

Traffic and Transportation Consulting

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

May 24, 2023

Neptune Township Zoning Board of Adjustment 25 Neptune Boulevard Neptune, NJ 07753

Re:

Compass Self-Storage Lot 7 in Block 404 Neptune Township, Monmouth County MRA File No. 23-169

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to provide the Zoning Board of Adjustment with a *Traffic Impact Analysis* for plans to expand a self-storage facility (*Compass Self-Storage*) located at the northwest corner of 9th Avenue/Memorial Drive in Neptune Township, Monmouth County, New Jersey, as shown on *Figure 1*, a *Site Location Map* in the *Appendix*. Plans prepared by Crest Engineering Associates (CEA) show removal of several buildings on the property and construction of a 4-story climate controlled self-storage building containing 84,436 SF.

SCOPE OF STUDY

In order to prepare a thorough *Traffic Impact Analysis* for *Compass Self-Storage*, MRA 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 at the intersection of Memorial Drive/9th Avenue.
- 3. Prepared estimates of traffic to be generated by the expanded self-storage space based upon Institute of Transportation Engineers (ITE) data.
- 4. Distributed site generated traffic to the adjacent roadway network in accordance with anticipated arrivals and departures.

Please reply to:



Traffic and Transportation Consulting

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

Neptune Township Zoning Bd. of Adj.

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May 24, 2023

- 5. Prepared estimates of future traffic volume demand for a design year of 2026 after reviewing the New Jersey Department of Transportation's (NJJDOT) background traffic growth rate data for the area.
- 6. Conducted a level of service capacity analysis for the off-site intersection of 9th Avenue/Memorial Drive. driveway to Hoffman Station Road based on the latest *Highway Capacity Manual* procedures.
- 7. Reviewed the *Site Plan* with respect to adherence to proper traffic engineering principles.

The following report sets forth the database accumulated and the conclusions reached with respect to *Compass Self-Storage*.

EXISTING CONDITIONS

The subject property is located on the northwest corner of 9th Avenue/Memorial Drive and also has frontage on 10th Avenue. Memorial Drive is a 4-lane undivided north/south Monmouth County arterial roadway passing the site frontage. 9th Avenue intersects Memorial Drive as the stem of a "T" intersection from the west. 9th Avenue is a local east/west roadway. 10th Avenue is an east/west local roadway which dead-ends at Memorial Drive (no access to Memorial Drive).

EXISTING TRAFFIC VOLUMES

Traffic volume data was collected by conducting manual turning movement counts at the intersection of 9th Avenue/Memorial Drive. *Figure 2* in the *Appendix* illustrates existing AM and PM peak street hour traffic volumes traveling through the intersection.

TRIP GENERATION/DISTRIBUTION

Estimates of traffic to be generated by the expanded self-storage facility were made after consulting the 11th Edition of the ITE Trip Generation Manual. Following the demolition of the existing buildings on the property and construction of the new 84,436 SF 4-story climate controlled facility, Compass Self Storage will contain 136,721 SF of self-storage space including the existing 1-story building and the new 4-story addition. Table I illustrates the anticipated AM and PM peak street hour traffic generation from 136,721 SF of self-storage space.



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TABLE I TRIP GENERATION 136,721 SF OF SELF-STORAGE SPACE

| | AM P | PSH | | PM P | SH |
|----|------|-------|----|------|-------|
| IN | | TOTAL | In | OUT | TOTAL |
| 7 | 5 | 12 | 10 | 10 | 20 |

The foregoing trip generation figures are consistent with experience MRA has had at self-storage facilities which are relatively low traffic generators due to the nature of the business itself. Once a customer has signed up for a storage unit and moved items into the unit, the customer typically does not visit the storage unit unless items are to be added or removed. This results in relatively low traffic generation for the size of the self-storage building itself.

With respect to the distribution of site generated traffic, although access will be provided to the property from both 9th Avenue and 10th Avenue, MRA assumed a worst case analysis, one in which all traffic generated by the expanded facility travels through the 9th Avenue/Memorial Drive intersection. Traffic was distributed as follows:

- ➤ 40 percent to and from the south on Memorial Drive
- ➤ 40 percent to and from the north on Memorial Drive
- > 20 percent to and from the west on 9th Avenue

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

Analysis of Future Traffic

A design year of 2026 was assumed for construction and completion of the project. The NJDOT's background traffic growth rate data for the area was consulted and traffic along Memorial Drive was grown at a rate of 1.0 percent per year for 3 years in order to arrive at design year 2026 *no-build* traffic volumes which are shown on *Figure 4* in the *Appendix*.

Site generated and distributed traffic was then surcharged onto *no-build* volumes and are shown on *Figure 5* in the *Appendix*.



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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.

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)*.

Findings were that exiting movements from 9th Avenue to Memorial Drive are currently operating at level of service "B" during the AM peak street hour and will continue to operate at level of service "B" for the design year 2026 *no-build* and *build* condition.

Exiting movements from 9th Avenue to Memorial Drive are currently operating at level of service "C" during the PM peak street hour and will continue to operate at level of service "C" for the design year 2026 *no-build* and *build* condition. Left turns from northbound Memorial Drive onto 9th Avenue will operate at level of service "A" during all time frames. Therefore, the 9th Avenue/Memorial Drive intersection will operate within acceptable traffic engineering parameters for the 2026 *build* condition.

SITE PLAN AND PARKING

The Site Plan, prepared CEA, shows construction of a drive-thru building with vehicles entering from 9th Avenue being able to drive through the building and exit to 10th Avenue. A total of 14 parking spaces are provided off the 9th Avenue driveway access for customers to sign up for storage units. It has been MRA's experience that a relatively limited number of parking spaces are sufficient for this activity and the 14 spaces provided will be more than adequate, in our opinion.



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CONCLUSIONS

It is concluded, based on the analysis set forth in this report, that plans to expand the existing self-storage facility at 9th Avenue/Memorial Drive, can be approved and operate compatibly with future traffic conditions in the area. The key critical off-site intersection of 9th Avenue/Memorial Drive will continue to operate at acceptable levels of service for the 2026 design year for both the *no-build* and *build* condition.

The Site Plan itself has been properly designed with respect to adequate parking for customer sign-ups, circulation through the building and customer egress to 10th Avenue.

