

McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

Kevin P. McDonough (1953-1994)
John H. Rea, P.E.
Jay S. Troutman, Jr., P.E.
Scott T. Kennel

July 11, 2023

Neptune Township Planning Board
25 Neptune Boulevard
Neptune, NJ 07753

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

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to provide the Planning Board with an updated *Traffic Analysis* for changes to the *College Achieve Charter School* located on the campus of the *Holy Innocents Catholic Church* on West Bangs Avenue in Neptune Township. MRA previously prepared a *Traffic Impact Analysis* for *College Achieve* dated July 21, 2020. *College Achieve* received an approval from Neptune Township and has successfully operated its charter school for the last several years on the *Holy Innocents* campus.

The change to the operation of *College Achieve* involves the following:

- High School scholars will be moved back, from Asbury Park, to the campus at *Holy Innocents* for the 2023/2024 school year. An anticipated enrollment of 115-120 students is expected.
- The existing 6th and 7th grade students will be moved back to the Asbury Park campus and will reduce the current enrollment at *Holy Innocents* by 119 scholars.
- The total number of students at the Holy Innocents campus for the 2023/2024 school year will be 430-450 scholars, which is consistent with the current enrollment
- *College Achieve* does not foresee any increases in current traffic levels as the number of students being bused and the number of students being dropped off by car will not significantly change.

MRA SCOPE OF STUDY

In order to prepare an updated *Traffic Analysis* for the Planning Board, MRA conducted the following tasks:

Please reply to:

- 1431 Lakewood Road, Suite C, Manasquan, NJ 08736 • (732) 528-7076 • Fax (732) 528-6673
- 105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181



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1. Made field visits to the site to observe existing traffic, parking and circulation patterns for the existing *College Achieve* operation.
2. Conducted peak hour traffic counts at the *College Achieve* access points to West Bangs Avenue during morning arrival and afternoon dismissal peak hours.
3. Observed drop-off/pick-up procedures at the campus including staff interactions with parents, school bus drivers, etc.

The following report sets forth our findings.

COLLEGE ACHIEVE CURRENT OPERATIONS

For the previous school year, *College Achieve* had a total enrollment of 522 scholars, with 92 high school scholars at 700 Grand Avenue in Asbury Park and 430 scholars, in Grades K-8 at the *Holy Innocents* campus in Neptune Township. The following points represent the existing traffic arrival/dismissal hours, traffic levels, etc.

- The start time at *Holy Innocents* is 7:20 AM.
- School dismissal is at 2:30 PM.
- 8 buses are used daily for drop-off and pick-up of students.
- Approximately 85 parental vehicles drop-off students in the morning with 50 parental vehicles picking up students at 2:30 PM. The remainder of the students stay on-site for the afterschool program or take the bus home.
- The afterschool program ends at 6:00 PM with all students picked-up by parents anywhere between 3:30 PM-6:00 PM.

During the drop-off procedure in the morning, between 7:00 AM and 7:20 AM, school staff set up 3 drop-off lanes with traffic cones. Parents queue in any given line and progress to the end of the line where students are dropped off and *College Achieve* staff walk students into the school. Buses enter the school campus and use the lane closest to the curb to drop-off students who are monitored by *College Achieve* staff as they walk into the school. The buses are then directed to exit the property when all students have been discharged from the bus.



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During the pick-up procedure between 2:30 PM and 3:00 PM, *College Achieve* staff monitor the loading of buses and the departure of buses. Students that are being picked-up by parents wait in the school until their parental car arrives, is identified by *College Achieve* staff and then their name is called and students are walked to the pick-up point by *College Achieve* staff and are released to the parent or guardian.

MRA staff has been on-site to observe the drop-off and pick-up procedures and have found the *College Achieve* procedures to be safe and efficient with parents and school bus drivers understanding the procedure and complying with the regulations.

