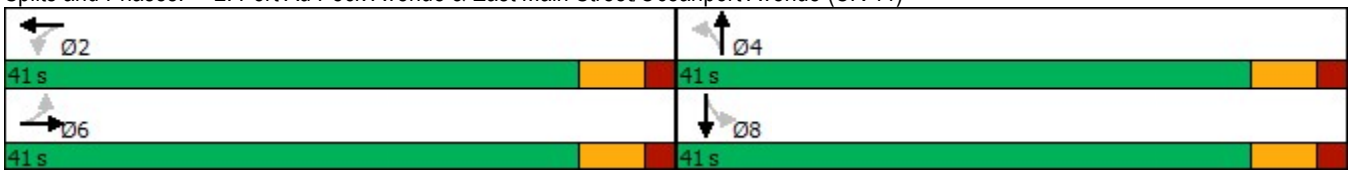
Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

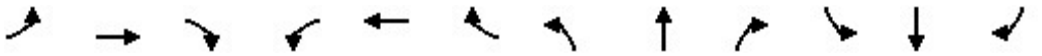
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	100	20	213	13	312	120	557
Future Volume (vph)	50	100	20	213	13	312	120	557
Lane Group Flow (vph)	0	183	0	400	14	419	130	730
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.26		0.46	0.16	0.57	0.43	0.97
Control Delay		15.5		16.7	20.4	20.6	21.9	49.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		15.5		16.7	20.4	20.6	21.9	49.5
Queue Length 50th (ft)		56		125	4	149	45	343
Queue Length 95th (ft)		100		201	19	238	95	#580
Internal Link Dist (ft)		1441		658		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		709		871	88	766	315	782
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.26		0.46	0.16	0.55	0.41	0.93

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 80.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	100	18	20	213	134	13	312	74	120	557	115
Future Volume (veh/h)	50	100	18	20	213	134	13	312	74	120	557	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1899	1870	1707	1945	1870	1752	1811	1841	1870	1841	1870
Adj Flow Rate, veh/h	54	109	20	22	232	146	14	339	80	130	605	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	5	2	13	2	2	10	6	4	2	4	2
Cap, veh/h	216	417	71	67	469	281	109	605	143	326	632	131
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	373	978	166	47	1098	658	680	1417	334	968	1480	306
Grp Volume(v), veh/h	183	0	0	400	0	0	14	0	419	130	0	730
Grp Sat Flow(s),veh/h/ln	1516	0	0	1804	0	0	680	0	1751	968	0	1786
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	14.8	9.6	0.0	32.5
Cycle Q Clear(g_c), s	5.3	0.0	0.0	13.2	0.0	0.0	34.2	0.0	14.8	24.4	0.0	32.5
Prop In Lane	0.30		0.11	0.05		0.36	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	704	0	0	816	0	0	109	0	747	326	0	762
V/C Ratio(X)	0.26	0.00	0.00	0.49	0.00	0.00	0.13	0.00	0.56	0.40	0.00	0.96
Avail Cap(c_a), veh/h	704	0	0	816	0	0	109	0	747	326	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	17.2	0.0	0.0	39.3	0.0	17.7	26.9	0.0	22.8
Incr Delay (d2), s/veh	0.9	0.0	0.0	2.1	0.0	0.0	0.2	0.0	0.6	0.3	0.0	22.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	5.5	0.0	0.0	0.3	0.0	5.5	2.1	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	19.3	0.0	0.0	39.5	0.0	18.3	27.2	0.0	45.4
LnGrp LOS	B	A	A	B	A	A	D	A	B	C	A	D
Approach Vol, veh/h		183			400			433			860	
Approach Delay, s/veh		15.8			19.3			19.0			42.6	
Approach LOS		B			B			B			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		15.2		36.2		7.3		34.5				
Green Ext Time (p_c), s		1.5		0.0		0.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			29.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	240	42	16	341	10	13	1	19	4	4	4
Future Vol, veh/h	6	240	42	16	341	10	13	1	19	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	6	258	45	17	367	11	14	1	20	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	303	0	0	704	705	281	710	722	373
Stage 1	-	-	-	-	-	-	293	293	-	407	407	-
Stage 2	-	-	-	-	-	-	411	412	-	303	315	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1180	-	-	1258	-	-	352	361	758	348	353	673
Stage 1	-	-	-	-	-	-	715	670	-	621	597	-
Stage 2	-	-	-	-	-	-	618	594	-	706	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1258	-	-	340	353	758	332	345	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	353	-	332	345	-
Stage 1	-	-	-	-	-	-	711	666	-	617	587	-
Stage 2	-	-	-	-	-	-	599	584	-	682	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	12.8	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	1180	-	-	1258	-	-	406
HCM Lane V/C Ratio	0.071	0.005	-	-	0.014	-	-	0.032
HCM Control Delay (s)	12.8	8.1	0	-	7.9	0	-	14.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	18	11	347	20	12
Future Vol, veh/h	276	18	11	347	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	20	12	377	22	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	320	0	711	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1240	-	400	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	395	730
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	477	-	-	1240	-
HCM Lane V/C Ratio	0.073	-	-	0.01	-
HCM Control Delay (s)	13.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	1	4	367	1	4
Future Vol, veh/h	263	1	4	367	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	1	4	399	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	287	0	694	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1275	-	409	752
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1275	-	407	752
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.6
HCM LOS			B

