Appendices

Appendix A: Data Collection

- Turning Movement Counts (TMC)
- Travel Time
- Automatic Traffic Recorders (ATR)

Appendix B: Field Inventory Data

- Red Line Signal Plans
- Field Signal Timings & Straight Line Diagram
- Intersection Inventory & Photo Log
- GIS Traffic Asset Inventory Database Schema and Dictionary

Appendix C: Existing Conditions Results

Appendix D: Clearance Calculations

Appendix E: Optimization Results

- No Build Results
- Optimization Results
- Optimization-Mitigation 1 Results
- Optimization-Mitigation 2 Results

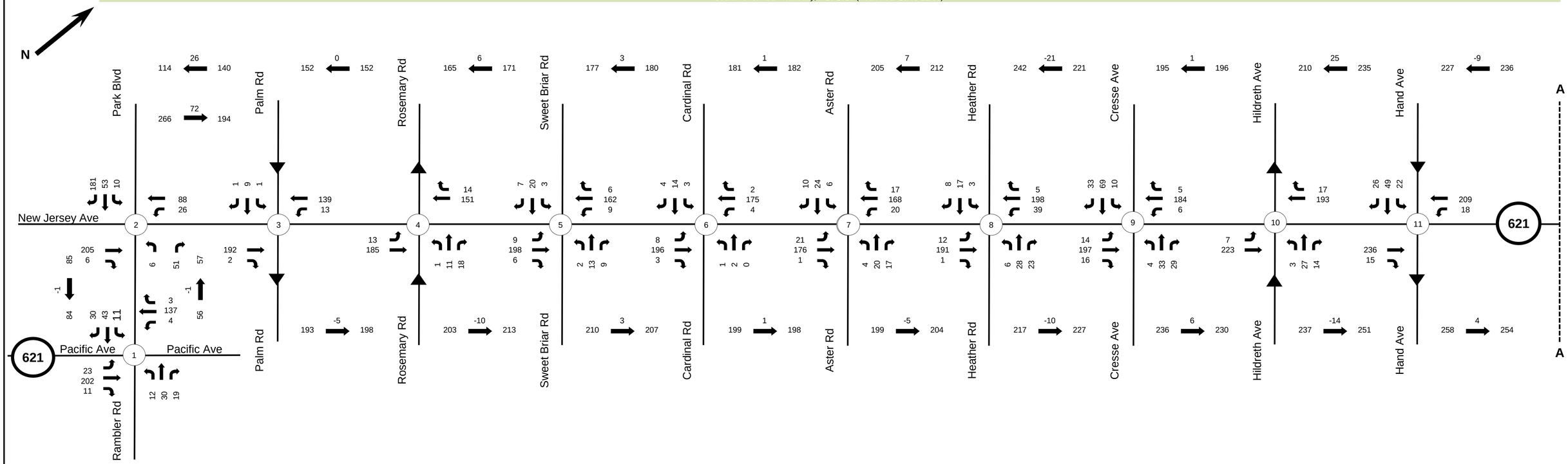
Appendix F: Intersection Assessment Summary

Appendix A
Data Collection

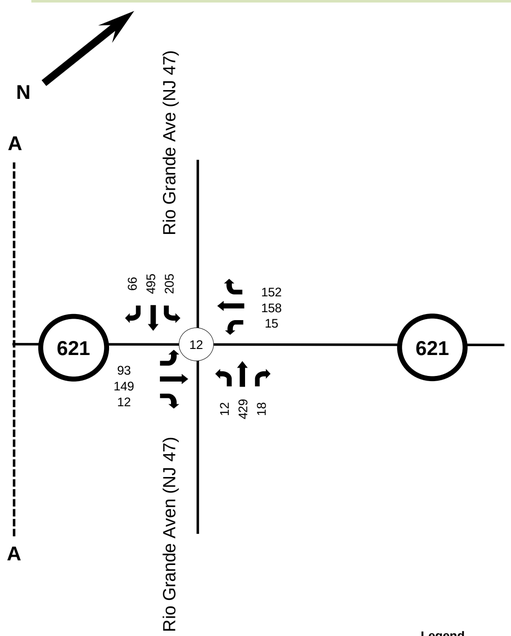
- Turning Movement Counts (TMC)
- Travel Time
- Automatic Traffic Recorders (ATR)

Turning Movement Counts (TMC)

Count Performed: Thursday, 7/16/2015 (Peak Hour 10:00-11:00)



Count Performed: Thursday, 7/16/2015 (Peak Hour 10:00-11:00)



Legend

Count Performed: Thursday, 7/16/2015 (Peak Hour 10:00-11:00)

Not to Scale

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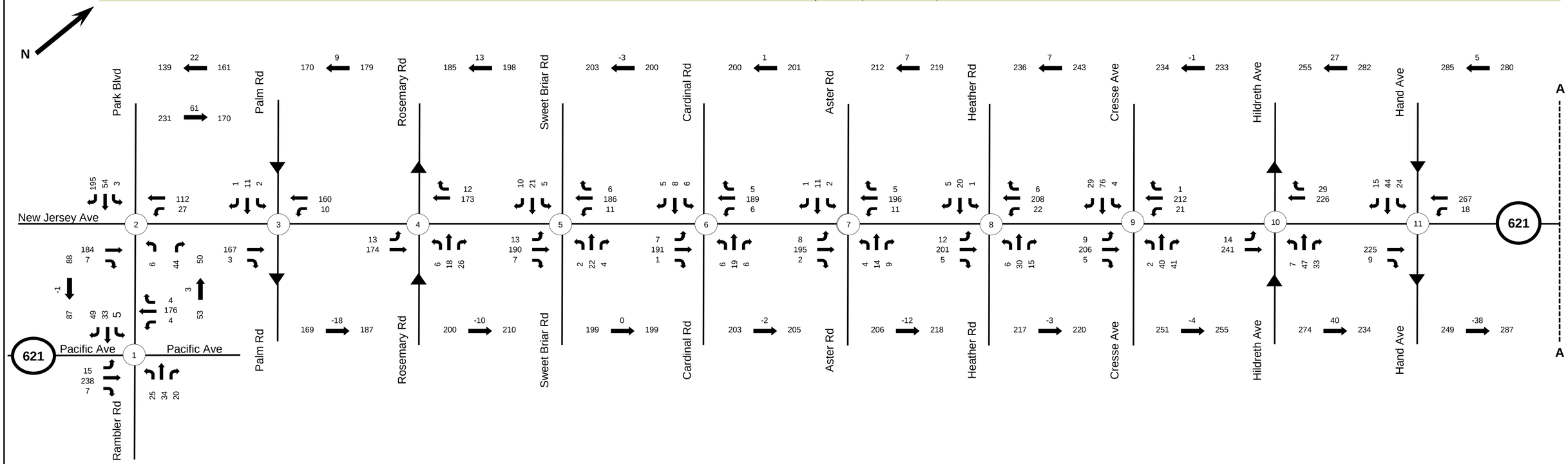
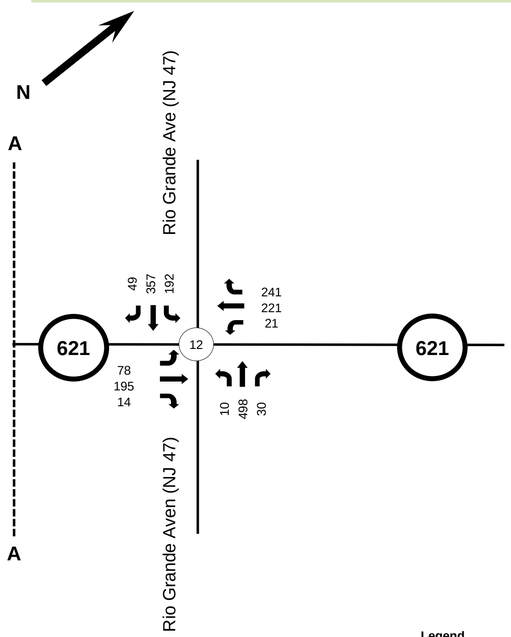
CR 621 Data Collection
DRAFT AM Peak Volumes

Count Performed: Thursday, 7/16/2015 (Peak Hour 5:00-6:00)



Count Performed: Thursday, 7/16/2015 (Peak Hour 5:00-6:00)

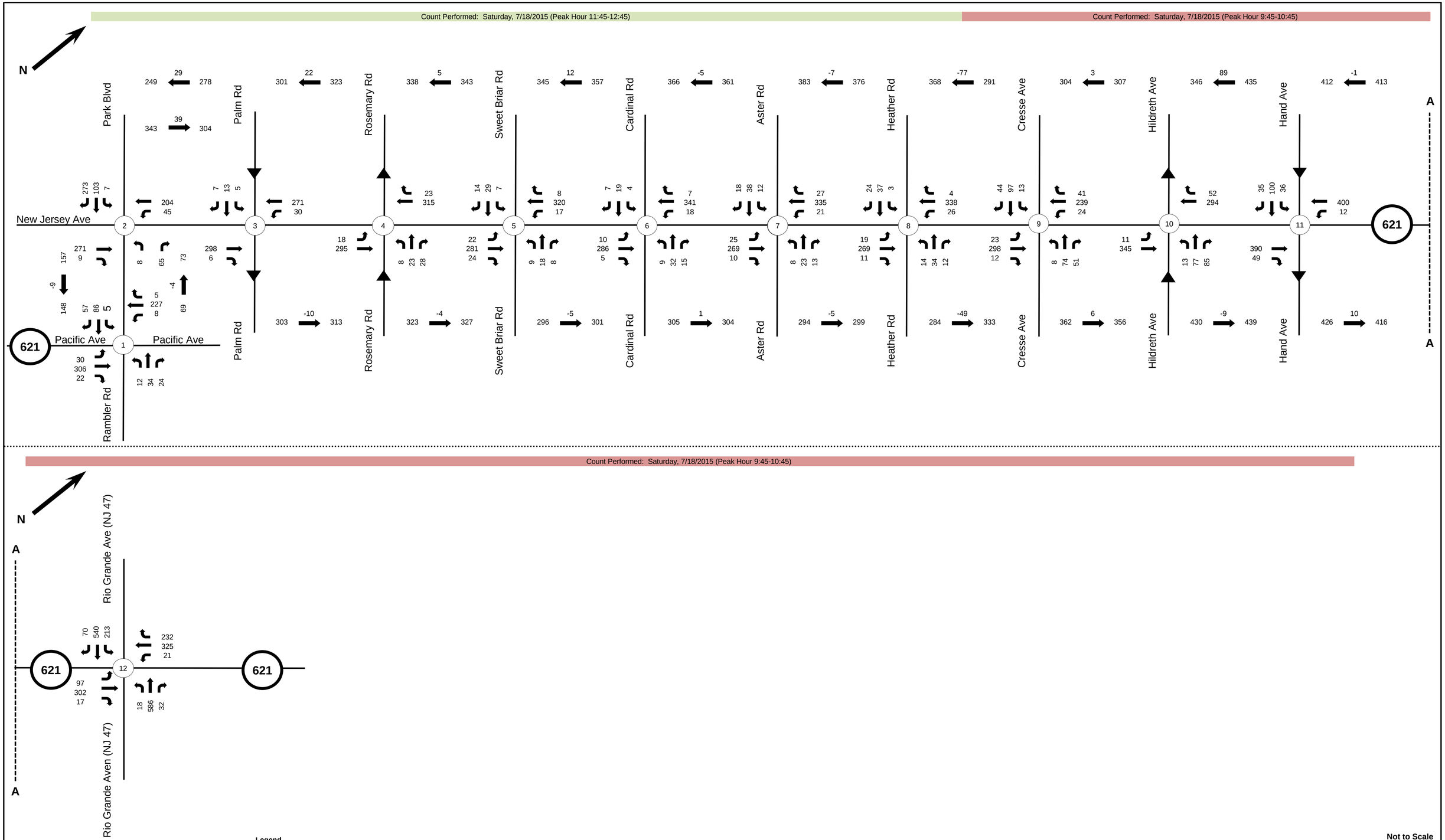


Legend

Count Performed: Thursday, 7/16/2015 (Peak Hour 5:00-6:00)

Not to Scale

CR 621 Data Collection
Draft PM Peak Volumes



Legend

Count Performed: Saturday, 7/18/2015 (Peak Hour 11:45-12:45)
Count Performed: Saturday, 7/18/2015 (Peak Hour 9:45-10:45)

Not to Scale

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CR 621 Data Collection
Draft SAT Peak Volumes

SJTPO FY 2016 - Cape May County

Peak Hour Section Summary

Start Time	1	2	3	4	5	6	7	8	TOTAL	
7:00 AM	204	246	150	183	187	183	186	223	1562	
7:15 AM	238	280	182	223	219	214	224	267	1847	
7:30 AM	274	293	192	237	234	235	255	307	2027	
7:45 AM	336	359	228	271	280	273	299	375	2421	
8:00 AM	367	389	244	274	301	291	338	432	2636	
8:15 AM	441	446	283	300	336	316	375	476	2973	
8:30 AM	469	484	310	330	372	337	410	507	3219	
8:45 AM	477	507	322	344	383	357	417	499	3306	
9:00 AM	485	513	325	362	414	396	442	514	3451	
9:15 AM	473	514	306	359	415	391	430	492	3380	
9:30 AM	490	553	301	353	413	387	420	492	3409	
9:45 AM	499	562	323	365	419	391	451	521	3531	
10:00 AM	525	633	358	396	444	412	484	531	3783	
10:15 AM										
10:30 AM										
10:45 AM										
2:00 PM	465	547	298	360	397	372	445	527	3411	
2:15 PM	467	512	279	333	385	354	426	510	3266	
2:30 PM	478	525	282	320	374	361	421	510	3271	
2:45 PM	477	510	292	328	391	380	432	514	3324	
3:00 PM	495	518	314	365	411	406	440	506	3455	
3:15 PM	501	536	327	376	432	421	447	503	3543	
3:30 PM	507	501	328	377	443	428	454	501	3539	
3:45 PM	527	509	310	360	429	414	425	471	3445	
4:00 PM	542	547	322	365	447	425	437	486	3571	
4:15 PM	556	577	329	390	468	441	448	513	3722	
4:30 PM	580	601	335	402	457	427	429	502	3733	
4:45 PM	597	616	360	425	471	448	457	529	3903	
5:00 PM	610	635	354	424	477	449	458	531	3938	
5:15 PM										
5:30 PM										
5:45 PM										Thurs, July 9th (Weekday)
8:00 AM	511	557	361	392	416	418	462	483	3600	Sat, July 11th (Saturday)
8:15 AM	533	646	398	458	487	486	538	566	4112	
8:30 AM	581	723	448	517	556	544	603	640	4612	
8:45 AM	613	773	464	548	614	594	651	712	4969	
9:00 AM	703	816	482	581	652	618	666	744	5262	
9:15 AM	765	863	534	601	695	654	698	760	5570	
9:30 AM	809	908	549	615	703	658	706	754	5702	
9:45 AM	840	952	585	643	718	674	731	748	5891	
10:00 AM	785	966	591	655	748	699	755	752	5951	
10:15 AM	767	943	581	649	725	684	767	747	5863	
10:30 AM	728	931	581	640	733	705	771	753	5842	
10:45 AM	721	913	557	615	698	670	759	741	5674	
11:00 AM	752	916	578	635	710	702	783	761	5837	
11:15 AM	795	958	602	655	725	714	784	773	6006	
11:30 AM	815	963	612	677	722	730	802	798	6119	
11:45 AM	816	991	631	715	757	753	799	791	6253	
12:00 PM	797	970	610	680	720	726	785	776	6064	
12:15 PM	805	920	576	658	701	707	751	754	5872	
12:30 PM	779	880	557	645	700	672	706	752	5691	
12:45 PM	766	852	541	603	696	673	697	756	5584	
1:00 PM	743	829	548	606	716	664	674	753	5533	
1:15 PM	709	861	565	618	728	683	696	772	5632	
1:30 PM	716	843	535	595	718	678	698	752	5535	
1:45 PM	713	830	519	573	682	654	679	730	5380	
2:00 PM	753	828	519	580	674	653	662	710	5379	
2:15 PM	746	778	492	561	657	637	641	695	5207	
2:30 PM	739	778	510	553	631	636	647	677	5171	
2:45 PM	779	768	504	561	634	652	672	722	5292	
3:00 PM	790	761	498	559	595	630	672	723	5228	
3:15 PM										
3:30 PM										
3:45 PM										

SJTPO FY 2016 - Cape May County

Peak Hour Section Summary

Start Time	9	10	11	12	TOTAL	
7:00 AM	253	208	229	671	1361	
7:15 AM	300	261	278	769	1608	
7:30 AM	357	315	324	848	1844	
7:45 AM	426	372	385	981	2164	
8:00 AM	478	414	446	1078	2416	
8:15 AM	538	440	484	1198	2660	
8:30 AM	579	469	524	1325	2897	
8:45 AM	582	457	517	1416	2972	
9:00 AM	614	477	530	1503	3124	
9:15 AM	583	453	519	1561	3116	
9:30 AM	583	451	515	1656	3205	
9:45 AM	599	478	547	1711	3335	
10:00 AM	600	487	578	1804	3469	
10:15 AM						
10:30 AM						
10:45 AM						
2:00 PM	563	486	542	1680	3271	
2:15 PM	558	493	533	1642	3226	
2:30 PM	583	520	571	1621	3295	
2:45 PM	611	552	568	1623	3354	
3:00 PM	613	562	574	1623	3372	
3:15 PM	614	564	576	1641	3395	
3:30 PM	626	554	578	1682	3440	
3:45 PM	584	518	567	1678	3347	
4:00 PM	592	531	595	1712	3430	
4:15 PM	630	581	622	1824	3657	
4:30 PM	611	575	616	1842	3644	
4:45 PM	638	617	638	1876	3769	
5:00 PM	646	600	637	1906	3789	
5:15 PM						
5:30 PM						
5:45 PM						Thursday, July 9th (Weekday)
8:00 AM	601	522	556	1464	3143	Saturday, July 11th (Saturday)
8:15 AM	689	586	630	1609	3514	
8:30 AM	803	688	718	1835	4044	
8:45 AM	853	729	803	2035	4420	
9:00 AM	888	766	872	2191	4717	
9:15 AM	937	838	934	2344	5053	
9:30 AM	907	842	977	2418	5144	
9:45 AM	924	878	1025	2453	5280	
10:00 AM	942	892	1042	2398	5274	
10:15 AM	889	829	1033	2340	5091	
10:30 AM	901	822	1029	2296	5048	
10:45 AM	899	812	996	2285	4992	
11:00 AM	891	811	986	2309	4997	
11:15 AM	913	827	987	2350	5077	
11:30 AM	925	809	993	2374	5101	
11:45 AM	930	790	977	2353	5050	
12:00 PM	915	783	970	2326	4994	
12:15 PM	895	770	951	2321	4937	
12:30 PM	895	786	939	2341	4961	
12:45 PM	887	786	942	2327	4942	
1:00 PM	897	806	965	2384	5052	
1:15 PM	939	833	1020	2369	5161	
1:30 PM	937	820	1039	2375	5171	
1:45 PM	920	806	1034	2354	5114	
2:00 PM	910	789	999	2327	5025	
2:15 PM	849	770	986	2340	4945	
2:30 PM	809	763	967	2290	4829	
2:45 PM	818	780	956	2315	4869	
3:00 PM	814	775	975	2332	4896	
3:15 PM						
3:30 PM						
3:45 PM						

Urban Engineers,Inc
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002
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File Name : 1- Pacific (SAT)
Site Code :
Start Date : 7/18/2015
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	5	6	0	0	11	2	21	1	1	25	5	9	4	2	20	3	41	6	3	53	109
08:15 AM	9	6	1	2	18	0	20	0	0	20	4	8	1	1	14	3	55	13	6	77	129
08:30 AM	5	16	1	2	24	3	27	3	4	37	8	13	1	4	26	2	56	4	0	62	149
08:45 AM	7	13	4	0	24	0	26	1	0	27	6	10	3	2	21	4	64	11	0	79	151
Total	26	41	6	4	77	5	94	5	5	109	23	40	9	9	81	12	216	34	9	271	538
09:00 AM	9	14	2	0	25	2	19	1	0	22	3	9	1	3	16	1	59	5	0	65	128
09:15 AM	10	10	2	3	25	0	46	2	1	49	9	9	4	1	23	1	69	6	3	79	176
09:30 AM	8	14	3	2	27	0	27	8	1	36	9	9	1	1	20	3	82	7	0	92	175
09:45 AM	14	16	1	1	32	1	59	2	3	65	9	21	3	2	35	3	107	3	0	113	245
Total	41	54	8	6	109	3	151	13	5	172	30	48	9	7	94	8	317	21	3	349	724
10:00 AM	12	10	1	2	25	1	53	2	3	59	9	14	3	2	28	8	68	6	0	82	194
10:15 AM	8	16	2	2	28	1	54	2	0	57	5	15	7	1	28	5	94	3	3	105	218
10:30 AM	11	24	3	0	38	2	43	1	0	46	7	14	3	0	24	3	82	9	3	97	205
10:45 AM	13	17	1	0	31	3	54	1	2	60	4	7	2	0	13	3	74	5	4	86	190
Total	44	67	7	4	122	7	204	6	5	222	25	50	15	3	93	19	318	23	10	370	807
11:00 AM	8	19	1	1	29	0	50	1	1	52	7	7	2	1	17	2	69	3	0	74	172
11:15 AM	10	15	1	0	26	0	39	1	0	40	8	5	8	1	22	8	73	5	2	88	176
11:30 AM	10	18	5	1	34	5	53	1	2	61	2	10	7	0	19	6	71	7	11	95	209
11:45 AM	14	21	0	1	36	3	64	2	0	69	6	10	5	0	21	5	78	7	7	97	223
Total	42	73	7	3	125	8	206	5	3	222	23	32	22	2	79	21	291	22	20	354	780
12:00 PM	17	24	3	2	46	1	50	3	0	54	8	11	3	0	22	5	82	5	1	93	215
12:15 PM	16	20	2	1	39	1	50	3	4	58	6	6	4	0	16	8	67	10	10	95	208
12:30 PM	10	21	0	1	32	0	63	0	1	64	4	7	0	0	11	4	79	8	4	95	202
12:45 PM	14	16	3	1	34	0	40	4	0	44	4	11	4	0	19	2	94	4	7	107	204
Total	57	81	8	5	151	2	203	10	5	220	22	35	11	0	68	19	322	27	22	390	829
01:00 PM	15	22	0	0	37	3	66	4	0	73	2	10	6	2	20	1	80	11	1	93	223
01:15 PM	11	14	1	0	26	2	50	3	0	55	5	6	7	1	19	4	61	3	2	70	170
01:30 PM	11	20	3	1	35	0	49	2	0	51	5	9	3	0	17	1	78	2	2	83	186
01:45 PM	10	10	2	0	22	1	65	1	0	67	0	8	7	0	15	3	61	5	1	70	174
Total	47	66	6	1	120	6	230	10	0	246	12	33	23	3	71	9	280	21	6	316	753
02:00 PM	12	24	1	0	37	1	53	1	0	55	3	9	3	2	17	1	72	6	4	83	192
02:15 PM	16	20	3	1	40	2	51	1	0	54	6	7	3	4	20	3	60	2	0	65	179
02:30 PM	24	16	1	1	42	1	56	4	0	61	4	0	3	0	7	2	61	8	1	72	182
02:45 PM	19	20	1	4	44	4	48	4	8	64	5	7	5	1	18	3	91	6	2	102	228
Total	71	80	6	6	163	8	208	10	8	234	18	23	14	7	62	9	284	22	7	322	781
03:00 PM	16	17	2	0	35	3	48	6	0	57	3	9	0	1	13	4	69	2	7	82	187

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	19	14	2	0	35	0	34	2	0	36	1	6	0	0	7	10	75	4	1	90	168
03:30 PM	13	32	1	0	46	3	42	4	0	49	7	6	4	0	17	10	93	5	0	108	220
03:45 PM	14	25	2	4	45	0	42	4	11	57	13	14	3	2	32	15	88	4	21	128	262
Total	62	88	7	4	161	6	166	16	11	199	24	35	7	3	69	39	325	15	29	408	837
Grand Total	390	550	55	33	1028	45	1462	75	42	1624	177	296	110	34	617	136	2353	185	106	2780	6049
Apprch %	37.9	53.5	5.4	3.2		2.8	90	4.6	2.6		28.7	48	17.8	5.5		4.9	84.6	6.7	3.8		
Total %	6.4	9.1	0.9	0.5	17	0.7	24.2	1.2	0.7	26.8	2.9	4.9	1.8	0.6	10.2	2.2	38.9	3.1	1.8	46	
Motorcycles	1	7	0	0	8	0	5	0	0	5	4	4	3	0	11	4	7	0	0	11	35
% Motorcycles	0.3	1.3	0	0	0.8	0	0.3	0	0	0.3	2.3	1.4	2.7	0	1.8	2.9	0.3	0	0	0.4	0.6
Cars	356	483	50	0	889	41	1321	73	0	1435	150	245	94	0	489	111	2094	168	0	2373	5186
% Cars	91.3	87.8	90.9	0	86.5	91.1	90.4	97.3	0	88.4	84.7	82.8	85.5	0	79.3	81.6	89	90.8	0	85.4	85.7
Light Goods Vehicles	22	39	4	0	65	1	98	2	0	101	16	13	9	0	38	14	189	6	0	209	413
% Light Goods Vehicles	5.6	7.1	7.3	0	6.3	2.2	6.7	2.7	0	6.2	9	4.4	8.2	0	6.2	10.3	8	3.2	0	7.5	6.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	6	4	0	0	10	0	10	0	0	10	0	0	1	0	1	3	23	10	0	36	57
% Single-Unit Trucks	1.5	0.7	0	0	1	0	0.7	0	0	0.6	0	0	0.9	0	0.2	2.2	1	5.4	0	1.3	0.9
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Articulated Trucks	0.3	0	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0
Bicycles on Road	4	17	1	0	22	3	28	0	0	31	7	33	3	0	43	4	40	1	0	45	141
% Bicycles on Road	1	3.1	1.8	0	2.1	6.7	1.9	0	0	1.9	4	11.1	2.7	0	7	2.9	1.7	0.5	0	1.6	2.3
Pedestrians	0	0	0	33	33	0	0	0	42	42	0	0	0	34	34	0	0	0	106	106	215
% Pedestrians	0	0	0	100	3.2	0	0	0	100	2.6	0	0	0	100	5.5	0	0	0	100	3.8	3.6

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File Name : 1- Pacific (SAT)
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Start Date : 7/18/2015
Page No : 3

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	14	21	0	1	36	3	64	2	0	69	6	10	5	0	21	5	78	7	7	97	223
12:00 PM	17	24	3	2	46	1	50	3	0	54	8	11	3	0	22	5	82	5	1	93	215
12:15 PM	16	20	2	1	39	1	50	3	4	58	6	6	4	0	16	8	67	10	10	95	208
12:30 PM	10	21	0	1	32	0	63	0	1	64	4	7	0	0	11	4	79	8	4	95	202
Total Volume	57	86	5	5	153	5	227	8	5	245	24	34	12	0	70	22	306	30	22	380	848
% App. Total	37.3	56.2	3.3	3.3		2	92.7	3.3	2		34.3	48.6	17.1	0		5.8	80.5	7.9	5.8		
PHF	.838	.896	.417	.625	.832	.417	.887	.667	.313	.888	.750	.773	.600	.000	.795	.688	.933	.750	.550	.979	.951
Motorcycles	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	1	1	0	0	2	7
% Motorcycles	0	0	0	0	0	0	0.9	0	0	0.8	8.3	2.9	0	0	4.3	4.5	0.3	0	0	0.5	0.8
Cars	51	74	5	0	130	5	205	8	0	218	17	29	10	0	56	19	271	28	0	318	722
% Cars	89.5	86.0	100	0	85.0	100	90.3	100	0	89.0	70.8	85.3	83.3	0	80.0	86.4	88.6	93.3	0	83.7	85.1
Light Goods Vehicles	6	10	0	0	16	0	12	0	0	12	2	1	0	0	3	2	25	2	0	29	60
% Light Goods Vehicles	10.5	11.6	0	0	10.5	0	5.3	0	0	4.9	8.3	2.9	0	0	4.3	9.1	8.2	6.7	0	7.6	7.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
% Single-Unit Trucks	0	1.2	0	0	0.7	0	0.9	0	0	0.8	0	0	0	0	0	0	1.3	0	0	1.1	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	0	0	1	0	6	0	0	6	3	3	2	0	8	0	5	0	0	5	20
% Bicycles on Road	0	1.2	0	0	0.7	0	2.6	0	0	2.4	12.5	8.8	16.7	0	11.4	0	1.6	0	0	1.3	2.4
Pedestrians	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0	0	0	0	22	22	32
% Pedestrians	0	0	0	100	3.3	0	0	0	100	2.0	0	0	0	0	0	0	0	0	100	5.8	3.8

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North				Westbound Approach From East				Northbound Approach From South				Eastbound Approach From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	3	1	0	1	0	9	1	0	1	2	0	0	2	8	0	0	28
07:15 AM	7	1	1	0	0	8	0	1	1	4	0	1	1	20	5	1	51
07:30 AM	2	5	0	0	0	15	0	0	0	0	0	0	2	23	1	0	48
07:45 AM	10	6	0	0	0	18	0	1	4	4	3	3	2	31	3	3	88
Total	22	13	1	1	0	50	1	2	6	10	3	4	7	82	9	4	215
08:00 AM	4	5	0	2	1	5	3	0	6	6	1	5	1	27	2	1	69
08:15 AM	3	6	2	1	2	18	0	1	2	5	2	3	4	38	2	1	90
08:30 AM	6	12	0	2	0	23	1	4	1	11	3	2	2	48	3	5	123
08:45 AM	13	13	0	0	0	21	1	0	7	1	3	1	0	48	5	1	114
Total	26	36	2	5	3	67	5	5	16	23	9	11	7	161	12	8	396
09:00 AM	10	9	1	1	0	31	1	4	8	11	4	3	3	55	2	4	147
09:15 AM	12	10	0	3	0	19	4	0	2	10	5	2	2	44	4	0	117
09:30 AM	12	8	0	0	0	36	2	0	7	8	3	2	1	35	6	5	125
09:45 AM	12	12	2	2	0	27	1	1	3	7	3	0	0	53	0	2	125
Total	46	39	3	6	0	113	8	5	20	36	15	7	6	187	12	11	514
10:00 AM	6	6	3	0	3	36	0	0	9	8	1	0	0	47	4	0	123
10:15 AM	5	10	2	0	0	33	2	0	5	11	3	1	5	47	6	0	130
10:30 AM	9	8	2	0	0	31	1	0	4	6	5	1	3	53	5	4	132
10:45 AM	10	19	4	0	0	37	1	0	1	5	3	2	3	55	8	0	148
Total	30	43	11	0	3	137	4	0	19	30	12	4	11	202	23	4	533
02:00 PM	10	17	0	0	1	28	1	3	4	2	1	0	4	56	4	0	131
02:15 PM	12	9	3	0	0	26	0	0	4	3	1	0	1	39	6	0	104
02:30 PM	9	13	0	1	2	32	0	0	4	3	2	3	3	43	6	3	124
02:45 PM	6	11	1	0	0	33	1	3	1	5	2	1	5	48	3	2	122
Total	37	50	4	1	3	119	2	6	13	13	6	4	13	186	19	5	481
03:00 PM	13	13	6	0	2	27	0	0	5	6	2	1	7	47	2	2	133
03:15 PM	8	18	0	0	0	25	1	1	6	4	1	1	4	43	5	0	117
03:30 PM	6	9	0	0	4	34	2	2	2	4	2	0	0	48	5	1	119
03:45 PM	11	10	2	0	0	40	3	0	3	3	0	0	1	60	1	1	135
Total	38	50	8	0	6	126	6	3	16	17	5	2	12	198	13	4	504
04:00 PM	7	15	0	0	2	27	3	1	3	11	0	0	3	62	3	3	140
04:15 PM	9	5	0	1	1	31	0	0	3	8	7	0	1	52	4	1	123
04:30 PM	12	10	1	0	0	39	1	0	3	6	4	1	2	52	6	0	137
04:45 PM	8	16	0	0	0	43	0	0	2	6	5	0	3	62	4	1	150
Total	36	46	1	1	3	140	4	1	11	31	16	1	9	228	17	5	550

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File Name : 1- Pacific (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North				Westbound Approach From East				Northbound Approach From South				Eastbound Approach From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
05:00 PM	9	7	1	0	3	44	2	0	6	9	7	0	1	59	2	1	151
05:15 PM	7	3	1	0	0	47	1	0	4	9	7	1	2	62	2	0	146
05:30 PM	15	13	2	1	0	39	1	1	4	9	4	0	1	60	5	7	162
05:45 PM	18	10	1	0	1	46	0	1	6	7	7	0	3	57	6	2	165
Total	49	33	5	1	4	176	4	2	20	34	25	1	7	238	15	10	624
Grand Total	284	310	35	15	22	928	34	24	121	194	91	34	72	1482	120	51	3817
Apprch %	44.1	48.1	5.4	2.3	2.2	92.1	3.4	2.4	27.5	44.1	20.7	7.7	4.2	85.9	7	3	
Total %	7.4	8.1	0.9	0.4	0.6	24.3	0.9	0.6	3.2	5.1	2.4	0.9	1.9	38.8	3.1	1.3	
Motorcycles	0	1	0	0	0	1	0	0	0	0	0	0	0	7	0	0	9
% Motorcycles	0	0.3	0	0	0	0.1	0	0	0	0	0	0	0	0.5	0	0	0.2
Cars	234	264	27	0	18	778	28	0	96	161	79	0	53	1229	99	0	3066
% Cars	82.4	85.2	77.1	0	81.8	83.8	82.4	0	79.3	83	86.8	0	73.6	82.9	82.5	0	80.3
Light Goods Vehicles	36	30	3	0	2	95	6	0	18	14	11	0	10	180	9	0	414
% Light Goods Vehicles	12.7	9.7	8.6	0	9.1	10.2	17.6	0	14.9	7.2	12.1	0	13.9	12.1	7.5	0	10.8
Buses	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	4
% Buses	0	0	0	0	0	0.3	0	0	0	0	0	0	1.4	0	0	0	0.1
Single-Unit Trucks	9	3	1	0	0	13	0	0	0	1	0	0	2	33	10	0	72
% Single-Unit Trucks	3.2	1	2.9	0	0	1.4	0	0	0	0.5	0	0	2.8	2.2	8.3	0	1.9
Articulated Trucks	0	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	7
% Articulated Trucks	0	0.3	0	0	0	0.4	0	0	0.8	0	0	0	0	0.1	0	0	0.2
Bicycles on Road	5	11	4	0	2	34	0	0	6	18	1	0	6	32	2	0	121
% Bicycles on Road	1.8	3.5	11.4	0	9.1	3.7	0	0	5	9.3	1.1	0	8.3	2.2	1.7	0	3.2
Pedestrians	0	0	0	15	0	0	0	24	0	0	0	34	0	0	0	51	124
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	3.2

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	6	6	3	0	15	3	36	0	0	39	9	8	1	0	18	0	47	4	0	51	123
10:15 AM	5	10	2	0	17	0	33	2	0	35	5	11	3	1	20	5	47	6	0	58	130
10:30 AM	9	8	2	0	19	0	31	1	0	32	4	6	5	1	16	3	53	5	4	65	132
10:45 AM	10	19	4	0	33	0	37	1	0	38	1	5	3	2	11	3	55	8	0	66	148
Total Volume	30	43	11	0	84	3	137	4	0	144	19	30	12	4	65	11	202	23	4	240	533
% App. Total	35.7	51.2	13.1	0		2.1	95.1	2.8	0		29.2	46.2	18.5	6.2		4.6	84.2	9.6	1.7		
PHF	.750	.566	.688	.000	.636	.250	.926	.500	.000	.923	.528	.682	.600	.500	.813	.550	.918	.719	.250	.909	.900
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0.2
Cars	27	36	11	0	74	3	113	4	0	120	13	22	10	0	45	7	164	18	0	189	428
% Cars	90.0	83.7	100	0	88.1	100	82.5	100	0	83.3	68.4	73.3	83.3	0	69.2	63.6	81.2	78.3	0	78.8	80.3
Light Goods Vehicles	2	7	0	0	9	0	17	0	0	17	4	4	2	0	10	1	27	1	0	29	65
% Light Goods Vehicles	6.7	16.3	0	0	10.7	0	12.4	0	0	11.8	21.1	13.3	16.7	0	15.4	9.1	13.4	4.3	0	12.1	12.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	3	0	10	12
% Single-Unit Trucks	0	0	0	0	0	0	1.5	0	0	1.4	0	0	0	0	0	9.1	3.0	13.0	0	4.2	2.3
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
% Articulated Trucks	0	0	0	0	0	0	0.7	0	0	0.7	5.3	0	0	0	1.5	0	0	0	0	0	0.4
Bicycles on Road	1	0	0	0	1	0	4	0	0	4	1	4	0	0	5	2	4	1	0	7	17
% Bicycles on Road	3.3	0	0	0	1.2	0	2.9	0	0	2.8	5.3	13.3	0	0	7.7	18.2	2.0	4.3	0	2.9	3.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	4	4	8
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6.2	0	0	0	100	1.7	1.5

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	7	1	0	17	3	44	2	0	49	6	9	7	0	22	1	59	2	1	63	151
05:15 PM	7	3	1	0	11	0	47	1	0	48	4	9	7	1	21	2	62	2	0	66	146
05:30 PM	15	13	2	1	31	0	39	1	1	41	4	9	4	0	17	1	60	5	7	73	162
05:45 PM	18	10	1	0	29	1	46	0	1	48	6	7	7	0	20	3	57	6	2	68	165
Total Volume	49	33	5	1	88	4	176	4	2	186	20	34	25	1	80	7	238	15	10	270	624
% App. Total	55.7	37.5	5.7	1.1		2.2	94.6	2.2	1.1		25	42.5	31.2	1.2		2.6	88.1	5.6	3.7		
PHF	.681	.635	.625	.250	.710	.333	.936	.500	.500	.949	.833	.944	.893	.250	.909	.583	.960	.625	.357	.925	.945
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Motorcycles	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0.3
Cars	42	32	5	0	79	1	158	4	0	163	19	27	22	0	68	6	216	13	0	235	545
% Cars	85.7	97.0	100	0	89.8	25.0	89.8	100	0	87.6	95.0	79.4	88.0	0	85.0	85.7	90.8	86.7	0	87.0	87.3
Light Goods Vehicles	6	0	0	0	6	1	12	0	0	13	1	4	2	0	7	1	19	1	0	21	47
% Light Goods Vehicles	12.2	0	0	0	6.8	25.0	6.8	0	0	7.0	5.0	11.8	8.0	0	8.8	14.3	8.0	6.7	0	7.8	7.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
% Single-Unit Trucks	0	0	0	0	0	0	1.1	0	0	1.1	0	0	0	0	0	0	0.4	6.7	0	0.7	0.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	1	0	0	2	2	3	0	0	5	0	3	1	0	4	0	1	0	0	1	12
% Bicycles on Road	2.0	3.0	0	0	2.3	50.0	1.7	0	0	2.7	0	8.8	4.0	0	5.0	0	0.4	0	0	0.4	1.9
Pedestrians	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	0	10	10	14
% Pedestrians	0	0	0	100	1.1	0	0	0	100	1.1	0	0	0	100	1.3	0	0	0	100	3.7	2.2

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File Name : 2- Rambler Rd & Park Blvd (SAT)
Site Code :
Start Date : 7/18/2015
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	28	4	0	1	33	0	10	3	0	13	11	1	1	1	14	2	39	3	1	45	105
08:15 AM	31	10	1	2	44	1	19	3	1	24	19	0	0	3	22	2	40	0	0	42	132
08:30 AM	40	14	1	0	55	0	20	8	0	28	19	0	2	1	22	0	44	1	0	45	150
08:45 AM	40	16	1	1	58	0	32	6	0	38	16	0	0	3	19	1	68	0	1	70	185
Total	139	44	3	4	190	1	81	20	1	103	65	1	3	8	77	5	191	4	2	202	572
09:00 AM	57	14	0	2	73	1	22	8	1	32	14	0	6	5	25	2	67	0	2	71	201
09:15 AM	59	15	1	0	75	1	29	5	0	35	14	0	4	5	23	2	73	0	2	77	210
09:30 AM	61	18	0	0	79	0	24	5	0	29	12	0	3	0	15	2	74	0	1	77	200
09:45 AM	55	21	2	0	78	0	41	10	2	53	17	0	5	0	22	1	71	0	1	73	226
Total	232	68	3	2	305	2	116	28	3	149	57	0	18	10	85	7	285	0	6	298	837
10:00 AM	50	14	5	2	71	1	41	5	1	48	17	0	5	2	24	1	99	0	0	100	243
10:15 AM	70	16	1	1	88	0	44	7	1	52	15	0	4	4	23	3	88	0	0	91	254
10:30 AM	62	26	1	1	90	0	51	10	2	63	21	0	2	0	23	0	70	0	0	70	246
10:45 AM	71	16	1	1	89	0	42	12	4	58	14	0	1	6	21	3	77	0	2	82	250
Total	253	72	8	5	338	1	178	34	8	221	67	0	12	12	91	7	334	0	2	343	993
11:00 AM	60	16	0	0	76	0	44	10	2	56	7	0	2	6	15	2	74	0	7	83	230
11:15 AM	70	19	4	0	93	0	47	11	1	59	12	0	1	4	17	3	69	0	3	75	244
11:30 AM	55	21	2	0	78	0	55	10	0	65	15	0	2	1	18	2	63	0	2	67	228
11:45 AM	69	26	4	0	99	0	50	9	1	60	19	0	3	1	23	0	60	0	2	62	244
Total	254	82	10	0	346	0	196	40	4	240	53	0	8	12	73	7	266	0	14	287	946
12:00 PM	59	29	0	0	88	0	46	16	6	68	21	0	2	2	25	5	79	0	0	84	265
12:15 PM	67	25	2	0	94	0	59	12	0	71	8	0	2	2	12	2	63	1	0	66	243
12:30 PM	78	23	1	0	102	0	49	8	2	59	17	0	1	1	19	2	69	5	4	80	260
12:45 PM	75	22	0	0	97	0	33	12	0	45	12	0	1	4	17	2	62	0	4	68	227
Total	279	99	3	0	381	0	187	48	8	243	58	0	6	9	73	11	273	6	8	298	995
01:00 PM	51	25	2	1	79	1	47	7	0	55	21	1	1	1	24	4	47	0	0	51	209
01:15 PM	46	16	3	0	65	0	47	9	0	56	12	0	1	2	15	4	63	0	0	67	203
01:30 PM	51	23	0	0	74	0	45	9	0	54	11	0	1	1	13	3	82	0	0	85	226
01:45 PM	45	16	1	0	62	1	46	5	0	52	10	0	3	2	15	2	64	3	1	70	199
Total	193	80	6	1	280	2	185	30	0	217	54	1	6	6	67	13	256	3	1	273	837
02:00 PM	62	23	0	0	85	0	56	9	0	65	13	0	3	0	16	2	71	0	6	79	245
02:15 PM	51	20	2	0	73	0	32	17	0	49	9	0	1	2	12	1	50	0	0	51	185
02:30 PM	60	29	1	0	90	0	37	5	0	42	8	0	1	0	9	3	68	0	4	75	216
02:45 PM	55	26	2	0	83	0	35	8	0	43	11	0	1	1	13	2	53	1	0	56	195
Total	228	98	5	0	331	0	160	39	0	199	41	0	6	3	50	8	242	1	10	261	841
03:00 PM	36	24	2	0	62	0	42	7	0	49	15	0	2	0	17	1	60	0	0	61	189

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File Name : 2- Rambler Rd & Park Blvd (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	38	29	3	0	70	0	39	5	0	44	8	0	0	1	9	1	58	2	0	61	184
03:30 PM	40	36	2	0	78	0	39	9	0	48	10	0	1	0	11	1	64	0	0	65	202
03:45 PM	41	21	0	0	62	0	31	13	0	44	15	0	2	0	17	4	60	0	2	66	189
Total	155	110	7	0	272	0	151	34	0	185	48	0	5	1	54	7	242	2	2	253	764
Grand Total	1733	653	45	12	2443	6	1254	273	24	1557	443	2	64	61	570	65	2089	16	45	2215	6785
Apprch %	70.9	26.7	1.8	0.5		0.4	80.5	17.5	1.5		77.7	0.4	11.2	10.7		2.9	94.3	0.7	2		
Total %	25.5	9.6	0.7	0.2	36	0.1	18.5	4	0.4	22.9	6.5	0	0.9	0.9	8.4	1	30.8	0.2	0.7	32.6	
Motorcycles	4	3	1	0	8	0	8	0	0	8	3	0	0	0	3	0	8	0	0	8	27
% Motorcycles	0.2	0.5	2.2	0	0.3	0	0.6	0	0	0.5	0.7	0	0	0	0.5	0	0.4	0	0	0.4	0.4
Cars	1518	603	39	0	2160	4	1081	239	0	1324	398	1	47	0	446	51	1805	1	0	1857	5787
% Cars	87.6	92.3	86.7	0	88.4	66.7	86.2	87.5	0	85	89.8	50	73.4	0	78.2	78.5	86.4	6.2	0	83.8	85.3
Light Goods Vehicles	137	40	4	0	181	0	101	20	0	121	21	0	4	0	25	3	190	1	0	194	521
% Light Goods Vehicles	7.9	6.1	8.9	0	7.4	0	8.1	7.3	0	7.8	4.7	0	6.2	0	4.4	4.6	9.1	6.2	0	8.8	7.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	7	2	0	0	9	0	6	10	0	16	10	0	0	0	10	0	25	0	0	25	60
% Single-Unit Trucks	0.4	0.3	0	0	0.4	0	0.5	3.7	0	1	2.3	0	0	0	1.8	0	1.2	0	0	1.1	0.9
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
% Articulated Trucks	0	0	2.2	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0	0	0	0	0	0
Bicycles on Road	67	5	0	0	72	2	58	4	0	64	10	1	13	0	24	11	60	14	0	85	245
% Bicycles on Road	3.9	0.8	0	0	2.9	33.3	4.6	1.5	0	4.1	2.3	50	20.3	0	4.2	16.9	2.9	87.5	0	3.8	3.6
Pedestrians	0	0	0	12	12	0	0	0	24	24	0	0	0	61	61	0	0	0	45	45	142
% Pedestrians	0	0	0	100	0.5	0	0	0	100	1.5	0	0	0	100	10.7	0	0	0	100	2	2.1

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File Name : 2- Rambler Rd & Park Blvd (SAT)
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Start Date : 7/18/2015
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	69	26	4	0	99	0	50	9	1	60	19	0	3	1	23	0	60	0	2	62	244
12:00 PM	59	29	0	0	88	0	46	16	6	68	21	0	2	2	25	5	79	0	0	84	265
12:15 PM	67	25	2	0	94	0	59	12	0	71	8	0	2	2	12	2	63	1	0	66	243
12:30 PM	78	23	1	0	102	0	49	8	2	59	17	0	1	1	19	2	69	5	4	80	260
Total Volume	273	103	7	0	383	0	204	45	9	258	65	0	8	6	79	9	271	6	6	292	1012
% App. Total	71.3	26.9	1.8	0		0	79.1	17.4	3.5		82.3	0	10.1	7.6		3.1	92.8	2.1	2.1		
PHF	.875	.888	.438	.000	.939	.000	.864	.703	.375	.908	.774	.000	.667	.750	.790	.450	.858	.300	.375	.869	.955
Motorcycles	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	7
% Motorcycles	0	0	0	0	0	0	2.5	0	0	1.9	1.5	0	0	0	1.3	0	0.4	0	0	0.3	0.7
Cars	250	96	7	0	353	0	185	38	0	223	58	0	7	0	65	8	228	1	0	237	878
% Cars	91.6	93.2	100	0	92.2	0	90.7	84.4	0	86.4	89.2	0	87.5	0	82.3	88.9	84.1	16.7	0	81.2	86.8
Light Goods Vehicles	15	7	0	0	22	0	12	4	0	16	5	0	1	0	6	1	27	0	0	28	72
% Light Goods Vehicles	5.5	6.8	0	0	5.7	0	5.9	8.9	0	6.2	7.7	0	12.5	0	7.6	11.1	10.0	0	0	9.6	7.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	9
% Single-Unit Trucks	0.4	0	0	0	0.3	0	0.5	2.2	0	0.8	0	0	0	0	0	0	2.2	0	0	2.1	0.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	7	0	0	0	7	0	1	2	0	3	1	0	0	0	1	0	9	5	0	14	25
% Bicycles on Road	2.6	0	0	0	1.8	0	0.5	4.4	0	1.2	1.5	0	0	0	1.3	0	3.3	83.3	0	4.8	2.5
Pedestrians	0	0	0	0	0	0	0	0	9	9	0	0	0	6	6	0	0	0	6	6	21
% Pedestrians	0	0	0	0	0	0	0	0	100	3.5	0	0	0	100	7.6	0	0	0	100	2.1	2.1

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File Name : 2- Rambler Rd & Park Blvd (Weekday)
Site Code :
Start Date : 7/16/2015
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	2	1	0	13	0	7	3	1	11	3	0	1	0	4	0	14	1	0	15	43
07:15 AM	13	6	0	0	19	0	10	4	1	15	8	0	0	2	10	0	24	2	0	26	70
07:30 AM	13	2	0	1	16	0	6	5	0	11	3	0	0	1	4	0	25	0	0	25	56
07:45 AM	18	13	0	0	31	0	10	4	0	14	7	0	0	1	8	0	31	0	0	31	84
Total	54	23	1	1	79	0	33	16	2	51	21	0	1	4	26	0	94	3	0	97	253
08:00 AM	14	2	0	0	16	1	8	3	1	13	6	1	1	0	8	0	39	1	1	41	78
08:15 AM	15	3	1	2	21	0	12	3	3	18	7	0	3	4	14	2	33	1	0	36	89
08:30 AM	33	11	0	0	44	0	9	3	0	12	12	0	0	6	18	2	49	1	3	55	129
08:45 AM	24	19	1	0	44	0	12	4	1	17	7	0	0	1	8	1	45	0	2	48	117
Total	86	35	2	2	125	1	41	13	5	60	32	1	4	11	48	5	166	3	6	180	413
09:00 AM	28	10	0	0	38	0	16	10	8	34	13	2	1	4	20	3	49	1	3	56	148
09:15 AM	27	14	1	0	42	0	17	7	0	24	12	0	0	4	16	0	39	1	2	42	124
09:30 AM	34	12	3	0	49	0	13	8	4	25	14	0	2	9	25	1	54	2	0	57	156
09:45 AM	28	14	0	0	42	0	12	8	1	21	8	0	0	6	14	1	48	0	1	50	127
Total	117	50	4	0	171	0	58	33	13	104	47	2	3	23	75	5	190	4	6	205	555
10:00 AM	29	13	1	0	43	1	13	4	5	23	17	0	2	2	21	0	52	2	0	54	141
10:15 AM	53	12	4	0	69	0	21	4	2	27	10	0	2	0	12	2	46	3	3	54	162
10:30 AM	34	5	2	2	43	0	26	9	2	37	13	0	1	5	19	3	58	1	0	62	161
10:45 AM	65	23	3	3	94	0	28	9	3	40	11	0	1	0	12	1	49	0	1	51	197
Total	181	53	10	5	249	1	88	26	12	127	51	0	6	7	64	6	205	6	4	221	661
02:00 PM	44	15	1	0	60	0	14	12	5	31	5	0	0	4	9	0	52	2	0	54	154
02:15 PM	39	14	2	0	55	0	20	7	0	27	10	0	0	3	13	2	46	0	0	48	143
02:30 PM	40	12	0	0	52	0	20	4	4	28	8	0	3	1	12	4	50	0	2	56	148
02:45 PM	46	16	1	0	63	0	12	3	0	15	8	0	1	2	11	4	30	0	0	34	123
Total	169	57	4	0	230	0	66	26	9	101	31	0	4	10	45	10	178	2	2	192	568
03:00 PM	30	16	1	0	47	0	14	10	6	30	9	0	0	1	10	1	29	0	1	31	118
03:15 PM	44	13	6	0	63	0	23	9	0	32	10	0	0	0	10	5	43	0	0	48	153
03:30 PM	34	14	0	0	48	0	27	3	2	32	11	0	1	0	12	0	34	2	0	36	128
03:45 PM	36	15	1	0	52	0	29	8	0	37	5	0	0	0	5	1	34	0	0	35	129
Total	144	58	8	0	210	0	93	30	8	131	35	0	1	1	37	7	140	2	1	150	528
04:00 PM	32	18	1	0	51	0	16	6	0	22	14	0	2	0	16	0	39	0	0	39	128
04:15 PM	34	9	3	0	46	0	20	3	0	23	9	0	1	0	10	2	37	0	0	39	118
04:30 PM	45	15	1	1	62	0	18	5	4	27	12	0	1	5	18	2	35	0	0	37	144
04:45 PM	53	18	0	0	71	0	28	4	0	32	8	0	0	1	9	2	54	0	0	56	168
Total	164	60	5	1	230	0	82	18	4	104	43	0	4	6	53	6	165	0	0	171	558

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File Name : 2- Rambler Rd & Park Blvd (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	49	14	1	0	64	0	30	4	3	37	11	0	3	1	15	3	43	0	0	46	162
05:15 PM	41	8	2	0	51	0	27	2	0	29	11	0	1	1	13	0	50	0	0	50	143
05:30 PM	45	14	0	0	59	0	21	10	1	32	10	1	1	0	12	3	43	1	0	47	150
05:45 PM	60	18	0	0	78	0	34	11	0	45	12	0	1	0	13	1	48	1	0	50	186
Total	195	54	3	0	252	0	112	27	4	143	44	1	6	2	53	7	184	2	0	193	641
Grand Total	1110	390	37	9	1546	2	573	189	57	821	304	4	29	64	401	46	1322	22	19	1409	4177
Apprch %	71.8	25.2	2.4	0.6		0.2	69.8	23	6.9		75.8	1	7.2	16		3.3	93.8	1.6	1.3		
Total %	26.6	9.3	0.9	0.2	37	0	13.7	4.5	1.4	19.7	7.3	0.1	0.7	1.5	9.6	1.1	31.6	0.5	0.5	33.7	
Motorcycles	6	0	0	0	6	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	14
% Motorcycles	0.5	0	0	0	0.4	0	0.7	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Cars	907	332	34	0	1273	1	462	160	0	623	265	1	25	0	291	35	1125	7	0	1167	3354
% Cars	81.7	85.1	91.9	0	82.3	50	80.6	84.7	0	75.9	87.2	25	86.2	0	72.6	76.1	85.1	31.8	0	82.8	80.3
Light Goods Vehicles	122	41	1	0	164	1	67	17	0	85	19	0	1	0	20	7	142	2	0	151	420
% Light Goods Vehicles	11	10.5	2.7	0	10.6	50	11.7	9	0	10.4	6.2	0	3.4	0	5	15.2	10.7	9.1	0	10.7	10.1
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	2.7	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0.1
Single-Unit Trucks	16	3	1	0	20	0	20	10	0	30	11	0	0	0	11	1	21	2	0	24	85
% Single-Unit Trucks	1.4	0.8	2.7	0	1.3	0	3.5	5.3	0	3.7	3.6	0	0	0	2.7	2.2	1.6	9.1	0	1.7	2
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Articulated Trucks	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Bicycles on Road	59	14	0	0	73	0	19	2	0	21	9	3	3	0	15	3	25	11	0	39	148
% Bicycles on Road	5.3	3.6	0	0	4.7	0	3.3	1.1	0	2.6	3	75	10.3	0	3.7	6.5	1.9	50	0	2.8	3.5
Pedestrians	0	0	0	9	9	0	0	0	57	57	0	0	0	64	64	0	0	0	19	19	149
% Pedestrians	0	0	0	100	0.6	0	0	0	100	6.9	0	0	0	100	16	0	0	0	100	1.3	3.6

