



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

Kevin P. McDonough (1953-1994)
John H. Rea, P.E.
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July 21, 2020

Michael W. Herbert, Esq.
Parker McCay, P.A.
3840 Quakerbridge Road
Suite 200
Hamilton, NJ 08619

Re: College Achieve Charter School at Holy Innocents
3455 West Bangs Avenue
Lot 2 in Block 3101
Neptune Township, Monmouth County, New Jersey
MRA File No. 20-172

Dear Mr. Herbert:

As requested, McDonough & Rea Associates (MRA) has conducted a *Traffic Impact Analysis* to determine the traffic impact of a proposed relocation of the *College Achieve Charter School (College Achieve)*, currently housed in Asbury Park, New Jersey, to the *Holy Innocents Catholic Church* school on West Bangs Avenue in Neptune Township, Monmouth County, New Jersey. The *Holy Innocents* school facilities are located within the *Holy Innocents Catholic Church* complex located on the northwest corner of West Bangs Avenue/New Jersey State Route 33 in Neptune Township as shown on *Figure 1*, a *Site Location map* in the *Appendix*.

SCOPE OF STUDY

In order to prepare a thorough *Traffic Impact Analysis* for the *College Achieve* proposal, MRA has conducted the following tasks:

1. Made field visits to the site to establish existing roadway and traffic conditions in the area.
2. Conducted peak hour traffic counts along the West Bangs Avenue frontage of the *Holy Innocents* facility during the time frames when *College Achieve* will generate inbound and outbound traffic flow on typical weekdays.
3. Prepared estimates of traffic to be generated by *College Achieve* based on the anticipated maximum enrollment (600) that is contemplated for the future.

Please reply to:

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 105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181



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4. Conducted level of service capacity analyses for the entry/exit points to and from West Bangs Avenue in accordance with procedures established in the *Highway Capacity Manual* published by the Federal Highway Administration.
5. Reviewed the existing parking facilities at *Holy Innocents* with respect to availability and accessibility of the parking supply to support anticipated staffing, parent drop-off/pick-up etc.

The following report sets forth the database accumulated and the conclusions reached with respect to *College Achieve*.

EXISTING CONDITIONS

The subject property is located on the northwest corner of West Bangs Avenue/Route 33 and has a bifurcated access system to West Bangs Avenue, with no direct access provided to Route 33. West Bangs Avenue is a local collector roadway under the jurisdiction of Monmouth County that intersects Route 33 at a signalized intersection just south of the subject property. West Bangs Avenue terminates at an unsignalized "T" intersection at Old Corlies Avenue south of the subject property and extends in an easterly direction across Route 35 and into the City of Asbury Park. In the vicinity of the subject property, West Bangs Avenue provides for 1 travel lane in each direction.

EXISTING TRAFFIC VOLUMES

Traffic volume data was obtained from MRA's historical files from weekdays in 2015. *Figure 2* in the *Appendix* illustrates peak hour traffic volumes passing the entry and exit driveways at the Holy Innocents site from 7:00 AM-8:00 AM and 3:00 PM-4:00 PM. These are the time frames when traffic will arrive (7:30 AM) and depart (3:40 PM) from *College Achieve*.

In order to arrive at base 2020 traffic volumes assumed for the traffic impact analysis, the New Jersey Department of Transportation (NJDOT's) *Background Traffic Growth Rate* data for the area was consulted with a finding that collector roadways in this area of Monmouth County were anticipated to experience an annual growth rate of 2.5 percent per year. This growth rate was applied to 2015 traffic volumes in order to arrive at base 2020 traffic volumes which are shown on *Figure 3* in the *Appendix*.



