TRAFFIC IMPACT STUDY

For

Stockton University Atlantic City Campus Phase II
City of Atlantic City
Atlantic County, New Jersey

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EXECUTIVE SUMMARY

Atlantic City Development Corporation (AC DEVCO) has retained Langan Engineering and Environmental Services to prepare a traffic impact study for the proposed development of an affiliate Stockton University campus student housing building. The development, upon completion, will consist of a 405 bed residence hall with associated university facilities. We evaluated traffic associated with the proposed development and prepared this traffic impact study. The site is located in the Gateway Rehabilitation Area of the City of Atlantic City, Atlantic County, New Jersey.

We estimated the number of new vehicle trips the proposed development will generate based on data compiled for Land Use Code 225 (Off-Campus Student Apartment) as contained in the publication Trip Generation, 10th edition. We estimate that the proposed development will generate approximately 58 trips (24 enter, 34 exit) during the weekday morning peak hour and 123 trips (61 enter, 62 exit) during the weekday evening peak hour. We then determined the directional distribution of the site-generated trips based on existing and expected travel patterns in the study area, and journey-to-work data.

We conducted capacity analyses at the following intersections:

- Albany Avenue and Ventnor Avenue / Captain John A O'Donnell Parkway
- Albany Avenue / Pacific Avenue and Atlantic Avenue
- Ventnor Avenue and Trenton Avenue
- Atlantic Avenue and Roosevelt Place / Parking Lot Driveway
- Atlantic Avenue and Hartford Avenue
- Atlantic Avenue and Lincoln Place

We do not expect the proposed development to significantly impact area traffic operations during peak traffic hours. It should be noted that the traffic counts collected for this study, in March 2019, indicate that the fully built and occupied Stockton University Atlantic City Campus Project and South Jersey Gas Corporate Office project are generating significantly less vehicular and pedestrian traffic compared to what was estimated in the Traffic Impact Study dated 5 February 2016.

Based on our analyses, we determined the adjacent roadway network has sufficient capacity to accommodate the site-generated trips associated with the proposed development. More specifically, in the Build condition all intersections are expected to operate at an overall level of service C, or better. The additional pedestrian traffic associated with the proposed student housing on the crosswalks on Atlantic Avenue are not expected to have a significant impact on the traffic operations at the Roosevelt Avenue and Albany Avenue/Pacific Avenue intersections, which are expected to continue to operate at acceptable levels of service.

INTRODUCTION

Atlantic City Development Corporation (AC DEVCO) has retained Langan Engineering and Environmental Services to prepare a traffic impact study for the proposed development of an affiliate Stockton University campus student housing building. We evaluated traffic associated with the proposed development and prepared this traffic impact study. The site is located in the Gateway Rehabilitation Area of the City of Atlantic City, Atlantic County, New Jersey.

Project Description

AC DEVCO intends to develop a 140,945 square foot building with a 405 bed residence hall with associated university facilities. The building will consist of 105 units with a mix of studio, 2-bedroom and 4-bedroom units. The building will have a pedestrian entrance from both Atlantic Avenue and Hartford Avenue. Emergency access to the building will be via a driveway at Providence Avenue. The site is designated as Block 186, Lots 5 – 9 according to city tax maps and will replace the Eldredge building and adjacent lots in the southwest corner of the Atlantic Avenue and Providence Avenue intersection. Figure 1 identifies the site location.

Parking for the proposed development will be supported by the existing 880 space parking garage and 250 space surface lot. The parking garage is located along Atlantic Avenue and is bordered by Roosevelt Place on the east, Lincoln Place on the west and an alley to the south. Access to the parking garage is provided via Lincoln Place for ingress and Roosevelt Place for egress. The existing 250 space surface parking lot is bordered by Hartford Avenue on the east, N Albany Ave on the west, and the Boardwalk on the south. Access to the existing surface lot will continue to be provided via Hartford Avenue and will be used as an additional parking area for the proposed development.

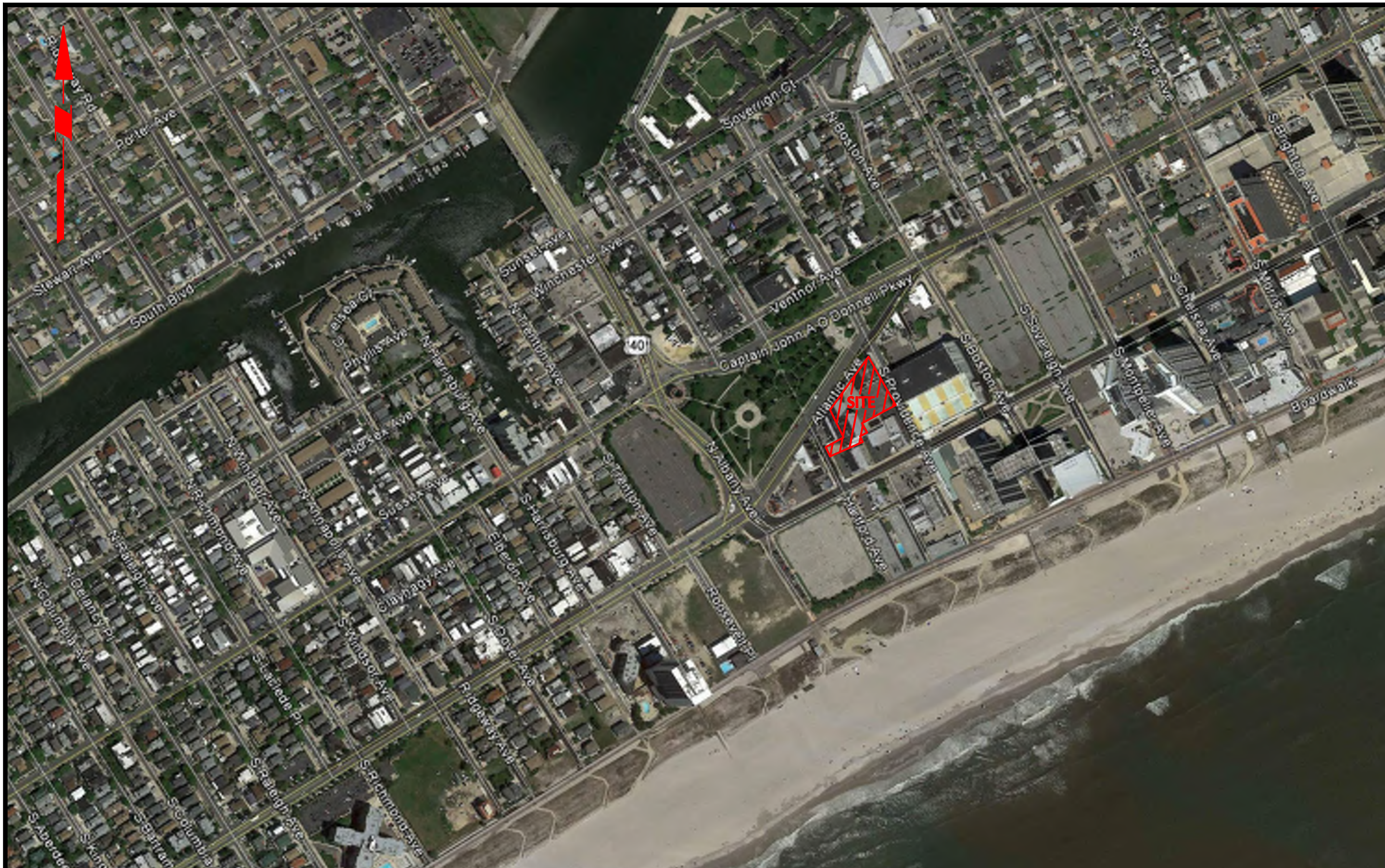
We expect pedestrians traveling between the proposed student housing, garage, surface lot and academic building will use crosswalks at the signalized intersections of Albany Avenue/Pacific Avenue with Atlantic Avenue and Roosevelt Place with Atlantic Avenue.

Study Area

We conducted capacity analyses at the following intersections:

- Albany Avenue and Ventnor Avenue / Captain John A O'Donnell Parkway
- Albany Avenue / Pacific Avenue and Atlantic Avenue
- Ventnor Avenue and Trenton Avenue
- Atlantic Avenue and Roosevelt Place / Parking Lot Driveway
- Atlantic Avenue and Hartford Avenue
- Atlantic Avenue and Lincoln Place

An inventory of the physical road conditions is presented in the section "Description of Existing Conditions."



Project	Drawing Title		
STOCKTON UNIVERSITY ATLANTIC CITY CAMPUS PHASE II CITY OF ATLANTIC CITY ATLANTIC COUNTY NEW JERSEY	**SITE LOCATION MAP**	Project No. 130140101 Date 04/08/2019 Scale N.T.S. Drawn By KAMP Checked By Submission Date APRIL 2019	Drawing No. **FIGURE 1** Sheet 1 of 5

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Scope of Study

Langan undertook the following steps to prepare this study in accordance with standard accepted methodologies:

1. Conducted a field examination of the site and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Conducted a series of manual turning movement traffic counts at the intersections mentioned in the previous section. We conducted counts on a typical weekday from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. We then identified existing weekday morning and evening peak hour traffic volumes based on the manual traffic count data.
3. Applied a 4.74 percent seasonal adjustment factor to the 2019 existing balanced traffic volumes to account for seasonal variations in the traffic counts. The seasonal adjustment factor is based on traffic monitoring station data from the New Jersey Department of Transportation (NJDOT).
4. Established 2021 No-Build traffic volumes by conservatively applying the NJDOT Atlantic County growth factor of 1.5 percent per year to the 2019 existing traffic volumes with seasonal adjustment.
5. Prepared trip generation estimates for the proposed development based on trip rates developed by the Institute of Transportation Engineers (ITE).
6. Prepared pedestrian generation estimates for the proposed development.
7. Developed trip distributions based on a journey-to-work model, existing travel patterns and the location of major area arterial roads.
8. Assigned site-generated trips to the access points and surrounding road network based on the likely travel routes motorists will use to travel to and from the site.
9. Established future 2021 Build traffic volumes by adding site-generated trips to the 2021 No-Build traffic volumes.
10. Performed intersection capacity analyses for the weekday morning and evening peak hours using Synchro software based on Highway Capacity Manual (HCM) methodologies.

DESCRIPTION OF EXISTING CONDITIONS

This section describes the major roads and traffic volumes in the area of the proposed development in the City of Atlantic City, Atlantic County, New Jersey. The intersection descriptions are located in the capacity analysis section later in this report.

Roads

Albany Avenue

Albany Avenue is classified as an urban principal arterial and is under municipal jurisdiction. The roadway has a general north-south orientation and provides two travel lanes in each direction within the study area. In the site vicinity the posted speed limit is 25 mph.

Ventnor Avenue / Captain John A O'Donnell Parkway

Ventnor Avenue is classified as an urban principal arterial and is under municipal jurisdiction. The roadway has a general east-west orientation. Ventnor Avenue provides two travel lanes in each direction to the east of Albany Avenue and one travel lane in each direction to the west of Albany Avenue within the study area. In the site vicinity the posted speed limit is 25 mph.

Atlantic Avenue

Atlantic Avenue is classified as an urban minor arterial to the west of Albany Avenue and an urban principal arterial to the east of Albany Avenue. The roadway is under municipal jurisdiction and has a general east-west orientation. Atlantic Avenue provides two travel lanes in each direction within the study area. In the site vicinity the posted speed limit is 25 mph.

Pacific Avenue

Pacific Avenue is classified as an urban minor arterial and is under municipal jurisdiction. The roadway has a general east-west orientation and provides two travel lanes in each direction within the study area. In the site vicinity the posted speed limit is 25 mph.

Traffic Volumes

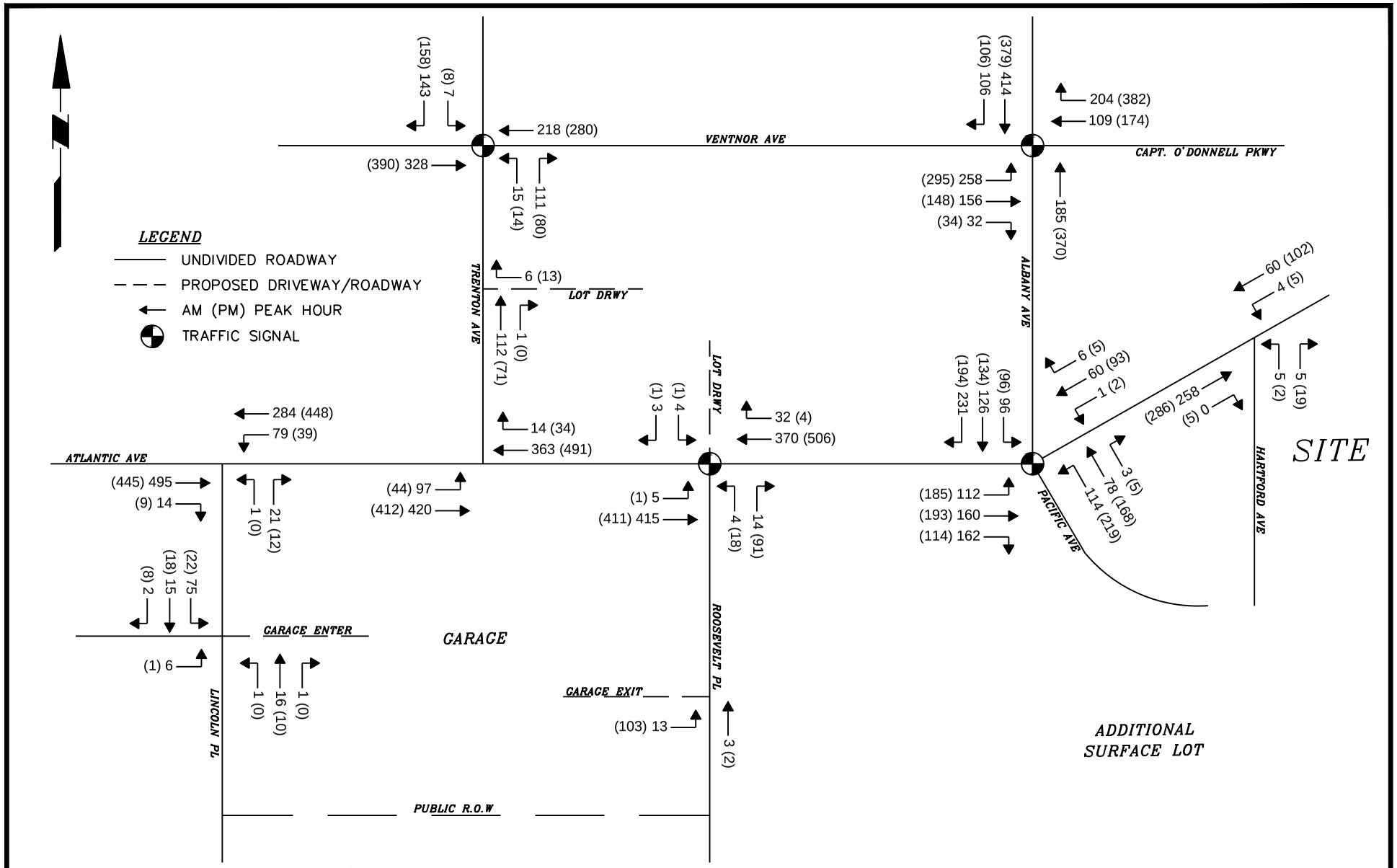
We arranged for traffic counts to be conducted during morning and evening peak periods on a typical weekday at the study intersections to examine traffic conditions near the site. Specifically, we arranged for manual turning movement counts to be conducted on Thursday, 28 March 2019 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.

The manual traffic counts identify distinct times during the weekday morning and evening periods when traffic experiences its highest levels. According to the manual traffic count data collected,

the weekday morning peak hour occurred from 7:45 AM to 8:45 AM and the weekday evening peak hour occurred from 4:15 PM to 5:15 PM. Summaries of the manual traffic counts are contained in Appendix A.

Seasonal Adjustment

We increased the existing peak hour traffic volumes by 4.74 percent to account for seasonal variations in the March peak hour traffic counts. We calculated a seasonal adjustment factor of 4.74 percent based on the NJDOT (New Jersey Department of Transportation) data from a traffic monitoring station along Black Horse Pike (Route 40) in Atlantic County near the proposed development. Figure 2 illustrates the 2019 existing weekday morning and evening peak hour traffic volumes with the seasonal adjustment factor applied.



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			Drawing No. **FIGURE 2** Sheet 2 of 5

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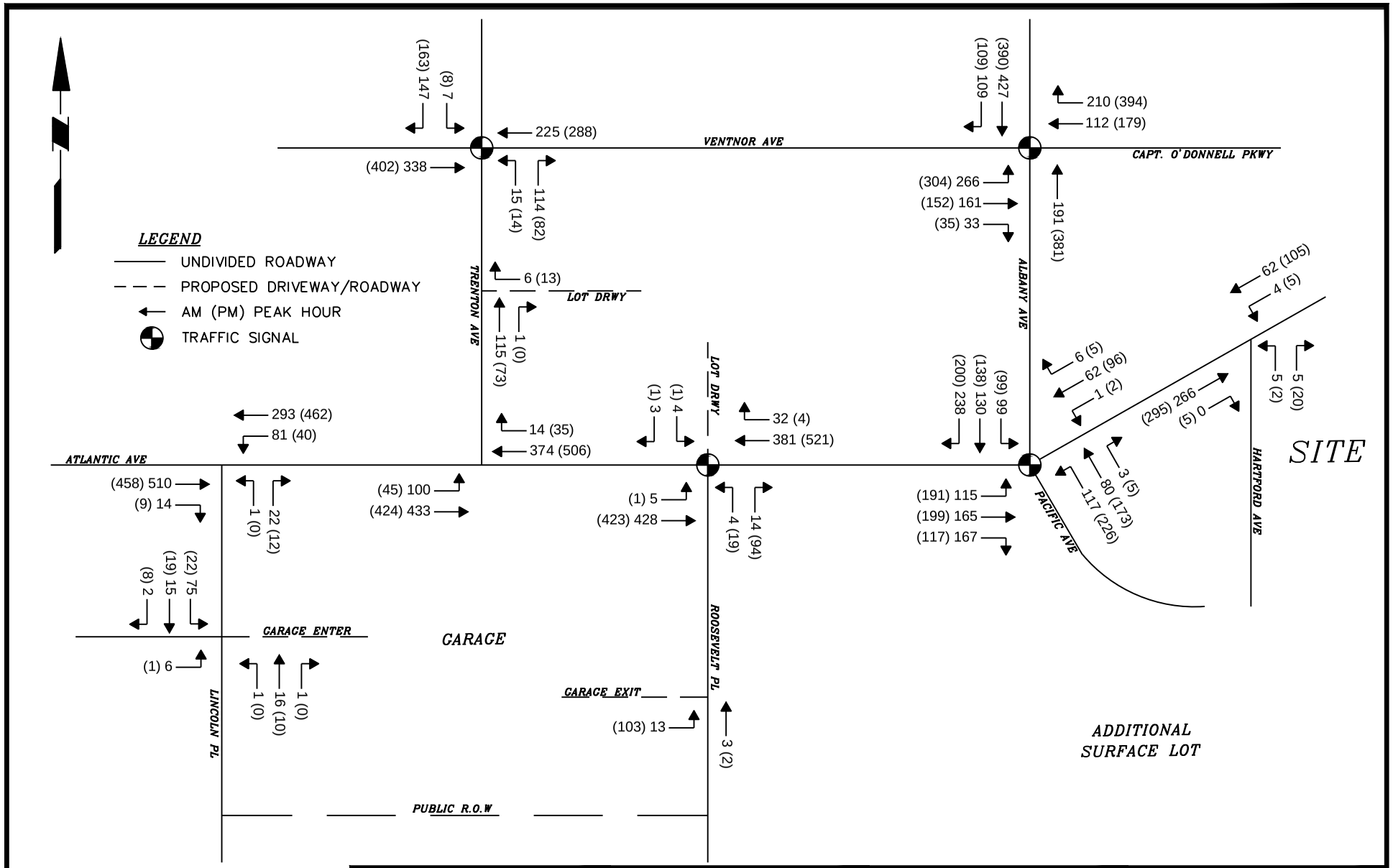
ESTIMATE OF FUTURE CONDITIONS

This section of the report covers background traffic growth, site-generated trips, trip distribution and future traffic volumes. We anticipate the proposed development will be complete by the end of 2021. Accordingly, we projected traffic volumes to include existing traffic and new traffic created by background growth to derive the 2021 No-Build traffic volumes. We then added new site-generated trips to the 2021 No-Build traffic volumes to derive the 2021 Build traffic volumes. All traffic volume worksheets are contained in Appendix B.

Background Traffic Growth

We increased the existing peak hour traffic volumes, with the seasonal adjustment, by a compounded annual growth rate of 1.50 percent, established by the NJDOT for Atlantic County, to derive the 2021 No-Build traffic volumes. Figure 3 shows the 2021 No-Build traffic volumes. We are unaware of any approved developments within the study area that would have a significant impact on the study locations.



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			Drawing No. **FIGURE 3** Sheet 3 of 5

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Site-Generated Trips

We prepared trip generation estimates for the proposed development using data compiled for Land Use Code 225 (Off-Campus Student Apartment) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 10th Edition. Table 1 summarizes the trip generation estimates for the development during the weekday morning and evening peak hours.

Table 1 – Future Vehicle Trip Generation Estimates

Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
405 Beds (LUC 225)	24	34	58	61	62	123

Trip Distribution

We determined the directional distribution of site-generated trips based on a journey-to-work model, the expected travel routes motorists would take to and from the site, and the location of major area arterial roads. The directional distributions of site-generated trips are shown in Table 2. Trip distribution worksheets are contained in Appendix B.

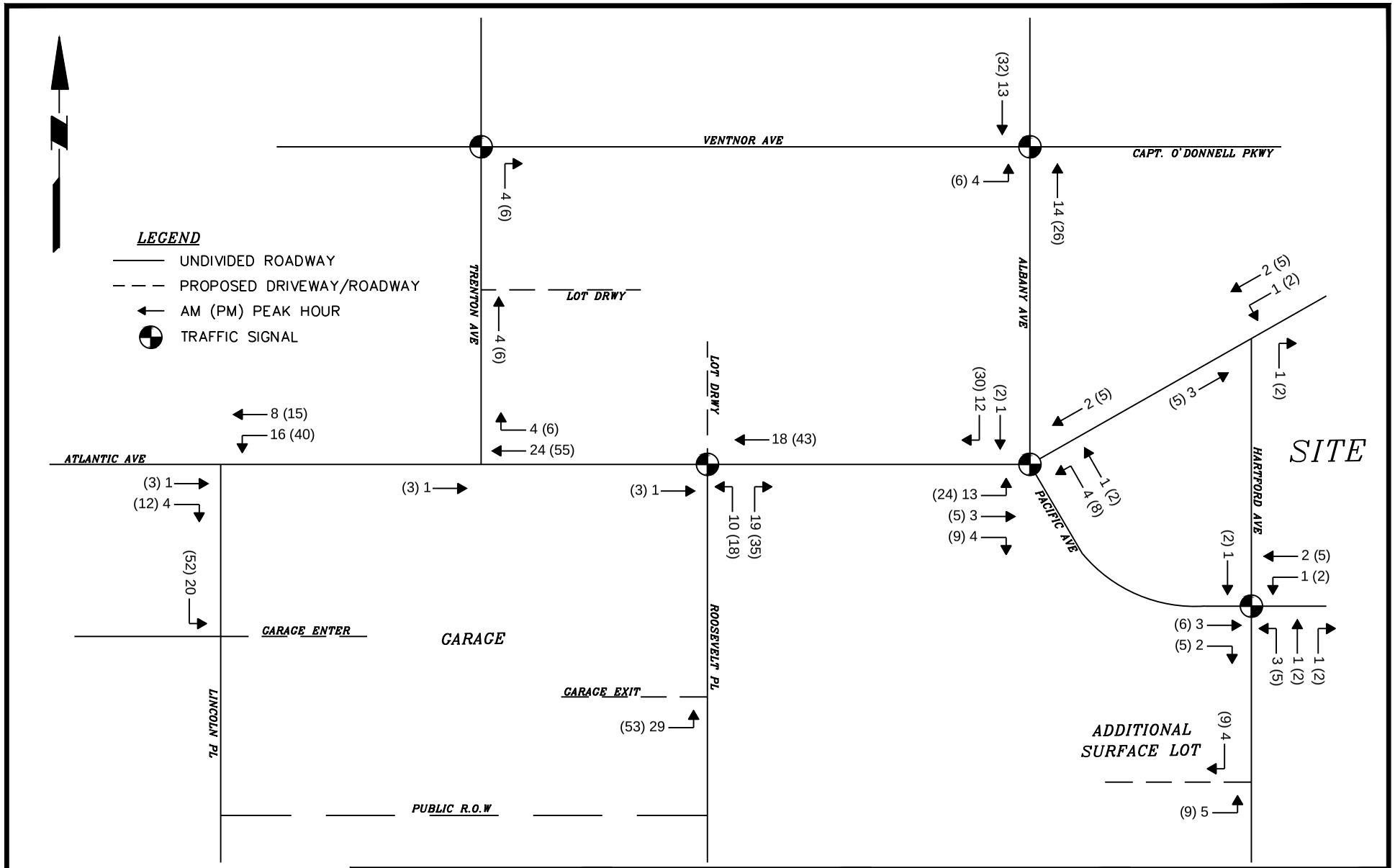
Table 2 – Trip Distribution

Direction (To/From)	Arrival & Departure
Albany Avenue (North)	52%
Pacific Avenue (East)	12%
Atlantic Avenue/ Capt. O'Donnell Pkwy (East)	12%
Atlantic Avenue (West)	24%
Total	**100%**

We assigned the site-generated trips to the adjacent roadway system as per the above distributions. Figure 4 shows the total site-generated trips assigned to the roadway network.

Build Traffic Volumes

We derived the 2021 Build traffic volumes by adding the total site-generated trips to the 2021 No-Build traffic volumes. Figure 5 illustrates the 2021 Build weekday morning and evening peak hour traffic volumes.



