Traffic Impact Study

Jersey Shore University Medical Center Improvements

Block 1201, Lots 1, 2, 4, & 5
Township of Neptune
Monmouth County, New Jersey

Prepared for:
Hackensack Meridian Health

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STONEFIELD
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EXECUTIVE SUMMARY

- Under the proposed development program, the Jersey Shore University Medical Center would be expanded in three (3) phases. The first two (2) phases, which are anticipated to be completed in 2028, result in a net floor area increase of 87,389 square-feet. Phase 1A and Phase 1B are enabling projects generally consisting of utility improvements and Phase 2A and Phase 2B include construction of the proposed parking garage and East Addition. The third phase, which includes the construction of the Critical Care Tower, is anticipated to be completed in 2030 and results in a net floor area increase of 427,830 square-feet as compared to the existing condition. The first two (2) phases are referred to as the "East Addition" in this report and the conclusion of the third phase is referred to as "Full Build".

- No changes are proposed to the Corlies Avenue (NJSH Route 33) site driveways in Phases 1 and 2 (East Addition). New Jersey Department of Transportation (NJDOT) approval will likely be limited to the issuance of a "Letter of No Interest" from the Department. It is likely that the third phase (Full Build) will require an NJDOT Major Access Permit with Planning Review due to the increase in site-generated trips accessing the site via the State Highway. The operations of the existing site driveways along Corlies Avenue would be subject to review by the NJDOT as part of a forthcoming Access Permit application.

- The intersection improvements anticipated to be required for the Full Build NJDOT Major Access Permit have been incorporated in this report. Specifically, modifications to traffic signal phasing and equipment will likely be proposed at the existing full-movement signalized driveway along Corlies Avenue. This improvement is subject to NJDOT review and approval and improvements beyond this proposed traffic signal modification may be required.

- A 1,268-space parking garage is proposed on Lot 2 in Phase 2. It is noted that the proposed parking supply exceeds the Township requirement by more than 20% (20.9% proposed). A detailed parking assessment was undertaken in 2023 to establish site-specific parking needs. Based on the results of the parking count and analysis, the hospital currently parks at a rate of approximately 3.65 parking spaces per hospital bed. This rate falls within the 95th percentile confidence interval of 3.48 to 4.30 established in the ITE Parking Generation Manual, 6th Edition for Land Use 610 "Hospital", whereas the Township requirement of three (3) parking spaces per bed is lower than this range. Therefore, based on the site-specific parking assessment and the ITE Parking Generation Manual, the proposed parking supply is appropriate and necessary to accommodate future demand.

- On-site circulation would remain generally consistent with existing conditions for all phases. Minor driveway modifications along Davis Avenue are proposed in Phase 2 to accommodate the proposed parking garage and the layout of the westerly surface parking field would be modified in Phase 3 to accommodate the West Addition and increase the pick-up/drop-off capacity at the hospital's main entrance.

INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed Jersey Shore University Medical Center hospital improvements on the adjacent roadway network. The subject property is located along Corlies Avenue (NJSH Route 33) between Wakefield Road and Davis Avenue in the Township of Neptune, Monmouth County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 1201, Lots 1, 2, 4, and 5 as depicted on the Township of Neptune Tax Map. The existing site is occupied by the Jersey Shore University Medical Center hospital. Access is currently provided via one (1) full-movement signalized driveway along Corlies Avenue, one (1) right-in/right-out driveway along Corlies Avenue, and multiple driveways along Davis Avenue, which is accessed via both Corlies Avenue and Washington Avenue. Under the proposed development program, the Jersey Shore University Medical Center would be expanded in three (3) phases. The first two phases, which are anticipated to be completed in 2028, result in a net floor area increase of 83,390 square-feet. The third phase, which is anticipated to be completed in 2030, results in a net increase of 426,442 square-feet as compared to the existing condition. The first two (2) phases are referred to as the "East Addition" in this report and the third phase is referred to as "Full Build".

No changes are proposed to the Corlies Avenue site driveways in Phases 1 and 2; however, minor driveway modifications along Davis Avenue are proposed in Phase 2 to accommodate the proposed parking garage. It is likely that the third phase (Full Build) will require an NJDOT Major Access Permit with Planning Review due to the increase in site-generated trips accessing the site via the state highway. The operations of the existing site driveways along Corlies Avenue (NJSH Route 33) would be subject to review by the NJDOT as part of a forthcoming Access Permit application. Modifications to traffic signal phasing and equipment will likely be proposed at the existing full-movement signalized driveway along Corlies Avenue and have been incorporated in this report. It is noted that this improvement is subject to NJDOT review and approval and improvements beyond this proposed traffic signal modification may be required.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined

operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic signal timings utilized within the signalized analysis are based on timing directives provided by NJDOT.

2024 EXISTING CONDITION

2024 EXISTING ROADWAY CONDITIONS

Corlies Avenue (NJSH Route 33) is classified as an Urban Principal Arterial roadway with a general east-west orientation and is under the jurisdiction of the NJDOT. Along the site frontage, the roadway generally provides two (2) lanes of travel in each direction with additional lanes provided at key intersections to facilitate turning movements. The roadway has a posted speed limit of 40 mph from Brighton Avenue to Wakefield Road and 35 mph from Wakefield Road to Neptune Boulevard. Curb is provided along both sides of the roadway, sidewalk is generally provided along both sides of the roadway, shoulders are not provided, and on-street parking is not permitted. Corlies Avenue provides east-west mobility within the Township of Neptune and surrounding municipalities with access to NJSH Route 18 to the east of the subject property for a mix of commercial, medical, and retail uses along its length.

Davis Avenue is a local roadway with a general north-south orientation and is under the jurisdiction of the Township of Neptune. Curb and sidewalk are generally provided along both sides of the roadway and on-street parking is permitted north of Washington Avenue. Davis Avenue provides direct access to the HOPE Tower and parking garage, Neptune Township municipal buildings, and a Walgreens pharmacy in addition to the primary hospital campus on Lot 1.

Neptune Boulevard is classified as a local roadway with a general north-south orientation and is under the jurisdiction of the Township of Neptune. Within the vicinity of the site, the roadway provides two (2) lanes of travel in each direction with additional lanes provided to facilitate key turning movements and has a posted speed limit of 25 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are generally not provided along both sides of the roadway, and on-street parking is not permitted. Neptune Boulevard provides north-south mobility within the Township of Neptune with access to NJSH Route 66 to the north

and access to Springdale Avenue to the south for a mix of commercial, institutional, and residential uses along its length.

Corlies Avenue and the westerly site driveway intersect to form a signalized T-intersection controlled by a three (3)-phase traffic signal operating on an 80-second background cycle. The eastbound approach of Corlies Avenue provides one (1) exclusive left-turn lane and one (1) exclusive through lane and the westbound approach of Corlies Avenue provides one (1) shared through/right-turn lane and one (1) exclusive through lane. The southbound approach of the westerly site driveway provides one (1) exclusive left-turn lane and one (1) exclusive right-turn lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

Corlies Avenue and the easterly site driveway intersect to form an unsignalized four (4)-leg intersection with the northbound approach of an existing private driveway and southbound approach of the easterly site driveway operating under stop control. The eastbound approach of Corlies Avenue provides one (1) shared through/right-turn lane and the westbound approach provides one (1) left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane. The northbound approach of the existing private driveway provides one (1) exclusive right-turn lane. The southbound approach of the easterly site driveway provides one (1) exclusive right-turn lane.

Corlies Avenue and Davis Avenue intersect to form an unsignalized T-intersection with the southbound approach of Davis Avenue operating under stop control. The eastbound approach of Corlies Avenue provides one (1) exclusive through lane and one (1) exclusive left-turn lane, and the westbound approach of Corlies Avenue provides one (1) shared through/right-turn lane and one (1) exclusive through lane.

Corlies Avenue and Neptune Boulevard intersect to form a four (4)-leg intersection controlled by a four (4)-phase traffic signal operating on an 80-second background cycle. The eastbound and westbound approaches of Corlies Avenue each provide one (1) shared through/right-turn lane and one (1) shared left-turn/through lane. The northbound approach of Neptune Boulevard provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane and the southbound approach of Neptune Boulevard provides one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

A bus stop serving NJ Transit Bus Route 836 is located at the intersection of Corlies Avenue and the easterly driveway entrance. NJ Transit Bus Route 836 provides service between Freehold Township and Asbury Park with connectivity to various points of interest throughout Monmouth County.

2024 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday morning, weekday evening, and Saturday midday time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections/locations:

- Intersection of Corlies Avenue & Hospital Entrance West
- Intersection of Corlies Avenue & Hospital Entrance East
- Intersection of Corlies Avenue & Davis Avenue
- Intersection of Corlies Avenue & Neptune Boulevard
- Intersection of Davis Avenue & Washington Avenue
- Intersection of Neptune Boulevard & Washington Avenue

Specifically, turning movement counts were conducted on the following dates and during the following times:

- Saturday, April 13, 2024, from 11:00 a.m. to 2:00 p.m.
- Tuesday, April 16, 2024, from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the subject development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data, the weekday morning peak hour occurred from 7:15 a.m. to 8:15 a.m., the weekday evening peak hour occurred from 4:30 p.m. to 5:30 p.m., and the Saturday midday peak hour occurred from 11:15 a.m. to 12:15 p.m.

Given the proximity of the site to shore destinations, traffic counts were also collected in July 2024 to determine if the Spring traffic counts captured peak roadway conditions. Specifically, turning movement counts were conducted at the same intersections on the following dates and during the following times:

- Saturday, July 27, 2024, from 11:00 a.m. to 2:00 p.m.
- Tuesday, July 30, 2024, from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m.

Weekday morning and evening peak hour traffic counts were found to be lower in the Summer. However, Saturday midday traffic volumes were found to be higher in the Summer. As such, a fourth peak hour (Summer Saturday) has been incorporated into the report.

The 2024 Existing weekday morning, weekday evening, Saturday midday, and summer Saturday midday peak-hour volumes are summarized on appended **Figure 2**.

2024 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2024 Existing Condition during the weekday morning, weekday evening, Saturday midday, and Summer Saturday midday peak hours at the study intersections and existing site driveways. All movements within the study network are calculated to operate at Level of Service D or better. Appended **Table A1** summarizes the full results of the analysis.

EAST ADDITION – 2028 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2024 Existing Condition traffic volume data was grown to a future horizon year of 2028, which is when the proposed Phase 1 and 2 (East Addition) improvements are expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased using the NJDOT Annual Background Growth Rate Table and North Jersey Transportation Planning Authority (NJTPA) 2050 Demographic Forecasts Table. Both sources were utilized because the NJDOT background growth rates are for short term use (1-3 years) only. Specifically, the existing traffic volumes were grown by 2.00% annually for three (3) years (NJDOT rate) and by 0.20% annually for one (1) year (NJTPA rate).

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with Township of Neptune representatives, there are no planned development projects in the immediate vicinity of the subject site that would significantly influence traffic volumes in the study limits. As such, the application of the background growth rate would be adequate to account for background traffic growth.

2028 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2024 Existing Traffic Volumes to calculate the 2028 No-Build Traffic Volumes for the weekday morning, weekday evening, Saturday midday, and summer Saturday midday peak hours. These volumes are summarized on appended **Figure 3**.

2028 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2028 No-Build Condition during the weekday morning, weekday evening, Saturday midday, and Summer Saturday midday peak hours at the

study intersections and existing site driveways. All movements within the study network are calculated to operate at Level of Service D or better during all peak hours except for the eastbound approach of Corlies Avenue to the westerly site driveway in the weekday morning peak hour. Although this approach is calculated to have a delay that falls within the range of Level of Service C, the volume to capacity ratio exceeds 1.0; therefore, the movement is reflected as Level of Service F per HCM guidelines. Appended **Table A1** summarizes the full results of the analysis.

EAST ADDITION – 2028 BUILD CONDITION

The site-generated traffic volume of the East Addition of the proposed Jersey Shore University Medical Center hospital improvements was estimated to identify the potential impacts of the project.

TRIP GENERATION

The improvements impacting the total floor area of the hospital are detailed in **Table 1**. The locations of each new facility are identified in the enclosed Site Plan prepared by Dewberry Engineers dated February 7, 2025.

TABLE 1 – PROPOSED HOSPITAL IMPROVEMENT DETAILS – EAST ADDITION

Additions	Subtractions
16,072 Square-Foot Central Utility Plant	54,072 Square-Foot Family Healthcare Building
43,181 Square-Foot Mechanical Space	
56,439 Square-Foot Perioperative Care	
13,640 Square-Foot SPD Sterile Storage Expansion	
12,129 Square-Foot Loading Dock	

87,389 Square-Foot Net Increase

Trip generation projections for the proposed hospital improvements were prepared utilizing NJDOT's Highway Access Permit System (HAPS) and ITE's Trip Generation Manual, 11th Edition. It is noted that the HAPS does not contain data for the enter/exit trip distribution for its land uses. Therefore, the enter/exit trip distribution for each land use was obtained from the ITE's Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 610 "Hospital" were cited for the existing and proposed conditions. **Table 2** provides the peak hour trip generation volumes associated with the proposed development.

TABLE 2 – PROPOSED TRIP GENERATION – EAST ADDITION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Summer Saturday Midday Peak Hour		
Land Use	Enter	Exit	Enter	Enter	Enter	Total	Enter	Exit	Total	Enter	Exit	Total
Existing 1,116,038 SF Hospital Land Use 610	638	314	952	366	679	1,045	377	376	753	377	376	753
Proposed 1,203,427 SF Hospital Land Use 610	681	336	1,017	391	726	1,117	402	402	804	402	402	804
Trip Generation Increase	**43**	**22**	**65**	**25**	**47**	**72**	**25**	**26**	**51**	**25**	**26**	**51**

TRIP ASSIGNMENT/DISTRIBUTION

The new trips resulting from the proposed hospital improvements were distributed using a Journey-to-Work Model based on zip code data of current hospital employees. The zip code data was utilized to determine the origin of new site-generated trips. Appended **Tables A3** and **A4** summarize the travel path of ingress and egress trips. The new Site-Generated Traffic Volumes are illustrated on **Figure 4**.

2028 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2028 No-Build Traffic Volumes to calculate the 2028 East Addition Build Traffic Volumes and are shown on appended **Figure 5**.

2028 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 Build Condition during the weekday morning, weekday evening, Saturday midday, and summer Saturday midday peak hours at the study intersections and proposed site driveways. Appended **Table A1** compares the Existing, No-Build, and Build Conditions Level of Service and delay values.

Under the Build Condition, the Level of Service and Delay values for all movements within the study network are generally consistent with the 2028 No-Build Condition. Therefore, the increase in traffic associated with the East Addition is not anticipated to have a significant impact on the traffic operations of the adjacent roadway network and mitigation is not proposed.

FULL BUILD – 2030 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2024 Existing Condition traffic volume data was grown to a future horizon year of 2030, which is when Phase 3 (Full Build) is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased using the NJDOT Annual Background Growth Rate Table and North Jersey Transportation Planning Authority (NJTPA) 2050 Demographic Forecasts Table. Both sources were utilized because the NJDOT background growth rates are for short term use (1-3 years) only. Specifically, the existing traffic volumes were grown by 2.00% annually for three (3) years (NJDOT rate) and by 0.20% annually for three (3) years (NJTPA rate).

2030 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2030 No-Build Condition during the weekday morning, weekday evening, Saturday midday, and Summer Saturday midday peak hours at the study intersections and existing site driveways. All movements within the study network are calculated to operate at Level of Service D or better during all peak hours except for the eastbound approach of Corlies Avenue to the westerly site driveway in the weekday morning peak hour. Although this approach is calculated to have a delay that falls within the range of Level of Service C, the volume to capacity ratio exceeds 1.0; therefore, the movement is reflected as Level of Service F per HCM guidelines. Appended **Table A2** summarizes the full results of the analysis.

FULL BUILD – 2030 BUILD CONDITION

The site-generated traffic volume of the Full Build scenario of the proposed Jersey Shore University Medical Center hospital improvements was estimated to identify the potential impacts of the project.

TRIP GENERATION

The improvements impacting the total floor area of the hospital are detailed in **Table 3**. The locations of each new facility are identified in the enclosed Site Plan prepared by Dewberry Engineers dated February 7, 2025.

TABLE 3 – PROPOSED HOSPITAL IMPROVEMENT DETAILS – FULL BUILD

Additions	Subtractions
East Addition	
16,072 Square-Foot Central Utility Plant	54,072 Square-Foot Family Healthcare Building
43,181 Square-Foot Mechanical Space	
56,439 Square-Foot Perioperative Care	
13,640 Square-Foot SPD Sterile Storage Expansion	
12,129 Square-Foot Loading Dock	
Phase 3 – West Addition	
373,176 Critical Care Tower	32,735 Rosa Building

427,830 Square-Foot Net Increase

Trip generation projections for the proposed hospital improvements were prepared utilizing NJDOT's Highway Access Permit System (HAPS) and ITE's Trip Generation Manual, 11th Edition. It is noted that the HAPS does not contain data for the enter/exit trip distribution for its land uses. Therefore, the enter/exit trip distribution for each land use was obtained from the ITE's Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 610 "Hospital" were cited for the existing and proposed conditions. **Table 4** provides the peak hour trip generation volumes associated with the proposed development.

TABLE 4 – PROPOSED TRIP GENERATION – FULL BUILD

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Summer Saturday Midday Peak Hour		
Land Use	Enter	Exit	Enter	Enter	Enter	Total	Enter	Exit	Total	Enter	Exit	Total
Existing 1,116,038 SF Hospital Land Use 610	638	314	952	366	679	1,045	377	376	753	377	376	753
Proposed 1,543,868 SF Hospital Land Use 610	850	419	1,269	490	910	1,400	504	504	1,008	504	504	1,008
Trip Generation Increase	212	105	317	124	231	355	127	128	255	127	128	255

2030 BUILD TRAFFIC VOLUMES

The new trips generated by the proposed hospital improvements were again distributed using a Journey-to-Work Model based on zip code data of current hospital employees. The new Site-Generated Traffic Volumes are illustrated on **Figure 7**. The site-generated trips were added to the 2030 No-Build Traffic Volumes to calculate the 2030 Build Traffic Volumes and are shown on appended **Figure 8**.

2030 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2030 Build Condition during the weekday morning, weekday evening, Saturday midday, and Summer Saturday midday at the study

intersections and existing site driveways. Appended **Table A2** compares the Existing, No-Build, and Build Conditions Level of Service and delay values.

Under the Build Condition, the Level of Service and Delay values for all movements within the study network are generally consistent with the 2030 No-Build Condition except for the eastbound approach of Corlies Avenue to the westerly site driveway in the weekday morning peak hour. This movement is calculated to increase from 34.7 seconds of delay in the 2028 No-Build Condition to 70.9 seconds of delay in the 2030 Build Condition, which exceeds the NJDOT delay deterioration threshold. Therefore, the forthcoming NJDOT Major Access Permit application for the Full Build Condition will likely incorporate improvements to this intersection to mitigate the increase in delay. Specifically, it is proposed to modify the traffic signal phasing to incorporate a right-turn overlap phase that would allow eastbound left-turns and southbound right-turns to operate in a protected manner concurrently. Combined with optimization of green time for each phase, this improvement results in improved Delay values as compared to the No-Build Condition, which is sufficient to meet NJDOT standards. Note that this improvement is subject to NJDOT review and approval and improvements beyond this proposed traffic signal modification may be required by the NJDOT upon their review of the application.

SITE CIRCULATION

A review of site circulation was conducted for the proposed hospital improvements using the Site Plan prepared by Dewberry Engineers, dated February 7, 2025.

East Addition (Phases 1 and 2)

No changes are proposed to the Corlies Avenue site driveways in Phases 1 and 2 (East Addition) and on-site circulation would remain generally consistent with existing conditions through the completion of Phase 2. Minor driveway modifications along Davis Avenue are proposed in Phase 2 to accommodate the proposed parking garage, which would be constructed on Lot 2 after the Family Healthcare Building is razed.

The proposed parking garage would be 10 stories and provide 1,275 parking stalls. Two (2) access points are proposed on the ground level to facilitate ingress and egress. The access points would be located along the northerly and easterly garage frontages. Furthermore, both garage access points would provide two (2) ingress lanes and two (2) egress lanes. The garage drive-aisles would be a minimum of 24 feet wide and the parking stalls would be 9 feet wide by 18 feet deep in accordance with industry standards. An aerial pedestrian bridge is proposed on the fifth tier of the garage and would provide a direct pedestrian connection to the existing 5-story Harbor Parking Garage located west of the campus' central north-south drive-aisle.

Loading activities will remain in the same location south of the Harbor Parking Garage. Minor modifications to the loading dock access and layout are proposed to facilitate the East Addition improvements.

Full Build (Phase 3)

Traffic signal phasing improvements will likely be proposed at the existing signalized intersection of Corlies Avenue with the westerly site driveway during Phase 3 to meet NJDOT delay deterioration standards. This mitigation would require new traffic signal equipment, but geometric modifications are not proposed at this time.

The layout of the westerly surface parking field would be modified in Phase 3 to accommodate the West Addition and increase pick-up/drop-off capacity at the hospital's main entrance. The modified parking field's drive-aisles would be a minimum of 24 feet wide and the parking stalls would be 9 feet wide by 18 feet deep in accordance with industry standards. This parking field would continue to be accessed via three (3) driveways along the campus' perimeter circulation road.

PARKING SUPPLY

Regarding the parking requirements for the proposed improvements, the Township Ordinance requires three (3) parking stalls per bed and one (1) parking stall per 300 square feet of office use. For the proposed hospital with 883 beds and 302,310 square feet of office space in the Full Build scenario, this equates to 3,657 required spaces. The site would provide 4,419 total parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand.

It is noted that the proposed parking supply exceeds the Township requirement by more than 20% (20.9% proposed), resulting in a variance request. A detailed parking assessment was undertaken in 2023 to establish site-specific parking needs. Specifically, parking counts were conducted on campus on Thursday, November 2, 2023, between the hours of 7:00 a.m. and 7:00 p.m. in 30-minute intervals. Based on the results of the parking count and analysis, the hospital currently parks at a rate of approximately 3.65 parking spaces per hospital bed. This rate falls within the 95th percentile confidence interval of 3.48 to 4.30 established in the ITE Parking Generation Manual, 6th Edition for Land Use 610 "Hospital", whereas the Township requirement of three (3) parking spaces per bed is lower than this range. The 95th percentile confidence interval is defined by ITE as the range in which there is a 95 percent likelihood the average parking demand rate will fall.

Using a rate of 3.65 parking spaces per bed, the increase in parking demand resulting from the 276-bed expansion in the Full Build scenario would be greater than 1,000 vehicles whereas the Township only requires 828 additional parking spaces for the 276-bed expansion. Therefore, based on the site-specific parking assessment and the ITE Parking Generation Manual, the proposed parking supply is appropriate and necessary to accommodate future demand.

CONCLUSIONS

This report was prepared to examine the potential traffic and parking impacts of the proposed Jersey Shore University Medical Center hospital improvements. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed improvements would not have a significant impact on the traffic operations of the adjacent roadway network upon the completion of the East Addition (Phases 1 and 2). NJDOT approval will likely be limited to the issuance of a "Letter of No Interest" from the Department for the East Addition.

It is likely that the third phase (Full Build) will require an NJDOT Major Access Permit with Planning Review due to the increase in site-generated trips accessing the site via the State Highway. The operations of the existing site driveways along Corlies Avenue would be subject to review by the NJDOT as part of a forthcoming Access Permit application. The traffic impact to the primary signalized hospital driveway along Corlies Avenue after the completion of Phase 3 (Full Build) is proposed to be mitigated with traffic signal phasing improvements.

Last, on-site circulation would remain generally consistent with existing conditions and the proposed parking supply would be sufficient to accommodate the parking demand resulting from the Full Build scenario.

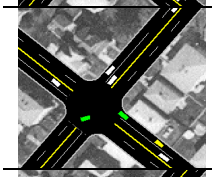
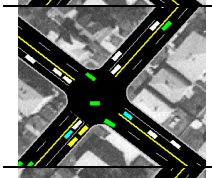
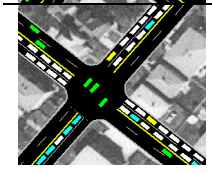
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual, 7th Edition

STONEFIELD

Table A1: Comparative Level of Service (Delay) Table - East Addition

Township of Neptune, Monmouth County, New Jersey

X (n) = Level of Service (seconds of delay)

		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Summer Saturday Midday Peak Hour		
Intersection	**Lane Group**	**2024 Existing Condition**	**2028 No-Build Condition**	**2028 Build Condition**	**2024 Existing Condition**	**2028 No-Build Condition**	**2028 Build Condition**	**2024 Existing Condition**	**2028 No-Build Condition**	**2028 Build Condition**	**2024 Existing Condition**	**2028 No-Build Condition**	**2028 Build Condition**
Corlies Avenue & Westerly Hospital Entrance	EB Left	A (9.2)	A (9.7)	B (10.3)	A (4.3)	A (4.3)	A (4.4)	A (2.4)	A (2.4)	A (2.4)	A (2.0)	A (2.0)	A (2.1)
	EB Through	B (16.5)	F (33.3)	F (39.4)	A (1.8)	A (2.1)	A (2.2)	A (0.8)	A (0.9)	A (0.9)	A (1.6)	A (1.8)	A (1.9)
	WB Through	A (2.0)	A (2.3)	A (2.4)	A (3.2)	A (3.9)	A (4.2)	A (0.8)	A (0.8)	A (0.9)	A (0.6)	A (0.7)	A (0.7)
	WB Through/Right	A (2.0)	A (2.2)	A (2.3)	A (3.1)	A (3.8)	A (4.0)	A (0.7)	A (0.8)	A (0.8)	A (0.6)	A (0.7)	A (0.7)
	SB Left	C (24.8)	C (24.8)	C (24.8)	C (28.3)	C (28.3)	C (28.3)	C (34.7)	C (34.7)	C (34.7)	D (35.2)	D (35.2)	D (35.2)
	SB Right	D (44.7)	D (44.7)	D (44.7)	D (38.7)	D (38.7)	D (38.7)	D (41.3)	D (41.3)	D (41.3)	D (35.9)	D (35.9)	D (35.9)
	Overall	**B (14.1)**	**C (21.2)**	**C (23.9)**	**A (6.5)**	**A (6.8)**	**A (6.9)**	**A (4.2)**	**A (4.1)**	**A (4.0)**	**A (2.3)**	**A (2.4)**	**A (2.4)**
Corlies Avenue & Site Driveway/Easterly Hospital Entrance	WB Left	A (9.6)	B (10.1)	B (10.4)	A (8.5)	A (8.7)	A (8.7)	A (8.1)	A (8.2)	A (8.2)	A (9.0)	A (9.1)	A (9.1)
	NB Right	B (11.8)	B (12.6)	B (13.1)	B (10.4)	B (10.7)	B (10.7)	A (9.8)	A (9.9)	A (9.9)	B (10.9)	B (11.2)	B (11.2)
	SB Right	A (9.4)	A (9.5)	A (9.6)	B (10.3)	B (10.5)	B (10.7)	A (9.1)	A (9.2)	A (9.3)	A (9.0)	A (9.1)	A (9.2)
Corlies Avenue & Davis Avenue	EB Left	B (10.9)	B (11.8)	B (12.2)	A (9.4)	A (9.5)	A (9.6)	A (8.9)	A (8.8)	A (8.8)	A (8.4)	A (8.4)	A (8.5)
	SB Right	B (12.8)	A (9.5)	A (9.6)	B (12.5)	B (13.4)	B (13.5)	A (9.4)	A (9.3)	A (9.4)	A (9.0)	A (9.2)	A (9.2)
Corlies Avenue & Neptune Boulevard	EB Left/Through	B (17.0)	B (19.2)	B (19.3)	B (13.7)	B (14.7)	B (14.6)	B (11.3)	B (11.8)	B (11.7)	B (12.5)	B (12.8)	B (12.7)
	WB Left/Through	B (16.6)	B (17.5)	B (17.6)	B (16.6)	B (17.9)	B (17.9)	B (11.9)	B (12.3)	B (12.4)	B (12.4)	B (12.9)	B (12.9)
	NB Left	B (19.5)	B (19.3)	B (19.3)	B (19.4)	B (19.3)	B (19.4)	C (21.5)	C (21.4)	C (21.4)	C (20.9)	C (20.6)	C (20.6)
	NB Through/Right	D (37.9)	D (38.4)	D (38.4)	D (35.0)	D (35.3)	D (35.3)	C (33.4)	C (33.9)	C (33.7)	C (33.9)	C (34.0)	C (33.9)
	SB Left	C (26.4)	C (27.3)	C (27.6)	C (32.8)	D (35.0)	D (36.5)	C (25.8)	C (25.9)	C (26.2)	C (24.7)	C (24.7)	C (25.0)
	SB Through	C (29.4)	C (29.3)	C (29.3)	C (33.7)	C (33.9)	C (34.0)	C (32.7)	C (32.8)	C (32.7)	C (33.2)	C (33.3)	C (33.3)
	SB Right	A (7.7)	A (7.6)	A (7.6)	A (6.9)	A (6.9)	A (6.9)	A (9.2)	A (9.0)	A (9.0)	A (5.4)	A (6.1)	A (6.1)
	Overall	**B (19.0)**	**B (20.2)**	**C (20.2)**	**B (19.6)**	**C (20.4)**	**C (20.6)**	**B (14.9)**	**B (15.2)**	**B (15.3)**	**B (15.3)**	**B (15.6)**	**B (15.6)**
Neptune Boulevard & Washington Avenue	EB Left/Through	D (29.2)	D (32.7)	E (35.1)	C (16.3)	C (18.3)	C (18.9)	B (11.2)	B (11.0)	B (11.1)	B (11.6)	B (11.4)	B (11.4)
	EB Right	B (10.8)	B (11.0)	B (11.1)	B (11.1)	B (11.4)	B (11.5)	A (9.2)	A (9.3)	A (9.3)	A (9.2)	A (9.3)	A (9.3)
	WB Left/Through/Right	C (19.1)	C (20.2)	C (20.5)	B (13.1)	B (14.1)	B (14.2)	B (10.1)	A (9.9)	A (9.9)	B (10.5)	B (10.2)	B (10.3)
	NB Left	A (8.7)	A (8.9)	A (8.9)	A (8.3)	A (8.4)	A (8.4)	A (8.0)	A (8.0)	A (8.0)	A (7.8)	A (7.8)	A (7.8)
	SB Left	A (7.8)	A (7.7)	A (7.7)	A (7.6)	A (7.6)	A (7.6)	A (7.5)	A (7.6)	A (7.6)	A (7.4)	A (7.5)	A (7.5)
Washington Avenue & Davis Avenue	EB Left/Through/Right	A (3.5)	A (3.5)	A (3.5)	A (8.2)	A (8.2)	A (8.6)	A (3.2)	A (3.2)	A (3.2)	A (3.0)	A (3.0)	A (3.0)
	WB Left/Through/Right	A (6.8)	A (6.8)	A (7.2)	A (3.8)	A (3.8)	A (3.9)	A (3.2)	A (3.2)	A (3.3)	A (3.0)	A (3.0)	A (3.1)
	NB Left/Through/Right	A (8.0)	A (8.0)	A (8.6)	A (5.2)	A (5.2)	A (5.5)	A (3.4)	A (3.4)	A (3.5)	A (3.2)	A (3.2)	A (3.4)
	SB Left/Through/Right	A (5.8)	A (5.8)	A (6.0)	A (4.9)	A (4.9)	A (5.2)	A (3.3)	A (3.3)	A (3.5)	A (3.2)	A (3.2)	A (3.3)
	Overall	**A (7.2)**	**A (7.2)**	**A (7.7)**	**A (6.3)**	**A (6.3)**	**A (6.6)**	**A (3.3)**	**A (3.3)**	**A (3.4)**	**A (3.1)**	**A (3.1)**	**A (3.3)**

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Table A2: Comparative Level of Service (Delay) Table - Full Build
Township of Neptune, Monmouth County, New Jersey
X (n) = Level of Service (seconds of delay)

		Weekday Morning Peak Hour				Weekday Evening Peak Hour				Saturday Midday Peak Hour				Summer Saturday Midday Peak Hour			
Intersection	**Lane Group**	**2024 Existing Condition**	**2030 No-Build Condition**	**2030 Build Condition**	**2030 Build - Mitigation**	**2024 Existing Condition**	**2030 No-Build Condition**	**2030 Build Condition**	**2030 Build - Mitigation**	**2024 Existing Condition**	**2030 No-Build Condition**	**2030 Build Condition**	**2030 Build - Mitigation**	**2024 Existing Condition**	**2030 No-Build Condition**	**2030 Build Condition**	**2030 Build - Mitigation**
Corlies Avenue & Westerly Hospital Entrance	EB Left	A (9.2)	A (9.7)	B (14.4)	B (10.2)	A (4.3)	A (4.3)	A (10.0)	A (8.5)	A (2.4)	A (2.4)	A (2.4)	A (2.3)	A (2.0)	A (2.1)	A (2.1)	A (2.1)
	EB Through	B (16.5)	F (34.7)	F (70.9)	F (31.3)	A (1.8)	A (2.1)	A (2.6)	A (2.4)	A (0.8)	A (0.9)	A (1.1)	A (1.1)	A (1.6)	A (1.9)	A (2.2)	A (2.2)
	WB Through	A (2.0)	A (2.3)	A (2.8)	A (9.0)	A (3.2)	A (4.0)	B (12.5)	B (10.5)	A (0.8)	A (0.8)	A (1.0)	A (1.0)	A (0.6)	A (0.7)	A (0.8)	A (0.8)
	WB Through/Right	A (2.0)	A (2.2)	A (2.7)	A (8.9)	A (3.1)	A (3.8)	B (12.4)	B (10.4)	A (0.7)	A (0.8)	A (0.9)	A (0.9)	A (0.6)	A (0.7)	A (0.8)	A (0.8)
	SB Left	C (24.8)	C (24.8)	C (24.8)	C (29.8)	C (28.3)	C (28.3)	C (28.3)	C (29.7)	C (34.7)	C (34.7)	C (34.7)	D (35.4)	D (35.2)	D (35.2)	D (35.2)	D (35.2)
	SB Right	D (44.7)	D (44.7)	D (44.6)	C (30.0)	D (38.7)	D (38.7)	D (38.7)	C (29.6)	D (41.3)	D (41.3)	D (41.3)	C (30.3)	D (35.9)	D (35.9)	D (35.9)	C (28.8)
	Overall	**B (14.1)**	**C (21.8)**	**D (37.9)**	**C (21.0)**	**A (6.5)**	**A (6.8)**	**B (11.7)**	**A (9.7)**	**A (4.2)**	**A (4.1)**	**A (3.9)**	**A (3.3)**	**A (2.3)**	**A (2.4)**	**A (2.5)**	**A (2.4)**
Corlies Avenue & Site Driveway/Easterly Hospital Entrance	WB Left	A (9.6)	B (10.1)	B (11.2)		A (8.5)	A (8.7)	A (8.8)		A (8.1)	A (8.2)	A (8.4)		A (9.0)	A (9.1)	A (9.3)	
	NB Right	B (11.8)	B (12.6)	B (14.1)		B (10.4)	B (10.7)	B (10.9)		A (9.8)	A (9.9)	B (10.1)		B (10.9)	B (11.2)	B (11.5)	
	SB Right	A (9.4)	A (9.5)	A (9.8)		B (10.3)	B (10.5)	B (12.0)		A (9.1)	A (9.2)	A (9.6)		A (9.0)	A (9.1)	A (9.4)	
Corlies Avenue & Davis Avenue	EB Left	B (10.9)	B (11.9)	B (14.5)		A (9.4)	A (9.5)	B (10.1)		A (8.9)	A (8.8)	A (9.2)		A (8.4)	A (8.5)	A (8.8)	
	SB Right	B (12.8)	A (9.5)	A (9.7)		B (12.5)	B (13.4)	B (14.2)		A (9.4)	A (9.3)	A (9.5)		A (9.0)	A (9.2)	A (9.3)	
Corlies Avenue & Neptune Boulevard	EB Left/Through	B (17.0)	B (19.5)	B (19.6)		B (13.7)	B (14.7)	B (15.0)		B (11.3)	B (11.8)	B (11.8)		B (12.5)	B (12.8)	B (12.4)	
	WB Left/Through	B (16.6)	B (17.6)	B (18.1)		B (16.6)	B (17.9)	B (18.3)		B (11.9)	B (12.4)	B (12.5)		B (12.4)	B (12.9)	B (13.1)	
	NB Left	B (19.5)	B (19.3)	B (19.4)		B (19.4)	B (19.3)	B (19.3)		C (21.5)	C (21.3)	C (21.4)		C (20.9)	C (20.6)	C (20.6)	
	NB Through/Right	D (37.9)	D (38.4)	D (38.5)		D (35.0)	D (35.3)	D (35.2)		C (33.4)	C (33.7)	C (33.7)		C (33.9)	C (34.2)	C (34.1)	
	SB Left	C (26.4)	C (27.4)	C (29.6)		C (32.8)	D (35.2)	D (44.5)		C (25.8)	C (25.9)	C (27.6)		C (24.7)	C (24.8)	C (26.3)	
	SB Through	C (29.4)	C (29.3)	C (29.3)		C (33.7)	C (34.0)	D (34.2)		C (32.7)	C (32.7)	C (32.8)		C (33.2)	C (33.2)	C (33.3)	
	SB Right	A (7.7)	A (7.6)	A (7.5)		A (6.9)	A (6.8)	A (6.8)		A (9.2)	A (8.9)	A (8.9)		A (5.4)	A (6.2)	A (6.2)	
	Overall	**B (19.0)**	**C (20.3)**	**C (20.7)**		**B (19.6)**	**C (20.5)**	**C (21.9)**		**B (14.9)**	**B (15.2)**	**B (15.5)**		**B (15.3)**	**B (15.6)**	**B (15.7)**	
Neptune Boulevard & Washington Avenue	EB Left/Through	D (29.2)	D (33.6)	E (46.0)		C (16.3)	C (18.5)	C (21.4)		B (11.2)	B (11.0)	B (11.4)		B (11.6)	B (11.4)	B (11.7)	
	EB Right	B (10.8)	B (11.0)	B (11.6)		B (11.1)	B (11.4)	B (12.1)		A (9.2)	A (9.3)	A (9.5)		A (9.2)	A (9.3)	A (9.5)	
	WB Left/Through/Right	C (19.1)	C (20.5)	C (22.2)		B (13.1)	B (14.2)	C (15.1)		B (10.1)	A (9.9)	B (10.1)		B (10.5)	B (10.2)	B (10.4)	
	NB Left	A (8.7)	A (8.9)	A (9.1)		A (8.3)	A (8.4)	A (8.5)		A (8.0)	A (8.0)	A (8.1)		A (7.8)	A (7.8)	A (7.9)	
	SB Left	A (7.8)	A (7.7)	A (7.7)		A (7.6)	A (7.6)	A (7.6)		A (7.5)	A (7.6)	A (7.6)		A (7.4)	A (7.5)	A (7.5)	
Washington Avenue & Davis Avenue	EB Left/Through/Right	A (3.5)	A (3.5)	A (3.7)		A (8.2)	A (8.2)	B (10.3)		A (3.2)	A (3.2)	A (3.4)		A (3.0)	A (3.0)	A (3.2)	
	WB Left/Through/Right	A (6.8)	A (6.8)	A (9.3)		A (3.8)	A (3.8)	A (4.5)		A (3.2)	A (3.2)	A (3.7)		A (3.0)	A (3.0)	A (3.5)	
	NB Left/Through/Right	A (8.0)	A (8.0)	B (11.6)		A (5.2)	A (5.2)	A (7.0)		A (3.4)	A (3.4)	A (4.3)		A (3.2)	A (3.2)	A (4.1)	
	SB Left/Through/Right	A (5.8)	A (5.8)	A (6.6)		A (4.9)	A (4.9)	A (6.1)		A (3.3)	A (3.4)	A (3.8)		A (3.2)	A (3.2)	A (3.7)	
	Overall	**A (7.2)**	**A (7.2)**	**B (10.0)**		**A (6.3)**	**A (6.3)**	**A (7.6)**		**A (3.3)**	**A (3.3)**	**A (3.9)**		**A (3.1)**	**A (3.1)**	**A (3.8)**	

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Table A3: Employee Zip Code Data - Trip Routing Summary Tables
Jersey Shore University Medical Center
Township of Neptune, Monmouth County, New Jersey

Routings from Nearby Municipalities

Municipality	Share	Routing
Neptune Township - E	4.45%	Local roads to NJ 33
Neptune Township - W	4.45%	Local roads to NJ 33
Neptune Township - N	4.45%	Local roads to Neptune Blvd
Brick Township	9.01%	GSP to NJ 138 to NJ 18 to NJ 33
Toms River Township	7.32%	GSP to NJ 33
Howell Township	5.30%	Local roads to I-195 to NJ 138 to NJ 18 to NJ 33
Freehold Township	4.38%	Local roads to NJ 33
Jackson Township	3.86%	Local roads to I-195 to NJ 138 to NJ 18 to NJ 33
Tinton Falls Borough	3.71%	Local roads to NJ 18 to NJ 33
Wall Township	3.37%	Local roads to NJ 18 to NJ 33
Neptune City Borough	2.45%	Local roads to NJ 33
Point Pleasant	1.95%	Local roads to NJ 35 to NJ 33
Ocean Township	3.86%	NJ 35 to W Bangs Ave to Neptune Blvd
Manalapan	1.78%	Local roads to NJ 33
Asbury Park City	1.77%	Local roads to NJ 35 to NJ 33
Asbury Park City	1.77%	Local roads to Neptune Blvd
Manasquan	1.70%	Local roads to NJ 35 to NJ 33
Bayville	1.52%	GSP to NJ 138 to NJ 18 to NJ 33
Red Bank	1.35%	Local roads to NJ 36 to NJ 18 to NJ 33
Long Branch City	2.54%	Local roads to NJ 35 to NJ 33
Matawan	1.22%	GSP to NJ 18 to NJ 33
Eatontown Borough	2.36%	Local roads to NJ 36 to NJ 18 to Neptune Blvd
Old Bridge	1.18%	U.S. 9 to NJ 18 to NJ 33
Belmar Borough	1.14%	Local roads to NJ 35 to NJ 33
Farmingdale	1.01%	Local roads to NJ 33
Forked River	0.97%	U.S. 9 to GSP to NJ 33
Hazlet	0.97%	Local roads to GSP to NJ 18 to NJ 33
Morganville	0.97%	Local roads to NJ 18 to NJ 33
Barnegat	0.94%	Local roads to U.S. 9 to GSP to NJ 33
Manahawkin	0.94%	Local roads to GSP to NJ 33
Beachwood	0.92%	Local roads to U.S. 9 to GSP to NJ 33
Holmdel	0.88%	Local roads to NJ 34 to NJ 18 to NJ 33
Lakewood Township	1.64%	GSP to NJ 33
Bradley Beach Borough	0.79%	Local roads to NJ 33
Marlboro	0.77%	NJ 79 to NJ 18 to NJ 33
Oakhurst	0.77%	Local roads to NJ 35 to W Bangs Ave to Neptune Blvd
Colts Neck	0.73%	Local roads to NJ 18 to NJ 33
Manchester Township	0.64%	GSP to NJ 138 to NJ 18 to NJ 33
Spring Lake	0.64%	Local roads to NJ 35 to NJ 33
Middletown Township	1.18%	Local roads to GSP to NJ 18 to NJ 33
East Brunswick	0.58%	Local roads to NJ 18 to NJ 33
Ocean Grove	0.58%	Local roads to NJ 33
Monroe Township	0.54%	Local roads to NJ 33

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201.340.4468 T. 201.340.4472 F.

Table A3: Employee Zip Code Data - Trip Routing Summary Tables
Jersey Shore University Medical Center
Township of Neptune, Monmouth County, New Jersey

Routings from Nearby Municipalities

Municipality	Share	Routing
Edison	0.52%	GSP to NJ 18 to NJ 33
Keyport	0.47%	GSP to NJ 18 to NJ 33
Belford	0.45%	GSP to NJ 18 to NJ 33
Oceanport	0.45%	Local roads to NJ 35 to W Bangs Ave to Neptune Blvd
Sea Girt	0.45%	Local roads to NJ 35 to NJ 33
Staten Island	0.45%	GSP to NJ 18 to NJ 33
Aberdeen	0.41%	GSP to NJ 18 to NJ 33
Fair Haven	0.41%	GSP to NJ 18 to NJ 33
Keansburg	0.41%	GSP to NJ 18 to NJ 33
Lanoka Harbor	0.41%	U.S. 9 to GSP to NJ 33
Lincroft	0.41%	Local roads to NJ 18 to NJ 33
Sayreville	0.41%	Local roads to GSP to NJ 18 to NJ 33
Little Silver	0.39%	Local roads to NJ 35 to W Bangs Ave to Neptune Blvd
West Long Branch	0.39%	Local roads to NJ 35 to W Bangs Ave to Neptune Blvd
Brielle	0.32%	Local roads to NJ 35 to NJ 33
Hamilton	0.30%	Local roads to I-195 to NJ 138 to NJ 18 to NJ 33
Total	*100.00%*	

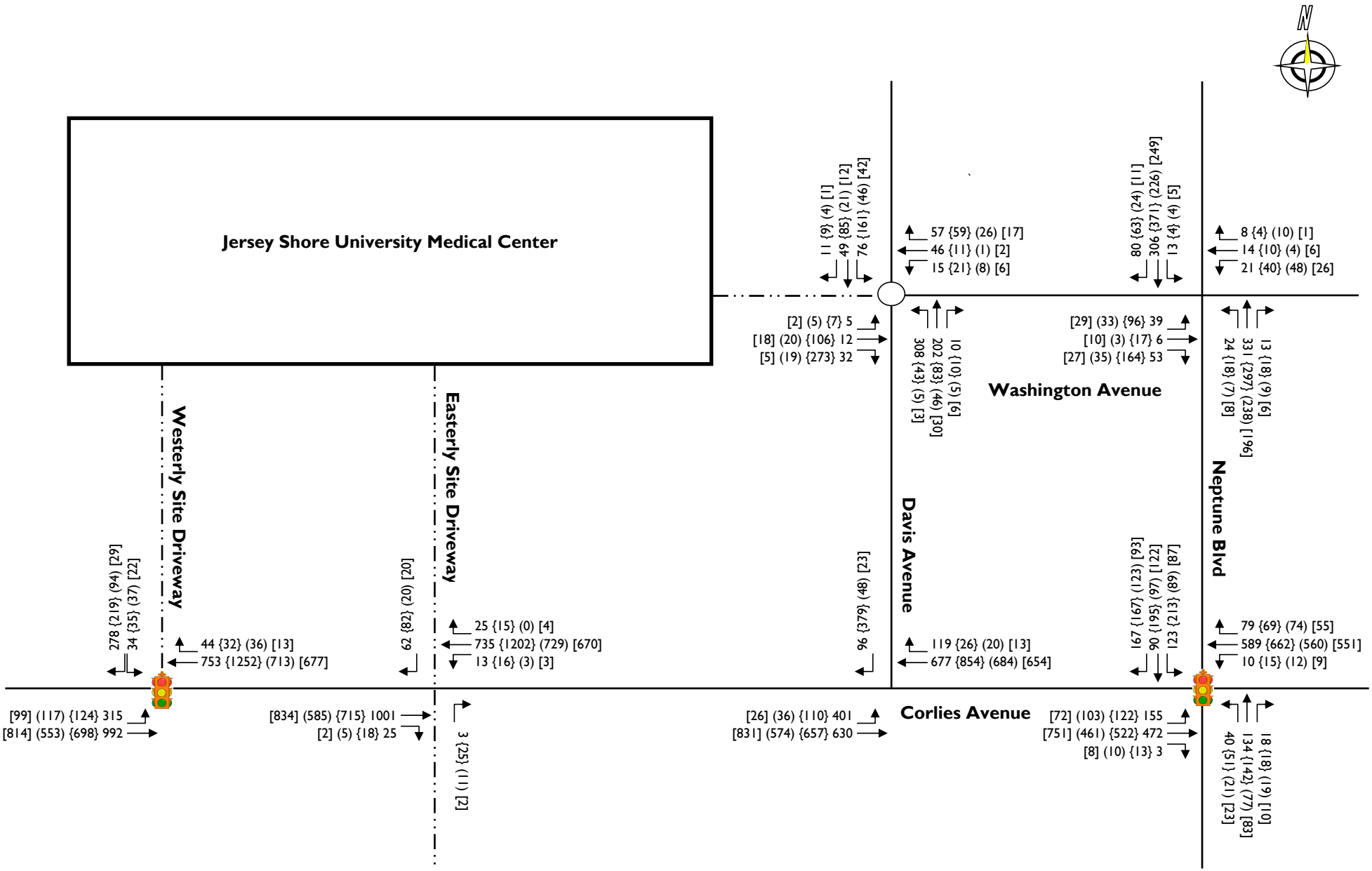
Table A4: Trip Routing Summary Table

	Calculated	Assumed
To/From North - NJ 18	17.48%	18%
To/From North - Neptune Blvd	14.44%	15%
To/From North - NJ 35	4.31%	4%
To/From South - NJ 18	14.54%	15%
To/From South - NJ 35	6.20%	6%
To/From South - GSP	13.14%	13%
To/From East - NJ 33	8.27%	8%
To/From West - NJ 33	12.16%	12%
To/From West - I-195	9.46%	9%
	100.00%	100%

FIGURES

not to scale

STONEFIELD	**JSUMC** **1945 State Highway Route 33** **Township of Neptune, Monmouth County, NJ** **Traffic Impact Study**	**FIGURE 1** **Site Location Map** A10



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM {PM} (SAT) [Summer SAT]
- Signalized Intersection

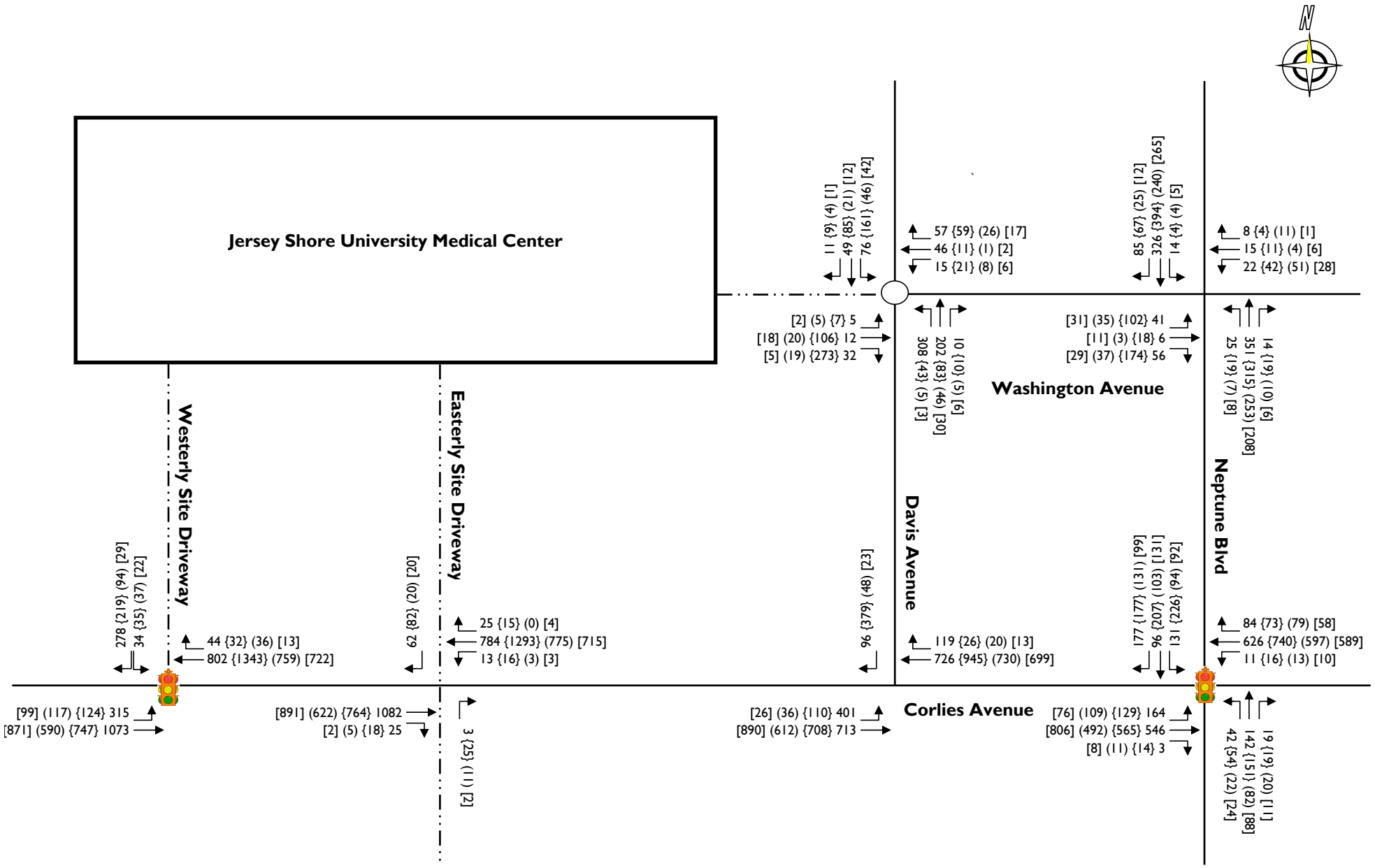
not to scale

STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 2
2024 Existing Traffic Volumes