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File Name : 2- Rambler Rd & Park Blvd (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	29	13	1	0	43	1	13	4	5	23	17	0	2	2	21	0	52	2	0	54	141
10:15 AM	53	12	4	0	69	0	21	4	2	27	10	0	2	0	12	2	46	3	3	54	162
10:30 AM	34	5	2	2	43	0	26	9	2	37	13	0	1	5	19	3	58	1	0	62	161
10:45 AM	65	23	3	3	94	0	28	9	3	40	11	0	1	0	12	1	49	0	1	51	197
Total Volume	181	53	10	5	249	1	88	26	12	127	51	0	6	7	64	6	205	6	4	221	661
% App. Total	72.7	21.3	4	2		0.8	69.3	20.5	9.4		79.7	0	9.4	10.9		2.7	92.8	2.7	1.8		
PHF	.696	.576	.625	.417	.662	.250	.786	.722	.600	.794	.750	.000	.750	.350	.762	.500	.884	.500	.333	.891	.839
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	149	45	10	0	204	1	65	24	0	90	44	0	5	0	49	5	175	2	0	182	525
% Cars	82.3	84.9	100	0	81.9	100	73.9	92.3	0	70.9	86.3	0	83.3	0	76.6	83.3	85.4	33.3	0	82.4	79.4
Light Goods Vehicles	16	7	0	0	23	0	12	2	0	14	4	0	0	0	4	1	19	0	0	20	61
% Light Goods Vehicles	8.8	13.2	0	0	9.2	0	13.6	7.7	0	11.0	7.8	0	0	0	6.3	16.7	9.3	0	0	9.0	9.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	0	1	0	8	0	0	8	3	0	0	0	3	0	4	0	0	4	16
% Single-Unit Trucks	0.6	0	0	0	0.4	0	9.1	0	0	6.3	5.9	0	0	0	4.7	0	2.0	0	0	1.8	2.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	15	1	0	0	16	0	3	0	0	3	0	0	1	0	1	0	7	4	0	11	31
% Bicycles on Road	8.3	1.9	0	0	6.4	0	3.4	0	0	2.4	0	0	16.7	0	1.6	0	3.4	66.7	0	5.0	4.7
Pedestrians	0	0	0	5	5	0	0	0	12	12	0	0	0	7	7	0	0	0	4	4	28
% Pedestrians	0	0	0	100	2.0	0	0	0	100	9.4	0	0	0	100	10.9	0	0	0	100	1.8	4.2

Urban Engineers,Inc
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File Name : 2- Rambler Rd & Park Blvd (Weekday)
Site Code :
Start Date : 7/16/2015
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	49	14	1	0	64	0	30	4	3	37	11	0	3	1	15	3	43	0	0	46	162
05:15 PM	41	8	2	0	51	0	27	2	0	29	11	0	1	1	13	0	50	0	0	50	143
05:30 PM	45	14	0	0	59	0	21	10	1	32	10	1	1	0	12	3	43	1	0	47	150
05:45 PM	60	18	0	0	78	0	34	11	0	45	12	0	1	0	13	1	48	1	0	50	186
Total Volume	195	54	3	0	252	0	112	27	4	143	44	1	6	2	53	7	184	2	0	193	641
% App. Total	77.4	21.4	1.2	0		0	78.3	18.9	2.8		83	1.9	11.3	3.8		3.6	95.3	1	0		
PHF	.813	.750	.375	.000	.808	.000	.824	.614	.333	.794	.917	.250	.500	.500	.883	.583	.920	.500	.000	.965	.862
Motorcycles	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
% Motorcycles	1.5	0	0	0	1.2	0	0.9	0	0	0.7	0	0	0	0	0	0	0.5	0	0	0.5	0.8
Cars	163	50	3	0	216	0	102	25	0	127	38	0	6	0	44	5	168	0	0	173	560
% Cars	83.6	92.6	100	0	85.7	0	91.1	92.6	0	88.8	86.4	0	100	0	83.0	71.4	91.3	0	0	89.6	87.4
Light Goods Vehicles	18	1	0	0	19	0	9	2	0	11	3	0	0	0	3	2	8	0	0	10	43
% Light Goods Vehicles	9.2	1.9	0	0	7.5	0	8.0	7.4	0	7.7	6.8	0	0	0	5.7	28.6	4.3	0	0	5.2	6.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
% Single-Unit Trucks	0.5	1.9	0	0	0.8	0	0	0	0	0	2.3	0	0	0	1.9	0	0.5	0	0	0.5	0.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0.2
Bicycles on Road	10	2	0	0	12	0	0	0	0	0	2	1	0	0	3	0	5	2	0	7	22
% Bicycles on Road	5.1	3.7	0	0	4.8	0	0	0	0	0	4.5	100	0	0	5.7	0	2.7	100	0	3.6	3.4
Pedestrians	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	6
% Pedestrians	0	0	0	0	0	0	0	0	100	2.8	0	0	0	100	3.8	0	0	0	0	0	0.9

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File Name : 3- Palm (SAT)
Site Code :
Start Date : 7/18/2015
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	5	0	0	5	0	19	0	0	19	0	0	0	0	0	0	41	0	0	41	65
08:15 AM	0	4	0	2	6	0	26	3	0	29	0	0	0	3	3	1	43	0	0	44	82
08:30 AM	3	3	1	0	7	0	36	5	2	43	0	0	0	0	0	0	61	0	0	61	111
08:45 AM	2	6	0	2	10	0	34	1	0	35	0	0	2	0	2	0	65	0	0	65	112
Total	5	18	1	4	28	0	115	9	2	126	0	0	2	3	5	1	210	0	0	211	370
09:00 AM	1	1	0	0	2	0	36	5	1	42	0	0	0	1	1	2	57	0	0	59	104
09:15 AM	0	4	0	3	7	0	37	4	0	41	0	0	0	5	5	1	81	0	0	82	135
09:30 AM	0	0	2	0	2	0	49	4	0	53	0	0	0	3	3	1	69	0	0	70	128
09:45 AM	3	4	0	0	7	0	48	5	0	53	0	0	0	0	0	1	65	2	1	69	129
Total	4	9	2	3	18	0	170	18	1	189	0	0	0	9	9	5	272	2	1	280	496
10:00 AM	2	5	3	1	11	0	59	6	0	65	0	0	0	0	0	1	78	0	1	80	156
10:15 AM	2	5	0	1	8	0	51	5	0	56	0	2	0	2	4	2	75	0	0	77	145
10:30 AM	0	4	0	2	6	0	69	2	1	72	0	0	0	4	4	0	86	0	0	86	168
10:45 AM	1	2	1	0	4	0	55	4	0	59	0	1	0	2	3	0	70	0	0	70	136
Total	5	16	4	4	29	0	234	17	1	252	0	3	0	8	11	3	309	0	1	313	605
11:00 AM	2	7	1	0	10	0	57	4	0	61	0	0	0	3	3	3	70	0	1	74	148
11:15 AM	1	3	1	1	6	0	61	3	0	64	0	0	0	2	2	3	70	0	0	73	145
11:30 AM	2	4	2	0	8	0	62	2	0	64	0	0	0	0	0	1	64	0	0	65	137
11:45 AM	2	4	1	6	13	0	65	10	4	79	0	0	0	0	0	2	71	0	2	75	167
Total	7	18	5	7	37	0	245	19	4	268	0	0	0	5	5	9	275	0	3	287	597
12:00 PM	1	3	1	1	6	0	69	9	0	78	0	0	0	3	3	1	84	0	0	85	172
12:15 PM	3	5	0	0	8	0	71	4	0	75	0	0	0	2	2	2	67	0	0	69	154
12:30 PM	1	1	3	0	5	0	66	7	0	73	0	0	0	0	0	1	76	1	0	78	156
12:45 PM	0	5	0	2	7	0	58	7	0	65	0	2	0	3	5	0	62	0	0	62	139
Total	5	14	4	3	26	0	264	27	0	291	0	2	0	8	10	4	289	1	0	294	621
01:00 PM	5	1	0	0	6	0	70	4	4	78	0	0	0	1	1	0	54	0	2	56	141
01:15 PM	4	0	2	0	6	0	56	7	0	63	0	0	0	0	0	1	62	1	0	64	133
01:30 PM	0	3	1	2	6	0	65	6	0	71	0	0	0	1	1	0	65	0	1	66	144
01:45 PM	2	2	0	0	4	1	63	7	0	71	0	0	0	2	2	1	65	0	0	66	143
Total	11	6	3	2	22	1	254	24	4	283	0	0	0	4	4	2	246	1	3	252	561
02:00 PM	1	6	0	2	9	0	78	6	0	84	0	0	0	0	0	0	60	0	2	62	155
02:15 PM	2	2	0	0	4	0	55	4	2	61	0	0	0	1	1	0	40	0	1	41	107
02:30 PM	0	5	1	0	6	0	52	5	0	57	0	0	0	0	0	1	60	0	4	65	128
02:45 PM	0	2	2	0	4	0	63	9	3	75	0	0	0	0	0	1	64	0	0	65	144
Total	3	15	3	2	23	0	248	24	5	277	0	0	0	1	1	2	224	0	7	233	534
03:00 PM	1	10	1	0	12	0	50	3	0	53	0	0	0	0	0	1	58	0	2	61	126

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File Name : 3- Palm (SAT)
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	1	1	1	8	11	0	52	2	0	54	0	0	0	1	1	1	63	0	0	64	130
03:30 PM	1	0	0	0	1	0	53	5	0	58	0	0	0	0	0	2	57	0	0	59	118
03:45 PM	0	9	1	0	10	0	54	5	0	59	0	0	0	0	0	1	65	0	0	66	135
Total	3	20	3	8	34	0	209	15	0	224	0	0	0	1	1	5	243	0	2	250	509
Grand Total	43	116	25	33	217	1	1739	153	17	1910	0	5	2	39	46	31	2068	4	17	2120	4293
Apprch %	19.8	53.5	11.5	15.2		0.1	91	8	0.9		0	10.9	4.3	84.8		1.5	97.5	0.2	0.8		
Total %	1	2.7	0.6	0.8	5.1	0	40.5	3.6	0.4	44.5	0	0.1	0	0.9	1.1	0.7	48.2	0.1	0.4	49.4	
Motorcycles	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	9	0	0	9	19
% Motorcycles	0	0	0	0	0	0	0.5	0.7	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0.4
Cars	33	99	20	0	152	1	1490	140	0	1631	0	0	0	0	0	23	1787	2	0	1812	3595
% Cars	76.7	85.3	80	0	70	100	85.7	91.5	0	85.4	0	0	0	0	0	74.2	86.4	50	0	85.5	83.7
Light Goods Vehicles	4	11	5	0	20	0	154	11	0	165	0	0	0	0	0	6	174	0	0	180	365
% Light Goods Vehicles	9.3	9.5	20	0	9.2	0	8.9	7.2	0	8.6	0	0	0	0	0	19.4	8.4	0	0	8.5	8.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.9	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	32	0	0	32	50
% Single-Unit Trucks	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	0	1.5	0	0	1.5	1.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	6	5	0	0	11	0	68	1	0	69	0	5	2	0	7	2	65	2	0	69	156
% Bicycles on Road	14	4.3	0	0	5.1	0	3.9	0.7	0	3.6	0	100	100	0	15.2	6.5	3.1	50	0	3.3	3.6
Pedestrians	0	0	0	33	33	0	0	0	17	17	0	0	0	39	39	0	0	0	17	17	106
% Pedestrians	0	0	0	100	15.2	0	0	0	100	0.9	0	0	0	100	84.8	0	0	0	100	0.8	2.5

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File Name : 3- Palm (SAT)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	4	1	6	13	0	65	10	4	79	0	0	0	0	0	2	71	0	2	75	167
12:00 PM	1	3	1	1	6	0	69	9	0	78	0	0	0	3	3	1	84	0	0	85	172
12:15 PM	3	5	0	0	8	0	71	4	0	75	0	0	0	2	2	2	67	0	0	69	154
12:30 PM	1	1	3	0	5	0	66	7	0	73	0	0	0	0	0	1	76	1	0	78	156
Total Volume	7	13	5	7	32	0	271	30	4	305	0	0	0	5	5	6	298	1	2	307	649
% App. Total	21.9	40.6	15.6	21.9		0	88.9	9.8	1.3		0	0	0	100		2	97.1	0.3	0.7		
PHF	.583	.650	.417	.292	.615	.000	.954	.750	.250	.965	.000	.000	.000	.417	.417	.750	.887	.250	.250	.903	.943
Motorcycles	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
% Motorcycles	0	0	0	0	0	0	2.2	0	0	2.0	0	0	0	0	0	0	0.7	0	0	0.7	1.2
Cars	5	11	3	0	19	0	237	26	0	263	0	0	0	0	0	6	254	1	0	261	543
% Cars	71.4	84.6	60.0	0	59.4	0	87.5	86.7	0	86.2	0	0	0	0	0	100	85.2	100	0	85.0	83.7
Light Goods Vehicles	2	2	2	0	6	0	19	4	0	23	0	0	0	0	0	0	26	0	0	26	55
% Light Goods Vehicles	28.6	15.4	40.0	0	18.8	0	7.0	13.3	0	7.5	0	0	0	0	0	0	8.7	0	0	8.5	8.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Single-Unit Trucks	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0	1.3	0	0	1.3	1.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	18
% Bicycles on Road	0	0	0	0	0	0	2.2	0	0	2.0	0	0	0	0	0	0	4.0	0	0	3.9	2.8
Pedestrians	0	0	0	7	7	0	0	0	4	4	0	0	0	5	5	0	0	0	2	2	18
% Pedestrians	0	0	0	100	21.9	0	0	0	100	1.3	0	0	0	100	100	0	0	0	100	0.7	2.8

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File Name : 3- Palm (Weekday)
Site Code :
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	21
07:15 AM	1	1	0	0	2	0	17	2	0	19	0	0	0	0	0	0	21	0	0	21	42
07:30 AM	1	0	0	0	1	0	12	1	0	13	0	0	0	0	0	0	18	0	0	18	32
07:45 AM	0	1	0	0	1	0	24	3	0	27	0	0	0	0	0	1	26	0	0	27	55
Total	2	2	0	0	4	0	65	6	0	71	0	0	0	0	0	1	74	0	0	75	150
08:00 AM	0	3	1	2	6	0	12	5	0	17	0	0	0	0	0	0	32	0	0	32	55
08:15 AM	0	1	0	0	1	0	19	3	0	22	0	0	0	3	3	0	29	0	0	29	55
08:30 AM	0	5	0	0	5	0	18	2	0	20	0	0	0	3	3	1	42	0	0	43	71
08:45 AM	2	4	1	0	7	0	21	2	1	24	0	0	0	2	2	2	39	0	0	41	74
Total	2	13	2	2	19	0	70	12	1	83	0	0	0	8	8	3	142	0	0	145	255
09:00 AM	1	4	2	0	7	0	33	9	0	42	0	0	0	0	0	1	42	0	0	43	92
09:15 AM	0	0	2	0	2	0	29	2	0	31	0	0	0	1	1	0	46	0	0	46	80
09:30 AM	0	1	0	1	2	0	26	4	2	32	0	0	0	2	2	0	49	0	0	49	85
09:45 AM	0	2	0	0	2	0	31	1	2	34	0	0	0	4	4	0	40	0	0	40	80
Total	1	7	4	1	13	0	119	16	4	139	0	0	0	7	7	1	177	0	0	178	337
10:00 AM	1	3	1	0	5	0	24	3	0	27	0	0	0	1	1	0	41	0	0	41	74
10:15 AM	0	2	0	1	3	0	27	2	1	30	0	0	0	1	1	1	42	0	0	43	77
10:30 AM	0	3	0	3	6	0	41	2	0	43	0	0	0	3	3	1	55	0	0	56	108
10:45 AM	0	1	0	0	1	0	47	6	0	53	1	0	0	1	2	0	54	0	0	54	110
Total	1	9	1	4	15	0	139	13	1	153	1	0	0	6	7	2	192	0	0	194	369
02:00 PM	1	5	1	0	7	0	34	5	2	41	0	0	0	5	5	1	40	0	0	41	94
02:15 PM	0	3	0	0	3	0	28	4	2	34	0	0	0	2	2	1	35	0	0	36	75
02:30 PM	0	2	0	0	2	0	34	3	1	38	0	0	0	1	1	0	36	0	0	36	77
02:45 PM	1	4	2	2	9	0	23	4	0	27	0	0	0	1	1	1	30	0	0	31	68
Total	2	14	3	2	21	0	119	16	5	140	0	0	0	9	9	3	141	0	0	144	314
03:00 PM	0	0	0	0	0	0	27	3	0	30	0	0	0	0	0	2	36	0	0	38	68
03:15 PM	0	4	1	1	6	1	35	4	0	40	0	0	0	0	0	0	29	0	0	29	75
03:30 PM	1	6	2	0	9	0	38	6	0	44	0	0	0	0	0	0	32	0	0	32	85
03:45 PM	1	0	0	0	1	0	41	3	1	45	0	0	0	0	0	1	41	0	0	42	88
Total	2	10	3	1	16	1	141	16	1	159	0	0	0	0	0	3	138	0	0	141	316
04:00 PM	3	3	2	0	8	0	26	5	0	31	0	0	0	1	1	0	42	0	0	42	82
04:15 PM	1	0	1	0	2	0	30	1	0	31	0	0	0	1	1	3	39	0	0	42	76
04:30 PM	3	1	0	0	4	0	27	4	0	31	0	0	0	0	0	2	30	0	0	32	67
04:45 PM	1	2	0	0	3	0	39	3	0	42	0	0	0	1	1	1	53	0	0	54	100
Total	8	6	3	0	17	0	122	13	0	135	0	0	0	3	3	6	164	0	0	170	325

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File Name : 3- Palm (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	0	2	2	0	4	0	37	2	0	39	0	0	0	1	1	1	44	0	0	45	89
05:15 PM	0	3	0	0	3	0	33	4	0	37	0	0	0	0	0	0	41	0	0	41	81
05:30 PM	0	3	0	0	3	0	43	3	0	46	0	0	0	0	0	2	41	0	1	44	93
05:45 PM	1	3	0	0	4	0	47	1	1	49	0	0	0	0	0	0	41	0	0	41	94
Total	1	11	2	0	14	0	160	10	1	171	0	0	0	1	1	3	167	0	1	171	357
Grand Total	19	72	18	10	119	1	935	102	13	1051	1	0	0	34	35	22	1195	0	1	1218	2423
Apprch %	16	60.5	15.1	8.4		0.1	89	9.7	1.2		2.9	0	0	97.1		1.8	98.1	0	0.1		
Total %	0.8	3	0.7	0.4	4.9	0	38.6	4.2	0.5	43.4	0	0	0	1.4	1.4	0.9	49.3	0	0	50.3	
Motorcycles	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	10
% Motorcycles	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	0	0.1	0	0	0.1	0.4
Cars	14	61	12	0	87	0	760	81	0	841	0	0	0	0	0	21	994	0	0	1015	1943
% Cars	73.7	84.7	66.7	0	73.1	0	81.3	79.4	0	80	0	0	0	0	0	95.5	83.2	0	0	83.3	80.2
Light Goods Vehicles	5	10	5	0	20	1	100	12	0	113	0	0	0	0	0	0	126	0	0	126	259
% Light Goods Vehicles	26.3	13.9	27.8	0	16.8	100	10.7	11.8	0	10.8	0	0	0	0	0	0	10.5	0	0	10.3	10.7
Buses	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	2	0	0	3	6
% Buses	0	0	0	0	0	0	0.1	2	0	0.3	0	0	0	0	0	4.5	0.2	0	0	0.2	0.2
Single-Unit Trucks	0	0	0	0	0	0	36	3	0	39	0	0	0	0	0	0	40	0	0	40	79
% Single-Unit Trucks	0	0	0	0	0	0	3.9	2.9	0	3.7	0	0	0	0	0	0	3.3	0	0	3.3	3.3
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% Articulated Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.2	0.2
Bicycles on Road	0	1	1	0	2	0	26	4	0	30	1	0	0	0	1	0	29	0	0	29	62
% Bicycles on Road	0	1.4	5.6	0	1.7	0	2.8	3.9	0	2.9	100	0	0	0	2.9	0	2.4	0	0	2.4	2.6
Pedestrians	0	0	0	10	10	0	0	0	13	13	0	0	0	34	34	0	0	0	1	1	58
% Pedestrians	0	0	0	100	8.4	0	0	0	100	1.2	0	0	0	100	97.1	0	0	0	100	0.1	2.4

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File Name : 3- Palm (Weekday)
Site Code :
Start Date : 7/16/2015
Page No : 3

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	1	3	1	0	5	0	24	3	0	27	0	0	0	1	1	0	41	0	0	41	74
10:15 AM	0	2	0	1	3	0	27	2	1	30	0	0	0	1	1	1	42	0	0	43	77
10:30 AM	0	3	0	3	6	0	41	2	0	43	0	0	0	3	3	1	55	0	0	56	108
10:45 AM	0	1	0	0	1	0	47	6	0	53	1	0	0	1	2	0	54	0	0	54	110
Total Volume	1	9	1	4	15	0	139	13	1	153	1	0	0	6	7	2	192	0	0	194	369
% App. Total	6.7	60	6.7	26.7		0	90.8	8.5	0.7		14.3	0	0	85.7		1	99	0	0		
PHF	.250	.750	.250	.333	.625	.000	.739	.542	.250	.722	.250	.000	.000	.500	.583	.500	.873	.000	.000	.866	.839
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	6	0	0	6	0	115	11	0	126	0	0	0	0	0	2	154	0	0	156	288
% Cars	0	66.7	0	0	40.0	0	82.7	84.6	0	82.4	0	0	0	0	0	100	80.2	0	0	80.4	78.0
Light Goods Vehicles	1	2	1	0	4	0	11	1	0	12	0	0	0	0	0	0	21	0	0	21	37
% Light Goods Vehicles	100	22.2	100	0	26.7	0	7.9	7.7	0	7.8	0	0	0	0	0	0	10.9	0	0	10.8	10.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	10	0	0	10	20
% Single-Unit Trucks	0	0	0	0	0	0	6.5	7.7	0	6.5	0	0	0	0	0	0	5.2	0	0	5.2	5.4
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.3
Bicycles on Road	0	1	0	0	1	0	3	0	0	3	1	0	0	0	1	0	7	0	0	7	12
% Bicycles on Road	0	11.1	0	0	6.7	0	2.2	0	0	2.0	100	0	0	0	14.3	0	3.6	0	0	3.6	3.3
Pedestrians	0	0	0	4	4	0	0	0	1	1	0	0	0	6	6	0	0	0	0	0	11
% Pedestrians	0	0	0	100	26.7	0	0	0	100	0.7	0	0	0	100	85.7	0	0	0	0	0	3.0

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File Name : 3- Palm (Weekday)
Site Code :
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Page No : 4

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	2	2	0	4	0	37	2	0	39	0	0	0	1	1	1	44	0	0	45	89
05:15 PM	0	3	0	0	3	0	33	4	0	37	0	0	0	0	0	0	41	0	0	41	81
05:30 PM	0	3	0	0	3	0	43	3	0	46	0	0	0	0	0	2	41	0	1	44	93
05:45 PM	1	3	0	0	4	0	47	1	1	49	0	0	0	0	0	0	41	0	0	41	94
Total Volume	1	11	2	0	14	0	160	10	1	171	0	0	0	1	1	3	167	0	1	171	357
% App. Total	7.1	78.6	14.3	0		0	93.6	5.8	0.6		0	0	0	100		1.8	97.7	0	0.6		
PHF	.250	.917	.250	.000	.875	.000	.851	.625	.250	.872	.000	.000	.000	.250	.250	.375	.949	.000	.250	.950	.949
Motorcycles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Motorcycles	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0.6
Cars	1	9	1	0	11	0	144	9	0	153	0	0	0	0	0	3	151	0	0	154	318
% Cars	100	81.8	50.0	0	78.6	0	90.0	90.0	0	89.5	0	0	0	0	0	100	90.4	0	0	90.1	89.1
Light Goods Vehicles	0	2	1	0	3	0	12	1	0	13	0	0	0	0	0	0	12	0	0	12	28
% Light Goods Vehicles	0	18.2	50.0	0	21.4	0	7.5	10.0	0	7.6	0	0	0	0	0	0	7.2	0	0	7.0	7.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.6	0.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% Bicycles on Road	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	1.8	0	0	1.8	1.4
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.6	0	0	0	100	100	0	0	0	100	0.6	0.8

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File Name : 4- Rosemary (SAT)
Site Code :
Start Date : 7/18/2015
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	0	0	0	0	2	20	1	0	23	3	3	2	0	8	0	38	2	0	40	71
08:15 AM	1	0	0	3	4	2	27	0	2	31	11	1	3	4	19	0	43	1	3	47	101
08:30 AM	0	0	0	1	1	0	40	0	1	41	11	6	3	1	21	0	54	4	2	60	123
08:45 AM	0	0	0	1	1	2	35	0	2	39	7	4	3	2	16	0	58	5	2	65	121
Total	1	0	0	5	6	6	122	1	5	134	32	14	11	7	64	0	193	12	7	212	416
09:00 AM	0	1	0	1	2	4	42	0	0	46	12	4	3	6	25	1	70	0	1	72	145
09:15 AM	0	1	0	3	4	5	42	0	2	49	15	7	2	5	29	0	74	2	0	76	158
09:30 AM	0	0	0	4	4	8	53	0	0	61	13	2	2	2	19	0	67	4	3	74	158
09:45 AM	0	0	0	2	2	1	55	0	0	56	9	4	4	1	18	0	67	7	2	76	152
Total	0	2	0	10	12	18	192	0	2	212	49	17	11	14	91	1	278	13	6	298	613
10:00 AM	0	0	0	2	2	5	56	0	1	62	13	6	2	0	21	0	69	6	0	75	160
10:15 AM	0	0	0	1	1	3	63	0	2	68	7	8	2	2	19	0	77	2	0	79	167
10:30 AM	0	1	0	0	1	6	67	0	0	73	9	8	2	0	19	0	82	2	2	86	179
10:45 AM	0	2	0	0	2	7	62	1	0	70	4	6	1	2	13	0	73	3	0	76	161
Total	0	3	0	3	6	21	248	1	3	273	33	28	7	4	72	0	301	13	2	316	667
11:00 AM	0	0	0	1	1	3	64	0	0	67	5	3	1	5	14	0	66	9	0	75	157
11:15 AM	0	2	0	1	3	6	62	0	2	70	1	6	2	8	17	0	71	3	0	74	164
11:30 AM	0	0	0	0	0	5	67	1	0	73	3	7	2	3	15	0	63	4	0	67	155
11:45 AM	1	0	0	3	4	8	81	0	1	90	6	11	2	2	21	0	64	6	0	70	185
Total	1	2	0	5	8	22	274	1	3	300	15	27	7	18	67	0	264	22	0	286	661
12:00 PM	0	0	0	1	1	4	74	0	1	79	6	2	2	0	10	0	80	3	0	83	173
12:15 PM	0	0	0	0	0	5	85	0	2	92	10	4	2	4	20	0	65	4	8	77	189
12:30 PM	0	0	0	0	0	6	75	0	0	81	6	6	2	1	15	4	86	5	0	95	191
12:45 PM	0	0	0	0	0	4	63	0	0	67	7	6	0	2	15	0	59	5	0	64	146
Total	0	0	0	1	1	19	297	0	3	319	29	18	6	7	60	4	290	17	8	319	699
01:00 PM	0	0	0	2	2	5	77	0	0	82	7	6	2	1	16	1	48	3	2	54	154
01:15 PM	0	0	0	1	1	5	67	0	0	72	6	9	3	2	20	0	68	4	0	72	165
01:30 PM	0	0	0	2	2	6	66	0	4	76	6	3	0	1	10	0	63	4	0	67	155
01:45 PM	0	0	0	0	0	7	71	0	0	78	7	3	1	1	12	0	51	7	0	58	148
Total	0	0	0	5	5	23	281	0	4	308	26	21	6	5	58	1	230	18	2	251	622
02:00 PM	0	0	0	3	3	1	88	0	2	91	3	4	0	2	9	0	63	2	0	65	168
02:15 PM	0	3	0	0	3	5	68	0	0	73	5	3	1	4	13	0	50	4	2	56	145
02:30 PM	0	0	0	3	3	3	55	0	0	58	3	6	1	1	11	0	56	2	0	58	130
02:45 PM	0	0	0	0	0	6	71	0	0	77	9	5	2	1	17	0	59	2	0	61	155
Total	0	3	0	6	9	15	282	0	2	299	20	18	4	8	50	0	228	10	2	240	598
03:00 PM	1	0	0	0	1	8	61	1	0	70	5	3	2	0	10	0	58	3	3	64	145

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File Name : 4- Rosemary (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	0	0	0	7	7	5	49	0	6	60	1	7	2	1	11	0	57	10	0	67	145
03:30 PM	0	0	0	2	2	3	60	0	0	63	3	3	2	3	11	0	58	5	0	63	139
03:45 PM	0	0	0	1	1	1	71	0	0	72	9	7	1	2	19	0	55	8	7	70	162
Total	1	0	0	10	11	17	241	1	6	265	18	20	7	6	51	0	228	26	10	264	591
Grand Total	3	10	0	45	58	141	1937	4	28	2110	222	163	59	69	513	6	2012	131	37	2186	4867
Apprch %	5.2	17.2	0	77.6		6.7	91.8	0.2	1.3		43.3	31.8	11.5	13.5		0.3	92	6	1.7		
Total %	0.1	0.2	0	0.9	1.2	2.9	39.8	0.1	0.6	43.4	4.6	3.3	1.2	1.4	10.5	0.1	41.3	2.7	0.8	44.9	
Motorcycles	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	10	0	0	10	21
% Motorcycles	0	0	0	0	0	0	0.5	25	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0.4
Cars	1	0	0	0	1	123	1693	2	0	1818	196	138	51	0	385	0	1721	114	0	1835	4039
% Cars	33.3	0	0	0	1.7	87.2	87.4	50	0	86.2	88.3	84.7	86.4	0	75	0	85.5	87	0	83.9	83
Light Goods Vehicles	0	0	0	0	0	17	158	0	0	175	19	9	3	0	31	0	188	12	0	200	406
% Light Goods Vehicles	0	0	0	0	0	12.1	8.2	0	0	8.3	8.6	5.5	5.1	0	6	0	9.3	9.2	0	9.1	8.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	19	0	0	19	2	0	1	0	3	0	33	0	0	33	55
% Single-Unit Trucks	0	0	0	0	0	0	1	0	0	0.9	0.9	0	1.7	0	0.6	0	1.6	0	0	1.5	1.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	2	10	0	0	12	1	57	1	0	59	5	16	4	0	25	6	59	4	0	69	165
% Bicycles on Road	66.7	100	0	0	20.7	0.7	2.9	25	0	2.8	2.3	9.8	6.8	0	4.9	100	2.9	3.1	0	3.2	3.4
Pedestrians	0	0	0	45	45	0	0	0	28	28	0	0	0	69	69	0	0	0	37	37	179
% Pedestrians	0	0	0	100	77.6	0	0	0	100	1.3	0	0	0	100	13.5	0	0	0	100	1.7	3.7

Urban Engineers,Inc
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File Name : 4- Rosemary (SAT)
Site Code :
Start Date : 7/18/2015
Page No : 3

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	1	0	0	3	4	8	81	0	1	90	6	11	2	2	21	0	64	6	0	70	185
12:00 PM	0	0	0	1	1	4	74	0	1	79	6	2	2	0	10	0	80	3	0	83	173
12:15 PM	0	0	0	0	0	5	85	0	2	92	10	4	2	4	20	0	65	4	8	77	189
12:30 PM	0	0	0	0	0	6	75	0	0	81	6	6	2	1	15	4	86	5	0	95	191
Total Volume	1	0	0	4	5	23	315	0	4	342	28	23	8	7	66	4	295	18	8	325	738
% App. Total	20	0	0	80		6.7	92.1	0	1.2		42.4	34.8	12.1	10.6		1.2	90.8	5.5	2.5		
PHF	.250	.000	.000	.333	.313	.719	.926	.000	.500	.929	.700	.523	1.00	.438	.786	.250	.858	.750	.250	.855	.966
Motorcycles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
% Motorcycles	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	0.7	0	0	0.6	0.9
Cars	0	0	0	0	0	22	278	0	0	300	27	13	8	0	48	0	246	15	0	261	609
% Cars	0	0	0	0	0	95.7	88.3	0	0	87.7	96.4	56.5	100	0	72.7	0	83.4	83.3	0	80.3	82.5
Light Goods Vehicles	0	0	0	0	0	1	23	0	0	24	1	2	0	0	3	0	28	2	0	30	57
% Light Goods Vehicles	0	0	0	0	0	4.3	7.3	0	0	7.0	3.6	8.7	0	0	4.5	0	9.5	11.1	0	9.2	7.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Single-Unit Trucks	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0	1.4	0	0	1.2	0.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	0	0	0	1	0	6	0	0	6	0	8	0	0	8	4	15	1	0	20	35
% Bicycles on Road	100	0	0	0	20.0	0	1.9	0	0	1.8	0	34.8	0	0	12.1	100	5.1	5.6	0	6.2	4.7
Pedestrians	0	0	0	4	4	0	0	0	4	4	0	0	0	7	7	0	0	0	8	8	23
% Pedestrians	0	0	0	100	80.0	0	0	0	100	1.2	0	0	0	100	10.6	0	0	0	100	2.5	3.1

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File Name : 4- Rosemary (Weekday)
Site Code :
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	10	0	0	10	2	1	0	1	4	0	7	3	1	11	25
07:15 AM	0	0	0	0	0	2	17	0	0	19	4	6	0	3	13	0	19	1	0	20	52
07:30 AM	0	0	0	0	0	3	14	0	0	17	2	1	0	3	6	0	17	1	0	18	41
07:45 AM	0	0	0	1	1	7	27	0	0	34	3	7	0	1	11	0	22	7	4	33	79
Total	0	0	0	1	1	12	68	0	0	80	11	15	0	8	34	0	65	12	5	82	197
08:00 AM	0	1	0	2	3	4	16	0	0	20	1	3	2	0	6	0	32	4	0	36	65
08:15 AM	0	0	0	0	0	5	22	0	0	27	3	2	1	5	11	0	30	0	1	31	69
08:30 AM	0	0	0	0	0	2	17	1	0	20	2	4	1	3	10	0	42	3	0	45	75
08:45 AM	0	0	0	0	0	1	29	1	0	31	2	3	1	2	8	0	35	4	1	40	79
Total	0	1	0	2	3	12	84	2	0	98	8	12	5	10	35	0	139	11	2	152	288
09:00 AM	0	0	0	0	0	3	42	0	0	45	3	6	1	1	11	0	30	4	0	34	90
09:15 AM	0	0	1	0	1	6	31	1	0	38	5	3	2	3	13	1	41	2	0	44	96
09:30 AM	0	0	0	1	1	3	27	0	0	30	4	3	0	2	9	0	48	1	0	49	89
09:45 AM	0	0	0	1	1	3	41	0	0	44	4	4	1	3	12	0	39	2	0	41	98
Total	0	0	1	2	3	15	141	1	0	157	16	16	4	9	45	1	158	9	0	168	373
10:00 AM	0	0	0	0	0	8	29	1	3	41	5	2	0	1	8	0	37	4	0	41	90
10:15 AM	0	0	1	2	3	1	28	0	4	33	6	3	1	1	11	0	45	2	0	47	94
10:30 AM	0	0	0	2	2	2	44	1	0	47	3	4	0	3	10	0	41	3	0	44	103
10:45 AM	0	0	0	4	4	3	50	0	0	53	4	2	0	3	9	0	62	4	0	66	132
Total	0	0	1	8	9	14	151	2	7	174	18	11	1	8	38	0	185	13	0	198	419
02:00 PM	0	0	0	0	0	4	43	0	0	47	8	2	1	7	18	0	44	3	0	47	112
02:15 PM	0	0	0	0	0	6	41	0	0	47	3	8	1	7	19	0	39	1	0	40	106
02:30 PM	0	0	0	0	0	4	33	0	0	37	2	6	1	3	12	0	37	1	0	38	87
02:45 PM	0	0	0	3	3	0	32	0	2	34	3	1	0	2	6	0	29	7	0	36	79
Total	0	0	0	3	3	14	149	0	2	165	16	17	3	19	55	0	149	12	0	161	384
03:00 PM	0	1	0	2	3	3	31	0	6	40	5	3	1	0	9	0	31	3	1	35	87
03:15 PM	0	0	0	1	1	4	45	0	0	49	3	4	0	0	7	0	27	3	0	30	87
03:30 PM	0	0	0	0	0	5	43	0	0	48	4	3	0	0	7	0	33	4	0	37	92
03:45 PM	1	0	0	0	1	8	45	0	0	53	3	3	3	0	9	0	44	2	0	46	109
Total	1	1	0	3	5	20	164	0	6	190	15	13	4	0	32	0	135	12	1	148	375
04:00 PM	0	0	0	0	0	4	33	0	2	39	3	3	2	3	11	0	41	3	0	44	94
04:15 PM	0	0	0	0	0	3	35	0	0	38	5	3	2	3	13	0	37	2	0	39	90
04:30 PM	0	0	0	0	0	2	33	0	0	35	4	5	0	0	9	0	30	1	0	31	75
04:45 PM	0	0	0	1	1	2	46	0	1	49	9	9	0	1	19	0	44	4	2	50	119
Total	0	0	0	1	1	11	147	0	3	161	21	20	4	7	52	0	152	10	2	164	378

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File Name : 4- Rosemary (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	0	0	0	0	0	4	42	0	3	49	4	5	0	0	9	0	57	2	2	61	119
05:15 PM	0	0	0	1	1	2	35	2	0	39	7	8	1	0	16	0	39	5	1	45	101
05:30 PM	0	0	0	0	0	3	44	0	11	58	7	1	4	6	18	0	37	2	1	40	116
05:45 PM	0	0	0	0	0	3	52	0	0	55	8	4	1	0	13	0	41	4	0	45	113
Total	0	0	0	1	1	12	173	2	14	201	26	18	6	6	56	0	174	13	4	191	449
Grand Total	1	2	2	21	26	110	1077	7	32	1226	131	122	27	67	347	1	1157	92	14	1264	2863
Apprch %	3.8	7.7	7.7	80.8		9	87.8	0.6	2.6		37.8	35.2	7.8	19.3		0.1	91.5	7.3	1.1		
Total %	0	0.1	0.1	0.7	0.9	3.8	37.6	0.2	1.1	42.8	4.6	4.3	0.9	2.3	12.1	0	40.4	3.2	0.5	44.1	
Motorcycles	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	0	1	0	0	1	11
% Motorcycles	0	0	0	0	0	0	0.6	0	0	0.6	1.5	0	3.7	0	0.9	0	0.1	0	0	0.1	0.4
Cars	1	0	1	0	2	95	873	3	0	971	115	104	18	0	237	0	965	81	0	1046	2256
% Cars	100	0	50	0	7.7	86.4	81.1	42.9	0	79.2	87.8	85.2	66.7	0	68.3	0	83.4	88	0	82.8	78.8
Light Goods Vehicles	0	0	0	0	0	10	121	0	0	131	7	12	7	0	26	0	106	8	0	114	271
% Light Goods Vehicles	0	0	0	0	0	9.1	11.2	0	0	10.7	5.3	9.8	25.9	0	7.5	0	9.2	8.7	0	9	9.5
Buses	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	1	1	0	2	8
% Buses	0	0	0	0	0	0.9	0.3	0	0	0.3	1.5	0	0	0	0.6	0	0.1	1.1	0	0.2	0.3
Single-Unit Trucks	0	0	0	0	0	4	41	0	0	45	2	1	1	0	4	0	42	0	0	42	91
% Single-Unit Trucks	0	0	0	0	0	3.6	3.8	0	0	3.7	1.5	0.8	3.7	0	1.2	0	3.6	0	0	3.3	3.2
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Articulated Trucks	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Bicycles on Road	0	2	1	0	3	0	29	4	0	33	3	5	0	0	8	1	40	2	0	43	87
% Bicycles on Road	0	100	50	0	11.5	0	2.7	57.1	0	2.7	2.3	4.1	0	0	2.3	100	3.5	2.2	0	3.4	3
Pedestrians	0	0	0	21	21	0	0	0	32	32	0	0	0	67	67	0	0	0	14	14	134
% Pedestrians	0	0	0	100	80.8	0	0	0	100	2.6	0	0	0	100	19.3	0	0	0	100	1.1	4.7

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File Name : 4- Rosemary (Weekday)
Site Code :
Start Date : 7/16/2015

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	8	29	1	3	41	5	2	0	1	8	0	37	4	0	41	90
10:15 AM	0	0	1	2	3	1	28	0	4	33	6	3	1	1	11	0	45	2	0	47	94
10:30 AM	0	0	0	2	2	2	44	1	0	47	3	4	0	3	10	0	41	3	0	44	103
10:45 AM	0	0	0	4	4	3	50	0	0	53	4	2	0	3	9	0	62	4	0	66	132
Total Volume	0	0	1	8	9	14	151	2	7	174	18	11	1	8	38	0	185	13	0	198	419
% App. Total	0	0	11.1	88.9		8	86.8	1.1	4		47.4	28.9	2.6	21.1		0	93.4	6.6	0		
PHF	.000	.000	.250	.500	.563	.438	.755	.500	.438	.821	.750	.688	.250	.667	.864	.000	.746	.813	.000	.750	.794
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	1	0	1	11	120	1	0	132	16	9	1	0	26	0	155	11	0	166	325
% Cars	0	0	100	0	11.1	78.6	79.5	50.0	0	75.9	88.9	81.8	100	0	68.4	0	83.8	84.6	0	83.8	77.6
Light Goods Vehicles	0	0	0	0	0	0	16	0	0	16	2	1	0	0	3	0	14	2	0	16	35
% Light Goods Vehicles	0	0	0	0	0	0	10.6	0	0	9.2	11.1	9.1	0	0	7.9	0	7.6	15.4	0	8.1	8.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	3	11	0	0	14	0	1	0	0	1	0	9	0	0	9	24
% Single-Unit Trucks	0	0	0	0	0	21.4	7.3	0	0	8.0	0	9.1	0	0	2.6	0	4.9	0	0	4.5	5.7
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	11
% Bicycles on Road	0	0	0	0	0	0	2.0	50.0	0	2.3	0	0	0	0	0	0	3.8	0	0	3.5	2.6
Pedestrians	0	0	0	8	8	0	0	0	7	7	0	0	0	8	8	0	0	0	0	0	23
% Pedestrians	0	0	0	100	88.9	0	0	0	100	4.0	0	0	0	100	21.1	0	0	0	0	0	5.5

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File Name : 4- Rosemary (Weekday)
Site Code :
Start Date : 7/16/2015
Page No : 4

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	4	42	0	3	49	4	5	0	0	9	0	57	2	2	61	119
05:15 PM	0	0	0	1	1	2	35	2	0	39	7	8	1	0	16	0	39	5	1	45	101
05:30 PM	0	0	0	0	0	3	44	0	11	58	7	1	4	6	18	0	37	2	1	40	116
05:45 PM	0	0	0	0	0	3	52	0	0	55	8	4	1	0	13	0	41	4	0	45	113
Total Volume	0	0	0	1	1	12	173	2	14	201	26	18	6	6	56	0	174	13	4	191	449
% App. Total	0	0	0	100		6	86.1	1	7		46.4	32.1	10.7	10.7		0	91.1	6.8	2.1		
PHF	.000	.000	.000	.250	.250	.750	.832	.250	.318	.866	.813	.563	.375	.250	.778	.000	.763	.650	.500	.783	.943
Motorcycles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Motorcycles	0	0	0	0	0	0	1.2	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.4
Cars	0	0	0	0	0	9	155	0	0	164	25	14	5	0	44	0	158	12	0	170	378
% Cars	0	0	0	0	0	75.0	89.6	0	0	81.6	96.2	77.8	83.3	0	78.6	0	90.8	92.3	0	89.0	84.2
Light Goods Vehicles	0	0	0	0	0	3	12	0	0	15	1	4	1	0	6	0	10	1	0	11	32
% Light Goods Vehicles	0	0	0	0	0	25.0	6.9	0	0	7.5	3.8	22.2	16.7	0	10.7	0	5.7	7.7	0	5.8	7.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1.0	0.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	4	0	0	4	10
% Bicycles on Road	0	0	0	0	0	0	2.3	100	0	3.0	0	0	0	0	0	0	2.3	0	0	2.1	2.2
Pedestrians	0	0	0	1	1	0	0	0	14	14	0	0	0	6	6	0	0	0	4	4	25
% Pedestrians	0	0	0	100	100	0	0	0	100	7.0	0	0	0	100	10.7	0	0	0	100	2.1	5.6

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File Name : 5- Sweetbriar (SAT)
Site Code :
Start Date : 7/18/2015
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	3	1	0	0	4	1	24	0	0	25	0	0	0	0	0	3	47	2	0	52	81
08:15 AM	4	3	0	1	8	3	28	2	3	36	1	0	0	3	4	2	50	1	0	53	101
08:30 AM	1	5	1	0	7	0	42	5	1	48	3	4	0	7	14	4	55	2	0	61	130
08:45 AM	6	1	0	0	7	1	34	5	1	41	2	4	2	1	9	0	62	2	2	66	123
Total	14	10	1	1	26	5	128	12	5	150	6	8	2	11	27	9	214	7	2	232	435
09:00 AM	3	5	4	1	13	1	50	7	0	58	0	4	1	6	11	1	71	5	0	77	159
09:15 AM	4	9	0	0	13	0	42	5	1	48	4	6	0	6	16	5	86	2	0	93	170
09:30 AM	1	11	1	3	16	0	58	4	0	62	3	7	0	5	15	10	79	6	0	95	188
09:45 AM	2	7	1	2	12	0	51	7	1	59	4	7	1	2	14	6	68	3	0	77	162
Total	10	32	6	6	54	1	201	23	2	227	11	24	2	19	56	22	304	16	0	342	679
10:00 AM	5	4	1	3	13	0	71	7	7	85	8	6	1	3	18	11	76	5	0	92	208
10:15 AM	2	6	1	0	9	1	55	8	1	65	5	1	0	12	18	10	77	5	0	92	184
10:30 AM	3	4	1	1	9	2	72	12	0	86	3	9	1	9	22	6	82	0	2	90	207
10:45 AM	1	6	1	2	10	0	71	9	2	82	4	11	3	9	27	5	72	4	2	83	202
Total	11	20	4	6	41	3	269	36	10	318	20	27	5	33	85	32	307	14	4	357	801
11:00 AM	4	5	4	7	20	2	72	7	0	81	2	10	0	4	16	5	57	4	4	70	187
11:15 AM	4	5	3	2	14	2	73	8	6	89	0	1	1	10	12	8	69	5	2	84	199
11:30 AM	4	8	1	3	16	1	68	4	1	74	2	6	0	8	16	3	58	5	2	68	174
11:45 AM	4	9	1	3	17	1	85	8	1	95	2	6	0	3	11	10	66	7	3	86	209
Total	16	27	9	15	67	6	298	27	8	339	6	23	1	25	55	26	250	21	11	308	769
12:00 PM	2	7	2	8	19	0	76	5	3	84	1	3	3	9	16	6	77	5	9	97	216
12:15 PM	4	6	2	4	16	6	76	2	9	93	3	2	2	14	21	4	67	2	2	75	205
12:30 PM	4	7	2	0	13	1	83	2	2	88	2	7	4	2	15	4	71	8	2	85	201
12:45 PM	4	8	1	6	19	4	68	2	0	74	4	7	2	9	22	3	54	5	3	65	180
Total	14	28	7	18	67	11	303	11	14	339	10	19	11	34	74	17	269	20	16	322	802
01:00 PM	2	3	1	3	9	2	88	6	1	97	0	4	3	5	12	7	48	4	0	59	177
01:15 PM	5	9	3	6	23	4	59	7	1	71	0	4	3	13	20	10	71	0	8	89	203
01:30 PM	6	10	0	5	21	5	77	11	2	95	2	8	3	7	20	6	58	5	5	74	210
01:45 PM	3	9	2	4	18	4	78	9	2	93	2	6	1	4	13	9	57	2	8	76	200
Total	16	31	6	18	71	15	302	33	6	356	4	22	10	29	65	32	234	11	21	298	790
02:00 PM	2	6	4	3	15	5	85	7	2	99	2	6	0	2	10	4	55	4	0	63	187
02:15 PM	7	8	2	1	18	4	70	11	2	87	1	2	2	1	6	8	49	1	1	59	170
02:30 PM	3	8	3	2	16	3	55	10	1	69	3	5	0	2	10	8	53	4	1	66	161
02:45 PM	5	4	1	5	15	3	78	5	4	90	3	6	4	2	15	2	60	3	0	65	185
Total	17	26	10	11	64	15	288	33	9	345	9	19	6	7	41	22	217	12	2	253	703
03:00 PM	4	4	3	4	15	1	60	6	2	69	4	7	2	8	21	4	65	3	1	73	178

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File Name : 5- Sweetbriar (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	4	7	1	2	14	1	54	5	6	66	4	8	1	14	27	2	48	4	10	64	171
03:30 PM	1	3	0	5	9	5	73	4	3	85	4	4	0	3	11	2	58	4	7	71	176
03:45 PM	2	2	0	0	4	4	61	4	1	70	0	4	1	4	9	2	53	2	2	59	142
Total	11	16	4	11	42	11	248	19	12	290	12	23	4	29	68	10	224	13	20	267	667
Grand Total	109	190	47	86	432	67	2037	194	66	2364	78	165	41	187	471	170	2019	114	76	2379	5646
Apprch %	25.2	44	10.9	19.9		2.8	86.2	8.2	2.8		16.6	35	8.7	39.7		7.1	84.9	4.8	3.2		
Total %	1.9	3.4	0.8	1.5	7.7	1.2	36.1	3.4	1.2	41.9	1.4	2.9	0.7	3.3	8.3	3	35.8	2	1.3	42.1	
Motorcycles	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	1	8	0	0	9	23
% Motorcycles	0.9	0	0	0	0.2	0	0.6	0	0	0.5	0	0	0	0	0	0.6	0.4	0	0	0.4	0.4
Cars	89	158	42	0	289	37	1785	167	0	1989	71	144	36	0	251	147	1746	102	0	1995	4524
% Cars	81.7	83.2	89.4	0	66.9	55.2	87.6	86.1	0	84.1	91	87.3	87.8	0	53.3	86.5	86.5	89.5	0	83.9	80.1
Light Goods Vehicles	9	22	5	0	36	5	175	24	0	204	7	14	3	0	24	16	196	7	0	219	483
% Light Goods Vehicles	8.3	11.6	10.6	0	8.3	7.5	8.6	12.4	0	8.6	9	8.5	7.3	0	5.1	9.4	9.7	6.1	0	9.2	8.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	0	0	0	2	24	21	2	0	47	0	5	0	0	5	1	31	5	0	37	91
% Single-Unit Trucks	1.8	0	0	0	0.5	35.8	1	1	0	2	0	3	0	0	1.1	0.6	1.5	4.4	0	1.6	1.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	8	10	0	0	18	1	43	1	0	45	0	2	2	0	4	5	37	0	0	42	109
% Bicycles on Road	7.3	5.3	0	0	4.2	1.5	2.1	0.5	0	1.9	0	1.2	4.9	0	0.8	2.9	1.8	0	0	1.8	1.9
Pedestrians	0	0	0	86	86	0	0	0	66	66	0	0	0	187	187	0	0	0	76	76	415
% Pedestrians	0	0	0	100	19.9	0	0	0	100	2.8	0	0	0	100	39.7	0	0	0	100	3.2	7.4

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File Name : 5- Sweetbriar (SAT)
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Start Date : 7/18/2015
Page No : 3

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	4	9	1	3	17	1	85	8	1	95	2	6	0	3	11	10	66	7	3	86	209
12:00 PM	2	7	2	8	19	0	76	5	3	84	1	3	3	9	16	6	77	5	9	97	216
12:15 PM	4	6	2	4	16	6	76	2	9	93	3	2	2	14	21	4	67	2	2	75	205
12:30 PM	4	7	2	0	13	1	83	2	2	88	2	7	4	2	15	4	71	8	2	85	201
Total Volume	14	29	7	15	65	8	320	17	15	360	8	18	9	28	63	24	281	22	16	343	831
% App. Total	21.5	44.6	10.8	23.1		2.2	88.9	4.7	4.2		12.7	28.6	14.3	44.4		7	81.9	6.4	4.7		
PHF	.875	.806	.875	.469	.855	.333	.941	.531	.417	.947	.667	.643	.563	.500	.750	.600	.912	.688	.444	.884	.962
Motorcycles	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	9
% Motorcycles	7.1	0	0	0	1.5	0	1.9	0	0	1.7	0	0	0	0	0	0	0.7	0	0	0.6	1.1
Cars	12	26	6	0	44	5	288	15	0	308	7	18	7	0	32	19	241	18	0	278	662
% Cars	85.7	89.7	85.7	0	67.7	62.5	90.0	88.2	0	85.6	87.5	100	77.8	0	50.8	79.2	85.8	81.8	0	81.0	79.7
Light Goods Vehicles	1	3	1	0	5	1	22	2	0	25	1	0	0	0	1	4	28	3	0	35	66
% Light Goods Vehicles	7.1	10.3	14.3	0	7.7	12.5	6.9	11.8	0	6.9	12.5	0	0	0	1.6	16.7	10.0	13.6	0	10.2	7.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	2	1	0	3	8
% Single-Unit Trucks	0	0	0	0	0	25.0	0.9	0	0	1.4	0	0	0	0	0	0	0.7	4.5	0	0.9	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	1	8	0	0	9	12
% Bicycles on Road	0	0	0	0	0	0	0.3	0	0	0.3	0	0	22.2	0	3.2	4.2	2.8	0	0	2.6	1.4
Pedestrians	0	0	0	15	15	0	0	0	15	15	0	0	0	28	28	0	0	0	16	16	74
% Pedestrians	0	0	0	100	23.1	0	0	0	100	4.2	0	0	0	100	44.4	0	0	0	100	4.7	8.9