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Drawing Title
TOTAL SITE-GENERATED TRIPS

Project No. 130140101	Drawing No. FIGURE 4
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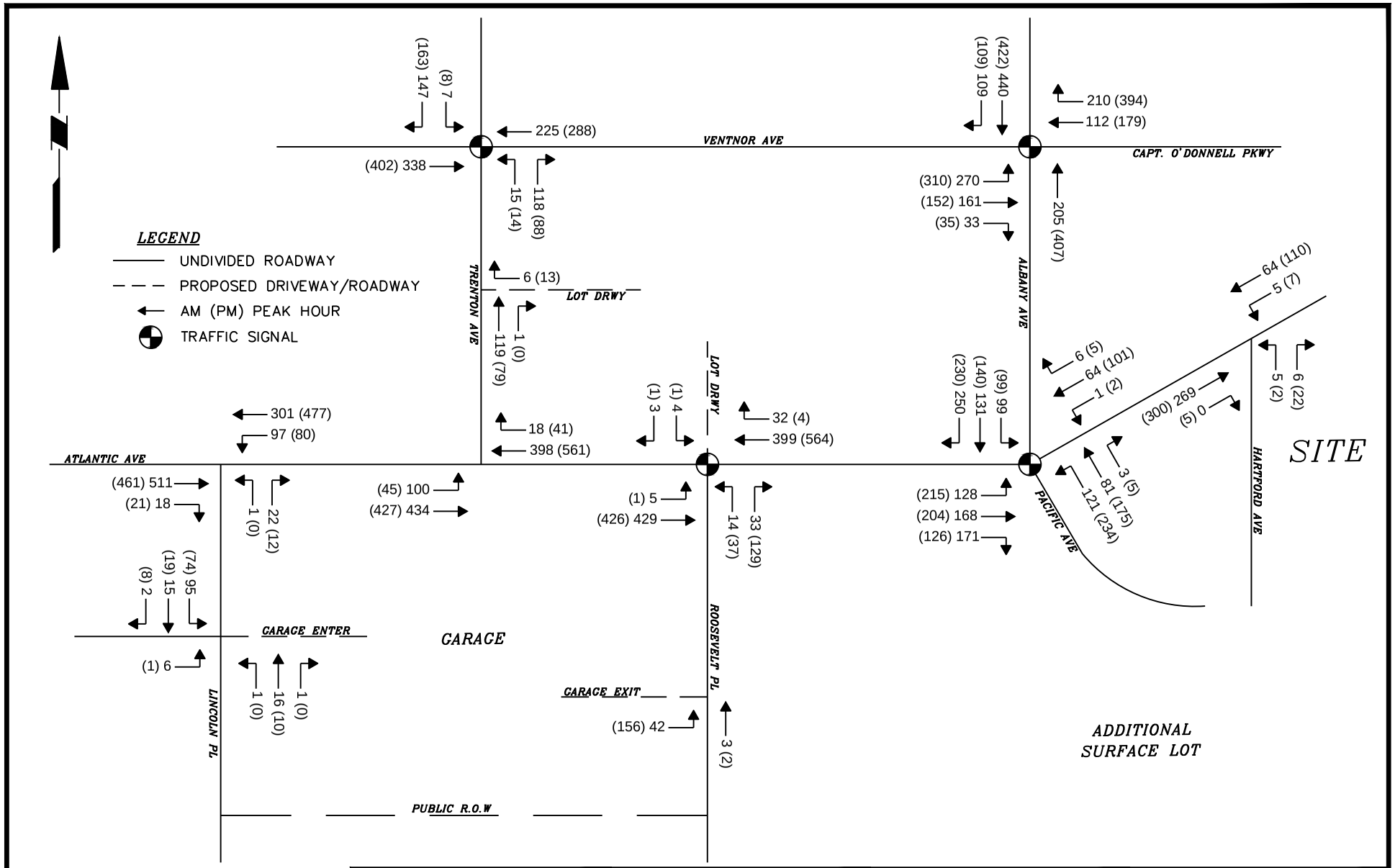

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2021 BUILD TRAFFIC VOLUMES

Project No. 130140101	Drawing No. FIGURE 5
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Pedestrian Volumes

Pedestrian traffic is an important factor on any college campus; and with the development of the new Stockton University campus student housing it is an element that needs to be considered when analyzing the impact of the proposed development on the surrounding area. It would be expected that completion of the proposed student housing would result in an increase to the pedestrian traffic crossing Atlantic Avenue to/from the parking garage/lots.

We anticipate that a majority of the pedestrian traffic associated with the proposed student housing would cross Atlantic Avenue along the west and south side of the Atlantic Avenue and Albany Avenue/Pacific Avenue intersection. Additionally, we anticipate the pedestrians would cross along the west and south side of the Atlantic Avenue and Roosevelt Place intersection.

We used a conservative rate of 0.5 pedestrians per bed to determine the number of pedestrians the proposed student housing would generate during the weekday morning and evening peak hours. Using the rate above, the 405 bed student housing would conservatively generate 203 new pedestrians during both peak hours. Additionally, we assumed 1.0 pedestrian per vehicle trip for anyone parking in the existing garage and surface lot. Table 3 summarizes the pedestrian traffic estimates associated with the proposed student housing located in the southwest corner of the Atlantic Avenue and Providence Avenue intersection.

Table 3 – Future Pedestrian Trip Generation Estimates

Use	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	In	Out	In	Out
Parking Garage	20	29	52	53
Additional Surface Parking Lot	4	5	9	9
Residence Hall (405 Beds)	203		203	

We incorporated the conservative pedestrian activity into our analyses to determine the impact pedestrian traffic will have at each intersection. More specifically, we looked at the intersections of Atlantic Avenue and Roosevelt Place/parking lot driveway, and Atlantic Avenue and Albany Avenue/Pacific Avenue. Currently, those are the intersections within the study area that guarantee maximum pedestrian interval timings during every cycle. The current pedestrian intervals provide adequate crossing time and we expect that the timings will be able to accommodate the increase of pedestrian traffic associated with the proposed development.

ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analyses we conducted to assess traffic operations for the No-Build and Build conditions. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand. All capacity printouts are contained in Appendix D.

Level of Service Criteria

Level of Service (LOS) is the term used to denote different operating conditions that occur on a given road segment under various traffic volume demands. LOS is a qualitative measure that considers a number of factors including road geometry, speed, travel delay and freedom to maneuver. LOS designations range from A to F and provide an index of operational qualities of a road segment or an intersection. LOS A represents the best operating conditions; LOS F represents the worst.

LOS designations are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection. For unsignalized intersections, the analysis considers the operation of all movements that conflict with other movements, such as main-line left turns and traffic exiting a side street. The evaluation criteria used to analyze the study area intersections are based on the Highway Capacity Manual, 6th edition, (HCM), published by the Transportation Research Board and the latest version of the Synchro software.

The HCM defines LOS for signalized intersections as follows:

LOS	Control Delay per Vehicle
A	≤10 sec
B	>10 and ≤20 sec
C	>20 and ≤35 sec
D	>35 and ≤55 sec
E	>55 and ≤80 sec
F	>80 sec

The HCM defines LOS for unsignalized intersections as follows:

LOS	Delay Range (sec/veh)
A	≤10 sec
B	>10 and ≤15 sec
C	>15 and ≤25 sec
D	>25 and ≤35 sec
E	>35 and ≤50 sec
F	>50 sec

Capacity Analyses

We conducted capacity analyses for the study intersections and found that the proposed development will not significantly impact traffic operations during peak hours. Table 4 summarizes the 2021 No-Build and Build levels of service (LOS) for each of the study intersections during the weekday morning and evening peak hours. Following Table 4, we discuss the capacity analysis results for each study intersection. Summary sheets of the capacity analyses are contained in Appendix D.

Table 4 – Intersection Capacity Analysis Summary

Location	Movement		2021 No-Build Condition		2021 Build Condition	
			AM	PM	AM	PM
Signalized Intersections						
Ventnor Avenue / Capt. O'Donnell Parkway and Albany Avenue	EB	L	B (11.2)	B (11.1)	B (11.3)	B (11.4)
		T	A (8.3)	A (7.2)	A (8.4)	A (7.3)
		R	A (7.4)	A (6.4)	A (7.4)	A (6.5)
	WB	T	B (15.9)	B (16.2)	B (15.9)	B (16.2)
		R	A (0.2)	A (0.4)	A (0.2)	A (0.4)
	NB	T	C (25.9)	C (27.9)	C (26.1)	C (28.2)
	SB	T,R	C (29.4)	C (27.4)	C (29.8)	C (28.3)
	Overall		**B (18.0)**	**B (16.5)**	**B (18.3)**	**B (17.1)**
Atlantic Avenue and Pacific Avenue / Albany Avenue	EB	L	C (25.8)	C (34.2)	C (26.5)	D (39.7)
		T,R	B (14.5)	B (19.1)	B (14.9)	B (18.9)
	WB	L,T,R	C (30.6)	C (32.7)	C (30.8)	C (32.8)
	NB	L	D (35.2)	D (38.5)	D (35.3)	D (38.8)
		L,T,R	C (33.9)	D (36.8)	C (34.0)	D (36.9)
	SB	L	D (38.9)	D (39.3)	D (38.9)	D (39.3)
		T	D (36.8)	D (36.9)	D (36.8)	D (36.9)
		R	A (0.2)	A (0.2)	A (0.3)	A (0.3)
	Overall		**C (21.5)**	**C (27.6)**	**C (21.6)**	**C (28.0)**
Ventnor Avenue and Trenton Avenue	EB	T	A (8.8)	A (8.9)	A (8.8)	A (8.9)
	WB	T	A (7.5)	A (7.7)	A (7.4)	A (7.6)
	NB	L,R	A (8.8)	B (10.2)	A (8.7)	A (9.8)
	SB	L,R	A (7.3)	A (7.5)	A (7.3)	A (7.5)
	Overall		**A (8.1)**	**A (8.4)**	**A (8.1)**	**A (8.3)**
Atlantic Avenue and Roosevelt Place / Existing Lot Driveway	EB	L,T,R	A (9.1)	A (9.1)	A (9.1)	A (9.1)
	WB	L,T,R	A (9.6)	B (10.8)	A (9.8)	B (11.2)
		L	C (27.0)	C (27.6)	C (27.5)	C (28.5)
		R	A (3.7)	A (7.0)	A (9.9)	A (6.4)
	SB	L,T,R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Overall		**A (9.3)**	**B (10.0)**	**A (9.7)**	**B (10.4)**
Unsignalized Intersections						
Atlantic Avenue and Hartford Avenue	WB	L	A (7.8)	A (7.9)	A (9.4)	A (10.0)
	NB	L,R	A (9.9)	A (9.6)	B (13.9)	B (14.4)
Atlantic Avenue and Lincoln Place	WB	L	A (8.9)	A (8.4)	A (9.0)	A (8.6)
	NB	L,R	B (10.8)	B (10.4)	B (10.9)	B (10.6)

Based on Synchro Software [Level of Service (Average vehicle delay [seconds per vehicle])]

We used the timing directives provided to us by the City of Atlantic City Electrical Bureau, as well as the upgraded signal timings prepared for Albany Avenue/Pacific Avenue and Roosevelt Place with Atlantic Avenue as part of the Stockton University Atlantic City Campus Project and South Jersey Gas Corporate Headquarters Plans for Intersection and Signal Improvements.

Albany Avenue and Ventnor Avenue / Captain John A O'Donnell Parkway

Intersection Geometry

The intersection of Albany Avenue and Ventnor Avenue/Captain O'Donnell Parkway is an existing four-leg intersection under signal control. The eastbound Ventnor Avenue approach provides one left-turn lane, one through lane and one channelized right-turn lane. The westbound Captain O'Donnell Parkway approach provides two through lanes, one channelized right-turn lane (yield-controlled) and prohibits left turns. The northbound Albany Avenue approach provides two through lanes and prohibits left and right turns. The southbound Albany Avenue approach provides one through lane, one shared thorough and right-turn lane, and prohibits left turns. The signal operates under three phases with a 100 second background cycle length.

Analysis

This signalized intersection will operate at an overall LOS B during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, this intersection will continue to operate at an overall LOS B during both the weekday morning and evening peak hours.

Albany Avenue / Pacific Avenue and Atlantic Avenue

Intersection Geometry

The intersection of Albany Avenue/Pacific Avenue and Atlantic Avenue is an existing four-leg intersection under signal control. The eastbound Atlantic Avenue approach provides one left-turn lane, one through lane, and one shared through and right-turn lane. The westbound Atlantic Avenue approach provides one shared left-turn and through lane, and one shared through and right-turn lane. The northbound Pacific Avenue approach provides one left-turn lane, one shared left-turn and through lane, and one shared through and right-turn lane. The southbound Albany Avenue approach provides one left-turn lane, two through lanes with a channelized right-turn movement under stop control. The signal operates under four phases with a 112 second background cycle length with pedestrian actuation and a 100 second background cycle length without pedestrian actuation.

Analysis

This signalized intersection will operate at an overall LOS C during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, this intersection will continue to operate at an overall LOS C during both the weekday morning and evening peak hours.

Ventnor Avenue and Trenton Avenue

Intersection Geometry

The intersection of Ventnor Avenue and Trenton Avenue is an existing four-leg intersection under signal control. The eastbound Ventnor Avenue approach provides one through lane. The westbound Ventnor Avenue approach provides one through lane. The northbound Trenton Avenue approach is a one-way street in the northbound direction and provides one shared left-turn and right-turn lane. The southbound Trenton Avenue approach is a one-way street in the southbound direction and provides one shared left-turn and right-turn lane. The signal operates under two phases with a 100 second background cycle length.

Analysis

This signalized intersection will operate at an overall LOS A during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, this intersection will continue to operate at an overall LOS A during both the weekday morning and evening peak hours.

Atlantic Avenue and Roosevelt Place / Parking Lot Driveway

Intersection Geometry

The intersection of Atlantic Avenue and Roosevelt Place is an existing four-leg intersection under signal control. The eastbound Atlantic Avenue approach provides one shared left-turn and through lane, and one exclusive through lane. The westbound Atlantic Avenue approach provides one exclusive through lane, and one shared through and right-turn lane. The northbound Roosevelt Place approach is a one-way street in the northbound direction and provides one left-turn lane and one right-turn lane. The southbound parking lot driveway approach provides one shared left-turn and right-turn lane. The signal operates under two phases with a 100 second background cycle length.

Analysis

This signalized intersection will operate at an overall LOS A during the weekday morning peak hour and an overall LOS B during the weekday evening peak hour under the No-Build condition.

Under the Build condition, this intersection will continue to operate at an overall LOS A during the weekday morning peak hour and an overall LOS B during the weekday evening peak hour.

Atlantic Avenue and Hartford Avenue

Intersection Geometry

The intersection of Atlantic Avenue and Hartford Avenue is an existing T-shaped intersection with stop control along the northbound Hartford Avenue approach. The eastbound Atlantic Avenue approach provides one exclusive through lane, and one shared through and right-turn lane. The westbound Atlantic Avenue approach provides one shared left-turn and through lane, and one exclusive through lane. The northbound Hartford Avenue approach provides one shared left-turn and right-turn lane and is "stop" controlled.

Analysis

All movements at this stop-controlled intersection will operate at LOS A during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, all movements at this intersection will operate at LOS B or better during both the weekday morning and evening peak hours.

Atlantic Avenue and Lincoln Place

Intersection Geometry

The intersection of Atlantic Avenue and Lincoln Place is an existing T-shaped intersection with stop control along the northbound Lincoln Place approach. The eastbound Atlantic Avenue approach provides one exclusive through lane, and one shared through and right-turn lane. The westbound Atlantic Avenue approach provides one left-turn lane and two through lanes. The northbound Lincoln Place approach provides one shared left-turn and right-turn lane and is "stop" controlled.

Analysis

All movements at this stop-controlled intersection will operate at LOS B or better during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, all movements at this intersection will continue to operate at LOS B or better during both the weekday morning and evening peak hours.

CONCLUSIONS

Langan finds that the proposed development will not significantly impact area traffic operations during peak hours. Based on our analyses, we determined the adjacent roadway network has sufficient capacity to accommodate the site-generated trips associated with the proposed development. More specifically, in the Build condition all intersections are expected to operate at an overall level of service C, or better. Additionally, the traffic counts collected for this study, in March 2019, indicate that the fully built and occupied Stockton University Atlantic City Campus Project and South Jersey Gas Corporate Office project is generating significantly less vehicular and pedestrian traffic compared to what was estimated in the Traffic Impact Study dated 5 February 2016.

The additional pedestrian traffic along Atlantic Avenue is not expected to significantly impact traffic operations in the study area. All study area intersections are anticipated to continue to operate at acceptable levels of service. We expect the current pedestrian intervals provide adequate crossing time and will be able to accommodate the increase of pedestrian traffic associated with the proposed development.

\\langan.com\data\LAW\data1\130140101\Project Data_Discipline\Traffic\Reports\2019-04-08 TIS Atlantic City DEVCO.docx

APPENDIX A
TRAFFIC COUNTS

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Atlantic City, NJ
Ventnor Ave & Albany Blvd
Thursday, March 28, 2019
Location: 39.351391, -74.45507

Count Name: Ventnor Ave/Albany Blvd
Site Code:
Start Date: 03/28/2019
Page No: 1

Turning Movement Data

Start Time	Ventnor Ave. Eastbound							Ventnor Ave. Westbound						Albany Blvd. Northbound							Albany Blvd. Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	54	16	3	0	0	1	73	3	11	42	0	0	56	0	26	0	0	0	1	26	1	55	9	2	0	4	67	222
7:15 AM	49	23	2	3	0	1	77	0	17	36	0	0	53	0	47	0	0	0	0	47	1	84	10	4	0	7	99	276
7:30 AM	76	28	5	1	0	2	110	2	32	44	0	0	78	0	47	0	0	0	4	47	0	119	13	5	0	9	137	372
7:45 AM	70	33	5	1	0	2	109	3	27	39	0	2	69	0	40	0	0	0	5	40	1	113	23	0	0	13	137	355
Hourly Total	249	100	15	5	0	6	369	8	87	161	0	2	256	0	160	0	0	0	10	160	3	371	55	11	0	33	440	1225
8:00 AM	51	25	6	3	0	2	85	0	19	49	0	0	68	1	52	1	0	0	2	54	0	84	24	3	0	26	111	318
8:15 AM	79	47	11	0	0	1	137	1	31	58	0	0	90	0	40	1	0	0	2	41	2	93	24	3	0	15	122	390
8:30 AM	46	44	4	1	0	1	95	1	27	49	0	0	77	0	45	0	0	0	0	45	3	105	24	0	0	5	132	349
8:45 AM	49	35	8	1	0	3	93	1	21	33	0	0	55	1	43	0	0	0	4	44	1	71	14	2	0	8	88	280
Hourly Total	225	151	29	5	0	7	410	3	98	189	0	0	290	2	180	2	0	0	8	184	6	353	86	8	0	54	453	1337
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	55	36	5	0	0	0	96	2	29	99	0	0	130	1	88	2	0	0	7	91	1	88	24	1	0	13	114	431
4:15 PM	58	29	10	1	0	0	98	0	42	107	0	0	149	0	104	0	0	0	4	104	3	94	16	2	0	20	115	466
4:30 PM	91	41	6	1	0	1	139	0	33	74	0	1	107	0	90	0	0	0	7	90	0	98	19	5	0	23	122	458
4:45 PM	79	35	4	0	0	1	118	0	45	74	0	0	119	0	78	0	0	0	9	78	0	83	25	3	0	16	111	426
Hourly Total	283	141	25	2	0	2	451	2	149	354	0	1	505	1	360	2	0	0	27	363	4	363	84	11	0	72	462	1781
5:00 PM	54	36	6	4	0	0	100	1	46	110	0	1	157	0	81	0	0	0	4	81	0	87	27	4	1	11	119	457
5:15 PM	80	46	6	0	0	6	132	0	29	104	0	0	133	1	70	0	0	0	6	71	0	91	25	4	0	11	120	456
5:30 PM	56	37	7	3	0	0	103	2	36	87	0	0	125	0	61	1	0	0	3	62	1	85	38	1	0	20	125	415
5:45 PM	80	41	9	0	0	0	130	1	34	66	0	0	101	0	55	0	0	0	4	55	1	96	26	5	0	28	128	414
Hourly Total	270	160	28	7	0	6	465	4	145	367	0	1	516	1	267	1	0	0	17	269	2	359	116	14	1	70	492	1742
Grand Total	1027	552	97	19	0	21	1695	17	479	1071	0	4	1567	4	967	5	0	0	62	976	15	1446	341	44	1	229	1847	6085
Approach %	60.6	32.6	5.7	1.1	0.0	-	-	1.1	30.6	68.3	0.0	-	-	0.4	99.1	0.5	0.0	0.0	-	-	0.8	78.3	18.5	2.4	0.1	-	-	-
Total %	16.9	9.1	1.6	0.3	0.0	-	27.9	0.3	7.9	17.6	0.0	-	25.8	0.1	15.9	0.1	0.0	0.0	-	16.0	0.2	23.8	5.6	0.7	0.0	-	30.4	-
Lights	995	516	44	9	0	-	1564	17	435	1025	0	-	1477	4	939	4	0	0	-	947	15	1374	319	42	1	-	1751	5739
% Lights	96.9	93.5	45.4	47.4	-	-	92.3	100.0	90.8	95.7	-	-	94.3	100.0	97.1	80.0	-	-	-	97.0	100.0	95.0	93.5	95.5	100.0	-	94.8	94.3
Buses	26	25	51	10	0	-	112	0	26	34	0	-	60	0	13	0	0	0	-	13	0	48	13	1	0	-	62	247
% Buses	2.5	4.5	52.6	52.6	-	-	6.6	0.0	5.4	3.2	-	-	3.8	0.0	1.3	0.0	-	-	-	1.3	0.0	3.3	3.8	2.3	0.0	-	3.4	4.1
Trucks	6	8	2	0	0	-	16	0	13	12	0	-	25	0	15	1	0	0	-	16	0	24	9	1	0	-	34	91
% Trucks	0.6	1.4	2.1	0.0	-	-	0.9	0.0	2.7	1.1	-	-	1.6	0.0	1.6	20.0	-	-	-	1.6	0.0	1.7	2.6	2.3	0.0	-	1.8	1.5
Bicycles on Road	0	3	0	0	0	-	3	0	5	0	0	-	5	0	0	0	0	0	-	0	0	0	0	0	0	-	0	8
% Bicycles on Road	0.0	0.5	0.0	0.0	-	-	0.2	0.0	1.0	0.0	-	-	0.3	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	15	-	-
% Bicycles on Crosswalk	-	-	-	-	-	14.3	-	-	-	-	-	0.0	-	-	-	-	-	-	4.8	-	-	-	-	-	-	6.6	-	-
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	4	-	-	-	-	-	-	59	-	-	-	-	-	-	214	-	-
% Pedestrians	-	-	-	-	-	85.7	-	-	-	-	-	100.0	-	-	-	-	-	-	95.2	-	-	-	-	-	-	93.4	-	-

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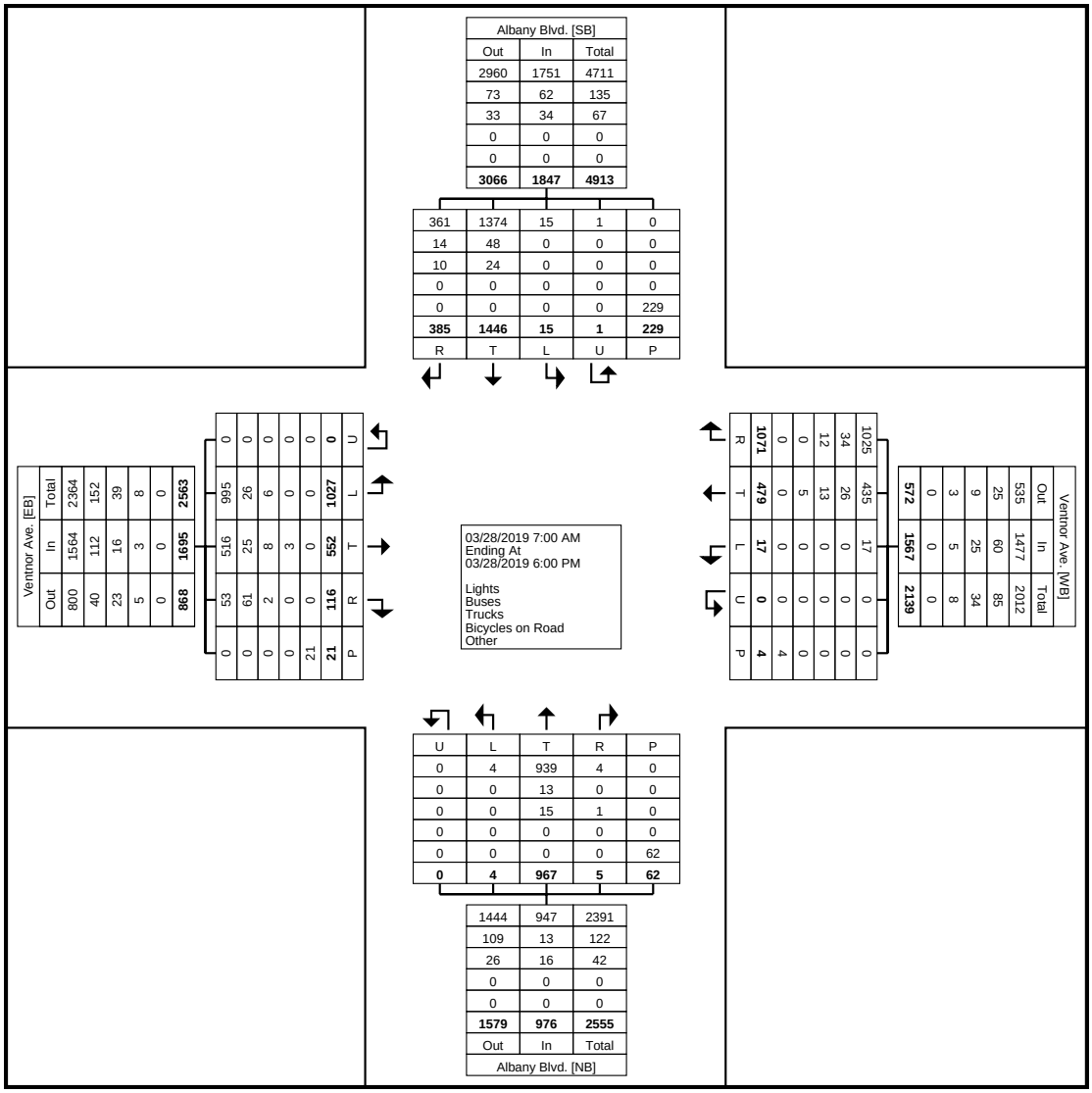
Atlantic City, NJ
Ventnor Ave & Albany Blvd
Thursday, March 28, 2019
Location: 39.351391, -74.45507

Count Name: Ventnor Ave/Albany Blvd
Site Code:
Start Date: 03/28/2019
Page No: 2



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Atlantic City, NJ
Albany Blvd & Atlantic Blvd
Thursday, March 28, 2019
Location: 39.350044, -74.453885

Count Name: Albany Blvd/Atlantic Ave
Site Code:
Start Date: 03/28/2019
Page No: 1