A11



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM {PM} (SAT) [Summer SAT]
- Signalized Intersection

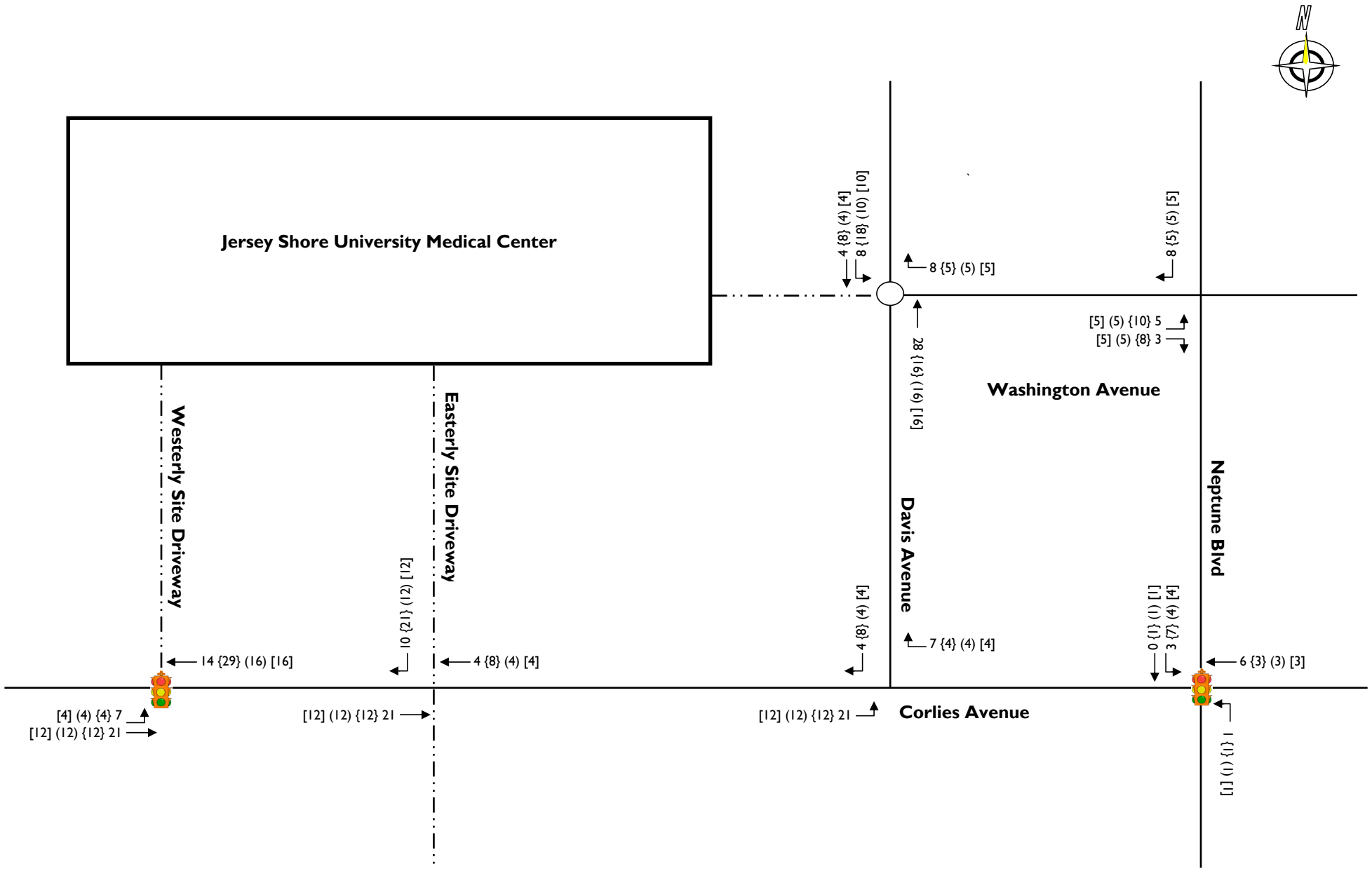
not to scale

STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 3
2028 No-Build Traffic Volumes

A12



LEGEND

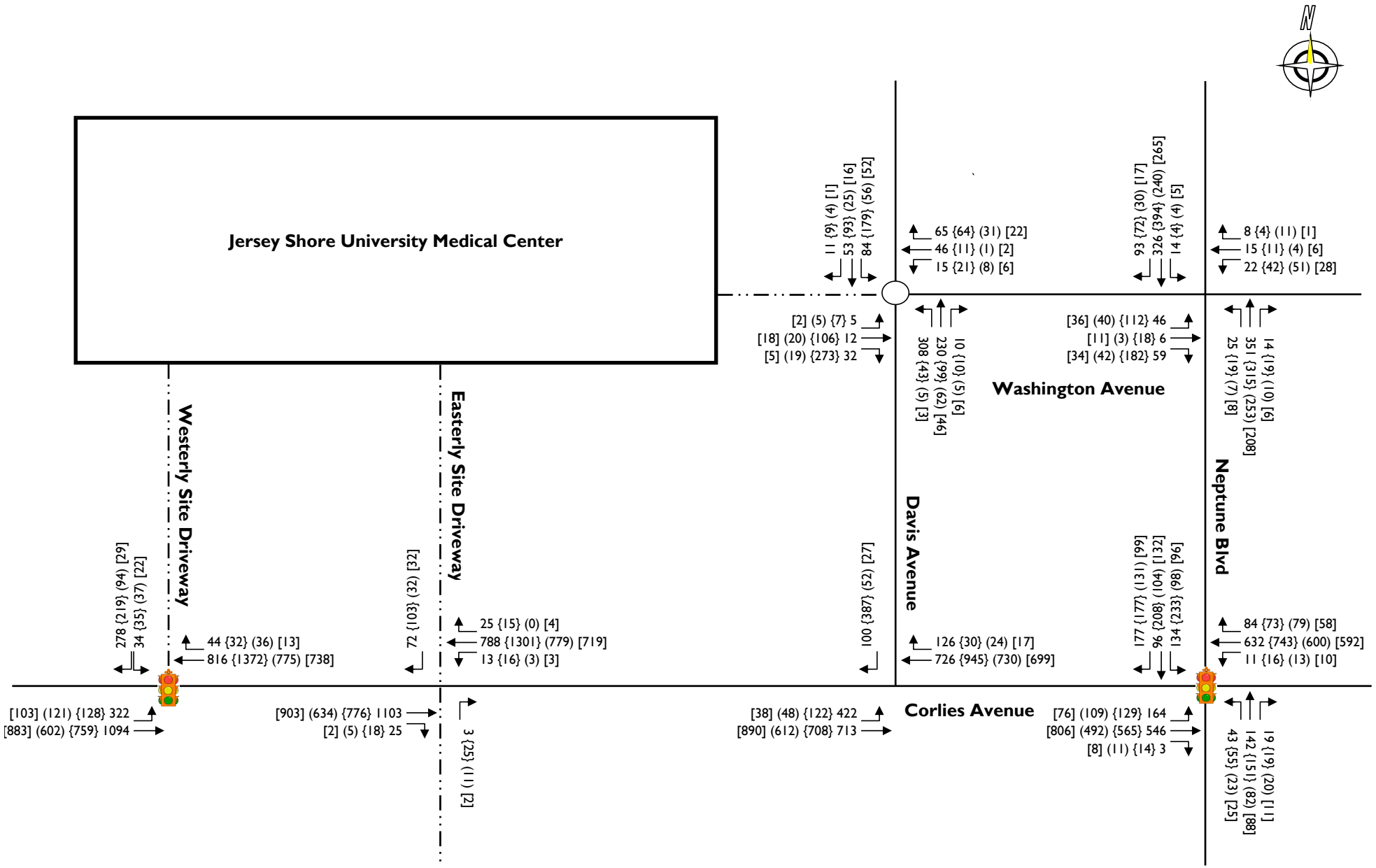
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM {PM} (SAT) [Summer SAT]
- Signalized Intersection

not to scale

STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 4
Site-Generated Trips - East Addition



LEGEND

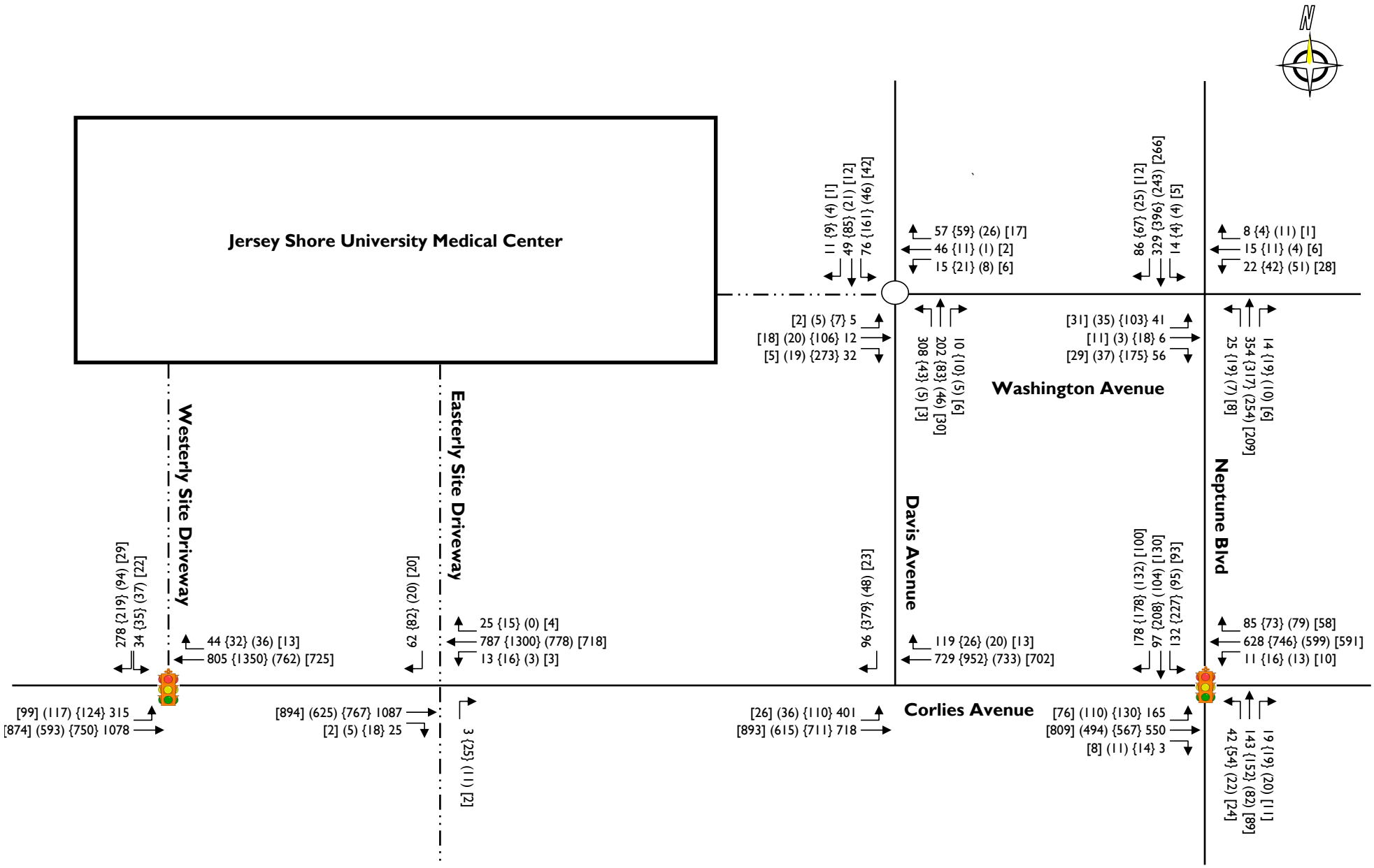
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM {PM} (SAT) [Summer SAT]
- Signalized Intersection

not to scale

STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 5
2028 Build Traffic Volumes - East Addition



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM {PM} (SAT) [Summer SAT]
- Signalized Intersection

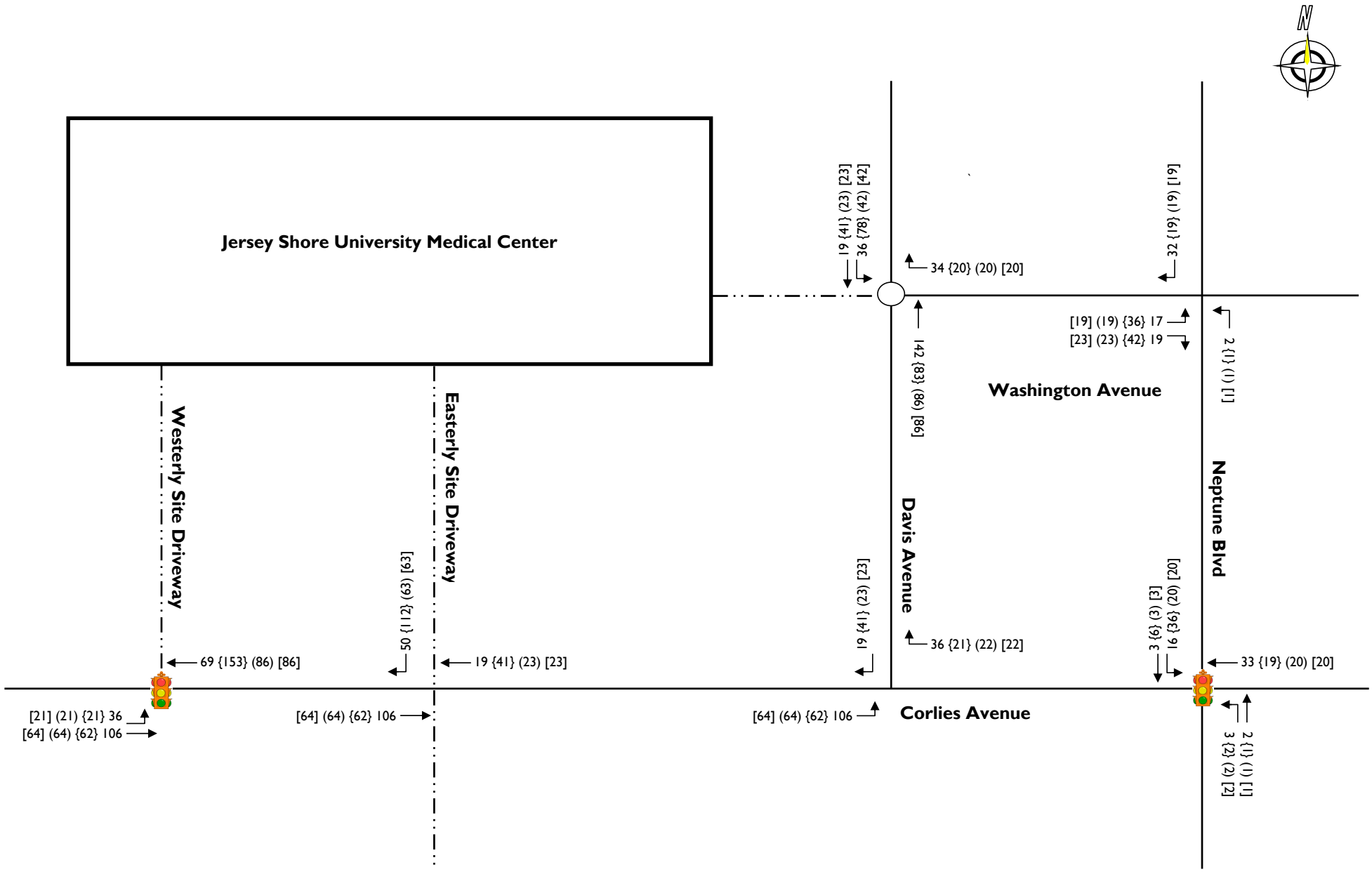
not to scale

STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 6
2030 No-Build Traffic Volumes

A15

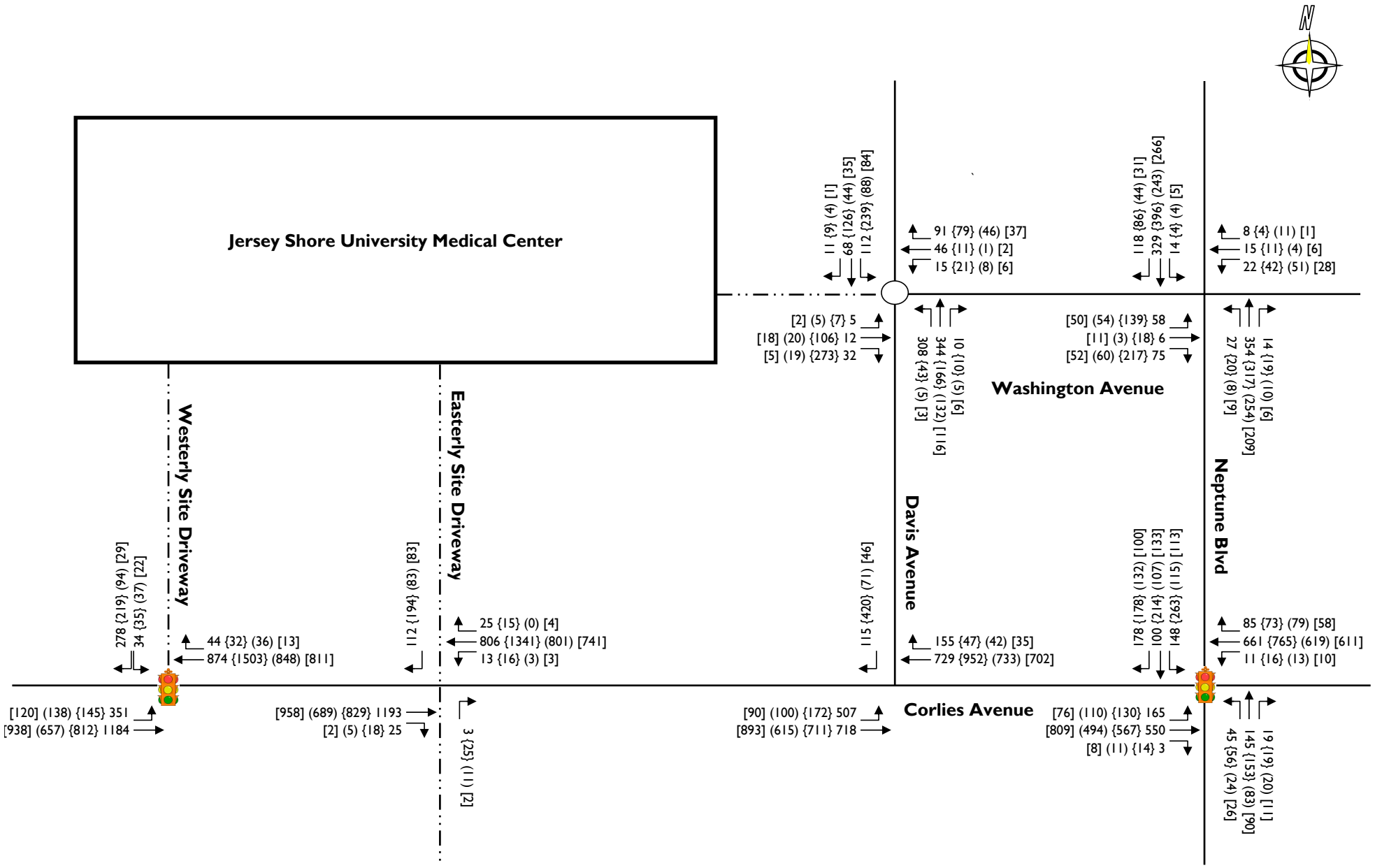


STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 7
Site Generated Trips - Full Build

A16



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM {PM} (SAT) [Summer SAT]
- Signalized Intersection

not to scale

STONEFIELD

JSUMC
1945 State Highway Route 33
Township of Neptune, Monmouth County, NJ
Traffic Impact Study

FIGURE 8
2030 Build Traffic Volumes - Full Build

TURNING MOVEMENT COUNT DATA

SPRING TURNING MOVEMENT COUNT DATA

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Full Length (11 AM-2 PM, 6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177553, Location: 40.207602, -74.03988, Site Code: 1

Leg	Corlies Avenue						Corlies Avenue						Business Driveway						Hospital Entrance						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-13 11:00AM	0	135	0	0	**135**	0	1	176	3	0	**180**	0	0	1	0	0	**1**	0	0	1	9	0	**10**	2	**326**
11:15AM	1	142	0	0	**143**	0	0	201	0	0	**201**	0	0	0	0	0	**0**	1	0	0	4	0	**4**	0	**348**
11:30AM	0	151	0	0	**151**	0	1	143	1	0	**145**	0	0	0	2	0	**2**	0	0	0	5	0	**5**	0	**303**
11:45AM	0	145	0	0	**145**	0	0	170	0	0	**170**	0	0	0	0	0	**0**	1	0	0	3	0	**3**	0	**318**
Hourly Total	1	573	0	0	**574**	0	2	690	4	0	**696**	0	0	1	2	0	**3**	2	0	1	21	0	**22**	2	**1295**
12:00PM	0	141	2	0	**143**	0	3	161	0	0	**164**	0	0	0	0	0	**0**	0	0	0	10	0	**10**	1	**317**
12:15PM	0	146	2	0	**148**	0	0	170	0	0	**170**	0	0	0	3	0	**3**	0	0	0	6	0	**6**	0	**327**
12:30PM	0	148	0	0	**148**	0	1	161	0	0	**162**	0	0	0	2	0	**2**	1	0	1	4	0	**5**	0	**317**
12:45PM	1	153	1	0	**155**	0	0	168	0	0	**168**	0	0	0	4	0	**4**	0	0	0	6	0	**6**	1	**333**
Hourly Total	1	588	5	0	**594**	0	4	660	0	0	**664**	0	0	0	9	0	**9**	1	0	1	26	0	**27**	2	**1294**
1:00PM	2	133	2	0	**137**	0	2	186	0	0	**188**	0	0	0	2	0	**2**	0	0	0	4	0	**4**	2	**331**
1:15PM	0	146	0	0	**146**	0	1	162	4	0	**167**	1	0	0	0	0	**0**	0	0	0	5	0	**5**	3	**318**
1:30PM	0	140	0	0	**140**	0	0	156	6	0	**162**	0	0	0	1	0	**1**	1	2	0	1	0	**3**	1	**306**
1:45PM	1	121	0	0	**122**	0	2	147	1	0	**150**	2	0	0	0	0	**0**	2	0	0	4	0	**4**	1	**276**
Hourly Total	3	540	2	0	**545**	0	5	651	11	0	**667**	3	0	0	3	0	**3**	3	2	0	14	0	**16**	7	**1231**
2024-04-16 6:00AM	4	77	0	0	**81**	0	1	66	3	0	**70**	0	0	0	0	0	**0**	0	0	0	4	0	**4**	0	**155**
6:15AM	6	147	1	0	**154**	0	0	70	6	0	**76**	0	0	0	0	0	**0**	0	0	0	4	0	**4**	0	**234**
6:30AM	7	195	1	0	**203**	1	0	118	7	0	**125**	0	0	0	0	0	**0**	1	0	0	6	0	**6**	0	**334**
6:45AM	27	196	3	0	**226**	0	2	142	19	0	**163**	2	1	0	1	0	**2**	0	0	0	9	0	**9**	0	**400**
Hourly Total	44	615	5	0	**664**	1	3	396	35	0	**434**	2	1	0	1	0	**2**	1	0	0	23	0	**23**	0	**1123**
7:00AM	7	221	2	0	**230**	0	4	129	6	0	**139**	2	0	0	2	0	**2**	2	1	0	9	0	**10**	1	**381**
7:15AM	3	228	4	0	**235**	1	4	182	3	0	**189**	0	0	0	0	0	**0**	2	0	0	11	0	**11**	1	**435**
7:30AM	2	228	4	0	**234**	0	1	209	5	0	**215**	0	0	0	0	0	**0**	0	0	1	18	0	**19**	0	**468**
7:45AM	1	251	8	0	**260**	0	4	171	11	0	**186**	0	0	0	0	0	**0**	2	2	1	16	0	**19**	1	**465**
Hourly Total	13	928	18	0	**959**	1	13	691	25	0	**729**	2	0	0	2	0	**2**	6	3	2	54	0	**59**	3	**1749**
8:00AM	1	205	9	0	**215**	5	4	166	6	0	**176**	0	0	0	3	0	**3**	0	0	0	17	0	**17**	2	**411**
8:15AM	2	240	10	0	**252**	0	6	191	7	0	**204**	1	0	0	1	0	**1**	0	1	0	17	0	**18**	3	**475**
8:30AM	1	178	9	0	**188**	1	6	159	4	0	**169**	0	0	0	1	0	**1**	1	3	0	7	0	**10**	2	**368**
8:45AM	2	208	21	0	**231**	1	7	146	3	0	**156**	0	0	0	6	0	**6**	1	0	0	8	0	**8**	3	**401**
Hourly Total	6	831	49	0	**886**	7	23	662	20	0	**705**	1	0	0	11	0	**11**	2	4	0	49	0	**53**	10	**1655**
3:00PM	0	172	9	0	**181**	0	7	253	2	1	**263**	0	0	0	7	0	**7**	1	0	0	25	0	**25**	1	**476**
3:15PM	0	167	7	0	**174**	0	1	247	4	0	**252**	2	0	0	1	0	**1**	0	0	0	26	0	**26**	0	**453**
3:30PM	0	183	2	0	**185**	0	4	292	2	0	**298**	4	0	0	7	0	**7**	3	0	1	19	0	**20**	3	**510**
3:45PM	0	196	6	0	**202**	0	2	238	1	0	**241**	0	0	0	6	0	**6**	3	1	0	16	0	**17**	2	**466**
Hourly Total	0	718	24	0	**742**	0	14	1030	9	1	**1054**	6	0	0	21	0	**21**	7	1	1	86	0	**88**	6	**1905**
4:00PM	0	162	7	0	**169**	0	4	298	5	0	**307**	0	0	0	5	0	**5**	4	0	1	17	0	**18**	2	**499**
4:15PM	0	161	3	0	**164**	0	6	280	7	0	**293**	0	0	0	7	0	**7**	4	1	0	30	0	**31**	1	**495**
4:30PM	0	159	0	0	**159**	0	3	299	4	0	**306**	1	0	0	9	0	**9**	1	1	0	18	0	**19**	1	**493**

AZO

Leg Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Driveway Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
4:45PM	0	163	1	0	**164**	0	2	264	4	0	**270**	0	0	0	7	0	**7**	3	0	0	24	0	**24**	2	**465**
Hourly Total	0	645	11	0	**656**	0	15	1141	20	0	**1176**	1	0	0	28	0	**28**	12	2	1	89	0	**92**	6	**1952**
5:00PM	0	157	1	0	**158**	0	2	314	0	0	**316**	1	0	0	4	0	**4**	1	1	0	27	0	**28**	4	**506**
5:15PM	0	153	3	0	**156**	0	3	283	1	0	**287**	0	0	0	2	0	**2**	0	0	0	17	0	**17**	0	**462**
5:30PM	0	175	0	0	**175**	1	3	234	2	0	**239**	0	0	0	1	0	**1**	0	0	0	25	0	**25**	0	**440**
5:45PM	0	184	0	0	**184**	1	0	202	1	0	**203**	1	0	0	1	0	**1**	0	0	0	11	0	**11**	1	**399**
Hourly Total	0	669	4	0	**673**	2	8	1033	4	0	**1045**	2	0	0	8	0	**8**	1	1	0	80	0	**81**	5	**1807**
Total	68	6107	118	0	**6293**	11	87	6954	128	1	**7170**	17	1	1	85	0	**87**	35	13	6	442	0	**461**	41	**14011**
% Approach	1.1%	97.0%	1.9%	0%	**-**	-	1.2%	97.0%	1.8%	0%	**-**	-	1.1%	1.1%	97.7%	0%	**-**	-	2.8%	1.3%	95.9%	0%	**-**	-	-
% Total	0.5%	43.6%	0.8%	0%	**44.9%**	-	0.6%	49.6%	0.9%	0%	**51.2%**	-	0%	0%	0.6%	0%	**0.6%**	-	0.1%	0%	3.2%	0%	**3.3%**	-	-
Lights	67	5952	118	0	**6137**	-	86	6771	128	1	**6986**	-	1	1	85	0	**87**	-	13	6	437	0	**456**	-	13666
% Lights	98.5%	97.5%	100%	0%	**97.5%**	-	98.9%	97.4%	100%	100%	**97.4%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	98.9%	0%	**98.9%**	-	97.5%
Articulated Trucks	0	17	0	0	**17**	-	0	19	0	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	36
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	138	0	0	**139**	-	1	164	0	0	**165**	-	0	0	0	0	**0**	-	0	0	5	0	**5**	-	309
% Buses and Single-Unit Trucks	1.5%	2.3%	0%	0%	**2.2%**	-	1.1%	2.4%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.1%	0%	**1.1%**	-	2.2%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	17	-	-	-	-	-	30	-	-	-	-	-	24	
% Pedestrians	-	-	-	-	-	90.9%	-	-	-	-	-	100%	-	-	-	-	-	85.7%	-	-	-	-	-	58.5%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	17	
% Bicycles on Crosswalk	-	-	-	-	-	9.1%	-	-	-	-	-	0%	-	-	-	-	-	14.3%	-	-	-	-	-	41.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

A21

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Tue Apr 16, 2024
Forced Peak (Apr 16 2024 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177553, Location: 40.207602, -74.03988, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg / Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Driveway Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-16 7:15AM	3	228	4	0	**235**	1	4	182	3	0	**189**	0	0	0	0	0	**0**	2	0	0	11	0	**11**	1	**435**
7:30AM	2	228	4	0	**234**	0	1	209	5	0	**215**	0	0	0	0	0	**0**	0	0	1	18	0	**19**	0	**468**
7:45AM	1	251	8	0	**260**	0	4	171	11	0	**186**	0	0	0	0	0	**0**	2	2	1	16	0	**19**	1	**465**
8:00AM	1	205	9	0	**215**	5	4	166	6	0	**176**	0	0	0	3	0	**3**	0	0	0	17	0	**17**	2	**411**
Total	7	912	25	0	**944**	6	13	728	25	0	**766**	0	0	0	3	0	**3**	4	2	2	62	0	**66**	4	**1779**
% Approach	0.7%	96.6%	2.6%	0%	**-**	-	1.7%	95.0%	3.3%	0%	**-**	-	0%	0%	100%	0%	**-**	-	3.0%	3.0%	93.9%	0%	**-**	-	-
% Total	0.4%	51.3%	1.4%	0%	**53.1%**	-	0.7%	40.9%	1.4%	0%	**43.1%**	-	0%	0%	0.2%	0%	**0.2%**	-	0.1%	0.1%	3.5%	0%	**3.7%**	-	-
PHF	0.583	0.908	0.694	-	**0.908**	-	0.813	0.871	0.568	-	**0.891**	-	-	-	0.250	-	**0.250**	-	0.250	0.500	0.861	-	**0.868**	-	0.950
Lights	6	883	25	0	**914**	-	13	685	25	0	**723**	-	0	0	3	0	**3**	-	2	2	59	0	**63**	-	1703
% Lights	85.7%	96.8%	100%	0%	**96.8%**	-	100%	94.1%	100%	0%	**94.4%**	-	0%	0%	100%	0%	**100%**	-	100%	100%	95.2%	0%	**95.5%**	-	95.7%
Articulated Trucks	0	4	0	0	**4**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	25	0	0	**26**	-	0	41	0	0	**41**	-	0	0	0	0	**0**	-	0	0	3	0	**3**	-	70
% Buses and Single-Unit Trucks	14.3%	2.7%	0%	0%	**2.8%**	-	0%	5.6%	0%	0%	**5.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	4.8%	0%	**4.5%**	-	3.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
PM Peak, Forced Peak (Apr 16 2024 3:30PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177553, Location: 40.207602, -74.03988, Site Code: 1

Leg / Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Driveway Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-04-16 3:30PM	0	183	2	0	**185**	0	4	292	2	0	**298**	4	0	0	7	0	**7**	3	0	1	19	0	**20**	3	**510**
3:45PM	0	196	6	0	**202**	0	2	238	1	0	**241**	0	0	0	6	0	**6**	3	1	0	16	0	**17**	2	**466**
4:00PM	0	162	7	0	**169**	0	4	298	5	0	**307**	0	0	0	5	0	**5**	4	0	1	17	0	**18**	2	**499**
4:15PM	0	161	3	0	**164**	0	6	280	7	0	**293**	0	0	0	7	0	**7**	4	1	0	30	0	**31**	1	**495**
Total	0	702	18	0	**720**	0	16	1108	15	0	**1139**	4	0	0	25	0	**25**	14	2	2	82	0	**86**	8	**1970**
% Approach	0%	97.5%	2.5%	0%	**-**	-	1.4%	97.3%	1.3%	0%	**-**	-	0%	0%	100%	0%	**-**	-	2.3%	2.3%	95.3%	0%	**-**	-	-
% Total	0%	35.6%	0.9%	0%	**36.5%**	-	0.8%	56.2%	0.8%	0%	**57.8%**	-	0%	0%	1.3%	0%	**1.3%**	-	0.1%	0.1%	4.2%	0%	**4.4%**	-	-
PHF	-	0.895	0.643	-	**0.891**	-	0.667	0.930	0.536	-	**0.928**	-	-	-	0.893	-	**0.893**	-	0.500	0.500	0.683	-	**0.694**	-	0.966
Lights	0	684	18	0	**702**	-	16	1086	15	0	**1117**	-	0	0	25	0	**25**	-	2	2	82	0	**86**	-	1930
% Lights	0%	97.4%	100%	0%	**97.5%**	-	100%	98.0%	100%	0%	**98.1%**	-	0%	0%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	98.0%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	18	0	0	**18**	-	0	20	0	0	**20**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	38
% Buses and Single-Unit Trucks	0%	2.6%	0%	0%	**2.5%**	-	0%	1.8%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	12	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	85.7%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	14.3%	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

A23

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Midday Peak (WKND), Forced Peak (Apr 13 2024 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177553, Location: 40.207602, -74.03988, Site Code: 1

Leg / Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Driveway Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-13 12:15PM	0	146	2	0	**148**	0	0	170	0	0	**170**	0	0	0	3	0	**3**	0	0	0	6	0	**6**	0	**327**
12:30PM	0	148	0	0	**148**	0	1	161	0	0	**162**	0	0	0	2	0	**2**	1	0	1	4	0	**5**	0	**317**
12:45PM	1	153	1	0	**155**	0	0	168	0	0	**168**	0	0	0	4	0	**4**	0	0	0	6	0	**6**	1	**333**
1:00PM	2	133	2	0	**137**	0	2	186	0	0	**188**	0	0	0	2	0	**2**	0	0	0	4	0	**4**	2	**331**
Total	3	580	5	0	**588**	0	3	685	0	0	**688**	0	0	0	11	0	**11**	1	0	1	20	0	**21**	3	**1308**
% Approach	0.5%	98.6%	0.9%	0%	**-**	-	0.4%	99.6%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	4.8%	95.2%	0%	**-**	-	**-**
% Total	0.2%	44.3%	0.4%	0%	**45.0%**	-	0.2%	52.4%	0%	0%	**52.6%**	-	0%	0%	0.8%	0%	**0.8%**	-	0%	0.1%	1.5%	0%	**1.6%**	-	**-**
PHF	0.375	0.948	0.625	-	**0.948**	-	0.375	0.921	-	-	**0.915**	-	-	-	0.688	-	**0.688**	-	-	0.250	0.833	-	**0.875**	-	0.982
Lights	3	568	5	0	**576**	-	3	675	0	0	**678**	-	0	0	11	0	**11**	-	0	1	20	0	**21**	-	1286
% Lights	100%	97.9%	100%	0%	**98.0%**	-	100%	98.5%	0%	0%	**98.5%**	-	0%	0%	100%	0%	**100%**	-	0%	100%	100%	0%	**100%**	-	98.3%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	12	0	0	**12**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	20
% Buses and Single-Unit Trucks	0%	2.1%	0%	0%	**2.0%**	-	0%	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Full Length (6 AM-6 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1174658, Location: 40.20797, -74.037445, Site Code: 2

Leg Direction	Corlies Avenue Eastbound					Corlies Avavenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-04-13 6:00AM	9	28	0	**37**	0	32	2	0	**34**	0	0	4	0	**4**	0	**75**
6:15AM	27	31	0	**58**	0	33	17	0	**50**	0	0	3	0	**3**	2	**111**
6:30AM	37	33	0	**70**	0	50	29	0	**79**	0	0	4	0	**4**	2	**153**
6:45AM	50	44	0	**94**	0	62	29	0	**91**	0	0	5	0	**5**	0	**190**
Hourly Total	123	136	0	**259**	0	177	77	0	**254**	0	0	16	0	**16**	4	**529**
7:00AM	13	62	0	**75**	0	72	6	0	**78**	0	0	10	0	**10**	1	**163**
7:15AM	7	75	0	**82**	0	72	3	0	**75**	0	1	6	0	**7**	1	**164**
7:30AM	10	66	0	**76**	0	85	3	0	**88**	0	0	15	0	**15**	0	**179**
7:45AM	10	98	0	**108**	0	96	4	0	**100**	0	0	14	0	**14**	0	**222**
Hourly Total	40	301	0	**341**	0	325	16	0	**341**	0	1	45	0	**46**	2	**728**
8:00AM	13	93	0	**106**	0	93	7	0	**100**	0	0	5	0	**5**	1	**211**
8:15AM	17	92	0	**109**	0	88	3	0	**91**	0	0	4	0	**4**	0	**204**
8:30AM	9	103	0	**112**	0	117	3	0	**120**	0	0	6	0	**6**	1	**238**
8:45AM	13	103	0	**116**	0	118	5	0	**123**	0	0	4	0	**4**	0	**243**
Hourly Total	52	391	0	**443**	0	416	18	0	**434**	0	0	19	0	**19**	2	**896**
9:00AM	16	92	0	**108**	0	100	3	0	**103**	0	0	6	0	**6**	1	**217**
9:15AM	7	107	0	**114**	0	111	3	0	**114**	0	1	4	0	**5**	0	**233**
9:30AM	9	104	0	**113**	0	135	7	0	**142**	0	0	7	0	**7**	0	**262**
9:45AM	7	111	0	**118**	0	130	2	0	**132**	0	0	8	0	**8**	0	**258**
Hourly Total	39	414	0	**453**	0	476	15	0	**491**	0	1	25	0	**26**	1	**970**
10:00AM	12	128	0	**140**	0	165	4	0	**169**	0	0	6	0	**6**	0	**315**
10:15AM	6	120	0	**126**	0	144	4	0	**148**	0	0	10	0	**10**	0	**284**
10:30AM	9	104	0	**113**	0	147	6	0	**153**	0	1	9	0	**10**	1	**276**
10:45AM	17	135	0	**152**	0	128	6	0	**134**	0	0	12	0	**12**	1	**298**
Hourly Total	44	487	0	**531**	0	584	20	0	**604**	0	1	37	0	**38**	2	**1173**
11:00AM	8	133	0	**141**	0	171	4	0	**175**	0	0	9	0	**9**	0	**325**
11:15AM	16	131	0	**147**	0	179	2	0	**181**	0	0	16	0	**16**	0	**344**
11:30AM	6	144	0	**150**	0	145	8	0	**153**	0	0	6	0	**6**	0	**309**
11:45AM	5	144	0	**149**	0	158	3	0	**161**	0	1	5	0	**6**	0	**316**
Hourly Total	35	552	0	**587**	0	653	17	0	**670**	0	1	36	0	**37**	0	**1294**
12:00PM	6	145	0	**151**	0	163	3	0	**166**	0	0	5	0	**5**	2	**322**
12:15PM	8	144	0	**152**	0	166	3	0	**169**	0	2	4	0	**6**	2	**327**
12:30PM	8	142	0	**150**	0	161	4	0	**165**	0	0	8	0	**8**	0	**323**
12:45PM	10	155	0	**165**	0	156	8	0	**164**	0	0	8	0	**8**	1	**337**
Hourly Total	32	586	0	**618**	0	646	18	0	**664**	0	2	25	0	**27**	5	**1309**
1:00PM	10	133	0	**143**	0	166	5	0	**171**	0	0	28	0	**28**	2	**342**
1:15PM	5	147	0	**152**	0	157	3	0	**160**	0	0	8	0	**8**	2	**320**
1:30PM	11	129	0	**140**	1	156	4	0	**160**	0	0	12	0	**12**	1	**312**

AZS

Leg	Corlies Avenue					Corlies Avavenue					Davis Avenue					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
1:45PM	7	125	0	**132**	0	143	3	0	**146**	0	0	7	0	**7**	0	**285**
Hourly Total	33	534	0	**567**	1	622	15	0	**637**	0	0	55	0	**55**	5	**1259**
2:00PM	9	113	0	**122**	0	163	8	0	**171**	0	0	8	0	**8**	0	**301**
2:15PM	6	141	0	**147**	0	156	4	0	**160**	0	0	11	0	**11**	5	**318**
2:30PM	7	115	0	**122**	0	198	7	0	**205**	0	0	15	1	**16**	0	**343**
2:45PM	10	115	0	**125**	0	167	6	0	**173**	0	0	6	0	**6**	0	**304**
Hourly Total	32	484	0	**516**	0	684	25	0	**709**	0	0	40	1	**41**	5	**1266**
3:00PM	4	130	0	**134**	0	168	3	0	**171**	0	1	10	0	**11**	2	**316**
3:15PM	13	134	0	**147**	0	184	5	0	**189**	0	0	12	0	**12**	4	**348**
3:30PM	10	123	0	**133**	2	167	3	0	**170**	1	0	9	0	**9**	5	**312**
3:45PM	7	115	0	**122**	0	153	2	0	**155**	0	0	9	0	**9**	0	**286**
Hourly Total	34	502	0	**536**	2	672	13	0	**685**	1	1	40	0	**41**	11	**1262**
4:00PM	5	120	0	**125**	0	151	4	0	**155**	0	1	6	0	**7**	1	**287**
4:15PM	6	125	0	**131**	0	164	4	0	**168**	0	0	3	0	**3**	1	**302**
4:30PM	6	126	0	**132**	0	159	2	0	**161**	0	0	5	0	**5**	2	**298**
4:45PM	6	107	0	**113**	0	158	2	0	**160**	0	0	4	0	**4**	1	**277**
Hourly Total	23	478	0	**501**	0	632	12	0	**644**	0	1	18	0	**19**	5	**1164**
5:00PM	1	108	0	**109**	0	141	6	0	**147**	0	1	5	0	**6**	1	**262**
5:15PM	4	118	0	**122**	0	163	0	0	**163**	0	0	4	0	**4**	0	**289**
5:30PM	3	130	0	**133**	0	152	3	0	**155**	0	0	2	0	**2**	0	**290**
5:45PM	7	114	0	**121**	0	123	3	0	**126**	0	0	7	0	**7**	0	**254**
Hourly Total	15	470	0	**485**	0	579	12	0	**591**	0	1	18	0	**19**	1	**1095**
2024-04-16 6:00AM	37	43	0	**80**	0	65	12	0	**77**	0	0	7	0	**7**	2	**164**
6:15AM	88	58	0	**146**	0	69	28	0	**97**	0	0	5	0	**5**	2	**248**
6:30AM	136	60	0	**196**	0	123	50	0	**173**	0	0	6	0	**6**	0	**375**
6:45AM	114	88	0	**202**	0	153	49	0	**202**	0	0	11	0	**11**	0	**415**
Hourly Total	375	249	0	**624**	0	410	139	0	**549**	0	0	29	0	**29**	4	**1202**
7:00AM	90	141	0	**231**	0	128	18	0	**146**	0	0	10	0	**10**	2	**387**
7:15AM	89	156	0	**245**	0	166	31	0	**197**	0	0	28	0	**28**	0	**470**
7:30AM	112	120	0	**232**	0	194	31	0	**225**	0	0	26	0	**26**	0	**483**
7:45AM	117	143	0	**260**	1	162	31	0	**193**	0	0	21	0	**21**	1	**474**
Hourly Total	408	560	0	**968**	1	650	111	0	**761**	0	0	85	0	**85**	3	**1814**
8:00AM	83	141	0	**224**	0	155	26	0	**181**	0	0	21	0	**21**	4	**426**
8:15AM	98	162	0	**260**	0	194	24	0	**218**	0	0	19	0	**19**	3	**497**
8:30AM	77	125	0	**202**	0	151	18	0	**169**	0	0	12	0	**12**	2	**383**
8:45AM	79	149	0	**228**	0	133	16	0	**149**	0	0	24	0	**24**	3	**401**
Hourly Total	337	577	0	**914**	0	633	84	0	**717**	0	0	76	0	**76**	12	**1707**
9:00AM	52	172	0	**224**	0	140	16	0	**156**	0	0	25	0	**25**	1	**405**
9:15AM	49	130	0	**179**	0	137	18	0	**155**	0	1	23	0	**24**	2	**358**
9:30AM	50	127	0	**177**	0	145	16	0	**161**	0	0	21	0	**21**	2	**359**
9:45AM	57	132	0	**189**	0	141	18	0	**159**	0	0	24	1	**25**	2	**373**
Hourly Total	208	561	0	**769**	0	563	68	0	**631**	0	1	93	1	**95**	7	**1495**
10:00AM	43	120	0	**163**	0	120	11	0	**131**	0	2	45	0	**47**	1	**341**
10:15AM	55	133	0	**188**	0	152	15	0	**167**	0	1	36	0	**37**	2	**392**
10:30AM	58	119	0	**177**	0	138	17	0	**155**	0	0	45	0	**45**	3	**377**

Leg Direction	Corlies Avenue Eastbound					Corlies Avavenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
10:45AM	45	137	0	**182**	0	169	10	0	**179**	1	1	33	0	**34**	0	**395**
Hourly Total	201	509	0	**710**	0	579	53	0	**632**	1	4	159	0	**163**	6	**1505**
11:00AM	21	135	0	**156**	0	134	12	0	**146**	0	0	43	0	**43**	3	**345**
11:15AM	46	141	0	**187**	0	139	8	0	**147**	0	1	38	0	**39**	1	**373**
11:30AM	30	128	0	**158**	0	119	5	0	**124**	0	0	36	0	**36**	0	**318**
11:45AM	17	142	0	**159**	0	178	13	0	**191**	0	0	51	0	**51**	3	**401**
Hourly Total	114	546	0	**660**	0	570	38	0	**608**	0	1	168	0	**169**	7	**1437**
12:00PM	21	127	0	**148**	0	166	12	0	**178**	0	1	52	0	**53**	6	**379**
12:15PM	32	138	0	**170**	0	176	15	0	**191**	0	0	39	0	**39**	3	**400**
12:30PM	44	128	0	**172**	0	143	22	0	**165**	0	1	29	0	**30**	8	**367**
12:45PM	43	152	0	**195**	0	161	11	0	**172**	0	0	32	0	**32**	7	**399**
Hourly Total	140	545	0	**685**	0	646	60	0	**706**	0	2	152	0	**154**	24	**1545**
1:00PM	53	138	0	**191**	0	182	9	0	**191**	0	0	44	0	**44**	8	**426**
1:15PM	37	116	0	**153**	0	144	16	0	**160**	0	0	48	0	**48**	4	**361**
1:30PM	47	117	0	**164**	0	185	20	0	**205**	0	0	32	0	**32**	5	**401**
1:45PM	48	140	0	**188**	0	174	11	0	**185**	0	0	41	0	**41**	2	**414**
Hourly Total	185	511	0	**696**	0	685	56	0	**741**	0	0	165	0	**165**	19	**1602**
2:00PM	43	161	1	**205**	0	211	11	0	**222**	0	0	63	0	**63**	1	**490**
2:15PM	32	151	0	**183**	0	198	13	0	**211**	0	0	50	0	**50**	1	**444**
2:30PM	38	153	0	**191**	0	224	11	0	**235**	0	0	50	0	**50**	6	**476**
2:45PM	48	137	0	**185**	0	241	18	0	**259**	0	0	58	0	**58**	4	**502**
Hourly Total	161	602	1	**764**	0	874	53	0	**927**	0	0	221	0	**221**	12	**1912**
3:00PM	37	156	0	**193**	0	193	15	0	**208**	0	2	71	0	**73**	2	**474**
3:15PM	35	148	0	**183**	0	195	12	0	**207**	0	1	59	0	**60**	2	**450**
3:30PM	23	172	0	**195**	0	207	6	0	**213**	0	1	92	0	**93**	2	**501**
3:45PM	42	164	0	**206**	0	176	10	0	**186**	0	0	81	0	**81**	3	**473**
Hourly Total	137	640	0	**777**	0	771	43	0	**814**	0	4	303	0	**307**	9	**1898**
4:00PM	23	156	0	**179**	0	203	7	0	**210**	0	0	105	0	**105**	4	**494**
4:15PM	22	152	0	**174**	0	192	3	0	**195**	1	1	101	0	**102**	3	**471**
4:30PM	19	160	0	**179**	1	209	9	0	**218**	0	0	102	0	**102**	1	**499**
4:45PM	20	164	0	**184**	0	181	6	0	**187**	0	0	82	0	**82**	2	**453**
Hourly Total	84	632	0	**716**	1	785	25	0	**810**	1	1	390	0	**391**	10	**1917**
5:00PM	16	146	0	**162**	2	198	5	0	**203**	0	0	114	0	**114**	5	**479**
5:15PM	17	148	0	**165**	0	203	5	0	**208**	0	0	93	0	**93**	0	**466**
5:30PM	18	159	0	**177**	0	188	6	0	**194**	0	1	49	0	**50**	2	**421**
5:45PM	17	166	0	**183**	0	179	11	0	**190**	0	0	31	0	**31**	0	**404**
Hourly Total	68	619	0	**687**	2	768	27	0	**795**	0	1	287	0	**288**	7	**1770**
Total	2920	11886	1	**14807**	7	14400	1015	0	**15415**	3	23	2502	2	**2527**	163	**32749**
% Approach	19.7%	80.3%	0%	**-**	-	93.4%	6.6%	0%	**-**	-	0.9%	99.0%	0.1%	**-**	-	-
% Total	8.9%	36.3%	0%	**45.2%**	-	44.0%	3.1%	0%	**47.1%**	-	0.1%	7.6%	0%	**7.7%**	-	-
Lights	2838	11574	1	**14413**	-	14002	984	0	**14986**	-	23	2448	2	**2473**	-	31872
% Lights	97.2%	97.4%	100%	**97.3%**	-	97.2%	96.9%	0%	**97.2%**	-	100%	97.8%	100%	**97.9%**	-	97.3%
Articulated Trucks	3	26	0	**29**	-	24	3	0	**27**	-	0	8	0	**8**	-	64
% Articulated Trucks	0.1%	0.2%	0%	**0.2%**	-	0.2%	0.3%	0%	**0.2%**	-	0%	0.3%	0%	**0.3%**	-	0.2%
Buses and Single-Unit Trucks	79	286	0	**365**	-	374	28	0	**402**	-	0	46	0	**46**	-	813

A27

Leg Direction	Corlies Avenue Eastbound					Corlies Avavenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
% Buses and Single-Unit Trucks	2.7%	2.4%	0%	**2.5%**	-	2.6%	2.8%	0%	**2.6%**	-	0%	1.8%	0%	**1.8%**	-	2.5%
Pedestrians	-	-	-	-	7	-	-	-	-	3	-	-	-	-	137	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	84.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	26	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	16.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
Forced Peak (Apr 16 2024 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1174658, Location: 40.20797, -74.037445, Site Code: 2

Leg Direction	Corlies Avenue Eastbound					Corlies Avavenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-04-16 7:15AM	89	156	0	**245**	0	166	31	0	**197**	0	0	28	0	**28**	0	**470**
7:30AM	112	120	0	**232**	0	194	31	0	**225**	0	0	26	0	**26**	0	**483**
7:45AM	117	143	0	**260**	1	162	31	0	**193**	0	0	21	0	**21**	1	**474**
8:00AM	83	141	0	**224**	0	155	26	0	**181**	0	0	21	0	**21**	4	**426**
Total	401	560	0	**961**	1	677	119	0	**796**	0	0	96	0	**96**	5	**1853**
% Approach	41.7%	58.3%	0%	**-**	-	85.1%	14.9%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	21.6%	30.2%	0%	**51.9%**	-	36.5%	6.4%	0%	**43.0%**	-	0%	5.2%	0%	**5.2%**	-	-
PHF	0.857	0.897	-	**0.924**	-	0.872	0.960	-	**0.884**	-	-	0.857	-	**0.857**	-	0.959
Lights	399	538	0	**937**	-	634	117	0	**751**	-	0	93	0	**93**	-	1781
% Lights	99.5%	96.1%	0%	**97.5%**	-	93.6%	98.3%	0%	**94.3%**	-	0%	96.9%	0%	**96.9%**	-	96.1%
Articulated Trucks	1	3	0	**4**	-	0	1	0	**1**	-	0	1	0	**1**	-	6
% Articulated Trucks	0.2%	0.5%	0%	**0.4%**	-	0%	0.8%	0%	**0.1%**	-	0%	1.0%	0%	**1.0%**	-	0.3%
Buses and Single-Unit Trucks	1	19	0	**20**	-	43	1	0	**44**	-	0	2	0	**2**	-	66
% Buses and Single-Unit Trucks	0.2%	3.4%	0%	**2.1%**	-	6.4%	0.8%	0%	**5.5%**	-	0%	2.1%	0%	**2.1%**	-	3.6%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	5	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
PM Peak (Apr 16 2024 3:30PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1174658, Location: 40.20797, -74.037445, Site Code: 2