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File Name : 5- Sweetbriar (Weekday)
Site Code :
Start Date : 7/16/2015
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	2	2	0	4	2	15	0	0	17	0	0	0	1	1	0	9	1	0	10	32
07:15 AM	0	1	0	0	1	0	22	0	0	22	0	3	0	0	3	1	22	3	0	26	52
07:30 AM	0	2	0	0	2	1	19	0	0	20	0	2	0	0	2	0	17	1	0	18	42
07:45 AM	0	6	0	2	8	0	26	0	0	26	1	2	2	1	6	2	21	2	0	25	65
Total	0	11	2	2	15	3	82	0	0	85	1	7	2	2	12	3	69	7	0	79	191
08:00 AM	0	1	0	1	2	0	19	1	0	20	1	3	0	0	4	2	35	1	0	38	64
08:15 AM	1	2	1	0	4	2	23	2	0	27	2	3	0	1	6	2	27	2	0	31	68
08:30 AM	1	4	1	0	6	2	31	1	1	35	0	4	0	1	5	3	41	0	0	44	90
08:45 AM	4	7	1	2	14	0	24	2	0	26	1	3	0	3	7	2	37	2	1	42	89
Total	6	14	3	3	26	4	97	6	1	108	4	13	0	5	22	9	140	5	1	155	311
09:00 AM	3	4	0	3	10	3	38	5	1	47	4	4	1	2	11	2	33	1	0	36	104
09:15 AM	3	1	0	3	7	1	32	4	0	37	2	8	0	1	11	4	46	2	0	52	107
09:30 AM	1	1	0	3	5	0	33	2	0	35	2	2	0	7	11	2	52	4	2	60	111
09:45 AM	2	4	0	2	8	1	43	6	0	50	2	4	1	4	11	6	44	1	3	54	123
Total	9	10	0	11	30	5	146	17	1	169	10	18	2	14	44	14	175	8	5	202	445
10:00 AM	3	6	0	0	9	1	27	1	8	37	5	5	0	2	12	2	47	2	0	51	109
10:15 AM	3	4	1	1	9	3	32	2	1	38	1	5	0	0	6	2	47	1	0	50	103
10:30 AM	0	2	1	2	5	0	45	3	0	48	1	2	1	4	8	1	46	3	0	50	111
10:45 AM	1	8	1	1	11	2	58	3	1	64	2	1	1	2	6	1	58	3	0	62	143
Total	7	20	3	4	34	6	162	9	10	187	9	13	2	8	32	6	198	9	0	213	466
02:00 PM	1	6	0	6	13	1	40	2	1	44	3	1	3	5	12	1	42	0	3	46	115
02:15 PM	2	5	1	2	10	2	43	5	0	50	3	4	0	5	12	7	35	3	6	51	123
02:30 PM	3	2	1	2	8	0	38	4	0	42	2	6	1	2	11	2	38	0	0	40	101
02:45 PM	2	5	1	2	10	3	33	6	1	43	1	4	3	2	10	1	26	5	0	32	95
Total	8	18	3	12	41	6	154	17	2	179	9	15	7	14	45	11	141	8	9	169	434
03:00 PM	1	5	0	4	10	1	38	2	0	41	0	1	1	1	3	5	32	2	0	39	93
03:15 PM	1	4	0	1	6	4	44	0	2	50	0	7	0	2	9	2	35	2	0	39	104
03:30 PM	0	5	1	0	6	3	51	1	0	55	4	3	2	0	9	2	42	0	0	44	114
03:45 PM	2	4	2	3	11	3	44	3	0	50	2	3	1	2	8	0	42	4	0	46	115
Total	4	18	3	8	33	11	177	6	2	196	6	14	4	5	29	9	151	8	0	168	426
04:00 PM	2	3	3	0	8	1	37	3	1	42	5	5	1	3	14	3	44	2	1	50	114
04:15 PM	2	4	3	0	9	1	45	4	1	51	2	5	1	2	10	2	39	2	3	46	116
04:30 PM	1	8	2	0	11	5	35	1	0	41	2	3	2	0	7	1	37	3	0	41	100
04:45 PM	4	6	0	3	13	0	55	0	1	56	3	6	2	4	15	3	44	5	0	52	136
Total	9	21	8	3	41	7	172	8	3	190	12	19	6	9	46	9	164	12	4	189	466

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File Name : 5- Sweetbriar (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	2	9	1	2	14	1	44	0	2	47	0	7	0	1	8	2	59	5	0	66	135
05:15 PM	2	3	3	0	8	2	43	2	1	48	0	3	1	2	6	3	35	2	0	40	102
05:30 PM	2	7	0	0	9	0	41	7	0	48	3	4	1	0	8	1	44	4	0	49	114
05:45 PM	4	2	1	2	9	3	58	2	0	63	1	8	0	2	11	1	52	2	0	55	138
Total	10	21	5	4	40	6	186	11	3	206	4	22	2	5	33	7	190	13	0	210	489
Grand Total	53	133	27	47	260	48	1176	74	22	1320	55	121	25	62	263	68	1228	70	19	1385	3228
Apprch %	20.4	51.2	10.4	18.1		3.6	89.1	5.6	1.7		20.9	46	9.5	23.6		4.9	88.7	5.1	1.4		
Total %	1.6	4.1	0.8	1.5	8.1	1.5	36.4	2.3	0.7	40.9	1.7	3.7	0.8	1.9	8.1	2.1	38	2.2	0.6	42.9	
Motorcycles	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
% Motorcycles	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.1	0.2
Cars	45	100	20	0	165	18	963	62	0	1043	40	96	23	0	159	55	1028	65	0	1148	2515
% Cars	84.9	75.2	74.1	0	63.5	37.5	81.9	83.8	0	79	72.7	79.3	92	0	60.5	80.9	83.7	92.9	0	82.9	77.9
Light Goods Vehicles	6	24	3	0	33	6	129	11	0	146	11	11	1	0	23	10	129	5	0	144	346
% Light Goods Vehicles	11.3	18	11.1	0	12.7	12.5	11	14.9	0	11.1	20	9.1	4	0	8.7	14.7	10.5	7.1	0	10.4	10.7
Buses	0	0	0	0	0	0	3	0	0	3	1	1	1	0	3	0	2	0	0	2	8
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	1.8	0.8	4	0	1.1	0	0.2	0	0	0.1	0.2
Single-Unit Trucks	1	2	1	0	4	17	38	1	0	56	2	3	0	0	5	1	36	0	0	37	102
% Single-Unit Trucks	1.9	1.5	3.7	0	1.5	35.4	3.2	1.4	0	4.2	3.6	2.5	0	0	1.9	1.5	2.9	0	0	2.7	3.2
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% Articulated Trucks	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.4	0.3
Bicycles on Road	1	7	3	0	11	7	34	0	0	41	1	10	0	0	11	2	25	0	0	27	90
% Bicycles on Road	1.9	5.3	11.1	0	4.2	14.6	2.9	0	0	3.1	1.8	8.3	0	0	4.2	2.9	2	0	0	1.9	2.8
Pedestrians	0	0	0	47	47	0	0	0	22	22	0	0	0	62	62	0	0	0	19	19	150
% Pedestrians	0	0	0	100	18.1	0	0	0	100	1.7	0	0	0	100	23.6	0	0	0	100	1.4	4.6

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File Name : 5- Sweetbriar (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	3	6	0	0	9	1	27	1	8	37	5	5	0	2	12	2	47	2	0	51	109
10:15 AM	3	4	1	1	9	3	32	2	1	38	1	5	0	0	6	2	47	1	0	50	103
10:30 AM	0	2	1	2	5	0	45	3	0	48	1	2	1	4	8	1	46	3	0	50	111
10:45 AM	1	8	1	1	11	2	58	3	1	64	2	1	1	2	6	1	58	3	0	62	143
Total Volume	7	20	3	4	34	6	162	9	10	187	9	13	2	8	32	6	198	9	0	213	466
% App. Total	20.6	58.8	8.8	11.8		3.2	86.6	4.8	5.3		28.1	40.6	6.2	25		2.8	93	4.2	0		
PHF	.583	.625	.750	.500	.773	.500	.698	.750	.313	.730	.450	.650	.500	.500	.667	.750	.853	.750	.000	.859	.815
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	5	14	3	0	22	3	137	8	0	148	7	8	2	0	17	4	166	7	0	177	364
% Cars	71.4	70.0	100	0	64.7	50.0	84.6	88.9	0	79.1	77.8	61.5	100	0	53.1	66.7	83.8	77.8	0	83.1	78.1
Light Goods Vehicles	1	3	0	0	4	0	13	1	0	14	2	0	0	0	2	2	23	2	0	27	47
% Light Goods Vehicles	14.3	15.0	0	0	11.8	0	8.0	11.1	0	7.5	22.2	0	0	0	6.3	33.3	11.6	22.2	0	12.7	10.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	1	0	0	2	2	9	0	0	11	0	1	0	0	1	0	5	0	0	5	19
% Single-Unit Trucks	14.3	5.0	0	0	5.9	33.3	5.6	0	0	5.9	0	7.7	0	0	3.1	0	2.5	0	0	2.3	4.1
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	2	0	0	2	1	2	0	0	3	0	4	0	0	4	0	4	0	0	4	13
% Bicycles on Road	0	10.0	0	0	5.9	16.7	1.2	0	0	1.6	0	30.8	0	0	12.5	0	2.0	0	0	1.9	2.8
Pedestrians	0	0	0	4	4	0	0	0	10	10	0	0	0	8	8	0	0	0	0	0	22
% Pedestrians	0	0	0	100	11.8	0	0	0	100	5.3	0	0	0	100	25.0	0	0	0	0	0	4.7

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File Name : 5- Sweetbriar (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	9	1	2	14	1	44	0	2	47	0	7	0	1	8	2	59	5	0	66	135
05:15 PM	2	3	3	0	8	2	43	2	1	48	0	3	1	2	6	3	35	2	0	40	102
05:30 PM	2	7	0	0	9	0	41	7	0	48	3	4	1	0	8	1	44	4	0	49	114
05:45 PM	4	2	1	2	9	3	58	2	0	63	1	8	0	2	11	1	52	2	0	55	138
Total Volume	10	21	5	4	40	6	186	11	3	206	4	22	2	5	33	7	190	13	0	210	489
% App. Total	25	52.5	12.5	10		2.9	90.3	5.3	1.5		12.1	66.7	6.1	15.2		3.3	90.5	6.2	0		
PHF	.625	.583	.417	.500	.714	.500	.802	.393	.375	.817	.333	.688	.500	.625	.750	.583	.805	.650	.000	.795	.886
Motorcycles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Motorcycles	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.4
Cars	9	19	3	0	31	3	168	11	0	182	4	21	2	0	27	7	172	12	0	191	431
% Cars	90.0	90.5	60.0	0	77.5	50.0	90.3	100	0	88.3	100	95.5	100	0	81.8	100	90.5	92.3	0	91.0	88.1
Light Goods Vehicles	1	2	1	0	4	0	12	0	0	12	0	0	0	0	0	0	9	1	0	10	26
% Light Goods Vehicles	10.0	9.5	20.0	0	10.0	0	6.5	0	0	5.8	0	0	0	0	0	0	4.7	7.7	0	4.8	5.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Single-Unit Trucks	0	0	0	0	0	50.0	0	0	0	1.5	0	0	0	0	0	0	1.1	0	0	1.0	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	7	0	0	7	13
% Bicycles on Road	0	0	20.0	0	2.5	0	2.2	0	0	1.9	0	4.5	0	0	3.0	0	3.7	0	0	3.3	2.7
Pedestrians	0	0	0	4	4	0	0	0	3	3	0	0	0	5	5	0	0	0	0	0	12
% Pedestrians	0	0	0	100	10.0	0	0	0	100	1.5	0	0	0	100	15.2	0	0	0	0	0	2.5

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File Name : 6- Cardinal (SAT)
Site Code :
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	2	1	2	5	1	24	0	0	25	3	3	0	0	6	0	44	0	0	44	80
08:15 AM	0	3	1	1	5	0	35	0	0	35	0	1	0	1	2	0	55	1	0	56	98
08:30 AM	1	3	5	2	11	1	39	2	2	44	2	7	3	0	12	0	57	1	2	60	127
08:45 AM	0	4	3	0	7	0	41	3	2	46	1	6	1	1	9	0	63	1	0	64	126
Total	1	12	10	5	28	2	139	5	4	150	6	17	4	2	29	0	219	3	2	224	431
09:00 AM	0	1	2	4	7	0	63	1	0	64	2	3	0	6	11	0	72	2	5	79	161
09:15 AM	0	8	0	3	11	0	45	1	0	46	5	3	2	2	12	1	88	1	1	91	160
09:30 AM	0	2	1	5	8	0	72	2	0	74	5	3	1	0	9	1	80	4	0	85	176
09:45 AM	2	4	0	4	10	0	47	6	1	54	7	10	0	1	18	1	63	7	4	75	157
Total	2	15	3	16	36	0	227	10	1	238	19	19	3	9	50	3	303	14	10	330	654
10:00 AM	2	5	0	5	12	0	80	0	11	91	4	5	1	0	10	1	83	1	11	96	209
10:15 AM	1	4	0	0	5	1	58	1	6	66	2	5	3	0	10	3	80	0	1	84	165
10:30 AM	1	1	0	1	3	3	82	2	3	90	1	5	3	0	9	6	81	2	0	89	191
10:45 AM	1	3	2	1	7	2	74	1	0	77	9	2	4	1	16	5	66	3	1	75	175
Total	5	13	2	7	27	6	294	4	20	324	16	17	11	1	45	15	310	6	13	344	740
11:00 AM	0	6	1	3	10	2	78	7	9	96	3	4	2	0	9	2	59	3	2	66	181
11:15 AM	4	4	1	2	11	1	74	3	3	81	5	10	3	3	21	2	71	1	3	77	190
11:30 AM	2	6	0	1	9	0	71	3	11	85	6	3	1	0	10	1	57	2	3	63	167
11:45 AM	1	7	0	6	14	3	100	7	7	117	5	11	0	0	16	1	66	3	1	71	218
Total	7	23	2	12	44	6	323	20	30	379	19	28	6	3	56	6	253	9	9	277	756
12:00 PM	4	5	1	8	18	0	70	3	4	77	1	6	4	0	11	2	82	1	0	85	191
12:15 PM	1	3	3	12	19	3	87	5	8	103	6	10	3	2	21	1	71	2	0	74	217
12:30 PM	1	4	0	2	7	1	84	3	3	91	3	5	2	0	10	1	67	4	0	72	180
12:45 PM	1	7	0	2	10	1	81	6	3	91	7	9	3	1	20	1	58	3	1	63	184
Total	7	19	4	24	54	5	322	17	18	362	17	30	12	3	62	5	278	10	1	294	772
01:00 PM	2	4	0	4	10	1	90	2	8	101	4	4	2	3	13	0	48	3	3	54	178
01:15 PM	2	2	1	11	16	1	62	5	2	70	3	7	1	0	11	3	70	3	2	78	175
01:30 PM	0	4	0	7	11	1	92	3	3	99	5	4	4	0	13	0	62	1	2	65	188
01:45 PM	0	6	3	14	23	0	84	5	10	99	6	2	2	1	11	0	58	2	0	60	193
Total	4	16	4	36	60	3	328	15	23	369	18	17	9	4	48	3	238	9	7	257	734
02:00 PM	3	6	2	2	13	0	89	3	0	92	1	5	3	0	9	1	65	1	2	69	183
02:15 PM	5	6	1	2	14	2	78	4	0	84	3	5	2	0	10	0	48	1	1	50	158
02:30 PM	1	5	3	7	16	4	68	5	1	78	1	2	2	0	5	1	55	5	0	61	160
02:45 PM	2	3	1	6	12	4	77	3	2	86	4	6	2	1	13	1	59	5	1	66	177
Total	11	20	7	17	55	10	312	15	3	340	9	18	9	1	37	3	227	12	4	246	678
03:00 PM	4	8	2	20	34	4	64	1	6	75	2	8	0	0	10	0	68	2	3	73	192

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File Name : 6- Cardinal (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	3	8	2	14	27	3	58	6	4	71	6	10	2	9	27	1	53	2	1	57	182
03:30 PM	5	5	3	37	50	3	74	1	2	80	6	6	1	0	13	1	62	1	0	64	207
03:45 PM	1	5	1	8	15	1	67	2	11	81	4	5	3	0	12	0	54	2	0	56	164
Total	13	26	8	79	126	11	263	10	23	307	18	29	6	9	62	2	237	7	4	250	745
Grand Total	50	144	40	196	430	43	2208	96	122	2469	122	175	60	32	389	37	2065	70	50	2222	5510
Apprch %	11.6	33.5	9.3	45.6		1.7	89.4	3.9	4.9		31.4	45	15.4	8.2		1.7	92.9	3.2	2.3		
Total %	0.9	2.6	0.7	3.6	7.8	0.8	40.1	1.7	2.2	44.8	2.2	3.2	1.1	0.6	7.1	0.7	37.5	1.3	0.9	40.3	
Motorcycles	0	3	1	0	4	1	11	0	0	12	0	1	0	0	1	0	8	0	0	8	25
% Motorcycles	0	2.1	2.5	0	0.9	2.3	0.5	0	0	0.5	0	0.6	0	0	0.3	0	0.4	0	0	0.4	0.5
Cars	38	108	17	0	163	33	1914	77	0	2024	110	145	51	0	306	31	1791	65	0	1887	4380
% Cars	76	75	42.5	0	37.9	76.7	86.7	80.2	0	82	90.2	82.9	85	0	78.7	83.8	86.7	92.9	0	84.9	79.5
Light Goods Vehicles	3	7	5	0	15	5	201	11	0	217	11	9	3	0	23	1	198	5	0	204	459
% Light Goods Vehicles	6	4.9	12.5	0	3.5	11.6	9.1	11.5	0	8.8	9	5.1	5	0	5.9	2.7	9.6	7.1	0	9.2	8.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	8	10	15	0	33	4	36	0	0	40	0	8	3	0	11	0	30	0	0	30	114
% Single-Unit Trucks	16	6.9	37.5	0	7.7	9.3	1.6	0	0	1.6	0	4.6	5	0	2.8	0	1.5	0	0	1.4	2.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	16	2	0	19	0	46	8	0	54	1	12	3	0	16	5	38	0	0	43	132
% Bicycles on Road	2	11.1	5	0	4.4	0	2.1	8.3	0	2.2	0.8	6.9	5	0	4.1	13.5	1.8	0	0	1.9	2.4
Pedestrians	0	0	0	196	196	0	0	0	122	122	0	0	0	32	32	0	0	0	50	50	400
% Pedestrians	0	0	0	100	45.6	0	0	0	100	4.9	0	0	0	100	8.2	0	0	0	100	2.3	7.3

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	1	7	0	6	14	3	100	7	7	117	5	11	0	0	16	1	66	3	1	71	218
12:00 PM	4	5	1	8	18	0	70	3	4	77	1	6	4	0	11	2	82	1	0	85	191
12:15 PM	1	3	3	12	19	3	87	5	8	103	6	10	3	2	21	1	71	2	0	74	217
12:30 PM	1	4	0	2	7	1	84	3	3	91	3	5	2	0	10	1	67	4	0	72	180
Total Volume	7	19	4	28	58	7	341	18	22	388	15	32	9	2	58	5	286	10	1	302	806
% App. Total	12.1	32.8	6.9	48.3		1.8	87.9	4.6	5.7		25.9	55.2	15.5	3.4		1.7	94.7	3.3	0.3		
PHF	.438	.679	.333	.583	.763	.583	.853	.643	.688	.829	.625	.727	.563	.250	.690	.625	.872	.625	.250	.888	.924
Motorcycles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Motorcycles	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	0	0.3	0	0	0.3	0.7
Cars	7	12	2	0	21	5	302	12	0	319	15	28	8	0	51	4	249	8	0	261	652
% Cars	100	63.2	50.0	0	36.2	71.4	88.6	66.7	0	82.2	100	87.5	88.9	0	87.9	80.0	87.1	80.0	0	86.4	80.9
Light Goods Vehicles	0	3	1	0	4	1	28	4	0	33	0	1	1	0	2	0	25	2	0	27	66
% Light Goods Vehicles	0	15.8	25.0	0	6.9	14.3	8.2	22.2	0	8.5	0	3.1	11.1	0	3.4	0	8.7	20.0	0	8.9	8.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	0	2	0	0	2	8
% Single-Unit Trucks	0	0	0	0	0	14.3	1.2	0	0	1.3	0	3.1	0	0	1.7	0	0.7	0	0	0.7	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	4	1	0	5	0	2	2	0	4	0	2	0	0	2	1	9	0	0	10	21
% Bicycles on Road	0	21.1	25.0	0	8.6	0	0.6	11.1	0	1.0	0	6.3	0	0	3.4	20.0	3.1	0	0	3.3	2.6
Pedestrians	0	0	0	28	28	0	0	0	22	22	0	0	0	2	2	0	0	0	1	1	53
% Pedestrians	0	0	0	100	48.3	0	0	0	100	5.7	0	0	0	100	3.4	0	0	0	100	0.3	6.6

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File Name : 6- Cardinal (Weekday)
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	6	7	1	18	0	0	19	0	5	0	0	5	0	10	1	0	11	42
07:15 AM	1	2	1	1	5	0	19	0	0	19	0	2	2	0	4	1	20	1	0	22	50
07:30 AM	1	0	2	3	6	0	19	2	3	24	1	1	0	1	3	0	16	0	0	16	49
07:45 AM	0	4	2	3	9	0	27	0	1	28	0	0	0	0	0	0	23	0	0	23	60
Total	2	6	6	13	27	1	83	2	4	90	1	8	2	1	12	1	69	2	0	72	201
08:00 AM	0	5	2	4	11	1	19	1	0	21	0	0	1	0	1	0	38	0	1	39	72
08:15 AM	0	5	1	0	6	1	28	0	1	30	0	3	0	0	3	0	29	3	0	32	71
08:30 AM	1	5	1	0	7	0	29	0	0	29	0	0	3	0	3	0	39	2	0	41	80
08:45 AM	1	5	0	4	10	0	26	1	1	28	0	2	0	3	5	1	38	0	0	39	82
Total	2	20	4	8	34	2	102	2	2	108	0	5	4	3	12	1	144	5	1	151	305
09:00 AM	1	1	3	10	15	2	43	3	0	48	0	2	0	2	4	0	36	1	2	39	106
09:15 AM	2	3	0	3	8	0	32	3	0	35	1	3	0	1	5	1	46	0	0	47	95
09:30 AM	0	3	1	5	9	0	35	1	1	37	0	2	0	2	4	1	55	2	0	58	108
09:45 AM	0	4	0	1	5	3	49	6	0	58	3	3	1	1	8	0	42	2	2	46	117
Total	3	11	4	19	37	5	159	13	1	178	4	10	1	6	21	2	179	5	4	190	426
10:00 AM	1	3	1	5	10	0	30	1	0	31	0	0	0	1	1	0	48	3	2	53	95
10:15 AM	0	4	0	3	7	1	34	1	0	36	0	0	1	0	1	2	42	2	2	48	92
10:30 AM	1	2	0	9	12	1	50	1	1	53	0	0	0	0	0	1	46	2	2	51	116
10:45 AM	2	5	2	18	27	0	61	1	0	62	0	2	0	0	2	0	60	1	2	63	154
Total	4	14	3	35	56	2	175	4	1	182	0	2	1	1	4	3	196	8	8	215	457
02:00 PM	1	4	0	20	25	1	43	1	1	46	1	4	2	1	8	0	48	1	1	50	129
02:15 PM	2	1	0	15	18	0	44	4	0	48	3	3	2	1	9	1	33	2	0	36	111
02:30 PM	2	1	0	18	21	1	37	1	0	39	0	5	0	1	6	2	37	1	3	43	109
02:45 PM	0	3	2	9	14	1	45	3	1	50	1	0	0	3	4	0	29	0	1	30	98
Total	5	9	2	62	78	3	169	9	2	183	5	12	4	6	27	3	147	4	5	159	447
03:00 PM	1	3	2	22	28	1	42	1	7	51	3	3	1	1	8	0	30	1	0	31	118
03:15 PM	2	2	2	19	25	3	45	4	0	52	1	5	1	0	7	1	36	0	4	41	125
03:30 PM	0	2	2	35	39	0	50	0	0	50	0	3	1	0	4	1	44	3	0	48	141
03:45 PM	0	2	4	8	14	1	47	0	0	48	2	3	1	2	8	0	48	2	3	53	123
Total	3	9	10	84	106	5	184	5	7	201	6	14	4	3	27	2	158	6	7	173	507
04:00 PM	1	4	1	4	10	0	38	3	0	41	1	5	0	1	7	1	47	2	2	52	110
04:15 PM	0	4	2	12	18	3	49	1	1	54	1	3	2	0	6	1	41	2	0	44	122
04:30 PM	1	1	4	4	10	0	39	0	5	44	1	6	0	0	7	3	36	1	1	41	102
04:45 PM	3	9	0	6	18	1	50	3	0	54	2	4	1	3	10	0	48	0	0	48	130
Total	5	18	7	26	56	4	176	7	6	193	5	18	3	4	30	5	172	5	3	185	464

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	1	3	2	4	10	1	44	1	0	46	2	2	3	0	7	0	59	1	0	60	123
05:15 PM	1	3	0	2	6	2	41	0	0	43	2	6	2	0	10	0	35	3	3	41	100
05:30 PM	2	1	3	5	11	2	44	2	12	60	1	6	1	0	8	0	51	0	0	51	130
05:45 PM	1	1	1	0	3	0	60	3	0	63	1	5	0	0	6	1	46	3	0	50	122
Total	5	8	6	11	30	5	189	6	12	212	6	19	6	0	31	1	191	7	3	202	475
Grand Total	29	95	42	258	424	27	1237	48	35	1347	27	88	25	24	164	18	1256	42	31	1347	3282
Apprch %	6.8	22.4	9.9	60.8		2	91.8	3.6	2.6		16.5	53.7	15.2	14.6		1.3	93.2	3.1	2.3		
Total %	0.9	2.9	1.3	7.9	12.9	0.8	37.7	1.5	1.1	41	0.8	2.7	0.8	0.7	5	0.5	38.3	1.3	0.9	41	
Motorcycles	1	1	0	0	2	1	5	1	0	7	0	2	0	0	2	0	2	0	0	2	13
% Motorcycles	3.4	1.1	0	0	0.5	3.7	0.4	2.1	0	0.5	0	2.3	0	0	1.2	0	0.2	0	0	0.1	0.4
Cars	20	70	19	0	109	18	1003	37	0	1058	23	63	17	0	103	15	1044	37	0	1096	2366
% Cars	69	73.7	45.2	0	25.7	66.7	81.1	77.1	0	78.5	85.2	71.6	68	0	62.8	83.3	83.1	88.1	0	81.4	72.1
Light Goods Vehicles	5	9	4	0	18	3	141	7	0	151	3	9	1	0	13	2	133	3	0	138	320
% Light Goods Vehicles	17.2	9.5	9.5	0	4.2	11.1	11.4	14.6	0	11.2	11.1	10.2	4	0	7.9	11.1	10.6	7.1	0	10.2	9.8
Buses	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
% Buses	0	0	0	0	0	0	0.1	2.1	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Single-Unit Trucks	2	4	19	0	25	4	54	1	0	59	0	2	3	0	5	0	44	1	0	45	134
% Single-Unit Trucks	6.9	4.2	45.2	0	5.9	14.8	4.4	2.1	0	4.4	0	2.3	12	0	3	0	3.5	2.4	0	3.3	4.1
Articulated Trucks	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	9
% Articulated Trucks	0	0	0	0	0	3.7	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3
Bicycles on Road	1	11	0	0	12	0	28	1	0	29	1	12	4	0	17	1	27	1	0	29	87
% Bicycles on Road	3.4	11.6	0	0	2.8	0	2.3	2.1	0	2.2	3.7	13.6	16	0	10.4	5.6	2.1	2.4	0	2.2	2.7
Pedestrians	0	0	0	258	258	0	0	0	35	35	0	0	0	24	24	0	0	0	31	31	348
% Pedestrians	0	0	0	100	60.8	0	0	0	100	2.6	0	0	0	100	14.6	0	0	0	100	2.3	10.6

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	1	3	1	5	10	0	30	1	0	31	0	0	0	1	1	0	48	3	2	53	95
10:15 AM	0	4	0	3	7	1	34	1	0	36	0	0	1	0	1	2	42	2	2	48	92
10:30 AM	1	2	0	9	12	1	50	1	1	53	0	0	0	0	0	1	46	2	2	51	116
10:45 AM	2	5	2	18	27	0	61	1	0	62	0	2	0	0	2	0	60	1	2	63	154
Total Volume	4	14	3	35	56	2	175	4	1	182	0	2	1	1	4	3	196	8	8	215	457
% App. Total	7.1	25	5.4	62.5		1.1	96.2	2.2	0.5		0	50	25	25		1.4	91.2	3.7	3.7		
PHF	.500	.700	.375	.486	.519	.500	.717	1.00	.250	.734	.000	.250	.250	.250	.500	.375	.817	.667	1.00	.853	.742
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	8	1	0	12	1	145	2	0	148	0	0	0	0	0	2	159	8	0	169	329
% Cars	75.0	57.1	33.3	0	21.4	50.0	82.9	50.0	0	81.3	0	0	0	0	0	66.7	81.1	100	0	78.6	72.0
Light Goods Vehicles	0	1	1	0	2	1	17	2	0	20	0	0	0	0	0	1	25	0	0	26	48
% Light Goods Vehicles	0	7.1	33.3	0	3.6	50.0	9.7	50.0	0	11.0	0	0	0	0	0	33.3	12.8	0	0	12.1	10.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	1	1	0	3	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	20
% Single-Unit Trucks	25.0	7.1	33.3	0	5.4	0	5.7	0	0	5.5	0	0	0	0	0	0	3.6	0	0	3.3	4.4
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	4	0	0	4	0	2	0	0	2	0	2	1	0	3	0	5	0	0	5	14
% Bicycles on Road	0	28.6	0	0	7.1	0	1.1	0	0	1.1	0	100	100	0	75.0	0	2.6	0	0	2.3	3.1
Pedestrians	0	0	0	35	35	0	0	0	1	1	0	0	0	1	1	0	0	0	8	8	45
% Pedestrians	0	0	0	100	62.5	0	0	0	100	0.5	0	0	0	100	25.0	0	0	0	100	3.7	9.8

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	3	2	4	10	1	44	1	0	46	2	2	3	0	7	0	59	1	0	60	123
05:15 PM	1	3	0	2	6	2	41	0	0	43	2	6	2	0	10	0	35	3	3	41	100
05:30 PM	2	1	3	5	11	2	44	2	12	60	1	6	1	0	8	0	51	0	0	51	130
05:45 PM	1	1	1	0	3	0	60	3	0	63	1	5	0	0	6	1	46	3	0	50	122
Total Volume	5	8	6	11	30	5	189	6	12	212	6	19	6	0	31	1	191	7	3	202	475
% App. Total	16.7	26.7	20	36.7		2.4	89.2	2.8	5.7		19.4	61.3	19.4	0		0.5	94.6	3.5	1.5		
PHF	.625	.667	.500	.550	.682	.625	.788	.500	.250	.841	.750	.792	.500	.000	.775	.250	.809	.583	.250	.842	.913
Motorcycles	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
% Motorcycles	20.0	12.5	0	0	6.7	0	0.5	0	0	0.5	0	5.3	0	0	3.2	0	0	0	0	0	0.8
Cars	4	7	5	0	16	3	168	5	0	176	6	16	6	0	28	1	174	6	0	181	401
% Cars	80.0	87.5	83.3	0	53.3	60.0	88.9	83.3	0	83.0	100	84.2	100	0	90.3	100	91.1	85.7	0	89.6	84.4
Light Goods Vehicles	0	0	1	0	1	0	15	1	0	16	0	0	0	0	0	0	9	0	0	9	26
% Light Goods Vehicles	0	0	16.7	0	3.3	0	7.9	16.7	0	7.5	0	0	0	0	0	0	4.7	0	0	4.5	5.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
% Single-Unit Trucks	0	0	0	0	0	20.0	1.6	0	0	1.9	0	0	0	0	0	0	0.5	0	0	0.5	1.1
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	20.0	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	7	1	0	8	12
% Bicycles on Road	0	0	0	0	0	0	1.1	0	0	0.9	0	10.5	0	0	6.5	0	3.7	14.3	0	4.0	2.5
Pedestrians	0	0	0	11	11	0	0	0	12	12	0	0	0	0	0	0	0	0	3	3	26
% Pedestrians	0	0	0	100	36.7	0	0	0	100	5.7	0	0	0	0	0	0	0	0	100	1.5	5.5

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	1	0	1	0	2	2	24	0	0	26	2	3	1	4	10	1	47	2	0	50	88
08:15 AM	2	5	2	1	10	1	34	1	1	37	2	5	0	5	12	0	52	1	0	53	112
08:30 AM	4	5	1	0	10	3	41	5	2	51	4	2	0	2	8	0	62	3	0	65	134
08:45 AM	2	2	2	3	9	6	45	6	3	60	8	2	0	4	14	0	68	2	0	70	153
Total	9	12	6	4	31	12	144	12	6	174	16	12	1	15	44	1	229	8	0	238	487
09:00 AM	5	3	1	3	12	5	53	3	6	67	11	4	0	7	22	0	70	5	7	82	183
09:15 AM	2	3	5	0	10	3	42	2	5	52	8	7	0	9	24	0	89	9	0	98	184
09:30 AM	0	2	3	0	5	3	63	5	2	73	15	7	1	8	31	1	76	2	0	79	188
09:45 AM	0	3	1	0	4	3	51	7	2	63	9	4	1	10	24	1	65	13	1	80	171
Total	7	11	10	3	31	14	209	17	15	255	43	22	2	34	101	2	300	29	8	339	726
10:00 AM	5	12	1	5	23	6	69	0	8	83	6	6	1	7	20	1	78	7	0	86	212
10:15 AM	5	8	1	2	16	8	56	2	1	67	4	11	0	10	25	3	75	5	1	84	192
10:30 AM	4	14	3	3	24	5	81	6	6	98	4	2	1	5	12	1	76	6	0	83	217
10:45 AM	9	6	1	0	16	6	64	9	8	87	7	6	1	13	27	1	65	7	0	73	203
Total	23	40	6	10	79	25	270	17	23	335	21	25	3	35	84	6	294	25	1	326	824
11:00 AM	7	8	3	2	20	8	86	5	7	106	6	9	1	22	38	4	65	2	3	74	238
11:15 AM	8	12	3	3	26	8	61	6	3	78	8	4	4	8	24	0	62	6	0	68	196
11:30 AM	4	13	3	0	20	8	81	1	8	98	9	7	0	5	21	2	59	4	0	65	204
11:45 AM	6	7	4	3	20	3	96	8	4	111	3	5	2	9	19	3	61	8	3	75	225
Total	25	40	13	8	86	27	324	20	22	393	26	25	7	44	102	9	247	20	6	282	863
12:00 PM	4	15	4	7	30	8	74	8	4	94	3	3	2	13	21	1	78	5	7	91	236
12:15 PM	2	5	1	9	17	12	91	2	1	106	0	6	1	8	15	3	69	8	4	84	222
12:30 PM	6	11	3	0	20	4	74	3	0	81	7	9	3	13	32	3	61	4	2	70	203
12:45 PM	6	4	6	4	20	8	84	4	1	97	5	7	1	10	23	2	55	10	2	69	209
Total	18	35	14	20	87	32	323	17	6	378	15	25	7	44	91	9	263	27	15	314	870
01:00 PM	6	4	6	2	18	1	85	11	2	99	6	3	1	11	21	0	45	3	1	49	187
01:15 PM	2	8	0	2	12	4	68	2	2	76	1	5	1	6	13	0	61	3	1	65	166
01:30 PM	3	4	4	1	12	3	85	4	4	96	3	6	2	4	15	1	64	0	0	65	188
01:45 PM	1	4	0	6	11	3	83	4	4	94	3	5	2	6	16	0	62	2	1	65	186
Total	12	20	10	11	53	11	321	21	12	365	13	19	6	27	65	1	232	8	3	244	727
02:00 PM	2	13	1	1	17	1	92	3	0	96	3	5	3	3	14	0	68	2	0	70	197
02:15 PM	3	7	2	0	12	5	75	2	1	83	4	5	0	3	12	2	48	4	0	54	161
02:30 PM	2	9	2	0	13	1	72	1	0	74	6	5	0	4	15	1	56	5	1	63	165
02:45 PM	2	5	2	3	12	1	79	1	3	84	2	5	0	9	16	0	50	5	7	62	174
Total	9	34	7	4	54	8	318	7	4	337	15	20	3	19	57	3	222	16	8	249	697
03:00 PM	5	3	2	1	11	4	68	3	0	75	6	2	3	6	17	2	70	4	3	79	182

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File Name : 7- Aster (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	5	4	1	0	10	4	66	2	1	73	8	6	0	6	20	0	63	4	0	67	170
03:30 PM	1	9	4	5	19	5	75	5	0	85	3	5	0	3	11	1	73	4	2	80	195
03:45 PM	1	6	1	0	8	2	71	1	0	74	5	6	1	3	15	0	55	3	0	58	155
Total	12	22	8	6	48	15	280	11	1	307	22	19	4	18	63	3	261	15	5	284	702
Grand Total	115	214	74	66	469	144	2189	122	89	2544	171	167	33	236	607	34	2048	148	46	2276	5896
Apprch %	24.5	45.6	15.8	14.1		5.7	86	4.8	3.5		28.2	27.5	5.4	38.9		1.5	90	6.5	2		
Total %	2	3.6	1.3	1.1	8	2.4	37.1	2.1	1.5	43.1	2.9	2.8	0.6	4	10.3	0.6	34.7	2.5	0.8	38.6	
Motorcycles	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	6	1	0	7	18
% Motorcycles	0.9	0	0	0	0.2	0	0.5	0	0	0.4	0	0	0	0	0	0	0.3	0.7	0	0.3	0.3
Cars	95	181	65	0	341	128	1903	116	0	2147	164	140	32	0	336	30	1822	125	0	1977	4801
% Cars	82.6	84.6	87.8	0	72.7	88.9	86.9	95.1	0	84.4	95.9	83.8	97	0	55.4	88.2	89	84.5	0	86.9	81.4
Light Goods Vehicles	10	19	6	0	35	14	182	4	0	200	4	12	1	0	17	2	138	19	0	159	411
% Light Goods Vehicles	8.7	8.9	8.1	0	7.5	9.7	8.3	3.3	0	7.9	2.3	7.2	3	0	2.8	5.9	6.7	12.8	0	7	7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	2	0	3	1	37	1	0	39	0	1	0	0	1	0	43	1	0	44	87
% Single-Unit Trucks	0.9	0	2.7	0	0.6	0.7	1.7	0.8	0	1.5	0	0.6	0	0	0.2	0	2.1	0.7	0	1.9	1.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	8	14	1	0	23	1	56	1	0	58	3	14	0	0	17	2	38	2	0	42	140
% Bicycles on Road	7	6.5	1.4	0	4.9	0.7	2.6	0.8	0	2.3	1.8	8.4	0	0	2.8	5.9	1.9	1.4	0	1.8	2.4
Pedestrians	0	0	0	66	66	0	0	0	89	89	0	0	0	236	236	0	0	0	46	46	437
% Pedestrians	0	0	0	100	14.1	0	0	0	100	3.5	0	0	0	100	38.9	0	0	0	100	2	7.4

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File Name : 7- Aster (SAT)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	6	7	4	3	20	3	96	8	4	111	3	5	2	9	19	3	61	8	3	75	225
12:00 PM	4	15	4	7	30	8	74	8	4	94	3	3	2	13	21	1	78	5	7	91	236
12:15 PM	2	5	1	9	17	12	91	2	1	106	0	6	1	8	15	3	69	8	4	84	222
12:30 PM	6	11	3	0	20	4	74	3	0	81	7	9	3	13	32	3	61	4	2	70	203
Total Volume	18	38	12	19	87	27	335	21	9	392	13	23	8	43	87	10	269	25	16	320	886
% App. Total	20.7	43.7	13.8	21.8		6.9	85.5	5.4	2.3		14.9	26.4	9.2	49.4		3.1	84.1	7.8	5		
PHF	.750	.633	.750	.528	.725	.563	.872	.656	.563	.883	.464	.639	.667	.827	.680	.833	.862	.781	.571	.879	.939
Motorcycles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Motorcycles	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	0	0.4	0	0	0.3	0.7
Cars	14	31	12	0	57	23	294	20	0	337	13	22	7	0	42	9	239	19	0	267	703
% Cars	77.8	81.6	100	0	65.5	85.2	87.8	95.2	0	86.0	100	95.7	87.5	0	48.3	90.0	88.8	76.0	0	83.4	79.3
Light Goods Vehicles	3	3	0	0	6	3	27	1	0	31	0	1	1	0	2	1	21	5	0	27	66
% Light Goods Vehicles	16.7	7.9	0	0	6.9	11.1	8.1	4.8	0	7.9	0	4.3	12.5	0	2.3	10.0	7.8	20.0	0	8.4	7.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	5
% Single-Unit Trucks	0	0	0	0	0	0	1.2	0	0	1.0	0	0	0	0	0	0	0	4.0	0	0.3	0.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	4	0	0	5	1	4	0	0	5	0	0	0	0	0	0	8	0	0	8	18
% Bicycles on Road	5.6	10.5	0	0	5.7	3.7	1.2	0	0	1.3	0	0	0	0	0	0	3.0	0	0	2.5	2.0
Pedestrians	0	0	0	19	19	0	0	0	9	9	0	0	0	43	43	0	0	0	16	16	87
% Pedestrians	0	0	0	100	21.8	0	0	0	100	2.3	0	0	0	100	49.4	0	0	0	100	5.0	9.8

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File Name : 7- Aster (Weekday)
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	1	0	3	0	21	0	0	21	1	1	0	0	2	0	12	0	0	12	38
07:15 AM	1	1	0	0	2	0	18	3	0	21	0	0	0	0	0	1	22	0	0	23	46
07:30 AM	0	1	0	0	1	1	20	2	0	23	0	1	1	0	2	2	20	2	0	24	50
07:45 AM	2	0	0	0	2	3	23	2	0	28	0	0	0	0	0	2	20	0	1	23	53
Total	5	2	1	0	8	4	82	7	0	93	1	2	1	0	4	5	74	2	1	82	187
08:00 AM	0	2	1	2	5	1	23	1	0	25	6	1	0	4	11	0	40	1	2	43	84
08:15 AM	0	4	1	1	6	2	29	3	1	35	2	4	1	6	13	0	31	0	1	32	86
08:30 AM	0	6	1	1	8	6	31	4	2	43	4	2	0	0	6	0	39	1	2	42	99
08:45 AM	2	4	2	1	9	3	31	6	0	40	3	4	0	2	9	1	34	1	0	36	94
Total	2	16	5	5	28	12	114	14	3	143	15	11	1	12	39	1	144	3	5	153	363
09:00 AM	2	4	2	2	10	4	49	2	2	57	5	3	2	3	13	0	38	2	1	41	121
09:15 AM	1	6	3	1	11	0	37	3	0	40	3	9	0	3	15	2	46	2	4	54	120
09:30 AM	0	4	1	1	6	1	38	2	0	41	1	3	1	3	8	1	45	4	2	52	107
09:45 AM	4	3	0	0	7	3	51	3	0	57	3	2	2	2	9	1	42	2	0	45	118
Total	7	17	6	4	34	8	175	10	2	195	12	17	5	11	45	4	171	10	7	192	466
10:00 AM	0	6	1	0	7	3	29	5	2	39	4	4	1	6	15	0	43	5	0	48	109
10:15 AM	2	6	0	0	8	4	36	4	1	45	4	2	1	4	11	0	41	2	0	43	107
10:30 AM	5	8	0	1	14	3	43	6	0	52	8	7	1	11	27	0	46	5	1	52	145
10:45 AM	3	4	5	0	12	7	60	5	0	72	1	7	1	2	11	1	46	9	0	56	151
Total	10	24	6	1	41	17	168	20	3	208	17	20	4	23	64	1	176	21	1	199	512
02:00 PM	3	8	5	4	20	4	41	2	0	47	3	3	1	7	14	1	44	4	0	49	130
02:15 PM	6	7	3	1	17	3	41	5	0	49	3	4	0	2	9	0	38	3	0	41	116
02:30 PM	2	4	3	6	15	4	36	2	1	43	8	6	0	4	18	0	41	3	3	47	123
02:45 PM	1	2	2	3	8	4	49	2	0	55	6	5	0	3	14	0	29	4	0	33	110
Total	12	21	13	14	60	15	167	11	1	194	20	18	1	16	55	1	152	14	3	170	479
03:00 PM	1	4	1	7	13	5	46	2	0	53	1	5	0	2	8	0	32	3	1	36	110
03:15 PM	2	5	4	1	12	2	47	2	0	51	2	5	2	0	9	0	35	2	1	38	110
03:30 PM	3	4	5	9	21	1	50	0	0	51	0	1	1	4	6	1	50	4	1	56	134
03:45 PM	5	6	1	3	15	3	38	0	3	44	1	4	2	3	10	0	49	3	0	52	121
Total	11	19	11	20	61	11	181	4	3	199	4	15	5	9	33	1	166	12	3	182	475
04:00 PM	3	5	1	3	12	2	38	0	0	40	3	5	0	6	14	1	45	4	1	51	117
04:15 PM	1	3	1	3	8	1	54	4	0	59	5	2	0	1	8	0	43	1	0	44	119
04:30 PM	1	4	0	3	8	3	37	0	0	40	4	1	0	1	6	0	40	1	0	41	95
04:45 PM	1	2	1	3	7	3	51	1	0	55	4	3	3	3	13	0	52	3	0	55	130
Total	6	14	3	12	35	9	180	5	0	194	16	11	3	11	41	1	180	9	1	191	461

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File Name : 7- Aster (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	0	4	1	0	5	1	38	4	0	43	2	3	2	1	8	1	60	2	0	63	119
05:15 PM	0	2	0	1	3	2	45	3	1	51	4	2	0	4	10	0	37	1	4	42	106
05:30 PM	0	4	1	0	5	1	50	1	0	52	2	5	1	0	8	0	51	3	0	54	119
05:45 PM	1	1	0	0	2	1	63	3	0	67	1	4	1	0	6	1	47	2	0	50	125
Total	1	11	2	1	15	5	196	11	1	213	9	14	4	5	32	2	195	8	4	209	469
Grand Total	54	124	47	57	282	81	1263	82	13	1439	94	108	24	87	313	16	1258	79	25	1378	3412
Apprch %	19.1	44	16.7	20.2		5.6	87.8	5.7	0.9		30	34.5	7.7	27.8		1.2	91.3	5.7	1.8		
Total %	1.6	3.6	1.4	1.7	8.3	2.4	37	2.4	0.4	42.2	2.8	3.2	0.7	2.5	9.2	0.5	36.9	2.3	0.7	40.4	
Motorcycles	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	1	1	0	2	8
% Motorcycles	0	0	0	0	0	0	0.4	0	0	0.3	0	0.9	0	0	0.3	0	0.1	1.3	0	0.1	0.2
Cars	49	111	37	0	197	69	1051	69	0	1189	80	92	20	0	192	12	1038	64	0	1114	2692
% Cars	90.7	89.5	78.7	0	69.9	85.2	83.2	84.1	0	82.6	85.1	85.2	83.3	0	61.3	75	82.5	81	0	80.8	78.9
Light Goods Vehicles	4	13	8	0	25	9	116	12	0	137	8	14	2	0	24	2	115	12	0	129	315
% Light Goods Vehicles	7.4	10.5	17	0	8.9	11.1	9.2	14.6	0	9.5	8.5	13	8.3	0	7.7	12.5	9.1	15.2	0	9.4	9.2
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	6
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	1.3	0	0.2	0.2
Single-Unit Trucks	0	0	1	0	1	3	53	0	0	56	0	1	0	0	1	2	64	0	0	66	124
% Single-Unit Trucks	0	0	2.1	0	0.4	3.7	4.2	0	0	3.9	0	0.9	0	0	0.3	12.5	5.1	0	0	4.8	3.6
Articulated Trucks	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	9
% Articulated Trucks	0	0	2.1	0	0.4	0	0.3	1.2	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.3
Bicycles on Road	1	0	0	0	1	0	31	0	0	31	6	0	2	0	8	0	35	1	0	36	76
% Bicycles on Road	1.9	0	0	0	0.4	0	2.5	0	0	2.2	6.4	0	8.3	0	2.6	0	2.8	1.3	0	2.6	2.2
Pedestrians	0	0	0	57	57	0	0	0	13	13	0	0	0	87	87	0	0	0	25	25	182
% Pedestrians	0	0	0	100	20.2	0	0	0	100	0.9	0	0	0	100	27.8	0	0	0	100	1.8	5.3

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	6	1	0	7	3	29	5	2	39	4	4	1	6	15	0	43	5	0	48	109
10:15 AM	2	6	0	0	8	4	36	4	1	45	4	2	1	4	11	0	41	2	0	43	107
10:30 AM	5	8	0	1	14	3	43	6	0	52	8	7	1	11	27	0	46	5	1	52	145
10:45 AM	3	4	5	0	12	7	60	5	0	72	1	7	1	2	11	1	46	9	0	56	151
Total Volume	10	24	6	1	41	17	168	20	3	208	17	20	4	23	64	1	176	21	1	199	512
% App. Total	24.4	58.5	14.6	2.4		8.2	80.8	9.6	1.4		26.6	31.2	6.2	35.9		0.5	88.4	10.6	0.5		
PHF	.500	.750	.300	.250	.732	.607	.700	.833	.375	.722	.531	.714	1.00	.523	.593	.250	.957	.583	.250	.888	.848
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	5.0	0	0	1.6	0	0	0	0	0	0.2
Cars	9	23	4	0	36	14	139	17	0	170	14	15	3	0	32	0	152	16	0	168	406
% Cars	90.0	95.8	66.7	0	87.8	82.4	82.7	85.0	0	81.7	82.4	75.0	75.0	0	50.0	0	86.4	76.2	0	84.4	79.3
Light Goods Vehicles	1	1	2	0	4	3	17	3	0	23	0	3	1	0	4	0	12	5	0	17	48
% Light Goods Vehicles	10.0	4.2	33.3	0	9.8	17.6	10.1	15.0	0	11.1	0	15.0	25.0	0	6.3	0	6.8	23.8	0	8.5	9.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	1	7	0	0	8	18
% Single-Unit Trucks	0	0	0	0	0	0	5.4	0	0	4.3	0	5.0	0	0	1.6	100	4.0	0	0	4.0	3.5
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	5	0	0	5	10
% Bicycles on Road	0	0	0	0	0	0	1.2	0	0	1.0	17.6	0	0	0	4.7	0	2.8	0	0	2.5	2.0
Pedestrians	0	0	0	1	1	0	0	0	3	3	0	0	0	23	23	0	0	0	1	1	28
% Pedestrians	0	0	0	100	2.4	0	0	0	100	1.4	0	0	0	100	35.9	0	0	0	100	0.5	5.5

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	4	1	0	5	1	38	4	0	43	2	3	2	1	8	1	60	2	0	63	119
05:15 PM	0	2	0	1	3	2	45	3	1	51	4	2	0	4	10	0	37	1	4	42	106
05:30 PM	0	4	1	0	5	1	50	1	0	52	2	5	1	0	8	0	51	3	0	54	119
05:45 PM	1	1	0	0	2	1	63	3	0	67	1	4	1	0	6	1	47	2	0	50	125
Total Volume	1	11	2	1	15	5	196	11	1	213	9	14	4	5	32	2	195	8	4	209	469
% App. Total	6.7	73.3	13.3	6.7		2.3	92	5.2	0.5		28.1	43.8	12.5	15.6		1	93.3	3.8	1.9		
PHF	.250	.688	.500	.250	.750	.625	.778	.688	.250	.795	.563	.700	.500	.313	.800	.500	.813	.667	.250	.829	.938
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Motorcycles	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Cars	1	11	2	0	14	4	176	11	0	191	9	12	4	0	25	2	178	8	0	188	418
% Cars	100	100	100	0	93.3	80.0	89.8	100	0	89.7	100	85.7	100	0	78.1	100	91.3	100	0	90.0	89.1
Light Goods Vehicles	0	0	0	0	0	0	9	0	0	9	0	2	0	0	2	0	9	0	0	9	20
% Light Goods Vehicles	0	0	0	0	0	0	4.6	0	0	4.2	0	14.3	0	0	6.3	0	4.6	0	0	4.3	4.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	9
% Single-Unit Trucks	0	0	0	0	0	20.0	2.6	0	0	2.8	0	0	0	0	0	0	1.5	0	0	1.4	1.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% Bicycles on Road	0	0	0	0	0	0	2.6	0	0	2.3	0	0	0	0	0	0	2.6	0	0	2.4	2.1
Pedestrians	0	0	0	1	1	0	0	0	1	1	0	0	0	5	5	0	0	0	4	4	11
% Pedestrians	0	0	0	100	6.7	0	0	0	100	0.5	0	0	0	100	15.6	0	0	0	100	1.9	2.3