PROPOSED CHANGES FOR 2023/2024

As previously indicated, the proposed changes at *College Achieve* for the 2023/2024 school year involve bringing the high school scholars from the Asbury Park campus to Neptune Township and moving the 6th and 7th graders from Neptune Township to Asbury Park. As a result of this change there will be no change in overall student enrollment at the Neptune Township campus and arrival/dismissal patterns will essentially remain unchanged with the potential exception of a small number of high school students driving to the site (estimated 10-15 students) and parking their private vehicle in a remote area of the parking lot in order to maintain existing drop-off/pick-up procedures. Drop-off and pick-up procedures for the 2023/2024 school year will remain virtually unchanged from existing conditions.

EXISTING TRAFFIC CONDITIONS/LEVELS OF SERVICE

Traffic engineers calculate how well an intersection or access point is operating utilizing an analysis of delay experienced by vehicles entering the major road (West Bangs Avenue) utilizing a calculation called *level of service*. In this case, the driveway connections to West Bangs Avenue are unsignalized driveway connections, therefore, the unsignalized level of service procedures are utilized.

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 2022*, using the *McTrans Highway Capacity Software (HCS 2023)*.



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MRA conducted traffic counts at the *Holy Innocents* campus during drop-off and pick-up peak hours on Wednesday, June 7, 2023. *Figure 1* in the *Appendix* illustrates existing peak hour traffic volumes entering and leaving the campus from and to West Bangs Avenue.

Since the new school operation for 2023/2024 will not result in a significant increase in traffic volume to and from the site with the potential exception of 10-15 high school students driving to and from the campus, existing arrival/dismissal volumes were increased by 15 vehicles in order to reflect this activity. Existing and proposed levels of service were then calculated with a finding that levels of service for traffic entering West Bangs Avenue during morning and afternoon peak hours will not significantly be altered. Levels of service will remain at level of service "C" or better with incremental delay being insignificant.

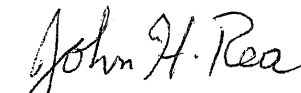
CONCLUSIONS

It is concluded that the proposed changes at *College Achieve Charter School* can be implemented without having a significant impact on traffic conditions at the access points to West Bangs Avenue or to the adjacent roadway network. The changes essentially involve the potential for 10-15 high school seniors arriving at the campus in private automobiles during morning drop-off and afternoon pick-up times. An analysis of this activity reveals that it will not have a significant impact on levels of service or delay motorists experience exiting the campus to West Bangs Avenue during peak hours.

In addition to the foregoing, observations of the arrival and dismissal protocol established by *College Achieve* reveal that it is operating safely and efficiently with the help of *College Achieve* staff moving students into and out of the building to school buses and parental/guardian drop-off/pick-up vehicles.

We hope the foregoing information is helpful. A representative from MRA will be in attendance at an upcoming Neptune Township Planning Board meeting to provide testimony and answer any questions Board members, Board experts or the public may have.