Leg Direction	Corlies Avenue Eastbound					Corlies Avavenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-04-16 3:30PM	23	172	0	**195**	0	207	6	0	**213**	0	1	92	0	**93**	2	**501**
3:45PM	42	164	0	**206**	0	176	10	0	**186**	0	0	81	0	**81**	3	**473**
4:00PM	23	156	0	**179**	0	203	7	0	**210**	0	0	105	0	**105**	4	**494**
4:15PM	22	152	0	**174**	0	192	3	0	**195**	1	1	101	0	**102**	3	**471**
Total	110	644	0	**754**	0	778	26	0	**804**	1	2	379	0	**381**	12	**1939**
% Approach	14.6%	85.4%	0%	**-**	-	96.8%	3.2%	0%	**-**	-	0.5%	99.5%	0%	**-**	-	-
% Total	5.7%	33.2%	0%	**38.9%**	-	40.1%	1.3%	0%	**41.5%**	-	0.1%	19.5%	0%	**19.6%**	-	-
PHF	0.655	0.936	-	**0.915**	-	0.940	0.650	-	**0.944**	-	0.500	0.902	-	**0.907**	-	0.968
Lights	108	627	0	**735**	-	757	23	0	**780**	-	2	375	0	**377**	-	1892
% Lights	98.2%	97.4%	0%	**97.5%**	-	97.3%	88.5%	0%	**97.0%**	-	100%	98.9%	0%	**99.0%**	-	97.6%
Articulated Trucks	0	1	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	2
% Articulated Trucks	0%	0.2%	0%	**0.1%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	2	16	0	**18**	-	20	3	0	**23**	-	0	4	0	**4**	-	45
% Buses and Single-Unit Trucks	1.8%	2.5%	0%	**2.4%**	-	2.6%	11.5%	0%	**2.9%**	-	0%	1.1%	0%	**1.0%**	-	2.3%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	83.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	16.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

A30

2. Corlies Avenue & Davis Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Midday Peak (WKND) (Apr 13 2024 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1174658, Location: 40.20797, -74.037445, Site Code: 2

Leg Direction	Corlies Avenue Eastbound					Corlies Avavenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-04-13 12:15PM	8	144	0	**152**	0	166	3	0	**169**	0	2	4	0	**6**	2	**327**
12:30PM	8	142	0	**150**	0	161	4	0	**165**	0	0	8	0	**8**	0	**323**
12:45PM	10	155	0	**165**	0	156	8	0	**164**	0	0	8	0	**8**	1	**337**
1:00PM	10	133	0	**143**	0	166	5	0	**171**	0	0	28	0	**28**	2	**342**
Total	36	574	0	**610**	0	649	20	0	**669**	0	2	48	0	**50**	5	**1329**
% Approach	5.9%	94.1%	0%	**-**	-	97.0%	3.0%	0%	**-**	-	4.0%	96.0%	0%	**-**	-	-
% Total	2.7%	43.2%	0%	**45.9%**	-	48.8%	1.5%	0%	**50.3%**	-	0.2%	3.6%	0%	**3.8%**	-	-
PHF	0.900	0.926	-	**0.924**	-	0.977	0.625	-	**0.978**	-	0.250	0.429	-	**0.446**	-	0.971
Lights	32	568	0	**600**	-	641	20	0	**661**	-	2	44	0	**46**	-	1307
% Lights	88.9%	99.0%	0%	**98.4%**	-	98.8%	100%	0%	**98.8%**	-	100%	91.7%	0%	**92.0%**	-	98.3%
Articulated Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	1	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0.2%	0%	0%	**0.1%**	-	0%	2.1%	0%	**2.0%**	-	0.2%
Buses and Single-Unit Trucks	4	6	0	**10**	-	7	0	0	**7**	-	0	3	0	**3**	-	20
% Buses and Single-Unit Trucks	11.1%	1.0%	0%	**1.6%**	-	1.1%	0%	0%	**1.0%**	-	0%	6.3%	0%	**6.0%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

A31

3. Corlies Avenue & Neptune Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177554, Location: 40.208115, -74.036146, Site Code: 3

Leg	Corlies Avenue							Corlies Avenue							Neptune Avenue							Neptune Avenue							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-04-13 11:00AM	18	108	2	0	0	**128**	0	6	126	17	0	1	**150**	0	4	14	5	0	2	**25**	0	21	26	35	0	6	**88**	5	**391**
11:15AM	23	105	1	0	0	**129**	3	3	137	19	0	0	**159**	0	11	18	4	0	0	**33**	1	32	31	34	0	2	**99**	3	**420**
11:30AM	17	121	2	0	1	**141**	0	3	113	21	0	1	**138**	1	9	21	2	0	2	**34**	0	14	30	21	0	0	**65**	1	**378**
11:45AM	12	135	1	0	0	**148**	0	3	133	15	0	0	**151**	0	6	20	4	0	1	**31**	1	21	14	22	0	0	**57**	0	**387**
Hourly Total	70	469	6	0	1	**546**	3	15	509	72	0	2	**598**	1	30	73	15	0	5	**123**	2	88	101	112	0	8	**309**	9	**1576**
12:00PM	12	124	1	0	0	**137**	0	5	119	9	0	1	**134**	0	2	21	7	0	3	**33**	0	27	17	40	0	1	**85**	0	**389**
12:15PM	26	113	4	0	0	**143**	0	3	134	16	0	4	**157**	0	6	14	1	0	6	**27**	0	26	26	32	0	1	**85**	1	**412**
12:30PM	21	116	4	0	0	**141**	0	3	133	17	0	0	**153**	0	4	20	3	0	1	**28**	1	24	22	29	0	1	**76**	1	**398**
12:45PM	33	119	0	0	0	**152**	0	4	128	18	0	0	**150**	0	8	25	3	0	0	**36**	2	19	18	25	0	2	**64**	0	**402**
Hourly Total	92	472	9	0	0	**573**	0	15	514	60	0	5	**594**	0	20	80	14	0	10	**124**	3	96	83	126	0	5	**310**	2	**1601**
1:00PM	23	106	2	0	0	**131**	1	2	132	19	0	0	**153**	1	3	18	5	0	0	**26**	0	20	31	31	0	2	**84**	2	**394**
1:15PM	17	119	4	0	1	**141**	0	4	125	13	0	1	**143**	0	5	19	5	0	1	**30**	0	29	35	26	0	0	**90**	1	**404**
1:30PM	22	103	5	0	0	**130**	0	6	146	13	0	2	**167**	0	7	14	3	0	2	**26**	0	31	26	16	0	0	**73**	0	**396**
1:45PM	21	101	0	0	1	**123**	0	1	119	17	0	2	**139**	0	4	16	3	0	2	**25**	0	24	28	15	0	0	**67**	0	**354**
Hourly Total	83	429	11	0	2	**525**	1	13	522	62	0	5	**602**	1	19	67	16	0	5	**107**	0	104	120	88	0	2	**314**	3	**1548**
2024-04-16 6:00AM	8	34	1	0	0	**43**	2	1	70	3	0	0	**74**	0	1	7	0	0	0	**8**	2	3	2	4	0	1	**10**	2	**135**
6:15AM	10	41	1	0	0	**52**	0	4	77	7	0	3	**91**	0	11	4	0	0	2	**17**	0	3	9	6	0	0	**18**	2	**178**
6:30AM	15	43	2	0	0	**60**	1	1	149	8	0	2	**160**	0	15	17	0	0	5	**37**	0	8	5	7	0	0	**20**	0	**277**
6:45AM	24	59	0	0	0	**83**	1	5	170	24	0	2	**201**	1	18	32	0	0	0	**50**	1	9	7	10	0	1	**27**	0	**361**
Hourly Total	57	177	4	0	0	**238**	4	11	466	42	0	7	**526**	1	45	60	0	0	7	**112**	3	23	23	27	0	2	**75**	4	**951**
7:00AM	58	72	0	0	0	**130**	4	1	121	26	0	4	**152**	0	3	30	3	0	0	**36**	2	21	15	22	0	0	**58**	1	**376**
7:15AM	67	87	0	0	0	**154**	5	2	134	34	0	2	**172**	0	8	62	1	0	0	**71**	2	45	36	55	0	2	**138**	0	**535**
7:30AM	28	94	1	0	0	**123**	1	2	166	21	0	1	**190**	0	10	21	4	0	2	**37**	0	40	28	48	0	0	**116**	0	**466**
7:45AM	24	106	0	0	0	**130**	1	3	146	7	0	2	**158**	0	9	30	3	0	0	**42**	3	21	10	29	0	1	**61**	1	**391**
Hourly Total	177	359	1	0	0	**537**	11	8	567	88	0	9	**672**	0	30	143	11	0	2	**186**	7	127	89	154	0	3	**373**	2	**1768**
8:00AM	30	97	2	0	0	**129**	1	3	142	10	0	2	**157**	0	13	21	6	0	1	**41**	0	12	16	32	0	0	**60**	3	**387**
8:15AM	28	120	4	0	0	**152**	0	4	182	14	0	3	**203**	2	9	12	4	0	3	**28**	0	24	14	25	0	1	**64**	1	**447**
8:30AM	24	89	0	0	0	**113**	1	6	139	13	0	2	**160**	0	4	26	8	0	2	**40**	0	18	15	19	0	1	**53**	0	**366**
8:45AM	32	103	0	0	0	**135**	1	8	126	10	0	0	**144**	0	6	24	3	0	1	**34**	0	22	22	15	0	0	**59**	2	**372**
Hourly Total	114	409	6	0	0	**529**	3	21	589	47	0	7	**664**	2	32	83	21	0	7	**143**	0	76	67	91	0	2	**236**	6	**1572**
3:00PM	28	107	4	0	0	**139**	3	3	147	12	0	8	**170**	0	13	32	3	0	6	**54**	0	54	37	49	0	1	**141**	2	**504**
3:15PM	30	126	7	0	0	**163**	4	5	161	18	0	0	**184**	0	12	24	3	0	3	**42**	3	37	40	40	0	2	**119**	2	**508**
3:30PM	35	128	4	0	1	**168**	3	4	164	12	0	0	**180**	0	11	34	1	0	1	**47**	0	54	40	43	0	2	**139**	2	**534**
3:45PM	30	116	3	0	0	**149**	3	1	135	19	0	3	**158**	0	14	39	5	0	0	**58**	0	52	45	31	0	2	**130**	1	**495**
Hourly Total	123	477	18	0	1	**619**	13	13	607	61	0	11	**692**	0	50	129	12	0	10	**201**	3	197	162	163	0	7	**529**	7	**2041**
4:00PM	24	123	1	0	1	**149**	0	5	152	16	0	1	**174**	0	16	40	6	0	1	**63**	2	55	53	38	0	0	**146**	0	**532**
4:15PM	33	120	3	0	0	**156**	0	4	139	14	0	0	**157**	0	7	25	2	0	2	**36**	0	46	51	42	0	0	**139**	1	**488**
4:30PM	26	131	2	0	0	**159**	0	3	168	13	0	2	**186**	0	3	28	4	0	0	**35**	1	53	47	44	0	1	**145**	0	**525**

A32

Leg	Corlies Avenue							Corlies Avenue							Neptune Avenue							Neptune Avenue							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
4:45PM	35	122	2	0	1	**160**	0	4	135	18	0	2	**159**	0	7	20	5	0	3	**35**	1	43	37	32	0	0	**112**	0	**466**
Hourly Total	118	496	8	0	2	**624**	0	16	594	61	0	5	**676**	0	33	113	17	0	6	**169**	4	197	188	156	0	1	**542**	1	**2011**
5:00PM	24	110	6	0	0	**140**	0	3	139	8	0	1	**151**	0	15	19	6	0	2	**42**	1	47	39	48	0	1	**135**	0	**468**
5:15PM	28	124	1	0	0	**153**	0	4	151	21	0	1	**177**	0	14	32	4	0	0	**50**	0	47	32	40	0	1	**120**	0	**500**
5:30PM	19	140	2	0	0	**161**	0	6	144	18	0	3	**171**	1	8	19	1	0	0	**28**	1	45	38	37	0	0	**120**	0	**480**
5:45PM	25	131	5	0	0	**161**	0	4	146	10	0	3	**163**	1	10	27	14	0	0	**51**	0	39	40	38	0	1	**118**	0	**493**
Hourly Total	96	505	14	0	0	**615**	0	17	580	57	0	8	**662**	2	47	97	25	0	2	**171**	2	178	149	163	0	3	**493**	0	**1941**
Total	930	3793	77	0	6	**4806**	35	129	4948	550	0	59	**5686**	7	306	845	131	0	54	**1336**	24	1086	982	1080	0	33	**3181**	34	**15009**
% Approach	19.4%	78.9%	1.6%	0%	0.1%	**-**	-	2.3%	87.0%	9.7%	0%	1.0%	**-**	-	22.9%	63.2%	9.8%	0%	4.0%	**-**	-	34.1%	30.9%	34.0%	0%	1.0%	**-**	-	-
% Total	6.2%	25.3%	0.5%	0%	0%	**32.0%**	-	0.9%	33.0%	3.7%	0%	0.4%	**37.9%**	-	2.0%	5.6%	0.9%	0%	0.4%	**8.9%**	-	7.2%	6.5%	7.2%	0%	0.2%	**21.2%**	-	-
Lights	911	3679	77	0	6	**4673**	-	124	4826	540	0	57	**5547**	-	302	832	124	0	53	**1311**	-	1069	968	1037	0	31	**3105**	-	14636
% Lights	98.0%	97.0%	100%	0%	100%	**97.2%**	-	96.1%	97.5%	98.2%	0%	96.6%	**97.6%**	-	98.7%	98.5%	94.7%	0%	98.1%	**98.1%**	-	98.4%	98.6%	96.0%	0%	93.9%	**97.6%**	-	97.5%
Articulated Trucks	3	18	0	0	0	**21**	-	0	16	0	0	0	**16**	-	0	0	0	0	1	**1**	-	3	1	4	0	0	**8**	-	46
% Articulated Trucks	0.3%	0.5%	0%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	1.9%	**0.1%**	-	0.3%	0.1%	0.4%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	16	96	0	0	0	**112**	-	5	106	10	0	2	**123**	-	4	13	7	0	0	**24**	-	14	13	39	0	2	**68**	-	327
% Buses and Single-Unit Trucks	1.7%	2.5%	0%	0%	0%	**2.3%**	-	3.9%	2.1%	1.8%	0%	3.4%	**2.2%**	-	1.3%	1.5%	5.3%	0%	0%	**1.8%**	-	1.3%	1.3%	3.6%	0%	6.1%	**2.1%**	-	2.2%
Pedestrians	-	-	-	-	-	-	34	-	-	-	-	-	-	5	-	-	-	-	-	-	20	-	-	-	-	-	-	28	
% Pedestrians	-	-	-	-	-	-	97.1%	-	-	-	-	-	-	71.4%	-	-	-	-	-	-	83.3%	-	-	-	-	-	-	82.4%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	-	2.9%	-	-	-	-	-	-	28.6%	-	-	-	-	-	-	16.7%	-	-	-	-	-	-	17.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Corlies Avenue & Neptune Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
AM Peak, Forced Peak (Apr 16 2024 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177554, Location: 40.208115, -74.036146, Site Code: 3

Leg / Direction	Corlies Avenue Eastbound							Corlies Avenue Westbound							Neptune Avenue Northbound							Neptune Avenue Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-04-16 7:15AM	67	87	0	0	0	**154**	5	2	134	34	0	2	**172**	0	8	62	1	0	0	**71**	2	45	36	55	0	2	**138**	0	**535**
7:30AM	28	94	1	0	0	**123**	1	2	166	21	0	1	**190**	0	10	21	4	0	2	**37**	0	40	28	48	0	0	**116**	0	**466**
7:45AM	24	106	0	0	0	**130**	1	3	146	7	0	2	**158**	0	9	30	3	0	0	**42**	3	21	10	29	0	1	**61**	1	**391**
8:00AM	30	97	2	0	0	**129**	1	3	142	10	0	2	**157**	0	13	21	6	0	1	**41**	0	12	16	32	0	0	**60**	3	**387**
Total	149	384	3	0	0	**536**	8	10	588	72	0	7	**677**	0	40	134	14	0	3	**191**	5	118	90	164	0	3	**375**	4	**1779**
% Approach	27.8%	71.6%	0.6%	0%	0%	**-**	-	1.5%	86.9%	10.6%	0%	1.0%	**-**	-	20.9%	70.2%	7.3%	0%	1.6%	**-**	-	31.5%	24.0%	43.7%	0%	0.8%	**-**	-	-
% Total	8.4%	21.6%	0.2%	0%	0%	**30.1%**	-	0.6%	33.1%	4.0%	0%	0.4%	**38.1%**	-	2.2%	7.5%	0.8%	0%	0.2%	**10.7%**	-	6.6%	5.1%	9.2%	0%	0.2%	**21.1%**	-	-
PHF	0.556	0.906	0.375	-	-	**0.870**	-	0.833	0.886	0.529	-	0.875	**0.891**	-	0.769	0.540	0.583	-	0.375	**0.673**	-	0.656	0.625	0.745	-	0.375	**0.679**	-	0.831
Lights	145	361	3	0	0	**509**	-	10	561	72	0	7	**650**	-	40	131	13	0	3	**187**	-	117	89	146	0	2	**354**	-	1700
% Lights	97.3%	94.0%	100%	0%	0%	**95.0%**	-	100%	95.4%	100%	0%	100%	**96.0%**	-	100%	97.8%	92.9%	0%	100%	**97.9%**	-	99.2%	98.9%	89.0%	0%	66.7%	**94.4%**	-	95.6%
Articulated Trucks	2	4	0	0	0	**6**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	0	1	2	0	0	**3**	-	10
% Articulated Trucks	1.3%	1.0%	0%	0%	0%	**1.1%**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	1.1%	1.2%	0%	0%	**0.8%**	-	0.6%
Buses and Single-Unit Trucks	2	19	0	0	0	**21**	-	0	26	0	0	0	**26**	-	0	3	1	0	0	**4**	-	1	0	16	0	1	**18**	-	69
% Buses and Single-Unit Trucks	1.3%	4.9%	0%	0%	0%	**3.9%**	-	0%	4.4%	0%	0%	0%	**3.8%**	-	0%	2.2%	7.1%	0%	0%	**2.1%**	-	0.8%	0%	9.8%	0%	33.3%	**4.8%**	-	3.9%
Pedestrians	-	-	-	-	-	-	8	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	40.0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Corlies Avenue & Neptune Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
Forced Peak (Apr 16 2024 3:30PM - 4:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177554, Location: 40.208115, -74.036146, Site Code: 3

Leg	Corlies Avenue							Corlies Avenue							Neptune Avenue							Neptune Avenue							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-04-16 3:30PM	35	128	4	0	1	**168**	3	4	164	12	0	0	**180**	0	11	34	1	0	1	**47**	0	54	40	43	0	2	**139**	2	**534**
3:45PM	30	116	3	0	0	**149**	3	1	135	19	0	3	**158**	0	14	39	5	0	0	**58**	0	52	45	31	0	2	**130**	1	**495**
4:00PM	24	123	1	0	1	**149**	0	5	152	16	0	1	**174**	0	16	40	6	0	1	**63**	2	55	53	38	0	0	**146**	0	**532**
4:15PM	33	120	3	0	0	**156**	0	4	139	14	0	0	**157**	0	7	25	2	0	2	**36**	0	46	51	42	0	0	**139**	1	**488**
Total	122	487	11	0	2	**622**	6	14	590	61	0	4	**669**	0	48	138	14	0	4	**204**	2	207	189	154	0	4	**554**	4	**2049**
% Approach	19.6%	78.3%	1.8%	0%	0.3%	**-**	-	2.1%	88.2%	9.1%	0%	0.6%	**-**	-	23.5%	67.6%	6.9%	0%	2.0%	**-**	-	37.4%	34.1%	27.8%	0%	0.7%	**-**	-	-
% Total	6.0%	23.8%	0.5%	0%	0.1%	**30.4%**	-	0.7%	28.8%	3.0%	0%	0.2%	**32.7%**	-	2.3%	6.7%	0.7%	0%	0.2%	**10.0%**	-	10.1%	9.2%	7.5%	0%	0.2%	**27.0%**	-	-
PHF	0.871	0.951	0.688		- 0.500	**0.926**	-	0.700	0.899	0.803		- 0.333	**0.929**	-	0.750	0.863	0.583		- 0.500	**0.810**	-	0.941	0.892	0.895		- 0.500	**0.949**	-	0.959
Lights	122	470	11	0	2	**605**	-	14	574	60	0	4	**652**	-	46	134	14	0	4	**198**	-	206	187	154	0	4	**551**	-	2006
% Lights	100%	96.5%	100%	0%	100%	**97.3%**	-	100%	97.3%	98.4%	0%	100%	**97.5%**	-	95.8%	97.1%	100%	0%	100%	**97.1%**	-	99.5%	98.9%	100%	0%	100%	**99.5%**	-	97.9%
Articulated Trucks	0	1	0	0	0	**1**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-	3
% Articulated Trucks	0%	0.2%	0%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	0	16	0	0	0	**16**	-	0	15	1	0	0	**16**	-	2	4	0	0	0	**6**	-	0	2	0	0	0	**2**	-	40
% Buses and Single-Unit Trucks	0%	3.3%	0%	0%	0%	**2.6%**	-	0%	2.5%	1.6%	0%	0%	**2.4%**	-	4.2%	2.9%	0%	0%	0%	**2.9%**	-	0%	1.1%	0%	0%	0%	**0.4%**	-	2.0%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	83.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	16.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Corlies Avenue & Neptune Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Midday Peak (WKND), Forced Peak (Apr 13 2024 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177554, Location: 40.208115, -74.036146, Site Code: 3

Leg	Corlies Avenue							Corlies Avenue							Neptune Avenue							Neptune Avenue							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-04-13 12:15PM	26	113	4	0	0	**143**	0	3	134	16	0	4	**157**	0	6	14	1	0	6	**27**	0	26	26	32	0	1	**85**	1	**412**
12:30PM	21	116	4	0	0	**141**	0	3	133	17	0	0	**153**	0	4	20	3	0	1	**28**	1	24	22	29	0	1	**76**	1	**398**
12:45PM	33	119	0	0	0	**152**	0	4	128	18	0	0	**150**	0	8	25	3	0	0	**36**	2	19	18	25	0	2	**64**	0	**402**
1:00PM	23	106	2	0	0	**131**	1	2	132	19	0	0	**153**	1	3	18	5	0	0	**26**	0	20	31	31	0	2	**84**	2	**394**
Total	103	454	10	0	0	**567**	1	12	527	70	0	4	**613**	1	21	77	12	0	7	**117**	3	89	97	117	0	6	**309**	4	**1606**
% Approach	18.2%	80.1%	1.8%	0%	0%	**-**	-	2.0%	86.0%	11.4%	0%	0.7%	**-**	-	17.9%	65.8%	10.3%	0%	6.0%	**-**	-	28.8%	31.4%	37.9%	0%	1.9%	**-**	-	-
% Total	6.4%	28.3%	0.6%	0%	0%	**35.3%**	-	0.7%	32.8%	4.4%	0%	0.2%	**38.2%**	-	1.3%	4.8%	0.7%	0%	0.4%	**7.3%**	-	5.5%	6.0%	7.3%	0%	0.4%	**19.2%**	-	-
PHF	0.780	0.954	0.625	-	-	**0.933**	-	0.750	0.983	0.921	-	0.250	**0.976**	-	0.656	0.770	0.600	-	0.292	**0.813**	-	0.856	0.782	0.914	-	0.750	**0.909**	-	0.975
Lights	102	451	10	0	0	**563**	-	11	521	69	0	4	**605**	-	21	76	10	0	7	**114**	-	88	95	115	0	6	**304**	-	1586
% Lights	99.0%	99.3%	100%	0%	0%	**99.3%**	-	91.7%	98.9%	98.6%	0%	100%	**98.7%**	-	100%	98.7%	83.3%	0%	100%	**97.4%**	-	98.9%	97.9%	98.3%	0%	100%	**98.4%**	-	98.8%
Articulated Trucks	0	0	0	0	0	**0**	-	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	1	3	0	0	0	**4**	-	1	3	1	0	0	**5**	-	0	1	2	0	0	**3**	-	1	2	2	0	0	**5**	-	17
% Buses and Single-Unit Trucks	1.0%	0.7%	0%	0%	0%	**0.7%**	-	8.3%	0.6%	1.4%	0%	0%	**0.8%**	-	0%	1.3%	16.7%	0%	0%	**2.6%**	-	1.1%	2.1%	1.7%	0%	0%	**1.6%**	-	1.1%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

A36

4. Davis Avenue & Washington Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Full Length (11 AM-2 PM, 6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177559, Location: 40.208898, -74.037703, Site Code: 4

Leg	Davis Avenue						Davis Avenue						Medical Center Entrance						Washington Avenue						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-13 11:00AM	2	4	2	2	**10**	1	6	4	2	0	**12**	2	0	2	2	0	**4**	0	4	0	4	0	**8**	0	**34**
11:15AM	1	11	2	0	**14**	0	5	2	1	0	**8**	0	1	1	7	0	**9**	0	8	0	3	0	**11**	0	**42**
11:30AM	0	8	2	1	**11**	0	6	2	0	0	**8**	0	1	0	2	0	**3**	0	1	0	4	0	**5**	0	**27**
11:45AM	1	4	1	0	**6**	0	3	0	0	0	**3**	0	0	1	2	0	**3**	0	3	0	1	0	**4**	0	**16**
Hourly Total	4	27	7	3	**41**	1	20	8	3	0	**31**	2	2	4	13	0	**19**	0	16	0	12	0	**28**	0	**119**
12:00PM	1	5	2	0	**8**	1	4	2	0	0	**6**	0	0	1	1	0	**2**	0	2	1	4	0	**7**	0	**23**
12:15PM	1	7	0	0	**8**	0	6	2	0	0	**8**	0	2	3	3	0	**8**	0	1	0	6	0	**7**	0	**31**
12:30PM	2	9	0	0	**11**	0	11	6	0	0	**17**	0	0	1	1	0	**2**	0	1	1	3	0	**5**	0	**35**
12:45PM	0	12	3	0	**15**	0	6	4	2	0	**12**	0	0	3	2	0	**5**	0	1	0	6	0	**7**	0	**39**
Hourly Total	4	33	5	0	**42**	1	27	14	2	0	**43**	0	2	8	7	0	**17**	0	5	2	19	0	**26**	0	**128**
1:00PM	2	7	2	2	**13**	0	12	8	2	0	**22**	1	3	8	13	0	**24**	0	5	0	5	0	**10**	0	**69**
1:15PM	1	3	1	0	**5**	1	8	3	0	0	**11**	0	0	3	2	0	**5**	0	3	0	3	0	**6**	1	**27**
1:30PM	3	4	0	1	**8**	1	15	3	1	1	**20**	0	0	0	3	0	**3**	0	4	1	5	0	**10**	0	**41**
1:45PM	1	4	1	0	**6**	2	6	0	0	0	**6**	0	1	2	0	0	**3**	0	5	0	3	0	**8**	0	**23**
Hourly Total	7	18	4	3	**32**	4	41	14	3	1	**59**	1	4	13	18	0	**35**	0	17	1	16	0	**34**	1	**160**
2024-04-16 6:00AM	24	23	0	1	**48**	0	2	4	0	0	**6**	0	0	1	0	0	**1**	0	2	6	9	0	**17**	1	**72**
6:15AM	65	46	2	0	**113**	0	6	4	0	0	**10**	0	0	0	0	0	**0**	0	1	10	10	0	**21**	0	**144**
6:30AM	124	58	5	0	**187**	0	8	4	1	0	**13**	0	0	1	1	0	**2**	0	1	19	22	0	**42**	0	**244**
6:45AM	100	63	0	1	**164**	1	14	4	1	0	**19**	0	0	0	2	0	**2**	0	2	17	27	0	**46**	0	**231**
Hourly Total	313	190	7	2	**512**	1	30	16	2	0	**48**	0	0	2	3	0	**5**	0	6	52	68	0	**126**	1	**691**
7:00AM	48	53	3	0	**104**	0	13	5	2	0	**20**	2	0	0	3	0	**3**	2	1	5	16	0	**22**	0	**149**
7:15AM	69	45	4	1	**119**	0	17	11	4	0	**32**	1	1	2	7	0	**10**	0	9	6	11	0	**26**	1	**187**
7:30AM	80	53	4	0	**137**	1	27	14	1	0	**42**	1	0	1	11	0	**12**	1	2	13	17	0	**32**	1	**223**
7:45AM	90	61	2	1	**154**	0	16	10	1	0	**27**	5	3	6	4	0	**13**	1	2	15	14	0	**31**	1	**225**
Hourly Total	287	212	13	2	**514**	1	73	40	8	0	**121**	9	4	9	25	0	**38**	4	14	39	58	0	**111**	3	**784**
8:00AM	69	36	0	1	**106**	1	10	6	5	0	**21**	2	1	2	10	0	**13**	0	2	12	8	0	**22**	0	**162**
8:15AM	72	40	5	1	**118**	1	12	4	4	0	**20**	3	1	3	10	0	**14**	0	2	13	8	0	**23**	0	**175**
8:30AM	45	50	3	0	**98**	1	9	5	9	0	**23**	0	1	3	8	2	**14**	0	1	6	8	1	**16**	0	**151**
8:45AM	39	51	1	1	**92**	1	12	6	5	1	**24**	3	0	1	12	0	**13**	5	6	4	15	0	**25**	0	**154**
Hourly Total	225	177	9	3	**414**	4	43	21	23	1	**88**	8	3	9	40	2	**54**	5	11	35	39	1	**86**	0	**642**
3:00PM	16	29	6	1	**52**	1	27	16	2	2	**47**	4	1	18	51	0	**70**	2	5	3	14	0	**22**	1	**191**
3:15PM	13	27	3	1	**44**	2	18	14	2	0	**34**	2	1	20	41	0	**62**	4	3	3	23	0	**29**	0	**169**
3:30PM	7	20	0	0	**27**	11	52	18	2	0	**72**	2	0	30	71	0	**101**	1	5	6	14	0	**25**	2	**225**
3:45PM	16	30	4	0	**50**	3	25	20	3	0	**48**	1	4	13	60	0	**77**	2	2	0	10	0	**12**	2	**187**
Hourly Total	52	106	13	2	**173**	17	122	68	9	2	**201**	9	6	81	223	0	**310**	9	15	12	61	0	**88**	5	**772**
4:00PM	11	15	2	0	**28**	1	36	33	2	0	**71**	1	2	26	71	0	**99**	2	6	3	14	0	**23**	0	**221**
4:15PM	9	14	4	0	**27**	6	24	20	2	0	**46**	1	1	21	71	0	**93**	3	8	2	8	0	**18**	0	**184**
4:30PM	2	21	2	2	**27**	0	26	28	0	1	**55**	1	0	38	78	1	**117**	1	1	2	11	0	**14**	0	**213**

A37

Leg Direction	Davis Avenue Northbound						Davis Avenue Southbound						Medical Center Entrance Eastbound						Washington Avenue Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
4:45PM	5	16	1	0	**22**	1	25	18	1	0	**44**	4	1	15	61	0	**77**	1	2	1	11	0	**14**	0	**157**
Hourly Total	27	66	9	2	**104**	8	111	99	5	1	**216**	7	4	100	281	1	**386**	7	17	8	44	0	**69**	0	**775**
5:00PM	3	15	2	0	**20**	1	32	21	0	0	**53**	0	2	27	92	0	**121**	0	5	2	3	1	**11**	0	**205**
5:15PM	5	12	3	1	**21**	0	17	18	0	1	**36**	1	3	20	71	0	**94**	0	1	0	10	0	**11**	0	**162**
5:30PM	3	18	1	0	**22**	0	28	12	1	0	**41**	3	1	14	36	0	**51**	0	0	0	7	0	**7**	0	**121**
5:45PM	1	19	1	0	**21**	0	18	8	0	0	**26**	0	1	10	19	0	**30**	0	4	1	10	0	**15**	1	**92**
Hourly Total	12	64	7	1	**84**	1	95	59	1	1	**156**	4	7	71	218	0	**296**	0	10	3	30	1	**44**	1	**580**
Total	931	893	74	18	**1916**	38	562	339	56	6	**963**	40	32	297	828	3	**1160**	25	111	152	347	2	**612**	11	**4651**
% Approach	48.6%	46.6%	3.9%	0.9%	**-**	-	58.4%	35.2%	5.8%	0.6%	**-**	-	2.8%	25.6%	71.4%	0.3%	**-**	-	18.1%	24.8%	56.7%	0.3%	**-**	-	-
% Total	20.0%	19.2%	1.6%	0.4%	**41.2%**	-	12.1%	7.3%	1.2%	0.1%	**20.7%**	-	0.7%	6.4%	17.8%	0.1%	**24.9%**	-	2.4%	3.3%	7.5%	0%	**13.2%**	-	-
Lights	931	857	71	18	**1877**	-	544	326	55	6	**931**	-	32	297	827	3	**1159**	-	110	152	339	1	**602**	-	4569
% Lights	100%	96.0%	95.9%	100%	**98.0%**	-	96.8%	96.2%	98.2%	100%	**96.7%**	-	100%	100%	99.9%	100%	**99.9%**	-	99.1%	100%	97.7%	50.0%	**98.4%**	-	98.2%
Articulated Trucks	0	3	0	0	**3**	-	3	2	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Articulated Trucks	0%	0.3%	0%	0%	**0.2%**	-	0.5%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	33	3	0	**36**	-	15	11	1	0	**27**	-	0	0	1	0	**1**	-	1	0	8	1	**10**	-	74
% Buses and Single-Unit Trucks	0%	3.7%	4.1%	0%	**1.9%**	-	2.7%	3.2%	1.8%	0%	**2.8%**	-	0%	0%	0.1%	0%	**0.1%**	-	0.9%	0%	2.3%	50.0%	**1.6%**	-	1.6%
Pedestrians	-	-	-	-	-	37	-	-	-	-	-	40	-	-	-	-	-	25	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	97.4%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	2.6%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Neptune Avenue & Washington Avenue - TMC

Sat Apr 13, 2024
Full Length (11 AM-2 PM, 6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177564, Location: 40.209118, -74.035968, Site Code: 5

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg / Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Avenue Northbound						Neptune Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-13 11:00AM	8	1	4	0	**13**	2	23	1	3	0	**27**	1	4	50	0	0	**54**	0	1	55	3	0	**59**	0	**153**
11:15AM	5	2	8	0	**15**	2	22	5	1	0	**28**	1	1	59	3	0	**63**	0	3	57	2	0	**62**	0	**168**
11:30AM	3	2	8	0	**13**	0	14	0	1	0	**15**	0	3	55	2	0	**60**	0	2	43	7	0	**52**	0	**140**
11:45AM	8	1	5	0	**14**	0	9	1	1	0	**11**	0	1	45	2	0	**48**	0	1	48	4	0	**53**	0	**126**
Hourly Total	24	6	25	0	**55**	4	68	7	6	0	**81**	2	9	209	7	0	**225**	0	7	203	16	0	**226**	0	**587**
12:00PM	4	1	5	0	**10**	0	18	2	0	0	**20**	0	0	41	2	0	**43**	0	0	52	5	0	**57**	0	**130**
12:15PM	1	0	11	0	**12**	0	10	0	0	0	**10**	0	0	61	0	0	**61**	0	3	64	10	1	**78**	1	**161**
12:30PM	7	2	8	0	**17**	0	15	2	1	0	**18**	0	1	59	2	0	**62**	1	1	52	4	0	**57**	1	**154**
12:45PM	10	1	4	0	**15**	0	8	1	5	0	**14**	1	3	72	4	0	**79**	0	0	49	4	0	**53**	0	**161**
Hourly Total	22	4	28	0	**54**	0	51	5	6	0	**62**	1	4	233	8	0	**245**	1	4	217	23	1	**245**	2	**606**
1:00PM	15	0	12	0	**27**	2	15	1	4	0	**20**	1	3	55	3	0	**61**	0	0	62	6	0	**68**	1	**176**
1:15PM	7	2	7	0	**16**	0	10	4	0	0	**14**	0	1	49	1	0	**51**	0	0	61	6	0	**67**	1	**148**
1:30PM	5	1	12	0	**18**	2	6	1	2	0	**9**	0	3	49	1	0	**53**	0	0	48	9	0	**57**	0	**137**
1:45PM	3	2	11	0	**16**	0	8	2	3	0	**13**	1	2	50	2	0	**54**	1	0	44	6	0	**50**	3	**133**
Hourly Total	30	5	42	0	**77**	4	39	8	9	0	**56**	2	9	203	7	0	**219**	1	0	215	27	0	**242**	5	**594**
2024-04-16 6:00AM	0	3	1	0	**4**	1	0	0	0	0	**0**	0	4	13	0	0	**17**	0	0	8	13	0	**21**	0	**42**
6:15AM	7	1	2	0	**10**	0	3	2	0	0	**5**	0	6	17	2	0	**25**	0	2	11	14	0	**27**	0	**67**
6:30AM	4	1	8	0	**13**	0	1	3	1	0	**5**	0	9	30	2	0	**41**	0	2	13	31	0	**46**	0	**105**
6:45AM	6	1	4	0	**11**	3	0	2	1	0	**3**	1	14	68	4	0	**86**	0	1	24	31	0	**56**	0	**156**
Hourly Total	17	6	15	0	**38**	4	4	7	2	0	**13**	1	33	128	8	0	**169**	0	5	56	89	0	**150**	0	**370**
7:00AM	8	2	8	0	**18**	7	5	3	3	0	**11**	1	1	111	5	0	**117**	0	2	50	15	0	**67**	0	**213**
7:15AM	7	1	17	0	**25**	6	3	5	3	0	**11**	4	4	161	1	0	**166**	2	4	115	18	0	**137**	0	**339**
7:30AM	16	2	14	0	**32**	1	9	3	2	0	**14**	0	7	64	5	0	**76**	1	4	89	26	0	**119**	0	**241**
7:45AM	9	1	15	0	**25**	1	3	6	2	0	**11**	0	8	52	5	0	**65**	0	4	40	20	0	**64**	1	**165**
Hourly Total	40	6	54	0	**100**	15	20	17	10	0	**47**	5	20	388	16	0	**424**	3	14	294	79	0	**387**	1	**958**
8:00AM	7	2	5	0	**14**	1	6	0	1	0	**7**	0	5	56	2	0	**63**	0	1	53	16	0	**70**	0	**154**
8:15AM	12	1	13	0	**26**	0	4	1	0	0	**5**	1	2	48	7	0	**57**	0	4	54	24	0	**82**	2	**170**
8:30AM	9	2	11	0	**22**	1	4	2	5	0	**11**	0	4	52	8	0	**64**	0	1	37	10	0	**48**	0	**145**
8:45AM	7	4	5	0	**16**	1	6	7	1	0	**14**	0	5	55	10	0	**70**	0	2	47	12	0	**61**	2	**161**
Hourly Total	35	9	34	0	**78**	3	20	10	7	0	**37**	1	16	211	27	0	**254**	0	8	191	62	0	**261**	4	**630**
3:00PM	22	3	35	1	**61**	0	9	6	0	0	**15**	1	3	71	7	0	**81**	0	1	97	12	0	**110**	2	**267**
3:15PM	27	6	19	0	**52**	2	8	5	1	0	**14**	1	5	61	6	0	**72**	0	2	95	21	0	**118**	2	**256**
3:30PM	36	4	48	0	**88**	2	11	4	0	0	**15**	0	4	70	7	0	**81**	0	1	83	21	0	**105**	4	**289**
3:45PM	17	3	33	0	**53**	1	11	3	1	0	**15**	1	7	82	3	0	**92**	0	0	77	10	0	**87**	1	**247**
Hourly Total	102	16	135	1	**254**	5	39	18	2	0	**59**	3	19	284	23	0	**326**	0	4	352	64	0	**420**	9	**1059**
4:00PM	26	4	43	0	**73**	2	4	1	2	0	**7**	1	4	67	4	0	**75**	0	1	99	21	0	**121**	1	**276**
4:15PM	17	6	30	0	**53**	2	11	2	1	0	**14**	0	3	73	4	0	**80**	0	2	89	11	0	**102**	6	**249**
4:30PM	26	5	37	0	**68**	3	19	0	0	0	**19**	0	6	60	2	0	**68**	1	2	93	6	0	**101**	1	**256**

Leg Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Avenue Northbound						Neptune Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
4:45PM	22	2	22	0	**46**	3	11	1	0	0	**12**	0	5	71	2	0	**78**	0	3	79	12	0	**94**	1	**230**
Hourly Total	91	17	132	0	**240**	10	45	4	3	0	**52**	1	18	271	12	0	**301**	1	8	360	50	0	**418**	9	**1011**
5:00PM	29	3	34	0	**66**	3	11	4	2	0	**17**	1	1	51	2	0	**54**	1	0	93	8	0	**101**	2	**238**
5:15PM	17	2	30	0	**49**	2	11	2	0	0	**13**	0	1	77	2	0	**80**	0	1	84	10	0	**95**	1	**237**
5:30PM	24	2	23	0	**49**	1	6	3	1	0	**10**	0	2	60	1	0	**63**	0	1	97	7	0	**105**	1	**227**
5:45PM	12	2	23	0	**37**	0	10	1	0	0	**11**	0	4	58	2	0	**64**	0	0	80	13	0	**93**	1	**205**
Hourly Total	82	9	110	0	**201**	6	38	10	3	0	**51**	1	8	246	7	0	**261**	1	2	354	38	0	**394**	5	**907**
Total	443	78	575	1	**1097**	51	324	86	48	0	**458**	17	136	2173	115	0	**2424**	7	52	2242	448	1	**2743**	35	**6722**
% Approach	40.4%	7.1%	52.4%	0.1%	**-**	-	70.7%	18.8%	10.5%	0%	**-**	-	5.6%	89.6%	4.7%	0%	**-**	-	1.9%	81.7%	16.3%	0%	**-**	-	-
% Total	6.6%	1.2%	8.6%	0%	**16.3%**	-	4.8%	1.3%	0.7%	0%	**6.8%**	-	2.0%	32.3%	1.7%	0%	**36.1%**	-	0.8%	33.4%	6.7%	0%	**40.8%**	-	-
Lights	439	77	560	1	**1077**	-	318	85	47	0	**450**	-	133	2136	110	0	**2379**	-	50	2181	440	1	**2672**	-	6578
% Lights	99.1%	98.7%	97.4%	100%	**98.2%**	-	98.1%	98.8%	97.9%	0%	**98.3%**	-	97.8%	98.3%	95.7%	0%	**98.1%**	-	96.2%	97.3%	98.2%	100%	**97.4%**	-	97.9%
Articulated Trucks	0	0	3	0	**3**	-	0	0	0	0	**0**	-	0	3	1	0	**4**	-	0	5	0	0	**5**	-	12
% Articulated Trucks	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0.9%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	4	1	12	0	**17**	-	6	1	1	0	**8**	-	3	34	4	0	**41**	-	2	56	8	0	**66**	-	132
% Buses and Single-Unit Trucks	0.9%	1.3%	2.1%	0%	**1.5%**	-	1.9%	1.2%	2.1%	0%	**1.7%**	-	2.2%	1.6%	3.5%	0%	**1.7%**	-	3.8%	2.5%	1.8%	0%	**2.4%**	-	2.0%
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	15	-	-	-	-	-	6	-	-	-	-	-	29	
% Pedestrians	-	-	-	-	-	92.2%	-	-	-	-	-	88.2%	-	-	-	-	-	85.7%	-	-	-	-	-	82.9%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	7.8%	-	-	-	-	-	11.8%	-	-	-	-	-	14.3%	-	-	-	-	-	17.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Neptune Avenue & Washington Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
Forced Peak (Apr 16 2024 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177564, Location: 40.209118, -74.035968, Site Code: 5

Leg / Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Avenue Northbound						Neptune Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-16 7:15AM	7	1	17	0	**25**	6	3	5	3	0	**11**	4	4	161	1	0	**166**	2	4	115	18	0	**137**	0	**339**
7:30AM	16	2	14	0	**32**	1	9	3	2	0	**14**	0	7	64	5	0	**76**	1	4	89	26	0	**119**	0	**241**
7:45AM	9	1	15	0	**25**	1	3	6	2	0	**11**	0	8	52	5	0	**65**	0	4	40	20	0	**64**	1	**165**
8:00AM	7	2	5	0	**14**	1	6	0	1	0	**7**	0	5	56	2	0	**63**	0	1	53	16	0	**70**	0	**154**
Total	39	6	51	0	**96**	9	21	14	8	0	**43**	4	24	333	13	0	**370**	3	13	297	80	0	**390**	1	**899**
% Approach	40.6%	6.3%	53.1%	0%	**-**	-	48.8%	32.6%	18.6%	0%	**-**	-	6.5%	90.0%	3.5%	0%	**-**	-	3.3%	76.2%	20.5%	0%	**-**	-	-
% Total	4.3%	0.7%	5.7%	0%	**10.7%**	-	2.3%	1.6%	0.9%	0%	**4.8%**	-	2.7%	37.0%	1.4%	0%	**41.2%**	-	1.4%	33.0%	8.9%	0%	**43.4%**	-	-
PHF	0.609	0.750	0.750	-	**0.750**	-	0.583	0.583	0.667	-	**0.768**	-	0.750	0.517	0.650	-	**0.557**	-	0.813	0.646	0.769	-	**0.712**	-	0.663
Lights	39	6	50	0	**95**	-	19	13	7	0	**39**	-	24	327	13	0	**364**	-	13	280	78	0	**371**	-	869
% Lights	100%	100%	98.0%	0%	**99.0%**	-	90.5%	92.9%	87.5%	0%	**90.7%**	-	100%	98.2%	100%	0%	**98.4%**	-	100%	94.3%	97.5%	0%	**95.1%**	-	96.7%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	2.0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	2	1	1	0	**4**	-	0	4	0	0	**4**	-	0	16	2	0	**18**	-	26
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	9.5%	7.1%	12.5%	0%	**9.3%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	5.4%	2.5%	0%	**4.6%**	-	2.9%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

A41

5. Neptune Avenue & Washington Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
Forced Peak (Apr 16 2024 3:30PM - 4:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177564, Location: 40.209118, -74.035968, Site Code: 5

Leg / Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Avenue Northbound						Neptune Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-16 3:30PM	36	4	48	0	**88**	2	11	4	0	0	**15**	0	4	70	7	0	**81**	0	1	83	21	0	**105**	4	**289**
3:45PM	17	3	33	0	**53**	1	11	3	1	0	**15**	1	7	82	3	0	**92**	0	0	77	10	0	**87**	1	**247**
4:00PM	26	4	43	0	**73**	2	4	1	2	0	**7**	1	4	67	4	0	**75**	0	1	99	21	0	**121**	1	**276**
4:15PM	17	6	30	0	**53**	2	11	2	1	0	**14**	0	3	73	4	0	**80**	0	2	89	11	0	**102**	6	**249**
Total	96	17	154	0	**267**	7	37	10	4	0	**51**	2	18	292	18	0	**328**	0	4	348	63	0	**415**	12	**1061**
% Approach	36.0%	6.4%	57.7%	0%	**-**	-	72.5%	19.6%	7.8%	0%	**-**	-	5.5%	89.0%	5.5%	0%	**-**	-	1.0%	83.9%	15.2%	0%	**-**	-	-
% Total	9.0%	1.6%	14.5%	0%	**25.2%**	-	3.5%	0.9%	0.4%	0%	**4.8%**	-	1.7%	27.5%	1.7%	0%	**30.9%**	-	0.4%	32.8%	5.9%	0%	**39.1%**	-	-
PHF	0.667	0.708	0.802	-	**0.759**	-	0.841	0.625	0.500	-	**0.850**	-	0.643	0.890	0.643	-	**0.891**	-	0.500	0.879	0.750	-	**0.857**	-	0.918
Lights	95	17	154	0	**266**	-	36	10	4	0	**50**	-	18	289	18	0	**325**	-	4	346	62	0	**412**	-	1053
% Lights	99.0%	100%	100%	0%	**99.6%**	-	97.3%	100%	100%	0%	**98.0%**	-	100%	99.0%	100%	0%	**99.1%**	-	100%	99.4%	98.4%	0%	**99.3%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	1	0	0	0	**1**	-	0	3	0	0	**3**	-	0	2	1	0	**3**	-	8
% Buses and Single-Unit Trucks	1.0%	0%	0%	0%	**0.4%**	-	2.7%	0%	0%	0%	**2.0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	0.6%	1.6%	0%	**0.7%**	-	0.8%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Neptune Avenue & Washington Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Midday Peak (WKND), Forced Peak (Apr 13 2024 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177564, Location: 40.209118, -74.035968, Site Code: 5

Leg Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Avenue Northbound						Neptune Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-04-13 12:15PM	1	0	11	0	**12**	0	10	0	0	0	**10**	0	0	61	0	0	**61**	0	3	64	10	1	**78**	1	**161**
12:30PM	7	2	8	0	**17**	0	15	2	1	0	**18**	0	1	59	2	0	**62**	1	1	52	4	0	**57**	1	**154**
12:45PM	10	1	4	0	**15**	0	8	1	5	0	**14**	1	3	72	4	0	**79**	0	0	49	4	0	**53**	0	**161**
1:00PM	15	0	12	0	**27**	2	15	1	4	0	**20**	1	3	55	3	0	**61**	0	0	62	6	0	**68**	1	**176**
Total	33	3	35	0	**71**	2	48	4	10	0	**62**	2	7	247	9	0	**263**	1	4	227	24	1	**256**	3	**652**
% Approach	46.5%	4.2%	49.3%	0%	**-**	-	77.4%	6.5%	16.1%	0%	**-**	-	2.7%	93.9%	3.4%	0%	**-**	-	1.6%	88.7%	9.4%	0.4%	**-**	-	-
% Total	5.1%	0.5%	5.4%	0%	**10.9%**	-	7.4%	0.6%	1.5%	0%	**9.5%**	-	1.1%	37.9%	1.4%	0%	**40.3%**	-	0.6%	34.8%	3.7%	0.2%	**39.3%**	-	-
PHF	0.550	0.375	0.729	-	**0.657**	-	0.800	0.500	0.500	-	**0.775**	-	0.583	0.858	0.563	-	**0.832**	-	0.333	0.887	0.600	0.250	**0.821**	-	0.926
Lights	33	3	34	0	**70**	-	48	4	10	0	**62**	-	6	242	8	0	**256**	-	4	224	24	1	**253**	-	641
% Lights	100%	100%	97.1%	0%	**98.6%**	-	100%	100%	100%	0%	**100%**	-	85.7%	98.0%	88.9%	0%	**97.3%**	-	100%	98.7%	100%	100%	**98.8%**	-	98.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	5	1	0	**7**	-	0	3	0	0	**3**	-	11
% Buses and Single-Unit Trucks	0%	0%	2.9%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	14.3%	2.0%	11.1%	0%	**2.7%**	-	0%	1.3%	0%	0%	**1.2%**	-	1.7%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Full Length (11 AM-2 PM, 6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177568, Location: 40.207369, -74.041522, Site Code: 6