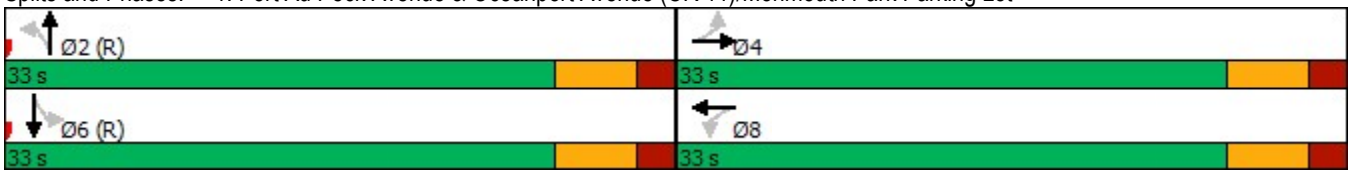
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	643	-	-	1275	-
HCM Lane V/C Ratio	0.008	-	-	0.003	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

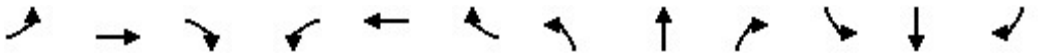
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	139	13	28	9	145	513	5	510
Future Volume (vph)	139	13	28	9	145	513	5	510
Lane Group Flow (vph)	149	125	0	48	0	741	0	633
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.27	0.17		0.07		0.77		0.46
Control Delay	14.7	4.3		10.8		23.3		14.9
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	14.7	4.3		10.8		23.3		14.9
Queue Length 50th (ft)	38	3		9		128		89
Queue Length 95th (ft)	76	31		27		195		131
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	553	720		700		965		1365
Starvation Cap Reductn	0	0		0		0		0
Spillback Cap Reductn	0	0		0		0		0
Storage Cap Reductn	0	0		0		0		0
Reduced v/c Ratio	0.27	0.17		0.07		0.77		0.46