Turning Movement Data

Start Time	Atlantic Ave. Eastbound							Atlantic Ave. Westbound							Albany Blvd. Northbound							Albany Blvd. Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	17	13	7	10	0	11	47	0	5	1	1	0	0	7	14	6	1	1	0	0	22	6	14	20	20	0	0	60	136
7:15 AM	28	20	13	13	0	37	74	0	9	0	2	0	0	11	20	20	0	0	0	1	40	16	17	30	23	0	1	86	211
7:30 AM	27	29	10	20	0	0	86	0	16	0	0	0	0	16	27	19	0	0	0	0	46	25	23	9	58	0	0	115	263
7:45 AM	27	37	15	19	0	3	98	1	17	1	2	0	1	21	24	11	0	0	0	1	35	26	29	15	60	0	1	130	284
Hourly Total	99	99	45	62	0	51	305	1	47	2	5	0	1	55	85	56	1	1	0	2	143	73	83	74	161	0	2	391	894
8:00 AM	28	35	14	18	0	15	95	0	20	0	1	0	0	21	25	27	0	1	0	1	53	22	27	14	33	0	0	96	265
8:15 AM	24	39	11	35	0	12	109	0	8	0	0	0	0	8	29	18	0	1	0	0	48	24	32	17	22	0	3	95	260
8:30 AM	28	42	11	32	0	12	113	0	12	2	0	0	0	14	31	18	1	0	0	0	50	20	32	17	43	0	1	112	289
8:45 AM	22	52	10	25	0	14	109	0	5	0	0	0	0	5	24	19	0	0	0	0	43	18	25	6	38	0	2	87	244
Hourly Total	102	168	46	110	0	53	426	0	45	2	1	0	0	48	109	82	1	2	0	1	194	84	116	54	136	0	6	390	1058
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	47	53	13	11	0	14	124	0	24	1	0	0	0	25	48	41	1	2	0	0	92	22	29	9	29	0	0	89	330
4:15 PM	35	47	14	17	0	8	113	1	15	0	3	0	0	19	63	56	2	0	0	0	121	27	31	8	44	0	0	110	363
4:30 PM	61	48	9	12	0	3	130	0	21	0	1	0	0	22	49	27	1	0	0	1	77	22	36	5	37	0	0	100	329
4:45 PM	40	48	19	10	0	38	117	0	30	0	0	0	0	30	35	33	1	0	0	0	69	21	30	17	28	0	0	96	312
Hourly Total	183	196	55	50	0	63	484	1	90	1	4	0	0	96	195	157	5	2	0	1	359	92	126	39	138	0	0	395	1334
5:00 PM	41	41	20	8	0	24	110	1	23	1	0	0	0	25	62	44	1	0	0	0	107	22	31	10	36	0	0	99	341
5:15 PM	34	44	13	15	1	7	107	0	19	3	1	0	0	23	45	27	0	0	0	0	72	14	29	15	36	0	3	94	296
5:30 PM	36	35	15	20	0	26	106	0	14	3	1	0	0	18	52	24	3	0	0	1	79	18	25	9	43	0	0	95	298
5:45 PM	25	35	17	22	0	10	99	1	28	3	0	0	0	32	38	29	3	1	0	6	71	22	39	16	29	0	5	106	308
Hourly Total	136	155	65	65	1	67	422	2	84	10	2	0	0	98	197	124	7	1	0	7	329	76	124	50	144	0	8	394	1243
Grand Total	520	618	211	287	1	234	1637	4	266	15	12	0	1	297	586	419	14	6	0	11	1025	325	449	217	579	0	16	1570	4529
Approach %	31.8	37.8	12.9	17.5	0.1	-	-	1.3	89.6	5.1	4.0	0.0	-	-	57.2	40.9	1.4	0.6	0.0	-	-	20.7	28.6	13.8	36.9	0.0	-	-	-
Total %	11.5	13.6	4.7	6.3	0.0	-	36.1	0.1	5.9	0.3	0.3	0.0	-	6.6	12.9	9.3	0.3	0.1	0.0	-	22.6	7.2	9.9	4.8	12.8	0.0	-	34.7	-
Lights	495	599	207	280	1	-	1582	4	255	15	12	0	-	286	518	410	14	4	0	-	946	293	380	205	557	0	-	1435	4249
% Lights	95.2	96.9	98.1	97.6	100.0	-	96.6	100.0	95.9	100.0	100.0	-	-	96.3	88.4	97.9	100.0	66.7	-	-	92.3	90.2	84.6	94.5	96.2	-	-	91.4	93.8
Buses	11	4	2	2	0	-	19	0	5	0	0	0	-	5	62	2	0	0	0	-	64	25	61	8	15	0	-	109	197
% Buses	2.1	0.6	0.9	0.7	0.0	-	1.2	0.0	1.9	0.0	0.0	-	-	1.7	10.6	0.5	0.0	0.0	-	-	6.2	7.7	13.6	3.7	2.6	-	-	6.9	4.3
Trucks	14	12	2	5	0	-	33	0	6	0	0	0	-	6	6	7	0	1	0	-	14	7	8	4	7	0	-	26	79
% Trucks	2.7	1.9	0.9	1.7	0.0	-	2.0	0.0	2.3	0.0	0.0	-	-	2.0	1.0	1.7	0.0	16.7	-	-	1.4	2.2	1.8	1.8	1.2	-	-	1.7	1.7
Bicycles on Road	0	3	0	0	0	-	3	0	0	0	0	0	-	0	0	0	0	1	0	-	1	0	0	0	0	0	-	0	4
% Bicycles on Road	0.0	0.5	0.0	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	16.7	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.9	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	6.3	-	-
Pedestrians	-	-	-	-	-	232	-	-	-	-	-	-	1	-	-	-	-	-	-	11	-	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	99.1	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	93.8	-	-

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Atlantic City, NJ
Albany Blvd & Atlantic Blvd
Thursday, March 28, 2019
Location: 39.350044, -74.453885

Count Name: Albany Blvd/Atlantic Ave
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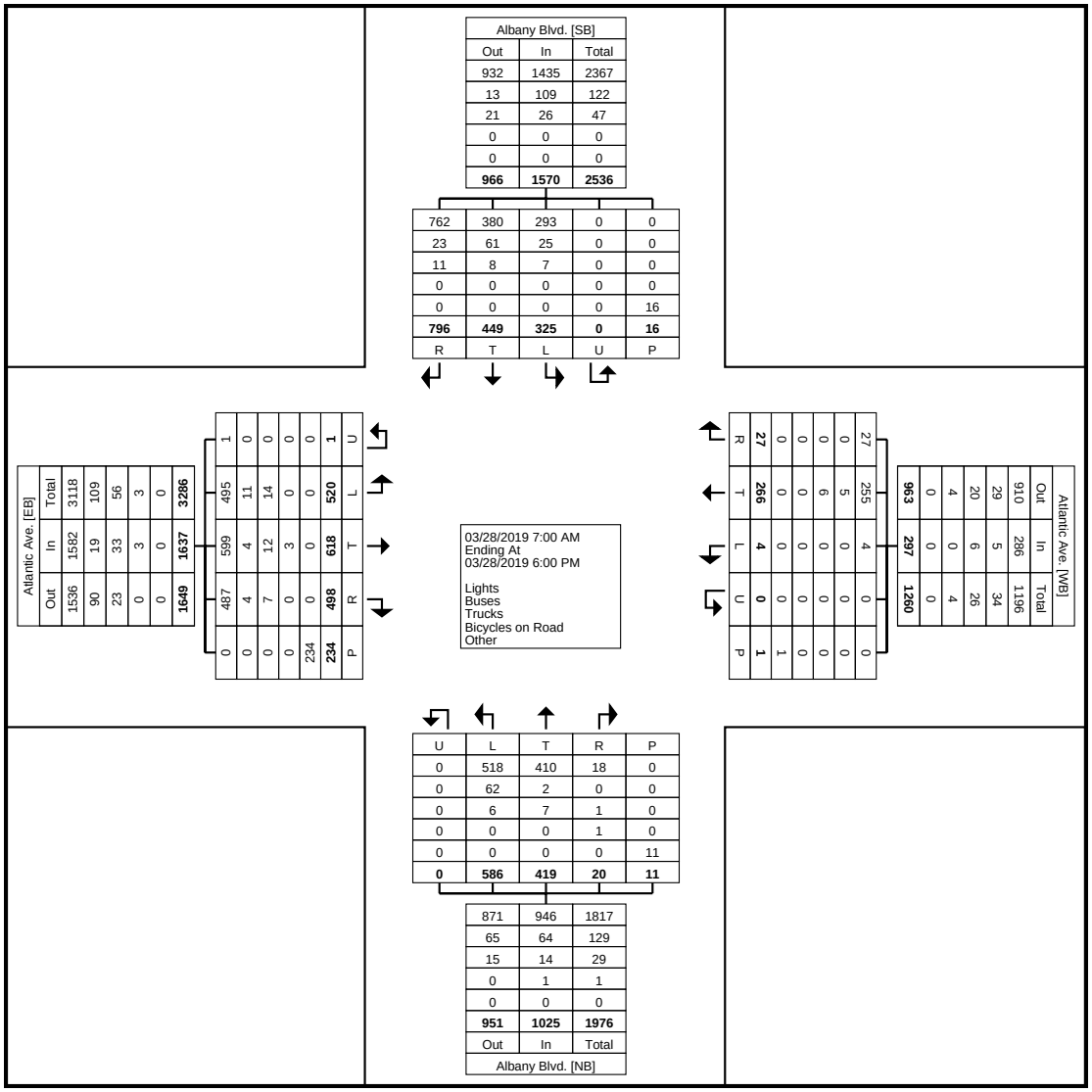

Turning Movement Data Plot

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Atlantic City, NJ
Trenton Ave & Ventnor Ave
Thursday, March 28, 2019
Location: 39.350929, -74.455986

Count Name: Trenton Ave/Ventnor Ave
Site Code:
Start Date: 03/28/2019
Page No: 1

Turning Movement Data

Start Time	Ventnor Ave. Eastbound							Ventnor Ave Westbound							S. Trenton Ave. Northbound							N. Trenton Ave. Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	53	0	0	0	0	53	0	24	0	0	0	0	24	2	0	8	7	0	1	17	2	0	4	7	0	9	13	107
7:15 AM	0	58	0	0	0	5	58	0	30	0	0	0	2	30	2	0	6	9	0	3	17	2	0	5	6	0	10	13	118
7:30 AM	0	73	0	0	0	2	73	0	44	0	0	0	2	44	0	0	21	14	0	7	35	4	0	15	17	0	10	36	188
7:45 AM	0	77	0	0	0	0	77	0	54	0	0	0	1	54	1	0	18	11	0	8	30	1	0	22	24	0	10	47	208
Hourly Total	0	261	0	0	0	7	261	0	152	0	0	0	5	152	5	0	53	41	0	19	99	9	0	46	54	0	39	109	621
8:00 AM	0	61	0	0	0	1	61	0	43	0	0	0	3	43	2	0	11	12	0	4	25	2	0	11	27	0	24	40	169
8:15 AM	1	103	0	0	0	2	104	0	59	0	0	0	1	59	5	0	19	13	0	6	37	3	0	8	28	0	16	39	239
8:30 AM	0	72	0	0	0	2	72	1	52	0	0	0	2	53	6	0	10	12	0	0	28	1	0	2	15	0	9	18	171
8:45 AM	0	78	0	0	0	2	78	0	44	0	0	0	1	44	4	0	8	6	0	4	18	4	0	5	8	0	8	17	157
Hourly Total	1	314	0	0	0	7	315	1	198	0	0	0	7	199	17	0	48	43	0	14	108	10	0	26	78	0	57	114	736
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	79	0	0	0	5	79	0	55	0	0	1	5	56	2	0	7	6	0	10	15	5	0	18	19	0	12	42	192
4:15 PM	0	74	0	0	0	14	74	0	58	0	0	0	6	58	3	0	13	8	0	6	24	4	0	11	22	0	28	37	193
4:30 PM	0	109	0	0	0	4	109	0	59	0	0	0	4	59	1	0	16	9	0	10	26	1	0	13	24	0	16	38	232
4:45 PM	0	102	0	0	0	3	102	0	71	0	0	1	1	72	3	0	11	7	0	12	21	3	0	14	25	0	17	42	237
Hourly Total	0	364	0	0	0	26	364	0	243	0	0	2	16	245	9	0	47	30	0	38	86	13	0	56	90	0	73	159	854
5:00 PM	0	87	0	0	0	4	87	0	79	0	0	0	2	79	6	0	7	5	0	5	18	0	0	16	26	0	14	42	226
5:15 PM	0	100	0	0	0	0	100	0	64	0	0	0	1	64	4	0	16	6	0	9	26	4	0	18	24	0	10	46	236
5:30 PM	0	80	0	0	0	11	80	0	75	0	0	0	2	75	1	0	8	7	0	6	16	7	0	22	23	0	26	52	223
5:45 PM	0	107	0	0	0	3	107	0	63	0	0	0	2	63	1	0	18	3	0	4	22	5	0	20	17	0	28	42	234
Hourly Total	0	374	0	0	0	18	374	0	281	0	0	0	7	281	12	0	49	21	0	24	82	16	0	76	90	0	78	182	919
Grand Total	1	1313	0	0	0	58	1314	1	874	0	0	2	35	877	43	0	197	135	0	95	375	48	0	204	312	0	247	564	3130
Approach %	0.1	99.9	0.0	0.0	0.0	-	-	0.1	99.7	0.0	0.0	0.2	-	-	11.5	0.0	52.5	36.0	0.0	-	-	8.5	0.0	36.2	55.3	0.0	-	-	-
Total %	0.0	41.9	0.0	0.0	0.0	-	42.0	0.0	27.9	0.0	0.0	0.1	-	28.0	1.4	0.0	6.3	4.3	0.0	-	12.0	1.5	0.0	6.5	10.0	0.0	-	18.0	-
Lights	0	1198	0	0	0	-	1198	0	811	0	0	2	-	813	42	0	186	129	0	-	357	46	0	202	310	0	-	558	2926
% Lights	0.0	91.2	-	-	-	-	91.2	0.0	92.8	-	-	100.0	-	92.7	97.7	-	94.4	95.6	-	-	95.2	95.8	-	99.0	99.4	-	-	98.9	93.5
Buses	0	102	0	0	0	-	102	0	40	0	0	0	-	40	1	0	9	3	0	-	13	1	0	1	0	0	-	2	157
% Buses	0.0	7.8	-	-	-	-	7.8	0.0	4.6	-	-	0.0	-	4.6	2.3	-	4.6	2.2	-	-	3.5	2.1	-	0.5	0.0	-	-	0.4	5.0
Trucks	0	12	0	0	0	-	12	0	19	0	0	0	-	19	0	0	2	1	0	-	3	1	0	0	0	0	-	1	35
% Trucks	0.0	0.9	-	-	-	-	0.9	0.0	2.2	-	-	0.0	-	2.2	0.0	-	1.0	0.7	-	-	0.8	2.1	-	0.0	0.0	-	-	0.2	1.1
Bicycles on Road	1	1	0	0	0	-	2	1	4	0	0	0	-	5	0	0	0	2	0	-	2	0	0	1	2	0	-	3	12
% Bicycles on Road	100.0	0.1	-	-	-	-	0.2	100.0	0.5	-	-	0.0	-	0.6	0.0	-	0.0	1.5	-	-	0.5	0.0	-	0.5	0.6	-	-	0.5	0.4
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	-	-	19	-	-
% Bicycles on Crosswalk	-	-	-	-	-	1.7	-	-	-	-	-	-	5.7	-	-	-	-	-	-	5.3	-	-	-	-	-	-	7.7	-	-
Pedestrians	-	-	-	-	-	57	-	-	-	-	-	-	33	-	-	-	-	-	-	90	-	-	-	-	-	-	228	-	-
% Pedestrians	-	-	-	-	-	98.3	-	-	-	-	-	-	94.3	-	-	-	-	-	-	94.7	-	-	-	-	-	-	92.3	-	-

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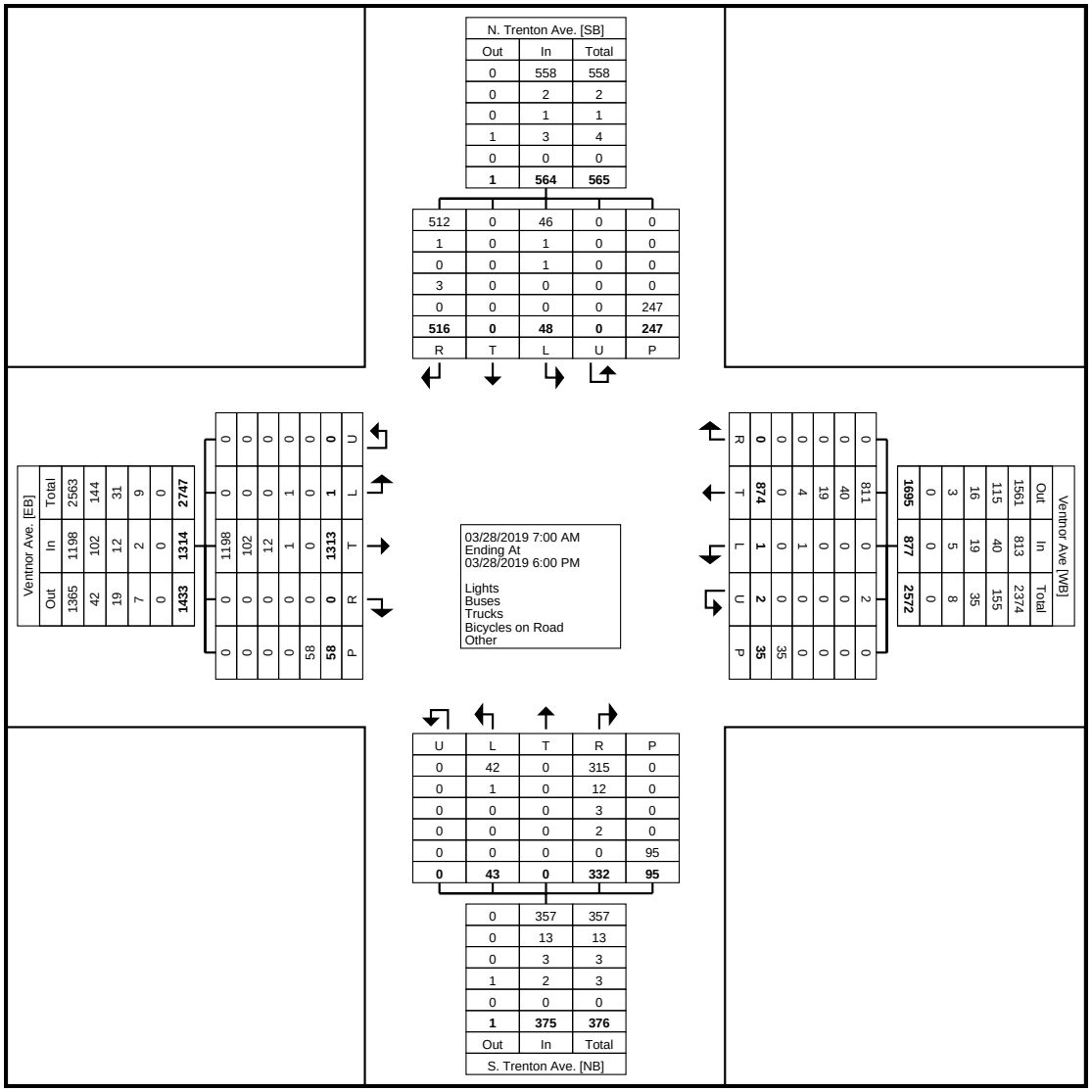
Atlantic City, NJ
Trenton Ave & Ventnor Ave
Thursday, March 28, 2019
Location: 39.350929, -74.455986

Count Name: Trenton Ave/Ventnor Ave
Site Code:
Start Date: 03/28/2019
Page No: 2



Turning Movement Data Plot

Roosevelt Pl/Trenton Ave/Atlantic Ave. - TMC
Thu Mar 28, 2019
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 636078, Location: 39.349668, -74.454842

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

Leg	Atlantic Ave.								Atlantic Ave.									Roosevelt Pl.							
Direction	Eastbound								Westbound									Northbound							
Time	R	T	BL	L	U	RR	App	Ped*	HR	R	T	L	U	HRR	RR	App	Ped*	R	BR	T	L	U	RR	App	Ped*
2019-03-28 7:00AM	0	47	0	13	0	0	**60**	0	6	2	52	0	0	0	0	**60**	3	0	0	1	1	0	0	**2**	1
7:15AM	0	69	0	13	0	0	**82**	0	6	2	73	0	0	0	0	**81**	12	0	0	0	0	0	1	**1**	2
7:30AM	0	86	0	29	0	0	**115**	0	5	2	104	0	0	0	0	**111**	0	0	0	0	0	0	7	**7**	5
7:45AM	0	90	0	26	0	0	**116**	1	4	3	111	0	0	0	0	**118**	0	0	1	0	1	0	3	**5**	1
Hourly Total	0	292	0	81	0	0	**373**	1	21	9	340	0	0	0	0	**370**	15	0	1	1	2	0	11	**15**	9
8:00AM	0	90	1	17	0	0	**108**	0	7	2	82	0	0	1	0	**92**	9	2	0	0	0	0	3	**5**	1
8:15AM	0	108	2	28	0	0	**138**	0	3	4	66	0	0	0	0	**73**	4	1	0	0	0	0	1	**2**	0
8:30AM	0	108	2	22	0	0	**132**	1	16	2	83	0	0	0	0	**101**	2	2	0	0	3	0	1	**6**	2
8:45AM	0	107	0	9	0	0	**116**	0	4	4	65	0	0	0	0	**73**	2	0	0	0	0	0	1	**1**	1
Hourly Total	0	413	5	76	0	0	**494**	1	30	12	296	0	0	1	0	**339**	17	5	0	0	3	0	6	**14**	4
4:00PM	0	98	0	7	0	0	**105**	3	4	1	105	0	0	0	0	**110**	5	16	0	3	1	0	14	**34**	4
4:15PM	0	105	0	13	0	0	**118**	5	0	4	126	0	0	0	0	**130**	3	6	0	5	1	0	6	**18**	5
4:30PM	0	103	1	8	1	0	**113**	1	0	3	110	0	0	0	0	**113**	1	17	0	5	0	0	20	**42**	9
4:45PM	0	92	0	10	0	0	**102**	3	3	6	101	0	0	0	1	**111**	2	3	0	0	5	0	18	**26**	9
Hourly Total	0	398	1	38	1	0	**438**	12	7	14	442	0	0	0	1	**464**	11	42	0	13	7	0	58	**120**	27
5:00PM	0	92	0	11	0	0	**103**	1	1	6	125	0	1	0	1	**134**	9	5	0	0	1	0	12	**18**	2
5:15PM	0	87	0	14	1	0	**102**	1	1	5	108	0	0	0	0	**114**	3	5	0	0	0	0	11	**16**	7
5:30PM	0	97	1	10	0	0	**108**	1	8	1	109	0	0	0	0	**118**	2	2	0	0	1	0	10	**13**	6
5:45PM	0	79	0	15	0	0	**94**	1	3	6	95	0	0	0	0	**104**	11	2	0	0	0	0	4	**6**	5
Hourly Total	0	355	1	50	1	0	**407**	4	13	18	437	0	1	0	1	**470**	25	14	0	0	2	0	37	**53**	20
Total	0	1458	7	245	2	0	**1712**	18	71	53	1515	0	1	1	2	**1643**	68	61	1	14	14	0	112	**202**	60
% Approach	0%	85.2%	0.4%	14.3%	0.1%	0%	**-**	-	4.3%	3.2%	92.2%	0%	0.1%	0.1%	0.1%	**-**	-	30.2%	0.5%	6.9%	6.9%	0%	55.4%	**-**	-
% Total	0%	40.8%	0.2%	6.9%	0.1%	0%	**47.9%**	-	2.0%	1.5%	42.4%	0%	0%	0%	0.1%	**46.0%**	-	1.7%	0%	0.4%	0.4%	0%	3.1%	**5.7%**	-
Lights	0	1413	7	242	2	0	**1664**	-	54	53	1421	0	1	1	2	**1532**	-	60	1	13	14	0	112	**200**	-
% Lights	0%	96.9%	100%	98.8%	100%	0%	**97.2%**	-	76.1%	100%	93.8%	0%	100%	100%	100%	**93.2%**	-	98.4%	100%	92.9%	100%	0%	100%	**99.0%**	-
Articulated Trucks and Single-Unit Trucks	0	26	0	1	0	0	**27**	-	1	0	21	0	0	0	0	**22**	-	1	0	0	0	0	0	**1**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.8%	0%	0.4%	0%	0%	**1.6%**	-	1.4%	0%	1.4%	0%	0%	0%	0%	**1.3%**	-	1.6%	0%	0%	0%	0%	0%	**0.5%**	-
Buses	0	19	0	1	0	0	**20**	-	16	0	72	0	0	0	0	**88**	-	0	0	0	0	0	0	**0**	-
% Buses	0%	1.3%	0%	0.4%	0%	0%	**1.2%**	-	22.5%	0%	4.8%	0%	0%	0%	0%	**5.4%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Bicycles on Road	0	0	0	1	0	0	**1**	-	0	0	1	0	0	0	0	**1**	-	0	0	1	0	0	0	**1**	-
% Bicycles on Road	0%	0%	0%	0.4%	0%	0%	**0.1%**	-	0%	0%	0.1%	0%	0%	0%	0%	**0.1%**	-	0%	0%	7.1%	0%	0%	0%	**0.5%**	-
Pedestrians	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	68	-	-	-	-	-	-	-	56
% Pedestrians	-	-	-	-	-	-	-	94.4%	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	93.3%
Bicycles on Crosswalk	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	4
% Bicycles on Crosswalk	-	-	-	-	-	-	-	5.6%	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	6.7%

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

Roosevelt Pl/Trenton Ave/Atlantic Ave. - TMC
Thu Mar 28, 2019
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 636078, Location: 39.349668, -74.454842

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

Leg Direction	Trenton Ave. Southbound								Northeast Southwestbound							
Time	R	T	L	HL	U	RR	**App**	Ped*	HR	BR	BL	HL	U	**App**	Ped*	**Int**
2019-03-28 7:00AM	0	0	0	0	0	0	**0**	1	0	0	0	1	0	**1**	1	**123**
7:15AM	0	0	0	0	0	0	**0**	2	0	0	0	1	0	**1**	3	**165**
7:30AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**233**
7:45AM	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	**239**
Hourly Total	0	0	0	0	0	0	**0**	4	0	0	0	2	0	**2**	4	**760**
8:00AM	0	0	0	0	0	0	**0**	1	2	1	0	2	0	**5**	1	**210**
8:15AM	0	0	0	0	0	0	**0**	2	0	0	0	1	0	**1**	5	**214**
8:30AM	0	0	0	0	0	0	**0**	1	0	0	0	1	0	**1**	1	**240**
8:45AM	0	0	0	0	0	0	**0**	3	0	0	0	1	0	**1**	3	**191**
Hourly Total	0	0	0	0	0	0	**0**	7	2	1	0	5	0	**8**	10	**855**
4:00PM	0	0	0	0	0	0	**0**	3	1	3	0	0	0	**4**	2	**253**
4:15PM	0	0	0	0	0	0	**0**	3	1	0	0	1	0	**2**	2	**268**
4:30PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	3	**268**
4:45PM	0	0	0	0	0	0	**0**	3	0	0	0	0	0	**0**	6	**239**
Hourly Total	0	0	0	0	0	0	**0**	9	2	3	0	1	0	**6**	13	**1028**
5:00PM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**255**
5:15PM	0	0	0	0	0	0	**0**	2	0	0	0	0	0	**0**	3	**232**
5:30PM	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	**239**
5:45PM	0	0	0	0	0	0	**0**	5	0	1	0	0	0	**1**	7	**205**
Hourly Total	0	0	0	0	0	0	**0**	8	0	1	0	0	0	**1**	11	**931**
Total	0	0	0	0	0	0	**0**	28	4	5	0	8	0	**17**	38	**3574**
% Approach	0%	0%	0%	0%	0%	0%	**-**	-	23.5%	29.4%	0%	47.1%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	0%	0%	**0%**	-	0.1%	0.1%	0%	0.2%	0%	**0.5%**	-	**-**
Lights	0	0	0	0	0	0	**0**	-	4	5	0	7	0	**16**	-	3412
% Lights	0%	0%	0%	0%	0%	0%	**-**	-	100%	100%	0%	87.5%	0%	**94.1%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	0	0	0	1	0	**1**	-	51
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	12.5%	0%	**5.9%**	-	1.4%
Buses	0	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	108
% Buses	0%	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	3.0%
Bicycles on Road	0	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	-	24	-	-	-	-	-	-	37	
% Pedestrians	-	-	-	-	-	-	-	85.7%	-	-	-	-	-	-	97.4%	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	4	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	14.3%	-	-	-	-	-	-	2.6%	-

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

Roosevelt Pl/Trenton Ave/Atlantic Ave. - TMC
Thu Mar 28, 2019
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 636078, Location: 39.349668, -74.454842