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TRIP GENERATION/DISTRIBUTION

Estimates of peak hour traffic to be generated by *College Achieve* were made after consulting *College Achieve* managerial staff with respect to anticipated operations at the Neptune Township site. Based on the existing operation in the City of Asbury Park, the following information was relayed to MRA:

- Existing enrollment is approximately 325 students.
- School start time is 7:30 AM.
- School dismissal time is 3:40 PM.
- 90 percent of the students will be bussed to school with the remaining 10 percent dropped off and picked up by parents in private automobiles.
- There were 35 full time aftercare students at the existing facility who were picked up by parents at approximately 6:00 PM.

If the move to the *Holy Innocents* facility in Neptune Township is approved, the *College Achieve* anticipates that enrollment will likely increase initially to approximately 400-450 students but ultimately to a potential capacity of 600 students. In order to prepare a conservative or *worst case* analysis, MRA assumed an enrollment of 600 students. In order to prepare estimates of peak hour traffic generation for the morning arrivals and afternoon dismissals, and in accordance with existing policies and protocol established by *College Achieve*, MRA assumed the following:

- A start time of 7:30 AM.
- 90 percent of students will be bussed (540 students)
- The balance of the enrollment (60 students) will arrive in private automobiles, with some students being siblings and arriving 2 or more to a private vehicle-a conservative estimate would be 50 parent vehicle drop-offs.
- Staffing at the facility would be expanded to 50 employees, with most employees arriving in a personal vehicle, but 20 percent (10 employees) being dropped off and picked up.
- 15 full sized school buses will be required (capacity 45-50 students) to bus the remaining 540 students.



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Based on the foregoing parameters, the following *Table* illustrates the anticipated traffic generation during the AM peak street hour arrival period (7:00 AM-8:00 AM) and the PM peak street hour dismissal period (3:00 PM-4:00 PM).

TABLE I
TRIP GENERATION
COLLEGE ACHIEVE

	<u>AM PSH</u>			<u>PM PSH</u>		
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
Cars	100	60	160	60	100	160
Buses	15	15	30	15	15	30
Total	115	75	190	75	115	190

With respect to the distribution of site generated traffic flows, consideration was given to the fact that the existing operation, within the City of Asbury Park, is located east of the site and that additional students will likely come from within the immediate residential area. Given the fact that both Bangs Avenue and Route 33 extend in an easterly direction with Bangs Avenue providing direct access into the City of Asbury Park, traffic flows onto and off the property were assumed to be distributed as follows:

- 50 percent to the east on West Bangs Avenue
- 50 percent towards the west (to Route 33) on West Bangs Avenue

Figure 3 in the *Appendix* illustrates site generated and distributed traffic volumes.

ANALYSIS OF FUTURE TRAFFIC

A design year of 2023 was assumed for analysis. In addition to the 600 maximum capacity enrollment being reached, the NJDOT's *Background Traffic Growth Rate* data was again consulted and a growth rate of 2.5 percent per year was added to Bangs Avenue traffic volumes. Design year 2023 *no-build* traffic volumes are shown on *Figure 5* in the *Appendix* and design year 2023 *build* traffic volumes are shown on *Figure 6* in the *Appendix*.

Traffic engineers calculate levels of service of unsignalized intersections which relate to the quality of traffic flow. Level of service is a measure of average control delay. Average control delay is the time lost due to deceleration and the amount of time from when a vehicle is stopped for a traffic control device (or at the end of the queue) to when the vehicle departs the intersection. Delay is a relative quantity of driver discomfort, frustration, fuel consumption, and loss in travel time.



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Levels of service range from “A” to “F” with “A” being the highest or best attainable level of service. Level of service “E” with average control delays of not more than 50 seconds per vehicle at an unsignalized intersection indicates near to or at capacity conditions and is generally considered the limit of acceptable level of service and delay.

Full definitions of levels of service for unsignalized intersections as well as level of service summaries are included in the *Appendix*. The intersections studied by this report were analyzed according to the procedures set forth in the *Highway Capacity Manual 2010*, using the *McTrans Highway Capacity Software (HCS)*, release 7.8.5.