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 66
Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	13	103	28	9	7	145	513	31	5	510	74
Future Volume (veh/h)	139	13	103	28	9	7	145	513	31	5	510	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	14	111	30	10	8	156	552	33	5	548	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	699	74	586	418	138	93	233	855	54	58	1244	180
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1395	181	1432	804	338	228	372	2091	132	6	3040	440
Grp Volume(v), veh/h	149	0	125	48	0	0	323	0	418	338	0	295
Grp Sat Flow(s),veh/h/ln	1395	0	1613	1370	0	0	917	0	1678	1863	0	1623
Q Serve(g_s), s	0.3	0.0	3.3	0.1	0.0	0.0	14.0	0.0	13.0	0.0	0.0	8.7
Cycle Q Clear(g_c), s	3.6	0.0	3.3	3.3	0.0	0.0	22.7	0.0	13.0	8.6	0.0	8.7
Prop In Lane	1.00		0.89	0.62		0.17	0.48		0.08	0.01		0.27
Lane Grp Cap(c), veh/h	699	0	660	649	0	0	456	0	687	817	0	664
V/C Ratio(X)	0.21	0.00	0.19	0.07	0.00	0.00	0.71	0.00	0.61	0.41	0.00	0.44
Avail Cap(c_a), veh/h	699	0	660	649	0	0	456	0	687	817	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	12.5	11.9	0.0	0.0	19.5	0.0	15.3	14.1	0.0	14.1
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.2	0.0	0.0	8.9	0.0	4.0	1.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.1	0.4	0.0	0.0	5.1	0.0	4.9	3.4	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.1	12.1	0.0	0.0	28.5	0.0	19.3	15.6	0.0	16.2
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		274			48			741			633	
Approach Delay, s/veh		13.2			12.1			23.3			15.9	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		24.7		5.6		10.7		5.3				
Green Ext Time (p_c), s		0.4		0.1		0.5		0.0				

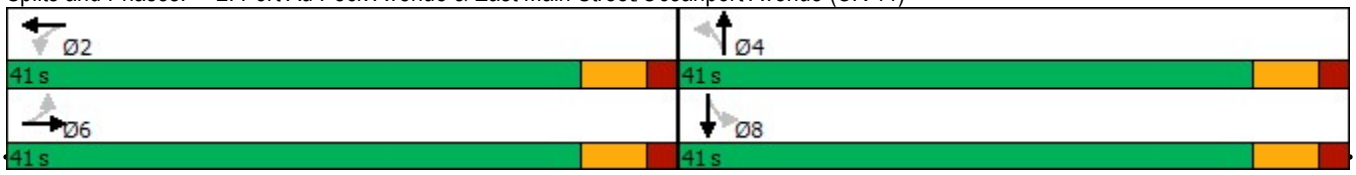
Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	179	43	237	33	517	146	526
Future Volume (vph)	123	179	43	237	33	517	146	526
Lane Group Flow (vph)	0	335	0	508	34	653	152	659
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.63		0.61	0.26	0.83	1.13	0.85
Control Delay		24.6		19.8	21.8	31.9	143.8	33.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		24.6		19.8	21.8	31.9	143.8	33.1
Queue Length 50th (ft)		129		173	11	283	~91	288
Queue Length 95th (ft)		221		274	35	#481	#205	#492
Internal Link Dist (ft)		1441		658		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		532		832	130	783	135	777
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.63		0.61	0.26	0.83	1.13	0.85