Leg	Corlies Avenue					Corlies Avenue						Hospital Entrance						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-04-13 11:00AM	20	125	0	**145**	0	162	9	0	0	**171**	0	13	4	0	15	**32**	2	**348**
11:15AM	25	142	0	**167**	1	203	6	0	0	**209**	0	3	7	0	10	**20**	0	**396**
11:30AM	30	137	0	**167**	0	142	5	0	0	**147**	0	8	10	0	14	**32**	0	**346**
11:45AM	23	144	0	**167**	0	162	9	0	1	**172**	0	3	7	0	14	**24**	0	**363**
Hourly Total	98	548	0	**646**	1	669	29	0	1	**699**	0	27	28	0	53	**108**	2	**1453**
12:00PM	26	136	0	**162**	0	158	7	0	1	**166**	0	7	12	0	11	**30**	0	**358**
12:15PM	20	141	0	**161**	0	165	6	0	2	**173**	0	9	8	0	10	**27**	0	**361**
12:30PM	38	143	0	**181**	0	166	9	0	3	**178**	2	7	10	0	15	**32**	0	**391**
12:45PM	27	139	0	**166**	0	157	10	0	1	**168**	0	8	16	0	4	**28**	1	**362**
Hourly Total	111	559	0	**670**	0	646	32	0	7	**685**	2	31	46	0	40	**117**	1	**1472**
1:00PM	32	123	0	**155**	1	185	4	0	1	**190**	2	13	13	0	18	**44**	2	**389**
1:15PM	26	142	0	**168**	0	162	7	0	0	**169**	0	5	9	0	13	**27**	2	**364**
1:30PM	24	133	0	**157**	0	145	11	0	1	**157**	1	8	9	0	13	**30**	1	**344**
1:45PM	24	113	0	**137**	0	146	9	0	0	**155**	0	7	10	0	16	**33**	1	**325**
Hourly Total	106	511	0	**617**	1	638	31	0	2	**671**	3	33	41	0	60	**134**	6	**1422**
2024-04-16 6:00AM	44	81	0	**125**	0	65	2	0	0	**67**	0	2	1	0	3	**6**	0	**198**
6:15AM	75	147	0	**222**	0	67	7	0	0	**74**	0	4	0	0	10	**14**	0	**310**
6:30AM	160	204	0	**364**	0	112	7	0	0	**119**	1	4	0	0	16	**20**	0	**503**
6:45AM	153	222	0	**375**	0	124	23	0	1	**148**	2	4	1	0	15	**20**	2	**543**
Hourly Total	432	654	0	**1086**	0	368	39	0	1	**408**	3	14	2	0	44	**60**	2	**1554**
7:00AM	109	219	0	**328**	3	130	12	0	0	**142**	5	5	5	0	13	**23**	0	**493**
7:15AM	55	222	0	**277**	1	181	11	0	0	**192**	3	11	12	0	27	**50**	0	**519**
7:30AM	90	226	0	**316**	0	215	12	0	0	**227**	5	9	59	0	52	**120**	0	**663**
7:45AM	88	248	0	**336**	1	166	12	0	1	**179**	7	6	36	0	38	**80**	1	**595**
Hourly Total	342	915	0	**1257**	5	692	47	0	1	**740**	20	31	112	0	130	**273**	1	**2270**
8:00AM	82	223	0	**305**	3	178	8	0	0	**186**	5	8	41	0	13	**62**	1	**553**
8:15AM	74	260	0	**334**	8	204	7	0	0	**211**	7	5	7	0	15	**27**	4	**572**
8:30AM	90	201	0	**291**	1	162	5	0	0	**167**	6	5	3	0	19	**27**	2	**485**
8:45AM	67	241	0	**308**	0	149	7	0	0	**156**	1	4	3	0	17	**24**	2	**488**
Hourly Total	313	925	0	**1238**	12	693	27	0	0	**720**	19	22	54	0	64	**140**	9	**2098**
3:00PM	32	169	0	**201**	4	268	8	0	0	**276**	6	13	41	0	17	**71**	1	**548**
3:15PM	28	163	0	**191**	4	252	7	0	0	**259**	4	14	47	0	12	**73**	1	**523**
3:30PM	31	169	0	**200**	3	308	6	0	1	**315**	2	16	46	0	14	**76**	3	**591**
3:45PM	38	199	0	**237**	3	267	5	0	0	**272**	2	7	42	0	13	**62**	1	**571**
Hourly Total	129	700	0	**829**	14	1095	26	0	1	**1122**	14	50	176	0	56	**282**	6	**2233**
4:00PM	32	165	0	**197**	2	289	11	2	0	**302**	5	5	43	0	11	**59**	0	**558**
4:15PM	23	157	0	**180**	2	310	9	0	0	**319**	2	7	42	0	8	**57**	2	**556**
4:30PM	29	154	0	**183**	6	302	8	0	0	**310**	8	7	58	0	4	**69**	1	**562**

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound						Hospital Entrance Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
4:45PM	26	144	0	**170**	1	298	9	0	0	**307**	1	10	45	0	12	**67**	2	**544**
Hourly Total	110	620	0	**730**	11	1199	37	2	0	**1238**	16	29	188	0	35	**252**	5	**2220**
5:00PM	25	148	0	**173**	5	329	6	0	0	**335**	4	11	43	0	20	**74**	1	**582**
5:15PM	38	152	0	**190**	1	299	7	0	0	**306**	1	4	36	0	20	**60**	0	**556**
5:30PM	21	166	0	**187**	1	253	7	0	0	**260**	4	10	30	0	14	**54**	0	**501**
5:45PM	46	172	0	**218**	0	215	7	0	1	**223**	1	10	17	0	25	**52**	0	**493**
Hourly Total	130	638	0	**768**	7	1096	27	0	1	**1124**	10	35	126	0	79	**240**	1	**2132**
Total	1771	6070	0	**7841**	51	7096	295	2	14	**7407**	87	272	773	0	561	**1606**	33	**16854**
% Approach	22.6%	77.4%	0%	**-**	-	95.8%	4.0%	0%	0.2%	**-**	-	16.9%	48.1%	0%	34.9%	**-**	-	-
% Total	10.5%	36.0%	0%	**46.5%**	-	42.1%	1.8%	0%	0.1%	**43.9%**	-	1.6%	4.6%	0%	3.3%	**9.5%**	-	-
Lights	1767	5916	0	**7683**	-	6920	294	2	14	**7230**	-	272	770	0	554	**1596**	-	16509
% Lights	99.8%	97.5%	0%	**98.0%**	-	97.5%	99.7%	100%	100%	**97.6%**	-	100%	99.6%	0%	98.8%	**99.4%**	-	98.0%
Articulated Trucks	0	18	0	**18**	-	15	0	0	0	**15**	-	0	0	0	1	**1**	-	34
% Articulated Trucks	0%	0.3%	0%	**0.2%**	-	0.2%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0.2%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	4	136	0	**140**	-	161	1	0	0	**162**	-	0	3	0	6	**9**	-	311
% Buses and Single-Unit Trucks	0.2%	2.2%	0%	**1.8%**	-	2.3%	0.3%	0%	0%	**2.2%**	-	0%	0.4%	0%	1.1%	**0.6%**	-	1.8%
Pedestrians	-	-	-	-	51	-	-	-	-	-	87	-	-	-	-	-	23	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	69.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	10	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	30.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
Forced Peak (Apr 16 2024 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177568, Location: 40.207369, -74.041522, Site Code: 6

Leg	Corlies Avenue					Corlies Avenue						Hospital Entrance						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-04-16 7:15AM	55	222	0	**277**	1	181	11	0	0	**192**	3	11	12	0	27	**50**	0	**519**
7:30AM	90	226	0	**316**	0	215	12	0	0	**227**	5	9	59	0	52	**120**	0	**663**
7:45AM	88	248	0	**336**	1	166	12	0	1	**179**	7	6	36	0	38	**80**	1	**595**
8:00AM	82	223	0	**305**	3	178	8	0	0	**186**	5	8	41	0	13	**62**	1	**553**
Total	315	919	0	**1234**	5	740	43	0	1	**784**	20	34	148	0	130	**312**	2	**2330**
% Approach	25.5%	74.5%	0%	**-**	-	94.4%	5.5%	0%	0.1%	**-**	-	10.9%	47.4%	0%	41.7%	**-**	-	-
% Total	13.5%	39.4%	0%	**53.0%**	-	31.8%	1.8%	0%	0%	**33.6%**	-	1.5%	6.4%	0%	5.6%	**13.4%**	-	-
PHF	0.875	0.926	-	**0.918**	-	0.860	0.896	-	0.250	**0.863**	-	0.773	0.627	-	0.625	**0.650**	-	0.879
Lights	315	892	0	**1207**	-	695	43	0	1	**739**	-	34	148	0	130	**312**	-	2258
% Lights	100%	97.1%	0%	**97.8%**	-	93.9%	100%	0%	100%	**94.3%**	-	100%	100%	0%	100%	**100%**	-	96.9%
Articulated Trucks	0	3	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	24	0	**24**	-	45	0	0	0	**45**	-	0	0	0	0	**0**	-	69
% Buses and Single-Unit Trucks	0%	2.6%	0%	**1.9%**	-	6.1%	0%	0%	0%	**5.7%**	-	0%	0%	0%	0%	**0%**	-	3.0%
Pedestrians	-	-	-	-	5	-	-	-	-	-	20	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Apr 16, 2024
PM Peak (Apr 16 2024 3:30PM - 4:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177568, Location: 40.207369, -74.041522, Site Code: 6

Leg	Corlies Avenue					Corlies Avenue						Hospital Entrance						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-04-16 3:30PM	31	169	0	**200**	3	308	6	0	1	**315**	2	16	46	0	14	**76**	3	**591**
3:45PM	38	199	0	**237**	3	267	5	0	0	**272**	2	7	42	0	13	**62**	1	**571**
4:00PM	32	165	0	**197**	2	289	11	2	0	**302**	5	5	43	0	11	**59**	0	**558**
4:15PM	23	157	0	**180**	2	310	9	0	0	**319**	2	7	42	0	8	**57**	2	**556**
Total	124	690	0	**814**	10	1174	31	2	1	**1208**	11	35	173	0	46	**254**	6	**2276**
% Approach	15.2%	84.8%	0%	**-**	-	97.2%	2.6%	0.2%	0.1%	**-**	-	13.8%	68.1%	0%	18.1%	**-**	-	-
% Total	5.4%	30.3%	0%	**35.8%**	-	51.6%	1.4%	0.1%	0%	**53.1%**	-	1.5%	7.6%	0%	2.0%	**11.2%**	-	-
PHF	0.816	0.867	-	**0.859**	-	0.947	0.705	0.250	0.250	**0.947**	-	0.547	0.940	-	0.821	**0.836**	-	0.963
Lights	124	672	0	**796**	-	1153	30	2	1	**1186**	-	35	172	0	46	**253**	-	2235
% Lights	100%	97.4%	0%	**97.8%**	-	98.2%	96.8%	100%	100%	**98.2%**	-	100%	99.4%	0%	100%	**99.6%**	-	98.2%
Articulated Trucks	0	1	0	**1**	-	3	0	0	0	**3**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.1%	0%	**0.1%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	17	0	**17**	-	18	1	0	0	**19**	-	0	1	0	0	**1**	-	37
% Buses and Single-Unit Trucks	0%	2.5%	0%	**2.1%**	-	1.5%	3.2%	0%	0%	**1.6%**	-	0%	0.6%	0%	0%	**0.4%**	-	1.6%
Pedestrians	-	-	-	-	10	-	-	-	-	-	11	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Apr 13, 2024
Forced Peak (Apr 13 2024 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1177568, Location: 40.207369, -74.041522, Site Code: 6

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound						Hospital Entrance Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-04-13 12:15PM	20	141	0	**161**	0	165	6	0	2	**173**	0	9	8	0	10	**27**	0	**361**
12:30PM	38	143	0	**181**	0	166	9	0	3	**178**	2	7	10	0	15	**32**	0	**391**
12:45PM	27	139	0	**166**	0	157	10	0	1	**168**	0	8	16	0	4	**28**	1	**362**
1:00PM	32	123	0	**155**	1	185	4	0	1	**190**	2	13	13	0	18	**44**	2	**389**
Total	117	546	0	**663**	1	673	29	0	7	**709**	4	37	47	0	47	**131**	3	**1503**
% Approach	17.6%	82.4%	0%	**-**	-	94.9%	4.1%	0%	1.0%	**-**	-	28.2%	35.9%	0%	35.9%	**-**	-	-
% Total	7.8%	36.3%	0%	**44.1%**	-	44.8%	1.9%	0%	0.5%	**47.2%**	-	2.5%	3.1%	0%	3.1%	**8.7%**	-	-
PHF	0.770	0.955	-	**0.916**	-	0.909	0.725	-	0.583	**0.933**	-	0.712	0.734	-	0.653	**0.744**	-	0.961
Lights	117	536	0	**653**	-	664	29	0	7	**700**	-	37	47	0	45	**129**	-	1482
% Lights	100%	98.2%	0%	**98.5%**	-	98.7%	100%	0%	100%	**98.7%**	-	100%	100%	0%	95.7%	**98.5%**	-	98.6%
Articulated Trucks	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	10	0	**10**	-	8	0	0	0	**8**	-	0	0	0	2	**2**	-	20
% Buses and Single-Unit Trucks	0%	1.8%	0%	**1.5%**	-	1.2%	0%	0%	0%	**1.1%**	-	0%	0%	0%	4.3%	**1.5%**	-	1.3%
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

SUMMER TURNING MOVEMENT COUNT DATA

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Sat Jul 27, 2024
Full Length ()
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211304, Location: 40.207602, -74.03988, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg / Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Parking Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-07-27 11:00AM	0	201	0	0	**201**	0	2	178	0	1	**181**	0	0	0	1	0	**1**	0	0	0	8	0	**8**	1	**391**
11:15AM	0	170	0	0	**170**	0	1	150	0	0	**151**	0	0	0	0	0	**0**	2	1	0	1	0	**2**	3	**323**
11:30AM	0	218	0	0	**218**	0	0	144	0	0	**144**	0	0	0	0	0	**0**	1	0	0	4	0	**4**	0	**366**
11:45AM	0	223	0	0	**223**	0	2	172	2	0	**176**	0	0	0	0	0	**0**	1	0	0	3	0	**3**	0	**402**
Hourly Total	0	812	0	0	**812**	0	5	644	2	1	**652**	0	0	0	1	0	**1**	4	1	0	16	0	**17**	4	**1482**
12:00PM	0	225	1	0	**226**	0	1	157	1	0	**159**	0	0	0	1	0	**1**	0	0	0	9	0	**9**	1	**395**
12:15PM	0	192	1	0	**193**	0	0	161	1	0	**162**	0	0	0	1	0	**1**	0	0	0	2	0	**2**	0	**358**
12:30PM	0	211	0	0	**211**	0	0	180	0	0	**180**	2	0	0	0	0	**0**	2	0	0	6	0	**6**	2	**397**
12:45PM	0	180	0	0	**180**	0	0	184	2	0	**186**	0	0	0	2	0	**2**	0	0	0	3	0	**3**	1	**371**
Hourly Total	0	808	2	0	**810**	0	1	682	4	0	**687**	2	0	0	4	0	**4**	2	0	0	20	0	**20**	4	**1521**
1:00PM	1	192	2	0	**195**	0	2	213	0	0	**215**	0	0	0	1	0	**1**	0	0	1	7	0	**8**	0	**419**
1:15PM	0	177	0	0	**177**	0	2	157	1	0	**160**	0	0	0	0	0	**0**	0	0	0	5	0	**5**	0	**342**
1:30PM	1	170	1	0	**172**	0	2	184	2	0	**188**	0	0	0	1	0	**1**	0	0	0	14	0	**14**	0	**375**
1:45PM	2	153	0	0	**155**	0	1	184	1	0	**186**	0	0	0	0	0	**0**	0	0	0	9	0	**9**	0	**350**
Hourly Total	4	692	3	0	**699**	0	7	738	4	0	**749**	0	0	0	2	0	**2**	0	0	1	35	0	**36**	0	**1486**
2024-07-30 6:00AM	2	67	2	0	**71**	0	0	53	2	0	**55**	0	0	0	0	0	**0**	0	1	0	3	0	**4**	0	**130**
6:15AM	5	120	0	0	**125**	1	0	72	0	0	**72**	0	0	1	0	0	**1**	0	0	1	5	0	**6**	0	**204**
6:30AM	15	216	4	0	**235**	0	0	100	6	0	**106**	0	0	0	0	0	**0**	1	0	0	8	0	**8**	2	**349**
6:45AM	22	222	3	0	**247**	0	0	152	14	0	**166**	3	0	0	0	0	**0**	2	0	0	9	0	**9**	1	**422**
Hourly Total	44	625	9	0	**678**	1	0	377	22	0	**399**	3	0	1	0	0	**1**	3	1	1	25	0	**27**	3	**1105**
7:00AM	8	135	9	0	**152**	0	1	123	7	0	**131**	1	0	0	0	0	**0**	4	0	0	8	0	**8**	1	**291**
7:15AM	1	172	5	0	**178**	0	3	127	9	0	**139**	0	0	0	1	0	**1**	0	1	1	14	0	**16**	0	**334**
7:30AM	1	199	4	0	**204**	0	3	142	5	0	**150**	0	0	2	2	0	**4**	0	0	1	18	0	**19**	1	**377**
7:45AM	1	230	11	0	**242**	0	2	156	3	0	**161**	0	0	0	1	0	**1**	2	0	1	15	0	**16**	1	**420**
Hourly Total	11	736	29	0	**776**	0	9	548	24	0	**581**	1	0	2	4	0	**6**	6	1	3	55	0	**59**	3	**1422**
8:00AM	1	199	8	0	**208**	0	3	150	5	0	**158**	0	1	0	0	0	**1**	0	0	0	13	0	**13**	0	**380**
8:15AM	0	207	8	0	**215**	0	5	150	7	0	**162**	0	0	0	0	0	**0**	0	0	1	8	0	**9**	0	**386**
8:30AM	4	180	12	0	**196**	1	4	145	9	0	**158**	0	0	0	1	0	**1**	0	0	0	14	0	**14**	0	**369**
8:45AM	1	291	11	0	**303**	1	4	175	9	0	**188**	0	0	0	3	0	**3**	2	0	0	7	0	**7**	2	**501**
Hourly Total	6	877	39	0	**922**	2	16	620	30	0	**666**	0	1	0	4	0	**5**	2	0	1	42	0	**43**	2	**1636**
3:00PM	0	168	5	0	**173**	1	1	253	5	0	**259**	0	0	0	6	0	**6**	1	0	0	23	0	**23**	2	**461**
3:15PM	1	178	6	0	**185**	0	7	274	1	0	**282**	4	0	0	1	0	**1**	0	0	0	30	0	**30**	0	**498**
3:30PM	1	165	4	0	**170**	0	4	297	3	0	**304**	0	0	0	9	0	**9**	1	0	0	32	0	**32**	0	**515**
3:45PM	0	180	6	0	**186**	0	3	274	1	0	**278**	0	1	0	5	0	**6**	0	0	0	28	0	**28**	2	**498**
Hourly Total	2	691	21	0	**714**	1	15	1098	10	0	**1123**	4	1	0	21	0	**22**	2	0	0	113	0	**113**	4	**1972**
4:00PM	1	177	1	0	**179**	2	4	302	3	0	**309**	0	0	0	5	0	**5**	1	0	0	17	0	**17**	2	**510**
4:15PM	0	145	2	0	**147**	0	2	281	0	0	**283**	0	0	0	3	0	**3**	3	0	0	27	0	**27**	2	**460**
4:30PM	1	177	0	0	**178**	0	6	313	0	1	**320**	0	0	0	4	0	**4**	0	0	0	19	0	**19**	3	**521**
4:45PM	0	154	1	0	**155**	0	2	294	2	0	**298**	0	0	0	1	0	**1**	3	0	0	22	0	**22**	0	**476**
Hourly Total	2	653	4	0	**659**	2	14	1190	5	1	**1210**	0	0	0	13	0	**13**	7	0	0	85	0	**85**	7	**1967**
5:00PM	0	177	2	0	**179**	0	3	301	2	0	**306**	0	0	0	8	0	**8**	1	0	0	29	0	**29**	1	**522**
5:15PM	0	161	0	0	**161**	0	1	303	2	0	**306**	0	0	0	1	0	**1**	0	0	1	19	0	**20**	1	**488**
5:30PM	0	207	0	0	**207**	0	2	219	0	1	**222**	1	0	0	2	0	**2**	1	0	0	22	0	**22**	1	**453**
5:45PM	1	167	0	0	**168**	0	1	215	1	0	**217**	1	0	0	1	0	**1**	0	2	1	11	0	**14**	1	**400**
Hourly Total	1	712	2	0	**715**	0	7	1038	5	1	**1051**	2	0	0	12	0	**12**	2	2	2	81	0	**85**	4	**1863**
Total	70	6606	109	0	**6785**	6	74	6935	106	3	**7118**	12	2	3	61	0	**66**	28	5	8	472	0	**485**	31	**14454**
% Approach	1.0%	97.4%	1.6%	0%	**-**	-	1.0%	97.4%	1.5%	0%	**-**	-	3.0%	4.5%	92.4%	0%	**-**	-	1.0%	1.6%	97.3%	0%	**-**	-	-
% Total	0.5%	45.7%	0.8%	0%	**46.9%**	-	0.5%	48.0%	0.7%	0%	**49.2%**	-	0%	0%	0.4%	0%	**0.5%**	-	0%	0.1%	3.3%	0%	**3.4%**	-	-
Lights	69	6447	108	0	**6624**	-	72	6770	106	3	**6951**	-	2	3	61	0	**66**	-	5	8	466	0	**479**	-	14120
% Lights	98.6%	97.6%	99.1%	0%	**97.6%**	-	97.3%	97.6%	100%	100%	**97.7%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	98.7%	0%	**98.8%**	-	97.7%
Articulated Trucks	0	14	1	0	**15**	-	0	20	0	0	**20**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	35
% Articulated Trucks	0%	0.2%	0.9%	0%	**0.2%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	1	145	0	0	**146**	-	2	145	0	0	**147**	-	0	0	0	0	**0**	-	0	0	6	0	**6**	-	299
% Buses and Single-Unit Trucks	1.4%	2.2%	0%	0%	**2.2%**	-	2.7%	2.1%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.3%	0%	**1.2%**	-	2.1%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	21	-	-	-	-	-	23	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	74.2%	-

Leg	Corlies Avenue						Corlies Avenue						Business Parking						Hospital Entrance						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	8	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	25.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Tue Jul 30, 2024
AM Peak (Jul 30 2024 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211304, Location: 40.207602, -74.03988, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg	Corlies Avenue						Corlies Avenue						Business Parking						Hospital Entrance						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-07-30 8:00AM	1	199	8	0	**208**	0	3	150	5	0	**158**	0	1	0	0	0	**1**	0	0	0	13	0	**13**	0	**380**
8:15AM	0	207	8	0	**215**	0	5	150	7	0	**162**	0	0	0	0	0	**0**	0	0	1	8	0	**9**	0	**386**
8:30AM	4	180	12	0	**196**	1	4	145	9	0	**158**	0	0	0	1	0	**1**	0	0	0	14	0	**14**	0	**369**
8:45AM	1	291	11	0	**303**	1	4	175	9	0	**188**	0	0	0	3	0	**3**	2	0	0	7	0	**7**	2	**501**
Total	6	877	39	0	**922**	2	16	620	30	0	**666**	0	1	0	4	0	**5**	2	0	1	42	0	**43**	2	**1636**
% Approach	0.7%	95.1%	4.2%	0%	**-**	-	2.4%	93.1%	4.5%	0%	**-**	-	20.0%	0%	80.0%	0%	**-**	-	0%	2.3%	97.7%	0%	**-**	-	-
% Total	0.4%	53.6%	2.4%	0%	**56.4%**	-	1.0%	37.9%	1.8%	0%	**40.7%**	-	0.1%	0%	0.2%	0%	**0.3%**	-	0%	0.1%	2.6%	0%	**2.6%**	-	-
PHF	0.375	0.753	0.813	-	**0.761**	-	0.800	0.886	0.833	-	**0.886**	-	0.250	-	0.333	-	**0.417**	-	-	0.250	0.750	-	**0.768**	-	0.816
Lights	6	852	39	0	**897**	-	16	587	30	0	**633**	-	1	0	4	0	**5**	-	0	1	41	0	**42**	-	1577
% Lights	100%	97.1%	100%	0%	**97.3%**	-	100%	94.7%	100%	0%	**95.0%**	-	100%	0%	100%	0%	**100%**	-	0%	100%	97.6%	0%	**97.7%**	-	96.4%
Articulated Trucks	0	1	0	0	**1**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	0	24	0	0	**24**	-	0	27	0	0	**27**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	52
% Buses and Single-Unit Trucks	0%	2.7%	0%	0%	**2.6%**	-	0%	4.4%	0%	0%	**4.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.4%	0%	**2.3%**	-	3.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Tue Jul 30, 2024
PM Peak (Jul 30 2024 3:15PM - 4:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211304, Location: 40.207602, -74.03988, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg / Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Parking Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-07-30 3:15PM	1	178	6	0	**185**	0	7	274	1	0	**282**	4	0	0	1	0	**1**	0	0	0	30	0	**30**	0	**498**
3:30PM	1	165	4	0	**170**	0	4	297	3	0	**304**	0	0	0	9	0	**9**	1	0	0	32	0	**32**	0	**515**
3:45PM	0	180	6	0	**186**	0	3	274	1	0	**278**	0	1	0	5	0	**6**	0	0	0	28	0	**28**	2	**498**
4:00PM	1	177	1	0	**179**	2	4	302	3	0	**309**	0	0	0	5	0	**5**	1	0	0	17	0	**17**	2	**510**
Total	3	700	17	0	**720**	2	18	1147	8	0	**1173**	4	1	0	20	0	**21**	2	0	0	107	0	**107**	4	**2021**
% Approach	0.4%	97.2%	2.4%	0%	**-**	-	1.5%	97.8%	0.7%	0%	**-**	-	4.8%	0%	95.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0.1%	34.6%	0.8%	0%	**35.6%**	-	0.9%	56.8%	0.4%	0%	**58.0%**	-	0%	0%	1.0%	0%	**1.0%**	-	0%	0%	5.3%	0%	**5.3%**	-	**-**
PHF	0.750	0.972	0.708	-	**0.968**	-	0.643	0.950	0.667	-	**0.949**	-	0.250	-	0.556	-	**0.583**	-	-	-	0.836	-	**0.836**	-	0.981
Lights	3	679	16	0	**698**	-	18	1118	8	0	**1144**	-	1	0	20	0	**21**	-	0	0	107	0	**107**	-	1970
% Lights	100%	97.0%	94.1%	0%	**96.9%**	-	100%	97.5%	100%	0%	**97.5%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	100%	0%	**100%**	-	97.5%
Articulated Trucks	0	1	1	0	**2**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.1%	5.9%	0%	**0.3%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	0	20	0	0	**20**	-	0	22	0	0	**22**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	42
% Buses and Single-Unit Trucks	0%	2.9%	0%	0%	**2.8%**	-	0%	1.9%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Corlies Avenue & Main Hospital Entrance E... - TMC

Sat Jul 27, 2024
Midday Peak (WKND) (Jul 27 2024 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211304, Location: 40.207602, -74.03988, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg / Direction	Corlies Avenue Eastbound						Corlies Avenue Westbound						Business Parking Northbound						Hospital Entrance Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-07-27 11:45AM	0	223	0	0	**223**	0	2	172	2	0	**176**	0	0	0	0	0	**0**	1	0	0	3	0	**3**	0	**402**
12:00PM	0	225	1	0	**226**	0	1	157	1	0	**159**	0	0	0	1	0	**1**	0	0	0	9	0	**9**	1	**395**
12:15PM	0	192	1	0	**193**	0	0	161	1	0	**162**	0	0	0	1	0	**1**	0	0	0	2	0	**2**	0	**358**
12:30PM	0	211	0	0	**211**	0	0	180	0	0	**180**	2	0	0	0	0	**0**	2	0	0	6	0	**6**	2	**397**
Total	0	851	2	0	**853**	0	3	670	4	0	**677**	2	0	0	2	0	**2**	3	0	0	20	0	**20**	3	**1552**
% Approach	0%	99.8%	0.2%	0%	**-**	-	0.4%	99.0%	0.6%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0%	54.8%	0.1%	0%	**55.0%**	-	0.2%	43.2%	0.3%	0%	**43.6%**	-	0%	0%	0.1%	0%	**0.1%**	-	0%	0%	1.3%	0%	**1.3%**	-	**-**
PHF	-	0.946	0.500	-	**0.944**	-	0.375	0.931	0.500	-	**0.940**	-	-	-	0.500	-	**0.500**	-	-	-	0.556	-	**0.556**	-	0.965
Lights	0	843	2	0	**845**	-	3	659	4	0	**666**	-	0	0	2	0	**2**	-	0	0	20	0	**20**	-	1533
% Lights	0%	99.1%	100%	0%	**99.1%**	-	100%	98.4%	100%	0%	**98.4%**	-	0%	0%	100%	0%	**100%**	-	0%	0%	100%	0%	**100%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	8	0	0	**8**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	19
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	**0.9%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Sat Jul 27, 2024
Full Length ()
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211305, Location: 40.20797, -74.037445, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound					Davis Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2024-07-27 9:00AM	7	150	0	**157**	0	118	6	0	**124**	0	0	6	0	**6**	0	**287**
9:15AM	5	154	0	**159**	0	93	3	0	**96**	0	0	6	0	**6**	0	**261**
9:30AM	6	176	0	**182**	0	158	2	0	**160**	1	0	2	0	**2**	1	**344**
9:45AM	2	184	0	**186**	0	116	6	0	**122**	0	1	1	0	**2**	0	**310**
Hourly Total	20	664	0	**684**	0	485	17	0	**502**	1	1	15	0	**16**	1	**1202**
10:00AM	10	196	0	**206**	0	142	3	0	**145**	0	0	7	0	**7**	0	**358**
10:15AM	8	191	0	**199**	0	148	5	0	**153**	0	0	6	0	**6**	0	**358**
10:30AM	8	180	0	**188**	0	158	4	0	**162**	0	0	1	0	**1**	2	**351**
10:45AM	5	225	0	**230**	0	171	3	0	**174**	0	0	7	0	**7**	2	**411**
Hourly Total	31	792	0	**823**	0	619	15	0	**634**	0	0	21	0	**21**	4	**1478**
11:00AM	6	207	0	**213**	0	174	2	0	**176**	0	0	5	0	**5**	1	**394**
11:15AM	6	170	0	**176**	0	138	3	0	**141**	0	0	10	0	**10**	2	**327**
11:30AM	6	213	0	**219**	0	143	4	0	**147**	0	0	5	0	**5**	0	**371**
11:45AM	10	212	0	**222**	0	171	2	0	**173**	0	0	3	0	**3**	0	**398**
Hourly Total	28	802	0	**830**	0	626	11	0	**637**	0	0	23	0	**23**	3	**1490**
12:00PM	8	220	0	**228**	0	147	2	0	**149**	1	0	9	0	**9**	1	**386**
12:15PM	4	194	0	**198**	0	160	4	0	**164**	0	0	2	0	**2**	0	**364**
12:30PM	4	205	0	**209**	0	171	5	0	**176**	0	0	9	0	**9**	2	**394**
12:45PM	8	175	0	**183**	0	181	1	0	**182**	0	0	6	0	**6**	1	**371**
Hourly Total	24	794	0	**818**	0	659	12	0	**671**	1	0	26	0	**26**	4	**1515**
2024-07-30 6:00AM	29	40	0	**69**	0	54	10	0	**64**	0	0	3	0	**3**	0	**136**
6:15AM	87	37	0	**124**	0	70	22	0	**92**	0	0	0	0	**0**	0	**216**
6:30AM	132	70	0	**202**	0	111	51	0	**162**	0	0	3	0	**3**	2	**367**
6:45AM	114	119	0	**233**	0	149	43	0	**192**	0	0	8	0	**8**	2	**433**
Hourly Total	362	266	0	**628**	0	384	126	0	**510**	0	0	14	0	**14**	4	**1152**
7:00AM	68	72	0	**140**	0	127	22	0	**149**	0	0	6	0	**6**	1	**295**
7:15AM	85	98	0	**183**	0	128	22	0	**150**	0	0	15	0	**15**	1	**348**
7:30AM	118	85	0	**203**	0	154	26	0	**180**	0	0	20	0	**20**	2	**403**
7:45AM	99	139	0	**238**	0	147	28	0	**175**	0	0	13	0	**13**	1	**426**
Hourly Total	370	394	0	**764**	0	556	98	0	**654**	0	0	54	0	**54**	5	**1472**
8:00AM	75	124	0	**199**	0	141	20	0	**161**	0	0	17	0	**17**	0	**377**
8:15AM	77	129	0	**206**	0	146	21	0	**167**	0	0	14	0	**14**	0	**387**
8:30AM	54	136	0	**190**	0	150	15	0	**165**	0	0	16	0	**16**	0	**371**
8:45AM	71	220	0	**291**	0	168	10	0	**178**	0	0	20	0	**20**	1	**489**
Hourly Total	277	609	0	**886**	0	605	66	0	**671**	0	0	67	0	**67**	1	**1624**
3:00PM	38	137	0	**175**	0	199	9	0	**208**	0	0	56	0	**56**	0	**439**
3:15PM	32	157	0	**189**	0	212	12	0	**224**	0	0	67	0	**67**	1	**480**
3:30PM	24	156	0	**180**	0	213	13	0	**226**	0	0	95	0	**95**	1	**501**
3:45PM	21	163	0	**184**	0	202	5	0	**207**	0	0	79	0	**79**	2	**470**
Hourly Total	115	613	0	**728**	0	826	39	0	**865**	0	0	297	0	**297**	4	**1890**
4:00PM	31	167	0	**198**	0	226	10	0	**236**	0	0	96	0	**96**	0	**530**
4:15PM	23	137	0	**160**	0	203	3	0	**206**	0	1	79	0	**80**	1	**446**
4:30PM	24	161	0	**185**	0	221	7	0	**228**	0	0	111	0	**111**	1	**524**
4:45PM	12	144	0	**156**	0	217	3	0	**220**	0	0	83	0	**83**	0	**459**
Hourly Total	90	609	0	**699**	0	867	23	0	**890**	0	1	369	0	**370**	2	**1959**
5:00PM	17	177	0	**194**	0	208	10	0	**218**	0	0	93	0	**93**	0	**505**
5:15PM	13	156	0	**169**	0	205	5	0	**210**	0	0	86	0	**86**	1	**465**
5:30PM	12	195	0	**207**	0	165	5	0	**170**	0	0	57	0	**57**	2	**434**
5:45PM	15	153	0	**168**	0	175	7	0	**182**	0	0	44	0	**44**	1	**394**
Hourly Total	57	681	0	**738**	0	753	27	0	**780**	0	0	280	0	**280**	4	**1798**
Total	1374	6224	0	**7598**	0	6380	434	0	**6814**	2	2	1166	0	**1168**	32	**15580**
% Approach	18.1%	81.9%	0%	**-**	-	93.6%	6.4%	0%	**-**	-	0.2%	99.8%	0%	**-**	-	-
% Total	8.8%	39.9%	0%	**48.8%**	-	40.9%	2.8%	0%	**43.7%**	-	0%	7.5%	0%	**7.5%**	-	A55

Leg	Corlies Avenue					Corlies Avenue					Davis Avenue					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
Lights	1342	6071	0	**7413**	-	6215	427	0	**6642**	-	2	1149	0	**1151**	-	15206
% Lights	97.7%	97.5%	0%	**97.6%**	-	97.4%	98.4%	0%	**97.5%**	-	100%	98.5%	0%	**98.5%**	-	97.6%
Articulated Trucks	1	13	0	**14**	-	21	0	0	**21**	-	0	0	0	**0**	-	35
% Articulated Trucks	0.1%	0.2%	0%	**0.2%**	-	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	31	140	0	**171**	-	144	7	0	**151**	-	0	17	0	**17**	-	339
% Buses and Single-Unit Trucks	2.3%	2.2%	0%	**2.3%**	-	2.3%	1.6%	0%	**2.2%**	-	0%	1.5%	0%	**1.5%**	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	2	-	-	-	-	22	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	68.8%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	10	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	31.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Tue Jul 30, 2024
AM Peak (Jul 30 2024 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211305, Location: 40.20797, -74.037445, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-07-30 8:00AM	75	124	0	**199**	0	141	20	0	**161**	0	0	17	0	**17**	0	**377**
8:15AM	77	129	0	**206**	0	146	21	0	**167**	0	0	14	0	**14**	0	**387**
8:30AM	54	136	0	**190**	0	150	15	0	**165**	0	0	16	0	**16**	0	**371**
8:45AM	71	220	0	**291**	0	168	10	0	**178**	0	0	20	0	**20**	1	**489**
Total	277	609	0	**886**	0	605	66	0	**671**	0	0	67	0	**67**	1	**1624**
% Approach	31.3%	68.7%	0%	**-**	-	90.2%	9.8%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	17.1%	37.5%	0%	**54.6%**	-	37.3%	4.1%	0%	**41.3%**	-	0%	4.1%	0%	**4.1%**	-	**-**
PHF	0.899	0.692	-	**0.761**	-	0.900	0.786	-	**0.942**	-	-	0.838	-	**0.838**	-	0.830
Lights	270	575	0	**845**	-	572	66	0	**638**	-	0	64	0	**64**	-	1547
% Lights	97.5%	94.4%	0%	**95.4%**	-	94.5%	100%	0%	**95.1%**	-	0%	95.5%	0%	**95.5%**	-	95.3%
Articulated Trucks	0	4	0	**4**	-	5	0	0	**5**	-	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.7%	0%	**0.5%**	-	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	7	30	0	**37**	-	28	0	0	**28**	-	0	3	0	**3**	-	68
% Buses and Single-Unit Trucks	2.5%	4.9%	0%	**4.2%**	-	4.6%	0%	0%	**4.2%**	-	0%	4.5%	0%	**4.5%**	-	4.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Tue Jul 30, 2024
PM Peak (Jul 30 2024 3:15PM - 4:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211305, Location: 40.20797, -74.037445, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-07-30 3:15PM	32	157	0	**189**	0	212	12	0	**224**	0	0	67	0	**67**	1	**480**
3:30PM	24	156	0	**180**	0	213	13	0	**226**	0	0	95	0	**95**	1	**501**
3:45PM	21	163	0	**184**	0	202	5	0	**207**	0	0	79	0	**79**	2	**470**
4:00PM	31	167	0	**198**	0	226	10	0	**236**	0	0	96	0	**96**	0	**530**
Total	108	643	0	**751**	0	853	40	0	**893**	0	0	337	0	**337**	4	**1981**
% Approach	14.4%	85.6%	0%	**-**	-	95.5%	4.5%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	5.5%	32.5%	0%	**37.9%**	-	43.1%	2.0%	0%	**45.1%**	-	0%	17.0%	0%	**17.0%**	-	**-**
PHF	0.844	0.963	-	**0.948**	-	0.944	0.769	-	**0.946**	-	-	0.878	-	**0.878**	-	0.934
Lights	104	629	0	**733**	-	824	38	0	**862**	-	0	336	0	**336**	-	1931
% Lights	96.3%	97.8%	0%	**97.6%**	-	96.6%	95.0%	0%	**96.5%**	-	0%	99.7%	0%	**99.7%**	-	97.5%
Articulated Trucks	0	1	0	**1**	-	6	0	0	**6**	-	0	0	0	**0**	-	7
% Articulated Trucks	0%	0.2%	0%	**0.1%**	-	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	4	13	0	**17**	-	23	2	0	**25**	-	0	1	0	**1**	-	43
% Buses and Single-Unit Trucks	3.7%	2.0%	0%	**2.3%**	-	2.7%	5.0%	0%	**2.8%**	-	0%	0.3%	0%	**0.3%**	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Corlies Avenue & Davis Avenue - TMC

Sat Jul 27, 2024
Midday Peak (WKND) (Jul 27 2024 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211305, Location: 40.20797, -74.037445, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound					Davis Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-07-27 11:45AM	10	212	0	**222**	0	171	2	0	**173**	0	0	3	0	**3**	0	**398**
12:00PM	8	220	0	**228**	0	147	2	0	**149**	1	0	9	0	**9**	1	**386**
12:15PM	4	194	0	**198**	0	160	4	0	**164**	0	0	2	0	**2**	0	**364**
12:30PM	4	205	0	**209**	0	171	5	0	**176**	0	0	9	0	**9**	2	**394**
Total	26	831	0	**857**	0	649	13	0	**662**	1	0	23	0	**23**	3	**1542**
% Approach	3.0%	97.0%	0%	**-**	-	98.0%	2.0%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	1.7%	53.9%	0%	**55.6%**	-	42.1%	0.8%	0%	**42.9%**	-	0%	1.5%	0%	**1.5%**	-	**-**
PHF	0.650	0.944	-	**0.940**	-	0.949	0.650	-	**0.940**	-	-	0.639	-	**0.639**	-	0.969
Lights	25	824	0	**849**	-	640	13	0	**653**	-	0	22	0	**22**	-	1524
% Lights	96.2%	99.2%	0%	**99.1%**	-	98.6%	100%	0%	**98.6%**	-	0%	95.7%	0%	**95.7%**	-	98.8%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	7	0	**8**	-	9	0	0	**9**	-	0	1	0	**1**	-	18
% Buses and Single-Unit Trucks	3.8%	0.8%	0%	**0.9%**	-	1.4%	0%	0%	**1.4%**	-	0%	4.3%	0%	**4.3%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	66.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Corlies Avenue & Neptune Boulevard - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Jul 27, 2024
Full Length (11 AM-2 PM, 6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210919, Location: 40.208115, -74.036146, Site Code: 3

Leg	Corlies Avenue							Corlies Avenue							Neptune Boulevard							Neptune Boulevard							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-07-27 11:00AM	19	179	4	0	1	**203**	0	3	144	14	0	1	**162**	0	6	27	3	0	0	**36**	1	17	29	25	0	2	**73**	1	**474**
11:15AM	23	145	3	0	0	**171**	0	1	113	10	0	2	**126**	0	9	26	5	0	1	**41**	0	8	34	19	0	2	**63**	1	**401**
11:30AM	16	182	2	0	0	**200**	0	3	144	13	0	2	**162**	0	7	20	3	0	0	**30**	0	30	28	10	0	0	**68**	1	**460**
11:45AM	16	195	2	0	0	**213**	0	3	127	13	0	1	**144**	1	2	24	1	0	0	**27**	2	21	33	23	0	2	**79**	0	**463**
Hourly Total	74	701	11	0	1	**787**	0	10	528	50	0	6	**594**	1	24	97	12	0	1	**134**	3	76	124	77	0	6	**283**	3	**1798**
12:00PM	24	183	3	0	0	**210**	0	2	125	15	0	2	**144**	0	6	23	1	0	1	**31**	1	20	31	19	0	1	**71**	0	**456**
12:15PM	16	170	2	0	0	**188**	3	2	135	12	0	2	**151**	0	8	19	4	0	0	**31**	0	22	34	21	0	0	**77**	0	**447**
12:30PM	15	189	1	0	0	**205**	2	2	157	10	0	0	**169**	0	6	17	3	0	0	**26**	0	24	24	26	0	0	**74**	2	**474**
12:45PM	12	161	3	0	0	**176**	0	6	161	12	0	1	**180**	0	2	15	4	0	0	**21**	1	31	34	20	0	1	**86**	0	**463**
Hourly Total	67	703	9	0	0	**779**	5	12	578	49	0	5	**644**	0	22	74	12	0	1	**109**	2	97	123	86	0	2	**308**	2	**1840**
1:00PM	17	161	4	0	0	**182**	1	5	133	13	0	4	**155**	0	4	18	6	0	2	**30**	0	24	28	24	0	3	**79**	0	**446**
1:15PM	20	155	2	0	0	**177**	0	4	126	9	0	4	**143**	0	5	10	4	0	0	**19**	1	20	31	19	0	0	**70**	0	**409**
1:30PM	20	143	4	0	0	**167**	0	5	142	10	0	1	**158**	0	7	25	5	0	0	**37**	0	17	23	20	0	0	**60**	0	**422**
1:45PM	5	131	0	0	0	**136**	1	1	153	15	0	1	**170**	0	8	13	3	0	2	**26**	0	16	33	16	0	0	**65**	0	**397**
Hourly Total	62	590	10	0	0	**662**	2	15	554	47	0	10	**626**	0	24	66	18	0	4	**112**	1	77	115	79	0	3	**274**	0	**1674**
2024-07-30 6:00AM	7	30	2	0	0	**39**	1	2	58	4	0	1	**65**	0	0	4	3	0	0	**7**	0	1	3	3	0	2	**9**	1	**120**
6:15AM	5	32	0	0	0	**37**	0	2	79	2	0	2	**85**	0	5	8	3	0	1	**17**	0	5	8	7	0	0	**20**	0	**159**
6:30AM	17	50	3	0	0	**70**	0	1	145	7	0	4	**157**	0	12	9	0	0	2	**23**	1	10	7	7	0	2	**26**	0	**276**
6:45AM	33	69	0	0	1	**103**	0	5	166	18	0	1	**190**	0	17	17	0	0	0	**34**	1	9	7	10	0	2	**28**	1	**355**
Hourly Total	62	181	5	0	1	**249**	1	10	448	31	0	8	**497**	0	34	38	6	0	3	**81**	2	25	25	27	0	6	**83**	2	**910**
7:00AM	18	51	0	0	0	**69**	1	3	127	5	0	0	**135**	0	7	16	6	0	2	**31**	0	19	12	12	0	1	**44**	0	**279**
7:15AM	21	69	1	0	0	**91**	2	2	129	5	0	1	**137**	0	8	14	1	0	2	**25**	2	23	13	13	0	0	**49**	1	**302**
7:30AM	17	63	0	0	0	**80**	0	3	161	9	0	1	**174**	0	7	24	4	0	1	**36**	0	26	17	21	0	0	**64**	1	**354**
7:45AM	25	108	1	0	0	**134**	1	4	147	15	0	2	**168**	1	6	31	10	0	0	**47**	1	21	12	20	0	0	**53**	1	**402**
Hourly Total	81	291	2	0	0	**374**	4	12	564	34	0	4	**614**	1	28	85	21	0	5	**139**	3	89	54	66	0	1	**210**	3	**1337**
8:00AM	16	102	2	0	0	**120**	0	4	132	9	0	1	**146**	1	9	18	3	0	3	**33**	2	19	14	20	0	0	**53**	0	**352**
8:15AM	32	95	0	0	0	**127**	1	6	136	12	0	3	**157**	0	8	23	3	0	0	**34**	0	20	17	25	0	0	**62**	0	**380**
8:30AM	25	99	1	0	0	**125**	0	4	131	16	0	0	**151**	2	15	27	3	0	0	**45**	1	24	34	27	0	0	**85**	0	**406**
8:45AM	33	178	1	0	0	**212**	1	2	137	17	0	0	**156**	2	13	22	4	0	0	**39**	1	20	16	27	0	0	**63**	3	**470**
Hourly Total	106	474	4	0	0	**584**	2	16	536	54	0	4	**610**	5	45	90	13	0	3	**151**	4	83	81	99	0	0	**263**	3	**1608**
3:00PM	20	110	5	0	0	**135**	0	4	154	11	0	0	**169**	0	8	21	2	0	2	**33**	1	36	29	35	0	3	**103**	1	**440**
3:15PM	19	125	1	0	1	**146**	2	2	180	15	0	1	**198**	0	6	19	6	0	3	**34**	0	35	28	27	0	1	**91**	2	**469**
3:30PM	27	132	3	0	0	**162**	0	3	158	16	0	2	**179**	0	9	26	2	0	2	**39**	0	41	41	52	0	1	**135**	0	**515**
3:45PM	23	125	3	0	0	**151**	0	2	166	21	0	0	**189**	0	5	20	3	0	0	**28**	1	44	39	31	0	2	**116**	2	**484**
Hourly Total	89	492	12	0	1	**594**	2	11	658	63	0	3	**735**	0	28	86	13	0	7	**134**	2	156	137	145	0	7	**445**	5	**1908**
4:00PM	12	139	0	0	0	**151**	1	3	184	11	0	2	**200**	0	17	25	11	0	0	**53**	0	39	33	37	0	0	**109**	0	**513**
4:15PM	16	117	0	0	0	**133**	0	0	155	16	0	2	**173**	0	12	15	3	0	1	**31**	3	53	49	32	0	0	**134**	0	**471**
4:30PM	21	129	1	0	0	**151**	0	4	167	9	0	0	**180**	0	10	21	3	0	1	**35**	0	48	44	40	0	0	**132**	0	**498**

A60

Leg	Corlies Avenue							Corlies Avenue							Neptune Boulevard							Neptune Boulevard							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
4:45PM	18	129	2	0	0	**149**	0	5	192	23	0	0	**220**	0	7	24	7	0	0	**38**	2	57	42	24	0	0	**123**	0	**530**
Hourly Total	67	514	3	0	0	**584**	1	12	698	59	0	4	**773**	0	46	85	24	0	2	**157**	5	197	168	133	0	0	**498**	0	**2012**
5:00PM	19	141	4	0	0	**164**	0	3	157	10	0	0	**170**	0	24	20	7	0	2	**53**	1	63	46	31	0	1	**141**	0	**528**
5:15PM	14	131	3	0	1	**149**	0	4	162	13	0	1	**180**	0	12	19	3	0	2	**36**	0	46	44	34	0	0	**124**	0	**489**
5:30PM	28	156	3	0	0	**187**	1	6	142	15	0	3	**166**	0	13	15	3	0	3	**34**	0	38	40	16	0	1	**95**	0	**482**
5:45PM	17	125	2	0	0	**144**	0	3	151	11	0	2	**167**	1	5	17	5	0	0	**27**	0	46	37	26	0	0	**109**	2	**447**
Hourly Total	78	553	12	0	1	**644**	1	16	612	49	0	6	**683**	1	54	71	18	0	7	**150**	1	193	167	107	0	2	**469**	2	**1946**
Total	686	4499	68	0	4	**5257**	18	114	5176	436	0	50	**5776**	8	305	692	137	0	33	**1167**	23	993	994	819	0	27	**2833**	20	**15033**
% Approach	13.0%	85.6%	1.3%	0%	0.1%	**-**	-	2.0%	89.6%	7.5%	0%	0.9%	**-**	-	26.1%	59.3%	11.7%	0%	2.8%	**-**	-	35.1%	35.1%	28.9%	0%	1.0%	**-**	-	-
% Total	4.6%	29.9%	0.5%	0%	0%	**35.0%**	-	0.8%	34.4%	2.9%	0%	0.3%	**38.4%**	-	2.0%	4.6%	0.9%	0%	0.2%	**7.8%**	-	6.6%	6.6%	5.4%	0%	0.2%	**18.8%**	-	-
Lights	653	4397	68	0	3	**5121**	-	113	5044	432	0	50	**5639**	-	305	681	132	0	33	**1151**	-	977	981	796	0	26	**2780**	-	14691
% Lights	95.2%	97.7%	100%	0%	75.0%	**97.4%**	-	99.1%	97.4%	99.1%	0%	100%	**97.6%**	-	100%	98.4%	96.4%	0%	100%	**98.6%**	-	98.4%	98.7%	97.2%	0%	96.3%	**98.1%**	-	97.7%
Articulated Trucks	1	14	0	0	0	**15**	-	0	15	0	0	0	**15**	-	0	0	2	0	0	**2**	-	3	1	3	0	0	**7**	-	39
% Articulated Trucks	0.1%	0.3%	0%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	0%	**0.3%**	-	0%	0%	1.5%	0%	0%	**0.2%**	-	0.3%	0.1%	0.4%	0%	0%	**0.2%**	-	0.3%
Buses and Single-Unit Trucks	32	88	0	0	1	**121**	-	1	117	4	0	0	**122**	-	0	11	3	0	0	**14**	-	13	12	20	0	1	**46**	-	303
% Buses and Single-Unit Trucks	4.7%	2.0%	0%	0%	25.0%	**2.3%**	-	0.9%	2.3%	0.9%	0%	0%	**2.1%**	-	0%	1.6%	2.2%	0%	0%	**1.2%**	-	1.3%	1.2%	2.4%	0%	3.7%	**1.6%**	-	2.0%
Pedestrians	-	-	-	-	-	-	14	-	-	-	-	-	-	8	-	-	-	-	-	-	13	-	-	-	-	-	-	17	
% Pedestrians	-	-	-	-	-	-	77.8%	-	-	-	-	-	-	100%	-	-	-	-	-	-	56.5%	-	-	-	-	-	-	85.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	10	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	22.2%	-	-	-	-	-	-	0%	-	-	-	-	-	-	43.5%	-	-	-	-	-	-	15.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

A61

3. Corlies Avenue & Neptune Boulevard - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Jul 30, 2024
AM Peak (Jul 30 2024 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210919, Location: 40.208115, -74.036146, Site Code: 3

Leg / Direction	Corlies Avenue Eastbound							Corlies Avenue Westbound							Neptune Boulevard Northbound							Neptune Boulevard Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-07-30 8:00AM	16	102	2	0	0	**120**	0	4	132	9	0	1	**146**	1	9	18	3	0	3	**33**	2	19	14	20	0	0	**53**	0	**352**
8:15AM	32	95	0	0	0	**127**	1	6	136	12	0	3	**157**	0	8	23	3	0	0	**34**	0	20	17	25	0	0	**62**	0	**380**
8:30AM	25	99	1	0	0	**125**	0	4	131	16	0	0	**151**	2	15	27	3	0	0	**45**	1	24	34	27	0	0	**85**	0	**406**
8:45AM	33	178	1	0	0	**212**	1	2	137	17	0	0	**156**	2	13	22	4	0	0	**39**	1	20	16	27	0	0	**63**	3	**470**
Total	106	474	4	0	0	**584**	2	16	536	54	0	4	**610**	5	45	90	13	0	3	**151**	4	83	81	99	0	0	**263**	3	**1608**
% Approach	18.2%	81.2%	0.7%	0%	0%	**-**	-	2.6%	87.9%	8.9%	0%	0.7%	**-**	-	29.8%	59.6%	8.6%	0%	2.0%	**-**	-	31.6%	30.8%	37.6%	0%	0%	**-**	-	**-**
% Total	6.6%	29.5%	0.2%	0%	0%	**36.3%**	-	1.0%	33.3%	3.4%	0%	0.2%	**37.9%**	-	2.8%	5.6%	0.8%	0%	0.2%	**9.4%**	-	5.2%	5.0%	6.2%	0%	0%	**16.4%**	-	**-**
PHF	0.803	0.666	0.500	-	-	**0.689**	-	0.667	0.978	0.794	-	0.333	**0.971**	-	0.750	0.833	0.813	-	0.250	**0.839**	-	0.865	0.596	0.917	-	-	**0.774**	-	0.855
Lights	99	455	4	0	0	**558**	-	15	507	54	0	4	**580**	-	45	90	12	0	3	**150**	-	79	78	95	0	0	**252**	-	1540
% Lights	93.4%	96.0%	100%	0%	0%	**95.5%**	-	93.8%	94.6%	100%	0%	100%	**95.1%**	-	100%	100%	92.3%	0%	100%	**99.3%**	-	95.2%	96.3%	96.0%	0%	0%	**95.8%**	-	95.8%
Articulated Trucks	0	3	0	0	0	**3**	-	0	5	0	0	0	**5**	-	0	0	0	0	0	**0**	-	1	0	1	0	0	**2**	-	10
% Articulated Trucks	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0.9%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	0%	**0%**	-	1.2%	0%	1.0%	0%	0%	**0.8%**	-	0.6%
Buses and Single-Unit Trucks	7	16	0	0	0	**23**	-	1	24	0	0	0	**25**	-	0	0	1	0	0	**1**	-	3	3	3	0	0	**9**	-	58
% Buses and Single-Unit Trucks	6.6%	3.4%	0%	0%	0%	**3.9%**	-	6.3%	4.5%	0%	0%	0%	**4.1%**	-	0%	0%	7.7%	0%	0%	**0.7%**	-	3.6%	3.7%	3.0%	0%	0%	**3.4%**	-	3.6%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	-	3	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Corlies Avenue & Neptune Boulevard - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Tue Jul 30, 2024
PM Peak (Jul 30 2024 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210919, Location: 40.208115, -74.036146, Site Code: 3