Provided by: Tri-State Traffic Data, Inc.
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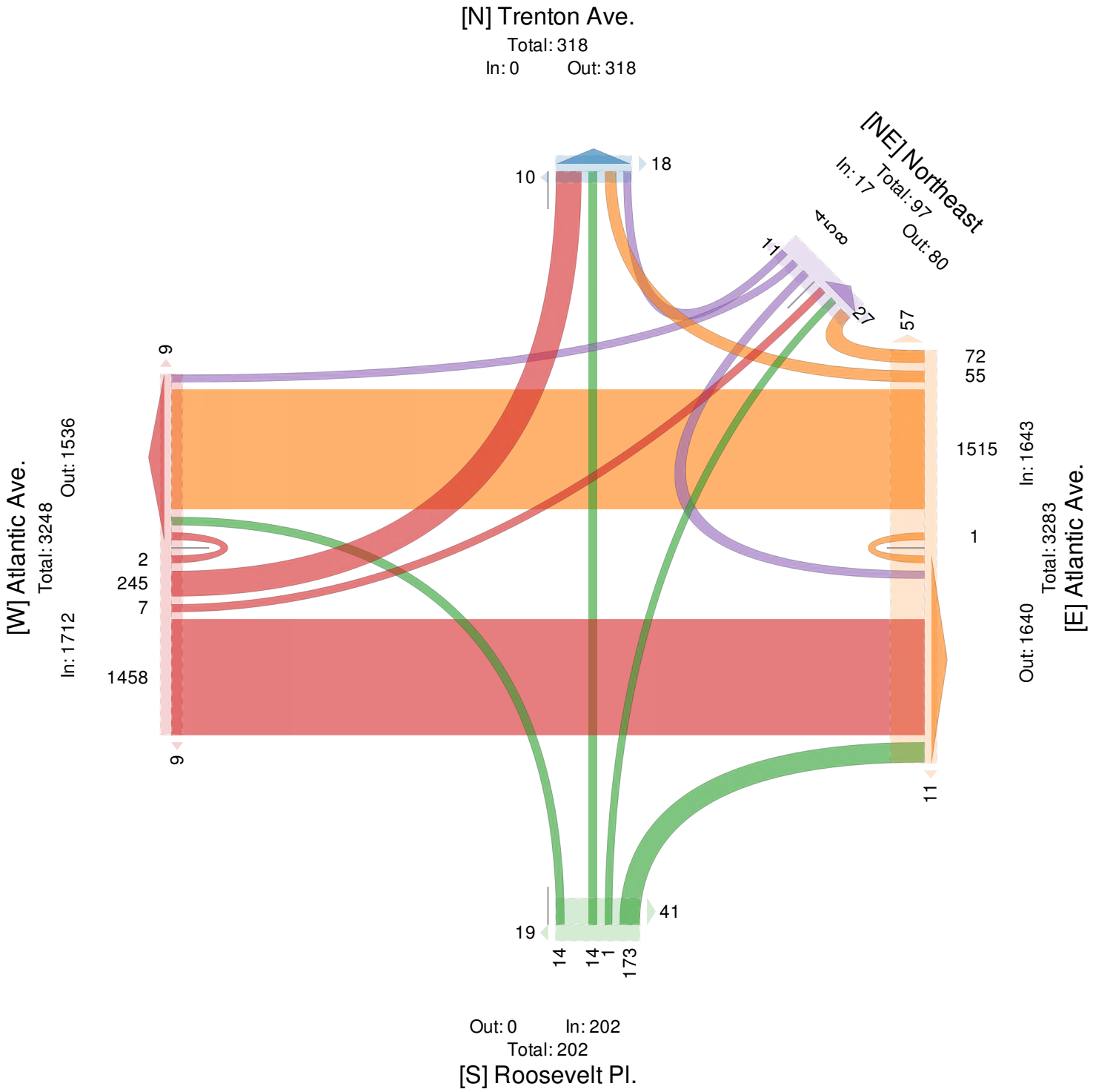

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Atlantic City, NJ
Pacific Ave & Harford Ave
Thursday, March 28, 2019
Location: 39.350304, -74.452591

Count Name: Pacific Ave/Hartford Ave
Site Code:
Start Date: 03/28/2019
Page No: 1

Turning Movement Data

Start Time	Pacific Ave. Eastbound							Pacific Ave. Westbound							Hartford Ave. Northbound							Hartford Ave. Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	30	0	0	0	0	30	1	27	1	0	0	3	29	3	0	0	0	0	1	3	1	0	0	0	0	1	1	63
7:15 AM	1	39	0	1	0	1	41	0	37	1	0	0	1	38	1	0	0	0	0	1	1	1	0	0	0	0	0	1	81
7:30 AM	0	51	2	0	0	1	53	0	43	1	0	0	1	44	0	1	0	0	0	1	1	0	0	0	0	0	0	0	98
7:45 AM	1	60	1	0	0	0	62	0	34	1	0	0	2	35	1	0	0	0	0	0	1	0	0	1	0	0	2	1	99
Hourly Total	2	180	3	1	0	2	186	1	141	4	0	0	7	146	5	1	0	0	0	3	6	2	0	1	0	0	3	3	341
8:00 AM	0	49	5	1	0	0	55	0	48	1	0	0	1	49	1	0	0	0	0	0	1	0	1	0	0	1	0	2	107
8:15 AM	1	73	3	0	0	0	77	1	40	2	0	0	5	43	2	2	0	0	0	0	4	0	0	1	0	0	4	1	125
8:30 AM	0	71	5	0	0	0	76	4	48	0	0	0	0	52	1	0	1	0	0	0	2	0	0	1	0	0	0	1	131
8:45 AM	0	56	0	1	0	0	57	2	39	2	0	0	0	43	0	1	0	0	0	1	1	0	0	0	0	0	0	0	101
Hourly Total	1	249	13	2	0	0	265	7	175	5	0	0	6	187	4	3	1	0	0	1	8	0	1	2	0	1	4	4	464
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	50	3	0	0	2	54	3	92	1	0	0	3	96	3	2	0	0	0	3	5	0	0	0	1	0	3	1	156
4:15 PM	1	58	1	0	0	0	60	0	110	3	0	0	1	113	5	0	0	0	0	3	5	1	0	3	0	0	0	4	182
4:30 PM	1	54	2	0	0	0	57	1	69	2	0	0	0	72	2	0	1	0	0	2	3	0	0	1	0	0	0	1	133
4:45 PM	1	51	3	1	0	0	56	0	78	2	0	0	1	80	0	1	3	1	0	1	5	0	0	0	0	0	1	0	141
Hourly Total	4	213	9	1	0	2	227	4	349	8	0	0	5	361	10	3	4	1	0	9	18	1	0	4	1	0	4	6	612
5:00 PM	2	56	2	0	0	0	60	2	96	4	0	0	2	102	1	1	2	0	0	4	4	3	1	0	0	0	0	4	170
5:15 PM	1	52	5	2	0	1	60	1	66	1	0	0	0	68	2	1	0	0	0	0	3	0	1	0	0	0	0	1	132
5:30 PM	0	55	1	1	0	2	57	0	81	0	0	0	0	81	0	0	0	1	0	0	1	0	0	0	0	0	1	0	139
5:45 PM	1	74	2	0	0	0	77	0	72	1	1	0	3	74	1	0	1	0	0	1	2	0	1	1	0	0	2	2	155
Hourly Total	4	237	10	3	0	3	254	3	315	6	1	0	5	325	4	2	3	1	0	5	10	3	3	1	0	0	3	7	596
Grand Total	11	879	35	7	0	7	932	15	980	23	1	0	23	1019	23	9	8	2	0	18	42	6	4	8	1	1	14	20	2013
Approach %	1.2	94.3	3.8	0.8	0.0	-	-	1.5	96.2	2.3	0.1	0.0	-	-	54.8	21.4	19.0	4.8	0.0	-	-	30.0	20.0	40.0	5.0	5.0	-	-	-
Total %	0.5	43.7	1.7	0.3	0.0	-	46.3	0.7	48.7	1.1	0.0	0.0	-	50.6	1.1	0.4	0.4	0.1	0.0	-	2.1	0.3	0.2	0.4	0.0	0.0	-	1.0	-
Lights	10	802	32	7	0	-	851	13	904	23	1	0	-	941	23	9	7	2	0	-	41	6	4	7	1	1	-	19	1852
% Lights	90.9	91.2	91.4	100.0	-	-	91.3	86.7	92.2	100.0	100.0	-	-	92.3	100.0	100.0	87.5	100.0	-	-	97.6	100.0	100.0	87.5	100.0	100.0	-	95.0	92.0
Buses	1	64	2	0	0	-	67	1	64	0	0	0	-	65	0	0	0	0	0	-	0	0	0	0	0	0	-	0	132
% Buses	9.1	7.3	5.7	0.0	-	-	7.2	6.7	6.5	0.0	0.0	-	-	6.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	6.6
Trucks	0	13	0	0	0	-	13	1	12	0	0	0	-	13	0	0	1	0	0	-	1	0	0	1	0	0	-	1	28
% Trucks	0.0	1.5	0.0	0.0	-	-	1.4	6.7	1.2	0.0	0.0	-	-	1.3	0.0	0.0	12.5	0.0	-	-	2.4	0.0	0.0	12.5	0.0	0.0	-	5.0	1.4
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	2.9	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	28.6	-	-	-	-	-	-	0.0	-	-	-	-	-	-	16.7	-	-	-	-	-	-	21.4	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	23	-	-	-	-	-	-	15	-	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	71.4	-	-	-	-	-	-	100.0	-	-	-	-	-	-	83.3	-	-	-	-	-	-	78.6	-	-

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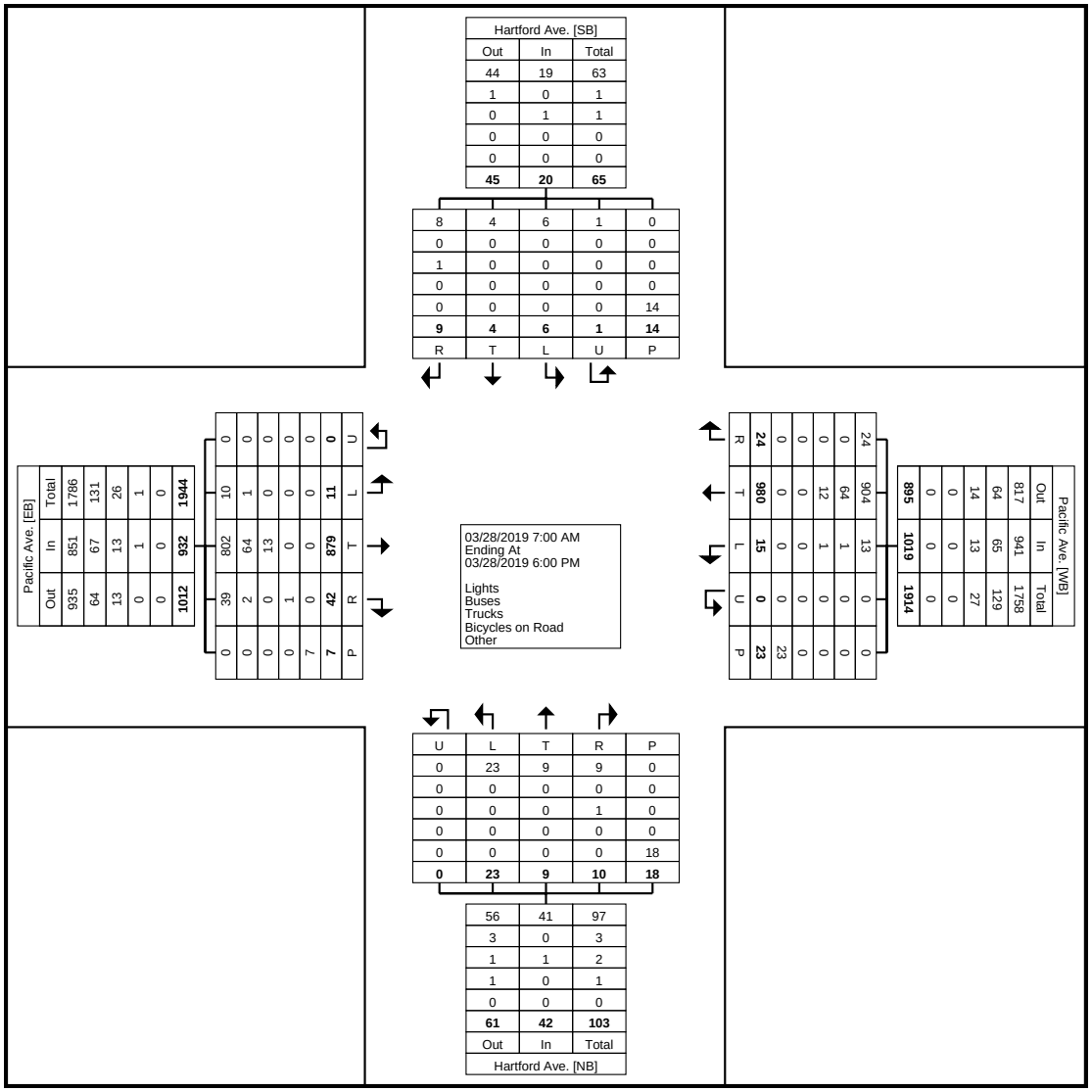
Atlantic City, NJ
Pacific Ave & Harford Ave
Thursday, March 28, 2019
Location: 39.350304, -74.452591

Count Name: Pacific Ave/Hartford Ave
Site Code:
Start Date: 03/28/2019
Page No: 2



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Atlantic City, NJ
Atlantic Ave & Hartford Ave
Thursday, March 28, 2019
Location: 39.350952, -74.453069

Count Name: Atlantic Ave/Hartford Ave
Site Code:
Start Date: 03/28/2019

Turning Movement Data

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	21	0	0	0	21	1	4	0	1	5	3	1	0	0	4	30
7:15 AM	33	1	0	0	34	0	9	0	0	9	2	1	0	0	3	46
7:30 AM	58	0	0	0	58	0	17	0	0	17	2	1	0	1	3	78
7:45 AM	58	0	0	0	58	1	22	0	0	23	1	1	0	1	2	83
Hourly Total	170	1	0	0	171	2	52	0	1	54	8	4	0	2	12	237
8:00 AM	62	0	0	0	62	2	16	0	0	18	1	2	0	1	3	83
8:15 AM	63	0	0	0	63	0	9	0	2	9	2	2	0	0	4	76
8:30 AM	63	0	0	0	63	1	10	0	0	11	1	0	0	0	1	75
8:45 AM	65	0	0	0	65	0	5	0	0	5	0	2	0	0	2	72
Hourly Total	253	0	0	0	253	3	40	0	2	43	4	6	0	1	10	306
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	69	0	0	2	69	1	22	0	4	23	2	1	0	0	3	95
4:15 PM	71	3	0	0	74	1	17	0	1	18	1	5	0	2	6	98
4:30 PM	69	1	0	0	70	0	23	0	0	23	0	3	0	2	3	96
4:45 PM	67	0	0	0	67	0	29	0	0	29	0	4	0	1	4	100
Hourly Total	276	4	0	2	280	2	91	0	5	93	3	13	0	5	16	389
5:00 PM	66	1	0	0	67	4	28	0	0	32	1	6	0	3	7	106
5:15 PM	54	1	1	0	56	2	19	0	0	21	0	3	0	1	3	80
5:30 PM	49	0	0	0	49	0	20	0	1	20	2	2	0	1	4	73
5:45 PM	55	0	2	0	57	2	24	0	0	26	2	3	0	4	5	88
Hourly Total	224	2	3	0	229	8	91	0	1	99	5	14	0	9	19	347
Grand Total	923	7	3	2	933	15	274	0	9	289	20	37	0	17	57	1279
Approach %	98.9	0.8	0.3	-	-	5.2	94.8	0.0	-	-	35.1	64.9	0.0	-	-	-
Total %	72.2	0.5	0.2	-	72.9	1.2	21.4	0.0	-	22.6	1.6	2.9	0.0	-	4.5	-
Lights	874	6	3	-	883	14	262	0	-	276	18	37	0	-	55	1214
% Lights	94.7	85.7	100.0	-	94.6	93.3	95.6	-	-	95.5	90.0	100.0	-	-	96.5	94.9
Buses	30	0	0	-	30	0	5	0	-	5	1	0	0	-	1	36
% Buses	3.3	0.0	0.0	-	3.2	0.0	1.8	-	-	1.7	5.0	0.0	-	-	1.8	2.8
Trucks	17	1	0	-	18	0	7	0	-	7	0	0	0	-	0	25
% Trucks	1.8	14.3	0.0	-	1.9	0.0	2.6	-	-	2.4	0.0	0.0	-	-	0.0	2.0
Bicycles on Road	2	0	0	-	2	1	0	0	-	1	1	0	0	-	1	4
% Bicycles on Road	0.2	0.0	0.0	-	0.2	6.7	0.0	-	-	0.3	5.0	0.0	-	-	1.8	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	5.9	-	-
Pedestrians	-	-	-	2	-	-	-	-	9	-	-	-	-	16	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	94.1	-	-

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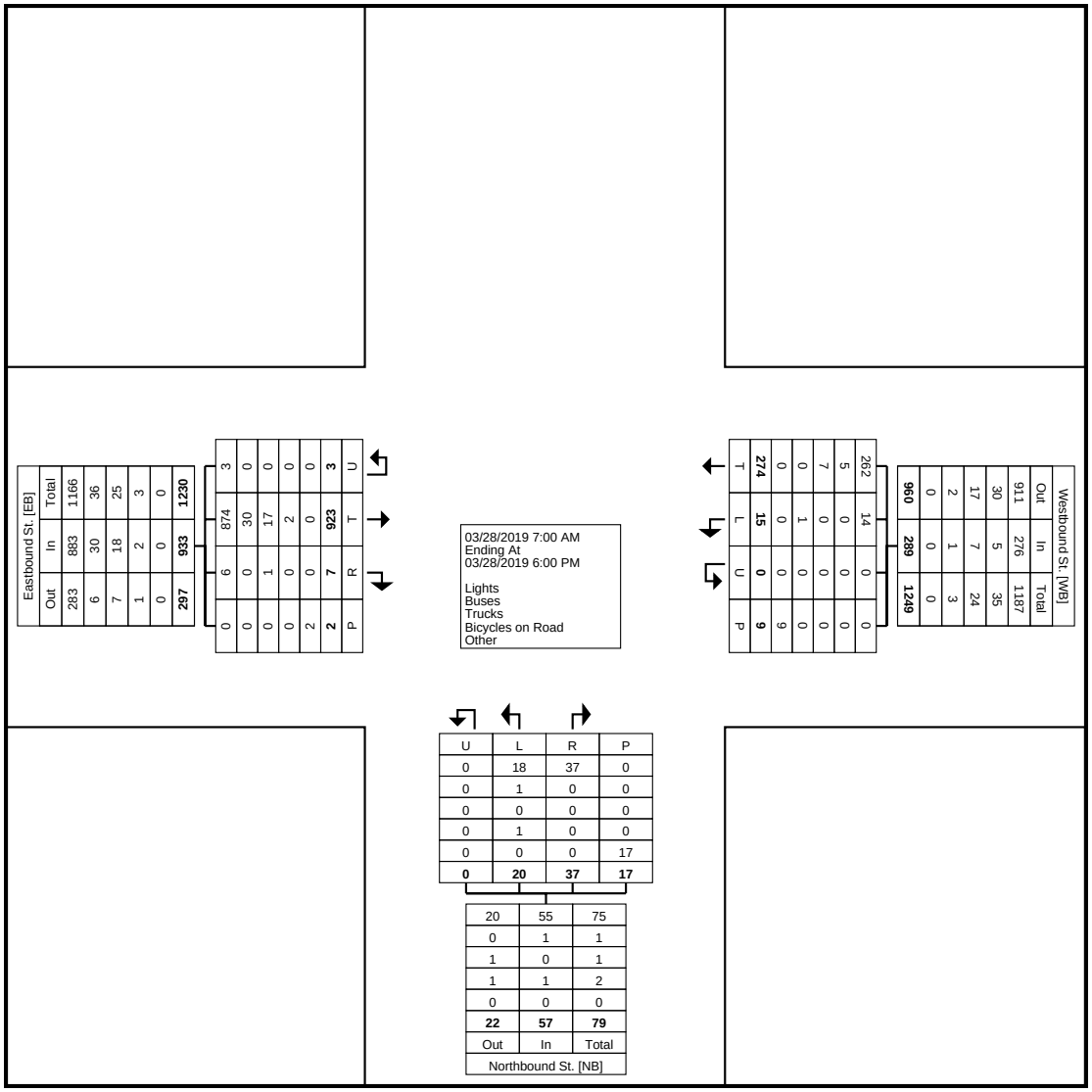
Atlantic Ave & Hartford Ave
Thursday, March 28, 2019
Location: 39.350952, -74.453069

Count Name: Atlantic Ave/Hartford Ave
Site Code:
Start Date: 03/28/2019
Page No: 2



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Atlantic City, NJ
Atlantic Ave & Lincoln Place
Thursday, March 28, 2019
Location: 39.349313, -74.455483

Count Name: Atlantic Ave/Lincoln Pl
Site Code:
Start Date: 03/28/2019

Turning Movement Data

Start Time	Atlantic Ave. Eastbound					Atlantic Ave. Westbound					Lincoln Pl. Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	61	1	0	0	62	15	39	0	1	54	0	3	0	0	3	119
7:15 AM	74	1	1	0	76	22	53	1	2	76	1	4	0	0	5	157
7:30 AM	116	5	0	0	121	33	70	0	1	103	0	4	0	1	4	228
7:45 AM	110	6	0	1	116	36	77	0	0	113	0	3	0	1	3	232
Hourly Total	361	13	1	1	375	106	239	1	4	346	1	14	0	2	15	736
8:00 AM	109	3	0	2	112	15	65	0	0	80	1	7	0	0	8	200
8:15 AM	126	3	0	0	129	13	55	0	0	68	0	6	0	1	6	203
8:30 AM	128	1	0	0	129	11	74	0	1	85	0	4	0	0	4	218
8:45 AM	112	0	0	0	112	10	55	2	1	67	1	4	0	0	5	184
Hourly Total	475	7	0	2	482	49	249	2	2	300	2	21	0	1	23	805
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	103	1	0	0	104	5	101	0	1	106	1	2	0	2	3	213
4:15 PM	111	1	0	0	112	9	112	1	1	122	0	2	0	0	2	236
4:30 PM	109	0	1	0	110	11	99	0	0	110	0	4	0	2	4	224
4:45 PM	100	5	0	0	105	7	111	0	0	118	0	3	0	0	3	226
Hourly Total	423	7	1	0	431	32	423	1	2	456	1	11	0	4	12	899
5:00 PM	105	3	0	0	108	10	106	0	0	116	0	2	0	1	2	226
5:15 PM	98	3	0	0	101	11	90	0	0	101	1	4	0	1	5	207
5:30 PM	106	1	1	2	108	6	104	2	0	112	1	1	0	0	2	222
5:45 PM	95	1	0	0	96	6	94	1	0	101	0	3	0	4	3	200
Hourly Total	404	8	1	2	413	33	394	3	0	430	2	10	0	6	12	855
Grand Total	1663	35	3	5	1701	220	1305	7	8	1532	6	56	0	13	62	3295
Approach %	97.8	2.1	0.2	-	-	14.4	85.2	0.5	-	-	9.7	90.3	0.0	-	-	-
Total %	50.5	1.1	0.1	-	51.6	6.7	39.6	0.2	-	46.5	0.2	1.7	0.0	-	1.9	-
Lights	1618	34	3	-	1655	220	1208	7	-	1435	5	54	0	-	59	3149
% Lights	97.3	97.1	100.0	-	97.3	100.0	92.6	100.0	-	93.7	83.3	96.4	-	-	95.2	95.6
Buses	20	0	0	-	20	0	74	0	-	74	1	0	0	-	1	95
% Buses	1.2	0.0	0.0	-	1.2	0.0	5.7	0.0	-	4.8	16.7	0.0	-	-	1.6	2.9
Trucks	25	1	0	-	26	0	21	0	-	21	0	1	0	-	1	48
% Trucks	1.5	2.9	0.0	-	1.5	0.0	1.6	0.0	-	1.4	0.0	1.8	-	-	1.6	1.5
Bicycles on Road	0	0	0	-	0	0	2	0	-	2	0	1	0	-	1	3
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.1	0.0	1.8	-	-	1.6	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	30.8	-	-
Pedestrians	-	-	-	5	-	-	-	-	8	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	69.2	-	-

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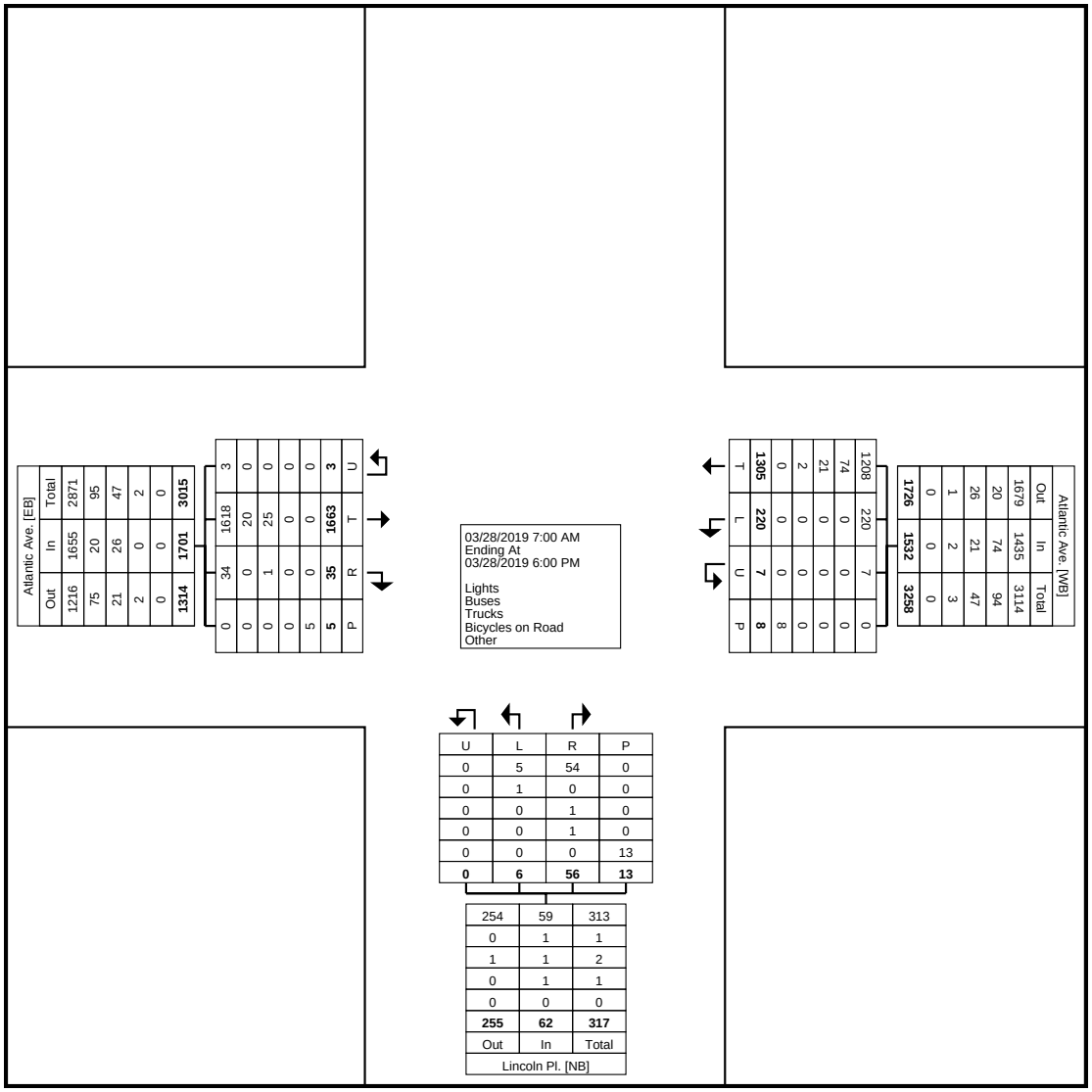
Thursday, March 28, 2019
Location: 39.349313, -74.455483

Count Name: Atlantic Ave/Lincoln Pl
Site Code:
Start Date: 03/28/2019
Page No: 2



Turning Movement Data Plot

Atlantic City, NJ
Trenton Ave & Academic Blvd Driveway
Thursday, March 28, 2019
Location: 39.350584, -74.455699

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Count Name: Trenton Ave/Academic Blvd Driveway
Site Code:
Start Date: 03/28/2019
Page No: 1