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 82
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	179	20	43	237	207	33	517	109	146	526	107
Future Volume (veh/h)	123	179	20	43	237	207	33	517	109	146	526	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	128	186	21	45	247	216	34	539	114	152	548	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	3
Cap, veh/h	238	328	34	90	394	323	162	639	135	169	639	129
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	415	769	79	100	922	756	775	1497	317	779	1498	303
Grp Volume(v), veh/h	335	0	0	508	0	0	34	0	653	152	0	659
Grp Sat Flow(s),veh/h/ln	1263	0	0	1779	0	0	775	0	1813	779	0	1801
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	26.4	8.6	0.0	27.1
Cycle Q Clear(g_c), s	19.2	0.0	0.0	18.2	0.0	0.0	30.5	0.0	26.4	35.0	0.0	27.1
Prop In Lane	0.38		0.06	0.09		0.43	1.00		0.17	1.00		0.17
Lane Grp Cap(c), veh/h	600	0	0	807	0	0	162	0	774	169	0	769
V/C Ratio(X)	0.56	0.00	0.00	0.63	0.00	0.00	0.21	0.00	0.84	0.90	0.00	0.86
Avail Cap(c_a), veh/h	600	0	0	807	0	0	162	0	774	169	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	18.7	0.0	0.0	35.0	0.0	21.0	38.7	0.0	21.2
Incr Delay (d2), s/veh	3.7	0.0	0.0	3.7	0.0	0.0	0.2	0.0	8.0	40.7	0.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	7.7	0.0	0.0	0.6	0.0	11.6	4.9	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	0.0	22.4	0.0	0.0	35.3	0.0	29.1	79.4	0.0	30.3
LnGrp LOS	C	A	A	C	A	A	D	A	C	E	A	C
Approach Vol, veh/h		335			508			687			811	
Approach Delay, s/veh		21.9			22.4			29.4			39.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		20.2		32.5		21.2		37.0				
Green Ext Time (p_c), s		1.8		0.8		1.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	367	46	28	404	25	48	5	22	23	15	28
Future Vol, veh/h	9	367	46	28	404	25	48	5	22	23	15	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	10	395	49	30	434	27	52	5	24	25	16	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	461	0	0	444	0	0	971	961	420	962	972	448
Stage 1	-	-	-	-	-	-	440	440	-	508	508	-
Stage 2	-	-	-	-	-	-	531	521	-	454	464	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1100	-	-	1116	-	-	231	256	633	235	252	611
Stage 1	-	-	-	-	-	-	594	578	-	547	539	-
Stage 2	-	-	-	-	-	-	530	532	-	586	564	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	1116	-	-	201	244	633	214	240	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	244	-	214	240	-
Stage 1	-	-	-	-	-	-	587	571	-	540	520	-
Stage 2	-	-	-	-	-	-	471	513	-	552	557	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	25.5	20.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	1100	-	-	1116	-	-	306
HCM Lane V/C Ratio	0.316	0.009	-	-	0.027	-	-	0.232
HCM Control Delay (s)	25.5	8.3	0	-	8.3	0	-	20.3
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	408	26	16	464	23	14
Future Vol, veh/h	408	26	16	464	23	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	443	28	17	504	25	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	471	0	995	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1091	-	271	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1091	-	265	604
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	336	-	-	1091	-
HCM Lane V/C Ratio	0.12	-	-	0.016	-
HCM Control Delay (s)	17.2	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	412	1	5	457	1	5
Future Vol, veh/h	412	1	5	457	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	448	1	5	497	1	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	449	0	956	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1111	-	286	610
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1111	-	284	610
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	601	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.1
HCM LOS			B

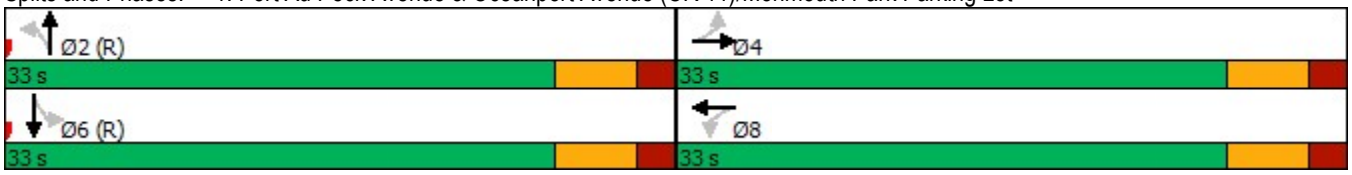
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	1111	-
HCM Lane V/C Ratio	0.013	-	-	0.005	-
HCM Control Delay (s)	12.1	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