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File Name : 8- Heather (SAT)
Site Code :
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Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	1	1	0	0	2	0	24	2	0	26	6	8	2	2	18	1	47	3	0	51	97
08:15 AM	1	6	0	0	7	0	36	1	0	37	3	3	0	2	8	0	55	0	0	55	107
08:30 AM	3	8	2	2	15	0	43	6	0	49	6	5	0	1	12	2	58	2	2	64	140
08:45 AM	6	4	2	5	17	2	51	2	1	56	5	4	1	2	12	4	62	5	0	71	156
Total	11	19	4	7	41	2	154	11	1	168	20	20	3	7	50	7	222	10	2	241	500
09:00 AM	3	6	3	4	16	3	59	1	0	63	6	8	2	6	22	1	81	5	3	90	191
09:15 AM	1	3	4	2	10	0	52	9	0	61	5	6	2	1	14	4	84	9	1	98	183
09:30 AM	3	5	0	2	10	1	76	12	0	89	6	8	0	0	14	6	85	5	0	96	209
09:45 AM	0	6	1	3	10	5	59	6	1	71	9	6	2	0	17	4	76	6	3	89	187
Total	7	20	8	11	46	9	246	28	1	284	26	28	6	7	67	15	326	25	7	373	770
10:00 AM	1	9	1	0	11	3	77	5	0	85	7	7	1	0	15	0	81	2	1	84	195
10:15 AM	2	4	3	4	13	0	55	5	0	60	6	10	6	5	27	0	76	6	0	82	182
10:30 AM	9	10	2	2	23	0	75	3	1	79	9	12	2	2	25	1	71	7	0	79	206
10:45 AM	3	12	2	0	17	0	70	6	0	76	8	8	2	7	25	2	63	8	0	73	191
Total	15	35	8	6	64	3	277	19	1	300	30	37	11	14	92	3	291	23	1	318	774
11:00 AM	8	7	0	0	15	3	78	4	0	85	11	7	3	3	24	1	59	8	1	69	193
11:15 AM	3	7	0	0	10	2	67	3	0	72	7	8	5	0	20	1	70	6	1	78	180
11:30 AM	6	6	2	1	15	1	78	4	1	84	10	9	2	2	23	4	64	3	0	71	193
11:45 AM	11	10	1	1	23	0	91	9	0	100	3	11	3	1	18	3	53	9	0	65	206
Total	28	30	3	2	63	6	314	20	1	341	31	35	13	6	85	9	246	26	2	283	772
12:00 PM	5	12	1	5	23	2	78	4	2	86	2	10	2	1	15	2	76	7	3	88	212
12:15 PM	6	4	0	5	15	1	95	7	0	103	4	11	5	1	21	2	67	2	0	71	210
12:30 PM	2	11	1	0	14	1	74	6	0	81	3	2	4	5	14	4	73	1	1	79	188
12:45 PM	1	9	0	0	10	4	84	8	3	99	5	11	3	3	22	3	56	5	0	64	195
Total	14	36	2	10	62	8	331	25	5	369	14	34	14	10	72	11	272	15	4	302	805
01:00 PM	4	8	0	0	12	3	82	7	0	92	2	10	4	3	19	2	54	3	1	60	183
01:15 PM	8	11	1	3	23	2	75	5	0	82	6	8	3	0	17	2	73	8	0	83	205
01:30 PM	3	3	0	0	6	2	83	8	0	93	4	6	5	6	21	5	62	5	0	72	192
01:45 PM	3	4	1	0	8	5	78	9	1	93	5	4	5	1	15	2	64	6	0	72	188
Total	18	26	2	3	49	12	318	29	1	360	17	28	17	10	72	11	253	22	1	287	768
02:00 PM	2	11	0	0	13	1	91	6	5	103	7	8	1	1	17	3	66	2	1	72	205
02:15 PM	2	12	1	1	16	2	78	8	1	89	5	11	2	0	18	2	56	3	1	62	185
02:30 PM	1	9	2	1	13	1	78	4	0	83	2	3	2	2	9	2	55	5	9	71	176
02:45 PM	4	5	2	3	14	0	75	5	0	80	4	8	0	12	24	0	56	7	0	63	181
Total	9	37	5	5	56	4	322	23	6	355	18	30	5	15	68	7	233	17	11	268	747
03:00 PM	2	5	1	2	10	3	70	7	5	85	6	4	2	7	19	1	71	11	6	89	203

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File Name : 8- Heather (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	3	3	1	0	7	1	65	5	0	71	4	10	2	5	21	3	58	9	3	73	172
03:30 PM	6	1	1	3	11	4	82	8	0	94	9	7	3	2	21	2	77	9	3	91	217
03:45 PM	2	6	2	1	11	2	72	7	3	84	5	6	1	1	13	2	59	3	2	66	174
Total	13	15	5	6	39	10	289	27	8	334	24	27	8	15	74	8	265	32	14	319	766
Grand Total	115	218	37	50	420	54	2251	182	24	2511	180	239	77	84	580	71	2108	170	42	2391	5902
Apprch %	27.4	51.9	8.8	11.9		2.2	89.6	7.2	1		31	41.2	13.3	14.5		3	88.2	7.1	1.8		
Total %	1.9	3.7	0.6	0.8	7.1	0.9	38.1	3.1	0.4	42.5	3	4	1.3	1.4	9.8	1.2	35.7	2.9	0.7	40.5	
Motorcycles	0	2	0	0	2	0	11	1	0	12	2	1	1	0	4	0	9	1	0	10	28
% Motorcycles	0	0.9	0	0	0.5	0	0.5	0.5	0	0.5	1.1	0.4	1.3	0	0.7	0	0.4	0.6	0	0.4	0.5
Cars	101	194	31	0	326	47	1976	168	0	2191	163	213	67	0	443	65	1802	157	0	2024	4984
% Cars	87.8	89	83.8	0	77.6	87	87.8	92.3	0	87.3	90.6	89.1	87	0	76.4	91.5	85.5	92.4	0	84.7	84.4
Light Goods Vehicles	10	9	4	0	23	4	180	6	0	190	13	12	8	0	33	2	185	11	0	198	444
% Light Goods Vehicles	8.7	4.1	10.8	0	5.5	7.4	8	3.3	0	7.6	7.2	5	10.4	0	5.7	2.8	8.8	6.5	0	8.3	7.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	1	0	2	1	41	1	0	43	1	2	0	0	3	0	49	0	0	49	97
% Single-Unit Trucks	0	0.5	2.7	0	0.5	1.9	1.8	0.5	0	1.7	0.6	0.8	0	0	0.5	0	2.3	0	0	2	1.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	4	12	1	0	17	2	43	6	0	51	1	11	1	0	13	4	62	1	0	67	148
% Bicycles on Road	3.5	5.5	2.7	0	4	3.7	1.9	3.3	0	2	0.6	4.6	1.3	0	2.2	5.6	2.9	0.6	0	2.8	2.5
Pedestrians	0	0	0	50	50	0	0	0	24	24	0	0	0	84	84	0	0	0	42	42	200
% Pedestrians	0	0	0	100	11.9	0	0	0	100	1	0	0	0	100	14.5	0	0	0	100	1.8	3.4

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File Name : 8- Heather (SAT)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	11	10	1	1	23	0	91	9	0	100	3	11	3	1	18	3	53	9	0	65	206
12:00 PM	5	12	1	5	23	2	78	4	2	86	2	10	2	1	15	2	76	7	3	88	212
12:15 PM	6	4	0	5	15	1	95	7	0	103	4	11	5	1	21	2	67	2	0	71	210
12:30 PM	2	11	1	0	14	1	74	6	0	81	3	2	4	5	14	4	73	1	1	79	188
Total Volume	24	37	3	11	75	4	338	26	2	370	12	34	14	8	68	11	269	19	4	303	816
% App. Total	32	49.3	4	14.7		1.1	91.4	7	0.5		17.6	50	20.6	11.8		3.6	88.8	6.3	1.3		
PHF	.545	.771	.750	.550	.815	.500	.889	.722	.250	.898	.750	.773	.700	.400	.810	.688	.885	.528	.333	.861	.962
Motorcycles	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
% Motorcycles	0	0	0	0	0	0	1.8	0	0	1.6	0	0	0	0	0	0	0.4	0	0	0.3	0.9
Cars	19	34	3	0	56	4	304	22	0	330	12	30	13	0	55	11	244	19	0	274	715
% Cars	79.2	91.9	100	0	74.7	100	89.9	84.6	0	89.2	100	88.2	92.9	0	80.9	100	90.7	100	0	90.4	87.6
Light Goods Vehicles	4	1	0	0	5	0	19	0	0	19	0	3	1	0	4	0	13	0	0	13	41
% Light Goods Vehicles	16.7	2.7	0	0	6.7	0	5.6	0	0	5.1	0	8.8	7.1	0	5.9	0	4.8	0	0	4.3	5.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	9
% Single-Unit Trucks	0	2.7	0	0	1.3	0	1.8	0	0	1.6	0	0	0	0	0	0	0.7	0	0	0.7	1.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	1	0	0	2	0	3	4	0	7	0	1	0	0	1	0	9	0	0	9	19
% Bicycles on Road	4.2	2.7	0	0	2.7	0	0.9	15.4	0	1.9	0	2.9	0	0	1.5	0	3.3	0	0	3.0	2.3
Pedestrians	0	0	0	11	11	0	0	0	2	2	0	0	0	8	8	0	0	0	4	4	25
% Pedestrians	0	0	0	100	14.7	0	0	0	100	0.5	0	0	0	100	11.8	0	0	0	100	1.3	3.1

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File Name : 8- Heather (Weekday)
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	1	0	2	1	22	2	0	25	2	2	1	0	5	0	13	1	0	14	46
07:15 AM	0	2	0	0	2	1	20	2	1	24	1	2	0	0	3	0	19	3	0	22	51
07:30 AM	0	3	0	0	3	0	22	4	1	27	4	3	0	0	7	0	17	0	0	17	54
07:45 AM	2	3	1	2	8	2	25	6	0	33	4	7	1	3	15	0	22	1	1	24	80
Total	2	9	2	2	15	4	89	14	2	109	11	14	2	3	30	0	71	5	1	77	231
08:00 AM	2	0	0	0	2	0	20	4	0	24	9	8	1	3	21	2	42	2	0	46	93
08:15 AM	1	8	1	0	10	0	30	11	0	41	3	2	2	2	9	0	29	3	0	32	92
08:30 AM	1	13	2	0	16	0	33	12	0	45	7	5	2	4	18	2	43	1	1	47	126
08:45 AM	4	14	2	0	20	0	36	12	0	48	6	10	2	7	25	4	39	2	0	45	138
Total	8	35	5	0	48	0	119	39	0	158	25	25	7	16	73	8	153	8	1	170	449
09:00 AM	0	9	0	4	13	2	47	11	0	60	14	8	1	1	24	1	39	2	0	42	139
09:15 AM	2	6	1	2	11	1	38	7	0	46	6	8	1	4	19	3	46	2	1	52	128
09:30 AM	3	5	1	0	9	0	38	6	0	44	9	5	1	5	20	1	41	3	0	45	118
09:45 AM	5	5	3	0	13	1	51	8	2	62	10	7	4	4	25	1	50	1	0	52	152
Total	10	25	5	6	46	4	174	32	2	212	39	28	7	14	88	6	176	8	1	191	537
10:00 AM	3	4	1	1	9	2	35	9	0	46	4	9	2	4	19	0	41	2	0	43	117
10:15 AM	0	0	0	1	1	2	43	13	0	58	4	6	0	4	14	0	51	2	0	53	126
10:30 AM	2	8	1	0	11	0	52	8	0	60	12	10	2	3	27	0	40	7	0	47	145
10:45 AM	3	5	1	1	10	1	68	9	5	83	3	3	2	2	10	1	59	1	0	61	164
Total	8	17	3	3	31	5	198	39	5	247	23	28	6	13	70	1	191	12	0	204	552
02:00 PM	3	6	2	3	14	2	46	9	0	57	7	5	2	6	20	4	49	2	0	55	146
02:15 PM	4	12	1	0	17	2	45	13	0	60	1	4	0	1	6	1	39	8	1	49	132
02:30 PM	1	8	2	0	11	2	40	14	0	56	5	4	2	1	12	2	49	2	0	53	132
02:45 PM	4	6	0	2	12	1	47	7	0	55	7	12	1	1	21	2	36	6	0	44	132
Total	12	32	5	5	54	7	178	43	0	228	20	25	5	9	59	9	173	18	1	201	542
03:00 PM	3	2	1	6	12	2	54	6	0	62	8	5	1	1	15	0	36	2	0	38	127
03:15 PM	2	8	0	0	10	1	51	9	0	61	3	9	0	1	13	5	40	2	2	49	133
03:30 PM	2	6	1	4	13	1	49	3	0	53	3	6	1	1	11	2	59	2	1	64	141
03:45 PM	1	5	2	1	9	0	42	3	0	45	4	11	2	2	19	0	45	6	0	51	124
Total	8	21	4	11	44	4	196	21	0	221	18	31	4	5	58	7	180	12	3	202	525
04:00 PM	1	6	1	1	9	1	37	2	0	40	5	7	2	4	18	0	54	1	0	55	122
04:15 PM	2	1	2	0	5	2	57	1	0	60	4	7	0	0	11	0	47	5	0	52	128
04:30 PM	1	3	1	2	7	2	38	4	2	46	2	9	2	3	16	2	40	1	2	45	114
04:45 PM	2	6	1	1	10	5	50	7	1	63	8	4	2	5	19	1	48	2	0	51	143
Total	6	16	5	4	31	10	182	14	3	209	19	27	6	12	64	3	189	9	2	203	507

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File Name : 8- Heather (Weekday)
Site Code :
Start Date : 7/16/2015
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	3	5	0	1	9	4	41	4	2	51	4	11	1	0	16	2	63	6	0	71	147
05:15 PM	1	7	0	0	8	0	48	8	0	56	5	5	1	1	12	0	39	3	0	42	118
05:30 PM	1	5	0	0	6	0	55	3	2	60	4	9	4	8	25	2	48	1	2	53	144
05:45 PM	0	3	1	0	4	2	64	7	0	73	2	5	0	0	7	1	51	2	0	54	138
Total	5	20	1	1	27	6	208	22	4	240	15	30	6	9	60	5	201	12	2	220	547
Grand Total	59	175	30	32	296	40	1344	224	16	1624	170	208	43	81	502	39	1334	84	11	1468	3890
Apprch %	19.9	59.1	10.1	10.8		2.5	82.8	13.8	1		33.9	41.4	8.6	16.1		2.7	90.9	5.7	0.7		
Total %	1.5	4.5	0.8	0.8	7.6	1	34.6	5.8	0.4	41.7	4.4	5.3	1.1	2.1	12.9	1	34.3	2.2	0.3	37.7	
Motorcycles	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	8
% Motorcycles	3.4	0	0	0	0.7	0	0.4	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0.2
Cars	54	147	25	0	226	35	1079	190	0	1304	140	176	33	0	349	30	1068	70	0	1168	3047
% Cars	91.5	84	83.3	0	76.4	87.5	80.3	84.8	0	80.3	82.4	84.6	76.7	0	69.5	76.9	80.1	83.3	0	79.6	78.3
Light Goods Vehicles	3	18	2	0	23	2	157	22	0	181	17	16	5	0	38	3	144	12	0	159	401
% Light Goods Vehicles	5.1	10.3	6.7	0	7.8	5	11.7	9.8	0	11.1	10	7.7	11.6	0	7.6	7.7	10.8	14.3	0	10.8	10.3
Buses	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	10
% Buses	0	0	0	0	0	0	0.3	0.4	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0.3
Single-Unit Trucks	0	1	2	0	3	1	60	5	0	66	6	1	2	0	9	0	61	2	0	63	141
% Single-Unit Trucks	0	0.6	6.7	0	1	2.5	4.5	2.2	0	4.1	3.5	0.5	4.7	0	1.8	0	4.6	2.4	0	4.3	3.6
Articulated Trucks	0	0	1	0	1	0	3	3	0	6	1	0	0	0	1	0	3	0	0	3	11
% Articulated Trucks	0	0	3.3	0	0.3	0	0.2	1.3	0	0.4	0.6	0	0	0	0.2	0	0.2	0	0	0.2	0.3
Bicycles on Road	0	9	0	0	9	2	36	3	0	41	6	15	3	0	24	6	52	0	0	58	132
% Bicycles on Road	0	5.1	0	0	3	5	2.7	1.3	0	2.5	3.5	7.2	7	0	4.8	15.4	3.9	0	0	4	3.4
Pedestrians	0	0	0	32	32	0	0	0	16	16	0	0	0	81	81	0	0	0	11	11	140
% Pedestrians	0	0	0	100	10.8	0	0	0	100	1	0	0	0	100	16.1	0	0	0	100	0.7	3.6

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File Name : 8- Heather (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	3	4	1	1	9	2	35	9	0	46	4	9	2	4	19	0	41	2	0	43	117
10:15 AM	0	0	0	1	1	2	43	13	0	58	4	6	0	4	14	0	51	2	0	53	126
10:30 AM	2	8	1	0	11	0	52	8	0	60	12	10	2	3	27	0	40	7	0	47	145
10:45 AM	3	5	1	1	10	1	68	9	5	83	3	3	2	2	10	1	59	1	0	61	164
Total Volume	8	17	3	3	31	5	198	39	5	247	23	28	6	13	70	1	191	12	0	204	552
% App. Total	25.8	54.8	9.7	9.7		2	80.2	15.8	2		32.9	40	8.6	18.6		0.5	93.6	5.9	0		
PHF	.667	.531	.750	.750	.705	.625	.728	.750	.250	.744	.479	.700	.750	.813	.648	.250	.809	.429	.000	.836	.841
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	15	3	0	26	4	154	33	0	191	19	21	6	0	46	1	153	11	0	165	428
% Cars	100	88.2	100	0	83.9	80.0	77.8	84.6	0	77.3	82.6	75.0	100	0	65.7	100	80.1	91.7	0	80.9	77.5
Light Goods Vehicles	0	2	0	0	2	0	29	4	0	33	0	2	0	0	2	0	24	1	0	25	62
% Light Goods Vehicles	0	11.8	0	0	6.5	0	14.6	10.3	0	13.4	0	7.1	0	0	2.9	0	12.6	8.3	0	12.3	11.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	11	2	0	14	2	0	0	0	2	0	7	0	0	7	23
% Single-Unit Trucks	0	0	0	0	0	20.0	5.6	5.1	0	5.7	8.7	0	0	0	2.9	0	3.7	0	0	3.4	4.2
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	0	0	0	0	0	3	0	0	3	2	5	0	0	7	0	7	0	0	7	17
% Bicycles on Road	0	0	0	0	0	0	1.5	0	0	1.2	8.7	17.9	0	0	10.0	0	3.7	0	0	3.4	3.1
Pedestrians	0	0	0	3	3	0	0	0	5	5	0	0	0	13	13	0	0	0	0	0	21
% Pedestrians	0	0	0	100	9.7	0	0	0	100	2.0	0	0	0	100	18.6	0	0	0	0	0	3.8

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	5	0	1	9	4	41	4	2	51	4	11	1	0	16	2	63	6	0	71	147
05:15 PM	1	7	0	0	8	0	48	8	0	56	5	5	1	1	12	0	39	3	0	42	118
05:30 PM	1	5	0	0	6	0	55	3	2	60	4	9	4	8	25	2	48	1	2	53	144
05:45 PM	0	3	1	0	4	2	64	7	0	73	2	5	0	0	7	1	51	2	0	54	138
Total Volume	5	20	1	1	27	6	208	22	4	240	15	30	6	9	60	5	201	12	2	220	547
% App. Total	18.5	74.1	3.7	3.7		2.5	86.7	9.2	1.7		25	50	10	15		2.3	91.4	5.5	0.9		
PHF	.417	.714	.250	.250	.750	.375	.813	.688	.500	.822	.750	.682	.375	.281	.600	.625	.798	.500	.250	.775	.930
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Motorcycles	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Cars	5	18	1	0	24	6	182	19	0	207	15	24	6	0	45	2	185	9	0	196	472
% Cars	100	90.0	100	0	88.9	100	87.5	86.4	0	86.3	100	80.0	100	0	75.0	40.0	92.0	75.0	0	89.1	86.3
Light Goods Vehicles	0	1	0	0	1	0	14	1	0	15	0	4	0	0	4	0	9	2	0	11	31
% Light Goods Vehicles	0	5.0	0	0	3.7	0	6.7	4.5	0	6.3	0	13.3	0	0	6.7	0	4.5	16.7	0	5.0	5.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	10
% Single-Unit Trucks	0	0	0	0	0	0	2.9	0	0	2.5	0	0	0	0	0	0	1.5	8.3	0	1.8	1.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	0	0	1	0	5	2	0	7	0	2	0	0	2	3	4	0	0	7	17
% Bicycles on Road	0	5.0	0	0	3.7	0	2.4	9.1	0	2.9	0	6.7	0	0	3.3	60.0	2.0	0	0	3.2	3.1
Pedestrians	0	0	0	1	1	0	0	0	4	4	0	0	0	9	9	0	0	0	2	2	16
% Pedestrians	0	0	0	100	3.7	0	0	0	100	1.7	0	0	0	100	15.0	0	0	0	100	0.9	2.9

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	6	12	3	1	22	0	27	2	8	37	6	10	0	4	20	0	54	2	0	56	135
08:15 AM	4	19	0	0	23	3	35	3	1	42	2	10	2	0	14	0	45	4	1	50	129
08:30 AM	8	11	2	2	23	7	43	9	1	60	8	11	0	3	22	0	62	4	1	67	172
08:45 AM	10	14	1	0	25	5	57	4	4	70	6	15	3	7	31	4	61	7	1	73	199
Total	28	56	6	3	93	15	162	18	14	209	22	46	5	14	87	4	222	17	3	246	635
09:00 AM	12	16	3	5	36	5	52	6	5	68	8	17	2	5	32	4	72	13	4	93	229
09:15 AM	14	24	7	2	47	13	60	2	5	80	11	7	1	4	23	1	96	5	6	108	258
09:30 AM	16	23	1	13	53	3	66	7	9	85	9	8	2	4	23	3	72	5	2	82	243
09:45 AM	8	32	2	3	45	8	57	9	0	74	12	10	2	0	24	2	71	9	5	87	230
Total	50	95	13	23	181	29	235	24	19	307	40	42	7	13	102	10	311	32	17	370	960
10:00 AM	14	34	4	6	58	12	64	5	13	94	16	21	3	6	46	3	79	4	2	88	286
10:15 AM	11	12	2	2	27	7	47	9	11	74	13	26	2	5	46	4	71	7	3	85	232
10:30 AM	11	19	5	9	44	14	71	1	9	95	10	17	1	6	34	3	77	3	1	84	257
10:45 AM	8	22	8	9	47	5	73	8	5	91	9	15	1	5	30	8	69	14	6	97	265
Total	44	87	19	26	176	38	255	23	38	354	48	79	7	22	156	18	296	28	12	354	1040
11:00 AM	17	18	9	7	51	0	62	4	4	70	10	12	2	1	25	0	67	5	0	72	218
11:15 AM	8	26	3	0	37	3	62	11	5	81	11	14	3	5	33	3	73	6	1	83	234
11:30 AM	15	28	4	6	53	5	70	5	0	80	11	18	0	2	31	1	67	6	2	76	240
11:45 AM	10	36	2	4	52	4	94	4	6	108	11	11	0	2	24	5	49	6	1	61	245
Total	50	108	18	17	193	12	288	24	15	339	43	55	5	10	113	9	256	23	4	292	937
12:00 PM	14	29	7	3	53	4	71	9	6	90	1	14	3	4	22	5	69	2	10	86	251
12:15 PM	20	20	5	8	53	3	81	6	4	94	11	13	3	0	27	7	59	7	2	75	249
12:30 PM	8	27	3	0	38	4	86	8	2	100	7	12	2	3	24	5	66	7	1	79	241
12:45 PM	11	11	2	0	24	5	89	13	1	108	9	11	1	1	22	4	58	3	0	65	219
Total	53	87	17	11	168	16	327	36	13	392	28	50	9	8	95	21	252	19	13	305	960
01:00 PM	17	29	2	8	56	2	81	8	6	97	5	8	2	5	20	5	45	4	1	55	228
01:15 PM	11	31	3	3	48	4	74	7	3	88	13	17	1	1	32	4	69	1	3	77	245
01:30 PM	14	23	4	0	41	1	84	5	8	98	5	14	3	0	22	2	67	5	4	78	239
01:45 PM	9	26	4	3	42	1	79	16	4	100	1	10	3	1	15	5	67	6	6	84	241
Total	51	109	13	14	187	8	318	36	21	383	24	49	9	7	89	16	248	16	14	294	953
02:00 PM	15	29	1	0	45	3	84	7	2	96	10	20	3	2	35	4	66	8	0	78	254
02:15 PM	12	28	5	4	49	3	82	12	4	101	10	10	0	0	20	5	62	4	1	72	242
02:30 PM	8	32	3	2	45	1	80	11	4	96	3	9	2	2	16	4	53	4	6	67	224
02:45 PM	13	23	3	0	39	2	81	7	0	90	9	13	2	3	27	4	60	0	2	66	222
Total	48	112	12	6	178	9	327	37	10	383	32	52	7	7	98	17	241	16	9	283	942
03:00 PM	9	21	0	0	30	2	64	4	2	72	7	8	1	7	23	4	67	2	0	73	198

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File Name : 9- Cresse (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	4	16	1	1	22	1	68	7	1	77	5	15	2	4	26	3	61	10	4	78	203
03:30 PM	8	22	3	7	40	1	86	4	2	93	7	13	4	2	26	1	67	3	2	73	232
03:45 PM	7	24	0	0	31	1	76	8	6	91	6	13	1	1	21	4	70	3	0	77	220
Total	28	83	4	8	123	5	294	23	11	333	25	49	8	14	96	12	265	18	6	301	853
Grand Total	352	737	102	108	1299	132	2206	221	141	2700	262	422	57	95	836	107	2091	169	78	2445	7280
Apprch %	27.1	56.7	7.9	8.3		4.9	81.7	8.2	5.2		31.3	50.5	6.8	11.4		4.4	85.5	6.9	3.2		
Total %	4.8	10.1	1.4	1.5	17.8	1.8	30.3	3	1.9	37.1	3.6	5.8	0.8	1.3	11.5	1.5	28.7	2.3	1.1	33.6	
Motorcycles	1	0	0	0	1	1	12	0	0	13	2	0	0	0	2	0	7	0	0	7	23
% Motorcycles	0.3	0	0	0	0.1	0.8	0.5	0	0	0.5	0.8	0	0	0	0.2	0	0.3	0	0	0.3	0.3
Cars	304	650	88	0	1042	119	1899	199	0	2217	243	363	49	0	655	96	1790	148	0	2034	5948
% Cars	86.4	88.2	86.3	0	80.2	90.2	86.1	90	0	82.1	92.7	86	86	0	78.3	89.7	85.6	87.6	0	83.2	81.7
Light Goods Vehicles	36	67	9	0	112	7	217	16	0	240	14	33	6	0	53	6	200	10	0	216	621
% Light Goods Vehicles	10.2	9.1	8.8	0	8.6	5.3	9.8	7.2	0	8.9	5.3	7.8	10.5	0	6.3	5.6	9.6	5.9	0	8.8	8.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	4	4	0	12	2	37	4	0	43	1	3	1	0	5	3	49	4	0	56	116
% Single-Unit Trucks	1.1	0.5	3.9	0	0.9	1.5	1.7	1.8	0	1.6	0.4	0.7	1.8	0	0.6	2.8	2.3	2.4	0	2.3	1.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	7	15	1	0	23	3	41	2	0	46	2	23	1	0	26	2	44	7	0	53	148
% Bicycles on Road	2	2	1	0	1.8	2.3	1.9	0.9	0	1.7	0.8	5.5	1.8	0	3.1	1.9	2.1	4.1	0	2.2	2
Pedestrians	0	0	0	108	108	0	0	0	141	141	0	0	0	95	95	0	0	0	78	78	422
% Pedestrians	0	0	0	100	8.3	0	0	0	100	5.2	0	0	0	100	11.4	0	0	0	100	3.2	5.8

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:45 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45 AM																					
09:45 AM	8	32	2	3	45	8	57	9	0	74	12	10	2	0	24	2	71	9	5	87	230
10:00 AM	14	34	4	6	58	12	64	5	13	94	16	21	3	6	46	3	79	4	2	88	286
10:15 AM	11	12	2	2	27	7	47	9	11	74	13	26	2	5	46	4	71	7	3	85	232
10:30 AM	11	19	5	9	44	14	71	1	9	95	10	17	1	6	34	3	77	3	1	84	257
Total Volume	44	97	13	20	174	41	239	24	33	337	51	74	8	17	150	12	298	23	11	344	1005
% App. Total	25.3	55.7	7.5	11.5		12.2	70.9	7.1	9.8		34	49.3	5.3	11.3		3.5	86.6	6.7	3.2		
PHF	.786	.713	.650	.556	.750	.732	.842	.667	.635	.887	.797	.712	.667	.708	.815	.750	.943	.639	.550	.977	.878
Motorcycles	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Motorcycles	0	0	0	0	0	2.4	0.4	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Cars	38	87	11	0	136	38	213	20	0	271	47	59	8	0	114	8	259	21	0	288	809
% Cars	86.4	89.7	84.6	0	78.2	92.7	89.1	83.3	0	80.4	92.2	79.7	100	0	76.0	66.7	86.9	91.3	0	83.7	80.5
Light Goods Vehicles	5	6	2	0	13	0	20	3	0	23	3	9	0	0	12	3	28	2	0	33	81
% Light Goods Vehicles	11.4	6.2	15.4	0	7.5	0	8.4	12.5	0	6.8	5.9	12.2	0	0	8.0	25.0	9.4	8.7	0	9.6	8.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	1	1	1	0	3	0	0	0	0	0	1	3	0	0	4	9
% Single-Unit Trucks	0	2.1	0	0	1.1	2.4	0.4	4.2	0	0.9	0	0	0	0	0	8.3	1.0	0	0	1.2	0.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	2	0	0	3	1	4	0	0	5	1	6	0	0	7	0	7	0	0	7	22
% Bicycles on Road	2.3	2.1	0	0	1.7	2.4	1.7	0	0	1.5	2.0	8.1	0	0	4.7	0	2.3	0	0	2.0	2.2
Pedestrians	0	0	0	20	20	0	0	0	33	33	0	0	0	17	17	0	0	0	11	11	81
% Pedestrians	0	0	0	100	11.5	0	0	0	100	9.8	0	0	0	100	11.3	0	0	0	100	3.2	8.1

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	19	1	1	21	5	8	0	1	14	0	14	1	0	15	53
07:15 AM	0	4	1	0	5	1	17	2	1	21	0	3	1	1	5	2	17	2	0	21	52
07:30 AM	2	6	1	0	9	0	23	1	0	24	2	5	0	0	7	2	21	3	0	26	66
07:45 AM	3	7	1	0	11	0	27	3	1	31	3	11	3	2	19	2	25	1	0	28	89
Total	5	20	3	0	28	1	86	7	3	97	10	27	4	4	45	6	77	7	0	90	260
08:00 AM	4	11	2	1	18	1	22	6	0	29	2	6	2	5	15	2	38	2	0	42	104
08:15 AM	4	16	1	2	23	2	31	4	1	38	5	8	1	2	16	3	30	2	2	37	114
08:30 AM	3	10	1	1	15	1	33	7	0	41	15	11	2	6	34	7	44	1	1	53	143
08:45 AM	7	15	1	1	24	0	34	9	0	43	7	11	2	2	22	5	46	1	1	53	142
Total	18	52	5	5	80	4	120	26	1	151	29	36	7	15	87	17	158	6	4	185	503
09:00 AM	4	27	2	2	35	1	48	1	0	50	5	13	1	3	22	4	44	8	0	56	163
09:15 AM	4	11	5	0	20	0	40	7	4	51	4	18	2	3	27	4	50	3	0	57	155
09:30 AM	6	24	0	2	32	1	31	2	0	34	4	9	1	3	17	10	48	2	1	61	144
09:45 AM	6	19	2	0	27	0	52	4	0	56	13	11	1	3	28	5	51	6	3	65	176
Total	20	81	9	4	114	2	171	14	4	191	26	51	5	12	94	23	193	19	4	239	638
10:00 AM	8	15	4	2	29	1	29	0	4	34	7	9	1	2	19	4	46	3	2	55	137
10:15 AM	9	15	1	0	25	1	41	2	0	44	12	10	1	0	23	4	51	1	7	63	155
10:30 AM	7	21	4	0	32	0	48	3	2	53	8	7	2	5	22	2	47	5	0	54	161
10:45 AM	9	18	1	1	29	3	66	1	4	74	2	7	0	6	15	6	53	5	0	64	182
Total	33	69	10	3	115	5	184	6	10	205	29	33	4	13	79	16	197	14	9	236	635
02:00 PM	11	15	3	3	32	0	47	4	1	52	4	7	0	2	13	4	40	3	1	48	145
02:15 PM	8	16	2	1	27	0	48	3	4	55	1	7	0	2	10	5	37	3	4	49	141
02:30 PM	11	17	2	0	30	1	46	1	1	49	6	8	1	0	15	1	52	0	0	53	147
02:45 PM	5	17	4	1	27	1	46	4	4	55	6	11	4	1	22	0	49	2	0	51	155
Total	35	65	11	5	116	2	187	12	10	211	17	33	5	5	60	10	178	8	5	201	588
03:00 PM	7	16	0	3	26	1	48	3	0	52	5	5	2	1	13	3	40	3	1	47	138
03:15 PM	6	14	0	3	23	0	62	3	3	68	7	8	3	1	19	3	47	2	4	56	166
03:30 PM	6	21	1	6	34	1	53	3	6	63	7	15	1	2	25	2	64	0	6	72	194
03:45 PM	10	17	1	1	29	2	42	4	3	51	2	12	1	6	21	1	57	2	0	60	161
Total	29	68	2	13	112	4	205	13	12	234	21	40	7	10	78	9	208	7	11	235	659
04:00 PM	2	18	2	0	22	0	35	3	1	39	6	11	2	2	21	1	51	3	0	55	137
04:15 PM	8	18	3	1	30	1	52	1	0	54	7	15	0	0	22	3	57	2	0	62	168
04:30 PM	9	20	1	1	31	0	47	0	2	49	1	11	1	8	21	2	39	1	1	43	144
04:45 PM	12	8	1	4	25	2	54	4	0	60	10	15	0	2	27	1	47	5	0	53	165
Total	31	64	7	6	108	3	188	8	3	202	24	52	3	12	91	7	194	11	1	213	614

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File Name : 9- Cresse (Weekday)
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	6	19	1	0	26	0	49	7	0	56	13	9	1	0	23	1	66	0	0	67	172
05:15 PM	5	20	0	1	26	0	46	7	4	57	10	13	0	7	30	1	46	0	0	47	160
05:30 PM	8	18	0	0	26	1	52	5	0	58	8	10	1	0	19	1	52	3	1	57	160
05:45 PM	10	19	3	0	32	0	65	2	0	67	10	8	0	5	23	2	42	6	1	51	173
Total	29	76	4	1	110	1	212	21	4	238	41	40	2	12	95	5	206	9	2	222	665
Grand Total	200	495	51	37	783	22	1353	107	47	1529	197	312	37	83	629	93	1411	81	36	1621	4562
Apprch %	25.5	63.2	6.5	4.7		1.4	88.5	7	3.1		31.3	49.6	5.9	13.2		5.7	87	5	2.2		
Total %	4.4	10.9	1.1	0.8	17.2	0.5	29.7	2.3	1	33.5	4.3	6.8	0.8	1.8	13.8	2	30.9	1.8	0.8	35.5	
Motorcycles	0	2	0	0	2	0	6	0	0	6	1	0	0	0	1	1	1	0	0	2	11
% Motorcycles	0	0.4	0	0	0.3	0	0.4	0	0	0.4	0.5	0	0	0	0.2	1.1	0.1	0	0	0.1	0.2
Cars	175	421	46	0	642	17	1079	90	0	1186	167	255	32	0	454	75	1130	68	0	1273	3555
% Cars	87.5	85.1	90.2	0	82	77.3	79.7	84.1	0	77.6	84.8	81.7	86.5	0	72.2	80.6	80.1	84	0	78.5	77.9
Light Goods Vehicles	14	48	5	0	67	2	168	9	0	179	15	35	0	0	50	10	168	7	0	185	481
% Light Goods Vehicles	7	9.7	9.8	0	8.6	9.1	12.4	8.4	0	11.7	7.6	11.2	0	0	7.9	10.8	11.9	8.6	0	11.4	10.5
Buses	1	1	0	0	2	0	4	1	0	5	0	1	0	0	1	1	4	0	0	5	13
% Buses	0.5	0.2	0	0	0.3	0	0.3	0.9	0	0.3	0	0.3	0	0	0.2	1.1	0.3	0	0	0.3	0.3
Single-Unit Trucks	4	5	0	0	9	0	56	3	0	59	6	4	3	0	13	3	65	4	0	72	153
% Single-Unit Trucks	2	1	0	0	1.1	0	4.1	2.8	0	3.9	3	1.3	8.1	0	2.1	3.2	4.6	4.9	0	4.4	3.4
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	1	1	1	0	3	0	7	0	0	7	14
% Articulated Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0.5	0.3	2.7	0	0.5	0	0.5	0	0	0.4	0.3
Bicycles on Road	6	18	0	0	24	3	36	4	0	43	7	16	1	0	24	3	36	2	0	41	132
% Bicycles on Road	3	3.6	0	0	3.1	13.6	2.7	3.7	0	2.8	3.6	5.1	2.7	0	3.8	3.2	2.6	2.5	0	2.5	2.9
Pedestrians	0	0	0	37	37	0	0	0	47	47	0	0	0	83	83	0	0	0	36	36	203
% Pedestrians	0	0	0	100	4.7	0	0	0	100	3.1	0	0	0	100	13.2	0	0	0	100	2.2	4.4

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	8	15	4	2	29	1	29	0	4	34	7	9	1	2	19	4	46	3	2	55	137
10:15 AM	9	15	1	0	25	1	41	2	0	44	12	10	1	0	23	4	51	1	7	63	155
10:30 AM	7	21	4	0	32	0	48	3	2	53	8	7	2	5	22	2	47	5	0	54	161
10:45 AM	9	18	1	1	29	3	66	1	4	74	2	7	0	6	15	6	53	5	0	64	182
Total Volume	33	69	10	3	115	5	184	6	10	205	29	33	4	13	79	16	197	14	9	236	635
% App. Total	28.7	60	8.7	2.6		2.4	89.8	2.9	4.9		36.7	41.8	5.1	16.5		6.8	83.5	5.9	3.8		
PHF	.917	.821	.625	.375	.898	.417	.697	.500	.625	.693	.604	.825	.500	.542	.859	.667	.929	.700	.321	.922	.872
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% Motorcycles	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	6.3	0	0	0	0.4	0.3
Cars	27	57	9	0	93	5	138	4	0	147	24	25	2	0	51	13	161	11	0	185	476
% Cars	81.8	82.6	90.0	0	80.9	100	75.0	66.7	0	71.7	82.8	75.8	50.0	0	64.6	81.3	81.7	78.6	0	78.4	75.0
Light Goods Vehicles	4	7	1	0	12	0	29	2	0	31	4	7	0	0	11	1	23	2	0	26	80
% Light Goods Vehicles	12.1	10.1	10.0	0	10.4	0	15.8	33.3	0	15.1	13.8	21.2	0	0	13.9	6.3	11.7	14.3	0	11.0	12.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	0	1	0	10	0	0	10	0	0	2	0	2	1	9	0	0	10	23
% Single-Unit Trucks	3.0	0	0	0	0.9	0	5.4	0	0	4.9	0	0	50.0	0	2.5	6.3	4.6	0	0	4.2	3.6
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	1	5	0	0	6	0	5	0	0	5	1	1	0	0	2	0	4	1	0	5	18
% Bicycles on Road	3.0	7.2	0	0	5.2	0	2.7	0	0	2.4	3.4	3.0	0	0	2.5	0	2.0	7.1	0	2.1	2.8
Pedestrians	0	0	0	3	3	0	0	0	10	10	0	0	0	13	13	0	0	0	9	9	35
% Pedestrians	0	0	0	100	2.6	0	0	0	100	4.9	0	0	0	100	16.5	0	0	0	100	3.8	5.5

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	19	1	0	26	0	49	7	0	56	13	9	1	0	23	1	66	0	0	67	172
05:15 PM	5	20	0	1	26	0	46	7	4	57	10	13	0	7	30	1	46	0	0	47	160
05:30 PM	8	18	0	0	26	1	52	5	0	58	8	10	1	0	19	1	52	3	1	57	160
05:45 PM	10	19	3	0	32	0	65	2	0	67	10	8	0	5	23	2	42	6	1	51	173
Total Volume	29	76	4	1	110	1	212	21	4	238	41	40	2	12	95	5	206	9	2	222	665
% App. Total	26.4	69.1	3.6	0.9		0.4	89.1	8.8	1.7		43.2	42.1	2.1	12.6		2.3	92.8	4.1	0.9		
PHF	.725	.950	.333	.250	.859	.250	.815	.750	.250	.888	.788	.769	.500	.429	.792	.625	.780	.375	.500	.828	.961
Motorcycles	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
% Motorcycles	0	1.3	0	0	0.9	0	0.5	0	0	0.4	2.4	0	0	0	1.1	0	0	0	0	0	0.5
Cars	26	71	4	0	101	1	193	20	0	214	38	37	2	0	77	4	194	9	0	207	599
% Cars	89.7	93.4	100	0	91.8	100	91.0	95.2	0	89.9	92.7	92.5	100	0	81.1	80.0	94.2	100	0	93.2	90.1
Light Goods Vehicles	0	1	0	0	1	0	12	1	0	13	2	2	0	0	4	1	7	0	0	8	26
% Light Goods Vehicles	0	1.3	0	0	0.9	0	5.7	4.8	0	5.5	4.9	5.0	0	0	4.2	20.0	3.4	0	0	3.6	3.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	8
% Single-Unit Trucks	6.9	0	0	0	1.8	0	1.9	0	0	1.7	0	0	0	0	0	0	1.0	0	0	0.9	1.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	3	0	0	4	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	10
% Bicycles on Road	3.4	3.9	0	0	3.6	0	0.9	0	0	0.8	0	2.5	0	0	1.1	0	1.5	0	0	1.4	1.5
Pedestrians	0	0	0	1	1	0	0	0	4	4	0	0	0	12	12	0	0	0	2	2	19
% Pedestrians	0	0	0	100	0.9	0	0	0	100	1.7	0	0	0	100	12.6	0	0	0	100	0.9	2.9

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	0	0	1	1	1	31	0	3	35	4	9	2	2	17	0	60	4	3	67	120
08:15 AM	0	2	1	2	5	5	43	0	2	50	5	3	1	1	10	0	48	1	1	50	115
08:30 AM	1	0	0	3	4	6	51	0	0	57	3	5	7	5	20	0	73	3	3	79	160
08:45 AM	0	1	0	0	1	3	63	0	0	66	8	13	2	4	27	0	60	3	7	70	164
Total	1	3	1	6	11	15	188	0	5	208	20	30	12	12	74	0	241	11	14	266	559
09:00 AM	0	0	0	3	3	7	60	0	1	68	13	10	3	9	35	0	76	6	0	82	188
09:15 AM	0	2	0	1	3	6	67	0	0	73	13	6	6	3	28	0	110	1	15	126	230
09:30 AM	0	0	0	15	15	8	78	0	1	87	10	9	1	2	22	0	79	5	4	88	212
09:45 AM	0	0	0	3	3	7	76	0	4	87	12	10	5	2	29	0	76	4	1	81	200
Total	0	2	0	22	24	28	281	0	6	315	48	35	15	16	114	0	341	16	20	377	830
10:00 AM	0	0	0	9	9	17	74	0	8	99	24	30	1	13	68	0	97	4	16	117	293
10:15 AM	0	0	0	8	8	12	58	0	15	85	28	22	5	4	59	0	89	1	5	95	247
10:30 AM	0	1	0	7	8	16	86	0	1	103	21	15	2	6	44	0	83	2	4	89	244
10:45 AM	0	0	0	14	14	13	80	0	2	95	15	10	3	2	30	0	77	6	6	89	228
Total	0	1	0	38	39	58	298	0	26	382	88	77	11	25	201	0	346	13	31	390	1012
11:00 AM	0	0	0	12	12	8	66	0	4	78	8	15	1	0	24	0	82	4	4	90	204
11:15 AM	0	0	0	7	7	12	71	0	6	89	20	15	4	2	41	0	80	6	2	88	225
11:30 AM	0	1	0	4	5	13	84	0	11	108	11	14	4	6	35	0	82	7	8	97	245
11:45 AM	2	2	0	3	7	10	95	0	5	110	14	15	3	3	35	0	58	4	4	66	218
Total	2	3	0	26	31	43	316	0	26	385	53	59	12	11	135	0	302	21	18	341	892
12:00 PM	0	0	0	3	3	14	81	0	5	100	12	15	2	5	34	0	73	3	4	80	217
12:15 PM	0	0	0	5	5	8	85	0	3	96	8	9	5	0	22	0	74	1	1	76	199
12:30 PM	0	0	0	3	3	7	93	0	1	101	10	11	3	3	27	0	70	3	2	75	206
12:45 PM	0	0	0	0	0	8	92	0	0	100	8	13	7	0	28	0	62	6	3	71	199
Total	0	0	0	11	11	37	351	0	9	397	38	48	17	8	111	0	279	13	10	302	821
01:00 PM	0	0	0	0	0	8	100	0	2	110	8	18	1	4	31	0	52	0	5	57	198
01:15 PM	0	0	0	3	3	13	78	1	2	94	9	13	1	6	29	0	83	8	6	97	223
01:30 PM	0	0	0	3	3	15	89	0	4	108	8	10	4	3	25	0	67	4	0	71	207
01:45 PM	0	0	0	1	1	18	91	0	1	110	13	15	5	8	41	0	71	3	7	81	233
Total	0	0	0	7	7	54	358	1	9	422	38	56	11	21	126	0	273	15	18	306	861
02:00 PM	0	2	0	3	5	12	92	0	0	104	15	17	4	2	38	0	70	2	8	80	227
02:15 PM	0	0	0	4	4	12	83	0	3	98	12	8	8	0	28	0	66	4	3	73	203
02:30 PM	0	2	0	4	6	8	87	0	1	96	12	14	2	0	28	0	52	6	1	59	189
02:45 PM	0	1	0	0	1	18	84	0	5	107	8	11	7	5	31	0	65	5	4	74	213
Total	0	5	0	11	16	50	346	0	9	405	47	50	21	7	125	0	253	17	16	286	832
03:00 PM	0	0	0	0	0	12	76	0	2	90	17	15	0	8	40	1	71	3	1	76	206

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File Name : 10- Hildreth (SAT)
Site Code :
Start Date : 7/18/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	0	0	0	0	0	14	73	0	0	87	11	14	5	3	33	0	68	1	7	76	196
03:30 PM	0	0	0	2	2	14	85	0	2	101	8	10	3	4	25	0	75	5	3	83	211
03:45 PM	0	0	0	4	4	10	84	1	8	103	9	18	3	2	32	0	68	1	8	77	216
Total	0	0	0	6	6	50	318	1	12	381	45	57	11	17	130	1	282	10	19	312	829
Grand Total	3	14	1	127	145	335	2456	2	102	2895	377	412	110	117	1016	1	2317	116	146	2580	6636
Apprch %	2.1	9.7	0.7	87.6		11.6	84.8	0.1	3.5		37.1	40.6	10.8	11.5		0	89.8	4.5	5.7		
Total %	0	0.2	0	1.9	2.2	5	37	0	1.5	43.6	5.7	6.2	1.7	1.8	15.3	0	34.9	1.7	2.2	38.9	
Motorcycles	0	0	0	0	0	1	10	0	0	11	1	1	0	0	2	0	11	0	0	11	24
% Motorcycles	0	0	0	0	0	0.3	0.4	0	0	0.4	0.3	0.2	0	0	0.2	0	0.5	0	0	0.4	0.4
Cars	0	0	0	0	0	307	2122	2	0	2431	338	343	98	0	779	0	2018	99	0	2117	5327
% Cars	0	0	0	0	0	91.6	86.4	100	0	84	89.7	83.3	89.1	0	76.7	0	87.1	85.3	0	82.1	80.3
Light Goods Vehicles	0	0	0	0	0	24	241	0	0	265	29	42	5	0	76	0	207	12	0	219	560
% Light Goods Vehicles	0	0	0	0	0	7.2	9.8	0	0	9.2	7.7	10.2	4.5	0	7.5	0	8.9	10.3	0	8.5	8.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	2	45	0	0	47	2	4	1	0	7	0	43	2	0	45	99
% Single-Unit Trucks	0	0	0	0	0	0.6	1.8	0	0	1.6	0.5	1	0.9	0	0.7	0	1.9	1.7	0	1.7	1.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	3	14	1	0	18	1	38	0	0	39	7	22	6	0	35	1	37	3	0	41	133
% Bicycles on Road	100	100	100	0	12.4	0.3	1.5	0	0	1.3	1.9	5.3	5.5	0	3.4	100	1.6	2.6	0	1.6	2
Pedestrians	0	0	0	127	127	0	0	0	102	102	0	0	0	117	117	0	0	0	146	146	492
% Pedestrians	0	0	0	100	87.6	0	0	0	100	3.5	0	0	0	100	11.5	0	0	0	100	5.7	7.4

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File Name : 10- Hildreth (SAT)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:45 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45 AM																					
09:45 AM	0	0	0	3	3	7	76	0	4	87	12	10	5	2	29	0	76	4	1	81	200
10:00 AM	0	0	0	9	9	17	74	0	8	99	24	30	1	13	68	0	97	4	16	117	293
10:15 AM	0	0	0	8	8	12	58	0	15	85	28	22	5	4	59	0	89	1	5	95	247
10:30 AM	0	1	0	7	8	16	86	0	1	103	21	15	2	6	44	0	83	2	4	89	244
Total Volume	0	1	0	27	28	52	294	0	28	374	85	77	13	25	200	0	345	11	26	382	984
% App. Total	0	3.6	0	96.4		13.9	78.6	0	7.5		42.5	38.5	6.5	12.5		0	90.3	2.9	6.8		
PHF	.000	.250	.000	.750	.778	.765	.855	.000	.467	.908	.759	.642	.650	.481	.735	.000	.889	.688	.406	.816	.840
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.5	0.2
Cars	0	0	0	0	0	45	260	0	0	305	75	65	11	0	151	0	307	9	0	316	772
% Cars	0	0	0	0	0	86.5	88.4	0	0	81.6	88.2	84.4	84.6	0	75.5	0	89.0	81.8	0	82.7	78.5
Light Goods Vehicles	0	0	0	0	0	6	25	0	0	31	8	6	2	0	16	0	30	1	0	31	78
% Light Goods Vehicles	0	0	0	0	0	11.5	8.5	0	0	8.3	9.4	7.8	15.4	0	8.0	0	8.7	9.1	0	8.1	7.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
% Single-Unit Trucks	0	0	0	0	0	1.9	1.4	0	0	1.3	0	0	0	0	0	0	0.6	0	0	0.5	0.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	0	0	1	0	5	0	0	5	2	6	0	0	8	0	4	1	0	5	19
% Bicycles on Road	0	100	0	0	3.6	0	1.7	0	0	1.3	2.4	7.8	0	0	4.0	0	1.2	9.1	0	1.3	1.9
Pedestrians	0	0	0	27	27	0	0	0	28	28	0	0	0	25	25	0	0	0	26	26	106
% Pedestrians	0	0	0	100	96.4	0	0	0	100	7.5	0	0	0	100	12.5	0	0	0	100	6.8	10.8

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File Name : 10- Hildreth (Weekday)
Site Code :
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	20	0	0	21	0	1	0	0	1	0	15	0	0	15	37
07:15 AM	0	0	0	1	1	2	18	0	0	20	2	0	1	0	3	0	17	1	1	19	43
07:30 AM	0	0	0	1	1	3	23	0	0	26	3	3	0	0	6	0	22	2	0	24	57
07:45 AM	0	0	0	0	0	3	26	0	0	29	2	9	4	1	16	0	29	1	2	32	77
Total	0	0	0	2	2	9	87	0	0	96	7	13	5	1	26	0	83	4	3	90	214
08:00 AM	0	1	0	1	2	7	30	1	0	38	1	7	1	5	14	0	40	2	0	42	96
08:15 AM	0	3	0	0	3	9	35	0	5	49	6	2	3	2	13	0	35	2	1	38	103
08:30 AM	0	0	0	1	1	1	38	0	0	39	3	5	4	4	16	0	60	2	4	66	122
08:45 AM	0	1	0	2	3	2	46	0	1	49	10	7	1	1	19	0	47	2	1	50	121
Total	0	5	0	4	9	19	149	1	6	175	20	21	9	12	62	0	182	8	6	196	442
09:00 AM	0	4	0	1	5	5	40	0	1	46	8	2	4	2	16	0	51	2	2	55	122
09:15 AM	1	0	0	4	5	7	46	0	2	55	4	6	0	0	10	0	58	2	0	60	130
09:30 AM	0	0	0	0	0	3	36	0	2	41	3	6	0	4	13	0	49	4	0	53	107
09:45 AM	0	0	0	0	0	2	49	0	0	51	3	9	2	5	19	1	64	6	0	71	141
Total	1	4	0	5	10	17	171	0	5	193	18	23	6	11	58	1	222	14	2	239	500
10:00 AM	0	0	0	0	0	3	32	0	1	36	2	1	0	0	3	1	50	3	0	54	93
10:15 AM	0	1	0	2	3	6	40	0	1	47	3	10	0	5	18	0	59	3	6	68	136
10:30 AM	0	1	0	0	1	4	53	0	0	57	3	7	2	2	14	0	57	1	3	61	133
10:45 AM	0	0	0	1	1	4	68	0	1	73	6	9	1	6	22	0	57	0	0	57	153
Total	0	2	0	3	5	17	193	0	3	213	14	27	3	13	57	1	223	7	9	240	515
02:00 PM	0	0	0	4	4	3	50	0	5	58	5	10	1	1	17	0	42	2	0	44	123
02:15 PM	1	0	0	1	2	4	52	0	5	61	7	13	1	4	25	0	39	2	3	44	132
02:30 PM	0	1	1	3	5	4	42	0	0	46	7	10	2	0	19	0	57	2	0	59	129
02:45 PM	0	0	0	2	2	9	48	0	0	57	7	9	1	1	18	0	50	4	0	54	131
Total	1	1	1	10	13	20	192	0	10	222	26	42	5	6	79	0	188	10	3	201	515
03:00 PM	0	0	0	3	3	0	54	0	0	54	5	16	1	1	23	0	43	1	0	44	124
03:15 PM	0	0	0	4	4	8	61	0	1	70	6	11	3	4	24	0	53	4	1	58	156
03:30 PM	0	3	0	7	10	5	59	2	2	68	4	10	2	2	18	0	70	3	1	74	170
03:45 PM	0	0	0	1	1	9	43	1	3	56	9	11	2	5	27	0	60	3	1	64	148
Total	0	3	0	15	18	22	217	3	6	248	24	48	8	12	92	0	226	11	3	240	598
04:00 PM	0	0	0	2	2	6	34	0	2	42	7	13	2	2	24	1	58	1	6	66	134
04:15 PM	0	1	0	2	3	5	51	0	0	56	4	5	4	0	13	1	62	3	0	66	138
04:30 PM	0	0	0	0	0	6	46	0	1	53	12	14	0	8	34	0	43	1	1	45	132
04:45 PM	0	2	0	1	3	7	60	1	0	68	3	20	2	5	30	0	52	4	0	56	157
Total	0	3	0	5	8	24	191	1	3	219	26	52	8	15	101	2	215	9	7	233	561