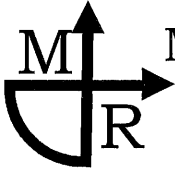
Very truly yours,


John H. Rea, PE
Principal


Scott T. Kennel
Sr. Associate

cc: Walt Hopkin, PE
Michael W. Herbert, Esq.
Jamie Cullen

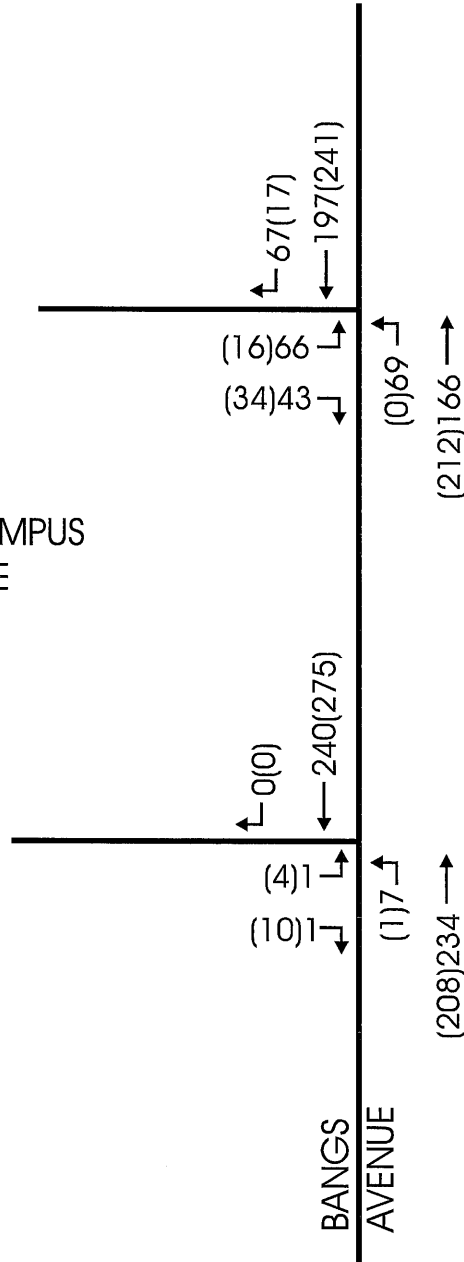
APPENDIX



SUBJECT: COLLEGE ACHIEVE CHARTER SCHOOL - NEPTUNE TWP.
EXISTING AM PSH(PM PSH) TRAFFIC VOLUMES



HOLY INNOCENTS CAMPUS
COLLEGE ACHIEVE



LEGEND: ← AM PSH(PM PSH)

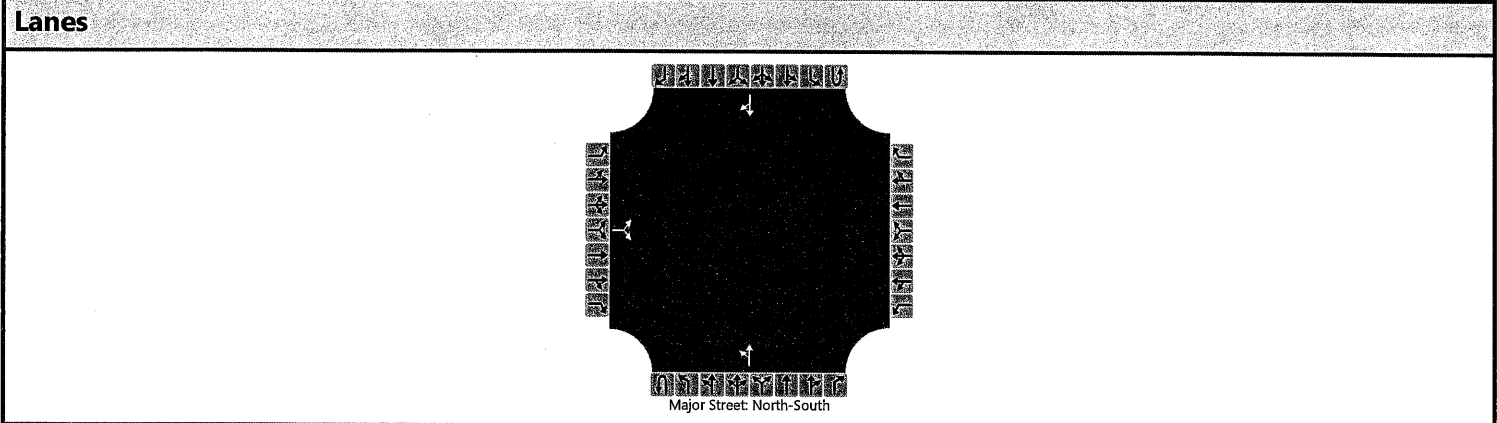
**LEVEL OF SERVICE CRITERIA
FOR
TWO-WAY STOP-CONTROLLED INTERSECTIONS¹**

<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 2022, National Research Council, Washington, DC, 2022.