Turning Movement Data

Start Time	Academic Blvd. Driveway Westbound					Trenton Ave. Northbound					Trenton Ave. Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	16
7:15 AM	0	5	0	1	5	14	0	0	1	14	0	0	0	0	0	19
7:30 AM	0	2	0	3	2	31	0	0	0	31	0	0	0	0	0	33
7:45 AM	0	0	0	1	0	30	1	0	0	31	0	0	0	0	0	31
Hourly Total	0	7	0	5	7	91	1	0	1	92	0	0	0	0	0	99
8:00 AM	0	1	0	2	1	24	0	0	2	24	0	0	0	0	0	25
8:15 AM	0	4	0	1	4	28	0	0	1	28	0	0	0	0	0	32
8:30 AM	0	1	0	1	1	25	0	0	0	25	0	1	0	1	1	27
8:45 AM	0	1	0	1	1	14	0	0	0	14	0	0	0	0	0	15
Hourly Total	0	7	0	5	7	91	0	0	3	91	0	1	0	1	1	99
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	7	0	14	0	0	1	14	0	0	0	0	0	14
4:15 PM	0	2	0	3	2	18	0	0	3	18	0	0	0	0	0	20
4:30 PM	0	6	0	4	6	16	0	0	0	16	0	0	0	1	0	22
4:45 PM	0	3	0	0	3	17	0	0	0	17	0	0	0	0	0	20
Hourly Total	0	11	0	14	11	65	0	0	4	65	0	0	0	1	0	76
5:00 PM	0	1	0	0	1	17	0	0	0	17	0	0	0	0	0	18
5:15 PM	0	2	0	2	2	18	1	0	1	19	0	0	0	0	0	21
5:30 PM	0	4	0	2	4	10	0	0	1	10	0	0	0	0	0	14
5:45 PM	0	3	0	3	3	18	0	0	0	18	0	0	0	0	0	21
Hourly Total	0	10	0	7	10	63	1	0	2	64	0	0	0	0	0	74
Grand Total	0	35	0	31	35	310	2	0	10	312	0	1	0	2	1	348
Approach %	0.0	100.0	0.0	-	-	99.4	0.6	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	10.1	0.0	-	10.1	89.1	0.6	0.0	-	89.7	0.0	0.3	0.0	-	0.3	-
Lights	0	22	0	-	22	305	2	0	-	307	0	0	0	-	0	329
% Lights	-	62.9	-	-	62.9	98.4	100.0	-	-	98.4	-	0.0	-	-	0.0	94.5
Buses	0	12	0	-	12	1	0	0	-	1	0	0	0	-	0	13
% Buses	-	34.3	-	-	34.3	0.3	0.0	-	-	0.3	-	0.0	-	-	0.0	3.7
Trucks	0	1	0	-	1	3	0	0	-	3	0	0	0	-	0	4
% Trucks	-	2.9	-	-	2.9	1.0	0.0	-	-	1.0	-	0.0	-	-	0.0	1.1
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	1	0	-	1	2
% Bicycles on Road	-	0.0	-	-	0.0	0.3	0.0	-	-	0.3	-	100.0	-	-	100.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	31	-	-	-	-	10	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Atlantic City, NJ
Trenton Ave & Academic Blvd Driveway
Thursday, March 28, 2019
Location: 39.350584, -74.455699

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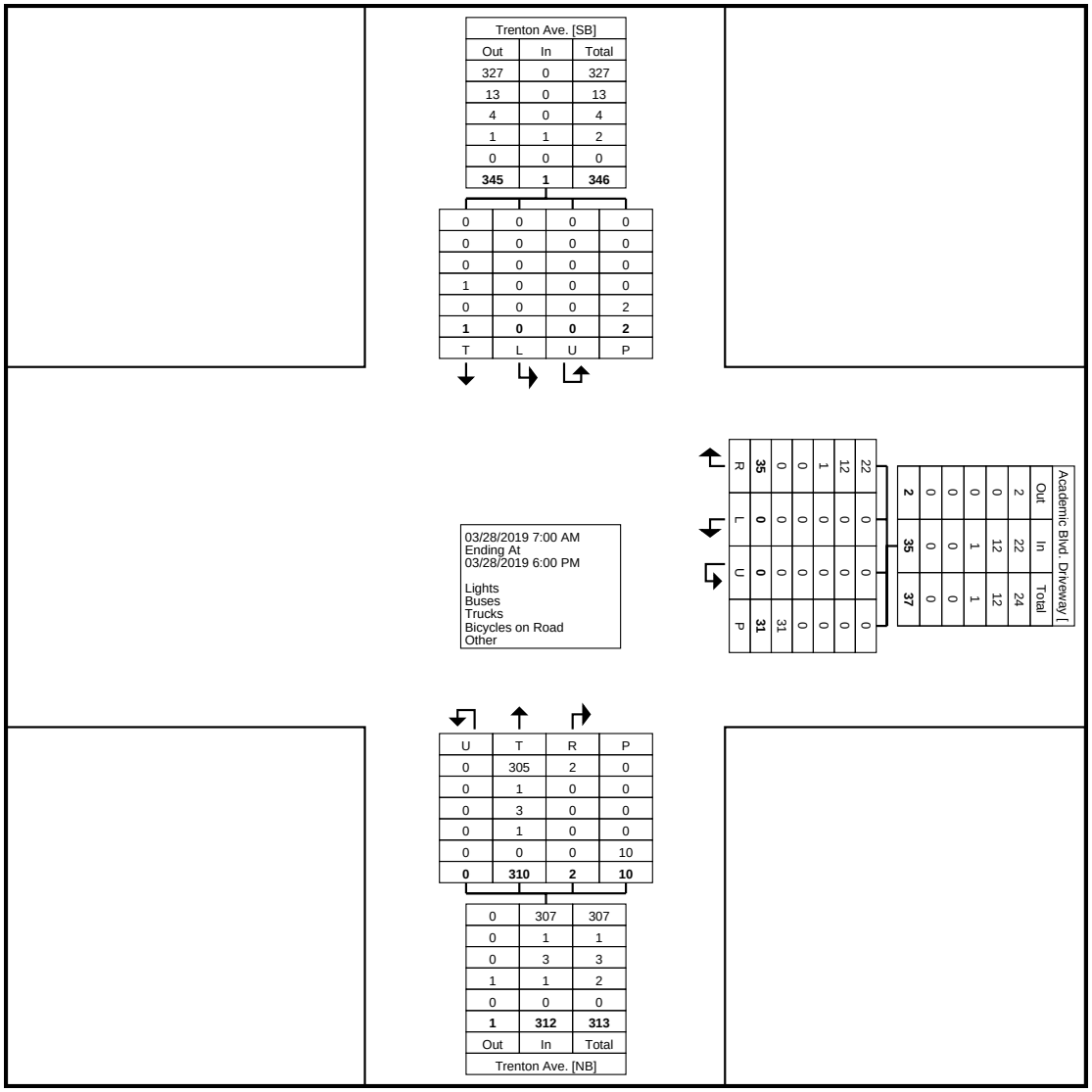
Count Name: Trenton Ave/Academic Blvd Driveway
Site Code:
Start Date: 03/28/2019
Page No: 2



Turning Movement Data Plot

www.TSTData.com
184 Baker Rd

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

Atlantic City, NJ
Lincoln Place & Garage Access
Thursday, March 28, 2019
Location: 39.349, -74.455222

Count Name: Lincoln Pl/Garage Access
Site Code:
Start Date: 03/28/2019
Page No: 1

Turning Movement Data

Start Time	Private Parking Eastbound						Garage Access Westbound						Lincoln Pl. Northbound						Lincoln Pl. Southbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	0	0	0	1	1	0	0	0	0	3	0	0	1	0	0	0	1	11	3	2	0	1	16	18
7:15 AM	1	0	0	0	0	1	0	0	0	0	4	0	0	3	1	0	0	4	23	0	0	1	0	24	29
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	5	37	0	0	0	2	37	42
7:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	3	38	5	0	0	0	43	46
Hourly Total	2	0	0	0	4	2	0	0	0	0	8	0	1	11	1	0	1	13	109	8	2	1	3	120	135
8:00 AM	2	0	0	0	3	2	0	0	0	0	0	0	0	6	0	0	0	6	15	1	1	0	1	17	25
8:15 AM	2	0	0	0	1	2	0	0	0	0	2	0	1	4	1	1	0	7	10	6	0	0	1	16	25
8:30 AM	2	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	2	9	2	1	0	1	12	16
8:45 AM	3	0	0	0	1	3	0	0	0	0	1	0	0	2	0	0	0	2	7	2	2	0	0	11	16
Hourly Total	9	0	0	0	6	9	0	0	0	0	3	0	1	14	1	1	0	17	41	11	4	0	3	56	82
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0	2	1	2	1	0	6	8
4:15 PM	0	0	0	0	5	0	0	0	0	0	1	0	0	2	0	0	0	2	5	2	3	0	4	10	12
4:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	0	4	0	0	1	4	7	2	2	0	2	11	15
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	3	9	0	0	0	12	16
Hourly Total	3	0	0	0	7	3	0	0	0	0	3	0	0	9	0	0	2	9	17	14	7	1	6	39	51
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	1	6	4	3	0	0	13	14
5:15 PM	3	0	0	0	3	3	0	0	0	0	1	0	0	2	0	0	0	2	8	5	1	0	0	14	19
5:30 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	4	1	2	0	0	7	9
5:45 PM	1	0	0	0	2	1	0	0	0	0	0	0	0	2	0	0	0	2	4	3	0	0	0	7	10
Hourly Total	5	0	0	0	6	5	0	0	0	0	6	0	0	6	0	0	0	6	22	13	6	0	0	41	52
Grand Total	19	0	0	0	23	19	0	0	0	0	20	0	2	40	2	1	3	45	189	46	19	2	12	256	320
Approach %	100.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	4.4	88.9	4.4	2.2	-	-	73.8	18.0	7.4	0.8	-	-	-
Total %	5.9	0.0	0.0	0.0	-	5.9	0.0	0.0	0.0	0.0	-	0.0	0.6	12.5	0.6	0.3	-	14.1	59.1	14.4	5.9	0.6	-	80.0	-
Lights	18	0	0	0	-	18	0	0	0	0	-	0	2	38	2	1	-	43	189	45	19	2	-	255	316
% Lights	94.7	-	-	-	-	94.7	-	-	-	-	-	-	100.0	95.0	100.0	100.0	-	95.6	100.0	97.8	100.0	100.0	-	99.6	98.8
Buses	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	5.3	-	-	-	-	5.3	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	2
% Trucks	0.0	-	-	-	-	0.0	-	-	-	-	-	-	0.0	2.5	0.0	0.0	-	2.2	0.0	2.2	0.0	0.0	-	0.4	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	-	-	-	-	0.0	-	-	-	-	-	-	0.0	2.5	0.0	0.0	-	2.2	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	23	-	-	-	-	-	18	-	-	-	-	-	3	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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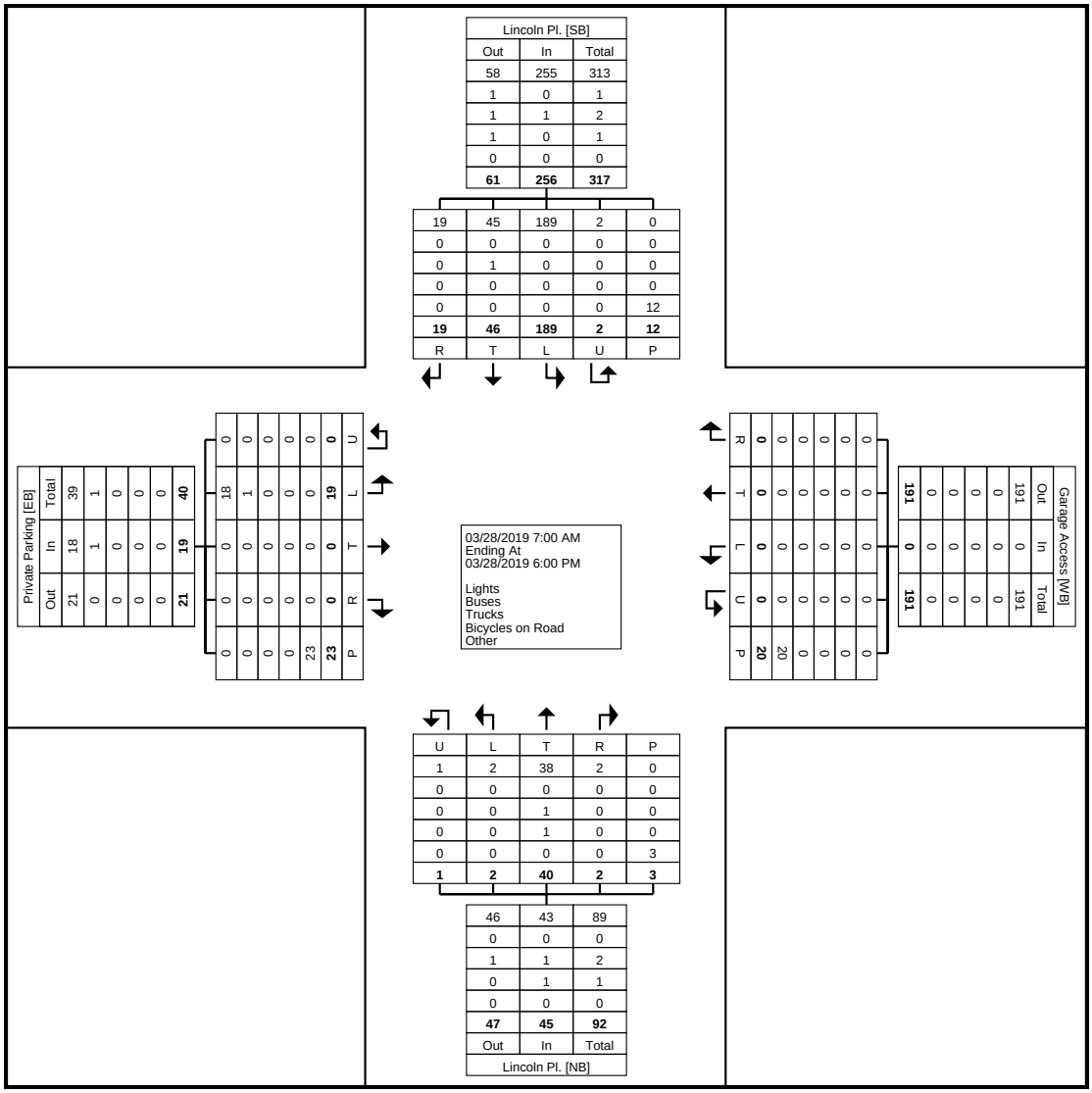
Atlantic City, NJ
Lincoln Place & Garage Access
Thursday, March 28, 2019
Location: 39.349, -74.455222

Count Name: Lincoln Pl/Garage Access
Site Code:
Start Date: 03/28/2019
Page No: 2



Turning Movement Data Plot

Roosevelt Pl/Garage Access/Alley St. - TMC
Thu Mar 28, 2019
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 636101, Location: 39.34897, -74.454159

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

Leg	Garage Access/Alley St.						Roosevelt Pl.						North						Southwest						
Direction	Eastbound						Northbound						Southbound						Northeastbound						
Time	HR	R	L	U	App	Ped*	T	L	HL	U	App	Ped*	R	BR	T	U	App	Ped*	HR	BL	HL	U	App	Ped*	Int
2019-03-28 7:00AM	0	0	0	0	**0**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	1	1	1	0	0	**2**	0	**3**
7:15AM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**2**
7:30AM	0	0	8	0	**8**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**8**
7:45AM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	**4**
Hourly Total	0	0	12	0	**12**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	3	1	3	0	0	**4**	0	**17**
8:00AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
8:15AM	0	0	3	0	**3**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	1	1	0	0	**2**	0	**5**
8:30AM	0	0	4	0	**4**	1	0	0	0	0	**0**	2	0	0	0	0	**0**	2	0	0	0	0	**0**	1	**4**
8:45AM	0	0	1	0	**1**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	1	**2**
Hourly Total	0	0	11	0	**11**	2	0	0	0	0	**0**	3	0	0	0	0	**0**	2	1	2	0	0	**3**	2	**14**
4:00PM	0	0	29	0	**29**	2	0	0	0	0	**0**	1	0	0	0	0	**0**	4	0	0	0	0	**0**	1	**29**
4:15PM	0	0	13	0	**13**	6	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	5	**13**
4:30PM	0	0	45	0	**45**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	0	**45**
4:45PM	0	0	24	0	**24**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	2	0	0	**2**	0	**26**
Hourly Total	0	0	111	0	**111**	8	0	0	0	0	**0**	1	0	0	0	0	**0**	9	0	2	0	0	**2**	6	**113**
5:00PM	0	0	16	0	**16**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**16**
5:15PM	0	0	15	0	**15**	1	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	2	0	0	**2**	1	**17**
5:30PM	0	0	12	0	**12**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**12**
5:45PM	0	0	6	0	**6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**7**
Hourly Total	0	0	49	0	**49**	1	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	3	0	0	**3**	1	**52**
Total	0	0	183	0	**183**	11	1	0	0	0	**1**	6	0	0	0	0	**0**	14	2	10	0	0	**12**	9	**196**
% Approach	0%	0%	100%	0%	**-**	-	100%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	16.7%	83.3%	0%	0%	**-**	-	**-**
% Total	0%	0%	93.4%	0%	**93.4%**	-	0.5%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	1.0%	5.1%	0%	0%	**6.1%**	-	**-**
Lights	0	0	183	0	**183**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2	10	0	0	**12**	-	196
% Lights	0%	0%	100%	0%	**100%**	-	100%	0%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	100%	0%	0%	**100%**	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	90.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	9.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-

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

Roosevelt Pl/Garage Access/Alley St. - TMC
Thu Mar 28, 2019
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 636101, Location: 39.34897, -74.454159

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
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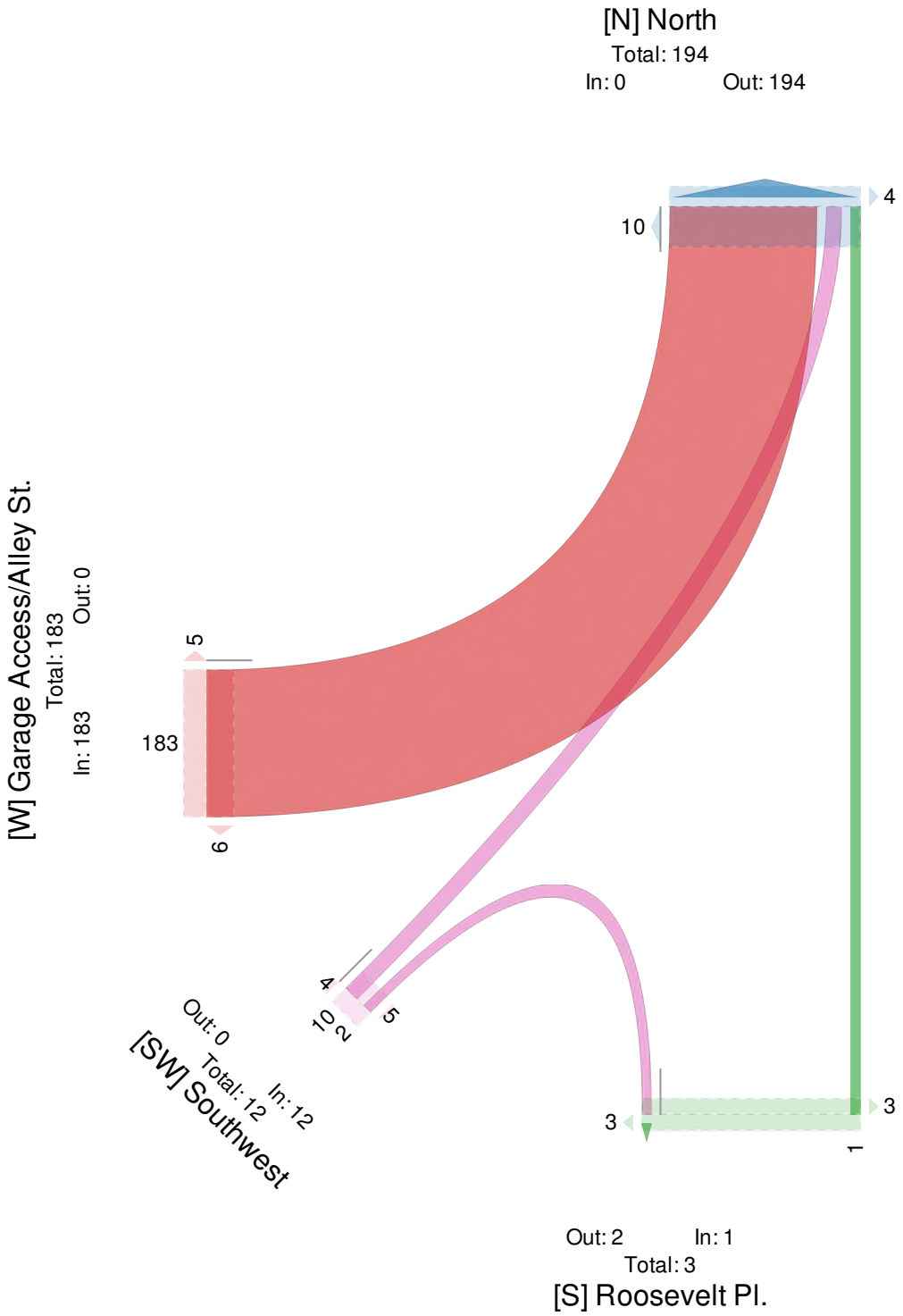
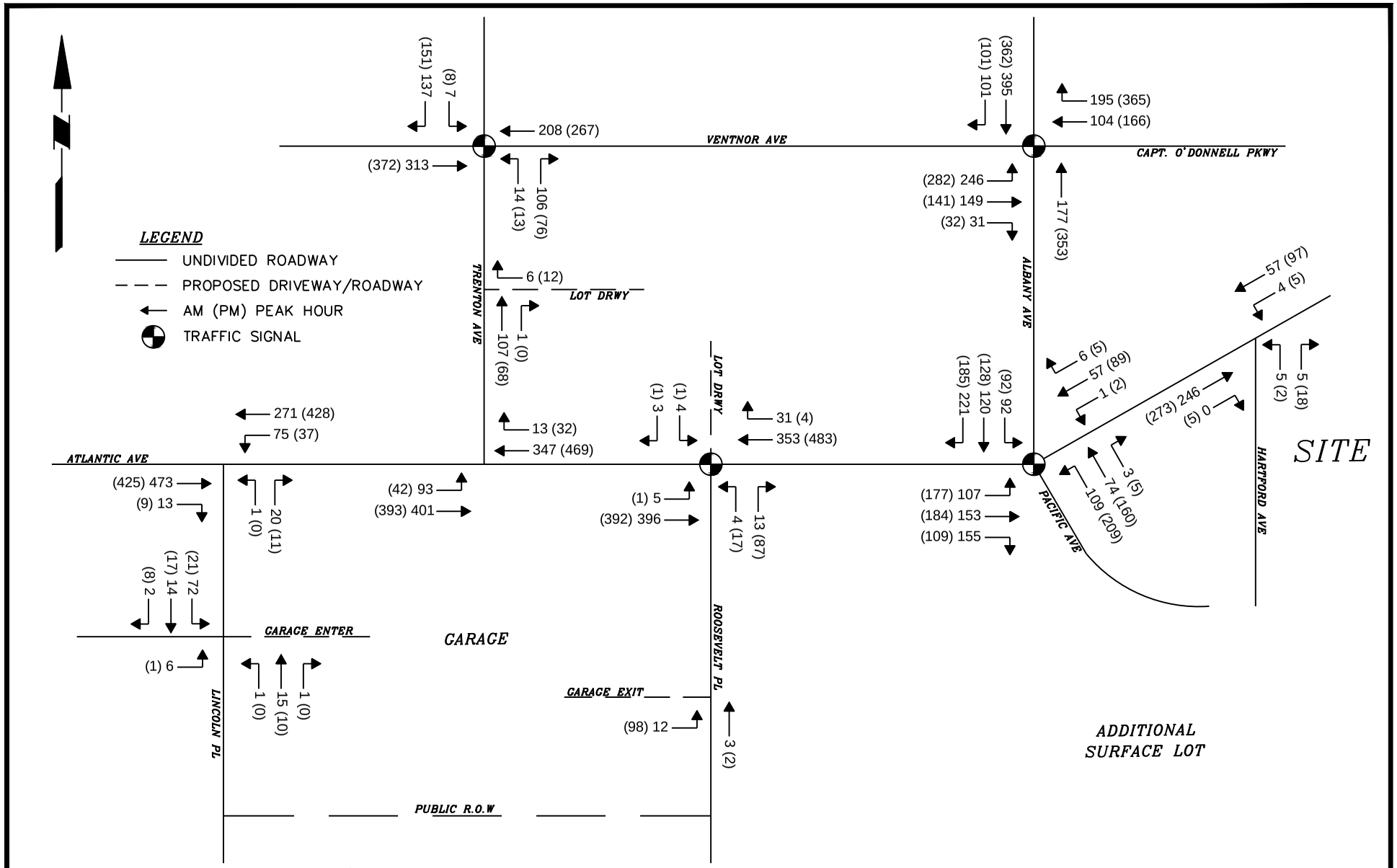


APPENDIX B
TRAFFIC VOLUME WORKSHEETS



LANGAN
989 Lenox Drive, Suite 124
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Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan
NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

Project
STOCKTON UNIVERSITY ATLANTIC CITY CAMPUS PHASE II
CITY OF ATLANTIC CITY
ATLANTIC COUNTY NEW JERSEY

Drawing Title
2019 EXISTING TRAFFIC VOLUMES

Project No. 130140101	Drawing No. FIGURE 1B
Date 04/08/2019	
Scale N.T.S.	
Drawn By KAMP / Checked By	
Submission Date APRIL 2019	Sheet 1 of 3

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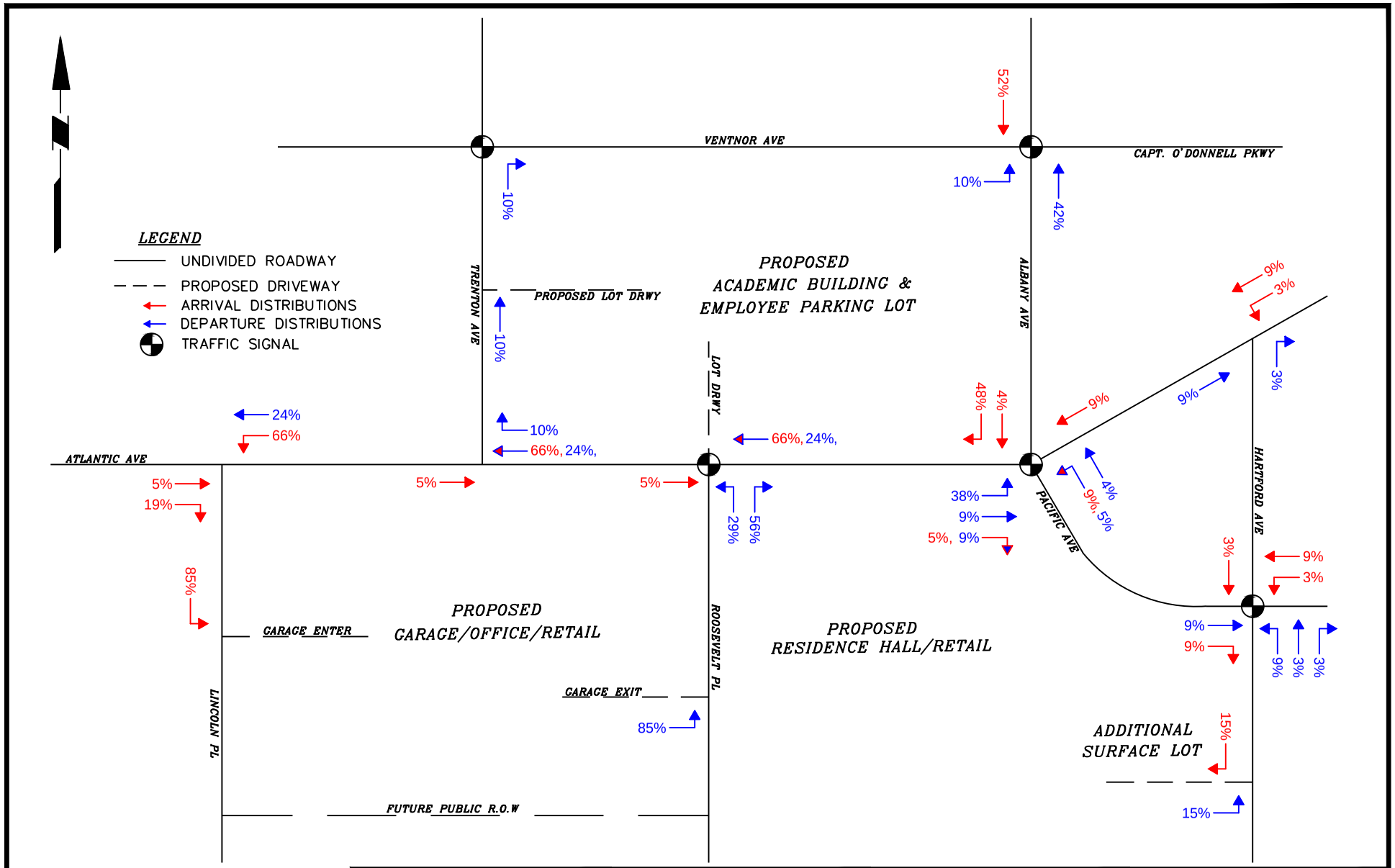
Filename: \\langan.com\data\LAW\data1\130140101\Project Data_Discipline\Traffic\Figures & Tables\2019-04 TIS Figures AC DEVCO.dwg Date: 4/8/2019 Time: 09:14 User: kapehnke Style Table: Langan.stb Layout: 1B-Ex



