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# TRAFFIC IMPACT STUDY

For

## Morristown Medical Center Town of Morristown Morris County, New Jersey

*Prepared For:*

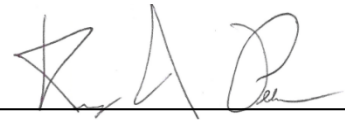
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## **EXECUTIVE SUMMARY**

Langan Engineering and Environmental Services has been retained to prepare a traffic impact study for a proposed expansion to the Morristown Medical Center (The Project). The existing medical campus currently provides approximately 1,370,000 square feet (sf) of medical center space in multiple buildings. The project, upon completion, will consist of the demolition of the 37,000 sf Anderson Building and the construction of 700,000 sf of new medical space in two new buildings and floor additions for a net increase of 663,000 sf. The expansion includes the 475,000 sf West Pavilion tower, a 2-story (57,000 sf) addition to the Goryeb Children's Wing, and a 168,000 sf specialty medical building adjacent to the east garage. It is proposed to demolish the 37,000 sf Anderson buildings and the existing East Garage to build a new modern parking garage. The new parking garage is designed to meet the parking needs of the existing and expanded campus. The project is located in the Town of Morristown, Morris County, New Jersey.

The property is located on the north side of Madison Avenue (NJ 124). Morristown Medical Center is bounded by Franklin Street on the north, Randolph Drive on the east, Madison Avenue on the south, and Interstate 287 (I-287) on the west. Access to the medical center is currently provided via two driveways along Madison Avenue and four driveways along Franklin Street. Access is expected to continue via the existing driveways.

Langan has estimated the number of new trips the proposed expansion would generate during the weekday highway peak hours based on data compiled for Land Use Code 610 (Hospital) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11<sup>th</sup> edition. Accordingly, Langan estimated that the expansion will generate approximately 544 new trips (365 enter, 179 exit) during the weekday morning peak hour and 570 new trips (200 enter, 370 exit) during the weekday evening peak hour.

We determined the directional distribution of the site-generated trips for the medical center based on an examination of the existing Hospital driveway distributions, existing and expected travel patterns in the study area, and a journey-to-work model. We conducted capacity analyses at the following intersections:

1. Madison Avenue (NJ 124) and I-287 Southbound Ramps
2. Madison Avenue (NJ 124) and Main Hospital Entrance
3. Madison Avenue (NJ 124) and Franklin Street/Turtle Road
4. Madison Avenue (NJ 124) and Normandy Parkway
5. Morris Avenue (County Route 510) and Ford Avenue / Taft Lane
6. Madison Avenue (NJ 124) and I-287 Northbound Ramps
7. Madison Avenue (NJ 124) and Gagnon Drive

8. Franklin Street and West Hospital Driveway
9. Franklin Street and Mellon Place/Hospital Driveway
10. Franklin Street and Dekalb Place/Hospital Driveway
11. Franklin Street and East Hospital Driveway
12. Franklin Street and Ford Avenue

Based upon a review of the analyses, with the improvements as discussed herein, the additional traffic generated by the medical center will be accommodated on the adjacent roadway system and driveway system. The site's access points are expected to continue to operate at acceptable levels of service during peak traffic hours. Associated with the design of the roadway improvements, pedestrian sidewalk and roadway crossing improvements will be provided. Based on the enclosed analysis, it is proposed to implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT).

- Madison Avenue (NJ 124) and Main Hospital Entrance

ALTERNATIVE 1

- Extend the eastbound (NJ 124) left-turn lane to provide 400 feet of storage.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Timing changes during the various time of day schedules.

ALTERNATIVE 2

- Widen Madison Avenue to provide double left-turn lanes on the eastbound (NJ 124) approach and provide 300 feet of storage in each lane.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Phasing and timing changes during the various time of day schedules including altering the eastbound left-turn lead phase to protected phasing only.

- Madison Avenue (NJ 124) and Franklin Street / Turtle Road
  - Timing changes during the various time of day schedules.
- Madison Avenue (NJ 124) and Normandy Parkway / Driveway
  - Convert the eastbound/westbound protected left-turn phase to protected/permitted phasing. Change the westbound channelized right-turn lane to yield controlled.

- Timing changes during the Plan II time of day schedule.
- Madison Avenue (NJ 124) and I-287 Northbound Ramps
  - Signalize the intersection as part of the Madison Avenue (NJ 124) coordinated system.
  - Widen the northbound approach to provide one shared left-turn/thru lane and double right-turn lanes.

A pre-application submission was made to the NJDOT in September 2024. Following a pre-application meeting with the NJDOT, an access application will be made to the NJDOT to review the proposed expansion and associated mitigation measures on Madison Avenue (NJ 124).

## **INTRODUCTION**

Langan Engineering and Environmental Services has been retained to prepare a traffic impact study for a proposed expansion to the Morristown Medical Center (The Project). The existing medical campus currently provides approximately 1,370,000 square feet (sf) of medical center space in multiple buildings. The project, upon completion, will consist of the demolition of the 37,000 sf Anderson Building and the construction of 700,000 sf of new medical space in two new buildings and floor additions for a net increase of 663,000 sf. The project is located in the Town of Morristown, Morris County, New Jersey.

### **Project Description**

The project, upon completion, will consist of the demolition of the 37,000 sf Anderson Building and the construction of 700,000 sf of new medical space in two new buildings and floor additions for a net increase of 663,000 sf. The proposed expansion includes the 475,000 sf West Pavilion tower, a 2-story (57,000 sf) addition to the Goryeb Children's Wing, and a 168,000 sf specialty medical building adjacent to the east garage. It is proposed to demolish the 37,000 sf Anderson building and the existing east garage to construct a new modern parking garage. The new parking garage is designed to meet the parking needs of the existing and expanded campus. The site is designated as Block 4201, Lots 1 and 2 according to Morristown Township tax maps. The site location is shown in Figure 1.

The property is located on the north side of Madison Avenue (NJ 124). Morristown Medical Center is bounded by Franklin Street on the north, Randolph Drive on the east, Madison Avenue on the south, and Interstate 287 (I-287) on the west. Access to the site is currently provided by two driveways along Madison Avenue and four driveways along Franklin Street. Access is expected to continue via the existing driveways.

### **Study Area**

We conducted capacity analyses at the following intersections:

1. Madison Avenue (NJ 124) and I-287 Southbound Ramps
2. Madison Avenue (NJ 124) and Main Hospital Entrance
3. Madison Avenue (NJ 124) and Franklin Street/Turtle Road
4. Madison Avenue (NJ 124) and Normandy Parkway
5. Morris Avenue (County Route 510) and Ford Avenue / Taft Lane
6. Madison Avenue (NJ 124) and I-287 Northbound Ramps
7. Madison Avenue (NJ 124) and Gagnon Drive
8. Franklin Street and West Hospital Driveway
9. Franklin Street and Mellon Place/Hospital Driveway

10. Franklin Street and Dekalb Place/Hospital Driveway
11. Franklin Street and East Hospital Driveway
12. Franklin Street and Ford Avenue

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



## 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. Arranged for a series of turning movement traffic counts (TMC) at the intersections identified in the previous section. We arranged for TMCs on a typical weekday from 6:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM. We then identified the existing weekday morning and evening peak hour traffic volumes based on the traffic count data.
3. Established “2024 Existing” traffic volumes using the turning movement traffic count data.
4. Established 2027 No-Build traffic volumes by applying the New Jersey Department of Transportation (NJDOT) Morris County growth factor of 2.0 percent per year to the existing traffic volumes.
5. Prepared trip generation estimates for the proposed expansion based on research data developed by the Institute of Transportation Engineers (ITE) and published in Trip Generation, 11<sup>th</sup> Edition.
6. Developed trip distribution for the site based on an examination of demographic data, existing and expected travel patterns in the study area, a journey-to-work model, and a review of existing travel patterns entering and exiting the hospital.
7. Assigned site-generated trips to the access roads and surrounding road network based on the likely travel routes motorists will use to travel to and from the site.
8. Established future 2027 Build traffic volumes by adding site-generated trips to the 2027 No-Build traffic volumes.
9. Performed intersection capacity analyses for the weekday morning and evening peak hours using Synchro software.

## **DESCRIPTION OF EXISTING CONDITIONS**

This section describes the roads, intersections, and traffic volumes in the area of the proposed expansion located in the Town of Morristown, Morris County, New Jersey.

### **Roads**

#### Madison Avenue (NJ 124)

Madison Avenue is classified as an urban principal arterial and is under NJDOT (New Jersey Department of Transportation) jurisdiction. NJ 124 has a general east-west orientation. The roadway provides two travel lanes in each direction within the vicinity of the site. The posted speed limit is 40 mph.

#### Franklin Street

Franklin Road is classified as an urban minor arterial and is under municipal jurisdiction (Morristown Township). The roadway has a general east-west orientation. Franklin Street provides one travel lane in each direction within the vicinity of the site. The posted speed limit is 25 mph.

#### Turtle Road

Turtle Road is classified as a local road with a general north-south orientation. The roadway provides one travel lane in each direction within the vicinity of the site. The posted speed limit is 25 mph.

#### Normandy Parkway

Normandy Parkway is classified as an urban principal arterial and is under municipal jurisdiction (Morris Township). The roadway has a general north-south orientation. Normandy Parkway provides one travel lane in each direction within the vicinity of the site. The posted speed limit is 40 mph.

#### Morris Street (County Route 510)

Morris Street is classified as an urban principal arterial and is under Morris County jurisdiction. The roadway has a general east-west orientation. Morris Street provides two eastbound lanes and one westbound lane within the vicinity of the site. The posted speed limit is 25 mph.

## Ford Avenue

Ford Avenue is classified as a local road and has a general north-south orientation. The roadway provides one travel lane in each direction within the vicinity of the site. The posted speed limit is 25 mph.

## **Intersections**

### 1. Madison Avenue (NJ 124) and I-289 Southbound Ramps

The I-289 Southbound on/off ramps intersect NJ 124 to form a four-leg intersection under signal control. The eastbound NJ 124 approach provides one exclusive thru lane and one shared thru/right-turn lane, which is channelized. The westbound NJ 124 approach provides one shared left-turn/thru lane and one exclusive thru lane. The northbound approach is the I-287 on-ramp and provides one southbound receiving lane. The southbound I-287 off-ramp approach provides one exclusive left-turn lane, one shared left-turn/thru lane and one channelized right-turn lane that is yield controlled. The intersection is part of a coordinated signal system, operates with three phases under a time of day (TOD) schedule with various background cycle lengths.

### 2. Madison Avenue (NJ 124) and Main Hospital Entrance

NJ 124 and the Main Hospital Entrance intersect to form a four-leg intersection under signal control. The eastbound NJ 124 approach provides one left-turn lane, one thru lane, and one shared thru/right-turn lane. The westbound NJ 124 approach provides one left-turn lane, one thru lane, and one shared thru/right-turn lane. The northbound 77 Madison Avenue driveway approach provides one shared left-turn/thru/right-turn lane. The southbound Hospital entrance approach provides one shared left-turn/thru lane and one right-turn lane. The intersection is part of a coordinated signal system, operates with three phases under a time of day (TOD) schedule with various background cycle lengths.

### 3. Madison Avenue (NJ 124) and Franklin Street / Turtle Road

Franklin Street and Turtle Road intersect NJ 124 to form the north and south legs, respectively, of a four-leg intersection under signal control. The eastbound NJ 124 approach provides one shared left-turn/thru lane and one shared thru/right-turn lane. The westbound NJ 124 approach provides one shared left-turn/thru lane and one shared thru/right-turn lane. The northbound Turtle Road approach provides one shared left-turn/thru/right-turn lane. The southbound Franklin Street approach provides one left-turn lane and one shared thru/right-turn lane. The intersection is part of a coordinated signal system, operates with two phases under a time of day (TOD) schedule with various background cycle lengths.

4. Madison Avenue (NJ 124) and Normandy Parkway / Driveway

Normandy Parkway and NJ 124 intersect to form a four-leg intersection under signal control. The eastbound NJ 124 approach provides one left-turn lane and one shared thru/right-turn lane. The westbound NJ 124 approach provides one left-turn lane, one thru lane, and one channelized signalized right-turn lane. The northbound driveway approach provides one shared left-turn/thru/right-turn lane. The southbound Normandy Parkway approach provides one shared left-turn/thru lane and one channelized right-turn lane, which is yield controlled. The intersection is part of a coordinated signal system, operates with three phases under a time of day (TOD) schedule with various background cycle lengths.

5. Morris Street (CR 510) and Ford Avenue / Taft Lane

Taft Lane and Ford Avenue intersect Morris Street (County Route) to form the north and south legs, respectively, of a four-leg intersection under signal control. The eastbound Morris Street approach provides one shared left-turn/thru lane and one shared thru/right-turn lane. The westbound NJ 124 approach provides two receiving lanes in the eastbound direction. The northbound Ford Avenue approach provides one left-turn lane and one shared thru/right-turn lane. The southbound Taft Lane approach provides one shared left-turn/thru/right-turn lane. The intersection operates under a two-phase signal with a background cycle length.

6. Madison Avenue (NJ 124) and I-289 Northbound Ramps

The I-287 Northbound on ramp and unnamed connector road intersect NJ 124 to form the north and south legs, respectively, of a four-leg intersection under stop control. Both the north and south legs of the intersection allow one-way traffic in the northbound direction. The eastbound NJ 124 approach provides one shared left-turn/thru lane and one exclusive thru lane. The westbound NJ 124 approach provides one exclusive thru lane and one shared thru/right-turn lane, which is channelized and yield controlled. The northbound unnamed road approach provides one shared left-turn/thru/right-turn lane and is "stop" controlled.

7. Madison Avenue (NJ 124) and Gagnon Drive

Gagnon Drive intersects NJ 124 to form a four-leg intersection under stop control. The eastbound NJ 124 approach provides one exclusive thru lane, one shared thru/right-turn lane and restricts left-turns. The westbound NJ 124 approach provides one exclusive thru lane and one shared thru/right-turn lane, which is channelized. The northbound driveway approach provides one right-turn lane and is "stop" controlled. The southbound Gagnon Drive approach provides one channelized right-turn lane and is "stop" controlled.

#### 8. Franklin Street and West Hospital Driveway

The west Hospital driveway intersects Franklin Street to form a T-shaped intersection under stop control. The eastbound Franklin Street approach provides one shared thru/right-turn lane. The westbound Franklin Street approach provides one shared left-turn/thru lane. The northbound west Hospital driveway approach provides one shared left-/right-turn lane and is “stop” controlled.

#### 9. Franklin Street and Mellon Place / Hospital Driveway

Mellon Place and the Hospital driveway intersect Franklin Street to form the north and south legs, respectively, of a four-leg intersection under stop control. The eastbound Franklin Street approach provides one shared left-turn/thru/right-turn lane. The westbound Franklin Street approach provides one shared left-turn/thru/right-turn lane. The northbound Hospital driveway approach provides one shared left-turn/thru/right-turn lane and is “stop” controlled. The southbound Mellon Place approach provides one shared left-turn/thru/right-turn lane and is “stop” controlled.

#### 10. Franklin Street and Dekalb Place / Hospital Driveway

Dekalb Place and the Hospital driveway intersect Franklin Street to form the north and south legs, respectively, of a four-leg intersection under stop control. The eastbound Franklin Street approach provides one shared left-turn/thru/right-turn lane. The westbound Franklin Street approach provides one shared left-turn/thru/right-turn lane. The northbound Hospital driveway approach provides one shared left-turn/thru/right-turn lane and is “stop” controlled. The southbound Dekalb Place approach provides one shared left-turn/thru/right-turn lane and is “stop” controlled.

#### 11. Franklin Street and East Hospital Driveway

The private driveway and the east Hospital driveway intersect Franklin Street to form the north and south legs, respectively, of a four-leg intersection under stop control. The eastbound Franklin Street approach provides one shared left-turn/thru/right-turn lane. The westbound Franklin Street approach provides one shared left-turn/thru/right-turn lane. The northbound east Hospital driveway approach provides one shared left-turn/thru/right-turn lane and is “stop” controlled. The southbound private driveway approach provides one shared left-turn/thru/right-turn lane and is “stop” controlled.

#### 12. Franklin Street and Ford Avenue

Ford Avenue intersects Franklin Street to form the north leg of a T-shaped intersection under stop control. The eastbound Franklin Street approach provides one shared left-turn/thru lane.

The westbound Franklin Street approach provides one shared thru/right-turn lane. The southbound Ford Avenue approach provides one shared left-turn/right-turn lane and is "stop" controlled.

## **Traffic Volumes**

To examine traffic conditions near the site we arranged for turning movement traffic counts (TMCs) to be conducted during the morning and evening peak hours on a typical weekday at the study intersections. Specifically, turning movement counts were conducted from 6:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM. The turning movement counts were conducted on the following days:

- Tuesday, 8 October 2024
- Wednesday, 18 May 2022

The traffic counts identify distinct times during the weekday morning and evening when traffic experienced its highest levels. According to the traffic count data collected, the weekday morning peak hour generally occurs between 7:30 AM to 8:30 AM and the weekday evening peak hour between 4:15 PM to 5:15 PM.

Figure 2 illustrates the existing weekday morning and evening peak hour traffic volumes. Summaries of the traffic counts are contained in Appendix B.

## 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 project will be completed by the end of 2027. Accordingly, we projected traffic volumes to include existing traffic and new traffic created by background growth to derive the 2027 No-Build traffic volumes. The site-generated trips were added to the 2027 No-Build traffic volumes to derive the 2027 Build traffic volumes.

### Background Traffic Growth

The existing counted traffic volumes were increased by a compounded annual growth rate of 2.0 percent, established by the New Jersey Department of Transportation (NJDOT) for Morris County for short-term growth projections, to derive the 2027 No-Build traffic volumes. Figure 3 illustrates the 2027 No-Build traffic volumes.

### Site-Generated Trips

In order to identify the impact that the proposed expansion will have on the adjacent roadway network, it is necessary to estimate the magnitude of the traffic volume that the expansion will generate during the peak periods. Trip rates were calculated using the traffic counts observed at each of the Hospital driveways in its 2022 existing condition, since counts were conducted at all driveway locations at that time. The rates were calculated per 1,000 sf of Hospital space for the existing 1,370,000 sf Hospital. The calculated rates were then compared to the Institute of Transportation Engineers (ITE) average rates for Land Use Code 610 (Hospital) as contained in the publication Trip Generation, 11<sup>th</sup> edition. Table 1 shows the existing trip generation observed for the Hospital as well as the calculated and ITE rates during each peak period.

**Table 1 – Trip Generation Rate Comparison**

Use	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
<b>Existing 1,370,000sf Hospital</b>	717	279	996	276	711	987
<b>Existing Rates</b>	-	-	0.714	-	-	0.708
<b>ITE Rates – Land Use 610</b>	-	-	0.82	-	-	0.86

As can be seen, the existing traffic generation rates are lower than the ITE average rates for a hospital. To be conservative the ITE average rates were utilized in this study to estimate the trip generation of the hospital expansion. Table 2 on the next page shows the expansion future trip generation estimates.



**Table 2 – Future Trip Generation Estimate**

Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
1,370,000sf Existing Hospital	752	371	1123	412	766	1178
2,033,000sf Future Hospital	1117	550	1667	612	1136	1748
<b>663,000sf Expansion</b>	<b>365</b>	<b>179</b>	<b>544</b>	<b>200</b>	<b>370</b>	<b>570</b>

**Trip Distribution**

We determined the directional distributions of the site-generated trips based on the distributions observed at the existing Hospital driveways, existing and expected travel patterns in the study area, and a journey-to-work model. The journey-to-work model is included as Appendix D. Table 3 below shows the estimated trip distributions.

**Table 3 – Trip Distribution**

Direction (To/From)	Arrival	Departure
Madison Avenue – NJ 124 (East)	1%	1%
Madison Avenue – NJ 124 (West)	13%	13%
South Street – CR 601 (South)	2%	2%
I-287 (North)	21%	21%
I-287 (South)	10%	10%
Franklin Street (West)	10%	10%
Ford Avenue (North)	15%	15%
Morris Street – CR 510 (West)	15%	1%
Morris Street – CR 510 (East)	0%	14%
Normandy Parkway (North)	28%	28%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Figure 4 shows the arrival and departure distributions utilized for the project. The site-generated traffic was then applied to the adjacent roadway system as per the above distributions. Figure 5 shows the total site-generated trips assigned to the roadway network for the proposed expansion.

**Build Traffic Volumes**

The 2027 Build traffic volumes were derived by adding the total site-generated trips to the 2027 No-Build traffic volumes. Figure 6 illustrates the 2027 Build weekday morning and evening peak hour traffic volumes.

## ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis 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.

### 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 (HCM), published by the Transportation Research Board and the Synchro Software.

The HCM defines LOS for signalized and unsignalized intersections as follows:

<b>Signalized</b>		<b>Unsignalized</b>	
<b>LOS</b>	<b>Control Delay per Vehicle</b>	<b>LOS</b>	<b>Delay Range (sec/veh)</b>
A	≤10 sec	A	≤10 sec
B	>10 and ≤20 sec	B	>10 and ≤15 sec
C	>20 and ≤35 sec	C	>15 and ≤25 sec
D	>35 and ≤55 sec	D	>25 and ≤35 sec
E	>55 and ≤80 sec	E	>35 and ≤50 sec
F	>80 sec	F	>50 sec

### Capacity Analysis

We conducted capacity analyses for the intersections in the study area and found that the proposed expansion will not significantly alter operations in the study area during peak hours with the proposed improvements. Table 4 summarizes the 2027 No-Build and Build levels of service (LOS) at each relevant study intersection during both the weekday morning and evening peak hours. The following are discussions pertaining to each of the intersections analyzed for the project. The signal timing directives are contained in Appendix C. Note that all capacity analyses worksheets are contained in Appendix E.

**Table 4 – Intersection Capacity Analysis Summary**

Location	Movement No-Build & Build	Movement Build with Mitigation	2027 No-Build Condition						2027 Build Condition						2027 Build Condition with Mitigation							
			AM		PM		LOS		AM		PM		LOS		AM		PM		LOS			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
<b>Signalized Intersections</b>																						
1. I-287 Southbound Ramps and Madison Avenue	EB	TTR	-	D	46.1	D	48.8	D	47.9	D	53.8	-	-	-	-	-	-	-	-	-	-	
	WB	LTT	-	B	12.0	A	4.1	B	14.1	A	5.6	-	-	-	-	-	-	-	-	-	-	
	SB	L	-	D	51.0	E	63.5	D	51.7	E	63.3	-	-	-	-	-	-	-	-	-	-	
		LT	-	D	51.2	E	63.8	D	51.9	E	63.3	-	-	-	-	-	-	-	-	-	-	
	Overall	R	-	A	0.6	A	0.7	A	0.6	A	0.7	-	-	-	-	-	-	-	-	-	-	
		C	-	C	32.6	C	20.1	C	34.1	C	21.9	-	-	-	-	-	-	-	-	-	-	
	2. Hospital Main Entrance and Madison Avenue	EB	L	-	B	10.5	C	31.2	C	27.5	E	75.3	C	26.9	C	26.9	E	56.4	-	-	-	-
		TTR	-	A	2.0	B	11.8	A	4.1	B	10.9	A	4.0	A	7.2	-	-	-	-	-	-	
		WB	L	-	B	12.2	B	15.8	C	22.1	B	16.3	C	21.7	B	18.4	-	-	-	-	-	-
			TTR	-	B	11.1	C	24.6	C	25.6	C	30.7	C	23.7	D	35.1	-	-	-	-	-	-
SB		LTR	-	D	50.3	E	74.1	D	39.8	F	85.3	D	42.6	E	74.0	-	-	-	-	-	-	
		LT	-	E	63.1	D	42.4	E	61.0	D	47.1	E	66.0	D	44.9	-	-	-	-	-	-	
Overall	R	-	E	63.1	D	41.0	E	73.4	E	58.6	A	0.1	A	0.3	-	-	-	-	-	-		
2. Hospital Main Entrance and Madison Avenue <b>Alternative Mitigation</b>	Overall	-	A	9.0	C	27.2	B	19.8	D	37.0	B	16.3	C	30.2	-	-	-	-	-	-		
	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	TTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	WB	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		TTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	NB	LTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	SB	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Overall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	3. Franklin Street / Turtle Road and Madison Avenue	EB	LTR	-	A	5.1	A	9.2	A	5.3	B	10.3	A	5.8	B	11.4	-	-	-	-	-	
WB		LTR	-	B	10.4	A	3.0	B	10.3	A	3.6	B	12.1	A	4.0	-	-	-	-	-		
NB		LTR	-	E	70.2	E	67.2	E	69.5	E	61.6	E	61.0	D	53.9	-	-	-	-	-	-	
		L	-	E	66.4	E	56.2	F	82.7	E	73.5	E	69.6	E	61.9	-	-	-	-	-	-	
SB		TR	-	D	35.3	C	23.6	C	35.1	C	22.8	C	34.1	C	22.4	-	-	-	-	-	-	
		Overall	-	B	13.9	B	13.1	B	14.8	B	14.9	B	14.9	B	14.2	-	-	-	-	-	-	
4. Madison Avenue and Normandy Parkway / Driveway		EB	L	-	E	66.7	E	75.2	E	66.1	F	127.9	A	6.6	E	66.9	-	-	-	-	-	
		TR	-	B	12.6	A	7.4	B	12.1	A	7.8	B	11.5	A	7.4	-	-	-	-	-	-	
		WB	L	-	E	56.8	D	54.0	E	56.8	D	54.0	A	5.8	A	6.0	-	-	-	-	-	-
			T	-	C	21.9	E	64.9	C	25.0	E	74.9	B	16.6	E	62.3	-	-	-	-	-	-
	NB	R	-	A	4.9	A	7.6	A	5.6	A	7.8	A	3.9	A	7.3	-	-	-	-	-	-	
		LTR	-	D	39.7	D	43.5	D	39.7	D	43.5	D	39.7	D	43.5	-	-	-	-	-	-	
Overall	LT	-	E	73.0	F	127.4	E	73.0	F	127.4	E	73.0	F	127.4	-	-	-	-	-	-		



1. Madison Avenue (NJ 124) and I-287 Southbound Ramps

The signalized intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, the intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours.

2. Madison Avenue (NJ 124) and Main Hospital Entrance

The signalized intersection is expected to operate at an overall LOS A during the weekday morning peak hour and an overall LOS C during the weekday evening peak hour under the No-Build condition. Under the Build condition, the intersection is expected to operate at an overall LOS B during the weekday morning peak hour and an overall LOS D during the weekday evening peak hour.

Based on the enclosed analysis, as part of the expansion, it is proposed to implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT).

ALTERNATIVE 1

- Extend the eastbound (NJ 124) left-turn lane to provide 400 feet of storage.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Timing changes during the various time of day schedules.
  - Timing Plan I (Weekday AM)
  - Timing Plan II (Weekday PM)

With the above improvements, the intersection is expected to operate at an overall LOS B during the weekday morning peak hour and an overall LOS C during the weekday evening peak hour.

ALTERNATIVE 2

- Widen Madison Avenue to provide double left-turn lanes on the eastbound (NJ 124) approach and provide 300 feet of storage in each lane.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.

- Phasing and timing changes during the various time of day schedules including altering the eastbound left-turn lead phase to protected phasing only.

With the above alternative improvements, the intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours.

### 3. Madison Avenue (NJ 124) and Franklin Street / Turtle Road

The signalized intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, the intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours.

Based on the enclosed analysis, as part of the expansion, it is proposed it implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT).

- Timing changes during the various time of day schedules.
  - Timing Plan I (Weekday AM)
  - Timing Plan II (Weekday PM)

With the above improvements, the intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours.

### 4. Madison Avenue (NJ 124) and Normandy Parkway / Driveway

The signalized intersection is expected to operate at an overall LOS C during the weekday morning peak hour and an overall LOS D during the weekday evening peak hour under the No-Build condition. Under the Build condition, the intersection is expected to operate at an overall LOS C during the weekday morning peak hour and an overall LOS E during the weekday evening peak hour.

Based on the enclosed analysis, as part of the expansion, it is proposed it implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT).

- Convert the eastbound/westbound protected left-turn phase to protected/permitted phasing. As a result, change the westbound channelized right-turn lane to yield controlled.
- Timing changes during the Plan II time of day schedule.

- Timing Plan II (Weekday PM)

With the above improvements, the intersection is expected to operate at an overall LOS B during the weekday morning peak hour and an overall LOS D during the weekday evening peak hour.

#### 5. Morris Street (CR 510) and Ford Avenue / Taft Lane

The signalized intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, the intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours.

#### 6. Madison Avenue (NJ 124) and I-287 Northbound Ramps

All movements at this stop-controlled intersection are expected to operate at LOS C or better during both the weekday morning and evening peak hours with the exception of the northbound left/thru/right movement, which is expected to operate at LOS F during the morning peak hour under the No-Build condition. Under the Build condition, all movements are expected to operate at LOS C or better during both the weekday morning and evening peak hours with the exception of the northbound left/thru/right movement, which is expected to operate at LOS F during the morning peak hour.

Based on the enclosed analysis, as part of the expansion, it is proposed to implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT).

- Signalize the intersection as part of the Madison Avenue (NJ 124) coordinated system.
- Widen the northbound approach to provide one shared left-turn/thru lane and double right-turn lanes.

With the above improvements, the signalized intersection is expected to operate at an overall LOS C during the weekday morning peak hour and an overall LOS B during the weekday evening peak hour.

#### 7. Madison Avenue (NJ 124) and Gagnon Drive

All movements at this stop-controlled intersection are expected to operate at LOS C or better during both the weekday morning and evening peak hours under the No-Build condition. Under the Build and Build with mitigation conditions, all movements are expected to operate at LOS C or better during both the weekday morning and evening peak hours.

8. Franklin Street and West Hospital Driveway

All movements at this stop-controlled intersection are expected to 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 are expected to operate at LOS C or better during both the weekday morning and evening peak hours.

9. Franklin Street and Mellon Place / Hospital Driveway

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

10. Franklin Street and Dekalb Place / Hospital Driveway

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

11. Franklin Street and East Hospital Driveway

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

12. Franklin Street and Ford Avenue

All movements at this stop-controlled intersection are expected to operate at LOS C or better during both the weekday morning and evening peak hour under the No-Build condition. Under the Build condition, all movements are expected to operate at LOS D or better during both the weekday morning and evening peak hours.



## CONCLUSIONS

Langan finds that the proposed expansion to the Morristown Medical Center will generate additional traffic that will require some improvements to the adjoining roadway system. With the improvements as identified herein, the additional traffic will be accommodated. The site's access points are expected to continue to operate at acceptable levels of service during peak traffic hours. Associated with the design of the roadway improvements, pedestrian sidewalk and roadway crossing improvements will be provided. Those improvements will be in accordance with the NJDOT Design manual and requirements.

Based on the enclosed analysis, as part of the expansion, it is proposed to implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT).

- Madison Avenue (NJ 124) and Main Hospital Entrance

### ALTERNATIVE 1

- Extend the eastbound (NJ 124) left-turn lane to provide 400 feet of storage.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Timing changes during the various time of day schedules.

### ALTERNATIVE 2

- Widen Madison Avenue to provide double left-turn lanes on the eastbound (NJ 124) approach and provide 300 feet of storage in each lane.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Phasing and timing changes during the various time of day schedules including altering the eastbound left-turn lead phase to protected phasing only.

- Madison Avenue (NJ 124) and Franklin Street / Turtle Road
  - Timing changes during the various time of day schedules.
- Madison Avenue (NJ 124) and Normandy Parkway / Driveway
  - Convert the eastbound/westbound protected left-turn phase to protected/permitted phasing. As a result, change the westbound channelized right-turn lane to yield controlled.

- Timing changes during the Plan II time of day schedule.
- Madison Avenue (NJ 124) and I-287 Northbound Ramps
  - Signalize the intersection as part of the Madison Avenue (NJ 124) coordinated system.
  - Widen the northbound approach to provide one shared left-turn/thru lane and double right-turn lanes.

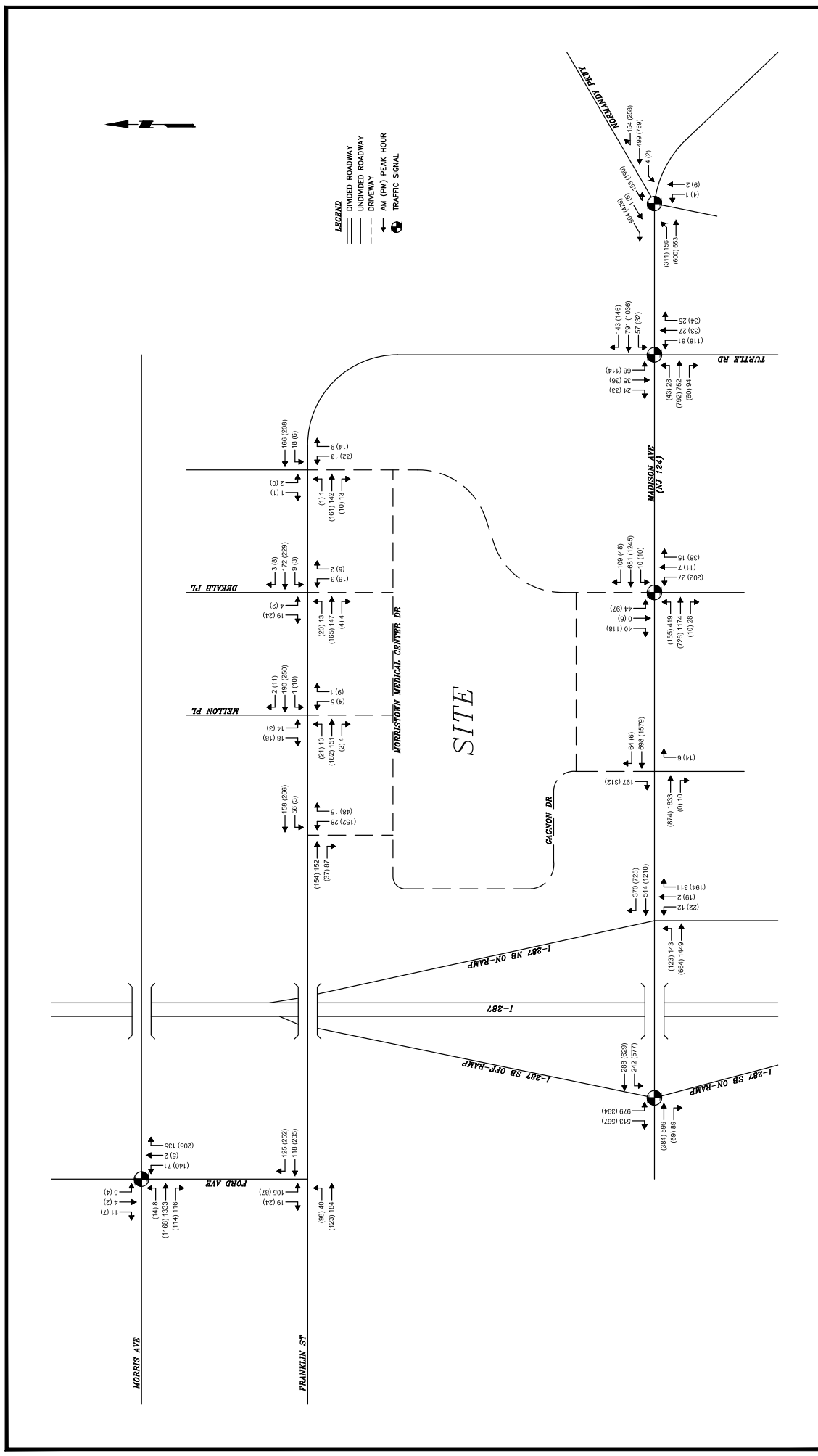
A pre-application submission was made to the NJDOT in September 2024. Following a pre-application meeting with the NJDOT, an access application will be made to the NJDOT to review the proposed expansion and associated mitigation measure on Madison Avenue (NJ 124).

**APPENDIX A**  
**FIGURES**

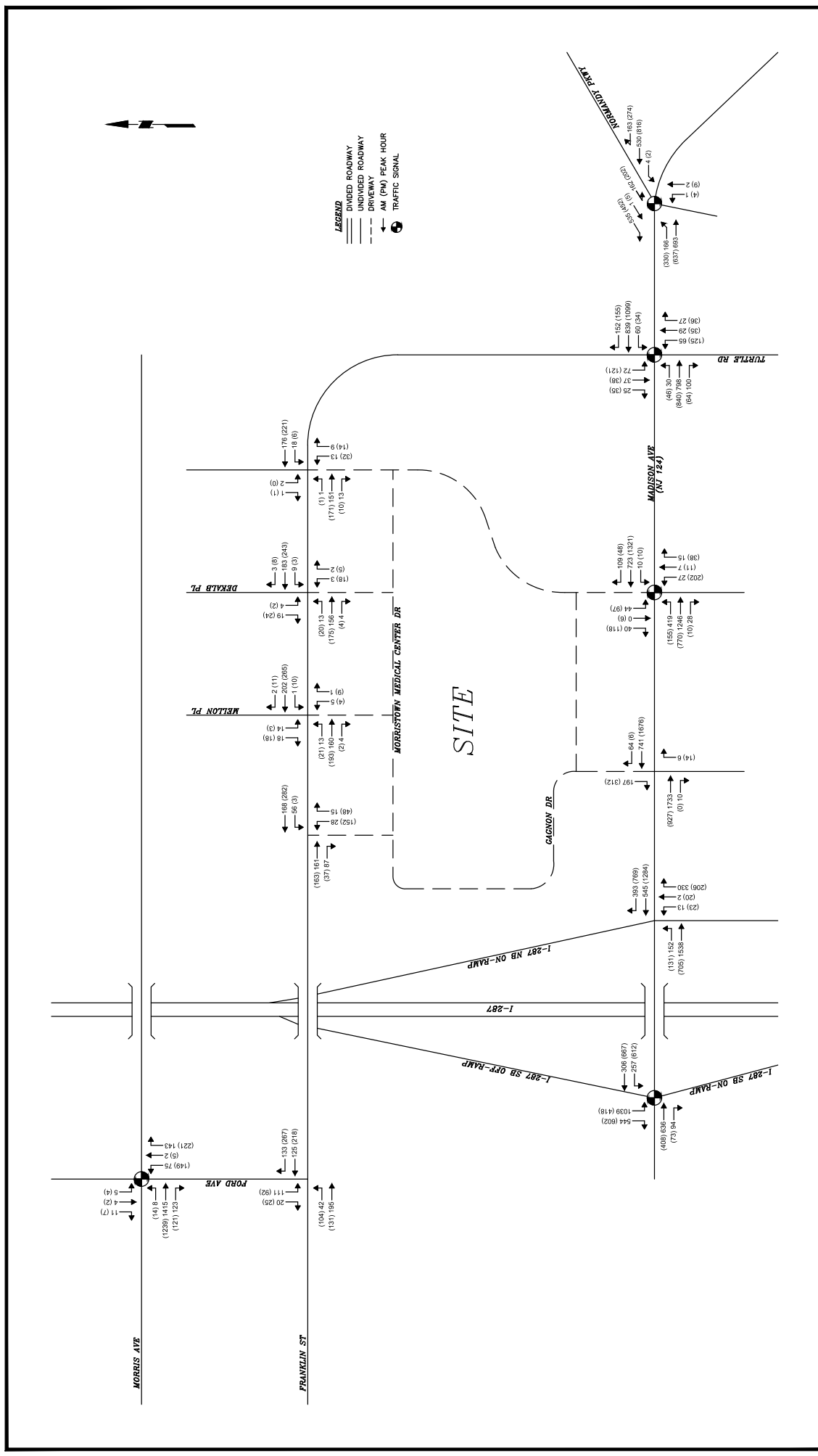


AERIAL IMAGE FROM GOOGLE EARTH

<b>LANGAN</b> Langan Engineering and Consulting, LLC 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.262.8000 F: 609.262.8001 www.langan.com NJ Certificate of Authorization No. CA247896-010	Project <b>MORRISTOWN MEDICAL CENTER EXPANSION</b> BLOCK No. 4201, LOT No. 1 & 2 TOWN OF MORRISTOWN MORRIS COUNTY NEW JERSEY	Drawing Title <b>SITE LOCATION MAP</b>	Project No. 130048206 Date 10/16/2024 Drawn By PS Checked By KAP	Drawing No. <b>FIGURE 1</b>
	Sheet 1 of 6			File name: \\langan.com\data\AW04a2130048206\Project Data_Discipline\Traffic\Figures & Tables\2024-10-TIS\Figures\2024-10-TIS Figures.dwg Date: 10/21/2024 Time: 10:42 User: psabobchuk Style Table: Langan.sbt Layout: 1-SITE



<p><b>LANGAN</b>          Environmental Engineering and Surveying, LLC          1 University Square Drive, Suite 110          Princeton, NJ 08540          T: 609.262.8000 F: 609.262.2001 www.langan.com          NJ Certificate of Authorization No. CA2627996400</p>	Project <b>MORRISTOWN MEDICAL CENTER EXPANSION</b> BLOCK No. 4201, LOT No. 1 & 2 MORRIS COUNTY, NEW JERSEY	Drawing Title <b>2024 EXISTING TRAFFIC VOLUMES</b>	Project No. 130048206 Date: 10/18/2024 Drawn By: PS Checked By: KAMP	Drawing No. <b>FIGURE 2</b> Sheet 2 of 6
	Filename: \\langan.com\data\130048206\Project Data_Discipline\Traffic\Figures & Tables\2024-10 TIS Figures.dwg Date: 10/21/2024 Time: 10:42 User: psabolchick Style Table Langan.stb Layout: 2-EXIST			



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 NJ Certificate of Authorization No. CA2427996400

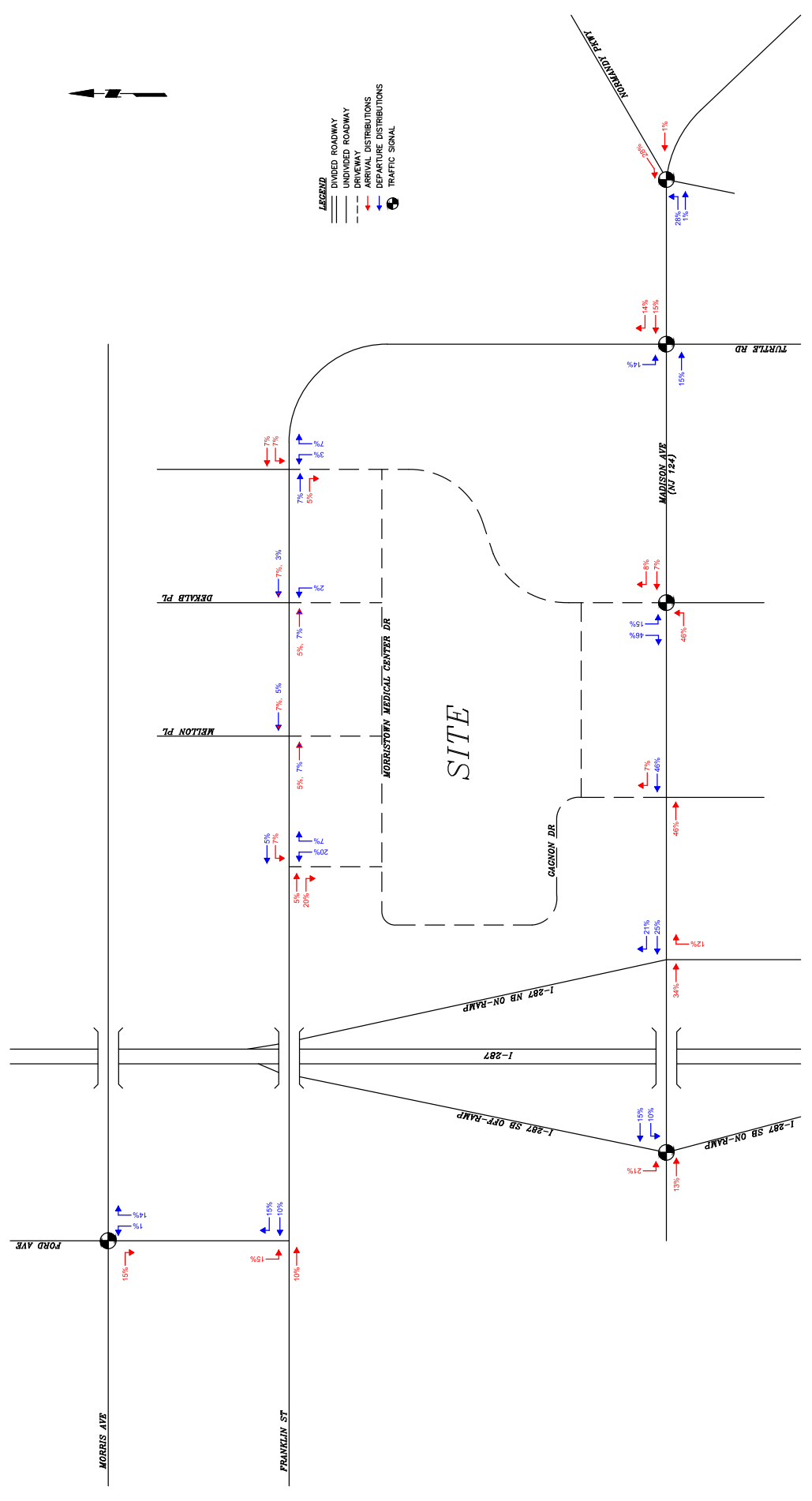
**Project**  
 MORRISTOWN MEDICAL CENTER EXPANSION  
 BLOCK No. 4201, LOT No. 1 & 2  
 TOWN OF MORRISTOWN  
 MORRIS COUNTY NEW JERSEY

**Drawing Title**  
 2027 NO-BUILD TRAFFIC VOLUMES

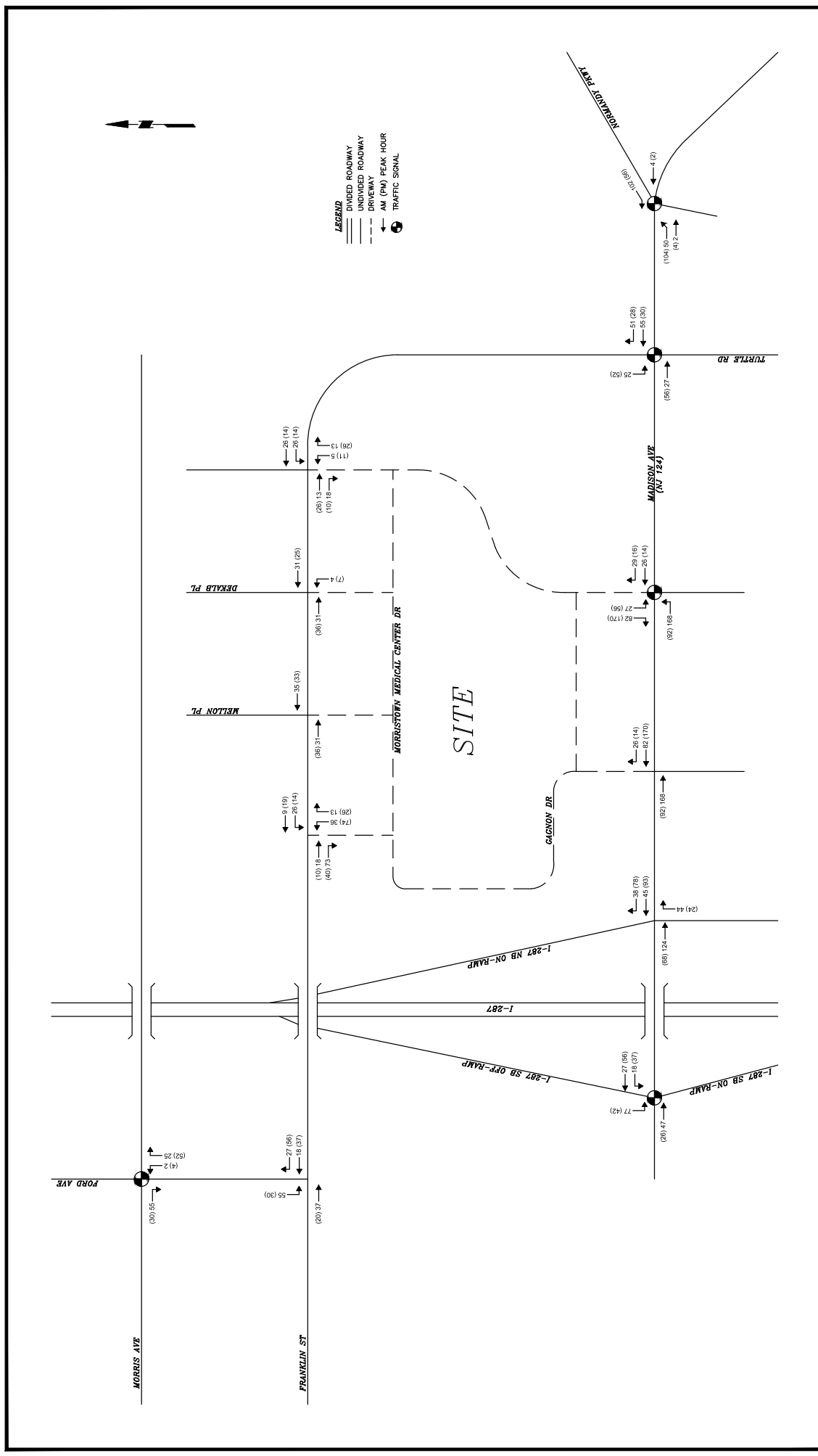
**Drawing No.**  
 Project No. 130048206  
 Date: 10/18/2024  
 Drawn By: PS  
 Checked By: KAMP

**FIGURE 3**

Sheet 3 of 6



<p><b>LANGAN</b>          Langan Engineering and Sciences, LLC          1 University Square Drive, Suite 110          Princeton, NJ 08540          T: 609.282.2800 F: 609.282.2001 www.langan.com          NJ Certificate of Authorization No. CA242799600</p>	<p>Project  <b>MORRISTOWN MEDICAL CENTER EXPANSION</b>          BLOCK No. 4201, LOT No. 1 &amp; 2          TOWN OF MORRISTOWN          MORRIS COUNTY          NEW JERSEY</p>	<p>Drawing Title  <b>ARRIVAL AND DEPARTURE DISTRIBUTIONS</b></p>	<p>Project No. 130048206          Date: 10/18/2024          Drawn By: PS          Checked By: KAP</p>	<p>Drawing No.  <b>FIGURE 4</b></p>
	<p>Sheet 4 of 6</p>			



<b>LANGAN</b> Langan Engineering and Sciences, LLC 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.2001 www.langan.com NJ Certificate of Authorization No. CAZ62799640	Project <b>MORRISTOWN MEDICAL CENTER EXPANSION</b> BLOCK No. 4201, LOT No. 1 & 2 TOWN OF MORRISTOWN MORRIS COUNTY NEW JERSEY	Drawing Title <b>TOTAL SITE-GENERATED TRIPS</b>	Project No. 130048208	Drawing No. <b>FIGURE 5</b>
	Date 10/18/2024	Drawn By PS	Checked By KAMP	Sheet 5 of 6





**APPENDIX B**  
**TRAFFIC COUNTS**

**Madison Ave & 287 SB On ramp - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234031, Location: 40.788606, -74.469967



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 6:00AM	0	33	2	0	0	35	0	11	14	0	0	0	25	0
6:15AM	0	51	8	0	1	60	0	17	20	0	0	0	37	0
6:30AM	0	54	8	0	3	65	0	17	22	0	0	0	39	0
6:45AM	0	79	3	2	4	88	0	27	38	0	0	0	65	0
Hourly Total	0	217	21	2	8	248	0	72	94	0	0	0	166	0
7:00AM	0	97	16	0	1	114	0	43	50	0	0	0	93	0
7:15AM	0	121	16	0	5	142	0	49	67	0	0	0	116	0
7:30AM	0	135	18	0	15	168	0	64	79	0	0	0	143	0
7:45AM	0	156	16	0	7	179	0	59	69	0	0	0	128	0
Hourly Total	0	509	66	0	28	603	0	215	265	0	0	0	480	0
8:00AM	0	164	7	0	7	178	0	74	79	0	0	0	153	0
8:15AM	0	144	12	0	7	163	0	45	61	0	0	0	106	0
8:30AM	0	116	7	0	1	124	0	48	104	0	0	0	152	0
8:45AM	0	128	10	0	5	143	0	69	116	0	0	0	185	0
Hourly Total	0	552	36	0	20	608	0	236	360	0	0	0	596	0
9:00AM	0	119	9	1	6	135	1	49	114	0	0	0	163	0
9:15AM	0	70	7	0	1	78	0	40	89	0	0	0	129	0
9:30AM	0	98	7	1	3	109	0	51	85	0	0	0	136	0
9:45AM	0	99	11	0	4	114	0	38	94	0	0	0	132	0
Hourly Total	0	386	34	2	14	436	1	178	382	0	0	0	560	0
10:00AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0
2:00PM	0	89	14	0	4	107	0	62	112	0	0	0	174	0
2:15PM	0	105	14	0	2	121	0	83	94	0	0	0	177	0
2:30PM	0	93	13	0	2	108	0	91	104	0	0	0	195	0
2:45PM	0	120	11	0	2	133	0	95	110	0	0	0	205	0
Hourly Total	0	407	52	0	10	469	0	331	420	0	0	0	751	0
3:00PM	0	86	10	0	11	107	0	127	128	0	0	0	255	0
3:15PM	0	90	13	0	6	109	0	129	118	0	0	0	247	0
3:30PM	0	102	24	0	0	126	0	151	146	0	0	0	297	0
3:45PM	0	87	19	0	0	106	0	108	111	0	0	0	219	0
Hourly Total	0	365	66	0	17	448	0	515	503	0	0	0	1018	0
4:00PM	0	92	23	0	7	122	0	136	157	0	0	0	293	0
4:15PM	0	100	17	0	4	121	0	161	150	0	0	0	311	0
4:30PM	0	85	10	0	3	98	0	130	177	0	0	0	307	0
4:45PM	0	98	16	0	0	114	0	133	147	0	0	0	280	0
Hourly Total	0	375	66	0	14	455	0	560	631	0	0	0	1191	0
5:00PM	0	101	15	0	4	120	0	153	155	0	0	0	308	0
5:15PM	0	119	10	0	8	137	0	130	138	0	0	0	268	0
5:30PM	0	117	4	0	1	122	0	122	146	0	0	0	268	0
5:45PM	0	91	11	0	9	111	0	104	144	0	0	0	248	0
Hourly Total	0	428	40	0	22	490	0	509	583	0	0	0	1092	0
6:00PM	0	85	10	0	3	98	0	124	122	0	0	0	246	0
6:15PM	0	60	10	0	8	78	0	75	95	0	0	0	170	0
6:30PM	0	72	9	0	3	84	0	70	92	0	0	0	162	0
6:45PM	0	67	9	0	2	78	0	67	90	0	0	0	157	0
Hourly Total	0	284	38	0	16	338	0	336	399	0	0	0	735	0
<b>Total</b>	0	3525	419	4	149	4097	1	2952	3637	0	0	0	6589	0
<b>% Approach</b>	0%	86.0%	10.2%	0.1%	3.6%	-	-	44.8%	55.2%	0%	0%	0%	-	-
<b>% Total</b>	0%	17.3%	2.1%	0%	0.7%	20.1%	-	14.4%	17.8%	0%	0%	0%	32.2%	-
<b>Lights</b>	0	3449	408	4	147	4008	-	2900	3490	0	0	0	6390	-
<b>% Lights</b>	0%	97.8%	97.4%	100%	98.7%	97.8%	-	98.2%	96.0%	0%	0%	0%	97.0%	-

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
Time														
<b>Articulated Trucks and Single-Unit Trucks</b>	0	43	11	0	2	<b>56</b>	-	38	55	0	0	0	<b>93</b>	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.2%	2.6%	0%	1.3%	<b>1.4%</b>	-	1.3%	1.5%	0%	0%	0%	<b>1.4%</b>	-
<b>Buses</b>	0	33	0	0	0	<b>33</b>	-	14	92	0	0	0	<b>106</b>	-
<b>% Buses</b>	0%	0.9%	0%	0%	0%	<b>0.8%</b>	-	0.5%	2.5%	0%	0%	0%	<b>1.6%</b>	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

**Madison Ave & 287 SB On ramp - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234031, Location: 40.788606, -74.469967



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Route 287 Northbound							Route 287 Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
2024-10-08 6:00AM	0	0	0	0	0	0	0	80	0	13	0	22	115	0	175
6:15AM	0	0	0	0	0	0	0	149	0	34	0	28	211	1	308
6:30AM	0	0	0	0	0	0	0	211	0	53	0	41	305	0	409
6:45AM	0	0	0	0	0	0	0	218	0	67	0	59	344	0	497
Hourly Total	0	0	0	0	0	0	0	658	0	167	0	150	975	1	1389
7:00AM	0	0	0	0	0	0	1	157	0	40	0	57	254	0	461
7:15AM	0	0	0	0	0	0	0	185	2	67	0	96	350	1	608
7:30AM	0	0	0	0	0	0	1	220	0	73	0	65	358	2	669
7:45AM	0	0	0	0	0	0	0	282	0	58	0	26	366	0	673
Hourly Total	0	0	0	0	0	0	2	844	2	238	0	244	1328	3	2411
8:00AM	0	0	0	0	0	0	1	247	0	56	0	66	369	2	700
8:15AM	0	0	0	0	0	0	2	230	0	78	0	91	399	2	668
8:30AM	0	0	0	0	0	0	0	223	0	86	0	90	399	1	675
8:45AM	0	0	0	0	0	0	0	219	0	62	0	83	364	0	692
Hourly Total	0	0	0	0	0	0	3	919	0	282	0	330	1531	5	2735
9:00AM	0	0	0	0	0	0	1	221	0	50	2	93	366	0	664
9:15AM	0	0	0	0	0	0	0	194	0	53	0	112	359	1	566
9:30AM	0	0	0	0	0	0	0	167	0	64	0	113	344	1	589
9:45AM	0	0	0	0	0	0	0	185	0	63	0	72	320	2	566
Hourly Total	0	0	0	0	0	0	1	767	0	230	2	390	1389	4	2385
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00PM	0	0	0	0	0	0	0	115	0	30	0	70	215	5	496
2:15PM	0	0	0	0	0	0	5	103	0	30	0	69	202	0	500
2:30PM	0	0	0	0	0	0	1	130	0	34	0	75	239	2	542
2:45PM	0	0	0	0	0	0	0	165	0	46	0	73	284	3	622
Hourly Total	0	0	0	0	0	0	6	513	0	140	0	287	940	10	2160
3:00PM	0	0	0	0	0	0	0	101	0	28	0	79	208	2	570
3:15PM	0	0	0	0	0	0	0	110	0	32	0	93	235	0	591
3:30PM	0	0	0	0	0	0	1	88	0	31	0	84	203	0	626
3:45PM	0	0	0	0	0	0	2	100	0	37	0	95	232	0	557
Hourly Total	0	0	0	0	0	0	3	399	0	128	0	351	878	2	2344
4:00PM	0	0	0	0	0	0	0	69	0	30	0	98	197	1	612
4:15PM	0	0	0	0	0	0	0	93	0	54	0	94	241	2	673
4:30PM	0	0	0	0	0	0	0	81	0	50	0	104	235	1	640
4:45PM	0	0	0	0	0	0	0	142	0	59	0	72	273	2	667
Hourly Total	0	0	0	0	0	0	0	385	0	193	0	368	946	6	2592
5:00PM	0	0	0	0	0	0	3	78	0	32	0	102	212	0	640
5:15PM	0	0	0	0	0	0	1	109	1	52	0	110	272	2	677
5:30PM	0	0	0	0	0	0	0	78	1	44	0	124	247	0	637
5:45PM	0	0	0	0	0	0	1	88	0	18	0	104	210	0	569
Hourly Total	0	0	0	0	0	0	5	353	2	146	0	440	941	2	2523
6:00PM	0	0	0	0	0	0	1	53	0	41	0	81	175	5	519
6:15PM	0	0	0	0	0	0	2	103	0	30	0	67	200	4	448
6:30PM	0	0	0	0	0	0	0	107	0	50	0	80	237	1	483
6:45PM	0	0	0	0	0	0	0	96	0	30	0	81	207	0	442
Hourly Total	0	0	0	0	0	0	3	359	0	151	0	309	819	10	1892
<b>Total</b>	0	0	0	0	0	0	23	5197	4	1675	2	2869	9747	43	20433
<b>% Approach</b>	0%	0%	0%	0%	0%	-	-	53.3%	0%	17.2%	0%	29.4%	-	-	-
<b>% Total</b>	0%	0%	0%	0%	0%	0%	-	25.4%	0%	8.2%	0%	14.0%	47.7%	-	-
<b>Lights</b>	0	0	0	0	0	0	-	5130	4	1650	2	2818	9604	-	20002
<b>% Lights</b>	0%	0%	0%	0%	0%	-	-	98.7%	100%	98.5%	100%	98.2%	98.5%	-	97.9%

Leg Direction	Route 287 Northbound							Route 287 Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
Time															
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	0	<b>0</b>	-	59	0	23	0	42	<b>124</b>	-	273
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	-	1.1%	0%	1.4%	0%	1.5%	<b>1.3%</b>	-	1.3%
<b>Buses</b>	0	0	0	0	0	<b>0</b>	-	8	0	2	0	9	<b>19</b>	-	158
<b>% Buses</b>	0%	0%	0%	0%	0%	-	-	0.2%	0%	0.1%	0%	0.3%	<b>0.2%</b>	-	0.8%
Pedestrians	-	-	-	-	-	-	19	-	-	-	-	-	-	39	
% Pedestrians	-	-	-	-	-	-	82.6%	-	-	-	-	-	-	90.7%	-
Bicycles on Crosswalk	-	-	-	-	-	-	4	-	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	17.4%	-	-	-	-	-	-	9.3%	-