A representative from MRA will be in attendance at an upcoming Neptune Township Zoning Board of Adjustment meeting to provide expert testimony and to answer any questions board members, board experts or the public may have.

Very truly yours,

Jøhn H. Rea, PE

Principal

Scott T. Kenne Sr. Associate

cc:

Ken Pape, Esq. Peter Strong, PE Jonathan Steele





McDONOUGH & REA ASSOCIATES

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FIGURE

JOB NO.

DATE:

23-169

MAY 2023

SUBJECT:

COMPASS SELF STORAGE - NEPTUNE SITE LOCATION MAP





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FIGURE

DATE:

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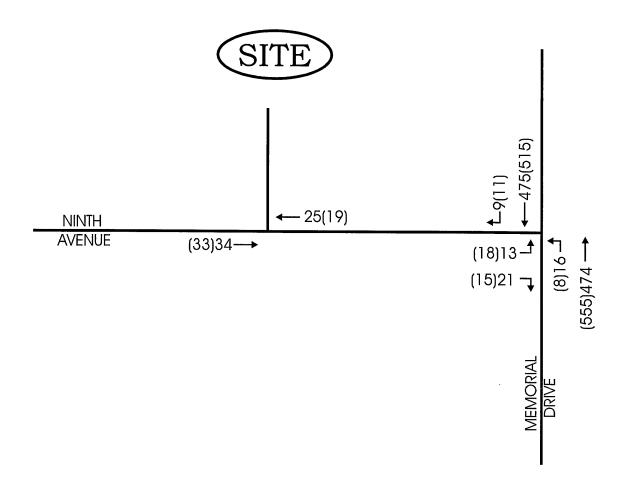
JOB NO.

MAY 2023

SUBJECT:

COMPASS SELF STORAGE - NEPTUNE EXISTING AM PSH(PM PSH) TRAFFIC VOLUMES





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FIGURE

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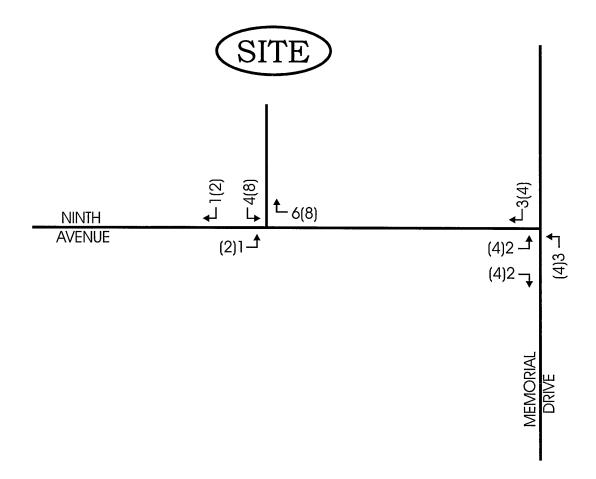
JOB NO. 23-169

DATE: MAY 2023

SUBJECT:

COMPASS SELF STORAGE - NEPTUNE SITE GENERATED TRAFFIC VOLUMES





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FIGURE

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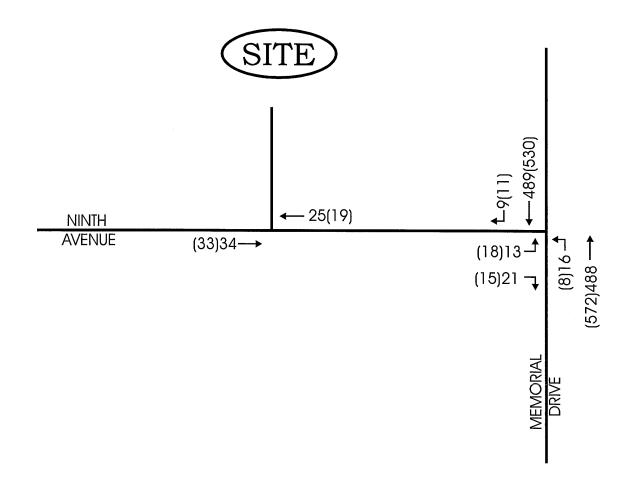
JOB NO.

DATE: MAY 2023

SUBJECT:

COMPASS SELF STORAGE - NEPTUNE 2026 NO - BUILD TRAFFIC VOLUMES







McDONOUGH & REA ASSOCIATES

FIGURE

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TRAFFIC AND TRANSPORTATION CONSULTING

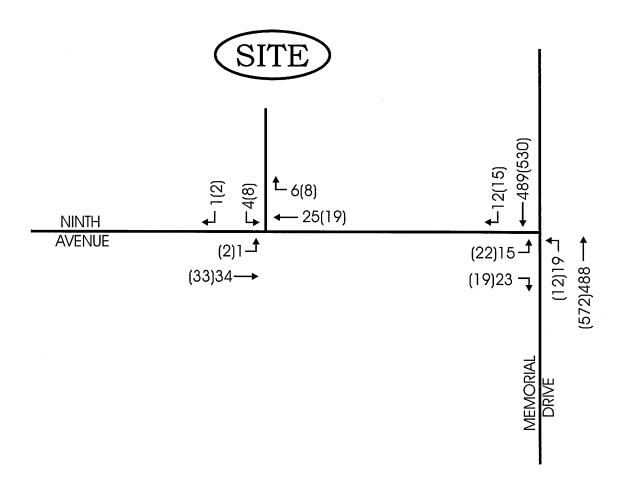
JOB NO. **23-169**

DATE: MAY 2023

SUBJECT:

COMPASS SELF STORAGE - NEPTUNE 2026 BUILD TRAFFIC VOLUMES



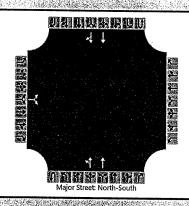


LEVEL OF SERVICE CRITERIA FOR $\label{eq:Two-Way Stop-Controlled Intersections}^{1}$

| Level of Service | Average Control Delay |
|-------------------------|--|
| A | ≤ 10.0 Seconds Per Vehicle |
| В | > 10.0 and ≤ 15.0 Seconds Per Vehicle |
| C | > 15.0 and ≤ 25.0 Seconds Per Vehicle |
| D | $>$ 25.0 and \leq 35.0 Seconds Per Vehicle |
| E | $>$ 35.0 and \leq 50.0 Seconds Per Vehicle |
| F | > 50.0 Seconds Per Vehicle |