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File Name : 10- Hildreth (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	1	0	0	0	1	9	54	0	1	64	7	12	1	0	20	0	83	5	1	89	174
05:15 PM	0	0	0	1	1	6	54	0	1	61	10	4	2	5	21	0	50	4	0	54	137
05:30 PM	0	0	0	1	1	8	57	0	0	65	10	25	3	1	39	0	58	3	1	62	167
05:45 PM	0	2	0	0	2	6	61	0	2	69	6	6	1	4	17	0	50	2	2	54	142
Total	1	2	0	2	5	29	226	0	4	259	33	47	7	10	97	0	241	14	4	259	620
Grand Total	3	20	1	46	70	157	1426	5	37	1625	168	273	51	80	572	4	1580	77	37	1698	3965
Apprch %	4.3	28.6	1.4	65.7		9.7	87.8	0.3	2.3		29.4	47.7	8.9	14		0.2	93.1	4.5	2.2		
Total %	0.1	0.5	0	1.2	1.8	4	36	0.1	0.9	41	4.2	6.9	1.3	2	14.4	0.1	39.8	1.9	0.9	42.8	
Motorcycles	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	2	0	0	2	10
% Motorcycles	0	0	0	0	0	0	0.5	0	0	0.4	0	0.4	0	0	0.2	0	0.1	0	0	0.1	0.3
Cars	0	0	0	0	0	133	1145	0	0	1278	147	199	36	0	382	3	1274	68	0	1345	3005
% Cars	0	0	0	0	0	84.7	80.3	0	0	78.6	87.5	72.9	70.6	0	66.8	75	80.6	88.3	0	79.2	75.8
Light Goods Vehicles	0	0	0	0	0	21	169	0	0	190	17	26	9	0	52	0	185	3	0	188	430
% Light Goods Vehicles	0	0	0	0	0	13.4	11.9	0	0	11.7	10.1	9.5	17.6	0	9.1	0	11.7	3.9	0	11.1	10.8
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	7
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.1	1.3	0	0.2	0.2
Single-Unit Trucks	0	0	0	0	0	2	62	0	0	64	3	4	3	0	10	0	73	4	0	77	151
% Single-Unit Trucks	0	0	0	0	0	1.3	4.3	0	0	3.9	1.8	1.5	5.9	0	1.7	0	4.6	5.2	0	4.5	3.8
Articulated Trucks	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	6	0	0	6	14
% Articulated Trucks	0	0	0	0	0	0	0.5	0	0	0.4	0.6	0	0	0	0.2	0	0.4	0	0	0.4	0.4
Bicycles on Road	3	20	1	0	24	1	32	5	0	38	0	43	3	0	46	1	38	1	0	40	148
% Bicycles on Road	100	100	100	0	34.3	0.6	2.2	100	0	2.3	0	15.8	5.9	0	8	25	2.4	1.3	0	2.4	3.7
Pedestrians	0	0	0	46	46	0	0	0	37	37	0	0	0	80	80	0	0	0	37	37	200
% Pedestrians	0	0	0	100	65.7	0	0	0	100	2.3	0	0	0	100	14	0	0	0	100	2.2	5

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File Name : 10- Hildreth (Weekday)
Site Code :
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	3	32	0	1	36	2	1	0	0	3	1	50	3	0	54	93
10:15 AM	0	1	0	2	3	6	40	0	1	47	3	10	0	5	18	0	59	3	6	68	136
10:30 AM	0	1	0	0	1	4	53	0	0	57	3	7	2	2	14	0	57	1	3	61	133
10:45 AM	0	0	0	1	1	4	68	0	1	73	6	9	1	6	22	0	57	0	0	57	153
Total Volume	0	2	0	3	5	17	193	0	3	213	14	27	3	13	57	1	223	7	9	240	515
% App. Total	0	40	0	60		8	90.6	0	1.4		24.6	47.4	5.3	22.8		0.4	92.9	2.9	3.8		
PHF	.000	.500	.000	.375	.417	.708	.710	.000	.750	.729	.583	.675	.375	.542	.648	.250	.945	.583	.375	.882	.842
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Motorcycles	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Cars	0	0	0	0	0	16	142	0	0	158	12	21	2	0	35	1	180	6	0	187	380
% Cars	0	0	0	0	0	94.1	73.6	0	0	74.2	85.7	77.8	66.7	0	61.4	100	80.7	85.7	0	77.9	73.8
Light Goods Vehicles	0	0	0	0	0	1	34	0	0	35	2	1	1	0	4	0	30	0	0	30	69
% Light Goods Vehicles	0	0	0	0	0	5.9	17.6	0	0	16.4	14.3	3.7	33.3	0	7.0	0	13.5	0	0	12.5	13.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	12	0	0	12	0	1	0	0	1	0	7	1	0	8	21
% Single-Unit Trucks	0	0	0	0	0	0	6.2	0	0	5.6	0	3.7	0	0	1.8	0	3.1	14.3	0	3.3	4.1
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	2	0	0	2	0	3	0	0	3	0	4	0	0	4	0	6	0	0	6	15
% Bicycles on Road	0	100	0	0	40.0	0	1.6	0	0	1.4	0	14.8	0	0	7.0	0	2.7	0	0	2.5	2.9
Pedestrians	0	0	0	3	3	0	0	0	3	3	0	0	0	13	13	0	0	0	9	9	28
% Pedestrians	0	0	0	100	60.0	0	0	0	100	1.4	0	0	0	100	22.8	0	0	0	100	3.8	5.4

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File Name : 10- Hildreth (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	0	0	0	1	9	54	0	1	64	7	12	1	0	20	0	83	5	1	89	174
05:15 PM	0	0	0	1	1	6	54	0	1	61	10	4	2	5	21	0	50	4	0	54	137
05:30 PM	0	0	0	1	1	8	57	0	0	65	10	25	3	1	39	0	58	3	1	62	167
05:45 PM	0	2	0	0	2	6	61	0	2	69	6	6	1	4	17	0	50	2	2	54	142
Total Volume	1	2	0	2	5	29	226	0	4	259	33	47	7	10	97	0	241	14	4	259	620
% App. Total	20	40	0	40		11.2	87.3	0	1.5		34	48.5	7.2	10.3		0	93.1	5.4	1.5		
PHF	.250	.250	.000	.500	.625	.806	.926	.000	.500	.938	.825	.470	.583	.500	.622	.000	.726	.700	.500	.728	.891
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Motorcycles	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0.3
Cars	0	0	0	0	0	24	208	0	0	232	30	24	6	0	60	0	220	14	0	234	526
% Cars	0	0	0	0	0	82.8	92.0	0	0	89.6	90.9	51.1	85.7	0	61.9	0	91.3	100	0	90.3	84.8
Light Goods Vehicles	0	0	0	0	0	3	11	0	0	14	3	2	1	0	6	0	13	0	0	13	33
% Light Goods Vehicles	0	0	0	0	0	10.3	4.9	0	0	5.4	9.1	4.3	14.3	0	6.2	0	5.4	0	0	5.0	5.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	8
% Single-Unit Trucks	0	0	0	0	0	6.9	1.8	0	0	2.3	0	0	0	0	0	0	0.8	0	0	0.8	1.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	1	2	0	0	3	0	2	0	0	2	0	21	0	0	21	0	5	0	0	5	31
% Bicycles on Road	100	100	0	0	60.0	0	0.9	0	0	0.8	0	44.7	0	0	21.6	0	2.1	0	0	1.9	5.0
Pedestrians	0	0	0	2	2	0	0	0	4	4	0	0	0	10	10	0	0	0	4	4	20
% Pedestrians	0	0	0	100	40.0	0	0	0	100	1.5	0	0	0	100	10.3	0	0	0	100	1.5	3.2

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	7	0	5	12	0	38	0	1	39	0	0	0	3	3	2	64	0	1	67	121
08:15 AM	1	11	1	1	14	0	47	2	1	50	0	0	0	2	2	2	55	0	1	58	124
08:30 AM	12	10	1	0	23	0	51	7	2	60	0	0	0	4	4	2	70	0	4	76	163
08:45 AM	5	18	5	4	32	0	69	1	4	74	0	0	0	6	6	3	72	0	1	76	188
Total	18	46	7	10	81	0	205	10	8	223	0	0	0	15	15	9	261	0	7	277	596
09:00 AM	9	12	4	1	26	0	61	6	2	69	0	0	0	14	14	6	87	0	1	94	203
09:15 AM	7	18	4	0	29	0	71	1	0	72	0	1	0	4	5	4	101	0	4	109	215
09:30 AM	7	19	7	3	36	0	97	2	1	100	0	0	0	5	5	7	99	0	2	108	249
09:45 AM	6	23	7	1	37	0	96	2	3	101	0	1	0	1	2	13	94	0	0	107	247
Total	29	72	22	5	128	0	325	11	6	342	0	2	0	24	26	30	381	0	7	418	914
10:00 AM	10	25	8	1	44	0	96	5	0	101	0	0	0	4	4	17	86	0	3	106	255
10:15 AM	10	29	11	3	53	0	84	3	2	89	0	2	0	2	4	9	102	0	0	111	257
10:30 AM	9	23	10	2	44	0	124	2	2	128	0	0	0	1	1	10	108	0	2	120	293
10:45 AM	12	25	5	2	44	0	112	2	1	115	0	0	0	3	3	15	86	2	1	104	266
Total	41	102	34	8	185	0	416	12	5	433	0	2	0	10	12	51	382	2	6	441	1071
11:00 AM	10	24	17	2	53	0	78	8	0	86	1	0	0	5	6	22	78	0	2	102	247
11:15 AM	5	32	15	1	53	0	88	6	2	96	0	0	0	7	7	10	86	4	2	102	258
11:30 AM	6	24	14	1	45	0	108	8	1	117	0	0	0	2	2	4	88	1	3	96	260
11:45 AM	10	29	16	1	56	1	111	6	0	118	0	0	0	1	1	4	72	0	5	81	256
Total	31	109	62	5	207	1	385	28	3	417	1	0	0	15	16	40	324	5	12	381	1021
12:00 PM	2	25	10	6	43	0	112	6	11	129	0	0	0	2	2	5	79	0	6	90	264
12:15 PM	4	23	6	3	36	0	119	7	2	128	0	0	0	8	8	3	90	0	6	99	271
12:30 PM	5	18	12	1	36	0	116	5	3	124	0	0	0	4	4	7	74	0	0	81	245
12:45 PM	8	20	6	3	37	0	133	2	0	135	0	0	0	7	7	4	69	0	0	73	252
Total	19	86	34	13	152	0	480	20	16	516	0	0	0	21	21	19	312	0	12	343	1032
01:00 PM	9	9	10	2	30	0	116	8	2	126	0	1	0	9	10	4	63	0	12	79	245
01:15 PM	2	29	10	3	44	0	106	4	0	110	0	0	0	0	0	8	81	0	3	92	246
01:30 PM	7	31	13	1	52	0	113	3	2	118	0	2	0	2	4	5	66	0	6	77	251
01:45 PM	9	28	17	4	58	0	111	7	0	118	0	0	0	8	8	5	88	0	0	93	277
Total	27	97	50	10	184	0	446	22	4	472	0	3	0	19	22	22	298	0	21	341	1019
02:00 PM	7	28	11	3	49	0	116	9	4	129	0	0	0	7	7	6	98	0	6	110	295
02:15 PM	7	20	13	0	40	0	120	6	0	126	0	0	0	2	2	5	88	0	9	102	270
02:30 PM	7	25	14	0	46	0	114	6	2	122	0	0	0	2	2	2	67	0	0	69	239
02:45 PM	9	17	13	2	41	0	108	4	4	116	0	1	0	5	6	2	76	0	8	86	249
Total	30	90	51	5	176	0	458	25	10	493	0	1	0	16	17	15	329	0	23	367	1053
03:00 PM	6	24	15	0	45	0	115	9	0	124	0	0	0	7	7	5	88	0	4	97	273

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	7	27	8	0	42	0	111	6	0	117	0	0	0	8	8	2	79	0	3	84	251
03:30 PM	11	30	12	8	61	0	96	4	1	101	0	0	0	9	9	3	68	0	2	73	244
03:45 PM	7	27	13	5	52	0	117	3	3	123	0	0	0	2	2	8	74	0	3	85	262
Total	31	108	48	13	200	0	439	22	4	465	0	0	0	26	26	18	309	0	12	339	1030
Grand Total	226	710	308	69	1313	1	3154	150	56	3361	1	8	0	146	155	204	2596	7	100	2907	7736
Apprch %	17.2	54.1	23.5	5.3		0	93.8	4.5	1.7		0.6	5.2	0	94.2		7	89.3	0.2	3.4		
Total %	2.9	9.2	4	0.9	17	0	40.8	1.9	0.7	43.4	0	0.1	0	1.9	2	2.6	33.6	0.1	1.3	37.6	
Motorcycles	1	0	5	0	6	0	14	0	0	14	0	1	0	0	1	0	10	0	0	10	31
% Motorcycles	0.4	0	1.6	0	0.5	0	0.4	0	0	0.4	0	12.5	0	0	0.6	0	0.4	0	0	0.3	0.4
Cars	192	620	270	0	1082	0	2794	135	0	2929	1	0	0	0	1	177	2283	7	0	2467	6479
% Cars	85	87.3	87.7	0	82.4	0	88.6	90	0	87.1	100	0	0	0	0.6	86.8	87.9	100	0	84.9	83.8
Light Goods Vehicles	20	62	30	0	112	0	287	11	0	298	0	0	0	0	0	26	230	0	0	256	666
% Light Goods Vehicles	8.8	8.7	9.7	0	8.5	0	9.1	7.3	0	8.9	0	0	0	0	0	12.7	8.9	0	0	8.8	8.6
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0.3	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	6	5	2	0	13	0	40	3	0	43	0	0	0	0	0	1	45	0	0	46	102
% Single-Unit Trucks	2.7	0.7	0.6	0	1	0	1.3	2	0	1.3	0	0	0	0	0	0.5	1.7	0	0	1.6	1.3
Articulated Trucks	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	5
% Articulated Trucks	0	0.1	0	0	0.1	0	0.1	0.7	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Road	7	22	0	0	29	1	17	0	0	18	0	7	0	0	7	0	27	0	0	27	81
% Bicycles on Road	3.1	3.1	0	0	2.2	100	0.5	0	0	0.5	0	87.5	0	0	4.5	0	1	0	0	0.9	1
Pedestrians	0	0	0	69	69	0	0	0	56	56	0	0	0	146	146	0	0	0	100	100	371
% Pedestrians	0	0	0	100	5.3	0	0	0	100	1.7	0	0	0	100	94.2	0	0	0	100	3.4	4.8

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:45 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45 AM																					
09:45 AM	6	23	7	1	37	0	96	2	3	101	0	1	0	1	2	13	94	0	0	107	247
10:00 AM	10	25	8	1	44	0	96	5	0	101	0	0	0	4	4	17	86	0	3	106	255
10:15 AM	10	29	11	3	53	0	84	3	2	89	0	2	0	2	4	9	102	0	0	111	257
10:30 AM	9	23	10	2	44	0	124	2	2	128	0	0	0	1	1	10	108	0	2	120	293
Total Volume	35	100	36	7	178	0	400	12	7	419	0	3	0	8	11	49	390	0	5	444	1052
% App. Total	19.7	56.2	20.2	3.9		0	95.5	2.9	1.7		0	27.3	0	72.7		11	87.8	0	1.1		
PHF	.875	.862	.818	.583	.840	.000	.806	.600	.583	.818	.000	.375	.000	.500	.688	.721	.903	.000	.417	.925	.898
Motorcycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
% Motorcycles	2.9	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.7	0.4
Cars	26	87	33	0	146	0	363	10	0	373	0	0	0	0	0	42	350	0	0	392	911
% Cars	74.3	87.0	91.7	0	82.0	0	90.8	83.3	0	89.0	0	0	0	0	0	85.7	89.7	0	0	88.3	86.6
Light Goods Vehicles	5	8	3	0	16	0	30	2	0	32	0	0	0	0	0	6	35	0	0	41	89
% Light Goods Vehicles	14.3	8.0	8.3	0	9.0	0	7.5	16.7	0	7.6	0	0	0	0	0	12.2	9.0	0	0	9.2	8.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
% Single-Unit Trucks	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	2.0	0.3	0	0	0.5	0.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	3	5	0	0	8	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	16
% Bicycles on Road	8.6	5.0	0	0	4.5	0	1.0	0	0	1.0	0	100	0	0	27.3	0	0.3	0	0	0.2	1.5
Pedestrians	0	0	0	7	7	0	0	0	7	7	0	0	0	8	8	0	0	0	5	5	27
% Pedestrians	0	0	0	100	3.9	0	0	0	100	1.7	0	0	0	100	72.7	0	0	0	100	1.1	2.6

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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	2	1	0	4	0	26	1	0	27	0	0	0	1	1	1	15	0	0	16	48
07:15 AM	1	3	0	1	5	0	19	1	0	20	1	0	0	2	3	0	22	0	0	22	50
07:30 AM	2	16	2	3	23	0	18	4	0	22	0	0	0	1	1	0	23	0	0	23	69
07:45 AM	2	4	2	0	8	0	30	3	0	33	0	0	0	0	0	1	28	0	0	29	70
Total	6	25	5	4	40	0	93	9	0	102	1	0	0	4	5	2	88	0	0	90	237
08:00 AM	4	9	0	0	13	0	33	3	2	38	0	2	0	6	8	2	43	0	0	45	104
08:15 AM	6	12	6	2	26	0	33	0	1	34	0	0	0	3	3	3	33	0	0	36	99
08:30 AM	6	13	6	1	26	0	42	1	2	45	0	0	0	5	5	5	53	0	1	59	135
08:45 AM	6	15	2	1	24	0	46	6	0	52	0	0	0	5	5	3	53	0	1	57	138
Total	22	49	14	4	89	0	154	10	5	169	0	2	0	19	21	13	182	0	2	197	476
09:00 AM	4	14	4	3	25	0	49	4	3	56	0	0	0	6	6	5	54	0	1	60	147
09:15 AM	5	8	0	0	13	0	52	2	1	55	0	0	0	6	6	1	65	0	1	67	141
09:30 AM	3	14	3	1	21	0	38	2	4	44	0	0	0	4	4	1	58	0	0	59	128
09:45 AM	6	9	2	0	17	1	51	3	3	58	0	0	0	10	10	6	66	0	2	74	159
Total	18	45	9	4	76	1	190	11	11	213	0	0	0	26	26	13	243	0	4	260	575
10:00 AM	4	10	4	0	18	1	40	8	2	51	0	0	0	1	1	4	52	0	6	62	132
10:15 AM	10	10	2	1	23	0	43	4	1	48	1	0	0	1	2	4	54	1	3	62	135
10:30 AM	7	16	9	0	32	0	52	1	0	53	0	0	0	2	2	3	63	0	4	70	157
10:45 AM	5	13	7	1	26	0	74	5	3	82	0	0	0	0	0	4	67	0	0	71	179
Total	26	49	22	2	99	1	209	18	6	234	1	0	0	4	5	15	236	1	13	265	603
02:00 PM	5	13	10	1	29	0	60	4	2	66	0	1	0	2	3	4	47	0	1	52	150
02:15 PM	2	6	3	4	15	1	51	6	2	60	0	2	0	0	2	1	42	0	0	43	120
02:30 PM	4	18	2	0	24	0	58	4	0	62	0	1	0	1	2	4	61	1	4	70	158
02:45 PM	1	7	5	1	14	0	55	4	0	59	0	0	0	1	1	3	56	0	0	59	133
Total	12	44	20	6	82	1	224	18	4	247	0	4	0	4	8	12	206	1	5	224	561
03:00 PM	1	9	9	1	20	0	63	4	0	67	0	0	0	0	0	5	44	0	10	59	146
03:15 PM	5	13	5	3	26	0	68	3	2	73	0	2	0	1	3	2	54	0	0	56	158
03:30 PM	1	17	7	4	29	0	57	2	1	60	0	0	0	4	4	2	64	0	0	66	159
03:45 PM	5	14	6	4	29	0	49	3	0	52	0	0	0	5	5	0	59	1	1	61	147
Total	12	53	27	12	104	0	237	12	3	252	0	2	0	10	12	9	221	1	11	242	610
04:00 PM	2	11	6	1	20	0	56	4	0	60	0	0	0	1	1	0	58	0	1	59	140
04:15 PM	5	12	2	1	20	0	66	3	0	69	0	0	0	3	3	2	64	0	2	68	160
04:30 PM	7	11	6	0	24	0	54	4	0	58	0	1	0	5	6	3	53	0	3	59	147
04:45 PM	4	20	5	2	31	0	76	4	0	80	0	1	0	7	8	0	55	0	4	59	178
Total	18	54	19	4	95	0	252	15	0	267	0	2	0	16	18	5	230	0	10	245	625

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File Name : 11- Hand (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	2	11	8	0	21	0	54	5	0	59	2	1	0	6	9	4	77	0	2	83	172
05:15 PM	4	14	6	2	26	1	62	4	0	67	0	0	0	9	9	2	55	0	6	63	165
05:30 PM	6	10	3	1	20	0	75	5	0	80	0	0	0	0	0	1	61	0	3	65	165
05:45 PM	3	9	7	3	22	0	76	4	0	80	1	0	0	1	2	2	62	0	1	65	169
Total	15	44	24	6	89	1	267	18	0	286	3	1	0	16	20	9	255	0	12	276	671
Grand Total	129	363	140	42	674	4	1626	111	29	1770	5	11	0	99	115	78	1661	3	57	1799	4358
Apprch %	19.1	53.9	20.8	6.2		0.2	91.9	6.3	1.6		4.3	9.6	0	86.1		4.3	92.3	0.2	3.2		
Total %	3	8.3	3.2	1	15.5	0.1	37.3	2.5	0.7	40.6	0.1	0.3	0	2.3	2.6	1.8	38.1	0.1	1.3	41.3	
Motorcycles	1	2	1	0	4	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	10
% Motorcycles	0.8	0.6	0.7	0	0.6	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Cars	105	292	117	0	514	0	1338	86	0	1424	3	0	0	0	3	67	1332	3	0	1402	3343
% Cars	81.4	80.4	83.6	0	76.3	0	82.3	77.5	0	80.5	60	0	0	0	2.6	85.9	80.2	100	0	77.9	76.7
Light Goods Vehicles	18	45	14	0	77	0	197	13	0	210	0	0	0	0	0	10	210	0	0	220	507
% Light Goods Vehicles	14	12.4	10	0	11.4	0	12.1	11.7	0	11.9	0	0	0	0	0	12.8	12.6	0	0	12.2	11.6
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.1
Single-Unit Trucks	4	6	1	0	11	0	56	8	0	64	0	0	0	0	0	0	76	0	0	76	151
% Single-Unit Trucks	3.1	1.7	0.7	0	1.6	0	3.4	7.2	0	3.6	0	0	0	0	0	0	4.6	0	0	4.2	3.5
Articulated Trucks	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	12
% Articulated Trucks	0	0	0.7	0	0.1	0	0.2	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.4	0.3
Bicycles on Road	1	18	6	0	25	4	25	4	0	33	2	11	0	0	13	1	30	0	0	31	102
% Bicycles on Road	0.8	5	4.3	0	3.7	100	1.5	3.6	0	1.9	40	100	0	0	11.3	1.3	1.8	0	0	1.7	2.3
Pedestrians	0	0	0	42	42	0	0	0	29	29	0	0	0	99	99	0	0	0	57	57	227
% Pedestrians	0	0	0	100	6.2	0	0	0	100	1.6	0	0	0	100	86.1	0	0	0	100	3.2	5.2

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File Name : 11- Hand (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	4	10	4	0	18	1	40	8	2	51	0	0	0	1	1	4	52	0	6	62	132
10:15 AM	10	10	2	1	23	0	43	4	1	48	1	0	0	1	2	4	54	1	3	62	135
10:30 AM	7	16	9	0	32	0	52	1	0	53	0	0	0	2	2	3	63	0	4	70	157
10:45 AM	5	13	7	1	26	0	74	5	3	82	0	0	0	0	0	4	67	0	0	71	179
Total Volume	26	49	22	2	99	1	209	18	6	234	1	0	0	4	5	15	236	1	13	265	603
% App. Total	26.3	49.5	22.2	2		0.4	89.3	7.7	2.6		20	0	0	80		5.7	89.1	0.4	4.9		
PHF	.650	.766	.611	.500	.773	.250	.706	.563	.500	.713	.250	.000	.000	.500	.625	.938	.881	.250	.542	.933	.842
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	39	17	0	78	0	156	15	0	171	1	0	0	0	1	11	194	1	0	206	456
% Cars	84.6	79.6	77.3	0	78.8	0	74.6	83.3	0	73.1	100	0	0	0	20.0	73.3	82.2	100	0	77.7	75.6
Light Goods Vehicles	4	10	3	0	17	0	41	2	0	43	0	0	0	0	0	3	27	0	0	30	90
% Light Goods Vehicles	15.4	20.4	13.6	0	17.2	0	19.6	11.1	0	18.4	0	0	0	0	0	20.0	11.4	0	0	11.3	14.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	10	0	0	10	20
% Single-Unit Trucks	0	0	0	0	0	0	4.3	5.6	0	4.3	0	0	0	0	0	0	4.2	0	0	3.8	3.3
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	1	5	0	0	6	11
% Bicycles on Road	0	0	9.1	0	2.0	100	1.0	0	0	1.3	0	0	0	0	0	6.7	2.1	0	0	2.3	1.8
Pedestrians	0	0	0	2	2	0	0	0	6	6	0	0	0	4	4	0	0	0	13	13	25
% Pedestrians	0	0	0	100	2.0	0	0	0	100	2.6	0	0	0	100	80.0	0	0	0	100	4.9	4.1

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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	11	8	0	21	0	54	5	0	59	2	1	0	6	9	4	77	0	2	83	172
05:15 PM	4	14	6	2	26	1	62	4	0	67	0	0	0	9	9	2	55	0	6	63	165
05:30 PM	6	10	3	1	20	0	75	5	0	80	0	0	0	0	0	1	61	0	3	65	165
05:45 PM	3	9	7	3	22	0	76	4	0	80	1	0	0	1	2	2	62	0	1	65	169
Total Volume	15	44	24	6	89	1	267	18	0	286	3	1	0	16	20	9	255	0	12	276	671
% App. Total	16.9	49.4	27	6.7		0.3	93.4	6.3	0		15	5	0	80		3.3	92.4	0	4.3		
PHF	.625	.786	.750	.500	.856	.250	.878	.900	.000	.894	.375	.250	.000	.444	.556	.563	.828	.000	.500	.831	.975
Motorcycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Motorcycles	0	0	4.2	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.7	0.4
Cars	14	37	22	0	73	0	243	17	0	260	1	0	0	0	1	8	232	0	0	240	574
% Cars	93.3	84.1	91.7	0	82.0	0	91.0	94.4	0	90.9	33.3	0	0	0	5.0	88.9	91.0	0	0	87.0	85.5
Light Goods Vehicles	1	5	0	0	6	0	18	1	0	19	0	0	0	0	0	1	19	0	0	20	45
% Light Goods Vehicles	6.7	11.4	0	0	6.7	0	6.7	5.6	0	6.6	0	0	0	0	0	11.1	7.5	0	0	7.2	6.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
% Single-Unit Trucks	0	0	4.2	0	1.1	0	1.5	0	0	1.4	0	0	0	0	0	0	0	0	0	0	0.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	2	0	0	2	1	2	0	0	3	2	1	0	0	3	0	2	0	0	2	10
% Bicycles on Road	0	4.5	0	0	2.2	100	0.7	0	0	1.0	66.7	100	0	0	15.0	0	0.8	0	0	0.7	1.5
Pedestrians	0	0	0	6	6	0	0	0	0	0	0	0	0	16	16	0	0	0	12	12	34
% Pedestrians	0	0	0	100	6.7	0	0	0	0	0	0	0	0	100	80.0	0	0	0	100	4.3	5.1

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File Name : 12- Rio Grande (SAT)
Site Code :
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	3	77	21	3	104	32	34	4	0	70	3	71	1	1	76	4	26	37	1	68	318
08:15 AM	15	68	28	0	111	34	37	11	6	88	2	63	1	3	69	0	21	34	1	56	324
08:30 AM	20	97	38	1	156	31	40	8	0	79	4	81	1	6	92	3	39	28	1	71	398
08:45 AM	8	108	43	0	159	41	56	9	3	109	6	94	3	7	110	1	37	41	2	81	459
Total	46	350	130	4	530	138	167	32	9	346	15	309	6	17	347	8	123	140	5	276	1499
09:00 AM	13	107	36	0	156	48	50	1	9	108	5	112	1	5	123	4	45	36	3	88	475
09:15 AM	16	124	33	1	174	71	52	5	3	131	5	135	2	4	146	7	56	34	3	100	551
09:30 AM	20	98	51	2	171	85	73	7	3	168	5	147	3	5	160	8	64	29	3	104	603
09:45 AM	22	129	52	5	208	52	85	7	4	148	13	142	3	11	169	2	72	24	2	100	625
Total	71	458	172	8	709	256	260	20	19	555	28	536	9	25	598	21	237	123	11	392	2254
10:00 AM	9	131	55	0	195	60	74	5	12	151	8	172	6	3	189	4	62	25	0	91	626
10:15 AM	17	140	57	5	219	67	72	5	14	158	3	139	4	6	152	4	80	26	7	117	646
10:30 AM	22	140	49	10	221	53	94	4	5	156	8	133	5	1	147	7	88	22	3	120	644
10:45 AM	20	107	60	3	190	53	85	4	16	158	3	118	5	12	138	9	62	22	1	94	580
Total	68	518	221	18	825	233	325	18	47	623	22	562	20	22	626	24	292	95	11	422	2496
11:00 AM	12	127	48	4	191	49	65	4	2	120	7	143	4	9	163	6	67	21	8	102	576
11:15 AM	25	145	46	7	223	54	73	8	5	140	13	105	4	17	139	9	64	24	2	99	601
11:30 AM	9	149	66	7	231	72	94	2	11	179	9	111	3	13	136	3	69	27	3	102	648
11:45 AM	11	134	52	2	199	72	100	6	4	182	8	94	1	2	105	3	65	26	7	101	587
Total	57	555	212	20	844	247	332	20	22	621	37	453	12	41	543	21	265	98	20	404	2412
12:00 PM	22	149	58	5	234	75	94	6	16	191	8	96	2	6	112	3	60	21	3	87	624
12:15 PM	13	144	64	4	225	64	106	6	14	190	5	92	3	10	110	3	73	21	6	103	628
12:30 PM	13	152	63	6	234	67	100	11	9	187	3	100	4	9	116	6	63	11	4	84	621
12:45 PM	18	124	52	8	202	75	108	8	10	201	5	77	3	3	88	2	57	16	11	86	577
Total	66	569	237	23	895	281	408	31	49	769	21	365	12	28	426	14	253	69	24	360	2450
01:00 PM	23	155	51	1	230	81	90	7	6	184	3	103	2	18	126	2	54	18	10	84	624
01:15 PM	12	163	64	9	248	61	94	9	10	174	10	110	4	4	128	1	66	20	6	93	643
01:30 PM	24	131	54	6	215	71	93	9	9	182	5	108	1	8	122	5	58	20	6	89	608
01:45 PM	21	141	65	0	227	68	92	5	8	173	5	103	2	8	118	3	76	21	8	108	626
Total	80	590	234	16	920	281	369	30	33	713	23	424	9	38	494	11	254	79	30	374	2501
02:00 PM	27	124	57	10	218	63	84	11	10	168	4	89	5	8	106	8	80	22	6	116	608
02:15 PM	23	123	79	11	236	75	101	4	7	187	4	112	4	4	124	4	66	25	4	99	646
02:30 PM	21	140	60	1	222	70	91	3	5	169	3	80	5	7	95	1	69	15	8	93	579
02:45 PM	23	132	65	4	224	76	81	8	11	176	5	100	2	14	121	5	56	22	15	98	619
Total	94	519	261	26	900	284	357	26	33	700	16	381	16	33	446	18	271	84	33	406	2452
03:00 PM	17	126	61	2	206	65	95	5	2	167	10	109	5	11	135	4	71	19	4	98	606

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File Name : 12- Rio Grande (SAT)
Site Code :
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:15 PM	24	122	44	0	190	72	90	4	8	174	9	124	2	21	156	7	49	23	0	79	599
03:30 PM	19	141	64	7	231	60	77	8	11	156	9	115	3	19	146	4	57	26	7	94	627
03:45 PM	23	124	71	3	221	85	83	9	8	185	5	105	3	9	122	3	61	20	11	95	623
Total	83	513	240	12	848	282	345	26	29	682	33	453	13	60	559	18	238	88	22	366	2455
Grand Total	565	4072	1707	127	6471	2002	2563	203	241	5009	195	3483	97	264	4039	135	1933	776	156	3000	18519
Apprch %	8.7	62.9	26.4	2		40	51.2	4.1	4.8		4.8	86.2	2.4	6.5		4.5	64.4	25.9	5.2		
Total %	3.1	22	9.2	0.7	34.9	10.8	13.8	1.1	1.3	27	1.1	18.8	0.5	1.4	21.8	0.7	10.4	4.2	0.8	16.2	
Motorcycles	2	17	7	0	26	1	11	0	0	12	0	17	0	0	17	2	9	3	0	14	69
% Motorcycles	0.4	0.4	0.4	0	0.4	0	0.4	0	0	0.2	0	0.5	0	0	0.4	1.5	0.5	0.4	0	0.5	0.4
Cars	496	3660	1470	0	5626	1797	2277	183	0	4257	181	3176	89	0	3446	123	1666	695	0	2484	15813
% Cars	87.8	89.9	86.1	0	86.9	89.8	88.8	90.1	0	85	92.8	91.2	91.8	0	85.3	91.1	86.2	89.6	0	82.8	85.4
Light Goods Vehicles	52	366	172	0	590	139	239	17	0	395	14	253	5	0	272	6	197	62	0	265	1522
% Light Goods Vehicles	9.2	9	10.1	0	9.1	6.9	9.3	8.4	0	7.9	7.2	7.3	5.2	0	6.7	4.4	10.2	8	0	8.8	8.2
Buses	0	9	37	0	46	38	0	0	0	38	0	3	0	0	3	0	1	0	0	1	88
% Buses	0	0.2	2.2	0	0.7	1.9	0	0	0	0.8	0	0.1	0	0	0.1	0	0.1	0	0	0	0.5
Single-Unit Trucks	14	17	20	0	51	25	26	3	0	54	0	23	3	0	26	4	26	16	0	46	177
% Single-Unit Trucks	2.5	0.4	1.2	0	0.8	1.2	1	1.5	0	1.1	0	0.7	3.1	0	0.6	3	1.3	2.1	0	1.5	1
Articulated Trucks	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	6
% Articulated Trucks	0	0	0.1	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0	0
Bicycles on Road	1	3	0	0	4	2	7	0	0	9	0	10	0	0	10	0	33	0	0	33	56
% Bicycles on Road	0.2	0.1	0	0	0.1	0.1	0.3	0	0	0.2	0	0.3	0	0	0.2	0	1.7	0	0	1.1	0.3
Pedestrians	0	0	0	127	127	0	0	0	241	241	0	0	0	264	264	0	0	0	156	156	788
% Pedestrians	0	0	0	100	2	0	0	0	100	4.8	0	0	0	100	6.5	0	0	0	100	5.2	4.3

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File Name : 12- Rio Grande (SAT)
Site Code :
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:45 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45 AM																					
09:45 AM	22	129	52	5	208	52	85	7	4	148	13	142	3	11	169	2	72	24	2	100	625
10:00 AM	9	131	55	0	195	60	74	5	12	151	8	172	6	3	189	4	62	25	0	91	626
10:15 AM	17	140	57	5	219	67	72	5	14	158	3	139	4	6	152	4	80	26	7	117	646
10:30 AM	22	140	49	10	221	53	94	4	5	156	8	133	5	1	147	7	88	22	3	120	644
Total Volume	70	540	213	20	843	232	325	21	35	613	32	586	18	21	657	17	302	97	12	428	2541
% App. Total	8.3	64.1	25.3	2.4		37.8	53	3.4	5.7		4.9	89.2	2.7	3.2		4	70.6	22.7	2.8		
PHF	.795	.964	.934	.500	.954	.866	.864	.750	.625	.970	.615	.852	.750	.477	.869	.607	.858	.933	.429	.892	.983
Motorcycles	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
% Motorcycles	0	0.4	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1
Cars	63	476	179	0	718	211	293	19	0	523	32	544	18	0	594	17	269	88	0	374	2209
% Cars	90.0	88.1	84.0	0	85.2	90.9	90.2	90.5	0	85.3	100	92.8	100	0	90.4	100	89.1	90.7	0	87.4	86.9
Light Goods Vehicles	6	55	27	0	88	14	29	1	0	44	0	37	0	0	37	0	30	8	0	38	207
% Light Goods Vehicles	8.6	10.2	12.7	0	10.4	6.0	8.9	4.8	0	7.2	0	6.3	0	0	5.6	0	9.9	8.2	0	8.9	8.1
Buses	0	3	5	0	8	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	13
% Buses	0	0.6	2.3	0	0.9	1.7	0	0	0	0.7	0	0.2	0	0	0.2	0	0	0	0	0	0.5
Single-Unit Trucks	1	3	2	0	6	3	2	1	0	6	0	3	0	0	3	0	1	1	0	2	17
% Single-Unit Trucks	1.4	0.6	0.9	0	0.7	1.3	0.6	4.8	0	1.0	0	0.5	0	0	0.5	0	0.3	1.0	0	0.5	0.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
% Bicycles on Road	0	0.2	0	0	0.1	0	0.3	0	0	0.2	0	0.2	0	0	0.2	0	0.3	0	0	0.2	0.2
Pedestrians	0	0	0	20	20	0	0	0	35	35	0	0	0	21	21	0	0	0	12	12	88
% Pedestrians	0	0	0	100	2.4	0	0	0	100	5.7	0	0	0	100	3.2	0	0	0	100	2.8	3.5

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File Name : 12- Rio Grande (Weekday)
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Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	26	9	0	43	14	17	0	0	31	1	36	1	1	39	2	5	9	1	17	130
07:15 AM	7	32	22	1	62	20	17	1	0	38	2	36	0	0	38	1	11	11	0	23	161
07:30 AM	8	47	12	2	69	19	16	1	0	36	1	37	2	4	44	3	16	7	2	28	177
07:45 AM	8	56	26	0	90	18	25	2	2	47	5	44	1	0	50	1	18	10	0	29	216
Total	31	161	69	3	264	71	75	4	2	152	9	153	4	5	171	7	50	37	3	97	684
08:00 AM	9	43	33	1	86	22	28	3	2	55	2	44	0	5	51	0	23	19	1	43	235
08:15 AM	8	56	24	3	91	25	29	1	4	59	3	52	1	2	58	1	23	16	2	42	250
08:30 AM	13	70	35	1	119	33	26	4	1	64	1	53	0	5	59	0	39	28	0	67	309
08:45 AM	12	76	39	0	127	26	45	1	2	74	2	59	0	7	68	2	32	17	2	53	322
Total	42	245	131	5	423	106	128	9	9	252	8	208	1	19	236	3	117	80	5	205	1116
09:00 AM	11	87	34	2	134	36	37	4	3	80	4	73	2	6	85	3	35	20	0	58	357
09:15 AM	11	83	36	0	130	30	48	2	6	86	4	94	1	2	101	1	32	24	0	57	374
09:30 AM	8	107	45	3	163	43	27	4	0	74	7	89	2	5	103	2	31	28	3	64	404
09:45 AM	12	97	43	0	152	46	41	4	5	96	2	85	0	14	101	1	40	27	1	69	418
Total	42	374	158	5	579	155	153	14	14	336	17	341	5	27	390	7	138	99	4	248	1553
10:00 AM	12	106	47	4	169	38	32	2	8	80	6	101	4	3	114	4	28	24	2	58	421
10:15 AM	11	129	49	1	190	48	41	6	14	109	5	110	3	3	121	1	39	19	0	59	479
10:30 AM	18	130	46	0	194	37	34	2	7	80	4	104	1	5	114	4	46	22	1	73	461
10:45 AM	25	130	63	1	219	29	51	5	0	85	3	114	4	2	123	3	36	28	0	67	494
Total	66	495	205	6	772	152	158	15	29	354	18	429	12	13	472	12	149	93	3	257	1855
02:00 PM	12	124	55	0	191	32	46	5	3	86	2	89	1	1	93	7	31	20	3	61	431
02:15 PM	12	131	32	3	178	47	47	7	1	102	10	93	1	3	107	3	30	11	0	44	431
02:30 PM	12	134	39	1	186	46	43	5	5	99	4	76	3	2	85	7	36	18	2	63	433
02:45 PM	9	118	52	5	184	41	43	5	11	100	2	75	2	2	81	3	41	18	5	67	432
Total	45	507	178	9	739	166	179	22	20	387	18	333	7	8	366	20	138	67	10	235	1727
03:00 PM	27	96	30	3	156	42	41	6	2	91	2	86	2	0	90	3	27	24	8	62	399
03:15 PM	13	101	39	2	155	50	51	5	1	107	2	85	0	2	89	1	39	17	6	63	414
03:30 PM	13	108	56	3	180	45	47	4	3	99	8	75	2	4	89	3	38	26	1	68	436
03:45 PM	11	104	46	4	165	42	43	6	7	98	2	87	2	8	99	1	49	16	4	70	432
Total	64	409	171	12	656	179	182	21	13	395	14	333	6	14	367	8	153	83	19	263	1681
04:00 PM	14	90	39	2	145	42	39	6	3	90	8	101	4	9	122	1	37	23	3	64	421
04:15 PM	6	93	43	0	142	63	50	6	2	121	11	99	5	2	117	5	40	23	0	68	448
04:30 PM	9	91	43	1	144	48	50	2	4	104	8	110	2	14	134	3	40	15	3	61	443
04:45 PM	12	66	58	1	137	52	70	6	1	129	7	106	2	7	122	2	41	21	4	68	456
Total	41	340	183	4	568	205	209	20	10	444	34	416	13	32	495	11	158	82	10	261	1768

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File Name : 12- Rio Grande (Weekday)
Site Code :
Start Date : 7/16/2015

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Pedestrians

	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	6	99	44	1	150	71	52	4	4	131	7	136	2	2	147	4	69	22	7	102	530
05:15 PM	10	89	42	3	144	64	53	6	6	129	10	124	4	9	147	6	36	18	3	63	483
05:30 PM	13	76	44	4	137	52	63	9	8	132	3	131	0	4	138	2	40	22	1	65	472
05:45 PM	20	93	62	3	178	54	53	2	5	114	10	107	4	3	124	2	50	16	2	70	486
Total	49	357	192	11	609	241	221	21	23	506	30	498	10	18	556	14	195	78	13	300	1971
Grand Total	380	2888	1287	55	4610	1275	1305	126	120	2826	148	2711	58	136	3053	82	1098	619	67	1866	12355
Apprch %	8.2	62.6	27.9	1.2		45.1	46.2	4.5	4.2		4.8	88.8	1.9	4.5		4.4	58.8	33.2	3.6		
Total %	3.1	23.4	10.4	0.4	37.3	10.3	10.6	1	1	22.9	1.2	21.9	0.5	1.1	24.7	0.7	8.9	5	0.5	15.1	
Motorcycles	1	18	5	0	24	6	4	0	0	10	0	9	1	0	10	0	5	1	0	6	50
% Motorcycles	0.3	0.6	0.4	0	0.5	0.5	0.3	0	0	0.4	0	0.3	1.7	0	0.3	0	0.5	0.2	0	0.3	0.4
Cars	286	2499	1064	0	3849	1123	1122	114	0	2359	120	2367	48	0	2535	71	901	491	0	1463	10206
% Cars	75.3	86.5	82.7	0	83.5	88.1	86	90.5	0	83.5	81.1	87.3	82.8	0	83	86.6	82.1	79.3	0	78.4	82.6
Light Goods Vehicles	41	299	145	0	485	72	146	9	0	227	20	267	7	0	294	6	132	81	0	219	1225
% Light Goods Vehicles	10.8	10.4	11.3	0	10.5	5.6	11.2	7.1	0	8	13.5	9.8	12.1	0	9.6	7.3	12	13.1	0	11.7	9.9
Buses	1	6	46	0	53	36	3	0	0	39	1	4	0	0	5	0	2	0	0	2	99
% Buses	0.3	0.2	3.6	0	1.1	2.8	0.2	0	0	1.4	0.7	0.1	0	0	0.2	0	0.2	0	0	0.1	0.8
Single-Unit Trucks	48	48	19	0	115	27	14	3	0	44	4	45	1	0	50	3	31	42	0	76	285
% Single-Unit Trucks	12.6	1.7	1.5	0	2.5	2.1	1.1	2.4	0	1.6	2.7	1.7	1.7	0	1.6	3.7	2.8	6.8	0	4.1	2.3
Articulated Trucks	3	7	6	0	16	5	1	0	0	6	1	5	1	0	7	1	2	4	0	7	36
% Articulated Trucks	0.8	0.2	0.5	0	0.3	0.4	0.1	0	0	0.2	0.7	0.2	1.7	0	0.2	1.2	0.2	0.6	0	0.4	0.3
Bicycles on Road	0	11	2	0	13	6	15	0	0	21	2	14	0	0	16	1	25	0	0	26	76
% Bicycles on Road	0	0.4	0.2	0	0.3	0.5	1.1	0	0	0.7	1.4	0.5	0	0	0.5	1.2	2.3	0	0	1.4	0.6
Pedestrians	0	0	0	55	55	0	0	0	120	120	0	0	0	136	136	0	0	0	67	67	378
% Pedestrians	0	0	0	100	1.2	0	0	0	100	4.2	0	0	0	100	4.5	0	0	0	100	3.6	3.1

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File Name : 12- Rio Grande (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	12	106	47	4	169	38	32	2	8	80	6	101	4	3	114	4	28	24	2	58	421
10:15 AM	11	129	49	1	190	48	41	6	14	109	5	110	3	3	121	1	39	19	0	59	479
10:30 AM	18	130	46	0	194	37	34	2	7	80	4	104	1	5	114	4	46	22	1	73	461
10:45 AM	25	130	63	1	219	29	51	5	0	85	3	114	4	2	123	3	36	28	0	67	494
Total Volume	66	495	205	6	772	152	158	15	29	354	18	429	12	13	472	12	149	93	3	257	1855
% App. Total	8.5	64.1	26.6	0.8		42.9	44.6	4.2	8.2		3.8	90.9	2.5	2.8		4.7	58	36.2	1.2		
PHF	.660	.952	.813	.375	.881	.792	.775	.625	.518	.812	.750	.941	.750	.650	.959	.750	.810	.830	.375	.880	.939
Motorcycles	0	4	1	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
% Motorcycles	0	0.8	0.5	0	0.6	0.7	0	0	0	0.3	0	0.2	0	0	0.2	0	0	0	0	0	0.4
Cars	44	434	161	0	639	140	132	11	0	283	14	381	10	0	405	9	125	74	0	208	1535
% Cars	66.7	87.7	78.5	0	82.8	92.1	83.5	73.3	0	79.9	77.8	88.8	83.3	0	85.8	75.0	83.9	79.6	0	80.9	82.7
Light Goods Vehicles	13	49	30	0	92	9	22	3	0	34	3	35	2	0	40	2	14	16	0	32	198
% Light Goods Vehicles	19.7	9.9	14.6	0	11.9	5.9	13.9	20.0	0	9.6	16.7	8.2	16.7	0	8.5	16.7	9.4	17.2	0	12.5	10.7
Buses	0	1	9	0	10	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12
% Buses	0	0.2	4.4	0	1.3	1.3	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.6
Single-Unit Trucks	8	6	3	0	17	0	2	1	0	3	1	7	0	0	8	1	3	3	0	7	35
% Single-Unit Trucks	12.1	1.2	1.5	0	2.2	0	1.3	6.7	0	0.8	5.6	1.6	0	0	1.7	8.3	2.0	3.2	0	2.7	1.9
Articulated Trucks	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Articulated Trucks	1.5	0.2	0.5	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	7	0	0	7	14
% Bicycles on Road	0	0	0	0	0	0	1.3	0	0	0.6	0	1.2	0	0	1.1	0	4.7	0	0	2.7	0.8
Pedestrians	0	0	0	6	6	0	0	0	29	29	0	0	0	13	13	0	0	0	3	3	51
% Pedestrians	0	0	0	100	0.8	0	0	0	100	8.2	0	0	0	100	2.8	0	0	0	100	1.2	2.7

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File Name : 12- Rio Grande (Weekday)
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	Southbound Approach From North					Westbound Approach From East					Northbound Approach From South					Eastbound Approach From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	99	44	1	150	71	52	4	4	131	7	136	2	2	147	4	69	22	7	102	530
05:15 PM	10	89	42	3	144	64	53	6	6	129	10	124	4	9	147	6	36	18	3	63	483
05:30 PM	13	76	44	4	137	52	63	9	8	132	3	131	0	4	138	2	40	22	1	65	472
05:45 PM	20	93	62	3	178	54	53	2	5	114	10	107	4	3	124	2	50	16	2	70	486
Total Volume	49	357	192	11	609	241	221	21	23	506	30	498	10	18	556	14	195	78	13	300	1971
% App. Total	8	58.6	31.5	1.8		47.6	43.7	4.2	4.5		5.4	89.6	1.8	3.2		4.7	65	26	4.3		
PHF	.613	.902	.774	.688	.855	.849	.877	.583	.719	.958	.750	.915	.625	.500	.946	.583	.707	.886	.464	.735	.930
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
% Motorcycles	0	0.3	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.4	0	1.5	0	0	1.0	0.3
Cars	44	318	168	0	530	222	206	21	0	449	25	450	9	0	484	14	176	68	0	258	1721
% Cars	89.8	89.1	87.5	0	87.0	92.1	93.2	100	0	88.7	83.3	90.4	90.0	0	87.1	100	90.3	87.2	0	86.0	87.3
Light Goods Vehicles	1	36	15	0	52	11	13	0	0	24	4	42	1	0	47	0	11	8	0	19	142
% Light Goods Vehicles	2.0	10.1	7.8	0	8.5	4.6	5.9	0	0	4.7	13.3	8.4	10.0	0	8.5	0	5.6	10.3	0	6.3	7.2
Buses	0	1	6	0	7	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	14
% Buses	0	0.3	3.1	0	1.1	2.5	0	0	0	1.2	0	0.2	0	0	0.2	0	0	0	0	0	0.7
Single-Unit Trucks	4	1	1	0	6	2	0	0	0	2	1	3	0	0	4	0	0	2	0	2	14
% Single-Unit Trucks	8.2	0.3	0.5	0	1.0	0.8	0	0	0	0.4	3.3	0.6	0	0	0.7	0	0	2.6	0	0.7	0.7
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	0	0	1.0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
% Bicycles on Road	0	0	0	0	0	0	0.9	0	0	0.4	0	0	0	0	0	0	2.6	0	0	1.7	0.4
Pedestrians	0	0	0	11	11	0	0	0	23	23	0	0	0	18	18	0	0	0	13	13	65
% Pedestrians	0	0	0	100	1.8	0	0	0	100	4.5	0	0	0	100	3.2	0	0	0	100	4.3	3.3

Travel Time

SJTPO FY 2016 Local Safety CMAQ Project Development

Cape May County (CR 621)

Field Travel Time Runs - Before Conditions - Summary

Int ID	Intersection	TRAVEL TIME (SEC)					
		SOUTHBOUND			NORTHBOUND		
		AM	PM	SAT	AM	PM	SAT
-	Seaview Ave (South End)	37	34	33	-	-	-
1	Pacific Ave	49	61	51	36	31	35
2	Rambler Rd/Park Blvd	36	34	39	40	36	27
3	Palm Rd	19	20	19	28	27	29
4	Rosemary Rd	28	32	29	29	29	37
5	Sweet Briar Rd	7	8	13	28	29	31
6	Cardinal Rd	13	13	10	17	17	12
7	Aster Rd	20	23	19	8	8	7
8	Heather Rd	46	50	24	17	19	17
9	Cresse Ave	7	8	9	42	37	38
10	Hildreth Ave	25	33	32	8	14	8
11	Hand Ave	21	31	33	26	26	41
12	Rio Grande Ave (NJ 47)	23	31	57	23	35	40
-	Taylor Ave (North End)	-	-	-	18	35	36
	Total (seconds)	**330**	**378**	**367**	**320**	**342**	**357**
	Total (minutes)	**5.5**	**6.3**	**6.1**	**5.3**	**5.7**	**5.9**

Notes:

Thursday 7/23/2015 10:25:00 AM

Travel Time & Delay Report for CR 621

Legend:

NCT:
Node Crossing Time
Dir:
Direction of Travel (NB, SB, EB, or WB)
TT:
Travel Time from previous Node (seconds)
CTT:
Cumulative Travel Time since beginning of Run (seconds)
TL:
Travel Distance from previous Node (feet)
CTL:
Cumulative Travel Distance since beginning of Run (feet)
AS:
Actual Average Speed from previous Node (mph) = TL/TT
PLS:
User-specified Posted Speed Limit (mph)
MxS:
Maximum Speed reached in Travel from previous Node (mph)
Stops:
Number of Stops in Travel from previous Node. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CStops:
Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

Contents:

Trip #1, Trip #3, Trip #5, Trip #7, Trip #9, Trip #11, Trip #13, Trip #15, Trip #17, Trip #19, Trip #21, Cumulative Reports
[-] Collapse All

[-] Before-type Trip Log "Trip #1", AM-period, started Thursday 7/16/2015 8:07:45 AM ↑Contents