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

Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

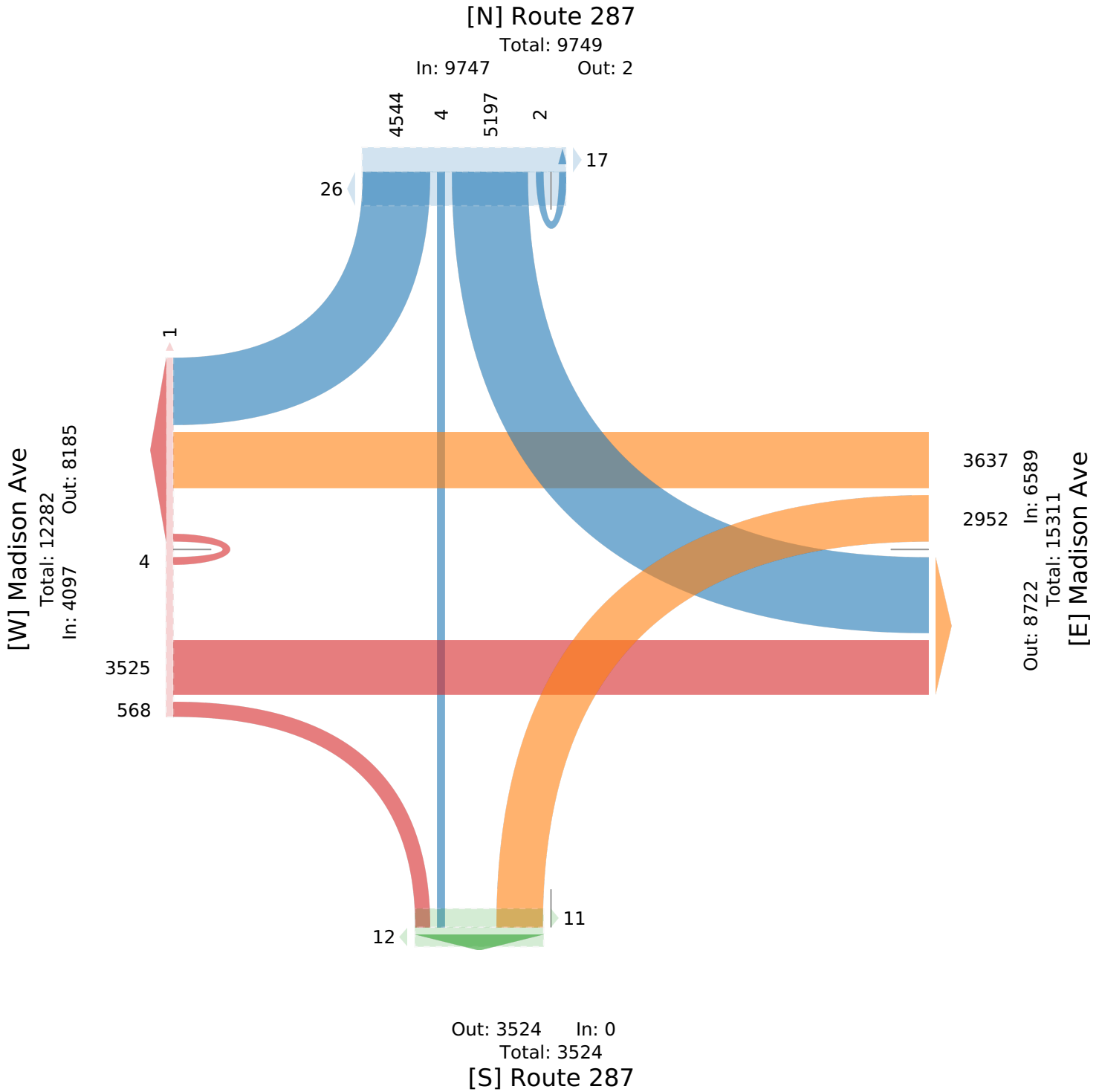
All Movements

ID: 1234031, Location: 40.788606, -74.469967



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US



**Madison Ave & 287 SB On ramp - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234031, Location: 40.788606, -74.469967



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

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 7:30AM	0	135	18	0	15	<b>168</b>	0	64	79	0	0	0	<b>143</b>	0
7:45AM	0	156	16	0	7	<b>179</b>	0	59	69	0	0	0	<b>128</b>	0
8:00AM	0	164	7	0	7	<b>178</b>	0	74	79	0	0	0	<b>153</b>	0
8:15AM	0	144	12	0	7	<b>163</b>	0	45	61	0	0	0	<b>106</b>	0
<b>Total</b>	0	599	53	0	36	<b>688</b>	0	242	288	0	0	0	<b>530</b>	0
<b>% Approach</b>	0%	87.1%	7.7%	0%	5.2%	-	-	45.7%	54.3%	0%	0%	0%	-	-
<b>% Total</b>	0%	22.1%	2.0%	0%	1.3%	<b>25.4%</b>	-	8.9%	10.6%	0%	0%	0%	<b>19.6%</b>	-
<b>PHF</b>	-	0.913	0.736	-	0.600	<b>0.961</b>	-	0.818	0.911	-	-	-	<b>0.866</b>	-
<b>Lights</b>	0	586	51	0	36	<b>673</b>	-	238	274	0	0	0	<b>512</b>	-
<b>% Lights</b>	0%	97.8%	96.2%	0%	100%	<b>97.8%</b>	-	98.3%	95.1%	0%	0%	0%	<b>96.6%</b>	-
<b>Articulated Trucks and Single-Unit Trucks</b>	0	8	2	0	0	<b>10</b>	-	1	10	0	0	0	<b>11</b>	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.3%	3.8%	0%	0%	<b>1.5%</b>	-	0.4%	3.5%	0%	0%	0%	<b>2.1%</b>	-
<b>Buses</b>	0	5	0	0	0	<b>5</b>	-	3	4	0	0	0	<b>7</b>	-
<b>% Buses</b>	0%	0.8%	0%	0%	0%	<b>0.7%</b>	-	1.2%	1.4%	0%	0%	0%	<b>1.3%</b>	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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



**Madison Ave & 287 SB On ramp - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234031, Location: 40.788606, -74.469967



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

Leg Direction	Route 287 Northbound								Route 287 Southbound								Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*			
2024-10-08 7:30AM	0	0	0	0	0	0	1	220	0	73	0	65	358	2	669		
7:45AM	0	0	0	0	0	0	0	282	0	58	0	26	366	0	673		
8:00AM	0	0	0	0	0	0	1	247	0	56	0	66	369	2	700		
8:15AM	0	0	0	0	0	0	2	230	0	78	0	91	399	2	668		
<b>Total</b>	0	0	0	0	0	0	4	979	0	265	0	248	1492	6	2710		
<b>% Approach</b>	0%	0%	0%	0%	0%	-	-	65.6%	0%	17.8%	0%	16.6%	-	-	-		
<b>% Total</b>	0%	0%	0%	0%	0%	0%	-	36.1%	0%	9.8%	0%	9.2%	55.1%	-	-		
<b>PHF</b>	-	-	-	-	-	-	-	0.868	-	0.849	-	0.681	0.935	-	0.968		
<b>Lights</b>	0	0	0	0	0	0	-	970	0	258	0	242	1470	-	2655		
<b>% Lights</b>	0%	0%	0%	0%	0%	-	-	99.1%	0%	97.4%	0%	97.6%	98.5%	-	98.0%		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	0	0	-	9	0	7	0	6	22	-	43		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	-	0.9%	0%	2.6%	0%	2.4%	1.5%	-	1.6%		
<b>Buses</b>	0	0	0	0	0	0	-	0	0	0	0	0	0	-	12		
<b>% Buses</b>	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	0.4%		
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	6	-		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-		

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

Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

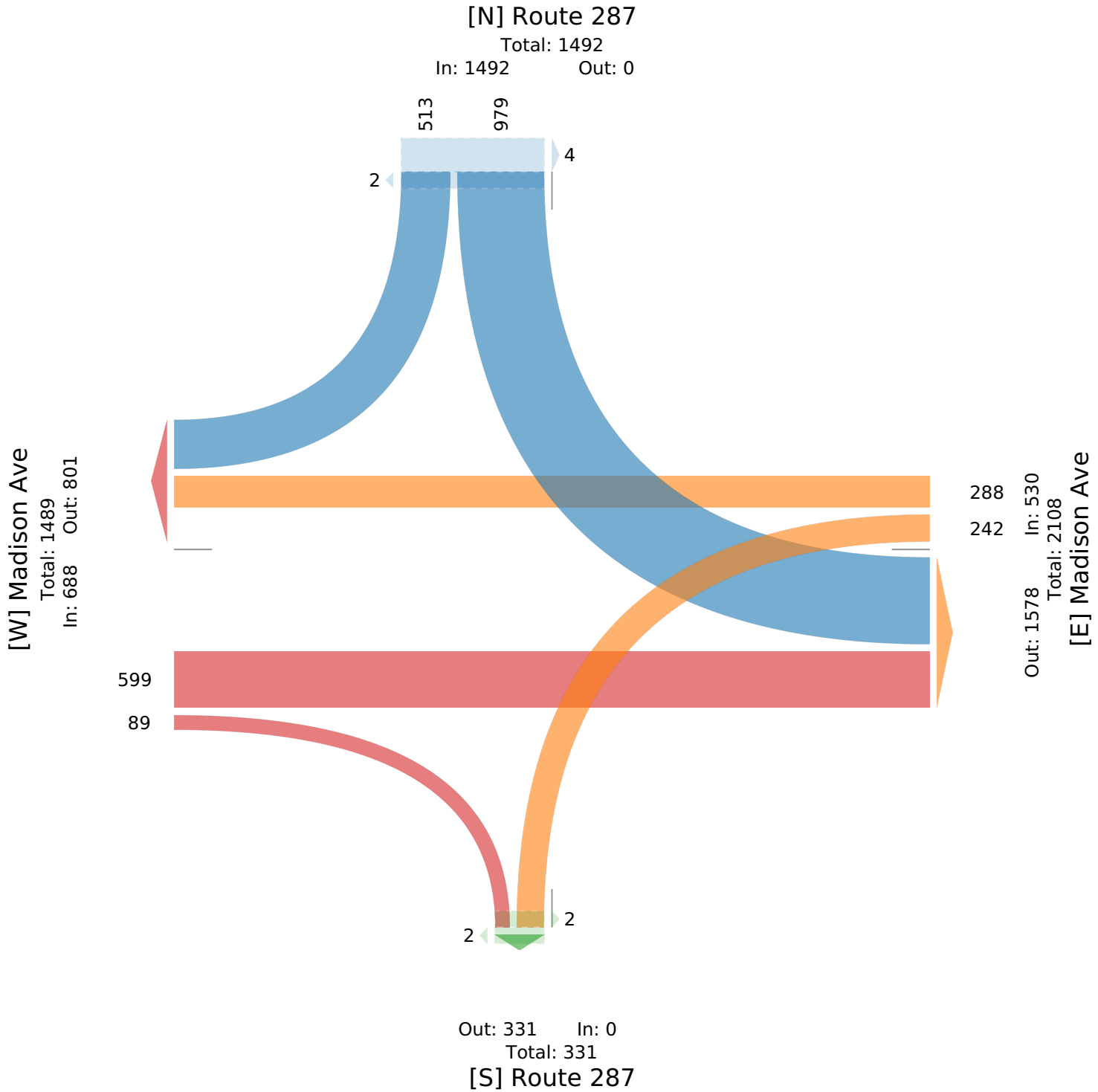
All Movements

ID: 1234031, Location: 40.788606, -74.469967



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US



**Madison Ave & 287 SB On ramp - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234031, Location: 40.788606, -74.469967



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

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 4:15PM	0	100	17	0	4	121	0	161	150	0	0	0	311	0
4:30PM	0	85	10	0	3	98	0	130	177	0	0	0	307	0
4:45PM	0	98	16	0	0	114	0	133	147	0	0	0	280	0
5:00PM	0	101	15	0	4	120	0	153	155	0	0	0	308	0
<b>Total</b>	0	384	58	0	11	453	0	577	629	0	0	0	1206	0
<b>% Approach</b>	0%	84.8%	12.8%	0%	2.4%	-	-	47.8%	52.2%	0%	0%	0%	-	-
<b>% Total</b>	0%	14.7%	2.2%	0%	0.4%	17.3%	-	22.0%	24.0%	0%	0%	0%	46.0%	-
<b>PHF</b>	-	0.950	0.853	-	0.688	0.936	-	0.896	0.888	-	-	-	0.969	-
<b>Lights</b>	0	379	57	0	11	447	-	566	622	0	0	0	1188	-
<b>% Lights</b>	0%	98.7%	98.3%	0%	100%	98.7%	-	98.1%	98.9%	0%	0%	0%	98.5%	-
<b>Articulated Trucks and Single-Unit Trucks</b>	0	2	1	0	0	3	-	10	2	0	0	0	12	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.5%	1.7%	0%	0%	0.7%	-	1.7%	0.3%	0%	0%	0%	1.0%	-
<b>Buses</b>	0	3	0	0	0	3	-	1	5	0	0	0	6	-
<b>% Buses</b>	0%	0.8%	0%	0%	0%	0.7%	-	0.2%	0.8%	0%	0%	0%	0.5%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**Madison Ave & 287 SB On ramp - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234031, Location: 40.788606, -74.469967



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

Leg Direction	Route 287 Northbound								Route 287 Southbound								Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*			
2024-10-08 4:15PM	0	0	0	0	0	0	0	93	0	54	0	94	241	2	673		
4:30PM	0	0	0	0	0	0	0	81	0	50	0	104	235	1	640		
4:45PM	0	0	0	0	0	0	0	142	0	59	0	72	273	2	667		
5:00PM	0	0	0	0	0	0	3	78	0	32	0	102	212	0	640		
<b>Total</b>	0	0	0	0	0	0	3	394	0	195	0	372	961	5	2620		
<b>% Approach</b>	0%	0%	0%	0%	0%	-	-	41.0%	0%	20.3%	0%	38.7%	-	-	-		
<b>% Total</b>	0%	0%	0%	0%	0%	0%	-	15.0%	0%	7.4%	0%	14.2%	36.7%	-	-		
<b>PHF</b>	-	-	-	-	-	-	-	0.694	-	0.826	-	0.894	0.880	-	0.973		
<b>Lights</b>	0	0	0	0	0	0	-	389	0	193	0	368	950	-	2585		
<b>% Lights</b>	0%	0%	0%	0%	0%	-	-	98.7%	0%	99.0%	0%	98.9%	98.9%	-	98.7%		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	0	0	-	4	0	1	0	3	8	-	23		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	-	1.0%	0%	0.5%	0%	0.8%	0.8%	-	0.9%		
<b>Buses</b>	0	0	0	0	0	0	-	1	0	1	0	1	3	-	12		
<b>% Buses</b>	0%	0%	0%	0%	0%	-	-	0.3%	0%	0.5%	0%	0.3%	0.3%	-	0.5%		
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	5	-		
% Pedestrians	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	100%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	0%	-		

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

Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

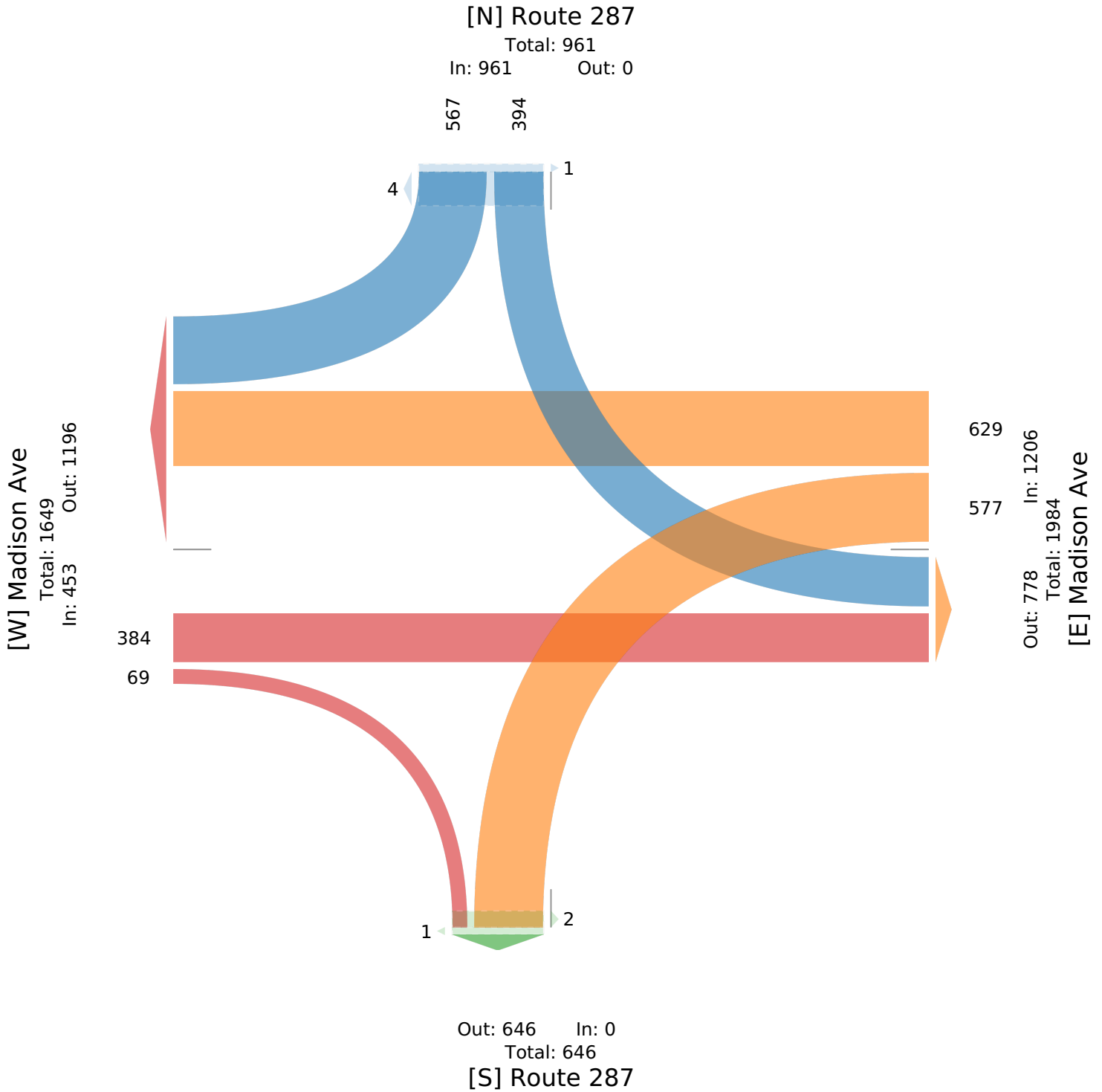
All Movements

ID: 1234031, Location: 40.788606, -74.469967



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US





Morristown, NJ  
 Madison Ave & Morristown  
 Medical Center Entrance  
 Tuesday, October 8, 2024  
 Location: 40.788008, -  
 74.465335

www.TSTData.com  
 Tri-State Traffic Data, Inc

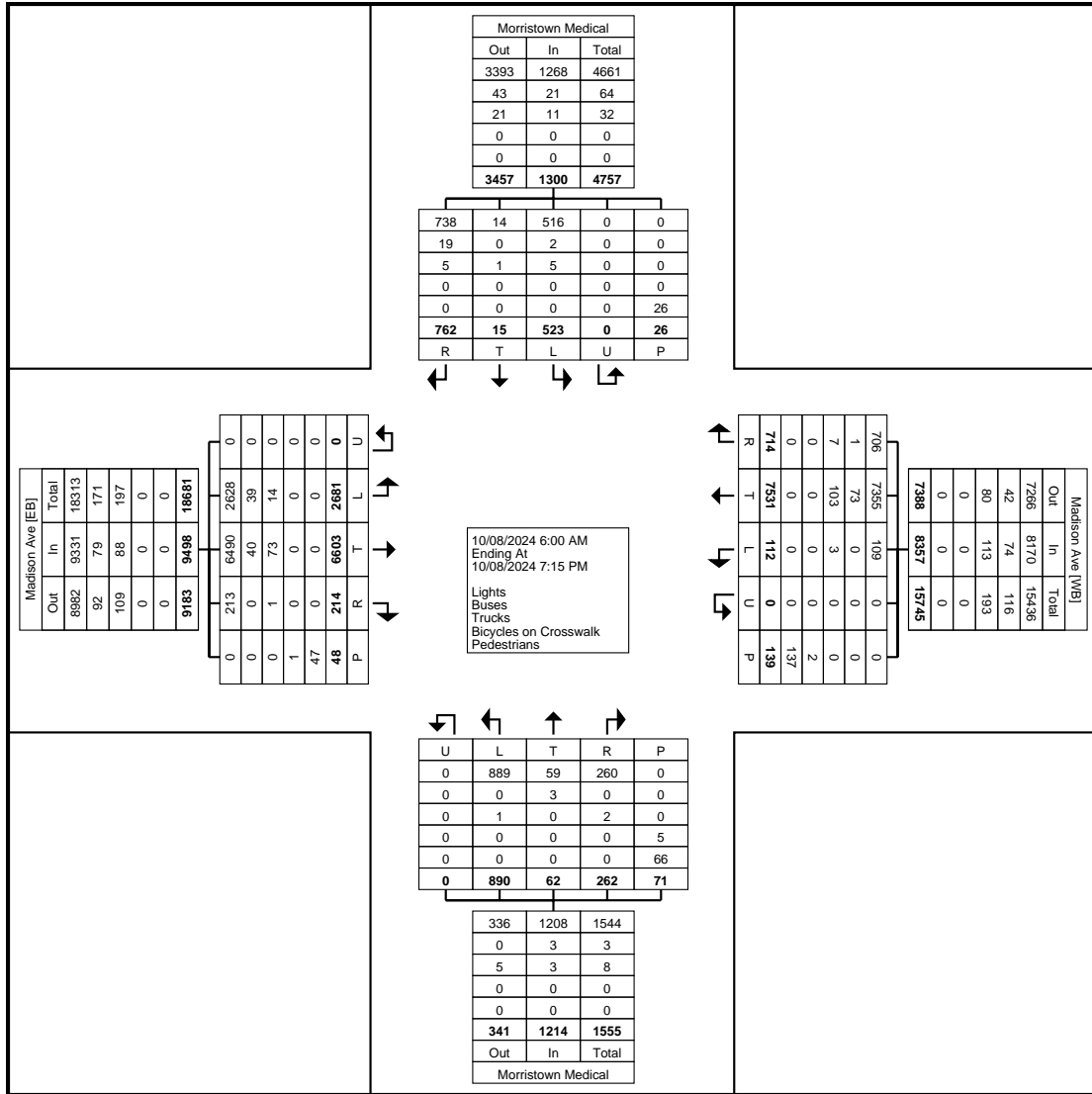
Coatesville, PA, Pennsylvania, United States 19320  
 610-466-1469 TSTData@aol.com  
 Serving Transportation Professionals Since 1995

Count Name: Madison Ave &  
 Morristown Medical Center  
 Entrance  
 Site Code:  
 Start Date: 10/08/2024  
 Page No: 1

### Turning Movement Data

Start Time	Madison Ave Eastbound							Madison Ave Westbound							Morristown Medical Center Entrance Northbound							Morristown Medical Center Entrance Southbound							Int. 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	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	74	47	1	0	0	1	122	0	51	6	0	0	0	57	0	0	0	0	0	0	0	1	0	1	1	0	0	3	182
6:15 AM	147	74	4	0	0	0	225	2	53	23	0	0	0	78	0	1	0	1	0	0	2	3	0	4	0	0	1	7	312
6:30 AM	155	114	11	0	0	0	280	4	78	27	1	0	1	110	11	5	2	0	0	0	18	5	0	10	4	0	0	19	427
6:45 AM	128	211	26	0	0	0	365	8	116	31	3	0	3	158	25	13	6	0	0	0	44	7	0	10	7	0	0	24	591
Hourly Total	504	446	42	0	0	1	992	14	298	87	4	0	4	403	36	19	8	1	0	0	64	16	0	25	12	0	1	53	1512
7:00 AM	116	172	9	0	0	1	297	7	145	18	2	0	3	172	8	0	3	4	0	2	15	12	1	5	1	0	0	19	503
7:15 AM	97	214	7	0	0	1	318	5	163	24	0	0	2	192	9	0	2	0	0	3	11	11	0	12	1	0	0	24	545
7:30 AM	112	249	5	0	0	2	366	2	187	36	0	0	1	225	5	5	1	2	0	0	13	14	0	10	2	0	1	26	630
7:45 AM	108	310	6	0	0	1	424	2	182	28	0	0	3	212	6	1	1	0	0	3	8	15	0	8	1	0	0	24	668
Hourly Total	433	945	27	0	0	5	1405	16	677	106	2	0	9	801	28	6	7	6	0	8	47	52	1	35	5	0	1	93	2346
8:00 AM	102	320	10	0	0	0	432	4	165	21	1	0	6	191	8	0	4	0	0	3	12	6	0	4	7	0	0	17	652
8:15 AM	97	295	7	0	0	4	399	2	147	23	0	0	3	172	8	1	6	1	0	3	16	9	0	4	4	0	0	17	604
8:30 AM	97	256	3	0	0	2	356	6	184	26	0	0	4	216	7	0	11	1	0	1	19	19	1	5	0	0	0	25	616
8:45 AM	88	282	5	0	0	2	375	2	243	25	0	0	9	270	15	1	2	0	0	4	18	7	0	3	0	0	2	10	673
Hourly Total	384	1153	25	0	0	8	1562	14	739	95	1	0	22	849	38	2	23	2	0	11	65	41	1	16	11	0	2	69	2545
9:00 AM	103	264	3	0	0	0	370	2	180	29	1	0	5	212	22	2	5	0	0	3	29	12	1	5	5	0	1	23	634
9:15 AM	85	276	8	1	0	1	370	4	157	24	0	0	1	185	13	0	6	5	0	1	24	8	1	8	3	0	0	20	599
9:30 AM	77	232	5	0	0	1	314	2	164	28	0	0	3	194	23	0	7	0	0	2	30	13	0	9	3	0	1	25	563
9:45 AM	88	209	9	1	0	0	307	4	147	23	2	0	3	176	32	0	10	0	0	2	42	14	0	15	2	0	1	31	556
Hourly Total	353	981	25	2	0	2	1361	12	648	104	3	0	12	767	90	2	28	5	0	8	125	47	2	37	13	0	3	99	2352
10:00 AM	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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	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
2:00 PM	64	157	11	1	0	5	233	2	219	20	0	0	13	241	34	1	10	1	0	5	46	16	1	23	5	0	1	45	565
2:15 PM	52	150	8	0	0	1	210	4	215	17	0	0	7	236	32	0	10	3	0	5	45	18	0	27	8	0	1	53	544
2:30 PM	65	172	11	0	0	2	248	5	224	20	0	0	6	249	37	2	15	2	0	2	56	17	1	19	6	0	2	43	596
2:45 PM	71	221	8	0	0	3	300	6	258	22	0	0	7	286	37	4	11	0	0	2	52	16	0	17	7	0	1	40	678
Hourly Total	252	700	38	1	0	11	991	17	916	79	0	0	33	1012	140	7	46	6	0	14	199	67	2	86	26	0	5	181	2383
3:00 PM	50	142	7	1	0	4	200	13	279	15	0	0	5	307	37	3	20	1	0	1	61	26	1	39	5	0	1	71	639
3:15 PM	42	146	7	0	0	2	195	4	296	20	0	0	8	320	59	1	10	2	0	3	72	34	0	33	4	0	1	71	658
3:30 PM	38	163	7	0	0	3	208	0	272	18	0	0	9	290	50	1	19	0	0	3	70	19	2	31	11	0	0	63	631
3:45 PM	52	162	3	0	0	1	217	3	242	19	0	0	6	264	39	1	12	0	0	2	52	19	0	23	4	0	3	46	579
Hourly Total	182	613	24	1	0	10	820	20	1089	72	0	0	28	1181	185	6	61	3	0	9	255	98	3	126	24	0	5	251	2507
4:00 PM	41	156	1	0	0	0	198	3	302	14	0	0	9	319	46	0	7	1	0	1	54	18	0	39	3	0	1	60	631
4:15 PM	40	172	4	0	0	0	216	5	312	15	0	0	2	332	47	1	15	1	0	4	64	20	1	36	6	0	4	63	675
4:30 PM	42	174	3	0	0	5	219	1	305	12	0	0	4	318	45	2	10	1	0	0	58	25	1	26	0	0	0	52	647
4:45 PM	37	233	2	0	0	2	272	1	307	7	0	0	3	315	43	4	7	1	0	2	55	28	2	20	2	0	0	52	694
Hourly Total	160	735	10	0	0	7	905	10	1226	48	0	0	18	1284	181	7	39	4	0	7	231	91	4	121	11	0	5	227	2647
5:00 PM	36	147	1	0	0	0	184	3	321	14	0	0	4	338	67	4	3	0	0	3	74	24	2	25	3	0	0	54	650
5:15 PM	33	197	0	0	0	1	230	1	295	5	1	0	1	302	29	3	6	0	0	2	38	17	0	21	4	0	0	42	612
5:30 PM	47	174	2	0	0	3	223	0	269	8	0	0	2	277	31	2	2	0	0	3	35	13	0	32	4	0	1	49	584
5:45 PM	41	135	2	0	0	0	178	1	276	14	1	0	2	292	25	1	4	0	0	3	30	15	0	18	1	0	1	34	534
Hourly Total	157	653	5	0	0	4	815	5	1161	41	2	0	9	1209	152	10	15	0	0	11	177	69	2	96	12	0	2	179	2380
6:00 PM	35	108	2	1	0	0	146	0	227	12	0	0	1	239	17	1	2	1	0	1	21	12	0	26	5	0	1	43	449
6:15 PM	55	95	4	1	0	0	155	2	200	15	1	0	1	218	7	0	2	0	0	1	9	12	0	28	0	0	1	40	422
6:30 PM	80	90	4	0	0	0	174	1	175	17	1	0	2	194	11	0	2	1	0	1	14	9	0	21	0	0	0	30	412
6:45 PM	86	84	2	0	0	0	172	1	175	24	0	0	0	200	5	2	0	0	0	0	7	9	0	23	3	0	0	35	414
Hourly Total	256	377	12	2	0	0	647	4	777	68	2	0	4	851	40	3	6	2	0	3	51	42	0	98	8	0	2	148	1697
7:00 PM	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
Grand Total	2681	6603	208	6	0	48	9498	112	7531	700	14	0	139	8357	890	62	233	29	0	71	1214	523	15	640	122	0	26	1300	20369
Approach %	28.2	69.5	2.2	0.1	0.0	-	-	1.3	90.1	8.4	0.2	0.0	-	-	73.3	5.1	19.2	2.4	0.0	-	-	40.2	1.2	49.2	9.4	0.0	-	-	-
Total %	13.2	32.4	1.0	0.0	0.0	-	46.6	0.5	37.0	3.4	0.1	0.0	-	41.0	4.4	0.3	1.1	0.1	0.0	-	6.0	2.6	0.1	3.1	0.6	0.0	-	6.4	-
Lights	2628	6490	207	6	0	-	9331	109	7355	692	14	0	-	8170	889	59	231	29	0	-	1208	516	14	618	120	0	-	1268	19977
% Lights	98.0	98.3	99.5	100.0	-	-	98.2	97.3	97.7	98.9	100.0	-	-	97.8	99.9	95.2	99.1	100.0	-	-	99.5	98.7	93.3	96.6					

% Trucks	0.5	1.1	0.5	0.0	-	-	0.9	2.7	1.4	1.0	0.0	-	-	1.4	0.1	0.0	0.9	0.0	-	-	0.2	1.0	6.7	0.8	0.0	-	-	0.8	1.1
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	2.1	-	-	-	-	-	-	1.4	-	-	-	-	-	-	-	7.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	-	137	-	-	-	-	-	-	-	66	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	-	97.9	-	-	-	-	-	-	98.6	-	-	-	-	-	-	-	93.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot





Morristown, NJ  
 Madison Ave & Morristown  
 Medical Center Entrance  
 Tuesday, October 8, 2024  
 Location: 40.788008, -  
 74.465335

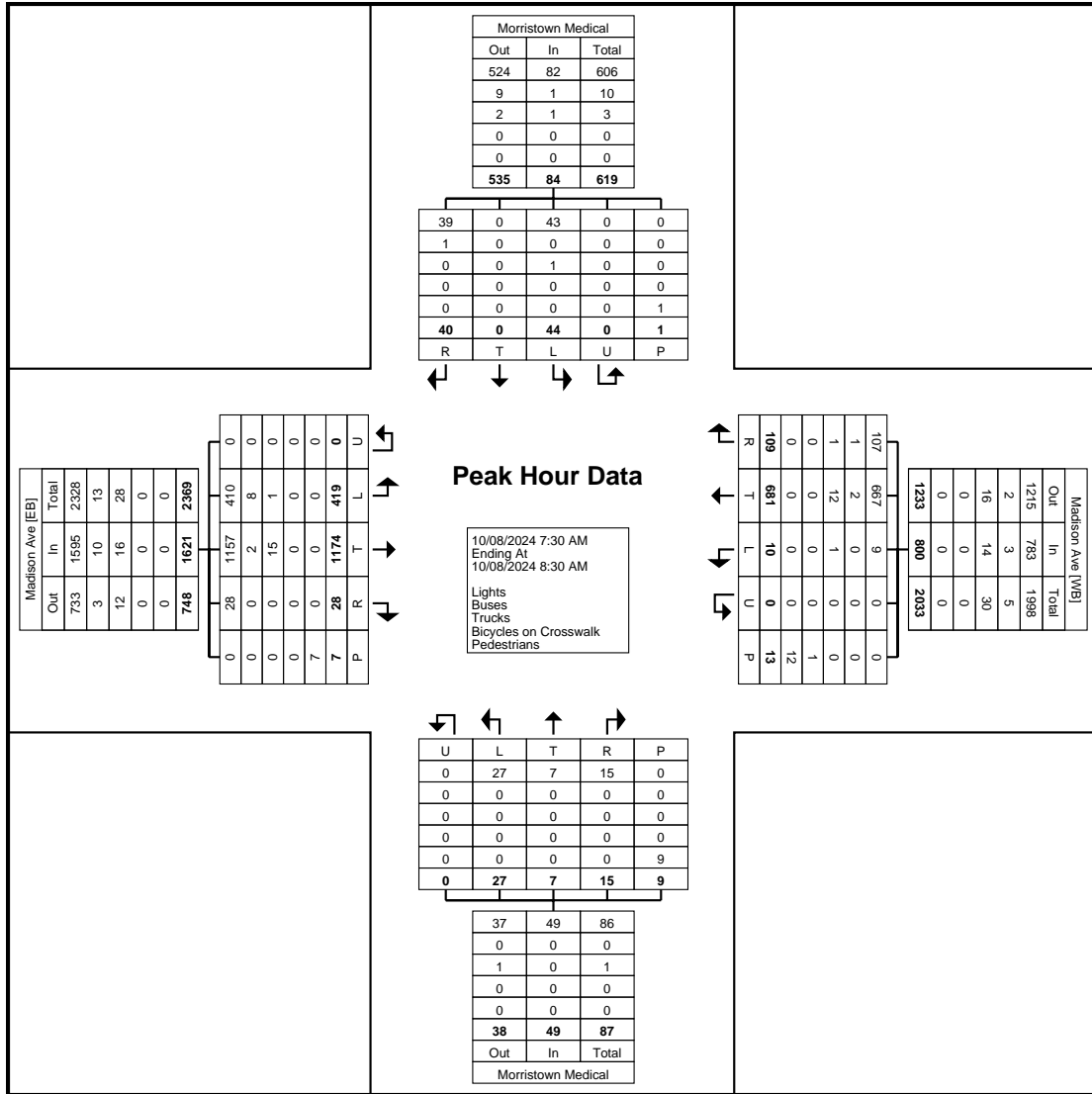
www.TSTData.com  
 Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320  
 610-466-1469 TSTData@aol.com  
 Serving Transportation Professionals Since 1995

Count Name: Madison Ave &  
 Morristown Medical Center  
 Entrance  
 Site Code:  
 Start Date: 10/08/2024  
 Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Madison Ave Eastbound							Madison Ave Westbound							Morristown Medical Center Entrance Northbound							Morristown Medical Center Entrance Southbound							Int. 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	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:30 AM	112	249	5	0	0	2	366	2	187	36	0	0	1	225	5	5	1	2	0	0	13	14	0	10	2	0	1	26	630
7:45 AM	108	310	6	0	0	1	424	2	182	28	0	0	3	212	6	1	1	0	0	3	8	15	0	8	1	0	0	24	668
8:00 AM	102	320	10	0	0	0	432	4	165	21	1	0	6	191	8	0	4	0	0	3	12	6	0	4	7	0	0	17	652
8:15 AM	97	295	7	0	0	4	399	2	147	23	0	0	3	172	8	1	6	1	0	3	16	9	0	4	4	0	0	17	604
Total	419	1174	28	0	0	7	1621	10	681	108	1	0	13	800	27	7	12	3	0	9	49	44	0	26	14	0	1	84	2554
Approach %	25.8	72.4	1.7	0.0	0.0	-	-	1.3	85.1	13.5	0.1	0.0	-	-	55.1	14.3	24.5	6.1	0.0	-	-	52.4	0.0	31.0	16.7	0.0	-	-	-
Total %	16.4	46.0	1.1	0.0	0.0	-	63.5	0.4	26.7	4.2	0.0	0.0	-	31.3	1.1	0.3	0.5	0.1	0.0	-	1.9	1.7	0.0	1.0	0.5	0.0	-	3.3	-
PHF	0.935	0.917	0.700	0.000	0.000	-	0.938	0.625	0.910	0.750	0.250	0.000	-	0.889	0.844	0.350	0.500	0.375	0.000	-	0.766	0.733	0.000	0.650	0.500	0.000	-	0.808	0.956
Lights	410	1157	28	0	0	-	1595	9	667	106	1	0	-	783	27	7	12	3	0	-	49	43	0	25	14	0	-	82	2509
% Lights	97.9	98.6	100.0	-	-	-	98.4	90.0	97.9	98.1	100.0	-	-	97.9	100.0	100.0	100.0	100.0	-	-	100.0	97.7	-	96.2	100.0	-	-	97.6	98.2
Buses	8	2	0	0	0	-	10	0	2	1	0	0	-	3	0	0	0	0	0	0	0	0	0	1	0	0	-	1	14
% Buses	1.9	0.2	0.0	-	-	-	0.6	0.0	0.3	0.9	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	3.8	0.0	-	-	1.2	0.5
Trucks	1	15	0	0	0	-	16	1	12	1	0	0	-	14	0	0	0	0	0	0	0	1	0	0	0	0	-	1	31
% Trucks	0.2	1.3	0.0	-	-	-	1.0	10.0	1.8	0.9	0.0	-	-	1.8	0.0	0.0	0.0	0.0	-	-	0.0	2.3	-	0.0	0.0	-	-	1.2	1.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	7.7	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	-	-	9	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	92.3	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)



Morristown, NJ  
 Madison Ave & Morristown  
 Medical Center Entrance  
 Tuesday, October 8, 2024  
 Location: 40.788008, -  
 74.465335

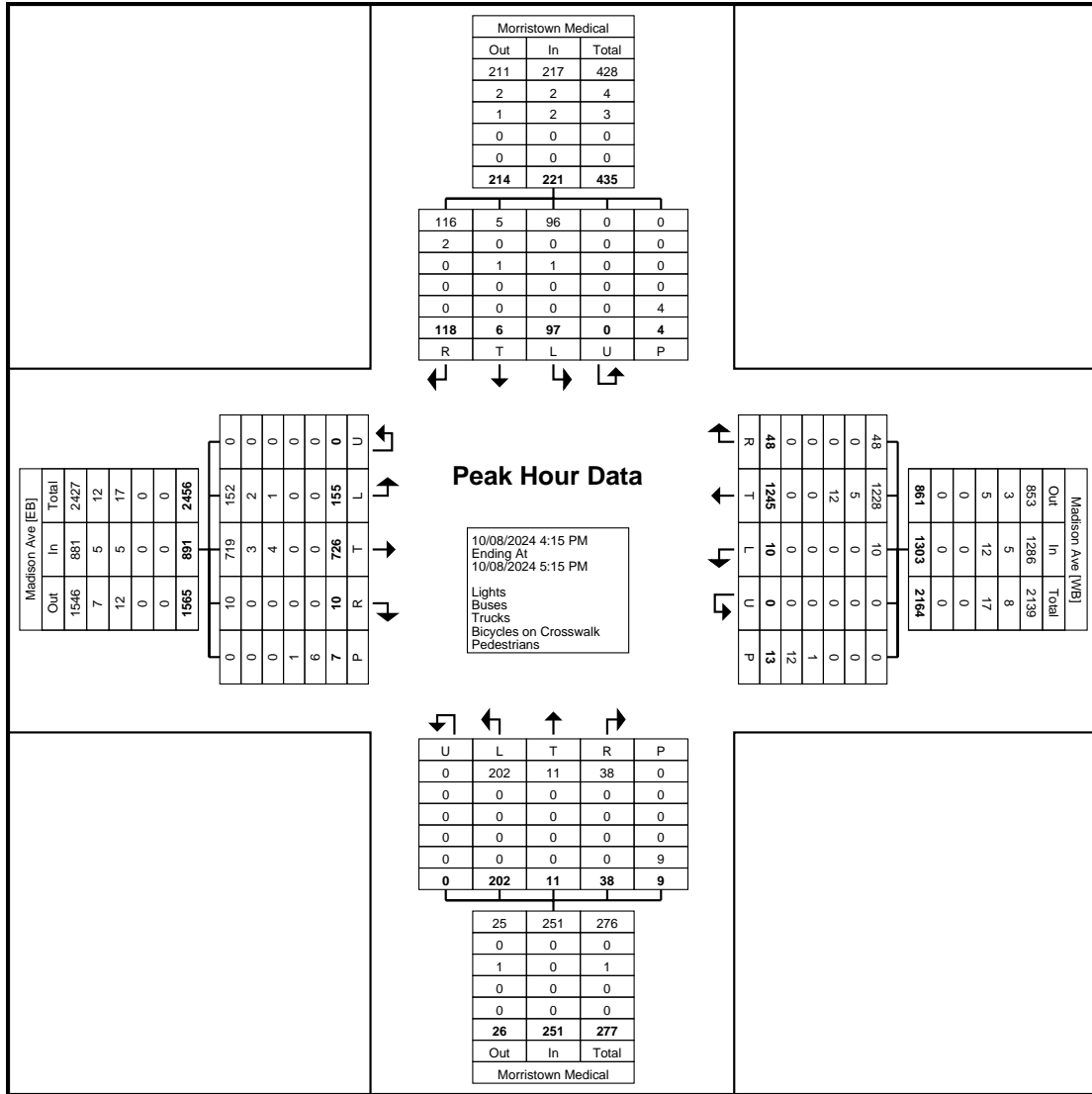
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 Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320  
 610-466-1469 TSTData@aol.com  
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Count Name: Madison Ave &  
 Morristown Medical Center  
 Entrance  
 Site Code:  
 Start Date: 10/08/2024  
 Page No: 6

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Madison Ave Eastbound							Madison Ave Westbound							Morristown Medical Center Entrance Northbound							Morristown Medical Center Entrance Southbound							Int. 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	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:15 PM	40	172	4	0	0	0	216	5	312	15	0	0	2	332	47	1	15	1	0	4	64	20	1	36	6	0	4	63	675
4:30 PM	42	174	3	0	0	5	219	1	305	12	0	0	4	318	45	2	10	1	0	0	58	25	1	26	0	0	0	52	647
4:45 PM	37	233	2	0	0	2	272	1	307	7	0	0	3	315	43	4	7	1	0	2	55	28	2	20	2	0	0	52	694
5:00 PM	36	147	1	0	0	0	184	3	321	14	0	0	4	338	67	4	3	0	0	3	74	24	2	25	3	0	0	54	650
Total	155	726	10	0	0	7	891	10	1245	48	0	0	13	1303	202	11	35	3	0	9	251	97	6	107	11	0	4	221	2666
Approach %	17.4	81.5	1.1	0.0	0.0	-	-	0.8	95.5	3.7	0.0	0.0	-	-	80.5	4.4	13.9	1.2	0.0	-	-	43.9	2.7	48.4	5.0	0.0	-	-	-
Total %	5.8	27.2	0.4	0.0	0.0	-	33.4	0.4	46.7	1.8	0.0	0.0	-	48.9	7.6	0.4	1.3	0.1	0.0	-	9.4	3.6	0.2	4.0	0.4	0.0	-	8.3	-
PHF	0.92 3	0.779	0.625	0.000	0.000	-	0.819	0.500	0.970	0.800	0.000	0.000	-	0.964	0.754	0.688	0.583	0.750	0.000	-	0.848	0.866	0.750	0.743	0.458	0.000	-	0.877	0.960
Lights	152	719	10	0	0	-	881	10	1228	48	0	0	-	1286	202	11	35	3	0	-	251	96	5	105	11	0	-	217	2635
% Lights	98.1	99.0	100.0	-	-	-	98.9	100.0	98.6	100.0	-	-	-	98.7	100.0	100.0	100.0	100.0	-	-	100.0	99.0	83.3	98.1	100.0	-	-	98.2	98.8
Buses	2	3	0	0	0	-	5	0	5	0	0	0	-	5	0	0	0	0	0	0	0	0	0	2	0	0	0	2	12
% Buses	1.3	0.4	0.0	-	-	-	0.6	0.0	0.4	0.0	-	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.9	0.0	-	-	0.9	0.5
Trucks	1	4	0	0	0	-	5	0	12	0	0	0	-	12	0	0	0	0	0	0	0	1	1	0	0	0	0	2	19
% Trucks	0.6	0.6	0.0	-	-	-	0.6	0.0	1.0	0.0	-	-	-	0.9	0.0	0.0	0.0	0.0	-	-	0.0	1.0	16.7	0.0	0.0	-	-	0.9	0.7
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	14.3	-	-	-	-	-	-	7.7	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	-	12	-	-	-	-	-	-	9	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	85.7	-	-	-	-	-	-	92.3	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:15 PM)

**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 6:00AM	1	45	1	0	0	47	0	0	50	14	0	0	64	0
6:15AM	5	55	3	0	0	63	1	0	82	30	0	3	115	0
6:30AM	17	52	4	0	1	74	0	1	110	37	0	4	152	0
6:45AM	30	95	7	0	0	132	0	3	163	49	0	2	217	1
Hourly Total	53	247	15	0	1	316	1	4	405	130	0	9	548	1
7:00AM	7	114	7	0	1	129	1	3	147	24	0	1	175	0
7:15AM	5	151	10	0	1	167	0	9	189	21	0	2	221	0
7:30AM	7	190	15	0	0	212	0	9	206	35	0	1	251	0
7:45AM	8	198	27	0	0	233	2	13	211	34	0	2	260	0
Hourly Total	27	653	59	0	2	741	3	34	753	114	0	6	907	0
8:00AM	5	178	35	0	2	220	0	21	209	33	0	4	267	0
8:15AM	8	186	14	0	1	209	0	14	165	34	0	0	213	0
8:30AM	8	183	20	0	1	212	0	13	210	36	0	1	260	1
8:45AM	11	192	10	0	1	214	0	16	249	42	0	0	307	1
Hourly Total	32	739	79	0	5	855	0	64	833	145	0	5	1047	2
9:00AM	12	189	17	0	1	219	0	8	211	25	0	0	244	0
9:15AM	9	176	15	0	0	200	0	10	162	38	0	1	211	0
9:30AM	9	167	9	0	0	185	0	7	185	25	0	1	218	0
9:45AM	11	158	12	0	0	181	0	7	161	30	0	5	203	0
Hourly Total	41	690	53	0	1	785	0	32	719	118	0	7	876	0
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00PM	10	123	6	0	0	139	2	9	191	22	0	2	224	0
2:15PM	10	120	6	0	1	137	0	0	199	35	0	2	236	0
2:30PM	9	137	8	0	0	154	0	6	223	36	0	1	266	0
2:45PM	17	151	15	0	1	184	0	13	227	36	0	2	278	0
Hourly Total	46	531	35	0	2	614	2	28	840	129	0	7	1004	0
3:00PM	7	148	12	0	3	170	0	7	246	29	0	2	284	0
3:15PM	19	132	6	0	1	158	0	6	240	31	0	1	278	0
3:30PM	14	150	14	0	1	179	0	8	259	27	0	0	294	0
3:45PM	14	152	8	0	2	176	1	4	223	29	0	1	257	2
Hourly Total	54	582	40	0	7	683	1	25	968	116	0	4	1113	2
4:00PM	16	158	4	0	0	178	0	5	258	28	0	2	293	2
4:15PM	10	179	15	0	2	206	1	4	258	36	0	3	301	0
4:30PM	16	198	15	0	1	230	0	10	253	26	0	0	289	0
4:45PM	8	244	15	0	0	267	0	9	247	33	0	1	290	1
Hourly Total	50	779	49	0	3	881	1	28	1016	123	0	6	1173	3
5:00PM	9	171	12	0	0	192	0	9	278	43	0	4	334	1
5:15PM	9	193	20	0	1	223	0	6	250	32	0	2	290	3
5:30PM	8	178	21	0	1	208	0	12	258	61	0	4	335	0
5:45PM	7	119	10	0	2	138	0	7	256	53	0	3	319	1
Hourly Total	33	661	63	0	4	761	0	34	1042	189	0	13	1278	5
6:00PM	6	121	7	0	1	135	0	6	226	50	0	2	284	1
6:15PM	7	82	10	0	2	101	0	3	185	36	0	2	226	0
6:30PM	4	95	8	0	0	107	0	1	176	33	0	2	212	2
6:45PM	8	79	9	0	0	96	0	11	173	27	1	3	215	0
Hourly Total	25	377	34	0	3	439	0	21	760	146	1	9	937	3
7:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	361	5259	427	0	28	6075	8	270	7336	1210	1	66	8883	16
<b>% Approach</b>	5.9%	86.6%	7.0%	0%	0.5%	-	-	3.0%	82.6%	13.6%	0%	0.7%	-	-
<b>% Total</b>	2.1%	30.5%	2.5%	0%	0.2%	35.3%	-	1.6%	42.6%	7.0%	0%	0.4%	51.6%	-

Leg Direction	Madison Ave Eastbound								Madison Ave Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*		
Time																
<b>Lights</b>	352	5157	418	0	28	<b>5955</b>	-	262	7197	1177	1	63	<b>8700</b>	-		
<b>% Lights</b>	97.5%	98.1%	97.9%	0%	100%	<b>98.0%</b>	-	97.0%	98.1%	97.3%	100%	95.5%	<b>97.9%</b>	-		
<b>Articulated Trucks and Single-Unit Trucks</b>	5	72	4	0	0	<b>81</b>	-	2	103	17	0	1	<b>123</b>	-		
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.4%	1.4%	0.9%	0%	0%	<b>1.3%</b>	-	0.7%	1.4%	1.4%	0%	1.5%	<b>1.4%</b>	-		
<b>Buses</b>	4	30	5	0	0	<b>39</b>	-	6	36	16	0	2	<b>60</b>	-		
<b>% Buses</b>	1.1%	0.6%	1.2%	0%	0%	<b>0.6%</b>	-	2.2%	0.5%	1.3%	0%	3.0%	<b>0.7%</b>	-		
Pedestrians	-	-	-	-	-	-	8	-	-	-	-	-	-	12		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	4		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%		

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

**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Turtle Rd Northbound							Franklin St Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
2024-10-08 6:00AM	4	1	4	0	1	10	0	3	2	1	0	0	6	0	127
6:15AM	3	3	0	0	0	6	1	2	0	0	0	1	3	0	187
6:30AM	2	3	0	0	3	8	0	5	0	2	0	5	12	0	246
6:45AM	9	1	1	0	2	13	0	8	1	2	0	4	15	0	377
Hourly Total	18	8	5	0	6	37	1	18	3	5	0	10	36	0	937
7:00AM	13	3	3	0	2	21	1	19	5	2	0	7	33	0	358
7:15AM	12	7	2	0	1	22	3	22	10	3	0	1	36	0	446
7:30AM	15	6	3	0	1	25	3	14	5	4	0	2	25	0	513
7:45AM	13	6	4	0	1	24	3	24	7	5	0	3	39	0	556
Hourly Total	53	22	12	0	5	92	10	79	27	14	0	13	133	0	1873
8:00AM	15	9	3	0	3	30	2	10	13	3	0	0	26	0	543
8:15AM	18	6	9	0	1	34	0	20	10	6	0	1	37	1	493
8:30AM	12	8	9	0	5	34	0	24	10	4	0	1	39	0	545
8:45AM	29	5	6	0	0	40	1	15	17	10	0	1	43	0	604
Hourly Total	74	28	27	0	9	138	3	69	50	23	0	3	145	1	2185
9:00AM	10	8	7	0	1	26	1	19	6	0	0	4	29	1	518
9:15AM	19	5	2	0	4	30	0	11	5	3	0	7	26	0	467
9:30AM	13	5	4	0	2	24	1	15	9	6	0	1	31	1	458
9:45AM	11	4	2	0	2	19	0	11	3	8	0	4	26	1	429
Hourly Total	53	22	15	0	9	99	2	56	23	17	0	16	112	3	1872
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00PM	8	2	5	0	1	16	0	17	8	6	0	2	33	0	412
2:15PM	9	3	1	0	0	13	0	22	4	4	0	4	34	1	420
2:30PM	20	3	1	0	1	25	0	22	5	8	0	1	36	1	481
2:45PM	23	7	2	0	2	34	2	27	9	8	0	3	47	2	543
Hourly Total	60	15	9	0	4	88	2	88	26	26	0	10	150	4	1856
3:00PM	37	6	14	0	2	59	0	22	3	6	0	2	33	0	546
3:15PM	43	13	10	0	1	67	0	29	10	11	0	4	54	0	557
3:30PM	23	5	7	0	2	37	3	16	3	3	0	5	27	0	537
3:45PM	16	9	9	0	0	34	1	24	4	7	0	3	38	0	505
Hourly Total	119	33	40	0	5	197	4	91	20	27	0	14	152	0	2145
4:00PM	31	8	4	0	1	44	0	32	8	6	0	4	50	0	565
4:15PM	31	7	4	0	1	43	2	28	8	6	0	4	46	0	596
4:30PM	26	9	7	0	0	42	0	22	6	2	0	4	34	0	595
4:45PM	32	7	9	0	2	50	0	30	12	7	0	2	51	0	658
Hourly Total	120	31	24	0	4	179	2	112	34	21	0	14	181	0	2414
5:00PM	29	10	11	0	0	50	0	34	10	8	0	0	52	0	628
5:15PM	15	15	5	0	1	36	4	26	12	4	0	4	46	1	595
5:30PM	17	7	5	0	0	29	2	20	7	7	0	1	35	1	607
5:45PM	18	11	10	0	0	39	2	22	7	4	0	1	34	2	530
Hourly Total	79	43	31	0	1	154	8	102	36	23	0	6	167	4	2360
6:00PM	9	4	4	0	1	18	1	20	2	4	0	2	28	0	465
6:15PM	21	13	6	0	2	42	1	29	3	3	0	4	39	2	408
6:30PM	10	2	1	0	3	16	0	10	9	1	0	1	21	0	356
6:45PM	11	1	4	0	1	17	1	19	6	3	0	3	31	0	359
Hourly Total	51	20	15	0	7	93	3	78	20	11	0	10	119	2	1588
7:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	627	222	178	0	50	1077	35	693	239	167	0	96	1195	14	17230
<b>% Approach</b>	58.2%	20.6%	16.5%	0%	4.6%	-	-	58.0%	20.0%	14.0%	0%	8.0%	-	-	-
<b>% Total</b>	3.6%	1.3%	1.0%	0%	0.3%	6.3%	-	4.0%	1.4%	1.0%	0%	0.6%	6.9%	-	-

Leg Direction	Turtle Rd Northbound							Franklin St Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
Time															
<b>Lights</b>	590	214	173	0	47	<b>1024</b>	-	674	223	160	0	93	<b>1150</b>	-	16829
<b>% Lights</b>	94.1%	96.4%	97.2%	0%	94.0%	<b>95.1%</b>	-	97.3%	93.3%	95.8%	0%	96.9%	<b>96.2%</b>	-	97.7%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	2	2	0	3	<b>8</b>	-	11	0	6	0	2	<b>19</b>	-	231
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.2%	0.9%	1.1%	0%	6.0%	<b>0.7%</b>	-	1.6%	0%	3.6%	0%	2.1%	<b>1.6%</b>	-	1.3%
<b>Buses</b>	36	6	3	0	0	<b>45</b>	-	8	16	1	0	1	<b>26</b>	-	170
<b>% Buses</b>	5.7%	2.7%	1.7%	0%	0%	<b>4.2%</b>	-	1.2%	6.7%	0.6%	0%	1.0%	<b>2.2%</b>	-	1.0%
Pedestrians	-	-	-	-	-	-	31	-	-	-	-	-	-	-	13
% Pedestrians	-	-	-	-	-	-	88.6%	-	-	-	-	-	-	-	92.9%
Bicycles on Crosswalk	-	-	-	-	-	-	4	-	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	11.4%	-	-	-	-	-	-	-	7.1%

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



Madison Ave & Franklin St - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

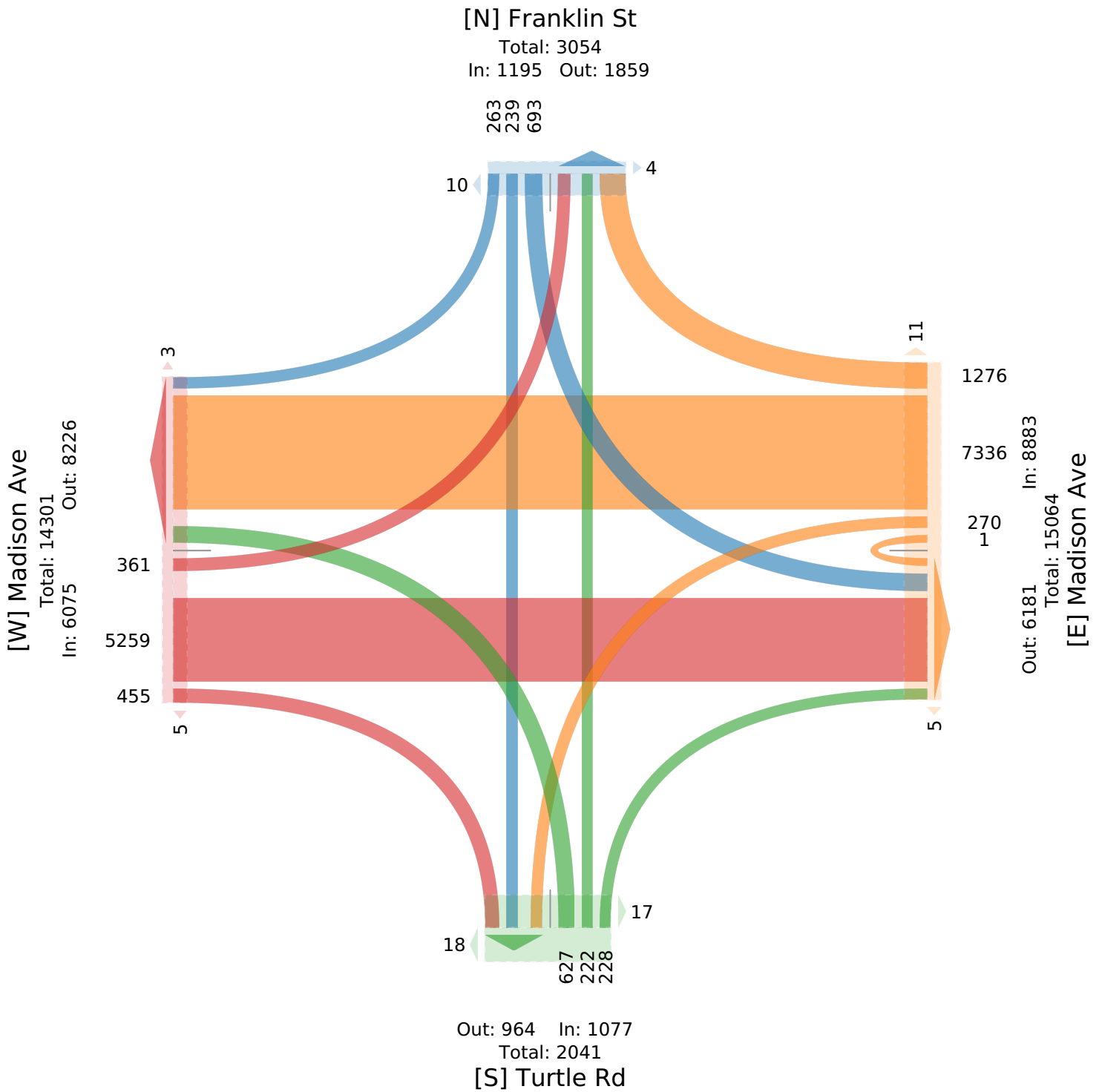
All Movements

ID: 1234036, Location: 40.788699, -74.460245



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US



**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



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

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 7:30AM	7	190	15	0	0	212	0	9	206	35	0	1	251	0
7:45AM	8	198	27	0	0	233	2	13	211	34	0	2	260	0
8:00AM	5	178	35	0	2	220	0	21	209	33	0	4	267	0
8:15AM	8	186	14	0	1	209	0	14	165	34	0	0	213	0
<b>Total</b>	28	752	91	0	3	874	2	57	791	136	0	7	991	0
<b>% Approach</b>	3.2%	86.0%	10.4%	0%	0.3%	-	-	5.8%	79.8%	13.7%	0%	0.7%	-	-
<b>% Total</b>	1.3%	35.7%	4.3%	0%	0.1%	41.5%	-	2.7%	37.6%	6.5%	0%	0.3%	47.1%	-
<b>PHF</b>	0.875	0.949	0.650	-	0.375	0.938	-	0.679	0.937	0.971	-	0.438	0.928	-
<b>Lights</b>	27	736	91	0	3	857	-	55	776	134	0	7	972	-
<b>% Lights</b>	96.4%	97.9%	100%	0%	100%	98.1%	-	96.5%	98.1%	98.5%	0%	100%	98.1%	-
<b>Articulated Trucks and Single-Unit Trucks</b>	1	14	0	0	0	15	-	2	13	0	0	0	15	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	3.6%	1.9%	0%	0%	0%	1.7%	-	3.5%	1.6%	0%	0%	0%	1.5%	-
<b>Buses</b>	0	2	0	0	0	2	-	0	2	2	0	0	4	-
<b>% Buses</b>	0%	0.3%	0%	0%	0%	0.2%	-	0%	0.3%	1.5%	0%	0%	0.4%	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



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

Leg Direction	Turtle Rd Northbound							Franklin St Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
2024-10-08 7:30AM	15	6	3	0	1	25	3	14	5	4	0	2	25	0	513
7:45AM	13	6	4	0	1	24	3	24	7	5	0	3	39	0	556
8:00AM	15	9	3	0	3	30	2	10	13	3	0	0	26	0	543
8:15AM	18	6	9	0	1	34	0	20	10	6	0	1	37	1	493
<b>Total</b>	61	27	19	0	6	113	8	68	35	18	0	6	127	1	2105
<b>% Approach</b>	54.0%	23.9%	16.8%	0%	5.3%	-	-	53.5%	27.6%	14.2%	0%	4.7%	-	-	-
<b>% Total</b>	2.9%	1.3%	0.9%	0%	0.3%	5.4%	-	3.2%	1.7%	0.9%	0%	0.3%	6.0%	-	-
<b>PHF</b>	0.847	0.750	0.528	-	0.500	0.831	-	0.708	0.673	0.750	-	0.500	0.814	-	0.946
<b>Lights</b>	60	25	19	0	6	110	-	67	34	17	0	6	124	-	2063
<b>% Lights</b>	98.4%	92.6%	100%	0%	100%	97.3%	-	98.5%	97.1%	94.4%	0%	100%	97.6%	-	98.0%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	0	0	1	-	0	0	1	0	0	1	-	32
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	3.7%	0%	0%	0%	0.9%	-	0%	0%	5.6%	0%	0%	0.8%	-	1.5%
<b>Buses</b>	1	1	0	0	0	2	-	1	1	0	0	0	2	-	10
<b>% Buses</b>	1.6%	3.7%	0%	0%	0%	1.8%	-	1.5%	2.9%	0%	0%	0%	1.6%	-	0.5%
Pedestrians	-	-	-	-	-	-	7	-	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	87.5%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	12.5%	-	-	-	-	-	-	0%	-