Leg / Direction	Corlies Avenue Eastbound							Corlies Avenue Westbound							Neptune Boulevard Northbound							Neptune Boulevard Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-07-30 4:30PM	21	129	1	0	0	**151**	0	4	167	9	0	0	**180**	0	10	21	3	0	1	**35**	0	48	44	40	0	0	**132**	0	**498**
4:45PM	18	129	2	0	0	**149**	0	5	192	23	0	0	**220**	0	7	24	7	0	0	**38**	2	57	42	24	0	0	**123**	0	**530**
5:00PM	19	141	4	0	0	**164**	0	3	157	10	0	0	**170**	0	24	20	7	0	2	**53**	1	63	46	31	0	1	**141**	0	**528**
5:15PM	14	131	3	0	1	**149**	0	4	162	13	0	1	**180**	0	12	19	3	0	2	**36**	0	46	44	34	0	0	**124**	0	**489**
Total	72	530	10	0	1	**613**	0	16	678	55	0	1	**750**	0	53	84	20	0	5	**162**	3	214	176	129	0	1	**520**	0	**2045**
% Approach	11.7%	86.5%	1.6%	0%	0.2%	**-**	-	2.1%	90.4%	7.3%	0%	0.1%	**-**	-	32.7%	51.9%	12.3%	0%	3.1%	**-**	-	41.2%	33.8%	24.8%	0%	0.2%	**-**	-	-
% Total	3.5%	25.9%	0.5%	0%	0%	**30.0%**	-	0.8%	33.2%	2.7%	0%	0%	**36.7%**	-	2.6%	4.1%	1.0%	0%	0.2%	**7.9%**	-	10.5%	8.6%	6.3%	0%	0%	**25.4%**	-	-
PHF	0.857	0.940	0.625	-	0.250	**0.934**	-	0.800	0.883	0.598	-	0.250	**0.852**	-	0.552	0.875	0.714	-	0.625	**0.764**	-	0.849	0.957	0.806	-	0.250	**0.922**	-	0.965
Lights	67	515	10	0	1	**593**	-	16	670	54	0	1	**741**	-	53	84	17	0	5	**159**	-	214	176	127	0	1	**518**	-	2011
% Lights	93.1%	97.2%	100%	0%	100%	**96.7%**	-	100%	98.8%	98.2%	0%	100%	**98.8%**	-	100%	100%	85.0%	0%	100%	**98.1%**	-	100%	100%	98.4%	0%	100%	**99.6%**	-	98.3%
Articulated Trucks	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-	0	0	2	0	0	**2**	-	0	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	10.0%	0%	0%	**1.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	5	13	0	0	0	**18**	-	0	8	1	0	0	**9**	-	0	0	1	0	0	**1**	-	0	0	2	0	0	**2**	-	30
% Buses and Single-Unit Trucks	6.9%	2.5%	0%	0%	0%	**2.9%**	-	0%	1.2%	1.8%	0%	0%	**1.2%**	-	0%	0%	5.0%	0%	0%	**0.6%**	-	0%	0%	1.6%	0%	0%	**0.4%**	-	1.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

A63

3. Corlies Avenue & Neptune Boulevard - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Jul 27, 2024
Midday Peak (WKND), Forced Peak (Jul 27 2024 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210919, Location: 40.208115, -74.036146, Site Code: 3

Leg	Corlies Avenue							Corlies Avenue							Neptune Boulevard							Neptune Boulevard							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-07-27 11:45AM	16	195	2	0	0	**213**	0	3	127	13	0	1	**144**	1	2	24	1	0	0	**27**	2	21	33	23	0	2	**79**	0	**463**
12:00PM	24	183	3	0	0	**210**	0	2	125	15	0	2	**144**	0	6	23	1	0	1	**31**	1	20	31	19	0	1	**71**	0	**456**
12:15PM	16	170	2	0	0	**188**	3	2	135	12	0	2	**151**	0	8	19	4	0	0	**31**	0	22	34	21	0	0	**77**	0	**447**
12:30PM	15	189	1	0	0	**205**	2	2	157	10	0	0	**169**	0	6	17	3	0	0	**26**	0	24	24	26	0	0	**74**	2	**474**
Total	71	737	8	0	0	**816**	5	9	544	50	0	5	**608**	1	22	83	9	0	1	**115**	3	87	122	89	0	3	**301**	2	**1840**
% Approach	8.7%	90.3%	1.0%	0%	0%	**-**	-	1.5%	89.5%	8.2%	0%	0.8%	**-**	-	19.1%	72.2%	7.8%	0%	0.9%	**-**	-	28.9%	40.5%	29.6%	0%	1.0%	**-**	-	-
% Total	3.9%	40.1%	0.4%	0%	0%	**44.3%**	-	0.5%	29.6%	2.7%	0%	0.3%	**33.0%**	-	1.2%	4.5%	0.5%	0%	0.1%	**6.3%**	-	4.7%	6.6%	4.8%	0%	0.2%	**16.4%**	-	-
PHF	0.740	0.945	0.667	-	-	**0.958**	-	0.750	0.866	0.833	-	0.625	**0.899**	-	0.688	0.865	0.563	-	0.250	**0.927**	-	0.906	0.897	0.856	-	0.375	**0.953**	-	0.970
Lights	70	731	8	0	0	**809**	-	9	536	49	0	5	**599**	-	22	80	9	0	1	**112**	-	86	121	88	0	3	**298**	-	1818
% Lights	98.6%	99.2%	100%	0%	0%	**99.1%**	-	100%	98.5%	98.0%	0%	100%	**98.5%**	-	100%	96.4%	100%	0%	100%	**97.4%**	-	98.9%	99.2%	98.9%	0%	100%	**99.0%**	-	98.8%
Articulated Trucks	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
% Articulated Trucks	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 and Single-Unit Trucks	1	6	0	0	0	**7**	-	0	8	1	0	0	**9**	-	0	3	0	0	0	**3**	-	1	1	1	0	0	**3**	-	22
% Buses and Single-Unit Trucks	1.4%	0.8%	0%	0%	0%	**0.9%**	-	0%	1.5%	2.0%	0%	0%	**1.5%**	-	0%	3.6%	0%	0%	0%	**2.6%**	-	1.1%	0.8%	1.1%	0%	0%	**1.0%**	-	1.2%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4. Davis Avenue & Washington Avenue - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Jul 27, 2024
Full Length (11 AM-2 PM, 6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210920, Location: 40.208912, -74.037706, Site Code: 4

Leg	Davis Avenue						Davis Avenue						Hospital Entrance						Washington Avenue						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-07-27 11:00AM	1	6	0	0	**7**	0	3	1	1	0	**5**	0	1	4	2	0	**7**	0	1	1	9	0	**11**	0	**30**
11:15AM	1	4	1	0	**6**	0	6	5	0	0	**11**	0	0	3	3	0	**6**	0	3	1	4	1	**9**	0	**32**
11:30AM	1	4	1	1	**7**	0	4	2	0	0	**6**	0	1	1	0	0	**2**	0	1	0	0	0	**1**	0	**16**
11:45AM	0	8	4	0	**12**	0	8	3	0	0	**11**	0	0	1	0	0	**1**	0	1	0	1	0	**2**	0	**26**
Hourly Total	3	22	6	1	**32**	0	21	11	1	0	**33**	0	2	9	5	0	**16**	0	6	2	14	1	**23**	0	**104**
12:00PM	0	3	1	0	**4**	0	3	5	1	0	**9**	0	0	1	1	0	**2**	0	3	0	2	0	**5**	0	**20**
12:15PM	1	1	2	0	**4**	0	5	1	0	0	**6**	0	0	0	0	0	**0**	0	2	0	4	0	**6**	0	**16**
12:30PM	1	8	1	0	**10**	0	5	6	0	0	**11**	0	1	2	1	0	**4**	0	1	0	5	0	**6**	0	**31**
12:45PM	0	5	1	0	**6**	0	6	1	0	0	**7**	0	0	0	2	0	**2**	0	3	0	4	0	**7**	0	**22**
Hourly Total	2	17	5	0	**24**	0	19	13	1	0	**33**	0	1	3	4	0	**8**	0	9	0	15	0	**24**	0	**89**
1:00PM	0	5	0	0	**5**	0	7	2	1	0	**10**	0	0	1	0	0	**1**	0	0	2	3	0	**5**	0	**21**
1:15PM	0	4	0	0	**4**	0	9	1	1	0	**11**	0	1	0	1	0	**2**	0	1	0	5	0	**6**	0	**23**
1:30PM	0	3	0	0	**3**	0	5	3	1	0	**9**	0	0	1	1	0	**2**	0	3	0	5	0	**8**	0	**22**
1:45PM	0	5	0	1	**6**	0	8	0	0	0	**8**	0	0	0	0	0	**0**	0	4	0	1	0	**5**	0	**19**
Hourly Total	0	17	0	1	**18**	0	29	6	3	0	**38**	0	1	2	2	0	**5**	0	8	2	14	0	**24**	0	**85**
2024-07-30 6:00AM	15	22	0	0	**37**	0	2	1	0	0	**3**	0	0	1	3	0	**4**	0	0	3	11	0	**14**	0	**58**
6:15AM	51	36	1	0	**88**	0	3	0	2	0	**5**	0	1	0	0	0	**1**	0	0	12	8	0	**20**	0	**114**
6:30AM	131	52	1	0	**184**	0	4	2	4	0	**10**	0	2	0	1	0	**3**	0	0	10	18	0	**28**	0	**225**
6:45AM	115	62	0	2	**179**	0	8	3	3	0	**14**	0	0	0	2	0	**2**	0	3	21	43	0	**67**	0	**262**
Hourly Total	312	172	2	2	**488**	0	17	6	9	0	**32**	0	3	1	6	0	**10**	0	3	46	80	0	**129**	0	**659**
7:00AM	51	41	0	0	**92**	0	14	3	0	0	**17**	0	0	1	0	0	**1**	0	2	6	21	0	**29**	0	**139**
7:15AM	60	46	2	1	**109**	0	32	4	4	0	**40**	0	0	1	6	0	**7**	0	1	6	14	0	**21**	0	**177**
7:30AM	75	48	1	2	**126**	1	34	11	0	0	**45**	0	0	4	7	0	**11**	0	1	11	16	1	**29**	0	**211**
7:45AM	70	63	1	0	**134**	1	26	11	3	0	**40**	0	1	3	5	0	**9**	1	0	11	18	0	**29**	0	**212**
Hourly Total	256	198	4	3	**461**	2	106	29	7	0	**142**	0	1	9	18	0	**28**	1	4	34	69	1	**108**	0	**739**
8:00AM	62	39	1	0	**102**	0	9	8	9	0	**26**	3	2	2	8	0	**12**	2	0	16	6	0	**22**	0	**162**
8:15AM	45	38	4	1	**88**	1	11	4	6	0	**21**	2	0	6	6	0	**12**	1	2	10	13	0	**25**	0	**146**
8:30AM	44	33	5	0	**82**	2	7	6	6	0	**19**	3	0	3	4	0	**7**	1	2	7	10	0	**19**	0	**127**
8:45AM	35	41	2	2	**80**	0	10	8	7	0	**25**	2	0	8	9	0	**17**	0	1	12	14	0	**27**	0	**149**
Hourly Total	186	151	12	3	**352**	3	37	26	28	0	**91**	10	2	19	27	0	**48**	4	5	45	43	0	**93**	0	**584**
3:00PM	9	30	2	3	**44**	3	18	10	0	0	**28**	2	2	14	34	0	**50**	0	2	5	13	0	**20**	0	**142**
3:15PM	18	21	3	1	**43**	2	27	16	3	0	**46**	1	5	12	42	0	**59**	0	5	1	13	0	**19**	0	**167**
3:30PM	8	19	4	1	**32**	2	29	25	1	0	**55**	3	0	29	62	0	**91**	0	6	2	20	0	**28**	0	**206**
3:45PM	6	19	3	1	**29**	3	19	22	3	0	**44**	0	4	23	66	0	**93**	2	4	2	6	1	**13**	0	**179**
Hourly Total	41	89	12	6	**148**	10	93	73	7	0	**173**	6	11	78	204	0	**293**	2	17	10	52	1	**80**	0	**694**
4:00PM	11	20	2	1	**34**	0	27	25	2	0	**54**	1	1	15	61	1	**78**	2	2	1	9	0	**12**	0	**178**
4:15PM	6	10	6	1	**23**	5	26	13	0	0	**39**	0	5	24	77	0	**106**	1	1	0	10	0	**11**	0	**179**
4:30PM	4	24	0	0	**28**	0	26	21	0	0	**47**	0	2	24	79	0	**105**	3	3	2	11	0	**16**	0	**196**

Leg	Davis Avenue						Davis Avenue						Hospital Entrance						Washington Avenue						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
4:45PM	2	9	2	0	**13**	1	25	12	1	0	**38**	0	2	32	80	0	**114**	0	3	2	13	0	**18**	0	**183**
Hourly Total	23	63	10	2	**98**	6	104	71	3	0	**178**	1	10	95	297	1	**403**	6	9	5	43	0	**57**	0	**736**
5:00PM	4	17	2	0	**23**	0	31	20	0	0	**51**	1	3	25	71	0	**99**	0	4	0	7	0	**11**	0	**184**
5:15PM	3	13	2	0	**18**	0	33	18	0	0	**51**	0	0	22	70	0	**92**	0	3	2	9	0	**14**	0	**175**
5:30PM	0	12	3	0	**15**	1	19	13	0	0	**32**	0	0	11	42	0	**53**	0	1	3	13	1	**18**	0	**118**
5:45PM	2	17	1	0	**20**	0	23	13	1	0	**37**	0	1	11	39	0	**51**	1	2	0	13	0	**15**	0	**123**
Hourly Total	9	59	8	0	**76**	1	106	64	1	0	**171**	1	4	69	222	0	**295**	1	10	5	42	1	**58**	0	**600**
Total	832	788	59	18	**1697**	22	532	299	60	0	**891**	18	35	285	785	1	**1106**	14	71	149	372	4	**596**	0	**4290**
% Approach	49.0%	46.4%	3.5%	1.1%	**-**	-	59.7%	33.6%	6.7%	0%	**-**	-	3.2%	25.8%	71.0%	0.1%	**-**	-	11.9%	25.0%	62.4%	0.7%	**-**	-	-
% Total	19.4%	18.4%	1.4%	0.4%	**39.6%**	-	12.4%	7.0%	1.4%	0%	**20.8%**	-	0.8%	6.6%	18.3%	0%	**25.8%**	-	1.7%	3.5%	8.7%	0.1%	**13.9%**	-	-
Lights	831	758	57	18	**1664**	-	521	285	60	0	**866**	-	34	285	784	1	**1104**	-	68	148	366	4	**586**	-	4220
% Lights	99.9%	96.2%	96.6%	100%	**98.1%**	-	97.9%	95.3%	100%	0%	**97.2%**	-	97.1%	100%	99.9%	100%	**99.8%**	-	95.8%	99.3%	98.4%	100%	**98.3%**	-	98.4%
Articulated Trucks	0	1	0	0	**1**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0.4%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	1	29	2	0	**32**	-	9	14	0	0	**23**	-	1	0	1	0	**2**	-	3	1	6	0	**10**	-	67
% Buses and Single-Unit Trucks	0.1%	3.7%	3.4%	0%	**1.9%**	-	1.7%	4.7%	0%	0%	**2.6%**	-	2.9%	0%	0.1%	0%	**0.2%**	-	4.2%	0.7%	1.6%	0%	**1.7%**	-	1.6%
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	18	-	-	-	-	-	14	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Neptune Boulevard & Washington Avenue - TMC

Sat Jul 27, 2024
Full Length ()
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211308, Location: 40.209118, -74.035968, Site Code: 5

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg	Washington Avenue						Washington Avenue						Neptune Boulevard						Neptune Boulevard						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-07-27 11:00AM	6	2	3	0	**11**	0	5	1	1	0	**7**	0	2	57	3	0	**62**	0	2	57	6	0	**65**	0	**145**
11:15AM	9	0	4	0	**13**	0	10	1	2	0	**13**	0	3	56	1	0	**60**	0	0	53	5	0	**58**	0	**144**
11:30AM	5	0	6	0	**11**	0	4	0	1	0	**5**	0	1	50	2	0	**53**	0	1	59	2	0	**62**	0	**131**
11:45AM	11	2	8	0	**21**	0	5	0	0	0	**5**	1	2	50	0	0	**52**	0	1	71	2	0	**74**	0	**152**
Hourly Total	31	4	21	0	**56**	0	24	2	4	0	**30**	1	8	213	6	0	**227**	0	4	240	15	0	**259**	0	**572**
12:00PM	4	2	10	0	**16**	0	4	2	0	0	**6**	0	1	58	3	0	**62**	0	1	55	6	0	**62**	0	**146**
12:15PM	8	4	3	0	**15**	3	6	4	1	0	**11**	2	3	48	1	0	**52**	2	1	64	2	0	**67**	0	**145**
12:30PM	6	2	6	0	**14**	1	10	0	0	0	**10**	0	2	40	2	0	**44**	0	2	57	1	0	**60**	1	**128**
12:45PM	5	3	8	0	**16**	0	3	2	1	0	**6**	1	1	39	0	0	**40**	1	0	73	5	0	**78**	2	**140**
Hourly Total	23	11	27	0	**61**	4	23	8	2	0	**33**	3	7	185	6	0	**198**	3	4	249	14	0	**267**	3	**559**
1:00PM	6	0	3	0	**9**	1	11	1	1	0	**13**	0	1	42	3	0	**46**	0	1	64	3	0	**68**	0	**136**
1:15PM	4	0	6	0	**10**	1	0	1	0	0	**1**	1	2	46	1	0	**49**	1	1	64	6	0	**71**	0	**131**
1:30PM	4	0	6	0	**10**	0	3	1	1	0	**5**	2	1	61	1	0	**63**	0	0	50	5	0	**55**	0	**133**
1:45PM	3	4	6	0	**13**	0	3	3	0	0	**6**	0	1	34	0	0	**35**	0	0	59	2	1	**62**	1	**116**
Hourly Total	17	4	21	0	**42**	2	17	6	2	0	**25**	3	5	183	5	0	**193**	1	2	237	16	1	**256**	1	**516**
2024-07-30 6:00AM	1	2	0	0	**3**	0	0	3	0	0	**3**	1	3	12	0	0	**15**	1	0	10	14	0	**24**	0	**45**
6:15AM	5	2	0	0	**7**	0	2	6	0	0	**8**	0	6	11	0	0	**17**	0	0	18	13	0	**31**	0	**63**
6:30AM	5	3	0	0	**8**	2	0	1	0	0	**1**	0	6	29	3	0	**38**	0	1	21	26	0	**48**	0	**95**
6:45AM	2	2	1	0	**5**	0	0	5	1	0	**6**	0	27	36	4	0	**67**	1	2	28	27	0	**57**	0	**135**
Hourly Total	13	9	1	0	**23**	2	2	15	1	0	**18**	1	42	88	7	0	**137**	2	3	77	80	0	**160**	0	**338**
7:00AM	8	0	10	0	**18**	1	3	5	1	0	**9**	0	8	25	5	0	**38**	0	2	22	17	0	**41**	0	**106**
7:15AM	6	4	20	0	**30**	0	5	3	0	0	**8**	1	4	37	2	0	**43**	1	2	26	10	0	**38**	1	**119**
7:30AM	16	4	29	0	**49**	1	6	3	3	0	**12**	1	6	39	5	0	**50**	0	2	28	21	0	**51**	0	**162**
7:45AM	10	1	11	0	**22**	0	6	1	2	0	**9**	1	15	56	5	0	**76**	0	4	35	17	0	**56**	1	**163**
Hourly Total	40	9	70	0	**119**	2	20	12	6	0	**38**	3	33	157	17	0	**207**	1	10	111	65	0	**186**	2	**550**
8:00AM	6	2	4	0	**12**	0	12	1	0	0	**13**	1	5	36	2	0	**43**	0	0	36	18	0	**54**	2	**122**
8:15AM	11	4	8	0	**23**	3	5	0	0	0	**5**	1	5	55	11	0	**71**	1	5	46	24	0	**75**	2	**174**
8:30AM	8	0	8	0	**16**	0	15	1	1	0	**17**	1	4	58	7	0	**69**	1	3	61	12	0	**76**	0	**178**
8:45AM	7	3	12	1	**23**	0	6	3	1	0	**10**	1	9	54	8	0	**71**	0	3	49	15	0	**67**	1	**171**
Hourly Total	32	9	32	1	**74**	3	38	5	2	0	**45**	4	23	203	28	0	**254**	2	11	192	69	0	**272**	5	**645**
3:00PM	15	5	21	0	**41**	0	11	1	0	0	**12**	0	1	40	2	0	**43**	0	0	76	12	0	**88**	0	**184**
3:15PM	21	2	25	0	**48**	0	5	5	1	0	**11**	0	5	46	3	0	**54**	0	0	62	16	0	**78**	1	**191**
3:30PM	31	7	33	0	**71**	0	11	9	0	0	**20**	0	3	64	1	0	**68**	0	0	87	11	0	**98**	0	**257**
3:45PM	22	5	27	0	**54**	3	3	3	2	0	**8**	0	2	58	2	0	**62**	1	1	81	7	0	**89**	1	**213**
Hourly Total	89	19	106	0	**214**	3	30	18	3	0	**51**	0	11	208	8	0	**227**	1	1	306	46	0	**353**	2	**845**
4:00PM	23	0	30	0	**53**	2	12	2	0	0	**14**	2	3	53	1	0	**57**	0	0	72	11	0	**83**	0	**207**
4:15PM	19	1	38	0	**58**	0	6	1	2	0	**9**	1	3	43	3	0	**49**	0	0	86	5	0	**91**	3	**207**
4:30PM	21	2	32	0	**55**	1	20	1	1	0	**22**	0	1	53	0	0	**54**	0	3	81	12	0	**96**	2	**227**
4:45PM	29	0	34	0	**63**	0	0	3	1	0	**4**	0	4	59	1	0	**64**	0	3	86	13	0	**102**	0	**233**
Hourly Total	92	3	134	0	**229**	3	38	7	4	0	**49**	3	11	208	5	0	**224**	0	6	325	41	0	**372**	5	**874**
5:00PM	20	3	40	1	**64**	0	1	5	0	0	**6**	0	2	51	1	0	**54**	0	2	89	8	0	**99**	1	**223**
5:15PM	17	3	37	0	**57**	0	5	1	1	0	**7**	0	3	44	0	0	**47**	0	1	79	15	0	**95**	1	**206**
5:30PM	14	3	18	0	**35**	2	6	1	1	0	**8**	0	2	61	1	0	**64**	0	1	69	9	0	**79**	0	**186**
5:45PM	15	2	27	0	**44**	0	4	2	0	0	**6**	0	3	46	1	0	**50**	1	0	72	10	0	**82**	0	**182**
Hourly Total	66	11	122	1	**200**	2	16	9	2	0	**27**	0	10	202	3	0	**215**	1	4	309	42	0	**355**	2	**797**
Total	403	79	534	2	**1018**	21	208	82	26	0	**316**	18	150	1647	85	0	**1882**	11	45	2046	388	1	**2480**	20	**5696**
% Approach	39.6%	7.8%	52.5%	0.2%	**-**	-	65.8%	25.9%	8.2%	0%	**-**	-	8.0%	87.5%	4.5%	0%	**-**	-	1.8%	82.5%	15.6%	0%	**-**	-	-
% Total	7.1%	1.4%	9.4%	0%	**17.9%**	-	3.7%	1.4%	0.5%	0%	**5.5%**	-	2.6%	28.9%	1.5%	0%	**33.0%**	-	0.8%	35.9%	6.8%	0%	**43.5%**	-	-
Lights	398	79	525	2	**1004**	-	201	80	25	0	**306**	-	149	1610	84	0	**1843**	-	45	2001	382	1	**2429**	-	5582
% Lights	98.8%	100%	98.3%	100%	**98.6%**	-	96.6%	97.6%	96.2%	0%	**96.8%**	-	99.3%	97.8%	98.8%	0%	**97.9%**	-	100%	97.8%	98.5%	100%	**97.9%**	-	98.0%
Articulated Trucks	0	0	2	0	**2**	-	1	0	1	0	**2**	-	0	2	0	0	**2**	-	0	4	0	0	**4**	-	10
% Articulated Trucks	0%	0%	0.4%	0%	**0.2%**	-	0.5%	0%	3.8%	0%	**0.6%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	5	0	7	0	**12**	-	6	2	0	0	**8**	-	1	35	1	0	**37**	-	0	41	6	0	**47**	-	104
% Buses and Single-Unit Trucks	1.2%	0%	1.3%	0%	**1.2%**	-	2.9%	2.4%	0%	0%	**2.5%**	-	0.7%	2.1%	1.2%	0%	**2.0%**	-	0%	2.0%	1.5%	0%	**1.9%**	-	1.8%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	16	-	-	-	-	-	9	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	85.7%	-	-	-	-	-	88.9%	-	-	-	-	-	81.8%	-	-	-	-	-	90.0%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	14.3%	-	-	-	-	-	11.1%	-	-	-	-	-	18.2%	-	-	-	-	-	10.0%	-

5. Neptune Boulevard & Washington Avenue - TMC

Tue Jul 30, 2024
AM Peak (Jul 30 2024 8AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211308, Location: 40.209118, -74.035968, Site Code: 5

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg	Washington Avenue						Washington Avenue						Neptune Boulevard						Neptune Boulevard						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-07-30 8:00AM	6	2	4	0	**12**	0	12	1	0	0	**13**	1	5	36	2	0	**43**	0	0	36	18	0	**54**	2	**122**
8:15AM	11	4	8	0	**23**	3	5	0	0	0	**5**	1	5	55	11	0	**71**	1	5	46	24	0	**75**	2	**174**
8:30AM	8	0	8	0	**16**	0	15	1	1	0	**17**	1	4	58	7	0	**69**	1	3	61	12	0	**76**	0	**178**
8:45AM	7	3	12	1	**23**	0	6	3	1	0	**10**	1	9	54	8	0	**71**	0	3	49	15	0	**67**	1	**171**
Total	32	9	32	1	**74**	3	38	5	2	0	**45**	4	23	203	28	0	**254**	2	11	192	69	0	**272**	5	**645**
% Approach	43.2%	12.2%	43.2%	1.4%	**-**	-	84.4%	11.1%	4.4%	0%	**-**	-	9.1%	79.9%	11.0%	0%	**-**	-	4.0%	70.6%	25.4%	0%	**-**	-	**-**
% Total	5.0%	1.4%	5.0%	0.2%	**11.5%**	-	5.9%	0.8%	0.3%	0%	**7.0%**	-	3.6%	31.5%	4.3%	0%	**39.4%**	-	1.7%	29.8%	10.7%	0%	**42.2%**	-	**-**
PHF	0.727	0.563	0.667	0.250	**0.804**	-	0.633	0.417	0.500	-	**0.662**	-	0.639	0.875	0.636	-	**0.894**	-	0.550	0.787	0.719	-	**0.895**	-	0.906
Lights	32	9	32	1	**74**	-	37	5	2	0	**44**	-	23	197	27	0	**247**	-	11	180	69	0	**260**	-	625
% Lights	100%	100%	100%	100%	**100%**	-	97.4%	100%	100%	0%	**97.8%**	-	100%	97.0%	96.4%	0%	**97.2%**	-	100%	93.8%	100%	0%	**95.6%**	-	96.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.7%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	6	1	0	**7**	-	0	10	0	0	**10**	-	18
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	2.6%	0%	0%	0%	**2.2%**	-	0%	3.0%	3.6%	0%	**2.8%**	-	0%	5.2%	0%	0%	**3.7%**	-	2.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Neptune Boulevard & Washington Avenue - TMC

Tue Jul 30, 2024
PM Peak (Jul 30 2024 4:15PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211308, Location: 40.209118, -74.035968, Site Code: 5

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg / Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Boulevard Northbound						Neptune Boulevard Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-07-30 4:15PM	19	1	38	0	**58**	0	6	1	2	0	**9**	1	3	43	3	0	**49**	0	0	86	5	0	**91**	3	**207**
4:30PM	21	2	32	0	**55**	1	20	1	1	0	**22**	0	1	53	0	0	**54**	0	3	81	12	0	**96**	2	**227**
4:45PM	29	0	34	0	**63**	0	0	3	1	0	**4**	0	4	59	1	0	**64**	0	3	86	13	0	**102**	0	**233**
5:00PM	20	3	40	1	**64**	0	1	5	0	0	**6**	0	2	51	1	0	**54**	0	2	89	8	0	**99**	1	**223**
Total	89	6	144	1	**240**	1	27	10	4	0	**41**	1	10	206	5	0	**221**	0	8	342	38	0	**388**	6	**890**
% Approach	37.1%	2.5%	60.0%	0.4%	**-**	-	65.9%	24.4%	9.8%	0%	**-**	-	4.5%	93.2%	2.3%	0%	**-**	-	2.1%	88.1%	9.8%	0%	**-**	-	-
% Total	10.0%	0.7%	16.2%	0.1%	**27.0%**	-	3.0%	1.1%	0.4%	0%	**4.6%**	-	1.1%	23.1%	0.6%	0%	**24.8%**	-	0.9%	38.4%	4.3%	0%	**43.6%**	-	-
PHF	0.767	0.500	0.900	0.250	**0.938**	-	0.338	0.500	0.500	-	**0.466**	-	0.625	0.873	0.417	-	**0.863**	-	0.667	0.961	0.731	-	**0.951**	-	0.955
Lights	88	6	143	1	**238**	-	27	10	4	0	**41**	-	10	204	5	0	**219**	-	8	337	37	0	**382**	-	880
% Lights	98.9%	100%	99.3%	100%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	100%	99.0%	100%	0%	**99.1%**	-	100%	98.5%	97.4%	0%	**98.5%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	1	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	5	1	0	**6**	-	10
% Buses and Single-Unit Trucks	1.1%	0%	0.7%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0%	1.5%	2.6%	0%	**1.5%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	83.3%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	16.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Neptune Boulevard & Washington Avenue - TMC

Sat Jul 27, 2024
Midday Peak (WKND) (Jul 27 2024 11:30AM - 12:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211308, Location: 40.209118, -74.035968, Site Code: 5

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg / Direction	Washington Avenue Eastbound						Washington Avenue Westbound						Neptune Boulevard Northbound						Neptune Boulevard Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-07-27 11:30AM	5	0	6	0	**11**	0	4	0	1	0	**5**	0	1	50	2	0	**53**	0	1	59	2	0	**62**	0	**131**
11:45AM	11	2	8	0	**21**	0	5	0	0	0	**5**	1	2	50	0	0	**52**	0	1	71	2	0	**74**	0	**152**
12:00PM	4	2	10	0	**16**	0	4	2	0	0	**6**	0	1	58	3	0	**62**	0	1	55	6	0	**62**	0	**146**
12:15PM	8	4	3	0	**15**	3	6	4	1	0	**11**	2	3	48	1	0	**52**	2	1	64	2	0	**67**	0	**145**
Total	28	8	27	0	**63**	3	19	6	2	0	**27**	3	7	206	6	0	**219**	2	4	249	12	0	**265**	0	**574**
% Approach	44.4%	12.7%	42.9%	0%	**-**	-	70.4%	22.2%	7.4%	0%	**-**	-	3.2%	94.1%	2.7%	0%	**-**	-	1.5%	94.0%	4.5%	0%	**-**	-	**-**
% Total	4.9%	1.4%	4.7%	0%	**11.0%**	-	3.3%	1.0%	0.3%	0%	**4.7%**	-	1.2%	35.9%	1.0%	0%	**38.2%**	-	0.7%	43.4%	2.1%	0%	**46.2%**	-	**-**
PHF	0.636	0.500	0.675	-	**0.750**	-	0.792	0.375	0.500	-	**0.614**	-	0.583	0.888	0.500	-	**0.883**	-	1.000	0.877	0.500	-	**0.895**	-	0.944
Lights	27	8	24	0	**59**	-	19	6	2	0	**27**	-	7	201	6	0	**214**	-	4	247	11	0	**262**	-	562
% Lights	96.4%	100%	88.9%	0%	**93.7%**	-	100%	100%	100%	0%	**100%**	-	100%	97.6%	100%	0%	**97.7%**	-	100%	99.2%	91.7%	0%	**98.9%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	1	0	3	0	**4**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	2	1	0	**3**	-	11
% Buses and Single-Unit Trucks	3.6%	0%	11.1%	0%	**6.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.9%	0%	0%	**1.8%**	-	0%	0.8%	8.3%	0%	**1.1%**	-	1.9%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance W... - TMC

Sat Jul 27, 2024
Full Length ()
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211311, Location: 40.207379, -74.041526, Site Code: 6

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound						Hospital Entrance Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-07-27 11:00AM	21	192	0	**213**	0	169	10	0	0	**179**	0	6	2	0	22	**30**	0	**422**
11:15AM	24	167	0	**191**	0	148	6	0	0	**154**	0	4	9	0	6	**19**	3	**364**
11:30AM	20	209	0	**229**	0	142	5	0	0	**147**	0	5	9	0	6	**20**	1	**396**
11:45AM	18	215	0	**233**	0	168	3	0	0	**171**	0	4	9	0	4	**17**	0	**421**
Hourly Total	83	783	0	**866**	0	627	24	0	0	**651**	0	19	29	0	38	**86**	4	**1603**
12:00PM	22	215	0	**237**	0	155	1	0	0	**156**	0	7	6	1	8	**22**	0	**415**
12:15PM	34	189	0	**223**	0	160	5	0	0	**165**	0	3	7	0	17	**27**	0	**415**
12:30PM	25	201	0	**226**	0	182	4	0	0	**186**	1	7	7	0	9	**23**	2	**435**
12:45PM	35	174	0	**209**	0	167	10	0	0	**177**	0	3	10	0	13	**26**	0	**412**
Hourly Total	116	779	0	**895**	0	664	20	0	0	**684**	1	20	30	1	47	**98**	2	**1677**
1:00PM	30	180	0	**210**	0	204	13	0	0	**217**	0	4	10	0	21	**35**	0	**462**
1:15PM	30	164	0	**194**	0	155	7	0	0	**162**	0	8	12	0	5	**25**	1	**381**
1:30PM	33	162	0	**195**	0	189	12	0	0	**201**	0	5	17	0	9	**31**	0	**427**
1:45PM	34	139	0	**173**	0	178	8	0	0	**186**	0	7	15	0	5	**27**	0	**386**
Hourly Total	127	645	0	**772**	0	726	40	0	0	**766**	0	24	54	0	40	**118**	1	**1656**
2024-07-30 6:00AM	43	67	0	**110**	1	51	3	0	0	**54**	0	2	1	0	1	**4**	0	**168**
6:15AM	81	129	0	**210**	0	73	3	0	0	**76**	2	1	0	0	11	**12**	0	**298**
6:30AM	150	232	0	**382**	2	95	12	0	0	**107**	8	4	2	0	8	**14**	3	**503**
6:45AM	142	240	0	**382**	13	128	22	0	1	**151**	9	5	7	0	9	**21**	9	**554**
Hourly Total	416	668	0	**1084**	16	347	40	0	1	**388**	19	12	10	0	29	**51**	12	**1523**
7:00AM	80	153	0	**233**	16	126	5	0	4	**135**	10	5	11	0	19	**35**	4	**403**
7:15AM	78	163	0	**241**	3	132	12	0	1	**145**	4	4	13	0	35	**52**	0	**438**
7:30AM	91	196	0	**287**	0	166	4	0	0	**170**	3	10	57	0	56	**123**	1	**580**
7:45AM	96	239	0	**335**	1	172	5	0	0	**177**	7	5	39	0	32	**76**	1	**588**
Hourly Total	345	751	0	**1096**	20	596	26	0	5	**627**	24	24	120	0	142	**286**	6	**2009**
8:00AM	65	200	0	**265**	1	158	5	0	0	**163**	10	2	22	0	22	**46**	0	**474**
8:15AM	58	181	0	**239**	4	145	7	0	1	**153**	1	5	5	0	18	**28**	1	**420**
8:30AM	71	191	0	**262**	5	150	12	0	0	**162**	4	5	6	0	12	**23**	0	**447**
8:45AM	76	291	0	**367**	1	173	6	0	0	**179**	1	4	3	0	11	**18**	1	**564**
Hourly Total	270	863	0	**1133**	11	626	30	0	1	**657**	16	16	36	0	63	**115**	2	**1905**
3:00PM	22	158	0	**180**	0	267	9	0	0	**276**	10	12	35	0	12	**59**	3	**515**
3:15PM	18	172	0	**190**	1	293	11	0	1	**305**	1	9	49	0	10	**68**	0	**563**
3:30PM	20	160	0	**180**	2	321	8	0	2	**331**	5	12	44	0	11	**67**	0	**578**
3:45PM	35	173	0	**208**	0	289	7	0	1	**297**	4	13	47	0	11	**71**	1	**576**
Hourly Total	95	663	0	**758**	3	1170	35	0	4	**1209**	20	46	175	0	44	**265**	4	**2232**
4:00PM	25	172	0	**197**	0	306	14	0	2	**322**	3	11	40	0	7	**58**	0	**577**
4:15PM	25	142	0	**167**	3	306	15	0	1	**322**	1	7	52	0	7	**66**	2	**555**
4:30PM	23	165	0	**188**	4	349	7	0	0	**356**	9	11	64	0	7	**82**	5	**626**
4:45PM	37	146	0	**183**	2	322	8	0	1	**331**	5	10	52	0	6	**68**	2	**582**
Hourly Total	110	625	0	**735**	9	1283	44	0	4	**1331**	18	39	208	0	27	**274**	9	**2340**
5:00PM	23	162	0	**185**	2	318	7	0	1	**326**	2	14	42	0	11	**67**	0	**578**
5:15PM	28	153	0	**181**	3	320	6	0	1	**327**	1	6	59	0	3	**68**	0	**576**
5:30PM	29	193	0	**222**	0	233	5	0	1	**239**	0	9	28	0	25	**62**	0	**523**
5:45PM	33	163	0	**196**	3	216	6	0	1	**223**	2	6	20	0	23	**49**	0	**468**
Hourly Total	113	671	0	**784**	8	1087	24	0	4	**1115**	5	35	149	0	62	**246**	0	**2145**
Total	1675	6448	0	**8123**	67	7126	283	0	19	**7428**	103	235	811	1	492	**1539**	40	**17090**
% Approach	20.6%	79.4%	0%	**-**	-	95.9%	3.8%	0%	0.3%	**-**	-	15.3%	52.7%	0.1%	32.0%	**-**	-	-
% Total	9.8%	37.7%	0%	**47.5%**	-	41.7%	1.7%	0%	0.1%	**43.5%**	-	1.4%	4.7%	0%	2.9%	**9.0%**	-	-
Lights	1674	6294	0	**7968**	-	6930	283	0	19	**7232**	-	233	808	1	489	**1531**	-	16731
% Lights	99.9%	97.6%	0%	**98.1%**	-	97.2%	100%	0%	100%	**97.4%**	-	99.1%	99.6%	100%	99.4%	**99.5%**	-	97.9%
Articulated Trucks	0	19	0	**19**	-	17	0	0	0	**17**	-	0	0	0	1	**1**	-	37
% Articulated Trucks	0%	0.3%	0%	**0.2%**	-	0.2%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0.2%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	1	135	0	**136**	-	179	0	0	0	**179**	-	2	3	0	2	**7**	-	322

Leg	Corlies Avenue					Corlies Avenue						Hospital Entrance						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
% Buses and Single-Unit Trucks	0.1%	2.1%	0%	**1.7%**	-	2.5%	0%	0%	0%	**2.4%**	-	0.9%	0.4%	0%	0.4%	**0.5%**	-	1.9%
Pedestrians	-	-	-	-	67	-	-	-	-	-	102	-	-	-	-	-	36	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	99.0%	-	-	-	-	-	90.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	1.0%	-	-	-	-	-	10.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance W... - TMC

Tue Jul 30, 2024
AM Peak (Jul 30 2024 7:15AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211311, Location: 40.207379, -74.041526, Site Code: 6

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound						Hospital Entrance Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-07-30 7:15AM	78	163	0	**241**	3	132	12	0	1	**145**	4	4	13	0	35	**52**	0	**438**
7:30AM	91	196	0	**287**	0	166	4	0	0	**170**	3	10	57	0	56	**123**	1	**580**
7:45AM	96	239	0	**335**	1	172	5	0	0	**177**	7	5	39	0	32	**76**	1	**588**
8:00AM	65	200	0	**265**	1	158	5	0	0	**163**	10	2	22	0	22	**46**	0	**474**
Total	330	798	0	**1128**	5	628	26	0	1	**655**	24	21	131	0	145	**297**	2	**2080**
% Approach	29.3%	70.7%	0%	**-**	-	95.9%	4.0%	0%	0.2%	**-**	-	7.1%	44.1%	0%	48.8%	**-**	-	-
% Total	15.9%	38.4%	0%	**54.2%**	-	30.2%	1.3%	0%	0%	**31.5%**	-	1.0%	6.3%	0%	7.0%	**14.3%**	-	-
PHF	0.859	0.835	-	**0.842**	-	0.913	0.542	-	0.250	**0.925**	-	0.525	0.575	-	0.647	**0.604**	-	0.884
Lights	329	774	0	**1103**	-	599	26	0	1	**626**	-	21	131	0	145	**297**	-	2026
% Lights	99.7%	97.0%	0%	**97.8%**	-	95.4%	100%	0%	100%	**95.6%**	-	100%	100%	0%	100%	**100%**	-	97.4%
Articulated Trucks	0	7	0	**7**	-	5	0	0	0	**5**	-	0	0	0	0	**0**	-	12
% Articulated Trucks	0%	0.9%	0%	**0.6%**	-	0.8%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	1	17	0	**18**	-	24	0	0	0	**24**	-	0	0	0	0	**0**	-	42
% Buses and Single-Unit Trucks	0.3%	2.1%	0%	**1.6%**	-	3.8%	0%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Pedestrians	-	-	-	-	5	-	-	-	-	-	24	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance W... - TMC

Tue Jul 30, 2024
PM Peak (Jul 30 2024 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211311, Location: 40.207379, -74.041526, Site Code: 6

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg / Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound						Hospital Entrance Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-07-30 4:30PM	23	165	0	**188**	4	349	7	0	0	**356**	9	11	64	0	7	**82**	5	**626**
4:45PM	37	146	0	**183**	2	322	8	0	1	**331**	5	10	52	0	6	**68**	2	**582**
5:00PM	23	162	0	**185**	2	318	7	0	1	**326**	2	14	42	0	11	**67**	0	**578**
5:15PM	28	153	0	**181**	3	320	6	0	1	**327**	1	6	59	0	3	**68**	0	**576**
Total	111	626	0	**737**	11	1309	28	0	3	**1340**	17	41	217	0	27	**285**	7	**2362**
% Approach	15.1%	84.9%	0%	**-**	-	97.7%	2.1%	0%	0.2%	**-**	-	14.4%	76.1%	0%	9.5%	**-**	-	**-**
% Total	4.7%	26.5%	0%	**31.2%**	-	55.4%	1.2%	0%	0.1%	**56.7%**	-	1.7%	9.2%	0%	1.1%	**12.1%**	-	**-**
PHF	0.750	0.948	-	**0.980**	-	0.938	0.875	-	0.750	**0.941**	-	0.732	0.848	-	0.614	**0.869**	-	0.943
Lights	111	606	0	**717**	-	1291	28	0	3	**1322**	-	41	216	0	26	**283**	-	2322
% Lights	100%	96.8%	0%	**97.3%**	-	98.6%	100%	0%	100%	**98.7%**	-	100%	99.5%	0%	96.3%	**99.3%**	-	98.3%
Articulated Trucks	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.2%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	19	0	**19**	-	18	0	0	0	**18**	-	0	1	0	1	**2**	-	39
% Buses and Single-Unit Trucks	0%	3.0%	0%	**2.6%**	-	1.4%	0%	0%	0%	**1.3%**	-	0%	0.5%	0%	3.7%	**0.7%**	-	1.7%
Pedestrians	-	-	-	-	11	-	-	-	-	-	17	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	85.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	14.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Corlies Avenue & Main Hospital Entrance W... - TMC

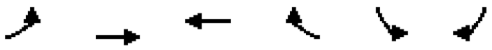
Sat Jul 27, 2024
Midday Peak (WKND) (Jul 27 2024 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1211311, Location: 40.207379, -74.041526, Site Code: 6

Provided by: Imperial Traffic & Data Collection
PO Box 4637,
Cherry Hill, NJ, 08003, US

Leg Direction	Corlies Avenue Eastbound					Corlies Avenue Westbound						Hospital Entrance Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-07-27 12:15PM	34	189	0	**223**	0	160	5	0	0	**165**	0	3	7	0	17	**27**	0	**415**
12:30PM	25	201	0	**226**	0	182	4	0	0	**186**	1	7	7	0	9	**23**	2	**435**
12:45PM	35	174	0	**209**	0	167	10	0	0	**177**	0	3	10	0	13	**26**	0	**412**
1:00PM	30	180	0	**210**	0	204	13	0	0	**217**	0	4	10	0	21	**35**	0	**462**
Total	124	744	0	**868**	0	713	32	0	0	**745**	1	17	34	0	60	**111**	2	**1724**
% Approach	14.3%	85.7%	0%	**-**	-	95.7%	4.3%	0%	0%	**-**	-	15.3%	30.6%	0%	54.1%	**-**	-	-
% Total	7.2%	43.2%	0%	**50.3%**	-	41.4%	1.9%	0%	0%	**43.2%**	-	1.0%	2.0%	0%	3.5%	**6.4%**	-	-
PHF	0.886	0.925	-	**0.960**	-	0.874	0.615	-	-	**0.858**	-	0.607	0.850	-	0.714	**0.793**	-	0.933
Lights	124	733	0	**857**	-	704	32	0	0	**736**	-	15	34	0	59	**108**	-	1701
% Lights	100%	98.5%	0%	**98.7%**	-	98.7%	100%	0%	0%	**98.8%**	-	88.2%	100%	0%	98.3%	**97.3%**	-	98.7%
Articulated Trucks	0	2	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	9	0	**9**	-	9	0	0	0	**9**	-	2	0	0	1	**3**	-	21
% Buses and Single-Unit Trucks	0%	1.2%	0%	**1.0%**	-	1.3%	0%	0%	0%	**1.2%**	-	11.8%	0%	0%	1.7%	**2.7%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	315	992	753	44	34	278
Future Volume (veh/h)	315	992	753	44	34	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1900	1900	1900
Adj Flow Rate, veh/h	358	1127	856	50	39	316
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	6	0	0	0
Cap, veh/h	570	1187	1700	99	403	359
Arrive On Green	0.17	1.00	1.00	1.00	0.22	0.22
Sat Flow, veh/h	1810	1856	3394	193	1810	1610
Grp Volume(v), veh/h	358	1127	446	460	39	316
Grp Sat Flow(s),veh/h/ln	1810	1856	1721	1776	1810	1610
Q Serve(g_s), s	7.0	0.0	0.0	0.0	1.4	15.2
Cycle Q Clear(g_c), s	7.0	0.0	0.0	0.0	1.4	15.2
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	570	1187	885	914	403	359
V/C Ratio(X)	0.63	0.95	0.50	0.50	0.10	0.88
Avail Cap(c_a), veh/h	570	1187	885	914	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	24.7	30.1
Incr Delay (d2), s/veh	2.2	16.5	2.0	2.0	0.1	14.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	9.3	0.9	0.9	1.1	20.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.2	16.5	2.0	2.0	24.8	44.7
LnGrp LOS	A	B	A	A	C	D
Approach Vol, veh/h		1485	906		355	
Approach Delay, s/veh		14.8	2.0		42.5	
Approach LOS		B	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			57.2		22.8	10.0	47.2
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		17.2	9.0	2.0
Green Ext Time (p_c), s			13.7		0.6	0.0	6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1001	25	13	735	25	0	0	3	0	0	62
Future Vol, veh/h	0	1001	25	13	735	25	0	0	3	0	0	62
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	14	3	0	0	6	0	0	0	0	0	0	5
Mvmt Flow	0	1054	26	14	774	26	0	0	3	0	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1080	0	0	-	-	1067	-	-	400
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.975
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3475
Pot Cap-1 Maneuver	0	-	-	*794	-	-	0	0	*530	0	0	*887
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	1	-	-			1			0
Mov Cap-1 Maneuver	-	-	-	*794	-	-	-	-	*530	-	-	*887
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.16	11.84	9.38
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	530	-	-	* 794	-	-	887
HCM Lane V/C Ratio	0.006	-	-	0.017	-	-	0.074
HCM Control Delay (s/veh)	11.8	-	-	9.6	-	-	9.4
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

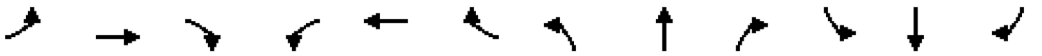
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	401	630	677	119	0	96
Future Vol, veh/h	401	630	677	119	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	6	2	0	3
Mvmt Flow	418	656	705	124	0	100

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	829	0	-	0	-	415
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.945
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3285
Pot Cap-1 Maneuver	1030	-	-	-	0	*562
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	1030	-	-	-	-	*562
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.22	0	12.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1030	-	-	-	562
HCM Lane V/C Ratio	0.406	-	-	-	0.178
HCM Control Delay (s/veh)	10.9	-	-	-	12.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	2	-	-	-	0.6

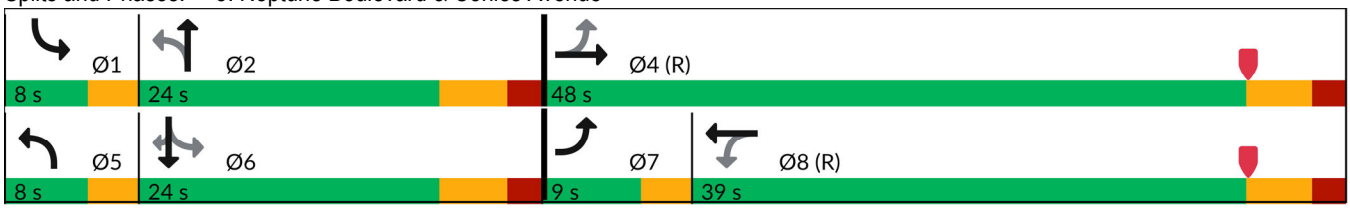
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	472	3	10	589	79	40	134	18	123	90	167
Future Volume (vph)	155	472	3	10	589	79	40	134	18	123	90	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3386	0	0	3397	0	1805	1818	0	1787	1881	1455
Flt Permitted		0.569			0.941		0.687			0.504		
Satd. Flow (perm)	0	1950	0	0	3200	0	1305	1818	0	948	1881	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			8				201
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	6%	0%	0%	5%	0%	0%	2%	7%	1%	1%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	760	0	0	817	0	48	183	0	148	108	201
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		47.1			38.1		20.9	12.9		22.1	16.1	16.1
Actuated g/C Ratio		0.59			0.48		0.26	0.16		0.28	0.20	0.20
v/c Ratio		0.63			0.53		0.12	0.61		0.47	0.28	0.44
Control Delay (s/veh)		17.0			16.6		19.5	37.9		26.4	29.4	7.7
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		17.0			16.6		19.5	37.9		26.4	29.4	7.7
LOS		B			B		B	D		C	C	A
Approach Delay (s/veh)		17.1			16.6			34.1			18.9	
Approach LOS		B			B			C			B	
Stops (vph)		409			451		28	131		95	74	25
Fuel Used(gal)		7			11		1	3		1	1	1
CO Emissions (g/hr)		493			735		35	181		98	77	61
NOx Emissions (g/hr)		96			143		7	35		19	15	12
VOC Emissions (g/hr)		114			170		8	42		23	18	14
Dilemma Vehicles (#)		62			42		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 95.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