It should be noted that the level of service analysis conducted by MRA also assumes a worst case analysis; one in which all exiting traffic does so at one location to West Bangs Avenue. Based on communication with the school and with Walt Hopkin, PE, the site engineer, a bus circulation plan will likely be implemented that will permit buses to exit the site at the northerly driveway which is now an entrance only driveway. Permitting buses to exit to West Bangs Avenue at this location, with the balance of passenger vehicle traffic exiting at the existing exit driveway is likely to decrease overall delays for exiting traffic.

Findings were that exiting movements from the school will operate at level of service “C” during the AM peak street hour and level of service “C” during the PM peak street hour. This includes traffic generated by *College Achieve* and staff entering and exiting to and from *Holy Innocents* during that time frame. Left turn movements from northbound West Bangs Avenue into the site driveway will operate at level of service “A” during both the AM and PM time frames. Therefore, the site driveways to and from *College Achieve* will operate within acceptable traffic engineering parameters.

SITE PLAN & PARKING

No changes to the existing *Site Plan* of the *Holy Innocents Catholic Church/school* are proposed. It should be noted that the *Holy Innocents* elementary school previously processed a Pre-K-8th Grade elementary school. In addition, a large parking field containing approximately 274 parking spaces which serves larger Church gatherings during traditional Saturday evening and Sunday Masses will be more than adequate to handle parking generation for staff and visitors to *College Achieve*.

It is MRA’s opinion that adaptive reuse of an existing facility previously utilized as an elementary school, will have a more manageable traffic impact on the adjacent roadway network than establishment of a new facility in the area.



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CONCLUSIONS

It is concluded, based on the analysis set forth in this report, that plans to relocate the existing *College Achieve* to the *Holy Innocents* facility in Neptune Township on West Bangs Avenue, can be approved and operate compatibly with future traffic flow in the area. Traffic generated by *College Achieve* will enter and exit West Bangs Avenue during morning and afternoon peak periods within acceptable levels of service.

The existing parking fields for *Holy Innocents*, which were designed to handle larger attendance at traditional Masses, will be more than adequate to handle parking generated by *College Achieve*.

We hope the foregoing information is helpful. If you have any questions, please do not hesitate to call.