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

**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

**[N] Franklin St**

Total: 325

In: 127 Out: 198

24 35 68

1

**[W] Madison Ave**

Total: 1750  
In: 874 Out: 876

28

752

94

2

6

61 27 25

Out: 186 In: 113

Total: 299

**[S] Turtle Rd**

143

791

57

Out: 845 In: 991

Total: 1836

**[E] Madison Ave**

**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



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

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 4:15PM	10	179	15	0	2	<b>206</b>	1	4	258	36	0	3	<b>301</b>	0
4:30PM	16	198	15	0	1	<b>230</b>	0	10	253	26	0	0	<b>289</b>	0
4:45PM	8	244	15	0	0	<b>267</b>	0	9	247	33	0	1	<b>290</b>	1
5:00PM	9	171	12	0	0	<b>192</b>	0	9	278	43	0	4	<b>334</b>	1
<b>Total</b>	43	792	57	0	3	<b>895</b>	1	32	1036	138	0	8	<b>1214</b>	2
<b>% Approach</b>	4.8%	88.5%	6.4%	0%	0.3%	-	-	2.6%	85.3%	11.4%	0%	0.7%	-	-
<b>% Total</b>	1.7%	32.0%	2.3%	0%	0.1%	<b>36.1%</b>	-	1.3%	41.8%	5.6%	0%	0.3%	<b>49.0%</b>	-
<b>PHF</b>	0.672	0.811	0.950	-	0.375	<b>0.838</b>	-	0.800	0.932	0.802	-	0.500	<b>0.909</b>	-
<b>Lights</b>	43	783	57	0	3	<b>886</b>	-	32	1018	135	0	8	<b>1193</b>	-
<b>% Lights</b>	100%	98.9%	100%	0%	100%	<b>99.0%</b>	-	100%	98.3%	97.8%	0%	100%	<b>98.3%</b>	-
<b>Articulated Trucks and Single-Unit Trucks</b>	0	6	0	0	0	<b>6</b>	-	0	14	3	0	0	<b>17</b>	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.8%	0%	0%	0%	<b>0.7%</b>	-	0%	1.4%	2.2%	0%	0%	<b>1.4%</b>	-
<b>Buses</b>	0	3	0	0	0	<b>3</b>	-	0	4	0	0	0	<b>4</b>	-
<b>% Buses</b>	0%	0.4%	0%	0%	0%	<b>0.3%</b>	-	0%	0.4%	0%	0%	0%	<b>0.3%</b>	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%

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

**Madison Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Turtle Rd Northbound								Franklin St Southbound								Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*			
2024-10-08 4:15PM	31	7	4	0	1	<b>43</b>	2	28	8	6	0	4	<b>46</b>	0	<b>596</b>		
4:30PM	26	9	7	0	0	<b>42</b>	0	22	6	2	0	4	<b>34</b>	0	<b>595</b>		
4:45PM	32	7	9	0	2	<b>50</b>	0	30	12	7	0	2	<b>51</b>	0	<b>658</b>		
5:00PM	29	10	11	0	0	<b>50</b>	0	34	10	8	0	0	<b>52</b>	0	<b>628</b>		
<b>Total</b>	<b>118</b>	<b>33</b>	<b>31</b>	<b>0</b>	<b>3</b>	<b>185</b>	<b>2</b>	<b>114</b>	<b>36</b>	<b>23</b>	<b>0</b>	<b>10</b>	<b>183</b>	<b>0</b>	<b>2477</b>		
<b>% Approach</b>	63.8%	17.8%	16.8%	0%	1.6%	-	-	62.3%	19.7%	12.6%	0%	5.5%	-	-	-		
<b>% Total</b>	4.8%	1.3%	1.3%	0%	0.1%	<b>7.5%</b>	-	4.6%	1.5%	0.9%	0%	0.4%	<b>7.4%</b>	-	-		
<b>PHF</b>	0.922	0.825	0.705	-	0.375	<b>0.925</b>	-	0.838	0.750	0.719	-	0.625	<b>0.880</b>	-	0.941		
<b>Lights</b>	118	33	30	0	2	<b>183</b>	-	112	36	22	0	10	<b>180</b>	-	2442		
<b>% Lights</b>	100%	100%	96.8%	0%	66.7%	<b>98.9%</b>	-	98.2%	100%	95.7%	0%	100%	<b>98.4%</b>	-	98.6%		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	1	<b>1</b>	-	2	0	1	0	0	<b>3</b>	-	27		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	33.3%	<b>0.5%</b>	-	1.8%	0%	4.3%	0%	0%	<b>1.6%</b>	-	1.1%		
<b>Buses</b>	0	0	1	0	0	<b>1</b>	-	0	0	0	0	0	<b>0</b>	-	8		
<b>% Buses</b>	0%	0%	3.2%	0%	0%	<b>0.5%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-	0.3%		
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-		

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

Madison Ave & Franklin St - TMC

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234036, Location: 40.788699, -74.460245



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

[N] Franklin St

Total: 405

In: 183 Out: 222

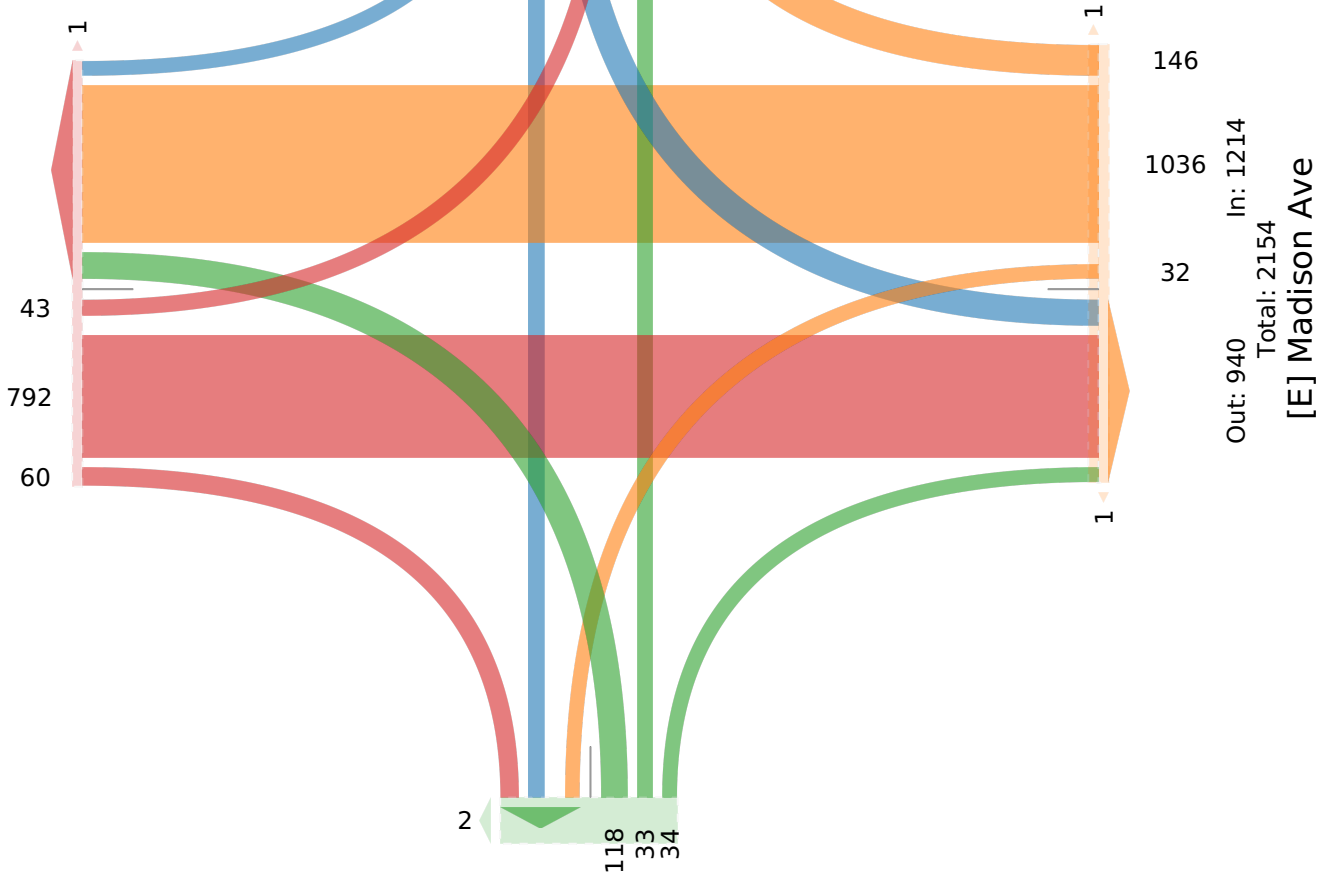
33  
36  
114

[W] Madison Ave

Total: 2082

In: 895

Out: 1187



Out: 128 In: 185

Total: 313

[S] Turtle Rd

# Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234037, Location: 40.789161, -74.457404



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

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 6:00AM	6	48	0	0	0	54	0	0	34	7	0	3	44	0
6:15AM	6	49	0	0	0	55	0	1	40	10	0	6	57	0
6:30AM	8	56	0	0	0	64	0	0	45	9	0	4	58	0
6:45AM	10	94	0	0	0	104	0	0	87	4	0	6	97	0
Hourly Total	30	247	0	0	0	277	0	1	206	30	0	19	256	0
7:00AM	36	99	0	0	0	135	0	0	98	7	0	7	112	0
7:15AM	23	145	0	0	0	168	0	0	120	11	0	9	140	0
7:30AM	45	146	0	0	0	191	0	1	117	24	0	11	153	0
7:45AM	36	183	0	0	0	219	0	2	133	27	0	27	189	0
Hourly Total	140	573	0	0	0	713	0	3	468	69	0	54	594	0
8:00AM	28	156	0	0	0	184	0	1	139	25	0	6	171	0
8:15AM	47	168	0	0	0	215	0	0	110	21	0	13	144	0
8:30AM	49	146	1	0	0	196	0	1	145	33	0	23	202	0
8:45AM	36	163	0	0	0	199	0	0	162	29	0	23	214	0
Hourly Total	160	633	1	0	0	794	0	2	556	108	0	65	731	0
9:00AM	37	156	1	0	0	194	0	1	126	18	0	14	159	0
9:15AM	35	155	0	0	0	190	0	0	111	21	0	10	142	1
9:30AM	34	155	0	0	0	189	0	0	111	15	0	4	130	0
9:45AM	33	129	0	0	0	162	0	0	108	22	0	11	141	0
Hourly Total	139	595	1	0	0	735	0	1	456	76	0	39	572	1
10:00AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
2:00PM	28	111	0	0	0	139	0	1	157	20	0	12	190	0
2:15PM	39	96	0	0	0	135	0	0	165	18	0	10	193	0
2:30PM	46	105	0	0	0	151	0	0	167	16	0	10	193	0
2:45PM	54	123	0	0	0	177	0	1	148	25	0	15	189	0
Hourly Total	167	435	0	0	0	602	0	2	637	79	0	47	765	0
3:00PM	69	98	0	0	0	167	0	0	183	19	0	12	214	0
3:15PM	83	93	1	0	0	177	0	0	184	24	0	19	227	0
3:30PM	65	107	0	0	0	172	0	0	188	36	0	22	246	0
3:45PM	64	121	0	0	0	185	0	0	148	30	0	14	192	0
Hourly Total	281	419	1	0	0	701	0	0	703	109	0	67	879	0
4:00PM	71	93	0	0	0	164	0	1	210	29	0	23	263	0
4:15PM	80	135	0	0	0	215	0	1	180	28	0	23	232	0
4:30PM	55	135	0	0	0	190	1	0	197	43	0	23	263	0
4:45PM	97	188	0	0	0	285	0	0	190	44	0	31	265	0
Hourly Total	303	551	0	0	0	854	1	2	777	144	0	100	1023	0
5:00PM	79	142	0	0	0	221	0	1	202	47	0	19	269	0
5:15PM	72	152	0	0	0	224	0	1	185	46	0	29	261	0
5:30PM	53	145	0	0	0	198	0	0	176	51	0	19	246	0
5:45PM	51	105	0	0	0	156	0	0	195	32	0	20	247	0
Hourly Total	255	544	0	0	0	799	0	2	758	176	0	87	1023	0
6:00PM	59	82	0	0	0	141	0	0	153	33	0	19	205	0
6:15PM	39	88	0	0	0	127	0	1	145	25	0	14	185	0
6:30PM	38	76	0	0	0	114	0	0	110	25	0	10	145	0
6:45PM	39	70	0	0	0	109	0	0	123	19	0	7	149	0
Hourly Total	175	316	0	0	0	491	0	1	531	102	0	50	684	0
<b>Total</b>	1650	4313	3	0	0	5966	1	14	5093	893	0	528	6528	1
<b>% Approach</b>	27.7%	72.3%	0.1%	0%	0%	-	-	0.2%	78.0%	13.7%	0%	8.1%	-	-
<b>% Total</b>	9.4%	24.5%	0%	0%	0%	33.8%	-	0.1%	28.9%	5.1%	0%	3.0%	37.0%	-
<b>Lights</b>	1622	4204	3	0	0	5829	-	14	4986	867	0	519	6386	-
<b>% Lights</b>	98.3%	97.5%	100%	0%	0%	97.7%	-	100%	97.9%	97.1%	0%	98.3%	97.8%	-



Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
Time														
<b>Articulated Trucks and Single-Unit Trucks</b>	12	81	0	0	0	<b>93</b>	-	0	81	11	0	3	<b>95</b>	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.7%	1.9%	0%	0%	0%	<b>1.6%</b>	-	0%	1.6%	1.2%	0%	0.6%	<b>1.5%</b>	-
<b>Buses</b>	16	28	0	0	0	<b>44</b>	-	0	26	15	0	6	<b>47</b>	-
<b>% Buses</b>	1.0%	0.6%	0%	0%	0%	<b>0.7%</b>	-	0%	0.5%	1.7%	0%	1.1%	<b>0.7%</b>	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

**Madison Ave & Normandy Pkwy - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234037, Location: 40.789161, -74.457404



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Normandy Pkwy Northbound							Normandy Pkwy Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
2024-10-08 6:00AM	0	0	0	0	0	0	0	16	0	11	0	23	50	0	148
6:15AM	0	0	0	0	0	0	1	16	0	37	0	34	87	0	199
6:30AM	1	0	0	0	0	1	2	25	0	44	0	63	132	1	255
6:45AM	0	0	0	0	0	0	0	37	0	71	0	61	169	0	370
Hourly Total	1	0	0	0	0	1	3	94	0	163	0	181	438	1	972
7:00AM	0	0	0	0	0	0	1	25	0	28	0	66	119	0	366
7:15AM	0	1	0	0	0	1	1	33	1	27	0	70	131	2	440
7:30AM	1	0	0	0	0	1	3	33	1	44	0	97	175	0	520
7:45AM	0	0	0	0	0	0	4	43	0	42	0	67	152	0	560
Hourly Total	1	1	0	0	0	2	9	134	2	141	0	300	577	2	1886
8:00AM	0	1	0	0	0	1	0	36	0	60	0	80	176	1	532
8:15AM	0	1	0	0	0	1	1	41	0	39	0	75	155	0	515
8:30AM	0	1	0	0	0	1	0	40	0	40	0	95	175	1	574
8:45AM	1	1	0	0	0	2	0	39	1	83	0	64	187	2	602
Hourly Total	1	4	0	0	0	5	1	156	1	222	0	314	693	4	2223
9:00AM	0	0	0	0	0	0	0	28	1	37	0	78	144	0	497
9:15AM	1	0	0	0	0	1	0	20	0	27	0	72	119	0	452
9:30AM	0	0	0	0	0	0	0	29	0	27	0	86	142	0	461
9:45AM	0	0	0	0	0	0	0	20	0	9	0	81	110	1	413
Hourly Total	1	0	0	0	0	1	0	97	1	100	0	317	515	1	1823
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00PM	1	0	0	0	0	1	1	33	1	22	0	33	89	0	419
2:15PM	0	2	0	0	0	2	0	31	0	54	0	21	106	1	436
2:30PM	0	1	0	0	0	1	2	34	1	75	0	28	138	1	483
2:45PM	1	1	0	0	0	2	1	41	0	94	0	46	181	0	549
Hourly Total	2	4	0	0	0	6	4	139	2	245	0	128	514	2	1887
3:00PM	0	1	0	0	0	1	0	35	1	43	0	55	134	0	516
3:15PM	1	0	0	0	0	1	1	46	0	42	0	62	150	0	555
3:30PM	0	0	0	0	0	0	1	34	0	29	0	63	126	0	544
3:45PM	0	0	0	0	0	0	0	42	2	38	0	60	142	0	519
Hourly Total	1	1	0	0	0	2	2	157	3	152	0	240	552	0	2134
4:00PM	1	0	0	0	0	1	5	39	0	61	0	24	124	1	552
4:15PM	1	3	0	0	0	4	0	50	1	100	0	17	168	1	619
4:30PM	1	2	0	0	0	3	1	45	2	71	0	18	136	1	592
4:45PM	1	1	0	0	0	2	2	48	1	70	0	31	150	0	702
Hourly Total	4	6	0	0	0	10	8	182	4	302	0	90	578	3	2465
5:00PM	1	3	0	0	0	4	0	47	1	100	0	19	167	0	661
5:15PM	1	1	0	0	2	4	2	57	1	76	0	23	157	1	646
5:30PM	1	0	1	0	1	3	4	56	1	116	0	43	216	0	663
5:45PM	1	0	0	0	0	1	1	37	2	99	0	30	168	1	572
Hourly Total	4	4	1	0	3	12	7	197	5	391	0	115	708	2	2542
6:00PM	4	0	0	0	1	5	1	34	0	37	0	67	138	1	489
6:15PM	1	0	0	0	0	1	1	33	0	48	0	39	120	0	433
6:30PM	0	0	0	0	0	0	1	31	0	64	0	49	144	0	403
6:45PM	1	0	0	0	0	1	1	18	0	38	0	52	108	0	367
Hourly Total	6	0	0	0	1	7	4	116	0	187	0	207	510	1	1692
<b>Total</b>	21	20	1	0	4	46	38	1272	18	1903	0	1892	5085	16	17625
<b>% Approach</b>	45.7%	43.5%	2.2%	0%	8.7%	-	-	25.0%	0.4%	37.4%	0%	37.2%	-	-	-
<b>% Total</b>	0.1%	0.1%	0%	0%	0%	0.3%	-	7.2%	0.1%	10.8%	0%	10.7%	28.9%	-	-
<b>Lights</b>	21	19	1	0	4	45	-	1239	17	1867	0	1859	4982	-	17242
<b>% Lights</b>	100%	95.0%	100%	0%	100%	97.8%	-	97.4%	94.4%	98.1%	0%	98.3%	98.0%	-	97.8%

Leg Direction	Normandy Pkwy Northbound							Normandy Pkwy Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
Time															
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	0	0	<b>1</b>	-	14	0	18	0	16	<b>48</b>	-	237
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	5.0%	0%	0%	0%	<b>2.2%</b>	-	1.1%	0%	0.9%	0%	0.8%	<b>0.9%</b>	-	1.3%
<b>Buses</b>	0	0	0	0	0	<b>0</b>	-	19	1	18	0	17	<b>55</b>	-	146
<b>% Buses</b>	0%	0%	0%	0%	0%	<b>0%</b>	-	1.5%	5.6%	0.9%	0%	0.9%	<b>1.1%</b>	-	0.8%
Pedestrians	-	-	-	-	-	-	35	-	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	-	92.1%	-	-	-	-	-	-	81.3%	-
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	7.9%	-	-	-	-	-	-	18.8%	-

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

**Madison Ave & Normandy Pkwy - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

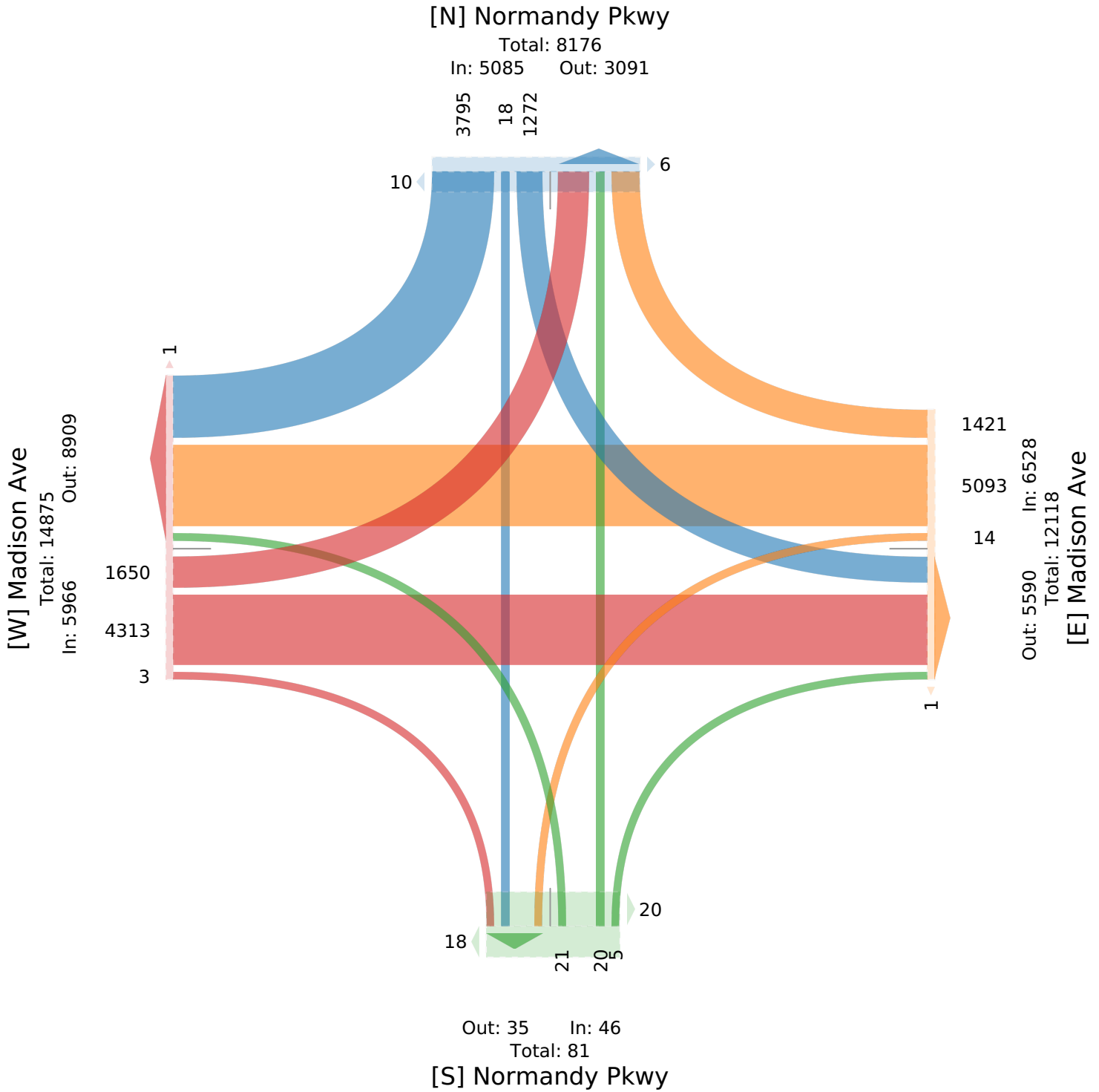
All Movements

ID: 1234037, Location: 40.789161, -74.457404



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US



**Madison Ave & Normandy Pkwy - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234037, Location: 40.789161, -74.457404



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Madison Ave Eastbound							Madison Ave Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-10-08 7:30AM	45	146	0	0	0	191	0	1	117	24	0	11	153	0
7:45AM	36	183	0	0	0	219	0	2	133	27	0	27	189	0
8:00AM	28	156	0	0	0	184	0	1	139	25	0	6	171	0
8:15AM	47	168	0	0	0	215	0	0	110	21	0	13	144	0
<b>Total</b>	156	653	0	0	0	809	0	4	499	97	0	57	657	0
<b>% Approach</b>	19.3%	80.7%	0%	0%	0%	-	-	0.6%	76.0%	14.8%	0%	8.7%	-	-
<b>% Total</b>	7.3%	30.7%	0%	0%	0%	38.0%	-	0.2%	23.5%	4.6%	0%	2.7%	30.9%	-
<b>PHF</b>	0.830	0.892	-	-	-	0.924	-	0.500	0.897	0.898	-	0.528	0.869	-
<b>Lights</b>	156	638	0	0	0	794	-	4	490	95	0	53	642	-
<b>% Lights</b>	100%	97.7%	0%	0%	0%	98.1%	-	100%	98.2%	97.9%	0%	93.0%	97.7%	-
<b>Articulated Trucks and Single-Unit Trucks</b>	0	12	0	0	0	12	-	0	8	0	0	2	10	-
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.8%	0%	0%	0%	1.5%	-	0%	1.6%	0%	0%	3.5%	1.5%	-
<b>Buses</b>	0	3	0	0	0	3	-	0	1	2	0	2	5	-
<b>% Buses</b>	0%	0.5%	0%	0%	0%	0.4%	-	0%	0.2%	2.1%	0%	3.5%	0.8%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**Madison Ave & Normandy Pkwy - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234037, Location: 40.789161, -74.457404



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

Leg Direction	Normandy Pkwy Northbound								Normandy Pkwy Southbound								Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*			
2024-10-08 7:30AM	1	0	0	0	0	1	3	33	1	44	0	97	175	0	520		
7:45AM	0	0	0	0	0	0	4	43	0	42	0	67	152	0	560		
8:00AM	0	1	0	0	0	1	0	36	0	60	0	80	176	1	532		
8:15AM	0	1	0	0	0	1	1	41	0	39	0	75	155	0	515		
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>153</b>	<b>1</b>	<b>185</b>	<b>0</b>	<b>319</b>	<b>658</b>	<b>1</b>	<b>2127</b>		
<b>% Approach</b>	33.3%	66.7%	0%	0%	0%	-	-	23.3%	0.2%	28.1%	0%	48.5%	-	-	-		
<b>% Total</b>	0%	0.1%	0%	0%	0%	<b>0.1%</b>	-	7.2%	0%	8.7%	0%	15.0%	<b>30.9%</b>	-	-		
<b>PHF</b>	0.250	0.500	-	-	-	<b>0.750</b>	-	0.890	0.250	0.771	-	0.822	<b>0.935</b>	-	0.950		
<b>Lights</b>	1	2	0	0	0	<b>3</b>	-	151	1	180	0	316	<b>648</b>	-	2087		
<b>% Lights</b>	100%	100%	0%	0%	0%	<b>100%</b>	-	98.7%	100%	97.3%	0%	99.1%	<b>98.5%</b>	-	98.1%		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	0	<b>0</b>	-	2	0	3	0	2	<b>7</b>	-	29		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	<b>0%</b>	-	1.3%	0%	1.6%	0%	0.6%	<b>1.1%</b>	-	1.4%		
<b>Buses</b>	0	0	0	0	0	<b>0</b>	-	0	0	2	0	1	<b>3</b>	-	11		
<b>% Buses</b>	0%	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	1.1%	0%	0.3%	<b>0.5%</b>	-	0.5%		
Pedestrians	-	-	-	-	-	-	7	-	-	-	-	-	-	0	-		
<b>% Pedestrians</b>	-	-	-	-	-	-	87.5%	-	-	-	-	-	-	0%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-		
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	12.5%	-	-	-	-	-	-	100%	-		

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

Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

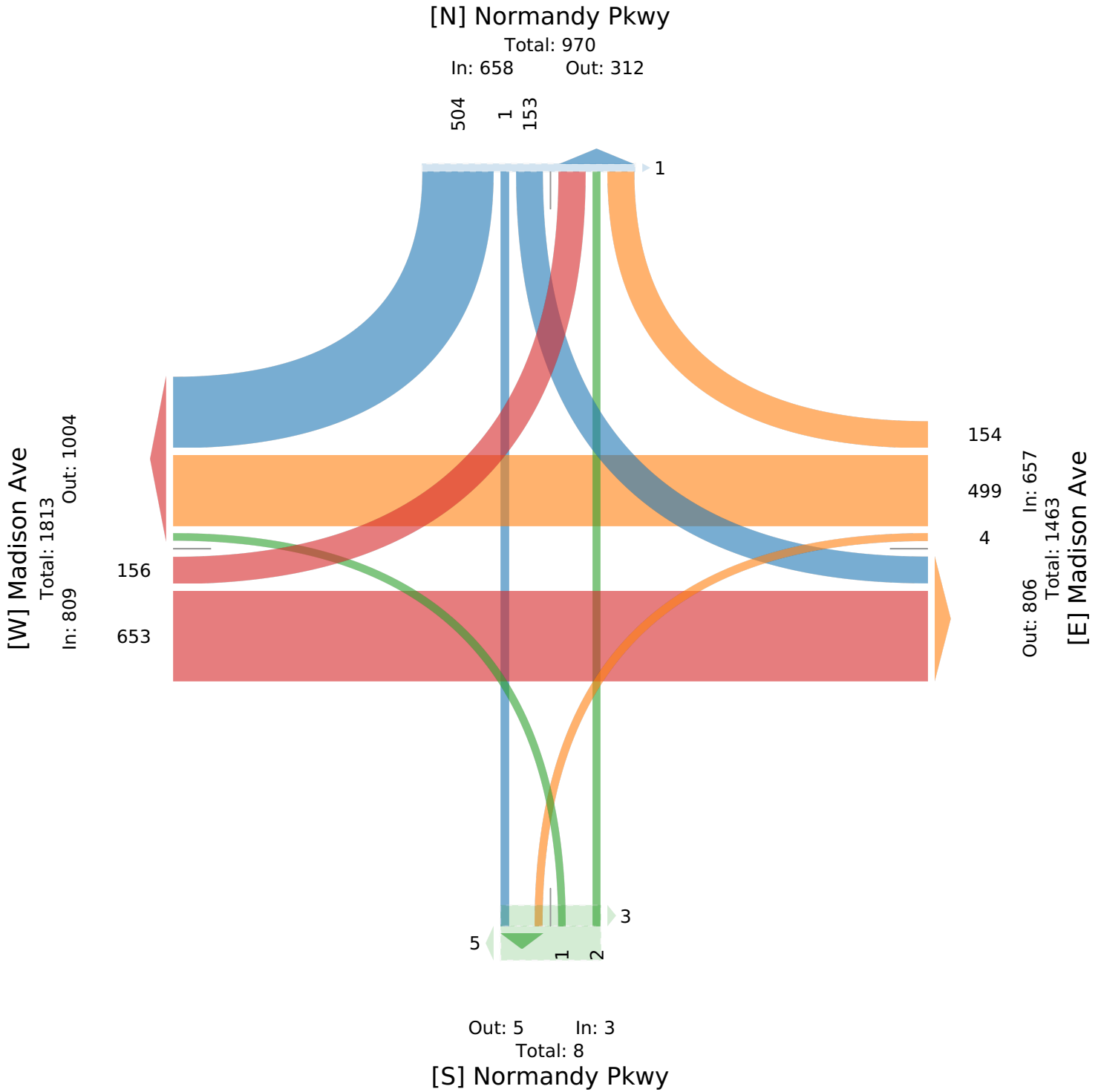
All Movements

ID: 1234037, Location: 40.789161, -74.457404



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US



**Madison Ave & Normandy Pkwy - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234037, Location: 40.789161, -74.457404



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

Leg Direction	Madison Ave Eastbound								Madison Ave Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*		
2024-10-08 4:15PM	80	135	0	0	0	215	0	1	180	28	0	23	232	0		
4:30PM	55	135	0	0	0	190	1	0	197	43	0	23	263	0		
4:45PM	97	188	0	0	0	285	0	0	190	44	0	31	265	0		
5:00PM	79	142	0	0	0	221	0	1	202	47	0	19	269	0		
<b>Total</b>	311	600	0	0	0	911	1	2	769	162	0	96	1029	0		
<b>% Approach</b>	34.1%	65.9%	0%	0%	0%	-	-	0.2%	74.7%	15.7%	0%	9.3%	-	-		
<b>% Total</b>	12.1%	23.3%	0%	0%	0%	35.4%	-	0.1%	29.9%	6.3%	0%	3.7%	40.0%	-		
<b>PHF</b>	0.802	0.798	-	-	-	0.799	-	0.500	0.952	0.862	-	0.774	0.956	-		
<b>Lights</b>	309	588	0	0	0	897	-	2	756	160	0	95	1013	-		
<b>% Lights</b>	99.4%	98.0%	0%	0%	0%	98.5%	-	100%	98.3%	98.8%	0%	99.0%	98.4%	-		
<b>Articulated Trucks and Single-Unit Trucks</b>	1	9	0	0	0	10	-	0	10	1	0	0	11	-		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.3%	1.5%	0%	0%	0%	1.1%	-	0%	1.3%	0.6%	0%	0%	1.1%	-		
<b>Buses</b>	1	3	0	0	0	4	-	0	3	1	0	1	5	-		
<b>% Buses</b>	0.3%	0.5%	0%	0%	0%	0.4%	-	0%	0.4%	0.6%	0%	1.0%	0.5%	-		
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0		
<b>% Pedestrians</b>	-	-	-	-	-	-	100%	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	0%	-	-	-	-	-	-	-		

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



**Madison Ave & Normandy Pkwy - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234037, Location: 40.789161, -74.457404



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

Leg Direction	Normandy Pkwy Northbound								Normandy Pkwy Southbound								Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*			
2024-10-08 4:15PM	1	3	0	0	0	4	0	50	1	100	0	17	168	1	619		
4:30PM	1	2	0	0	0	3	1	45	2	71	0	18	136	1	592		
4:45PM	1	1	0	0	0	2	2	48	1	70	0	31	150	0	702		
5:00PM	1	3	0	0	0	4	0	47	1	100	0	19	167	0	661		
<b>Total</b>	4	9	0	0	0	13	3	190	5	341	0	85	621	2	2574		
<b>% Approach</b>	30.8%	69.2%	0%	0%	0%	-	-	30.6%	0.8%	54.9%	0%	13.7%	-	-	-		
<b>% Total</b>	0.2%	0.3%	0%	0%	0%	0.5%	-	7.4%	0.2%	13.2%	0%	3.3%	24.1%	-	-		
<b>PHF</b>	1.000	0.750	-	-	-	0.813	-	0.950	0.625	0.853	-	0.685	0.924	-	0.917		
<b>Lights</b>	4	9	0	0	0	13	-	187	5	336	0	85	613	-	2536		
<b>% Lights</b>	100%	100%	0%	0%	0%	100%	-	98.4%	100%	98.5%	0%	100%	98.7%	-	98.5%		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	0	0	-	2	0	3	0	0	5	-	26		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	0%	-	1.1%	0%	0.9%	0%	0%	0.8%	-	1.0%		
<b>Buses</b>	0	0	0	0	0	0	-	1	0	2	0	0	3	-	12		
<b>% Buses</b>	0%	0%	0%	0%	0%	0%	-	0.5%	0%	0.6%	0%	0%	0.5%	-	0.5%		
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	2	-		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-		

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

Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

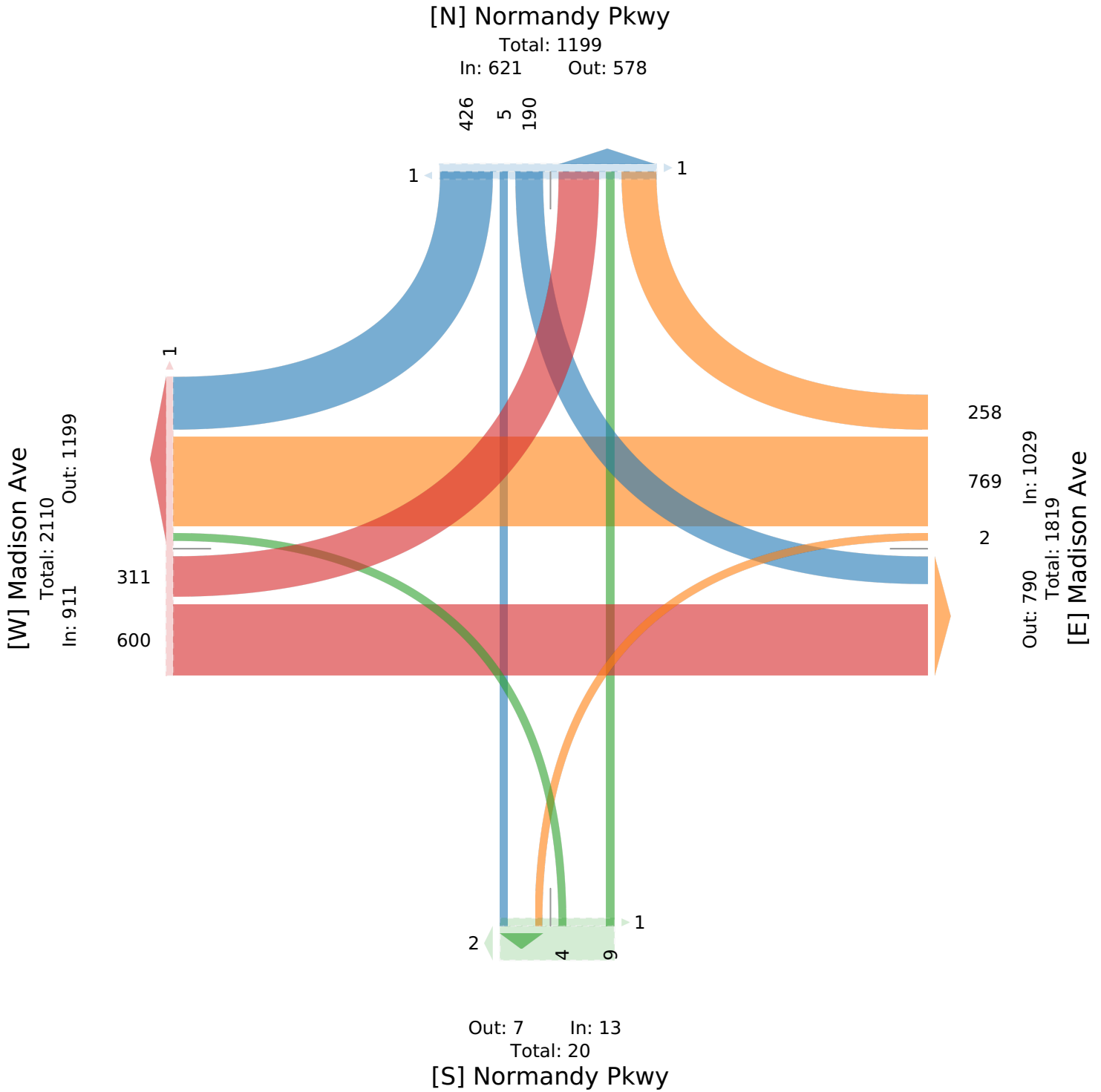
All Movements

ID: 1234037, Location: 40.789161, -74.457404



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US



**Morris St & Ford Ave - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Morris St Eastbound								Morris St Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*		
2024-10-08 6:00AM	0	95	13	0	3	111	0	0	0	0	0	0	0	0		
6:15AM	0	145	32	0	0	177	0	0	0	0	0	0	0	0		
6:30AM	2	207	45	0	1	255	0	0	0	0	0	0	0	0		
6:45AM	1	252	30	0	0	283	1	0	0	0	0	0	0	0		
Hourly Total	3	699	120	0	4	826	1	0	0	0	0	0	0	0		
7:00AM	0	303	20	0	1	324	0	0	0	0	0	0	0	0		
7:15AM	1	327	20	0	1	349	1	0	0	0	0	0	0	0		
7:30AM	1	338	20	0	2	361	0	0	0	0	0	0	0	0		
7:45AM	2	383	40	0	2	427	0	0	0	0	0	0	0	0		
Hourly Total	4	1351	100	0	6	1461	1	0	0	0	0	0	0	0		
8:00AM	2	298	27	0	1	328	0	0	0	0	0	0	0	0		
8:15AM	3	314	23	0	1	341	2	0	0	0	0	0	0	0		
8:30AM	2	283	29	0	1	315	0	0	0	0	0	0	0	0		
8:45AM	3	284	32	0	1	320	0	0	0	0	0	0	0	0		
Hourly Total	10	1179	111	0	4	1304	2	0	0	0	0	0	0	0		
9:00AM	1	294	19	0	1	315	0	0	0	0	0	0	0	0		
9:15AM	2	281	42	0	0	325	0	0	0	0	0	0	0	0		
9:30AM	0	227	29	0	0	256	0	0	0	0	0	0	0	0		
9:45AM	1	222	18	0	2	243	1	0	0	0	0	0	0	0		
Hourly Total	4	1024	108	0	3	1139	1	0	0	0	0	0	0	0		
2:00PM	2	233	21	0	1	257	0	0	0	0	0	0	0	0		
2:15PM	6	238	25	0	1	270	0	0	0	0	0	0	0	0		
2:30PM	2	283	21	0	3	309	1	0	0	0	0	0	0	0		
2:45PM	2	280	20	0	10	312	0	0	0	0	0	0	0	0		
Hourly Total	12	1034	87	0	15	1148	1	0	0	0	0	0	0	0		
3:00PM	1	303	22	0	3	329	1	0	0	0	0	0	0	0		
3:15PM	3	311	21	0	4	339	1	0	0	0	0	0	0	0		
3:30PM	2	277	19	0	8	306	0	0	0	0	0	0	0	0		
3:45PM	2	291	21	0	5	319	1	0	0	0	0	0	0	0		
Hourly Total	8	1182	83	0	20	1293	3	0	0	0	0	0	0	0		
4:00PM	3	296	26	0	4	329	2	0	0	0	0	0	0	0		
4:15PM	3	282	22	0	2	309	0	0	0	0	0	0	0	1		
4:30PM	5	292	22	0	1	320	2	0	0	0	0	0	0	1		
4:45PM	4	295	25	0	14	338	0	0	0	0	0	0	0	1		
Hourly Total	15	1165	95	0	21	1296	4	0	0	0	0	0	0	3		
5:00PM	2	299	20	0	8	329	0	0	0	0	0	0	0	0		
5:15PM	4	382	16	0	10	412	2	0	0	0	0	0	0	0		
5:30PM	6	297	34	0	5	342	0	0	0	0	0	0	0	2		
5:45PM	4	271	22	0	7	304	0	0	0	0	0	0	0	0		
Hourly Total	16	1249	92	0	30	1387	2	0	0	0	0	0	0	2		
6:00PM	4	268	19	0	7	298	0	0	0	0	0	0	0	0		
6:15PM	2	303	21	0	5	331	0	0	0	0	0	0	0	2		
6:30PM	4	232	29	0	3	268	0	0	0	0	0	0	0	0		
6:45PM	2	214	22	0	6	244	0	0	0	0	0	0	0	1		
Hourly Total	12	1017	91	0	21	1141	0	0	0	0	0	0	0	3		
<b>Total</b>	84	9900	887	0	124	10995	15	0	0	0	0	0	0	8		
<b>% Approach</b>	0.8%	90.0%	8.1%	0%	1.1%	-	-	0%	0%	0%	0%	0%	-	-		
<b>% Total</b>	0.6%	75.6%	6.8%	0%	0.9%	83.9%	-	0%	0%	0%	0%	0%	0%	-		
<b>Lights</b>	80	9599	858	0	123	10660	-	0	0	0	0	0	0	-		
<b>% Lights</b>	95.2%	97.0%	96.7%	0%	99.2%	97.0%	-	0%	0%	0%	0%	0%	-	-		
<b>Articulated Trucks and Single-Unit Trucks</b>	2	222	11	0	1	236	-	0	0	0	0	0	0	-		
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.4%	2.2%	1.2%	0%	0.8%	2.1%	-	0%	0%	0%	0%	0%	-	-		

Leg Direction	Morris St Eastbound							Morris St Westbound						
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
Time														
<b>Buses</b>	2	79	18	0	0	<b>99</b>	-	0	0	0	0	0	<b>0</b>	-
<b>% Buses</b>	2.4%	0.8%	2.0%	0%	0%	<b>0.9%</b>	-	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	-	-	14	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	93.3%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	6.7%	-	-	-	-	-	-	0%

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Ford Ave Northbound							Taft Ln Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
2024-10-08 6:00AM	1	0	0	0	9	10	0	0	0	0	0	0	0	0	121
6:15AM	3	0	2	0	14	19	1	1	0	1	0	0	2	2	198
6:30AM	4	0	4	0	16	24	3	1	0	0	0	1	2	0	281
6:45AM	13	0	9	0	14	36	5	1	1	0	0	1	3	1	322
Hourly Total	21	0	15	0	53	89	9	3	1	1	0	2	7	3	922
7:00AM	12	0	15	0	21	48	4	2	0	0	0	3	5	3	377
7:15AM	11	0	21	0	13	45	4	3	0	1	0	1	5	0	399
7:30AM	23	0	27	0	21	71	4	0	1	2	0	0	3	2	435
7:45AM	20	0	24	0	5	49	0	0	0	4	0	2	6	0	482
Hourly Total	66	0	87	0	60	213	12	5	1	7	0	6	19	5	1693
8:00AM	17	0	21	0	8	46	0	2	2	2	0	0	6	0	380
8:15AM	11	2	22	0	7	42	0	3	1	1	0	0	5	0	388
8:30AM	11	1	20	0	10	42	0	0	0	4	0	0	4	0	361
8:45AM	22	0	31	0	7	60	0	4	1	0	0	0	5	1	385
Hourly Total	61	3	94	0	32	190	0	9	4	7	0	0	20	1	1514
9:00AM	9	0	7	0	14	30	1	2	0	1	0	1	4	1	349
9:15AM	17	0	10	0	14	41	0	1	0	0	0	0	1	0	367
9:30AM	13	0	21	0	3	37	2	1	0	0	0	0	1	1	294
9:45AM	14	0	19	0	8	41	1	1	0	0	0	0	1	1	285
Hourly Total	53	0	57	0	39	149	4	5	0	1	0	1	7	3	1295
2:00PM	21	0	9	0	14	44	2	1	0	1	0	1	3	0	304
2:15PM	21	1	8	0	19	49	0	1	0	1	0	2	4	0	323
2:30PM	27	0	33	0	6	66	1	0	0	0	0	0	0	0	375
2:45PM	19	1	16	0	11	47	1	1	2	2	0	2	7	0	366
Hourly Total	88	2	66	0	50	206	4	3	2	4	0	5	14	0	1368
3:00PM	38	1	58	0	6	103	4	0	0	0	0	0	0	0	432
3:15PM	19	0	60	0	9	88	5	1	0	0	0	1	2	0	429
3:30PM	42	2	33	0	8	85	3	1	1	1	0	0	3	0	394
3:45PM	17	2	13	0	15	47	3	1	0	0	0	0	1	0	367
Hourly Total	116	5	164	0	38	323	15	3	1	1	0	1	6	0	1622
4:00PM	37	1	55	0	8	101	3	0	1	0	0	1	2	1	432
4:15PM	35	1	36	0	17	89	6	1	0	1	0	2	4	2	402
4:30PM	38	1	58	0	6	103	7	1	0	0	0	1	2	4	425
4:45PM	33	0	27	0	13	73	10	1	0	0	0	0	1	1	412
Hourly Total	143	3	176	0	44	366	26	3	1	1	0	4	9	8	1671
5:00PM	34	3	41	0	10	88	6	1	2	2	0	1	6	0	423
5:15PM	36	1	24	0	7	68	2	2	1	0	0	0	3	0	483
5:30PM	34	1	21	0	10	66	3	1	0	0	0	1	2	3	410
5:45PM	23	2	17	0	8	50	2	0	0	2	0	2	4	5	358
Hourly Total	127	7	103	0	35	272	13	4	3	4	0	4	15	8	1674
6:00PM	21	2	11	0	20	54	3	1	1	0	0	0	2	1	354
6:15PM	37	0	19	0	7	63	2	2	0	0	0	1	3	2	397
6:30PM	15	0	11	0	13	39	3	0	2	1	0	2	5	0	312
6:45PM	11	1	9	0	11	32	1	0	0	0	0	0	0	2	276
Hourly Total	84	3	50	0	51	188	9	3	3	1	0	3	10	5	1339
<b>Total</b>	759	23	812	0	402	1996	92	38	16	27	0	26	107	33	13098
<b>% Approach</b>	38.0%	1.2%	40.7%	0%	20.1%	-	-	35.5%	15.0%	25.2%	0%	24.3%	-	-	-
<b>% Total</b>	5.8%	0.2%	6.2%	0%	3.1%	15.2%	-	0.3%	0.1%	0.2%	0%	0.2%	0.8%	-	-
<b>Lights</b>	739	22	796	0	397	1954	-	34	14	27	0	26	101	-	12715
<b>% Lights</b>	97.4%	95.7%	98.0%	0%	98.8%	97.9%	-	89.5%	87.5%	100%	0%	100%	94.4%	-	97.1%
<b>Articulated Trucks and Single-Unit Trucks</b>	5	0	11	0	2	18	-	0	2	0	0	0	2	-	256
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.7%	0%	1.4%	0%	0.5%	0.9%	-	0%	12.5%	0%	0%	0%	1.9%	-	2.0%

Leg Direction	Ford Ave Northbound							Taft Ln Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
Time															
<b>Buses</b>	15	1	5	0	3	<b>24</b>	-	4	0	0	0	0	<b>4</b>	-	127
<b>% Buses</b>	2.0%	4.3%	0.6%	0%	0.7%	<b>1.2%</b>	-	10.5%	0%	0%	0%	0%	<b>3.7%</b>	-	1.0%
Pedestrians	-	-	-	-	-	-	87	-	-	-	-	-	-	30	
% Pedestrians	-	-	-	-	-	-	94.6%	-	-	-	-	-	-	90.9%	-
Bicycles on Crosswalk	-	-	-	-	-	-	5	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	5.4%	-	-	-	-	-	-	9.1%	-

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

[N] Taft Ln

Total: 214  
In: 107 Out: 107

53  
87  
33

16 17

[W] Morris St

Total: 11807  
In: 10995 Out: 812

9  
84  
9900  
1011  
6

In: 0  
Total: 11152  
Out: 11152  
[E] Morris St

47 45  
759  
23  
1214

Out: 1027 In: 1996  
Total: 3023  
[S] Ford Ave

**Morris St & Ford Ave - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



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

Leg Direction	Morris St Eastbound								Morris St Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*		
Time																
2024-10-08 7:30AM	1	338	20	0	2	<b>361</b>	0	0	0	0	0	0	<b>0</b>	0		
7:45AM	2	383	40	0	2	<b>427</b>	0	0	0	0	0	0	<b>0</b>	0		
8:00AM	2	298	27	0	1	<b>328</b>	0	0	0	0	0	0	<b>0</b>	0		
8:15AM	3	314	23	0	1	<b>341</b>	2	0	0	0	0	0	<b>0</b>	0		
<b>Total</b>	<b>8</b>	<b>1333</b>	<b>110</b>	<b>0</b>	<b>6</b>	<b>1457</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>% Approach</b>	0.5%	91.5%	7.5%	0%	0.4%	-	-	0%	0%	0%	0%	0%	-	-		
<b>% Total</b>	0.5%	79.1%	6.5%	0%	0.4%	<b>86.5%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-		
<b>PHF</b>	0.667	0.870	0.688	-	0.750	<b>0.853</b>	-	-	-	-	-	-	-	-		
<b>Lights</b>	7	1283	106	0	6	<b>1402</b>	-	0	0	0	0	0	<b>0</b>	-		
<b>% Lights</b>	87.5%	96.2%	96.4%	0%	100%	<b>96.2%</b>	-	0%	0%	0%	0%	0%	-	-		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	38	1	0	0	<b>39</b>	-	0	0	0	0	0	<b>0</b>	-		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	2.9%	0.9%	0%	0%	<b>2.7%</b>	-	0%	0%	0%	0%	0%	-	-		
<b>Buses</b>	1	12	3	0	0	<b>16</b>	-	0	0	0	0	0	<b>0</b>	-		
<b>% Buses</b>	12.5%	0.9%	2.7%	0%	0%	<b>1.1%</b>	-	0%	0%	0%	0%	0%	-	-		
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-		

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



**Morris St & Ford Ave - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



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

Leg Direction	Ford Ave Northbound							Taft Ln Southbound							Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
2024-10-08 7:30AM	23	0	27	0	21	71	4	0	1	2	0	0	3	2	435
7:45AM	20	0	24	0	5	49	0	0	0	4	0	2	6	0	482
8:00AM	17	0	21	0	8	46	0	2	2	2	0	0	6	0	380
8:15AM	11	2	22	0	7	42	0	3	1	1	0	0	5	0	388
<b>Total</b>	71	2	94	0	41	208	4	5	4	9	0	2	20	2	1685
<b>% Approach</b>	34.1%	1.0%	45.2%	0%	19.7%	-	-	25.0%	20.0%	45.0%	0%	10.0%	-	-	-
<b>% Total</b>	4.2%	0.1%	5.6%	0%	2.4%	12.3%	-	0.3%	0.2%	0.5%	0%	0.1%	1.2%	-	-
<b>PHF</b>	0.772	0.250	0.870	-	0.488	0.732	-	0.417	0.500	0.563	-	0.250	0.833	-	0.874
<b>Lights</b>	68	2	90	0	41	201	-	4	4	9	0	2	19	-	1622
<b>% Lights</b>	95.8%	100%	95.7%	0%	100%	96.6%	-	80.0%	100%	100%	0%	100%	95.0%	-	96.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	2	0	0	2	-	0	0	0	0	0	0	-	41
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	2.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	0%	-	2.4%
<b>Buses</b>	3	0	2	0	0	5	-	1	0	0	0	0	1	-	22
<b>% Buses</b>	4.2%	0%	2.1%	0%	0%	2.4%	-	20.0%	0%	0%	0%	0%	5.0%	-	1.3%
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

[N] Taft Ln  
Total: 30  
In: 20 Out: 10

11  
4 5

1 ← 1

[W] Morris St  
Total: 1539  
In: 1457 Out: 82



Out: 1473 In: 0  
Total: 1473  
[E] Morris St

Out: 120 In: 208  
Total: 328  
[S] Ford Ave

**Morris St & Ford Ave - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



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

Leg Direction	Morris St Eastbound								Morris St Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*		
2024-10-08 4:15PM	3	282	22	0	2	<b>309</b>	0	0	0	0	0	0	<b>0</b>	1		
4:30PM	5	292	22	0	1	<b>320</b>	2	0	0	0	0	0	<b>0</b>	1		
4:45PM	4	295	25	0	14	<b>338</b>	0	0	0	0	0	0	<b>0</b>	1		
5:00PM	2	299	20	0	8	<b>329</b>	0	0	0	0	0	0	<b>0</b>	0		
<b>Total</b>	<b>14</b>	<b>1168</b>	<b>89</b>	<b>0</b>	<b>25</b>	<b>1296</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		
<b>% Approach</b>	1.1%	90.1%	6.9%	0%	1.9%	-	-	0%	0%	0%	0%	0%	-	-		
<b>% Total</b>	0.8%	70.3%	5.4%	0%	1.5%	<b>78.0%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-		
<b>PHF</b>	0.700	0.977	0.890	-	0.446	<b>0.959</b>	-	-	-	-	-	-	-	-		
<b>Lights</b>	14	1144	87	0	25	<b>1270</b>	-	0	0	0	0	0	<b>0</b>	-		
<b>% Lights</b>	100%	97.9%	97.8%	0%	100%	<b>98.0%</b>	-	0%	0%	0%	0%	0%	-	-		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	15	2	0	0	<b>17</b>	-	0	0	0	0	0	<b>0</b>	-		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.3%	2.2%	0%	0%	<b>1.3%</b>	-	0%	0%	0%	0%	0%	-	-		
<b>Buses</b>	0	9	0	0	0	<b>9</b>	-	0	0	0	0	0	<b>0</b>	-		
<b>% Buses</b>	0%	0.8%	0%	0%	0%	<b>0.7%</b>	-	0%	0%	0%	0%	0%	-	-		
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	3		
<b>% Pedestrians</b>	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%		

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

**Morris St & Ford Ave - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



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

Leg Direction	Ford Ave Northbound								Taft Ln Southbound								Int
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*			
2024-10-08 4:15PM	35	1	36	0	17	<b>89</b>	6	1	0	1	0	2	<b>4</b>	2	<b>402</b>		
4:30PM	38	1	58	0	6	<b>103</b>	7	1	0	0	0	1	<b>2</b>	4	<b>425</b>		
4:45PM	33	0	27	0	13	<b>73</b>	10	1	0	0	0	0	<b>1</b>	1	<b>412</b>		
5:00PM	34	3	41	0	10	<b>88</b>	6	1	2	2	0	1	<b>6</b>	0	<b>423</b>		
<b>Total</b>	140	5	162	0	46	<b>353</b>	29	4	2	3	0	4	<b>13</b>	7	<b>1662</b>		
<b>% Approach</b>	39.7%	1.4%	45.9%	0%	13.0%	-	-	30.8%	15.4%	23.1%	0%	30.8%	-	-	-		
<b>% Total</b>	8.4%	0.3%	9.7%	0%	2.8%	<b>21.2%</b>	-	0.2%	0.1%	0.2%	0%	0.2%	<b>0.8%</b>	-	-		
<b>PHF</b>	0.921	0.417	0.698	-	0.676	<b>0.857</b>	-	1.000	0.250	0.375	-	0.500	<b>0.542</b>	-	0.978		
<b>Lights</b>	139	5	161	0	44	<b>349</b>	-	4	2	3	0	4	<b>13</b>	-	1632		
<b>% Lights</b>	99.3%	100%	99.4%	0%	95.7%	<b>98.9%</b>	-	100%	100%	100%	0%	100%	<b>100%</b>	-	98.2%		
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	1	0	0	<b>1</b>	-	0	0	0	0	0	<b>0</b>	-	18		
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0.6%	0%	0%	<b>0.3%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-	1.1%		
<b>Buses</b>	1	0	0	0	2	<b>3</b>	-	0	0	0	0	0	<b>0</b>	-	12		
<b>% Buses</b>	0.7%	0%	0%	0%	4.3%	<b>0.8%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-	0.7%		
Pedestrians	-	-	-	-	-	-	27	-	-	-	-	-	-	7	-		
% Pedestrians	-	-	-	-	-	-	93.1%	-	-	-	-	-	-	100%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	6.9%	-	-	-	-	-	-	0%	-		

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234027, Location: 40.795457, -74.46896



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

[N] Taft Ln

Total: 32

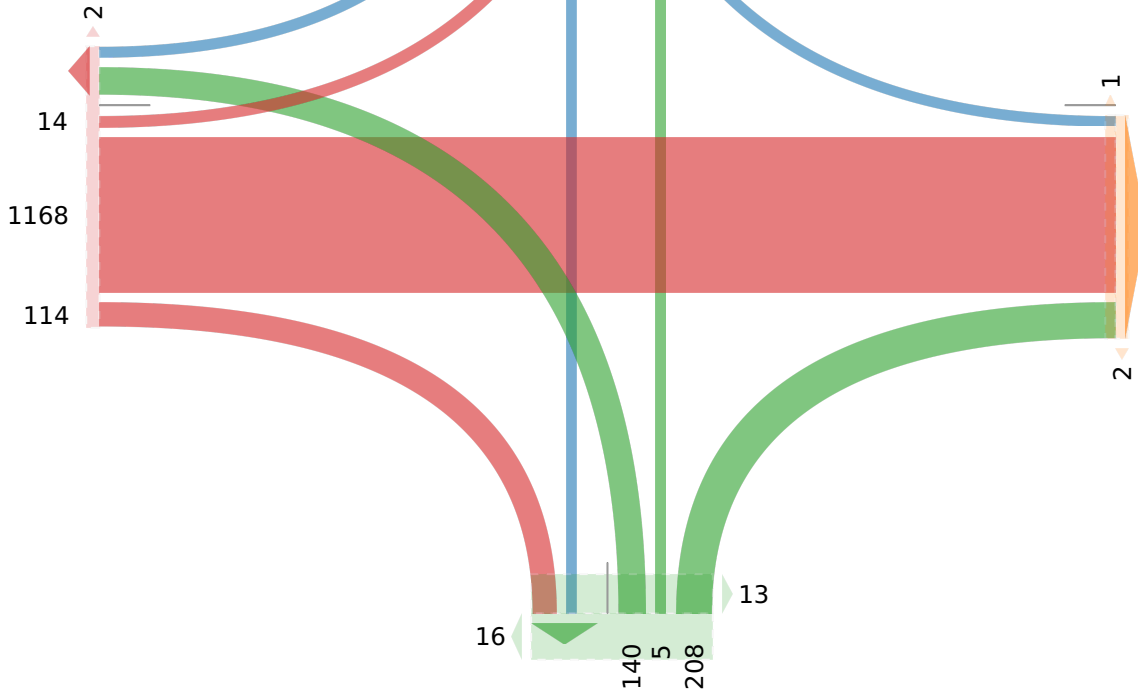
In: 13 Out: 19

24



[W] Morris St

Total: 1443  
In: 1296 Out: 147



In: 0  
Total: 1380  
Out: 1380  
[E] Morris St

Out: 116 In: 353  
Total: 469  
[S] Ford Ave

# Madison Ave & Route 287 NB On Ramp - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234033, Location: 40.788398, -74.468441