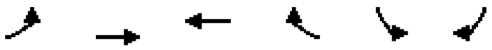
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	6	53	21	14	8	24	331	13	13	306	80
Future Vol, veh/h	39	6	53	21	14	8	24	331	13	13	306	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	10	7	13	0	2	0	0	6	3
Mvmt Flow	59	9	80	32	21	12	36	502	20	20	464	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1148	1158	292	860	1208	511	585	0	0	521	0	0
Stage 1	564	564	-	584	584	-	-	-	-	-	-	-
Stage 2	585	594	-	276	624	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.93	7.45	6.605	6.395	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.25	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.65	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.319	3.595	4.0665	3.4235	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	248	267	705	411	238	844	1000	-	-	1322	-	-
Stage 1	483	512	-	723	658	-	-	-	-	-	-	-
Stage 2	745	663	-	688	467	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	211	254	705	334	226	844	1000	-	-	1322	-	-
Mov Cap-2 Maneuver	211	254	-	334	226	-	-	-	-	-	-	-
Stage 1	476	504	-	697	634	-	-	-	-	-	-	-
Stage 2	684	639	-	590	460	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.22	19.08	0.57	0.25
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	216	705	320	1322	-	-
HCM Lane V/C Ratio	0.036	-	-	0.316	0.114	0.203	0.015	-	-
HCM Control Delay (s/veh)	8.7	-	-	29.2	10.8	19.1	7.8	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.4	0.7	0	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	124	698	1252	32	35	219
Future Volume (veh/h)	124	698	1252	32	35	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1856	1900	1900
Adj Flow Rate, veh/h	129	727	1304	33	36	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	3	0	0
Cap, veh/h	484	1286	2011	51	307	273
Arrive On Green	0.17	1.00	1.00	1.00	0.17	0.17
Sat Flow, veh/h	1810	1856	3635	90	1810	1610
Grp Volume(v), veh/h	129	727	654	683	36	228
Grp Sat Flow(s),veh/h/ln	1810	1856	1777	1854	1810	1610
Q Serve(g_s), s	1.9	0.0	0.0	0.0	1.3	11.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	1.3	11.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	484	1286	1009	1053	307	273
V/C Ratio(X)	0.27	0.57	0.65	0.65	0.12	0.83
Avail Cap(c_a), veh/h	484	1286	1009	1053	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	0.0	28.1	32.1
Incr Delay (d2), s/veh	0.3	1.8	3.2	3.1	0.2	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.9	0.9	0.6	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.3	1.8	3.2	3.1	28.3	38.7
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		856	1337		264	
Approach Delay, s/veh		2.2	3.2		37.3	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			61.4		18.6	10.0	51.4
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		13.0	3.9	2.0
Green Ext Time (p_c), s			5.9		0.6	0.1	11.5

Intersection Summary	
HCM 7th Control Delay, s/veh	6.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	715	18	16	1202	15	0	0	25	0	0	82
Future Vol, veh/h	0	715	18	16	1202	15	0	0	25	0	0	82
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	753	19	17	1265	16	0	0	26	0	0	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	772	0	0	-	-	762	-	-	641
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*1032	-	-	0	0	*688	0	0	*767
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*1032	-	-	-	-	*688	-	-	*767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.11	10.44	10.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	688	-	-	* 1032	-	-	767
HCM Lane V/C Ratio	0.038	-	-	0.016	-	-	0.112
HCM Control Delay (s/veh)	10.4	-	-	8.5	-	-	10.3
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

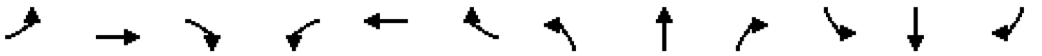
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	657	854	26	0	379
Future Vol, veh/h	110	657	854	26	0	379
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	3	3	12	0	1
Mvmt Flow	113	677	880	27	0	391

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	907	0	-	0	-	454
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3095
Pot Cap-1 Maneuver	938	-	-	-	0	*870
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	938	-	-	-	-	*870
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.34	0	12.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	938	-	-	-	870
HCM Lane V/C Ratio	0.121	-	-	-	0.449
HCM Control Delay (s/veh)	9.4	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.4

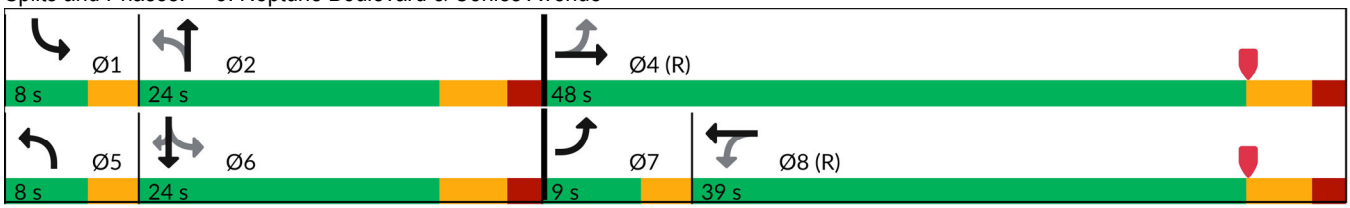
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	522	13	15	662	69	51	142	18	213	195	167
Future Volume (vph)	122	522	13	15	662	69	51	142	18	213	195	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3484	0	0	3458	0	1736	1819	0	1805	1881	1615
Flt Permitted		0.622			0.935		0.627			0.545		
Satd. Flow (perm)	0	2187	0	0	3236	0	1145	1819	0	1036	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			16			7				174
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	2%	4%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	685	0	0	778	0	53	167	0	222	203	174
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.7			37.7		21.3	13.3		22.5	16.5	16.5
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.28	0.21	0.21
v/c Ratio		0.51			0.50		0.15	0.54		0.65	0.52	0.37
Control Delay (s/veh)		13.7			16.6		19.4	35.0		32.8	33.7	6.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		13.7			16.6		19.4	35.0		32.8	33.7	6.9
LOS		B			B		B	D		C	C	A
Approach Delay (s/veh)		13.8			16.6			31.3			25.6	
Approach LOS		B			B			C			C	
Stops (vph)		409			495		35	134		180	169	25
Fuel Used(gal)		7			12		1	3		3	3	1
CO Emissions (g/hr)		474			809		45	183		193	180	59
NOx Emissions (g/hr)		92			157		9	36		38	35	11
VOC Emissions (g/hr)		110			188		10	42		45	42	14
Dilemma Vehicles (#)		37			47		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 101.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	4.1

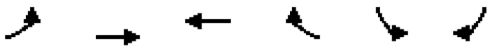
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	17	164	40	10	4	18	297	18	4	371	63
Future Vol, veh/h	96	17	164	40	10	4	18	297	18	4	371	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	3	0	0	0	1	0	0	1	2
Mvmt Flow	104	18	178	43	11	4	20	323	20	4	403	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	814	828	236	591	852	333	472	0	0	342	0	0
Stage 1	446	446	-	372	372	-	-	-	-	-	-	-
Stage 2	367	382	-	220	480	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.5	6.9	7.345	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.515	5.5	-	6.145	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	5.5	-	6.545	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4	3.3	3.5285	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*465	*448	772	*700	*431	*915	1101	-	-	*1373	-	-
Stage 1	*564	*577	-	*856	*755	-	-	-	-	-	-	-
Stage 2	*861	*755	-	*761	*557	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*442	*438	772	*505	*422	*915	1101	-	-	*1373	-	-
Mov Cap-2 Maneuver	*442	*438	-	*505	*422	-	-	-	-	-	-	-
Stage 1	*562	*575	-	*841	*742	-	-	-	-	-	-	-
Stage 2	*829	*742	-	*564	*556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.18	13.09	0.45	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1101	-	-	441	772	504	* 1373	-	-
HCM Lane V/C Ratio	0.018	-	-	0.278	0.231	0.117	0.003	-	-
HCM Control Delay (s/veh)	8.3	-	-	16.3	11.1	13.1	7.6	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.9	0.4	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	117	553	713	36	37	94
Future Volume (veh/h)	117	553	713	36	37	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1900	1900	1870
Adj Flow Rate, veh/h	122	576	743	38	39	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	1	0	0	2
Cap, veh/h	704	1446	2248	115	161	141
Arrive On Green	0.17	1.00	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1810	1870	3561	177	1810	1585
Grp Volume(v), veh/h	122	576	384	397	39	98
Grp Sat Flow(s),veh/h/ln	1810	1870	1791	1853	1810	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.6	4.8
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.6	4.8
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	704	1446	1161	1202	161	141
V/C Ratio(X)	0.17	0.40	0.33	0.33	0.24	0.69
Avail Cap(c_a), veh/h	704	1446	1161	1202	520	456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	0.0	33.9	35.4
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.7	0.8	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.2	0.2	0.7	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.4	0.8	0.8	0.7	34.7	41.3
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		698	781		137	
Approach Delay, s/veh		1.1	0.8		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.9		12.1	10.0	57.9
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		6.8	3.3	2.0
Green Ext Time (p_c), s			4.2		0.3	0.2	5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	4.2
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	585	5	3	729	0	0	0	11	0	0	20
Future Vol, veh/h	0	585	5	3	729	0	0	0	11	0	0	20
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	597	5	3	744	0	0	0	11	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	602	0	0	-	-	599	-	-	372
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*1151	-	-	0	0	*767	0	0	*899
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*1151	-	-	-	-	*767	-	-	*899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	9.76	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	767	-	-	* 1151	-	-	899
HCM Lane V/C Ratio	0.015	-	-	0.003	-	-	0.023
HCM Control Delay (s/veh)	9.8	-	-	8.1	-	-	9.1
HCM Lane LOS	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

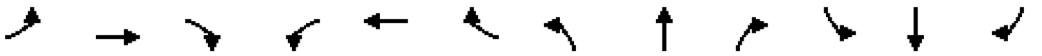
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	574	684	20	0	48
Future Vol, veh/h	36	574	684	20	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	86	86
Heavy Vehicles, %	11	1	1	0	0	8
Mvmt Flow	39	624	777	23	0	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	800	0	-	0	-	400
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.265	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.3045	-	-	-	-	3.376
Pot Cap-1 Maneuver	965	-	-	-	0	*879
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	965	-	-	-	-	*879
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.52	0	9.37
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	965	-	-	-	879
HCM Lane V/C Ratio	0.041	-	-	-	0.063
HCM Control Delay (s/veh)	8.9	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

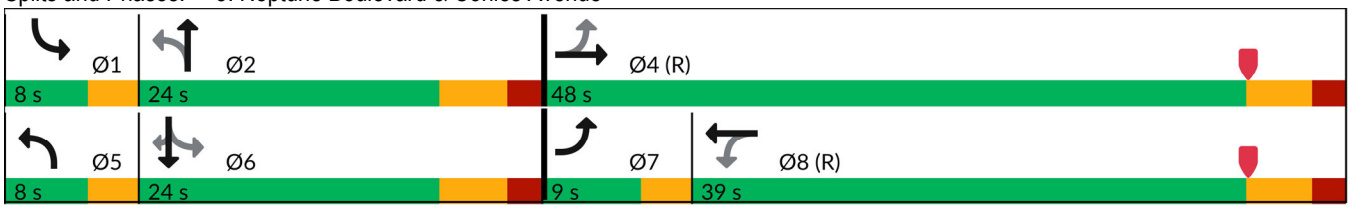
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	461	10	12	560	74	21	77	19	89	97	123
Future Volume (vph)	103	461	10	12	560	74	21	77	19	89	97	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3532	0	0	3506	0	1805	1772	0	1787	1863	1583
Flt Permitted		0.718			0.942		0.693			0.585		
Satd. Flow (perm)	0	2559	0	0	3306	0	1317	1772	0	1100	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			14				126
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	0%	8%	1%	1%	0%	1%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	585	0	0	659	0	21	98	0	91	99	126
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		52.0			43.0		16.6	9.6		17.8	12.8	12.8
Actuated g/C Ratio		0.65			0.54		0.21	0.12		0.22	0.16	0.16
v/c Ratio		0.34			0.36		0.06	0.43		0.31	0.33	0.35
Control Delay (s/veh)		11.3			11.9		21.5	33.4		25.8	32.7	9.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.3			11.9		21.5	33.4		25.8	32.7	9.2
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		11.4			11.9			31.4			21.4	
Approach LOS		B			B			C			C	
Stops (vph)		320			351		17	73		69	83	23
Fuel Used(gal)		5			9		0	2		1	1	1
CO Emissions (g/hr)		375			616		20	106		70	88	48
NOx Emissions (g/hr)		73			120		4	21		14	17	9
VOC Emissions (g/hr)		87			143		5	25		16	20	11
Dilemma Vehicles (#)		30			40		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.2

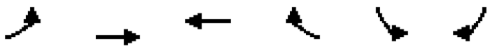
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	3	35	48	4	10	7	238	9	4	226	24
Future Vol, veh/h	33	3	35	48	4	10	7	238	9	4	226	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
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, %	0	0	3	0	0	0	14	2	11	0	1	0
Mvmt Flow	35	3	38	52	4	11	8	256	10	4	243	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	538	545	134	408	553	261	269	0	0	266	0	0
Stage 1	265	265	-	276	276	-	-	-	-	-	-	-
Stage 2	273	281	-	132	277	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.945	7.3	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3285	3.5	4	3.3	2.333	-	-	2.2	-	-
Pot Cap-1 Maneuver	*638	*591	887	*801	*584	*971	1219	-	-	*1456	-	-
Stage 1	*724	*693	-	*915	*801	-	-	-	-	-	-	-
Stage 2	*915	*801	-	*864	*685	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*620	*585	887	*755	*578	*971	1219	-	-	*1456	-	-
Mov Cap-2 Maneuver	*620	*585	-	*755	*578	-	-	-	-	-	-	-
Stage 1	*721	*691	-	*910	*796	-	-	-	-	-	-	-
Stage 2	*895	*796	-	*821	*683	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.24	10.13	0.22	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1219	-	-	617	887	768	* 1456	-	-
HCM Lane V/C Ratio	0.006	-	-	0.063	0.042	0.087	0.003	-	-
HCM Control Delay (s/veh)	8	-	-	11.2	9.2	10.1	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	814	677	13	22	29
Future Volume (veh/h)	99	814	677	13	22	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1900	1900
Adj Flow Rate, veh/h	102	839	698	13	23	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	0	0	0
Cap, veh/h	745	1485	2364	44	136	121
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1885	3662	66	1810	1610
Grp Volume(v), veh/h	102	839	347	364	23	30
Grp Sat Flow(s),veh/h/ln	1810	1885	1777	1858	1810	1610
Q Serve(g_s), s	1.0	0.0	0.0	0.0	1.0	1.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.0	1.0	1.4
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	745	1485	1177	1231	136	121
V/C Ratio(X)	0.14	0.57	0.30	0.30	0.17	0.25
Avail Cap(c_a), veh/h	745	1485	1177	1231	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.0	0.0	0.0	34.7	34.9
Incr Delay (d2), s/veh	0.1	1.6	0.6	0.6	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.2	0.2	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.0	1.6	0.6	0.6	35.2	35.9
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		941	711		53	
Approach Delay, s/veh		1.6	0.6		35.6	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			69.0		11.0	10.0	59.0
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		3.4	3.0	2.0
Green Ext Time (p_c), s			7.5		0.1	0.1	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	2.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	834	2	3	670	4	0	0	2	0	0	20
Future Vol, veh/h	0	834	2	3	670	4	0	0	2	0	0	20
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	-	-	-	153	-	-	-	-	-	-	-	0
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, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	860	2	3	691	4	0	0	2	0	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	862	0	0	-	-	861	-	-	347
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*913	-	-	0	0	*609	0	0	*926
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*913	-	-	-	-	*609	-	-	*926
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.04	10.93	8.98
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	609	-	-	* 913	-	-	926
HCM Lane V/C Ratio	0.003	-	-	0.003	-	-	0.022
HCM Control Delay (s/veh)	10.9	-	-	9	-	-	9
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

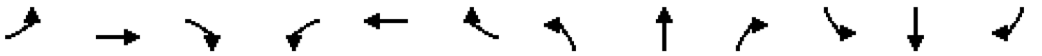
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	831	654	13	0	23
Future Vol, veh/h	26	831	654	13	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	1	0	0	4
Mvmt Flow	27	857	674	13	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	688	0	-	0	-	344
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.238	-	-	-	-	3.338
Pot Cap-1 Maneuver	1081	-	-	-	0	*915
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	1081	-	-	-	-	*915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	9.04
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1081	-	-	-	915
HCM Lane V/C Ratio	0.025	-	-	-	0.026
HCM Control Delay (s/veh)	8.4	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

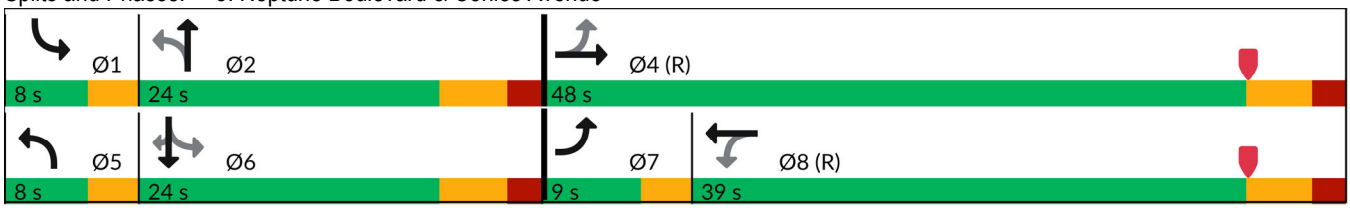
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	751	8	9	551	55	23	83	10	87	122	93
Future Volume (vph)	72	751	8	9	551	55	23	83	10	87	122	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3557	0	0	3491	0	1805	1805	0	1787	1881	1599
Flt Permitted		0.838			0.941		0.676			0.591		
Satd. Flow (perm)	0	2993	0	0	3288	0	1284	1805	0	1112	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			7				123
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	856	0	0	634	0	24	96	0	90	126	96
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.4			42.4		17.2	10.2		18.4	13.4	13.4
Actuated g/C Ratio		0.64			0.53		0.22	0.13		0.23	0.17	0.17
v/c Ratio		0.44			0.36		0.07	0.40		0.30	0.40	0.25
Control Delay (s/veh)		12.6			12.4		20.9	33.9		24.7	33.2	5.4
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		12.6			12.4		20.9	33.9		24.7	33.2	5.4
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		12.7			12.4			31.3			22.3	
Approach LOS		B			B			C			C	
Stops (vph)		495			341		19	77		65	104	10
Fuel Used(gal)		8			8		0	1		1	2	0
CO Emissions (g/hr)		574			594		22	105		67	112	30
NOx Emissions (g/hr)		112			116		4	20		13	22	6
VOC Emissions (g/hr)		133			138		5	24		15	26	7
Dilemma Vehicles (#)		49			38		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 15.3		Intersection LOS: B	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2

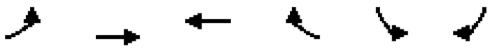
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	10	27	26	6	1	8	196	6	5	249	11
Future Vol, veh/h	29	10	27	26	6	1	8	196	6	5	249	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	0	0	2	0	0	1	9
Mvmt Flow	31	11	29	28	6	1	9	209	6	5	265	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	510	513	138	377	516	212	277	0	0	215	0	0
Stage 1	281	281	-	229	229	-	-	-	-	-	-	-
Stage 2	229	232	-	148	287	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.96	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.338	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*610	*576	880	*765	*574	*998	1298	-	-	*1498	-	-
Stage 1	*707	*682	-	*941	*824	-	-	-	-	-	-	-
Stage 2	*941	*824	-	*845	*678	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*596	*570	880	*719	*568	*998	1298	-	-	*1498	-	-
Mov Cap-2 Maneuver	*596	*570	-	*719	*568	-	-	-	-	-	-	-
Stage 1	*705	*679	-	*935	*818	-	-	-	-	-	-	-
Stage 2	*927	*818	-	*802	*675	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.61	10.49	0.3	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	589	880	691	* 1498	-	-
HCM Lane V/C Ratio	0.007	-	-	0.07	0.033	0.051	0.004	-	-
HCM Control Delay (s/veh)	7.8	-	-	11.6	9.2	10.5	7.4	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.2	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	315	1073	802	44	34	278
Future Volume (veh/h)	315	1073	802	44	34	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1900	1900	1900
Adj Flow Rate, veh/h	358	1219	911	50	39	316
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	6	0	0	0
Cap, veh/h	554	1187	1707	94	403	359
Arrive On Green	0.17	1.00	1.00	1.00	0.22	0.22
Sat Flow, veh/h	1810	1856	3407	182	1810	1610
Grp Volume(v), veh/h	358	1219	473	488	39	316
Grp Sat Flow(s),veh/h/ln	1810	1856	1721	1778	1810	1610
Q Serve(g_s), s	7.0	51.2	0.0	0.0	1.4	15.2
Cycle Q Clear(g_c), s	7.0	51.2	0.0	0.0	1.4	15.2
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	554	1187	885	915	403	359
V/C Ratio(X)	0.65	1.03	0.53	0.53	0.10	0.88
Avail Cap(c_a), veh/h	554	1187	885	915	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	0.0	24.7	30.1
Incr Delay (d2), s/veh	2.6	33.3	2.3	2.2	0.1	14.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	16.7	1.0	1.0	1.1	20.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.7	33.3	2.3	2.2	24.8	44.7
LnGrp LOS	A	F	A	A	C	D
Approach Vol, veh/h		1577	961		355	
Approach Delay, s/veh		27.9	2.3		42.5	
Approach LOS		C	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			57.2		22.8	10.0	47.2
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			53.2		17.2	9.0	2.0
Green Ext Time (p_c), s			0.0		0.6	0.0	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1082	25	13	784	25	0	0	3	0	0	62
Future Vol, veh/h	0	1082	25	13	784	25	0	0	3	0	0	62
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	14	3	0	0	6	0	0	0	0	0	0	5
Mvmt Flow	0	1139	26	14	825	26	0	0	3	0	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1165	0	0	-	-	1152	-	-	426
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.975
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3475
Pot Cap-1 Maneuver	0	-	-	*715	-	-	0	0	*477	0	0	*861
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	1	-	-			1			0
Mov Cap-1 Maneuver	-	-	-	*715	-	-	-	-	*477	-	-	*861
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.16	12.6	9.53
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	477	-	-	* 715	-	-	861
HCM Lane V/C Ratio	0.007	-	-	0.019	-	-	0.076
HCM Control Delay (s/veh)	12.6	-	-	10.1	-	-	9.5
HCM Lane LOS	B	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

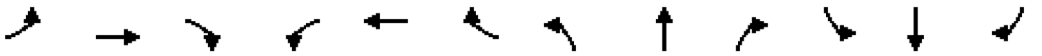
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	401	713	726	119	0	96
Future Vol, veh/h	401	713	726	119	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	6	2	0	3
Mvmt Flow	418	743	756	124	0	100

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	880	0	-	0	-	440
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.945
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3285
Pot Cap-1 Maneuver	941	-	-	-	0	*892
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	941	-	-	-	-	*892
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.26	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	941	-	-	-	892
HCM Lane V/C Ratio	0.444	-	-	-	0.112
HCM Control Delay (s/veh)	11.8	-	-	-	9.5
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	2.3	-	-	-	0.4

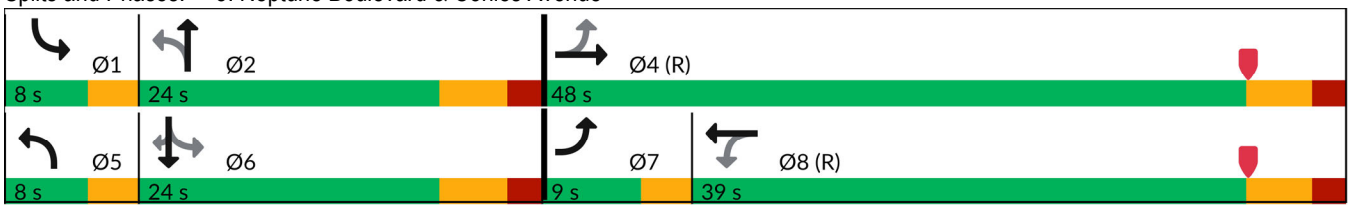
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	546	3	11	626	84	42	142	19	131	96	177
Future Volume (vph)	164	546	3	11	626	84	42	142	19	131	96	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3388	0	0	3398	0	1805	1819	0	1787	1881	1455
Flt Permitted		0.559			0.937		0.682			0.485		
Satd. Flow (perm)	0	1915	0	0	3187	0	1296	1819	0	912	1881	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			8				213
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	6%	0%	0%	5%	0%	0%	2%	7%	1%	1%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	860	0	0	868	0	51	194	0	158	116	213
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.7			37.7		21.3	13.3		22.5	16.5	16.5
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.28	0.21	0.21
v/c Ratio		0.73			0.57		0.13	0.62		0.50	0.29	0.45
Control Delay (s/veh)		19.2			17.5		19.3	38.4		27.3	29.3	7.6
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		19.2			17.5		19.3	38.4		27.3	29.3	7.6
LOS		B			B		B	D		C	C	A
Approach Delay (s/veh)		19.3			17.5			34.5			19.2	
Approach LOS		B			B			C			B	
Stops (vph)		458			496		30	139		104	80	25
Fuel Used(gal)		8			11		1	3		2	1	1
CO Emissions (g/hr)		578			799		37	193		107	82	64
NOx Emissions (g/hr)		112			155		7	38		21	16	12
VOC Emissions (g/hr)		134			185		9	45		25	19	15
Dilemma Vehicles (#)		80			45		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 20.2		Intersection LOS: C	
Intersection Capacity Utilization 96.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	3.5

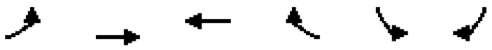
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	6	56	22	15	8	25	351	14	14	326	85
Future Vol, veh/h	41	6	56	22	15	8	25	351	14	14	326	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	10	7	13	0	2	0	0	6	3
Mvmt Flow	62	9	85	33	23	12	38	532	21	21	494	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1220	1230	311	912	1283	542	623	0	0	553	0	0
Stage 1	601	601	-	618	618	-	-	-	-	-	-	-
Stage 2	619	629	-	294	665	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.93	7.45	6.605	6.395	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.25	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.65	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.319	3.595	4.0665	3.4235	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	233	252	685	409	223	*856	968	-	-	*1331	-	-
Stage 1	459	493	-	744	670	-	-	-	-	-	-	-
Stage 2	765	673	-	671	447	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	195	239	685	327	211	*856	968	-	-	*1331	-	-
Mov Cap-2 Maneuver	195	239	-	327	211	-	-	-	-	-	-	-
Stage 1	452	485	-	715	644	-	-	-	-	-	-	-
Stage 2	699	647	-	568	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.89	20.21	0.57	0.26
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	968	-	-	200	685	304	* 1331	-	-
HCM Lane V/C Ratio	0.039	-	-	0.356	0.124	0.224	0.016	-	-
HCM Control Delay (s/veh)	8.9	-	-	32.7	11	20.2	7.7	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.4	0.8	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	124	747	1343	32	35	219
Future Volume (veh/h)	124	747	1343	32	35	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1856	1900	1900
Adj Flow Rate, veh/h	129	778	1399	33	36	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	3	0	0
Cap, veh/h	464	1286	2015	47	307	273
Arrive On Green	0.17	1.00	1.00	1.00	0.17	0.17
Sat Flow, veh/h	1810	1856	3642	84	1810	1610
Grp Volume(v), veh/h	129	778	700	732	36	228
Grp Sat Flow(s),veh/h/ln	1810	1856	1777	1855	1810	1610
Q Serve(g_s), s	1.9	0.0	0.0	0.0	1.3	11.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	1.3	11.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	464	1286	1009	1053	307	273
V/C Ratio(X)	0.28	0.61	0.69	0.69	0.12	0.83
Avail Cap(c_a), veh/h	464	1286	1009	1053	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	0.0	28.1	32.1
Incr Delay (d2), s/veh	0.3	2.1	3.9	3.8	0.2	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	1.1	1.1	0.6	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.3	2.1	3.9	3.8	28.3	38.7
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		907	1432		264	
Approach Delay, s/veh		2.4	3.9		37.3	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			61.4		18.6	10.0	51.4
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		13.0	3.9	2.0
Green Ext Time (p_c), s			6.6		0.6	0.1	12.8

Intersection Summary	
HCM 7th Control Delay, s/veh	6.8
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	764	18	16	1293	15	0	0	25	0	0	82
Future Vol, veh/h	0	764	18	16	1293	15	0	0	25	0	0	82
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	804	19	17	1361	16	0	0	26	0	0	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	823	0	0	-	-	814	-	-	688
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*992	-	-	0	0	*662	0	0	*741
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*992	-	-	-	-	*662	-	-	*741
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.11	10.67	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	-	-	* 992	-	-	741
HCM Lane V/C Ratio	0.04	-	-	0.017	-	-	0.117
HCM Control Delay (s/veh)	10.7	-	-	8.7	-	-	10.5
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	708	945	26	0	379
Future Vol, veh/h	110	708	945	26	0	379
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	3	3	12	0	1
Mvmt Flow	113	730	974	27	0	391

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1001	0	-	0	-	501
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3095
Pot Cap-1 Maneuver	914	-	-	-	0	*818
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	914	-	-	-	-	*818
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	13.36
HCM LOS			B

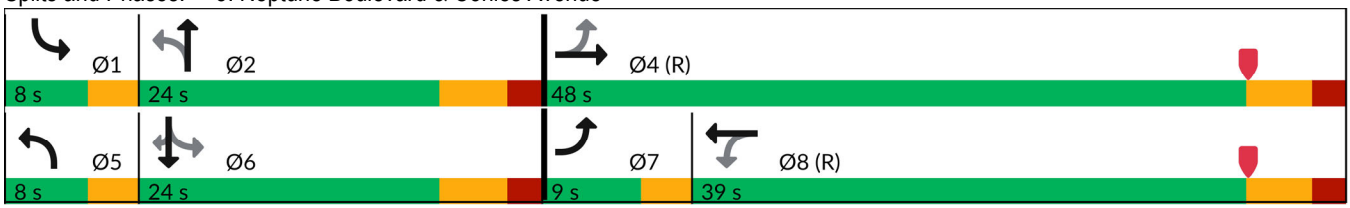
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	914	-	-	-	818
HCM Lane V/C Ratio	0.124	-	-	-	0.478
HCM Control Delay (s/veh)	9.5	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	565	14	16	740	73	54	151	19	226	207	177
Future Volume (vph)	129	565	14	16	740	73	54	151	19	226	207	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3483	0	0	3461	0	1736	1819	0	1805	1881	1615
Flt Permitted		0.588			0.933		0.597			0.526		
Satd. Flow (perm)	0	2067	0	0	3232	0	1091	1819	0	999	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			15			7				184
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	2%	4%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	738	0	0	864	0	56	177	0	235	216	184
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.4			37.4		21.6	13.6		22.8	16.8	16.8
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.29	0.21	0.21
v/c Ratio		0.58			0.56		0.16	0.56		0.70	0.54	0.37
Control Delay (s/veh)		14.7			17.8		19.3	35.3		35.0	33.9	6.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		14.7			17.8		19.3	35.3		35.0	33.9	6.9
LOS		B			B		B	D		D	C	A
Approach Delay (s/veh)		14.7			17.9			31.5			26.5	
Approach LOS		B			B			C			C	
Stops (vph)		444			577		38	143		194	180	27
Fuel Used(gal)		7			13		1	3		3	3	1
CO Emissions (g/hr)		522			927		48	195		213	192	62
NOx Emissions (g/hr)		102			180		9	38		41	37	12
VOC Emissions (g/hr)		121			215		11	45		49	45	14
Dilemma Vehicles (#)		43			52		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 102.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	4.4

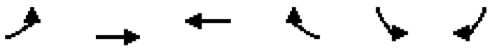
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	18	174	42	11	4	19	315	19	4	394	67
Future Vol, veh/h	102	18	174	42	11	4	19	315	19	4	394	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	3	0	0	0	1	0	0	1	2
Mvmt Flow	111	20	189	46	12	4	21	342	21	4	428	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	878	251	627	904	353	501	0	0	363	0	0
Stage 1	473	473	-	394	394	-	-	-	-	-	-	-
Stage 2	390	404	-	233	510	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.5	6.9	7.345	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.515	5.5	-	6.145	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	5.5	-	6.545	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4	3.3	3.5285	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*424	*415	755	*655	*398	*915	1074	-	-	*1373	-	-
Stage 1	*544	*562	-	*856	*755	-	-	-	-	-	-	-
Stage 2	*861	*755	-	*748	*541	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*400	*405	755	*458	*389	*915	1074	-	-	*1373	-	-
Mov Cap-2 Maneuver	*400	*405	-	*458	*389	-	-	-	-	-	-	-
Stage 1	*542	*560	-	*840	*741	-	-	-	-	-	-	-
Stage 2	*827	*741	-	*539	*539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.17	14.08	0.45	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1074	-	-	401	755	458	* 1373	-	-
HCM Lane V/C Ratio	0.019	-	-	0.325	0.25	0.135	0.003	-	-
HCM Control Delay (s/veh)	8.4	-	-	18.3	11.4	14.1	7.6	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1	0.5	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	117	590	759	36	37	94
Future Volume (veh/h)	117	590	759	36	37	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1900	1900	1870
Adj Flow Rate, veh/h	122	615	791	38	39	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	1	0	0	2
Cap, veh/h	684	1446	2256	108	161	141
Arrive On Green	0.17	1.00	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1810	1870	3573	167	1810	1585
Grp Volume(v), veh/h	122	615	407	422	39	98
Grp Sat Flow(s),veh/h/ln	1810	1870	1791	1855	1810	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.6	4.8
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.6	4.8
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	684	1446	1161	1203	161	141
V/C Ratio(X)	0.18	0.43	0.35	0.35	0.24	0.69
Avail Cap(c_a), veh/h	684	1446	1161	1203	520	456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	0.0	33.9	35.4
Incr Delay (d2), s/veh	0.1	0.9	0.8	0.8	0.8	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.3	0.3	0.7	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.4	0.9	0.8	0.8	34.7	41.3
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		737	829		137	
Approach Delay, s/veh		1.2	0.8		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.9		12.1	10.0	57.9
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		6.8	3.3	2.0
Green Ext Time (p_c), s			4.6		0.3	0.2	5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	4.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	622	5	3	775	0	0	0	11	0	0	20
Future Vol, veh/h	0	622	5	3	775	0	0	0	11	0	0	20
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	-	-	-	153	-	-	-	-	-	-	-	0
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, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	641	5	3	799	0	0	0	11	0	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	646	0	0	-	-	644	-	-	399
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*1111	-	-	0	0	*741	0	0	*873
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*1111	-	-	-	-	*741	-	-	*873
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	9.93	9.22
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	741	-	-	* 1111	-	-	873
HCM Lane V/C Ratio	0.015	-	-	0.003	-	-	0.024
HCM Control Delay (s/veh)	9.9	-	-	8.2	-	-	9.2
HCM Lane LOS	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	612	730	20	0	48
Future Vol, veh/h	36	612	730	20	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	1	1	0	0	8
Mvmt Flow	37	631	753	21	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	773	0	-	0	-	387
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.265	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.3045	-	-	-	-	3.376
Pot Cap-1 Maneuver	993	-	-	-	0	*879
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	993	-	-	-	-	*879
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.49	0	9.34
HCM LOS			A

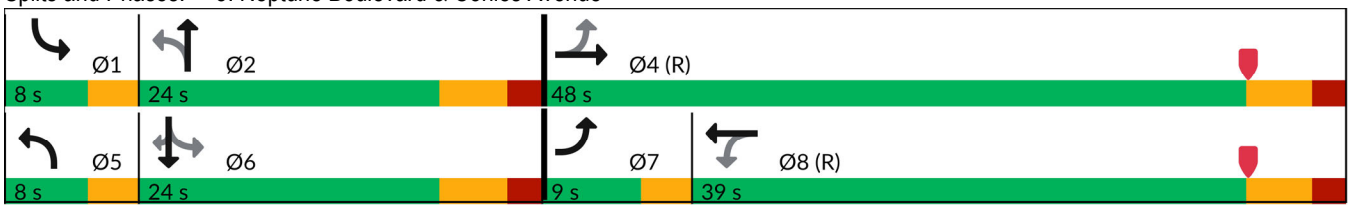
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	993	-	-	-	879
HCM Lane V/C Ratio	0.037	-	-	-	0.056
HCM Control Delay (s/veh)	8.8	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	492	11	13	597	79	22	82	20	94	103	131
Future Volume (vph)	109	492	11	13	597	79	22	82	20	94	103	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3532	0	0	3505	0	1805	1773	0	1787	1863	1583
Flt Permitted		0.694			0.940		0.689			0.584		
Satd. Flow (perm)	0	2474	0	0	3298	0	1309	1773	0	1099	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			14				134
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	0%	8%	1%	1%	0%	1%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	624	0	0	703	0	22	104	0	96	105	134
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.8			42.8		16.8	9.8		18.0	13.0	13.0
Actuated g/C Ratio		0.65			0.54		0.21	0.12		0.23	0.16	0.16
v/c Ratio		0.38			0.39		0.07	0.45		0.33	0.34	0.36
Control Delay (s/veh)		11.8			12.3		21.4	33.9		25.9	32.8	9.0
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.8			12.3		21.4	33.9		25.9	32.8	9.0
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		11.9			12.3			31.7			21.3	
Approach LOS		B			B			C			C	
Stops (vph)		356			383		19	78		71	88	24
Fuel Used(gal)		6			10		0	2		1	1	1
CO Emissions (g/hr)		412			666		21	113		74	94	51
NOx Emissions (g/hr)		80			130		4	22		14	18	10
VOC Emissions (g/hr)		95			154		5	26		17	22	12
Dilemma Vehicles (#)		30			43		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.2

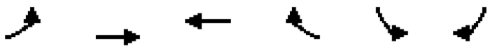
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	3	37	51	4	11	7	253	10	4	240	25
Future Vol, veh/h	35	3	37	51	4	11	7	253	10	4	240	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
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, %	0	0	3	0	0	0	14	2	11	0	1	0
Mvmt Flow	38	3	40	55	4	12	8	272	11	4	258	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	569	578	142	432	586	277	285	0	0	283	0	0
Stage 1	280	280	-	292	292	-	-	-	-	-	-	-
Stage 2	289	298	-	139	294	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.945	7.3	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3285	3.5	4	3.3	2.333	-	-	2.2	-	-
Pot Cap-1 Maneuver	*664	*606	877	*850	*599	*943	1201	-	-	*1415	-	-
Stage 1	*709	*683	-	*889	*778	-	-	-	-	-	-	-
Stage 2	*889	*778	-	*855	*674	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*645	*600	877	*800	*593	*943	1201	-	-	*1415	-	-
Mov Cap-2 Maneuver	*645	*600	-	*800	*593	-	-	-	-	-	-	-
Stage 1	*706	*681	-	*884	*773	-	-	-	-	-	-	-
Stage 2	*868	*773	-	*810	*672	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.16	9.92	0.21	0.11
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	641	877	803	* 1415	-	-
HCM Lane V/C Ratio	0.006	-	-	0.064	0.045	0.088	0.003	-	-
HCM Control Delay (s/veh)	8	-	-	11	9.3	9.9	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	871	722	13	22	29
Future Volume (veh/h)	99	871	722	13	22	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1900	1900
Adj Flow Rate, veh/h	102	898	744	13	23	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	0	0	0
Cap, veh/h	725	1485	2367	41	136	121
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1885	3667	62	1810	1610
Grp Volume(v), veh/h	102	898	370	387	23	30
Grp Sat Flow(s),veh/h/ln	1810	1885	1777	1859	1810	1610
Q Serve(g_s), s	1.0	0.0	0.0	0.0	1.0	1.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.0	1.0	1.4
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	725	1485	1177	1232	136	121
V/C Ratio(X)	0.14	0.60	0.31	0.31	0.17	0.25
Avail Cap(c_a), veh/h	725	1485	1177	1232	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.0	0.0	0.0	34.7	34.9
Incr Delay (d2), s/veh	0.1	1.8	0.7	0.7	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.2	0.2	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.0	1.8	0.7	0.7	35.2	35.9
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1000	757		53	
Approach Delay, s/veh		1.9	0.7		35.6	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			69.0		11.0	10.0	59.0
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		3.4	3.0	2.0
Green Ext Time (p_c), s			8.5		0.1	0.1	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	891	2	3	715	4	0	0	2	0	0	20
Future Vol, veh/h	0	891	2	3	715	4	0	0	2	0	0	20
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	938	2	3	753	4	0	0	2	0	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	940	0	0	-	-	939	-	-	378
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*874	-	-	0	0	*582	0	0	*899
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*874	-	-	-	-	*582	-	-	*899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.04	11.2	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	* 874	-	-	899
HCM Lane V/C Ratio	0.004	-	-	0.004	-	-	0.023
HCM Control Delay (s/veh)	11.2	-	-	9.1	-	-	9.1
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

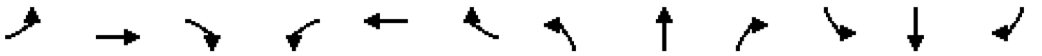
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	890	699	13	0	23
Future Vol, veh/h	26	890	699	13	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	1	0	0	4
Mvmt Flow	27	918	721	13	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	734	0	-	0	-	367
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.238	-	-	-	-	3.338
Pot Cap-1 Maneuver	1071	-	-	-	0	*889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	1071	-	-	-	-	*889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	9.16
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1071	-	-	-	889
HCM Lane V/C Ratio	0.025	-	-	-	0.027
HCM Control Delay (s/veh)	8.4	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

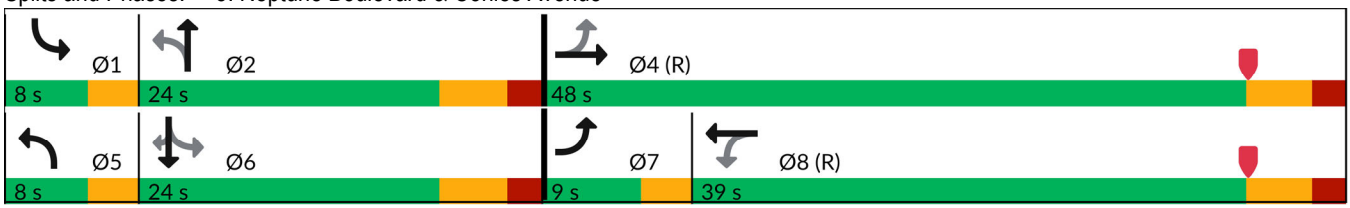
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	806	8	10	589	58	24	88	11	92	131	99
Future Volume (vph)	76	806	8	10	589	58	24	88	11	92	131	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3557	0	0	3491	0	1805	1805	0	1787	1881	1599
Flt Permitted		0.829			0.939		0.671			0.590		
Satd. Flow (perm)	0	2960	0	0	3281	0	1275	1805	0	1110	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			7				123
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	917	0	0	677	0	25	102	0	95	135	102
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.1			42.1		17.5	10.5		18.7	13.7	13.7
Actuated g/C Ratio		0.64			0.53		0.22	0.13		0.23	0.17	0.17
v/c Ratio		0.47			0.39		0.08	0.42		0.31	0.42	0.27
Control Delay (s/veh)		12.8			12.9		20.6	34.0		24.7	33.3	6.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		12.8			12.9		20.6	34.0		24.7	33.3	6.1
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		12.8			12.9			31.4			22.6	
Approach LOS		B			B			C			C	
Stops (vph)		530			374		19	81		69	113	13
Fuel Used(gal)		9			9		0	2		1	2	0
CO Emissions (g/hr)		617			645		22	111		71	120	33
NOx Emissions (g/hr)		120			125		4	22		14	23	6
VOC Emissions (g/hr)		143			149		5	26		16	28	8
Dilemma Vehicles (#)		47			41		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2

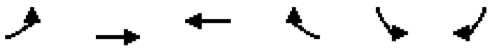
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	11	29	28	6	1	8	208	6	5	265	12
Future Vol, veh/h	31	11	29	28	6	1	8	208	6	5	265	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	0	0	2	0	0	1	9
Mvmt Flow	33	12	31	30	6	1	9	221	6	5	282	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	540	544	147	399	547	224	295	0	0	228	0	0
Stage 1	299	299	-	241	241	-	-	-	-	-	-	-
Stage 2	241	245	-	157	305	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.96	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.338	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*635	*592	868	*813	*589	*971	1278	-	-	*1456	-	-
Stage 1	*691	*670	-	*915	*801	-	-	-	-	-	-	-
Stage 2	*915	*801	-	*835	*666	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*621	*586	868	*760	*583	*971	1278	-	-	*1456	-	-
Mov Cap-2 Maneuver	*621	*586	-	*760	*583	-	-	-	-	-	-	-
Stage 1	*688	*667	-	*909	*796	-	-	-	-	-	-	-
Stage 2	*901	*796	-	*788	*663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.52	10.22	0.28	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1278	-	-	611	868	727	* 1456	-	-
HCM Lane V/C Ratio	0.007	-	-	0.073	0.036	0.051	0.004	-	-
HCM Control Delay (s/veh)	7.8	-	-	11.4	9.3	10.2	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.2	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	322	1094	816	44	34	278
Future Volume (veh/h)	322	1094	816	44	34	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1900	1900	1900
Adj Flow Rate, veh/h	366	1243	927	50	39	316
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	6	0	0	0
Cap, veh/h	549	1187	1709	92	403	359
Arrive On Green	0.17	1.00	1.00	1.00	0.22	0.22
Sat Flow, veh/h	1810	1856	3411	179	1810	1610
Grp Volume(v), veh/h	366	1243	480	497	39	316
Grp Sat Flow(s),veh/h/ln	1810	1856	1721	1779	1810	1610
Q Serve(g_s), s	7.0	51.2	0.0	0.0	1.4	15.2
Cycle Q Clear(g_c), s	7.0	51.2	0.0	0.0	1.4	15.2
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	549	1187	885	915	403	359
V/C Ratio(X)	0.67	1.05	0.54	0.54	0.10	0.88
Avail Cap(c_a), veh/h	549	1187	885	915	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	0.0	0.0	0.0	24.7	30.1
Incr Delay (d2), s/veh	3.1	39.4	2.4	2.3	0.1	14.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	19.6	1.1	1.1	1.1	20.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.3	39.4	2.4	2.3	24.8	44.7
LnGrp LOS	B	F	A	A	C	D
Approach Vol, veh/h		1609	977		355	
Approach Delay, s/veh		32.8	2.3		42.5	
Approach LOS		C	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			57.2		22.8	10.0	47.2
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			53.2		17.2	9.0	2.0
Green Ext Time (p_c), s			0.0		0.6	0.0	7.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1103	25	13	788	25	0	0	3	0	0	72
Future Vol, veh/h	0	1103	25	13	788	25	0	0	3	0	0	72
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	14	3	0	0	6	0	0	0	0	0	0	5
Mvmt Flow	0	1161	26	14	829	26	0	0	3	0	0	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1187	0	0	-	-	1174	-	-	428
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.975
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3475
Pot Cap-1 Maneuver	0	-	-	*676	-	-	0	0	*450	0	0	*861
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	1	-	-			1			0
Mov Cap-1 Maneuver	-	-	-	*676	-	-	-	-	*450	-	-	*861
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.16	13.05	9.59
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	-	* 676	-	-	861
HCM Lane V/C Ratio	0.007	-	-	0.02	-	-	0.088
HCM Control Delay (s/veh)	13.1	-	-	10.4	-	-	9.6
HCM Lane LOS	B	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

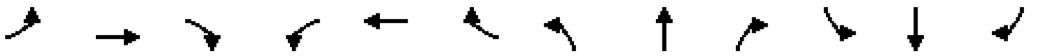
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	422	713	726	126	0	100
Future Vol, veh/h	422	713	726	126	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	6	2	0	3
Mvmt Flow	440	743	756	131	0	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	888	0	-	0	-	444
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.945
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3285
Pot Cap-1 Maneuver	934	-	-	-	0	*892
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	934	-	-	-	-	*892
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.55	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	892
HCM Lane V/C Ratio	0.471	-	-	-	0.117
HCM Control Delay (s/veh)	12.2	-	-	-	9.6
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	2.6	-	-	-	0.4

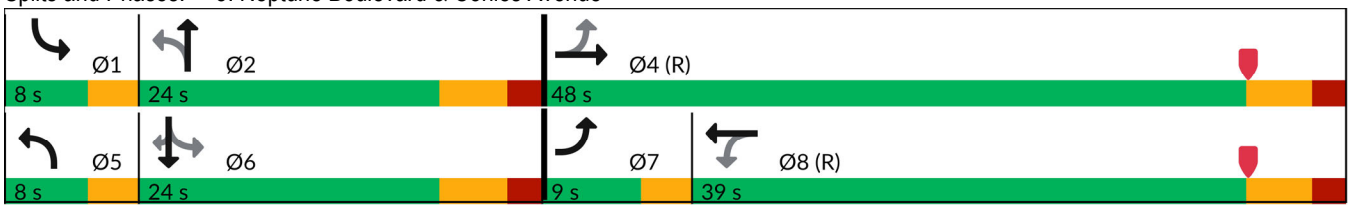
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	546	3	11	632	84	43	142	19	134	96	177
Future Volume (vph)	164	546	3	11	632	84	43	142	19	134	96	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3388	0	0	3397	0	1805	1819	0	1787	1881	1455
Flt Permitted		0.558			0.937		0.682			0.485		
Satd. Flow (perm)	0	1911	0	0	3186	0	1296	1819	0	912	1881	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			21			8				213
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	6%	0%	0%	5%	0%	0%	2%	7%	1%	1%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	860	0	0	875	0	52	194	0	161	116	213
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.7			37.7		21.3	13.3		22.5	16.5	16.5
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.28	0.21	0.21
v/c Ratio		0.73			0.57		0.13	0.62		0.51	0.29	0.45
Control Delay (s/veh)		19.3			17.6		19.3	38.4		27.6	29.3	7.6
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		19.3			17.6		19.3	38.4		27.6	29.3	7.6
LOS		B			B		B	D		C	C	A
Approach Delay (s/veh)		19.3			17.6			34.4			19.4	
Approach LOS		B			B			C			B	
Stops (vph)		457			503		30	139		106	80	25
Fuel Used(gal)		8			12		1	3		2	1	1
CO Emissions (g/hr)		578			808		38	193		110	82	64
NOx Emissions (g/hr)		112			157		7	38		21	16	12
VOC Emissions (g/hr)		134			187		9	45		25	19	15
Dilemma Vehicles (#)		79			45		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 20.2		Intersection LOS: C	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	3.8

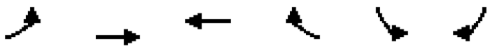
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	6	59	22	15	8	25	351	14	14	326	93
Future Vol, veh/h	46	6	59	22	15	8	25	351	14	14	326	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	10	7	13	0	2	0	0	6	3
Mvmt Flow	70	9	89	33	23	12	38	532	21	21	494	141

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1226	1236	317	912	1295	542	635	0	0	553	0	0
Stage 1	607	607	-	618	618	-	-	-	-	-	-	-
Stage 2	619	629	-	294	677	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.93	7.45	6.605	6.395	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.25	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.65	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.319	3.595	4.0665	3.4235	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	250	679	409	219	*856	958	-	-	*1331	-	-
Stage 1	455	490	-	744	670	-	-	-	-	-	-	-
Stage 2	765	673	-	671	441	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	192	236	679	323	207	*856	958	-	-	*1331	-	-
Mov Cap-2 Maneuver	192	236	-	323	207	-	-	-	-	-	-	-
Stage 1	448	482	-	715	643	-	-	-	-	-	-	-
Stage 2	699	647	-	563	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.33	20.49	0.57	0.25
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	196	679	300	* 1331	-	-
HCM Lane V/C Ratio	0.04	-	-	0.401	0.132	0.227	0.016	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	35.1	11.1	20.5	7.7	-	-
HCM Lane LOS	A	-	-	E	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.5	0.9	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	128	759	1372	32	35	219
Future Volume (veh/h)	128	759	1372	32	35	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1856	1900	1900
Adj Flow Rate, veh/h	133	791	1429	33	36	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	3	0	0
Cap, veh/h	458	1286	2016	47	307	273
Arrive On Green	0.17	1.00	1.00	1.00	0.17	0.17
Sat Flow, veh/h	1810	1856	3644	82	1810	1610
Grp Volume(v), veh/h	133	791	714	748	36	228
Grp Sat Flow(s),veh/h/ln	1810	1856	1777	1856	1810	1610
Q Serve(g_s), s	2.0	0.0	0.0	0.0	1.3	11.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	1.3	11.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	458	1286	1009	1054	307	273
V/C Ratio(X)	0.29	0.62	0.71	0.71	0.12	0.83
Avail Cap(c_a), veh/h	458	1286	1009	1054	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	0.0	28.1	32.1
Incr Delay (d2), s/veh	0.3	2.2	4.2	4.0	0.2	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	1.2	1.2	0.6	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.4	2.2	4.2	4.0	28.3	38.7
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		924	1462		264	
Approach Delay, s/veh		2.5	4.1		37.3	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			61.4		18.6	10.0	51.4
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		13.0	4.0	2.0
Green Ext Time (p_c), s			6.8		0.6	0.2	13.3

Intersection Summary		
HCM 7th Control Delay, s/veh		6.9
HCM 7th LOS		A

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	776	18	16	1301	15	0	0	25	0	0	103
Future Vol, veh/h	0	776	18	16	1301	15	0	0	25	0	0	103
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	817	19	17	1369	16	0	0	26	0	0	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	836	0	0	-	-	826	-	-	693
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*992	-	-	0	0	*662	0	0	*741
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*992	-	-	-	-	*662	-	-	*741
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.1	10.67	10.69
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	-	-	* 992	-	-	741
HCM Lane V/C Ratio	0.04	-	-	0.017	-	-	0.146
HCM Control Delay (s/veh)	10.7	-	-	8.7	-	-	10.7
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

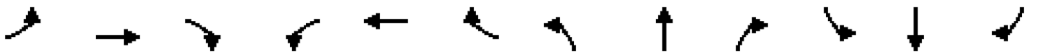
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	122	708	945	30	0	387
Future Vol, veh/h	122	708	945	30	0	387
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	3	3	12	0	1
Mvmt Flow	126	730	974	31	0	399

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1005	0	-	0	-	503
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3095
Pot Cap-1 Maneuver	910	-	-	-	0	*818
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	910	-	-	-	-	*818
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.41	0	13.52
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	910	-	-	-	818
HCM Lane V/C Ratio	0.138	-	-	-	0.488
HCM Control Delay (s/veh)	9.6	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	2.7