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Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan
NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

Project
STOCKTON UNIVERSITY ATLANTIC CITY CAMPUS PHASE II
CITY OF ATLANTIC CITY
ATLANTIC COUNTY NEW JERSEY

Drawing Title
ARRIVAL AND DEPARTURE DISTRIBUTIONS

Project No. 130140101	Drawing No. FIGURE 2B
Date 04/08/2019	
Scale N.T.S.	
Drawn By KAMP / Checked By	
Submission Date APRIL 2019	Sheet 2 of 3

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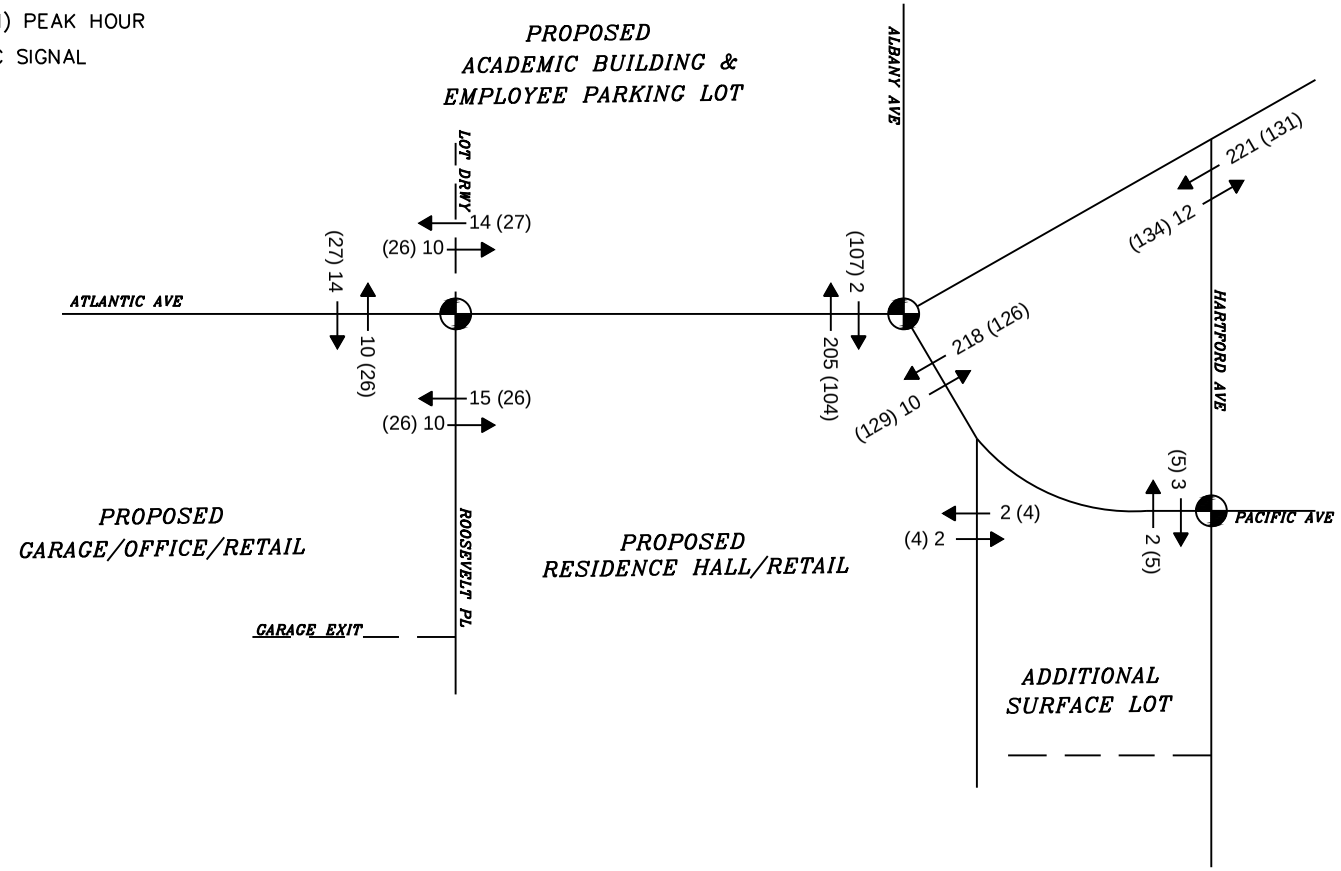

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Langan CT, Inc.
Langan International LLC
Collectively known as Langan

NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

Project
STOCKTON UNIVERSITY ATLANTIC CITY CAMPUS PHASE II
CITY OF ATLANTIC CITY
ATLANTIC COUNTY NEW JERSEY

Drawing Title
PEDESTRIAN SITE-GENERATED TRIPS

Project No. 130140101	Drawing No. FIGURE 3B
Date 04/08/2019	
Scale N.T.S.	
Drawn By KAMP / Checked By	
Submission Date APRIL 2019	Sheet 3 of 3

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Filename: \\langan.com\data\LAW\data1\130140101\Project Data_Discipline\Traffic\Figures & Tables\2019-04 TIS Figures AC DEVCO.dwg Date: 4/8/2019 Time: 09:14 User: kapehnke Style Table: Langan.stb Layout: 3B-Peds

APPENDIX C
TIMING DIRECTIVES

ATL TIC CITY
COMPUTERIZED TRAFFIC SIGNAL SYSTEM

INTERSECTION: Albany Avenue and Ventnor Avenue / Capt. O'Donnell Parkway
Atlantic City, Atlantic County

LTS NO.: 3663

100 SECOND BACKGROUND CYCLE LENGTH

VEHICLE ACTUATION

INDICATIONS

Phase		1,2,3	4,5,6,9	7,8	10,11,12	13,14,15,	16,17	18,19, 20,21	22,23	OFF PEAK TIME (SEC)	WEEKEND TIME I & II (SEC)
A.	**Ventnor Avenue Lead**	R	G	<G-/G	R	R	W	DW	DW	18	15
	Change	R	G	<Y-/G	R	R	W	DW	DW	124 28	4 19
B.	**Ventnor Avenue / Capt. O'Donnell Parkway R.O.W**	G	G	G	R	R	W	DW	W	30	13
	Pedestrian Clearance	G	G	G	R	R	FDW	DW	FDW	14	14 33
	Change	Y	Y	Y	R	R	DW	DW	DW	51 4 50	4
	Clearance	R	R	R	R	R	DW	DW	DW	2	2
C.	**Albany Avenue R.O.W**	R	R	R	G	G	DW	W	DW	8	28
	Pedestrian Clearance	R	R	R	G	G	DW	FDW	DW	14	14
	Change	R	R	R	Y	Y	DW	DW	DW	35 4 28	4 48
	Clearance	R	R	R	R	R	DW	DW	DW	2	2
EMERGENCY FLASH		**Y**	**Y**	**Y**	**R**	**R**	**DARK**	**DARK**	**DARK**	100	100

NOTES:

1. The above timing shall be employed in the event of computer system failure and is considered to be the base timing for the intersection
2. Computer controlled operation shall guarantee all vehicular minimums, pedestrian interval timings, change and clearance intervals shown above.
3. Manual Control is to be disconnected.
4. Offset is measured ~~X~~ 58 seconds for OFF PEAK, 16 seconds for WEEKEND I, and 14 seconds for WEEKEND II from the beginning of yellow to the Albany Avenue R.O.W. movement at this intersection to the beginning of yellow to the Atlantic Avenue R.O.W. movement at the intersection of Atlantic Avenue and Christopher Columbus Boulevard.
5. OFF PEAK operates from 5:00 AM Monday to 4:00 PM Friday, WEEKEND I operates from 4:00 PM to 9:00 PM on Friday and 5:00 PM to 10:00 PM on Saturday, and WEEKEND II from 9:00 PM on Friday to 5:00 PM on Saturday and from 10:00 PM on Saturday to 5:00 AM on Monday.

ATLANTIC CITY
COMPUTERIZED TRAFFIC SIGNAL SYSTEM

INTERSECTION: Ventnor Avenue and Trenton Avenue
Atlantic City, Atlantic County

LTS NO.: 923A

100 SECOND BACKGROUND CYCLE LENGTH

VEHICLE ACTUATION

INDICATIONS

Phase		1-4	5-8	9-12	13-16	OFF PEAK TIME (SEC)	WEEKEND TIME I & II (SEC)
A.	**Ventnor Avenue R.O.W**	G	R	W	DW	50	X
	Pedestrian Clearance	G	R	FDW	DW	14	7
	Change	Y	R	DW	DW	4	4
	Clearance	R	R	DW	DW	2	2
B.	**Trenton Avenue R.O.W**	R	G	DW	W	8	X
	Pedestrian Clearance	R	G	DW	FDW	16	11
	Change	R	Y	DW	DW	4	4
	Clearance	R	R	DW	DW	2	2
EMERGENCY FLASH		Y	R	DARK	DARK		

NOTES:

1. The above timing shall be employed in the event of computer system failure and is considered to be the base timing for the intersection
2. Computer controlled operation shall guarantee all vehicular minimums, pedestrian interval timings, change and clearance intervals shown above.
3. Manual Control is to be disconnected.
4. Offset is measured X seconds for OFF Peak and _____ seconds for Peak from the beginning of Ventnor Avenue Yellow time movement at this intersection to the beginning of yellow to the Atlantic Avenue R.O.W., movement at the intersection of Atlantic Avenue and Christopher Columbus Boulevard.
5. Weekend PM Peak operates 4pm-9pm on Friday and 5pm – 10pm on Saturday. Off Peak operates at all other times.

WITHOUT PEDESTRIAN ACTUATION											
PHASE	ROUTE & CROSS STREET	SIGNAL FACES								OFF PEAK TIME	WEEKEND TIME I & II
		1,2,3	4,5,21	6,7	8,9,20	12,13	10,11	16–19	14,15	100s	100s
A.	ALBANY AVE. R.O.W.	G	R	R	R	DW	DW	DW	DW	23	23
	CHANGE	Y	R	R	R	DW	DW	DW	DW	3	3
	CLEARANCE	R	R	R	R	DW	DW	DW	DW	4	4
B.	PACIFIC AVE. R.O.W.	R	G	R	R	DW	DW	DW	DW	27	27
	CHANGE	R	Y	R	R	DW	DW	DW	DW	3	3
	CLEARANCE	R	R	R	R	DW	DW	DW	DW	4	4
C.	ATLANTIC AVE. EB LEAD	R	R	<G–/G	R	DW	DW	DW	DW	8	8
	CHANGE	R	R	G	R	DW	DW	DW	DW	3	3
D.	ATLANTIC AVE. R.O.W.	R	R	G	G	DW	DW	DW	DW	16	16
	CHANGE	R	R	Y	Y	DW	DW	DW	DW	3	3
	CLEARANCE	R	R	R	R	DW	DW	DW	DW	6	6
	EMERGENCY FLASH	Y	Y	R	R	DARK	DARK	DARK	DARK	–	–

WITH PEDESTRIAN ACTUATION											
PHASE	ROUTE & CROSS STREET	SIGNAL FACES								OFF PEAK TIME	WEEKEND TIME I & II
		1,2,3	4,5,21	6,7	8,9,20	12,13	10,11	16–19	14,15	112s	112s
A.	ALBANY AVE. R.O.W.	G	R	R	R	W	DW	DW	DW	7	7
	PED. CLEARANCE	G	R	R	R	FDW	DW	DW	DW	17	17
	CHANGE	Y	R	R	R	DW	DW	DW	DW	3	3
	CLEARANCE	R	R	R	R	DW	DW	DW	DW	4	4
B.	PACIFIC AVE. R.O.W.	R	G	R	R	DW	W	DW	DW	7	7
	PED. CLEARANCE	R	G	R	R	DW	FDW	DW	DW	20	20
	CHANGE	R	Y	R	R	DW	DW	DW	DW	3	3
	CLEARANCE	R	R	R	R	DW	DW	DW	DW	4	4
C.	ATLANTIC AVE. EB LEAD	R	R	<G–/G	R	DW	DW	W	DW	8	8
	CHANGE	R	R	G	R	DW	DW	W	DW	3	3
D.	ATLANTIC AVE. R.O.W.	R	R	G	G	DW	DW	W	W	7	7
	PED. CLERANCE	R	R	G	G	DW	DW	FDW	FDW	20	20
	CHANGE	R	R	Y	Y	DW	DW	DW	DW	3	3
	CLEARANCE	R	R	R	R	DW	DW	DW	DW	6	6
	EMERGENCY FLASH	Y	Y	R	R	DARK	DARK	DARK	DARK	–	–

NOTES:
1. THE ABOVE TIMING SHALL BE EMPLOYED IN THE EVENT OF COMPUTER SYSTEM FAILURE AND IS CONSIDERED TO BE THE BASE TIMING FOR THE INTERSECTION.
2. COMPUTER CONTROLLED OPERATION SHALL GUARANTEE ALL VEHICULAR MINIMUMS, PEDESTRIAN INTERVAL TIMINGS, CHANGE AND CLEARANCE INTERVALS SHOWN ABOVE.
3. MANUAL CONTROL IS TO BE DISCONNECTED.
4. OFFSET IS MEASURED 50 SECONDS FOR OFF PEAK, 89 SECONDS FOR WEEKEND I, AND 87 SECONDS FOR WEEKEND II FROM THE BEGINNING OF YELLOW TO THE PACIFIC AVENUE R.O.W. MOVEMENT AT THIS INTERSECTION TO THE BEGINNING OF YELLOW TO THE ATLANTIC AVENUE R.O.W. MOVEMENT AT THE INTERSECTION OF ATLANTIC AVENUE AND CHRISTOPHER COLUMBUS BOULEVARD.
5. OFF PEAK OPERATES FROM 5:00 AM MONDAY TO 4:00 PM FRIDAY, WEEKEND I OPERATES FROM 4:00 PM TO 9:00 PM ON FRIDAY AND 5:00 PM TO 10:00 PM ON SATURDAY, AND WEEKEND II FROM 9:00 PM ON FRIDAY TO 5:00 PM ON SATURDAY AND FROM 10:00 PM ON SATURDAY TO 5:00 AM ON MONDAY.

Date	Description	No.

REVISIONS

SIGNATURE DATE SIGNED

KARL A. PEHNKE
PROFESSIONAL ENGINEER
STATE LIC. No. GE36434

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Langan CT, Inc.
Langan International LLC
Collectively known as Langan
NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

Project
STOCKTON UNIVERSITY
ATLANTIC CITY CAMPUS
ATLANTIC CITY
ATLANTIC COUNTY NEW JERSEY

Drawing Title
TIMING DIRECTIVE-
ATLANTIC AVENUE
& ALBANY AVENUE

Project No. 130093701	Drawing No. KT107 0106
Date 1/2/2018	
Scale N/A	
Drawn By ME / Checked By KP	
Submission Date 1/2/2018	Sheet 10 of 10

LANGAN
SUBMISSION DATE: 1/2/2018
PROJECT No. 130093701

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WITHOUT PEDESTRIAN ACTUATION								
PHASE	ROUTE & CROSS STREET	SIGNAL FACES						TIME
		1–8	9–15	17,18	19,20	21,22	23,24	100s
A.	ATLANTIC AVE. R.O.W.	G	R	DW	DW	DW	DW	60
	CHANGE	Y	R	DW	DW	DW	DW	3
	CLEARANCE	R	R	DW	DW	DW	DW	3
B.	ROOSEVELT PL. R.O.W.	R	G	DW	DW	DW	DW	28
	CHANGE	R	Y	DW	DW	DW	DW	3
	CLEARANCE	R	R	DW	DW	DW	DW	3
	EMERGENCY FLASH	Y	Y	DARK	DARK	DARK	DARK	–

WITH PEDESTRIAN ACTUATION								
PHASE	ROUTE & CROSS STREET	SIGNAL FACES						TIME
		1–8	9–15	17,18	19,20	21,22	23,24	100s
A.	ATLANTIC AVE. R.O.W.	G	R	W	DW	W	DW	52
	PED. CLEARANCE	G	R	FDW	DW	FDW	DW	9
	CHANGE	Y	R	DW	DW	DW	DW	3
	CLEARANCE	R	R	DW	DW	DW	DW	3
B.	ROOSEVELT PL. R.O.W.	R	G	DW	W	DW	W	7
	PED. CLEARANCE	R	G	DW	FDW	DW	FDW	20
	CHANGE	R	Y	DW	DW	DW	DW	3
	CLEARANCE	R	R	DW	DW	DW	DW	3
	EMERGENCY FLASH	Y	Y	DARK	DARK	DARK	DARK	–

NOTES:
1. THE ABOVE TIMING SHALL BE EMPLOYED IN THE EVENT OF COMPUTER SYSTEM FAILURE AND IS CONSIDERED TO BE THE BASE TIMING FOR THE INTERSECTION.
2. COMPUTER CONTROLLED OPERATION SHALL GUARANTEE ALL VEHICULAR MINIMUMS, PEDESTRIAN INTERVAL TIMINGS, CHANGE AND CLEARANCE INTERVALS SHOWN ABOVE.
3. MANUAL CONTROL IS TO BE DISCONNECTED.

Date	Description	No.

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ATLANTIC COUNTY NEW JERSEY

Drawing Title
TIMING DIRECTIVE-
ATLANTIC AVENUE
& ROOSEVELT PLACE

Project No.	Drawing No.
130093701	KT107 0103
Date 1/2/2018	
Scale N/A	
Drawn By ME / Checked By KP	
Submission Date 1/2/2018	Sheet 7 of 10

LANGAN
SUBMISSION DATE: 1/2/2018
PROJECT No. 130093701

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APPENDIX D
CAPACITY PRINTOUTS

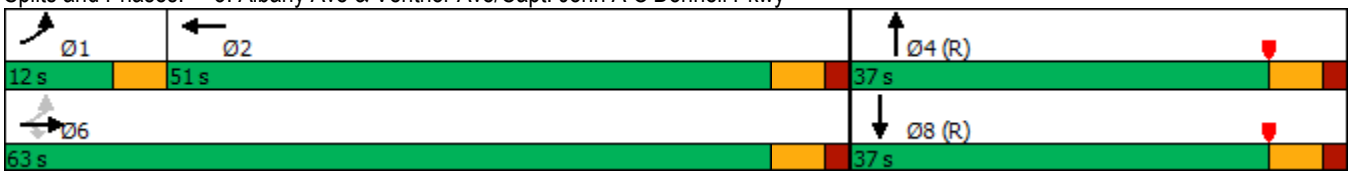
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	161	33	0	112	210	0	191	0	0	427	109
Future Volume (vph)	266	161	33	0	112	210	0	191	0	0	427	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		230	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97		0.98			0.97					0.99	
Frt			0.850			0.850					0.969	
Flt Protected	0.950											
Satd. Flow (prot)	1805	1863	1615	0	3343	1583	0	3539	0	0	3356	0
Flt Permitted	0.619											
Satd. Flow (perm)	1139	1863	1586	0	3343	1537	0	3539	0	0	3356	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						231					33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		307			465			592			564	
Travel Time (s)		8.4			12.7			16.1			15.4	
Confl. Peds. (#/hr)	59		9			59						6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	8%	2%	0%	2%	0%	0%	3%	6%
Adj. Flow (vph)	292	177	36	0	123	231	0	210	0	0	469	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	177	36	0	123	231	0	210	0	0	589	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		20			16			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		20	15		9	15		9
Number of Detectors	1	2	1		2	1		2			2	
Detector Template	Left	Thru	Right		Thru	Right		Thru			Thru	
Leading Detector (ft)	20	100	20		100	20		100			100	
Trailing Detector (ft)	0	0	0		0	0		0			0	
Detector 1 Position(ft)	0	0	0		0	0		0			0	
Detector 1 Size(ft)	20	6	20		6	20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm		NA	Free		NA			NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6		6			Free						
Detector Phase	1	6	6		2			4			8	
Switch Phase												
Minimum Initial (s)	8.0	45.0	45.0		45.0			31.0			31.0	
Minimum Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (%)	12.0%	63.0%	63.0%		51.0%			37.0%			37.0%	
Maximum Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
Yellow Time (s)	4.0	4.0	4.0		4.0			4.0			4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0		6.0			6.0			6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0	2.0		2.0			2.0			2.0	
Recall Mode	Min	Min	Min		Min			C-Max			C-Max	
Walk Time (s)		31.0	31.0		31.0			17.0			17.0	
Flash Dont Walk (s)		14.0	14.0		14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	59.0	57.0	57.0		45.0	100.0		31.0			31.0	
Actuated g/C Ratio	0.59	0.57	0.57		0.45	1.00		0.31			0.31	
v/c Ratio	0.40	0.17	0.04		0.08	0.15		0.19			0.55	
Control Delay	10.3	8.3	7.4		15.9	0.2		25.9			29.4	
Queue Delay	0.9	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	11.2	8.3	7.4		15.9	0.2		25.9			29.4	
LOS	B	A	A		B	A		C			C	
Approach Delay		9.9			5.7			25.9			29.4	
Approach LOS		A			A			C			C	
90th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
90th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
70th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
70th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
50th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
50th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
30th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
30th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
10th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
10th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
Stops (vph)	147	84	16		60	0		135			410	
Fuel Used(gal)	2	1	0		2	4		2			11	
CO Emissions (g/hr)	127	71	14		172	245		174			771	
NOx Emissions (g/hr)	25	14	3		33	48		34			150	
VOC Emissions (g/hr)	29	16	3		40	57		40			179	
Dilemma Vehicles (#)	0	0	0		0	0		0			0	
Queue Length 50th (ft)	97	57	9		23	0		51			154	
Queue Length 95th (ft)	168	106	23		40	0		80			210	
Internal Link Dist (ft)		227			385			512			484	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150					230						
Base Capacity (vph)	725	1061	904		1504	1537		1097			1063	
Starvation Cap Reductn	212	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.57	0.17	0.04		0.08	0.15		0.19			0.55	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 50 (50%), Referenced to phase 4:NBT and 8:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Albany Ave & Ventnor Ave/Capt. John A O'Donnell Pkwy



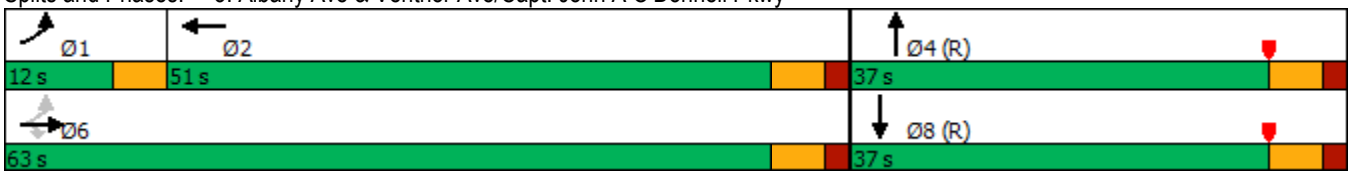
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	152	35	0	179	394	0	381	0	0	390	109
Future Volume (vph)	304	152	35	0	179	394	0	381	0	0	390	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		230	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97		0.97			0.97					0.99	
Frt			0.850			0.850					0.967	
Flt Protected	0.950											
Satd. Flow (prot)	1787	1881	1615	0	3574	1599	0	3574	0	0	3446	0
Flt Permitted	0.583											
Satd. Flow (perm)	1059	1881	1570	0	3574	1547	0	3574	0	0	3446	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						406					37	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		307			465			592			564	
Travel Time (s)		8.4			12.7			16.1			15.4	
Confl. Peds. (#/hr)	70		24			70						2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	313	157	36	0	185	406	0	393	0	0	402	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	313	157	36	0	185	406	0	393	0	0	514	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		20			16			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		20	15		9	15		9
Number of Detectors	1	2	1		2	1		2			2	
Detector Template	Left	Thru	Right		Thru	Right		Thru			Thru	
Leading Detector (ft)	20	100	20		100	20		100			100	
Trailing Detector (ft)	0	0	0		0	0		0			0	
Detector 1 Position(ft)	0	0	0		0	0		0			0	
Detector 1 Size(ft)	20	6	20		6	20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm		NA	Free		NA			NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6		6			Free						
Detector Phase	1	6	6		2			4			8	
Switch Phase												
Minimum Initial (s)	8.0	45.0	45.0		45.0			31.0			31.0	
Minimum Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (%)	12.0%	63.0%	63.0%		51.0%			37.0%			37.0%	
Maximum Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
Yellow Time (s)	4.0	4.0	4.0		4.0			4.0			4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0		6.0			6.0			6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0	2.0		2.0			2.0			2.0	
Recall Mode	Min	Min	Min		Min			C-Max			C-Max	
Walk Time (s)		31.0	31.0		31.0			17.0			17.0	
Flash Dont Walk (s)		14.0	14.0		14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	59.0	57.0	57.0		45.0	100.0		31.0			31.0	
Actuated g/C Ratio	0.59	0.57	0.57		0.45	1.00		0.31			0.31	
v/c Ratio	0.46	0.15	0.04		0.12	0.26		0.36			0.47	
Control Delay	10.4	7.2	6.4		16.2	0.4		27.9			27.4	
Queue Delay	0.7	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	11.1	7.2	6.4		16.2	0.4		27.9			27.4	
LOS	B	A	A		B	A		C			C	
Approach Delay		9.5			5.4			27.9			27.4	
Approach LOS		A			A			C			C	
90th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
90th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
70th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
70th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
50th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
50th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
30th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
30th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
10th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
10th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
Stops (vph)	169	76	17		99	0		285			362	
Fuel Used(gal)	2	1	0		4	7		5			10	
CO Emissions (g/hr)	146	64	14		276	461		362			698	
NOx Emissions (g/hr)	28	12	3		54	90		70			136	
VOC Emissions (g/hr)	34	15	3		64	107		84			162	
Dilemma Vehicles (#)	0	0	0		0	0		0			0	
Queue Length 50th (ft)	105	50	9		35	0		101			128	
Queue Length 95th (ft)	179	87	21		55	0		143			177	
Internal Link Dist (ft)		227			385			512			484	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150					230						
Base Capacity (vph)	683	1072	894		1608	1547		1107			1093	
Starvation Cap Reductn	144	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.58	0.15	0.04		0.12	0.26		0.36			0.47	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 50 (50%), Referenced to phase 4:NBT and 8:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Albany Ave & Ventnor Ave/Capt. John A O'Donnell Pkwy