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Madison Ave Eastbound						Madison Ave Westbound						Route 287 Northbound						Route 287 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-10-08 6:00AM	7	108	0	0	115	0	0	29	25	0	54	0	1	0	24	0	25	0	0	0	0	0	0	0	194
6:15AM	14	184	0	0	198	0	0	33	28	0	61	0	1	0	54	0	55	0	0	0	0	0	0	0	314
6:30AM	12	229	0	0	241	0	0	39	28	0	67	0	3	0	80	0	83	0	0	0	0	0	0	0	391
6:45AM	24	286	0	0	310	0	0	60	47	0	107	0	2	0	64	0	66	0	0	0	0	0	0	0	483
Hourly Total	57	807	0	0	864	0	0	161	128	0	289	0	7	0	222	0	229	0	0	0	0	0	0	0	1382
7:00AM	25	237	0	0	262	0	0	94	100	0	194	0	1	0	65	0	66	2	0	0	0	0	0	0	522
7:15AM	25	275	0	0	300	0	0	127	111	0	238	0	1	0	68	0	69	1	0	0	0	0	0	0	607
7:30AM	33	327	0	0	360	0	0	142	117	0	259	0	2	0	65	0	67	1	0	0	0	0	0	0	686
7:45AM	32	393	0	0	425	0	0	124	92	0	216	0	6	0	80	0	86	0	0	0	0	0	0	0	727
Hourly Total	115	1232	0	0	1347	0	0	487	420	0	907	0	10	0	278	0	288	4	0	0	0	0	0	0	2542
8:00AM	46	367	0	0	413	0	0	135	89	0	224	0	1	1	86	0	88	1	0	0	0	0	0	0	725
8:15AM	32	362	0	0	394	0	0	113	72	0	185	0	3	1	80	0	84	2	0	0	0	0	0	0	663
8:30AM	21	308	0	0	329	0	0	147	60	0	207	0	3	2	71	0	76	0	0	0	0	0	0	0	612
8:45AM	29	320	0	0	349	0	0	184	94	0	278	0	6	3	88	0	97	0	0	0	0	0	0	0	724
Hourly Total	128	1357	0	0	1485	0	0	579	315	0	894	0	13	7	325	0	345	3	0	0	0	0	0	0	2724
9:00AM	26	299	2	0	327	0	0	149	100	0	249	0	1	0	82	0	83	3	0	0	0	0	0	0	659
9:15AM	13	278	0	0	291	0	0	130	70	0	200	0	4	0	96	0	100	0	0	0	0	0	0	0	591
9:30AM	28	252	0	0	280	0	0	125	90	0	215	0	1	2	73	0	76	0	0	0	0	0	0	0	571
9:45AM	21	261	0	0	282	0	0	130	93	0	223	0	7	4	64	0	75	1	0	0	0	0	0	0	580
Hourly Total	88	1090	2	0	1180	0	0	534	353	0	887	0	13	6	315	0	334	4	0	0	0	0	0	0	2401
10:00AM	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
Hourly Total	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
2:00PM	32	192	0	0	224	0	0	173	159	0	332	0	4	0	60	0	64	0	0	0	0	0	0	0	620
2:15PM	44	152	0	0	196	0	0	179	169	0	348	0	4	0	48	0	52	5	0	0	0	0	0	0	596
2:30PM	25	206	0	0	231	0	0	188	145	0	333	0	2	4	58	0	64	1	0	0	0	0	0	0	628
2:45PM	40	230	0	0	270	0	0	220	168	0	388	0	3	0	59	0	62	0	0	0	0	0	0	0	720
Hourly Total	141	780	0	0	921	0	0	760	641	0	1401	0	13	4	225	0	242	6	0	0	0	0	0	0	2564
3:00PM	35	167	0	0	202	0	0	232	251	0	483	0	3	0	39	0	42	1	0	0	0	0	0	0	727
3:15PM	34	155	0	0	189	0	0	260	234	0	494	0	10	7	36	0	53	0	0	0	0	0	0	0	736
3:30PM	27	175	0	0	202	0	0	264	198	0	462	0	7	1	36	0	44	2	0	0	0	0	0	0	708
3:45PM	23	158	0	0	181	0	0	224	147	0	371	0	7	1	49	0	57	2	0	0	0	0	0	0	609
Hourly Total	119	655	0	0	774	0	0	980	830	0	1810	0	27	9	160	0	196	5	0	0	0	0	0	0	2780
4:00PM	30	142	1	0	173	0	0	289	215	0	504	0	5	4	47	0	56	0	0	0	0	0	0	0	733
4:15PM	28	155	0	0	183	0	0	318	188	0	506	0	6	7	49	0	62	2	0	0	0	0	0	0	751
4:30PM	29	157	0	0	186	0	0	286	171	0	457	0	3	1	47	0	51	1	0	0	0	0	0	0	694
4:45PM	25	205	0	0	230	0	0	300	185	0	485	0	10	8	63	0	81	0	0	0	0	0	0	0	796
Hourly Total	112	659	1	0	772	0	0	1193	759	0	1952	0	24	20	206	0	250	3	0	0	0	0	0	0	2974
5:00PM	41	147	0	0	188	0	0	306	181	0	487	0	3	3	35	0	41	2	0	0	0	0	0	0	716
5:15PM	34	176	0	0	210	0	0	270	158	0	428	0	2	2	37	0	41	1	0	0	0	0	0	0	679
5:30PM	31	182	0	0	213	0	0	249	131	0	380	0	2	1	47	0	50	0	0	0	0	0	0	0	643
5:45PM	24	138	0	0	162	0	0	266	108	0	374	0	1	0	34	0	35	2	0	0	0	0	0	0	571
Hourly Total	130	643	0	0	773	0	0	1091	578	0	1669	0	8	6	153	0	167	5	0	0	0	0	0	0	2609
6:00PM	30	116	0	0	146	0	0	218	109	0	327	0	1	2	29	0	32	1	0	0	0	0	0	0	505
6:15PM	32	121	0	0	153	0	0	178	127	0	305	0	2	0	21	0	23	2	0	0	0	0	0	0	481
6:30PM	31	162	0	0	193	0	0	152	90	0	242	0	2	0	40	0	42	0	0	0	0	0	0	0	477
6:45PM	27	126	0	0	153	0	0	154	88	0	242	0	2	2	40	0	44	0	0	0	0	0	0	0	439
Hourly Total	120	525	0	0	645	0	0	702	414	0	1116	0	7	4	130	0	141	3	0	0	0	0	0	0	1902
7:00PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	1010	7748	3	0	8761	0	0	6487	4439	0	10926	0	122	56	2014	0	2192	33	0	0	0	0	0	39	21879
<b>% Approach</b>	11.5%	88.4%	0%	0%	-	-	0%	59.4%	40.6%	0%	-	-	5.6%	2.6%	91.9%	0%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	4.6%	35.4%	0%	0%	40.0%	-	0%	29.6%	20.3%	0%	49.9%	-	0.6%	0.3%	9.2%	0%	10.0%	-	0%	0%	0%	0%	0%	-	-

Leg Direction	Madison Ave Eastbound					Madison Ave Westbound					Route 287 Northbound					Route 287 Southbound						
Time	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int	
<b>Lights</b>	986	7627	3	0	<b>8616</b>	0	6298	4381	0	<b>10679</b>	114	55	1939	0	<b>2108</b>	0	0	0	0	<b>0</b>	-	21403
<b>% Lights</b>	97.6%	98.4%	100%	0%	<b>98.3%</b>	0%	97.1%	98.7%	0%	<b>97.7%</b>	93.4%	98.2%	96.3%	0%	<b>96.2%</b>	0%	0%	0%	0%	-	-	97.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	22	81	0	0	<b>103</b>	0	81	48	0	<b>129</b>	6	1	24	0	<b>31</b>	0	0	0	0	<b>0</b>	-	263
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.2%	1.0%	0%	0%	<b>1.2%</b>	0%	1.2%	1.1%	0%	<b>1.2%</b>	4.9%	1.8%	1.2%	0%	<b>1.4%</b>	0%	0%	0%	0%	-	-	1.2%
<b>Buses</b>	2	40	0	0	<b>42</b>	0	108	10	0	<b>118</b>	2	0	51	0	<b>53</b>	0	0	0	0	<b>0</b>	-	213
<b>% Buses</b>	0.2%	0.5%	0%	0%	<b>0.5%</b>	0%	1.7%	0.2%	0%	<b>1.1%</b>	1.6%	0%	2.5%	0%	<b>2.4%</b>	0%	0%	0%	0%	-	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	28	-	-	-	-	-	34
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84.8%	-	-	-	-	-	87.2%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-	-	-	-	5
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.2%	-	-	-	-	-	12.8%

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

**Madison Ave & Route 287 NB On Ramp - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234033, Location: 40.788398, -74.468441



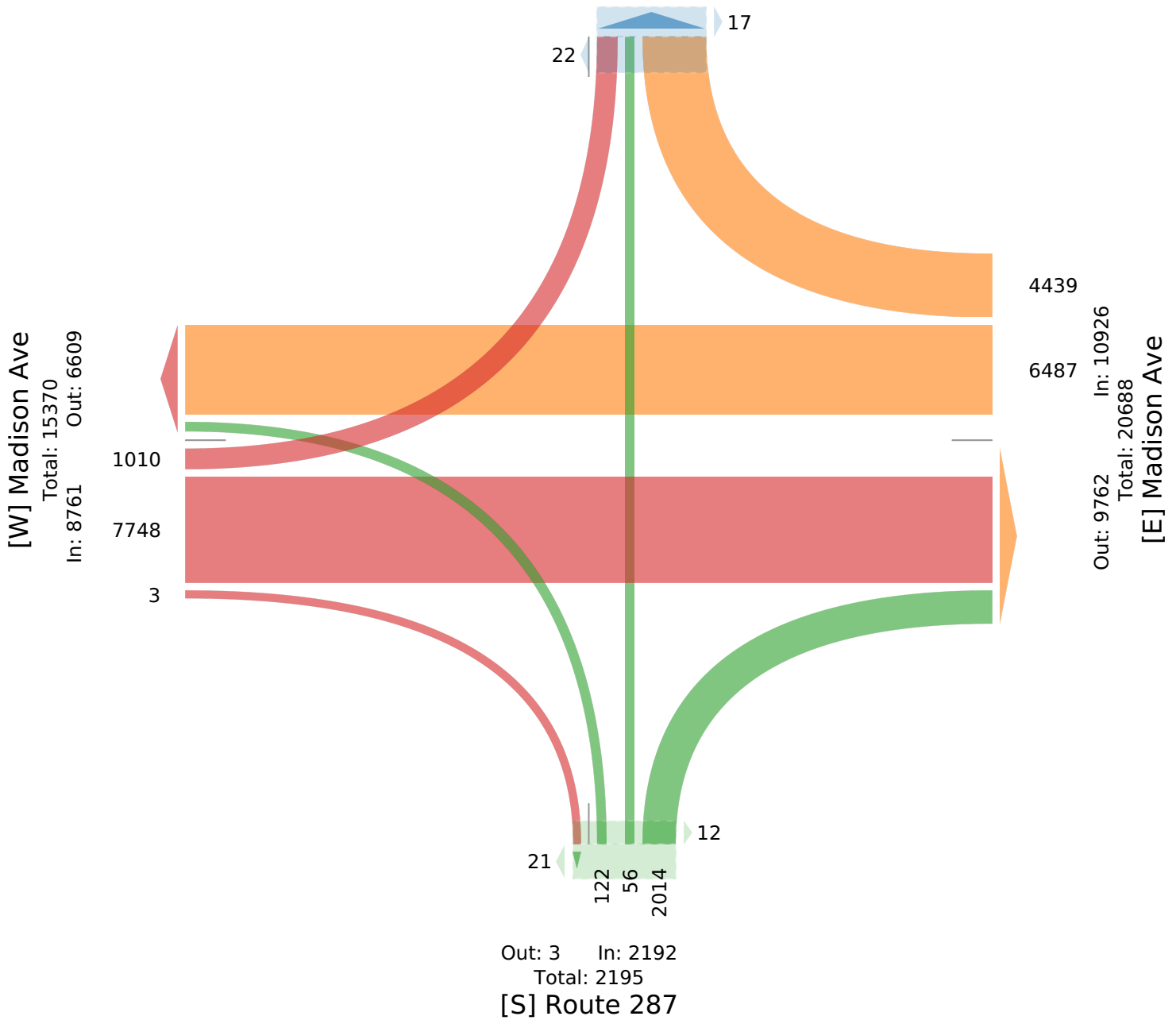
Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

**[N] Route 287**

Total: 5505

In: 0 Out: 5505





**Madison Ave & Route 287 NB On Ramp - TMC**

Tue Oct 8, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234033, Location: 40.788398, -74.468441



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

Leg Direction	Madison Ave Eastbound						Madison Ave Westbound						Route 287 Northbound						Route 287 Southbound						Int	
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		
2024-10-08 7:30AM	33	327	0	0	360	0	0	142	117	0	259	0	2	0	65	0	67	1	0	0	0	0	0	0	2	686
7:45AM	32	393	0	0	425	0	0	124	92	0	216	0	6	0	80	0	86	0	0	0	0	0	0	0	0	727
8:00AM	46	367	0	0	413	0	0	135	89	0	224	0	1	1	86	0	88	1	0	0	0	0	0	0	2	725
8:15AM	32	362	0	0	394	0	0	113	72	0	185	0	3	1	80	0	84	2	0	0	0	0	0	0	2	663
<b>Total</b>	143	1449	0	0	1592	0	0	514	370	0	884	0	12	2	311	0	325	4	0	0	0	0	0	0	6	2801
<b>% Approach</b>	9.0%	91.0%	0%	0%	-	-	0%	58.1%	41.9%	0%	-	-	3.7%	0.6%	95.7%	0%	-	-	0%	0%	0%	0%	-	-	-	-
<b>% Total</b>	5.1%	51.7%	0%	0%	56.8%	-	0%	18.4%	13.2%	0%	31.6%	-	0.4%	0.1%	11.1%	0%	11.6%	-	0%	0%	0%	0%	0%	0%	0%	-
<b>PHF</b>	0.777	0.922	-	-	0.936	-	-	0.905	0.791	-	0.853	-	0.500	0.500	0.904	-	0.923	-	-	-	-	-	-	-	-	0.963
<b>Lights</b>	138	1429	0	0	1567	-	0	497	367	0	864	-	12	2	301	0	315	-	0	0	0	0	0	0	-	2746
<b>% Lights</b>	96.5%	98.6%	0%	0%	98.4%	-	0%	96.7%	99.2%	0%	97.7%	-	100%	100%	96.8%	0%	96.9%	-	0%	0%	0%	0%	-	-	-	98.0%
<b>Articulated Trucks and Single-Unit Trucks</b>	5	15	0	0	20	-	0	7	3	0	10	-	0	0	4	0	4	-	0	0	0	0	0	0	-	34
<b>% Articulated Trucks and Single-Unit Trucks</b>	3.5%	1.0%	0%	0%	1.3%	-	0%	1.4%	0.8%	0%	1.1%	-	0%	0%	1.3%	0%	1.2%	-	0%	0%	0%	0%	-	-	-	1.2%
<b>Buses</b>	0	5	0	0	5	-	0	10	0	0	10	-	0	0	6	0	6	-	0	0	0	0	0	0	-	21
<b>% Buses</b>	0%	0.3%	0%	0%	0.3%	-	0%	1.9%	0%	0%	1.1%	-	0%	0%	1.9%	0%	1.8%	-	0%	0%	0%	0%	-	-	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	-	-	6
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	-	100%
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	-	0%

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

Madison Ave & Route 287 NB On Ramp - TMC

Tue Oct 8, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234033, Location: 40.788398, -74.468441

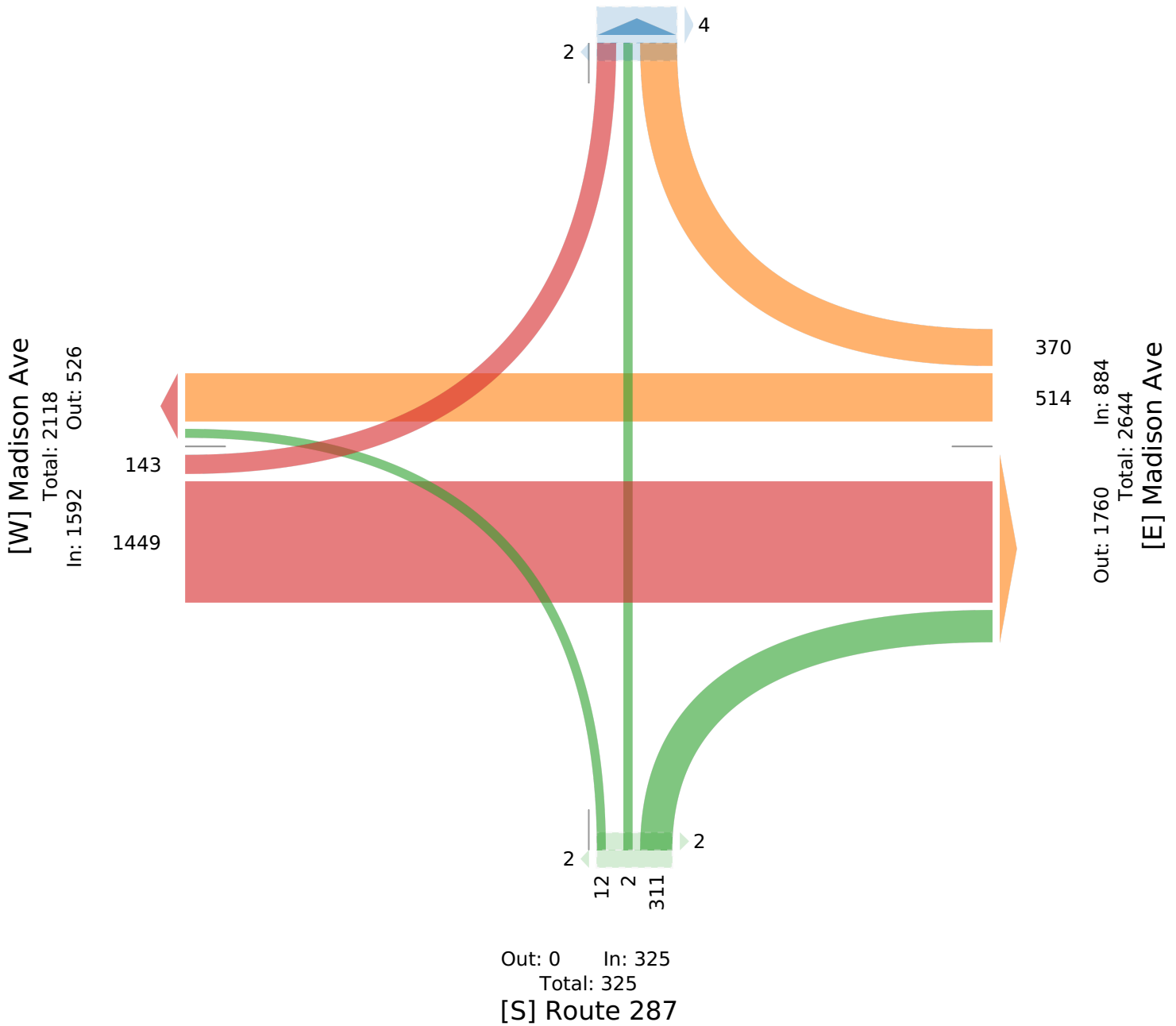


Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

[N] Route 287

Total: 515  
In: 0 Out: 515



**Madison Ave & Route 287 NB On Ramp - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234033, Location: 40.788398, -74.468441



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

Leg Direction	Madison Ave Eastbound						Madison Ave Westbound						Route 287 Northbound						Route 287 Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-10-08 4:15PM	28	155	0	0	183	0	0	318	188	0	506	0	6	7	49	0	62	2	0	0	0	0	0	2	751
4:30PM	29	157	0	0	186	0	0	286	171	0	457	0	3	1	47	0	51	1	0	0	0	0	0	0	694
4:45PM	25	205	0	0	230	0	0	300	185	0	485	0	10	8	63	0	81	0	0	0	0	0	0	2	796
5:00PM	41	147	0	0	188	0	0	306	181	0	487	0	3	3	35	0	41	2	0	0	0	0	0	0	716
<b>Total</b>	123	664	0	0	787	0	0	1210	725	0	1935	0	22	19	194	0	235	5	0	0	0	0	0	4	2957
<b>% Approach</b>	15.6%	84.4%	0%	0%	-	-	0%	62.5%	37.5%	0%	-	-	9.4%	8.1%	82.6%	0%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	4.2%	22.5%	0%	0%	26.6%	-	0%	40.9%	24.5%	0%	65.4%	-	0.7%	0.6%	6.6%	0%	7.9%	-	0%	0%	0%	0%	0%	-	-
<b>PHF</b>	0.750	0.810	-	-	0.855	-	-	0.951	0.964	-	0.956	-	0.550	0.594	0.770	-	0.725	-	-	-	-	-	-	-	0.929
<b>Lights</b>	121	657	0	0	778	-	0	1192	720	0	1912	-	21	19	190	0	230	-	0	0	0	0	0	-	2920
<b>% Lights</b>	98.4%	98.9%	0%	0%	98.9%	-	0%	98.5%	99.3%	0%	98.8%	-	95.5%	100%	97.9%	0%	97.9%	-	0%	0%	0%	0%	-	-	98.7%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	3	0	0	4	-	0	11	5	0	16	-	1	0	0	0	1	-	0	0	0	0	0	-	21
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.8%	0.5%	0%	0%	0.5%	-	0%	0.9%	0.7%	0%	0.8%	-	4.5%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	-	-	0.7%
<b>Buses</b>	1	4	0	0	5	-	0	7	0	0	7	-	0	0	4	0	4	-	0	0	0	0	0	-	16
<b>% Buses</b>	0.8%	0.6%	0%	0%	0.6%	-	0%	0.6%	0%	0%	0.4%	-	0%	0%	2.1%	0%	1.7%	-	0%	0%	0%	0%	-	-	0.5%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	-	4	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-80.0%	-	-	-	-	-	-	-100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-20.0%	-	-	-	-	-	-	0%	-

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

**Madison Ave & Route 287 NB On Ramp - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234033, Location: 40.788398, -74.468441

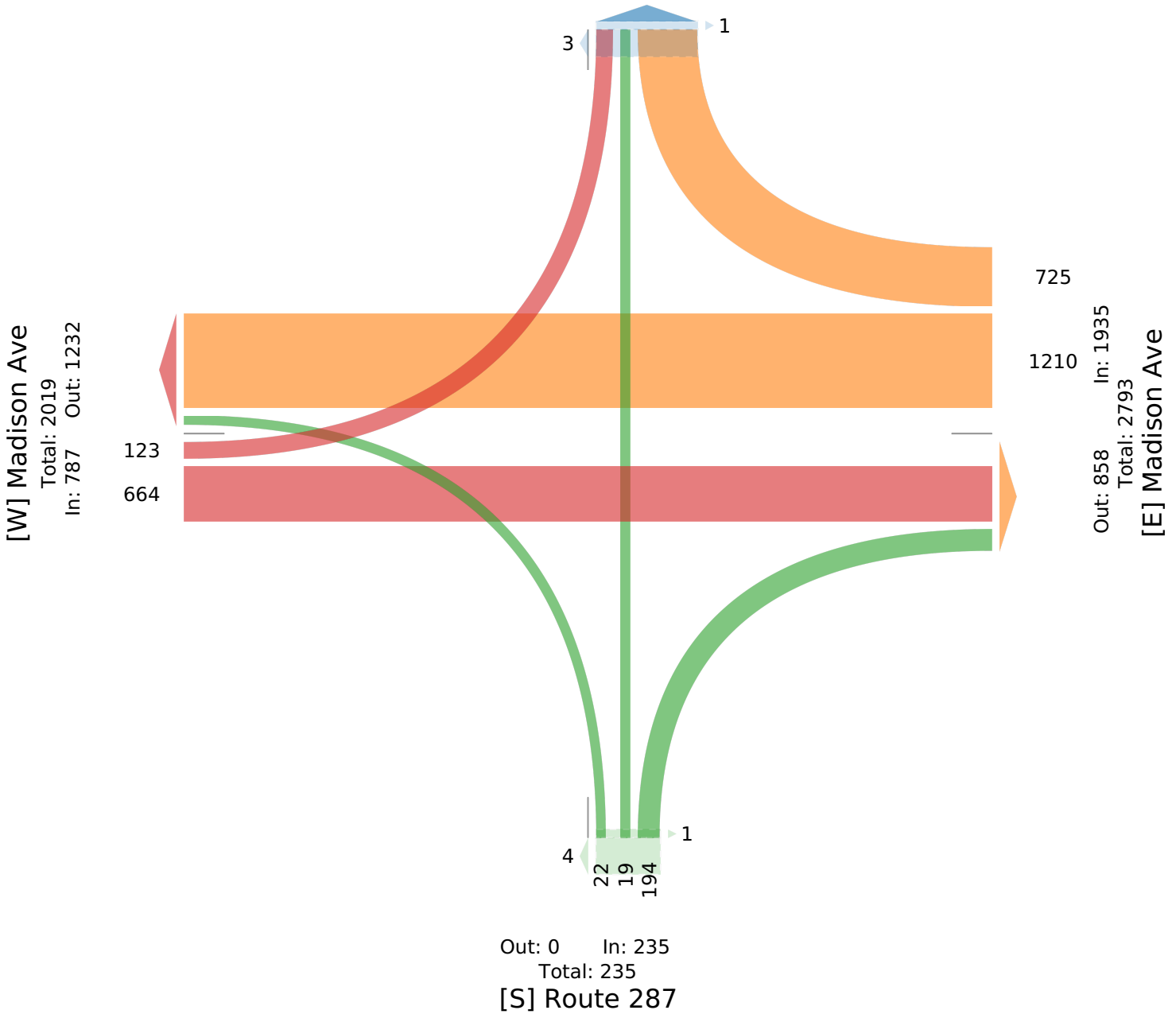


Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

**[N] Route 287**

Total: 867  
In: 0 Out: 867





www.TSTData.com  
Tri-State Traffic Data, Inc

Morristown, NJ  
Madison Ave & Gagnon Dr  
Tuesday, October 8, 2024  
Location: 40.788204, -  
74.466713

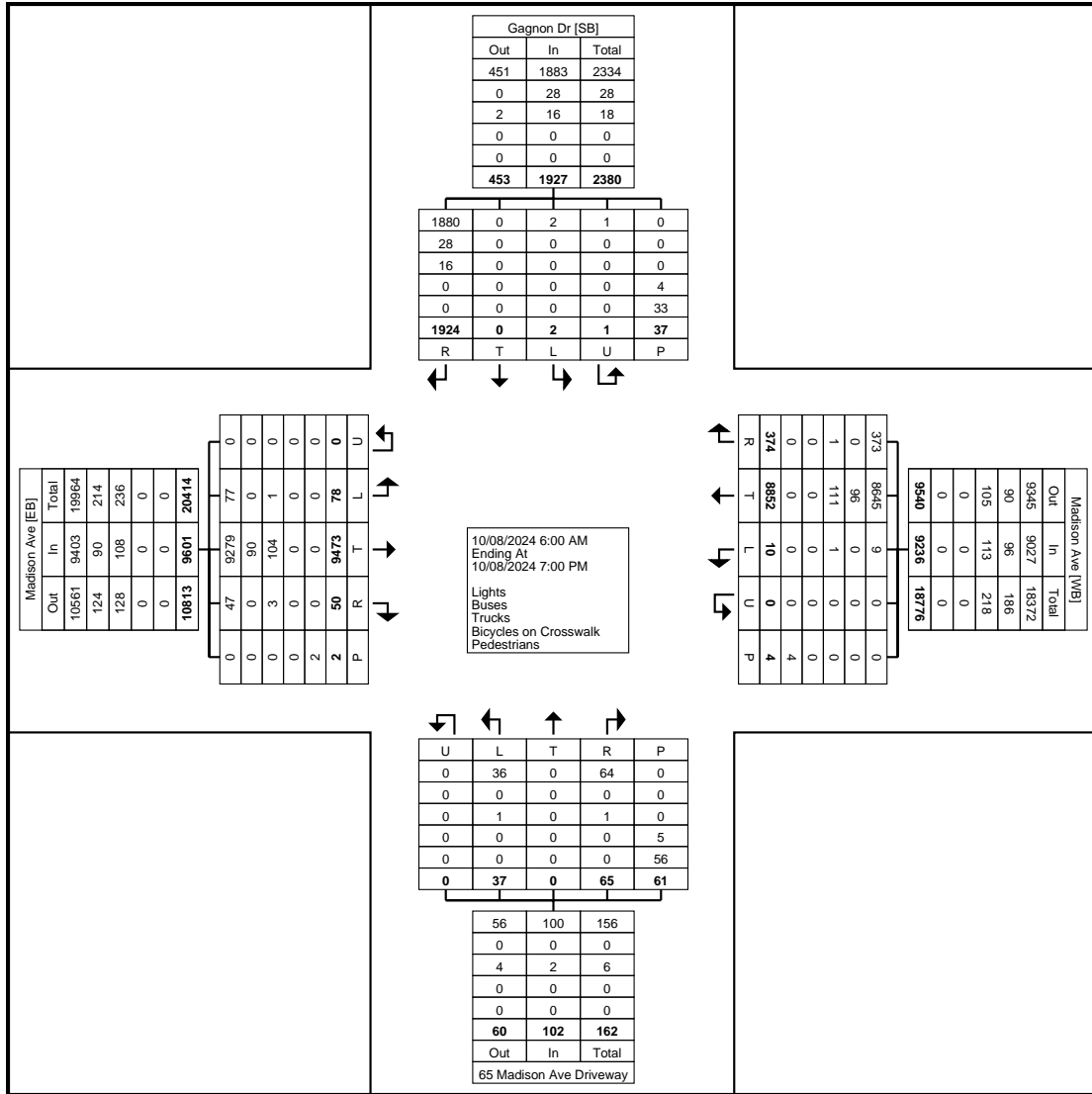
Coatesville, PA, Pennsylvania, United States 19320  
610-466-1469 TSTData@aol.com  
Serving Transportation Professionals Since 1995

Count Name: Madison Ave &  
Gagnon Dr  
Site Code:  
Start Date: 10/08/2024  
Page No: 1

### Turning Movement Data

Start Time	Madison Ave Eastbound						Madison Ave Westbound						65 Madison Ave Driveway Northbound						Gagnon Dr Southbound						Int. 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	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	3	124	2	0	0	129	0	34	15	0	0	49	0	0	0	0	0	0	0	0	15	0	0	15	193
6:15 AM	3	229	2	0	0	234	0	40	24	0	0	64	0	0	0	0	0	0	0	0	21	0	3	21	319
6:30 AM	0	286	0	0	0	286	0	47	52	0	0	99	0	0	1	0	0	1	0	0	9	0	0	9	395
6:45 AM	0	342	6	0	0	348	0	96	67	0	0	163	0	0	0	0	0	0	0	0	13	0	0	13	524
Hourly Total	6	981	10	0	0	997	0	217	158	0	0	375	0	0	1	0	0	1	0	0	58	0	3	58	1431
7:00 AM	2	301	11	0	0	314	1	126	19	0	0	146	0	0	0	0	2	0	0	0	56	1	0	57	517
7:15 AM	7	315	2	0	0	324	1	168	16	0	0	185	0	0	0	0	2	0	0	0	70	0	1	70	579
7:30 AM	3	366	1	0	0	370	0	190	19	0	1	209	0	0	2	0	1	2	0	0	68	0	1	68	649
7:45 AM	11	436	1	0	0	448	0	184	23	0	0	207	0	0	0	0	4	0	0	0	49	0	0	49	704
Hourly Total	23	1418	15	0	0	1456	2	668	77	0	1	747	0	0	2	0	9	2	0	0	243	1	2	244	2449
8:00 AM	5	430	1	0	0	436	1	178	13	0	0	192	0	0	1	0	3	1	0	0	49	0	1	49	678
8:15 AM	6	401	7	0	0	414	0	146	9	0	0	155	1	0	3	0	1	4	1	0	31	0	2	32	605
8:30 AM	3	354	1	0	0	358	1	185	6	0	0	192	0	0	1	0	2	1	0	0	26	0	0	26	577
8:45 AM	4	376	2	0	0	382	0	262	11	0	0	273	0	0	3	0	0	3	0	0	21	0	1	21	679
Hourly Total	18	1561	11	0	0	1590	2	771	39	0	0	812	1	0	8	0	6	9	1	0	127	0	4	128	2539
9:00 AM	0	365	0	0	1	365	1	227	8	0	1	236	4	0	1	0	5	5	0	0	28	0	0	28	634
9:15 AM	1	358	1	0	0	360	1	174	6	0	0	181	1	0	2	0	0	3	0	0	21	0	0	21	565
9:30 AM	0	327	0	0	0	327	0	191	7	0	0	198	0	0	0	0	1	0	0	0	25	0	1	25	550
9:45 AM	1	310	4	0	1	315	1	181	8	0	0	190	1	0	2	0	1	3	0	0	40	0	1	40	548
Hourly Total	2	1360	5	0	2	1367	3	773	29	0	1	805	6	0	5	0	7	11	0	0	114	0	2	114	2297
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	242	2	0	0	244	0	271	3	0	0	274	1	0	2	0	3	3	0	0	54	0	2	54	575
2:15 PM	0	205	2	0	0	207	0	283	1	0	0	284	2	0	2	0	5	4	0	0	70	0	1	70	565
2:30 PM	6	259	1	0	0	266	0	284	5	0	0	289	1	0	3	0	1	4	0	0	59	0	3	59	618
2:45 PM	1	292	0	0	0	293	0	302	12	0	0	314	1	0	4	0	1	5	0	0	61	0	2	61	673
Hourly Total	7	998	5	0	0	1010	0	1140	21	0	0	1161	5	0	11	0	10	16	0	0	244	0	8	244	2431
3:00 PM	2	205	1	0	0	208	0	365	2	0	1	367	1	0	4	0	1	5	0	0	120	0	2	120	700
3:15 PM	0	182	1	0	0	183	0	380	1	0	0	381	7	0	4	0	2	11	0	0	100	0	0	100	675
3:30 PM	0	213	0	0	0	213	0	367	3	0	0	370	1	0	4	0	1	5	0	0	90	0	0	90	678
3:45 PM	0	211	0	0	0	211	0	294	3	0	0	297	1	0	3	0	4	4	1	0	75	0	1	76	588
Hourly Total	2	811	2	0	0	815	0	1406	9	0	1	1415	10	0	15	0	8	25	1	0	385	0	3	386	2641
4:00 PM	0	202	0	0	0	202	0	384	1	0	0	385	1	0	3	0	1	4	0	0	86	0	1	86	677
4:15 PM	0	207	0	0	0	207	2	402	1	0	1	405	2	0	4	0	5	6	0	0	91	0	1	91	709
4:30 PM	0	218	0	0	0	218	0	395	3	0	0	398	3	0	4	0	2	7	0	0	76	0	1	76	699
4:45 PM	0	268	0	0	0	268	0	362	0	0	0	362	0	0	1	0	0	1	0	0	72	0	2	72	703
Hourly Total	0	895	0	0	0	895	2	1543	5	0	1	1550	6	0	12	0	8	18	0	0	325	0	5	325	2788
5:00 PM	0	181	0	0	0	181	0	420	2	0	0	422	5	0	5	0	2	10	0	0	73	0	0	73	686
5:15 PM	0	223	0	0	0	223	0	344	2	0	0	346	1	0	3	0	2	4	0	0	74	0	0	74	647
5:30 PM	0	226	1	0	0	227	1	335	3	0	0	339	0	0	1	0	0	1	0	0	38	0	0	38	605
5:45 PM	0	172	1	0	0	173	0	319	0	0	0	319	2	0	0	0	3	2	0	0	43	0	0	43	537
Hourly Total	0	802	2	0	0	804	1	1418	7	0	0	1426	8	0	9	0	7	17	0	0	228	0	0	228	2475
6:00 PM	1	151	0	0	0	152	0	286	3	0	0	289	0	0	2	0	1	2	0	0	55	0	5	55	498
6:15 PM	0	148	0	0	0	148	0	231	7	0	0	238	1	0	0	0	1	1	0	0	60	0	3	60	447
6:30 PM	5	192	0	0	0	197	0	208	10	0	0	218	0	0	0	0	1	0	0	0	43	0	2	43	458
6:45 PM	14	156	0	0	0	170	0	191	9	0	0	200	0	0	0	0	3	0	0	0	42	0	0	42	412
Hourly Total	20	647	0	0	0	667	0	916	29	0	0	945	1	0	2	0	6	3	0	0	200	0	10	200	1815
Grand Total	78	9473	50	0	2	9601	10	8852	374	0	4	9236	37	0	65	0	61	102	2	0	1924	1	37	1927	20866
Approach %	0.8	98.7	0.5	0.0	-	-	0.1	95.8	4.0	0.0	-	-	36.3	0.0	63.7	0.0	-	-	0.1	0.0	99.8	0.1	-	-	-
Total %	0.4	45.4	0.2	0.0	-	46.0	0.0	42.4	1.8	0.0	-	44.3	0.2	0.0	0.3	0.0	-	0.5	0.0	0.0	9.2	0.0	-	9.2	-
Lights	77	9279	47	0	-	9403	9	8645	373	0	-	9027	36	0	64	0	-	100	2	0	1880	1	-	1883	20413
% Lights	98.7	98.0	94.0	-	-	97.9	90.0	97.7	99.7	-	-	97.7	97.3	-	98.5	-	-	98.0	100.0	-	97.7	100.0	-	97.7	97.8
Buses	0	90	0	0	-	90	0	96	0	0	-	96	0	0	0	0	-	0	0	0	28	0	-	28	214
% Buses	0.0	1.0	0.0	-	-	0.9	0.0	1.1	0.0	-	-	1.0	0.0	-	0.0	-	-	0.0	0.0	-	1.5	0.0	-	1.5	1.0
Trucks	1	104	3	0	-	108	1	111	1	0	-	113	1	0	1	0	-	2	0	0	16	0	-	16	239
% Trucks	1.3	1.1	6.0	-	-	1.1	10.0	1.3	0.3	-	-	1.2	2.7	-	1.5	-	-	2.0	0.0	-	0.8	0.0	-	0.8	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	8.2	-	-	-	-	-	10.8	-	-

Pedestrians	-	-	-	-	2	-	-	-	-	4	-	-	-	-	56	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	91.8	-	-	-	-	89.2	-	-



Turning Movement Data Plot



www.TSTData.com  
Tri-State Traffic Data, Inc

Morristown, NJ  
Madison Ave & Gagnon Dr  
Tuesday, October 8, 2024  
Location: 40.788204, -  
74.466713

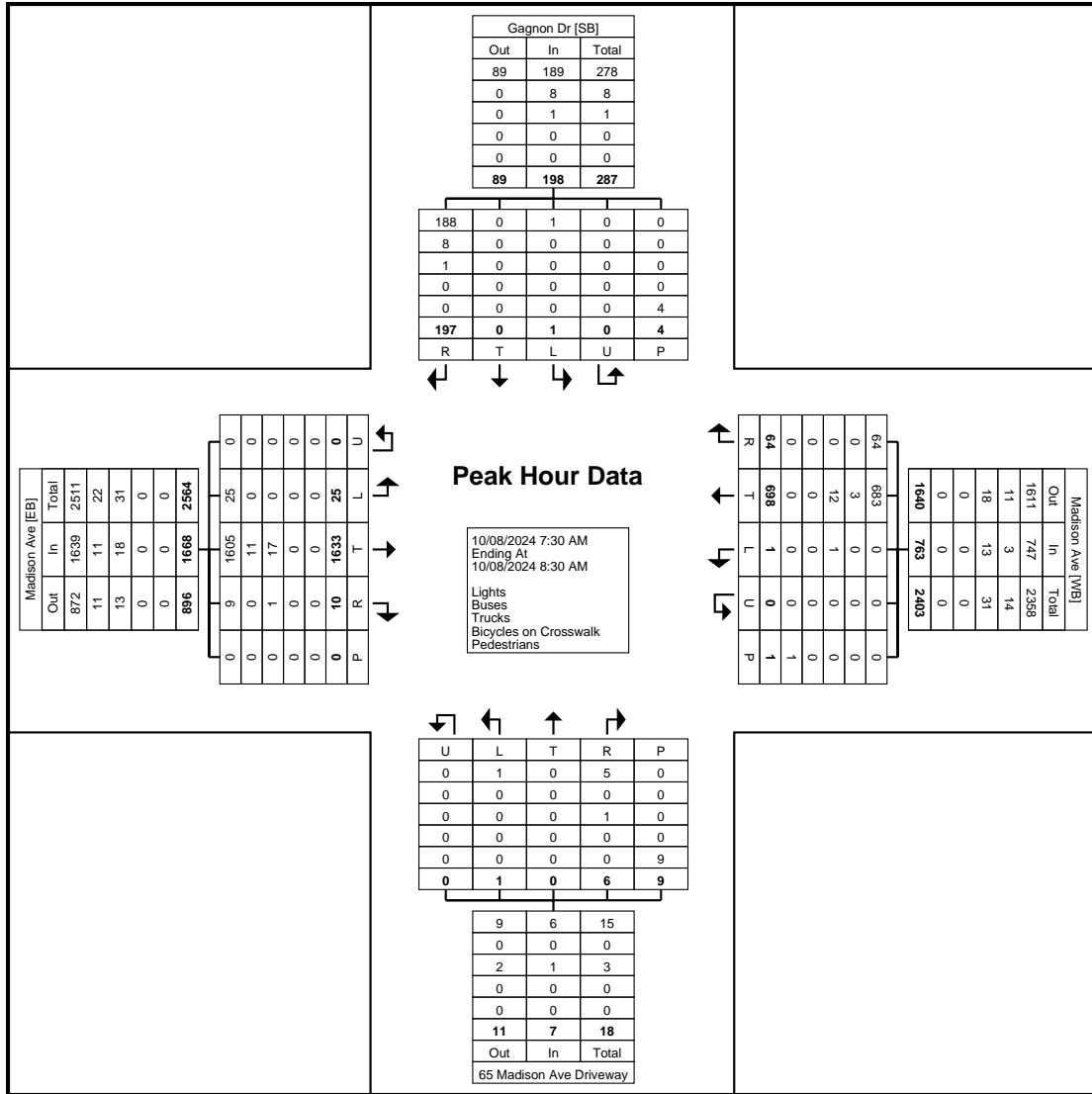
Coatesville, PA, Pennsylvania, United States 19320  
610-466-1469 TSTData@aol.com  
Serving Transportation Professionals Since 1995

Count Name: Madison Ave &  
Gagnon Dr  
Site Code:  
Start Date: 10/08/2024  
Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Madison Ave Eastbound						Madison Ave Westbound						65 Madison Ave Driveway Northbound						Gagnon Dr Southbound						Int. 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	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	3	366	1	0	0	370	0	190	19	0	1	209	0	0	2	0	1	2	0	0	68	0	1	68	649
7:45 AM	11	436	1	0	0	448	0	184	23	0	0	207	0	0	0	0	4	0	0	0	49	0	0	49	704
8:00 AM	5	430	1	0	0	436	1	178	13	0	0	192	0	0	1	0	3	1	0	0	49	0	1	49	678
8:15 AM	6	401	7	0	0	414	0	146	9	0	0	155	1	0	3	0	1	4	1	0	31	0	2	32	605
<b>Total</b>	<b>25</b>	<b>1633</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1668</b>	<b>1</b>	<b>698</b>	<b>64</b>	<b>0</b>	<b>1</b>	<b>763</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>197</b>	<b>0</b>	<b>4</b>	<b>198</b>	<b>2636</b>
Approach %	1.5	97.9	0.6	0.0	-	-	0.1	91.5	8.4	0.0	-	-	14.3	0.0	85.7	0.0	-	-	0.5	0.0	99.5	0.0	-	-	-
Total %	0.9	61.9	0.4	0.0	-	63.3	0.0	26.5	2.4	0.0	-	28.9	0.0	0.0	0.2	0.0	-	0.3	0.0	0.0	7.5	0.0	-	7.5	-
PHF	0.568	0.936	0.357	0.000	-	0.931	0.250	0.918	0.696	0.000	-	0.913	0.250	0.000	0.500	0.000	-	0.438	0.250	0.000	0.724	0.000	-	0.728	0.936
Lights	25	1605	9	0	-	1639	0	683	64	0	-	747	1	0	5	0	-	6	1	0	188	0	-	189	2581
% Lights	100.0	98.3	90.0	-	-	98.3	0.0	97.9	100.0	-	-	97.9	100.0	-	83.3	-	-	85.7	100.0	-	95.4	-	-	95.5	97.9
Buses	0	11	0	0	-	11	0	3	0	0	-	3	0	0	0	0	-	0	0	0	8	0	-	8	22
% Buses	0.0	0.7	0.0	-	-	0.7	0.0	0.4	0.0	-	-	0.4	0.0	-	0.0	-	-	0.0	0.0	-	4.1	-	-	4.0	0.8
Trucks	0	17	1	0	-	18	1	12	0	0	-	13	0	0	1	0	-	1	0	0	1	0	-	1	33
% Trucks	0.0	1.0	10.0	-	-	1.1	100.0	1.7	0.0	-	-	1.7	0.0	-	16.7	-	-	14.3	0.0	-	0.5	-	-	0.5	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





Turning Movement Peak Hour Data Plot (7:30 AM)



www.TSTData.com  
Tri-State Traffic Data, Inc

Morristown, NJ  
Madison Ave & Gagnon Dr  
Tuesday, October 8, 2024  
Location: 40.788204, -  
74.466713

Coatesville, PA, Pennsylvania, United States 19320  
610-466-1469 TSTData@aol.com  
Serving Transportation Professionals Since 1995

Count Name: Madison Ave &  
Gagnon Dr  
Site Code:  
Start Date: 10/08/2024  
Page No: 6

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Madison Ave Eastbound						Madison Ave Westbound						65 Madison Ave Driveway Northbound						Gagnon Dr Southbound						Int. 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	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	0	207	0	0	0	207	2	402	1	0	1	405	2	0	4	0	5	6	0	0	91	0	1	91	709
4:30 PM	0	218	0	0	0	218	0	395	3	0	0	398	3	0	4	0	2	7	0	0	76	0	1	76	699
4:45 PM	0	268	0	0	0	268	0	362	0	0	0	362	0	0	1	0	0	1	0	0	72	0	2	72	703
5:00 PM	0	181	0	0	0	181	0	420	2	0	0	422	5	0	5	0	2	10	0	0	73	0	0	73	686
Total	0	874	0	0	0	874	2	1579	6	0	1	1587	10	0	14	0	9	24	0	0	312	0	4	312	2797
Approach %	0.0	100.0	0.0	0.0	-	-	0.1	99.5	0.4	0.0	-	-	41.7	0.0	58.3	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	31.2	0.0	0.0	-	31.2	0.1	56.5	0.2	0.0	-	56.7	0.4	0.0	0.5	0.0	-	0.9	0.0	0.0	11.2	0.0	-	11.2	-
PHF	0.000	0.815	0.000	0.000	-	0.815	0.250	0.940	0.500	0.000	-	0.940	0.500	0.000	0.700	0.000	-	0.600	0.000	0.000	0.857	0.000	-	0.857	0.986
Lights	0	863	0	0	-	863	2	1559	6	0	-	1567	10	0	14	0	-	24	0	0	309	0	-	309	2763
% Lights	-	98.7	-	-	-	98.7	100.0	98.7	100.0	-	-	98.7	100.0	-	100.0	-	-	100.0	-	-	99.0	-	-	99.0	98.8
Buses	0	7	0	0	-	7	0	7	0	0	-	7	0	0	0	0	-	0	0	0	1	0	-	1	15
% Buses	-	0.8	-	-	-	0.8	0.0	0.4	0.0	-	-	0.4	0.0	-	0.0	-	-	0.0	-	-	0.3	-	-	0.3	0.5
Trucks	0	4	0	0	-	4	0	13	0	0	-	13	0	0	0	0	-	0	0	0	2	0	-	2	19
% Trucks	-	0.5	-	-	-	0.5	0.0	0.8	0.0	-	-	0.8	0.0	-	0.0	-	-	0.0	-	-	0.6	-	-	0.6	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-	-	-	-	100.0	-	-



**Ford Ave & Franklin St - TMC**

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234029, Location: 40.791539, -74.470294



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

Leg Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-10-08 6:00AM	1	18	0	19	0	8	8	0	16	0	14	2	0	16	2	51
6:15AM	1	45	0	46	0	11	7	0	18	0	28	1	0	29	0	93
6:30AM	3	97	0	100	0	19	15	0	34	0	46	3	0	49	2	183
6:45AM	4	62	0	66	0	14	20	0	34	0	34	2	0	36	2	136
Hourly Total	9	222	0	231	0	52	50	0	102	0	122	8	0	130	6	463
7:00AM	8	40	0	48	0	19	27	0	46	0	18	6	0	24	1	118
7:15AM	9	35	0	44	1	20	21	0	41	0	18	3	0	21	4	106
7:30AM	13	36	0	49	1	34	41	0	75	0	20	6	0	26	2	150
7:45AM	10	50	0	60	3	21	41	0	62	1	34	4	0	38	2	160
Hourly Total	40	161	0	201	5	94	130	0	224	1	90	19	0	109	9	534
8:00AM	8	50	0	58	0	27	26	0	53	0	28	4	0	32	1	143
8:15AM	9	48	0	57	2	36	17	0	53	0	23	5	0	28	1	138
8:30AM	12	51	0	63	0	31	24	0	55	0	25	7	0	32	2	150
8:45AM	11	51	0	62	0	45	29	0	74	0	21	13	0	34	1	170
Hourly Total	40	200	0	240	2	139	96	0	235	0	97	29	0	126	5	601
9:00AM	11	32	0	43	0	31	16	0	47	1	22	3	0	25	3	115
9:15AM	7	32	0	39	0	23	33	0	56	0	30	5	0	35	0	130
9:30AM	8	20	0	28	0	20	27	0	47	0	25	2	0	27	5	102
9:45AM	5	21	0	26	0	38	25	0	63	0	12	2	0	14	3	103
Hourly Total	31	105	0	136	0	112	101	0	213	1	89	12	0	101	11	450
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00PM	14	27	0	41	0	19	35	0	54	0	23	3	0	26	1	121
2:15PM	8	34	0	42	0	32	51	0	83	0	22	4	0	26	1	151
2:30PM	13	37	0	50	3	37	39	0	76	0	19	4	0	23	3	149
2:45PM	9	31	0	40	0	36	43	0	79	0	21	11	0	32	2	151
Hourly Total	44	129	0	173	3	124	168	0	292	0	85	22	0	107	7	572
3:00PM	19	23	0	42	0	50	87	0	137	0	15	6	0	21	2	200
3:15PM	10	26	0	36	0	40	79	0	119	0	11	6	0	17	1	172
3:30PM	22	18	0	40	0	45	63	0	108	0	16	3	0	19	6	167
3:45PM	7	28	0	35	0	45	42	0	87	0	14	5	0	19	7	141
Hourly Total	58	95	0	153	0	180	271	0	451	0	56	20	0	76	16	680
4:00PM	21	23	0	44	1	53	84	0	137	0	23	6	0	29	0	210
4:15PM	20	38	0	58	1	56	76	0	132	0	16	6	0	22	2	212
4:30PM	32	36	0	68	0	46	70	0	116	1	17	5	0	22	3	206
4:45PM	24	25	0	49	0	57	46	0	103	1	30	6	0	36	1	188
Hourly Total	97	122	0	219	2	212	276	0	488	2	86	23	0	109	6	816
5:00PM	22	24	0	46	2	46	60	0	106	0	24	7	0	31	1	183
5:15PM	19	34	0	53	0	57	58	0	115	0	19	4	0	23	3	191
5:30PM	15	32	0	47	0	62	45	0	107	0	25	7	0	32	2	186
5:45PM	13	26	0	39	1	47	34	0	81	0	18	8	0	26	5	146
Hourly Total	69	116	0	185	3	212	197	0	409	0	86	26	0	112	11	706
6:00PM	13	22	0	35	1	41	42	0	83	0	15	4	0	19	2	137
6:15PM	8	23	0	31	2	37	55	0	92	0	19	5	0	24	6	147
6:30PM	8	32	0	40	2	36	29	0	65	0	19	9	0	28	4	133
6:45PM	13	33	0	46	0	26	31	0	57	0	19	5	0	24	3	127
Hourly Total	42	110	0	152	5	140	157	0	297	0	72	23	0	95	15	544
<b>Total</b>	<b>430</b>	<b>1260</b>	<b>0</b>	<b>1690</b>	<b>20</b>	<b>1265</b>	<b>1446</b>	<b>0</b>	<b>2711</b>	<b>4</b>	<b>783</b>	<b>182</b>	<b>0</b>	<b>965</b>	<b>86</b>	<b>5366</b>
<b>% Approach</b>	25.4%	74.6%	0%	-	-	46.7%	53.3%	0%	-	-	81.1%	18.9%	0%	-	-	-
<b>% Total</b>	8.0%	23.5%	0%	31.5%	-	23.6%	26.9%	0%	50.5%	-	14.6%	3.4%	0%	18.0%	-	-
<b>Lights</b>	424	1227	0	1651	-	1232	1412	0	2644	-	756	178	0	934	-	5229
<b>% Lights</b>	98.6%	97.4%	0%	97.7%	-	97.4%	97.6%	0%	97.5%	-	96.6%	97.8%	0%	96.8%	-	97.4%

Leg Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
<b>Articulated Trucks and Single-Unit Trucks</b>	3	7	0	<b>10</b>	-	16	14	0	<b>30</b>	-	10	3	0	<b>13</b>	-	53
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.7%	0.6%	0%	<b>0.6%</b>	-	1.3%	1.0%	0%	<b>1.1%</b>	-	1.3%	1.6%	0%	<b>1.3%</b>	-	1.0%
<b>Buses</b>	3	26	0	<b>29</b>	-	17	20	0	<b>37</b>	-	17	1	0	<b>18</b>	-	84
<b>% Buses</b>	0.7%	2.1%	0%	<b>1.7%</b>	-	1.3%	1.4%	0%	<b>1.4%</b>	-	2.2%	0.5%	0%	<b>1.9%</b>	-	1.6%
Pedestrians	-	-	-	-	20	-	-	-	-	4	-	-	-	-	-	76
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	88.4%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	10
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	11.6%

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

Ford Ave & Franklin St - TMC

Tue Oct 8, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234029, Location: 40.791539, -74.470294



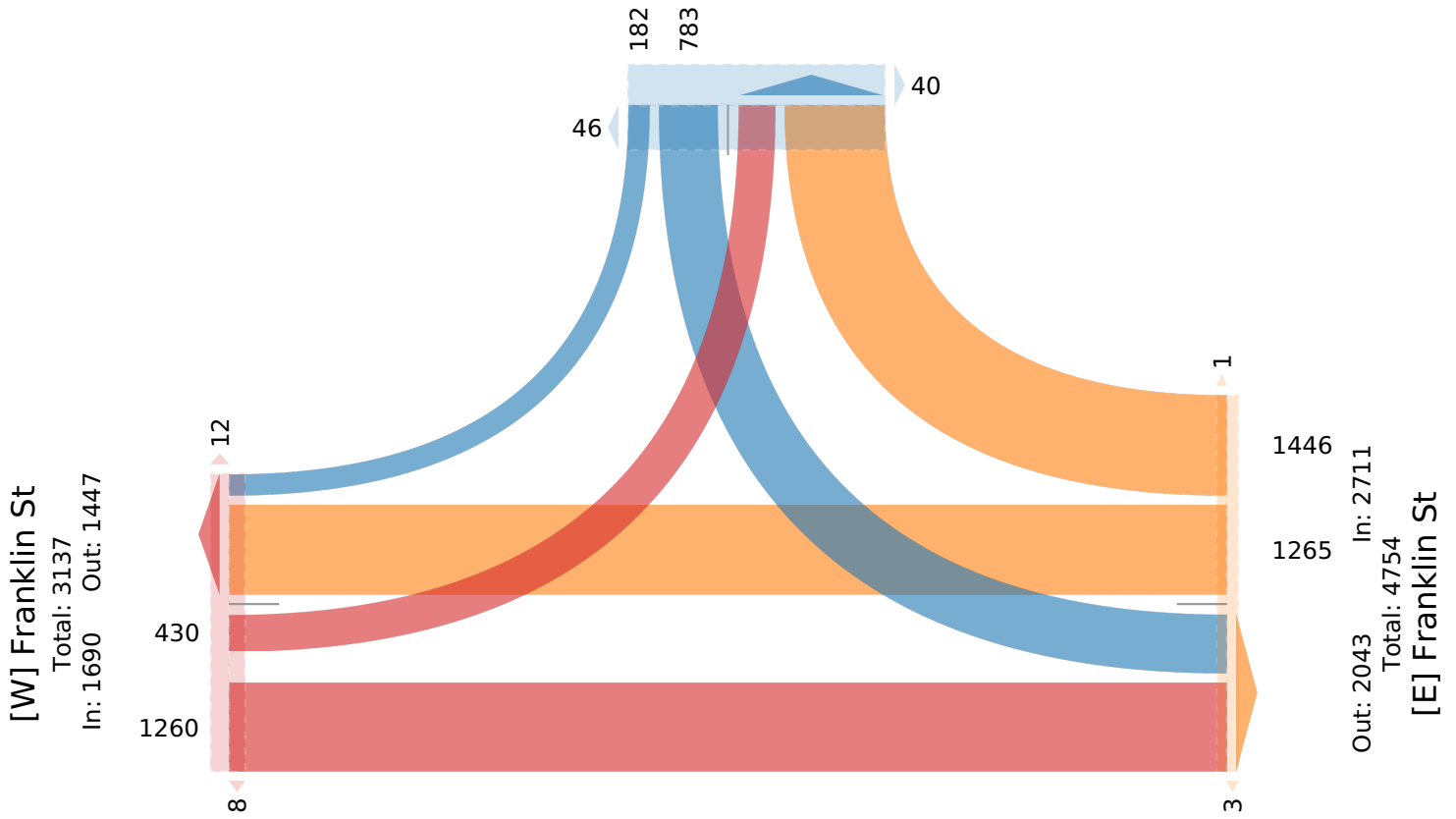
Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

[N] Ford Ave

Total: 2841

In: 965 Out: 1876



**Ford Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234029, Location: 40.791539, -74.470294



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

Leg Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-10-08 7:30AM	13	36	0	49	1	34	41	0	75	0	20	6	0	26	2	150
7:45AM	10	50	0	60	3	21	41	0	62	1	34	4	0	38	2	160
8:00AM	8	50	0	58	0	27	26	0	53	0	28	4	0	32	1	143
8:15AM	9	48	0	57	2	36	17	0	53	0	23	5	0	28	1	138
<b>Total</b>	40	184	0	224	6	118	125	0	243	1	105	19	0	124	6	591
<b>% Approach</b>	17.9%	82.1%	0%	-	-	48.6%	51.4%	0%	-	-	84.7%	15.3%	0%	-	-	-
<b>% Total</b>	6.8%	31.1%	0%	37.9%	-	20.0%	21.2%	0%	41.1%	-	17.8%	3.2%	0%	21.0%	-	-
<b>PHF</b>	0.769	0.920	-	0.933	-	0.819	0.762	-	0.810	-	0.772	0.792	-	0.816	-	0.923
<b>Lights</b>	39	181	0	220	-	114	120	0	234	-	102	19	0	121	-	575
<b>% Lights</b>	97.5%	98.4%	0%	98.2%	-	96.6%	96.0%	0%	96.3%	-	97.1%	100%	0%	97.6%	-	97.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	0	0	1	-	2	1	0	3	-	1	0	0	1	-	5
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.5%	0%	0%	0.4%	-	1.7%	0.8%	0%	1.2%	-	1.0%	0%	0%	0.8%	-	0.8%
<b>Buses</b>	0	3	0	3	-	2	4	0	6	-	2	0	0	2	-	11
<b>% Buses</b>	0%	1.6%	0%	1.3%	-	1.7%	3.2%	0%	2.5%	-	1.9%	0%	0%	1.6%	-	1.9%
Pedestrians	-	-	-	-	6	-	-	-	-	1	-	-	-	-	5	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	83.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	16.7%	-

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

Ford Ave & Franklin St - TMC

Tue Oct 8, 2024

Forced Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234029, Location: 40.791539, -74.470294



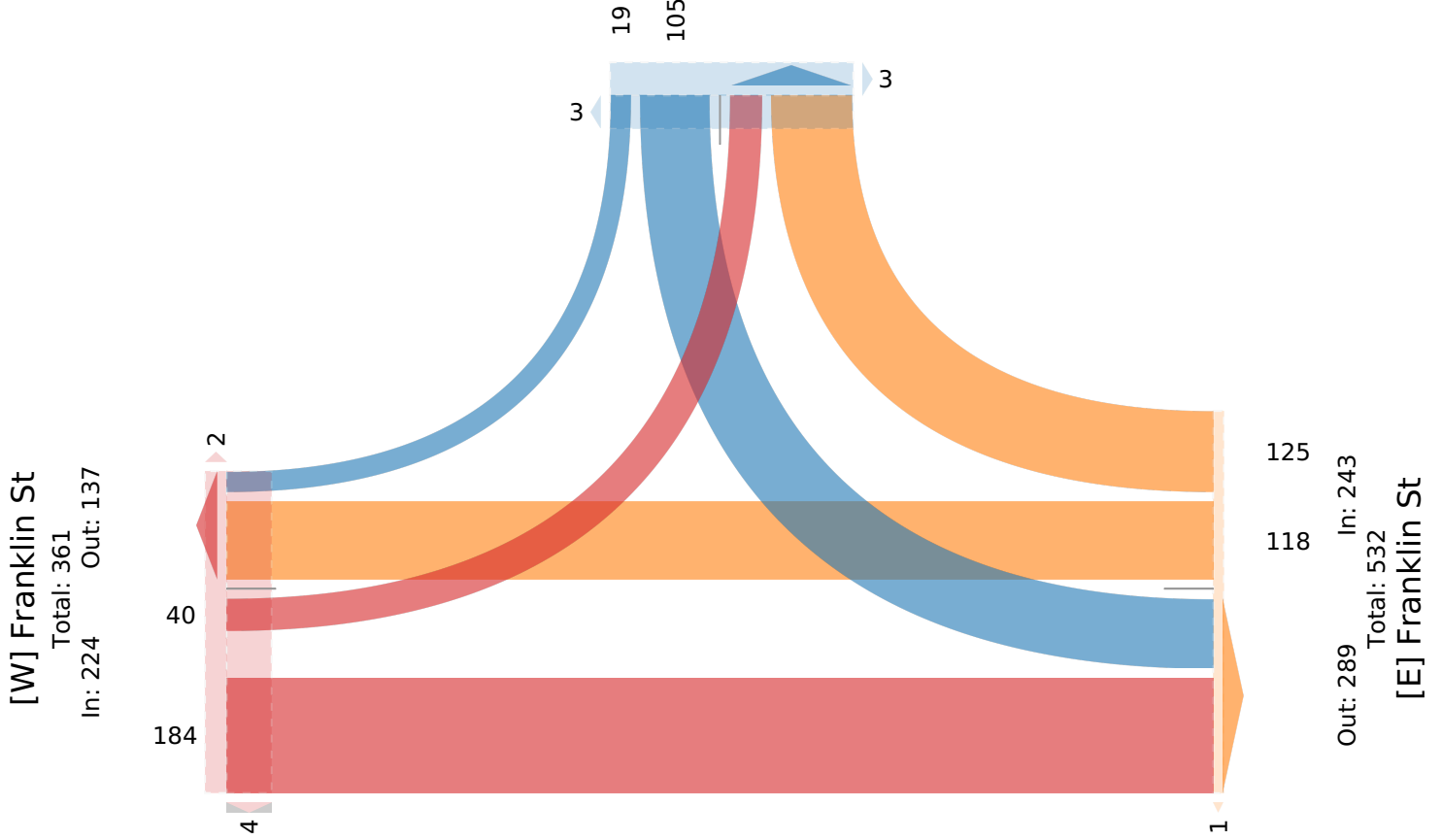
Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

[N] Ford Ave

Total: 289

In: 124 Out: 165





**Ford Ave & Franklin St - TMC**

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234029, Location: 40.791539, -74.470294



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

Leg Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-10-08 4:15PM	20	38	0	58	1	56	76	0	132	0	16	6	0	22	2	212
4:30PM	32	36	0	68	0	46	70	0	116	1	17	5	0	22	3	206
4:45PM	24	25	0	49	0	57	46	0	103	1	30	6	0	36	1	188
5:00PM	22	24	0	46	2	46	60	0	106	0	24	7	0	31	1	183
<b>Total</b>	98	123	0	221	3	205	252	0	457	2	87	24	0	111	7	789
<b>% Approach</b>	44.3%	55.7%	0%	-	-	44.9%	55.1%	0%	-	-	78.4%	21.6%	0%	-	-	-
<b>% Total</b>	12.4%	15.6%	0%	28.0%	-	26.0%	31.9%	0%	57.9%	-	11.0%	3.0%	0%	14.1%	-	-
<b>PHF</b>	0.766	0.809	-	0.813	-	0.899	0.829	-	0.866	-	0.725	0.857	-	0.771	-	0.930
<b>Lights</b>	96	121	0	217	-	204	249	0	453	-	84	24	0	108	-	778
<b>% Lights</b>	98.0%	98.4%	0%	98.2%	-	99.5%	98.8%	0%	99.1%	-	96.6%	100%	0%	97.3%	-	98.6%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	1	-	1	2	0	3	-	3	0	0	3	-	7
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.8%	0%	0.5%	-	0.5%	0.8%	0%	0.7%	-	3.4%	0%	0%	2.7%	-	0.9%
<b>Buses</b>	2	1	0	3	-	0	1	0	1	-	0	0	0	0	-	4
<b>% Buses</b>	2.0%	0.8%	0%	1.4%	-	0%	0.4%	0%	0.2%	-	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	3	-	-	-	-	2	-	-	-	-	6	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	85.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	14.3%	-