Entered artery 8:09:00 am (75 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	8:09:33 am	NB	34	34	398	398	8.0	25	23.7	1	1
to Rambler-Park (#2)	8:10:13 am	NB	39	73	657	1055	11.4	25	26.1	1	2
to Palm (#3)	8:10:40 am	NB	28	101	996	2050	24.3	25	27.6	0	2
to Rosemary (#4)	8:11:08 am	NB	27	128	752	2802	18.7	25	26.9	1	3
to Sweet Briar (#5)	8:11:31 am	NB	23	151	754	3556	22.5	25	25.5	0	3
to Cardinal (#6)	8:11:38 am	NB	7	158	270	3826	26.0	25	26.7	0	3
to Aster (#7)	8:11:44 am	NB	7	165	264	4090	27.2	25	27.2	0	3
to Heather (#8)	8:12:01 am	NB	16	181	509	4598	21.3	25	28.8	1	4
to Cresse (#9)	8:12:27 am	NB	26	207	1011	5609	26.5	25	30.8	0	4
to Hildreth (#10)	8:12:33 am	NB	7	213	261	5870	27.3	25	28.0	0	4
to Hand (#11)	8:12:52 am	NB	19	232	778	6648	28.7	25	29.8	0	4

to RT 47 (#12)	8:13:06 am	NB	14	246	267	6916	13.1	25	26.5	1	5
to Northend (#13)	8:13:14 am	NB	8	254	258	7174	20.9	25	24.3	0	5

[-] Before-type Trip Log "Trip #3", AM-period, started Thursday 7/16/2015 8:34:13 AM ↑Contents

Entered artery 8:35:55 am (103 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	8:36:24 am	NB	28	28	391	391	9.5	25	23.4	1	1
to Rambler-Park (#2)	8:37:45 am	NB	81	109	664	1055	5.6	25	27.8	1	2
to Palm (#3)	8:38:11 am	NB	26	135	991	2046	25.6	25	31.3	0	2
to Rosemary (#4)	8:38:27 am	NB	16	152	751	2798	31.4	25	32.4	0	2
to Sweet Briar (#5)	8:38:45 am	NB	18	170	753	3551	28.6	25	30.9	0	2
to Cardinal (#6)	8:39:21 am	NB	36	206	296	3847	5.6	25	25.2	1	3
to Aster (#7)	8:39:31 am	NB	10	215	265	4112	18.8	25	23.9	0	3
to Heather (#8)	8:40:03 am	NB	32	247	511	4623	10.9	25	26.1	1	4
to Cresse (#9)	8:40:32 am	NB	29	276	1011	5634	23.7	25	26.3	0	4
to Hildreth (#10)	8:40:38 am	NB	7	283	261	5895	26.5	25	28.0	0	4
to Hand (#11)	8:40:57 am	NB	19	302	778	6673	28.5	25	29.9	0	4
to RT 47 (#12)	8:41:08 am	NB	11	313	267	6940	16.5	25	25.6	0	4
to Northend (#13)	8:41:15 am	NB	7	320	259	7198	23.8	25	27.4	0	4

[-] Before-type Trip Log "Trip #5", AM-period, started Thursday 7/16/2015 8:48:13 AM ↑Contents

Entered artery 8:48:59 am (47 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	8:49:14 am	NB	15	15	391	391	18.0	25	23.0	0	0
to Rambler-Park (#2)	8:49:44 am	NB	30	44	659	1051	15.2	25	23.2	1	1
to Palm (#3)	8:50:15 am	NB	31	76	994	2045	21.7	25	25.4	0	1
to Rosemary (#4)	8:51:05 am	NB	50	125	752	2797	10.3	25	24.2	1	2
to Sweet Briar (#5)	8:51:40 am	NB	35	161	754	3551	14.5	25	24.8	1	3
to Cardinal (#6)	8:51:50 am	NB	10	171	270	3820	18.5	25	23.7	0	3
to Aster (#7)	8:51:57 am	NB	7	178	264	4084	24.9	25	25.9	0	3
to Heather (#8)	8:52:11 am	NB	13	191	508	4592	25.7	25	26.9	0	3
to Cresse (#9)	8:53:02 am	NB	51	243	1016	5608	13.5	25	29.0	1	4
to Hildreth (#10)	8:53:11 am	NB	9	252	261	5869	19.3	25	23.0	0	4
to Hand (#11)	8:53:41 am	NB	30	282	779	6648	17.8	25	27.1	1	5
to RT 47 (#12)	8:53:56 am	NB	15	297	267	6915	12.1	25	16.8	1	6
to Northend (#13)	8:54:05 am	NB	9	306	258	7173	20.3	25	24.8	0	6

[-] Before-type Trip Log "Trip #7", AM-period, started Thursday 7/16/2015 9:06:50 AM ↑Contents

Entered artery 9:07:04 am (15 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	9:07:54 am	NB	50	50	394	394	5.4	25	23.7	1	1
to Rambler-Park (#2)	9:08:38 am	NB	44	94	664	1058	10.3	25	25.2	1	2
to Palm (#3)	9:09:07 am	NB	29	123	976	2034	23.2	25	26.1	0	2
to Rosemary (#4)	9:09:28 am	NB	21	144	754	2788	24.2	25	25.4	0	2
to Sweet Briar (#5)	9:09:48 am	NB	20	164	754	3542	26.0	25	27.2	0	2
to Cardinal (#6)	9:09:55 am	NB	7	171	270	3812	24.6	25	24.7	0	2
to Aster (#7)	9:10:03 am	NB	7	178	263	4075	24.6	25	24.8	0	2
to Heather (#8)	9:10:20 am	NB	18	196	508	4584	19.8	25	25.2	0	2
to Cresse (#9)	9:10:49 am	NB	29	225	1012	5596	24.0	25	27.2	0	2
to Hildreth (#10)	9:10:56 am	NB	7	231	261	5857	27.0	25	27.7	0	2
to Hand (#11)	9:11:18 am	NB	23	254	779	6635	23.3	25	29.5	0	2
to RT 47 (#12)	9:11:32 am	NB	14	268	274	6909	13.5	25	20.6	0	2
to Northend (#13)	9:11:40 am	NB	8	276	260	7169	21.9	25	23.9	0	2

[-] Before-type Trip Log "Trip #9", AM-period, started Thursday 7/16/2015 9:19:17 AM ↑Contents

Entered artery 9:19:44 am (27 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	9:20:44 am	NB	60	60	402	402	4.5	25	25.9	1	1
to Rambler-Park (#2)	9:21:17 am	NB	33	93	668	1070	13.9	25	26.0	1	2
to Palm (#3)	9:21:45 am	NB	28	122	981	2052	23.6	25	27.3	0	2
to Rosemary (#4)	9:22:21 am	NB	36	157	760	2811	14.5	25	25.7	1	3
to Sweet Briar (#5)	9:22:55 am	NB	34	191	754	3566	15.0	25	27.2	1	4
to Cardinal (#6)	9:23:04 am	NB	9	200	270	3836	21.2	25	24.4	0	4
to Aster (#7)	9:23:11 am	NB	8	208	264	4099	24.0	25	24.1	0	4
to Heather (#8)	9:23:25 am	NB	14	221	508	4608	25.5	25	26.6	0	4
to Cresse (#9)	9:24:30 am	NB	65	286	1029	5637	10.8	25	25.9	1	5
to Hildreth (#10)	9:24:38 am	NB	8	295	261	5898	21.6	25	25.0	0	5
to Hand (#11)	9:25:11 am	NB	33	327	781	6679	16.3	25	26.7	1	6
to RT 47 (#12)	9:25:37 am	NB	27	354	269	6949	6.9	25	17.5	1	7
to Northend (#13)	9:25:46 am	NB	8	362	258	7207	21.3	25	22.4	0	7

[-] Before-type Trip Log "Trip #11", AM-period, started Thursday 7/16/2015 9:34:36 AM ↑Contents

Entered artery 9:35:11 am (35 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	9:35:59 am	NB	48	48	406	406	5.7	25	21.6	1	1
to Rambler-Park (#2)	9:36:39 am	NB	40	88	679	1085	11.6	25	25.3	1	2
to Palm (#3)	9:37:10 am	NB	31	119	981	2066	21.5	25	24.9	0	2
to Rosemary (#4)	9:37:31 am	NB	21	140	751	2818	24.6	25	27.6	0	2
to Sweet Briar (#5)	9:37:53 am	NB	22	162	754	3571	23.3	25	26.7	0	2
to Cardinal (#6)	9:38:32 am	NB	39	201	284	3855	5.0	25	23.9	1	3
to Aster (#7)	9:38:41 am	NB	9	210	264	4119	20.7	25	23.0	0	3
to Heather (#8)	9:38:54 am	NB	14	224	508	4627	25.2	25	26.3	0	3
to Cresse (#9)	9:39:39 am	NB	45	268	1023	5650	15.6	25	27.9	1	4
to Hildreth (#10)	9:39:48 am	NB	9	277	261	5911	20.2	25	21.9	0	4
to Hand (#11)	9:40:17 am	NB	29	306	779	6689	18.4	25	26.3	1	5
to RT 47 (#12)	9:40:34 am	NB	18	323	268	6957	10.4	25	20.2	1	6
to Northend (#13)	9:40:43 am	NB	9	332	258	7215	19.5	25	24.1	0	6

[-] Before-type Trip Log "Trip #13", AM-period, started Thursday 7/16/2015 9:47:29 AM ↑Contents

Entered artery 9:48:04 am (35 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	9:48:46 am	NB	43	43	392	392	6.2	25	25.7	1	1
to Rambler-Park (#2)	9:49:28 am	NB	41	84	673	1065	11.2	25	25.5	1	2
to Palm (#3)	9:49:54 am	NB	27	111	985	2050	25.1	25	29.0	0	2
to Rosemary (#4)	9:50:17 am	NB	22	133	752	2802	23.1	25	25.4	0	2
to Sweet Briar (#5)	9:50:49 am	NB	32	165	754	3556	16.1	25	25.9	1	3
to Cardinal (#6)	9:50:59 am	NB	10	175	270	3826	18.4	25	20.8	0	3
to Aster (#7)	9:51:07 am	NB	8	183	264	4090	21.5	25	23.1	0	3
to Heather (#8)	9:51:21 am	NB	14	197	508	4598	24.6	25	25.5	0	3
to Cresse (#9)	9:51:46 am	NB	25	223	1011	5609	27.4	25	29.2	0	3
to Hildreth (#10)	9:51:53 am	NB	6	229	261	5870	27.4	25	27.7	0	3
to Hand (#11)	9:52:11 am	NB	19	248	778	6649	28.6	25	29.3	0	3
to RT 47 (#12)	9:52:22 am	NB	10	258	268	6916	17.7	25	27.4	0	3
to Northend (#13)	9:52:30 am	NB	8	266	258	7174	20.9	25	24.2	0	3

[-] Before-type Trip Log "Trip #15", AM-period, started Thursday 7/16/2015 10:03:26 AM ↑Contents

Entered artery 10:04:29 am (64 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:05:04 am	NB	35	35	393	393	7.6	25	22.6	1	1
to Rambler-Park (#2)	10:05:40 am	NB	36	71	668	1061	12.7	25	22.8	1	2

to Palm (#3)	10:06:10 am	NB	30	101	981	2042	22.6	25	24.5	0	2
to Rosemary (#4)	10:06:39 am	NB	29	129	752	2794	17.9	25	25.5	1	3
to Sweet Briar (#5)	10:07:34 am	NB	55	184	766	3560	9.5	25	24.1	1	4
to Cardinal (#6)	10:07:43 am	NB	10	194	270	3830	18.9	25	21.3	0	4
to Aster (#7)	10:07:51 am	NB	8	202	264	4094	22.5	25	23.5	0	4
to Heather (#8)	10:08:05 am	NB	14	216	509	4602	25.4	25	27.0	0	4
to Cresse (#9)	10:08:53 am	NB	48	264	1012	5614	14.5	25	27.5	1	5
to Hildreth (#10)	10:09:01 am	NB	8	272	261	5875	21.4	25	25.0	0	5
to Hand (#11)	10:09:30 am	NB	29	301	779	6654	18.3	25	27.9	1	6
to RT 47 (#12)	10:10:07 am	NB	37	338	282	6935	5.2	25	17.4	1	7
to Northend (#13)	10:10:43 am	NB	36	374	261	7197	5.0	25	17.3	1	8

[-] Before-type Trip Log "Trip #17", AM-period, started Thursday 7/16/2015 10:20:49 AM ↑Contents

Entered artery 10:21:21 am (32 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:21:35 am	NB	14	14	391	391	19.2	25	21.6	0	0
to Rambler-Park (#2)	10:22:05 am	NB	30	44	674	1065	15.4	25	25.8	1	1
to Palm (#3)	10:22:31 am	NB	27	71	988	2053	25.1	25	29.4	0	1
to Rosemary (#4)	10:22:59 am	NB	28	99	758	2811	18.4	25	29.9	1	2
to Sweet Briar (#5)	10:23:22 am	NB	22	121	754	3565	22.9	25	25.9	0	2
to Cardinal (#6)	10:23:30 am	NB	8	129	270	3834	23.2	25	23.7	0	2
to Aster (#7)	10:23:38 am	NB	8	137	264	4098	22.9	25	23.7	0	2
to Heather (#8)	10:24:02 am	NB	24	161	508	4607	14.3	25	23.0	1	3
to Cresse (#9)	10:25:10 am	NB	68	229	1026	5633	10.2	25	23.0	1	4
to Hildreth (#10)	10:25:19 am	NB	9	238	261	5894	19.5	25	22.9	0	4
to Hand (#11)	10:25:50 am	NB	31	269	782	6676	17.4	25	28.0	1	5
to RT 47 (#12)	10:26:25 am	NB	35	305	281	6957	5.4	25	20.2	1	6
to Northend (#13)	10:27:01 am	NB	35	340	264	7222	5.1	25	20.2	1	7

[-] Before-type Trip Log "Trip #19", AM-period, started Thursday 7/16/2015 10:39:16 AM ↑Contents

Entered artery 10:40:25 am (69 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:41:15 am	NB	50	50	393	393	5.4	25	20.8	1	1
to Rambler-Park (#2)	10:41:50 am	NB	36	85	673	1066	12.9	25	24.4	1	2
to Palm (#3)	10:42:16 am	NB	26	111	981	2047	25.9	25	29.7	0	2
to Rosemary (#4)	10:42:49 am	NB	33	144	760	2806	15.9	25	26.5	1	3
to Sweet Briar (#5)	10:43:17 am	NB	28	172	755	3561	18.4	25	25.4	1	4
to Cardinal (#6)	10:43:27 am	NB	10	182	269	3831	18.3	25	21.7	0	4

to Aster (#7)	10:43:35 am	NB	8	190	264	4095	23.5	25	24.3	0	4
to Heather (#8)	10:43:48 am	NB	14	203	508	4603	25.0	25	25.9	0	4
to Cresse (#9)	10:44:13 am	NB	25	228	1011	5614	27.8	25	29.0	0	4
to Hildreth (#10)	10:44:20 am	NB	6	235	261	5875	27.7	25	28.1	0	4
to Hand (#11)	10:44:38 am	NB	18	253	778	6654	29.2	25	30.3	0	4
to RT 47 (#12)	10:45:10 am	NB	32	285	280	6933	5.9	25	27.4	1	5
to Northend (#13)	10:45:43 am	NB	33	318	262	7195	5.4	25	20.7	1	6

[-] Before-type Trip Log "Trip #21", AM-period, started Thursday 7/16/2015 10:55:18 AM ↑Contents

Entered artery 10:56:04 am (47 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:56:27 am	NB	23	23	392	392	11.6	25	22.4	1	1
to Rambler-Park (#2)	10:56:56 am	NB	29	52	671	1063	16.0	25	25.0	1	2
to Palm (#3)	10:57:26 am	NB	30	81	985	2048	22.7	25	25.9	0	2
to Rosemary (#4)	10:58:01 am	NB	36	117	759	2807	14.6	25	27.7	1	3
to Sweet Briar (#5)	10:58:23 am	NB	22	139	753	3561	23.1	25	25.0	0	3
to Cardinal (#6)	10:59:00 am	NB	36	175	288	3849	5.4	25	24.5	1	4
to Aster (#7)	10:59:08 am	NB	8	183	264	4113	22.8	25	24.7	0	4
to Heather (#8)	10:59:21 am	NB	14	197	508	4621	25.5	25	25.9	0	4
to Cresse (#9)	11:00:10 am	NB	49	246	1018	5638	14.1	25	28.3	1	5
to Hildreth (#10)	11:00:20 am	NB	9	255	261	5899	19.5	25	22.6	0	5
to Hand (#11)	11:00:54 am	NB	34	289	781	6680	15.5	25	27.6	1	6
to RT 47 (#12)	11:01:36 am	NB	42	331	271	6951	4.4	25	16.7	1	7
to Northend (#13)	11:02:12 am	NB	36	367	259	7210	4.9	25	15.2	1	8

Cumulative Reports

[-] Before-type Trip Log "Trip #1", AM-period, started Thursday 7/16/2015 8:07:45 AM ↑Contents

Entered artery 8:09:00 am (75 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	8:13:14 am	NB	254	7174	5

[-] Before-type Trip Log "Trip #3", AM-period, started Thursday 7/16/2015 8:34:13 AM ↑Contents

Entered artery 8:35:55 am (103 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	8:41:15 am	NB	320	7198	4

[-] Before-type Trip Log "Trip #5", AM-period, started Thursday 7/16/2015 8:48:13 AM ↑Contents

Entered artery 8:48:59 am (47 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	8:54:05 am	NB	306	7173	6

[-] Before-type Trip Log "Trip #7", AM-period, started Thursday 7/16/2015 9:06:50 AM ↑Contents

Entered artery 9:07:04 am (15 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	9:11:40 am	NB	276	7169	2

[-] Before-type Trip Log "Trip #9", AM-period, started Thursday 7/16/2015 9:19:17 AM ↑Contents

Entered artery 9:19:44 am (27 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	9:25:46 am	NB	362	7207	7

[-] Before-type Trip Log "Trip #11", AM-period, started Thursday 7/16/2015 9:34:36 AM ↑Contents

Entered artery 9:35:11 am (35 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	9:40:43 am	NB	332	7215	6

[-] Before-type Trip Log "Trip #13", AM-period, started Thursday 7/16/2015 9:47:29 AM ↑Contents

Entered artery 9:48:04 am (35 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	9:52:30 am	NB	266	7174	3

[-] Before-type Trip Log "Trip #15", AM-period, started Thursday 7/16/2015 10:03:26 AM ↑Contents

Entered artery 10:04:29 am (64 seconds)

traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	10:10:43 am	NB	374	7197	8

[-] Before-type Trip Log "Trip #17", AM-period, started Thursday 7/16/2015 10:20:49 AM ↑Contents

Entered artery 10:21:21 am (32 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	10:27:01 am	NB	340	7222	7

[-] Before-type Trip Log "Trip #19", AM-period, started Thursday 7/16/2015 10:39:16 AM ↑Contents

Entered artery 10:40:25 am (69 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	10:45:43 am	NB	318	7195	6

[-] Before-type Trip Log "Trip #21", AM-period, started Thursday 7/16/2015 10:55:18 AM ↑Contents

Entered artery 10:56:04 am (47 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	11:02:12 am	NB	367	7210	8

Thursday 7/23/2015 10:25:00 AM

Travel Time & Delay Report for CR 621

Legend:

NCT:
Node Crossing Time
Dir:
Direction of Travel (NB, SB, EB, or WB)
TT:
Travel Time from previous Node (seconds)
CTT:
Cumulative Travel Time since beginning of Run (seconds)
TL:
Travel Distance from previous Node (feet)
CTL:
Cumulative Travel Distance since beginning of Run (feet)
AS:
Actual Average Speed from previous Node (mph) = TL/TT
PLS:
User-specified Posted Speed Limit (mph)
MxS:
Maximum Speed reached in Travel from previous Node (mph)
Stops:
Number of Stops in Travel from previous Node. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CStops:
Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

Contents:

Trip #2, Trip #4, Trip #6, Trip #8, Trip #10, Trip #12, Trip #14, Trip #16, Trip #18, Trip #20, Trip #22, Cumulative Reports
[-] Collapse All

[-] Before-type Trip Log "Trip #2", AM-period, started Thursday 7/16/2015 8:15:10 AM ↑Contents

Entered artery 8:15:32 am (22 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	8:15:38 am	SB	7	7	258	258	26.8	25	26.8	0	0
to Hand (#11)	8:16:18 am	SB	40	47	285	542	4.9	25	26.1	1	1
to Hildreth (#10)	8:16:52 am	SB	33	80	785	1327	16.0	25	30.0	1	2
to Cresse (#9)	8:17:00 am	SB	8	88	261	1588	21.7	25	25.9	0	2
to Heather (#8)	8:17:53 am	SB	53	141	1018	2606	13.1	25	31.9	1	3
to Aster (#7)	8:18:07 am	SB	15	156	508	3114	23.9	25	27.8	0	3
to Cardinal (#6)	8:18:14 am	SB	7	162	264	3378	27.1	25	27.7	0	3
to Sweet Briar (#5)	8:18:20 am	SB	6	169	270	3648	28.9	25	29.3	0	3
to Rosemary (#4)	8:18:37 am	SB	17	186	753	4402	30.2	25	31.1	0	3
to Palm (#3)	8:18:55 am	SB	18	203	751	5153	28.8	25	29.6	0	3
to Rambler-Park (#2)	8:19:19 am	SB	24	227	990	6143	28.2	25	30.9	0	3

to Pacific (#1)	8:20:13 am	SB	54	281	696	6839	8.8	25	25.2	1	4
to Southend	8:20:47 am	SB	34	315	392	7231	7.8	25	16.1	1	5

[-] Before-type Trip Log "Trip #4", AM-period, started Thursday 7/16/2015 8:42:37 AM ↑Contents

Entered artery 8:43:17 am (41 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	8:43:30 am	SB	12	12	258	258	14.2	25	20.8	0	0
to Hand (#11)	8:43:37 am	SB	7	20	267	525	24.9	25	27.9	0	0
to Hildreth (#10)	8:43:56 am	SB	19	39	778	1304	28.0	25	28.7	0	0
to Cresse (#9)	8:44:02 am	SB	6	45	261	1564	27.6	25	28.1	0	0
to Heather (#8)	8:44:44 am	SB	42	87	1018	2582	16.7	25	29.8	1	1
to Aster (#7)	8:44:59 am	SB	15	102	508	3090	22.8	25	24.0	0	1
to Cardinal (#6)	8:45:07 am	SB	7	109	264	3354	24.0	25	25.5	0	1
to Sweet Briar (#5)	8:45:14 am	SB	7	117	270	3624	25.3	25	25.8	0	1
to Rosemary (#4)	8:45:34 am	SB	20	137	753	4378	25.3	25	27.7	0	1
to Palm (#3)	8:45:52 am	SB	17	154	751	5129	29.5	25	30.8	0	1
to Rambler-Park (#2)	8:46:24 am	SB	33	187	991	6120	20.7	25	27.8	0	1
to Pacific (#1)	8:46:57 am	SB	33	220	688	6808	14.2	25	23.6	1	2
to Southend	8:47:29 am	SB	31	251	395	7202	8.6	25	22.0	1	3

[-] Before-type Trip Log "Trip #6", AM-period, started Thursday 7/16/2015 8:57:34 AM ↑Contents

Entered artery 8:58:22 am (49 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	8:58:35 am	SB	12	12	259	259	14.4	25	20.6	0	0
to Hand (#11)	8:58:43 am	SB	9	21	268	527	21.3	25	23.6	0	0
to Hildreth (#10)	8:59:03 am	SB	20	40	778	1305	27.2	25	28.9	0	0
to Cresse (#9)	8:59:09 am	SB	6	47	261	1566	28.8	25	28.8	0	0
to Heather (#8)	8:59:53 am	SB	44	90	1038	2604	16.2	25	31.1	1	1
to Aster (#7)	9:00:36 am	SB	43	133	527	3131	8.3	25	26.5	1	2
to Cardinal (#6)	9:00:43 am	SB	8	141	263	3394	23.3	25	26.6	0	2
to Sweet Briar (#5)	9:00:50 am	SB	6	148	270	3664	28.4	25	28.7	0	2
to Rosemary (#4)	9:01:23 am	SB	33	181	758	4422	15.6	25	31.1	1	3
to Palm (#3)	9:01:41 am	SB	18	199	752	5174	28.1	25	30.3	0	3
to Rambler-Park (#2)	9:02:05 am	SB	24	223	992	6166	28.2	25	31.5	0	3
to Pacific (#1)	9:03:15 am	SB	70	293	696	6862	6.8	25	24.4	1	4
to Southend	9:04:11 am	SB	56	349	410	7271	5.0	25	23.2	1	5

[-] Before-type Trip Log "Trip #8", AM-period, started Thursday 7/16/2015 9:13:23 AM ↑Contents

Entered artery 9:13:46 am (23 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	9:13:53 am	SB	7	7	258	258	24.8	25	25.5	0	0
to Hand (#11)	9:14:00 am	SB	7	14	267	525	25.8	25	27.7	0	0
to Hildreth (#10)	9:14:18 am	SB	18	33	778	1304	28.7	25	29.1	0	0
to Cresse (#9)	9:14:25 am	SB	7	39	261	1564	27.2	25	27.6	0	0
to Heather (#8)	9:15:02 am	SB	37	76	1011	2575	18.6	25	28.0	1	1
to Aster (#7)	9:15:17 am	SB	15	92	508	3083	22.7	25	25.0	0	1
to Cardinal (#6)	9:15:25 am	SB	7	99	264	3347	24.6	25	25.7	0	1
to Sweet Briar (#5)	9:15:31 am	SB	7	106	270	3617	26.8	25	27.4	0	1
to Rosemary (#4)	9:15:50 am	SB	19	124	754	4371	27.7	25	28.1	0	1
to Palm (#3)	9:16:08 am	SB	18	142	751	5122	28.2	25	28.8	0	1
to Rambler-Park (#2)	9:16:32 am	SB	24	167	991	6113	27.9	25	29.6	0	1
to Pacific (#1)	9:17:17 am	SB	44	211	704	6817	10.8	25	21.1	1	2
to Southend	9:18:16 am	SB	59	270	396	7212	4.5	25	21.2	1	3

[-] Before-type Trip Log "Trip #10", AM-period, started Thursday 7/16/2015 9:27:10 AM ↑Contents

Entered artery 9:27:38 am (29 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	9:27:51 am	SB	13	13	258	258	13.7	25	19.4	0	0
to Hand (#11)	9:28:00 am	SB	9	22	267	525	20.3	25	24.1	0	0
to Hildreth (#10)	9:28:21 am	SB	21	43	778	1303	24.8	25	26.3	0	0
to Cresse (#9)	9:28:28 am	SB	7	50	261	1565	26.0	25	26.6	0	0
to Heather (#8)	9:29:11 am	SB	43	93	1011	2575	16.0	25	26.2	2	2
to Aster (#7)	9:29:39 am	SB	28	121	509	3084	12.3	25	22.6	1	3
to Cardinal (#6)	9:29:48 am	SB	8	130	264	3347	21.6	25	24.0	0	3
to Sweet Briar (#5)	9:29:55 am	SB	7	137	270	3618	24.8	25	25.0	0	3
to Rosemary (#4)	9:30:32 am	SB	37	174	754	4372	13.8	25	25.3	1	4
to Palm (#3)	9:30:53 am	SB	21	195	752	5123	24.9	25	28.4	0	4
to Rambler-Park (#2)	9:31:19 am	SB	26	221	991	6114	26.4	25	30.0	1	5
to Pacific (#1)	9:32:26 am	SB	68	288	719	6833	7.2	25	23.5	2	7
to Southend	9:32:38 am	SB	12	300	391	7224	22.8	25	24.4	0	7

[-] Before-type Trip Log "Trip #12", AM-period, started Thursday 7/16/2015 9:42:03 AM ↑Contents

Entered artery 9:42:46 am (43 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	9:42:57 am	SB	11	11	258	258	16.0	25	23.5	0	0
to Hand (#11)	9:43:04 am	SB	7	18	267	525	24.6	25	26.7	0	0
to Hildreth (#10)	9:43:24 am	SB	20	38	778	1304	26.6	25	27.4	0	0
to Cresse (#9)	9:43:31 am	SB	7	45	261	1565	26.6	25	26.7	0	0
to Heather (#8)	9:44:12 am	SB	41	86	1011	2576	16.8	25	30.7	1	1
to Aster (#7)	9:44:25 am	SB	13	100	508	3084	25.8	25	29.5	0	1
to Cardinal (#6)	9:44:31 am	SB	6	106	264	3348	28.7	25	29.3	0	1
to Sweet Briar (#5)	9:44:38 am	SB	7	113	269	3617	26.7	25	27.4	0	1
to Rosemary (#4)	9:44:57 am	SB	19	132	754	4371	26.7	25	27.6	0	1
to Palm (#3)	9:45:16 am	SB	19	151	751	5122	27.3	25	28.4	0	1
to Rambler-Park (#2)	9:46:09 am	SB	53	204	1012	6135	13.0	25	28.9	1	2
to Pacific (#1)	9:46:32 am	SB	23	227	688	6822	20.2	25	23.3	0	2
to Southend	9:46:44 am	SB	11	238	391	7214	23.6	25	24.9	0	2

[-] Before-type Trip Log "Trip #14", AM-period, started Thursday 7/16/2015 9:54:20 AM ↑Contents

Entered artery 9:54:47 am (28 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	9:55:45 am	SB	58	58	265	265	3.1	25	25.8	1	1
to Hand (#11)	9:55:54 am	SB	8	67	267	532	21.7	25	25.0	0	1
to Hildreth (#10)	9:56:14 am	SB	20	87	778	1310	26.7	25	27.6	0	1
to Cresse (#9)	9:56:20 am	SB	6	93	261	1571	27.7	25	28.1	0	1
to Heather (#8)	9:57:04 am	SB	44	137	1019	2590	15.9	25	30.5	1	2
to Aster (#7)	9:57:32 am	SB	28	165	509	3099	12.3	25	24.9	1	3
to Cardinal (#6)	9:57:41 am	SB	9	174	264	3363	20.7	25	24.4	0	3
to Sweet Briar (#5)	9:57:48 am	SB	7	181	270	3633	25.8	25	26.1	0	3
to Rosemary (#4)	9:58:28 am	SB	41	221	759	4391	12.8	25	27.1	1	4
to Palm (#3)	9:58:49 am	SB	20	242	752	5143	25.4	25	28.9	0	4
to Rambler-Park (#2)	9:59:26 am	SB	37	279	989	6132	18.1	25	26.9	1	5
to Pacific (#1)	10:00:25 am	SB	59	338	704	6836	8.1	25	23.2	1	6
to Southend	10:00:41 am	SB	16	354	391	7227	16.8	25	22.1	0	6

[-] Before-type Trip Log "Trip #16", AM-period, started Thursday 7/16/2015 10:12:41 AM ↑Contents

Entered artery 10:13:10 am (29 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	10:13:41 am	SB	31	31	260	260	5.7	25	17.8	1	1
to Hand (#11)	10:14:10 am	SB	29	60	268	527	6.3	25	17.3	1	2
to Hildreth (#10)	10:14:44 am	SB	34	94	781	1308	15.7	25	26.8	1	3

to Cresse (#9)	10:14:52 am	SB	8	102	261	1570	22.1	25	26.2	0	3
to Heather (#8)	10:15:42 am	SB	50	153	1028	2597	13.9	25	29.1	1	4
to Aster (#7)	10:15:56 am	SB	14	167	508	3105	24.6	25	27.1	0	4
to Cardinal (#6)	10:16:30 am	SB	33	200	269	3374	5.5	25	27.0	1	5
to Sweet Briar (#5)	10:16:38 am	SB	8	208	270	3644	21.9	25	24.2	0	5
to Rosemary (#4)	10:17:08 am	SB	30	238	761	4406	17.5	25	30.5	1	6
to Palm (#3)	10:17:27 am	SB	19	257	751	5157	26.9	25	30.1	0	6
to Rambler-Park (#2)	10:18:23 am	SB	56	314	1014	6171	12.2	25	31.8	1	7
to Pacific (#1)	10:19:05 am	SB	42	355	696	6867	11.4	25	23.2	1	8
to Southend	10:19:53 am	SB	48	403	398	7265	5.7	25	21.7	1	9

[-] Before-type Trip Log "Trip #18", AM-period, started Thursday 7/16/2015 10:29:27 AM ↑Contents

Entered artery 10:30:39 am (73 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	10:31:10 am	SB	31	31	259	259	5.6	25	17.9	1	1
to Hand (#11)	10:31:59 am	SB	49	80	268	527	3.7	25	15.8	1	2
to Hildreth (#10)	10:32:22 am	SB	22	103	778	1305	23.7	25	25.3	0	2
to Cresse (#9)	10:32:28 am	SB	7	109	261	1567	25.9	25	27.1	0	2
to Heather (#8)	10:33:16 am	SB	48	157	1018	2584	14.6	25	32.1	1	3
to Aster (#7)	10:33:30 am	SB	14	171	508	3092	24.2	25	26.0	0	3
to Cardinal (#6)	10:33:37 am	SB	7	178	264	3357	25.9	25	26.5	0	3
to Sweet Briar (#5)	10:33:44 am	SB	7	185	270	3626	26.9	25	27.4	0	3
to Rosemary (#4)	10:34:03 am	SB	18	204	754	4380	27.9	25	28.9	0	3
to Palm (#3)	10:34:21 am	SB	18	222	752	5131	28.4	25	28.9	0	3
to Rambler-Park (#2)	10:34:47 am	SB	27	248	991	6122	25.3	25	28.9	0	3
to Pacific (#1)	10:35:29 am	SB	42	290	705	6827	11.6	25	26.1	1	4
to Southend	10:36:35 am	SB	66	356	393	7220	4.0	25	21.8	1	5

[-] Before-type Trip Log "Trip #20", AM-period, started Thursday 7/16/2015 10:47:01 AM ↑Contents

Entered artery 10:48:02 am (61 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	10:48:39 am	SB	37	37	258	258	4.7	25	19.7	1	1
to Hand (#11)	10:49:08 am	SB	29	66	269	527	6.3	25	22.8	1	2
to Hildreth (#10)	10:49:42 am	SB	34	100	778	1305	15.8	25	26.1	1	3
to Cresse (#9)	10:49:50 am	SB	8	108	261	1566	22.1	25	27.9	0	3
to Heather (#8)	10:50:42 am	SB	53	161	1022	2588	13.2	25	33.3	1	4
to Aster (#7)	10:51:07 am	SB	25	185	509	3097	14.2	25	26.7	1	5
to Cardinal (#6)	10:51:16 am	SB	9	194	264	3361	20.2	25	23.9	0	5

to Sweet Briar (#5)	10:51:23 am	SB	7	201	269	3630	25.1	25	25.6	0	5
to Rosemary (#4)	10:52:11 am	SB	48	249	768	4398	10.9	25	27.4	1	6
to Palm (#3)	10:52:32 am	SB	21	270	751	5149	24.8	25	26.3	0	6
to Rambler-Park (#2)	10:53:36 am	SB	64	334	1012	6161	10.8	25	28.3	1	7
to Pacific (#1)	10:54:05 am	SB	29	363	693	6854	16.3	25	25.5	1	8
to Southend	10:54:32 am	SB	28	391	397	7251	9.8	25	23.9	1	9

[-] Before-type Trip Log "Trip #22", AM-period, started Thursday 7/16/2015 11:03:38 AM ↑Contents

Entered artery 11:04:22 am (44 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	11:04:56 am	SB	34	34	259	259	5.2	25	20.5	1	1
to Hand (#11)	11:05:29 am	SB	33	67	270	529	5.6	25	21.5	1	2
to Hildreth (#10)	11:06:02 am	SB	33	100	783	1312	16.1	25	29.2	1	3
to Cresse (#9)	11:06:10 am	SB	8	108	262	1573	22.0	25	25.5	0	3
to Heather (#8)	11:07:03 am	SB	53	161	1025	2598	13.2	25	28.0	1	4
to Aster (#7)	11:07:17 am	SB	14	175	508	3106	24.6	25	28.1	0	4
to Cardinal (#6)	11:07:54 am	SB	37	212	277	3383	5.1	25	27.3	1	5
to Sweet Briar (#5)	11:08:02 am	SB	9	221	270	3652	20.8	25	22.7	0	5
to Rosemary (#4)	11:08:31 am	SB	28	249	754	4406	18.0	25	24.8	1	6
to Palm (#3)	11:08:50 am	SB	19	268	752	5158	27.5	25	31.0	0	6
to Rambler-Park (#2)	11:09:14 am	SB	25	293	992	6149	27.2	25	31.5	0	6
to Pacific (#1)	11:10:26 am	SB	71	364	714	6863	6.8	25	26.2	1	7
to Southend	11:11:13 am	SB	48	412	391	7255	5.6	25	23.3	1	8

Cumulative Reports

[-] Before-type Trip Log "Trip #2", AM-period, started Thursday 7/16/2015 8:15:10 AM ↑Contents

Entered artery 8:15:32 am (22 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	8:20:47 am	SB	315	7231	5

[-] Before-type Trip Log "Trip #4", AM-period, started Thursday 7/16/2015 8:42:37 AM ↑Contents

Entered artery 8:43:17 am (41 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops

to Southend	8:47:29 am	SB	251	7202	3

[-] Before-type Trip Log "Trip #6", AM-period, started Thursday 7/16/2015 8:57:34 AM ↑Contents

Entered artery 8:58:22 am (49 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	9:04:11 am	SB	349	7271	5

[-] Before-type Trip Log "Trip #8", AM-period, started Thursday 7/16/2015 9:13:23 AM ↑Contents

Entered artery 9:13:46 am (23 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	9:18:16 am	SB	270	7212	3

[-] Before-type Trip Log "Trip #10", AM-period, started Thursday 7/16/2015 9:27:10 AM ↑Contents

Entered artery 9:27:38 am (29 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	9:32:38 am	SB	300	7224	7

[-] Before-type Trip Log "Trip #12", AM-period, started Thursday 7/16/2015 9:42:03 AM ↑Contents

Entered artery 9:42:46 am (43 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	9:46:44 am	SB	238	7214	2

[-] Before-type Trip Log "Trip #14", AM-period, started Thursday 7/16/2015 9:54:20 AM ↑Contents

Entered artery 9:54:47 am (28 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:00:41 am	SB	354	7227	6

[-] Before-type Trip Log "Trip #16", AM-period, started Thursday 7/16/2015 10:12:41 AM ↑Contents

Entered artery 10:13:10 am (29 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:19:53 am	SB	403	7265	9

[-] Before-type Trip Log "Trip #18", AM-period, started Thursday 7/16/2015 10:29:27 AM ↑Contents

Entered artery 10:30:39 am (73 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:36:35 am	SB	356	7220	5

[-] Before-type Trip Log "Trip #20", AM-period, started Thursday 7/16/2015 10:47:01 AM ↑Contents

Entered artery 10:48:02 am (61 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:54:32 am	SB	391	7251	9

[-] Before-type Trip Log "Trip #22", AM-period, started Thursday 7/16/2015 11:03:38 AM ↑Contents

Entered artery 11:04:22 am (44 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	11:11:13 am	SB	412	7255	8

Friday 7/24/2015 2:08:36 PM

Travel Time & Delay Report for CR 621

Legend:

NCT:
Node Crossing Time
Dir:
Direction of Travel (NB, SB, EB, or WB)
TT:
Travel Time from previous Node (seconds)
CTT:
Cumulative Travel Time since beginning of Run (seconds)
TL:
Travel Distance from previous Node (feet)
CTL:
Cumulative Travel Distance since beginning of Run (feet)
AS:
Actual Average Speed from previous Node (mph) = TL/TT
PLS:
User-specified Posted Speed Limit (mph)
MxS:
Maximum Speed reached in Travel from previous Node (mph)
Stops:
Number of Stops in Travel from previous Node. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CStops:
Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

Contents:

Trip #1, Trip #3, Trip #5, Trip #7, Trip #9, Trip #11, Trip #13, Trip #15, Trip #17, Trip #19, Trip #21, Cumulative Reports
[-] Collapse All

[-] Before-type Trip Log "Trip #1", PM-period, started Thursday 7/16/2015 1:52:23 PM ↑Contents

Entered artery 1:53:07 pm (44 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	1:53:52 pm	NB	46	46	393	393	5.9	25	25.3	1	1
to Rambler-Park (#2)	1:54:46 pm	NB	54	99	665	1058	8.4	25	23.6	1	2
to Palm (#3)	1:55:13 pm	NB	27	126	981	2038	24.8	25	30.5	0	2
to Rosemary (#4)	1:55:30 pm	NB	17	143	751	2790	29.7	25	31.4	0	2
to Sweet Briar (#5)	1:55:51 pm	NB	21	164	754	3543	24.5	25	27.2	0	2
to Cardinal (#6)	1:56:30 pm	NB	39	204	276	3819	4.8	25	24.2	1	3
to Aster (#7)	1:56:40 pm	NB	9	213	264	4084	19.8	25	24.1	0	3
to Heather (#8)	1:57:23 pm	NB	43	256	513	4597	8.1	25	24.9	1	4
to Cresse (#9)	1:57:51 pm	NB	28	285	1011	5608	24.3	25	27.7	0	4
to Hildreth (#10)	1:57:58 pm	NB	7	291	261	5869	25.7	25	26.0	0	4
to Hand (#11)	1:58:23 pm	NB	25	316	779	6648	21.5	25	25.4	0	4

to RT 47 (#12)	1:58:52 pm	NB	29	346	272	6920	6.3	25	21.2	1	5
to Northend (#13)	1:59:30 pm	NB	37	383	260	7180	4.8	25	14.1	1	6

[-] Before-type Trip Log "Trip #3", PM-period, started Thursday 7/16/2015 2:09:16 PM ↑Contents

Entered artery 2:09:48 pm (32 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	2:10:04 pm	NB	17	17	391	391	16.0	25	23.5	1	1
to Rambler-Park (#2)	2:10:35 pm	NB	30	47	666	1058	15.0	25	24.3	1	2
to Palm (#3)	2:11:03 pm	NB	29	76	984	2041	23.4	25	27.5	0	2
to Rosemary (#4)	2:11:38 pm	NB	34	110	753	2795	14.9	25	24.3	1	3
to Sweet Briar (#5)	2:12:11 pm	NB	33	143	758	3552	15.6	25	25.3	1	4
to Cardinal (#6)	2:12:20 pm	NB	9	152	270	3822	19.8	25	23.4	0	4
to Aster (#7)	2:12:28 pm	NB	7	160	264	4086	24.5	25	25.2	0	4
to Heather (#8)	2:12:41 pm	NB	13	173	508	4594	26.5	25	27.7	0	4
to Cresse (#9)	2:13:04 pm	NB	23	196	1011	5605	29.8	25	31.2	0	4
to Hildreth (#10)	2:13:10 pm	NB	6	202	261	5866	29.5	25	30.0	0	4
to Hand (#11)	2:13:27 pm	NB	18	220	779	6645	30.0	25	31.3	0	4
to RT 47 (#12)	2:14:00 pm	NB	33	253	289	6934	6.0	25	28.3	1	5
to Northend (#13)	2:14:34 pm	NB	33	286	262	7195	5.3	25	19.5	1	6

[-] Before-type Trip Log "Trip #5", PM-period, started Thursday 7/16/2015 2:23:14 PM ↑Contents

Entered artery 2:23:55 pm (42 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	2:24:06 pm	NB	11	11	391	391	23.7	25	24.2	0	0
to Rambler-Park (#2)	2:24:53 pm	NB	47	58	671	1062	9.7	25	25.6	1	1
to Palm (#3)	2:25:19 pm	NB	26	84	978	2040	25.8	25	29.9	0	1
to Rosemary (#4)	2:25:41 pm	NB	22	106	751	2791	23.3	25	30.0	0	1
to Sweet Briar (#5)	2:26:02 pm	NB	21	127	754	3545	24.8	25	27.9	0	1
to Cardinal (#6)	2:26:39 pm	NB	37	164	290	3835	5.4	25	26.4	1	2
to Aster (#7)	2:26:48 pm	NB	9	173	264	4099	19.8	25	24.1	0	2
to Heather (#8)	2:27:01 pm	NB	13	186	508	4607	25.8	25	26.2	0	2
to Cresse (#9)	2:27:53 pm	NB	52	238	1021	5628	13.4	25	29.9	1	3
to Hildreth (#10)	2:28:03 pm	NB	10	248	261	5890	18.0	25	22.6	0	3
to Hand (#11)	2:28:31 pm	NB	28	276	778	6668	18.7	25	26.2	1	4
to RT 47 (#12)	2:29:09 pm	NB	38	314	274	6942	4.9	25	17.3	1	5
to Northend (#13)	2:29:46 pm	NB	36	350	259	7201	4.9	25	18.7	1	6

[-] Before-type Trip Log "Trip #7", PM-period, started Thursday 7/16/2015 2:39:59 PM ↑Contents

Entered artery 2:40:37 pm (39 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	2:41:34 pm	NB	57	57	404	404	4.8	25	22.0	1	1
to Rambler-Park (#2)	2:41:58 pm	NB	24	81	672	1076	19.2	25	25.2	0	1
to Palm (#3)	2:42:24 pm	NB	26	107	986	2062	25.7	25	29.5	0	1
to Rosemary (#4)	2:43:09 pm	NB	45	152	773	2835	11.7	25	28.2	1	2
to Sweet Briar (#5)	2:43:36 pm	NB	27	178	755	3590	19.4	25	21.6	0	2
to Cardinal (#6)	2:43:44 pm	NB	9	187	270	3859	21.5	25	22.2	0	2
to Aster (#7)	2:43:52 pm	NB	8	195	264	4123	23.0	25	23.5	0	2
to Heather (#8)	2:44:09 pm	NB	17	212	508	4632	20.6	25	22.0	0	2
to Cresse (#9)	2:44:42 pm	NB	33	245	1012	5643	20.7	25	24.5	0	2
to Hildreth (#10)	2:45:24 pm	NB	41	286	277	5920	4.6	25	24.5	1	3
to Hand (#11)	2:46:00 pm	NB	36	323	787	6707	14.8	25	26.2	1	4
to RT 47 (#12)	2:46:37 pm	NB	37	359	277	6984	5.1	25	18.5	1	5
to Northend (#13)	2:47:12 pm	NB	35	395	262	7246	5.1	25	20.1	1	6

[-] Before-type Trip Log "Trip #9", PM-period, started Thursday 7/16/2015 2:55:52 PM ↑Contents

Entered artery 2:56:06 pm (15 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	2:56:48 pm	NB	41	41	404	404	6.7	25	21.5	1	1
to Rambler-Park (#2)	2:57:38 pm	NB	50	91	674	1078	9.2	25	21.6	1	2
to Palm (#3)	2:58:05 pm	NB	27	118	983	2061	24.7	25	29.7	0	2
to Rosemary (#4)	2:58:24 pm	NB	19	137	752	2812	27.4	25	30.2	0	2
to Sweet Briar (#5)	2:59:02 pm	NB	38	176	766	3578	13.6	25	25.3	1	3
to Cardinal (#6)	2:59:12 pm	NB	10	185	270	3848	19.3	25	22.9	0	3
to Aster (#7)	2:59:19 pm	NB	7	193	264	4112	24.2	25	24.6	0	3
to Heather (#8)	2:59:32 pm	NB	13	206	509	4621	26.2	25	26.8	0	3
to Cresse (#9)	3:00:31 pm	NB	59	264	1053	5673	12.3	25	31.7	1	4
to Hildreth (#10)	3:00:40 pm	NB	9	273	262	5935	19.6	25	24.1	0	4
to Hand (#11)	3:01:09 pm	NB	29	302	779	6714	18.5	25	27.3	1	5
to RT 47 (#12)	3:01:46 pm	NB	38	340	287	7001	5.2	25	17.4	1	6
to Northend (#13)	3:02:22 pm	NB	36	376	287	7287	5.4	25	19.0	1	7

[-] Before-type Trip Log "Trip #11", PM-period, started Thursday 7/16/2015 3:12:30 PM ↑Contents

Entered artery 3:12:45 pm (15 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	3:13:08 pm	NB	23	23	392	392	11.6	25	23.2	1	1
to Rambler-Park (#2)	3:13:31 pm	NB	23	46	677	1069	19.8	25	25.1	0	1
to Palm (#3)	3:13:57 pm	NB	26	73	991	2060	25.5	25	30.2	0	1
to Rosemary (#4)	3:14:15 pm	NB	18	91	751	2811	28.3	25	29.6	0	1
to Sweet Briar (#5)	3:14:42 pm	NB	27	118	754	3565	19.1	25	26.3	1	2
to Cardinal (#6)	3:14:53 pm	NB	10	128	270	3835	17.9	25	21.3	0	2
to Aster (#7)	3:15:01 pm	NB	8	136	264	4099	22.0	25	24.0	0	2
to Heather (#8)	3:15:37 pm	NB	37	173	517	4615	9.6	25	27.3	1	3
to Cresse (#9)	3:16:05 pm	NB	28	201	1011	5626	24.8	25	27.8	0	3
to Hildreth (#10)	3:16:12 pm	NB	7	207	261	5887	26.6	25	27.1	0	3
to Hand (#11)	3:16:31 pm	NB	19	227	778	6666	27.7	25	29.4	0	3
to RT 47 (#12)	3:17:02 pm	NB	31	257	275	6941	6.1	25	25.4	1	4
to Northend (#13)	3:17:37 pm	NB	35	293	269	7210	5.2	25	15.8	1	5

[-] Before-type Trip Log "Trip #13", PM-period, started Thursday 7/16/2015 3:26:11 PM ↑Contents

Entered artery 3:26:49 pm (38 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	3:27:07 pm	NB	19	19	392	392	14.3	25	21.6	1	1
to Rambler-Park (#2)	3:27:35 pm	NB	28	47	673	1065	16.4	25	25.5	1	2
to Palm (#3)	3:28:04 pm	NB	29	75	985	2050	23.6	25	27.1	0	2
to Rosemary (#4)	3:28:39 pm	NB	35	111	767	2817	14.8	25	26.5	1	3
to Sweet Briar (#5)	3:29:11 pm	NB	31	142	754	3571	16.5	25	22.0	1	4
to Cardinal (#6)	3:29:20 pm	NB	10	151	270	3841	19.0	25	22.7	0	4
to Aster (#7)	3:29:28 pm	NB	8	159	264	4105	22.6	25	23.0	0	4
to Heather (#8)	3:29:43 pm	NB	15	174	508	4613	23.6	25	24.5	0	4
to Cresse (#9)	3:30:11 pm	NB	28	202	1011	5624	24.8	25	26.2	0	4
to Hildreth (#10)	3:30:53 pm	NB	42	244	281	5905	4.5	25	22.8	1	5
to Hand (#11)	3:31:29 pm	NB	36	280	779	6684	14.7	25	23.9	1	6
to RT 47 (#12)	3:32:07 pm	NB	38	318	270	6954	4.8	25	17.7	1	7
to Northend (#13)	3:32:43 pm	NB	36	354	263	7218	5.0	25	16.6	1	8

[-] Before-type Trip Log "Trip #15", PM-period, started Thursday 7/16/2015 3:50:25 PM ↑Contents

Entered artery 3:51:11 pm (47 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	3:51:35 pm	NB	24	24	392	392	11.1	25	23.0	1	1
to Rambler-Park (#2)	3:51:59 pm	NB	24	48	672	1064	19.0	25	24.2	0	1

to Palm (#3)	3:52:26 pm	NB	27	75	984	2049	24.7	25	28.4	0	1
to Rosemary (#4)	3:53:12 pm	NB	46	121	769	2818	11.5	25	29.4	1	2
to Sweet Briar (#5)	3:53:47 pm	NB	35	156	755	3573	14.7	25	26.9	1	3
to Cardinal (#6)	3:53:55 pm	NB	8	164	270	3842	21.9	25	26.6	0	3
to Aster (#7)	3:54:02 pm	NB	6	171	264	4106	28.1	25	28.8	0	3
to Heather (#8)	3:54:14 pm	NB	12	183	508	4614	29.2	25	29.9	0	3
to Cresse (#9)	3:54:36 pm	NB	23	205	1011	5625	30.4	25	31.6	0	3
to Hildreth (#10)	3:54:42 pm	NB	6	211	261	5886	29.2	25	30.2	0	3
to Hand (#11)	3:55:02 pm	NB	19	231	778	6664	27.5	25	28.9	0	3
to RT 47 (#12)	3:55:35 pm	NB	33	264	290	6954	6.0	25	25.2	1	4
to Northend (#13)	3:56:07 pm	NB	32	295	259	7213	5.6	25	17.0	1	5

[-] Before-type Trip Log "Trip #17", PM-period, started Thursday 7/16/2015 4:07:26 PM ↑Contents

Entered artery 4:07:55 pm (30 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	4:08:07 pm	NB	12	12	391	391	21.7	25	22.1	0	0
to Rambler-Park (#2)	4:08:29 pm	NB	21	33	660	1051	21.2	25	26.8	0	0
to Palm (#3)	4:08:55 pm	NB	26	60	997	2047	25.7	25	30.1	0	0
to Rosemary (#4)	4:09:30 pm	NB	35	95	767	2815	15.1	25	29.6	1	1
to Sweet Briar (#5)	4:09:53 pm	NB	23	117	754	3569	22.5	25	25.8	0	1
to Cardinal (#6)	4:10:30 pm	NB	38	155	281	3850	5.1	25	23.5	1	2
to Aster (#7)	4:10:40 pm	NB	9	165	264	4114	19.4	25	22.8	0	2
to Heather (#8)	4:10:53 pm	NB	14	178	508	4622	25.4	25	26.2	0	2
to Cresse (#9)	4:11:41 pm	NB	47	226	1022	5644	14.7	25	25.2	1	3
to Hildreth (#10)	4:11:50 pm	NB	10	235	261	5905	18.6	25	21.7	0	3
to Hand (#11)	4:12:18 pm	NB	28	263	779	6683	18.9	25	24.8	1	4
to RT 47 (#12)	4:12:57 pm	NB	39	302	274	6957	4.8	25	18.3	1	5
to Northend (#13)	4:13:32 pm	NB	35	337	266	7223	5.2	25	19.0	1	6

[-] Before-type Trip Log "Trip #19", PM-period, started Thursday 7/16/2015 4:23:34 PM ↑Contents

Entered artery 4:24:34 pm (61 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	4:25:33 pm	NB	59	59	394	394	4.6	25	23.9	1	1
to Rambler-Park (#2)	4:26:35 pm	NB	62	121	681	1075	7.5	25	27.1	1	2
to Palm (#3)	4:27:01 pm	NB	26	147	984	2059	25.6	25	29.5	0	2
to Rosemary (#4)	4:27:20 pm	NB	19	165	751	2810	27.6	25	28.6	0	2
to Sweet Briar (#5)	4:27:37 pm	NB	17	183	754	3564	30.0	25	31.4	0	2
to Cardinal (#6)	4:27:43 pm	NB	6	189	270	3834	29.3	25	29.6	0	2

to Aster (#7)	4:27:49 pm	NB	6	195	264	4098	28.9	25	29.3	0	2
to Heather (#8)	4:28:02 pm	NB	13	208	508	4606	27.6	25	28.2	0	2
to Cresse (#9)	4:28:25 pm	NB	23	231	1011	5616	29.4	25	30.6	0	2
to Hildreth (#10)	4:28:31 pm	NB	6	237	261	5878	30.2	25	30.3	0	2
to Hand (#11)	4:28:49 pm	NB	18	255	778	6656	28.9	25	31.1	0	2
to RT 47 (#12)	4:29:16 pm	NB	27	282	275	6930	7.0	25	25.7	1	3
to Northend (#13)	4:29:53 pm	NB	36	318	270	7200	5.1	25	21.2	1	4