¹ Transportation Research Board, <u>Highway Capacity Manual 2010</u>, National Research Council, Washington, DC, 2010.

| | HCS Two-Way Stop | -Control Report | |
|--------------------------|------------------|----------------------------|--|
| General Information | | Site Information | |
| Analyst | STK | Intersection | MEMORIAL & 9TH |
| Agency/Co. | MRA | Jurisdiction | |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2023 | North/South Street | MEMORIAL |
| Time Analyzed | AM | Peak Hour Factor | 0.90 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169AE-1 EXIST | | e General Control of the Control o |



| | | Major Street, North-South | | |
|--------------------------|-----------|---------------------------|--|------------|
| Vehicle Volumes and Adju | istments | | en e | |
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| Approach | | East | oound | | | West | bound | | | North | bound | | | South | bound | |
|---|-----------|---------|--------|-------------|----------------|----------------|---|---------------------|---------------|------------------------|--|---------------------------------|----------------------|-------------|--|-----------------------|
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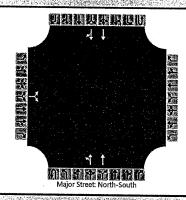
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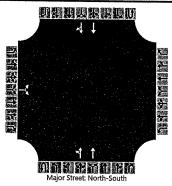
| | HCS Two- | Way Stop-Control Report | |
|--------------------------|---------------------|---|--|
| General Information | | Site Information | |
| Analyst | STK | Intersection | MEMORIAL & 9TH |
| Agency/Co. | MRA | Jurisdiction | Service and a se |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2026 | North/South Street | MEMORIAL |
| Time Analyzed | AM | Peak Hour Factor | 0.90 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169ANB-1 NOBUILD | Processor Control of the Control of | |



Vehicle Volumes and Adjustments

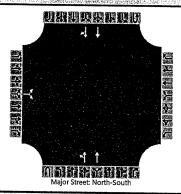
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| General Information | in | Site Information | |
|----------------------------|-------------------|----------------------------|----------------|
| Analyst | STK | Intersection | MEMORIAL & 9TH |
| Agency/Co. | MRA | Jurisdiction | |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2026 | North/South Street | MEMORIAL |
| Time Analyzed | AM | Peak Hour Factor | 0.90 |
| Intersection Orientation | North-South: | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169AFB-1 BUILD | | |



| Vehicle Volumes and Adju | | | | 7.719 | | er alle | | \$435gm5750 | | real and the | residents. | Care Des | To the Street | Marke Links | Charle Williams | raskas dela | |
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| Median Type Storage | | | | Undi | ivided | A STATE OF THE PARTY OF THE PAR | | | 1007 (00.750 - 1.00 | Saled I View Sales and Sal | Al albert merchanisme | Alle Barrier et de conserva- | dition in Transport | | <u> </u> | Mitstern | |
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| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | a de la como de la com | | | | 2.23 | | | | | | | |
| Delay, Queue Length, and | l Level | l of Se | ervice | | | | | | 4 9 | | | | | | | (1) Z | |
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| Gapacity, c (veh/h) | 241,70 Selection (1) | | 448 | | | | | | | 1003 | | | | | | | |
| v/c Ratio | | | 0.09 | | | | 10 81 a 20 82 a ma | | All Epilope Care | 0.02 | . 448 mily 4 mily 4 | Profession | : Articles | Prediction | (15. ₀₀ . 58 | 5.65%37 | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.3 | | | | | | | . 0.1 | | | | | | | |
| Control Delay (s/veh) | | | 13.9 | | . A (. E.), . A. | <u> </u> | | Section 1 | W.S. 1946 | 8.7 | 0.2 | E. 11. 19.44 | | 140,035 | 1910000 | 1000 | |
| L'evel of Service (LOS) | | | В | | | | Ž. | | | Α | A | s X supplied | | | 1,513-554 | | |
| Approach Delay (s/veh) | | 13. | .9 | 100 100 | <u> </u> | | 10 mg - 10 mg | Total Sec. 4 | Corty school | 0.5 | | | | | - 600 a 19.00 | 7.360 | |
| Approach LOS | | В | 3 | | | | | S MAN | | ety symmetric | | | Vindaj. | | | 4563.D | |

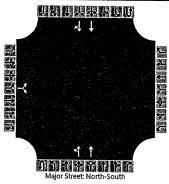
| General Informatio | n | Site Information | |
|--------------------------|------------------|----------------------------|----------------|
| Analyst | STK | Intersection | MEMORIAL & 9TH |
| Agency/Co. | MRA | Jurisdiction | |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2023 | North/South Street | MEMORIAL |
| Time Analyzed | PM | Peak Hour Factor | 0.90 |
| Intersection Orientation | « North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169PE-1 EXIST | | |