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

Ford Ave & Franklin St - TMC

Tue Oct 8, 2024

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1234029, Location: 40.791539, -74.470294



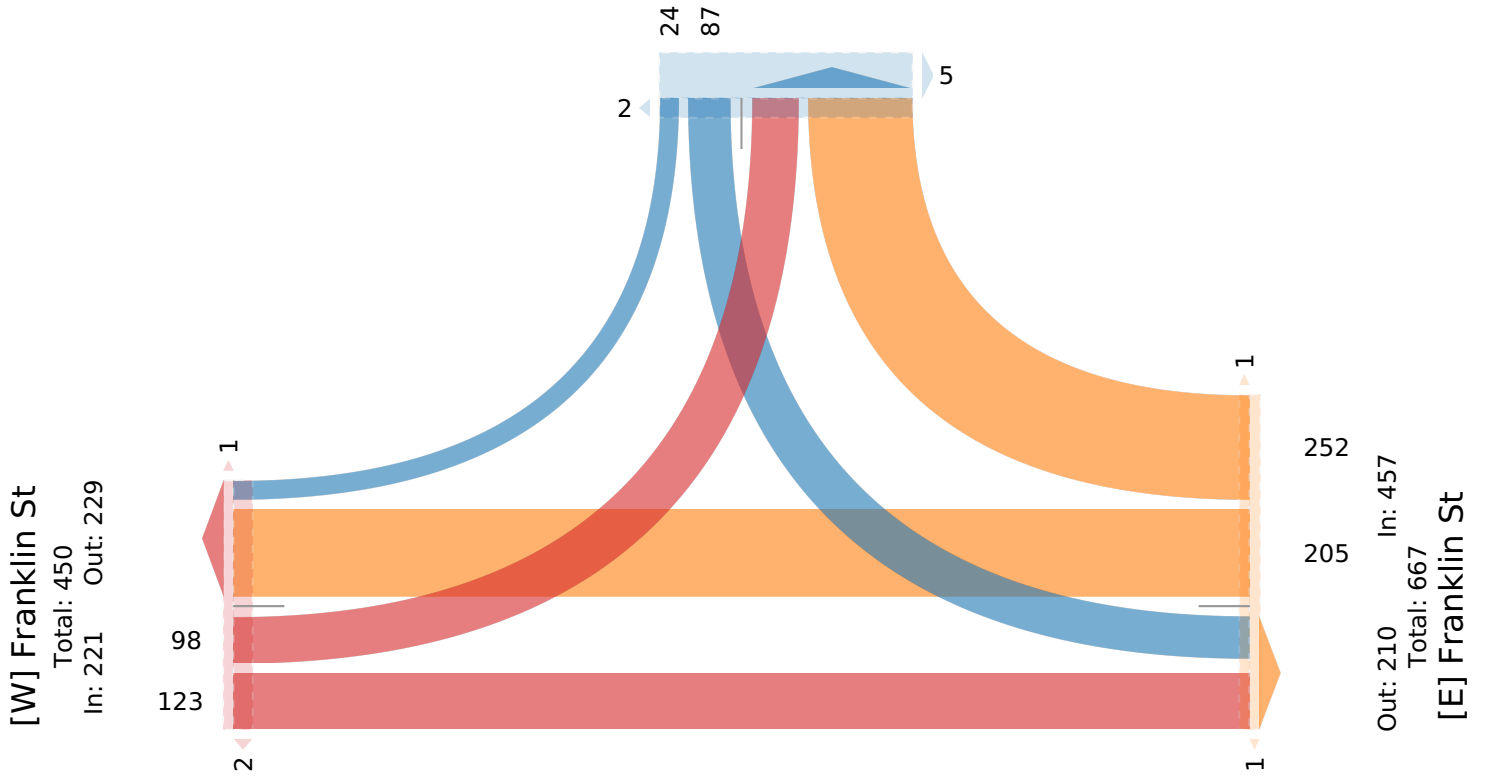
Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,  
Coatesville, PA, 19320, US

[N] Ford Ave

Total: 461

In: 111 Out: 350



Franklin and West Driveway - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954667, Location: 40.790677, -74.466449



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound					Franklin St Westbound					West Driveway Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
Time																
2022-05-18 6:00AM	7	26	0	33	0	6	9	0	15	0	1	0	0	1	2	49
6:15AM	15	49	0	64	0	13	17	0	30	0	3	0	0	3	1	97
6:30AM	16	70	0	86	0	36	22	0	58	0	4	3	0	7	0	151
6:45AM	27	83	0	110	0	46	24	0	70	0	5	5	0	10	1	190
Hourly Total	65	228	0	293	0	101	72	0	173	0	13	8	0	21	4	487
7:00AM	18	24	0	42	0	11	22	0	33	0	12	6	0	18	1	93
7:15AM	24	29	0	53	0	8	38	0	46	0	22	3	0	25	0	124
7:30AM	30	34	0	64	0	15	41	0	56	0	17	4	0	21	1	141
7:45AM	42	48	0	90	0	16	55	0	71	0	22	9	0	31	2	192
Hourly Total	114	135	0	249	0	50	156	0	206	0	73	22	0	95	4	550
8:00AM	48	23	0	71	0	16	33	0	49	0	11	4	0	15	4	135
8:15AM	35	26	0	61	0	18	31	0	49	0	7	7	0	14	1	124
8:30AM	35	25	0	60	0	12	43	0	55	0	8	4	0	12	1	127
8:45AM	34	13	0	47	0	10	51	0	61	0	2	0	0	2	1	110
Hourly Total	152	87	0	239	0	56	158	0	214	0	28	15	0	43	7	496
2:00PM	23	3	0	26	1	4	52	0	56	0	26	3	0	29	2	111
2:15PM	32	14	0	46	0	5	41	0	46	0	25	4	0	29	1	121
2:30PM	32	7	0	39	0	8	42	0	50	0	26	3	0	29	2	118
2:45PM	40	15	0	55	0	9	52	0	61	0	27	4	0	31	1	147
Hourly Total	127	39	0	166	1	26	187	0	213	0	104	14	0	118	6	497
3:00PM	35	8	0	43	0	8	69	0	77	0	72	15	0	87	0	207
3:15PM	31	7	0	38	0	5	72	0	77	0	49	16	0	65	5	180
3:30PM	37	8	0	45	0	2	62	0	64	0	38	7	0	45	0	154
3:45PM	29	8	0	37	0	1	61	0	62	0	34	8	0	42	1	141
Hourly Total	132	31	0	163	0	16	264	0	280	0	193	46	0	239	6	682
4:00PM	27	7	0	34	0	2	72	0	74	0	56	18	0	74	3	182
4:15PM	38	9	0	47	0	1	66	0	67	0	42	13	0	55	1	169
4:30PM	35	7	0	42	0	0	61	0	61	0	38	16	0	54	1	157
4:45PM	34	13	0	47	0	1	80	0	81	0	41	8	0	49	1	177
Hourly Total	134	36	0	170	0	4	279	0	283	0	177	55	0	232	6	685
5:00PM	47	8	0	55	0	1	59	0	60	0	31	11	0	42	0	157
5:15PM	29	5	0	34	0	3	52	0	55	0	30	6	0	36	3	125
5:30PM	42	8	0	50	0	0	47	0	47	0	22	8	0	30	1	127
5:45PM	19	12	0	31	0	4	55	0	59	0	19	7	0	26	1	116
Hourly Total	137	33	0	170	0	8	213	0	221	0	102	32	0	134	5	525
<b>Total</b>	861	589	0	1450	1	261	1329	0	1590	0	690	192	0	882	38	3922
<b>% Approach</b>	59.4%	40.6%	0%	-	-	16.4%	83.6%	0%	-	-	78.2%	21.8%	0%	-	-	-
<b>% Total</b>	22.0%	15.0%	0%	37.0%	-	6.7%	33.9%	0%	40.5%	-	17.6%	4.9%	0%	22.5%	-	-
<b>Lights</b>	822	572	0	1394	-	252	1278	0	1530	-	666	187	0	853	-	3777
<b>% Lights</b>	95.5%	97.1%	0%	96.1%	-	96.6%	96.2%	0%	96.2%	-	96.5%	97.4%	0%	96.7%	-	96.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	17	16	0	33	-	7	20	0	27	-	24	5	0	29	-	89
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.0%	2.7%	0%	2.3%	-	2.7%	1.5%	0%	1.7%	-	3.5%	2.6%	0%	3.3%	-	2.3%
<b>Buses</b>	22	1	0	23	-	2	31	0	33	-	0	0	0	0	-	56
<b>% Buses</b>	2.6%	0.2%	0%	1.6%	-	0.8%	2.3%	0%	2.1%	-	0%	0%	0%	0%	-	1.4%
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	0	-	-	-	-	37	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	97.4%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	2.6%	-

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

**Franklin and West Driveway - TMC**

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

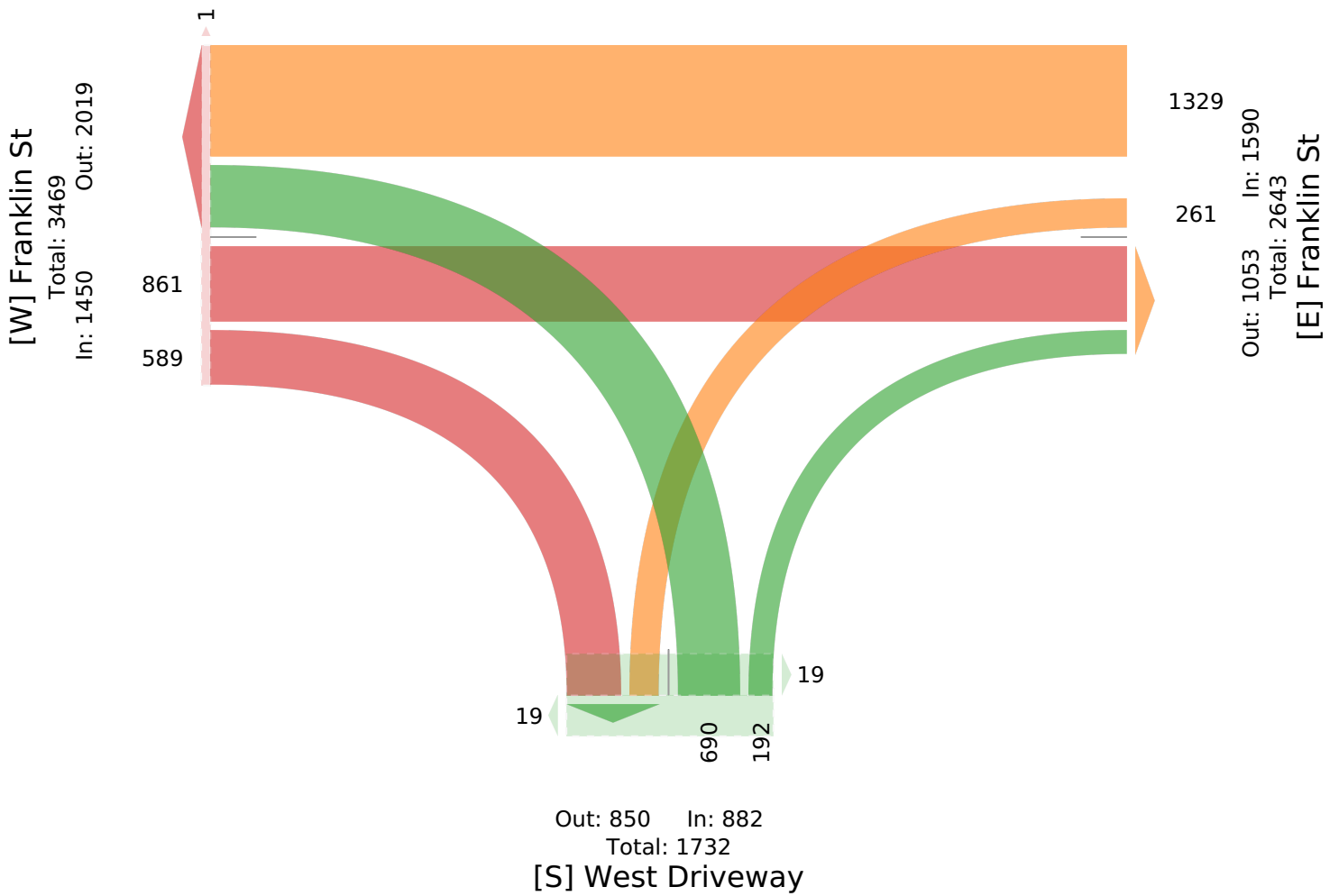
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954667, Location: 40.790677, -74.466449



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US



# Franklin and West Driveway - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954667, Location: 40.790677, -74.466449



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound					Franklin St Westbound					West Driveway Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2022-05-18 8:00AM	48	23	0	71	0	16	33	0	49	0	11	4	0	15	4	135
8:15AM	35	26	0	61	0	18	31	0	49	0	7	7	0	14	1	124
8:30AM	35	25	0	60	0	12	43	0	55	0	8	4	0	12	1	127
8:45AM	34	13	0	47	0	10	51	0	61	0	2	0	0	2	1	110
<b>Total</b>	152	87	0	239	0	56	158	0	214	0	28	15	0	43	7	496
<b>% Approach</b>	63.6%	36.4%	0%	-	-	26.2%	73.8%	0%	-	-	65.1%	34.9%	0%	-	-	-
<b>% Total</b>	30.6%	17.5%	0%	48.2%	-	11.3%	31.9%	0%	43.1%	-	5.6%	3.0%	0%	8.7%	-	-
<b>PHF</b>	0.792	0.837	-	0.842	-	0.778	0.775	-	0.877	-	0.636	0.536	-	0.717	-	0.919
<b>Lights</b>	140	87	0	227	-	51	151	0	202	-	28	13	0	41	-	470
<b>% Lights</b>	92.1%	100%	0%	95.0%	-	91.1%	95.6%	0%	94.4%	-	100%	86.7%	0%	95.3%	-	94.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	2	0	0	2	-	3	3	0	6	-	0	2	0	2	-	10
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.3%	0%	0%	0.8%	-	5.4%	1.9%	0%	2.8%	-	0%	13.3%	0%	4.7%	-	2.0%
<b>Buses</b>	10	0	0	10	-	2	4	0	6	-	0	0	0	0	-	16
<b>% Buses</b>	6.6%	0%	0%	4.2%	-	3.6%	2.5%	0%	2.8%	-	0%	0%	0%	0%	-	3.2%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	7
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

**Franklin and West Driveway - TMC**

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

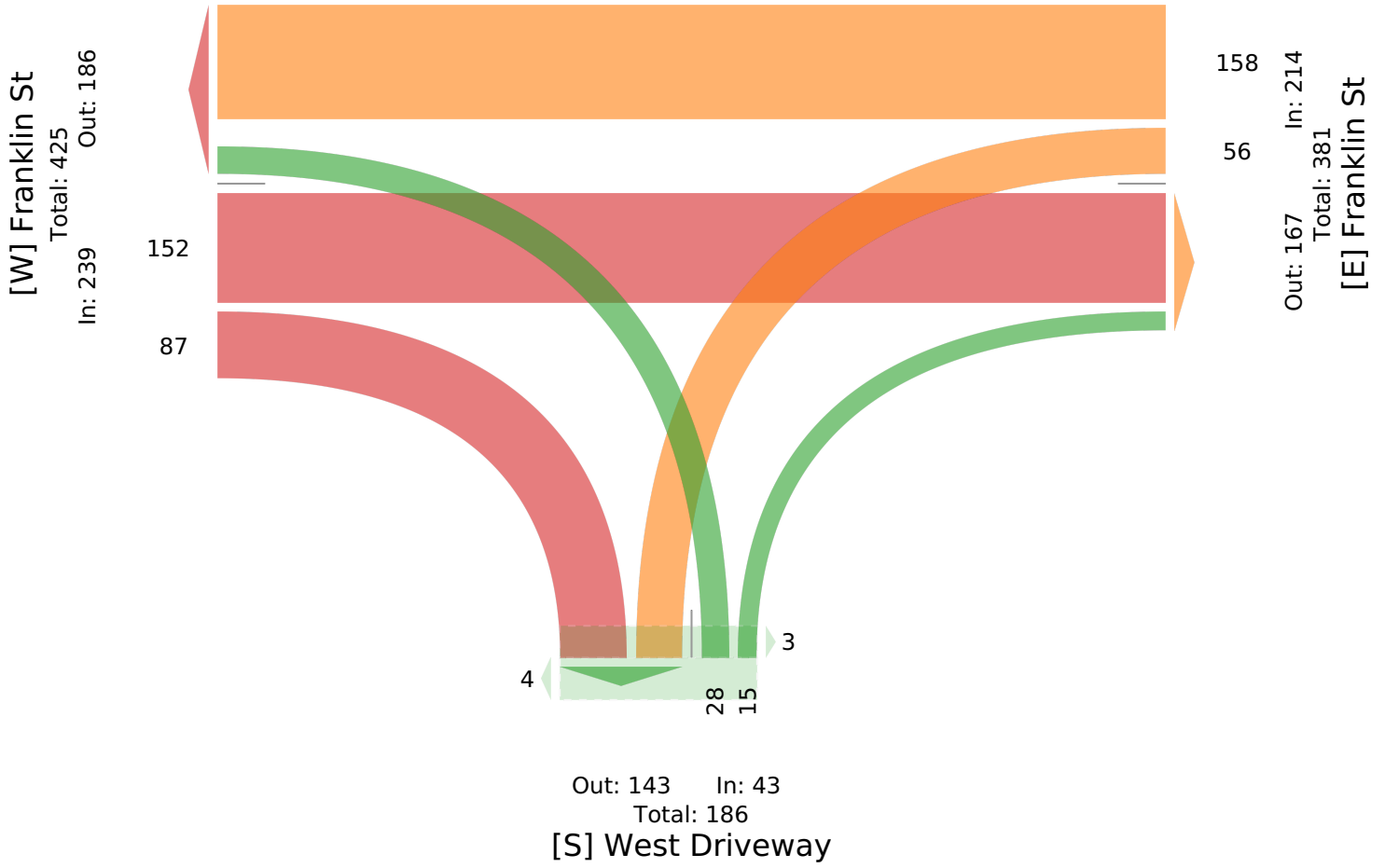
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954667, Location: 40.790677, -74.466449



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US



# Franklin and West Driveway - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954667, Location: 40.790677, -74.466449



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound					Franklin St Westbound					West Driveway Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2022-05-18 4:15PM	38	9	0	47	0	1	66	0	67	0	42	13	0	55	1	169
4:30PM	35	7	0	42	0	0	61	0	61	0	38	16	0	54	1	157
4:45PM	34	13	0	47	0	1	80	0	81	0	41	8	0	49	1	177
5:00PM	47	8	0	55	0	1	59	0	60	0	31	11	0	42	0	157
<b>Total</b>	154	37	0	191	0	3	266	0	269	0	152	48	0	200	3	660
<b>% Approach</b>	80.6%	19.4%	0%	-	-	1.1%	98.9%	0%	-	-	76.0%	24.0%	0%	-	-	-
<b>% Total</b>	23.3%	5.6%	0%	28.9%	-	0.5%	40.3%	0%	40.8%	-	23.0%	7.3%	0%	30.3%	-	-
<b>PHF</b>	0.819	0.712	-	0.868	-	0.750	0.831	-	0.830	-	0.905	0.750	-	0.909	-	0.932
<b>Lights</b>	150	32	0	182	-	3	260	0	263	-	148	48	0	196	-	641
<b>% Lights</b>	97.4%	86.5%	0%	95.3%	-	100%	97.7%	0%	97.8%	-	97.4%	100%	0%	98.0%	-	97.1%
<b>Articulated Trucks and Single-Unit Trucks</b>	3	5	0	8	-	0	6	0	6	-	4	0	0	4	-	18
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.9%	13.5%	0%	4.2%	-	0%	2.3%	0%	2.2%	-	2.6%	0%	0%	2.0%	-	2.7%
<b>Buses</b>	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
<b>% Buses</b>	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

**Franklin and West Driveway - TMC**

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

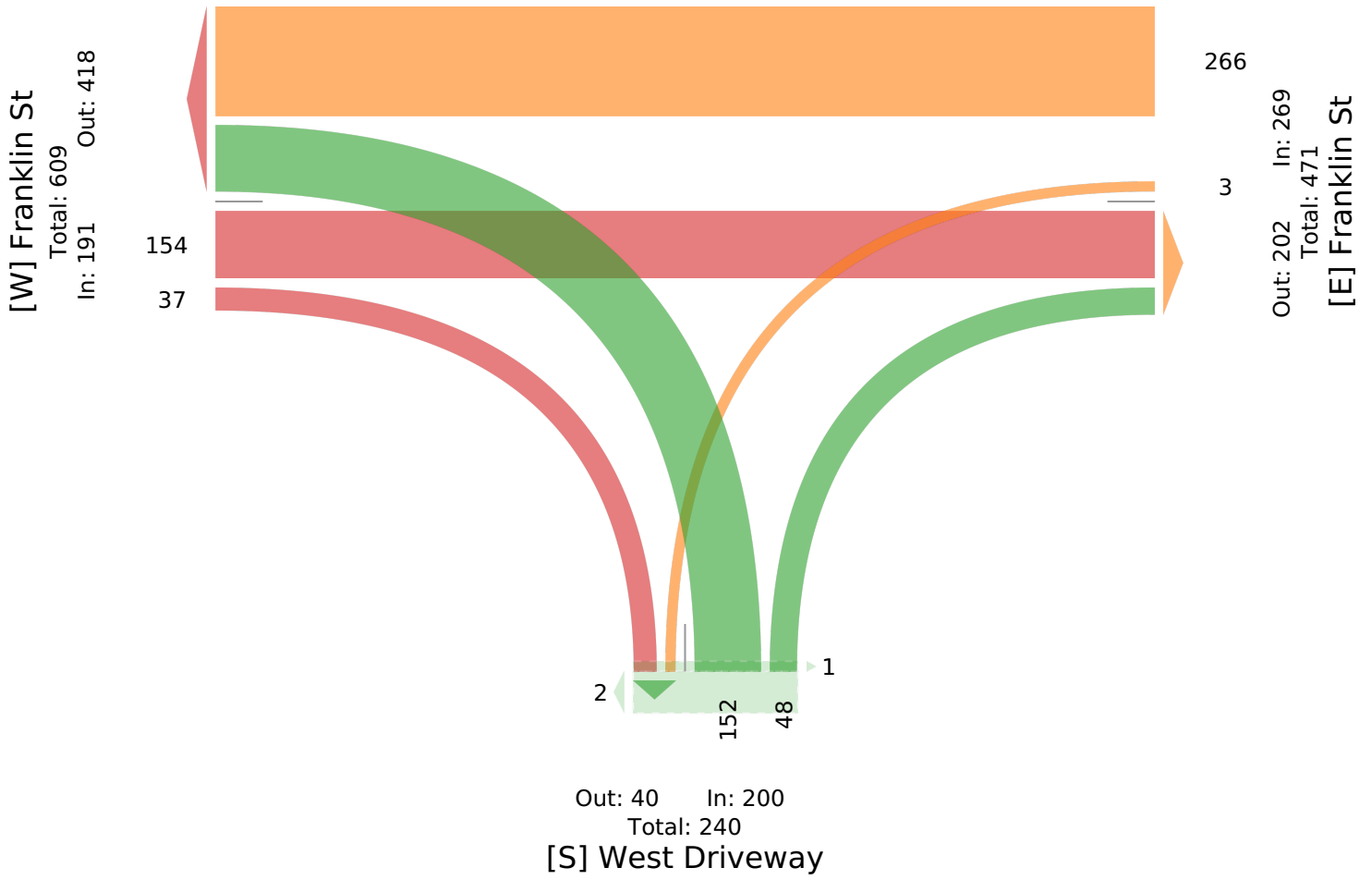
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954667, Location: 40.790677, -74.466449



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US





Franklin St and W Driveway/Mellon Pl - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954625, Location: 40.790541, -74.46557



Provided by: Traffic Databank LLC

716 S 6th Avenue,

Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound							Franklin St Westbound							W Driveway Northbound							Mellon Pl Southbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2022-05-18 6:00AM	0	7	0	0	7	1		0	12	0	0	12	0		0	0	0	0	0	2		0	0	0	0	0	2		19
6:15AM	1	11	2	0	14	0		0	28	0	0	28	0		1	0	0	0	1	1		2	0	3	0	5	2		48
6:30AM	1	17	1	0	19	0		4	49	1	0	54	0		0	0	0	0	0	0		2	0	7	0	9	6		82
6:45AM	0	30	1	0	31	1		4	61	0	0	65	1		1	0	0	0	1	1		3	0	4	0	7	5		104
Hourly Total	2	65	4	0	71	2		8	150	1	0	159	1		2	0	0	0	2	4		7	0	14	0	21	15		253
7:00AM	3	21	0	0	24	0		1	30	0	0	31	0		2	0	1	0	3	1		1	0	4	0	5	3		63
7:15AM	1	28	0	0	29	0		1	37	0	0	38	0		0	0	2	0	2	0		2	0	7	0	9	3		78
7:30AM	1	30	0	0	31	0		0	48	0	0	48	0		1	0	0	0	1	2		3	0	9	0	12	4		92
7:45AM	4	47	1	0	52	0		1	58	1	0	60	2		3	0	0	0	3	2		2	0	6	0	8	5		123
Hourly Total	9	126	1	0	136	0		3	173	1	0	177	2		6	0	3	0	9	5		8	0	26	0	34	15		356
8:00AM	3	49	2	0	54	0		0	42	0	0	42	0		0	0	0	0	0	3		4	0	5	0	9	1		105
8:15AM	5	35	1	0	41	1		1	43	1	0	45	0		1	0	0	0	1	1		4	0	5	0	9	1		96
8:30AM	3	38	0	0	41	5		0	48	0	0	48	0		1	0	1	0	2	1		3	0	2	0	5	2		96
8:45AM	2	29	1	0	32	0		0	57	1	0	58	0		3	0	0	0	3	1		3	0	6	0	9	1		102
Hourly Total	13	151	4	0	168	6		1	190	2	0	193	0		5	0	1	0	6	6		14	0	18	0	32	5		399
2:00PM	2	21	1	0	24	0		1	48	1	0	50	0		4	0	2	0	6	1		1	0	2	0	3	4		83
2:15PM	5	33	2	0	40	0		1	44	1	0	46	0		0	0	3	0	3	1		1	0	3	0	4	5		93
2:30PM	2	28	1	0	31	0		2	42	0	0	44	0		3	0	0	0	3	2		0	0	2	0	2	8		80
2:45PM	4	40	1	0	45	0		1	56	1	0	58	0		1	1	2	0	4	1		1	0	4	0	5	0		112
Hourly Total	13	122	5	0	140	0		5	190	3	0	198	0		8	1	7	0	16	5		3	0	11	0	14	17		368
3:00PM	4	41	3	0	48	2		1	74	2	0	77	0		1	0	3	0	4	1		2	0	2	0	4	2		133
3:15PM	4	44	0	0	48	2		2	72	2	0	76	0		1	0	1	0	2	5		1	0	4	0	5	6		131
3:30PM	4	33	5	0	42	0		1	59	5	0	65	0		3	0	4	0	7	0		1	0	4	0	5	3		119
3:45PM	6	33	1	1	41	0		2	52	1	0	55	0		2	0	0	0	2	1		2	0	2	0	4	14		102
Hourly Total	18	151	9	1	179	4		6	257	10	0	273	0		7	0	8	0	15	7		6	0	12	0	18	25		485
4:00PM	3	38	0	0	41	0		0	74	3	0	77	1		2	0	4	0	6	4		3	0	3	0	6	3		130
4:15PM	5	47	2	0	54	0		3	60	3	0	66	0		1	0	3	0	4	2		1	0	4	0	5	2		129
4:30PM	3	47	0	0	50	0		1	57	2	0	60	0		1	0	1	0	2	1		1	0	3	0	4	2		116
4:45PM	5	38	0	0	43	0		1	79	3	0	83	0		0	0	3	0	3	0		1	0	6	0	7	2		136
Hourly Total	16	170	2	0	188	0		5	270	11	0	286	1		4	0	11	0	15	7		6	0	16	0	22	9		511
5:00PM	8	50	0	0	58	1		5	54	3	0	62	0		2	0	2	0	4	0		0	0	5	0	5	2		129
5:15PM	4	29	4	0	37	0		2	48	2	0	52	0		0	0	2	0	2	2		0	0	3	0	3	4		94
5:30PM	7	39	1	0	47	1		2	45	1	1	49	0		0	0	2	0	2	2		0	0	4	0	4	2		102
5:45PM	5	20	2	0	27	0		1	55	0	0	56	0		2	0	2	0	4	0		1	0	2	0	3	3		90
Hourly Total	24	138	7	0	169	2		10	202	6	1	219	0		4	0	8	0	12	4		1	0	14	0	15	11		415
<b>Total</b>	95	923	32	1	1051	14		38	1432	34	1	1505	4		36	1	38	0	75	38		45	0	111	0	156	97		2787
<b>% Approach</b>	9.0%	87.8%	3.0%	0.1%	-	-		2.5%	95.1%	2.3%	0.1%	-	-		48.0%	1.3%	50.7%	0%	-	-		28.8%	0%	71.2%	0%	-	-		-
<b>% Total</b>	3.4%	33.1%	1.1%	0%	37.7%	-		1.4%	51.4%	1.2%	0%	54.0%	-		1.3%	0%	1.4%	0%	2.7%	-		1.6%	0%	4.0%	0%	5.6%	-		-
<b>Lights</b>	91	883	32	1	1007	-		30	1379	33	1	1443	-		34	1	34	0	69	-		45	0	107	0	152	-		2671
<b>% Lights</b>	95.8%	95.7%	100%	100%	95.8%	-		78.9%	96.3%	97.1%	100%	95.9%	-		94.4%	100%	89.5%	0%	92.0%	-		100%	0%	96.4%	0%	97.4%	-		95.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	2	20	0	0	22	-		8	20	1	0	29	-		1	0	4	0	5	-		0	0	4	0	4	-		60
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.1%	2.2%	0%	0%	2.1%	-		21.1%	1.4%	2.9%	0%	1.9%	-		2.8%	0%	10.5%	0%	6.7%	-		0%	0%	3.6%	0%	2.6%	-		2.2%
<b>Buses</b>	2	20	0	0	22	-		0	33	0	0	33	-		1	0	0	0	1	-		0	0	0	0	0	-		56
<b>% Buses</b>	2.1%	2.2%	0%	0%	2.1%	-		0%	2.3%	0%	0%	2.2%	-		2.8%	0%	0%	0%	1.3%	-		0%	0%	0%	0%	0%	-		2.0%
<b>Pedestrians</b>	-	-	-	-	-	14		-	-	-	-	-	4		-	-	-	-	-	37		-	-	-	-	-	89		
<b>% Pedestrians</b>	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	97.4%		-	-	-	-	-	91.8%		
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	8		
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	2.6%		-	-	-	-	-	8.2%		

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

Franklin St and W Driveway/Mellon PI - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954625, Location: 40.790541, -74.46557



Provided by: Traffic Databank LLC

716 S 6th Avenue,

Mt Vernon, NY, 10550, US

[N] Mellon PI

Total: 286

In: 156 Out: 130

111  
45

60 37

[W] Franklin St

Total: 2631

In: 1051 Out: 1580

1  
95  
923  
32

7

7

34  
1432  
38

Out: 1007 In: 1505

Total: 2512

[E] Franklin St

18 20  
36 38

Out: 70 In: 75

Total: 145

[S] W Driveway

Franklin St and W Driveway/Mellon PI - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954625, Location: 40.790541, -74.46557



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						W Driveway Northbound						Mellon PI Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2022-05-18 8:00AM	3	49	2	0	54	0	0	42	0	0	42	0	0	0	0	0	0	0	3	4	0	5	0	9	1	105
8:15AM	5	35	1	0	41	1	1	43	1	0	45	0	1	0	0	0	1	1	1	4	0	5	0	9	1	96
8:30AM	3	38	0	0	41	5	0	48	0	0	48	0	1	0	1	0	2	1	1	3	0	2	0	5	2	96
8:45AM	2	29	1	0	32	0	0	57	1	0	58	0	3	0	0	0	3	1	1	3	0	6	0	9	1	102
<b>Total</b>	13	151	4	0	168	6	1	190	2	0	193	0	5	0	1	0	6	6	6	14	0	18	0	32	5	399
<b>% Approach</b>	7.7%	89.9%	2.4%	0%	-	-	0.5%	98.4%	1.0%	0%	-	-	83.3%	0%	16.7%	0%	-	-	-	43.8%	0%	56.3%	0%	-	-	-
<b>% Total</b>	3.3%	37.8%	1.0%	0%	42.1%	-	0.3%	47.6%	0.5%	0%	48.4%	-	1.3%	0%	0.3%	0%	1.5%	-	-	3.5%	0%	4.5%	0%	8.0%	-	-
<b>PHF</b>	0.650	0.770	0.500	-	0.778	-	0.250	0.833	0.500	-	0.832	-	0.417	-	0.250	-	0.500	-	-	0.875	-	0.750	-	0.889	-	0.950
<b>Lights</b>	13	137	4	0	154	-	1	180	2	0	183	-	5	0	1	0	6	-	-	14	0	18	0	32	-	375
<b>% Lights</b>	100%	90.7%	100%	0%	91.7%	-	100%	94.7%	100%	0%	94.8%	-	100%	0%	100%	0%	100%	-	-	100%	0%	100%	0%	100%	-	94.0%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	5	0	0	5	-	0	4	0	0	4	-	0	0	0	0	0	-	-	0	0	0	0	0	-	9
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	3.3%	0%	0%	3.0%	-	0%	2.1%	0%	0%	2.1%	-	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	2.3%
<b>Buses</b>	0	9	0	0	9	-	0	6	0	0	6	-	0	0	0	0	0	-	-	0	0	0	0	0	-	15
<b>% Buses</b>	0%	6.0%	0%	0%	5.4%	-	0%	3.2%	0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	3.8%
<b>Pedestrians</b>	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	-	4	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	80.0%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	20.0%	

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

Franklin St and W Driveway/Mellon PI - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954625, Location: 40.790541, -74.46557



Provided by: Traffic Databank LLC

716 S 6th Avenue,

Mt Vernon, NY, 10550, US

[N] Mellon PI

Total: 47

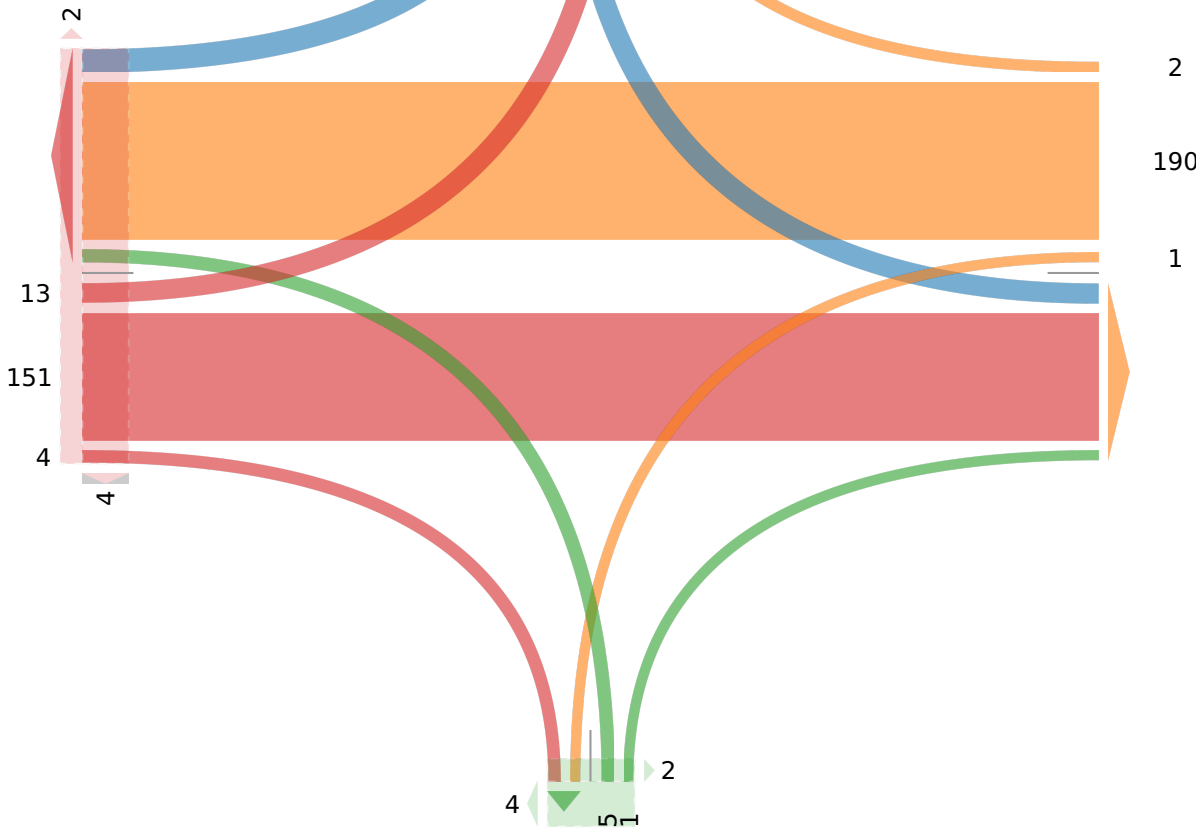
In: 32 Out: 15



[W] Franklin St

Total: 381

In: 168 Out: 213



2

190

1

Out: 166 In: 193

Total: 359

[E] Franklin St

Out: 5 In: 6

Total: 11

[S] W Driveway

Franklin St and W Driveway/Mellon PI - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954625, Location: 40.790541, -74.46557



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						W Driveway Northbound						Mellon PI Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 4:15PM	5	47	2	0	54	0	3	60	3	0	66	0	1	0	3	0	4	2	1	0	4	0	5	2	129
4:30PM	3	47	0	0	50	0	1	57	2	0	60	0	1	0	1	0	2	1	1	0	3	0	4	2	116
4:45PM	5	38	0	0	43	0	1	79	3	0	83	0	0	0	3	0	3	0	1	0	6	0	7	2	136
5:00PM	8	50	0	0	58	1	5	54	3	0	62	0	2	0	2	0	4	0	0	0	5	0	5	2	129
<b>Total</b>	21	182	2	0	205	1	10	250	11	0	271	0	4	0	9	0	13	3	3	0	18	0	21	8	510
<b>% Approach</b>	10.2%	88.8%	1.0%	0%	-	-	3.7%	92.3%	4.1%	0%	-	-	30.8%	0%	69.2%	0%	-	-	14.3%	0%	85.7%	0%	-	-	-
<b>% Total</b>	4.1%	35.7%	0.4%	0%	40.2%	-	2.0%	49.0%	2.2%	0%	53.1%	-	0.8%	0%	1.8%	0%	2.5%	-	0.6%	0%	3.5%	0%	4.1%	-	-
<b>PHF</b>	0.656	0.910	0.250	-	0.884	-	0.500	0.791	0.917	-	0.816	-	0.500	-	0.750	-	0.813	-	0.750	-	0.750	-	0.750	-	0.938
<b>Lights</b>	20	177	2	0	199	-	7	245	11	0	263	-	4	0	8	0	12	-	3	0	17	0	20	-	494
<b>% Lights</b>	95.2%	97.3%	100%	0%	97.1%	-	70.0%	98.0%	100%	0%	97.0%	-	100%	0%	88.9%	0%	92.3%	-	100%	0%	94.4%	0%	95.2%	-	96.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	4	0	0	5	-	3	5	0	0	8	-	0	0	1	0	1	-	0	0	1	0	1	-	15
<b>% Articulated Trucks and Single-Unit Trucks</b>	4.8%	2.2%	0%	0%	2.4%	-	30.0%	2.0%	0%	0%	3.0%	-	0%	0%	11.1%	0%	7.7%	-	0%	0%	5.6%	0%	4.8%	-	2.9%
<b>Buses</b>	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Buses</b>	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	7	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	87.5%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	12.5%	

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

Franklin St and W Driveway/Mellon PI - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954625, Location: 40.790541, -74.46557

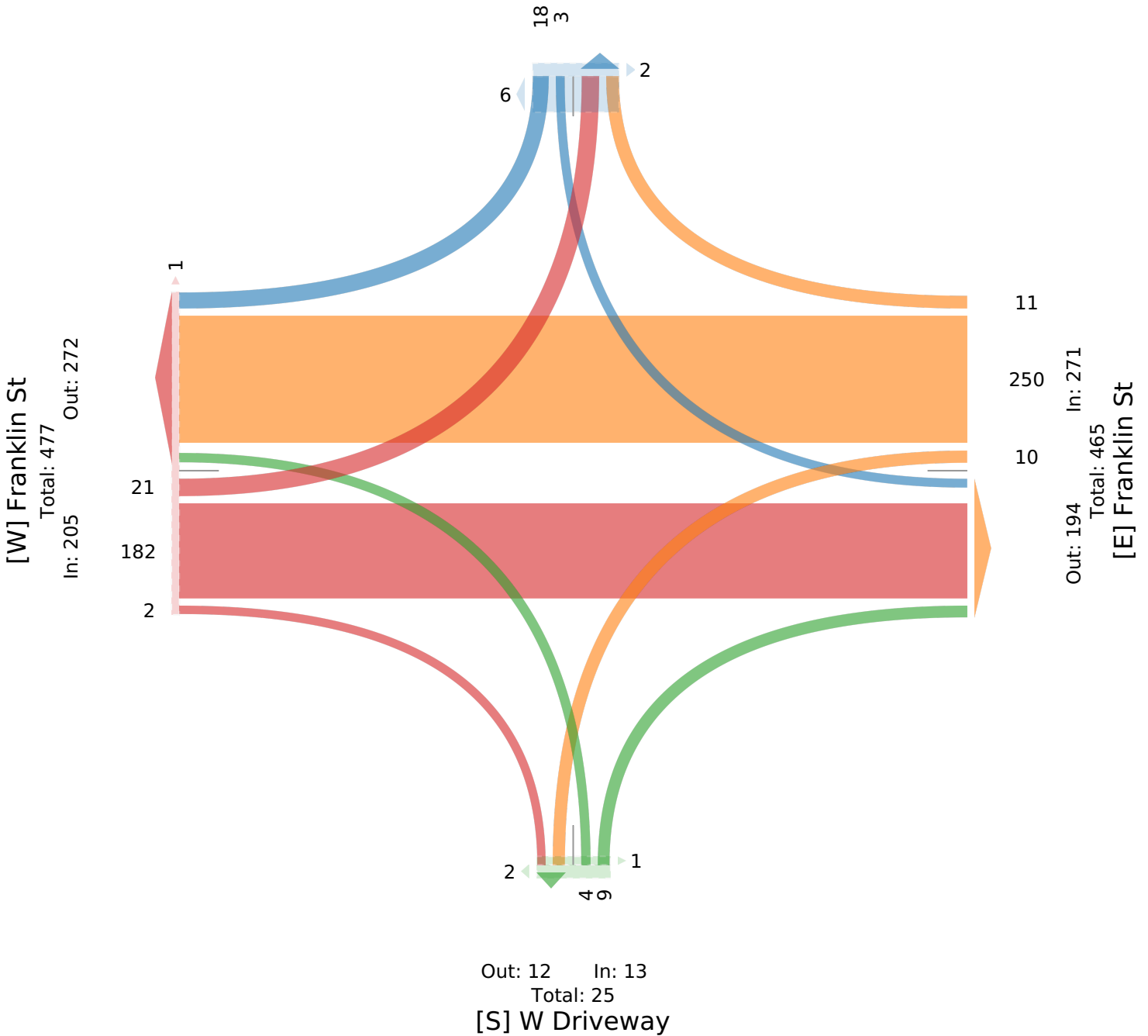


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[N] Mellon PI

Total: 53

In: 21 Out: 32



Franklin St and Dekalb PI/E Center Driveway - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954642, Location: 40.790359, -74.464498



Provided by: Traffic Databank LLC

716 S 6th Avenue,

Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound							Franklin St Westbound							E. Center Driveway Northbound							Dekalb Pl Southbound							Int		
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 6:00AM	0	6	1	0	7	0	0	10	0	0	10	1	2	0	0	0	2	2	0	0	3	0	3	0							22
6:15AM	2	10	2	0	14	0	2	22	2	0	26	0	1	0	2	0	3	0	0	0	7	0	7	0							50
6:30AM	3	14	1	0	18	0	2	45	0	0	47	0	1	0	0	0	1	0	1	0	9	0	10	0							76
6:45AM	4	28	1	0	33	0	4	59	1	0	64	0	1	0	0	0	1	1	0	0	5	0	5	3							103
Hourly Total	9	58	5	0	72	0	8	136	3	0	147	1	5	0	2	0	7	3	1	0	24	0	25	4							251
7:00AM	1	22	1	0	24	2	3	26	1	0	30	0	1	0	0	0	1	1	1	0	5	0	6	1							61
7:15AM	3	29	0	0	32	0	1	28	1	0	30	0	0	0	0	0	0	0	1	0	4	0	5	0							67
7:30AM	6	27	1	0	34	0	0	42	0	0	42	0	2	0	0	0	2	0	4	0	7	0	11	0							89
7:45AM	4	47	1	0	52	0	1	53	1	0	55	0	1	0	1	0	2	3	2	0	5	0	7	0							116
Hourly Total	14	125	3	0	142	2	5	149	3	0	157	0	4	0	1	0	5	4	8	0	21	0	29	1							333
8:00AM	2	46	2	0	50	0	4	36	1	0	41	0	1	0	1	0	2	2	1	0	7	0	8	1							101
8:15AM	5	35	1	0	41	0	1	42	0	0	43	1	0	0	1	0	1	1	2	0	3	0	5	0							90
8:30AM	3	37	0	0	40	0	2	43	1	0	46	0	1	0	0	0	1	2	1	0	4	0	5	3							92
8:45AM	3	29	1	0	33	0	2	51	1	0	54	1	1	0	0	0	1	0	0	0	5	0	5	1							93
Hourly Total	13	147	4	0	164	0	9	172	3	0	184	2	3	0	2	0	5	5	4	0	19	0	23	5							376
2:00PM	2	24	2	0	28	0	3	42	2	0	47	0	0	0	2	0	2	3	0	0	5	0	5	2							82
2:15PM	2	29	2	0	33	0	2	42	1	0	45	3	2	0	2	0	4	3	1	0	3	2	6	4							88
2:30PM	4	23	2	1	30	2	0	39	3	0	42	0	2	0	1	0	3	2	2	0	4	0	6	2							81
2:45PM	6	34	3	0	43	0	1	50	1	0	52	0	6	0	1	0	7	1	0	0	3	0	3	0							105
Hourly Total	14	110	9	1	134	2	6	173	7	0	186	3	10	0	6	0	16	9	3	0	15	2	20	8							356
3:00PM	4	42	2	0	48	1	2	71	3	0	76	1	8	0	0	0	8	2	0	0	2	0	2	1							134
3:15PM	7	40	0	0	47	2	5	63	3	0	71	0	4	0	3	0	7	5	2	0	8	0	10	0							135
3:30PM	5	35	2	0	42	1	2	52	2	0	56	1	4	1	1	0	6	0	2	0	2	0	4	1							108
3:45PM	3	25	4	0	32	1	3	57	1	0	61	0	2	0	3	0	5	2	2	0	5	0	7	2							105
Hourly Total	19	142	8	0	169	5	12	243	9	0	264	2	18	1	7	0	26	9	6	0	17	0	23	4							482
4:00PM	6	42	3	0	51	0	3	68	1	0	72	0	3	0	3	0	6	5	1	0	5	0	6	2							135
4:15PM	6	38	2	0	46	0	2	61	2	0	65	1	3	0	0	0	3	2	0	0	3	0	3	2							117
4:30PM	6	45	1	0	52	0	0	49	2	0	51	1	6	0	4	0	10	3	1	0	7	0	8	3							121
4:45PM	3	37	0	0	40	0	1	63	1	0	65	2	4	0	0	0	4	0	0	0	9	0	9	2							118
Hourly Total	21	162	6	0	189	0	6	241	6	0	253	4	16	0	7	0	23	10	2	0	24	0	26	9							491
5:00PM	5	45	1	0	51	0	0	56	3	0	59	1	5	0	1	0	6	0	1	0	5	0	6	5							122
5:15PM	5	24	2	0	31	1	0	45	3	0	48	0	6	0	2	0	8	2	1	0	3	0	4	2							91
5:30PM	9	34	0	0	43	0	0	47	0	0	47	0	0	0	2	0	2	2	1	0	1	0	2	4							94
5:45PM	3	18	2	0	23	1	3	49	3	0	55	0	4	0	0	0	4	0	1	0	3	0	4	1							86
Hourly Total	22	121	5	0	148	2	3	197	9	0	209	1	15	0	5	0	20	4	4	0	12	0	16	12							393
<b>Total</b>	112	865	40	1	1018	11	49	1311	40	0	1400	13	71	1	30	0	102	44	28	0	132	2	162	43							2682
<b>% Approach</b>	11.0%	85.0%	3.9%	0.1%	-	-	3.5%	93.6%	2.9%	0%	-	-	69.6%	1.0%	29.4%	0%	-	-	17.3%	0%	81.5%	1.2%	-	-							
<b>% Total</b>	4.2%	32.3%	1.5%	0%	38.0%	-	1.8%	48.9%	1.5%	0%	52.2%	-	2.6%	0%	1.1%	0%	3.8%	-	1.0%	0%	4.9%	0.1%	6.0%	-							
<b>Lights</b>	110	814	39	1	964	-	49	1251	36	0	1336	-	69	1	29	0	99	-	26	0	128	1	155	-							2554
<b>% Lights</b>	98.2%	94.1%	97.5%	100%	94.7%	-	100%	95.4%	90.0%	0%	95.4%	-	97.2%	100%	96.7%	0%	97.1%	-	92.9%	0%	97.0%	50.0%	95.7%	-							95.2%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	28	1	0	29	-	0	31	2	0	33	-	2	0	1	0	3	-	1	0	1	1	3	-							68
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	3.2%	2.5%	0%	2.8%	-	0%	2.4%	5.0%	0%	2.4%	-	2.8%	0%	3.3%	0%	2.9%	-	3.6%	0%	0.8%	50.0%	1.9%	-							2.5%
<b>Buses</b>	2	23	0	0	25	-	0	29	2	0	31	-	0	0	0	0	0	-	1	0	3	0	4	-							60
<b>% Buses</b>	1.8%	2.7%	0%	0%	2.5%	-	0%	2.2%	5.0%	0%	2.2%	-	0%	0%	0%	0%	0%	-	3.6%	0%	2.3%	0%	2.5%	-							2.2%
<b>Pedestrians</b>	-	-	-	-	-	11	-	-	-	-	-	13	-	-	-	-	-	43	-	-	-	-	-	43							
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	97.7%	-	-	-	-	-	100%							
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0							
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	2.3%	-	-	-	-	-	0%							

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

Franklin St and Dekalb PI/E Center Driveway - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

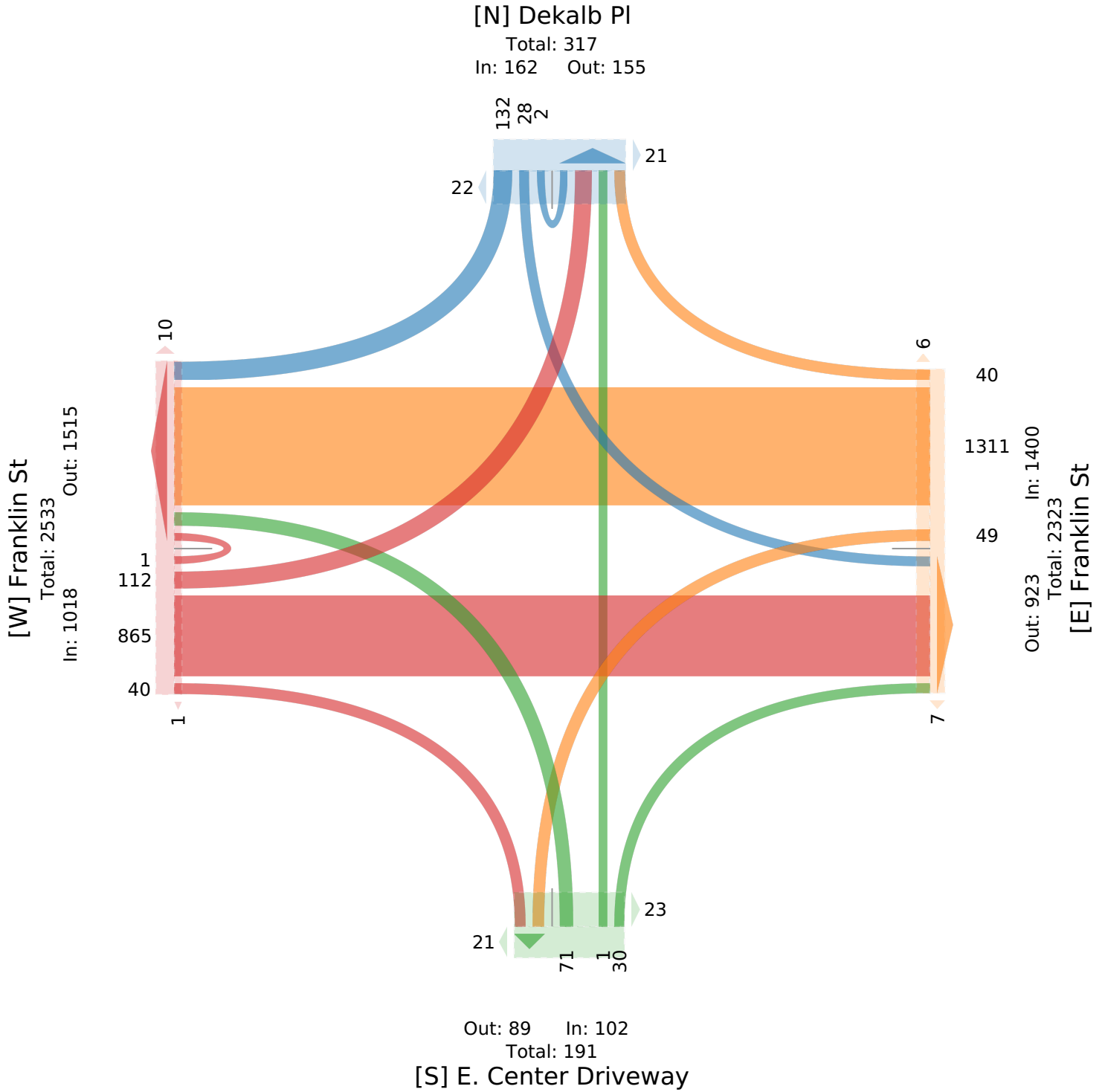
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954642, Location: 40.790359, -74.464498



Provided by: Traffic Databank LLC  
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Mt Vernon, NY, 10550, US





Franklin St and Dekalb PI/E Center Driveway - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954642, Location: 40.790359, -74.464498



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						E. Center Driveway Northbound						Dekalb Pl Southbound												
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 8:00AM	2	46	2	0	50	0	4	36	1	0	41	0	1	0	1	0	2	2	1	0	7	0	8	1							101
8:15AM	5	35	1	0	41	0	1	42	0	0	43	1	0	0	1	0	1	1	2	0	3	0	5	0							90
8:30AM	3	37	0	0	40	0	2	43	1	0	46	0	1	0	0	0	1	2	1	0	4	0	5	3							92
8:45AM	3	29	1	0	33	0	2	51	1	0	54	1	1	0	0	0	1	0	0	0	5	0	5	1							93
<b>Total</b>	13	147	4	0	164	0	9	172	3	0	184	2	3	0	2	0	5	5	4	0	19	0	23	5							376
<b>% Approach</b>	7.9%	89.6%	2.4%	0%	-	-	4.9%	93.5%	1.6%	0%	-	-	60.0%	0%	40.0%	0%	-	-	17.4%	0%	82.6%	0%	-	-							-
<b>% Total</b>	3.5%	39.1%	1.1%	0%	43.6%	-	2.4%	45.7%	0.8%	0%	48.9%	-	0.8%	0%	0.5%	0%	1.3%	-	1.1%	0%	5.1%	0%	6.1%	-							-
<b>PHF</b>	0.650	0.799	0.500	-	0.820	-	0.563	0.843	0.750	-	0.852	-	0.750	-	0.500	-	0.625	-	0.500	-	0.679	-	0.719	-							0.931
<b>Lights</b>	11	134	4	0	149	-	9	162	3	0	174	-	3	0	2	0	5	-	3	0	18	0	21	-							349
<b>% Lights</b>	84.6%	91.2%	100%	0%	90.9%	-	100%	94.2%	100%	0%	94.6%	-	100%	0%	100%	0%	100%	-	75.0%	0%	94.7%	0%	91.3%	-							92.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	5	0	0	5	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-							10
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	3.4%	0%	0%	3.0%	-	0%	2.9%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-							2.7%
<b>Buses</b>	2	8	0	0	10	-	0	5	0	0	5	-	0	0	0	0	0	-	1	0	1	0	2	-							17
<b>% Buses</b>	15.4%	5.4%	0%	0%	6.1%	-	0%	2.9%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	-	25.0%	0%	5.3%	0%	8.7%	-							4.5%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	5							
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%							-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0							
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%							-

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

Franklin St and Dekalb PI/E Center Driveway - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954642, Location: 40.790359, -74.464498

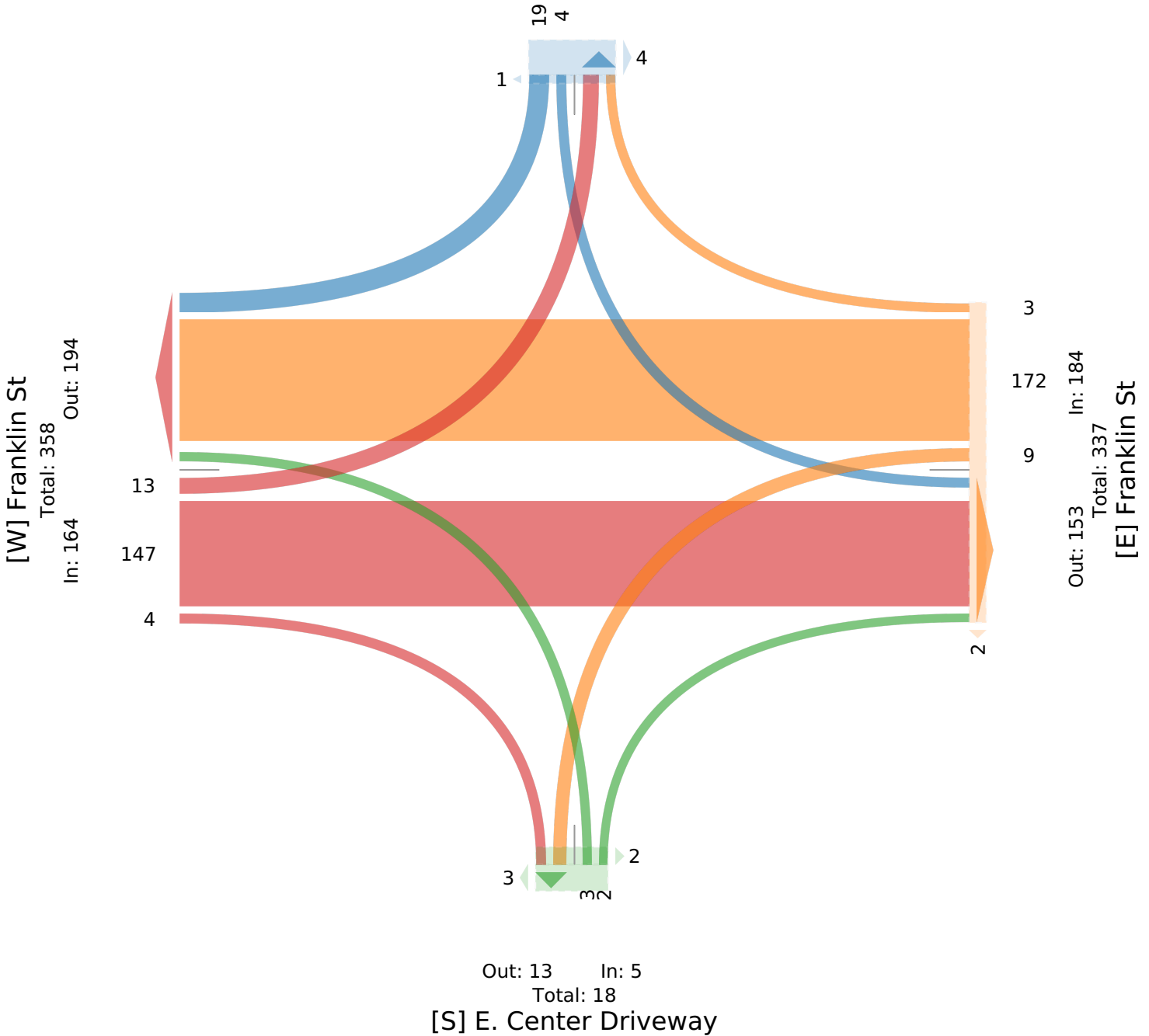


Provided by: Traffic Databank LLC  
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[N] Dekalb PI

Total: 39

In: 23 Out: 16



Franklin St and Dekalb PI/E Center Driveway - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954642, Location: 40.790359, -74.464498



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						E. Center Driveway Northbound						Dekalb Pl Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-05-18 4:15PM	6	38	2	0	46	0	2	61	2	0	65	1	3	0	0	0	3	2	0	0	3	0	3	2	117
4:30PM	6	45	1	0	52	0	0	49	2	0	51	1	6	0	4	0	10	3	1	0	7	0	8	3	121
4:45PM	3	37	0	0	40	0	1	63	1	0	65	2	4	0	0	0	4	0	0	0	9	0	9	2	118
5:00PM	5	45	1	0	51	0	0	56	3	0	59	1	5	0	1	0	6	0	1	0	5	0	6	5	122
<b>Total</b>	20	165	4	0	189	0	3	229	8	0	240	5	18	0	5	0	23	5	2	0	24	0	26	12	478
<b>% Approach</b>	10.6%	87.3%	2.1%	0%	-	-	1.3%	95.4%	3.3%	0%	-	-	78.3%	0%	21.7%	0%	-	-	7.7%	0%	92.3%	0%	-	-	-
<b>% Total</b>	4.2%	34.5%	0.8%	0%	39.5%	-	0.6%	47.9%	1.7%	0%	50.2%	-	3.8%	0%	1.0%	0%	4.8%	-	0.4%	0%	5.0%	0%	5.4%	-	-
<b>PHF</b>	0.833	0.917	0.500	-	0.909	-	0.375	0.909	0.667	-	0.923	-	0.750	-	0.313	-	0.575	-	0.500	-	0.667	-	0.722	-	0.980
<b>Lights</b>	20	159	3	0	182	-	3	222	8	0	233	-	16	0	5	0	21	-	2	0	24	0	26	-	462
<b>% Lights</b>	100%	96.4%	75.0%	0%	96.3%	-	100%	96.9%	100%	0%	97.1%	-	88.9%	0%	100%	0%	91.3%	-	100%	0%	100%	0%	100%	-	96.7%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	4	1	0	5	-	0	7	0	0	7	-	2	0	0	0	2	-	0	0	0	0	0	-	14
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	2.4%	25.0%	0%	2.6%	-	0%	3.1%	0%	0%	2.9%	-	11.1%	0%	0%	0%	8.7%	-	0%	0%	0%	0%	0%	-	2.9%
<b>Buses</b>	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
<b>% Buses</b>	0%	1.2%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	12	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