[-] Before-type Trip Log "Trip #21", PM-period, started Thursday 7/16/2015 4:39:20 PM ↑Contents

Entered artery 4:40:02 pm (42 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	4:40:35 pm	NB	34	34	403	403	8.2	25	23.2	1	1
to Rambler-Park (#2)	4:41:07 pm	NB	32	66	673	1076	14.2	25	24.9	1	2
to Palm (#3)	4:41:38 pm	NB	31	96	985	2061	21.9	25	27.4	0	2
to Rosemary (#4)	4:42:09 pm	NB	31	128	757	2819	16.6	25	28.8	1	3
to Sweet Briar (#5)	4:42:53 pm	NB	44	171	761	3580	11.9	25	25.9	1	4
to Cardinal (#6)	4:43:02 pm	NB	9	180	270	3850	20.0	25	22.0	0	4
to Aster (#7)	4:43:10 pm	NB	8	188	264	4114	23.0	25	23.8	0	4
to Heather (#8)	4:43:24 pm	NB	14	202	508	4622	25.0	25	25.6	0	4
to Cresse (#9)	4:44:22 pm	NB	58	260	1032	5654	12.2	25	27.5	1	5
to Hildreth (#10)	4:44:31 pm	NB	9	269	261	5915	19.0	25	22.2	0	5
to Hand (#11)	4:44:59 pm	NB	28	297	779	6695	19.1	25	26.4	1	6
to RT 47 (#12)	4:45:37 pm	NB	38	335	270	6965	4.8	25	18.7	1	7
to Northend (#13)	4:46:13 pm	NB	36	371	265	7229	5.1	25	17.7	1	8

Cumulative Reports

[-] Before-type Trip Log "Trip #1", PM-period, started Thursday 7/16/2015 1:52:23 PM ↑Contents

Entered artery 1:53:07 pm (44 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	1:59:30 pm	NB	383	7180	6

[-] Before-type Trip Log "Trip #3", PM-period, started Thursday 7/16/2015 2:09:16 PM ↑Contents

Entered artery 2:09:48 pm (32 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	2:14:34 pm	NB	286	7195	6

[-] Before-type Trip Log "Trip #5", PM-period, started Thursday 7/16/2015 2:23:14 PM ↑Contents

Entered artery 2:23:55 pm (42 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	2:29:46 pm	NB	350	7201	6

[-] Before-type Trip Log "Trip #7", PM-period, started Thursday 7/16/2015 2:39:59 PM ↑Contents

Entered artery 2:40:37 pm (39 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	2:47:12 pm	NB	395	7246	6

[-] Before-type Trip Log "Trip #9", PM-period, started Thursday 7/16/2015 2:55:52 PM ↑Contents

Entered artery 2:56:06 pm (15 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	3:02:22 pm	NB	376	7287	7

[-] Before-type Trip Log "Trip #11", PM-period, started Thursday 7/16/2015 3:12:30 PM ↑Contents

Entered artery 3:12:45 pm (15 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	3:17:37 pm	NB	293	7210	5

[-] Before-type Trip Log "Trip #13", PM-period, started Thursday 7/16/2015 3:26:11 PM ↑Contents

Entered artery 3:26:49 pm (38 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	3:32:43 pm	NB	354	7218	8

[-] Before-type Trip Log "Trip #15", PM-period, started Thursday 7/16/2015 3:50:25 PM ↑Contents

Entered artery 3:51:11 pm (47 seconds)

traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	3:56:07 pm	NB	295	7213	5

[-] Before-type Trip Log "Trip #17", PM-period, started Thursday 7/16/2015 4:07:26 PM ↑Contents

Entered artery 4:07:55 pm (30 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	4:13:32 pm	NB	337	7223	6

[-] Before-type Trip Log "Trip #19", PM-period, started Thursday 7/16/2015 4:23:34 PM ↑Contents

Entered artery 4:24:34 pm (61 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	4:29:53 pm	NB	318	7200	4

[-] Before-type Trip Log "Trip #21", PM-period, started Thursday 7/16/2015 4:39:20 PM ↑Contents

Entered artery 4:40:02 pm (42 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	4:46:13 pm	NB	371	7229	8

Friday 7/24/2015 2:13:33 PM

Travel Time & Delay Report for CR 621

Legend:

NCT:
Node Crossing Time
Dir:
Direction of Travel (NB, SB, EB, or WB)
TT:
Travel Time from previous Node (seconds)
CTT:
Cumulative Travel Time since beginning of Run (seconds)
TL:
Travel Distance from previous Node (feet)
CTL:
Cumulative Travel Distance since beginning of Run (feet)
AS:
Actual Average Speed from previous Node (mph) = TL/TT
PLS:
User-specified Posted Speed Limit (mph)
MxS:
Maximum Speed reached in Travel from previous Node (mph)
Stops:
Number of Stops in Travel from previous Node. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CStops:
Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

Contents:

Trip #2, Trip #4, Trip #6, Trip #8, Trip #10, Trip #12, Trip #14, Trip #16, Trip #18, Trip #20, Trip #22, Cumulative Reports
[-] Collapse All

[-] Before-type Trip Log "Trip #2", PM-period, started Thursday 7/16/2015 2:01:05 PM ↑Contents

Entered artery 2:01:42 pm (37 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	2:02:15 pm	SB	34	34	259	259	5.2	25	19.0	1	1
to Hand (#11)	2:02:49 pm	SB	33	67	269	528	5.6	25	21.0	1	2
to Hildreth (#10)	2:03:23 pm	SB	34	101	781	1309	15.6	25	26.7	1	3
to Cresse (#9)	2:03:32 pm	SB	9	110	261	1570	19.9	25	24.2	0	3
to Heather (#8)	2:04:24 pm	SB	52	162	1030	2600	13.5	25	29.3	1	4
to Aster (#7)	2:04:38 pm	SB	15	176	508	3108	23.9	25	27.5	0	4
to Cardinal (#6)	2:04:45 pm	SB	7	183	264	3372	26.4	25	26.6	0	4
to Sweet Briar (#5)	2:04:52 pm	SB	7	190	270	3642	27.4	25	27.9	0	4
to Rosemary (#4)	2:05:10 pm	SB	18	208	754	4396	28.5	25	29.5	0	4
to Palm (#3)	2:05:29 pm	SB	19	227	751	5147	26.8	25	27.4	0	4
to Rambler-Park (#2)	2:06:46 pm	SB	77	304	999	6147	8.8	25	27.2	1	5

to Pacific (#1)	2:07:47 pm	SB	61	365	689	6836	7.7	25	19.8	1	6
to Southend	2:08:19 pm	SB	32	398	392	7228	8.2	25	20.4	1	7

[-] Before-type Trip Log "Trip #4", PM-period, started Thursday 7/16/2015 2:15:48 PM ↑Contents

Entered artery 2:16:12 pm (24 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	2:16:19 pm	SB	7	7	258	258	23.7	25	26.7	0	0
to Hand (#11)	2:16:51 pm	SB	32	39	268	526	5.7	25	22.1	1	1
to Hildreth (#10)	2:17:23 pm	SB	32	71	779	1305	16.7	25	26.2	1	2
to Cresse (#9)	2:17:31 pm	SB	8	79	261	1566	21.7	25	28.0	0	2
to Heather (#8)	2:18:23 pm	SB	52	131	1013	2579	13.3	25	33.1	1	3
to Aster (#7)	2:18:51 pm	SB	28	159	515	3094	12.6	25	24.0	1	4
to Cardinal (#6)	2:18:59 pm	SB	8	167	264	3358	23.1	25	28.1	0	4
to Sweet Briar (#5)	2:19:05 pm	SB	6	174	270	3628	29.0	25	29.2	0	4
to Rosemary (#4)	2:19:50 pm	SB	45	218	766	4394	11.7	25	28.6	1	5
to Palm (#3)	2:20:11 pm	SB	21	239	751	5146	24.4	25	27.2	0	5
to Rambler-Park (#2)	2:20:37 pm	SB	27	266	991	6136	25.5	25	28.8	0	5
to Pacific (#1)	2:21:47 pm	SB	70	336	701	6837	6.8	25	22.0	1	6
to Southend	2:22:28 pm	SB	41	377	391	7229	6.5	25	22.8	1	7

[-] Before-type Trip Log "Trip #6", PM-period, started Thursday 7/16/2015 2:31:31 PM ↑Contents

Entered artery 2:32:15 pm (44 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	2:32:51 pm	SB	36	36	260	260	4.9	25	15.7	1	1
to Hand (#11)	2:33:20 pm	SB	29	66	267	528	6.2	25	18.0	1	2
to Hildreth (#10)	2:33:49 pm	SB	29	95	778	1306	18.3	25	25.8	1	3
to Cresse (#9)	2:33:57 pm	SB	8	103	261	1567	22.3	25	26.8	0	3
to Heather (#8)	2:34:46 pm	SB	49	152	1019	2587	14.2	25	30.1	1	4
to Aster (#7)	2:35:01 pm	SB	15	166	508	3095	23.7	25	26.8	0	4
to Cardinal (#6)	2:35:37 pm	SB	36	202	269	3363	5.1	25	26.3	1	5
to Sweet Briar (#5)	2:35:46 pm	SB	10	212	269	3633	19.1	25	22.5	0	5
to Rosemary (#4)	2:36:08 pm	SB	22	234	754	4386	23.2	25	27.4	0	5
to Palm (#3)	2:36:28 pm	SB	20	254	752	5138	25.4	25	29.2	0	5
to Rambler-Park (#2)	2:36:54 pm	SB	25	279	991	6129	26.6	25	30.3	0	5
to Pacific (#1)	2:38:07 pm	SB	73	352	720	6849	6.8	25	22.3	1	6
to Southend	2:39:08 pm	SB	61	413	395	7244	4.4	25	22.8	1	7

[-] Before-type Trip Log "Trip #8", PM-period, started Thursday 7/16/2015 2:48:54 PM ↑Contents

Entered artery 2:49:39 pm (46 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	2:50:12 pm	SB	33	33	259	259	5.4	25	17.9	1	1
to Hand (#11)	2:50:42 pm	SB	30	63	270	530	6.2	25	20.1	1	2
to Hildreth (#10)	2:51:19 pm	SB	37	100	778	1308	14.3	25	23.8	1	3
to Cresse (#9)	2:51:28 pm	SB	9	109	261	1569	19.8	25	23.2	0	3
to Heather (#8)	2:52:18 pm	SB	50	159	1014	2583	13.8	25	29.5	1	4
to Aster (#7)	2:52:33 pm	SB	15	174	508	3091	23.0	25	27.2	0	4
to Cardinal (#6)	2:52:40 pm	SB	7	181	264	3355	27.0	25	27.2	0	4
to Sweet Briar (#5)	2:52:47 pm	SB	7	188	270	3625	27.0	25	27.8	0	4
to Rosemary (#4)	2:53:04 pm	SB	18	205	754	4378	29.1	25	30.0	0	4
to Palm (#3)	2:53:23 pm	SB	18	223	751	5130	28.2	25	29.4	0	4
to Rambler-Park (#2)	2:54:08 pm	SB	45	269	992	6122	15.0	25	28.5	1	5
to Pacific (#1)	2:54:33 pm	SB	25	294	686	6808	18.7	25	21.3	0	5
to Southend	2:54:46 pm	SB	13	307	391	7199	20.4	25	21.5	0	5

[-] Before-type Trip Log "Trip #10", PM-period, started Thursday 7/16/2015 3:04:00 PM ↑Contents

Entered artery 3:04:42 pm (43 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	3:05:17 pm	SB	34	34	265	265	5.2	25	18.7	1	1
to Hand (#11)	3:05:50 pm	SB	33	67	270	535	5.6	25	21.4	1	2
to Hildreth (#10)	3:06:23 pm	SB	33	100	779	1314	16.1	25	28.3	1	3
to Cresse (#9)	3:06:31 pm	SB	8	109	261	1575	21.1	25	25.5	0	3
to Heather (#8)	3:07:23 pm	SB	52	161	1025	2600	13.4	25	30.0	1	4
to Aster (#7)	3:07:58 pm	SB	35	196	514	3114	10.1	25	24.8	1	5
to Cardinal (#6)	3:08:06 pm	SB	8	204	264	3378	21.7	25	24.1	0	5
to Sweet Briar (#5)	3:08:14 pm	SB	8	212	270	3647	23.6	25	23.8	0	5
to Rosemary (#4)	3:08:51 pm	SB	37	248	755	4402	14.1	25	23.1	1	6
to Palm (#3)	3:09:12 pm	SB	22	270	751	5153	23.4	25	27.4	0	6
to Rambler-Park (#2)	3:09:40 pm	SB	28	298	991	6144	24.2	25	30.1	1	7
to Pacific (#1)	3:10:46 pm	SB	66	364	706	6850	7.3	25	20.0	2	9
to Southend	3:11:20 pm	SB	33	397	391	7241	8.0	25	19.6	1	10

[-] Before-type Trip Log "Trip #12", PM-period, started Thursday 7/16/2015 3:18:57 PM ↑Contents

Entered artery 3:19:53 pm (56 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	3:20:29 pm	SB	37	37	261	261	4.9	25	18.6	1	1
to Hand (#11)	3:21:03 pm	SB	34	71	275	535	5.5	25	21.1	1	2
to Hildreth (#10)	3:21:36 pm	SB	33	103	781	1316	16.3	25	25.4	1	3
to Cresse (#9)	3:21:44 pm	SB	8	111	261	1577	22.8	25	25.4	0	3
to Heather (#8)	3:22:36 pm	SB	53	164	1020	2597	13.2	25	31.2	1	4
to Aster (#7)	3:22:50 pm	SB	14	178	509	3106	25.0	25	27.0	0	4
to Cardinal (#6)	3:22:57 pm	SB	7	184	264	3369	26.9	25	27.2	0	4
to Sweet Briar (#5)	3:23:04 pm	SB	7	191	270	3639	27.4	25	28.8	0	4
to Rosemary (#4)	3:23:22 pm	SB	18	209	754	4393	28.1	25	28.8	0	4
to Palm (#3)	3:23:41 pm	SB	19	229	751	5144	26.3	25	27.4	0	4
to Rambler-Park (#2)	3:24:08 pm	SB	26	255	961	6105	25.1	25	26.6	0	4
to Pacific (#1)	3:24:46 pm	SB	39	293	721	6827	12.8	25	22.8	1	5
to Southend	3:25:22 pm	SB	36	329	396	7223	7.5	25	20.6	1	6

[-] Before-type Trip Log "Trip #14", PM-period, started Thursday 7/16/2015 3:33:59 PM ↑Contents

Entered artery 3:35:03 pm (65 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	3:35:36 pm	SB	33	33	259	259	5.3	25	19.4	1	1
to Hand (#11)	3:36:10 pm	SB	33	66	278	537	5.7	25	20.1	1	2
to Hildreth (#10)	3:36:43 pm	SB	33	100	779	1316	16.0	25	26.4	1	3
to Cresse (#9)	3:36:51 pm	SB	8	108	261	1578	21.5	25	27.2	0	3
to Heather (#8)	3:37:44 pm	SB	53	161	1038	2615	13.3	25	30.3	1	4
to Aster (#7)	3:38:10 pm	SB	26	187	514	3130	13.7	25	24.1	1	5
to Cardinal (#6)	3:38:19 pm	SB	9	195	264	3394	20.8	25	25.1	0	5
to Sweet Briar (#5)	3:38:25 pm	SB	7	202	270	3664	26.8	25	27.2	0	5
to Rosemary (#4)	3:39:11 pm	SB	46	248	776	4440	11.5	25	28.5	1	6
to Palm (#3)	3:39:31 pm	SB	20	268	751	5192	25.4	25	28.4	0	6
to Rambler-Park (#2)	3:39:56 pm	SB	25	293	987	6179	27.3	25	29.8	0	6
to Pacific (#1)	3:41:06 pm	SB	69	362	709	6888	7.0	25	23.9	1	7
to Southend	3:42:01 pm	SB	55	417	407	7295	5.0	25	23.4	1	8

[-] Before-type Trip Log "Trip #16", PM-period, started Thursday 7/16/2015 3:59:00 PM ↑Contents

Entered artery 3:59:42 pm (42 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	4:00:14 pm	SB	32	32	259	259	5.4	25	17.2	1	1
to Hand (#11)	4:00:47 pm	SB	32	65	268	527	5.7	25	18.7	1	2
to Hildreth (#10)	4:01:17 pm	SB	30	95	779	1306	17.7	25	24.0	1	3

to Cresse (#9)	4:01:25 pm	SB	8	103	261	1567	21.6	25	24.2	0	3
to Heather (#8)	4:02:14 pm	SB	49	152	1022	2589	14.2	25	29.3	1	4
to Aster (#7)	4:02:44 pm	SB	30	183	516	3105	11.6	25	24.6	1	5
to Cardinal (#6)	4:02:53 pm	SB	8	191	264	3369	21.2	25	25.0	0	5
to Sweet Briar (#5)	4:03:00 pm	SB	7	198	270	3639	25.5	25	25.4	0	5
to Rosemary (#4)	4:03:44 pm	SB	44	242	764	4402	11.8	25	27.8	1	6
to Palm (#3)	4:04:05 pm	SB	21	263	751	5154	24.5	25	27.2	0	6
to Rambler-Park (#2)	4:04:54 pm	SB	49	312	1006	6159	14.0	25	28.0	1	7
to Pacific (#1)	4:05:44 pm	SB	50	362	692	6851	9.4	25	19.3	1	8
to Southend	4:06:27 pm	SB	43	405	411	7262	6.5	25	22.0	1	9

[-] Before-type Trip Log "Trip #18", PM-period, started Thursday 7/16/2015 4:15:12 PM ↑Contents

Entered artery 4:15:54 pm (42 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	4:16:29 pm	SB	36	36	259	259	5.0	25	16.9	1	1
to Hand (#11)	4:17:02 pm	SB	32	68	271	530	5.7	25	21.2	1	2
to Hildreth (#10)	4:17:36 pm	SB	34	102	779	1309	15.7	25	27.5	1	3
to Cresse (#9)	4:17:44 pm	SB	8	110	261	1570	21.5	25	25.5	0	3
to Heather (#8)	4:18:33 pm	SB	50	160	1027	2598	14.1	25	29.7	1	4
to Aster (#7)	4:18:49 pm	SB	15	175	508	3106	22.8	25	25.1	0	4
to Cardinal (#6)	4:19:28 pm	SB	40	215	282	3388	4.8	25	24.8	1	5
to Sweet Briar (#5)	4:19:37 pm	SB	9	223	270	3658	21.3	25	24.6	0	5
to Rosemary (#4)	4:19:59 pm	SB	22	245	754	4411	23.9	25	25.7	0	5
to Palm (#3)	4:20:18 pm	SB	20	265	751	5163	25.7	25	27.8	0	5
to Rambler-Park (#2)	4:20:43 pm	SB	25	289	990	6153	27.3	25	30.1	0	5
to Pacific (#1)	4:21:57 pm	SB	74	364	720	6872	6.6	25	25.7	1	6
to Southend	4:22:11 pm	SB	14	377	391	7263	19.5	25	20.8	0	6

[-] Before-type Trip Log "Trip #20", PM-period, started Thursday 7/16/2015 4:31:22 PM ↑Contents

Entered artery 4:32:20 pm (58 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	4:32:54 pm	SB	34	34	262	262	5.2	25	20.5	1	1
to Hand (#11)	4:33:24 pm	SB	30	64	268	529	6.0	25	22.0	1	2
to Hildreth (#10)	4:34:02 pm	SB	38	102	779	1308	14.2	25	24.3	1	3
to Cresse (#9)	4:34:09 pm	SB	8	110	261	1570	23.1	25	24.3	0	3
to Heather (#8)	4:34:57 pm	SB	48	157	1018	2587	14.6	25	29.6	1	4
to Aster (#7)	4:35:14 pm	SB	17	174	508	3095	20.6	25	23.0	0	4
to Cardinal (#6)	4:35:21 pm	SB	8	182	264	3359	23.6	25	23.7	0	4

to Sweet Briar (#5)	4:35:29 pm	SB	8	189	270	3629	23.9	25	24.3	0	4
to Rosemary (#4)	4:36:20 pm	SB	51	240	773	4402	10.3	25	26.1	1	5
to Palm (#3)	4:36:41 pm	SB	21	261	752	5153	24.6	25	27.0	0	5
to Rambler-Park (#2)	4:37:07 pm	SB	25	287	987	6140	26.5	25	28.2	0	5
to Pacific (#1)	4:38:17 pm	SB	70	357	701	6841	6.8	25	22.4	1	6
to Southend	4:38:29 pm	SB	12	370	392	7233	21.4	25	22.3	0	6

[-] Before-type Trip Log "Trip #22", PM-period, started Thursday 7/16/2015 4:47:24 PM ↑Contents

Entered artery 4:47:50 pm (26 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	4:48:11 pm	SB	21	21	263	263	8.6	25	17.8	1	1
to Hand (#11)	4:48:35 pm	SB	24	45	268	531	7.5	25	19.7	1	2
to Hildreth (#10)	4:49:09 pm	SB	34	79	778	1309	15.7	25	25.0	1	3
to Cresse (#9)	4:49:17 pm	SB	8	87	261	1570	21.5	25	24.5	0	3
to Heather (#8)	4:50:04 pm	SB	47	135	1024	2594	14.8	25	34.0	1	4
to Aster (#7)	4:50:43 pm	SB	39	173	516	3110	9.1	25	25.8	1	5
to Cardinal (#6)	4:50:52 pm	SB	9	182	264	3374	20.4	25	23.4	0	5
to Sweet Briar (#5)	4:50:59 pm	SB	7	189	270	3643	25.2	25	26.1	0	5
to Rosemary (#4)	4:51:31 pm	SB	32	221	775	4418	16.4	25	29.7	1	6
to Palm (#3)	4:51:49 pm	SB	18	240	752	5170	28.2	25	30.4	0	6
to Rambler-Park (#2)	4:52:14 pm	SB	24	264	991	6160	27.6	25	31.9	1	7
to Pacific (#1)	4:53:28 pm	SB	74	338	712	6872	6.5	25	24.1	2	9
to Southend	4:53:57 pm	SB	29	367	411	7282	9.6	25	23.9	1	10

Cumulative Reports

[-] Before-type Trip Log "Trip #2", PM-period, started Thursday 7/16/2015 2:01:05 PM ↑Contents

Entered artery 2:01:42 pm (37 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	2:08:19 pm	SB	398	7228	7

[-] Before-type Trip Log "Trip #4", PM-period, started Thursday 7/16/2015 2:15:48 PM ↑Contents

Entered artery 2:16:12 pm (24 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops

to Southend	2:22:28 pm	SB	377	7229	7

[-] Before-type Trip Log "Trip #6", PM-period, started Thursday 7/16/2015 2:31:31 PM ↑Contents

Entered artery 2:32:15 pm (44 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	2:39:08 pm	SB	413	7244	7

[-] Before-type Trip Log "Trip #8", PM-period, started Thursday 7/16/2015 2:48:54 PM ↑Contents

Entered artery 2:49:39 pm (46 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	2:54:46 pm	SB	307	7199	5

[-] Before-type Trip Log "Trip #10", PM-period, started Thursday 7/16/2015 3:04:00 PM ↑Contents

Entered artery 3:04:42 pm (43 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	3:11:20 pm	SB	397	7241	10

[-] Before-type Trip Log "Trip #12", PM-period, started Thursday 7/16/2015 3:18:57 PM ↑Contents

Entered artery 3:19:53 pm (56 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	3:25:22 pm	SB	329	7223	6

[-] Before-type Trip Log "Trip #14", PM-period, started Thursday 7/16/2015 3:33:59 PM ↑Contents

Entered artery 3:35:03 pm (65 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	3:42:01 pm	SB	417	7295	8

[-] Before-type Trip Log "Trip #16", PM-period, started Thursday 7/16/2015 3:59:00 PM ↑Contents

Entered artery 3:59:42 pm (42 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	4:06:27 pm	SB	405	7262	9

[-] Before-type Trip Log "Trip #18", PM-period, started Thursday 7/16/2015 4:15:12 PM ↑Contents

Entered artery 4:15:54 pm (42 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	4:22:11 pm	SB	377	7263	6

[-] Before-type Trip Log "Trip #20", PM-period, started Thursday 7/16/2015 4:31:22 PM ↑Contents

Entered artery 4:32:20 pm (58 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	4:38:29 pm	SB	370	7233	6

[-] Before-type Trip Log "Trip #22", PM-period, started Thursday 7/16/2015 4:47:24 PM ↑Contents

Entered artery 4:47:50 pm (26 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	4:53:57 pm	SB	367	7282	10

Friday 7/24/2015 2:10:54 PM

Travel Time & Delay Report for CR 621

Legend:

NCT:
Node Crossing Time
Dir:
Direction of Travel (NB, SB, EB, or WB)
TT:
Travel Time from previous Node (seconds)
CTT:
Cumulative Travel Time since beginning of Run (seconds)
TL:
Travel Distance from previous Node (feet)
CTL:
Cumulative Travel Distance since beginning of Run (feet)
AS:
Actual Average Speed from previous Node (mph) = TL/TT
PLS:
User-specified Posted Speed Limit (mph)
MxS:
Maximum Speed reached in Travel from previous Node (mph)
Stops:
Number of Stops in Travel from previous Node. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CStops:
Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

Contents:

Trip #1, Trip #3, Trip #5, Trip #7, Trip #9, Trip #11, Trip #13, Trip #15, Trip #17, Trip #19, Trip #21, Trip #23, Trip #25, Trip #27, Cumulative Reports

[-] Collapse All

[-] Before-type Trip Log "Trip #1", Weekend-period, started Saturday 7/18/2015 10:06:24 AM

↑Contents

Entered artery 10:06:52 am (28 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:07:55 am	NB	63	63	394	394	4.3	25	26.6	1	1
to Rambler-Park (#2)	10:08:15 am	NB	20	83	671	1065	22.9	25	29.4	0	1
to Palm (#3)	10:08:39 am	NB	24	107	987	2052	27.8	25	32.4	0	1
to Rosemary (#4)	10:08:55 am	NB	16	123	751	2803	31.9	25	33.0	0	1
to Sweet Briar (#5)	10:09:39 am	NB	45	167	768	3572	11.7	25	31.3	1	2
to Cardinal (#6)	10:09:48 am	NB	8	176	270	3841	22.2	25	27.6	0	2
to Aster (#7)	10:09:54 am	NB	6	182	264	4105	29.1	25	29.9	0	2
to Heather (#8)	10:10:28 am	NB	34	216	509	4615	10.3	25	30.2	1	3
to Cresse (#9)	10:11:16 am	NB	48	264	1011	5626	14.2	25	28.4	1	4
to Hildreth (#10)	10:11:24 am	NB	8	272	261	5887	21.6	25	22.7	0	4

to Hand (#11)	10:13:03 am	NB	99	371	784	6671	5.4	25	21.9	2	6
to RT 47 (#12)	10:13:36 am	NB	32	404	270	6941	5.7	25	17.1	1	7
to Northend (#13)	10:14:10 am	NB	34	438	261	7201	5.2	25	20.4	1	8

[-] Before-type Trip Log "Trip #3", Weekend-period, started Saturday 7/18/2015 10:23:10 AM

↑Contents

Entered artery 10:23:43 am (33 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:24:14 am	NB	31	31	392	392	8.5	25	21.9	1	1
to Rambler-Park (#2)	10:24:38 am	NB	24	55	669	1061	19.2	25	27.0	1	2
to Palm (#3)	10:25:09 am	NB	32	87	986	2047	21.3	25	27.1	0	2
to Rosemary (#4)	10:25:48 am	NB	39	125	759	2806	13.4	25	26.4	1	3
to Sweet Briar (#5)	10:26:25 am	NB	37	162	758	3564	14.0	25	26.6	1	4
to Cardinal (#6)	10:26:34 am	NB	10	172	270	3834	19.3	25	23.6	0	4
to Aster (#7)	10:26:42 am	NB	8	180	264	4098	23.1	25	23.6	0	4
to Heather (#8)	10:26:58 am	NB	16	196	509	4607	21.6	25	23.2	0	4
to Cresse (#9)	10:27:39 am	NB	41	237	1012	5619	16.9	25	21.7	0	4
to Hildreth (#10)	10:27:49 am	NB	10	247	261	5880	17.3	25	19.9	0	4
to Hand (#11)	10:29:20 am	NB	90	337	786	6665	5.9	25	20.3	1	5
to RT 47 (#12)	10:29:59 am	NB	39	377	276	6941	4.8	25	13.5	1	6
to Northend (#13)	10:30:37 am	NB	38	414	260	7201	4.7	25	12.5	1	7

[-] Before-type Trip Log "Trip #5", Weekend-period, started Saturday 7/18/2015 10:41:15 AM

↑Contents

Entered artery 10:42:46 am (92 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	10:42:58 am	NB	12	12	391	391	23.0	25	25.0	0	0
to Rambler-Park (#2)	10:43:17 am	NB	19	31	674	1065	23.6	25	26.1	0	0
to Palm (#3)	10:43:42 am	NB	25	56	983	2048	27.0	25	31.9	0	0
to Rosemary (#4)	10:44:28 am	NB	46	102	769	2817	11.4	25	30.6	1	1
to Sweet Briar (#5)	10:44:50 am	NB	22	124	754	3571	23.4	25	27.7	0	1
to Cardinal (#6)	10:45:26 am	NB	35	159	280	3851	5.4	25	24.7	1	2
to Aster (#7)	10:45:35 am	NB	9	168	264	4115	20.0	25	23.3	0	2
to Heather (#8)	10:45:50 am	NB	15	183	509	4623	23.1	25	25.5	0	2
to Cresse (#9)	10:46:16 am	NB	27	210	1011	5634	25.8	25	29.3	0	2
to Hildreth (#10)	10:46:25 am	NB	8	218	261	5895	21.0	25	24.3	0	2
to Hand (#11)	10:47:03 am	NB	38	257	782	6677	13.9	25	27.7	1	3
to RT 47 (#12)	10:47:34 am	NB	31	288	269	6946	5.9	25	14.5	1	4
to Northend (#13)	10:48:12 am	NB	38	326	259	7205	4.6	25	18.3	1	5

[-] Before-type Trip Log "Trip #7", Weekend-period, started Saturday 7/18/2015 10:58:34 AM

↑Contents

Entered artery 10:59:29 am (55 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	11:00:25 am	NB	57	57	392	392	4.7	25	23.6	1	1
to Rambler-Park (#2)	11:00:47 am	NB	21	78	667	1059	21.3	25	26.6	0	1
to Palm (#3)	11:01:12 am	NB	25	104	983	2043	26.4	25	30.5	0	1
to Rosemary (#4)	11:01:58 am	NB	46	150	771	2814	11.4	25	28.8	1	2
to Sweet Briar (#5)	11:02:20 am	NB	22	171	754	3568	23.6	25	26.1	0	2
to Cardinal (#6)	11:02:27 am	NB	7	179	270	3837	25.7	25	26.1	0	2
to Aster (#7)	11:02:34 am	NB	7	186	264	4102	24.8	25	24.9	0	2
to Heather (#8)	11:02:51 am	NB	17	203	508	4610	20.7	25	24.4	0	2
to Cresse (#9)	11:03:40 am	NB	49	252	1021	5631	14.2	25	26.0	1	3
to Hildreth (#10)	11:03:49 am	NB	9	261	261	5892	19.1	25	21.4	0	3
to Hand (#11)	11:04:19 am	NB	30	291	778	6670	17.7	25	23.0	1	4
to RT 47 (#12)	11:05:11 am	NB	51	342	271	6942	3.6	25	15.2	1	5
to Northend (#13)	11:05:39 am	NB	29	371	259	7201	6.1	25	17.9	1	6

[-] Before-type Trip Log "Trip #9", Weekend-period, started Saturday 7/18/2015 11:17:52 AM

↑Contents

Entered artery 11:18:53 am (61 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	11:19:04 am	NB	11	11	391	391	24.1	25	24.2	0	0
to Rambler-Park (#2)	11:19:25 am	NB	21	32	660	1051	21.9	25	27.8	0	0
to Palm (#3)	11:19:53 am	NB	29	60	996	2047	23.6	25	27.0	0	0
to Rosemary (#4)	11:20:38 am	NB	45	106	756	2803	11.4	25	27.8	1	1
to Sweet Briar (#5)	11:21:09 am	NB	30	136	753	3556	17.1	25	25.3	1	2
to Cardinal (#6)	11:21:18 am	NB	10	146	270	3826	18.6	25	22.4	0	2
to Aster (#7)	11:21:26 am	NB	7	153	264	4090	25.2	25	26.0	0	2
to Heather (#8)	11:21:39 am	NB	13	166	508	4598	26.3	25	27.0	0	2
to Cresse (#9)	11:22:22 am	NB	43	209	1013	5612	16.1	25	29.2	1	3
to Hildreth (#10)	11:22:30 am	NB	8	217	261	5873	21.1	25	23.5	0	3
to Hand (#11)	11:23:03 am	NB	33	250	779	6652	16.1	25	25.8	1	4
to RT 47 (#12)	11:23:50 am	NB	47	297	270	6922	3.9	25	14.6	1	5
to Northend (#13)	11:24:31 am	NB	41	338	260	7181	4.4	25	17.9	1	6

[-] Before-type Trip Log "Trip #11", Weekend-period, started Saturday 7/18/2015 11:36:02 AM

↑Contents

Entered artery 11:36:55 am (53 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	11:37:48 am	NB	53	53	402	402	5.1	25	22.6	1	1
to Rambler-Park (#2)	11:38:13 am	NB	24	78	659	1061	18.4	25	23.1	1	2
to Palm (#3)	11:38:43 am	NB	30	108	994	2055	22.3	25	26.3	0	2
to Rosemary (#4)	11:39:19 am	NB	36	144	752	2807	14.2	25	26.0	1	3
to Sweet Briar (#5)	11:40:10 am	NB	51	196	765	3572	10.2	25	25.8	1	4
to Cardinal (#6)	11:40:19 am	NB	9	205	270	3842	20.8	25	24.8	0	4
to Aster (#7)	11:40:26 am	NB	7	211	264	4106	26.0	25	26.7	0	4
to Heather (#8)	11:40:39 am	NB	13	224	508	4614	26.8	25	27.5	0	4
to Cresse (#9)	11:41:06 am	NB	27	251	1011	5625	25.8	25	27.8	0	4
to Hildreth (#10)	11:41:13 am	NB	8	259	261	5886	23.0	25	24.4	0	4
to Hand (#11)	11:41:50 am	NB	37	295	779	6665	14.5	25	27.8	1	5
to RT 47 (#12)	11:42:28 am	NB	38	333	268	6933	4.9	25	14.8	1	6
to Northend (#13)	11:43:02 am	NB	35	368	259	7192	5.1	25	15.5	1	7

[-] Before-type Trip Log "Trip #13", Weekend-period, started Saturday 7/18/2015 11:54:01 AM

↑Contents

Entered artery 11:54:53 am (52 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	11:55:17 am	NB	24	24	391	391	11.1	25	22.3	1	1
to Rambler-Park (#2)	11:55:40 am	NB	23	47	675	1066	20.2	25	25.5	0	1
to Palm (#3)	11:56:06 am	NB	27	74	989	2055	25.3	25	28.6	0	1
to Rosemary (#4)	11:56:49 am	NB	42	116	761	2816	12.3	25	27.0	1	2
to Sweet Briar (#5)	11:57:11 am	NB	23	138	754	3570	22.8	25	27.7	0	2
to Cardinal (#6)	11:57:18 am	NB	7	145	270	3839	26.4	25	26.7	0	2
to Aster (#7)	11:57:25 am	NB	7	152	264	4103	26.9	25	27.2	0	2
to Heather (#8)	11:57:49 am	NB	24	176	508	4612	14.4	25	26.5	1	3
to Cresse (#9)	11:58:30 am	NB	41	217	1011	5623	16.8	25	25.6	1	4
to Hildreth (#10)	11:58:39 am	NB	9	227	261	5884	18.8	25	21.5	0	4
to Hand (#11)	11:59:10 am	NB	30	257	778	6662	17.4	25	25.7	1	5
to RT 47 (#12)	11:59:48 am	NB	38	296	271	6933	4.8	25	17.0	1	6
to Northend (#13)	12:00:24 pm	NB	36	331	269	7202	5.2	25	21.1	1	7

[-] Before-type Trip Log "Trip #15", Weekend-period, started Saturday 7/18/2015 12:12:18 PM

↑Contents

Entered artery 12:12:54 pm (36 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	12:13:55 pm	NB	61	61	403	403	4.5	25	25.0	1	1
to Rambler-Park (#2)	12:14:27 pm	NB	32	93	676	1079	14.4	25	24.4	1	2
to Palm (#3)	12:14:55 pm	NB	28	121	983	2063	24.2	25	27.8	0	2
to Rosemary (#4)	12:15:32 pm	NB	38	159	752	2815	13.5	25	28.4	1	3
to Sweet Briar (#5)	12:15:58 pm	NB	26	185	753	3568	19.9	25	26.9	0	3
to Cardinal (#6)	12:16:07 pm	NB	9	193	270	3838	21.1	25	25.2	0	3
to Aster (#7)	12:16:14 pm	NB	7	200	264	4102	26.2	25	26.7	0	3
to Heather (#8)	12:16:29 pm	NB	15	216	508	4610	22.8	25	25.0	0	3
to Cresse (#9)	12:17:09 pm	NB	40	256	1011	5621	17.1	25	22.1	0	3
to Hildreth (#10)	12:17:19 pm	NB	9	265	261	5882	19.3	25	23.5	0	3
to Hand (#11)	12:17:50 pm	NB	31	296	779	6661	17.1	25	24.1	1	4
to RT 47 (#12)	12:18:28 pm	NB	38	334	270	6931	4.8	25	18.9	1	5
to Northend (#13)	12:19:06 pm	NB	38	373	259	7190	4.6	25	20.2	1	6

[-] Before-type Trip Log "Trip #17", Weekend-period, started Saturday 7/18/2015 12:28:39 PM

↑Contents

Entered artery 12:29:32 pm (53 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	12:30:15 pm	NB	43	43	400	400	6.3	25	23.5	1	1
to Rambler-Park (#2)	12:30:36 pm	NB	21	65	671	1071	21.6	25	26.0	0	1
to Palm (#3)	12:31:05 pm	NB	29	93	982	2053	23.3	25	25.8	0	1
to Rosemary (#4)	12:31:48 pm	NB	43	137	760	2813	12.0	25	25.7	1	2
to Sweet Briar (#5)	12:32:37 pm	NB	48	185	758	3571	10.7	25	23.8	1	3
to Cardinal (#6)	12:32:46 pm	NB	9	194	270	3841	20.0	25	23.2	0	3
to Aster (#7)	12:32:54 pm	NB	8	202	264	4105	22.6	25	23.0	0	3
to Heather (#8)	12:33:08 pm	NB	15	217	508	4613	23.6	25	24.7	0	3
to Cresse (#9)	12:33:37 pm	NB	29	245	1011	5624	24.0	25	25.6	0	3
to Hildreth (#10)	12:33:45 pm	NB	8	253	261	5885	22.5	25	24.2	0	3
to Hand (#11)	12:34:08 pm	NB	23	277	778	6664	22.6	25	26.8	0	3
to RT 47 (#12)	12:34:50 pm	NB	41	318	278	6941	4.6	25	19.2	1	4
to Northend (#13)	12:35:25 pm	NB	35	353	260	7201	5.1	25	18.1	1	5

[-] Before-type Trip Log "Trip #19", Weekend-period, started Saturday 7/18/2015 12:44:13 PM

↑Contents

Entered artery 12:44:54 pm (41 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	12:45:26 pm	NB	32	32	397	397	8.5	25	24.1	1	1
to Rambler-Park											

(#2)	12:45:47 pm	NB	21	53	652	1049	21.4	25	25.2	0	1
to Palm (#3)	12:46:14 pm	NB	27	80	997	2046	24.7	25	28.4	0	1
to Rosemary (#4)	12:47:00 pm	NB	46	126	766	2813	11.3	25	27.0	1	2
to Sweet Briar (#5)	12:47:21 pm	NB	21	147	753	3566	24.6	25	27.6	0	2
to Cardinal (#6)	12:47:28 pm	NB	7	154	270	3836	26.6	25	26.8	0	2
to Aster (#7)	12:47:35 pm	NB	7	161	264	4100	26.6	25	26.9	0	2
to Heather (#8)	12:47:55 pm	NB	20	181	507	4608	17.4	25	27.1	1	3
to Cresse (#9)	12:48:42 pm	NB	47	228	1014	5621	14.6	25	26.6	1	4
to Hildreth (#10)	12:48:50 pm	NB	8	236	261	5883	22.6	25	25.7	0	4
to Hand (#11)	12:49:20 pm	NB	30	266	778	6661	17.7	25	28.1	1	5
to RT 47 (#12)	12:49:58 pm	NB	38	304	276	6937	5.0	25	19.5	1	6
to Northend (#13)	12:50:34 pm	NB	37	340	259	7196	4.8	25	19.6	1	7

[-] Before-type Trip Log "Trip #21", Weekend-period, started Saturday 7/18/2015 12:59:55 PM

↑Contents

Entered artery 1:00:17 pm (23 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	1:00:37 pm	NB	19	19	392	392	13.7	25	22.5	1	1
to Rambler-Park (#2)	1:01:58 pm	NB	81	101	681	1073	5.7	25	24.7	1	2
to Palm (#3)	1:02:26 pm	NB	28	129	978	2051	24.0	25	27.0	0	2
to Rosemary (#4)	1:02:46 pm	NB	20	148	752	2802	26.1	25	27.8	0	2
to Sweet Briar (#5)	1:03:05 pm	NB	20	168	753	3555	26.3	25	27.3	0	2
to Cardinal (#6)	1:03:12 pm	NB	7	175	270	3825	26.1	25	27.8	0	2
to Aster (#7)	1:03:18 pm	NB	6	181	264	4089	29.2	25	29.9	0	2
to Heather (#8)	1:03:30 pm	NB	12	193	508	4597	28.6	25	29.6	0	2
to Cresse (#9)	1:03:55 pm	NB	24	217	1011	5608	28.3	25	30.6	0	2
to Hildreth (#10)	1:04:02 pm	NB	7	224	261	5869	26.5	25	27.8	0	2
to Hand (#11)	1:04:33 pm	NB	32	256	781	6650	16.8	25	28.7	1	3
to RT 47 (#12)	1:05:14 pm	NB	40	296	275	6925	4.6	25	17.4	1	4
to Northend (#13)	1:05:47 pm	NB	33	330	259	7184	5.3	25	18.0	1	5

[-] Before-type Trip Log "Trip #23", Weekend-period, started Saturday 7/18/2015 1:16:18 PM

↑Contents

Entered artery 1:16:59 pm (41 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	1:17:09 pm	NB	11	11	391	391	24.9	25	25.5	0	0
to Rambler-Park (#2)	1:17:31 pm	NB	22	33	669	1060	20.7	25	24.6	0	0
to Palm (#3)	1:18:12 pm	NB	41	74	984	2045	16.4	25	29.4	1	1
to Rosemary (#4)	1:18:34 pm	NB	22	96	752	2797	23.0	25	25.6	0	1

to Sweet Briar (#5)	1:18:56 pm	NB	21	117	754	3550	24.4	25	26.6	0	1
to Cardinal (#6)	1:19:32 pm	NB	36	153	280	3830	5.3	25	24.5	1	2
to Aster (#7)	1:19:40 pm	NB	8	161	264	4094	21.4	25	24.8	0	2
to Heather (#8)	1:19:53 pm	NB	13	174	509	4603	26.7	25	27.3	0	2
to Cresse (#9)	1:20:16 pm	NB	24	198	1010	5613	29.3	25	31.2	0	2
to Hildreth (#10)	1:20:24 pm	NB	7	205	261	5874	24.7	25	25.7	0	2
to Hand (#11)	1:20:59 pm	NB	36	241	780	6655	15.0	25	24.1	1	3
to RT 47 (#12)	1:21:43 pm	NB	44	285	271	6926	4.2	25	11.0	1	4
to Northend (#13)	1:22:22 pm	NB	39	323	259	7184	4.6	25	19.1	1	5

[-] Before-type Trip Log "Trip #25", Weekend-period, started Saturday 7/18/2015 1:33:07 PM

↑Contents

Entered artery 1:33:39 pm (33 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	1:34:27 pm	NB	47	47	392	392	5.6	25	25.2	1	1
to Rambler-Park (#2)	1:34:51 pm	NB	24	71	652	1044	18.5	25	21.6	0	1
to Palm (#3)	1:35:21 pm	NB	30	102	1000	2044	22.3	25	25.1	0	1
to Rosemary (#4)	1:36:01 pm	NB	40	142	758	2801	12.8	25	25.9	1	2
to Sweet Briar (#5)	1:36:24 pm	NB	22	165	754	3555	23.1	25	26.4	0	2
to Cardinal (#6)	1:36:31 pm	NB	8	172	270	3825	24.1	25	24.6	0	2
to Aster (#7)	1:36:38 pm	NB	7	179	264	4089	26.1	25	26.8	0	2
to Heather (#8)	1:36:52 pm	NB	14	193	508	4597	25.0	25	28.0	0	2
to Cresse (#9)	1:37:43 pm	NB	51	244	1012	5609	13.6	25	25.9	1	3
to Hildreth (#10)	1:37:51 pm	NB	8	252	261	5869	21.4	25	25.5	0	3
to Hand (#11)	1:38:21 pm	NB	30	282	779	6648	17.9	25	28.7	1	4
to RT 47 (#12)	1:39:00 pm	NB	39	321	267	6915	4.7	25	17.2	1	5
to Northend (#13)	1:39:37 pm	NB	37	358	259	7174	4.8	25	17.7	1	6

[-] Before-type Trip Log "Trip #27", Weekend-period, started Saturday 7/18/2015 1:49:34 PM

↑Contents

Entered artery 1:50:24 pm (51 seconds) traveling Northbound from Southend

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to Pacific (#1)	1:50:44 pm	NB	20	20	392	392	13.2	25	24.5	1	1
to Rambler-Park (#2)	1:51:12 pm	NB	27	47	660	1052	16.6	25	25.0	1	2
to Palm (#3)	1:51:39 pm	NB	27	74	997	2049	25.2	25	30.2	0	2
to Rosemary (#4)	1:52:24 pm	NB	45	119	758	2807	11.5	25	28.7	1	3
to Sweet Briar (#5)	1:53:06 pm	NB	43	162	755	3562	12.0	25	28.7	1	4
to Cardinal (#6)	1:53:14 pm	NB	7	170	270	3832	25.0	25	27.8	0	4
to Aster (#7)	1:53:20 pm	NB	6	176	264	4096	28.5	25	28.7	0	4

to Heather (#8)	1:53:32 pm	NB	12	188	508	4604	28.4	25	29.3	0	4
to Cresse (#9)	1:54:08 pm	NB	36	224	1011	5615	19.2	25	30.0	1	5
to Hildreth (#10)	1:54:16 pm	NB	8	232	262	5876	22.5	25	25.5	0	5
to Hand (#11)	1:54:44 pm	NB	28	260	778	6655	18.9	25	26.9	1	6
to RT 47 (#12)	1:55:27 pm	NB	43	303	271	6926	4.3	25	17.9	1	7
to Northend (#13)	1:56:01 pm	NB	34	336	259	7185	5.3	25	15.5	1	8

Cumulative Reports

[-] Before-type Trip Log "Trip #1", Weekend-period, started Saturday 7/18/2015 10:06:24 AM

↑Contents

Entered artery 10:06:52 am (28 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	10:14:10 am	NB	438	7201	8

[-] Before-type Trip Log "Trip #3", Weekend-period, started Saturday 7/18/2015 10:23:10 AM

↑Contents

Entered artery 10:23:43 am (33 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	10:30:37 am	NB	414	7201	7

[-] Before-type Trip Log "Trip #5", Weekend-period, started Saturday 7/18/2015 10:41:15 AM

↑Contents

Entered artery 10:42:46 am (92 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	10:48:12 am	NB	326	7205	5

[-] Before-type Trip Log "Trip #7", Weekend-period, started Saturday 7/18/2015 10:58:34 AM

↑Contents

Entered artery 10:59:29 am (55 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	11:05:39 am	NB	371	7201	6

[-] Before-type Trip Log "Trip #9", Weekend-period, started Saturday 7/18/2015 11:17:52 AM

↑Contents

Entered artery 11:18:53 am (61 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	11:24:31 am	NB	338	7181	6

[-] Before-type Trip Log "Trip #11", Weekend-period, started Saturday 7/18/2015 11:36:02 AM

↑Contents

Entered artery 11:36:55 am (53 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	11:43:02 am	NB	368	7192	7

[-] Before-type Trip Log "Trip #13", Weekend-period, started Saturday 7/18/2015 11:54:01 AM

↑Contents

Entered artery 11:54:53 am (52 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	12:00:24 pm	NB	331	7202	7

[-] Before-type Trip Log "Trip #15", Weekend-period, started Saturday 7/18/2015 12:12:18 PM

↑Contents

Entered artery 12:12:54 pm (36 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	12:19:06 pm	NB	373	7190	6

[-] Before-type Trip Log "Trip #17", Weekend-period, started Saturday 7/18/2015 12:28:39 PM

↑Contents

Entered artery 12:29:32 pm (53 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	12:35:25 pm	NB	353	7201	5

[-] Before-type Trip Log "Trip #19", Weekend-period, started Saturday 7/18/2015 12:44:13 PM

↑Contents

Entered artery 12:44:54 pm (41 seconds)
traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	12:50:34 pm	NB	340	7196	7

[-] Before-type Trip Log "Trip #21", Weekend-period, started Saturday 7/18/2015 12:59:55 PM

↑Contents

Entered artery 1:00:17 pm (23 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	1:05:47 pm	NB	330	7184	5

[-] Before-type Trip Log "Trip #23", Weekend-period, started Saturday 7/18/2015 1:16:18 PM

↑Contents

Entered artery 1:16:59 pm (41 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	1:22:22 pm	NB	323	7184	5

[-] Before-type Trip Log "Trip #25", Weekend-period, started Saturday 7/18/2015 1:33:07 PM

↑Contents

Entered artery 1:33:39 pm (33 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	1:39:37 pm	NB	358	7174	6

[-] Before-type Trip Log "Trip #27", Weekend-period, started Saturday 7/18/2015 1:49:34 PM

↑Contents

Entered artery 1:50:24 pm (51 seconds) traveling Northbound from Southend

Node	NCT	Dir	CTT	CTL	CStops
to Northend (#13)	1:56:01 pm	NB	336	7185	8

Friday 7/24/2015 2:10:54 PM

Travel Time & Delay Report for CR 621

Legend:

NCT:
Node Crossing Time
Dir:
Direction of Travel (NB, SB, EB, or WB)
TT:
Travel Time from previous Node (seconds)
CTT:
Cumulative Travel Time since beginning of Run (seconds)
TL:
Travel Distance from previous Node (feet)
CTL:
Cumulative Travel Distance since beginning of Run (feet)
AS:
Actual Average Speed from previous Node (mph) = TL/TT
PLS:
User-specified Posted Speed Limit (mph)
MxS:
Maximum Speed reached in Travel from previous Node (mph)
Stops:
Number of Stops in Travel from previous Node. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CStops:
Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

Contents:

Trip #2, Trip #4, Trip #6, Trip #8, Trip #10, Trip #12, Trip #14, Trip #16, Trip #18, Trip #20, Trip #22, Trip #24, Trip #26, Trip #28, Cumulative Reports

[-] Collapse All

[-] Before-type Trip Log "Trip #2", Weekend-period, started Saturday 7/18/2015 10:15:27 AM

↑Contents

Entered artery 10:16:48 am (82 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	10:17:24 am	SB	35	35	260	260	5.0	25	17.6	1	1
to Hand (#11)	10:17:48 am	SB	24	59	253	513	7.2	25	17.6	1	2
to Hildreth (#10)	10:18:16 am	SB	29	88	797	1310	19.0	25	26.4	0	2
to Cresse (#9)	10:18:30 am	SB	14	102	261	1571	12.6	25	22.1	1	3
to Heather (#8)	10:18:52 am	SB	22	124	1011	2582	31.5	25	34.6	0	3
to Aster (#7)	10:19:03 am	SB	11	135	508	3090	32.4	25	32.9	0	3
to Cardinal (#6)	10:19:09 am	SB	6	140	264	3354	30.7	25	30.7	0	3
to Sweet Briar (#5)	10:19:43 am	SB	34	175	282	3635	5.6	25	30.9	1	4
to Rosemary (#4)	10:20:02 am	SB	19	194	755	4390	27.2	25	31.2	0	4
to Palm (#3)	10:20:19 am	SB	17	211	751	5141	30.2	25	30.8	0	4
to Rambler-Park											

(#2)	10:20:43 am	SB	24	235	991	6132	28.0	25	30.5	0	4
to Pacific (#1)	10:21:55 am	SB	72	307	755	6888	7.2	25	23.8	2	6
to Southend	10:22:19 am	SB	24	330	391	7279	11.3	25	24.4	1	7

[-] Before-type Trip Log "Trip #4", Weekend-period, started Saturday 7/18/2015 10:32:43 AM

↑Contents

Entered artery 10:33:28 am (45 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	10:34:36 am	SB	68	68	259	259	2.6	25	16.6	1	1
to Hand (#11)	10:35:08 am	SB	33	100	268	527	5.6	25	20.7	1	2
to Hildreth (#10)	10:35:41 am	SB	33	134	778	1305	15.9	25	26.5	1	3
to Cresse (#9)	10:35:50 am	SB	8	142	261	1566	21.0	25	26.3	0	3
to Heather (#8)	10:36:13 am	SB	23	165	1011	2577	29.6	25	31.1	0	3
to Aster (#7)	10:36:28 am	SB	14	180	508	3085	23.9	25	30.9	0	3
to Cardinal (#6)	10:36:36 am	SB	8	188	264	3349	22.2	25	26.0	0	3
to Sweet Briar (#5)	10:36:42 am	SB	7	195	270	3619	27.2	25	28.1	0	3
to Rosemary (#4)	10:37:28 am	SB	45	240	766	4385	11.5	25	29.1	1	4
to Palm (#3)	10:37:47 am	SB	20	260	752	5137	26.3	25	31.6	0	4
to Rambler-Park (#2)	10:38:42 am	SB	54	314	1004	6141	12.6	25	31.0	1	5
to Pacific (#1)	10:39:34 am	SB	52	366	698	6839	9.2	25	21.6	2	7
to Southend	10:40:21 am	SB	47	413	396	7235	5.7	25	22.3	1	8