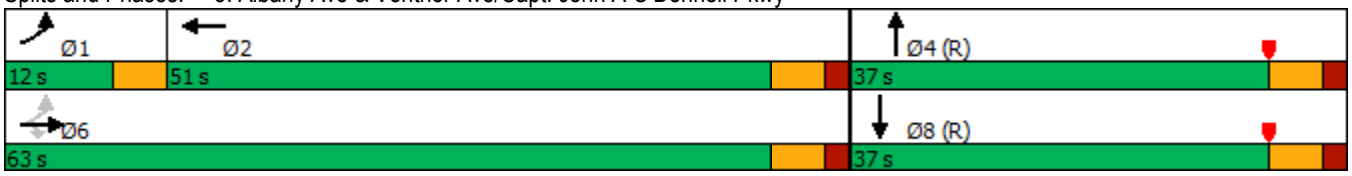
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	161	33	0	112	210	0	205	0	0	440	109
Future Volume (vph)	270	161	33	0	112	210	0	205	0	0	440	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		230	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97		0.98			0.97					0.99	
Frt			0.850			0.850					0.970	
Flt Protected	0.950											
Satd. Flow (prot)	1805	1863	1615	0	3343	1583	0	3539	0	0	3360	0
Flt Permitted	0.619											
Satd. Flow (perm)	1139	1863	1586	0	3343	1537	0	3539	0	0	3360	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						231					32	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		307			465			592			564	
Travel Time (s)		8.4			12.7			16.1			15.4	
Confl. Peds. (#/hr)	59		9			59						6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	8%	2%	0%	2%	0%	0%	3%	6%
Adj. Flow (vph)	297	177	36	0	123	231	0	225	0	0	484	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	177	36	0	123	231	0	225	0	0	604	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		20			16			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		20	15		9	15		9
Number of Detectors	1	2	1		2	1		2			2	
Detector Template	Left	Thru	Right		Thru	Right		Thru			Thru	
Leading Detector (ft)	20	100	20		100	20		100			100	
Trailing Detector (ft)	0	0	0		0	0		0			0	
Detector 1 Position(ft)	0	0	0		0	0		0			0	
Detector 1 Size(ft)	20	6	20		6	20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm		NA	Free		NA			NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6		6			Free						
Detector Phase	1	6	6		2			4			8	
Switch Phase												
Minimum Initial (s)	8.0	45.0	45.0		45.0			31.0			31.0	
Minimum Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (%)	12.0%	63.0%	63.0%		51.0%			37.0%			37.0%	
Maximum Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
Yellow Time (s)	4.0	4.0	4.0		4.0			4.0			4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0		6.0			6.0			6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0	2.0		2.0			2.0			2.0	
Recall Mode	Min	Min	Min		Min			C-Max			C-Max	
Walk Time (s)		31.0	31.0		31.0			17.0			17.0	
Flash Dont Walk (s)		14.0	14.0		14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	59.0	57.0	57.0		45.0	100.0		31.0			31.0	
Actuated g/C Ratio	0.59	0.57	0.57		0.45	1.00		0.31			0.31	
v/c Ratio	0.41	0.17	0.04		0.08	0.15		0.21			0.57	
Control Delay	10.5	8.4	7.4		15.9	0.2		26.1			29.8	
Queue Delay	0.9	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	11.3	8.4	7.4		15.9	0.2		26.1			29.8	
LOS	B	A	A		B	A		C			C	
Approach Delay		10.0			5.7			26.1			29.8	
Approach LOS		B			A			C			C	
90th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
90th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
70th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
70th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
50th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
50th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
30th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
30th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
10th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
10th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
Stops (vph)	149	83	16		60	0		147			424	
Fuel Used(gal)	2	1	0		2	4		3			11	
CO Emissions (g/hr)	129	71	14		172	245		188			795	
NOx Emissions (g/hr)	25	14	3		33	48		37			155	
VOC Emissions (g/hr)	30	16	3		40	57		43			184	
Dilemma Vehicles (#)	0	0	0		0	0		0			0	
Queue Length 50th (ft)	99	57	9		23	0		55			160	
Queue Length 95th (ft)	171	106	23		40	0		85			216	
Internal Link Dist (ft)		227			385			512			484	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150					230						
Base Capacity (vph)	725	1061	904		1504	1537		1097			1063	
Starvation Cap Reductn	209	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.58	0.17	0.04		0.08	0.15		0.21			0.57	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 50 (50%), Referenced to phase 4:NBT and 8:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Albany Ave & Ventnor Ave/Capt. John A O'Donnell Pkwy



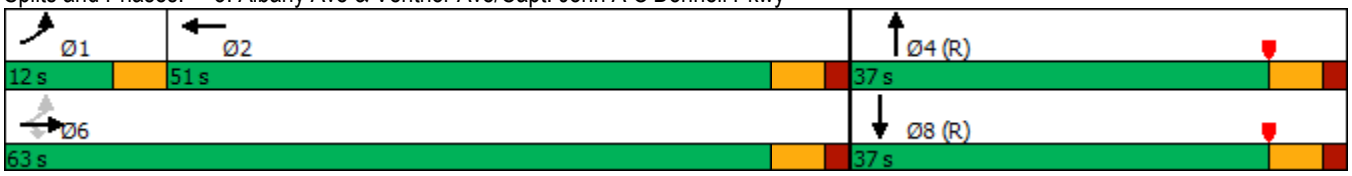
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	152	35	0	179	394	0	407	0	0	422	109
Future Volume (vph)	310	152	35	0	179	394	0	407	0	0	422	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		230	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97		0.97			0.97					1.00	
Frt			0.850			0.850					0.969	
Flt Protected	0.950											
Satd. Flow (prot)	1787	1881	1615	0	3574	1599	0	3574	0	0	3454	0
Flt Permitted	0.583											
Satd. Flow (perm)	1059	1881	1570	0	3574	1547	0	3574	0	0	3454	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						406					33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		307			465			592			564	
Travel Time (s)		8.4			12.7			16.1			15.4	
Confl. Peds. (#/hr)	70		24			70						2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	320	157	36	0	185	406	0	420	0	0	435	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	320	157	36	0	185	406	0	420	0	0	547	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		20			16			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		20	15		9	15		9
Number of Detectors	1	2	1		2	1		2			2	
Detector Template	Left	Thru	Right		Thru	Right		Thru			Thru	
Leading Detector (ft)	20	100	20		100	20		100			100	
Trailing Detector (ft)	0	0	0		0	0		0			0	
Detector 1 Position(ft)	0	0	0		0	0		0			0	
Detector 1 Size(ft)	20	6	20		6	20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm		NA	Free		NA			NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6		6			Free						
Detector Phase	1	6	6		2			4			8	
Switch Phase												
Minimum Initial (s)	8.0	45.0	45.0		45.0			31.0			31.0	
Minimum Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (s)	12.0	63.0	63.0		51.0			37.0			37.0	
Total Split (%)	12.0%	63.0%	63.0%		51.0%			37.0%			37.0%	
Maximum Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
Yellow Time (s)	4.0	4.0	4.0		4.0			4.0			4.0	
All-Red Time (s)	0.0	2.0	2.0		2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0	6.0		6.0			6.0			6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0	2.0		2.0			2.0			2.0	
Recall Mode	Min	Min	Min		Min			C-Max			C-Max	
Walk Time (s)		31.0	31.0		31.0			17.0			17.0	
Flash Dont Walk (s)		14.0	14.0		14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	59.0	57.0	57.0		45.0	100.0		31.0			31.0	
Actuated g/C Ratio	0.59	0.57	0.57		0.45	1.00		0.31			0.31	
v/c Ratio	0.47	0.15	0.04		0.12	0.26		0.38			0.50	
Control Delay	10.7	7.3	6.5		16.2	0.4		28.2			28.3	
Queue Delay	0.7	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	11.4	7.3	6.5		16.2	0.4		28.2			28.3	
LOS	B	A	A		B	A		C			C	
Approach Delay		9.8			5.4			28.2			28.3	
Approach LOS		A			A			C			C	
90th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
90th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
70th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
70th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
50th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
50th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
30th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
30th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
10th %ile Green (s)	8.0	57.0	57.0		45.0			31.0			31.0	
10th %ile Term Code	Max	Hold	Hold		Max			Coord			Coord	
Stops (vph)	173	76	17		99	0		307			396	
Fuel Used(gal)	2	1	0		4	7		6			11	
CO Emissions (g/hr)	150	64	14		276	461		389			752	
NOx Emissions (g/hr)	29	12	3		54	90		76			146	
VOC Emissions (g/hr)	35	15	3		64	107		90			174	
Dilemma Vehicles (#)	0	0	0		0	0		0			0	
Queue Length 50th (ft)	108	50	9		35	0		109			140	
Queue Length 95th (ft)	183	88	21		55	0		153			192	
Internal Link Dist (ft)		227			385			512			484	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	150					230						
Base Capacity (vph)	683	1072	894		1608	1547		1107			1093	
Starvation Cap Reductn	140	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.59	0.15	0.04		0.12	0.26		0.38			0.50	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 50 (50%), Referenced to phase 4:NBT and 8:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Albany Ave & Ventnor Ave/Capt. John A O'Donnell Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	165	167	1	62	6	117	80	3	99	130	238
Future Volume (vph)	115	165	167	1	62	6	117	80	3	99	130	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	0		50	170		50
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	15			25			25			30		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99	0.99			1.00		0.95	0.98		1.00		0.98
Frt		0.925			0.987			0.997				0.850
Flt Protected	0.950				0.999		0.950	0.981		0.950		
Satd. Flow (prot)	1787	3266	0	0	3430	0	1626	3290	0	1805	3505	1568
Flt Permitted	0.637				0.949		0.950	0.981		0.950		
Satd. Flow (perm)	1192	3266	0	0	3259	0	1547	3229	0	1803	3505	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176			6			2				251
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			417			422			592	
Travel Time (s)		7.4			11.4			11.5			16.1	
Confl. Peds. (#/hr)	5		2	2		5	42		1	1		42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	2%	0%	4%	0%	1%	4%	0%	0%	3%	3%
Adj. Flow (vph)	121	174	176	1	65	6	123	84	3	104	137	251
Shared Lane Traffic (%)							44%					
Lane Group Flow (vph)	121	350	0	0	72	0	69	141	0	104	137	251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		12			0			40			12	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		30			18			18			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

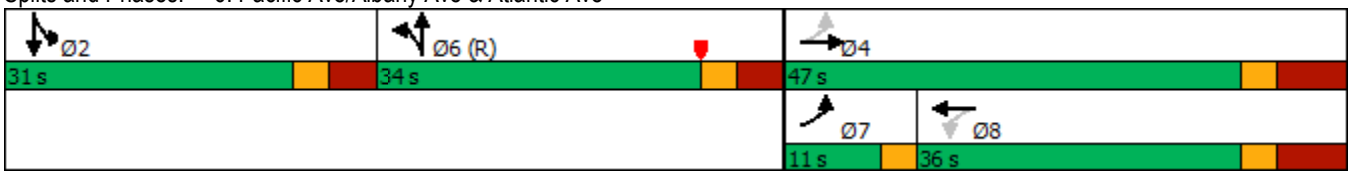
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Split	NA		Split	NA	Free
Protected Phases	7	4			8		6	6		2	2	
Permitted Phases	4			8								Free
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	27.0		27.0	27.0		27.0	27.0		24.0	24.0	
Minimum Split (s)	11.0	36.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (s)	11.0	47.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (%)	9.8%	42.0%		32.1%	32.1%		30.4%	30.4%		27.7%	27.7%	
Maximum Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	9.0			9.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	Min	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0		20.0	20.0		20.0	20.0		17.0	17.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	44.0	38.0			27.0		27.0	27.0		24.0	24.0	112.0
Actuated g/C Ratio	0.39	0.34			0.24		0.24	0.24		0.21	0.21	1.00
v/c Ratio	0.24	0.29			0.09		0.18	0.18		0.27	0.18	0.16
Control Delay	23.6	13.7			30.6		35.2	33.9		38.9	36.8	0.2
Queue Delay	2.2	0.8			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	25.8	14.5			30.6		35.2	33.9		38.9	36.8	0.2
LOS	C	B			C		D	C		D	D	A
Approach Delay		17.4			30.6			34.4			18.6	
Approach LOS		B			C			C			B	
90th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
90th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
70th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
70th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
50th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
50th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
30th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
30th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
10th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
10th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
Stops (vph)	73	116			48		53	102		82	103	0
Fuel Used(gal)	1	2			1		1	2		2	2	1
CO Emissions (g/hr)	77	150			59		75	149		112	141	85
NOx Emissions (g/hr)	15	29			12		15	29		22	28	16
VOC Emissions (g/hr)	18	35			14		17	35		26	33	20
Dilemma Vehicles (#)	0	0			0		0	0		0	0	0
Queue Length 50th (ft)	56	45			19		43	43		63	42	0
Queue Length 95th (ft)	98	81			38		85	73		113	70	0
Internal Link Dist (ft)		192			337			342			512	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125									170		50
Base Capacity (vph)	510	1224			790		391	794		386	751	1530
Starvation Cap Reductn	279	579			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.52	0.54			0.09		0.18	0.18		0.27	0.18	0.16

Intersection Summary

Area Type: Other
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 50 (45%), Referenced to phase 6:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Pacific Ave/Albany Ave & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	199	117	2	96	5	226	173	5	99	138	200
Future Volume (vph)	191	199	117	2	96	5	226	173	5	99	138	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	0		50	170		50
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	15			25			25			30		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00			1.00		0.92	0.97				0.97
Frt		0.944			0.993			0.997				0.850
Flt Protected	0.950				0.999		0.950	0.983		0.950		
Satd. Flow (prot)	1752	3345	0	0	3581	0	1626	3356	0	1736	3574	1599
Flt Permitted	0.614				0.947		0.950	0.983		0.950		
Satd. Flow (perm)	1133	3345	0	0	3395	0	1491	3259	0	1736	3574	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		116			4			1				224
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			417			422			592	
Travel Time (s)		7.4			11.4			11.5			16.1	
Confl. Peds. (#/hr)			1	1			73					73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	2%	0%	0%	0%	1%	1%	0%	4%	1%	1%
Adj. Flow (vph)	205	214	126	2	103	5	243	186	5	106	148	215
Shared Lane Traffic (%)							42%					
Lane Group Flow (vph)	205	340	0	0	110	0	141	293	0	106	148	215
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		12			0			40			12	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		30			18			18			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

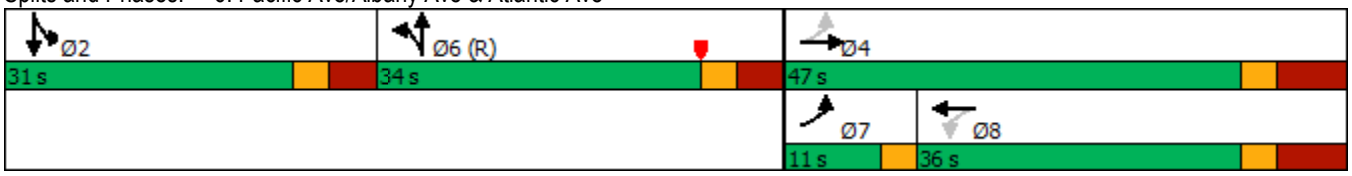
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Split	NA		Split	NA	Free
Protected Phases	7	4			8		6	6		2	2	
Permitted Phases	4			8								Free
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	27.0		27.0	27.0		27.0	27.0		24.0	24.0	
Minimum Split (s)	11.0	36.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (s)	11.0	47.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (%)	9.8%	42.0%		32.1%	32.1%		30.4%	30.4%		27.7%	27.7%	
Maximum Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	9.0			9.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	Min	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0		20.0	20.0		20.0	20.0		17.0	17.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	44.0	38.0			27.0		27.0	27.0		24.0	24.0	112.0
Actuated g/C Ratio	0.39	0.34			0.24		0.24	0.24		0.21	0.21	1.00
v/c Ratio	0.42	0.28			0.13		0.36	0.36		0.28	0.19	0.14
Control Delay	26.7	18.1			32.7		38.5	36.8		39.3	36.9	0.2
Queue Delay	7.5	1.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.2	19.1			32.7		38.5	36.8		39.3	36.9	0.2
LOS	C	B			C		D	D		D	D	A
Approach Delay		24.8			32.7			37.3			20.6	
Approach LOS		C			C			D			C	
90th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
90th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
70th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
70th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
50th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
50th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
30th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
30th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
10th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
10th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
Stops (vph)	129	146			74		108	220		82	109	0
Fuel Used(gal)	2	2			1		2	5		2	2	1
CO Emissions (g/hr)	138	172			93		156	317		112	150	71
NOx Emissions (g/hr)	27	33			18		30	62		22	29	14
VOC Emissions (g/hr)	32	40			21		36	73		26	35	16
Dilemma Vehicles (#)	0	0			0		0	0		0	0	0
Queue Length 50th (ft)	100	60			31		93	96		64	46	0
Queue Length 95th (ft)	159	96			55		159	139		116	75	0
Internal Link Dist (ft)		192			337			342			512	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125									170		50
Base Capacity (vph)	489	1211			821		391	809		372	765	1546
Starvation Cap Reductn	236	605			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.81	0.56			0.13		0.36	0.36		0.28	0.19	0.14

Intersection Summary

Area Type: Other
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 50 (45%), Referenced to phase 6:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Pacific Ave/Albany Ave & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	168	171	1	64	6	121	81	3	99	131	250
Future Volume (vph)	128	168	171	1	64	6	121	81	3	99	131	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	0		50	170		50
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	15			25			25			30		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99	0.85			1.00		0.74	0.90		1.00		0.91
Frt		0.924			0.988			0.997				0.850
Flt Protected	0.950				0.999		0.950	0.981		0.950		
Satd. Flow (prot)	1787	2802	0	0	3434	0	1626	3291	0	1805	3505	1568
Flt Permitted	0.636				0.949		0.950	0.981		0.950		
Satd. Flow (perm)	1190	2802	0	0	3254	0	1210	2960	0	1803	3505	1434
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		180			6			2				263
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			417			422			592	
Travel Time (s)		7.4			11.4			11.5			16.1	
Confl. Peds. (#/hr)	5		230	230		5	249		1	1		249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	2%	0%	4%	0%	1%	4%	0%	0%	3%	3%
Adj. Flow (vph)	135	177	180	1	67	6	127	85	3	104	138	263
Shared Lane Traffic (%)							45%					
Lane Group Flow (vph)	135	357	0	0	74	0	70	145	0	104	138	263
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		12			0			40			12	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		30			18			18			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

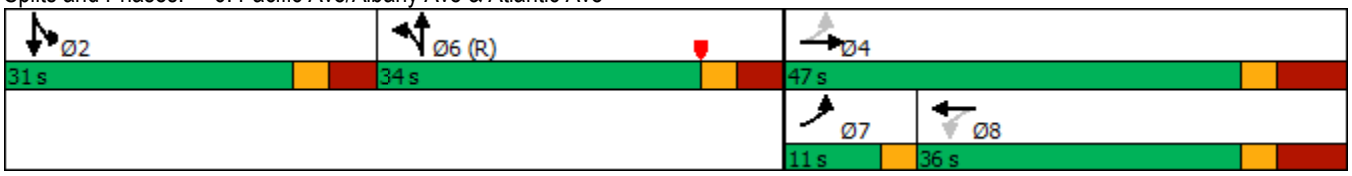
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Split	NA		Split	NA	Free
Protected Phases	7	4			8		6	6		2	2	
Permitted Phases	4			8								Free
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	27.0		27.0	27.0		27.0	27.0		24.0	24.0	
Minimum Split (s)	11.0	36.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (s)	11.0	47.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (%)	9.8%	42.0%		32.1%	32.1%		30.4%	30.4%		27.7%	27.7%	
Maximum Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	9.0			9.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	Min	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0		20.0	20.0		20.0	20.0		17.0	17.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	44.0	38.0			27.0		27.0	27.0		24.0	24.0	112.0
Actuated g/C Ratio	0.39	0.34			0.24		0.24	0.24		0.21	0.21	1.00
v/c Ratio	0.26	0.33			0.09		0.18	0.18		0.27	0.18	0.18
Control Delay	24.0	14.1			30.8		35.3	34.0		38.9	36.8	0.3
Queue Delay	2.6	0.8			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.5	14.9			30.8		35.3	34.0		38.9	36.8	0.3
LOS	C	B			C		D	C		D	D	A
Approach Delay		18.1			30.8			34.4			18.2	
Approach LOS		B			C			C			B	
90th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
90th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
70th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
70th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
50th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
50th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
30th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
30th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
10th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
10th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
Stops (vph)	82	121			48		52	105		82	104	0
Fuel Used(gal)	1	2			1		1	2		2	2	1
CO Emissions (g/hr)	86	155			61		75	154		112	143	89
NOx Emissions (g/hr)	17	30			12		15	30		22	28	17
VOC Emissions (g/hr)	20	36			14		17	36		26	33	21
Dilemma Vehicles (#)	0	0			0		0	0		0	0	0
Queue Length 50th (ft)	63	46			20		43	45		63	43	0
Queue Length 95th (ft)	108	85			40		87	74		113	71	0
Internal Link Dist (ft)		192			337			342			512	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125									170		50
Base Capacity (vph)	510	1069			789		391	794		386	751	1434
Starvation Cap Reductn	273	428			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.57	0.56			0.09		0.18	0.18		0.27	0.18	0.18

Intersection Summary

Area Type: Other
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 50 (45%), Referenced to phase 6:NBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Pacific Ave/Albany Ave & Atlantic Ave



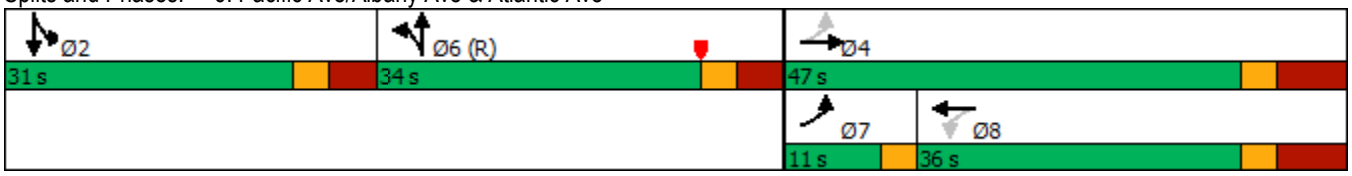
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	204	126	2	101	5	234	175	5	99	140	230
Future Volume (vph)	215	204	126	2	101	5	234	175	5	99	140	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	0		50	170		50
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	15			25			25			30		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.95	1.00	0.95	1.00
Ped Bike Factor		0.88			1.00		0.74	0.91				0.90
Frt		0.943			0.994			0.997				0.850
Flt Protected	0.950				0.999		0.950	0.983		0.950		
Satd. Flow (prot)	1752	2961	0	0	3585	0	1626	3356	0	1736	3574	1599
Flt Permitted	0.611				0.947		0.950	0.983		0.950		
Satd. Flow (perm)	1127	2961	0	0	3387	0	1205	3048	0	1736	3574	1446
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		129			4			1				247
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		272			417			422			592	
Travel Time (s)		7.4			11.4			11.5			16.1	
Confl. Peds. (#/hr)			256	256			284					284
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	2%	0%	0%	0%	1%	1%	0%	4%	1%	1%
Adj. Flow (vph)	231	219	135	2	109	5	252	188	5	106	151	247
Shared Lane Traffic (%)							42%					
Lane Group Flow (vph)	231	354	0	0	116	0	146	299	0	106	151	247
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	R NA	L NA	Left	Right
Median Width(ft)		12			0			40			12	
Link Offset(ft)		0			0			15			0	
Crosswalk Width(ft)		30			18			18			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Split	NA		Split	NA	Free
Protected Phases	7	4			8		6	6		2	2	
Permitted Phases	4			8								Free
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	27.0		27.0	27.0		27.0	27.0		24.0	24.0	
Minimum Split (s)	11.0	36.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (s)	11.0	47.0		36.0	36.0		34.0	34.0		31.0	31.0	
Total Split (%)	9.8%	42.0%		32.1%	32.1%		30.4%	30.4%		27.7%	27.7%	
Maximum Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	9.0			9.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	Min	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0		20.0	20.0		20.0	20.0		17.0	17.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	44.0	38.0			27.0		27.0	27.0		24.0	24.0	112.0
Actuated g/C Ratio	0.39	0.34			0.24		0.24	0.24		0.21	0.21	1.00
v/c Ratio	0.47	0.33			0.14		0.37	0.37		0.28	0.20	0.17
Control Delay	27.9	17.9			32.8		38.8	36.9		39.3	36.9	0.3
Queue Delay	11.8	1.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.7	18.9			32.8		38.8	36.9		39.3	36.9	0.3
LOS	D	B			C		D	D		D	D	A
Approach Delay		27.1			32.8			37.5			19.5	
Approach LOS		C			C			D			B	
90th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
90th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
70th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
70th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
50th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
50th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
30th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
30th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
10th %ile Green (s)	8.0	38.0		27.0	27.0		27.0	27.0		24.0	24.0	
10th %ile Term Code	Max	Hold		Max	Max		Coord	Coord		Max	Max	
Stops (vph)	146	151			80		111	225		82	112	0
Fuel Used(gal)	2	3			1		2	5		2	2	1
CO Emissions (g/hr)	159	178			99		163	324		112	153	82
NOx Emissions (g/hr)	31	35			19		32	63		22	30	16
VOC Emissions (g/hr)	37	41			23		38	75		26	35	19
Dilemma Vehicles (#)	0	0			0		0	0		0	0	0
Queue Length 50th (ft)	115	60			33		96	98		64	47	0
Queue Length 95th (ft)	179	99			57		163	142		116	76	0
Internal Link Dist (ft)		192			337			342			512	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125									170		50
Base Capacity (vph)	487	1089			819		391	809		372	765	1446
Starvation Cap Reductn	226	480			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.89	0.58			0.14		0.37	0.37		0.28	0.20	0.17