| Approach | | Eastbound | | | | Westbound | | | | North | bound | or property | - Contracting | South | bound | network period |
|---|--|---------------------------|---------------|-----------------|--|-------------------|-------------------|----------------------|--|-------|---------------|--|---------------|----------------|--------------------|----------------|
| Movement | U. | : L: | 7 T | 'R' | ÷Ú. | L | T. | ∂ R | ֆ. | 471 | T. | R | Ü | 3000 | I T | l ⊩ R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 11 | 0 * | 77.2 | - 0 | ∞ 0 ≙s | 10 O | 0 | 0 | ±-2 | 0 | 0 | 0.0 | 2 | 40 |
| Configuration | | 705 (2 1042 5 250) | LR | 52,740,00,00,00 | | Trees and 1999 | | 200 | | LT | Т | | | 9 7 5 | T | TR |
| Volume (veh/h) | 100 | 18 | | 15 | 947-136 | 75.11 | and the same | ere sur a se | | 8 | 555 | 100 to 10 | 1544 100 | 46 to 15 to 15 | 515 | 11 |
| Percent Heavy Vehicles (%) | 3 - W 1917 5 3 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 3 | 2000 | 3 | | 1005500 1 July 0- | 1000 | Septiminal services | 1966D454 4-4 | 3 | | | | | 717 | 1 3 |
| Proportion Time Blocked | 31/12/06 | | | | A STATE OF THE STA | 01213 | THE STATE OF | | | | man story | \$10.00 | GR. T. E. | Mag (m. s.c. | 777 | 200 |
| Percent Grade (%) | | (|) | | 94 | | Testoria atticida | 14 m 1 1 1 1 m | 146 haye 20 | | Alter William | \$490,000,000 | 10/11/1987 | 21. v., i s | | 1 |
| Right Turn Channelized | | alig typusteric (# | nonya tengen | , | 10.00 | 9 C.W | 100 | F. Papaga | | | | | | N245 F. N. | Wang Sala | 17.107 |
| Median Type Storage | | | | Undi | vided | • | | | | | 11 (5,446.4) | 3407585 14.11 | | le i produk | | Property. |
| Critical and Follow-up He | adwa | ys , | | t.,.,(5) | | V. Lai | | | | | | k, i ke ke ke | | | Bulletin Car | Adams |
| Base Critical Headway (sec) | | 7.5 | 2003121000000 | 6.9 | | 34. 44. 19. 2 | 450100 | | ************************************** | 4.1 | 1962(1964)6 | | | | | |
| Critical Headway (sec) | 75153 | 6,86 | | 6.96 | 1. 11 | | | | | 4.16 | 15, 100 | | . 150153 | 1000 | 1000 | 35,045 |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | 389 4 2479 30 | 31.395.1333 | | | | 2.2 | | \$2000 | | ****** | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | Ve 860 | | | | 85% (2 /%) | #33 |
| Delay, Queue Length, and | l Level | of Se | rvice | e Sugar | A CONTRACT | | Next and the | | | | | Tab a sec | 7.88 (4.7) | | (\$ 15 kg) | |
| Flow Rate, v (veh/h) | | electrical and regarded a | 37 | | | | F 60 P 6 7 7 8 | | | 9 | | | | | e Carrer de la | <u> </u> |
| Capacity, c (véh/h) | 100 | | 376 | | | Miss Ass | A 15.78 | | | 979 | NOTE: | 30 A 30 | | 15.000 | | |
| v/c Ratio | | 2 | 0.10 | parties to the | 181 A 4 18 18 18 1 | | | S S destruit | 38.78 - 1 <u>78</u> 8 | 0.01 | 1951 A 10 | \$0.565 April | | All Express | | 35800 |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.3 | | | | | Plaárski Plaárski | | 0.0 | ZASS | 24472 | | | | Control of |
| Control Delay (s/veh) | | | 15.6 | | | | | 100245000 | | 8.7 | 0.1 | | ¥3 | | | |
| Level of Service (LOS) | 13 (4.4) | | c | 40 <u>0</u> 1 | | | | | | A | A | \$100 M | | | | 43.65 |
| Approach Delay (s/veh) | | 15 | .6 | | | | | \$ 3 to 1 to 1 | 364, - 114, 4 | 0. | | tifat yildi | | | | |
| Approach LOS | | | | | | | | | | | _ | | 1 | | | |

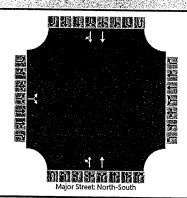
| General Informatio | 'n | Site Information | |
|--------------------------|---------------------|----------------------------|----------------|
| Analyst | STK | Intersection | MEMORIAL & 9TH |
| Agency/Co. | MRA | Jurisdiction | |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2026 | North/South Street | MEMORIAL |
| Time Analyzed | PM | Peak Hour Factor | 0.90 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169PNB-1 NOBUILD | | |

Lánes



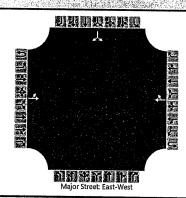
| Vehicle Volumes and Adju Approach | is t me | nts Eastb | | | | | , a series | | | 4.7 | | | | | 11 (12) (12) 11 (12) (12) | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | | |
|---|--|---------------------|----------------------------|-----------------|--|-------------------------|---|--|------------------|-----------------|--------------------|---------------------|--|---|----------------------------------|--|-------|--|
| | | F = -41- | | | | 在1980年的 的日本 | 在 专业 | | 是為特別的 | Walled Co | MONEY H | Karaman, | | | | | | |
| | | | | | | | | | | North | bound | | | South | bound | SE HOLES HORAS AND | | |
| Movement | į, Ų | a, Liv | Τ. | - R - | Ü | KL II | ं में | R | U. | i Le | Ť | R | יָט יַּי | L. | क्ष्मा (५) | R | | |
| Priority | Controlled Telephological Recognitional Management (Management Controlled Con | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | | | | | | | | |
| Number of Lanes | | 0 | 1. | 0 | | 0, | 0 | 0 | 0 | Ö | 2 | 0 | 0 | Ö | 2 | . 0 | | |
| Configuration | | | LR | | | | | | | LT | Т | | AND SERVICE AND ASSESSMENT OF THE PARTY OF T | With the second second | T | TR | | |
| Volume (veh/h) | | 18 | | 15 | ************************************** | *** | | 13/02 | | 8 | , 572 | | | | 530 | ₹ 1 13 | | |
| Percent Heavy Vehicles (%) | 3 3 | | | | | | | | 3 | | | | | W. W. C. Prince, and a | 300983200 | 78/164 54 (1945) FR | | |
| Proportion Time Blocked | | | 10 10 17 17 | 1235 | 100 | F-17-124 | 1974 (A) | 3654511 | 1,271 | 湖 447人 | | 34,171, 47 | 2041-0216 | \$ 7.0 | 50.5 | | | |
| Percent Grade (%) | | (|) | | | en anno difference | <u> </u> | Line and the state of | V | | | | - Age (see) | 100000000000000000000000000000000000000 | | ************************************** | | |
| Right Turn Channelized | granically Street | | geologic web Na Section | May be a second | | | | | | | | *\$ | | | | | | |
| Median Type Storage | | | | Undi | vided | | | | | Color September | 2.50 | m. Kristing | A SANCTE CONTRACTOR | School Control Control | ed spile street | 18 december 15 | | |
| Critical and Follow-up He | Undivided Headways | | | 7 34 3 | 4. | | 8 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | | | 1945 | | | | | | | | |
| Base Critical Headway (sec) | | 7.5 | | 6.9 | - Parket | A Street Control Artest | 3.000gggggggggggg | Constitution of the consti | to be one of the | 4.1 | STORY OF THE STORY | Mint Street | San a come | | | | | |
| Critical Headway (sec) | 4. | 6.86 | 6.86 6. | | | 6.96 | | f. | | | | 4.16 | | | | \$ 7.7 | 10.00 | |
| Base Follow-Up Headway (sec) | 6.86 6.96 5.3.3 3.3 5.4 5.4 5.4 5.4 5.4 5.4 5.4 5.4 5.4 5.4 | A majoration pro- | ASSESSED Drive | Time Selferon | | 2.2 | \$4.500 B. 10.50 | 3 - 20 - 25 - 26 - 26 - 26 - 26 - 26 - 26 - 26 | is a lagra | e Algoria | | 100 mm | | | | | | |
| Follow-Up Headway (sec) | 3.5 3.3 3.33 3.33 3.33 3.33 3.33 3.33 3 | | | 47.74 | | | | 2.23 | | | | | 3 (SA) | | | | | |
| Delay, Queue Length, and | Leve | of Se | ervice | (T) (1) | | | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | d Level of Service | | | | | | er i jaron er en gen | 9 | an a said | | | | | | | | | |
| Capacity, c (veh/h) | e Stanink | (41×) | 364 | | | | | | | 965 | 77.6 | | | | | 1000 | | |
| v/c Ratio | | | 0.10 | | | 2000 10012 \$ | 200 | | | 0.01 | | | 1 2 4 3 5 1 Y 5 | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.3 | | 365 (4 f.) 372 375 | | | | | 0.0 | | () () () () | 7.5773 | | | AY STO | | |
| Control Delay (s/veh) | | | 16.0 | | | | | 3.5 | 20 70 20 70 70 | 8.8 | 0.1 | St. Special Control | | Par Kajawa | | | | |
| Level of Service (LOS) | | | C | 440 | 325 | 5 A 3 | | 200 | 500 | Α | Α | <u> </u> | | | | | | |
| Approach Delay (s/veh) | | 16 | .0 | | | | | | | 0. | .2 | 3.5 % T. i / | | A.3116.119. | 1,500 8 (1) | | | |
| Approach LOS | | C | | | | | | | | / | | | | | | | | |