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	STK	Intersection	WEST BANGS & SITE ACCESS -NORTH				
Agency/Co.	MRA	Jurisdiction					
Date Performed	7/6/2023	East/West Street	SITE ENTRY DRIVEWAY				
Analysis Year	2024	North/South Street	WEST BANGS				
Time Analyzed	AM	Peak Hour Factor	0.65				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	20-172AFB-1 BUILD						



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							LT						TR
Volume (veh/h)		66		39						76	166				197	75
Percent Heavy Vehicles (%)		3		3						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						4.1						
Critical Headway (sec)		6.43		6.23						4.20						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.29						

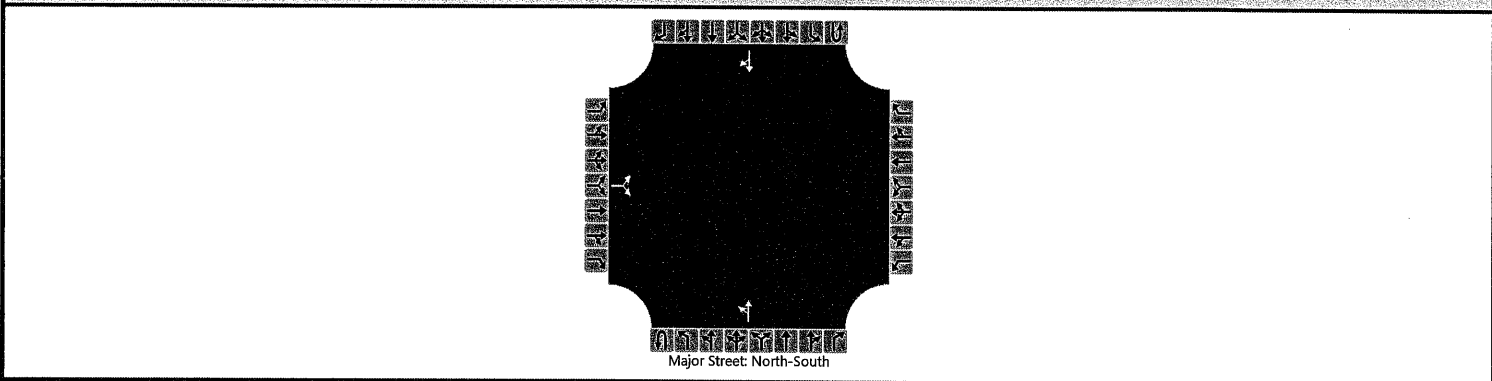
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			162							117						
Capacity, c (veh/h)			367							1099						
v/c Ratio			0.44							0.11						
95% Queue Length, Q ₉₅ (veh)			2.2							0.4						
Control Delay (s/veh)			22.3							8.7	1.1					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)	22.3								3.5							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	STK	Intersection	WEST BANGS & SITE ACCESS -NORTH				
Agency/Co.	MRA	Jurisdiction					
Date Performed	7/6/2023	East/West Street	SITE ENTRY DRIVEWAY				
Analysis Year	2024	North/South Street	WEST BANGS				
Time Analyzed	PM	Peak Hour Factor	0.65				
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	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		24		41						0	212				241	17	
Percent Heavy Vehicles (%)		3		3						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						4.1							
Critical Headway (sec)		6.43		6.23						4.20							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.29							

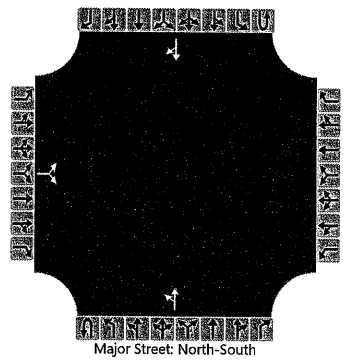
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			100							0							
Capacity, c (veh/h)			532							1120							
v/c Ratio			0.19							0.00							
95% Queue Length, Q ₉₅ (veh)			0.7							0.0							
Control Delay (s/veh)			13.3							8.2	0.0						
Level of Service (LOS)			B							A	A						
Approach Delay (s/veh)	13.3								0.0								
Approach LOS	B								A								