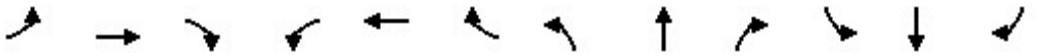
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	13	33	11	114	393	6	489
Future Volume (vph)	128	13	33	11	114	393	6	489
Lane Group Flow (vph)	132	127	0	51	0	567	0	557
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.24	0.17		0.07		0.56		0.41
Control Delay	14.3	4.2		11.2		17.2		14.5
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	14.3	4.2		11.2		17.2		14.5
Queue Length 50th (ft)	34	3		11		86		77
Queue Length 95th (ft)	69	31		29		132		115
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	551	726		690		1010		1366
Starvation Cap Reductn	0	0		0		0		0
Spillback Cap Reductn	0	0		0		0		0
Storage Cap Reductn	0	0		0		0		0
Reduced v/c Ratio	0.24	0.17		0.07		0.56		0.41

Intersection Summary

Cycle Length: 66
Actuated Cycle Length: 66
Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	13	111	33	11	6	114	393	43	6	489	46
Future Volume (veh/h)	128	13	111	33	11	6	114	393	43	6	489	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1841	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	13	114	34	11	6	118	405	44	6	504	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	4	2	2	2	2	2
Cap, veh/h	701	67	591	437	138	65	245	845	97	59	1311	121
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1396	165	1445	847	336	158	404	2066	236	9	3206	296
Grp Volume(v), veh/h	132	0	127	51	0	0	258	0	309	295	0	262
Grp Sat Flow(s),veh/h/ln	1396	0	1610	1341	0	0	1046	0	1660	1862	0	1649
Q Serve(g_s), s	0.0	0.0	3.3	0.2	0.0	0.0	7.9	0.0	8.9	0.0	0.0	7.4
Cycle Q Clear(g_c), s	3.1	0.0	3.3	3.5	0.0	0.0	15.2	0.0	8.9	7.3	0.0	7.4
Prop In Lane	1.00		0.90	0.67		0.12	0.46		0.14	0.02		0.18
Lane Grp Cap(c), veh/h	701	0	659	640	0	0	508	0	679	817	0	675
V/C Ratio(X)	0.19	0.00	0.19	0.08	0.00	0.00	0.51	0.00	0.46	0.36	0.00	0.39
Avail Cap(c_a), veh/h	701	0	659	640	0	0	508	0	679	817	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	12.5	12.0	0.0	0.0	16.4	0.0	14.2	13.7	0.0	13.7
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.2	0.0	0.0	3.6	0.0	2.2	1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.5	0.0	0.0	3.3	0.0	3.3	2.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	13.2	12.2	0.0	0.0	20.0	0.0	16.4	14.9	0.0	15.4
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		259			51			567			557	
Approach Delay, s/veh		13.1			12.2			18.0			15.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		17.2		5.3		9.4		5.5				
Green Ext Time (p_c), s		0.6		0.1		0.4		0.0				

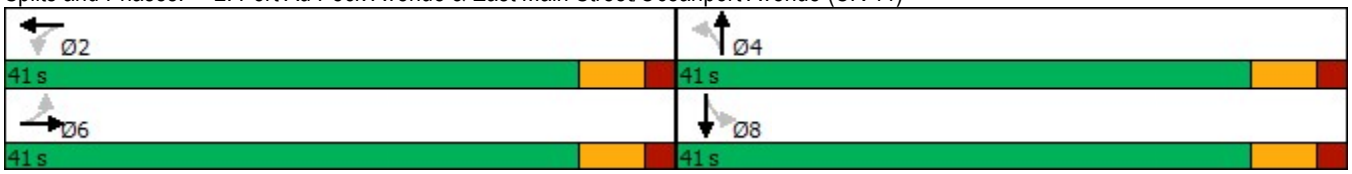
Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	154	38	205	27	370	162	480
Future Volume (vph)	98	154	38	205	27	370	162	480
Lane Group Flow (vph)	0	289	0	427	28	526	171	594
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.43		0.48	0.20	0.73	0.89	0.82
Control Delay		17.4		16.0	19.2	25.7	66.7	31.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		17.4		16.0	19.2	25.7	66.7	31.3
Queue Length 50th (ft)		91		124	9	200	75	245
Queue Length 95th (ft)		167		218	28	311	#193	377
Internal Link Dist (ft)		1441		658		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		679		882	162	823	221	828
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.43		0.48	0.17	0.64	0.77	0.72