| General Informatio | n | Site Information | |
|--------------------------|-------------------|----------------------------|----------------|
| Analyst | STK | Intersection | MEMORIAL & 9TH |
| Agency/Co. | MRA | Jurisdiction | |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2026 | North/South Street | MEMORIAL |
| Time Analyzed | PM | Peak Hour Factor | 0.90 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169PFB-1 BUILD | | |



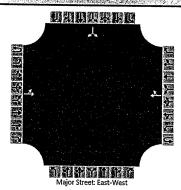
| U L 10 0 0 22 | 1.1 | 12 0 | Ų | L 7 | Ť | R | . U | Ľ | Ť | - Ř | Southbound Ü. L. T. | | | | |
|--|--|--|--|--|--|--|--|---|---------------------------|------------------------|------------------------|--|--------------------|--|--|
| (0) | 1.1 | 12 | 77.235 | 7 | A 28 PM-250 | · 1000年1月2日 - 1000年1月1日 | | | | | | THE RESERVE OF THE PARTY OF THE | 1600 NO. 100 NO. | . ℝ | |
| | 231 | 100 | | ' | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | |
| 22 | | 1 - U | | 0 -: | 0 | Ó | 0 | 2 0 | 2 | s* 0 ;÷ | 0 ~ | * 0 · | 2 ** | Ö | |
| -22 | LR | | | | | | | LT | T | HALL SHEET SHEET SHEET | \$1.00 B | SERVE LANGUE | Т | TR | |
| | | 95 | 8.5 | 非常 | | 100 | 100 | 12. | 572 | | 1985 - 1987 1 | | 530 | . 15 | |
| 3 | | 3 | 22.00 | | | 1028-1100-1 | 51739-85-25-249 | 3 | -00 Chr. 478364 | | | 255615952 | 2000,7046 | | |
| | | e la company | 1465 II | | And A | | | 400 (445) | | 2.7 | Corty 19 | 70 | 75.753 | 4 7 4 | |
| | 0 | | | fores | | | AND STREET, ST | PERMISSION SECTION | W. HEAVE | 1. A.S. | 1000000 | Adding Process, Co. | of States. | 18.00 | |
| | u de la companya de l | | | | | S. A. Section | 1.116 | Chief. | | | 100 March 186 | Market St. | | | |
| | | Undi | ivided | | | S. P. S. | 34443245345255 | | e oo gay Nager Noor South | erina seenaa | 1 (M 14) 90 ALAS | | 9 Med 84 1680 | 11 (Parks) | |
| ways | | | 4.0 | | | | <i>a</i> . | | | | | To Survive | | i de la compansión de l | |
| 7.5 | | 6.9 | | | C- 341,845. | 2 2 3 5 5 5 5 5 5 5 5 5 | | 4.1 | er and the second | 71.5 | 31.57.03 | | | | |
| 6.86 | | 6.96 | | | | | 10.00 | 4.16 | 777 | Market Control | 300 | | 1545.035 | | |
| 3.5 | | 3.3 | | | Distantifo (See Se | | 3742 A | 2.2 | | | 549, 1545, 153 | | Service Helipates | | |
| 3.53 | | 3.33 | | | | | | 2.23 | | in America | | | | | |
| evel of S | Service | | | | 4 | i en | | | | | 100 | 1 | | | |
| | 130 | | | TOWN A GUARAGE | | | erakeri eksilek | 13 | | | | | | ىڭ _{ئارى} 1944مۇھ | |
| | 523 | | | | | 764.7028 | | 962 | | | | | | | |
| | 0.25 | | N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | 1 (0.000) | 2000/00/00 | 1.765.411.51.64.75 | 0.01 | 48 (1861) | | | | | 1200/10 | |
| | 1.0 | 14.19 | | | | | | 0.0 | | | | | | | |
| in the state of th | 14.1 | | | an sarabe | 7-6-8-5 | | urosand Alex | 8.8 | 0.1 | 5 3 AM (134) | industry sold | \$5 ₄ 010 | | 100 | |
| | | | | | | L | | | | | 94 June 2000 1 86 Mars | | | | |
| | В | | | 1/2/1 | | | | Α | A | | a Sign | | | 4 | |
| | 6.86 3.5 3.53 | 6.86. 3.5 3.53 evel of Service 130 523 0.25 1.0 | 6.86 6.96 3.3 3.3 3.33 4.55 5.23 5.23 5.25 5.25 5.25 5.25 5.25 5 | 6.86 6.96 3.3 3.3 3.53 3.53 3.33 5 5 5 5 2 3 5 5 2 3 5 5 2 3 5 5 2 3 5 5 2 5 5 5 5 | 6.86 6.96 3.3 3.3 3.5 3.33 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | 6.86 6.96 3.3 3.3 3.33 8.59 8.59 8.59 8.59 8.59 8.59 8.59 8.59 | 6.86 6.96 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 6.86 6.96 3 3.5 3.3 3.33 3.33 5 5 5 5 23 5 5 5 23 5 5 5 2 5 5 5 5 5 | | | 6.86 | | 6.86 6.96 4.16 | | |