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

Franklin St and Dekalb PI/E Center Driveway - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954642, Location: 40.790359, -74.464498

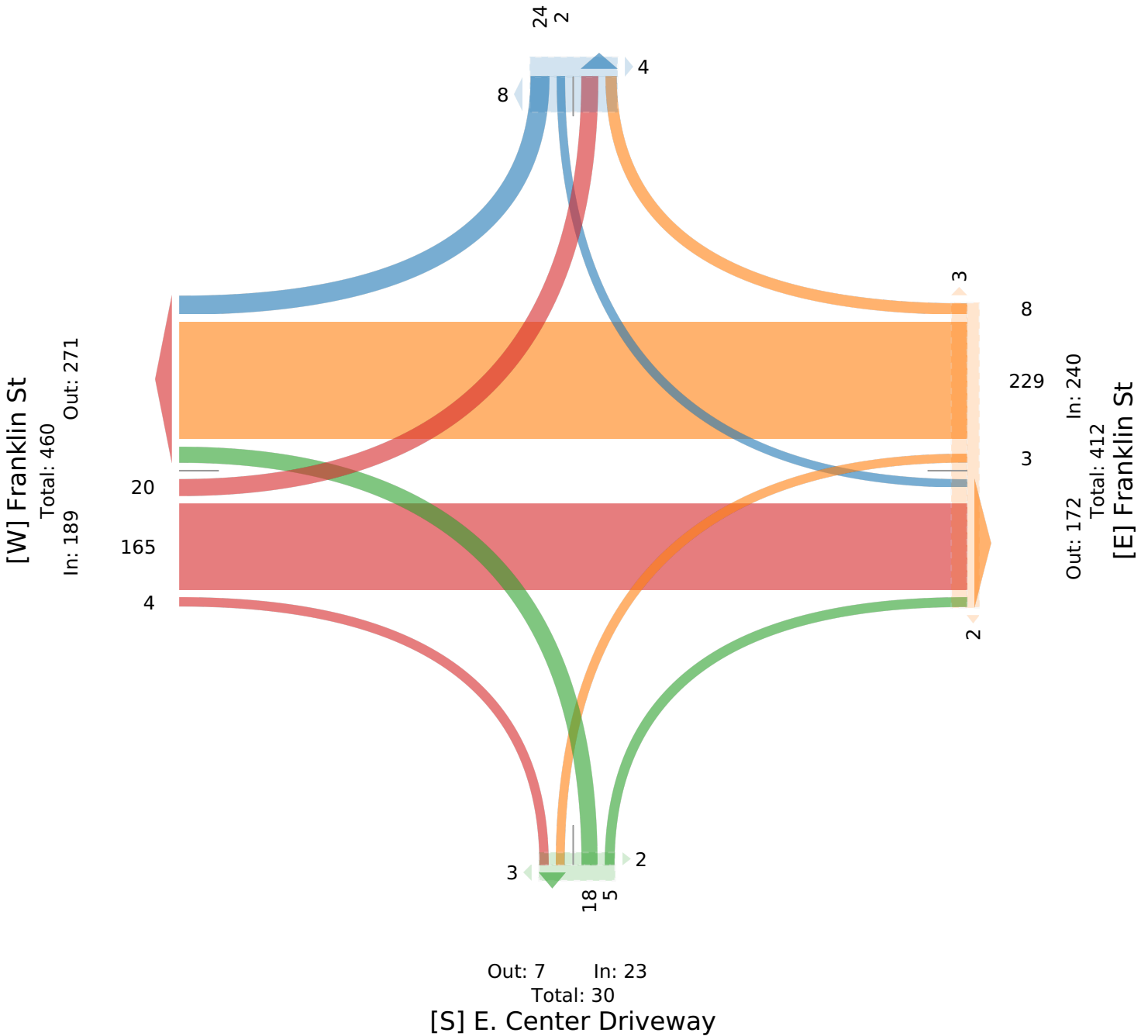


Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

[N] Dekalb PI

Total: 54

In: 26 Out: 28



Franklin St and E. Driveway - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954674, Location: 40.790097, -74.463015



Provided by: Traffic Databank LLC

716 S 6th Avenue,

Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						E Driveway Northbound						Driveway Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-05-18 6:00AM	0	5	2	0	7	0	2	6	0	0	8	0	1	0	0	0	1	1	0	0	0	0	0	0	16
6:15AM	0	5	4	0	9	0	3	23	0	0	26	0	1	0	0	0	1	0	0	0	0	0	0	0	36
6:30AM	0	11	4	0	15	0	6	41	0	0	47	0	3	0	0	0	3	0	0	0	1	0	1	1	66
6:45AM	0	18	11	0	29	0	18	66	0	0	84	0	1	0	1	0	2	0	0	0	0	0	0	4	115
Hourly Total	0	39	21	0	60	0	29	136	0	0	165	0	6	0	1	0	7	1	0	0	1	0	1	5	233
7:00AM	0	17	6	0	23	0	5	24	0	0	29	0	2	0	3	0	5	2	0	0	0	0	0	1	57
7:15AM	0	26	2	0	28	0	2	28	0	0	30	0	7	0	3	0	10	0	0	0	0	0	0	0	68
7:30AM	0	27	3	0	30	0	5	34	0	0	39	0	5	0	5	0	10	0	0	0	1	0	1	0	80
7:45AM	1	37	10	0	48	0	8	50	0	0	58	0	4	0	2	0	6	1	0	0	1	0	1	0	113
Hourly Total	1	107	21	0	129	0	20	136	0	0	156	0	18	0	13	0	31	3	0	0	2	0	2	1	318
8:00AM	0	43	3	0	46	0	4	34	0	0	38	0	5	0	1	0	6	1	0	0	1	0	1	0	91
8:15AM	0	30	6	0	36	0	1	37	0	0	38	0	3	0	1	0	4	0	0	0	0	0	0	2	78
8:30AM	1	39	2	0	42	0	5	41	0	0	46	0	2	0	4	0	6	2	2	0	0	0	2	2	96
8:45AM	0	30	2	0	32	0	8	54	0	0	62	0	3	0	3	0	6	0	0	0	0	0	0	0	100
Hourly Total	1	142	13	0	156	0	18	166	0	0	184	0	13	0	9	0	22	3	2	0	1	0	3	4	365
2:00PM	0	19	2	0	21	0	0	34	0	0	34	0	14	0	12	0	26	0	0	0	0	0	0	3	81
2:15PM	0	32	3	0	35	0	2	34	1	0	37	0	7	0	12	0	19	0	0	0	0	0	0	1	91
2:30PM	1	24	1	0	26	0	4	36	0	0	40	0	9	0	3	0	12	1	0	0	0	0	0	1	78
2:45PM	0	30	3	0	33	0	5	40	0	0	45	0	9	0	9	0	18	1	0	0	0	0	0	0	96
Hourly Total	1	105	9	0	115	0	11	144	1	0	156	0	39	0	36	0	75	2	0	0	0	0	0	5	346
3:00PM	0	39	2	0	41	1	3	63	0	0	66	0	9	0	12	0	21	1	1	0	0	0	1	0	129
3:15PM	0	42	3	0	45	0	2	64	0	0	66	0	5	0	13	0	18	3	0	0	0	0	0	7	129
3:30PM	0	34	2	0	36	0	1	49	0	0	50	0	15	0	8	0	23	3	0	0	1	0	1	1	110
3:45PM	1	27	5	0	33	0	1	49	0	0	50	0	7	0	12	0	19	0	0	0	0	0	0	2	102
Hourly Total	1	142	12	0	155	1	7	225	0	0	232	0	36	0	45	0	81	7	1	0	1	0	2	10	470
4:00PM	0	39	4	0	43	0	3	61	0	0	64	0	9	0	7	0	16	0	0	0	0	0	0	1	123
4:15PM	1	38	0	0	39	0	3	58	0	1	62	0	7	0	3	0	10	2	0	0	1	0	1	4	112
4:30PM	0	42	5	0	47	0	0	44	0	0	44	0	6	0	6	0	12	2	0	0	0	0	0	2	103
4:45PM	0	37	4	0	41	1	1	55	0	0	56	0	14	0	4	0	18	2	0	0	0	0	0	1	115
Hourly Total	1	156	13	0	170	1	7	218	0	1	226	0	36	0	20	0	56	6	0	0	1	0	1	8	453
5:00PM	0	44	1	0	45	0	2	51	0	0	53	1	5	0	1	0	6	0	0	0	0	0	0	4	104
5:15PM	0	28	1	0	29	0	0	40	0	0	40	0	8	0	5	0	13	1	0	0	0	0	0	1	82
5:30PM	0	31	0	0	31	0	1	40	1	0	42	0	6	0	4	0	10	4	0	0	0	0	0	4	83
5:45PM	0	22	1	0	23	0	2	44	0	0	46	0	6	0	4	0	10	0	0	0	0	0	0	1	79
Hourly Total	0	125	3	0	128	0	5	175	1	0	181	1	25	0	14	0	39	5	0	0	0	0	0	10	348
<b>Total</b>	5	816	92	0	913	2	97	1200	2	1	1300	1	173	0	138	0	311	27	3	0	6	0	9	43	2533
<b>% Approach</b>	0.5%	89.4%	10.1%	0%	-	-	7.5%	92.3%	0.2%	0.1%	-	-	55.6%	0%	44.4%	0%	-	-	33.3%	0%	66.7%	0%	-	-	-
<b>% Total</b>	0.2%	32.2%	3.6%	0%	36.0%	-	3.8%	47.4%	0.1%	0%	51.3%	-	6.8%	0%	5.4%	0%	12.3%	-	0.1%	0%	0.2%	0%	0.4%	-	-
<b>Lights</b>	5	770	92	0	867	-	96	1147	2	1	1246	-	170	0	137	0	307	-	3	0	6	0	9	-	2429
<b>% Lights</b>	100%	94.4%	100%	0%	95.0%	-	99.0%	95.6%	100%	100%	95.8%	-	98.3%	0%	99.3%	0%	98.7%	-	100%	0%	100%	0%	100%	-	95.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	25	0	0	25	-	1	23	0	0	24	-	2	0	0	0	2	-	0	0	0	0	0	-	51
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	3.1%	0%	0%	2.7%	-	1.0%	1.9%	0%	0%	1.8%	-	1.2%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	2.0%
<b>Buses</b>	0	21	0	0	21	-	0	30	0	0	30	-	1	0	1	0	2	-	0	0	0	0	0	-	53
<b>% Buses</b>	0%	2.6%	0%	0%	2.3%	-	0%	2.5%	0%	0%	2.3%	-	0.6%	0%	0.7%	0%	0.6%	-	0%	0%	0%	0%	0%	-	2.1%
<b>Pedestrians</b>	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	26	-	-	-	-	-	42	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	96.3%	-	-	-	-	-	97.7%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.7%	-	-	-	-	-	2.3%	-

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

Franklin St and E. Driveway - TMC

Wed May 18, 2022

Full Length (6 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954674, Location: 40.790097, -74.463015



Provided by: Traffic Databank LLC

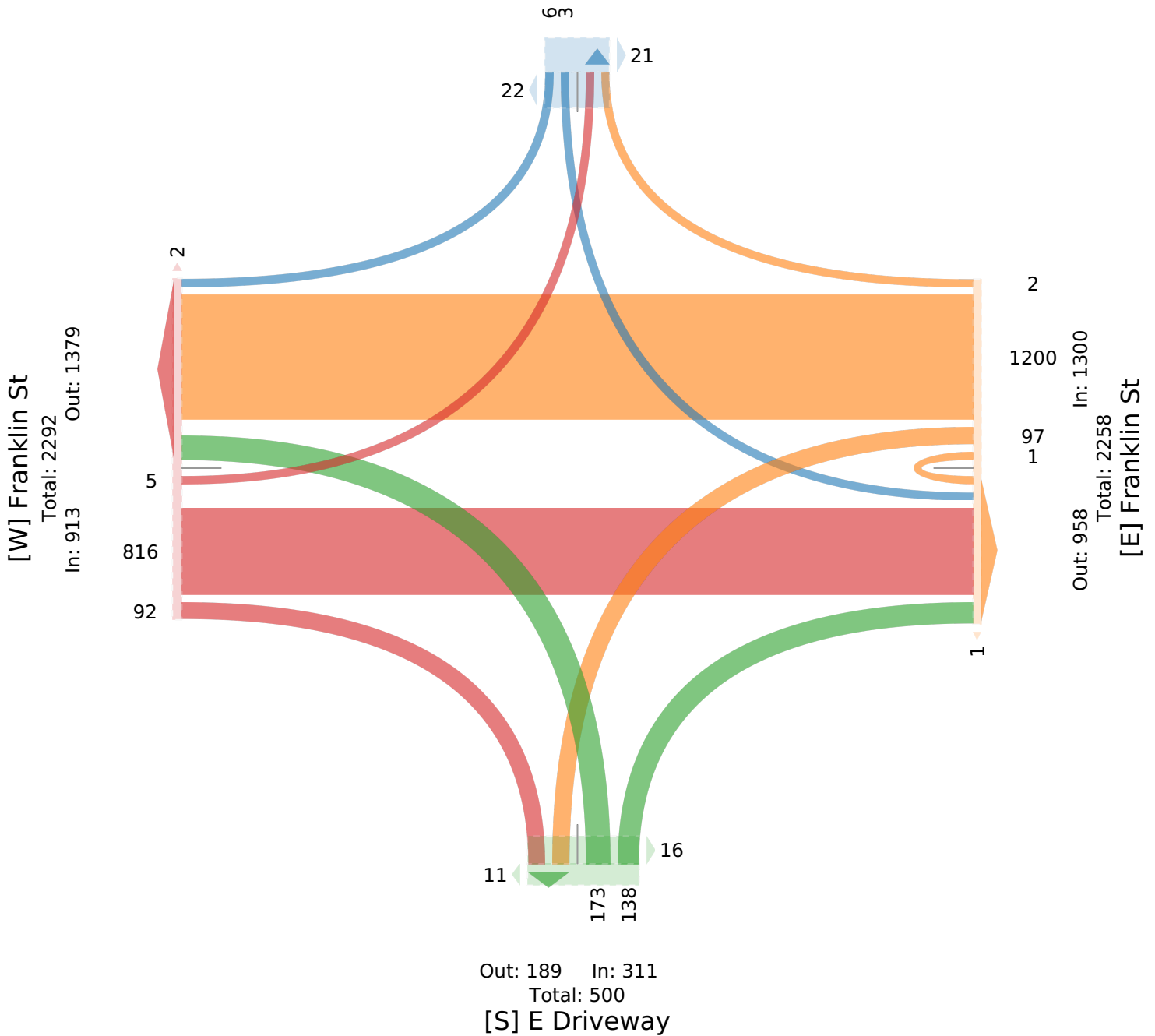
716 S 6th Avenue,

Mt Vernon, NY, 10550, US

[N] Driveway

Total: 16

In: 9 Out: 7



Franklin St and E. Driveway - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954674, Location: 40.790097, -74.463015



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						E Driveway Northbound						Driveway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 8:00AM	0	43	3	0	46	0	4	34	0	0	38	0	5	0	1	0	6	1	0	0	1	0	1	0	91
8:15AM	0	30	6	0	36	0	1	37	0	0	38	0	3	0	1	0	4	0	0	0	0	0	0	0	78
8:30AM	1	39	2	0	42	0	5	41	0	0	46	0	2	0	4	0	6	2	2	0	0	0	2	2	96
8:45AM	0	30	2	0	32	0	8	54	0	0	62	0	3	0	3	0	6	0	0	0	0	0	0	0	100
<b>Total</b>	1	142	13	0	156	0	18	166	0	0	184	0	13	0	9	0	22	3	2	0	1	0	3	4	365
<b>% Approach</b>	0.6%	91.0%	8.3%	0%	-	-	9.8%	90.2%	0%	0%	-	-	59.1%	0%	40.9%	0%	-	-	66.7%	0%	33.3%	0%	-	-	-
<b>% Total</b>	0.3%	38.9%	3.6%	0%	42.7%	-	4.9%	45.5%	0%	0%	50.4%	-	3.6%	0%	2.5%	0%	6.0%	-	0.5%	0%	0.3%	0%	0.8%	-	-
<b>PHF</b>	0.250	0.826	0.542	-	0.848	-	0.563	0.769	-	-	0.742	-	0.650	-	0.563	-	0.917	-	0.250	-	0.250	-	0.375	-	0.913
<b>Lights</b>	1	128	13	0	142	-	18	158	0	0	176	-	12	0	9	0	21	-	2	0	1	0	3	-	342
<b>% Lights</b>	100%	90.1%	100%	0%	91.0%	-	100%	95.2%	0%	0%	95.7%	-	92.3%	0%	100%	0%	95.5%	-	100%	0%	100%	0%	100%	-	93.7%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	5	0	0	5	-	0	3	0	0	3	-	1	0	0	0	1	-	0	0	0	0	0	-	9
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	3.5%	0%	0%	3.2%	-	0%	1.8%	0%	0%	1.6%	-	7.7%	0%	0%	0%	4.5%	-	0%	0%	0%	0%	0%	-	2.5%
<b>Buses</b>	0	9	0	0	9	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	14
<b>% Buses</b>	0%	6.3%	0%	0%	5.8%	-	0%	3.0%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	3.8%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Franklin St and E. Driveway - TMC

Wed May 18, 2022

Forced Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954674, Location: 40.790097, -74.463015



Provided by: Traffic Databank LLC

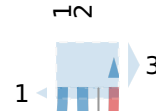
716 S 6th Avenue,

Mt Vernon, NY, 10550, US

[N] Driveway

Total: 4

In: 3 Out: 1



[W] Franklin St

Total: 336

In: 156 Out: 180

1  
142  
13

166  
18

Out: 153 In: 184

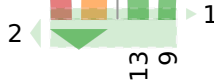
Total: 337

[E] Franklin St

Out: 31 In: 22

Total: 53

[S] E Driveway





Franklin St and E. Driveway - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954674, Location: 40.790097, -74.463015



Provided by: Traffic Databank LLC  
716 S 6th Avenue,  
Mt Vernon, NY, 10550, US

Leg Direction	Franklin St Eastbound						Franklin St Westbound						E Driveway Northbound						Driveway Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2022-05-18 4:15PM	1	38	0	0	39	0	3	58	0	1	62	0	7	0	3	0	10	2	0	0	1	0	1	4	112
4:30PM	0	42	5	0	47	0	0	44	0	0	44	0	6	0	6	0	12	2	0	0	0	0	0	2	103
4:45PM	0	37	4	0	41	1	1	55	0	0	56	0	14	0	4	0	18	2	0	0	0	0	0	1	115
5:00PM	0	44	1	0	45	0	2	51	0	0	53	1	5	0	1	0	6	0	0	0	0	0	0	4	104
<b>Total</b>	1	161	10	0	172	1	6	208	0	1	215	1	32	0	14	0	46	6	0	0	1	0	1	11	434
<b>% Approach</b>	0.6%	93.6%	5.8%	0%	-	-	2.8%	96.7%	0%	0.5%	-	-	69.6%	0%	30.4%	0%	-	-	0%	0%	100%	0%	-	-	-
<b>% Total</b>	0.2%	37.1%	2.3%	0%	39.6%	-	1.4%	47.9%	0%	0.2%	49.5%	-	7.4%	0%	3.2%	0%	10.6%	-	0%	0%	0.2%	0%	0.2%	-	-
<b>PHF</b>	0.250	0.915	0.500	-	0.915	-	0.500	0.897	-	0.250	0.867	-	0.571	-	0.583	-	0.639	-	-	-	0.250	-	0.250	-	0.943
<b>Lights</b>	1	159	10	0	170	-	6	202	0	1	209	-	32	0	14	0	46	-	0	0	1	0	1	-	426
<b>% Lights</b>	100%	98.8%	100%	0%	98.8%	-	100%	97.1%	0%	100%	97.2%	-	100%	0%	100%	0%	100%	-	0%	0%	100%	0%	100%	-	98.2%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	0	1	-	0	6	0	0	6	-	0	0	0	0	0	-	0	0	0	0	0	-	7
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.6%	0%	0%	0.6%	-	0%	2.9%	0%	0%	2.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.6%
<b>Buses</b>	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Buses</b>	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	11	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

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

Franklin St and E. Driveway - TMC

Wed May 18, 2022

Forced Peak (4:15 PM - 5:15 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 954674, Location: 40.790097, -74.463015



Provided by: Traffic Databank LLC

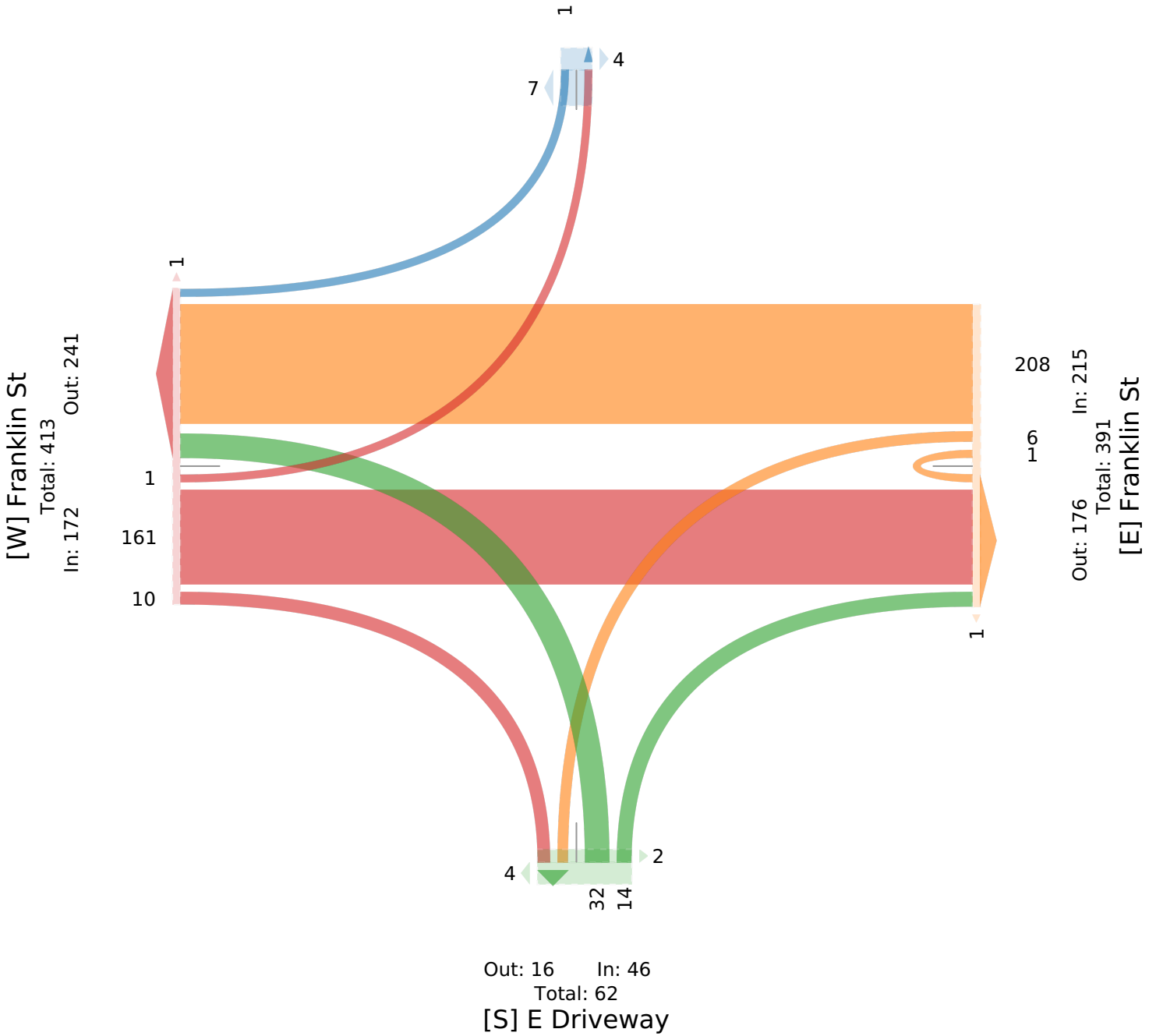
716 S 6th Avenue,

Mt Vernon, NY, 10550, US

[N] Driveway

Total: 2

In: 1 Out: 1



**APPENDIX C**  
**TIMING DIRECTIVES**

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

PHASE	SIGNAL FACES										TIME (SECONDS)					
	<u>1, 2</u>	<u>11</u>	<u>3, 4, 12</u>	<u>6-8</u>	<u>5, 15</u>	<u>9, 14</u>	<u>10, 13</u>	<u>PLAN I (125)</u>	<u>PLAN II (120)</u>	<u>PLAN III (100)</u>	<u>PLAN IV (90)</u>					
A) Route NJ 124 WB Lead Change	←G/G ←Y/G	G G	R R	R R	W W	DW DW	DW DW	11 3	30 3	10 3	10 3					
B) Route NJ 124 ROW Pedestrian Clearance Change	G G Y R	G G Y R	G G Y R	R R R R	W FDW DW DW	W FDW DW DW	DW DW DW DW	79-32 13 4* 2	55-19 13 4* 2	55-25 13 4* 2	45-18 13 4* 2					
C) I-287 Ramps J & H ROW Change Clearance	R R R	R R R	R R R	G Y R	DW DW DW	DW DW DW	DW DW DW	7-54 4 2	7-43 4 2	7-37 4 2	7-34 4 2					

Offsets\*

PEDESTRIAN ACTUATION

A) Route NJ 124 WB Lead Change	←G/G ←Y/G	G G	R R	R R	W W	DW DW	DW DW	11 3	30 3	10 3	10 3					
B) Route NJ 124 ROW Pedestrian Clearance Change	G G Y R	G G Y R	G G Y R	R R R R	W FDW DW DW	W FDW DW DW	DW DW DW DW	63-32 13 4* 2	39-19 13 4* 2	39-25 13 4* 2	29-18 13 4* 2					
C) I-287 Ramps J & H ROW Pedestrian Clearance Vehicle Extension Change	R R R R R	R R R R R	R R R R R	G G G Y R	DW DW DW DW DW	DW DW DW DW DW	DW FDW DW DW DW	7 16 0-31 4 2	7 16 0-20 4 2	7 16 0-14 4 2	7 16 0-11 4 2					
Emergency Flash	Y	Y	Y	R	DARK	DARK	DARK	-	-	-	-					

**NOTES:**

1. \*Offsets are measured from the beginning of yellow to Route NJ 124 at Normandy Parkway to the beginning of yellow to Route NJ 124 at this intersection.
2. The memory circuits are to be off.
3. The vehicle intervals shall be set at 2 seconds.
4. The manual control is to be disconnected.
5. Phase C may be skipped. In the absence of a vehicle call or pedestrian call on Phase C, the controller shall rest in Phase B.
6. Phase A shall follow Phase C.

**HOURS OF OPERATION**

- PLAN I: Monday through Friday 06:00 AM - 10:00 AM
- PLAN II: Monday through Friday 02:00 PM - 07:00 PM
- PLAN III: Monday through Friday 10:00 AM - 02:00 PM
- PLAN IV: All Other Times

**CYCLE LENGTH (SECONDS)**

- 125
- 120
- 100
- 90

Route NJ 124 & Morristown Memorial Hospital Entrance  
Morristown Town, Morris County

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

PHASE	SIGNAL FACES								TIME (SECONDS)			
	1-3	4	5-8	9-12	13, 14	15-18	19-22	PLAN I (125)	PLAN II (120)	PLAN III (100)	PLAN IV (90)	
A) Route NJ 124 EB Lead ROW Change	←G/G ←Y/G	G G	R R	R R	R/G→ R/Y→	DW DW	DW DW	7-34 3	7-13 3	7-18 3	7-13 3	
B) Route NJ 124 ROW Pedestrian Clearance Change	G G Y R	G G Y R	G G Y R	R R R R	R R R R	W FDW DW DW	DW DW DW DW	74-34 20 4* 3	69-39 20 4* 3	49-21 20 4* 3	39-25 20 4* 3	
C) Hospital / Nursing Center ROW Change	R R R	R R R	R R R	G Y R	G Y R	DW DW DW	DW DW DW	7-20 3 4	7-31 3 4	7-24 3 4	7-15 3 4	
Offsets*								37	34	46	49	
A) Route 124 EB Lead ROW Change	←G/G ←Y/G	G G	R R	R R	R/G→ R/Y→	DW DW	DW DW	7-34 3	7-13 3	7-18 3	7-13 3	
B) Route NJ 124 ROW Pedestrian Clearance Change	G G Y R	G G Y R	G G Y R	R R R R	R R R R	W FDW DW DW	DW DW DW DW	54-27 20 4* 3	49-39 20 4* 3	29-18 20 4* 3	19-13 20 4* 3	
C) Leading Pedestrian Interval Hospital / Nursing Center ROW Pedestrian Clearance Vehicle Extension Change	R R R R	R R R R	R R R R	R G G Y R	R G G Y R	DW DW DW DW	W FDW DW DW	8 19** 0 3	8 19 0-4 3	8 19** 0 3	8 19** 0 3	
Emergency Flash	Y	Y	Y	R	R	DARK	DARK	-	-	-	-	

PEDESTRIAN ACTUATION

Route NJ 124 & Morristown Memorial Hospital Entrance  
Morristown Town, Morris County

**NOTES:**

1. \*Offsets are measured from the beginning of yellow to Route NJ 124 at Normandy Parkway to the beginning of yellow to Route NJ 124 at this intersection.
2. \*\*Phase C maximum green time will be exceeded with pedestrian push button actuation during Plans I, III, and IV.
3. The memory circuits are to be off.
4. The vehicle interval for the eastbound left shall be set at 3 seconds. All other vehicle intervals shall be set at 2 seconds.
5. The manual control is to be disconnected.
6. Phases A and C may be skipped, however in the absence of a vehicle call and/or pedestrian call on Phase C, the controller shall rest in Phase B.
7. Sound (a beep) will accompany the flashing and steady "Don't Walk" intervals associated with signal indications #19-22.
8. Sound (a knock) and a short vibration (haptic feedback) will accompany the actuation of the pedestrian push buttons associated with signal indications #19-22 during flashing and steady "Don't Walk".
9. If the pedestrian push buttons associated with signal indications #19-22 are actuated, a speech message stating "Madison, walking sign is on to cross Madison" and vibration of the push buttons will accompany the "Walk" interval.

**HOURS OF OPERATION**

PLAN I: Monday through Friday  
 PLAN II: Monday through Friday  
 PLAN III: Monday through Friday  
 PLAN IV: All Other Times

**CYCLE LENGTH (SECONDS)**

06:00 AM - 10:00 AM 125  
 02:00 PM - 07:00 PM 120  
 10:00 AM - 02:00 PM 100  
 90

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

PHASE	SIGNAL FACES				TIME (SECONDS)			
	<u>1, 2, 4, 5</u>	<u>7, 8, 10, 11</u>	<u>3, 6, 14, 15</u>	<u>9, 12, 13, 16</u>	PLAN I (125)	PLAN II (120)	PLAN III (100)	PLAN IV (90)
A) Route NJ 124 ROW	G	R	W	DW	90-71	85-61	65-46	55-39
Pedestrian Clearance	G	R	FDW	DW	16	16	16	16
Change	Y	R	DW	DW	4*	4*	4*	4*
Clearance	R	R	DW	DW	2	2	2	2
B) Turtle Road/ Franklin Street ROW	R	G	DW	DW	7-26	7-31	7-26	7-23
Change	R	Y	DW	DW	3	3	3	3
Clearance	R	R	DW	DW	3	3	3	3

Offsets\*

PEDESTRIAN ACTUATION

A) Route NJ 124 ROW	G	R	W	DW	71	66-61	46	36
Pedestrian Clearance	G	R	FDW	DW	16	16	16	16
Change	Y	R	DW	DW	4*	4*	4*	4*
Clearance	R	R	DW	DW	2	2	2	2
B) Turtle Road/Franklin Street ROW	R	G	DW	W	7	7	7	7
Pedestrian Clearance	R	G	DW	FDW	19	19	19	19**
Vehicle Extension	R	G	DW	DW	0	0-5	0	0
Change	R	Y	DW	DW	3	3	3	3
Clearance	R	R	DW	DW	3	3	3	3
Emergency Flash	Y	R	DARK	DARK	-	-	-	-



Route NJ 124 & Turtle Road/Franklin Street  
Morristown Town, Morris County

**NOTES:**

1. \*Offsets are measured from the beginning of yellow to Route NJ 124 at Normandy Parkway to the beginning of yellow to Route NJ 124 at this intersection.
2. \*\*Phase B maximum green time will be exceeded with pedestrian push button actuation during Plan IV.
3. The vehicle intervals shall be set at 2 seconds.
4. The memory circuits are to be off.
5. The manual control is to be disconnected.
6. Phase B may be skipped. The signal shall rest in Phase A.
7. Sound (a beep) will accompany the steady "Don't Walk" intervals associated with signal indications #9, #12, #13 and #16.
8. Speech stating "Wait" and a short vibration (haptic feedback) will accompany the actuation of the pedestrian push buttons associated with signal indications #9, #12, #13 and #16 during flashing and steady "Don't Walk".
9. If the pedestrian push buttons associated with signal indications #9, #12, #13 and #16 are actuated, a speech message stating "Walk sign is on" and vibration of the push buttons will accompany the "Walk" interval.
10. If the pedestrian push buttons associated with signal indications #9, #12, #13 and #16 are actuated, there is no audio during the flashing "Don't Walk" interval.

**HOURS OF OPERATION**

PLAN I:	Monday through Friday	06:00 AM - 10:00 AM	125
PLAN II:	Monday through Friday	02:00 PM - 07:00 PM	120
PLAN III:	Monday through Friday	10:00 AM - 02:00 PM	100
PLAN IV:	All Other Times		90

**CYCLE LENGTH (SECONDS)**

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

PHASE	SIGNAL FACES	TIME (SECONDS)			
		PLAN I (125)	PLAN II (120)	PLAN III (100)	PLAN IV (90)
A) Route NJ 124 Left Turns Change Clearance	1-4 ←G	7-34	7-28	7-18	7-16
	←Y	3	3	3	3
	←R	3	3	3	3
B) Route NJ 124 ROW Change Clearance	5-9 R	93-40	88-55	68-49	58-40
	10-16 R	4*	4*	4*	4*
	←R	2	2	2	2
C) Normandy Parkway/Driveway ROW Change Clearance	←R	7-33	7-19**	7-15**	7-16**
	←R	4	4	4	4
	←R	2	2	2	2
Offsets*		0	0	0	0
Emergency Flash	←R	-	-	-	-

**NOTES:**

1. \*Offsets are measured from the beginning of yellow to Route NJ 124 at this intersection.
2. \*\*Phase C maximum green time will be exceeded with pedestrian push button actuation during Plans II, III, and IV.
3. The memory circuits are to be off.
4. The vehicle intervals shall be set at 2 seconds.
5. The manual control is to be disconnected.
6. Pedestrian push button actuation shall provide a minimum of 22 seconds to Phase C.
7. Phases A and C may be skipped. The signal shall rest in Phase B.
8. The Route NJ 124 left turn phases (Phase A) are to be separate phases but concurrently timed. If actuation occurs in both slots, each slot shall have the capability of terminating or extending independently.

**HOURS OF OPERATION**

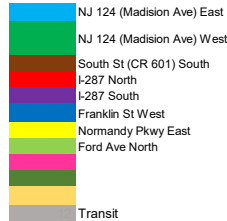
PLAN I:	Monday through Friday	06:00 AM - 10:00 AM	125
PLAN II:	Monday through Friday	02:00 PM - 07:00 PM	120
PLAN III:	Monday through Friday	10:00 AM - 02:00 PM	100
PLAN IV:	All Other Times		90

**CYCLE LENGTH (SECONDS)**

**APPENDIX D**  
**JOURNEY TO WORK MODEL**

**Destination Analysis**

Workers: Employed in 2  
(Tract 436.02, Morris, NJ)  
updated 9/5/2024



**Total All Jobs**

		2021	
		Count	Share
13542	Total All Jobs	12,636	100.0%
		13,542	

**Job Counts by Counties Where Workers Live -**

		2021		Transit	Excluded
Arrival	Departure	Count	Share		
95%	5%	Morris County, NJ	4,707	37.3%	
		Essex County, NJ	1,637	13.0%	
50%	50%	Union County, NJ	1,617	12.8%	
		Sussex County, NJ	1,252	9.9%	
		Somerset County, NJ	891	7.1%	
		Passaic County, NJ	752	6.0%	
		Warren County, NJ	570	4.5%	
80%	20%	Middlesex County, NJ	416	3.3%	
		Bergen County, NJ	373	3.0%	
		Hunterdon County, NJ	249	2.0%	
		Hudson County, NJ	172	1.4%	
		Monroe County, PA		0.0%	121
		Monmouth County, NJ		0.0%	107
		Northampton County, PA		0.0%	72
		Ocean County, NJ		0.0%	69
		Pike County, PA		0.0%	47
		Wayne County, PA		0.0%	44
		Orange County, NY		0.0%	34
		Susquehanna County, PA		0.0%	34
		New York County, NY		0.0%	31
		Kings County, NY		0.0%	29
		Richmond County, NY		0.0%	27
		Burlington County, NJ		0.0%	25
		Mercer County, NJ		0.0%	21
		Lehigh County, PA		0.0%	15
		Queens County, NY		0.0%	15
		Bucks County, PA		0.0%	13
		Westchester County, NY		0.0%	13
		Atlantic County, NJ		0.0%	12
		Rockland County, NY		0.0%	12
		Camden County, NJ		0.0%	10
		Philadelphia County, PA		0.0%	10
		Nassau County, NY		0.0%	9
		Gloucester County, NJ		0.0%	8
		Bronx County, NY		0.0%	6
		Dutchess County, NY		0.0%	6
		Fairfield County, CT		0.0%	6
		Luzerne County, PA		0.0%	6
		Montgomery County, PA		0.0%	5
		Suffolk County, NY		0.0%	4
		York County, PA		0.0%	4
		Baltimore County, MD		0.0%	3
		Baltimore city, MD		0.0%	3
		Charles County, MD		0.0%	3
		Cumberland County, PA		0.0%	3
		Delaware County, PA		0.0%	3
		Lancaster County, PA		0.0%	3
		Montgomery County, MD		0.0%	3
		New Haven County, CT		0.0%	3
		Prince George's County, MD		0.0%	3
		Ulster County, NY		0.0%	3
		Wayne County, MI		0.0%	3
		Bradford County, PA		0.0%	2
		Bristol County, MA		0.0%	2
		Bristol County, RI		0.0%	2
		Carbon County, PA		0.0%	2
		Cumberland County, NJ		0.0%	2
		Dauphin County, PA		0.0%	2
		Franklin County, PA		0.0%	2
		Hartford County, CT		0.0%	2
		Kent County, RI		0.0%	2
		Lackawanna County, PA		0.0%	2
		Middlesex County, CT		0.0%	2
		Monroe County, NY		0.0%	2
		Portage County, OH		0.0%	2
		Salem County, NJ		0.0%	2
		Sullivan County, NY		0.0%	2
		Westmoreland County, PA		0.0%	2
		Worcester County, MA		0.0%	2
		Accomack County, VA		0.0%	1
		Adams County, PA		0.0%	1
		Broome County, NY		0.0%	1
		Calvert County, MD		0.0%	1
		Chester County, PA		0.0%	1
		Cortland County, NY		0.0%	1
		Dinwiddie County, VA		0.0%	1
		Edgecombe County, NC		0.0%	1
		Franklin County, NC		0.0%	1
		Hampshire County, MA		0.0%	1
		Livingston County, NY		0.0%	1
		New Castle County, DE		0.0%	1
		Newport County, RI		0.0%	1
		Newport News city, VA		0.0%	1
		Norfolk County, MA		0.0%	1
		Oneida County, NY		0.0%	1
		Ontario County, NY		0.0%	1
		Putnam County, NY		0.0%	1
		St. Lawrence County, NY		0.0%	1
		Sussex County, DE		0.0%	1
		Tioga County, PA		0.0%	1
		Toiland County, CT		0.0%	1
		Virginia Beach city, VA		0.0%	1
		Wyoming County, PA		0.0%	1
		All Other Locations	0	0.0%	

**Total All Jobs**

		2021	
		Count	Share
	Total All Jobs	4,707	37.3%

**Job Counts by County Subdivisions Where Workers Live -**

		2021		
Arrival	Departure	Count	Share	
		Morristown town (Morris, NJ)	487	3.9%
		Parsippany-Troy Hills township (Morris, NJ)	456	3.6%
		Morris township (Morris, NJ)	364	2.9%
		Mount Olive township (Morris, NJ)	286	2.3%
		Roxbury township (Morris, NJ)	257	2.0%
		Randolph township (Morris, NJ)	250	2.0%
		Rockaway township (Morris, NJ)	205	1.6%
		Jefferson township (Morris, NJ)	173	1.4%
		Washington township (Morris, NJ)	167	1.3%
		Hanover township (Morris, NJ)	160	1.3%
		Denville township (Morris, NJ)	153	1.2%
		Dover town (Morris, NJ)	141	1.1%
		Madison borough (Morris, NJ)	135	1.1%
		Pequannock township (Morris, NJ)	134	1.1%
		Montville township (Morris, NJ)	119	0.9%
		Florham Park borough (Morris, NJ)	83	0.7%
		Lincoln Park borough (Morris, NJ)	82	0.6%
		Morris Plains borough (Morris, NJ)	81	0.6%
		Rockaway borough (Morris, NJ)	81	0.6%
		Chatham township (Morris, NJ)	79	0.6%
		Chester township (Morris, NJ)	77	0.6%
		Boonton town (Morris, NJ)	64	0.5%
		East Hanover township (Morris, NJ)	64	0.5%
		Wharton borough (Morris, NJ)	60	0.5%
		Mine Hill township (Morris, NJ)	57	0.5%
		Long Hill township (Morris, NJ)	54	0.4%
		Netcong borough (Morris, NJ)	53	0.4%
		Mount Arlington borough (Morris, NJ)	49	0.4%
		Chatham borough (Morris, NJ)	48	0.4%
		Butler borough (Morris, NJ)	45	0.4%
		Kinnelon borough (Morris, NJ)	44	0.3%
		Boonton township (Morris, NJ)	34	0.3%
		Mendham borough (Morris, NJ)	33	0.3%
		Mendham township (Morris, NJ)	30	0.2%
		Mountain Lakes borough (Morris, NJ)	22	0.2%
		Riverdale borough (Morris, NJ)	22	0.2%
		Harding township (Morris, NJ)	20	0.2%
		Victory Gardens borough (Morris, NJ)	20	0.2%
		Chester borough (Morris, NJ)	18	0.1%

		Arrival		Departure		Arrival		Departure	
		Count	Count	Percent	Percent	Percent	Percent	Percent	Percent
1	NJ 124 (Madison Ave) East	79.00	79.00	0.63%	0.63%	1%	1%		
2	NJ 124 (Madison Ave) West	1593.50	1593.50	12.61%	12.61%	13%	13%		
3	South St (CR 601) South	257.00	257.00	2.03%	2.03%	2%	2%		
4	I-287 North	2709.65	2709.65	21.44%	21.44%	21%	21%		
5	I-287 South	1223.20	1223.20	9.68%	9.68%	10%	10%		
6	Franklin St West	1264.75	1264.75	10.01%	10.01%	10%	10%		
7	Normandy Pkwy East	3651.15	3651.15	28.89%	28.89%	28%	28%		
8	Ford Ave North	1857.75	1857.75	14.70%	14.70%	15%	15%		
9		0.00	0.00	0.00%	0.00%				
10		0.00	0.00	0.00%	0.00%				
11		0.00	0.00	0.00%	0.00%				
12	Transit								
<b>Total</b>		<b>12636.00</b>	<b>12636.00</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100%</b>	<b>100%</b>		

USE: 100 Madison Ave Morristown NJ 07960

**APPENDIX E**  
**CAPACITY ANALYSIS**

Lanes, Volumes, Timings

2027 No-Build

1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑					↑	↑	↑
Traffic Volume (vph)	0	636	94	257	306	0	0	0	0	1039	0	544
Future Volume (vph)	0	636	94	257	306	0	0	0	0	1039	0	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.981										0.850
Flt Protected					0.978					0.950	0.950	
Satd. Flow (prot)	0	3472	0	0	3407	0	0	0	0	1698	1698	1568
Flt Permitted					0.521					0.950	0.950	
Satd. Flow (perm)	0	3472	0	0	1815	0	0	0	0	1698	1698	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										512
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	2%	2%	5%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	0	656	97	265	315	0	0	0	0	1071	0	561
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	753	0	0	580	0	0	0	0	535	536	561
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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
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	
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		NA		custom	NA					Perm	NA	Free

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

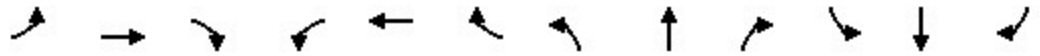


Lanes, Volumes, Timings

2027 No-Build

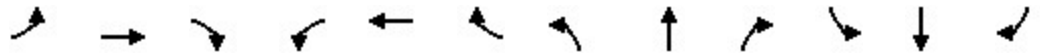
1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	1	6						4
Permitted Phases				6						4		Free
Detector Phase		2		1	1	6				4	4	
Switch Phase												
Minimum Initial (s)		45.0		11.0						7.0	7.0	
Minimum Split (s)		51.0		14.0						13.0	13.0	
Total Split (s)		51.0		14.0						60.0	60.0	
Total Split (%)		40.8%		11.2%						48.0%	48.0%	
Maximum Green (s)		45.0		11.0						54.0	54.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		51.3			70.4					45.6	45.6	125.0
Actuated g/C Ratio		0.41			0.56					0.36	0.36	1.00
v/c Ratio		0.53			0.49					0.86	0.87	0.36
Control Delay (s/veh)		46.1			12.0					51.0	51.2	0.6
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		46.1			12.0					51.0	51.2	0.6
LOS		D			B					D	D	A
Approach Delay (s/veh)		46.1			12.0						33.8	
Approach LOS		D			B						C	
90th %ile Green (s)		45.0		11.0						54.0	54.0	
90th %ile Term Code		Coord		Max						Max	Max	
70th %ile Green (s)		45.0		13.8						51.2	51.2	
70th %ile Term Code		Coord		Max						Gap	Gap	
50th %ile Green (s)		47.5		15.9						46.6	46.6	
50th %ile Term Code		Coord		Gap						Gap	Gap	
30th %ile Green (s)		54.4		13.5						42.1	42.1	
30th %ile Term Code		Coord		Gap						Gap	Gap	
10th %ile Green (s)		64.7		11.0						34.3	34.3	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		482			192					467	469	0
Fuel Used(gal)		15			5					12	13	4
CO Emissions (g/hr)		1058			327					874	877	268
NOx Emissions (g/hr)		206			64					170	171	52
VOC Emissions (g/hr)		245			76					202	203	62
Dilemma Vehicles (#)		100			50					0	16	0
Queue Length 50th (ft)		226			69					413	414	0
Queue Length 95th (ft)		m174			92					520	521	0
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400

Lane Group	Ø6
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	45.0
Minimum Split (s)	51.0
Total Split (s)	65.0
Total Split (%)	52%
Maximum Green (s)	59.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	59.0
90th %ile Term Code	Coord
70th %ile Green (s)	61.8
70th %ile Term Code	Coord
50th %ile Green (s)	66.4
50th %ile Term Code	Coord
30th %ile Green (s)	70.9
30th %ile Term Code	Coord
10th %ile Green (s)	78.7
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1434			1187					733	733	1568
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.53			0.49					0.73	0.73	0.36

Intersection Summary

Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	39 (31%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay (s/veh):	32.6
Intersection LOS:	C
Intersection Capacity Utilization:	95.5%
ICU Level of Service:	F
Analysis Period (min):	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)



Lanes, Volumes, Timings

2027 No-Build

1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑					↑	↑	↑
Traffic Volume (vph)	0	408	73	612	667	0	0	0	0	418	0	602
Future Volume (vph)	0	408	73	612	667	0	0	0	0	418	0	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Fr <sub>t</sub>		0.977										0.850
Fl <sub>t</sub> Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3492	0	0	3476	0	0	0	0	1698	1698	1599
Fl <sub>t</sub> Permitted					0.591					0.950	0.950	
Satd. Flow (perm)	0	3492	0	0	2102	0	0	0	0	1698	1698	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16										585
Link Speed (mph)		40			40			35				35
Link Distance (ft)		351			372			556				959
Travel Time (s)		6.0			6.3			10.8				18.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	421	75	631	688	0	0	0	0	431	0	621
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	496	0	0	1319	0	0	0	0	215	216	621
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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
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
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		NA		custom	NA					Perm	NA	Free

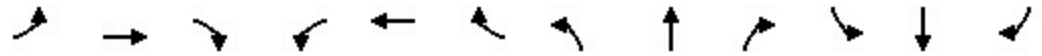
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2027 No-Build

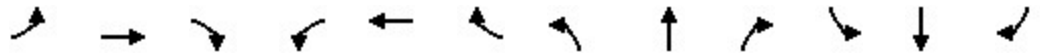
1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	1	6						4
Permitted Phases				6						4		Free
Detector Phase		2		1	1	6				4		4
Switch Phase												
Minimum Initial (s)		32.0		30.0						7.0		7.0
Minimum Split (s)		38.0		33.0						13.0		13.0
Total Split (s)		38.0		33.0						49.0		49.0
Total Split (%)		31.7%		27.5%						40.8%		40.8%
Maximum Green (s)		32.0		30.0						43.0		43.0
Yellow Time (s)		4.0		3.0						4.0		4.0
All-Red Time (s)		2.0		0.0						2.0		2.0
Lost Time Adjust (s)		0.0								0.0		0.0
Total Lost Time (s)		6.0								6.0		6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0		2.0
Recall Mode		C-Min		None						None		None
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		52.4			90.9					20.1	20.1	120.0
Actuated g/C Ratio		0.44			0.76					0.17	0.17	1.00
v/c Ratio		0.32			0.67					0.75	0.76	0.39
Control Delay (s/veh)		48.8			4.1					63.5	63.8	0.7
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		48.8			4.1					63.5	63.8	0.7
LOS		D			A					E	E	A
Approach Delay (s/veh)		48.8			4.1							26.5
Approach LOS		D			A							C
90th %ile Green (s)		36.4		40.3						28.3		28.3
90th %ile Term Code		Coord		Gap						Gap		Gap
70th %ile Green (s)		50.2		31.8						23.0		23.0
70th %ile Term Code		Coord		Gap						Gap		Gap
50th %ile Green (s)		55.0		30.0						20.0		20.0
50th %ile Term Code		Coord		Min						Gap		Gap
30th %ile Green (s)		58.1		30.0						16.9		16.9
30th %ile Term Code		Coord		Min						Gap		Gap
10th %ile Green (s)		62.5		30.0						12.5		12.5
10th %ile Term Code		Coord		Min						Gap		Gap
Stops (vph)		809			253					193	194	0
Fuel Used(gal)		15			7					6	6	4
CO Emissions (g/hr)		1053			475					392	394	297
NOx Emissions (g/hr)		205			92					76	77	58
VOC Emissions (g/hr)		244			110					91	91	69
Dilemma Vehicles (#)		0			88					0	6	0
Queue Length 50th (ft)		199			45					169	170	0
Queue Length 95th (ft)		m254			119					240	240	0
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400

Lane Group	Ø6
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	32.0
Minimum Split (s)	38.0
Total Split (s)	71.0
Total Split (%)	59%
Maximum Green (s)	65.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	79.7
90th %ile Term Code	Coord
70th %ile Green (s)	85.0
70th %ile Term Code	Coord
50th %ile Green (s)	88.0
50th %ile Term Code	Coord
30th %ile Green (s)	91.1
30th %ile Term Code	Coord
10th %ile Green (s)	95.5
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	



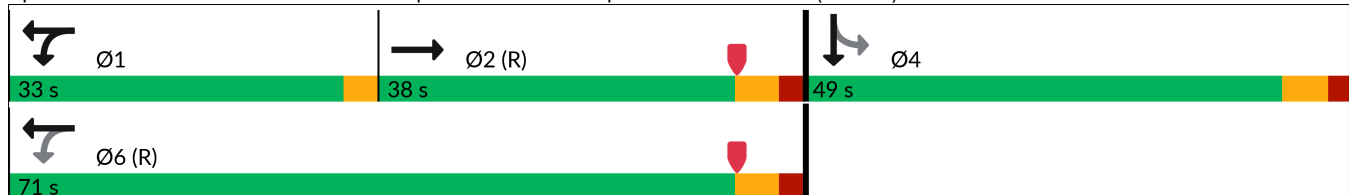
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1535			1962					608	608	1599
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.32			0.67					0.35	0.36	0.39

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	78 (65%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay (s/veh):	20.1
Intersection LOS:	C
Intersection Capacity Utilization	87.8%
ICU Level of Service	E
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)



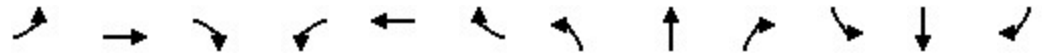


Lanes, Volumes, Timings

2027 Build

1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓			↑↑					↑	↑	↑
Traffic Volume (vph)	0	683	94	275	333	0	0	0	0	1116	0	544
Future Volume (vph)	0	683	94	275	333	0	0	0	0	1116	0	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Fr <sub>t</sub>		0.982										0.850
Fl <sub>t</sub> Protected					0.978					0.950	0.950	
Satd. Flow (prot)	0	3476	0	0	3407	0	0	0	0	1698	1698	1568
Fl <sub>t</sub> Permitted					0.515					0.950	0.950	
Satd. Flow (perm)	0	3476	0	0	1794	0	0	0	0	1698	1698	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13										477
Link Speed (mph)		40			40			35				35
Link Distance (ft)		351			372			556				959
Travel Time (s)		6.0			6.3			10.8				18.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	2%	2%	5%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	0	704	97	284	343	0	0	0	0	1151	0	561
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	801	0	0	627	0	0	0	0	575	576	561
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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
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
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		NA		custom	NA					Perm	NA	Free

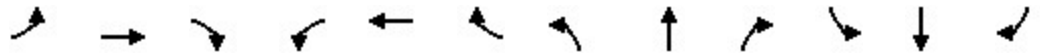
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2027 Build

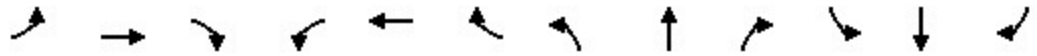
1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	1	6						4
Permitted Phases				6						4		Free
Detector Phase		2		1	1	6				4	4	
Switch Phase												
Minimum Initial (s)		45.0		11.0						7.0	7.0	
Minimum Split (s)		51.0		14.0						13.0	13.0	
Total Split (s)		51.0		14.0						60.0	60.0	
Total Split (%)		40.8%		11.2%						48.0%	48.0%	
Maximum Green (s)		45.0		11.0						54.0	54.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		49.3			68.1					47.9	47.9	125.0
Actuated g/C Ratio		0.39			0.54					0.38	0.38	1.00
v/c Ratio		0.58			0.55					0.88	0.89	0.36
Control Delay (s/veh)		47.9			14.1					51.7	51.9	0.6
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		47.9			14.1					51.7	51.9	0.6
LOS		D			B					D	D	A
Approach Delay (s/veh)		47.9			14.1						35.1	
Approach LOS		D			B						D	
90th %ile Green (s)		45.0		11.0						54.0	54.0	
90th %ile Term Code		Coord		Max						Max	Max	
70th %ile Green (s)		45.0		11.2						53.8	53.8	
70th %ile Term Code		Coord		Max						Gap	Gap	
50th %ile Green (s)		45.0		15.2						49.8	49.8	
50th %ile Term Code		Coord		Max						Gap	Gap	
30th %ile Green (s)		50.1		15.0						44.9	44.9	
30th %ile Term Code		Coord		Gap						Gap	Gap	
10th %ile Green (s)		61.3		11.6						37.1	37.1	
10th %ile Term Code		Coord		Gap						Gap	Gap	
Stops (vph)		513			198					505	506	0
Fuel Used(gal)		16			5					14	14	4
CO Emissions (g/hr)		1145			365					946	950	268
NOx Emissions (g/hr)		223			71					184	185	52
VOC Emissions (g/hr)		265			85					219	220	62
Dilemma Vehicles (#)		108			27					0	18	0
Queue Length 50th (ft)		241			92					440	441	0
Queue Length 95th (ft)		m174			117					576	578	0
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400

Lane Group	Ø6
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	45.0
Minimum Split (s)	51.0
Total Split (s)	65.0
Total Split (%)	52%
Maximum Green (s)	59.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	59.0
90th %ile Term Code	Coord
70th %ile Green (s)	59.2
70th %ile Term Code	Coord
50th %ile Green (s)	63.2
50th %ile Term Code	Coord
30th %ile Green (s)	68.1
30th %ile Term Code	Coord
10th %ile Green (s)	75.9
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	



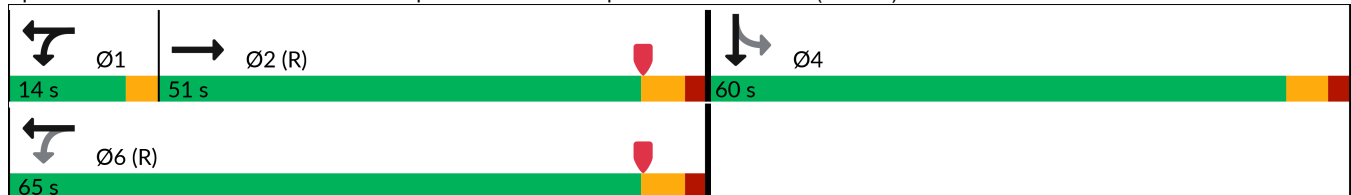
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1378			1142					733	733	1568
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.58			0.55					0.78	0.79	0.36

Intersection Summary

Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	39 (31%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay (s/veh):	34.1
Intersection LOS:	C
Intersection Capacity Utilization:	98.9%
ICU Level of Service:	F
Analysis Period (min):	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

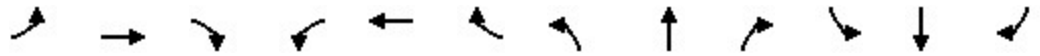


Lanes, Volumes, Timings

2027 Build

1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑					↑	↑	↑
Traffic Volume (vph)	0	434	73	649	723	0	0	0	0	460	0	602
Future Volume (vph)	0	434	73	649	723	0	0	0	0	460	0	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.978										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3496	0	0	3476	0	0	0	0	1698	1698	1599
Flt Permitted					0.578					0.950	0.950	
Satd. Flow (perm)	0	3496	0	0	2056	0	0	0	0	1698	1698	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										569
Link Speed (mph)		40			40			35				35
Link Distance (ft)		351			372			556				959
Travel Time (s)		6.0			6.3			10.8				18.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	447	75	669	745	0	0	0	0	474	0	621
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	522	0	0	1414	0	0	0	0	237	237	621
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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
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
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		NA		custom	NA					Perm	NA	Free

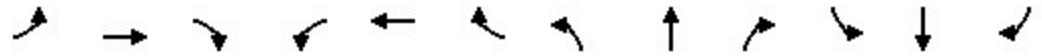
Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

2027 Build

1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)

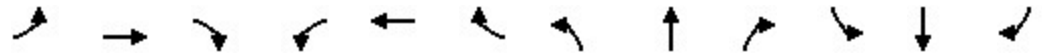
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	1	6						4
Permitted Phases				6						4		Free
Detector Phase		2		1	1	6				4	4	
Switch Phase												
Minimum Initial (s)		32.0		30.0						7.0	7.0	
Minimum Split (s)		38.0		33.0						13.0	13.0	
Total Split (s)		38.0		33.0						49.0	49.0	
Total Split (%)		31.7%		27.5%						40.8%	40.8%	
Maximum Green (s)		32.0		30.0						43.0	43.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		48.3			89.4					21.6	21.6	120.0
Actuated g/C Ratio		0.40			0.75					0.18	0.18	1.00
v/c Ratio		0.37			0.73					0.77	0.77	0.39
Control Delay (s/veh)		53.8			5.6					63.3	63.3	0.7
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		53.8			5.6					63.3	63.3	0.7
LOS		D			A					E	E	A
Approach Delay (s/veh)		53.8			5.6						27.8	
Approach LOS		D			A						C	
90th %ile Green (s)		32.0		42.9						30.1	30.1	
90th %ile Term Code		Coord		Max						Gap	Gap	
70th %ile Green (s)		41.7		38.6						24.7	24.7	
70th %ile Term Code		Coord		Gap						Gap	Gap	
50th %ile Green (s)		49.7		33.8						21.5	21.5	
50th %ile Term Code		Coord		Gap						Gap	Gap	
30th %ile Green (s)		56.7		30.0						18.3	18.3	
30th %ile Term Code		Coord		Min						Gap	Gap	
10th %ile Green (s)		61.4		30.0						13.6	13.6	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		861			316					214	214	0
Fuel Used(gal)		16			8					6	6	4
CO Emissions (g/hr)		1150			568					431	431	297
NOx Emissions (g/hr)		224			111					84	84	58
VOC Emissions (g/hr)		267			132					100	100	69
Dilemma Vehicles (#)		0			127					0	7	0
Queue Length 50th (ft)		224			65					186	186	0
Queue Length 95th (ft)		m254			234					258	258	0
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400



Lane Group	Ø6
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	32.0
Minimum Split (s)	38.0
Total Split (s)	71.0
Total Split (%)	59%
Maximum Green (s)	65.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	77.9
90th %ile Term Code	Coord
70th %ile Green (s)	83.3
70th %ile Term Code	Coord
50th %ile Green (s)	86.5
50th %ile Term Code	Coord
30th %ile Green (s)	89.7
30th %ile Term Code	Coord
10th %ile Green (s)	94.4
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	



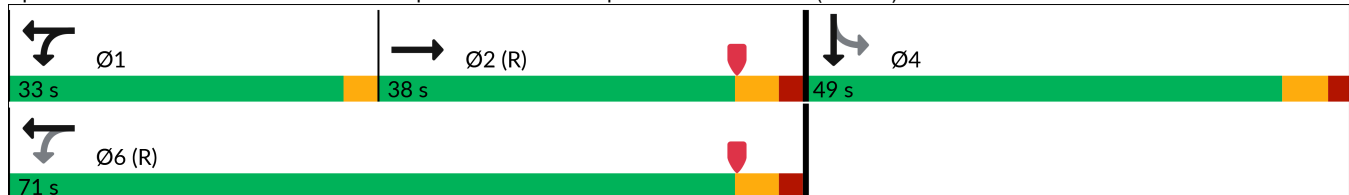
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1416			1945					608	608	1599
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.37			0.73					0.39	0.39	0.39

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	78 (65%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	21.9
Intersection LOS:	C
Intersection Capacity Utilization:	91.6%
ICU Level of Service:	F
Analysis Period (min):	15

m Volume for 95th percentile queue is metered by upstream signal.