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	STK	Intersection	WEST BANGS & SITE ACCESS -SOUTH
Agency/Co.	MRA	Jurisdiction	
Date Performed	7/6/2023	East/West Street	SITE SOUTH DRIVEWAY
Analysis Year	2024	North/South Street	WEST BANGS
Time Analyzed	AM	Peak Hour Factor	0.65
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-172AFB-2 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	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		1		1						7	241				240	0	
Percent Heavy Vehicles (%)		3		3						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						4.1							
Critical Headway (sec)		6.43		6.23						4.20							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.29							

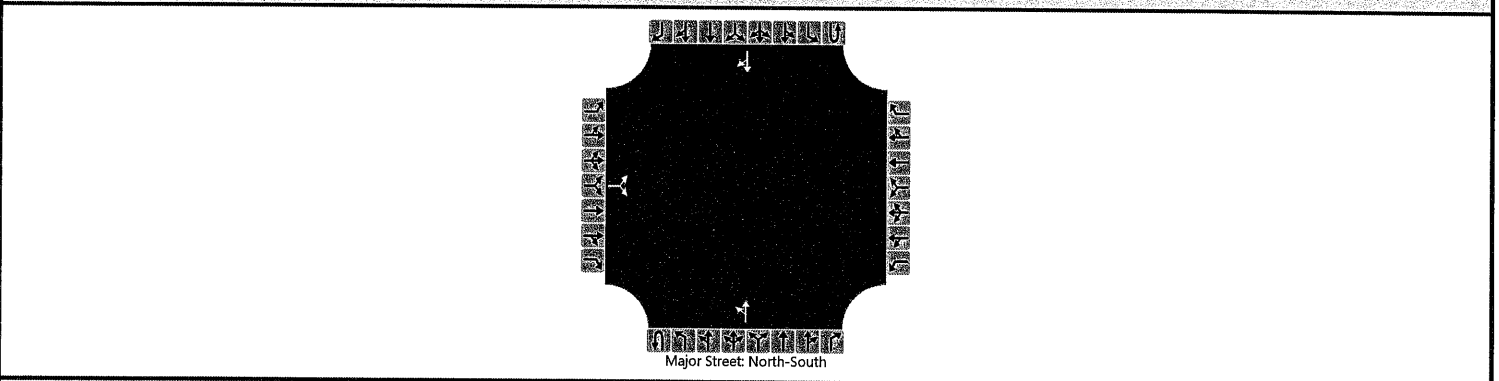
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3							11							
Capacity, c (veh/h)			475							1147							
v/c Ratio			0.01							0.01							
95% Queue Length, Q ₉₅ (veh)			0.0							0.0							
Control Delay (s/veh)			12.6							8.2	0.1						
Level of Service (LOS)			B							A	A						
Approach Delay (s/veh)	12.6								0.3								
Approach LOS	B								A								

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	STK	Intersection	WEST BANGS & SITE ACCESS -SOUTH
Agency/Co.	MRA	Jurisdiction	
Date Performed	7/6/2023	East/West Street	SITE SOUTH DRIVEWAY
Analysis Year	2024	North/South Street	WEST BANGS
Time Analyzed	PM	Peak Hour Factor	0.70
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-172PFB-2 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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Priority																	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		4		10						1	208				282	0	
Percent Heavy Vehicles (%)		3		3						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						4.1						
Critical Headway (sec)		6.43		6.23						4.20						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.29						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20							1							
Capacity, c (veh/h)			550							1114							
v/c Ratio			0.04							0.00							
95% Queue Length, Q ₉₅ (veh)			0.1							0.0							
Control Delay (s/veh)			11.8							8.2	0.0						
Level of Service (LOS)			B							A	A						
Approach Delay (s/veh)		11.8								0.1							
Approach LOS		B								A							