| | HCS Two- | -Way Stop-Control Report | |
|--------------------------|-------------------|---------------------------------------|--|
| General Information | n | Site Information | |
| Analyst | STK | Intersection | SITE ACCESS & 9TH |
| Agency/Co. | MRA | Jurisdiction | Company of the Compan |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2026 | North/South Street | SITE ACCESS |
| Time Analyzed | AM | Peak Hour Factor | 0.90 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 23-169AFB-2 BUILD | • • • • • • • • • • • • • • • • • • • | |



| Approach | | Easth | oound | | | West | bound | | | North | bound | A STATE OF THE STATE OF | | South | bound | 1,456,543 |
|--|----------------------------|---|--------------------------------|-----------------------|-------------------------------|--------------------------|-----------------|-------------------|---|---|-----------------|---|--|------------------------|-------------------------------------|--------------------|
| Movement | U | L | Т | R. | ∉;U | r.A. | Т | R | ان د | TEL. | Σ. T. | l 'k | Ü | l i | T T | l R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0.0 | -0 | 1 | 0 | 0 | 0. | 112 | - 0 : | | -0 / | 0 / | 0.0 | 1027 | 0 | 1 | 1 0 |
| Configuration | | LT | | | | | | TR | 739643903690 | 30.000000000000000000000000000000000000 | | 100000000000000000000000000000000000000 | | | LR | |
| Volume (veh/h) | 100 | *1 | 34 | X 15 5 5 | 2 | A. C. Asian Section 1 | 25 | 6 | | | 500 White | | 55.0 | . 4 | 新 | 1.1 |
| Percent Heavy Vehicles (%) | | 3 | | | | | 1-1-2-2-4-2-4-4 | 1 305-305 ACOUNTS | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 100000000000000000000000000000000000000 | | ********** | | 3 | | 3 |
| Proportion Time Blocked | | 40.0 | igeneral constants | 12.7 | | 22.22.7 | | 3 | 1877 | | Charatters. | Than to | | 7(E) | 7 TO 15 | 100-05-0 |
| Percent Grade (%) | | | | | | | | A STATE STREET | 0.0000000000000000000000000000000000000 | * * * * * * * * * * * * * * * * * * * | APAR | 5-65-64-55- | 2500-040 | | 0 | 4 900 |
| Right Turn Channelized | 1.0 | | | wa i ya i | | | | | 1000 | | | | | | | |
| Median Type Storage | | | | Undi | vided | | | 11.6 | i wasana ara | And the second of | | | | | * ********************************* | \$4,5-6% |
| | William of automotive con- | SCHOOL SECTION. | A district to the state of the | Te observation of the | and the state of the state of | Cartain Nation | endektowa saki | Mark Control | ostiliosistaturesi | edu (la Las de vara) | Altania de esta | Allega and a section | Second and Advanced | - securition and Grant | e en alternation | 588 195 2 0 |
| Critical and Follow-up He | eadwa | ys . | i Taribata | in de Sentation of | en ar er e | Parties Parties | usale, all la | | | e e e | 1.061.2 | | | | | |
| Critical and Follow-up He Base Critical Headway (sec) | eadwa | ys 4.1 | | | | | | | | | | | # ##### | 7.1 | <u> </u> |) 6 |
| | eadwa | 在中线 1 000000 | 71 92 | | | | | | eji i | | 6.7 | | e sarces | 7.1 6.43 | | |
| Base Critical Headway (sec) | eadwa | 4.1 | | | | | | | | | | | ###################################### | 6.43 | | 6.2 |
| Base Critical Headway (sec) Critical Headway (sec) | eadwa | 4.1 4.13 | | | | | | | | | | | 4 440/25 - 440/25 | 6.43 3.5 | | 6.2 6.2 |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 4.1 4.13 * 2.2 2.23 | ervice | | | | | | | | | | 4 # W | 6.43 | | 6.z 3. |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 4.1 4.13 * 2.2 2.23 | ervice | | | | | | | | | | | 6.43 3.5 | | 6.2 |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | | 4.1 4.13 2.2 2.23 of Se | ervice | | | | | | | | | | | 6.43 3.5 | 6 | 6.z 3. |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) | | 4.1 4.13 2.2 2.23 of Se | ervice | | | | | | | | | | | 6.43 3.5 | 950 | 6.z 3. |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Gapacity, c (veh/h) | | 4.1 4.13 2.2 2.23 of Se 1 1571 | ervice | | | | | | | | | | | 6.43 3.5 | 950 0.01 | 6.ž |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 4.1 4.13 2.2 2.23 of Se 1 1571 0.00 | 0.0 | | | | | | | | | | | 6.43 3.5 | 950 0.01 0.0 | 6. <i>i</i> |
| Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Gapacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 4.1 4.13 de 2.2 2.23 of Se 1 1571 0.00 0.0 | | | | | | | | | | | | 6.43 3.5 | 950 0.01 | 6. <i>i</i> |