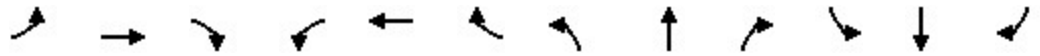
Splits and Phases: 1: I-287 SB On Ramp/I-287 SB Off Ramp & Madison Avenue (NJ 124)



Lanes, Volumes, Timings

2027 No-Build

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: AM Peak Hour

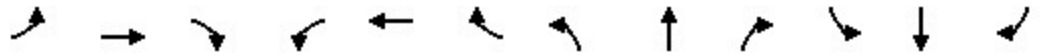


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	1246	28	10	723	109	27	7	15	44	0	40
Future Volume (vph)	419	1246	28	10	723	109	27	7	15	44	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.980			0.958				0.850
Flt Protected	0.950			0.950				0.973			0.950	
Satd. Flow (prot)	1770	3564	0	1641	3468	0	0	1771	0	0	1770	1568
Flt Permitted	0.290			0.207				0.804			0.893	
Satd. Flow (perm)	540	3564	0	358	3468	0	0	1463	0	0	1663	1568
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								16				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	10%	2%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	436	1298	29	10	753	114	28	7	16	46	0	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	436	1327	0	10	867	0	0	51	0	0	46	42
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			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8			4	

Lanes, Volumes, Timings

2027 No-Build

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: AM Peak Hour



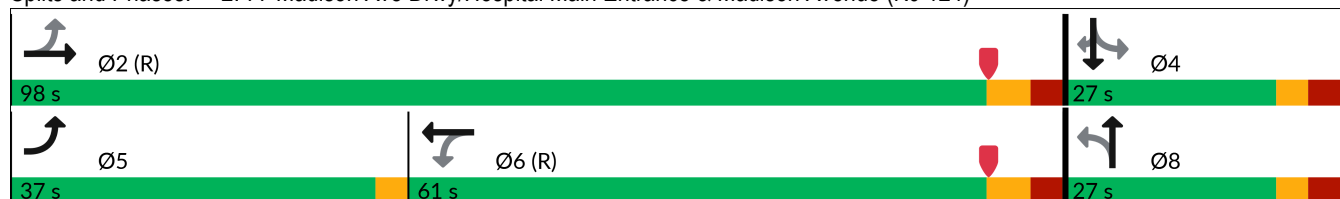
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	61.0		61.0	61.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	37.0	98.0		61.0	61.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	29.6%	78.4%		48.8%	48.8%		21.6%	21.6%		21.6%	21.6%	21.6%
Maximum Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	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	0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	108.6	106.0		85.5	85.5		9.2	9.2		9.2	9.2	9.2
Actuated g/C Ratio	0.87	0.85		0.68	0.68		0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.70	0.44		0.04	0.37		0.42	0.42		0.38	0.38	0.37
Control Delay (s/veh)	10.5	2.0		12.2	11.1		50.3	50.3		63.1	63.1	63.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	10.5	2.0		12.2	11.1		50.3	50.3		63.1	63.1	63.1
LOS	B	A		B	B		D	D		E	E	E
Approach Delay (s/veh)		4.1			11.1		50.3	50.3		63.1	63.1	63.1
Approach LOS		A			B		D	D		E	E	E
90th %ile Green (s)	28.6	98.0		66.4	66.4		13.0	13.0		13.0	13.0	13.0
90th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
70th %ile Green (s)	20.3	100.6		77.3	77.3		10.4	10.4		10.4	10.4	10.4
70th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
50th %ile Green (s)	14.5	102.3		84.8	84.8		8.7	8.7		8.7	8.7	8.7
50th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	10.1	104.0		90.9	90.9		7.0	7.0		7.0	7.0	7.0
30th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	Min
10th %ile Green (s)	7.0	118.0		108.0	108.0		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Min	Coord		Coord	Coord		Skip	Skip		Skip	Skip	Skip
Stops (vph)	131	188		5	356		35	35		41	41	37
Fuel Used(gal)	3	6		0	6		1	1		1	1	1
CO Emissions (g/hr)	228	394		6	448		48	48		56	56	51
NOx Emissions (g/hr)	44	77		1	87		9	9		11	11	10
VOC Emissions (g/hr)	53	91		1	104		11	11		13	13	12
Dilemma Vehicles (#)	0	17		0	33		0	0		0	0	0
Queue Length 50th (ft)	42	79		2	144		28	28		36	36	33
Queue Length 95th (ft)	88	104		14	275		68	68		74	74	69
Internal Link Dist (ft)		299			103		24	24		170	170	170
Turn Bay Length (ft)	230			90								
Base Capacity (vph)	803	3021		244	2371		247	247		266	266	250



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.54	0.44		0.04	0.37			0.21			0.17	0.17

Intersection Summary	
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	37 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay (s/veh):	9.0
Intersection LOS:	A
Intersection Capacity Utilization	116.9%
ICU Level of Service	H
Analysis Period (min)	15

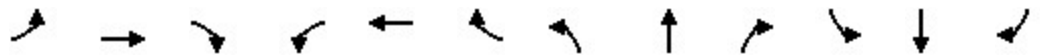
Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)



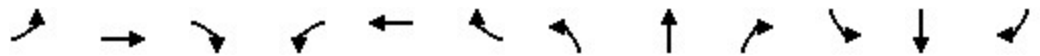
Lanes, Volumes, Timings

2027 No-Build

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	770	10	10	1321	48	202	11	38	97	6	118
Future Volume (vph)	155	770	10	10	1321	48	202	11	38	97	6	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.995			0.979				0.850
Flt Protected	0.950			0.950				0.961			0.955	
Satd. Flow (prot)	1770	3568	0	1805	3558	0	0	1788	0	0	1781	1583
Flt Permitted	0.093			0.345				0.697			0.684	
Satd. Flow (perm)	173	3568	0	656	3558	0	0	1296	0	0	1275	1583
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								7				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	0%	1%	0%	0%	0%	0%	1%	17%	2%
Adj. Flow (vph)	161	802	10	10	1376	50	210	11	40	101	6	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	812	0	10	1426	0	0	261	0	0	107	123
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			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8			4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6		8		4		4		4	
Detector Phase	5	2	6		6	8		8	4		4	4
Switch Phase												
Minimum Initial (s)	7.0	59.0	59.0		59.0	7.0		7.0	7.0		7.0	7.0
Minimum Split (s)	10.0	66.0	66.0		66.0	14.0		14.0	14.0		14.0	14.0
Total Split (s)	16.0	82.0	66.0		66.0	38.0		38.0	38.0		38.0	38.0
Total Split (%)	13.3%	68.3%	55.0%		55.0%	31.7%		31.7%	31.7%		31.7%	31.7%
Maximum Green (s)	13.0	75.0	59.0		59.0	31.0		31.0	31.0		31.0	31.0
Yellow Time (s)	3.0	4.0	4.0		4.0	3.0		3.0	3.0		3.0	3.0
All-Red Time (s)	0.0	3.0	3.0		3.0	4.0		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		0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag	Lead		Lag		Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Recall Mode	None	C-Min	C-Min		C-Min	None		None	None		None	None
Walk Time (s)	7.0		7.0		7.0							
Flash Dont Walk (s)	20.0		20.0		20.0							
Pedestrian Calls (#/hr)	0		0		0							
Act Effct Green (s)	83.3	79.3	65.8		65.8	26.7		26.7	26.7		26.7	26.7
Actuated g/C Ratio	0.69	0.66	0.55		0.55	0.22		0.22	0.22		0.22	0.22
v/c Ratio	0.62	0.34	0.03		0.73	0.89		0.89	0.38		0.38	0.35
Control Delay (s/veh)	31.2	11.8	15.8		24.6	74.1		74.1	42.4		42.4	41.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	31.2	11.8	15.8		24.6	74.1		74.1	42.4		42.4	41.0
LOS	C	B	B		C	E		E	D		D	D
Approach Delay (s/veh)	15.0		24.6		24.6	74.1		74.1	41.6		41.6	41.0
Approach LOS	B		C		C	E		E	D		D	D
90th %ile Green (s)	13.0	75.0	59.0		59.0	31.0		31.0	31.0		31.0	31.0
90th %ile Term Code	Max	Coord	Coord		Coord	Max		Max	Hold		Hold	Hold
70th %ile Green (s)	13.0	75.0	59.0		59.0	31.0		31.0	31.0		31.0	31.0
70th %ile Term Code	Max	Coord	Coord		Coord	Max		Max	Hold		Hold	Hold
50th %ile Green (s)	11.0	77.3	63.3		63.3	28.7		28.7	28.7		28.7	28.7
50th %ile Term Code	Gap	Coord	Coord		Coord	Gap		Gap	Hold		Hold	Hold
30th %ile Green (s)	8.1	81.4	70.3		70.3	24.6		24.6	24.6		24.6	24.6
30th %ile Term Code	Gap	Coord	Coord		Coord	Gap		Gap	Hold		Hold	Hold
10th %ile Green (s)	7.0	87.6	77.6		77.6	18.4		18.4	18.4		18.4	18.4
10th %ile Term Code	Min	Coord	Coord		Coord	Gap		Gap	Hold		Hold	Hold
Stops (vph)	116	365	6		1021	226		226	85		85	97
Fuel Used(gal)	3	7	0		19	5		5	1		1	2
CO Emissions (g/hr)	176	521	7		1300	341		341	101		101	113
NOx Emissions (g/hr)	34	101	1		253	66		66	20		20	22
VOC Emissions (g/hr)	41	121	2		301	79		79	23		23	26
Dilemma Vehicles (#)	0	12	0		57	0		0	0		0	0
Queue Length 50th (ft)	60	164	4		441	188		188	69		69	79
Queue Length 95th (ft)	125	201	14		577	#312		#312	121		121	133
Internal Link Dist (ft)	299		103		103	24		24	170		170	170
Turn Bay Length (ft)	230		90		90							
Base Capacity (vph)	293	2356	360		1952	339		339	329		329	408



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.55	0.34		0.03	0.73			0.77			0.33	0.30

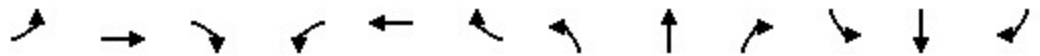
Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 34 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay (s/veh): 27.2 Intersection LOS: C  
 Intersection Capacity Utilization 136.6% ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)





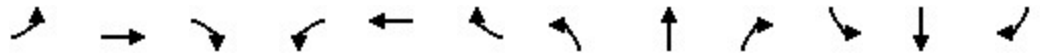


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	587	1246	28	10	749	138	27	7	15	71	0	122
Future Volume (vph)	587	1246	28	10	749	138	27	7	15	71	0	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.977			0.958				0.850
Flt Protected	0.950			0.950				0.973			0.950	
Satd. Flow (prot)	1770	3564	0	1641	3458	0	0	1771	0	0	1770	1568
Flt Permitted	0.213			0.207				0.789			0.724	
Satd. Flow (perm)	397	3564	0	358	3458	0	0	1436	0	0	1349	1568
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								16				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	10%	2%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	611	1298	29	10	780	144	28	7	16	74	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	611	1327	0	10	924	0	0	51	0	0	74	127
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			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8			4	

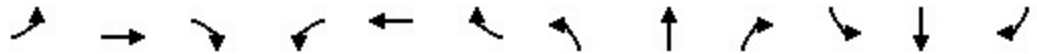
Lanes, Volumes, Timings

2027 Build

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	61.0		61.0	61.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	37.0	98.0		61.0	61.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	29.6%	78.4%		48.8%	48.8%		21.6%	21.6%		21.6%	21.6%	21.6%
Maximum Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	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	0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	100.7	96.7		60.7	60.7		14.3	14.3		14.3	14.3	14.3
Actuated g/C Ratio	0.81	0.77		0.49	0.49		0.11	0.11		0.11	0.11	0.11
v/c Ratio	0.90	0.48		0.06	0.55		0.28	0.28		0.48	0.71	0.71
Control Delay (s/veh)	27.5	4.1		22.1	25.6		39.8	39.8		61.0	73.4	73.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	27.5	4.1		22.1	25.6		39.8	39.8		61.0	73.4	73.4
LOS	C	A		C	C		D	D		E	E	E
Approach Delay (s/veh)		11.4			25.6		39.8	39.8		68.8	68.8	68.8
Approach LOS		B			C		D	D		E	E	E
90th %ile Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	20.0
90th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Max	Max	Max
70th %ile Green (s)	37.0	94.0		54.0	54.0		17.0	17.0		17.0	17.0	17.0
70th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
50th %ile Green (s)	38.4	96.5		55.1	55.1		14.5	14.5		14.5	14.5	14.5
50th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	32.5	99.1		63.6	63.6		11.9	11.9		11.9	11.9	11.9
30th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	23.0	102.7		76.7	76.7		8.3	8.3		8.3	8.3	8.3
10th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
Stops (vph)	374	369		7	615		33	33		64	116	116
Fuel Used(gal)	8	8		0	12		1	1		1	2	2
CO Emissions (g/hr)	592	556		9	823		40	40		88	174	174
NOx Emissions (g/hr)	115	108		2	160		8	8		17	34	34
VOC Emissions (g/hr)	137	129		2	191		9	9		20	40	40
Dilemma Vehicles (#)	0	25		0	36		0	0		0	0	0
Queue Length 50th (ft)	198	91		5	294		26	26		57	100	100
Queue Length 95th (ft)	#512	234		17	369		64	64		103	160	160
Internal Link Dist (ft)		299			103		24	24		170	170	170
Turn Bay Length (ft)	230			90								
Base Capacity (vph)	709	2756		173	1678		243	243		215	250	250



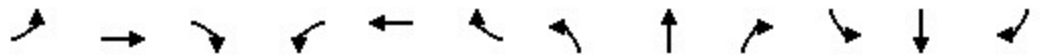
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.86	0.48		0.06	0.55			0.21			0.34	0.51

**Intersection Summary**

Area Type: Other  
 Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 37 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay (s/veh): 19.8      Intersection LOS: B  
 Intersection Capacity Utilization 116.9%      ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)**

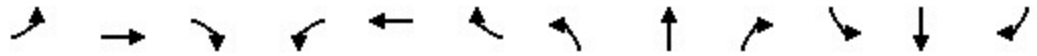




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	770	10	10	1335	64	202	11	38	153	6	288
Future Volume (vph)	247	770	10	10	1335	64	202	11	38	153	6	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.993			0.979				0.850
Flt Protected	0.950			0.950				0.961			0.954	
Satd. Flow (prot)	1770	3568	0	1805	3551	0	0	1788	0	0	1784	1583
Flt Permitted	0.064			0.345				0.610			0.668	
Satd. Flow (perm)	119	3568	0	656	3551	0	0	1135	0	0	1249	1583
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								7				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	0%	1%	0%	0%	0%	0%	1%	17%	2%
Adj. Flow (vph)	257	802	10	10	1391	67	210	11	40	159	6	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	812	0	10	1458	0	0	261	0	0	165	300
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			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8			4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	59.0		59.0	59.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	66.0		66.0	66.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	16.0	82.0		66.0	66.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	13.3%	68.3%		55.0%	55.0%		31.7%	31.7%		31.7%	31.7%	31.7%
Maximum Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	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	0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	81.3	77.3		59.9	59.9		28.7			28.7	28.7	28.7
Actuated g/C Ratio	0.68	0.64		0.50	0.50		0.24			0.24	0.24	0.24
v/c Ratio	0.92	0.35		0.03	0.82		0.95			0.55	0.79	0.79
Control Delay (s/veh)	75.3	10.9		16.3	30.7		85.3			47.1	58.6	58.6
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0
Total Delay (s/veh)	75.3	10.9		16.3	30.7		85.3			47.1	58.6	58.6
LOS	E	B		B	C		F			D	E	E
Approach Delay (s/veh)		26.4			30.6		85.3			54.5		
Approach LOS		C			C		F			D		
90th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
90th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Max	Max	Max
70th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
70th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Max	Max	Max
50th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
50th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Hold	Hold	Hold
30th %ile Green (s)	15.3	77.3		59.0	59.0		28.7	28.7		28.7	28.7	28.7
30th %ile Term Code	Max	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	17.4	84.1		63.7	63.7		21.9	21.9		21.9	21.9	21.9
10th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
Stops (vph)	227	362		6	1159		220			136	263	263
Fuel Used(gal)	7	7		0	22		5			2	5	5
CO Emissions (g/hr)	465	509		7	1529		379			165	349	349
NOx Emissions (g/hr)	90	99		1	297		74			32	68	68
VOC Emissions (g/hr)	108	118		2	354		88			38	81	81
Dilemma Vehicles (#)	0	11		0	58		0			0	0	0
Queue Length 50th (ft)	159	165		4	497		190			110	213	213
Queue Length 95th (ft)	#319	172		14	600		#347			183	#320	#320
Internal Link Dist (ft)		299			103		24			170		
Turn Bay Length (ft)	230			90								
Base Capacity (vph)	278	2298		327	1773		298			322	408	408



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.92	0.35		0.03	0.82			0.88			0.51	0.74

**Intersection Summary**

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 34 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay (s/veh): 37.0 Intersection LOS: D  
 Intersection Capacity Utilization 136.6% ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

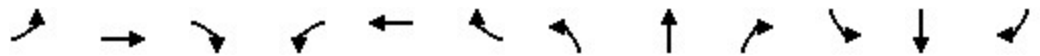
Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)



Lanes, Volumes, Timings

2027 Build with Mitigation

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: AM Peak Hour

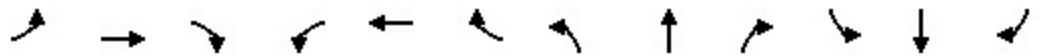


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	587	1246	28	10	749	138	27	7	15	71	0	122
Future Volume (vph)	587	1246	28	10	749	138	27	7	15	71	0	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	90		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.977			0.958				0.850
Flt Protected	0.950			0.950				0.973			0.950	
Satd. Flow (prot)	1770	3564	0	1641	3458	0	0	1771	0	0	1770	1568
Flt Permitted	0.223			0.207				0.789			0.724	
Satd. Flow (perm)	415	3564	0	358	3458	0	0	1436	0	0	1349	1568
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								16				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	10%	2%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	611	1298	29	10	780	144	28	7	16	74	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	611	1327	0	10	924	0	0	51	0	0	74	127
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			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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)	20		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	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	5	2			6			8			4	

Lanes, Volumes, Timings

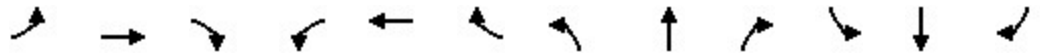
2027 Build with Mitigation

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		Free
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	13.0	61.0		61.0	61.0		19.0	19.0		19.0	19.0	
Total Split (s)	37.0	98.0		61.0	61.0		27.0	27.0		27.0	27.0	
Total Split (%)	29.6%	78.4%		48.8%	48.8%		21.6%	21.6%		21.6%	21.6%	
Maximum Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0			7.0			7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	105.6	103.0		65.3	65.3			13.2			13.2	125.0
Actuated g/C Ratio	0.84	0.82		0.52	0.52			0.11			0.11	1.00
v/c Ratio	0.86	0.45		0.05	0.51			0.31			0.52	0.08
Control Delay (s/veh)	26.9	4.0		21.7	23.7			42.6			66.0	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	26.9	4.0		21.7	23.7			42.6			66.0	0.1
LOS	C	A		C	C			D			E	A
Approach Delay (s/veh)		11.2			23.7			42.6			24.4	
Approach LOS		B			C			D			C	
90th %ile Green (s)	37.4	94.4		54.0	54.0		16.6	16.6		16.6	16.6	
90th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.6	97.6		54.0	54.0		13.4	13.4		13.4	13.4	
70th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	37.7	99.0		58.3	58.3		12.0	12.0		12.0	12.0	
50th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	
30th %ile Green (s)	32.5	99.0		63.5	63.5		12.0	12.0		12.0	12.0	
30th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	18.4	118.0		96.6	96.6		0.0	0.0		0.0	0.0	
10th %ile Term Code	Gap	Coord		Coord	Coord		Skip	Skip		Skip	Skip	
Stops (vph)	371	290		7	584			33			66	0
Fuel Used(gal)	8	7		0	11			1			1	1
CO Emissions (g/hr)	585	500		9	777			42			94	42
NOx Emissions (g/hr)	114	97		2	151			8			18	8
VOC Emissions (g/hr)	136	116		2	180			10			22	10
Dilemma Vehicles (#)	0	37		0	36			0			0	0
Queue Length 50th (ft)	236	90		4	280			27			58	0
Queue Length 95th (ft)	m396	265		17	369			66			107	0
Internal Link Dist (ft)		299			103			24			170	
Turn Bay Length (ft)	260			90								
Base Capacity (vph)	748	2936		186	1805			243			215	1568





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.82	0.45		0.05	0.51			0.21			0.34	0.08

Intersection Summary	
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	37 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	95
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay (s/veh):	16.3
Intersection LOS:	B
Intersection Capacity Utilization:	117.5%
ICU Level of Service:	H
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

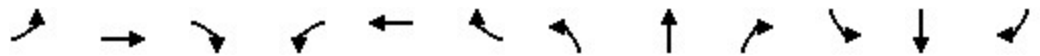
Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)



Lanes, Volumes, Timings

2027 Build with Mitigation

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: PM Peak Hour

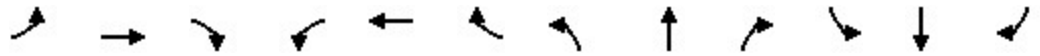


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	770	10	10	1335	64	202	11	38	153	6	288
Future Volume (vph)	247	770	10	10	1335	64	202	11	38	153	6	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	90		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.993			0.979				0.850
Flt Protected	0.950			0.950				0.961			0.954	
Satd. Flow (prot)	1770	3568	0	1805	3551	0	0	1788	0	0	1784	1583
Flt Permitted	0.067			0.345				0.615			0.661	
Satd. Flow (perm)	125	3568	0	656	3551	0	0	1144	0	0	1236	1583
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								8				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	0%	1%	0%	0%	0%	0%	1%	17%	2%
Adj. Flow (vph)	257	802	10	10	1391	67	210	11	40	159	6	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	812	0	10	1458	0	0	261	0	0	165	300
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			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	5	2			6			8			4	

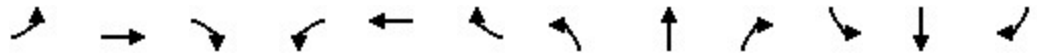
Lanes, Volumes, Timings

2027 Build with Mitigation

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124) Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		Free
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		55.0	55.0		22.0	22.0		22.0	22.0	
Minimum Split (s)	13.0	62.0		62.0	62.0		29.0	29.0		29.0	29.0	
Total Split (s)	16.0	78.0		62.0	62.0		42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	65.0%		51.7%	51.7%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	13.0	71.0		55.0	55.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0			7.0			7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	80.1	76.1		57.1	57.1			29.9			29.9	120.0
Actuated g/C Ratio	0.67	0.63		0.48	0.48			0.25			0.25	1.00
v/c Ratio	0.85	0.36		0.03	0.86			0.90			0.54	0.19
Control Delay (s/veh)	56.4	7.2		18.4	35.1			74.0			44.9	0.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	56.4	7.2		18.4	35.1			74.0			44.9	0.3
LOS	E	A		B	D			E			D	A
Approach Delay (s/veh)		19.0			35.0			74.0			16.1	
Approach LOS		B			C			E			B	
90th %ile Green (s)	13.0	71.0		55.0	55.0		35.0	35.0		35.0	35.0	
90th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Hold	Hold	
70th %ile Green (s)	13.0	71.0		55.0	55.0		35.0	35.0		35.0	35.0	
70th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Hold	Hold	
50th %ile Green (s)	17.0	75.0		55.0	55.0		31.0	31.0		31.0	31.0	
50th %ile Term Code	Max	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	19.9	79.5		56.6	56.6		26.5	26.5		26.5	26.5	
30th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	17.0	84.0		64.0	64.0		22.0	22.0		22.0	22.0	
10th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)	208	297		6	1188			224			133	0
Fuel Used(gal)	6	6		0	23			5			2	1
CO Emissions (g/hr)	386	424		8	1637			340			160	99
NOx Emissions (g/hr)	75	82		1	318			66			31	19
VOC Emissions (g/hr)	89	98		2	379			79			37	23
Dilemma Vehicles (#)	0	4		0	58			0			0	0
Queue Length 50th (ft)	119	132		4	533			189			110	0
Queue Length 95th (ft)	#318	68		15	644			#312			175	0
Internal Link Dist (ft)		299			103			24			170	
Turn Bay Length (ft)	260			90								
Base Capacity (vph)	302	2262		312	1690			339			360	1583



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.85	0.36		0.03	0.86			0.77			0.46	0.19

**Intersection Summary**

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 34 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay (s/veh): 30.2      Intersection LOS: C  
 Intersection Capacity Utilization 129.9%      ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)**



2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	587	1246	28	10	749	138	27	7	15	71	0	122
Future Volume (vph)	587	1246	28	10	749	138	27	7	15	71	0	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	90		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.977			0.958				0.850
Flt Protected	0.950			0.950				0.973			0.950	
Satd. Flow (prot)	3433	3564	0	1641	3458	0	0	1771	0	0	1770	1568
Flt Permitted	0.950			0.207				0.789			0.724	
Satd. Flow (perm)	3433	3564	0	358	3458	0	0	1436	0	0	1349	1568
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								16				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	10%	2%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	611	1298	29	10	780	144	28	7	16	74	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	611	1327	0	10	924	0	0	51	0	0	74	127
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)		24			24			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	5	2			6			8				4

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)

Lanes, Volumes, Timings

2027 Build with Alternative Mitigation AM Peak Hour

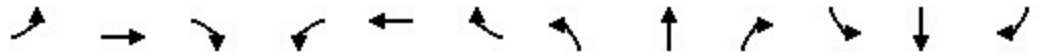


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			8			4		Free
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	13.0	61.0		61.0	61.0		19.0	19.0		19.0	19.0	
Total Split (s)	37.0	98.0		61.0	61.0		27.0	27.0		27.0	27.0	
Total Split (%)	29.6%	78.4%		48.8%	48.8%		21.6%	21.6%		21.6%	21.6%	
Maximum Green (s)	31.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0			7.0			7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	27.4	103.0		68.2	68.2			13.2			13.2	125.0
Actuated g/C Ratio	0.22	0.82		0.55	0.55			0.11			0.11	1.00
v/c Ratio	0.81	0.45		0.05	0.49			0.31			0.52	0.08
Control Delay (s/veh)	53.7	4.0		19.4	20.9			42.6			66.0	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	53.7	4.0		19.4	20.9			42.6			66.0	0.1
LOS	D	A		B	C			D			E	A
Approach Delay (s/veh)		19.7			20.9			42.6			24.4	
Approach LOS		B			C			D			C	
90th %ile Green (s)	33.7	94.4		54.7	54.7		16.6	16.6		16.6	16.6	
90th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	29.8	97.6		61.8	61.8		13.4	13.4		13.4	13.4	
70th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	27.4	99.0		65.6	65.6		12.0	12.0		12.0	12.0	
50th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	
30th %ile Green (s)	24.9	99.0		68.1	68.1		12.0	12.0		12.0	12.0	
30th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	21.3	118.0		90.7	90.7		0.0	0.0		0.0	0.0	
10th %ile Term Code	Gap	Coord		Coord	Coord		Skip	Skip		Skip	Skip	
Stops (vph)	548	290		7	551			33			66	0
Fuel Used(gal)	13	7		0	10			1			1	1
CO Emissions (g/hr)	931	500		8	719			42			94	42
NOx Emissions (g/hr)	181	97		2	140			8			18	8
VOC Emissions (g/hr)	216	116		2	167			10			22	10
Dilemma Vehicles (#)	0	37		0	36			0			0	0
Queue Length 50th (ft)	239	90		4	245			27			58	0
Queue Length 95th (ft)	m283	265		17	365			66			107	0
Internal Link Dist (ft)		299			103			24			170	
Turn Bay Length (ft)	260			90								
Base Capacity (vph)	866	2936		195	1886			243			215	1568

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)

Lanes, Volumes, Timings

2027 Build with Alternative Mitigation AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.71	0.45		0.05	0.49			0.21			0.34	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	37 (30%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	95
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay (s/veh):	20.7
Intersection LOS:	C
Intersection Capacity Utilization:	117.5%
ICU Level of Service:	H
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)



2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)

Lanes, Volumes, Timings

2027 Build with Mitigation PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	770	10	10	1335	64	202	11	38	153	6	288
Future Volume (vph)	247	770	10	10	1335	64	202	11	38	153	6	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	90		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.993			0.979				0.850
Flt Protected	0.950			0.950				0.961			0.954	
Satd. Flow (prot)	3433	3568	0	1805	3551	0	0	1788	0	0	1784	1583
Flt Permitted	0.950			0.345				0.615			0.661	
Satd. Flow (perm)	3433	3568	0	656	3551	0	0	1144	0	0	1236	1583
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								8				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			183			104			250	
Travel Time (s)		6.5			3.1			2.8			17.0	
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 (%)	2%	1%	0%	0%	1%	0%	0%	0%	0%	1%	17%	2%
Adj. Flow (vph)	257	802	10	10	1391	67	210	11	40	159	6	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	812	0	10	1458	0	0	261	0	0	165	300
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)		24			24			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
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	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	Free
Protected Phases	5	2			6			8			4	



2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)

Lanes, Volumes, Timings

2027 Build with Mitigation PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			8			4		Free
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		55.0	55.0		22.0	22.0		22.0	22.0	
Minimum Split (s)	13.0	62.0		62.0	62.0		29.0	29.0		29.0	29.0	
Total Split (s)	16.0	78.0		62.0	62.0		42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	65.0%		51.7%	51.7%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	10.0	71.0		55.0	55.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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	0.0	
Total Lost Time (s)	6.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	11.9	76.1		58.2	58.2		29.9			29.9	120.0	
Actuated g/C Ratio	0.10	0.63		0.49	0.49		0.25			0.25	1.00	
v/c Ratio	0.76	0.36		0.03	0.85		0.90			0.54	0.19	
Control Delay (s/veh)	68.7	7.2		18.4	33.6		74.0			44.9	0.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
Total Delay (s/veh)	68.7	7.2		18.4	33.6		74.0			44.9	0.3	
LOS	E	A		B	C		E			D	A	
Approach Delay (s/veh)		22.0			33.5		74.0			16.1		
Approach LOS		C			C		E			B		
90th %ile Green (s)	10.0	71.0		55.0	55.0		35.0	35.0		35.0	35.0	
90th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Hold	Hold	
70th %ile Green (s)	10.0	71.0		55.0	55.0		35.0	35.0		35.0	35.0	
70th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Hold	Hold	
50th %ile Green (s)	14.0	75.0		55.0	55.0		31.0	31.0		31.0	31.0	
50th %ile Term Code	Max	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	13.9	79.5		59.6	59.6		26.5	26.5		26.5	26.5	
30th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	11.6	84.0		66.4	66.4		22.0	22.0		22.0	22.0	
10th %ile Term Code	Gap	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)	209	297		6	1171		224			133	0	
Fuel Used(gal)	6	6		0	23		5			2	1	
CO Emissions (g/hr)	430	424		8	1596		340			160	99	
NOx Emissions (g/hr)	84	82		1	311		66			31	19	
VOC Emissions (g/hr)	100	98		2	370		79			37	23	
Dilemma Vehicles (#)	0	4		0	58		0			0	0	
Queue Length 50th (ft)	87	132		4	533		189			110	0	
Queue Length 95th (ft)	#178	68		15	644		#312			175	0	
Internal Link Dist (ft)		299			103		24			170		
Turn Bay Length (ft)	260			90								
Base Capacity (vph)	340	2262		317	1722		339			360	1583	

2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)

Lanes, Volumes, Timings

2027 Build with Mitigation PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	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	0.76	0.36		0.03	0.85			0.77			0.46	0.19

Intersection Summary

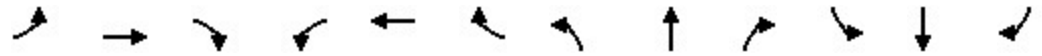
Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 34 (28%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay (s/veh): 30.5      Intersection LOS: C  
 Intersection Capacity Utilization 129.9%      ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 2: 77 Madison Ave Drwy/Hospital Main Entrance & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

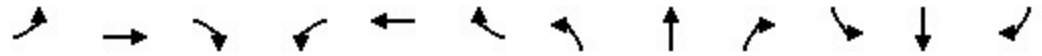
2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔		↔	↔	
Traffic Volume (vph)	30	798	100	60	839	152	65	29	27	72	37	25
Future Volume (vph)	30	798	100	60	839	152	65	29	27	72	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.978			0.970			0.940	
Flt Protected		0.998			0.997			0.974		0.950		
Satd. Flow (prot)	0	3481	0	0	3452	0	0	1747	0	1770	1727	0
Flt Permitted		0.873			0.805			0.798		0.622		
Satd. Flow (perm)	0	3045	0	0	2787	0	0	1431	0	1159	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			36			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
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 (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	32	840	105	63	883	160	68	31	28	76	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	977	0	0	1106	0	0	127	0	76	65	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)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			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		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2				6		8				4	
Detector Phase	2	2			6	6	8	8			4	4
Switch Phase												
Minimum Initial (s)	87.0	87.0			87.0	87.0	7.0	7.0			7.0	7.0
Minimum Split (s)	93.0	93.0			93.0	93.0	13.0	13.0			13.0	13.0
Total Split (s)	93.0	93.0			93.0	93.0	32.0	32.0			32.0	32.0
Total Split (%)	74.4%	74.4%			74.4%	74.4%	25.6%	25.6%			25.6%	25.6%
Maximum Green (s)	87.0	87.0			87.0	87.0	26.0	26.0			26.0	26.0
Yellow Time (s)	4.0	4.0			4.0	4.0	3.0	3.0			3.0	3.0
All-Red Time (s)	2.0	2.0			2.0	2.0	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	2.0
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None			None	None
Walk Time (s)	7.0	7.0			7.0	7.0						
Flash Dont Walk (s)	16.0	16.0			16.0	16.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)	98.3				98.3		14.7				14.7	14.7
Actuated g/C Ratio	0.79				0.79		0.12				0.12	0.12
v/c Ratio	0.41				0.50		0.72				0.56	0.29
Control Delay (s/veh)	5.1				10.4		70.2				66.4	35.3
Queue Delay	0.0				0.0		0.0				0.0	0.0
Total Delay (s/veh)	5.1				10.4		70.2				66.4	35.3
LOS	A				B		E				E	D
Approach Delay (s/veh)	5.1				10.4		70.2				52.0	
Approach LOS	A				B		E				D	
90th %ile Green (s)	91.5	91.5			91.5	91.5	21.5	21.5			21.5	21.5
90th %ile Term Code	Coord	Coord			Coord	Coord	Gap	Gap			Hold	Hold
70th %ile Green (s)	95.5	95.5			95.5	95.5	17.5	17.5			17.5	17.5
70th %ile Term Code	Coord	Coord			Coord	Coord	Gap	Gap			Hold	Hold
50th %ile Green (s)	98.3	98.3			98.3	98.3	14.7	14.7			14.7	14.7
50th %ile Term Code	Coord	Coord			Coord	Coord	Gap	Gap			Hold	Hold
30th %ile Green (s)	101.1	101.1			101.1	101.1	11.9	11.9			11.9	11.9
30th %ile Term Code	Coord	Coord			Coord	Coord	Gap	Gap			Hold	Hold
10th %ile Green (s)	105.2	105.2			105.2	105.2	7.8	7.8			7.8	7.8
10th %ile Term Code	Coord	Coord			Coord	Coord	Gap	Gap			Hold	Hold
Stops (vph)	269				640		106				66	35
Fuel Used(gal)	7				13		3				2	1
CO Emissions (g/hr)	461				934		203				133	81
NOx Emissions (g/hr)	90				182		39				26	16
VOC Emissions (g/hr)	107				217		47				31	19
Dilemma Vehicles (#)	37				43		0				0	0
Queue Length 50th (ft)	105				293		92				59	30
Queue Length 95th (ft)	175				423		152				106	70
Internal Link Dist (ft)	396				303		164				285	
Turn Bay Length (ft)											85	
Base Capacity (vph)	2400				2199		305				241	378

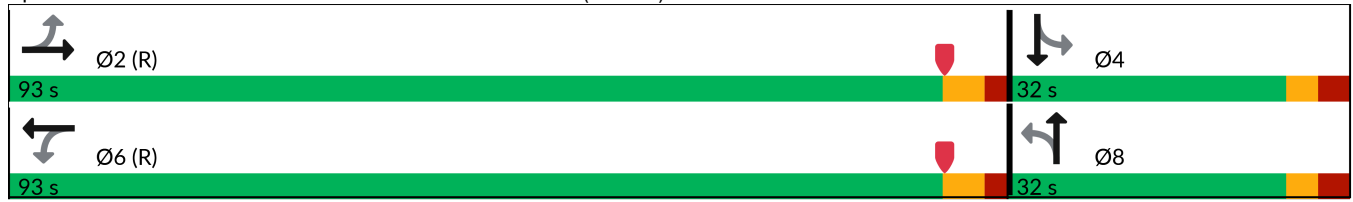
Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.41			0.50			0.42		0.32	0.17	

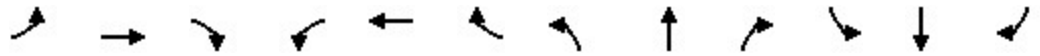
Intersection Summary	
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay (s/veh):	13.9
Intersection LOS:	B
Intersection Capacity Utilization	97.4%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 3: Franklin Street & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	46	840	64	34	1099	155	125	35	36	121	38	35
Future Volume (vph)	46	840	64	34	1099	155	125	35	36	121	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.982			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3535	0	0	3474	0	0	1776	0	1770	1738	0
Flt Permitted		0.782			0.890			0.760		0.635		
Satd. Flow (perm)	0	2770	0	0	3095	0	0	1393	0	1183	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			25			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
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%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	49	894	68	36	1169	165	133	37	38	129	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1011	0	0	1370	0	0	208	0	129	77	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)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			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		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

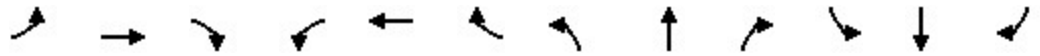
2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		13.0	13.0		13.0	13.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
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		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	86.4			86.4			21.6			21.6	21.6	
Actuated g/C Ratio	0.72			0.72			0.18			0.18	0.18	
v/c Ratio	0.51			0.61			0.81			0.61	0.22	
Control Delay (s/veh)	9.2			3.0			67.2			56.2	23.6	
Queue Delay	0.0			0.0			0.0			0.0	0.0	
Total Delay (s/veh)	9.2			3.0			67.2			56.2	23.6	
LOS	A			A			E			E	C	
Approach Delay (s/veh)	9.2			3.0			67.2				44.0	
Approach LOS	A			A			E				D	
90th %ile Green (s)	77.9	77.9		77.9	77.9		30.1	30.1		30.1	30.1	
90th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)	82.8	82.8		82.8	82.8		25.2	25.2		25.2	25.2	
70th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	86.3	86.3		86.3	86.3		21.7	21.7		21.7	21.7	
50th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	89.9	89.9		89.9	89.9		18.1	18.1		18.1	18.1	
30th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	95.1	95.1		95.1	95.1		12.9	12.9		12.9	12.9	
10th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
Stops (vph)	403			138			177			109	34	
Fuel Used(gal)	9			8			5			3	1	
CO Emissions (g/hr)	616			567			322			205	81	
NOx Emissions (g/hr)	120			110			63			40	16	
VOC Emissions (g/hr)	143			131			75			48	19	
Dilemma Vehicles (#)	39			19			0			0	0	
Queue Length 50th (ft)	158			55			150			93	26	
Queue Length 95th (ft)	263			m75			220			147	64	
Internal Link Dist (ft)	396			303			164				285	
Turn Bay Length (ft)										85		
Base Capacity (vph)	1997			2235			366			305	476	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.51			0.61			0.57		0.42	0.16	

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay (s/veh):	13.1
Intersection LOS:	B
Intersection Capacity Utilization:	91.8%
ICU Level of Service:	F
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

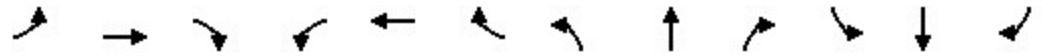
Splits and Phases: 3: Franklin Street & Madison Avenue (NJ 124)





Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	30	825	100	60	894	203	65	29	27	97	37	25
Future Volume (vph)	30	825	100	60	894	203	65	29	27	97	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.974			0.970			0.940	
Flt Protected		0.998			0.997			0.974		0.950		
Satd. Flow (prot)	0	3481	0	0	3439	0	0	1747	0	1770	1727	0
Flt Permitted		0.864			0.809			0.798		0.622		
Satd. Flow (perm)	0	3013	0	0	2791	0	0	1431	0	1159	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			47			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
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 (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	32	868	105	63	941	214	68	31	28	102	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1005	0	0	1218	0	0	127	0	102	65	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)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			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		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	87.0	87.0		87.0	87.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	93.0	93.0		93.0	93.0		13.0	13.0		13.0	13.0	
Total Split (s)	93.0	93.0		93.0	93.0		32.0	32.0		32.0	32.0	
Total Split (%)	74.4%	74.4%		74.4%	74.4%		25.6%	25.6%		25.6%	25.6%	
Maximum Green (s)	87.0	87.0		87.0	87.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
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		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		98.2			98.2			14.8		14.8	14.8	
Actuated g/C Ratio		0.79			0.79			0.12		0.12	0.12	
v/c Ratio		0.42			0.55			0.71		0.74	0.29	
Control Delay (s/veh)		5.3			10.3			69.5		82.7	35.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		5.3			10.3			69.5		82.7	35.1	
LOS		A			B			E		F	D	
Approach Delay (s/veh)		5.3			10.3			69.5			64.2	
Approach LOS		A			B			E			E	
90th %ile Green (s)	91.2	91.2		91.2	91.2		21.8	21.8		21.8	21.8	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	95.4	95.4		95.4	95.4		17.6	17.6		17.6	17.6	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	98.2	98.2		98.2	98.2		14.8	14.8		14.8	14.8	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	101.1	101.1		101.1	101.1		11.9	11.9		11.9	11.9	
30th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Gap	Gap	
10th %ile Green (s)	105.2	105.2		105.2	105.2		7.8	7.8		7.8	7.8	
10th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Gap	Gap	
Stops (vph)		284			731			105		91	35	
Fuel Used(gal)		7			15			3		3	1	
CO Emissions (g/hr)		482			1046			201		202	81	
NOx Emissions (g/hr)		94			203			39		39	16	
VOC Emissions (g/hr)		112			242			47		47	19	
Dilemma Vehicles (#)		38			41			0		0	0	
Queue Length 50th (ft)		111			329			92		81	30	
Queue Length 95th (ft)		186			479			151		136	70	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		
Base Capacity (vph)		2372			2203			305		241	378	

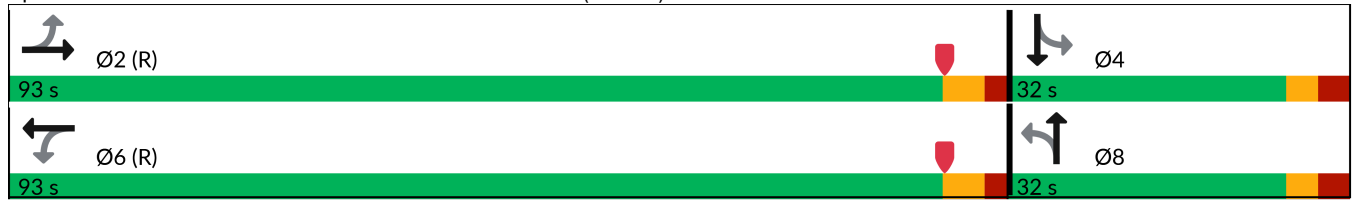
Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.42			0.55			0.42		0.42	0.17	

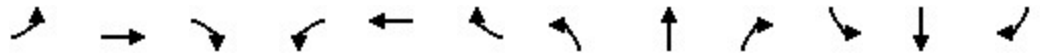
Intersection Summary	
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay (s/veh):	14.8
Intersection LOS:	B
Intersection Capacity Utilization	100.4%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 3: Franklin Street & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

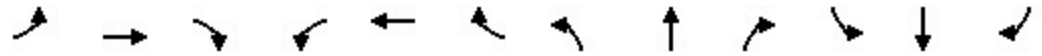
2027 Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	46	896	64	34	1129	183	125	35	36	173	38	35
Future Volume (vph)	46	896	64	34	1129	183	125	35	36	173	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.980			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3535	0	0	3467	0	0	1776	0	1770	1738	0
Flt Permitted		0.776			0.887			0.760		0.634		
Satd. Flow (perm)	0	2749	0	0	3078	0	0	1393	0	1181	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			29			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
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%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	49	953	68	36	1201	195	133	37	38	184	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1070	0	0	1432	0	0	208	0	184	77	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)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			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		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		13.0	13.0		13.0	13.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		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	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		85.2			85.2			22.8		22.8	22.8	
Actuated g/C Ratio		0.71			0.71			0.19		0.19	0.19	
v/c Ratio		0.55			0.65			0.77		0.83	0.21	
Control Delay (s/veh)		10.3			3.6			61.6		73.5	22.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		10.3			3.6			61.6		73.5	22.8	
LOS		B			A			E		E	C	
Approach Delay (s/veh)		10.3			3.6			61.6			58.6	
Approach LOS		B			A			E			E	
90th %ile Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	81.0	81.0		81.0	81.0		27.0	27.0		27.0	27.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	84.9	84.9		84.9	84.9		23.1	23.1		23.1	23.1	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	88.8	88.8		88.8	88.8		19.2	19.2		19.2	19.2	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	94.5	94.5		94.5	94.5		13.5	13.5		13.5	13.5	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
Stops (vph)		462			164			173		163	32	
Fuel Used(gal)		10			9			4		5	1	
CO Emissions (g/hr)		692			617			305		338	79	
NOx Emissions (g/hr)		135			120			59		66	15	
VOC Emissions (g/hr)		160			143			71		78	18	
Dilemma Vehicles (#)		42			22			0		0	0	
Queue Length 50th (ft)		184			66			147		138	26	
Queue Length 95th (ft)		297			m87			217		207	63	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		
Base Capacity (vph)		1956			2195			366		305	476	

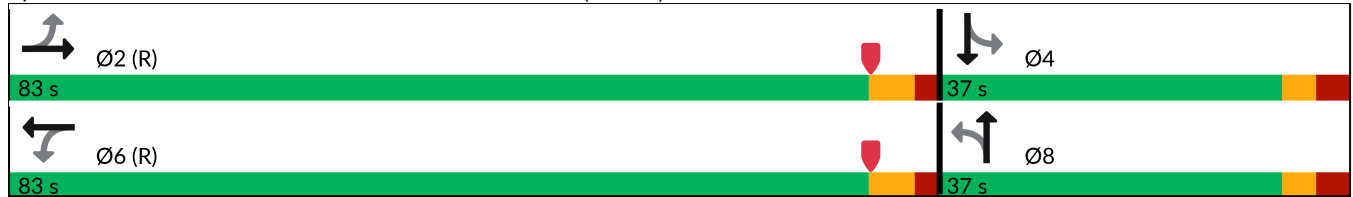
Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.55			0.65			0.57		0.60	0.16	

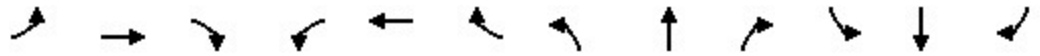
Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay (s/veh):	14.9
Intersection LOS:	B
Intersection Capacity Utilization:	91.8%
ICU Level of Service:	F
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Franklin Street & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
3: Franklin Street & Madison Avenue (NJ 124)

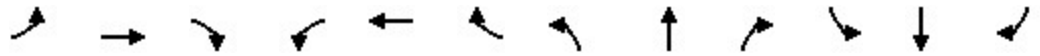
2027 Build with Mitigation  
Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	30	825	100	60	894	203	65	29	27	97	37	25
Future Volume (vph)	30	825	100	60	894	203	65	29	27	97	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.974			0.970			0.940	
Flt Protected		0.998			0.997			0.974		0.950		
Satd. Flow (prot)	0	3481	0	0	3439	0	0	1747	0	1770	1727	0
Flt Permitted		0.864			0.809			0.798		0.632		
Satd. Flow (perm)	0	3013	0	0	2791	0	0	1431	0	1177	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			47			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
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 (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	32	868	105	63	941	214	68	31	28	102	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1005	0	0	1218	0	0	127	0	102	65	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)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			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		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	87.0	87.0		87.0	87.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	93.0	93.0		93.0	93.0		21.0	21.0		21.0	21.0	
Total Split (s)	93.0	93.0		93.0	93.0		32.0	32.0		32.0	32.0	
Total Split (%)	74.4%	74.4%		74.4%	74.4%		25.6%	25.6%		25.6%	25.6%	
Maximum Green (s)	87.0	87.0		87.0	87.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		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	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		96.1			96.1			16.9		16.9	16.9	
Actuated g/C Ratio		0.77			0.77			0.14		0.14	0.14	
v/c Ratio		0.43			0.56			0.63		0.64	0.26	
Control Delay (s/veh)		5.8			12.1			61.0		69.6	34.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		5.8			12.1			61.0		69.6	34.1	
LOS		A			B			E		E	C	
Approach Delay (s/veh)		5.8			12.1			61.0			55.8	
Approach LOS		A			B			E			E	
90th %ile Green (s)	91.2	91.2		91.2	91.2		21.8	21.8		21.8	21.8	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	95.4	95.4		95.4	95.4		17.6	17.6		17.6	17.6	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
30th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)		302			679			105		91	35	
Fuel Used(gal)		7			15			3		3	1	
CO Emissions (g/hr)		501			1040			187		184	80	
NOx Emissions (g/hr)		98			202			36		36	16	
VOC Emissions (g/hr)		116			241			43		43	19	
Dilemma Vehicles (#)		38			57			0		0	0	
Queue Length 50th (ft)		112			305			92		81	30	
Queue Length 95th (ft)		186			479			151		136	70	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		
Base Capacity (vph)		2322			2157			305		244	378	



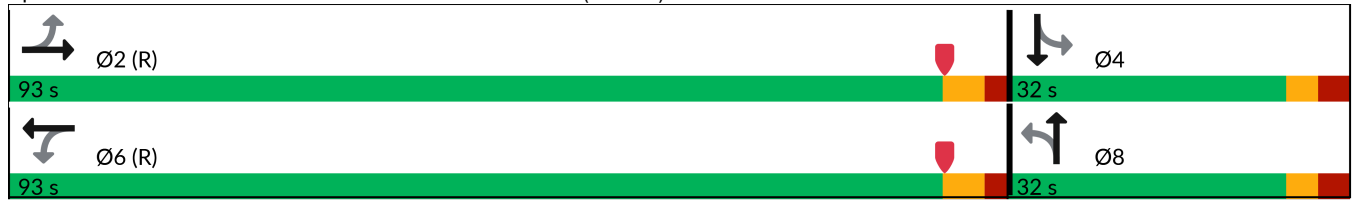
Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.43			0.56			0.42		0.42	0.17	

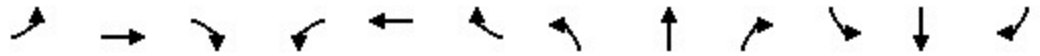
Intersection Summary	
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay (s/veh):	14.9
Intersection LOS:	B
Intersection Capacity Utilization	100.4%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 3: Franklin Street & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
3: Franklin Street & Madison Avenue (NJ 124)

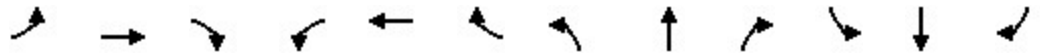
2027 Build with Mitigation  
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	46	896	64	34	1129	183	125	35	36	173	38	35
Future Volume (vph)	46	896	64	34	1129	183	125	35	36	173	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.980			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3535	0	0	3467	0	0	1776	0	1770	1738	0
Flt Permitted		0.766			0.887			0.760		0.634		
Satd. Flow (perm)	0	2713	0	0	3078	0	0	1393	0	1181	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			29			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
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%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	49	953	68	36	1201	195	133	37	38	184	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1070	0	0	1432	0	0	208	0	184	77	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)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			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		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		29.0	29.0		29.0	29.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
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		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	82.6			82.6			25.4			25.4	25.4	
Actuated g/C Ratio	0.69			0.69			0.21			0.21	0.21	
v/c Ratio	0.57			0.67			0.69			0.74	0.19	
Control Delay (s/veh)	11.4			4.0			53.9			61.9	22.4	
Queue Delay	0.0			0.0			0.0			0.0	0.0	
Total Delay (s/veh)	11.4			4.0			53.9			61.9	22.4	
LOS	B			A			D			E	C	
Approach Delay (s/veh)	11.4			4.0			53.9				50.3	
Approach LOS	B			A			D				D	
90th %ile Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	81.0	81.0		81.0	81.0		27.0	27.0		27.0	27.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
30th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)	493			181			172			159	32	
Fuel Used(gal)	10			9			4			4	1	
CO Emissions (g/hr)	729			637			283			309	79	
NOx Emissions (g/hr)	142			124			55			60	15	
VOC Emissions (g/hr)	169			148			66			72	18	
Dilemma Vehicles (#)	42			22			0			0	0	
Queue Length 50th (ft)	185			66			147			138	26	
Queue Length 95th (ft)	300			m90			217			207	63	
Internal Link Dist (ft)	396			303			164				285	
Turn Bay Length (ft)										85		
Base Capacity (vph)	1871			2127			366			305	476	

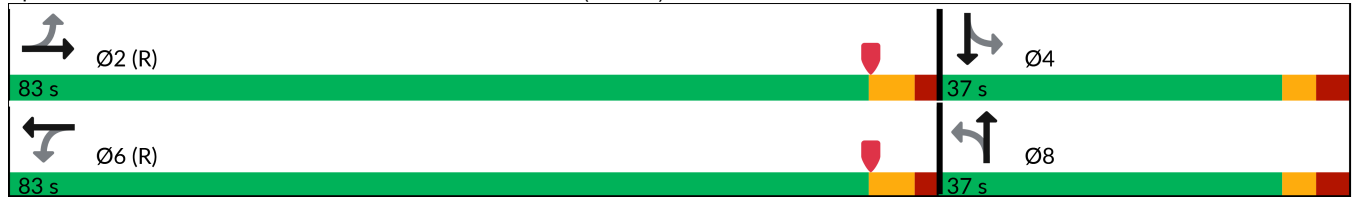
Lanes, Volumes, Timings  
 3: Franklin Street & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.57			0.67			0.57		0.60	0.16	

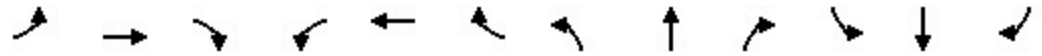
Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay (s/veh):	14.2
Intersection LOS:	B
Intersection Capacity Utilization:	93.3%
ICU Level of Service:	F
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Franklin Street & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	693	0	4	530	163	1	2	0	162	1	0
Future Volume (vph)	166	693	0	4	530	163	1	2	0	162	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.950			0.950				0.930			0.726	
Satd. Flow (perm)	1805	1863	0	1805	1863	1553	0	1767	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						144						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
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 (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	175	729	0	4	558	172	1	2	0	171	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	729	0	4	558	172	0	3	0	0	172	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			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

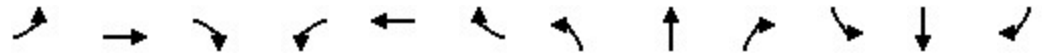
2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	34.0	40.0		34.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	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			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	16.6	90.2		7.0	70.3	70.3		20.2			20.2	
Actuated g/C Ratio	0.13	0.72		0.06	0.56	0.56		0.16			0.16	
v/c Ratio	0.73	0.54		0.04	0.53	0.18		0.01			0.78	
Control Delay (s/veh)	66.7	12.6		56.8	21.9	4.9		39.7			73.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	66.7	12.6		56.8	21.9	4.9		39.7			73.0	
LOS	E	B		E	C	A		D			E	
Approach Delay (s/veh)		23.1			18.1			39.7			73.0	
Approach LOS		C			B			D			E	
90th %ile Green (s)	22.9	71.7		7.0	55.8	55.8	28.3	28.3		28.3	28.3	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	19.2	89.4		0.0	64.2	64.2	23.6	23.6		23.6	23.6	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	16.6	92.8		0.0	70.2	70.2	20.2	20.2		20.2	20.2	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	14.0	96.2		0.0	76.2	76.2	16.8	16.8		16.8	16.8	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	10.2	101.1		0.0	84.9	84.9	11.9	11.9		11.9	11.9	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	157	301		6	339	21		3			153	
Fuel Used(gal)	4	6		0	8	1		0			4	
CO Emissions (g/hr)	281	397		8	527	65		4			284	
NOx Emissions (g/hr)	55	77		2	103	13		1			55	
VOC Emissions (g/hr)	65	92		2	122	15		1			66	
Dilemma Vehicles (#)	0	34		0	21	0		0			5	
Queue Length 50th (ft)	140	182		3	270	10		2			135	
Queue Length 95th (ft)	208	511		16	481	55		10			201	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	490	1344		490	1047	935		466			360	
Starvation Cap Reductn	0	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	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.36	0.54		0.01	0.53	0.18		0.01				0.48

Intersection Summary

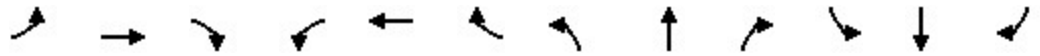
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay (s/veh):	25.8
Intersection LOS:	C
Intersection Capacity Utilization	73.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 25: Normandy Parkway & Madison Avenue (NJ 124)

 Ø1 40 s	 Ø2 (R) 46 s	 Ø4 39 s
 Ø5 40 s	 Ø6 (R) 46 s	 Ø8 39 s

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	637	0	2	816	274	4	9	0	202	5	0
Future Volume (vph)	330	637	0	2	816	274	4	9	0	202	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Frt							0.850					
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.950			0.950				0.944			0.721	
Satd. Flow (perm)	1787	1863	0	1805	1863	1599	0	1794	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						205						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	359	692	0	2	887	298	4	10	0	220	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	692	0	2	887	298	0	14	0	0	225	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			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	



Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	34.0	61.0		34.0	61.0	61.0	25.0	25.0		25.0	25.0	
Total Split (%)	28.3%	50.8%		28.3%	50.8%	50.8%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	28.0	55.0		28.0	55.0	55.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	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			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	26.3	86.4		7.0	56.7	56.7		19.0			19.0	
Actuated g/C Ratio	0.22	0.72		0.06	0.47	0.47		0.16			0.16	
v/c Ratio	0.92	0.52		0.02	1.01	0.35		0.05			1.06	
Control Delay (s/veh)	75.2	7.4		54.0	64.9	7.6		43.5			127.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	75.2	7.4		54.0	64.9	7.6		43.5			127.4	
LOS	E	A		D	E	A		D			F	
Approach Delay (s/veh)		30.6			50.5			43.5			127.4	
Approach LOS		C			D			D			F	
90th %ile Green (s)	28.0	76.0		7.0	55.0	55.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	26.3	89.0		0.0	56.7	56.7	19.0	19.0		19.0	19.0	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	21.2	89.0		0.0	61.8	61.8	19.0	19.0		19.0	19.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	296	198		3	680	58		12			171	
Fuel Used(gal)	8	4		0	20	2		0			7	
CO Emissions (g/hr)	588	264		4	1420	136		17			505	
NOx Emissions (g/hr)	114	51		1	276	27		3			98	
VOC Emissions (g/hr)	136	61		1	329	32		4			117	
Dilemma Vehicles (#)	0	22		0	31	0		0			7	
Queue Length 50th (ft)	262	148		2	~742	41		9			~191	
Queue Length 95th (ft)	#437	256		11	#988	101		29			#351	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	416	1341		421	880	863		284			212	
Starvation Cap Reductn	0	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	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 No-Build  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.86	0.52		0.00	1.01	0.35		0.05				1.06

**Intersection Summary**

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 49.0      Intersection LOS: D

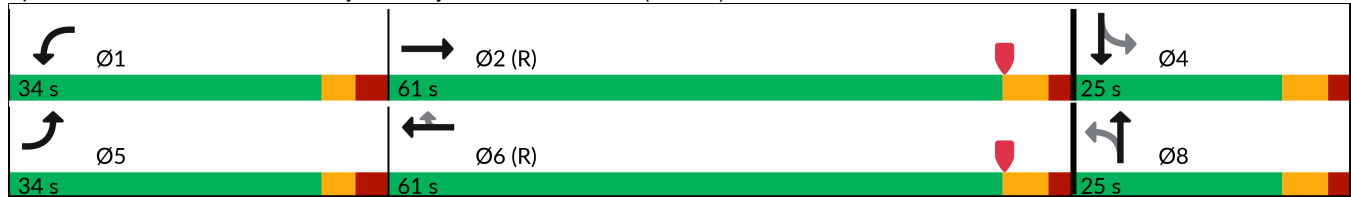
Intersection Capacity Utilization 97.2%      ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

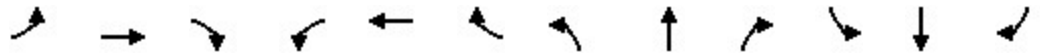
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Normandy Parkway & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

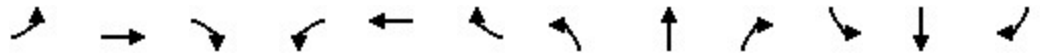
2027 Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	695	0	4	534	163	1	2	0	162	1	0
Future Volume (vph)	216	695	0	4	534	163	1	2	0	162	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.950			0.950				0.930			0.726	
Satd. Flow (perm)	1805	1863	0	1805	1863	1553	0	1767	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						143						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			516			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
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 (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	227	732	0	4	562	172	1	2	0	171	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	732	0	4	562	172	0	3	0	0	172	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			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

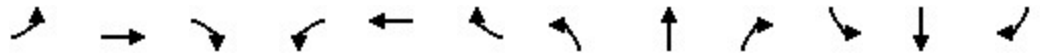
2027 Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	34.0	40.0		34.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	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			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	20.2	90.2		7.0	66.7	66.7		20.2			20.2	
Actuated g/C Ratio	0.16	0.72		0.06	0.53	0.53		0.16			0.16	
v/c Ratio	0.78	0.54		0.04	0.57	0.19		0.01			0.78	
Control Delay (s/veh)	66.1	12.1		56.8	25.0	5.6		39.7			73.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	66.1	12.1		56.8	25.0	5.6		39.7			73.0	
LOS	E	B		E	C	A		D			E	
Approach Delay (s/veh)		24.9			20.6			39.7			73.0	
Approach LOS		C			C			D			E	
90th %ile Green (s)	27.4	71.7		7.0	51.3	51.3	28.3	28.3		28.3	28.3	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	23.1	89.4		0.0	60.3	60.3	23.6	23.6		23.6	23.6	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	20.2	92.8		0.0	66.6	66.6	20.2	20.2		20.2	20.2	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	17.3	96.2		0.0	72.9	72.9	16.8	16.8		16.8	16.8	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	12.9	101.1		0.0	82.2	82.2	11.9	11.9		11.9	11.9	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	205	286		6	365	24		3			153	
Fuel Used(gal)	5	5		0	8	1		0			4	
CO Emissions (g/hr)	364	382		8	571	69		4			284	
NOx Emissions (g/hr)	71	74		2	111	13		1			55	
VOC Emissions (g/hr)	84	88		2	132	16		1			66	
Dilemma Vehicles (#)	0	35		0	21	0		0			5	
Queue Length 50th (ft)	182	177		3	293	11		2			135	
Queue Length 95th (ft)	256	497		16	520	59		10			201	
Internal Link Dist (ft)		119			436			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	490	1344		490	993	895		466			360	
Starvation Cap Reductn	0	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	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: AM Peak Hour