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COLLEGE ACHIEVE SCHOOL
 WEST BANGS AVENUE & NORTH EXIT
 NEPTUNE TOWNSHIP, MONMOUTH COUNTY
 MRA JOB 19-130 WEDNESDAY AM COUNT

File Name : 20172 w bangs & site am1
 Site Code : 00020172
 Start Date : 6/7/2023
 Page No : 1

Groups Printed- CARS - TRUCKS - SCHOOL BUS

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			North Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
06:30 AM	27	2	29	1	28	29	0	0	0	58
06:45 AM	37	2	39	8	31	39	2	0	2	80
Total	64	4	68	9	59	68	2	0	2	138
07:00 AM	33	5	38	11	50	61	0	2	2	101
07:15 AM	46	10	56	26	64	90	13	6	19	165
07:30 AM	66	25	91	15	41	56	20	20	40	187
07:45 AM	40	22	62	17	33	50	22	11	33	145
Total	185	62	247	69	188	257	55	39	94	598
08:00 AM	45	10	55	11	28	39	11	6	17	111
08:15 AM	52	8	60	10	42	52	11	2	13	125
08:30 AM	45	0	45	2	33	35	0	3	3	83
Grand Total	391	84	475	101	350	451	79	50	129	1055
Approch %	82.3	17.7		22.4	77.6		61.2	38.8		
Total %	37.1	8.0	45.0	9.6	33.2	42.7	7.5	4.7	12.2	

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			North Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:30 AM - Peak 1 of 1										
Intersection	197	67	264	69	166	235	66	43	109	608
Volume	74.6	25.4	91	29.4	70.6	56	60.6	39.4	40	187
Percent	66	25		15	41		20	20		
Peak Factor										0.813
High Int. Volume	66	25	91	26	64	90	20	20	40	
Peak Factor			0.725			0.653			0.681	

COLLEGE ACHIEVE SCHOOL
 WEST BANGS AVENUE & NORTH EXIT
 NEPTUNE TOWNSHIP, MONMOUTH COUNTY
 MRA JOB 19-130 WEDNESDAY PM COUNT

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 (732) 528-7076

File Name : 20172 w bangs & site pm1
 Site Code : 00020172
 Start Date : 6/7/2023
 Page No : 1

Groups Printed- CARS - TRUCKS - SCHOOL BUS

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			North Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
02:00 PM	35	2	37	0	42	42	0	1	1	80
02:15 PM	53	8	61	0	44	44	0	1	1	106
02:30 PM	48	7	55	0	46	46	28	10	38	139
02:45 PM	44	10	54	0	49	49	9	7	16	119
Total	180	27	207	0	181	181	37	19	56	444
03:00 PM	52	6	58	0	35	35	2	4	6	99
03:15 PM	75	1	76	0	57	57	0	3	3	136
03:30 PM	62	4	66	0	58	58	6	16	22	146
03:45 PM	52	6	58	0	62	62	8	11	19	139
Total	241	17	258	0	212	212	16	34	50	520
Grand Total	421	44	465	0	393	393	53	53	106	964
Approch %	90.5	9.5		0.0	100.0		50.0	50.0		
Total %	43.7	4.6	48.2	0.0	40.8	40.8	5.5	5.5	11.0	

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			North Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 02:00 PM to 03:45 PM - Peak 1 of 1										
Intersection 03:00 PM	241	17	258	0	212	212	16	34	50	520
Volume	93.4	6.6		0.0	100.0		32.0	68.0		
Percent	62	4	66	0	58	58	6	16	22	146
03:30 Volume										
Peak Factor	03:15 PM			03:45 PM			03:30 PM			0.890
High Int. Volume	75	1	76	0	62	62	6	16	22	
Peak Factor			0.849						0.568	

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COLLEGE ACHIEVE SCHOOL
 WEST BANGS AVENUE & SOUTH EXIT
 NEPTUNE TOWNSHIP, MONMOUTH COUNTY
 MRA JOB 19-130 WEDNESDAY AM COUNT