| General Informati | on | Site Information | |
|--------------------------|-------------------|-----------------------------|-------------------|
| Analyst | STK | Intersection | SITE ACCESS & 9TH |
| Agency/Co. | MRA | Jurisdiction | |
| Date Performed | 5/12/2023 | East/West Street | 9TH AVE |
| Analysis Year | 2026 | North/South Street | SITE ACCESS |
| Time Analyzed | AM | Peak Hour Factor | 0.90 |
| Intersection Orientation | East-West | "Analysis Time Period (hrs. |) 0.25 |
| Project Description | 23-169AFB-2 BUILD | | |



| Approach | | Easth | oound | | | West | bound | | | North | bound | THE RESERVE OF THE | er unter ett ett fil | | Company of the Company | 7 2 3 NA | | | | |
|---|----------|---------------------------------------|-------------|---------|-------------------|-------------------|--|-------------------------|-----------------------|-----------------|------------------------------------|---|-------------------------|------------------|------------------------|------------|------------|--------------------------|---|------------|
| Movement | . U | a L | т | R | l Au | West. | Гт | R | | NOILI | Missemblants | 38504.365 | 18-404 | action contracts | bound | 124/804000 | | | | |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | र्वतिस्थात् स्टब्स्काने | Ü | L. | T . | R | U. | L. | øΤ | R | | | | |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 8 | 1 | 6 | THE WHOLE OF | 7 | 8 0 | 9 | 2860VeV | 10 | 11 | 12 | | | | |
| Configuration | 9 | LT | | | , U | | | 0 TR | | 0 | .0 | 0 | | 0 | 1 | 0. | | | | |
| Volume (veh/h) | | 2 | 33 | | * | | 19 | 1 K | 42000 | | Maria Co | SSSS State | | Van State | LR | 888 W. 190 | | | | |
| Percent Heavy Vehicles (%) | | 3 | | | 難 | 408 | | . 6 | | ALC: THE | | A CHECK | | 8 | Fresh. | 2 | | | | |
| Proportion Time Blocked | | i i i i i i i i i i i i i i i i i i i | # 12 14 S | 10000 | | CV - State | 108 11 11 11 | Samuelet- | Q844) ,1 4446 | 0.7556.25 | | NA SAME | adayloo, million 10 | 3 | 70100701000 | 3 | | | | |
| Percent Grade (%) | | | | | | | | | | 3.593 | | | 0 | | | | | | | |
| Right Turn Channelized | | | | | | | 10 TO 10 TO 16 | State Colored | | | | 1004 B348 | A SANSAR SETTEN | | | a Arrayan | Jan - Care | · Service of the control | 0 | diana e ve |
| Median Type Storage | | | 1 7 7 7 | Undi | | | | | | | | | W. 75 | | | C | | | | |
| | | eligitiga (1915) | NE BLADEZ | Undi | videa | Schelen School | STATE OF THE STATE | esq'ioners est | 54 (822-1865) | er op versoon | Nostenbal dan disibera | in sier was de la constant | San Carlo Carlo Reserva | . N. B. (| | | | | | |
| Critical and Follow-up He | adwa | /S | | | | | | 1 | | | | 12.5 | 43 7 14 38 1 | | | | | | | |
| Base Critical Headway (sec) | 4.1 4.13 | | | | MONTH OF SHIP ST. | 21 550 000000 | 7.1 | 179: New 27442 | 6.2 | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | 1.700 | Idensi J | | | 6.43 | Actions. | 6.23 | | | | | | | |
| Base Follow-Up Headway (sec) | | 2.2 | | | | | \$ 0.00 M NA 250 | | | 2.40.440.860 | | All All Ages | (1 cm) | 3.5 | | 3.3 | | | | |
| Follow-Up Headway (sec) | | 2,23 | | | | is said | | | | | 4 (6) | | 3(3) | 3.53 | S. E. | 3.33 | | | | |
| Delay, Queue Length, and | Leve | of Se | ervice | | ov combe | | | | | 1-24 ± 15 ± 1 | | () () () () () () () () () () | | X Congress | | | | | | |
| Flow Rate, v (veh/h) | | 2 | | | 1 1 | 2987844 | | HACT I | | 100 | 646 | | | | i same. | 1 | | | | |
| Capacity, c (veh/h) | | 1576 | 7 (A 4 .08) | 1426.34 | Q488.74.4 | Court de la compa | | ekir ekir i | er ereta | i in a superior | a sales Halas | | (1. no.) (1. no.) | 48 SQ 48 CO CO | 11 | | | | | |
| v/c Ratio | A.58-27- | 0.00 | | | | 7.00 | | 1,5,5,6 | 4.4 | | 9 - 7 - 3 - 3 | -10 | | | 955 | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | 0.00 | Paul Sp. | | 41544 | | | | ing gagaga | - 1 25 74 75 | Cur (200) 20 | 7. S. (24.5 t) | | Control control | 0.01 | | | | | |
| Control Delay (s/veh) | (Casalis | | 0.0 | | | | | | | | 1 (1) (1) (1) 1 (1) (2) (2) (2) | gist (| | | 0.0 | | | | | |
| Level of Service (LOS) | | 7.3 | 0.0 | | and the first | 11.0 × 12.0 (84 | 12030 P | | la constant | | | | | | 8.8 | | | | | |
| | | Α | Α | | | | | | | | | | | | A | | | | | |
| Approach Delay (s/veh) | | 0. | | | | | | | | | | | | | | | | | | |