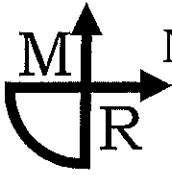
Very truly yours,

John H. Rea, PE
Principal

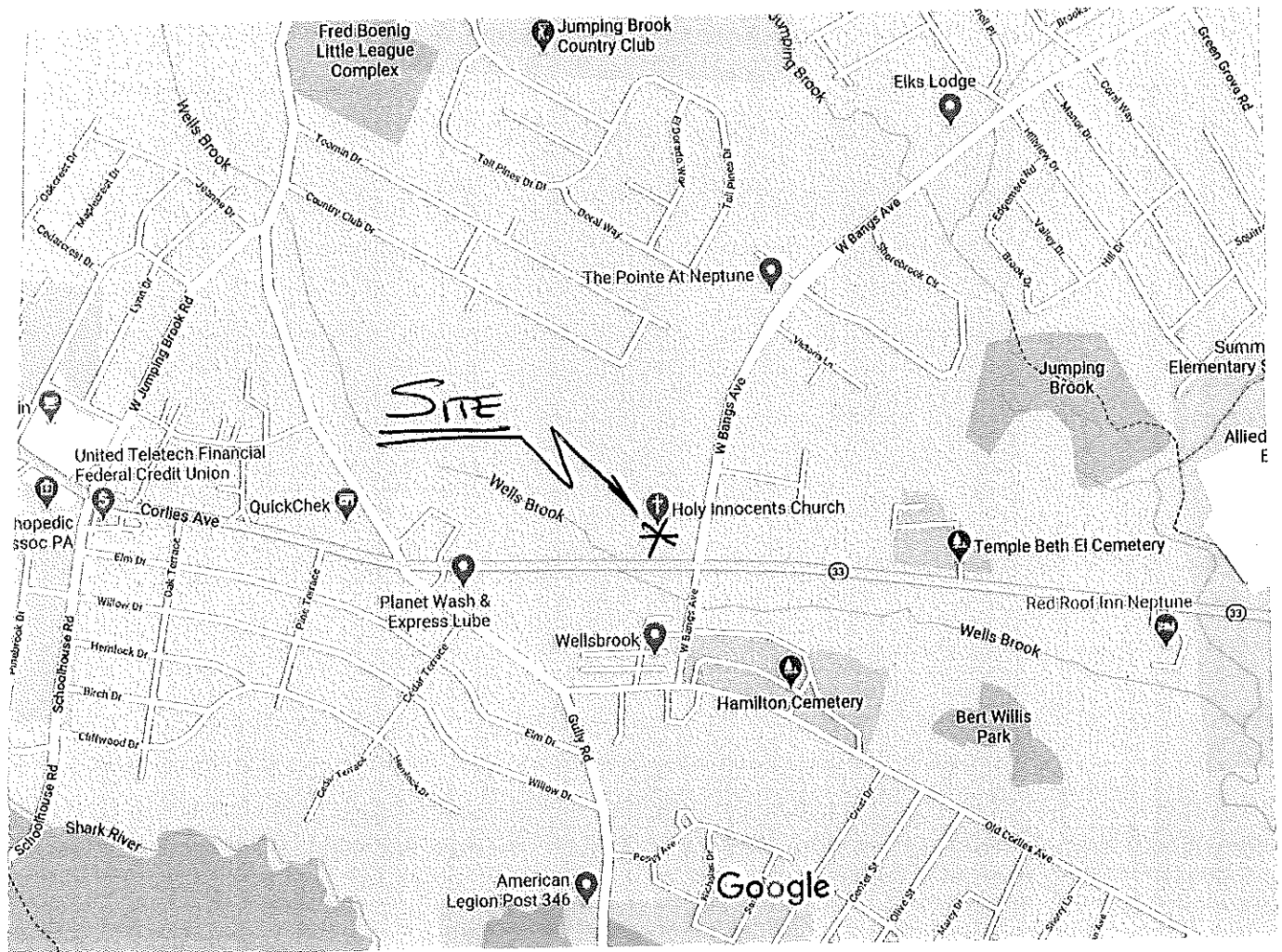
Scott T. Kennel
Sr. Associate

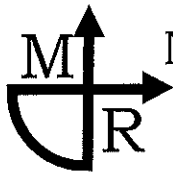
cc: Walt Hopkin, PE
Joseph Cahill, D.O.T.

APPENDIX



SUBJECT: COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
SITE LOCATION MAP





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FIGURE 2

JOB NO.
20-172

DATE:
JULY 2020

SUBJECT: COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
2015 7-8 AM PSH (3-4 PM PSH) TRAFFIC VOLUMES



SITE

← 162(134)

(172)233 →

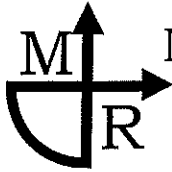
← 162(134)

(9)34 ↗
(27)74 ↘

(163)199 →

BANGS
AVENUE

LEGEND: ← AM PSH(PM PSH)



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FIGURE 3

JOB NO.

20-172

DATE:

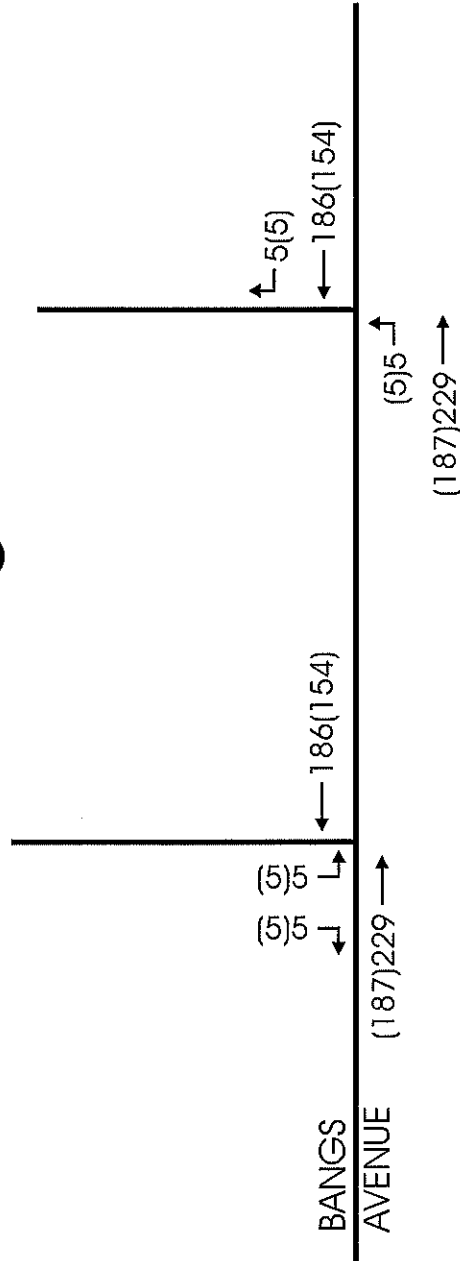
JULY 2020

SUBJECT:

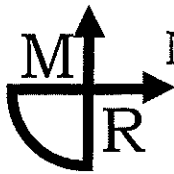
COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
BASE 2020 7-8 AM PSH (3-4 PM PSH) TRAFFIC VOLUMES



SITE



LEGEND: ← AM PSH(PM PSH)



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FIGURE 4

JOB NO.
20-172

DATE:
JULY 2020

SUBJECT: COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
SITE GENERATED TRAFFIC VOLUMES



SITE

← 55(35)

(40)60 →

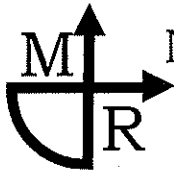
(55)35 →

(55)35 →
(60)40 ↓

(40)60 →

BANGS
AVENUE

LEGEND: ← AM PSH(PM PSH)



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FIGURE 5

JOB NO.
20-172

DATE:
JULY 2020

SUBJECT:

COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
2023 NO - BUILD TRAFFIC VOLUMES



SITE

← 5(5)
← 200(166)

(5)5 ↗
(201)246 →

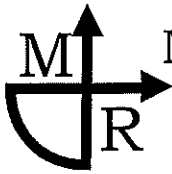
← 200(166)

(5)5 ↖
(5)5 ↘

(201)246 →

BANGS
AVENUE

LEGEND: ← AM PSH(PM PSH)



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FIGURE 6

JOB NO.
20-172

DATE:
JULY 2020

SUBJECT:

COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
2023 BUILD TRAFFIC VOLUMES



SITE



LEGEND: ← AM PSH(PM PSH)

**LEVEL OF SERVICE CRITERIA
FOR
TWO-WAY STOP-CONTROLLED INTERSECTIONS¹**

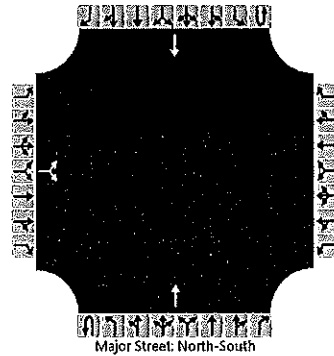
<u>Level of Service</u>	<u>Average Control Delay</u>
A	≤ 10.0 Seconds Per Vehicle
B	> 10.0 and ≤ 15.0 Seconds Per Vehicle
C	> 15.0 and ≤ 25.0 Seconds Per Vehicle
D	> 25.0 and ≤ 35.0 Seconds Per Vehicle
E	> 35.0 and ≤ 50.0 Seconds Per Vehicle
F	> 50.0 Seconds Per Vehicle