Intersection Summary	
Area Type:	Other
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 50 (45%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Pacific Ave/Albany Ave & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	338	0	0	225	0	15	0	114	7	0	147
Future Volume (vph)	0	338	0	0	225	0	15	0	114	7	0	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	14	12	12	16	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.98			0.97	
Frt								0.880			0.871	
Flt Protected								0.994			0.998	
Satd. Flow (prot)	0	2132	0	0	1912	0	0	1849	0	0	1818	0
Flt Permitted								0.951			0.984	
Satd. Flow (perm)	0	2132	0	0	1912	0	0	1768	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								139			179	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1388			307			287			615	
Travel Time (s)		37.9			8.4			7.8			16.8	
Confl. Peds. (#/hr)							5		7	7		5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	412	0	0	274	0	18	0	139	9	0	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	412	0	0	274	0	0	157	0	0	188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			-15	
Crosswalk Width(ft)		16			16			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100			100		20	100		20	100	
Trailing Detector (ft)		0			0		0	0		0	0	
Detector 1 Position(ft)		0			0		0	0		0	0	
Detector 1 Size(ft)		6			6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			8		
Detector Phase		2			6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Minimum Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (%)		70.0%			70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Yellow Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Recall Mode		C-Max			C-Max		Min	Min		Min	Min	
Walk Time (s)		50.0			50.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)		64.0			64.0			24.0			24.0	
Actuated g/C Ratio		0.64			0.64			0.24			0.24	
v/c Ratio		0.30			0.22			0.30			0.33	
Control Delay		8.8			6.3			8.8			7.3	
Queue Delay		0.0			1.1			0.0			0.0	
Total Delay		8.8			7.5			8.8			7.3	
LOS		A			A			A			A	
Approach Delay		8.8			7.5			8.8			7.3	
Approach LOS		A			A			A			A	
90th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
90th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
70th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
70th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
50th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
50th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
30th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
30th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
10th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
10th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
Stops (vph)		142			108			25			23	
Fuel Used(gal)		5			1			1			1	
CO Emissions (g/hr)		360			90			45			78	
NOx Emissions (g/hr)		70			18			9			15	
VOC Emissions (g/hr)		83			21			10			18	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		107			62			9			4	
Queue Length 95th (ft)		137			74			47			44	
Internal Link Dist (ft)		1308			227			207			535	
Turn Bay Length (ft)												
Base Capacity (vph)		1364			1223			529			566	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			718			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.54			0.30			0.33	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Trenton Ave & Ventnor Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	402	0	0	288	0	14	0	82	8	0	163
Future Volume (vph)	0	402	0	0	288	0	14	0	82	8	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	14	12	12	16	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.97			0.93	
Frt								0.885			0.872	
Flt Protected								0.993			0.998	
Satd. Flow (prot)	0	2132	0	0	2027	0	0	1832	0	0	1736	0
Flt Permitted								0.943			0.986	
Satd. Flow (perm)	0	2132	0	0	2027	0	0	1731	0	0	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								87			173	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1388			307			287			615	
Travel Time (s)		37.9			8.4			7.8			16.8	
Confl. Peds. (#/hr)							25		13	13		25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	1%	13%	0%	0%
Adj. Flow (vph)	0	428	0	0	306	0	15	0	87	9	0	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	428	0	0	306	0	0	102	0	0	182	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			-15	
Crosswalk Width(ft)		16			16			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100			100		20	100		20	100	
Trailing Detector (ft)		0			0		0	0		0	0	
Detector 1 Position(ft)		0			0		0	0		0	0	
Detector 1 Size(ft)		6			6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			8		
Detector Phase		2			6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Minimum Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (%)		70.0%			70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Yellow Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Recall Mode		C-Max			C-Max		Min	Min		Min	Min	
Walk Time (s)		50.0			50.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)		64.0			64.0			24.0			24.0	
Actuated g/C Ratio		0.64			0.64			0.24			0.24	
v/c Ratio		0.31			0.24			0.21			0.34	
Control Delay		8.9			6.8			10.2			7.5	
Queue Delay		0.0			1.0			0.0			0.0	
Total Delay		8.9			7.7			10.2			7.5	
LOS		A			A			B			A	
Approach Delay		8.9			7.7			10.2			7.5	
Approach LOS		A			A			B			A	
90th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
90th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
70th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
70th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
50th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
50th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
30th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
30th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
10th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
10th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
Stops (vph)		169			145			23			26	
Fuel Used(gal)		6			2			1			1	
CO Emissions (g/hr)		428			119			36			88	
NOx Emissions (g/hr)		83			23			7			17	
VOC Emissions (g/hr)		99			28			8			20	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		112			72			7			4	
Queue Length 95th (ft)		162			96			49			58	
Internal Link Dist (ft)		1308			227			207			535	
Turn Bay Length (ft)												
Base Capacity (vph)		1364			1297			481			542	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			729			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.54			0.21			0.34	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Trenton Ave & Ventnor Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	338	0	0	225	0	15	0	118	7	0	147
Future Volume (vph)	0	338	0	0	225	0	15	0	118	7	0	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	14	12	12	16	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.98			0.97	
Frt								0.880			0.871	
Flt Protected								0.994			0.998	
Satd. Flow (prot)	0	2132	0	0	1912	0	0	1849	0	0	1818	0
Flt Permitted								0.953			0.984	
Satd. Flow (perm)	0	2132	0	0	1912	0	0	1771	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								144			179	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1388			307			287			615	
Travel Time (s)		37.9			8.4			7.8			16.8	
Confl. Peds. (#/hr)							5		7	7		5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	412	0	0	274	0	18	0	144	9	0	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	412	0	0	274	0	0	162	0	0	188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			-15	
Crosswalk Width(ft)		16			16			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100			100		20	100		20	100	
Trailing Detector (ft)		0			0		0	0		0	0	
Detector 1 Position(ft)		0			0		0	0		0	0	
Detector 1 Size(ft)		6			6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			8		
Detector Phase		2			6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Minimum Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (%)		70.0%			70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Yellow Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Recall Mode		C-Max			C-Max		Min	Min		Min	Min	
Walk Time (s)		50.0			50.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)		64.0			64.0			24.0			24.0	
Actuated g/C Ratio		0.64			0.64			0.24			0.24	
v/c Ratio		0.30			0.22			0.30			0.33	
Control Delay		8.8			6.3			8.7			7.3	
Queue Delay		0.0			1.2			0.0			0.0	
Total Delay		8.8			7.4			8.7			7.3	
LOS		A			A			A			A	
Approach Delay		8.8			7.4			8.7			7.3	
Approach LOS		A			A			A			A	
90th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
90th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
70th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
70th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
50th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
50th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
30th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
30th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
10th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
10th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
Stops (vph)		142			107			25			23	
Fuel Used(gal)		5			1			1			1	
CO Emissions (g/hr)		360			90			46			78	
NOx Emissions (g/hr)		70			17			9			15	
VOC Emissions (g/hr)		83			21			11			18	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		107			60			9			4	
Queue Length 95th (ft)		137			72			47			44	
Internal Link Dist (ft)		1308			227			207			535	
Turn Bay Length (ft)												
Base Capacity (vph)		1364			1223			534			566	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			720			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.54			0.30			0.33	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Trenton Ave & Ventnor Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	402	0	0	288	0	14	0	88	8	0	163
Future Volume (vph)	0	402	0	0	288	0	14	0	88	8	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	14	12	12	16	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.97			0.93	
Frt								0.884			0.872	
Flt Protected								0.993			0.998	
Satd. Flow (prot)	0	2132	0	0	2027	0	0	1829	0	0	1736	0
Flt Permitted								0.946			0.986	
Satd. Flow (perm)	0	2132	0	0	2027	0	0	1734	0	0	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								94			173	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1388			307			287			615	
Travel Time (s)		37.9			8.4			7.8			16.8	
Confl. Peds. (#/hr)							25		13	13		25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	1%	13%	0%	0%
Adj. Flow (vph)	0	428	0	0	306	0	15	0	94	9	0	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	428	0	0	306	0	0	109	0	0	182	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			-15	
Crosswalk Width(ft)		16			16			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100			100		20	100		20	100	
Trailing Detector (ft)		0			0		0	0		0	0	
Detector 1 Position(ft)		0			0		0	0		0	0	
Detector 1 Size(ft)		6			6		20	6		20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			8		
Detector Phase		2			6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Minimum Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (s)		70.0			70.0		30.0	30.0		30.0	30.0	
Total Split (%)		70.0%			70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
Yellow Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0	2.0		2.0	2.0	
Recall Mode		C-Max			C-Max		Min	Min		Min	Min	
Walk Time (s)		50.0			50.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		14.0			14.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)		64.0			64.0			24.0			24.0	
Actuated g/C Ratio		0.64			0.64			0.24			0.24	
v/c Ratio		0.31			0.24			0.22			0.34	
Control Delay		8.9			6.6			9.8			7.5	
Queue Delay		0.0			1.0			0.0			0.0	
Total Delay		8.9			7.6			9.8			7.5	
LOS		A			A			A			A	
Approach Delay		8.9			7.6			9.8			7.5	
Approach LOS		A			A			A			A	
90th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
90th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
70th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
70th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
50th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
50th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
30th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
30th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
10th %ile Green (s)		64.0			64.0		24.0	24.0		24.0	24.0	
10th %ile Term Code		Coord			Coord		Max	Max		Max	Max	
Stops (vph)		169			142			22			26	
Fuel Used(gal)		6			2			1			1	
CO Emissions (g/hr)		428			118			38			88	
NOx Emissions (g/hr)		83			23			7			17	
VOC Emissions (g/hr)		99			27			9			20	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		112			67			7			4	
Queue Length 95th (ft)		162			92			50			58	
Internal Link Dist (ft)		1308			227			207			535	
Turn Bay Length (ft)												
Base Capacity (vph)		1364			1297			487			542	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			729			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.54			0.22			0.34	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Trenton Ave & Ventnor Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	428	0	0	381	32	4	0	14	4	0	3
Future Volume (vph)	5	428	0	0	381	32	4	0	14	4	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		1.00		0.97		0.98	
Frt					0.988				0.850		0.942	
Flt Protected		0.999					0.950				0.972	
Satd. Flow (prot)	0	3571	0	0	3495	0	1805	0	1615	0	1729	0
Flt Permitted		0.951					0.753				0.972	
Satd. Flow (perm)	0	3399	0	0	3495	0	1428	0	1569	0	1713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				33		33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		76			272			322			210	
Travel Time (s)		2.1			7.4			8.8			5.7	
Confl. Peds. (#/hr)	7					7	2		15	15		2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	455	0	0	405	34	4	0	15	4	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	460	0	0	439	0	4	0	15	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	L NA	Left	Right	Left	Left	R NA
Median Width(ft)		7			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		13			13			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1		1	1	2	
Detector Template	Left	Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)	20	100			100		20		20	20	100	
Trailing Detector (ft)	0	0			0		0		0	0	0	
Detector 1 Position(ft)	0	0			0		0		0	0	0	
Detector 1 Size(ft)	20	6			6		20		20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						8	
Permitted Phases	2						4		4	8		

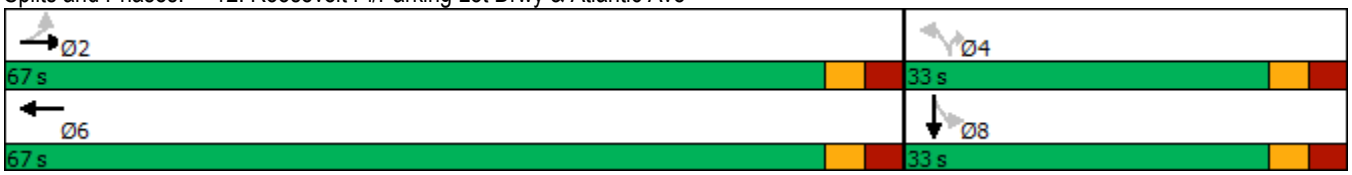
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2			6		4		4	8	8	
Switch Phase												
Minimum Initial (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Minimum Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (%)	67.0%	67.0%			67.0%		33.0%		33.0%	33.0%	33.0%	
Maximum Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Yellow Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode	Min	Min			Min		Min		Min	Min	Min	
Walk Time (s)	52.0	52.0			52.0		7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	9.0	9.0			9.0		20.0		20.0	20.0	20.0	
Pedestrian Calls (#/hr)	0	0			0		0		0	0	0	
Act Effct Green (s)		61.0			61.0		27.0		27.0		27.0	
Actuated g/C Ratio		0.61			0.61		0.27		0.27		0.27	
v/c Ratio		0.22			0.21		0.01		0.03		0.01	
Control Delay		9.1			8.6		27.0		3.7		0.0	
Queue Delay		0.0			1.0		0.0		0.0		0.0	
Total Delay		9.1			9.6		27.0		3.7		0.0	
LOS		A			A		C		A		A	
Approach Delay		9.1			9.6			8.6				
Approach LOS		A			A			A				
90th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
90th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
70th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
70th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
50th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
50th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
30th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
30th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
10th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
10th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
Stops (vph)		181			166		5		2		0	
Fuel Used(gal)		2			2		0		0		0	
CO Emissions (g/hr)		124			162		4		4		1	
NOx Emissions (g/hr)		24			32		1		1		0	
VOC Emissions (g/hr)		29			38		1		1		0	
Dilemma Vehicles (#)		0			0		0		0		0	
Queue Length 50th (ft)		64			57		2		0		0	
Queue Length 95th (ft)		88			81		10		7		0	
Internal Link Dist (ft)		1			192			242			130	
Turn Bay Length (ft)												
Base Capacity (vph)		2073			2138		385		447		486	
Starvation Cap Reductn		0			1399		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	
Reduced v/c Ratio		0.22			0.59		0.01		0.03		0.01	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 110.8% ICU Level of Service H
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle: 100
30th %ile Actuated Cycle: 100
10th %ile Actuated Cycle: 100

Splits and Phases: 12: Roosevelt Pl/Parking Lot Drwy & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	423	0	0	521	4	19	0	94	1	0	1
Future Volume (vph)	1	423	0	0	521	4	19	0	94	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99		0.97		0.98	
Frt					0.999				0.850		0.932	
Flt Protected							0.950				0.976	
Satd. Flow (prot)	0	3574	0	0	3570	0	1805	0	1615	0	1709	0
Flt Permitted		0.954					0.757				0.976	
Satd. Flow (perm)	0	3410	0	0	3570	0	1422	0	1569	0	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1				98		33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		76			272			322			210	
Travel Time (s)		2.1			7.4			8.8			5.7	
Confl. Peds. (#/hr)	11					11	10		15	15		10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	441	0	0	543	4	20	0	98	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	442	0	0	547	0	20	0	98	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	L NA	Left	Right	Left	Left	R NA
Median Width(ft)		7			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		13			13			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1		1	1	2	
Detector Template	Left	Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)	20	100			100		20		20	20	100	
Trailing Detector (ft)	0	0			0		0		0	0	0	
Detector 1 Position(ft)	0	0			0		0		0	0	0	
Detector 1 Size(ft)	20	6			6		20		20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						8	
Permitted Phases	2						4		4	8		

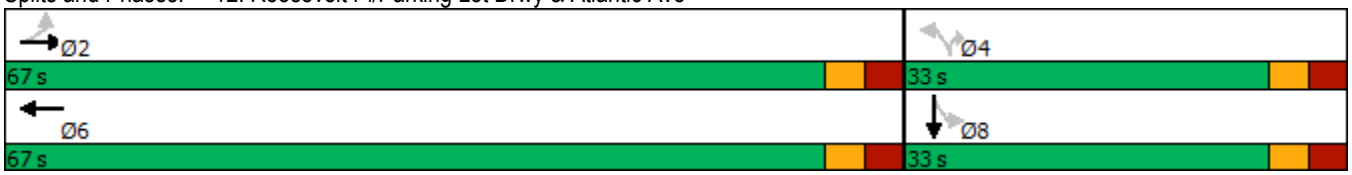
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2			6		4		4	8	8	
Switch Phase												
Minimum Initial (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Minimum Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (%)	67.0%	67.0%			67.0%		33.0%		33.0%	33.0%	33.0%	
Maximum Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Yellow Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode	Min	Min			Min		Min		Min	Min	Min	
Walk Time (s)	52.0	52.0			52.0		7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	9.0	9.0			9.0		20.0		20.0	20.0	20.0	
Pedestrian Calls (#/hr)	0	0			0		0		0	0	0	
Act Effct Green (s)		61.0			61.0		27.0		27.0		27.0	
Actuated g/C Ratio		0.61			0.61		0.27		0.27		0.27	
v/c Ratio		0.21			0.25		0.05		0.20		0.00	
Control Delay		9.1			9.3		27.6		7.0		0.0	
Queue Delay		0.0			1.4		0.0		0.0		0.0	
Total Delay		9.1			10.8		27.6		7.0		0.0	
LOS		A			B		C		A		A	
Approach Delay		9.1			10.8			10.5				
Approach LOS		A			B			B				
90th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
90th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
70th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
70th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
50th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
50th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
30th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
30th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
10th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
10th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
Stops (vph)		177			225		16		14		0	
Fuel Used(gal)		2			3		0		0		0	
CO Emissions (g/hr)		121			215		15		31		0	
NOx Emissions (g/hr)		24			42		3		6		0	
VOC Emissions (g/hr)		28			50		4		7		0	
Dilemma Vehicles (#)		0			0		0		0		0	
Queue Length 50th (ft)		61			77		9		0		0	
Queue Length 95th (ft)		85			104		28		38		0	
Internal Link Dist (ft)		1			192			242			130	
Turn Bay Length (ft)												
Base Capacity (vph)		2080			2178		383		495		481	
Starvation Cap Reductn		0			1389		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	
Reduced v/c Ratio		0.21			0.69		0.05		0.20		0.00	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 110.8% ICU Level of Service H
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle: 100
30th %ile Actuated Cycle: 100
10th %ile Actuated Cycle: 100

Splits and Phases: 12: Roosevelt Pl/Parking Lot Drwy & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	429	0	0	399	32	14	0	33	4	0	3
Future Volume (vph)	5	429	0	0	399	32	14	0	33	4	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.97		0.97		0.97	
Frt					0.989				0.850		0.942	
Flt Protected		0.999					0.950				0.972	
Satd. Flow (prot)	0	3571	0	0	3494	0	1805	0	1615	0	1710	0
Flt Permitted		0.951					0.753				0.972	
Satd. Flow (perm)	0	3399	0	0	3494	0	1390	0	1569	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15				35		33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		76			272			322			210	
Travel Time (s)		2.1			7.4			8.8			5.7	
Confl. Peds. (#/hr)	31					31	26		15	15		26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	456	0	0	424	34	15	0	35	4	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	458	0	15	0	35	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	L NA	Left	Right	Left	Left	R NA
Median Width(ft)		7			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		13			13			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1		1	1	2	
Detector Template	Left	Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)	20	100			100		20		20	20	100	
Trailing Detector (ft)	0	0			0		0		0	0	0	
Detector 1 Position(ft)	0	0			0		0		0	0	0	
Detector 1 Size(ft)	20	6			6		20		20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						8	
Permitted Phases	2						4		4	8		

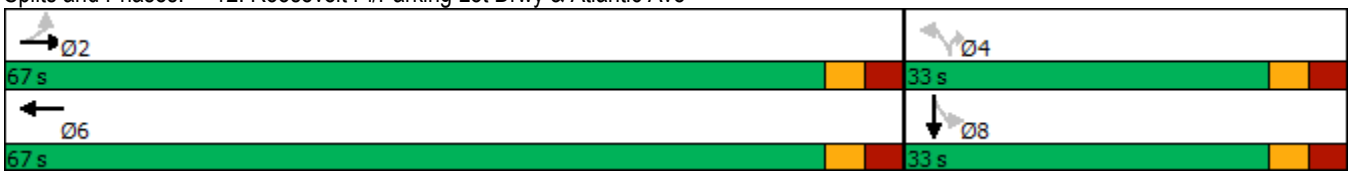
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2			6		4		4	8	8	
Switch Phase												
Minimum Initial (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Minimum Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (%)	67.0%	67.0%			67.0%		33.0%		33.0%	33.0%	33.0%	
Maximum Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Yellow Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode	Min	Min			Min		Min		Min	Min	Min	
Walk Time (s)	52.0	52.0			52.0		7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	9.0	9.0			9.0		20.0		20.0	20.0	20.0	
Pedestrian Calls (#/hr)	0	0			0		0		0	0	0	
Act Effct Green (s)		61.0			61.0		27.0		27.0		27.0	
Actuated g/C Ratio		0.61			0.61		0.27		0.27		0.27	
v/c Ratio		0.22			0.21		0.04		0.08		0.01	
Control Delay		9.1			8.7		27.5		9.9		0.0	
Queue Delay		0.0			1.1		0.0		0.0		0.0	
Total Delay		9.1			9.8		27.5		9.9		0.0	
LOS		A			A		C		A		A	
Approach Delay		9.1			9.8			15.2				
Approach LOS		A			A			B				
90th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
90th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
70th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
70th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
50th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
50th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
30th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
30th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
10th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
10th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
Stops (vph)		182			174		12		9		0	
Fuel Used(gal)		2			2		0		0		0	
CO Emissions (g/hr)		125			170		11		13		1	
NOx Emissions (g/hr)		24			33		2		3		0	
VOC Emissions (g/hr)		29			39		3		3		0	
Dilemma Vehicles (#)		0			0		0		0		0	
Queue Length 50th (ft)		64			61		7		0		0	
Queue Length 95th (ft)		88			85		23		24		0	
Internal Link Dist (ft)		1			192			242			130	
Turn Bay Length (ft)												
Base Capacity (vph)		2073			2137		375		449		481	
Starvation Cap Reductn		0			1389		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	
Reduced v/c Ratio		0.22			0.61		0.04		0.08		0.01	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 110.8% ICU Level of Service H
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle: 100
30th %ile Actuated Cycle: 100
10th %ile Actuated Cycle: 100

Splits and Phases: 12: Roosevelt Pl/Parking Lot Drwy & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	426	0	0	564	4	37	0	129	1	0	1
Future Volume (vph)	1	426	0	0	564	4	37	0	129	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.93		0.97		0.95	
Frt					0.999				0.850		0.932	
Flt Protected							0.950				0.976	
Satd. Flow (prot)	0	3574	0	0	3569	0	1805	0	1615	0	1659	0
Flt Permitted		0.954					0.757				0.976	
Satd. Flow (perm)	0	3410	0	0	3569	0	1338	0	1569	0	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1				134		33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		76			272			322			210	
Travel Time (s)		2.1			7.4			8.8			5.7	
Confl. Peds. (#/hr)	64					64	63		15	15		63
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	444	0	0	588	4	39	0	134	1	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	445	0	0	592	0	39	0	134	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	L NA	Left	Right	Left	Left	R NA
Median Width(ft)		7			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		13			13			16			18	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1		1	1	2	
Detector Template	Left	Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)	20	100			100		20		20	20	100	
Trailing Detector (ft)	0	0			0		0		0	0	0	
Detector 1 Position(ft)	0	0			0		0		0	0	0	
Detector 1 Size(ft)	20	6			6		20		20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						8	
Permitted Phases	2						4		4	8		

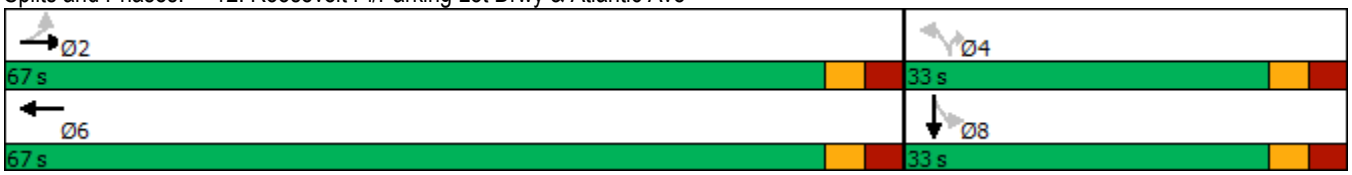
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2			6		4		4	8	8	
Switch Phase												
Minimum Initial (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Minimum Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (s)	67.0	67.0			67.0		33.0		33.0	33.0	33.0	
Total Split (%)	67.0%	67.0%			67.0%		33.0%		33.0%	33.0%	33.0%	
Maximum Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
Yellow Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0			3.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode	Min	Min			Min		Min		Min	Min	Min	
Walk Time (s)	52.0	52.0			52.0		7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	9.0	9.0			9.0		20.0		20.0	20.0	20.0	
Pedestrian Calls (#/hr)	0	0			0		0		0	0	0	
Act Effct Green (s)		61.0			61.0		27.0		27.0		27.0	
Actuated g/C Ratio		0.61			0.61		0.27		0.27		0.27	
v/c Ratio		0.21			0.27		0.11		0.26		0.00	
Control Delay		9.1			9.5		28.5		6.4		0.0	
Queue Delay		0.0			1.7		0.0		0.0		0.0	
Total Delay		9.1			11.2		28.5		6.4		0.0	
LOS		A			B		C		A		A	
Approach Delay		9.1			11.2			11.4				
Approach LOS		A			B			B				
90th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
90th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
70th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
70th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
50th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
50th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
30th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
30th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
10th %ile Green (s)	61.0	61.0			61.0		27.0		27.0	27.0	27.0	
10th %ile Term Code	Max	Max			Max		Max		Max	Max	Max	
Stops (vph)		178			248		29		18		0	
Fuel Used(gal)		2			3		0		1		0	
CO Emissions (g/hr)		122			235		30		41		0	
NOx Emissions (g/hr)		24			46		6		8		0	
VOC Emissions (g/hr)		28			55		7		10		0	
Dilemma Vehicles (#)		0			0		0		0		0	
Queue Length 50th (ft)		61			85		19		0		0	
Queue Length 95th (ft)		85			114		46		44		0	
Internal Link Dist (ft)		1			192			242			130	
Turn Bay Length (ft)												
Base Capacity (vph)		2080			2177		361		521		468	
Starvation Cap Reductn		0			1367		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	
Reduced v/c Ratio		0.21			0.73		0.11		0.26		0.00	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 110.8% ICU Level of Service H
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle: 100
30th %ile Actuated Cycle: 100
10th %ile Actuated Cycle: 100

Splits and Phases: 12: Roosevelt Pl/Parking Lot Drwy & Atlantic Ave



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	266	0	4	62	5	5
Future Vol, veh/h	266	0	4	62	5	5
Conflicting Peds, #/hr	0	2	2	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	280	0	4	65	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	282	0	323	144
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1292	-	651	884
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1290	-	648	881
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	747	-	-	1290	-
HCM Lane V/C Ratio	0.014	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	295	5	5	105	2	20
Future Vol, veh/h	295	5	5	105	2	20
Conflicting Peds, #/hr	0	8	8	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	20	0	1	0	0
Mvmt Flow	314	5	5	112	2	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	327	0	391	169
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1244	-	591	852
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1235	-	584	845
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	955	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	812	-	-	1235	-
HCM Lane V/C Ratio	0.029	-	-	0.004	-
HCM Control Delay (s)	9.6	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	269	0	5	64	5	6
Future Vol, veh/h	269	0	5	64	5	6
Conflicting Peds, #/hr	0	235	235	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	283	0	5	67	5	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	518	0	562	379
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1058	-	462	625
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	821	-	356	484
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	416	-	-	821	-
HCM Lane V/C Ratio	0.028	-	-	0.006	-
HCM Control Delay (s)	13.9	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	300	5	7	110	2	22
Future Vol, veh/h	300	5	7	110	2	22
Conflicting Peds, #/hr	0	273	273	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	20	0	1	0	0
Mvmt Flow	319	5	7	117	2	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	597	0	668	436
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	989	-	396	574
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	732	-	290	424
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	732	-
HCM Lane V/C Ratio	0.063	-	-	0.01	-
HCM Control Delay (s)	14.4	-	-	10	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	510	14	81	293	1	22
Future Vol, veh/h	510	14	81	293	1	22
Conflicting Peds, #/hr	0	2	2	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	8	0	3	0	5
Mvmt Flow	554	15	88	318	1	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	571	0	902	288
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	-	-	4.1	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	1012	-	281	700
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1010	-	255	698
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	1010	-
HCM Lane V/C Ratio	0.039	-	-	0.087	-
HCM Control Delay (s)	10.8	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	458	9	40	462	1	12
Future Vol, veh/h	458	9	40	462	1	12
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	472	9	41	476	1	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	484	0	800	245
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1089	-	327	762
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1086	-	314	759
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1086	-
HCM Lane V/C Ratio	0.02	-	-	0.038	-
HCM Control Delay (s)	10.4	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	18	97	301	1	22
Future Vol, veh/h	511	18	97	301	1	22
Conflicting Peds, #/hr	0	2	2	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	8	0	3	0	5
Mvmt Flow	555	20	105	327	1	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	577	0	944	291
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.1	-	6.8	7
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.35
Pot Cap-1 Maneuver	-	-	1006	-	264	697
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1004	-	235	695
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	640	-	-	1004	-
HCM Lane V/C Ratio	0.039	-	-	0.105	-
HCM Control Delay (s)	10.9	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	461	21	80	477	1	12
Future Vol, veh/h	461	21	80	477	1	12
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	475	22	82	492	1	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	500	0	899	253
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1075	-	282	753
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1072	-	260	750
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1072	-
HCM Lane V/C Ratio	0.02	-	-	0.077	-
HCM Control Delay (s)	10.6	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-