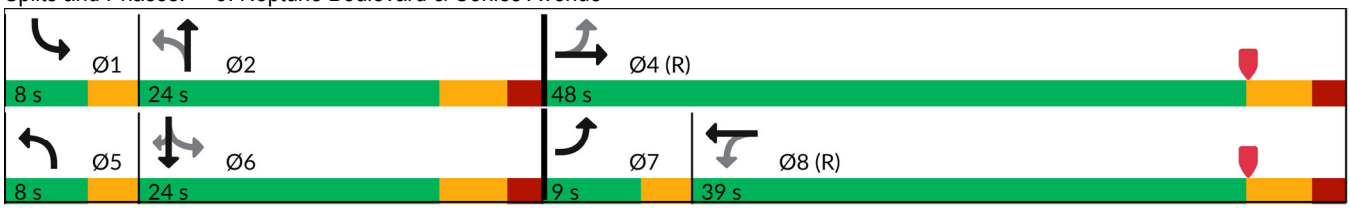
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	565	14	16	743	73	55	151	19	233	208	177
Future Volume (vph)	129	565	14	16	743	73	55	151	19	233	208	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3483	0	0	3461	0	1736	1819	0	1805	1881	1615
Flt Permitted		0.587			0.933		0.595			0.526		
Satd. Flow (perm)	0	2063	0	0	3232	0	1087	1819	0	999	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			15			7				184
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	2%	4%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	738	0	0	867	0	57	177	0	243	217	184
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.4			37.4		21.6	13.6		22.8	16.8	16.8
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.29	0.21	0.21
v/c Ratio		0.59			0.57		0.17	0.56		0.72	0.54	0.37
Control Delay (s/veh)		14.6			17.9		19.4	35.3		36.5	34.0	6.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		14.6			17.9		19.4	35.3		36.5	34.0	6.9
LOS		B			B		B	D		D	C	A
Approach Delay (s/veh)		14.6			17.9			31.4			27.2	
Approach LOS		B			B			C			C	
Stops (vph)		444			582		38	143		201	180	27
Fuel Used(gal)		7			13		1	3		3	3	1
CO Emissions (g/hr)		521			933		49	195		225	193	62
NOx Emissions (g/hr)		101			181		9	38		44	38	12
VOC Emissions (g/hr)		121			216		11	45		52	45	14
Dilemma Vehicles (#)		45			52		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 20.6		Intersection LOS: C	
Intersection Capacity Utilization 102.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	4.7

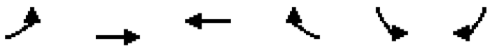
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	18	182	42	11	4	19	315	19	4	394	72
Future Vol, veh/h	112	18	182	42	11	4	19	315	19	4	394	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	3	0	0	0	1	0	0	1	2
Mvmt Flow	122	20	198	46	12	4	21	342	21	4	428	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	866	880	253	627	909	353	507	0	0	363	0	0
Stage 1	476	476	-	394	394	-	-	-	-	-	-	-
Stage 2	390	404	-	233	515	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.5	6.9	7.345	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.515	5.5	-	6.145	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	5.5	-	6.545	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4	3.3	3.5285	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*422	*413	752	*655	*395	*915	1069	-	-	*1373	-	-
Stage 1	*542	*560	-	*856	*755	-	-	-	-	-	-	-
Stage 2	*861	*755	-	*748	*538	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*398	*404	752	*450	*386	*915	1069	-	-	*1373	-	-
Mov Cap-2 Maneuver	*398	*404	-	*450	*386	-	-	-	-	-	-	-
Stage 1	*540	*558	-	*840	*741	-	-	-	-	-	-	-
Stage 2	*827	*741	-	*530	*536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.58	14.24	0.45	0.06
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	399	752	452	* 1373	-	-
HCM Lane V/C Ratio	0.019	-	-	0.354	0.263	0.137	0.003	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	18.9	11.5	14.2	7.6	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	1.1	0.5	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	602	775	36	37	94
Future Volume (veh/h)	121	602	775	36	37	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1900	1900	1870
Adj Flow Rate, veh/h	126	627	807	38	39	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	1	0	0	2
Cap, veh/h	678	1446	2258	106	161	141
Arrive On Green	0.17	1.00	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1810	1870	3577	164	1810	1585
Grp Volume(v), veh/h	126	627	415	430	39	98
Grp Sat Flow(s),veh/h/ln	1810	1870	1791	1856	1810	1585
Q Serve(g_s), s	1.4	0.0	0.0	0.0	1.6	4.8
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	1.6	4.8
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	678	1446	1161	1203	161	141
V/C Ratio(X)	0.19	0.43	0.36	0.36	0.24	0.69
Avail Cap(c_a), veh/h	678	1446	1161	1203	520	456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	0.0	33.9	35.4
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.8	0.8	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.3	0.3	0.7	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.4	0.9	0.9	0.8	34.7	41.3
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		753	845		137	
Approach Delay, s/veh		1.2	0.8		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.9		12.1	10.0	57.9
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		6.8	3.4	2.0
Green Ext Time (p_c), s			4.7		0.3	0.2	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	4.0
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	634	5	3	779	0	0	0	11	0	0	32
Future Vol, veh/h	0	634	5	3	779	0	0	0	11	0	0	32
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	647	5	3	795	0	0	0	11	0	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	652	0	0	-	-	649	-	-	397
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*1111	-	-	0	0	*741	0	0	*873
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*1111	-	-	-	-	*741	-	-	*873
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	9.93	9.28
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	741	-	-	* 1111	-	-	873
HCM Lane V/C Ratio	0.015	-	-	0.003	-	-	0.037
HCM Control Delay (s/veh)	9.9	-	-	8.2	-	-	9.3
HCM Lane LOS	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

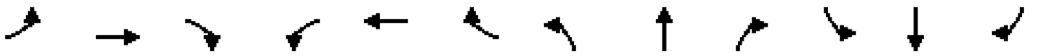
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	612	730	24	0	52
Future Vol, veh/h	48	612	730	24	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	1	1	0	0	8
Mvmt Flow	49	631	753	25	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	777	0	-	0	-	389
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.265	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.3045	-	-	-	-	3.376
Pot Cap-1 Maneuver	989	-	-	-	0	*879
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	989	-	-	-	-	*879
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.64	0	9.36
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	-	879
HCM Lane V/C Ratio	0.05	-	-	-	0.061
HCM Control Delay (s/veh)	8.8	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

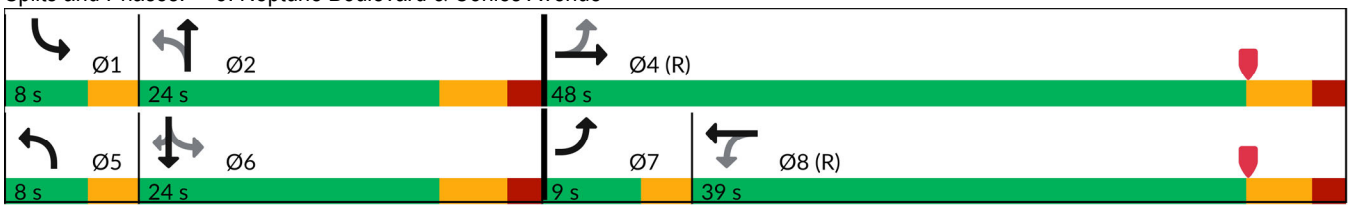
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	492	11	13	600	79	23	82	20	98	104	131
Future Volume (vph)	109	492	11	13	600	79	23	82	20	98	104	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3532	0	0	3506	0	1805	1773	0	1787	1863	1583
Flt Permitted		0.693			0.941		0.689			0.584		
Satd. Flow (perm)	0	2470	0	0	3302	0	1309	1773	0	1099	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			14				134
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	0%	8%	1%	1%	0%	1%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	624	0	0	706	0	23	104	0	100	106	134
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.8			42.8		16.8	9.8		18.0	13.0	13.0
Actuated g/C Ratio		0.65			0.54		0.21	0.12		0.23	0.16	0.16
v/c Ratio		0.38			0.39		0.07	0.45		0.34	0.34	0.36
Control Delay (s/veh)		11.7			12.4		21.4	33.7		26.2	32.7	9.0
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.7			12.4		21.4	33.7		26.2	32.7	9.0
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		11.8			12.4			31.5			21.5	
Approach LOS		B			B			C			C	
Stops (vph)		354			385		19	78		75	89	24
Fuel Used(gal)		6			10		0	2		1	1	1
CO Emissions (g/hr)		410			669		22	113		78	95	51
NOx Emissions (g/hr)		80			130		4	22		15	18	10
VOC Emissions (g/hr)		95			155		5	26		18	22	12
Dilemma Vehicles (#)		56			43		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 15.3		Intersection LOS: B	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.3

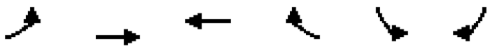
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	3	42	51	4	11	7	253	10	4	240	30
Future Vol, veh/h	40	3	42	51	4	11	7	253	10	4	240	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
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, %	0	0	3	0	0	0	14	2	11	0	1	0
Mvmt Flow	43	3	45	55	4	12	8	272	11	4	258	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	572	581	145	432	591	277	290	0	0	283	0	0
Stage 1	283	283	-	292	292	-	-	-	-	-	-	-
Stage 2	289	298	-	139	299	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.945	7.3	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3285	3.5	4	3.3	2.333	-	-	2.2	-	-
Pot Cap-1 Maneuver	*661	*604	873	*850	*594	*943	1196	-	-	*1415	-	-
Stage 1	*706	*681	-	*889	*778	-	-	-	-	-	-	-
Stage 2	*889	*778	-	*855	*670	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*642	*598	873	*794	*589	*943	1196	-	-	*1415	-	-
Mov Cap-2 Maneuver	*642	*598	-	*794	*589	-	-	-	-	-	-	-
Stage 1	*704	*679	-	*884	*773	-	-	-	-	-	-	-
Stage 2	*868	*773	-	*805	*668	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.22	9.95	0.21	0.11
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	639	873	798	* 1415	-	-
HCM Lane V/C Ratio	0.006	-	-	0.072	0.052	0.089	0.003	-	-
HCM Ctrl Dly (s/v)	8	-	-	11.1	9.3	9.9	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.3	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	103	883	738	13	22	29
Future Volume (veh/h)	103	883	738	13	22	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1900	1900
Adj Flow Rate, veh/h	106	910	761	13	23	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	0	0	0
Cap, veh/h	717	1485	2369	40	136	121
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1885	3669	61	1810	1610
Grp Volume(v), veh/h	106	910	378	396	23	30
Grp Sat Flow(s),veh/h/ln	1810	1885	1777	1859	1810	1610
Q Serve(g_s), s	1.1	0.0	0.0	0.0	1.0	1.4
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	1.0	1.4
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	717	1485	1177	1232	136	121
V/C Ratio(X)	0.15	0.61	0.32	0.32	0.17	0.25
Avail Cap(c_a), veh/h	717	1485	1177	1232	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.0	0.0	0.0	34.7	34.9
Incr Delay (d2), s/veh	0.1	1.9	0.7	0.7	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.2	0.2	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.1	1.9	0.7	0.7	35.2	35.9
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1016	774		53	
Approach Delay, s/veh		1.9	0.7		35.6	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			69.0		11.0	10.0	59.0
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		3.4	3.1	2.0
Green Ext Time (p_c), s			8.7		0.1	0.1	5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	903	2	3	719	4	0	0	2	0	0	32
Future Vol, veh/h	0	903	2	3	719	4	0	0	2	0	0	32
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	-	-	-	153	-	-	-	-	-	-	-	0
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, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	931	2	3	741	4	0	0	2	0	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	933	0	0	-	-	932	-	-	373
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*874	-	-	0	0	*582	0	0	*899
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*874	-	-	-	-	*582	-	-	*899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.04	11.2	9.16
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	* 874	-	-	899
HCM Lane V/C Ratio	0.004	-	-	0.004	-	-	0.037
HCM Control Delay (s/veh)	11.2	-	-	9.1	-	-	9.2
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

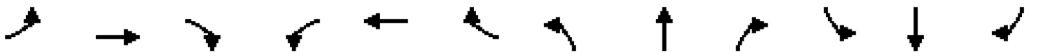
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	890	699	17	0	27
Future Vol, veh/h	38	890	699	17	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	1	0	0	4
Mvmt Flow	39	918	721	18	0	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	738	0	-	0	-	369
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.238	-	-	-	-	3.338
Pot Cap-1 Maneuver	1067	-	-	-	0	*889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	1067	-	-	-	-	*889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.35	0	9.18
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1067	-	-	-	889
HCM Lane V/C Ratio	0.037	-	-	-	0.031
HCM Control Delay (s/veh)	8.5	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

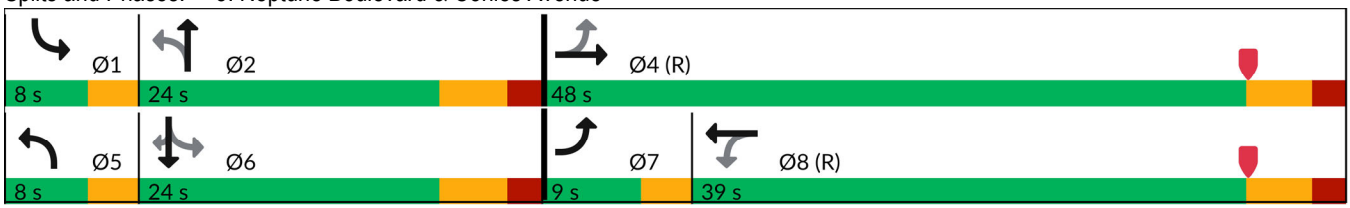
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	806	8	10	592	58	25	88	11	96	132	99
Future Volume (vph)	76	806	8	10	592	58	25	88	11	96	132	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3557	0	0	3491	0	1805	1805	0	1787	1881	1599
Flt Permitted		0.829			0.939		0.670			0.590		
Satd. Flow (perm)	0	2960	0	0	3281	0	1273	1805	0	1110	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			7				123
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	917	0	0	680	0	26	102	0	99	136	102
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.1			42.1		17.5	10.5		18.7	13.7	13.7
Actuated g/C Ratio		0.64			0.53		0.22	0.13		0.23	0.17	0.17
v/c Ratio		0.47			0.39		0.08	0.41		0.32	0.42	0.27
Control Delay (s/veh)		12.7			12.9		20.6	33.9		25.0	33.3	6.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		12.7			12.9		20.6	33.9		25.0	33.3	6.1
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		12.8			13.0			31.3			22.7	
Approach LOS		B			B			C			C	
Stops (vph)		528			378		19	81		73	113	13
Fuel Used(gal)		9			9		0	2		1	2	0
CO Emissions (g/hr)		615			649		23	111		74	121	33
NOx Emissions (g/hr)		120			126		4	22		14	24	6
VOC Emissions (g/hr)		143			151		5	26		17	28	8
Dilemma Vehicles (#)		47			41		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.1

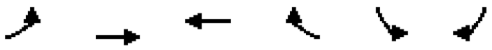
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	11	34	28	6	1	8	208	6	5	265	17
Future Vol, veh/h	36	11	34	28	6	1	8	208	6	5	265	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	0	0	2	0	0	1	9
Mvmt Flow	38	12	36	30	6	1	9	221	6	5	282	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	543	546	150	399	552	224	300	0	0	228	0	0
Stage 1	302	302	-	241	241	-	-	-	-	-	-	-
Stage 2	241	245	-	157	311	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.96	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.338	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*632	*590	864	*813	*585	*971	1273	-	-	*1456	-	-
Stage 1	*688	*668	-	*915	*801	-	-	-	-	-	-	-
Stage 2	*915	*801	-	*835	*662	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*618	*583	864	*755	*579	*971	1273	-	-	*1456	-	-
Mov Cap-2 Maneuver	*618	*583	-	*755	*579	-	-	-	-	-	-	-
Stage 1	*686	*666	-	*909	*796	-	-	-	-	-	-	-
Stage 2	*901	*796	-	*783	*660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.56	10.26	0.28	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1273	-	-	609	864	722	* 1456	-	-
HCM Lane V/C Ratio	0.007	-	-	0.082	0.042	0.052	0.004	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	11.4	9.3	10.3	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.2	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	315	1078	805	44	34	278
Future Volume (veh/h)	315	1078	805	44	34	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1900	1900	1900
Adj Flow Rate, veh/h	358	1225	915	50	39	316
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	6	0	0	0
Cap, veh/h	553	1187	1707	93	403	359
Arrive On Green	0.17	1.00	1.00	1.00	0.22	0.22
Sat Flow, veh/h	1810	1856	3408	181	1810	1610
Grp Volume(v), veh/h	358	1225	475	490	39	316
Grp Sat Flow(s),veh/h/ln	1810	1856	1721	1778	1810	1610
Q Serve(g_s), s	7.0	51.2	0.0	0.0	1.4	15.2
Cycle Q Clear(g_c), s	7.0	51.2	0.0	0.0	1.4	15.2
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	553	1187	885	915	403	359
V/C Ratio(X)	0.65	1.03	0.54	0.54	0.10	0.88
Avail Cap(c_a), veh/h	553	1187	885	915	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	0.0	24.7	30.1
Incr Delay (d2), s/veh	2.6	34.7	2.3	2.2	0.1	14.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	17.4	1.0	1.0	1.1	20.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.7	34.7	2.3	2.2	24.8	44.7
LnGrp LOS	A	F	A	A	C	D
Approach Vol, veh/h		1583	965		355	
Approach Delay, s/veh		29.1	2.3		42.5	
Approach LOS		C	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			57.2		22.8	10.0	47.2
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			53.2		17.2	9.0	2.0
Green Ext Time (p_c), s			0.0		0.6	0.0	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1087	25	13	787	25	0	0	3	0	0	62
Future Vol, veh/h	0	1087	25	13	787	25	0	0	3	0	0	62
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	14	3	0	0	6	0	0	0	0	0	0	5
Mvmt Flow	0	1144	26	14	828	26	0	0	3	0	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1171	0	0	-	-	1157	-	-	427
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.975
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3475
Pot Cap-1 Maneuver	0	-	-	*715	-	-	0	0	*477	0	0	*861
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	1	-	-			1			0
Mov Cap-1 Maneuver	-	-	-	*715	-	-	-	-	*477	-	-	*861
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.16	12.6	9.53
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	477	-	-	* 715	-	-	861
HCM Lane V/C Ratio	0.007	-	-	0.019	-	-	0.076
HCM Control Delay (s/veh)	12.6	-	-	10.1	-	-	9.5
HCM Lane LOS	B	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

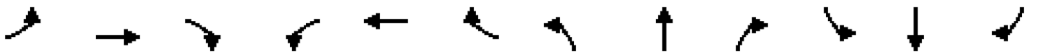
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	401	718	729	119	0	96
Future Vol, veh/h	401	718	729	119	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	6	2	0	3
Mvmt Flow	418	748	759	124	0	100

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	883	0	-	0	-	442
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.945
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3285
Pot Cap-1 Maneuver	938	-	-	-	0	*892
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	938	-	-	-	-	*892
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.26	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	938	-	-	-	892
HCM Lane V/C Ratio	0.445	-	-	-	0.112
HCM Control Delay (s/veh)	11.9	-	-	-	9.5
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	2.3	-	-	-	0.4

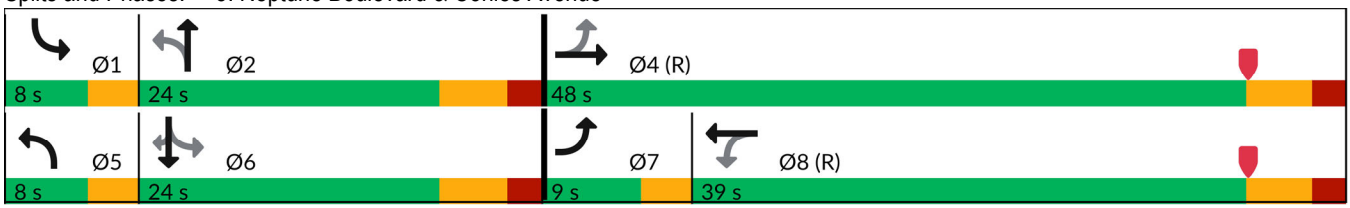
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	550	3	11	628	85	42	143	19	132	97	178
Future Volume (vph)	165	550	3	11	628	85	42	143	19	132	97	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3388	0	0	3394	0	1805	1819	0	1787	1881	1455
Flt Permitted		0.558			0.937		0.682			0.483		
Satd. Flow (perm)	0	1911	0	0	3184	0	1296	1819	0	909	1881	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22			8				214
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	6%	0%	0%	5%	0%	0%	2%	7%	1%	1%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	866	0	0	872	0	51	195	0	159	117	214
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.7			37.7		21.3	13.3		22.5	16.5	16.5
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.28	0.21	0.21
v/c Ratio		0.74			0.57		0.13	0.63		0.51	0.30	0.45
Control Delay (s/veh)		19.5			17.6		19.3	38.4		27.4	29.3	7.6
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		19.5			17.6		19.3	38.4		27.4	29.3	7.6
LOS		B			B		B	D		C	C	A
Approach Delay (s/veh)		19.5			17.6			34.5			19.2	
Approach LOS		B			B			C			B	
Stops (vph)		462			501		30	140		105	80	26
Fuel Used(gal)		8			12		1	3		2	1	1
CO Emissions (g/hr)		585			806		37	194		108	83	64
NOx Emissions (g/hr)		114			157		7	38		21	16	12
VOC Emissions (g/hr)		136			187		9	45		25	19	15
Dilemma Vehicles (#)		79			45		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 20.3		Intersection LOS: C	
Intersection Capacity Utilization 96.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	3.6

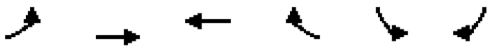
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	6	56	22	15	8	25	354	14	14	329	86
Future Vol, veh/h	41	6	56	22	15	8	25	354	14	14	329	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	10	7	13	0	2	0	0	6	3
Mvmt Flow	62	9	85	33	23	12	38	536	21	21	498	130

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1230	1239	314	919	1294	547	629	0	0	558	0	0
Stage 1	606	606	-	623	623	-	-	-	-	-	-	-
Stage 2	623	633	-	296	671	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.93	7.45	6.605	6.395	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.25	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.65	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.319	3.595	4.0665	3.4235	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	229	248	682	403	219	*856	963	-	-	*1331	-	-
Stage 1	456	490	-	739	666	-	-	-	-	-	-	-
Stage 2	760	670	-	669	444	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	191	235	682	322	207	*856	963	-	-	*1331	-	-
Mov Cap-2 Maneuver	191	235	-	322	207	-	-	-	-	-	-	-
Stage 1	448	482	-	710	640	-	-	-	-	-	-	-
Stage 2	694	643	-	566	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.32	20.51	0.57	0.25
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	963	-	-	196	682	300	* 1331	-	-
HCM Lane V/C Ratio	0.039	-	-	0.364	0.124	0.227	0.016	-	-
HCM Control Delay (s/veh)	8.9	-	-	33.6	11	20.5	7.7	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.4	0.9	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	124	750	1350	32	35	219
Future Volume (veh/h)	124	750	1350	32	35	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1856	1900	1900
Adj Flow Rate, veh/h	129	781	1406	33	36	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	3	0	0
Cap, veh/h	462	1286	2015	47	307	273
Arrive On Green	0.17	1.00	1.00	1.00	0.17	0.17
Sat Flow, veh/h	1810	1856	3643	83	1810	1610
Grp Volume(v), veh/h	129	781	703	736	36	228
Grp Sat Flow(s),veh/h/ln	1810	1856	1777	1855	1810	1610
Q Serve(g_s), s	1.9	0.0	0.0	0.0	1.3	11.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	1.3	11.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	462	1286	1009	1054	307	273
V/C Ratio(X)	0.28	0.61	0.70	0.70	0.12	0.83
Avail Cap(c_a), veh/h	462	1286	1009	1054	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	0.0	28.1	32.1
Incr Delay (d2), s/veh	0.3	2.1	4.0	3.8	0.2	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	1.1	1.1	0.6	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.3	2.1	4.0	3.8	28.3	38.7
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		910	1439		264	
Approach Delay, s/veh		2.5	3.9		37.3	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			61.4		18.6	10.0	51.4
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		13.0	3.9	2.0
Green Ext Time (p_c), s			6.6		0.6	0.1	12.9

Intersection Summary	
HCM 7th Control Delay, s/veh	6.8
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	767	18	16	1300	15	0	0	25	0	0	82
Future Vol, veh/h	0	767	18	16	1300	15	0	0	25	0	0	82
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	807	19	17	1368	16	0	0	26	0	0	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	826	0	0	-	-	817	-	-	692
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*992	-	-	0	0	*662	0	0	*741
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*992	-	-	-	-	*662	-	-	*741
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.1	10.67	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	-	-	* 992	-	-	741
HCM Lane V/C Ratio	0.04	-	-	0.017	-	-	0.117
HCM Control Delay (s/veh)	10.7	-	-	8.7	-	-	10.5
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

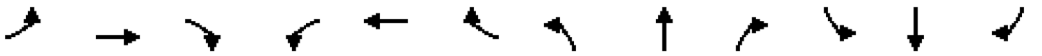
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	711	952	26	0	379
Future Vol, veh/h	110	711	952	26	0	379
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	3	3	12	0	1
Mvmt Flow	113	733	981	27	0	391

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1008	0	-	0	-	504
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3095
Pot Cap-1 Maneuver	907	-	-	-	0	*818
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	907	-	-	-	-	*818
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	13.36
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	818
HCM Lane V/C Ratio	0.125	-	-	-	0.478
HCM Control Delay (s/veh)	9.5	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6

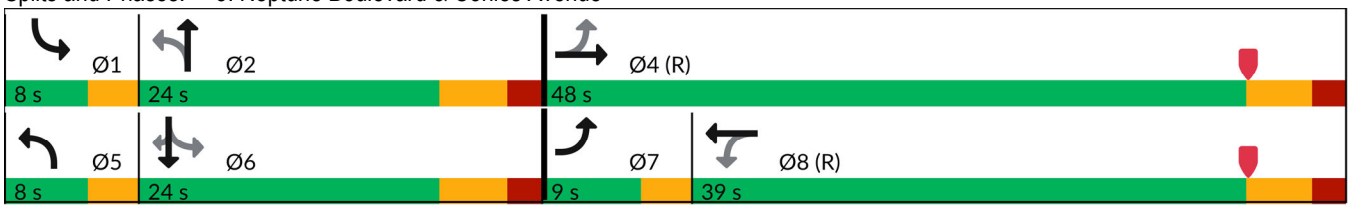
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	567	14	16	746	73	54	152	19	227	208	178
Future Volume (vph)	130	567	14	16	746	73	54	152	19	227	208	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3483	0	0	3461	0	1736	1819	0	1805	1881	1615
Flt Permitted		0.584			0.933		0.595			0.525		
Satd. Flow (perm)	0	2053	0	0	3232	0	1087	1819	0	998	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			15			7				185
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	2%	4%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	741	0	0	870	0	56	178	0	236	217	185
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.3			37.3		21.7	13.7		22.9	16.9	16.9
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.29	0.21	0.21
v/c Ratio		0.59			0.57		0.16	0.56		0.70	0.54	0.38
Control Delay (s/veh)		14.7			17.9		19.3	35.3		35.2	34.0	6.8
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		14.7			17.9		19.3	35.3		35.2	34.0	6.8
LOS		B			B		B	D		D	C	A
Approach Delay (s/veh)		14.8			18.0			31.6			26.6	
Approach LOS		B			B			C			C	
Stops (vph)		446			585		38	144		195	180	27
Fuel Used(gal)		8			13		1	3		3	3	1
CO Emissions (g/hr)		525			937		48	197		215	193	63
NOx Emissions (g/hr)		102			182		9	38		42	38	12
VOC Emissions (g/hr)		122			217		11	46		50	45	14
Dilemma Vehicles (#)		0			-26083		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	4.4

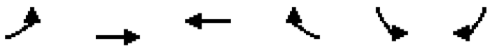
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	18	175	42	11	4	19	317	19	4	396	67
Future Vol, veh/h	103	18	175	42	11	4	19	317	19	4	396	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	3	0	0	0	1	0	0	1	2
Mvmt Flow	112	20	190	46	12	4	21	345	21	4	430	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	867	882	252	630	908	355	503	0	0	365	0	0
Stage 1	476	476	-	396	396	-	-	-	-	-	-	-
Stage 2	392	407	-	234	512	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.5	6.9	7.345	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.515	5.5	-	6.145	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	5.5	-	6.545	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4	3.3	3.5285	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*420	*412	754	*651	*395	*915	1072	-	-	*1373	-	-
Stage 1	*542	*560	-	*856	*755	-	-	-	-	-	-	-
Stage 2	*861	*755	-	*746	*540	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*397	*403	754	*454	*387	*915	1072	-	-	*1373	-	-
Mov Cap-2 Maneuver	*397	*403	-	*454	*387	-	-	-	-	-	-	-
Stage 1	*540	*559	-	*840	*741	-	-	-	-	-	-	-
Stage 2	*827	*741	-	*537	*538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.27	14.17	0.45	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	398	754	454	* 1373	-	-
HCM Lane V/C Ratio	0.019	-	-	0.331	0.252	0.136	0.003	-	-
HCM Control Delay (s/veh)	8.4	-	-	18.5	11.4	14.2	7.6	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1	0.5	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	117	593	762	36	37	94
Future Volume (veh/h)	117	593	762	36	37	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1900	1900	1870
Adj Flow Rate, veh/h	122	618	794	38	39	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	1	0	0	2
Cap, veh/h	683	1446	2256	108	161	141
Arrive On Green	0.17	1.00	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1810	1870	3574	167	1810	1585
Grp Volume(v), veh/h	122	618	409	423	39	98
Grp Sat Flow(s),veh/h/ln	1810	1870	1791	1855	1810	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.6	4.8
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.6	4.8
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	683	1446	1161	1203	161	141
V/C Ratio(X)	0.18	0.43	0.35	0.35	0.24	0.69
Avail Cap(c_a), veh/h	683	1446	1161	1203	520	456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	0.0	33.9	35.4
Incr Delay (d2), s/veh	0.1	0.9	0.8	0.8	0.8	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.3	0.3	0.7	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.4	0.9	0.8	0.8	34.7	41.3
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		740	832		137	
Approach Delay, s/veh		1.2	0.8		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.9		12.1	10.0	57.9
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		6.8	3.3	2.0
Green Ext Time (p_c), s			4.6		0.3	0.2	5.8

Intersection Summary	
HCM 7th Control Delay, s/veh	4.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	625	5	3	778	0	0	0	11	0	0	20
Future Vol, veh/h	0	625	5	3	778	0	0	0	11	0	0	20
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	638	5	3	794	0	0	0	11	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	643	0	0	-	-	640	-	-	397
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*1111	-	-	0	0	*741	0	0	*873
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*1111	-	-	-	-	*741	-	-	*873
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	9.93	9.22
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	741	-	-	* 1111	-	-	873
HCM Lane V/C Ratio	0.015	-	-	0.003	-	-	0.023
HCM Control Delay (s/veh)	9.9	-	-	8.2	-	-	9.2
HCM Lane LOS	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	615	733	20	0	48
Future Vol, veh/h	36	615	733	20	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	1	1	0	0	8
Mvmt Flow	37	634	756	21	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	776	0	-	0	-	388
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.265	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.3045	-	-	-	-	3.376
Pot Cap-1 Maneuver	990	-	-	-	0	*879
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	990	-	-	-	-	*879
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.49	0	9.34
HCM LOS			A

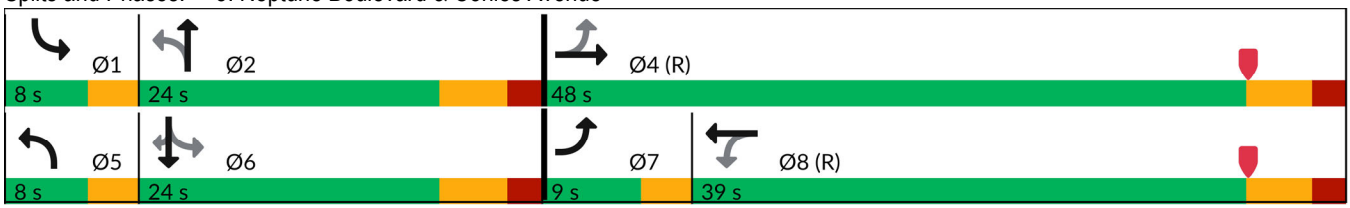
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	990	-	-	-	879
HCM Lane V/C Ratio	0.037	-	-	-	0.056
HCM Control Delay (s/veh)	8.8	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	494	11	13	599	79	22	82	20	95	104	132
Future Volume (vph)	110	494	11	13	599	79	22	82	20	95	104	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3532	0	0	3506	0	1805	1773	0	1787	1863	1583
Flt Permitted		0.691			0.940		0.689			0.584		
Satd. Flow (perm)	0	2463	0	0	3298	0	1309	1773	0	1099	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			14				135
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	0%	8%	1%	1%	0%	1%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	627	0	0	705	0	22	104	0	97	106	135
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.8			42.8		16.8	9.8		18.0	13.0	13.0
Actuated g/C Ratio		0.65			0.54		0.21	0.12		0.23	0.16	0.16
v/c Ratio		0.38			0.39		0.07	0.45		0.33	0.34	0.36
Control Delay (s/veh)		11.8			12.4		21.3	33.7		25.9	32.7	8.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.8			12.4		21.3	33.7		25.9	32.7	8.9
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		11.9			12.4			31.6			21.3	
Approach LOS		B			B			C			C	
Stops (vph)		356			385		19	78		73	89	24
Fuel Used(gal)		6			10		0	2		1	1	1
CO Emissions (g/hr)		412			669		21	113		75	95	51
NOx Emissions (g/hr)		80			130		4	22		15	18	10
VOC Emissions (g/hr)		96			155		5	26		17	22	12
Dilemma Vehicles (#)		57			43		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.2

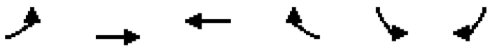
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	3	37	51	4	11	7	254	10	4	243	25
Future Vol, veh/h	35	3	37	51	4	11	7	254	10	4	243	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
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, %	0	0	3	0	0	0	14	2	11	0	1	0
Mvmt Flow	38	3	40	55	4	12	8	273	11	4	261	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	574	582	144	434	590	278	288	0	0	284	0	0
Stage 1	283	283	-	294	294	-	-	-	-	-	-	-
Stage 2	290	299	-	141	297	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.945	7.3	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3285	3.5	4	3.3	2.333	-	-	2.2	-	-
Pot Cap-1 Maneuver	*659	*602	875	*846	*595	*943	1198	-	-	*1415	-	-
Stage 1	*706	*680	-	*889	*778	-	-	-	-	-	-	-
Stage 2	*889	*778	-	*853	*671	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*640	*597	875	*796	*590	*943	1198	-	-	*1415	-	-
Mov Cap-2 Maneuver	*640	*597	-	*796	*590	-	-	-	-	-	-	-
Stage 1	*703	*678	-	*884	*773	-	-	-	-	-	-	-
Stage 2	*868	*773	-	*808	*669	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.19	9.94	0.21	0.11
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	636	875	800	* 1415	-	-
HCM Lane V/C Ratio	0.006	-	-	0.064	0.045	0.089	0.003	-	-
HCM Control Delay (s/veh)	8	-	-	11	9.3	9.9	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	874	725	13	22	29
Future Volume (veh/h)	99	874	725	13	22	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1900	1900
Adj Flow Rate, veh/h	102	901	747	13	23	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	0	0	0
Cap, veh/h	723	1485	2368	41	136	121
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1885	3667	62	1810	1610
Grp Volume(v), veh/h	102	901	371	389	23	30
Grp Sat Flow(s),veh/h/ln	1810	1885	1777	1859	1810	1610
Q Serve(g_s), s	1.0	0.0	0.0	0.0	1.0	1.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.0	1.0	1.4
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	723	1485	1177	1232	136	121
V/C Ratio(X)	0.14	0.61	0.32	0.32	0.17	0.25
Avail Cap(c_a), veh/h	723	1485	1177	1232	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.0	0.0	0.0	34.7	34.9
Incr Delay (d2), s/veh	0.1	1.9	0.7	0.7	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.2	0.2	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.1	1.9	0.7	0.7	35.2	35.9
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1003	760		53	
Approach Delay, s/veh		1.9	0.7		35.6	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			69.0		11.0	10.0	59.0
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		3.4	3.0	2.0
Green Ext Time (p_c), s			8.5		0.1	0.1	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	894	2	3	718	4	0	0	2	0	0	20
Future Vol, veh/h	0	894	2	3	718	4	0	0	2	0	0	20
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	-	-	-	153	-	-	-	-	-	-	-	0
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, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	922	2	3	740	4	0	0	2	0	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	924	0	0	-	-	923	-	-	372
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*874	-	-	0	0	*582	0	0	*899
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*874	-	-	-	-	*582	-	-	*899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.04	11.2	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	* 874	-	-	899
HCM Lane V/C Ratio	0.004	-	-	0.004	-	-	0.023
HCM Control Delay (s/veh)	11.2	-	-	9.1	-	-	9.1
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	893	702	13	0	23
Future Vol, veh/h	26	893	702	13	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	1	0	0	4
Mvmt Flow	27	921	724	13	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	737	0	-	0	-	369
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.238	-	-	-	-	3.338
Pot Cap-1 Maneuver	1068	-	-	-	0	*889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	1068	-	-	-	-	*889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	9.16
HCM LOS			A

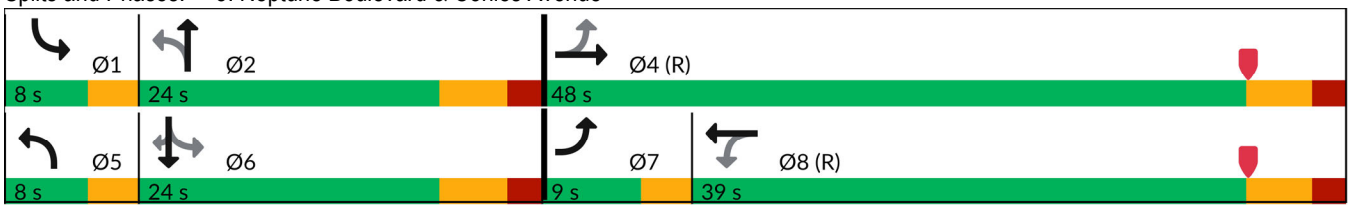
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1068	-	-	-	889
HCM Lane V/C Ratio	0.025	-	-	-	0.027
HCM Control Delay (s/veh)	8.5	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	809	8	10	591	58	24	89	11	93	130	100
Future Volume (vph)	76	809	8	10	591	58	24	89	11	93	130	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3557	0	0	3491	0	1805	1805	0	1787	1881	1599
Flt Permitted		0.829			0.939		0.671			0.590		
Satd. Flow (perm)	0	2960	0	0	3281	0	1275	1805	0	1110	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			7				123
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	920	0	0	679	0	25	103	0	96	134	103
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.1			42.1		17.5	10.5		18.7	13.7	13.7
Actuated g/C Ratio		0.64			0.53		0.22	0.13		0.23	0.17	0.17
v/c Ratio		0.48			0.39		0.08	0.42		0.31	0.41	0.27
Control Delay (s/veh)		12.8			12.9		20.6	34.2		24.8	33.2	6.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		12.8			12.9		20.6	34.2		24.8	33.2	6.2
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		12.8			12.9			31.6			22.5	
Approach LOS		B			B			C			C	
Stops (vph)		533			377		19	83		69	111	14
Fuel Used(gal)		9			9		0	2		1	2	0
CO Emissions (g/hr)		620			648		22	113		71	119	34
NOx Emissions (g/hr)		121			126		4	22		14	23	7
VOC Emissions (g/hr)		144			150		5	26		16	28	8
Dilemma Vehicles (#)		47			41		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2

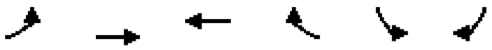
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	11	29	28	6	1	8	209	6	5	266	12
Future Vol, veh/h	31	11	29	28	6	1	8	209	6	5	266	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	0	0	2	0	0	1	9
Mvmt Flow	33	12	31	30	6	1	9	222	6	5	283	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	543	546	148	401	549	226	296	0	0	229	0	0
Stage 1	300	300	-	243	243	-	-	-	-	-	-	-
Stage 2	243	246	-	158	306	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.96	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.338	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*632	*590	867	*810	*587	*971	1277	-	-	*1456	-	-
Stage 1	*690	*669	-	*915	*801	-	-	-	-	-	-	-
Stage 2	*915	*801	-	*834	*665	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*618	*584	867	*758	*581	*971	1277	-	-	*1456	-	-
Mov Cap-2 Maneuver	*618	*584	-	*758	*581	-	-	-	-	-	-	-
Stage 1	*687	*667	-	*909	*796	-	-	-	-	-	-	-
Stage 2	*901	*796	-	*788	*663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.53	10.24	0.28	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1277	-	-	609	867	725	* 1456	-	-
HCM Lane V/C Ratio	0.007	-	-	0.073	0.036	0.051	0.004	-	-
HCM Control Delay (s/veh)	7.8	-	-	11.4	9.3	10.2	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.2	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	351	1184	874	44	34	278
Future Volume (veh/h)	351	1184	874	44	34	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1900	1900	1900
Adj Flow Rate, veh/h	399	1345	993	50	42	316
Peak Hour Factor	0.88	0.88	0.88	0.88	0.80	0.88
Percent Heavy Veh, %	0	3	6	0	0	0
Cap, veh/h	531	1187	1715	86	403	359
Arrive On Green	0.17	1.00	1.00	1.00	0.22	0.22
Sat Flow, veh/h	1810	1856	3424	168	1810	1610
Grp Volume(v), veh/h	399	1345	512	531	42	316
Grp Sat Flow(s),veh/h/ln	1810	1856	1721	1781	1810	1610
Q Serve(g_s), s	7.0	51.2	0.0	0.0	1.5	15.2
Cycle Q Clear(g_c), s	7.0	51.2	0.0	0.0	1.5	15.2
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	531	1187	885	916	403	359
V/C Ratio(X)	0.75	1.13	0.58	0.58	0.10	0.88
Avail Cap(c_a), veh/h	531	1187	885	916	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	0.0	0.0	24.7	30.1
Incr Delay (d2), s/veh	5.9	70.9	2.8	2.7	0.1	14.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	34.5	1.2	1.2	1.2	20.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.4	70.9	2.8	2.7	24.8	44.6
LnGrp LOS	B	F	A	A	C	D
Approach Vol, veh/h		1744	1043		358	
Approach Delay, s/veh		58.0	2.7		42.3	
Approach LOS		E	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			57.2		22.8	10.0	47.2
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			53.2		17.2	9.0	2.0
Green Ext Time (p_c), s			0.0		0.7	0.0	8.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1193	25	13	806	25	0	0	3	0	0	112
Future Vol, veh/h	0	1193	25	13	806	25	0	0	3	0	0	112
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	14	3	0	0	6	0	0	0	0	0	0	5
Mvmt Flow	0	1256	26	14	848	26	0	0	3	0	0	118

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1282	0	0	-	-	1269	-	-	437
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.975
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3475
Pot Cap-1 Maneuver	0	-	-	*596	-	-	0	0	*398	0	0	*861
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	1	-	-			1			0
Mov Cap-1 Maneuver	-	-	-	*596	-	-	-	-	*398	-	-	*861
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.17	14.13	9.85
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	-	-	* 596	-	-	861
HCM Lane V/C Ratio	0.008	-	-	0.023	-	-	0.137
HCM Control Delay (s/veh)	14.1	-	-	11.2	-	-	9.8
HCM Lane LOS	B	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.8

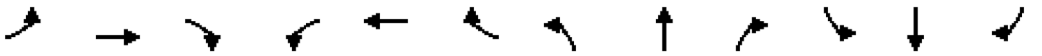
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	507	718	729	155	0	115
Future Vol, veh/h	507	718	729	155	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	6	2	0	3
Mvmt Flow	528	748	759	161	0	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	921	0	-	0	-	460
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.945
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3285
Pot Cap-1 Maneuver	903	-	-	-	0	*892
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	903	-	-	-	-	*892
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.98	0	9.66
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	903	-	-	-	892
HCM Lane V/C Ratio	0.585	-	-	-	0.134
HCM Control Delay (s/veh)	14.5	-	-	-	9.7
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	3.9	-	-	-	0.5

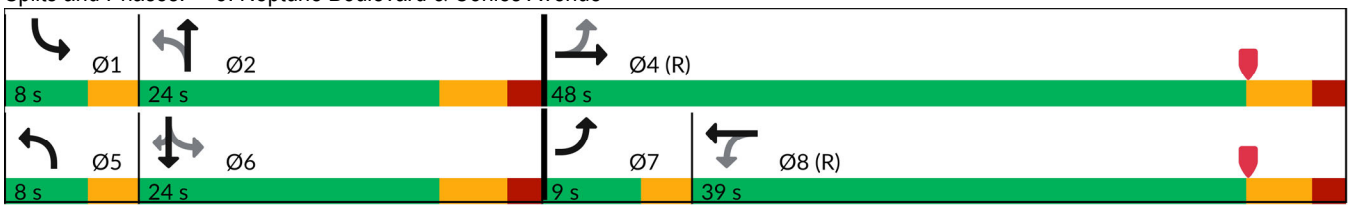
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	550	3	11	661	85	45	145	19	148	100	178
Future Volume (vph)	165	550	3	11	661	85	45	145	19	148	100	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3388	0	0	3397	0	1805	1821	0	1787	1881	1455
Flt Permitted		0.548			0.938		0.680			0.478		
Satd. Flow (perm)	0	1877	0	0	3189	0	1292	1821	0	899	1881	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			21			8				214
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	6%	0%	0%	5%	0%	0%	2%	7%	1%	1%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	866	0	0	911	0	54	198	0	178	120	214
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.6			37.6		21.4	13.4		22.6	16.6	16.6
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.28	0.21	0.21
v/c Ratio		0.75			0.60		0.14	0.63		0.57	0.30	0.45
Control Delay (s/veh)		19.6			18.1		19.4	38.5		29.6	29.3	7.5
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		19.6			18.1		19.4	38.5		29.6	29.3	7.5
LOS		B			B		B	D		C	C	A
Approach Delay (s/veh)		19.7			18.2			34.4			20.4	
Approach LOS		B			B			C			C	
Stops (vph)		454			533		31	142		120	83	26
Fuel Used(gal)		8			12		1	3		2	1	1
CO Emissions (g/hr)		582			852		40	197		126	85	64
NOx Emissions (g/hr)		113			166		8	38		25	17	12
VOC Emissions (g/hr)		135			198		9	46		29	20	15
Dilemma Vehicles (#)		80			47		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 20.7		Intersection LOS: C	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	5

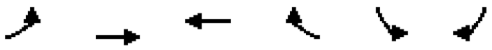
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	6	75	22	15	8	27	354	14	14	329	118
Future Vol, veh/h	58	6	75	22	15	8	27	354	14	14	329	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	10	7	13	0	2	0	0	6	3
Mvmt Flow	88	9	114	33	23	12	41	536	21	21	498	179

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1260	1270	339	925	1348	547	677	0	0	558	0	0
Stage 1	630	630	-	629	629	-	-	-	-	-	-	-
Stage 2	630	639	-	296	720	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.93	7.45	6.605	6.395	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.25	5.605	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.65	5.605	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.319	3.595	4.0665	3.4235	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	215	236	658	399	200	*856	924	-	-	*1331	-	-
Stage 1	441	478	-	733	661	-	-	-	-	-	-	-
Stage 2	753	665	-	669	422	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	177	222	658	298	188	*856	924	-	-	*1331	-	-
Mov Cap-2 Maneuver	177	222	-	298	188	-	-	-	-	-	-	-
Stage 1	434	470	-	700	632	-	-	-	-	-	-	-
Stage 2	684	635	-	534	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.47	22.25	0.62	0.24
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	180	658	276	* 1331	-	-
HCM Lane V/C Ratio	0.044	-	-	0.538	0.173	0.247	0.016	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	46	11.6	22.2	7.7	-	-
HCM Lane LOS	A	-	-	E	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.6	0.9	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	812	1503	32	35	219
Future Volume (veh/h)	145	812	1503	32	35	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1856	1900	1900
Adj Flow Rate, veh/h	151	846	1566	33	36	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	3	0	0
Cap, veh/h	348	1286	2021	43	307	273
Arrive On Green	0.17	1.00	0.76	0.76	0.17	0.17
Sat Flow, veh/h	1810	1856	3652	75	1810	1610
Grp Volume(v), veh/h	151	846	781	818	36	228
Grp Sat Flow(s),veh/h/ln	1810	1856	1777	1857	1810	1610
Q Serve(g_s), s	2.3	0.0	20.7	20.9	1.3	11.0
Cycle Q Clear(g_c), s	2.3	0.0	20.7	20.9	1.3	11.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	348	1286	1009	1054	307	273
V/C Ratio(X)	0.43	0.66	0.77	0.78	0.12	0.83
Avail Cap(c_a), veh/h	348	1286	1009	1054	520	463
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	6.8	6.8	28.1	32.1
Incr Delay (d2), s/veh	0.9	2.6	5.8	5.6	0.2	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	5.4	5.6	0.6	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.0	2.6	12.5	12.4	28.3	38.7
LnGrp LOS	A	A	B	B	C	D
Approach Vol, veh/h		997	1599		264	
Approach Delay, s/veh		3.8	12.5		37.3	
Approach LOS		A	B		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			61.4		18.6	10.0	51.4
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		13.0	4.3	22.9
Green Ext Time (p_c), s			7.6		0.6	0.2	8.7

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

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	0	829	18	16	1341	15	0	0	25	0	0	194
Future Vol, veh/h	0	829	18	16	1341	15	0	0	25	0	0	194
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	873	19	17	1412	16	0	0	26	0	0	204

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	892	0	0	-	-	882	-	-	714
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*953	-	-	0	0	*635	0	0	*714
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*953	-	-	-	-	*635	-	-	*714
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.1	10.91	12.04
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	635	-	-	* 953	-	-	714
HCM Lane V/C Ratio	0.041	-	-	0.018	-	-	0.286
HCM Control Delay (s/veh)	10.9	-	-	8.8	-	-	12
HCM Lane LOS	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	1.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	172	711	952	47	0	420
Future Vol, veh/h	172	711	952	47	0	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	3	3	12	0	1
Mvmt Flow	177	733	981	48	0	433

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1030	0	-	0	-	515
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3095
Pot Cap-1 Maneuver	885	-	-	-	0	*818
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	885	-	-	-	-	*818
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.96	0	14.25
HCM LOS			B

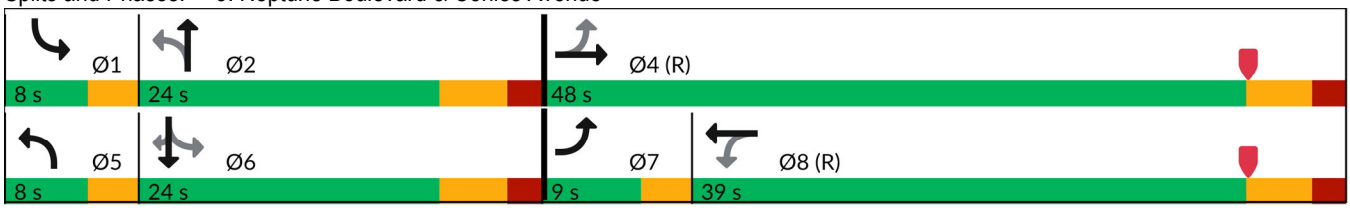
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	885	-	-	-	818
HCM Lane V/C Ratio	0.2	-	-	-	0.529
HCM Control Delay (s/veh)	10.1	-	-	-	14.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	3.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	567	14	16	765	73	56	153	19	263	214	178
Future Volume (vph)	130	567	14	16	765	73	56	153	19	263	214	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3483	0	0	3461	0	1736	1819	0	1805	1881	1615
Flt Permitted		0.578			0.934		0.582			0.524		
Satd. Flow (perm)	0	2032	0	0	3235	0	1063	1819	0	996	1881	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			15			7				185
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	2%	4%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	741	0	0	890	0	58	179	0	274	223	185
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		46.2			37.2		21.8	13.8		23.0	17.0	17.0
Actuated g/C Ratio		0.58			0.47		0.27	0.17		0.29	0.21	0.21
v/c Ratio		0.60			0.58		0.17	0.56		0.81	0.55	0.37
Control Delay (s/veh)		15.0			18.3		19.3	35.2		44.5	34.2	6.8
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		15.0			18.3		19.3	35.2		44.5	34.2	6.8
LOS		B			B		B	D		D	C	A
Approach Delay (s/veh)		15.0			18.3			31.3			30.9	
Approach LOS		B			B			C			C	
Stops (vph)		449			605		38	144		226	186	27
Fuel Used(gal)		8			14		1	3		4	3	1
CO Emissions (g/hr)		529			966		49	197		283	200	62
NOx Emissions (g/hr)		103			188		10	38		55	39	12
VOC Emissions (g/hr)		123			224		11	46		66	46	14
Dilemma Vehicles (#)		52			54		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 21.9		Intersection LOS: C	
Intersection Capacity Utilization 104.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	5.5