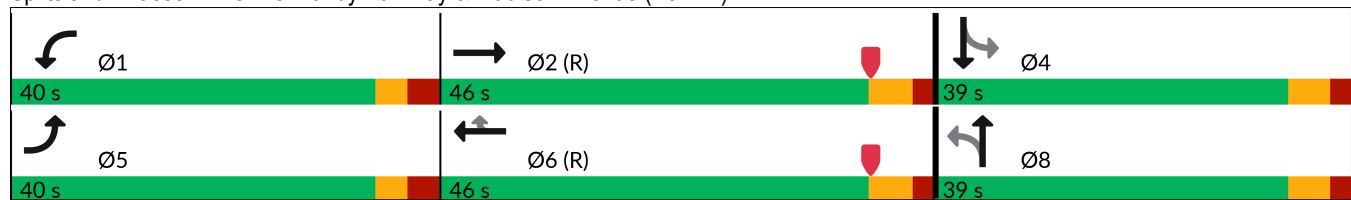


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.46	0.54		0.01	0.57	0.19		0.01			0.48	

Intersection Summary

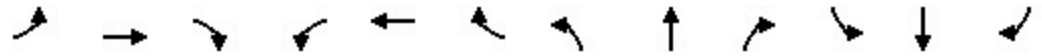
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay (s/veh):	27.6
Intersection LOS:	C
Intersection Capacity Utilization	76.0%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 25: Normandy Parkway & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

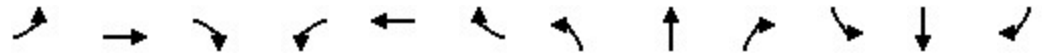
2027 Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	434	641	0	2	818	274	4	9	0	202	5	0
Future Volume (vph)	434	641	0	2	818	274	4	9	0	202	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Frt							0.850					
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.950			0.950				0.944			0.721	
Satd. Flow (perm)	1787	1863	0	1805	1863	1599	0	1794	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						204						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	472	697	0	2	889	298	4	10	0	220	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	472	697	0	2	889	298	0	14	0	0	225	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			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	34.0	61.0		34.0	61.0	61.0	25.0	25.0		25.0	25.0	
Total Split (%)	28.3%	50.8%		28.3%	50.8%	50.8%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	28.0	55.0		28.0	55.0	55.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	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			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	28.0	86.4		7.0	55.0	55.0		19.0			19.0	
Actuated g/C Ratio	0.23	0.72		0.06	0.46	0.46		0.16			0.16	
v/c Ratio	1.13	0.52		0.02	1.04	0.35		0.05			1.06	
Control Delay (s/veh)	127.9	7.8		54.0	74.9	7.8		43.5			127.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	127.9	7.8		54.0	74.9	7.8		43.5			127.4	
LOS	F	A		D	E	A		D			F	
Approach Delay (s/veh)		56.3			58.1			43.5			127.4	
Approach LOS		E			E			D			F	
90th %ile Green (s)	28.0	76.0		7.0	55.0	55.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
30th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
10th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	356	200		3	699	58		12			171	
Fuel Used(gal)	15	4		0	22	2		0			7	
CO Emissions (g/hr)	1076	269		4	1552	137		17			505	
NOx Emissions (g/hr)	209	52		1	302	27		3			98	
VOC Emissions (g/hr)	249	62		1	360	32		4			117	
Dilemma Vehicles (#)	0	28		0	31	0		0			7	
Queue Length 50th (ft)	~425	142		2	~745	41		9			~191	
Queue Length 95th (ft)	#642	283		11	#991	101		29			#351	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	416	1341		421	853	843		284			212	
Starvation Cap Reductn	0	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	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

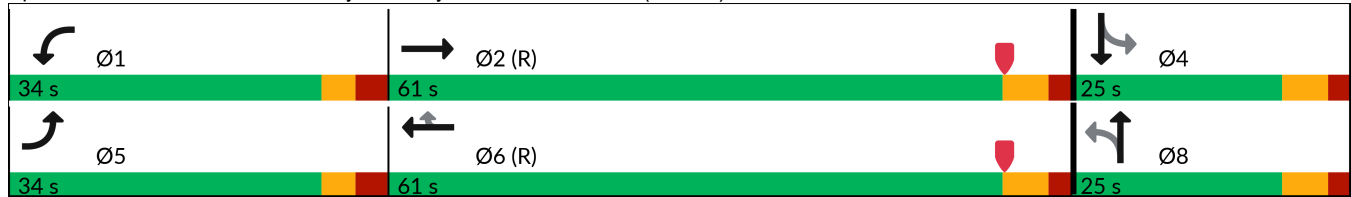
2027 Build  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.13	0.52		0.00	1.04	0.35		0.05				1.06

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.13  
 Intersection Signal Delay (s/veh): 63.2      Intersection LOS: E  
 Intersection Capacity Utilization 103.0%      ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

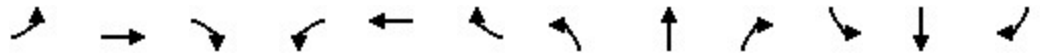
Splits and Phases: 25: Normandy Parkway & Madison Avenue (NJ 124)





Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

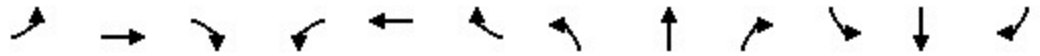
2027 Build with Mitigation  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	695	0	4	534	163	1	2	0	162	1	0
Future Volume (vph)	216	695	0	4	534	163	1	2	0	162	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.351			0.344				0.930			0.726	
Satd. Flow (perm)	667	1863	0	654	1863	1553	0	1767	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						143						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			516			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
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 (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	227	732	0	4	562	172	1	2	0	171	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	732	0	4	562	172	0	3	0	0	172	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			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

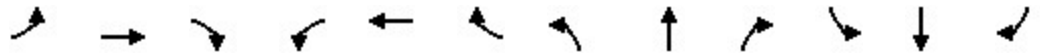
2027 Build with Mitigation  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	37.0	40.0		37.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	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			0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	95.8	90.8		88.0	78.0	78.0		20.2			20.2	
Actuated g/C Ratio	0.77	0.73		0.70	0.62	0.62		0.16			0.16	
v/c Ratio	0.37	0.54		0.01	0.48	0.17		0.01			0.78	
Control Delay (s/veh)	6.6	11.5		5.8	16.6	3.9		39.7			73.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	6.6	11.5		5.8	16.6	3.9		39.7			73.0	
LOS	A	B		A	B	A		D			E	
Approach Delay (s/veh)		10.3			13.6			39.7			73.0	
Approach LOS		B			B			D			E	
90th %ile Green (s)	19.6	74.7		7.0	62.1	62.1	28.3	28.3		28.3	28.3	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	14.3	89.4		0.0	72.1	72.1	23.6	23.6		23.6	23.6	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	10.7	92.8		0.0	79.1	79.1	20.2	20.2		20.2	20.2	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	7.4	96.2		0.0	85.8	85.8	16.8	16.8		16.8	16.8	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	7.0	101.1		0.0	91.1	91.1	11.9	11.9		11.9	11.9	
10th %ile Term Code	Min	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	54	279		2	294	20		3			153	
Fuel Used(gal)	1	5		0	7	1		0			4	
CO Emissions (g/hr)	78	371		3	459	63		4			284	
NOx Emissions (g/hr)	15	72		1	89	12		1			55	
VOC Emissions (g/hr)	18	86		1	106	15		1			66	
Dilemma Vehicles (#)	0	35		0	21	0		0			5	
Queue Length 50th (ft)	36	177		1	223	8		2			135	
Queue Length 95th (ft)	98	487		4	437	50		10			201	
Internal Link Dist (ft)		119			436			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	848	1353		842	1162	1023		466			360	
Starvation Cap Reductn	0	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	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.27	0.54		0.00	0.48	0.17		0.01			0.48	

Intersection Summary

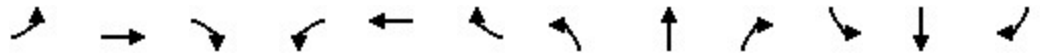
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	125
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay (s/veh):	17.4
Intersection LOS:	B
Intersection Capacity Utilization	74.3%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 25: Normandy Parkway & Madison Avenue (NJ 124)

Ø1 40 s	Ø2 (R) 46 s	Ø4 39 s
Ø5 40 s	Ø6 (R) 46 s	Ø8 39 s

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

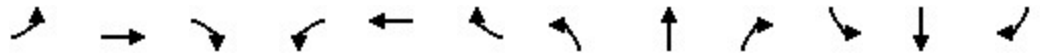
2027 Build with Mitigation  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	434	641	0	2	818	274	4	9	0	202	5	0
Future Volume (vph)	434	641	0	2	818	274	4	9	0	202	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Frt						0.850						
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.066			0.400				0.944			0.721	
Satd. Flow (perm)	124	1863	0	760	1863	1599	0	1794	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						207						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	472	697	0	2	889	298	4	10	0	220	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	472	697	0	2	889	298	0	14	0	0	225	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			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	33.0	62.0		33.0	62.0	62.0	25.0	25.0		25.0	25.0	
Total Split (%)	27.5%	51.7%		27.5%	51.7%	51.7%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	30.0	56.0		30.0	56.0	56.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	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			0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	92.0	87.0		67.3	57.3	57.3		19.0			19.0	
Actuated g/C Ratio	0.77	0.73		0.56	0.48	0.48		0.16			0.16	
v/c Ratio	0.96	0.52		0.00	1.00	0.34		0.05			1.06	
Control Delay (s/veh)	66.9	7.4		6.0	62.3	7.3		43.5			127.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	66.9	7.4		6.0	62.3	7.3		43.5			127.4	
LOS	E	A		A	E	A		D			F	
Approach Delay (s/veh)		31.5			48.4			43.5			127.4	
Approach LOS		C			D			D			F	
90th %ile Green (s)	30.0	79.0		7.0	56.0	56.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	30.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	30.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	29.9	89.0		0.0	56.1	56.1	19.0	19.0		19.0	19.0	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	23.4	89.0		0.0	62.6	62.6	19.0	19.0		19.0	19.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	342	197		1	688	54		12			171	
Fuel Used(gal)	10	4		0	20	2		0			7	
CO Emissions (g/hr)	689	264		1	1397	132		17			505	
NOx Emissions (g/hr)	134	51		0	272	26		3			98	
VOC Emissions (g/hr)	160	61		0	324	31		4			117	
Dilemma Vehicles (#)	0	28		0	31	0		0			7	
Queue Length 50th (ft)	296	142		0	~732	39		9			~191	
Queue Length 95th (ft)	#510	267		2	#979	98		29			#351	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	510	1350		828	890	872		284			212	
Starvation Cap Reductn	0	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	

Lanes, Volumes, Timings  
 25: Normandy Parkway & Madison Avenue (NJ 124)

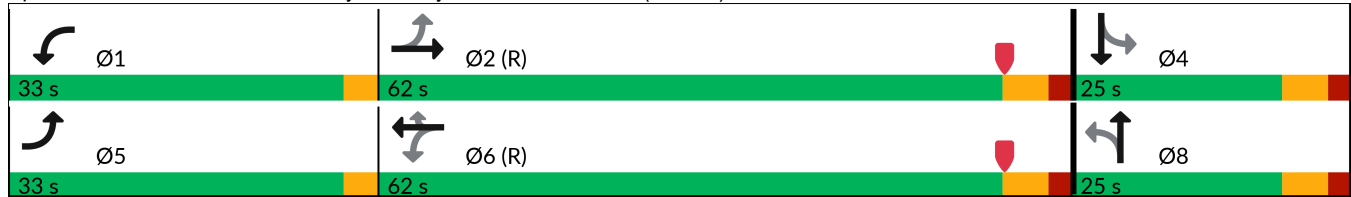
2027 Build with Mitigation  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.93	0.52		0.00	1.00	0.34		0.05				1.06

Intersection Summary

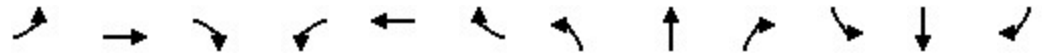
Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.06  
 Intersection Signal Delay (s/veh): 47.6      Intersection LOS: D  
 Intersection Capacity Utilization 101.3%      ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Normandy Parkway & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Avenue (CR 510)

2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕			↕↕	
Traffic Volume (vph)	8	1415	123	0	0	0	75	2	143	5	4	11
Future Volume (vph)	8	1415	123	0	0	0	75	2	143	5	4	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.988						0.912			0.927	
Fl <sub>t</sub> Protected								0.983			0.988	
Satd. Flow (prot)	0	3431	0	0	0	0	0	1649	0	0	1657	0
Fl <sub>t</sub> Permitted								0.877			0.920	
Satd. Flow (perm)	0	3431	0	0	0	0	0	1471	0	0	1543	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14						23			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	4%	3%	0%	0%	0%	4%	0%	3%	20%	0%	0%
Adj. Flow (vph)	9	1626	141	0	0	0	86	2	164	6	5	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1776	0	0	0	0	0	252	0	0	24	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)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
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	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	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)	20	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	
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					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												

Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Avenue (CR 510)

2027 No-Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	66.0	66.0					39.0	39.0		39.0	39.0	
Total Split (%)	62.9%	62.9%					37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	60.0	60.0					32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		70.9						21.1			21.1	
Actuated g/C Ratio		0.68						0.20			0.20	
v/c Ratio		0.76						0.81			0.08	
Control Delay (s/veh)		15.6						54.6			19.4	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		15.6						54.6			19.4	
LOS		B						D			B	
Approach Delay (s/veh)		15.6						54.6			19.4	
Approach LOS		B						D			B	
90th %ile Green (s)	62.5	62.5					29.5	29.5		29.5	29.5	
90th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
70th %ile Green (s)	67.3	67.3					24.7	24.7		24.7	24.7	
70th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
50th %ile Green (s)	70.8	70.8					21.2	21.2		21.2	21.2	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	74.4	74.4					17.6	17.6		17.6	17.6	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	79.6	79.6					12.4	12.4		12.4	12.4	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		1005						185			11	
Fuel Used(gal)		15						6			0	
CO Emissions (g/hr)		1020						416			11	
NOx Emissions (g/hr)		199						81			2	
VOC Emissions (g/hr)		236						96			3	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		376						148			6	
Queue Length 95th (ft)		562						207			24	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2322						464			479	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	



Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Avenue (CR 510)

2027 No-Build  
 Timing Plan: AM Peak Hour

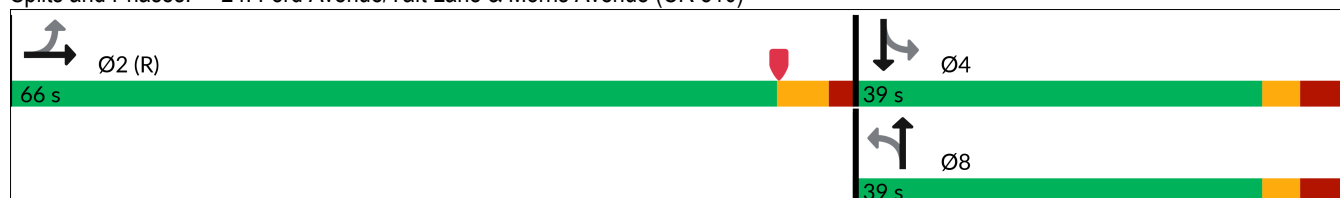


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.76						0.54			0.05	

Intersection Summary

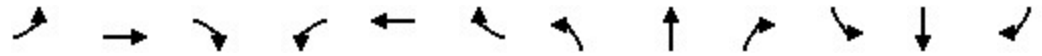
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	102 (97%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay (s/veh):	20.4
Intersection LOS:	C
Intersection Capacity Utilization	73.8%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 24: Ford Avenue/Taft Lane & Morris Avenue (CR 510)



Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

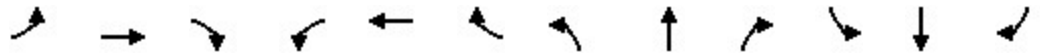
2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕			↕↕	
Traffic Volume (vph)	14	1239	121	0	0	0	149	5	221	4	2	7
Future Volume (vph)	14	1239	121	0	0	0	149	5	221	4	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987						0.920			0.927	
Flt Protected								0.981			0.985	
Satd. Flow (prot)	0	3494	0	0	0	0	0	1698	0	0	1735	0
Flt Permitted								0.865			0.901	
Satd. Flow (perm)	0	3494	0	0	0	0	0	1497	0	0	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18						62			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	1264	123	0	0	0	152	5	226	4	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1401	0	0	0	0	0	383	0	0	13	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)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
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	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	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)	20	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	
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					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												

Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

2027 No-Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	62.0	62.0					33.0	33.0		33.0	33.0	
Total Split (%)	65.3%	65.3%					34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	56.0	56.0					26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		57.4						24.6			24.6	
Actuated g/C Ratio		0.60						0.26			0.26	
v/c Ratio		0.66						0.88			0.03	
Control Delay (s/veh)		14.8						50.8			17.8	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		14.8						50.8			17.8	
LOS		B						D			B	
Approach Delay (s/veh)		14.8						50.8			17.8	
Approach LOS		B						D			B	
90th %ile Green (s)	55.9	55.9					26.1	26.1		26.1	26.1	
90th %ile Term Code	Coord	Coord					Max	Max		Hold	Hold	
70th %ile Green (s)	51.9	51.9					30.1	30.1		30.1	30.1	
70th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
50th %ile Green (s)	55.2	55.2					26.8	26.8		26.8	26.8	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	59.0	59.0					23.0	23.0		23.0	23.0	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	64.9	64.9					17.1	17.1		17.1	17.1	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		865						284			8	
Fuel Used(gal)		13						10			0	
CO Emissions (g/hr)		884						682			7	
NOx Emissions (g/hr)		172						133			1	
VOC Emissions (g/hr)		205						158			2	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		284						183			3	
Queue Length 95th (ft)		353						#345			17	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2154						469			456	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	

Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

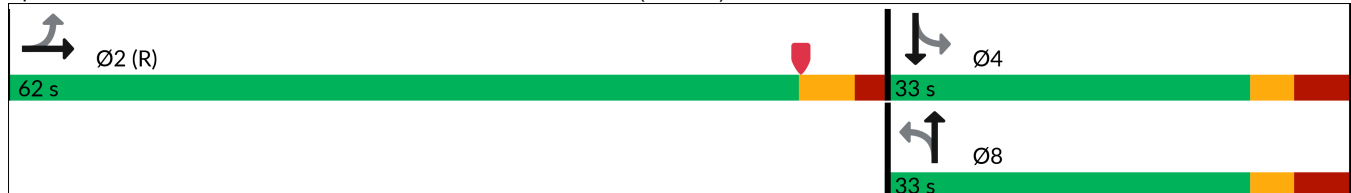
2027 No-Build  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.65						0.82			0.03	

Intersection Summary

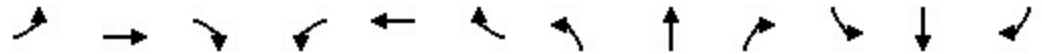
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	21 (22%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay (s/veh):	22.5
Intersection LOS:	C
Intersection Capacity Utilization	78.1%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 24: Ford Avenue/Taft Lane & Morris Street (CR 510)



Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

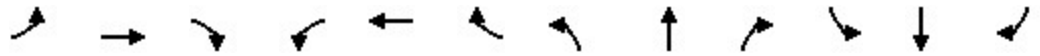
2027 Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Volume (vph)	8	1415	178	0	0	0	77	2	168	5	4	11
Future Volume (vph)	8	1415	178	0	0	0	77	2	168	5	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.983						0.908			0.927	
Fl <sub>t</sub> Protected								0.985			0.988	
Satd. Flow (prot)	0	3414	0	0	0	0	0	1645	0	0	1657	0
Fl <sub>t</sub> Permitted								0.886			0.918	
Satd. Flow (perm)	0	3414	0	0	0	0	0	1480	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21						23			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	4%	3%	0%	0%	0%	4%	0%	3%	20%	0%	0%
Adj. Flow (vph)	9	1626	205	0	0	0	89	2	193	6	5	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1840	0	0	0	0	0	284	0	0	24	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)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
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	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	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)	20	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	
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					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												

Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

2027 Build  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	66.0	66.0					39.0	39.0		39.0	39.0	
Total Split (%)	62.9%	62.9%					37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	60.0	60.0					32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		68.8						23.2			23.2	
Actuated g/C Ratio		0.66						0.22			0.22	
v/c Ratio		0.82						0.83			0.07	
Control Delay (s/veh)		18.9						54.6			18.2	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		18.9						54.6			18.2	
LOS		B						D			B	
Approach Delay (s/veh)		18.9						54.6			18.2	
Approach LOS		B						D			B	
90th %ile Green (s)	60.1	60.1					31.9	31.9		31.9	31.9	
90th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
70th %ile Green (s)	65.0	65.0					27.0	27.0		27.0	27.0	
70th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
50th %ile Green (s)	68.7	68.7					23.3	23.3		23.3	23.3	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	72.4	72.4					19.6	19.6		19.6	19.6	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	77.9	77.9					14.1	14.1		14.1	14.1	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		1096						212			11	
Fuel Used(gal)		16						7			0	
CO Emissions (g/hr)		1147						469			11	
NOx Emissions (g/hr)		223						91			2	
VOC Emissions (g/hr)		266						109			2	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		436						169			6	
Queue Length 95th (ft)		646						229			24	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2244						467			478	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	

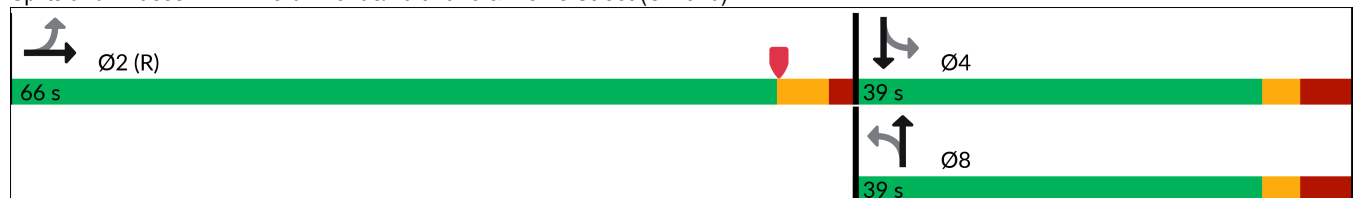
Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

2027 Build  
 Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.82						0.61			0.05	

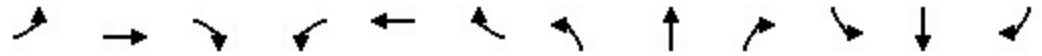
Intersection Summary	
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	102 (97%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay (s/veh):	23.6
Intersection LOS:	C
Intersection Capacity Utilization	77.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 24: Ford Avenue/Taft Lane & Morris Street (CR 510)



Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

2027 Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕			↕↕	
Traffic Volume (vph)	14	1239	151	0	0	0	153	5	273	4	2	7
Future Volume (vph)	14	1239	151	0	0	0	153	5	273	4	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.984						0.914			0.927	
Fl <sub>t</sub> Protected								0.983			0.985	
Satd. Flow (prot)	0	3483	0	0	0	0	0	1690	0	0	1735	0
Fl <sub>t</sub> Permitted								0.877			0.885	
Satd. Flow (perm)	0	3483	0	0	0	0	0	1508	0	0	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24						62			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	1264	154	0	0	0	156	5	279	4	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1432	0	0	0	0	0	440	0	0	13	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)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
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	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	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)	20	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	
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					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	
Switch Phase												



Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

2027 Build  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	62.0	62.0					33.0	33.0		33.0	33.0	
Total Split (%)	65.3%	65.3%					34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	56.0	56.0					26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		53.8						28.2			28.2	
Actuated g/C Ratio		0.57						0.30			0.30	
v/c Ratio		0.72						0.90			0.03	
Control Delay (s/veh)		17.5						50.7			17.9	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		17.5						50.7			17.9	
LOS		B						D			B	
Approach Delay (s/veh)		17.5						50.7			17.9	
Approach LOS		B						D			B	
90th %ile Green (s)	56.0	56.0					26.0	26.0		26.0	26.0	
90th %ile Term Code	Coord	Coord					Max	Max		Hold	Hold	
70th %ile Green (s)	54.0	54.0					28.0	28.0		28.0	28.0	
70th %ile Term Code	Coord	Coord					Max	Max		Hold	Hold	
50th %ile Green (s)	49.7	49.7					32.3	32.3		32.3	32.3	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	51.9	51.9					30.1	30.1		30.1	30.1	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	57.4	57.4					24.6	24.6		24.6	24.6	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		967						317			8	
Fuel Used(gal)		14						11			0	
CO Emissions (g/hr)		980						781			7	
NOx Emissions (g/hr)		191						152			1	
VOC Emissions (g/hr)		227						181			2	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		342						207			2	
Queue Length 95th (ft)		365						#427			17	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2072						495			472	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	

Lanes, Volumes, Timings  
 24: Ford Avenue/Taft Lane & Morris Street (CR 510)

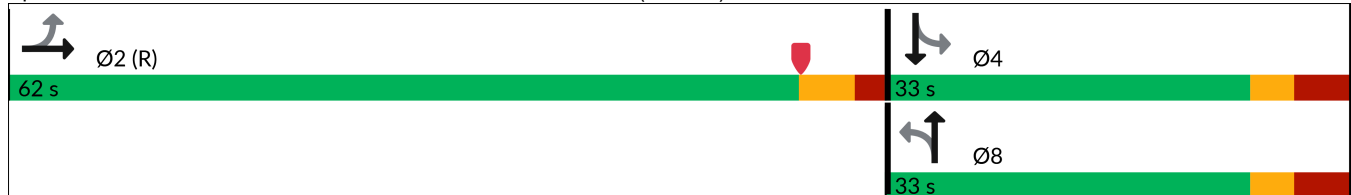
2027 Build  
 Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.69						0.89			0.03	

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	21 (22%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay (s/veh):	25.3
Intersection LOS:	C
Intersection Capacity Utilization	82.5%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 24: Ford Avenue/Taft Lane & Morris Street (CR 510)



Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	152	1538	0	0	545	393	13	2	330	0	0	0
Future Vol, veh/h	152	1538	0	0	545	393	13	2	330	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	1	0	0	3	1	0	0	3	0	0	0
Mvmt Flow	158	1602	0	0	568	409	14	2	344	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	568	0	0
Stage 1	-	-	1919
Stage 2	-	-	284
Critical Hdwy	4.18	-	6.8
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.8
Follow-up Hdwy	2.24	-	3.5
Pot Cap-1 Maneuver	1168	0	*43
Stage 1	-	0	*140
Stage 2	-	0	*898
Platoon blocked, %	0	-	0
Mov Cap-1 Maneuver	1168	-	*32
Mov Cap-2 Maneuver	-	-	*32
Stage 1	-	-	*105
Stage 2	-	-	*898

Approach	EB	WB	NB
HCM Control Delay, s/v	2.36	0	60.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	391	324	-	-	-
HCM Lane V/C Ratio	0.919	0.136	-	-	-
HCM Control Delay (s/veh)	60.2	8.6	1.7	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0.5	-	-	-

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

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕				
Traffic Vol, veh/h	131	705	0	0	1284	769	23	20	206	0	0	0
Future Vol, veh/h	131	705	0	0	1284	769	23	20	206	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	1	0	0	2	1	5	0	2	0	0	0
Mvmt Flow	141	758	0	0	1381	827	25	22	222	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1381	0	0
Stage 1	-	-	1040
Stage 2	-	-	690
Critical Hdwy	4.14	-	6.9
Critical Hdwy Stg 1	-	-	5.9
Critical Hdwy Stg 2	-	-	5.9
Follow-up Hdwy	2.22	-	3.55
Pot Cap-1 Maneuver	656	0	*187
Stage 1	-	0	*388
Stage 2	-	0	*685
Platoon blocked, %	0	-	0
Mov Cap-1 Maneuver	656	-	*136
Mov Cap-2 Maneuver	-	-	*136
Stage 1	-	-	*283
Stage 2	-	-	*685

Approach	EB	WB	NB
HCM Control Delay, s/v	3.88	0	16.38
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	581	518	-	-	-
HCM Lane V/C Ratio	0.461	0.215	-	-	-
HCM Control Delay (s/veh)	16.4	12	2.4	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	2.4	0.8	-	-	-

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

Intersection												
Int Delay, s/veh	17.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	152	1662	0	0	590	431	13	2	374	0	0	0
Future Vol, veh/h	152	1662	0	0	590	431	13	2	374	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	1	0	0	3	1	0	0	3	0	0	0
Mvmt Flow	158	1731	0	0	615	449	14	2	390	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	615	0	0
Stage 1	-	-	2048
Stage 2	-	-	307
Critical Hdwy	4.18	-	6.8
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.8
Follow-up Hdwy	2.24	-	3.5
Pot Cap-1 Maneuver	1143	0	*32
Stage 1	-	0	*113
Stage 2	-	0	*882
Platoon blocked, %	0	-	0
Mov Cap-1 Maneuver	1143	-	*23
Mov Cap-2 Maneuver	-	-	*23
Stage 1	-	-	*83
Stage 2	-	-	*882

Approach	EB	WB	NB
HCM Control Delay, s/v	2.51	0	136.77
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	346	302	-	-	-
HCM Lane V/C Ratio	1.17	0.138	-	-	-
HCM Control Delay (s/veh)	136.8	8.7	2	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	16.5	0.5	-	-	-

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

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↑			↑↔			↔				
Traffic Vol, veh/h	131	773	0	0	1377	847	23	20	230	0	0	0
Future Vol, veh/h	131	773	0	0	1377	847	23	20	230	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	1	0	0	2	1	5	0	2	0	0	0
Mvmt Flow	141	831	0	0	1481	911	25	22	247	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1481	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	606	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	0	-	-
Mov Cap-1 Maneuver	606	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

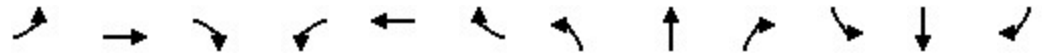
Approach	EB	WB	NB
HCM Control Delay, s/v	4.3	0	20.54
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	520	466	-	-	-
HCM Lane V/C Ratio	0.565	0.233	-	-	-
HCM Control Delay (s/veh)	20.5	12.7	2.9	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	3.5	0.9	-	-	-

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

Lanes, Volumes, Timings  
6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)

2027 Build with Mitigation  
Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕	↗		↕	↗↗			
Traffic Volume (vph)	152	1662	0	0	590	431	13	2	374	0	0	0
Future Volume (vph)	152	1662	0	0	590	431	13	2	374	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		200	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.996						0.958				
Satd. Flow (prot)	0	3551	0	0	3505	1599	0	1820	2760	0	0	0
Flt Permitted		0.752						0.958				
Satd. Flow (perm)	0	2681	0	0	3505	1599	0	1820	2760	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						449						
Link Speed (mph)		40			40			35				35
Link Distance (ft)		372			345			721				626
Travel Time (s)		6.3			5.9			14.0				12.2
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 (%)	4%	1%	0%	0%	3%	1%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	158	1731	0	0	615	449	14	2	390	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1889	0	0	615	449	0	16	390	0	0	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)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				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			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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	6	20			
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	custom	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	5 2			6			8				

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2



Lanes, Volumes, Timings  
6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)

2027 Build with Mitigation  
Timing Plan: AM Peak Hour

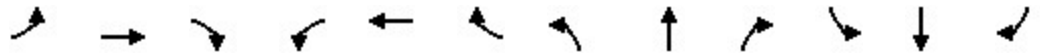


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2					6	8		8			
Detector Phase	5	5 2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0				64.0	64.0	7.0	7.0	7.0			
Minimum Split (s)	10.0				70.0	70.0	13.0	13.0	13.0			
Total Split (s)	15.0				70.0	70.0	40.0	40.0	40.0			
Total Split (%)	12.0%				56.0%	56.0%	32.0%	32.0%	32.0%			
Maximum Green (s)	12.0				64.0	64.0	34.0	34.0	34.0			
Yellow Time (s)	3.0				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			
Total Lost Time (s)					6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0	2.0	2.0	2.0	2.0			
Recall Mode	None				C-Min	C-Min	None	None	None			
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					13.0	13.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)		93.9			64.0	64.0		22.1	22.1			
Actuated g/C Ratio		0.75			0.51	0.51		0.18	0.18			
v/c Ratio		0.87			0.34	0.43		0.05	0.80			
Control Delay (s/veh)		20.0			12.4	4.4		40.5	61.6			
Queue Delay		1.3			0.0	0.0		0.0	0.0			
Total Delay (s/veh)		21.3			12.4	4.4		40.5	61.6			
LOS		C			B	A		D	E			
Approach Delay (s/veh)		21.3			9.0			60.7				
Approach LOS		C			A			E				
90th %ile Green (s)	17.8				64.0	64.0	28.2	28.2	28.2			
90th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
70th %ile Green (s)	21.3				64.0	64.0	24.7	24.7	24.7			
70th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
50th %ile Green (s)	23.8				64.0	64.0	22.2	22.2	22.2			
50th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
30th %ile Green (s)	26.4				64.0	64.0	19.6	19.6	19.6			
30th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
10th %ile Green (s)	30.0				64.0	64.0	16.0	16.0	16.0			
10th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
Stops (vph)		1000			361	159		14	350			
Fuel Used(gal)		22			6	3		0	9			
CO Emissions (g/hr)		1523			449	206		21	648			
NOx Emissions (g/hr)		296			87	40		4	126			
VOC Emissions (g/hr)		353			104	48		5	150			
Dilemma Vehicles (#)		133			8	0		0	0			
Queue Length 50th (ft)		306			168	118		11	173			
Queue Length 95th (ft)		#582			142	52		30	223			
Internal Link Dist (ft)		292			265			641			546	
Turn Bay Length (ft)									200			
Base Capacity (vph)		2179			1794	1037		495	750			

Lane Group	Ø2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	64.0
Minimum Split (s)	70.0
Total Split (s)	85.0
Total Split (%)	68%
Maximum Green (s)	79.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	84.8
90th %ile Term Code	Coord
70th %ile Green (s)	88.3
70th %ile Term Code	Coord
50th %ile Green (s)	90.8
50th %ile Term Code	Coord
30th %ile Green (s)	93.4
30th %ile Term Code	Coord
10th %ile Green (s)	97.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lanes, Volumes, Timings  
 6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		130			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.92			0.34	0.43		0.03	0.52			

Intersection Summary

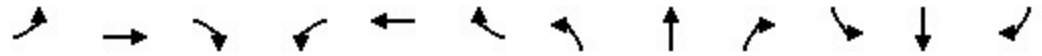
Area Type: Other  
 Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 72 (58%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay (s/veh): 22.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 122.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)



Lanes, Volumes, Timings  
 6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: PM Peak Hour

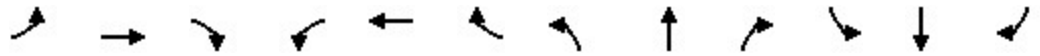


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕	↗		↕	↗↗			
Traffic Volume (vph)	131	773	0	0	1377	847	23	20	230	0	0	0
Future Volume (vph)	131	773	0	0	1377	847	23	20	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		200	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.993						0.974				
Satd. Flow (prot)	0	3544	0	0	3539	1599	0	1803	2787	0	0	0
Flt Permitted		0.524						0.974				
Satd. Flow (perm)	0	1870	0	0	3539	1599	0	1803	2787	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						747						
Link Speed (mph)		40			40			35				35
Link Distance (ft)		372			345			721				626
Travel Time (s)		6.3			5.9			14.0				12.2
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 (%)	2%	1%	0%	0%	2%	1%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	141	831	0	0	1481	911	25	22	247	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	972	0	0	1481	911	0	47	247	0	0	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)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				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			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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	6	20			
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	custom	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	5 2			6			8				

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2

Lanes, Volumes, Timings  
 6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: PM Peak Hour

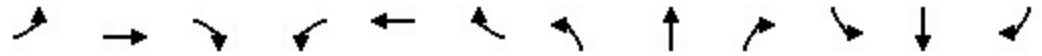


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2					6	8		8			
Detector Phase	5	5 2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0				58.0	58.0	15.0	15.0	15.0			
Minimum Split (s)	10.0				64.0	64.0	24.0	24.0	24.0			
Total Split (s)	15.0				64.0	64.0	41.0	41.0	41.0			
Total Split (%)	12.5%				53.3%	53.3%	34.2%	34.2%	34.2%			
Maximum Green (s)	12.0				58.0	58.0	35.0	35.0	35.0			
Yellow Time (s)	3.0				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			
Total Lost Time (s)					6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0	2.0	2.0	2.0	2.0			
Recall Mode	None				C-Min	C-Min	None	None	None			
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					13.0	13.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)		94.6			72.5	72.5		16.4	16.4			
Actuated g/C Ratio		0.79			0.60	0.60		0.14	0.14			
v/c Ratio		0.57			0.69	0.72		0.19	0.65			
Control Delay (s/veh)		9.3			11.3	4.2		47.2	57.4			
Queue Delay		8.5			0.0	0.3		0.0	0.0			
Total Delay (s/veh)		17.9			11.3	4.5		47.2	57.4			
LOS		B			B	A		D	E			
Approach Delay (s/veh)		17.9			8.7			55.8				
Approach LOS		B			A			E				
90th %ile Green (s)	22.1				63.0	63.0	19.9	19.9	19.9			
90th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
70th %ile Green (s)	17.6				70.4	70.4	17.0	17.0	17.0			
70th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
50th %ile Green (s)	15.5				74.5	74.5	15.0	15.0	15.0			
50th %ile Term Code	Gap				Coord	Coord	Min	Min	Min			
30th %ile Green (s)	13.4				76.6	76.6	15.0	15.0	15.0			
30th %ile Term Code	Gap				Coord	Coord	Min	Min	Min			
10th %ile Green (s)	11.9				78.1	78.1	15.0	15.0	15.0			
10th %ile Term Code	Gap				Coord	Coord	Min	Min	Min			
Stops (vph)		445			700	139		38	213			
Fuel Used(gal)		8			13	4		1	5			
CO Emissions (g/hr)		585			927	284		66	384			
NOx Emissions (g/hr)		114			180	55		13	75			
VOC Emissions (g/hr)		136			215	66		15	89			
Dilemma Vehicles (#)		65			43	0		1	0			
Queue Length 50th (ft)		75			136	0		33	105			
Queue Length 95th (ft)		389			569	m0		68	148			
Internal Link Dist (ft)		292			265			641			546	
Turn Bay Length (ft)									200			
Base Capacity (vph)		1699			2138	1261		525	812			

Lane Group	Ø2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	58.0
Minimum Split (s)	64.0
Total Split (s)	79.0
Total Split (%)	66%
Maximum Green (s)	73.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	88.1
90th %ile Term Code	Coord
70th %ile Green (s)	91.0
70th %ile Term Code	Coord
50th %ile Green (s)	93.0
50th %ile Term Code	Coord
30th %ile Green (s)	93.0
30th %ile Term Code	Coord
10th %ile Green (s)	93.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lanes, Volumes, Timings  
 6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)

2027 Build with Mitigation  
 Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		689			0	67		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.96			0.69	0.76		0.09	0.30			

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	62 (52%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay (s/veh):	14.9
Intersection LOS:	B
Intersection Capacity Utilization	103.5%
ICU Level of Service	G
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: Unnamed Road/I-287 NB On Ramp & Madison Avenue (NJ 124)





Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1733	10	0	741	64	0	0	6	0	0	197
Future Vol, veh/h	0	1733	10	0	741	64	0	0	6	0	0	197
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	10	0	2	0	0	0	17	0	0	5
Mvmt Flow	0	1844	11	0	788	68	0	0	6	0	0	210

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	927	-	-	394
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.24	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.47	-	-	3.35
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	*570	0	0	*896
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-				0			0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*570	-	-	*896
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	11.38	10.24
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	570	-	-	-	896
HCM Lane V/C Ratio	0.011	-	-	-	0.234
HCM Control Delay (s/veh)	11.4	-	-	-	10.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

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

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	927	0	0	1676	6	0	0	14	0	0	312
Future Vol, veh/h	0	927	0	0	1676	6	0	0	14	0	0	312
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	936	0	0	1693	6	0	0	14	0	0	315

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	468	-	-	846
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	*842	0	0	*668
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-	-	-	0			0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*842	-	-	*668
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.35	15.12
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	842	-	-	-	668
HCM Lane V/C Ratio	0.017	-	-	-	0.472
HCM Control Delay (s/veh)	9.3	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5

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

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1901	10	0	823	90	0	0	6	0	0	197
Future Vol, veh/h	0	1901	10	0	823	90	0	0	6	0	0	197
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	10	0	2	0	0	0	17	0	0	5
Mvmt Flow	0	2022	11	0	876	96	0	0	6	0	0	210

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	1016	-	-	438
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.24	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.47	-	-	3.35
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	*522	0	0	*881
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-	-	-	0			0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*522	-	-	*881
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	11.98	10.36
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	522	-	-	-	881
HCM Lane V/C Ratio	0.012	-	-	-	0.238
HCM Control Delay (s/veh)	12	-	-	-	10.4
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

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

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1019	0	0	1846	20	0	0	14	0	0	312
Future Vol, veh/h	0	1019	0	0	1846	20	0	0	14	0	0	312
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	1029	0	0	1865	20	0	0	14	0	0	315

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	515	-	-	932
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	*807	0	0	*621
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-				0			0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*807	-	-	*621
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.54	16.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	807	-	-	-	621
HCM Lane V/C Ratio	0.018	-	-	-	0.507
HCM Control Delay (s/veh)	9.5	-	-	-	16.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9

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

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑↑↑					↑			↑
Traffic Vol, veh/h	0	1901	10	0	823	90	0	0	6	0	0	197
Future Vol, veh/h	0	1901	10	0	823	90	0	0	6	0	0	197
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	10	0	2	0	0	0	17	0	0	5
Mvmt Flow	0	2022	11	0	876	96	0	0	6	0	0	210

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	1016	-	-	438
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.44	-	-	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	4.07	-	-	3.95
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	*595	0	0	*809
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-	-	-	0			0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*595	-	-	*809
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	11.11	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	595	-	-	-	809
HCM Lane V/C Ratio	0.011	-	-	-	0.259
HCM Control Delay (s/veh)	11.1	-	-	-	11
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1

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

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑↑↑					↑			↑
Traffic Vol, veh/h	0	1019	0	0	1846	20	0	0	14	0	0	312
Future Vol, veh/h	0	1019	0	0	1846	20	0	0	14	0	0	312
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	1029	0	0	1865	20	0	0	14	0	0	315

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	515	-	-	932
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.91
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	*772	0	0	*657
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-				0			0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*772	-	-	*657
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.75	15.44
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	772	-	-	-	657
HCM Lane V/C Ratio	0.018	-	-	-	0.48
HCM Control Delay (s/veh)	9.8	-	-	-	15.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6

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

HCM 7th TWSC  
 8: Hospital West Driveway & Franklin Street

2027 No-Build  
 Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	161	87	56	168	28	15
Future Vol, veh/h	161	87	56	168	28	15
Conflicting Peds, #/hr	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	8	0	9	4	0	13
Mvmt Flow	175	95	61	183	30	16

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	270	0	527	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.19	-	6.4	6.33
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.417
Pot Cap-1 Maneuver	-	-	1255	-	515	791
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1255	-	487	791
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2	11.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	563	-	-	450	-
HCM Lane V/C Ratio	0.083	-	-	0.049	-
HCM Control Delay (s/veh)	12	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

HCM 7th TWSC  
 8: Hospital West Driveway & Franklin Street

2027 No-Build  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	37	3	282	152	48
Future Vol, veh/h	163	37	3	282	152	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	14	0	2	3	0
Mvmt Flow	175	40	3	303	163	52

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	215	0	505
Stage 1	-	-	-	-	195
Stage 2	-	-	-	-	310
Critical Hdwy	-	-	4.1	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.2	-	3.527
Pot Cap-1 Maneuver	-	-	1367	-	525
Stage 1	-	-	-	-	835
Stage 2	-	-	-	-	742
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1367	-	524
Mov Cap-2 Maneuver	-	-	-	-	524
Stage 1	-	-	-	-	835
Stage 2	-	-	-	-	740

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.08	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	577	-	-	19	-
HCM Lane V/C Ratio	0.373	-	-	0.002	-
HCM Control Delay (s/veh)	14.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-



HCM 7th TWSC  
8: Hospital West Driveway & Franklin Street

2027 Build  
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	160	82	177	64	28
Future Vol, veh/h	179	160	82	177	64	28
Conflicting Peds, #/hr	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	8	0	9	4	0	13
Mvmt Flow	195	174	89	192	70	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	368	0	652 282
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	371 -
Critical Hdwy	-	-	4.19	-	6.4 6.33
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.281	-	3.5 3.417
Pot Cap-1 Maneuver	-	-	1152	-	436 732
Stage 1	-	-	-	-	771 -
Stage 2	-	-	-	-	703 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1152	-	398 732
Mov Cap-2 Maneuver	-	-	-	-	398 -
Stage 1	-	-	-	-	771 -
Stage 2	-	-	-	-	642 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.65	14.93
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	570	-
HCM Lane V/C Ratio	0.216	-	-	0.077	-
HCM Control Delay (s/veh)	14.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

HCM 7th TWSC  
8: Hospital West Driveway & Franklin Street

2027 Build  
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	77	17	301	226	74
Future Vol, veh/h	173	77	17	301	226	74
Conflicting Peds, #/hr	0	0	0	0	0	0
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	93	93	93	93	93	93
Heavy Vehicles, %	3	14	0	2	3	0
Mvmt Flow	186	83	18	324	243	80

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	269	0	588
Stage 1	-	-	-	-	227
Stage 2	-	-	-	-	360
Critical Hdwy	-	-	4.1	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.2	-	3.527
Pot Cap-1 Maneuver	-	-	1306	-	470
Stage 1	-	-	-	-	808
Stage 2	-	-	-	-	704
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1306	-	462
Mov Cap-2 Maneuver	-	-	-	-	462
Stage 1	-	-	-	-	808
Stage 2	-	-	-	-	692

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.42	22.78
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	517	-	-	96	-
HCM Lane V/C Ratio	0.623	-	-	0.014	-
HCM Control Delay (s/veh)	22.8	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.2	-	-	0	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	160	4	1	202	2	5	0	1	14	0	18
Future Vol, veh/h	13	160	4	1	202	2	5	0	1	14	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	14	168	4	1	213	2	5	0	1	15	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	173	0	0	413	415	171	412	416	214
Stage 1	-	-	-	-	-	-	198	198	-	216	216	-
Stage 2	-	-	-	-	-	-	215	217	-	196	200	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1367	-	-	1416	-	-	553	531	879	554	530	831
Stage 1	-	-	-	-	-	-	809	741	-	791	728	-
Stage 2	-	-	-	-	-	-	792	727	-	811	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	1416	-	-	534	525	879	547	524	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	525	-	547	524	-
Stage 1	-	-	-	-	-	-	800	733	-	790	727	-
Stage 2	-	-	-	-	-	-	773	727	-	801	731	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.56			0.04			11.37			10.59		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	572	132	-	-	9	-	-	677
HCM Lane V/C Ratio	0.011	0.01	-	-	0.001	-	-	0.05
HCM Control Delay (s/veh)	11.4	7.7	0	-	7.5	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	193	2	10	265	11	4	0	9	3	0	18
Future Vol, veh/h	21	193	2	10	265	11	4	0	9	3	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	3	0	30	2	0	0	0	11	0	0	6
Mvmt Flow	22	205	2	11	282	12	4	0	10	3	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	207	0	0	554	566	206	559	561	288
Stage 1	-	-	-	-	-	-	251	251	-	309	309	-
Stage 2	-	-	-	-	-	-	303	315	-	250	252	-
Critical Hdwy	4.15	-	-	4.4	-	-	7.1	6.5	6.31	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.245	-	-	2.47	-	-	3.5	4	3.399	3.5	4	3.354
Pot Cap-1 Maneuver	1251	-	-	1213	-	-	446	436	812	443	439	742
Stage 1	-	-	-	-	-	-	758	703	-	705	663	-
Stage 2	-	-	-	-	-	-	710	659	-	759	702	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1251	-	-	1213	-	-	421	423	812	424	426	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	421	423	-	424	426	-
Stage 1	-	-	-	-	-	-	742	689	-	698	656	-
Stage 2	-	-	-	-	-	-	685	652	-	734	688	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.77			0.28			10.83			10.56		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	175	-	-	62	-	-	670
HCM Lane V/C Ratio	0.022	0.018	-	-	0.009	-	-	0.033
HCM Control Delay (s/veh)	10.8	7.9	0	-	8	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

HCM 7th TWSC  
 9: Hospital W Central Driveway/Mellon Place & Franklin Street

2027 Build  
 Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	191	4	1	237	2	5	0	1	14	0	18
Future Vol, veh/h	13	191	4	1	237	2	5	0	1	14	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	14	201	4	1	249	2	5	0	1	15	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	205	0	0	482	484	203	481	485	251
Stage 1	-	-	-	-	-	-	231	231	-	253	253	-
Stage 2	-	-	-	-	-	-	252	254	-	228	233	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1326	-	-	1378	-	-	498	485	843	499	485	793
Stage 1	-	-	-	-	-	-	777	717	-	756	702	-
Stage 2	-	-	-	-	-	-	757	701	-	779	716	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1326	-	-	1378	-	-	480	479	843	492	479	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	479	-	492	479	-
Stage 1	-	-	-	-	-	-	768	709	-	755	701	-
Stage 2	-	-	-	-	-	-	738	700	-	769	707	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.48			0.03			12.05			11.08		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	112	-	-	7	-	-	625
HCM Lane V/C Ratio	0.012	0.01	-	-	0.001	-	-	0.054
HCM Control Delay (s/veh)	12	7.7	0	-	7.6	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	229	2	10	298	11	4	0	9	3	0	18
Future Vol, veh/h	21	229	2	10	298	11	4	0	9	3	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	3	0	30	2	0	0	0	11	0	0	6
Mvmt Flow	22	244	2	11	317	12	4	0	10	3	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	329	0	0	246	0	0	628	639	245	632	635	323
Stage 1	-	-	-	-	-	-	289	289	-	344	344	-
Stage 2	-	-	-	-	-	-	338	350	-	288	290	-
Critical Hdwy	4.15	-	-	4.4	-	-	7.1	6.5	6.31	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.245	-	-	2.47	-	-	3.5	4	3.399	3.5	4	3.354
Pot Cap-1 Maneuver	1214	-	-	1173	-	-	398	396	772	396	399	709
Stage 1	-	-	-	-	-	-	723	676	-	675	640	-
Stage 2	-	-	-	-	-	-	680	636	-	724	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1173	-	-	375	384	772	378	386	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	384	-	378	386	-
Stage 1	-	-	-	-	-	-	707	662	-	668	633	-
Stage 2	-	-	-	-	-	-	655	629	-	699	661	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.67			0.25			11.33			10.92		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	583	150	-	-	56	-	-	630
HCM Lane V/C Ratio	0.024	0.018	-	-	0.009	-	-	0.035
HCM Control Delay (s/veh)	11.3	8	0	-	8.1	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	156	4	9	183	3	3	0	2	4	0	19
Future Vol, veh/h	13	156	4	9	183	3	3	0	2	4	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	15	9	0	0	6	0	0	0	0	25	0	5
Mvmt Flow	14	168	4	10	197	3	3	0	2	4	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	172	0	0	414	417	170	413	418	198
Stage 1	-	-	-	-	-	-	198	198	-	218	218	-
Stage 2	-	-	-	-	-	-	216	219	-	196	200	-
Critical Hdwy	4.25	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.335	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.345
Pot Cap-1 Maneuver	1298	-	-	1417	-	-	552	530	879	511	529	835
Stage 1	-	-	-	-	-	-	809	741	-	735	727	-
Stage 2	-	-	-	-	-	-	791	725	-	756	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1298	-	-	1417	-	-	528	519	879	500	519	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	528	519	-	500	519	-
Stage 1	-	-	-	-	-	-	799	732	-	730	721	-
Stage 2	-	-	-	-	-	-	765	720	-	745	731	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.59			0.35			10.78			9.98		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	629	135	-	-	83	-	-	748	
HCM Lane V/C Ratio	0.009	0.011	-	-	0.007	-	-	0.033	
HCM Control Delay (s/veh)	10.8	7.8	0	-	7.6	0	-	10	
HCM Lane LOS		B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)		0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	175	4	3	243	8	18	0	5	2	0	24
Future Vol, veh/h	20	175	4	3	243	8	18	0	5	2	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	25	0	3	0	11	0	0	0	0	0
Mvmt Flow	20	179	4	3	248	8	18	0	5	2	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	183	0	0	476	484	181	478	482	252
Stage 1	-	-	-	-	-	-	221	221	-	258	258	-
Stage 2	-	-	-	-	-	-	254	262	-	219	223	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.21	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.599	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1321	-	-	1405	-	-	485	486	867	501	487	792
Stage 1	-	-	-	-	-	-	761	724	-	751	698	-
Stage 2	-	-	-	-	-	-	731	695	-	788	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1405	-	-	461	476	867	489	477	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	461	476	-	489	477	-
Stage 1	-	-	-	-	-	-	748	711	-	749	696	-
Stage 2	-	-	-	-	-	-	706	693	-	769	710	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.78			0.09			12.35			9.94		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	180	-	-	21	-	-	756
HCM Lane V/C Ratio	0.046	0.015	-	-	0.002	-	-	0.035
HCM Control Delay (s/veh)	12.4	7.8	0	-	7.6	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	187	4	9	214	3	7	0	2	4	0	19
Future Vol, veh/h	13	187	4	9	214	3	7	0	2	4	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	15	9	0	0	6	0	0	0	0	25	0	5
Mvmt Flow	14	201	4	10	230	3	8	0	2	4	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	205	0	0	481	484	203	480	484	232
Stage 1	-	-	-	-	-	-	231	231	-	251	251	-
Stage 2	-	-	-	-	-	-	249	253	-	229	233	-
Critical Hdwy	4.25	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.335	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.345
Pot Cap-1 Maneuver	1261	-	-	1378	-	-	499	486	843	460	485	800
Stage 1	-	-	-	-	-	-	776	717	-	705	703	-
Stage 2	-	-	-	-	-	-	759	702	-	725	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	1378	-	-	476	476	843	450	475	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	476	476	-	450	475	-
Stage 1	-	-	-	-	-	-	767	708	-	699	697	-
Stage 2	-	-	-	-	-	-	734	696	-	714	706	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.5			0.3			11.96			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	114	-	-	71	-	-	705
HCM Lane V/C Ratio	0.018	0.011	-	-	0.007	-	-	0.035
HCM Control Delay (s/veh)	12	7.9	0	-	7.6	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	211	4	3	268	8	25	0	5	2	0	24
Future Vol, veh/h	20	211	4	3	268	8	25	0	5	2	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	25	0	3	0	11	0	0	0	0	0
Mvmt Flow	20	215	4	3	273	8	26	0	5	2	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	219	0	0	538	546	217	540	544	278
Stage 1	-	-	-	-	-	-	258	258	-	284	284	-
Stage 2	-	-	-	-	-	-	280	288	-	256	260	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.21	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.599	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1292	-	-	1362	-	-	440	448	828	456	449	766
Stage 1	-	-	-	-	-	-	727	698	-	728	680	-
Stage 2	-	-	-	-	-	-	708	677	-	753	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1362	-	-	418	439	828	444	440	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	439	-	444	440	-
Stage 1	-	-	-	-	-	-	714	685	-	726	678	-
Stage 2	-	-	-	-	-	-	683	676	-	735	684	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.67			0.08			13.48			10.15		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	153	-	-	19	-	-	726
HCM Lane V/C Ratio	0.067	0.016	-	-	0.002	-	-	0.037
HCM Control Delay (s/veh)	13.5	7.8	0	-	7.6	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	151	13	18	176	0	13	0	9	2	0	1
Future Vol, veh/h	1	151	13	18	176	0	13	0	9	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	10	0	0	5	0	8	0	0	0	0	0
Mvmt Flow	1	166	14	20	193	0	14	0	10	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	180	0	0	408	408	173	401	415	193
Stage 1	-	-	-	-	-	-	175	175	-	233	233	-
Stage 2	-	-	-	-	-	-	233	233	-	168	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.18	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.572	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1392	-	-	1407	-	-	543	536	876	563	531	853
Stage 1	-	-	-	-	-	-	813	758	-	775	716	-
Stage 2	-	-	-	-	-	-	757	716	-	839	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1407	-	-	533	527	876	548	522	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	533	527	-	548	522	-
Stage 1	-	-	-	-	-	-	812	757	-	762	704	-
Stage 2	-	-	-	-	-	-	744	704	-	828	752	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			0.7			10.9			10.82		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	635	11	-	-	167	-	-	622
HCM Lane V/C Ratio	0.038	0.001	-	-	0.014	-	-	0.005
HCM Control Delay (s/veh)	10.9	7.6	0	-	7.6	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	171	10	6	221	0	32	0	14	0	0	1
Future Vol, veh/h	1	171	10	6	221	0	32	0	14	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	182	11	6	235	0	34	0	15	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	193	0	0	437	437	187	432	443	235
Stage 1	-	-	-	-	-	-	189	189	-	248	248	-
Stage 2	-	-	-	-	-	-	248	248	-	184	195	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1393	-	-	533	516	860	537	512	809
Stage 1	-	-	-	-	-	-	817	747	-	761	705	-
Stage 2	-	-	-	-	-	-	761	705	-	822	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1344	-	-	1393	-	-	529	513	860	525	509	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	513	-	525	509	-
Stage 1	-	-	-	-	-	-	816	747	-	757	701	-
Stage 2	-	-	-	-	-	-	756	701	-	807	743	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.04			0.2			11.54			9.46		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	10	-	-	48	-	-	809
HCM Lane V/C Ratio	0.082	0.001	-	-	0.005	-	-	0.001
HCM Control Delay (s/veh)	11.5	7.7	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

HCM 7th TWSC  
 11: Hospital East Driveway/Driveway & Franklin Street

2027 Build  
 Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	164	31	44	202	0	18	0	22	2	0	1
Future Vol, veh/h	1	164	31	44	202	0	18	0	22	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	10	0	0	5	0	8	0	0	0	0	0
Mvmt Flow	1	180	34	48	222	0	20	0	24	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	214	0	0	518	518	197	501	535	222
Stage 1	-	-	-	-	-	-	199	199	-	319	319	-
Stage 2	-	-	-	-	-	-	319	319	-	182	216	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.18	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.572	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1359	-	-	1368	-	-	459	464	849	484	454	823
Stage 1	-	-	-	-	-	-	789	740	-	697	657	-
Stage 2	-	-	-	-	-	-	680	657	-	824	727	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1359	-	-	1368	-	-	439	445	849	451	436	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	445	-	451	436	-
Stage 1	-	-	-	-	-	-	788	739	-	669	630	-
Stage 2	-	-	-	-	-	-	652	630	-	800	727	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.04			1.38			11.5			11.83		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	9	-	-	322	-	-	531
HCM Lane V/C Ratio	0.074	0.001	-	-	0.035	-	-	0.006
HCM Control Delay (s/veh)	11.5	7.7	0	-	7.7	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	197	20	20	235	0	43	0	40	0	0	1
Future Vol, veh/h	1	197	20	20	235	0	43	0	40	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	210	21	21	250	0	46	0	43	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	231	0	0	515	515	220	504	526	250
Stage 1	-	-	-	-	-	-	222	222	-	293	293	-
Stage 2	-	-	-	-	-	-	293	293	-	212	233	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1327	-	-	1349	-	-	474	466	824	481	460	794
Stage 1	-	-	-	-	-	-	785	723	-	720	674	-
Stage 2	-	-	-	-	-	-	720	674	-	795	716	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1327	-	-	1349	-	-	464	457	824	448	451	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	457	-	448	451	-
Stage 1	-	-	-	-	-	-	784	723	-	707	662	-
Stage 2	-	-	-	-	-	-	706	662	-	753	715	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.04			0.6			12.2			9.54		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	588	8	-	-	141	-	-	794
HCM Lane V/C Ratio	0.15	0.001	-	-	0.016	-	-	0.001
HCM Control Delay (s/veh)	12.2	7.7	0	-	7.7	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	42	195	125	133	111	20
Future Vol, veh/h	42	195	125	133	111	20
Conflicting Peds, #/hr	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	3	2	3	4	3	0
Mvmt Flow	46	212	136	145	121	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	280	0	-	0	511 208
Stage 1	-	-	-	-	208 -
Stage 2	-	-	-	-	303 -
Critical Hdwy	4.13	-	-	-	6.43 6.2
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.3
Pot Cap-1 Maneuver	1276	-	-	-	521 837
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	747 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	499 837
Mov Cap-2 Maneuver	-	-	-	-	499 -
Stage 1	-	-	-	-	791 -
Stage 2	-	-	-	-	747 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.4	0	14.22
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	319	-	-	-	532
HCM Lane V/C Ratio	0.036	-	-	-	0.268
HCM Control Delay (s/veh)	7.9	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	104	131	218	267	92	25
Future Vol, veh/h	104	131	218	267	92	25
Conflicting Peds, #/hr	0	0	0	0	0	0
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	1	3	0
Mvmt Flow	112	141	234	287	99	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	522	0	-	0	742 378
Stage 1	-	-	-	-	378 -
Stage 2	-	-	-	-	365 -
Critical Hdwy	4.12	-	-	-	6.43 6.2
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.3
Pot Cap-1 Maneuver	1045	-	-	-	381 673
Stage 1	-	-	-	-	691 -
Stage 2	-	-	-	-	700 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1045	-	-	-	337 673
Mov Cap-2 Maneuver	-	-	-	-	337 -
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	700 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.92	0	19.24
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	797	-	-	-	377
HCM Lane V/C Ratio	0.107	-	-	-	0.333
HCM Control Delay (s/veh)	8.9	0	-	-	19.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4



Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	42	232	143	160	166	20
Future Vol, veh/h	42	232	143	160	166	20
Conflicting Peds, #/hr	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	3	2	3	4	3	0
Mvmt Flow	46	252	155	174	180	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	329	0	-	0	586
Stage 1	-	-	-	-	242
Stage 2	-	-	-	-	343
Critical Hdwy	4.13	-	-	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	2.227	-	-	-	3.527
Pot Cap-1 Maneuver	1225	-	-	-	471
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	716
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	451
Mov Cap-2 Maneuver	-	-	-	-	451
Stage 1	-	-	-	-	761
Stage 2	-	-	-	-	716

Approach	EB	WB	SB
HCM Control Delay, s/v	1.23	0	18.17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	276	-	-	-	473
HCM Lane V/C Ratio	0.037	-	-	-	0.427
HCM Control Delay (s/veh)	8.1	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	104	151	255	323	122	25
Future Vol, veh/h	104	151	255	323	122	25
Conflicting Peds, #/hr	0	0	0	0	0	0
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	1	3	0
Mvmt Flow	112	162	274	347	131	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	622	0	-	0	834 448
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	386 -
Critical Hdwy	4.12	-	-	-	6.43 6.2
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.3
Pot Cap-1 Maneuver	959	-	-	-	337 615
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	685 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	959	-	-	-	294 615
Mov Cap-2 Maneuver	-	-	-	-	294 -
Stage 1	-	-	-	-	559 -
Stage 2	-	-	-	-	685 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.77	0	26.45
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	322
HCM Lane V/C Ratio	0.117	-	-	-	0.49
HCM Control Delay (s/veh)	9.2	0	-	-	26.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6