File Name : 20172 south exit & bangs am1
 Site Code : 00020172
 Start Date : 6/7/2023
 Page No : 1

Groups Printed- CARS - TRUCKS - SCHOOL BUS

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			South Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
06:30 AM	27	0	27	0	28	28	0	0	0	55
06:45 AM	37	0	37	1	31	32	0	0	0	69
Total	64	0	64	1	59	60	0	0	0	124
07:00 AM	33	0	33	0	50	50	0	1	1	84
07:15 AM	46	0	46	0	64	64	0	0	0	110
07:30 AM	66	0	66	3	41	44	1	0	1	111
07:45 AM	40	0	40	4	33	37	0	0	0	77
Total	185	0	185	7	188	195	1	1	2	382
08:00 AM	45	0	45	2	28	30	1	3	4	79
08:15 AM	52	0	52	0	42	42	3	0	3	97
08:30 AM	45	0	45	0	33	33	0	1	1	79
Grand Total	391	0	391	10	350	360	5	5	10	761
Approch %	100.0	0.0		2.8	97.2		50.0	50.0		
Total %	51.4	0.0	51.4	1.3	46.0	47.3	0.7	0.7	1.3	

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			South Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:30 AM - Peak 1 of 1										
Intersection										
Volume	185	0	185	7	188	195	1	1	2	382
Percent	100.0	0.0		3.6	96.4		50.0	50.0		
07:30 Volume	66	0	66	3	41	44	1	0	1	111
Peak Factor										0.860
High Int.	07:30 AM			07:15 AM			07:00 AM			
Volume	66	0	66	0	64	64	0	1	1	
Peak Factor			0.701			0.762			0.500	

COLLEGE ACHIEVE SCHOOL
 WEST BANGS AVENUE & SOUTH EXIT
 NEPTUNE TOWNSHIP, MONMOUTH COUNTY
 MRA JOB 19-130 WEDNESDAY PM COUNT

McDonough & Rea Associates
 1431 Lakewood Road Suite C
 Manasquan NJ 08736
 (732) 528-7076

File Name : 20172 south exit & bangs pm1
 Site Code : 00020172
 Start Date : 6/7/2023
 Page No : 1

Groups Printed- CARS - TRUCKS - SCHOOL BUS

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			South Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
02:00 PM	35	0	35	0	42	42	0	2	2	79
02:15 PM	53	0	53	0	44	44	0	0	0	97
02:30 PM	48	0	48	0	46	46	4	5	9	103
02:45 PM	44	0	44	0	49	49	2	2	4	97
Total	180	0	180	0	181	181	6	9	15	376
03:00 PM	52	0	52	0	35	35	2	4	6	93
03:15 PM	75	0	75	0	57	57	0	0	0	132
03:30 PM	62	0	62	0	58	58	0	4	4	124
03:45 PM	52	0	52	1	62	63	2	2	4	119
Total	241	0	241	1	212	213	4	10	14	468
Grand Total	421	0	421	1	393	394	10	19	29	844
Approch %	100.0	0.0		0.3	99.7		34.5	65.5		
Total %	49.9	0.0	49.9	0.1	46.6	46.7	1.2	2.3	3.4	

Start Time	West Bangs Avenue Southbound			West Bangs Avenue Northbound			South Exit Eastbound			
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 02:00 PM to 03:45 PM - Peak 1 of 1										
Intersection 03:00 PM	241	0	241	1	212	213	4	10	14	468
Volume	100.0	0.0		0.5	99.5		28.6	71.4		
03:15 Volume	75	0	75	0	57	57	0	0	0	132
Peak Factor										
High Int. 03:15 PM	75	0	75	03:45 PM	62	63	03:00 PM	4	6	0.886
Volume	75	0	75	1	62	63	2	4	6	
Peak Factor			0.803			0.845			0.583	