¹ Transportation Research Board, Highway Capacity Manual 2010, National Research Council, Washington, DC, 2010.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	STK			Intersection	WEST BANGS & SITE EXIT		
Agency/Co.	MRA			Jurisdiction			
Date Performed	7/10/2020			East/West Street	SITE EXIT DRIVEWAY		
Analysis Year	2023			North/South Street	WEST BANGS		
Time Analyzed	AM			Peak Hour Factor	0.60		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-172AFB-2BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR								T				T		
Volume (veh/h)		40		45							306				200		
Percent Heavy Vehicles (%)		10		10													
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2													
Critical Headway (sec)		6.50		6.30													
Base Follow-Up Headway (sec)		3.5		3.3													
Follow-Up Headway (sec)		3.59		3.39													

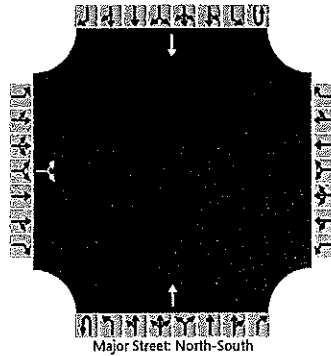
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			142														
Capacity, c (veh/h)			450														
v/c Ratio			0.31														
95% Queue Length, Q ₉₅ (veh)			1.3														
Control Delay (s/veh)			16.6														
Level of Service (LOS)			C														
Approach Delay (s/veh)		16.6															
Approach LOS		C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	STK			Intersection	WEST BANGS & SITE EXIT		
Agency/Co.	MRA			Jurisdiction			
Date Performed	7/10/2020			East/West Street	SITE EXIT DRIVEWAY		
Analysis Year	2023			North/South Street	WEST BANGS		
Time Analyzed	PM			Peak Hour Factor	0.60		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-172PFB-2BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		60		65							241				166	
Percent Heavy Vehicles (%)		10		10												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.50		6.30												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.59		3.39												

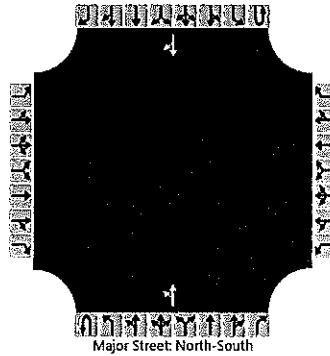
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			208												
Capacity, c (veh/h)			531												
v/c Ratio			0.39												
95% Queue Length, Q ₉₅ (veh)			1.9												
Control Delay (s/veh)			16.1												
Level of Service (LOS)			C												
Approach Delay (s/veh)	16.1														
Approach LOS	C														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	STK			Intersection	WEST BANGS & SITE ENTRY		
Agency/Co.	MRA			Jurisdiction			
Date Performed	7/10/2020			East/West Street	SITE ENTRY DRIVEWAY		
Analysis Year	2023			North/South Street	WEST BANGS		
Time Analyzed	AM			Peak Hour Factor	0.60		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-172AFB-1 BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement									1U	1	2	3	4U	4	5	6
Priority		10	11	12		7	8	9								
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										65	281				200	60
Percent Heavy Vehicles (%)										10						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.20						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.29						

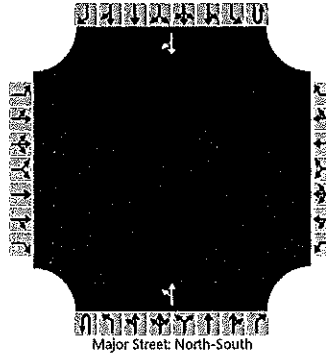
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										108						
Capacity, c (veh/h)										1085						
v/c Ratio										0.10						
95% Queue Length, Q ₉₅ (veh)										0.3						
Control Delay (s/veh)										8.7						
Level of Service (LOS)										A						
Approach Delay (s/veh)									2.6							
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	STK			Intersection	WEST BANGS & SITE ENTRY		
Agency/Co.	MRA			Jurisdiction			
Date Performed	7/10/2020			East/West Street	SITE ENTRY DRIVEWAY		
Analysis Year	2023			North/South Street	WEST BANGS		
Time Analyzed	PM			Peak Hour Factor	0.60		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-172PFB-1 BUILD						