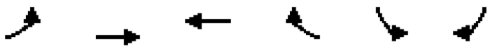
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	18	217	42	11	4	20	317	19	4	396	86
Future Vol, veh/h	139	18	217	42	11	4	20	317	19	4	396	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	3	0	0	0	1	0	0	1	2
Mvmt Flow	151	20	236	46	12	4	22	345	21	4	430	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	880	895	262	632	931	355	524	0	0	365	0	0
Stage 1	486	486	-	398	398	-	-	-	-	-	-	-
Stage 2	394	409	-	234	533	-	-	-	-	-	-	-
Critical Hdwy	7.315	6.5	6.9	7.345	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.515	5.5	-	6.145	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	5.5	-	6.545	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	4	3.3	3.5285	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*411	*404	743	*649	*382	*915	1053	-	-	*1373	-	-
Stage 1	*535	*554	-	*856	*755	-	-	-	-	-	-	-
Stage 2	*861	*755	-	*746	*528	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*387	*394	743	*411	*373	*915	1053	-	-	*1373	-	-
Mov Cap-2 Maneuver	*387	*394	-	*411	*373	-	-	-	-	-	-	-
Stage 1	*533	*553	-	*838	*740	-	-	-	-	-	-	-
Stage 2	*825	*740	-	*490	*527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16	15.07	0.48	0.06
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1053	-	-	387	743	419	* 1373	-	-
HCM Lane V/C Ratio	0.021	-	-	0.441	0.318	0.148	0.003	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	21.4	12.1	15.1	7.6	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	1.4	0.5	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	138	657	848	36	37	94
Future Volume (veh/h)	138	657	848	36	37	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1900	1900	1870
Adj Flow Rate, veh/h	144	684	883	38	39	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	1	0	0	2
Cap, veh/h	648	1446	2268	98	161	141
Arrive On Green	0.17	1.00	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1810	1870	3593	151	1810	1585
Grp Volume(v), veh/h	144	684	452	469	39	98
Grp Sat Flow(s),veh/h/ln	1810	1870	1791	1858	1810	1585
Q Serve(g_s), s	1.6	0.0	0.0	0.0	1.6	4.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	1.6	4.8
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	648	1446	1161	1205	161	141
V/C Ratio(X)	0.22	0.47	0.39	0.39	0.24	0.69
Avail Cap(c_a), veh/h	648	1446	1161	1205	520	456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.3	0.0	0.0	0.0	33.9	35.4
Incr Delay (d2), s/veh	0.2	1.1	1.0	0.9	0.8	6.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.3	0.3	0.7	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.4	1.1	1.0	0.9	34.7	41.3
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		828	921		137	
Approach Delay, s/veh		1.3	1.0		39.4	
Approach LOS		A	A		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.9		12.1	10.0	57.9
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			46.0		23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		6.8	3.6	2.0
Green Ext Time (p_c), s			5.4		0.3	0.2	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	3.9
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	689	5	3	801	0	0	0	11	0	0	83
Future Vol, veh/h	0	689	5	3	801	0	0	0	11	0	0	83
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	-	-	-	153	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	703	5	3	817	0	0	0	11	0	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	708	0	0	-	-	706	-	-	409
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*1072	-	-	0	0	*714	0	0	*873
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*1072	-	-	-	-	*714	-	-	*873
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	10.12	9.57
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	-	-	* 1072	-	-	873
HCM Lane V/C Ratio	0.016	-	-	0.003	-	-	0.097
HCM Control Delay (s/veh)	10.1	-	-	8.4	-	-	9.6
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	615	733	42	0	71
Future Vol, veh/h	100	615	733	42	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	1	1	0	0	8
Mvmt Flow	103	634	756	43	0	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	799	0	-	0	-	399
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.265	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.3045	-	-	-	-	3.376
Pot Cap-1 Maneuver	966	-	-	-	0	*879
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	966	-	-	-	-	*879
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.28	0	9.47
HCM LOS			A

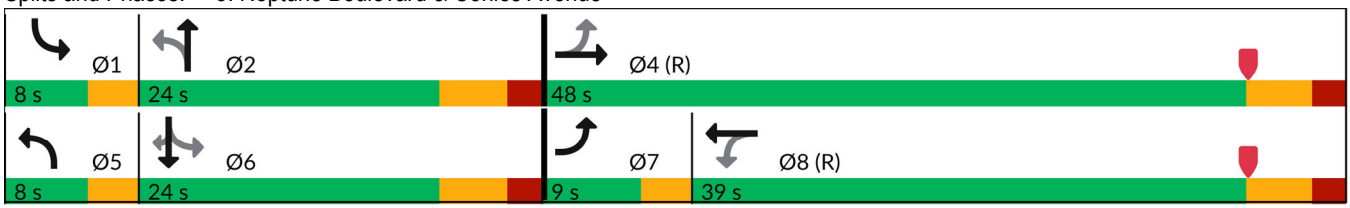
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	966	-	-	-	879
HCM Lane V/C Ratio	0.107	-	-	-	0.083
HCM Control Delay (s/veh)	9.2	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	494	11	13	619	79	24	83	20	115	107	132
Future Volume (vph)	110	494	11	13	619	79	24	83	20	115	107	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3532	0	0	3506	0	1805	1773	0	1787	1863	1583
Flt Permitted		0.684			0.941		0.687			0.584		
Satd. Flow (perm)	0	2438	0	0	3302	0	1305	1773	0	1099	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			14				135
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	0%	8%	1%	1%	0%	1%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	627	0	0	726	0	24	105	0	117	109	135
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.7			42.7		16.9	9.9		18.1	13.1	13.1
Actuated g/C Ratio		0.65			0.53		0.21	0.12		0.23	0.16	0.16
v/c Ratio		0.38			0.40		0.07	0.45		0.40	0.35	0.36
Control Delay (s/veh)		11.8			12.5		21.4	33.7		27.6	32.8	8.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.8			12.5		21.4	33.7		27.6	32.8	8.9
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		11.8			12.6			31.5			22.2	
Approach LOS		B			B			C			C	
Stops (vph)		360			402		19	80		91	90	24
Fuel Used(gal)		6			10		0	2		1	1	1
CO Emissions (g/hr)		414			693		23	114		94	97	51
NOx Emissions (g/hr)		81			135		4	22		18	19	10
VOC Emissions (g/hr)		96			161		5	26		22	22	12
Dilemma Vehicles (#)		58			44		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.7

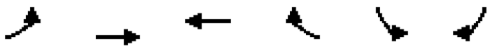
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	3	60	51	4	11	8	254	10	4	243	44
Future Vol, veh/h	54	3	60	51	4	11	8	254	10	4	243	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
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, %	0	0	3	0	0	0	14	2	11	0	1	0
Mvmt Flow	58	3	65	55	4	12	9	273	11	4	261	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	586	595	154	437	613	278	309	0	0	284	0	0
Stage 1	294	294	-	296	296	-	-	-	-	-	-	-
Stage 2	292	301	-	141	317	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.945	7.3	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3285	3.5	4	3.3	2.333	-	-	2.2	-	-
Pot Cap-1 Maneuver	*645	*591	862	*843	*576	*943	1177	-	-	*1415	-	-
Stage 1	*696	*674	-	*889	*778	-	-	-	-	-	-	-
Stage 2	*889	*778	-	*853	*658	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*625	*585	862	*767	*570	*943	1177	-	-	*1415	-	-
Mov Cap-2 Maneuver	*625	*585	-	*767	*570	-	-	-	-	-	-	-
Stage 1	*694	*672	-	*883	*772	-	-	-	-	-	-	-
Stage 2	*867	*772	-	*783	*656	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.44	10.11	0.24	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1177	-	-	623	862	775	* 1415	-	-
HCM Lane V/C Ratio	0.007	-	-	0.098	0.075	0.092	0.003	-	-
HCM Control Delay (s/veh)	8.1	-	-	11.4	9.5	10.1	7.6	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	938	811	13	22	29
Future Volume (veh/h)	120	938	811	13	22	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1900	1900
Adj Flow Rate, veh/h	124	967	836	13	23	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	0	0	0
Cap, veh/h	685	1485	2373	37	136	121
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1885	3675	56	1810	1610
Grp Volume(v), veh/h	124	967	415	434	23	30
Grp Sat Flow(s),veh/h/ln	1810	1885	1777	1860	1810	1610
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.0	1.4
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.0	1.4
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	685	1485	1177	1232	136	121
V/C Ratio(X)	0.18	0.65	0.35	0.35	0.17	0.25
Avail Cap(c_a), veh/h	685	1485	1177	1232	520	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.0	0.0	0.0	34.7	34.9
Incr Delay (d2), s/veh	0.1	2.2	0.8	0.8	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.3	0.3	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.1	2.2	0.8	0.8	35.2	35.9
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1091	849		53	
Approach Delay, s/veh		2.2	0.8		35.6	
Approach LOS		A	A		D	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	69.0	11.0	10.0	59.0
Change Period (Y+Rc), s	6.0	5.0	3.0	6.0
Max Green Setting (Gmax), s	46.0	23.0	7.0	36.0
Max Q Clear Time (g_c+I1), s	2.0	3.4	3.3	2.0
Green Ext Time (p_c), s	9.8	0.1	0.2	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	2.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	958	2	3	741	4	0	0	2	0	0	83
Future Vol, veh/h	0	958	2	3	741	4	0	0	2	0	0	83
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	-	-	-	153	-	-	-	-	-	-	-	0
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, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	988	2	3	764	4	0	0	2	0	0	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	990	0	0	-	-	989	-	-	384
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.1	-	-	-	-	6.2	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	*834	-	-	0	0	*556	0	0	*899
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	0	-	-			0			0
Mov Cap-1 Maneuver	-	-	-	*834	-	-	-	-	*556	-	-	*899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.04	11.5	9.42
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	556	-	-	* 834	-	-	899
HCM Lane V/C Ratio	0.004	-	-	0.004	-	-	0.095
HCM Control Delay (s/veh)	11.5	-	-	9.3	-	-	9.4
HCM Lane LOS	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

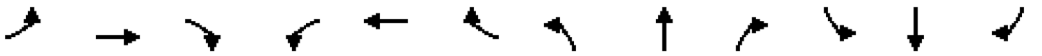
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	893	702	35	0	46
Future Vol, veh/h	90	893	702	35	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	450	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	1	0	0	4
Mvmt Flow	93	921	724	36	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	760	0	-	0	-	380
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.238	-	-	-	-	3.338
Pot Cap-1 Maneuver	1043	-	-	-	0	*889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	1043	-	-	-	-	*889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	9.28
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1043	-	-	-	889
HCM Lane V/C Ratio	0.089	-	-	-	0.053
HCM Control Delay (s/veh)	8.8	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2

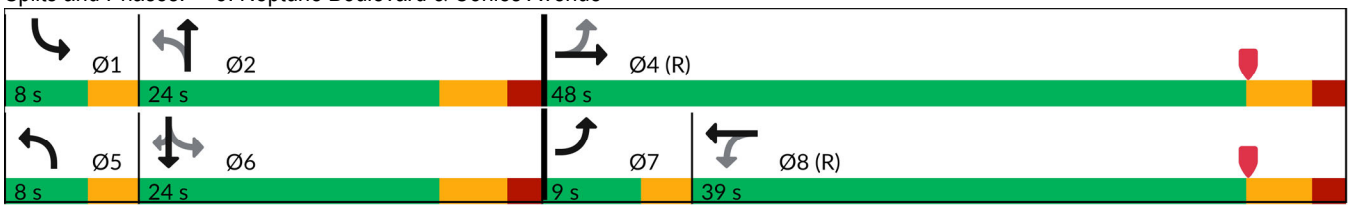
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	809	8	10	611	58	26	90	11	113	133	100
Future Volume (vph)	76	809	8	10	611	58	26	90	11	113	133	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3557	0	0	3491	0	1805	1805	0	1787	1881	1599
Flt Permitted		0.826			0.939		0.669			0.590		
Satd. Flow (perm)	0	2950	0	0	3281	0	1271	1805	0	1110	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			7				123
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		392			987			708			357	
Travel Time (s)		7.6			19.2			19.3			9.7	
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
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	920	0	0	700	0	27	104	0	116	137	103
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Total Split (s)	9.0	48.0		39.0	39.0		8.0	24.0		8.0	24.0	24.0
Total Lost Time (s)		6.0			6.0		3.0	6.0		3.0	6.0	6.0
Act Effct Green (s)		51.0			42.0		17.6	10.6		18.8	13.8	13.8
Actuated g/C Ratio		0.64			0.53		0.22	0.13		0.24	0.17	0.17
v/c Ratio		0.48			0.40		0.08	0.42		0.38	0.42	0.27
Control Delay (s/veh)		12.4			13.1		20.6	34.1		26.3	33.3	6.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		12.4			13.1		20.6	34.1		26.3	33.3	6.2
LOS		B			B		C	C		C	C	A
Approach Delay (s/veh)		12.5			13.1			31.4			23.2	
Approach LOS		B			B			C			C	
Stops (vph)		528			392		20	83		88	114	14
Fuel Used(gal)		9			10		0	2		1	2	0
CO Emissions (g/hr)		612			671		24	114		90	122	34
NOx Emissions (g/hr)		119			131		5	22		18	24	7
VOC Emissions (g/hr)		142			156		6	26		21	28	8
Dilemma Vehicles (#)		50			43		0	0		0	0	0

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow, Master Intersection			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 92.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Neptune Boulevard & Corlies Avenue



Intersection	
Int Delay, s/veh	2.5

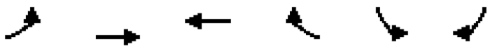
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	11	52	28	6	1	9	209	6	5	266	31
Future Vol, veh/h	50	11	52	28	6	1	9	209	6	5	266	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	0	0	2	0	0	1	9
Mvmt Flow	53	12	55	30	6	1	10	222	6	5	283	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	555	558	158	403	571	226	316	0	0	229	0	0
Stage 1	310	310	-	245	245	-	-	-	-	-	-	-
Stage 2	245	248	-	158	327	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.96	7.3	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.338	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*619	*580	854	*807	*569	*971	1256	-	-	*1456	-	-
Stage 1	*681	*662	-	*915	*801	-	-	-	-	-	-	-
Stage 2	*915	*801	-	*834	*652	-	-	-	-	-	-	-
Platoon blocked, %	0	0		0	0	0		-	-	0	-	-
Mov Cap-1 Maneuver	*604	*573	854	*731	*562	*971	1256	-	-	*1456	-	-
Mov Cap-2 Maneuver	*604	*573	-	*731	*562	-	-	-	-	-	-	-
Stage 1	*678	*660	-	*908	*795	-	-	-	-	-	-	-
Stage 2	*900	*795	-	*764	*649	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.71	10.43	0.32	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	599	854	700	* 1456	-	-
HCM Lane V/C Ratio	0.008	-	-	0.108	0.065	0.053	0.004	-	-
HCM Control Delay (s/veh)	7.9	-	-	11.7	9.5	10.4	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.2	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



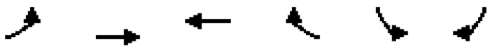
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	351	1184	874	44	34	278
Future Volume (veh/h)	351	1184	874	44	34	278
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1900	1900	1900
Adj Flow Rate, veh/h	399	1345	993	50	39	316
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	6	0	0	0
Cap, veh/h	553	1322	1805	91	271	457
Arrive On Green	0.18	0.95	0.72	0.72	0.15	0.15
Sat Flow, veh/h	1810	1856	3424	168	1810	1610
Grp Volume(v), veh/h	399	1345	512	531	39	316
Grp Sat Flow(s),veh/h/ln	1810	1856	1721	1781	1810	1610
Q Serve(g_s), s	7.1	57.0	11.0	11.0	1.5	12.0
Cycle Q Clear(g_c), s	7.1	57.0	11.0	11.0	1.5	12.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	553	1322	932	964	271	457
V/C Ratio(X)	0.72	1.02	0.55	0.55	0.14	0.69
Avail Cap(c_a), veh/h	719	1322	932	964	271	457
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	2.1	6.7	6.7	29.5	25.5
Incr Delay (d2), s/veh	2.5	29.2	2.3	2.3	0.2	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	17.4	6.0	6.1	1.2	18.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.2	31.3	9.0	8.9	29.8	30.0
LnGrp LOS	B	F	A	A	C	C
Approach Vol, veh/h		1744	1043		355	
Approach Delay, s/veh		26.4	9.0		30.0	
Approach LOS		C	A		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	63.0	17.0	13.7	49.3
Change Period (Y+Rc), s	6.0	5.0	3.0	6.0
Max Green Setting (Gmax), s	57.0	12.0	18.0	36.0
Max Q Clear Time (g_c+I1), s	59.0	14.0	9.1	13.0
Green Ext Time (p_c), s	0.0	0.0	1.6	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Notes

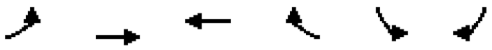
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	812	1503	32	35	219
Future Volume (veh/h)	145	812	1503	32	35	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1856	1900	1900
Adj Flow Rate, veh/h	151	846	1566	33	36	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	2	3	0	0
Cap, veh/h	363	1322	2091	44	271	382
Arrive On Green	0.17	1.00	0.78	0.78	0.15	0.15
Sat Flow, veh/h	1810	1856	3652	75	1810	1610
Grp Volume(v), veh/h	151	846	781	818	36	228
Grp Sat Flow(s),veh/h/ln	1810	1856	1777	1857	1810	1610
Q Serve(g_s), s	2.2	0.0	18.5	18.6	1.4	10.1
Cycle Q Clear(g_c), s	2.2	0.0	18.5	18.6	1.4	10.1
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	363	1322	1044	1091	271	382
V/C Ratio(X)	0.42	0.64	0.75	0.75	0.13	0.60
Avail Cap(c_a), veh/h	612	1322	1044	1091	271	382
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	5.6	5.6	29.5	27.1
Incr Delay (d2), s/veh	0.8	2.4	4.9	4.8	0.2	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	4.7	4.9	0.6	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	2.4	10.5	10.4	29.7	29.6
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h		997	1599		264	
Approach Delay, s/veh		3.3	10.5		29.6	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			63.0		17.0	10.0	53.0
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			57.0		12.0	18.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		12.1	4.2	20.6
Green Ext Time (p_c), s			7.8		0.0	0.6	9.7

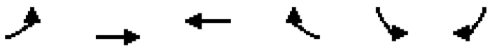
Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	138	657	848	36	37	94
Future Volume (veh/h)	138	657	848	36	37	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1900	1900	1870
Adj Flow Rate, veh/h	144	684	883	38	39	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	1	0	0	2
Cap, veh/h	653	1460	2294	99	148	268
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1870	3593	151	1810	1585
Grp Volume(v), veh/h	144	684	452	469	39	98
Grp Sat Flow(s),veh/h/ln	1810	1870	1791	1858	1810	1585
Q Serve(g_s), s	1.6	0.0	0.0	0.0	1.6	4.4
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	1.6	4.4
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	653	1460	1174	1218	148	268
V/C Ratio(X)	0.22	0.47	0.38	0.38	0.26	0.37
Avail Cap(c_a), veh/h	901	1460	1174	1218	271	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.1	0.0	0.0	0.0	34.5	29.4
Incr Delay (d2), s/veh	0.2	1.1	1.0	0.9	0.9	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.3	0.3	0.7	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.3	1.1	1.0	0.9	35.4	30.3
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		828	921		137	
Approach Delay, s/veh		1.3	0.9		31.7	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			68.5		11.5	10.0	58.5
Change Period (Y+Rc), s			6.0		5.0	3.0	6.0
Max Green Setting (Gmax), s			57.0		12.0	18.0	36.0
Max Q Clear Time (g_c+I1), s			2.0		6.4	3.6	2.0
Green Ext Time (p_c), s			5.4		0.2	0.6	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	938	811	13	22	29
Future Volume (veh/h)	120	938	811	13	22	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1900	1900
Adj Flow Rate, veh/h	124	967	836	13	23	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	2	0	0	0
Cap, veh/h	685	1485	2373	37	136	262
Arrive On Green	0.17	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	1810	1885	3675	56	1810	1610
Grp Volume(v), veh/h	124	967	415	434	23	30
Grp Sat Flow(s),veh/h/ln	1810	1885	1777	1860	1810	1610
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.0	1.3
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.0	1.3
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	685	1485	1177	1232	136	262
V/C Ratio(X)	0.18	0.65	0.35	0.35	0.17	0.11
Avail Cap(c_a), veh/h	934	1485	1177	1232	271	382
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.0	0.0	0.0	0.0	34.7	28.6
Incr Delay (d2), s/veh	0.1	2.2	0.8	0.8	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.3	0.3	0.4	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.1	2.2	0.8	0.8	35.2	28.8
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h		1091	849		53	
Approach Delay, s/veh		2.2	0.8		31.6	
Approach LOS		A	A		C	

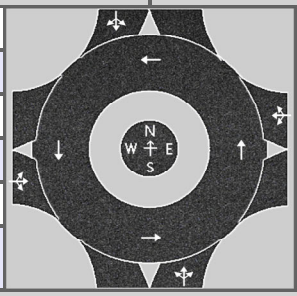
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	69.0	11.0	10.0	59.0
Change Period (Y+Rc), s	6.0	5.0	3.0	6.0
Max Green Setting (Gmax), s	57.0	12.0	18.0	36.0
Max Q Clear Time (g_c+I1), s	2.0	3.3	3.3	2.0
Green Ext Time (p_c), s	10.1	0.1	0.5	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	2.4
HCM 7th LOS	A

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	EXAM
Time Analyzed	EXAM
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	EXAM

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	12	32	0	15	46	57	0	308	202	10	0	76	49	11
Percent Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	0	2	0	0	2	2	0
Flow Rate (v_{PCE}), pc/h	0	6	14	36	0	18	52	66	0	350	234	11	0	88	57	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		56			136			595			157	
Entry Volume, veh/h		56			134			590			154	
Circulating Flow (v_c), pc/h	163			590			108			420		
Exiting Flow (v_{ex}), pc/h	113			414			306			111		
Capacity (c_{pce}), pc/h		1169			756			1236			899	
Capacity (c), veh/h		1169			742			1227			883	
v/c Ratio (x)		0.05			0.18			0.48			0.17	

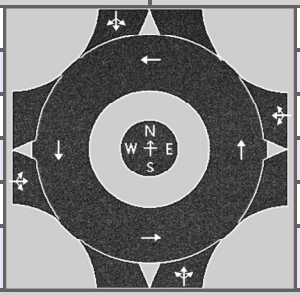
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			6.8			8.0			5.8	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.2			0.7			2.7			0.6	
95% Queue Length, Q_{95} (ft)		5.0			17.8			67.9			15.2	
Approach Delay, s/veh | LOS	3.5	A		6.8	A		8.0	A		5.8	A	
Intersection Delay, s/veh | LOS	7.2						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	EXPM
Time Analyzed	EXPM
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	EXPM

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	106	273	0	21	11	59	0	43	83	10	0	161	85	9
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	6	0	0	2	3	10
Flow Rate (v_{PCE}), pc/h	0	8	118	303	0	23	12	67	0	48	98	11	0	182	97	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		429			102			157			290	
Entry Volume, veh/h		429			101			151			283	
Circulating Flow (v_c), pc/h	302			154			308			83		
Exiting Flow (v_{ex}), pc/h	311			71			173			423		
Capacity (c_{pce}), pc/h		1014			1179			1008			1268	
Capacity (c), veh/h		1014			1164			972			1236	
v/c Ratio (x)		0.42			0.09			0.16			0.23	

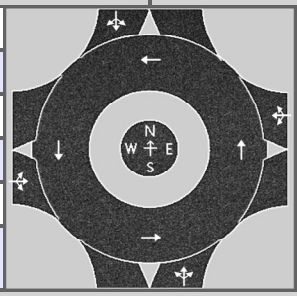
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.2			3.8			5.2			4.9	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		2.1			0.3			0.6			0.9	
95% Queue Length, Q_{95} (ft)		52.5			7.6			15.4			23.0	
Approach Delay, s/veh | LOS	8.2	A		3.8	A		5.2	A		4.9	A	
Intersection Delay, s/veh | LOS	6.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	EXSA
Time Analyzed	EXSAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	EXSAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	20	19	0	8	1	26	0	5	46	5	0	46	21	4
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	5	22	21	0	9	1	30	0	5	53	5	0	52	27	4
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		48			40			63			83	
Entry Volume, veh/h		48			38			60			77	
Circulating Flow (v_c), pc/h	88			63			79			15		
Exiting Flow (v_{ex}), pc/h	79			10			88			57		
Capacity (c_{pce}), pc/h		1262			1294			1273			1359	
Capacity (c), veh/h		1262			1231			1213			1262	
v/c Ratio (x)		0.04			0.03			0.05			0.06	

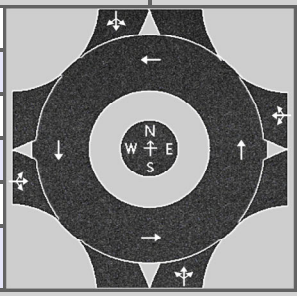
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.2			3.2			3.4			3.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.2			0.2	
95% Queue Length, Q_{95} (ft)		2.5			2.6			5.2			5.3	
Approach Delay, s/veh | LOS	3.2	A		3.2	A		3.4	A		3.3	A	
Intersection Delay, s/veh | LOS	3.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	ESSA
Time Analyzed	EXSSAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	EXSSAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	18	5	0	6	2	17	0	3	30	6	0	42	12	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	2	20	5	0	7	2	20	0	3	35	7	0	47	15	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		27			29			45			63	
Entry Volume, veh/h		27			28			43			59	
Circulating Flow (v_c), pc/h	69			40			69			12		
Exiting Flow (v_{ex}), pc/h	74			6			57			27		
Capacity (c_{pce}), pc/h		1286			1325			1286			1363	
Capacity (c), veh/h		1286			1265			1230			1277	
v/c Ratio (x)		0.02			0.02			0.03			0.05	

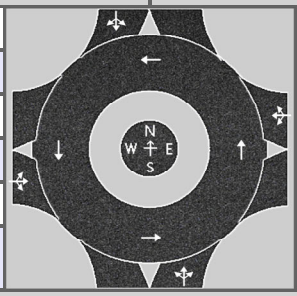
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.0			3.0			3.2			3.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.1			0.1	
95% Queue Length, Q_{95} (ft)		2.5			2.6			2.6			2.6	
Approach Delay, s/veh | LOS	3.0	A		3.0	A		3.2	A		3.2	A	
Intersection Delay, s/veh | LOS	3.1						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NB28
Time Analyzed	NB28AM
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	NB28AM

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	12	32	0	15	46	57	0	308	202	10	0	76	49	11
Percent Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	0	2	0	0	2	2	0
Flow Rate (v_{PCE}), pc/h	0	6	14	36	0	18	52	66	0	350	234	11	0	88	57	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		56			136			595			157	
Entry Volume, veh/h		56			134			590			154	
Circulating Flow (v_c), pc/h	163			590			108			420		
Exiting Flow (v_{ex}), pc/h	113			414			306			111		
Capacity (c_{pce}), pc/h		1169			756			1236			899	
Capacity (c), veh/h		1169			742			1227			883	
v/c Ratio (x)		0.05			0.18			0.48			0.17	

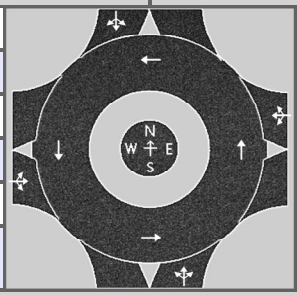
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			6.8			8.0			5.8	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.2			0.7			2.7			0.6	
95% Queue Length, Q_{95} (ft)		5.0			17.8			67.9			15.2	
Approach Delay, s/veh | LOS	3.5	A		6.8	A		8.0	A		5.8	A	
Intersection Delay, s/veh | LOS	7.2						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NBPM
Time Analyzed	NBPM28
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	NBPM28

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	106	273	0	21	11	59	0	43	83	10	0	161	85	9
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	6	0	0	2	3	10
Flow Rate (v_{PCE}), pc/h	0	8	118	303	0	23	12	67	0	48	98	11	0	182	97	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		429			102			157			290	
Entry Volume, veh/h		429			101			151			283	
Circulating Flow (v_c), pc/h	302			154			308			83		
Exiting Flow (v_{ex}), pc/h	311			71			173			423		
Capacity (c_{pce}), pc/h		1014			1179			1008			1268	
Capacity (c), veh/h		1014			1164			972			1236	
v/c Ratio (x)		0.42			0.09			0.16			0.23	

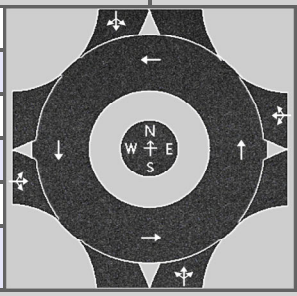
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.2			3.8			5.2			4.9	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		2.1			0.3			0.6			0.9	
95% Queue Length, Q_{95} (ft)		52.5			7.6			15.4			23.0	
Approach Delay, s/veh | LOS	8.2	A		3.8	A		5.2	A		4.9	A	
Intersection Delay, s/veh | LOS	6.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NB28
Time Analyzed	NB28SAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	NB28SAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	20	19	0	8	1	26	0	5	46	5	0	46	21	4
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	5	22	21	0	9	1	30	0	5	53	5	0	52	27	4
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		48			40			63			83	
Entry Volume, veh/h		48			38			60			77	
Circulating Flow (v_c), pc/h	88			63			79			15		
Exiting Flow (v_{ex}), pc/h	79			10			88			57		
Capacity (c_{pce}), pc/h		1262			1294			1273			1359	
Capacity (c), veh/h		1262			1231			1213			1262	
v/c Ratio (x)		0.04			0.03			0.05			0.06	

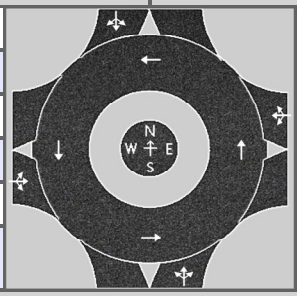
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.2			3.2			3.4			3.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.2			0.2	
95% Queue Length, Q_{95} (ft)		2.5			2.6			5.2			5.3	
Approach Delay, s/veh | LOS	3.2	A		3.2	A		3.4	A		3.3	A	
Intersection Delay, s/veh | LOS	3.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	28
Time Analyzed	NB28SSAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	NB28SSAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	18	5	0	6	2	17	0	3	30	6	0	42	12	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	2	20	5	0	7	2	20	0	3	35	7	0	47	15	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		27			29			45			63	
Entry Volume, veh/h		27			28			43			59	
Circulating Flow (v_c), pc/h	69			40			69			12		
Exiting Flow (v_{ex}), pc/h	74			6			57			27		
Capacity (c_{pce}), pc/h		1286			1325			1286			1363	
Capacity (c), veh/h		1286			1265			1230			1277	
v/c Ratio (x)		0.02			0.02			0.03			0.05	

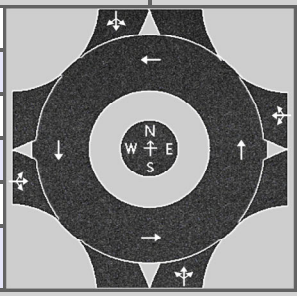
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.0			3.0			3.2			3.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.1			0.1	
95% Queue Length, Q_{95} (ft)		2.5			2.6			2.6			2.6	
Approach Delay, s/veh | LOS	3.0	A		3.0	A		3.2	A		3.2	A	
Intersection Delay, s/veh | LOS	3.1						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	B28
Time Analyzed	B28AM
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	B28AM

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	12	32	0	15	46	65	0	308	230	10	0	84	53	11
Percent Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	0	2	0	0	2	2	0
Flow Rate (v_{PCE}), pc/h	0	6	14	36	0	18	52	75	0	350	267	11	0	97	61	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		56			145			628			170	
Entry Volume, veh/h		56			142			623			167	
Circulating Flow (v_c), pc/h	176			623			117			420		
Exiting Flow (v_{ex}), pc/h	122			414			348			115		
Capacity (c_{pce}), pc/h		1153			731			1225			899	
Capacity (c), veh/h		1153			718			1215			883	
v/c Ratio (x)		0.05			0.20			0.51			0.19	

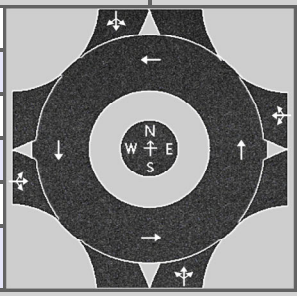
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			7.2			8.6			6.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.2			0.7			3.0			0.7	
95% Queue Length, Q_{95} (ft)		5.0			17.8			75.5			17.8	
Approach Delay, s/veh | LOS	3.5	A		7.2	A		8.6	A		6.0	A	
Intersection Delay, s/veh | LOS	7.7	A										

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NBPM
Time Analyzed	NBPM28
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	NBPM28

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	106	273	0	21	11	64	0	43	99	10	0	179	93	9
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	6	0	0	2	3	10
Flow Rate (v_{PCE}), pc/h	0	8	118	303	0	23	12	73	0	48	117	11	0	203	106	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		429			108			176			320	
Entry Volume, veh/h		429			107			169			312	
Circulating Flow (v_c), pc/h	332			173			329			83		
Exiting Flow (v_{ex}), pc/h	332			71			198			432		
Capacity (c_{pce}), pc/h		984			1157			987			1268	
Capacity (c), veh/h		984			1141			949			1236	
v/c Ratio (x)		0.44			0.09			0.18			0.25	

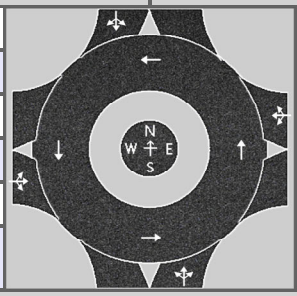
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.6			3.9			5.5			5.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		2.2			0.3			0.6			1.0	
95% Queue Length, Q_{95} (ft)		55.0			7.6			15.5			25.5	
Approach Delay, s/veh | LOS	8.6	A		3.9	A		5.5	A		5.2	A	
Intersection Delay, s/veh | LOS	6.6						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	B28
Time Analyzed	B28SAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	B28SAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	20	19	0	8	1	31	0	5	62	5	0	56	25	4
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	5	22	21	0	9	1	36	0	5	71	5	0	63	32	4
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		48			46			81			99	
Entry Volume, veh/h		48			44			77			92	
Circulating Flow (v_c), pc/h	104			81			90			15		
Exiting Flow (v_{ex}), pc/h	90			10			112			62		
Capacity (c_{pce}), pc/h		1241			1271			1259			1359	
Capacity (c), veh/h		1241			1206			1196			1262	
v/c Ratio (x)		0.04			0.04			0.06			0.07	

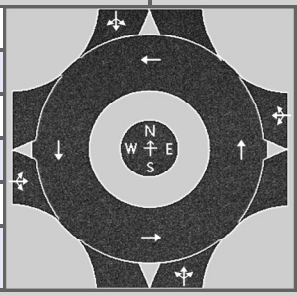
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.2			3.3			3.5			3.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.2			0.2	
95% Queue Length, Q_{95} (ft)		2.5			2.6			5.2			5.3	
Approach Delay, s/veh | LOS	3.2	A		3.3	A		3.5	A		3.4	A	
Intersection Delay, s/veh | LOS	3.4						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	28
Time Analyzed	B28SSAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	B28SSAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	18	5	0	6	2	22	0	3	46	6	0	52	16	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	2	20	5	0	7	2	26	0	3	53	7	0	59	20	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		27			35			63			80	
Entry Volume, veh/h		27			33			60			75	
Circulating Flow (v_c), pc/h	86			58			81			12		
Exiting Flow (v_{ex}), pc/h	86			6			81			32		
Capacity (c_{pce}), pc/h		1264			1301			1271			1363	
Capacity (c), veh/h		1264			1238			1210			1275	
v/c Ratio (x)		0.02			0.03			0.05			0.06	

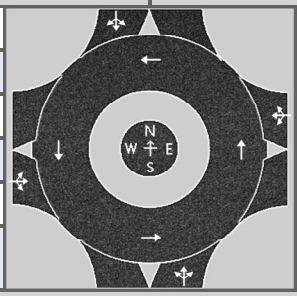
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.0			3.1			3.4			3.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.2			0.2	
95% Queue Length, Q_{95} (ft)		2.5			2.6			5.2			5.3	
Approach Delay, s/veh | LOS	3.0	A		3.1	A		3.4	A		3.3	A	
Intersection Delay, s/veh | LOS	3.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NB30
Time Analyzed	NB30AM
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	NB30AM

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	12	32	0	15	46	57	0	308	202	10	0	76	49	11
Percent Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	0	2	0	0	2	2	0
Flow Rate (v_{PCE}), pc/h	0	6	14	36	0	18	52	66	0	350	234	11	0	88	57	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		56			136			595			157	
Entry Volume, veh/h		56			134			590			154	
Circulating Flow (v_c), pc/h	163			590			108			420		
Exiting Flow (v_{ex}), pc/h	113			414			306			111		
Capacity (c_{pce}), pc/h		1169			756			1236			899	
Capacity (c), veh/h		1169			742			1227			883	
v/c Ratio (x)		0.05			0.18			0.48			0.17	

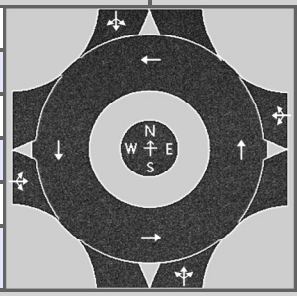
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			6.8			8.0			5.8	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.2			0.7			2.7			0.6	
95% Queue Length, Q_{95} (ft)		5.0			17.8			67.9			15.2	
Approach Delay, s/veh | LOS	3.5	A		6.8	A		8.0	A		5.8	A	
Intersection Delay, s/veh | LOS	7.2						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NB30
Time Analyzed	NBPM30
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	NBPM30

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	106	273	0	21	11	59	0	43	83	10	0	161	85	9
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	6	0	0	2	3	10
Flow Rate (v_{PCE}), pc/h	0	8	118	303	0	23	12	67	0	48	98	11	0	182	97	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		429			102			157			290	
Entry Volume, veh/h		429			101			151			283	
Circulating Flow (v_c), pc/h	302			154			308			83		
Exiting Flow (v_{ex}), pc/h	311			71			173			423		
Capacity (c_{pce}), pc/h		1014			1179			1008			1268	
Capacity (c), veh/h		1014			1164			972			1236	
v/c Ratio (x)		0.42			0.09			0.16			0.23	

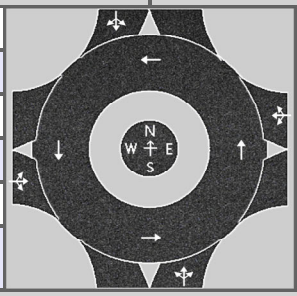
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.2			3.8			5.2			4.9	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		2.1			0.3			0.6			0.9	
95% Queue Length, Q_{95} (ft)		52.5			7.6			15.4			23.0	
Approach Delay, s/veh | LOS	8.2	A		3.8	A		5.2	A		4.9	A	
Intersection Delay, s/veh | LOS	6.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	NB30
Time Analyzed	NB30SAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	NB30SAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	20	19	0	8	1	26	0	5	46	5	0	46	21	4
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	5	22	21	0	9	1	30	0	5	53	5	0	52	27	4
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		48			40			63			83	
Entry Volume, veh/h		48			38			60			77	
Circulating Flow (v_c), pc/h	88			63			79			15		
Exiting Flow (v_{ex}), pc/h	79			10			88			57		
Capacity (c_{pce}), pc/h		1262			1294			1273			1359	
Capacity (c), veh/h		1262			1231			1213			1262	
v/c Ratio (x)		0.04			0.03			0.05			0.06	

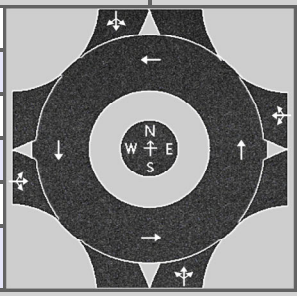
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.2			3.2			3.4			3.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.2			0.2	
95% Queue Length, Q_{95} (ft)		2.5			2.6			5.2			5.3	
Approach Delay, s/veh | LOS	3.2	A		3.2	A		3.4	A		3.3	A	
Intersection Delay, s/veh | LOS	3.3						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	30
Time Analyzed	NB30SSAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	NB30SSAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	18	5	0	6	2	17	0	3	30	6	0	42	12	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	2	20	5	0	7	2	20	0	3	35	7	0	47	15	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		27			29			45			63	
Entry Volume, veh/h		27			28			43			59	
Circulating Flow (v_c), pc/h	69			40			69			12		
Exiting Flow (v_{ex}), pc/h	74			6			57			27		
Capacity (c_{pce}), pc/h		1286			1325			1286			1363	
Capacity (c), veh/h		1286			1265			1230			1277	
v/c Ratio (x)		0.02			0.02			0.03			0.05	

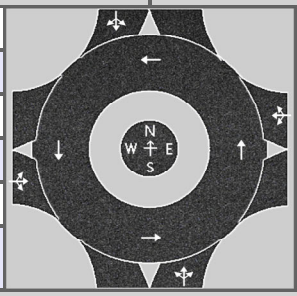
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.0			3.0			3.2			3.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.1			0.1	
95% Queue Length, Q_{95} (ft)		2.5			2.6			2.6			2.6	
Approach Delay, s/veh | LOS	3.0	A		3.0	A		3.2	A		3.2	A	
Intersection Delay, s/veh | LOS	3.1						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	B30
Time Analyzed	B30AM
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	B30AM

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	12	32	0	15	46	91	0	308	344	10	0	112	68	11
Percent Heavy Vehicles, %	0	0	0	0	0	7	0	2	0	0	2	0	0	2	2	0
Flow Rate (v_{PCE}), pc/h	0	6	14	36	0	18	52	105	0	350	399	11	0	130	79	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		56			175			760			221	
Entry Volume, veh/h		56			172			752			217	
Circulating Flow (v_c), pc/h	227			755			150			420		
Exiting Flow (v_{ex}), pc/h	155			414			510			133		
Capacity (c_{pce}), pc/h		1095			639			1184			899	
Capacity (c), veh/h		1095			627			1172			882	
v/c Ratio (x)		0.05			0.27			0.64			0.25	

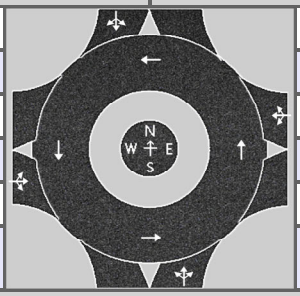
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.7			9.3			11.6			6.6	
Lane LOS		A			A			B			A	
95% Queue Length, Q_{95} (veh)		0.2			1.1			4.9			1.0	
95% Queue Length, Q_{95} (ft)		5.0			27.9			123.5			25.4	
Approach Delay, s/veh | LOS	3.7	A		9.3	A		11.6	B		6.6	A	
Intersection Delay, s/veh | LOS	10.0						B					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	B30
Time Analyzed	BPM30
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	BPM30

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	106	273	0	21	11	79	0	43	166	10	0	239	126	9
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	6	0	0	2	3	10
Flow Rate (v_{PCE}), pc/h	0	8	118	303	0	23	12	90	0	48	196	11	0	271	144	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		429			125			255			426	
Entry Volume, veh/h		429			123			244			415	
Circulating Flow (v_c), pc/h	438			252			397			83		
Exiting Flow (v_{ex}), pc/h	400			71			294			470		
Capacity (c_{pce}), pc/h		883			1067			920			1268	
Capacity (c), veh/h		883			1052			880			1237	
v/c Ratio (x)		0.49			0.12			0.28			0.34	

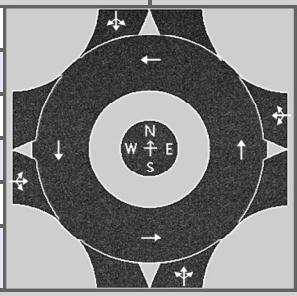
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		10.3			4.5			7.0			6.1	
Lane LOS		B			A			A			A	
95% Queue Length, Q_{95} (veh)		2.7			0.4			1.1			1.5	
95% Queue Length, Q_{95} (ft)		67.5			10.1			28.5			38.3	
Approach Delay, s/veh | LOS	10.3	B		4.5	A		7.0	A		6.1	A	
Intersection Delay, s/veh | LOS	7.6						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	B30
Time Analyzed	B30SAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	B30SAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	20	19	0	8	1	46	0	5	132	5	0	88	44	4
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	5	22	21	0	9	1	54	0	5	152	5	0	99	56	4
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		48			64			162			159	
Entry Volume, veh/h		48			60			153			147	
Circulating Flow (v_c), pc/h	164			162			126			15		
Exiting Flow (v_{ex}), pc/h	126			10			211			86		
Capacity (c_{pce}), pc/h		1167			1170			1214			1359	
Capacity (c), veh/h		1167			1105			1149			1257	
v/c Ratio (x)		0.04			0.05			0.13			0.12	

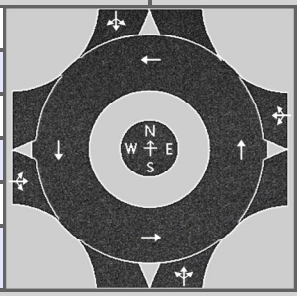
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.4			3.7			4.3			3.8	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.2			0.5			0.4	
95% Queue Length, Q_{95} (ft)		2.5			5.2			13.1			10.6	
Approach Delay, s/veh | LOS	3.4	A		3.7	A		4.3	A		3.8	A	
Intersection Delay, s/veh | LOS	3.9						A					

HCS Roundabouts Report

General Information

Analyst	SED
Agency or Co.	
Date Performed	2/7/2025
Analysis Year	30
Time Analyzed	B30SSAT
Project Description	



Site Information

Intersection	DAVIS & WASHINGTON
E/W Street Name	WASHINGTON
N/S Street Name	DAVIS
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	B30SSAT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	18	5	0	6	2	37	0	3	116	6	0	84	35	1
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	6	0	0	4	17	0
Flow Rate (v_{PCE}), pc/h	0	2	20	5	0	7	2	43	0	3	134	7	0	95	45	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		27			52			144			141	
Entry Volume, veh/h		27			49			136			131	
Circulating Flow (v_c), pc/h	147			139			117			12		
Exiting Flow (v_{ex}), pc/h	122			6			179			57		
Capacity (c_{pce}), pc/h		1188			1198			1225			1363	
Capacity (c), veh/h		1188			1133			1160			1265	
v/c Ratio (x)		0.02			0.04			0.12			0.10	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.2			3.5			4.1			3.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.1			0.1			0.4			0.3	
95% Queue Length, Q_{95} (ft)		2.5			2.6			10.4			8.0	
Approach Delay, s/veh | LOS	3.2	A		3.5	A		4.1	A		3.7	A	
Intersection Delay, s/veh | LOS	3.8						A					

TRAFFIC SIGNAL TIMING DIRECTIVE

1306112p

Directive No. 128-16

Route NJ 33 and Westerly Entrance
to Jersey Shore Medical Center
Neptune Township, Monmouth County

80 – SECOND BACKGROUND CYCLE

Phase		Signal Indications						Time (Sec.)
		1, 2	3	4 – 6	7 – 9	10, 11, 14, 15	12, 13	
WITHOUT PEDESTRIAN ACTUATION								
1)	Route NJ 33 ROW	G	G	G	R	DW	W	25 – 8
	Pedestrian Clearance	G	G	G	R	DW	FDW	28
	Change	Y	Y	Y	R	DW	DW	4*
	Clearance	R	R	R	R	DW	DW	2
2)	Jersey Shore ROW	R	R	R	G	DW	DW	6 – 23
	Change	R	R	R	Y	DW	DW	3
	Clearance	R	R	R	R	DW	DW	2
3)	Route NJ 33 Lead	G/<G-	G	R	R	DW	DW	7
	Change	G/<Y-	G	R	R	DW	DW	3
WITH PEDESTRIAN ACTUATION								
1)	Route NJ 33 ROW	G	G	G	R	DW	W	8
	Pedestrian Clearance	G	G	G	R	DW	FDW	28
	Change	Y	Y	Y	R	DW	DW	4*
	Clearance	R	R	R	R	DW	DW	2
2)	Lead Walk Interval	R	R	R	R	W	DW	5
	Jersey Shore ROW	R	R	R	G	W	DW	8
	Pedestrian Clearance	R	R	R	G	FDW	DW	15
	Change	R	R	R	Y	DW	DW	3
	Clearance	R	R	R	R	DW	DW	2
3)	Route NJ 33 Lead	G/<G-	G	R	R	DW	DW	7
	Change	G/<Y-	G	R	R	DW	DW	3
Emergency Flash		Y	Y	Y	R	DARK	DARK	-

NOTES:

*The offset is to be 57 seconds from the beginning of yellow to Route NJ 35 traffic at Route NJ 33 to the beginning of yellow to Route NJ 33 traffic at this intersection.

The Phase 2 total split time and signal cycle length will be exceeded during pedestrian actuation using the pedestrian-override feature.

The manual control is to be removed.

The vehicle interval is to be 2 seconds.

The memory is to be off.

Route NJ 33 & Oxford Way-CR 17 (Sixth Ave)
Neptune Township, Monmouth County

80 SECOND BACKGROUND CYCLE

Phase	Signal Indications		Time (Secs.)
	1-4	5-9	I
A. Route NJ 33 ROW	G	R	62-45
Change	Y	R	4*
Clearance	R	R	2
B. Oxford Way (6^{TH} Ave)	R	G	7-24
Change	R	Y	3
Clearance	R	R	2

NOTES:

*An offset of 42 seconds is measured from the beginning of yellow to Route NJ 33 at Route NJ 35 intersection to the beginning of yellow to Route NJ 33 at this intersection.

The manual control and the memory circuits are to be disconnected.

The vehicle interval is to be set at 2 seconds.

Pedestrian actuation shall guarantee 15 seconds of green time to Phase B.

Directive No. 29-19

Route NJ 33 and Neptune Blvd.
Neptune Twp., Monmouth Co.

A224

80 SECOND BACKGROUND CYCLE

Phase	Signal Indications									Time		
	1, 2	3	4 – 6	7, 8	9	10, 11	12, 13	14 – 17	18 – 21	I	II	III
Normal Operation												
A) Route NJ 33 EB	<G-/G	G	R	R	R	R	R	DW	DW	6	6	6
Change	<Y-/G	G	R	R	R	R	R	DW	DW	3	3	3
B) Route NJ 33 ROW	G	G	G	R	R	R	R	DW	W	22 – 16	15 – 11	24 – 13
Pedestrian Clearance	G	G	G	R	R	R	R	DW	FDW	20	20	20
Change	Y	Y	Y	R	R	R	R	DW	DW	4*	4*	4*
Clearance	R	R	R	R	R	R	R	DW	DW	2	2	2
C) Neptune Blvd Lead Left	R	R	R	<G-/R	R	<G-/R	R	DW	DW	7	14	5
Change	R	R	R	<Y-/R	R	<Y-/R	R	DW	DW	3	3	3
D) Neptune Blvd ROW	R	R	R	G	G	G	G	DW	DW	7 – 13	7 – 11	7 – 18
Change	R	R	R	Y	Y	Y	Y	DW	DW	4	4	4
Clearance	R	R	R	R	R	R	R	DW	DW	2	2	2
Pedestrian Operation												
A) Route NJ 33 EB	<G-/G	G	R	R	R	R	R	DW	DW	6	6	6
Change	<Y-/G	G	R	R	R	R	R	DW	DW	3	3	3
B) Route NJ 33 ROW	G	G	G	R	R	R	R	DW	W	7	7	7
Pedestrian Clearance	G	G	G	R	R	R	R	DW	FDW	20	20	20
Change	Y	Y	Y	R	R	R	R	DW	DW	4*	4*	4*
Clearance	R	R	R	R	R	R	R	DW	DW	2	2	2
C) Neptune Blvd Lead Left	R	R	R	<G-/R	R	<G-/R	R	DW	DW	5	5	5
Change	R	R	R	<Y-/R	R	<Y-/R	R	DW	DW	3	3	3
D) Neptune Blvd ROW	R	R	R	G	G	G	G	W	DW	7	7	7
Pedestrian Clearance	R	R	R	G	G	G	G	FDW	DW	17	17	17
Change	R	R	R	Y	Y	Y	Y	DW	DW	4	4	4
Clearance	R	R	R	R	R	R	R	DW	DW	2	2	2
Emergency Flash	Y	Y	Y	R	R	R	R	BLANK	BLANK	–	–	–

Directive No. 29-19

Route NJ 33 and Neptune Blvd.
Neptune Twp., Monmouth Co.

Notes:

1. *An offset of 0 seconds is to be measured from the beginning of yellow to Route NJ 35 at Route NJ 33 to the beginning of yellow to Route NJ 33 at this intersection.
2. Signal shall rest in Phase B.
3. The memory circuit is to be off.
4. The vehicle extension is to be 4 seconds.
5. The manual control cord is to be connected.
6. The Phase C left turn lanes are to operate independently and concurrently if actuation occurs on both approaches. Each left turn lane shall have the capability of being initiated, extended or terminated separately. If only one of the left turn movements terminates, then the opposing non-conflicting through movement shall be initiated.

Hours of Operation:

Timing I:	80 Seconds Background Cycle	6:30 AM – 9:00 AM, Monday – Friday
Timing II:	80 Seconds Background Cycle	3:30 PM – 6: 30 PM, Monday – Friday
Timing III:	80 Seconds Background Cycle	All other times