Intersection Summary

Cycle Length: 82
Actuated Cycle Length: 77.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	154	23	38	205	162	27	370	130	162	480	85
Future Volume (veh/h)	98	154	23	38	205	162	27	370	130	162	480	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	103	162	24	40	216	171	28	389	137	171	505	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	3
Cap, veh/h	247	372	51	90	409	301	211	564	199	252	661	116
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	439	871	119	99	957	706	823	1321	465	877	1548	273
Grp Volume(v), veh/h	289	0	0	427	0	0	28	0	526	171	0	594
Grp Sat Flow(s),veh/h/ln	1428	0	0	1762	0	0	823	0	1787	877	0	1821
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	2.5	0.0	19.6	15.4	0.0	22.7
Cycle Q Clear(g_c), s	12.1	0.0	0.0	14.5	0.0	0.0	25.2	0.0	19.6	35.0	0.0	22.7
Prop In Lane	0.36		0.08	0.09		0.40	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	669	0	0	800	0	0	211	0	763	252	0	777
V/C Ratio(X)	0.43	0.00	0.00	0.53	0.00	0.00	0.13	0.00	0.69	0.68	0.00	0.76
Avail Cap(c_a), veh/h	669	0	0	800	0	0	211	0	763	252	0	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	17.6	0.0	0.0	30.7	0.0	19.1	33.6	0.0	20.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	2.5	0.0	0.0	0.1	0.0	2.2	5.9	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	6.0	0.0	0.0	0.5	0.0	7.7	3.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	0.0	20.2	0.0	0.0	30.8	0.0	21.3	39.5	0.0	24.1
LnGrp LOS	B	A	A	C	A	A	C	A	C	D	A	C
Approach Vol, veh/h		289			427			554			765	
Approach Delay, s/veh		18.5			20.2			21.8			27.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		16.5		27.2		14.1		37.0				
Green Ext Time (p_c), s		1.6		1.4		1.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	33	350	45	24	312	43	43	26	31	47	41	43
Future Vol, veh/h	33	350	45	24	312	43	43	26	31	47	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	8	2	2	2	2	2	2	2	2
Mvmt Flow	34	361	46	25	322	44	44	27	32	48	42	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	407	0	0	889	868	384	876	869	344
Stage 1	-	-	-	-	-	-	452	452	-	394	394	-
Stage 2	-	-	-	-	-	-	437	416	-	482	475	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1193	-	-	1120	-	-	264	290	664	269	290	699
Stage 1	-	-	-	-	-	-	587	570	-	631	605	-
Stage 2	-	-	-	-	-	-	598	592	-	565	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1120	-	-	207	271	664	225	271	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	271	-	225	271	-
Stage 1	-	-	-	-	-	-	565	549	-	608	588	-
Stage 2	-	-	-	-	-	-	505	575	-	493	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	24.6	25.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	1193	-	-	1120	-	-	311
HCM Lane V/C Ratio	0.362	0.029	-	-	0.022	-	-	0.434
HCM Control Delay (s)	24.6	8.1	0	-	8.3	0	-	25.2
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.1	-	-	2.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	412	34	20	378	27	16
Future Vol, veh/h	412	34	20	378	27	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	448	37	22	411	29	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	485	0	922	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1078	-	300	596
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	292	596
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	1078	-
HCM Lane V/C Ratio	0.13	-	-	0.02	-
HCM Control Delay (s)	16.5	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	428	1	7	379	1	6
Future Vol, veh/h	428	1	7	379	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	465	1	8	412	1	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	894	466
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1095	-	312	597
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1095	-	309	597
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	527	-	-	1095	-
HCM Lane V/C Ratio	0.014	-	-	0.007	-
HCM Control Delay (s)	11.9	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

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