Lanes



Vehicle Volumes and Adjustments

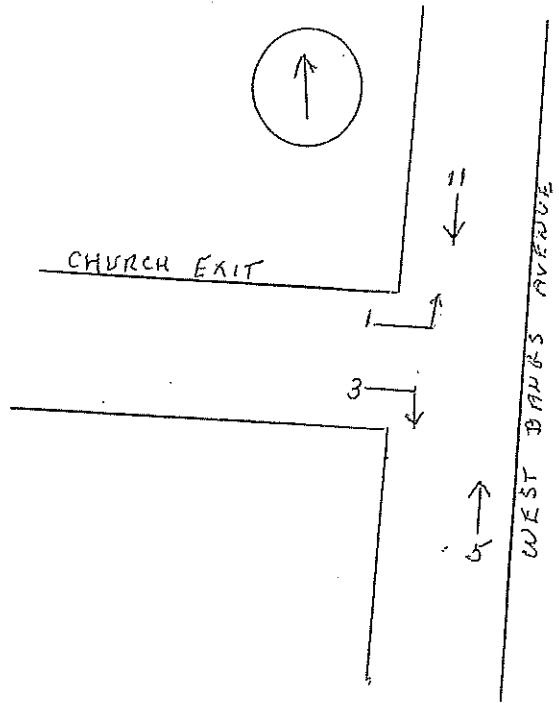
Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										45	256				166	40
Percent Heavy Vehicles (%)										10						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)											4.1					
Critical Headway (sec)											4.20					
Base Follow-Up Headway (sec)											2.2					
Follow-Up Headway (sec)											2.29					

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											75					
Capacity, c (veh/h)											1172					
v/c Ratio											0.06					
95% Queue Length, Q ₉₅ (veh)											0.2					
Control Delay (s/veh)											8.3					
Level of Service (LOS)											A					
Approach Delay (s/veh)									1.8							
Approach LOS																



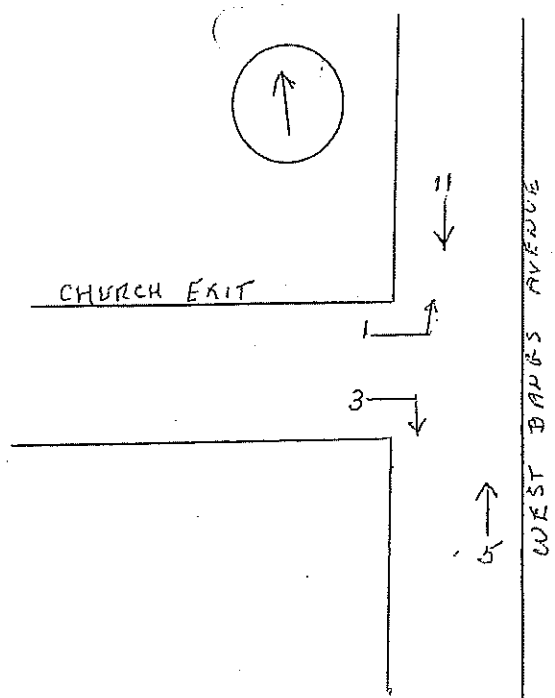
McDONOUGH AND REA ASSOCIATES
TRAFFIC COUNTS (SUMMARY)

LOCATION: WEST BANGS AVENUE & CHURCH EXITE
MUNICIPALITY: NEPTUNE
COUNTY: MONMOUTH
PROJECT: 15-100
DATE: 1-14-15 WEDNESDAY
CHECKED BY:

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
7:00 TO 7:15	0		1		44						31		76
7:15 TO 7:30	11		16		60						47		134
7:30 TO 7:45	15		43		59						43		160
7:45 TO 8:00	8		14		36						41		99
8:00 TO 8:15	1		3		24						41		69
8:15 TO 8:30	0		0		24						44		68
8:30 TO 8:45	0		1		45						29		75
8:45 TO 9:00	0		1		58						30		89
9:00 TO 9:15											0		0
9:15 TO 9:30											0		0
9:30 TO 9:45											0		0
9:45 TO 10:00											0		0
	35	0	79	0	350	0	0	0	0	0	306	0	770

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
8:00 TO 8:15	34	0	74	0	199	0	0	0	0	0	162	0	469
8:15 TO 8:30	35	0	76	0	179	0	0	0	0	0	172	0	462
8:30 TO 8:45	24	0	60	0	143	0	0	0	0	0	169	0	396
8:45 TO 9:00	9	0	18	0	129	0	0	0	0	0	155	0	311
9:00 TO 9:15	1	0	5	0	151	0	0	0	0	0	144	0	301
9:15 TO 9:30	0	0	2	0	127	0	0	0	0	0	103	0	232
9:30 TO 9:45	0	0	2	0	103	0	0	0	0	0	59	0	164
9:45 TO 10:00	0	0	1	0	58	0	0	0	0	0	30	0	89
	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR: 469



McDONOUGH AND REA ASSOCIATES
 TRAFFIC COUNTS (SUMMARY)

LOCATION: WEST BANGS AVENUE & CHURCH EXIT
 MUNICIPALITY: NEPTUNE
 COUNTY: MONMOUTH
 PROJECT: 15-100
 DATE: 1-14-15 WEDNESDAY
 CHECKED BY:

	1	2	3	4	5	6	7	8	9	10	11	12	1	4	7	10	TOTAL
3:00 TO 3:15	7		16		39						42		23	39	0	42	104
3:15 TO 3:30	0		5		44						33		5	44	0	33	82
3:30 TO 3:45	1		2		38						36		3	38	0	36	77
3:45 TO 4:00	1		4		42						23		5	42	0	23	70
4:00 TO 4:15	0		17		43						41		17	43	0	41	101
4:15 TO 4:30	4		18		43						18		22	43	0	18	83
4:30 TO 4:45	3		13		44						33		16	44	0	33	93
4:45 TO 5:00	3		3		48						28		6	48	0	28	82
5:00 TO 5:15	1		0		47						37		1	47	0	37	85
5:15 TO 5:30	1		2		46						30		3	46	0	30	79
5:30 TO 5:45	2		2		59						25		4	59	0	25	88
5:45 TO 6:00	1		1		43						29		2	43	0	29	74
	24	0	83	0	536	0	0	0	0	0	375	0	107	536	0	375	1018

	1	2	3	4	5	6	7	8	9	10	11	12	1	4	7	10	TOTAL
3:00 TO 4:00	9	0	27	0	163	0	0	0	0	0	134	0	36	163	0	134	333
3:15 TO 4:15	2	0	28	0	167	0	0	0	0	0	133	0	30	167	0	133	330
3:30 TO 4:30	6	0	41	0	166	0	0	0	0	0	118	0	47	166	0	118	331
3:45 TO 4:45	8	0	52	0	172	0	0	0	0	0	115	0	60	172	0	115	347
4:00 TO 5:00	10	0	51	0	178	0	0	0	0	0	120	0	61	178	0	120	359
4:15 TO 5:15	11	0	34	0	182	0	0	0	0	0	116	0	45	182	0	116	343
4:30 TO 5:30	8	0	18	0	185	0	0	0	0	0	128	0	26	185	0	128	339
4:45 TO 5:45	7	0	7	0	200	0	0	0	0	0	120	0	14	200	0	120	334
5:00 TO 6:00	5	0	5	0	195	0	0	0	0	0	121	0	10	195	0	121	326

PEAK HOUR: 359