McDonough & Rea Associates 1431 Lakewood Road Suite C

Manasquan NJ 08736 (732) 528-7076

NEPTUNE TOWNSHIP, MONMOUTH COUNTY

MEMORIAL DRIVE & 9TH AVENUE COMPASS SELF - STORAGE

File Name: 23169 memorial & 9th am1 Site Code : 00023169 Start Date

: 5/5/2023 : 1 Page No

1nt. Total 207 223 247 292 969 237 232 228 212 909 240 191 2309 App. Total 5 11 14 35 24 9 7 5 Ninth Avenue 9 2 9 46 63.9 2.0 3 3 10 10 23 23 Eastbound 2 36.1 1.1 2282 2-045 Total 111 127 141 499 113 109 118 106 128 101 174 Groups Printed- CARS - TRUCKS - SCHOOL BUS Memorial Drive 127 101 1148 97.8 49.7 Northbound 109 119 123 136 487 108 1107 116 133 433 - 4 ro 5 App. Total 91 98 109 137 435 104 86 1063 46.0 119 101 99 438 Memorial Drive Southbound Right 5 ωω 0.4 <u>0</u> MRA JOB 23-169 FRIDAY AM COUNT 102 86 1044 98.2 45.2 90 107 138 138 116 116 99 95 426 09:00 AM 09:15 AM Grand Total Apprch % Total % Start Time 07:00 AM 07:15 AM 07:30 AM 07:45 AM 08:00 AM 08:15 AM 08:30 AM 08:45 AM Total Total

| | | Int. Total | | 0 | 1008 | 0 | 7.67 | 0.863 | | | | |
|--------------|----------------|-----------------|-------------|---|-------------------------|--------|----------|--------------|-----------|------------|--------|-------------|
| | | App. Total | | | 34 | | 4 | | | 4 | 0.607 | |
| Ninth Avenue | Eastbound | Right | ang. | | 21 | 61.8 | 10 | | | 9 | | |
| _ | - | #61 | רפוו | | 13 | 38.2 | 4 | | 07:45 AM | 4 | | |
| | | | App. I otal | | 490 | | 141 | • | | 141 | 0.869 | |
| 0 | Memorial Drive | AOI II IDONI IO | Thru | | 474 | 7 90 | 136 | 3 | | 136 | 3 | |
| | Ž | | Left | | 4 | 0 0 | ن د ت | n | 07.4E ANA | U7.43 AIVI | ס | |
| | | | App. Total | | 707 | 404 | | 13/ | | 7 | 751 | 0.883 |
| | Memorial Drive | Southbound | Right | | (| ဘ | 1.9 | ~ | | • | ~ | |
| | 2 | | That | / - Peak 1 of 1 | 07:30 AM | 475 | 98.1 | 136 | | 07:45 AM | 136 | |
| | à. | | T T T T | Start Tille Start From 07:00 AM to 09:15 AM | . Intersection 07:30 AM | Volume | Percent | 07:45 Volume | | High Int. | Volume | Peak Factor |
| | | | | Peak Ho | | | | | | | | |

3

COMPASS SELF - STORAGE MEMORIAL DRIVE & 9TH AVENUE NEPTUNE TOWNSHIP, MONMOUTH COUNTY MRA JOB 23-169 THURSDAY PM COUNT

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

File Name: 23169 memorial & 9th pm1 Site Code: 00023169 Start Date: 5/4/2023 Page No: 1

| - | | App. Lotal | | | 6 20 | | 28 82 | | | 12 26 | | 33 112 | 9 267 | | | | 39 111 | 100 3060 | | 87 |
|----------------|------------|-------------|----------|--------------|--------------|----------|-------|----------|----------|----------|----------|--------|----------|----------|----------|----------|----------|-------------|----------|-------|
| Ninth Avenue | | Right | 4 | - | 4 | 5 | 14 | 2 | 7 | က | က | 15 | 5 | 0 | 9 | 7 | 18 | 47 | 47.0 | r. |
| z ⁻ | - | Left | က | 9 | 2 | 3 | 14 | _ | 4 | တ | 4 | 18 | 4 | 4 | ო | 10 | 21 | 53 | 53.0 | 17 |
| | | App. I otal | 98 | 80 | 88 | 106 | 361 | 144 | 157 | 123 | 139 | 263 | 134 | 136 | 129 | 130 | 529 | 1453 | | 47.5 |
| Memorial Drive | Northbound | - Pr | 84 | 11 | 87 | 106 | 354 | 143 | 157 | 118 | 137 | 555 | 133 | 132 | 126 | 129 | 520 | 1429 | 98.3 | 76.7 |
| Mer | 1 | Left | 7 | က | 2 | 0 | 7 | ~ | 0 | 2 | 2 | 8 | _ | 4 | છ | • | 6 | 24 | 1.7 | 80 |
| | | App. Total | 119 | 100 | 108 | 104 | 431 | 142 | 120 | 134 | 130 | 526 | 124 | 138 | 130 | 158 | 220 | 1507 | | 70.7 |
| Memorial Drive | Southbound | Right | 2 | က | - | _ | 7 | _ | _ | Ŋ | 4 | 1 | _ | 4 | 2 | _ | 8 | 26 | 1.7 | 800 |
| Mer | ļ | Thru | 117 | 26 | 107 | 103 | 424 | 141 | 119 | 129 | 126 | 515 | 123 | 134 | 128 | 157 | 542 | 1481 | 98.3 | 787 |
| | | Start Time | 03:00 PM | 03:15 PM | 03:30 PM | 03:45 PM | Total | 04:00 PM | 04:15 PM | 04:30 PM | 04:45 PM | Total | 05:00 PM | 05:15 PM | 05:30 PM | 05:45 PM | Total | Grand Total | Apprch % | امئن⊤ |

| | | Memorial Drive | | M | Memorial Drive | | 2 | Ninth Avenue | | | |
|---|-----------------|----------------|------------|----------|----------------|------------|--------------|--------------|------------|-------|------------|
| • | | Southbound | | | Northbound | | | Eastbound | | | |
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | | Int. Total |
| Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 | M - Peak 1 of 1 | | | | | | | | - | | |
| Intersection 04:00 PM | 04:00 PM | | | | | | | | | | |
| Volume | 515 | 1 | 226 | 80 | 222 | 563 | 92 | 15 | 33 | | 1122 |
| Percent | 67.6 | 2.1 | | 1.4 | 98.6 | | 54.5 | 45.5 | | | |
| 04:00 Volume | | _ | 142 | _ | 143 | 144 | - | 2 | က | | 289 |
| Peak Factor | | | | | | | | | | 0.971 | |
| High Int. | 04:00 PM | | | 04:15 PM | | | 04:30 PM | | | | |
| Volume | 141 | τ- | 142 | 0 | 157 | 157 | o | က | 12 | | |
| Peak Factor | | | 0.926 | | | 0.896 | | | 0.688 | | |