[-] Before-type Trip Log "Trip #6", Weekend-period, started Saturday 7/18/2015 10:49:44 AM

↑Contents

Entered artery 10:51:33 am (109 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	10:52:10 am	SB	38	38	259	259	4.7	25	15.6	1	1
to Hand (#11)	10:52:38 am	SB	28	66	268	527	6.5	25	21.0	1	2
to Hildreth (#10)	10:53:15 am	SB	36	102	778	1305	14.6	25	25.3	1	3
to Cresse (#9)	10:53:24 am	SB	9	111	261	1566	19.9	25	26.3	0	3
to Heather (#8)	10:53:47 am	SB	24	135	1011	2577	29.2	25	31.2	0	3
to Aster (#7)	10:54:24 am	SB	36	171	498	3075	9.3	25	31.9	1	4
to Cardinal (#6)	10:54:33 am	SB	10	181	281	3356	20.1	25	26.2	0	4
to Sweet Briar (#5)	10:54:40 am	SB	7	187	270	3626	27.9	25	28.9	0	4
to Rosemary (#4)	10:55:08 am	SB	28	215	754	4380	18.4	25	28.8	1	5
to Palm (#3)	10:55:26 am	SB	18	233	751	5131	28.0	25	31.9	0	5
to Rambler-Park (#2)	10:56:14 am	SB	48	282	996	6127	14.1	25	33.1	1	6
to Pacific (#1)	10:56:57 am	SB	43	324	703	6829	11.2	25	24.0	1	7
to Southend	10:57:08 am	SB	12	336	391	7220	22.7	25	24.3	0	7

[-] Before-type Trip Log "Trip #8", Weekend-period, started Saturday 7/18/2015 11:06:55 AM

↑Contents

Entered artery 11:09:15 am (140 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	11:10:53 am	SB	99	99	287	287	2.0	25	17.7	1	1
to Hand (#11)	11:11:25 am	SB	32	130	268	555	5.8	25	20.3	1	2
to Hildreth (#10)	11:11:54 am	SB	28	159	778	1333	18.7	25	26.0	1	3
to Cresse (#9)	11:12:02 am	SB	9	167	261	1594	20.4	25	26.4	0	3
to Heather (#8)	11:12:28 am	SB	25	193	1011	2605	27.2	25	29.6	0	3
to Aster (#7)	11:12:40 am	SB	13	205	508	3113	27.6	25	30.5	0	3
to Cardinal (#6)	11:12:46 am	SB	6	211	264	3378	29.9	25	30.9	0	3
to Sweet Briar (#5)	11:13:23 am	SB	36	248	285	3662	5.3	25	29.8	1	4
to Rosemary (#4)	11:13:42 am	SB	20	267	754	4416	26.0	25	28.5	0	4
to Palm (#3)	11:14:00 am	SB	18	285	751	5168	29.1	25	30.8	0	4
to Rambler-Park (#2)	11:14:43 am	SB	43	328	1002	6169	15.7	25	29.8	1	5
to Pacific (#1)	11:15:35 am	SB	52	380	708	6877	9.3	25	22.8	1	6
to Southend	11:16:10 am	SB	34	415	392	7269	7.8	25	21.9	1	7

[-] Before-type Trip Log "Trip #10", Weekend-period, started Saturday 7/18/2015 11:26:34 AM

↑Contents

Entered artery 11:29:01 am (147 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	11:29:36 am	SB	35	35	260	260	5.0	25	15.7	1	1
to Hand (#11)	11:30:10 am	SB	34	70	268	528	5.3	25	17.1	1	2
to Hildreth (#10)	11:30:45 am	SB	34	104	778	1307	15.5	25	22.7	1	3
to Cresse (#9)	11:30:53 am	SB	9	112	261	1568	20.7	25	26.7	0	3
to Heather (#8)	11:31:16 am	SB	23	135	1011	2579	30.1	25	31.8	0	3
to Aster (#7)	11:31:27 am	SB	11	147	508	3087	30.6	25	31.3	0	3
to Cardinal (#6)	11:31:33 am	SB	6	152	264	3351	30.8	25	31.7	0	3
to Sweet Briar (#5)	11:31:39 am	SB	6	158	270	3620	31.9	25	32.2	0	3
to Rosemary (#4)	11:32:25 am	SB	46	204	771	4391	11.4	25	32.6	1	4
to Palm (#3)	11:32:43 am	SB	18	222	752	5142	28.8	25	31.6	0	4
to Rambler-Park (#2)	11:33:05 am	SB	22	244	990	6132	30.2	25	33.4	0	4
to Pacific (#1)	11:34:16 am	SB	71	315	705	6837	6.8	25	24.8	1	5
to Southend	11:34:29 am	SB	13	328	391	7228	21.1	25	22.9	0	5

[-] Before-type Trip Log "Trip #12", Weekend-period, started Saturday 7/18/2015 11:44:44 AM

↑Contents

Entered artery 11:46:38 am (114 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	11:48:08 am	SB	91	91	264	264	2.0	25	15.5	1	1
to Hand (#11)	11:48:41 am	SB	32	123	268	532	5.6	25	19.6	1	2
to Hildreth (#10)	11:49:14 am	SB	34	157	779	1310	15.8	25	27.9	1	3
to Cresse (#9)	11:49:22 am	SB	7	164	261	1571	24.1	25	27.5	0	3
to Heather (#8)	11:49:46 am	SB	25	189	1010	2582	27.9	25	28.3	0	3
to Aster (#7)	11:50:14 am	SB	27	216	510	3092	12.7	25	28.0	1	4
to Cardinal (#6)	11:50:22 am	SB	8	224	264	3357	22.6	25	25.1	0	4
to Sweet Briar (#5)	11:50:29 am	SB	8	232	269	3626	24.2	25	25.1	0	4
to Rosemary (#4)	11:50:59 am	SB	29	261	754	4380	17.5	25	31.4	1	5
to Palm (#3)	11:51:18 am	SB	20	281	752	5132	26.2	25	29.3	0	5
to Rambler-Park (#2)	11:51:45 am	SB	27	308	990	6122	24.9	25	29.0	0	5
to Pacific (#1)	11:52:55 am	SB	70	378	706	6828	6.9	25	22.8	2	7
to Southend	11:53:21 am	SB	26	404	391	7219	10.2	25	23.0	1	8

[-] Before-type Trip Log "Trip #14", Weekend-period, started Saturday 7/18/2015 12:01:39 PM

↑Contents

Entered artery 12:02:49 pm (71 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	12:03:23 pm	SB	34	34	259	259	5.3	25	16.6	1	1
to Hand (#11)	12:04:00 pm	SB	37	71	268	527	4.9	25	17.0	1	2
to Hildreth (#10)	12:04:30 pm	SB	30	101	778	1305	17.7	25	25.0	0	2
to Cresse (#9)	12:04:38 pm	SB	8	109	261	1566	21.8	25	24.6	0	2
to Heather (#8)	12:05:02 pm	SB	24	133	1011	2577	28.9	25	30.3	0	2
to Aster (#7)	12:05:14 pm	SB	12	145	508	3085	29.8	25	30.2	0	2
to Cardinal (#6)	12:05:55 pm	SB	41	185	279	3364	4.7	25	28.8	1	3
to Sweet Briar (#5)	12:06:03 pm	SB	9	194	269	3633	21.4	25	23.3	0	3
to Rosemary (#4)	12:06:23 pm	SB	20	214	754	4387	25.9	25	27.5	0	3
to Palm (#3)	12:06:42 pm	SB	19	233	751	5138	27.1	25	28.6	0	3
to Rambler-Park (#2)	12:07:07 pm	SB	25	258	989	6128	27.0	25	28.9	0	3
to Pacific (#1)	12:08:08 pm	SB	61	319	701	6828	7.9	25	22.6	1	4
to Southend	12:08:49 pm	SB	41	360	394	7223	6.5	25	18.7	1	5

[-] Before-type Trip Log "Trip #16", Weekend-period, started Saturday 7/18/2015 12:20:22 PM

↑Contents

Entered artery 12:21:23 pm (62 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	12:22:00 pm	SB	36	36	258	258	4.8	25	20.0	1	1
to Hand (#11)	12:22:48 pm	SB	48	85	269	527	3.8	25	17.7	1	2
to Hildreth (#10)	12:23:12 pm	SB	24	109	778	1305	22.2	25	25.9	0	2
to Cresse (#9)	12:23:20 pm	SB	8	117	261	1566	22.3	25	23.5	0	2
to Heather (#8)	12:23:44 pm	SB	24	140	971	2537	27.8	25	29.4	0	2
to Aster (#7)	12:23:57 pm	SB	13	154	548	3085	28.2	25	29.5	0	2
to Cardinal (#6)	12:24:03 pm	SB	6	160	264	3349	30.4	25	31.0	0	2
to Sweet Briar (#5)	12:24:09 pm	SB	6	166	269	3619	30.9	25	31.0	0	2
to Rosemary (#4)	12:24:50 pm	SB	41	207	766	4385	12.6	25	31.9	1	3
to Palm (#3)	12:25:09 pm	SB	19	226	751	5136	26.8	25	31.7	0	3
to Rambler-Park (#2)	12:26:19 pm	SB	70	296	1003	6139	9.8	25	31.9	1	4
to Pacific (#1)	12:26:50 pm	SB	31	327	691	6830	15.2	25	23.4	1	5
to Southend	12:27:03 pm	SB	13	340	391	7222	20.1	25	21.3	0	5

[-] Before-type Trip Log "Trip #18", Weekend-period, started Saturday 7/18/2015 12:36:42 PM

↑Contents

Entered artery 12:37:47 pm (65 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	12:38:23 pm	SB	36	36	258	258	4.8	25	18.6	1	1
to Hand (#11)	12:38:54 pm	SB	32	68	268	526	5.8	25	19.0	1	2
to Hildreth (#10)	12:39:27 pm	SB	33	101	778	1304	16.2	25	23.6	1	3
to Cresse (#9)	12:39:35 pm	SB	7	108	261	1565	23.8	25	28.4	0	3
to Heather (#8)	12:39:55 pm	SB	21	129	1011	2576	33.4	25	35.6	0	3
to Aster (#7)	12:40:26 pm	SB	31	160	513	3089	11.2	25	34.0	1	4
to Cardinal (#6)	12:40:35 pm	SB	9	169	264	3353	20.8	25	25.2	0	4
to Sweet Briar (#5)	12:40:42 pm	SB	7	176	270	3623	26.4	25	27.0	0	4
to Rosemary (#4)	12:41:11 pm	SB	29	205	754	4377	17.5	25	29.0	1	5
to Palm (#3)	12:41:31 pm	SB	19	224	751	5128	26.3	25	29.2	0	5
to Rambler-Park (#2)	12:42:04 pm	SB	33	257	991	6119	20.4	25	30.5	1	6
to Pacific (#1)	12:43:09 pm	SB	65	322	700	6819	7.4	25	22.0	2	8
to Southend	12:43:31 pm	SB	23	345	391	7210	11.8	25	18.5	1	9

[-] Before-type Trip Log "Trip #20", Weekend-period, started Saturday 7/18/2015 12:51:38 PM

↑Contents

Entered artery 12:53:23 pm (105 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	12:54:36 pm	SB	73	73	259	259	2.4	25	14.0	1	1
to Hand (#11)	12:55:10 pm	SB	34	107	268	527	5.4	25	20.8	1	2

to Hildreth (#10)	12:55:42 pm	SB	32	139	778	1305	16.5	25	30.4	1	3
to Cresse (#9)	12:55:50 pm	SB	8	147	261	1566	22.1	25	26.9	0	3
to Heather (#8)	12:56:12 pm	SB	22	170	1011	2577	31.0	25	32.7	0	3
to Aster (#7)	12:56:24 pm	SB	11	181	508	3085	30.7	25	32.1	0	3
to Cardinal (#6)	12:56:29 pm	SB	6	186	264	3349	32.6	25	33.0	0	3
to Sweet Briar (#5)	12:56:35 pm	SB	5	192	269	3619	33.4	25	33.4	0	3
to Rosemary (#4)	12:56:50 pm	SB	16	208	754	4373	32.5	25	33.9	0	3
to Palm (#3)	12:57:13 pm	SB	23	230	751	5124	22.6	25	31.0	1	4
to Rambler-Park (#2)	12:57:46 pm	SB	32	263	991	6114	20.8	25	24.8	1	5
to Pacific (#1)	12:58:17 pm	SB	31	294	708	6822	15.4	25	22.6	1	6
to Southend	12:58:49 pm	SB	32	326	395	7217	8.4	25	23.4	1	7

[-] Before-type Trip Log "Trip #22", Weekend-period, started Saturday 7/18/2015 1:07:38 PM

↑Contents

Entered artery 1:09:18 pm (100 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	1:09:50 pm	SB	32	32	259	259	5.5	25	20.0	1	1
to Hand (#11)	1:10:20 pm	SB	30	62	270	529	6.1	25	23.0	1	2
to Hildreth (#10)	1:10:52 pm	SB	32	95	778	1307	16.5	25	30.5	1	3
to Cresse (#9)	1:11:00 pm	SB	8	102	261	1569	23.2	25	26.8	0	3
to Heather (#8)	1:11:23 pm	SB	23	125	1011	2579	29.6	25	30.9	0	3
to Aster (#7)	1:11:50 pm	SB	27	153	509	3088	12.8	25	30.4	1	4
to Cardinal (#6)	1:11:59 pm	SB	9	161	264	3352	20.7	25	21.8	0	4
to Sweet Briar (#5)	1:12:08 pm	SB	8	170	270	3621	21.8	25	22.6	0	4
to Rosemary (#4)	1:12:44 pm	SB	37	206	754	4376	14.0	25	24.2	1	5
to Palm (#3)	1:13:07 pm	SB	23	230	751	5127	22.1	25	24.9	0	5
to Rambler-Park (#2)	1:14:11 pm	SB	63	293	1007	6134	10.9	25	23.5	1	6
to Pacific (#1)	1:14:40 pm	SB	29	322	694	6828	16.2	25	21.1	0	6
to Southend	1:15:36 pm	SB	56	378	399	7227	4.8	25	22.2	1	7

[-] Before-type Trip Log "Trip #24", Weekend-period, started Saturday 7/18/2015 1:23:55 PM

↑Contents

Entered artery 1:25:40 pm (105 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	1:27:21 pm	SB	102	102	262	262	1.8	25	16.9	1	1
to Hand (#11)	1:27:53 pm	SB	31	133	268	531	5.9	25	19.9	1	2
to Hildreth (#10)	1:28:25 pm	SB	33	166	780	1310	16.2	25	27.6	1	3
to Cresse (#9)	1:28:35 pm	SB	9	175	261	1571	19.4	25	22.8	0	3
to Heather (#8)	1:28:58 pm	SB	23	198	1011	2582	29.8	25	31.8	0	3

to Aster (#7)	1:29:35 pm	SB	37	235	523	3105	9.6	25	29.8	1	4
to Cardinal (#6)	1:29:43 pm	SB	8	243	265	3369	22.8	25	26.9	0	4
to Sweet Briar (#5)	1:29:50 pm	SB	7	250	270	3639	27.7	25	28.1	0	4
to Rosemary (#4)	1:30:08 pm	SB	19	268	754	4392	27.7	25	29.5	0	4
to Palm (#3)	1:30:24 pm	SB	16	284	751	5144	31.9	25	33.3	0	4
to Rambler-Park (#2)	1:30:47 pm	SB	23	308	989	6133	28.9	25	31.7	0	4
to Pacific (#1)	1:31:11 pm	SB	24	331	696	6829	20.1	25	23.7	0	4
to Southend	1:32:15 pm	SB	64	395	403	7232	4.3	25	24.4	1	5

[-] Before-type Trip Log "Trip #26", Weekend-period, started Saturday 7/18/2015 1:41:16 PM

↑Contents

Entered artery 1:43:12 pm (117 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	1:43:47 pm	SB	35	35	258	258	5.0	25	17.5	1	1
to Hand (#11)	1:44:20 pm	SB	32	68	268	526	5.6	25	20.6	1	2
to Hildreth (#10)	1:44:50 pm	SB	30	98	779	1305	17.6	25	26.2	1	3
to Cresse (#9)	1:44:57 pm	SB	7	105	261	1566	25.4	25	27.4	0	3
to Heather (#8)	1:45:23 pm	SB	26	131	1011	2577	26.6	25	28.9	0	3
to Aster (#7)	1:45:36 pm	SB	14	144	508	3085	25.6	25	29.0	0	3
to Cardinal (#6)	1:45:43 pm	SB	6	151	264	3349	28.6	25	29.4	0	3
to Sweet Briar (#5)	1:46:20 pm	SB	37	188	296	3644	5.5	25	29.3	1	4
to Rosemary (#4)	1:46:38 pm	SB	19	206	754	4398	27.4	25	31.2	0	4
to Palm (#3)	1:46:55 pm	SB	17	223	751	5150	30.4	25	31.5	0	4
to Rambler-Park (#2)	1:47:20 pm	SB	24	248	990	6140	27.6	25	31.7	0	4
to Pacific (#1)	1:48:26 pm	SB	66	314	706	6846	7.2	25	24.0	2	6
to Southend	1:48:51 pm	SB	25	339	392	7238	10.7	25	22.7	1	7

[-] Before-type Trip Log "Trip #28", Weekend-period, started Saturday 7/18/2015 1:57:18 PM

↑Contents

Entered artery 1:58:37 pm (80 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	TT	CTT	TL	CTL	AS	PLS	MxS	Stops	CStops
to RT 47 (#12)	1:59:55 pm	SB	78	78	261	261	2.3	25	14.0	1	1
to Hand (#11)	2:00:28 pm	SB	33	110	267	528	5.6	25	21.5	1	2
to Hildreth (#10)	2:01:05 pm	SB	37	147	779	1307	14.5	25	29.3	1	3
to Cresse (#9)	2:01:24 pm	SB	20	167	261	1568	9.1	25	20.6	1	4
to Heather (#8)	2:01:49 pm	SB	25	191	1013	2581	27.9	25	32.1	0	4
to Aster (#7)	2:02:02 pm	SB	13	205	508	3089	25.7	25	28.4	0	4
to Cardinal (#6)	2:02:09 pm	SB	7	212	264	3353	25.9	25	27.3	0	4
to Sweet Briar (#5)	2:02:16 pm	SB	7	219	270	3622	27.3	25	27.7	0	4

to Rosemary (#4)	2:02:48 pm	SB	33	251	759	4381	15.9	25	28.9	1	5
to Palm (#3)	2:03:07 pm	SB	19	270	751	5133	27.1	25	31.4	0	5
to Rambler-Park (#2)	2:03:59 pm	SB	52	322	1001	6133	13.2	25	32.0	1	6
to Pacific (#1)	2:04:51 pm	SB	52	373	686	6819	9.1	25	22.0	1	7
to Southend	2:05:40 pm	SB	49	422	399	7218	5.5	25	21.0	1	8

Cumulative Reports

[-] Before-type Trip Log "Trip #2", Weekend-period, started Saturday 7/18/2015 10:15:27 AM

↑Contents

Entered artery 10:16:48 am (82 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:22:19 am	SB	330	7279	7

[-] Before-type Trip Log "Trip #4", Weekend-period, started Saturday 7/18/2015 10:32:43 AM

↑Contents

Entered artery 10:33:28 am (45 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:40:21 am	SB	413	7235	8

[-] Before-type Trip Log "Trip #6", Weekend-period, started Saturday 7/18/2015 10:49:44 AM

↑Contents

Entered artery 10:51:33 am (109 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	10:57:08 am	SB	336	7220	7

[-] Before-type Trip Log "Trip #8", Weekend-period, started Saturday 7/18/2015 11:06:55 AM

↑Contents

Entered artery 11:09:15 am (140 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	11:16:10 am	SB	415	7269	7

[-] Before-type Trip Log "Trip #10", Weekend-period, started Saturday 7/18/2015 11:26:34 AM

↑Contents

Entered artery 11:29:01 am (147 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	11:34:29 am	SB	328	7228	5

[-] Before-type Trip Log "Trip #12", Weekend-period, started Saturday 7/18/2015 11:44:44 AM

↑Contents

Entered artery 11:46:38 am (114 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	11:53:21 am	SB	404	7219	8

[-] Before-type Trip Log "Trip #14", Weekend-period, started Saturday 7/18/2015 12:01:39 PM

↑Contents

Entered artery 12:02:49 pm (71 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	12:08:49 pm	SB	360	7223	5

[-] Before-type Trip Log "Trip #16", Weekend-period, started Saturday 7/18/2015 12:20:22 PM

↑Contents

Entered artery 12:21:23 pm (62 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	12:27:03 pm	SB	340	7222	5

[-] Before-type Trip Log "Trip #18", Weekend-period, started Saturday 7/18/2015 12:36:42 PM

↑Contents

Entered artery 12:37:47 pm (65 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	12:43:31 pm	SB	345	7210	9

[-] Before-type Trip Log "Trip #20", Weekend-period, started Saturday 7/18/2015 12:51:38 PM

↑Contents

Entered artery 12:53:23 pm (105 seconds)
traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	12:58:49 pm	SB	326	7217	7

[-] Before-type Trip Log "Trip #22", Weekend-period, started Saturday 7/18/2015 1:07:38 PM

↑Contents

Entered artery 1:09:18 pm (100 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	1:15:36 pm	SB	378	7227	7

[-] Before-type Trip Log "Trip #24", Weekend-period, started Saturday 7/18/2015 1:23:55 PM

↑Contents

Entered artery 1:25:40 pm (105 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	1:32:15 pm	SB	395	7232	5

[-] Before-type Trip Log "Trip #26", Weekend-period, started Saturday 7/18/2015 1:41:16 PM

↑Contents

Entered artery 1:43:12 pm (117 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	1:48:51 pm	SB	339	7238	7

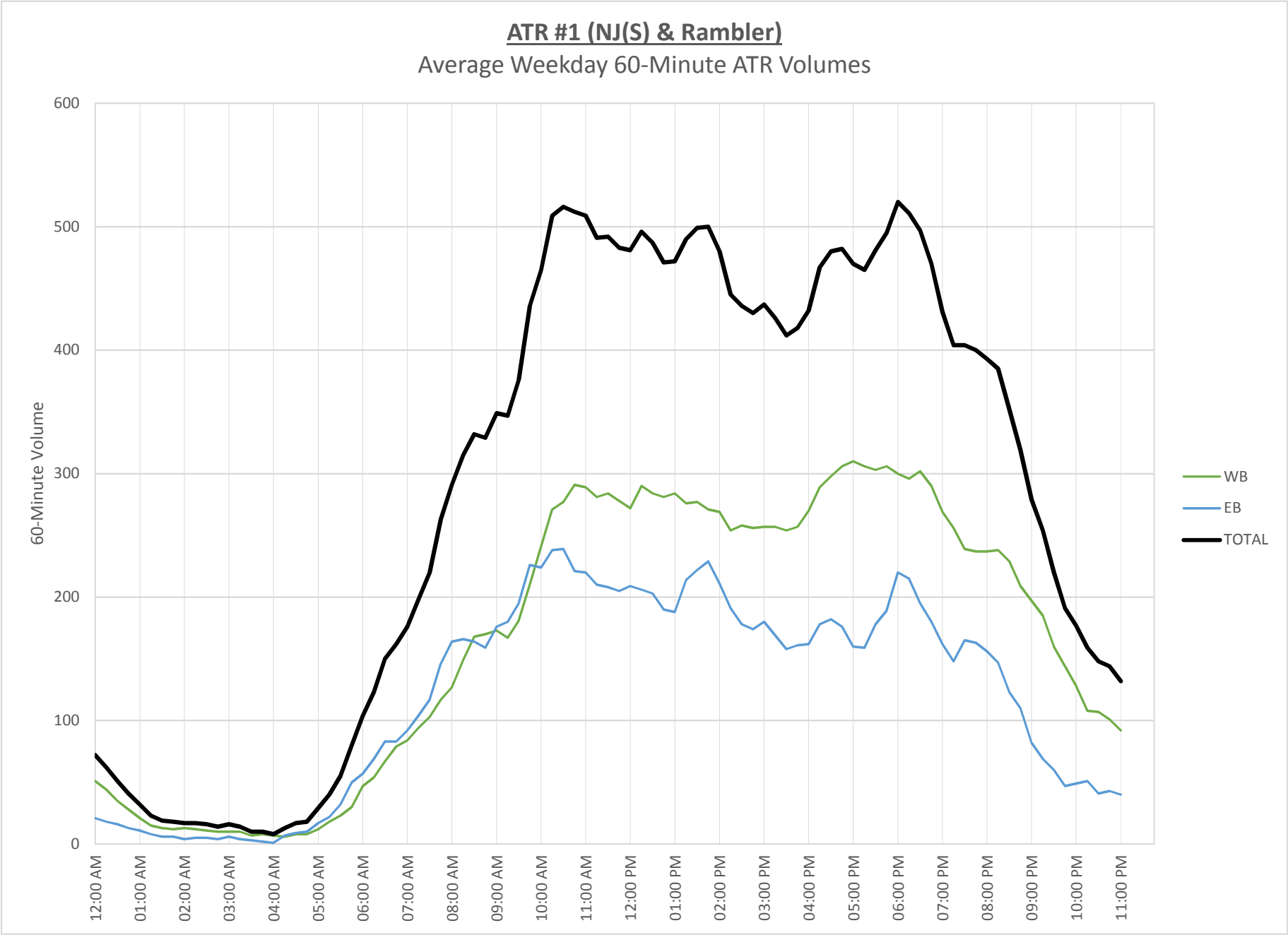
[-] Before-type Trip Log "Trip #28", Weekend-period, started Saturday 7/18/2015 1:57:18 PM

↑Contents

Entered artery 1:58:37 pm (80 seconds) traveling Southbound from Northend (#13)

Node	NCT	Dir	CTT	CTL	CStops
to Southend	2:05:40 pm	SB	422	7218	8

Automatic Traffic Recorders (ATR)


ATR #1 (NJ(S) & Rambler)
Average Weekday 60-Minute ATR Volumes
60-Minute Volume
600
500
400
300
200
100
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
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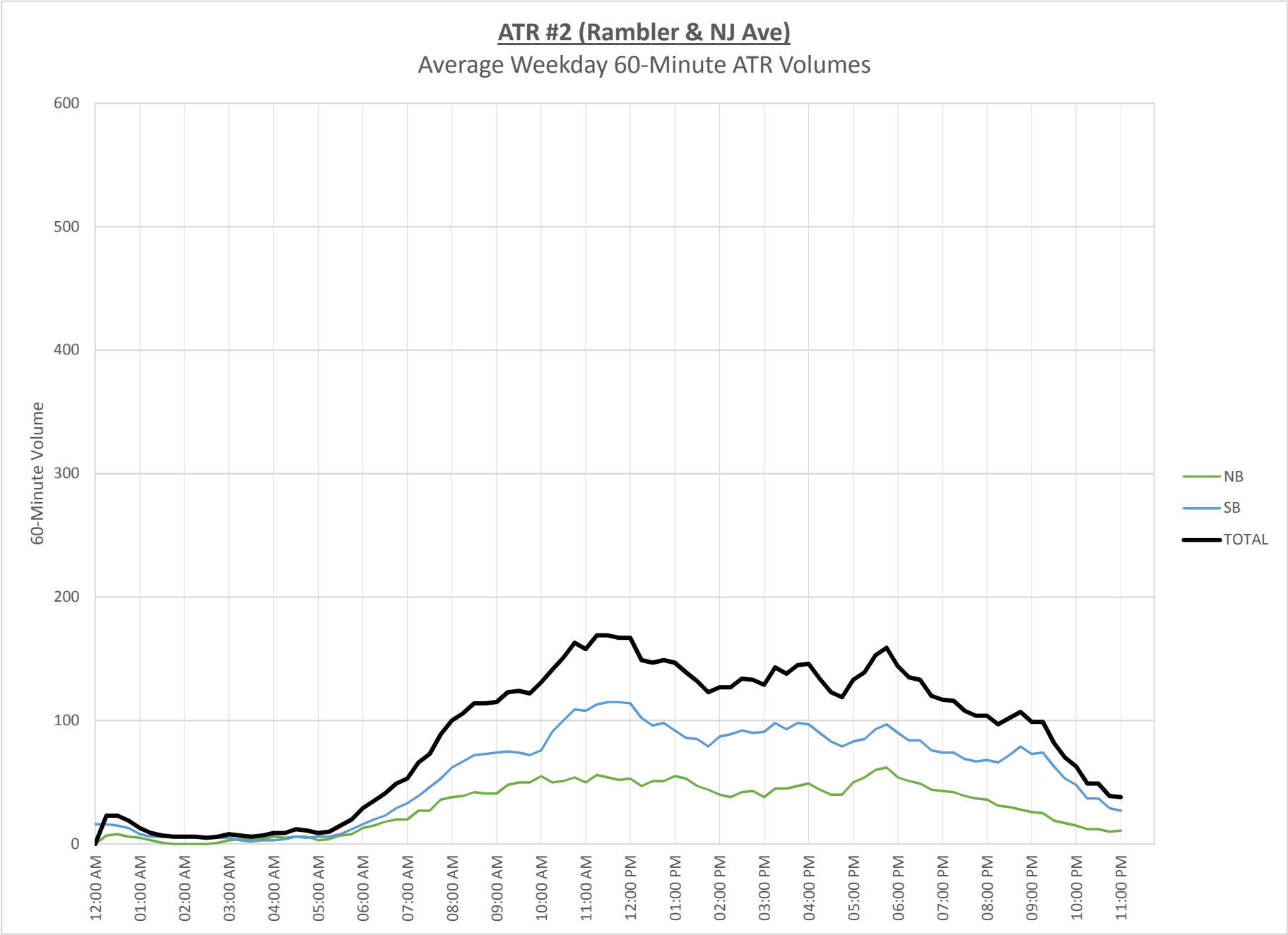
10:00 PM
11:00 PM
WB
EB
TOTAL


ATR #2 (Rambler & NJ Ave)
Average Weekday 60-Minute ATR Volumes
60-Minute Volume
600
500
400
300
200
100
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
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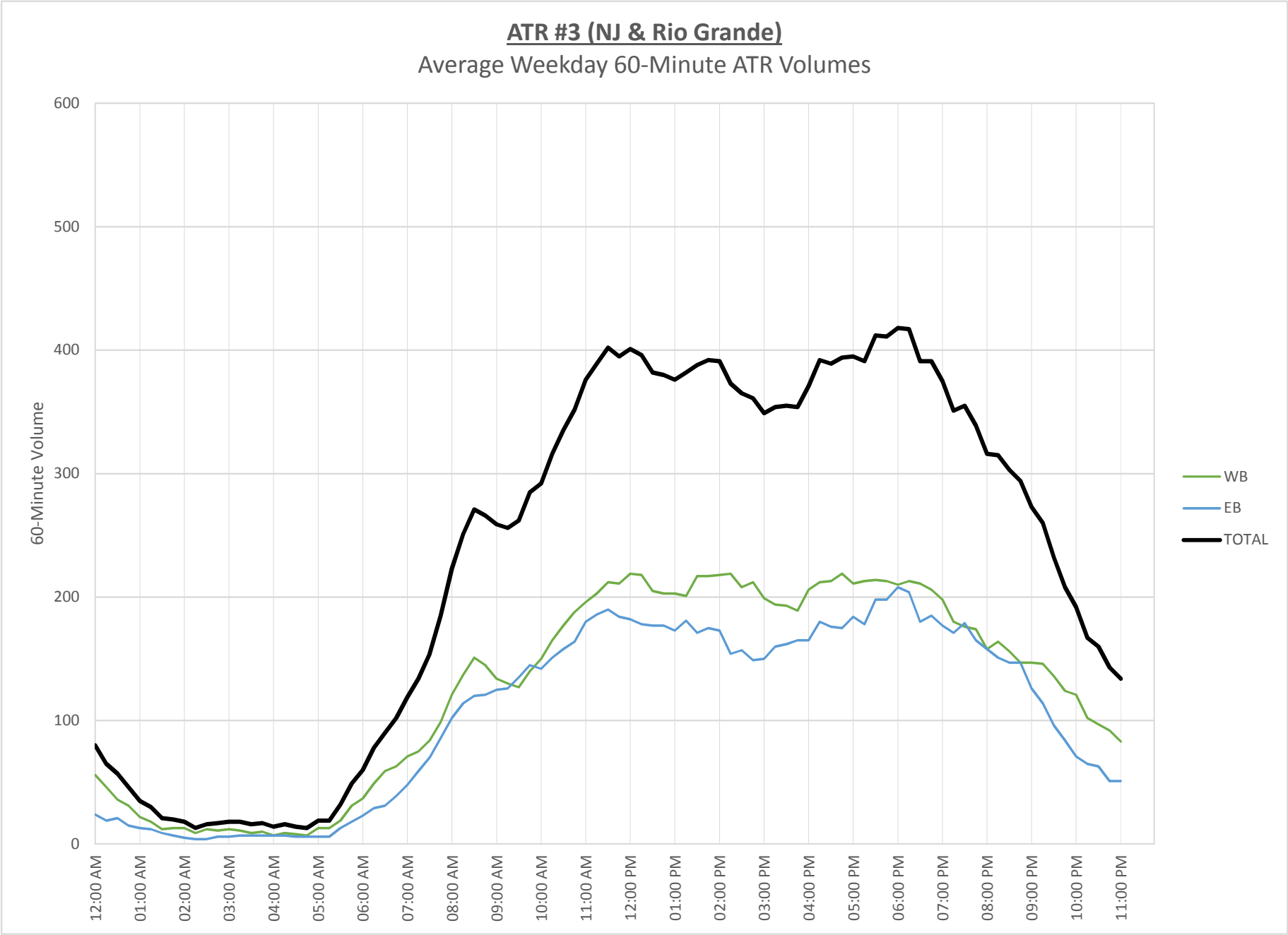
11:00 PM
NB
SB
TOTAL


ATR #3 (NJ & Rio Grande)
Average Weekday 60-Minute ATR Volumes
60-Minute Volume
600
500
400
300
200
100
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
WB
EB
TOTAL

Appendix B
Field Inventory Data

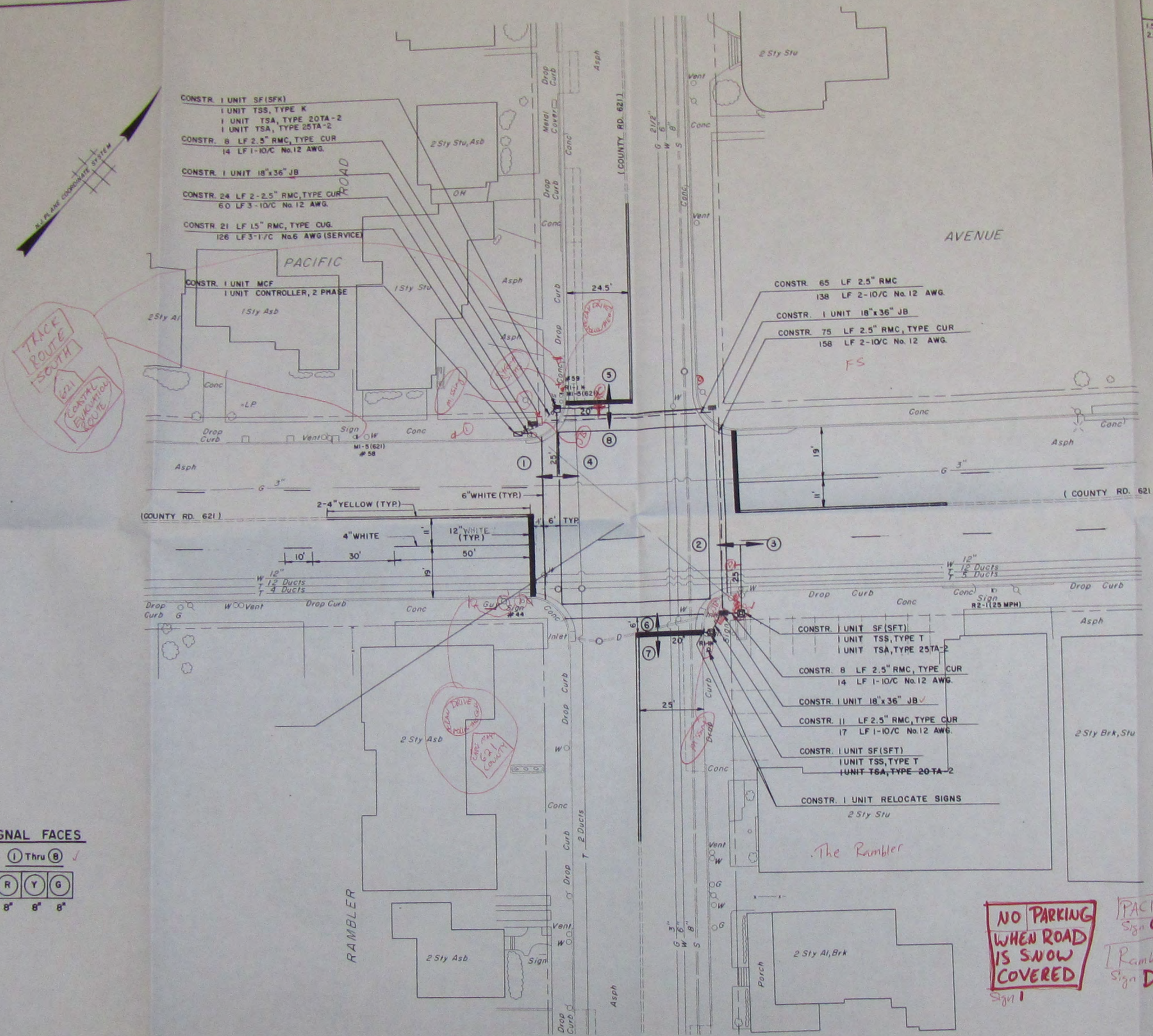
- Red Line Signal Plans
- Field Signal Timings & Straight Line Diagrams
- Intersection Inventory & Photo Log
- GIS Traffic Asset Inventory Database Schema and Dictionary

Red Line Signal Plans

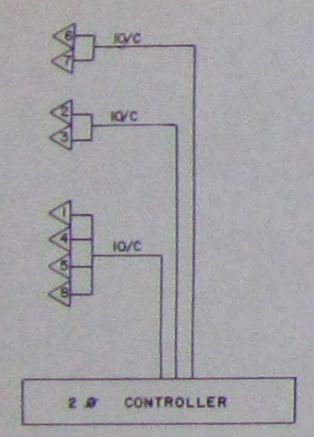
FED. ROAD DIV. NO.	STATE	FED. PROJ. NO.	SHEET	TOTAL SHEETS
	N.J.	RSG-0006(597)	32	40

TO BE CONSTRUCTED

SYMBOL	DESCRIPTION	UNIT	CONTRACT QUANTITY	AS-BUILT QUANTITY
1.5" RMC, TYPE CUG	1.5" RIGID METALLIC CONDUIT, TYPE CUG	L.F.	21	
2.5" RMC, TYPE CUR	2.5 RIGID METALLIC CONDUIT, TYPE CUR	L.F.	191	
	TRAFFIC SIGNAL CABLE, 10/C NO. 12 AWG	L.F.	401	
	GROUND WIRE, NO. 8 AWG	L.F.	197	
	SERVICE WIRE, 1/C NO. 6 AWG	L.F.	126	
	18"x 36" JUCTION BOXES	UNIT	3	
	CONTROLLER 2 PHASE	UNIT	1	
SF(SFT)	FOUNDATIONS, TYPE SFT	UNIT	2	
SF(SFK)	FOUNDATIONS, TYPE SFK	UNIT	1	
MCF	FOUNDATIONS, TYPE MCF	UNIT	1	
TSS, TYPE T	TRAFFIC SIGNAL STANDARDS, TYPE T	UNIT	2	
TSS, TYPE K	TRAFFIC SIGNAL STANDARDS, TYPE K	UNIT	1	
TSA, TYPE 25TA-2	TRAFFIC SIGNAL ASSEMBLIES, TYPE 25TA-2	UNIT	2	
TSA, TYPE 20TA-2	TRAFFIC SIGNAL ASSEMBLIES, TYPE 20TA-2	UNIT	2	
	TRAFFIC STRIPES	L.F.	1858	
	REMOVE TRAFFIC SIGNAL SYSTEM	UNIT	1	
	RELOCATE SIGN	UNIT	1	



BLOCK WIRING DIAGRAM



SIGNAL FACES

(1) Thru (8)

R	Y	G
8"	8"	8"

NOTES:

1. RI-1 ■ SIGNS TO BE CONCEALED DURING SIGNAL OPERATION.
2. RMC = RIGID NONMETALLIC CONDUIT, EXCEPT SERVICE CONDUIT & SHALL CONTAIN GROUND WIRE, NO. 8 AWG.

20 10 0 20 40 60

SCALE IN FEET

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

BOROUGH OF WILDWOOD CREST – COUNTY OF CAPE MAY

PACIFIC AVE. & RAMBLER AVE. (23)

SCALE
DRAWN
CHECKED

STORCH ENGINEERS

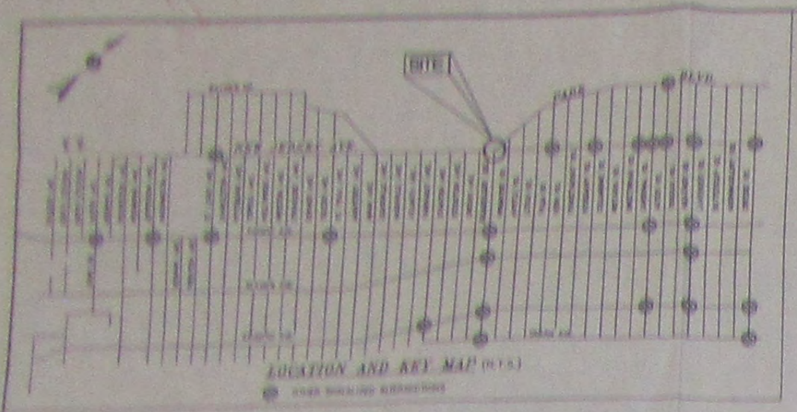
PARTNERS
HERBERT STORCH, PE, N.J. LIC. NO. 10980
GEORGE KIRGUS, PE, N.J. LIC. NO. 11309

LARRY KERN, P.E.
PROFESSIONAL ENGINEER N. J. LIC. NO. 13877

Larry Kern DATE 6/25/87

SIGNAL DATA REDUCTION ASSOCIATES, INC.

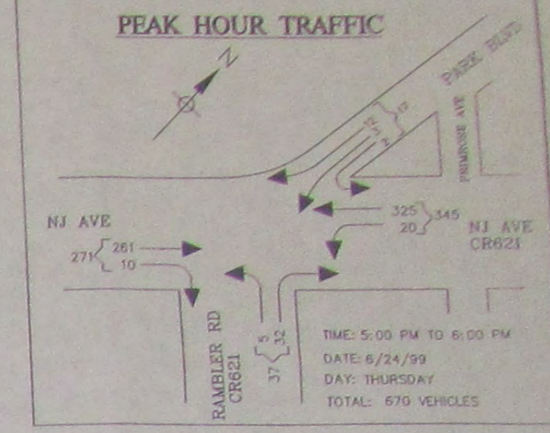
#2 NJ Ave & Rambler Rd



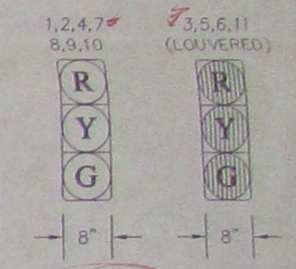
NOTES

1. MANUAL CONTROL TO BE DISCONNECTED
2. THE VEHICLE INTERVAL FOR ALL PHASES IS TO BE SET AT 2 SECONDS.
3. STRIPING:
   STOP LINE: 12" WHITE
   CENTER LINE: 4" DOUBLE YELLOW
   CHANNELIZING LINE: 8" WHITE
   CROSSWALK: 6" WHITE
   CROSSHATCHING: 24" YELLOW OR WHITE ON 12" CENTERS
4. EMERGENCY FLASHING OPERATION:
   FACES 1,2,3,4,5,6 TO FLASH YELLOW
   FACES 7,8,9,10,11,12 TO FLASH RED
5. STATUTORY NO PARKING AREAS OF 139:4-138 SHALL BE PAINTED YELLOW CURBS ON FACE AND TOPS.
6. SIGNAL FACES 1,2,4,5,8,9,10,11 ARE TO BE VERTICALLY MOUNTED ON MAST ARMS.
   SIGNAL FACES 3,6,7,12 ARE TO BE VERTICALLY CLAMP MOUNTED.
7. PHASE 2 TO GUARANTEE 18 SECONDS OF GREEN TIME TO PHASE 2

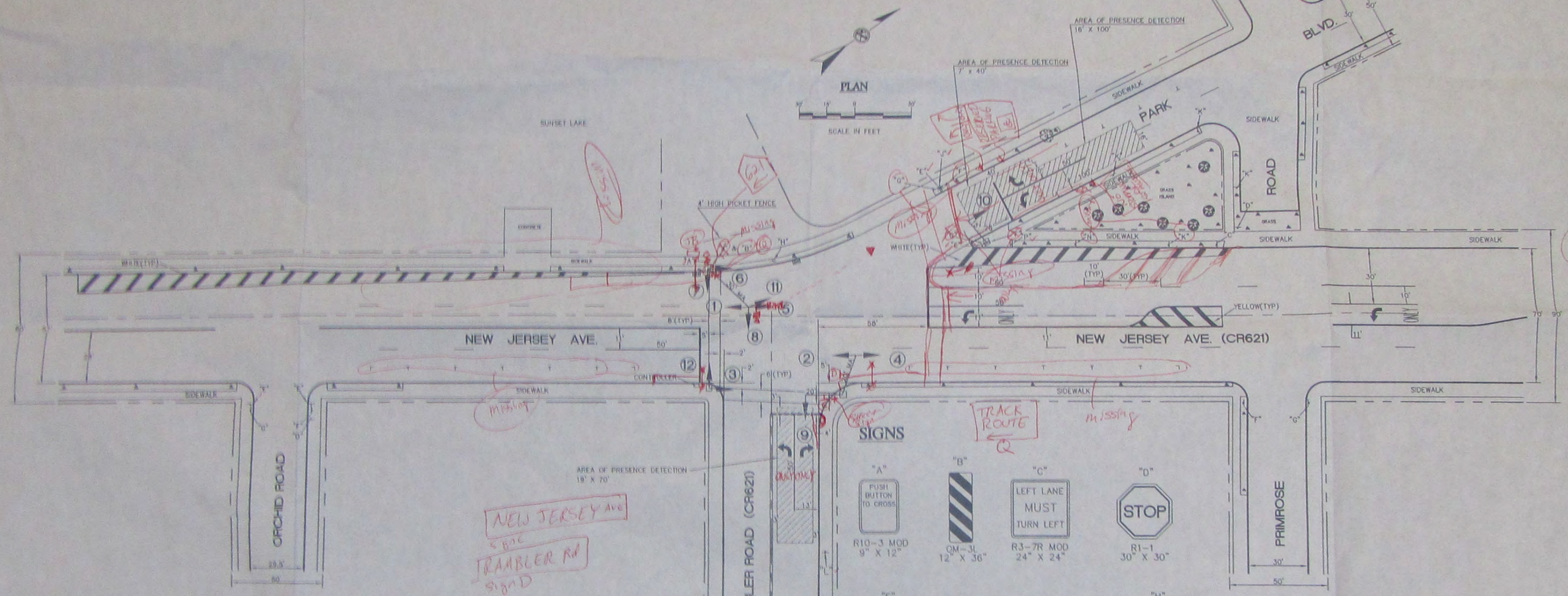
PEAK HOUR TRAFFIC



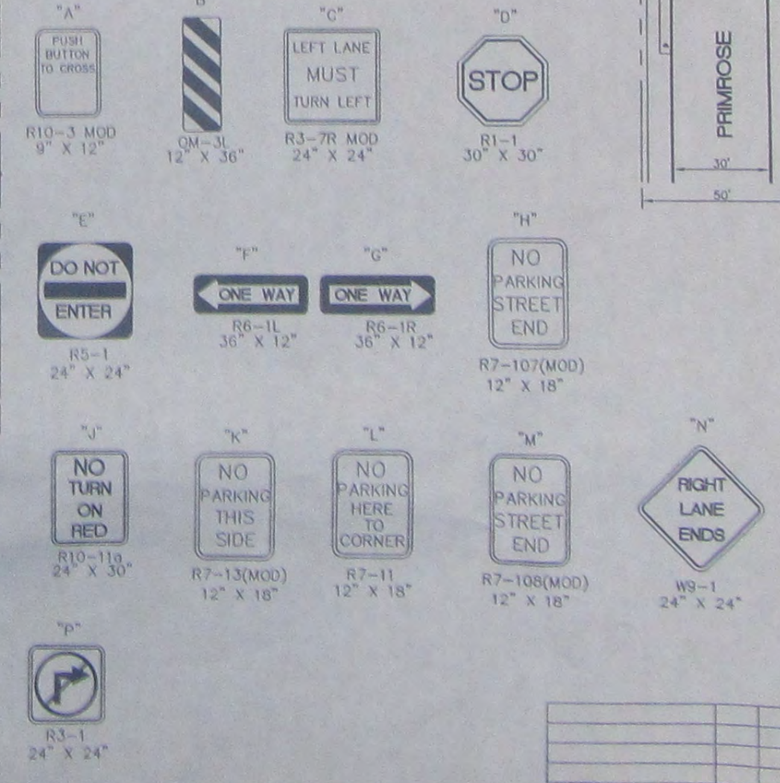
SIGNAL FACES



1,5,2,4
12"



SIGNS



SIGNAL PHASING AND TIMING
65 – 97 SECOND VARIABLE CYCLE

PHASE	SIGNAL INTERVAL	SIGNAL FACES 1,2,3,4,5,8	7,8,9,12	10,11	SECONDS
1	NJ AVE ROW	G	R	R	35
	CHANGE	Y	R	R	4
	CLEARANCE	R	R	R	2
2	RAMBLER RD	R	G	R	7 – 21
	CHANGE	R	Y	R	3
	CLEARANCE	R	R	R	2
3	PARK BLVD	R	R	G	7 – 25
	CHANGE	R	R	Y	3
	CLEARANCE	R	R	R	2

REVISION	BY	CK'D	DATE

COUNTY OF CAPE MAY

JOB: IMPROVEMENTS TO EXISTING TRAFFIC SIGNAL AT NEW JERSEY AVE(CR621) AND RAMBLER RD(CR621)

DETAILS: PLAN

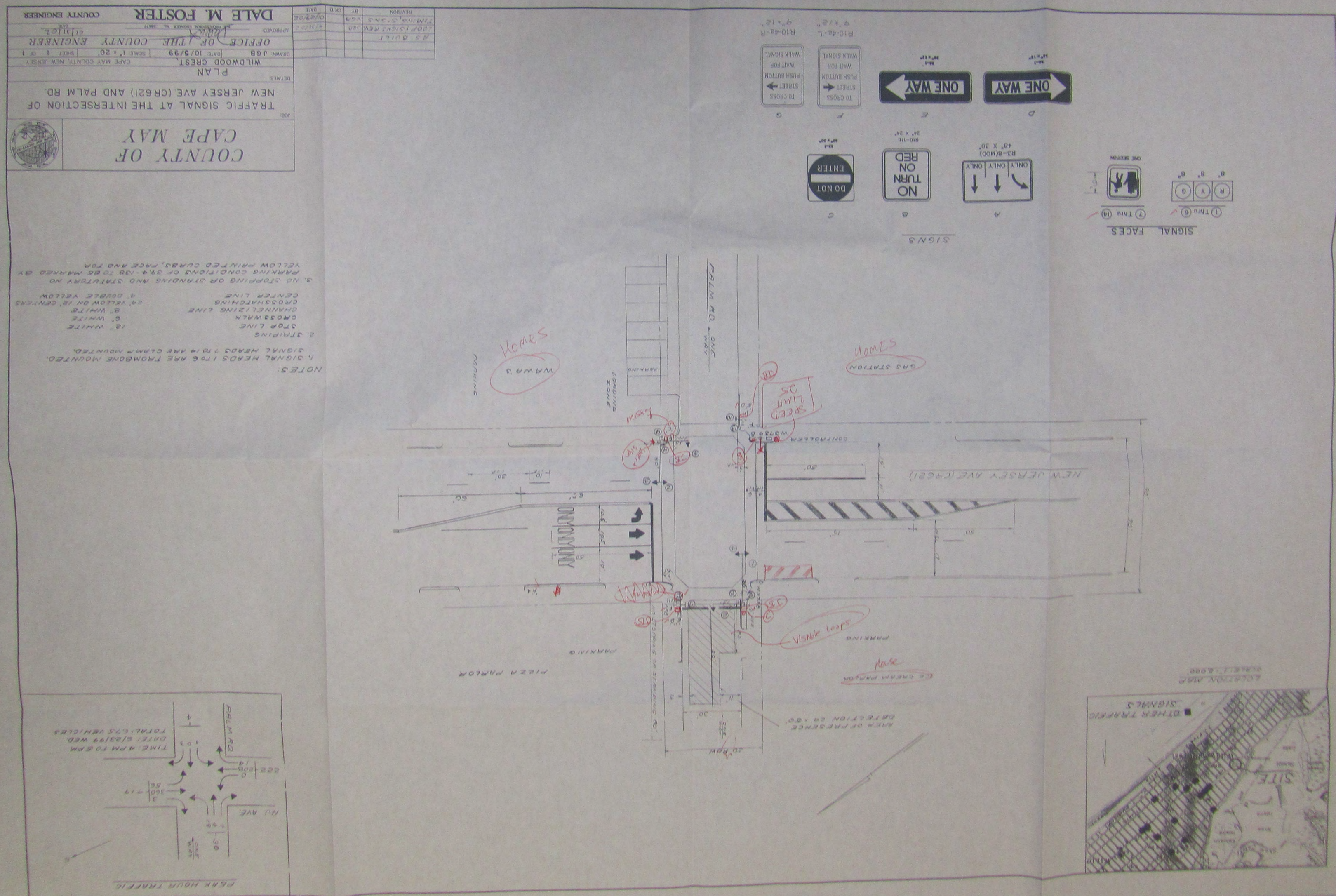
WILDWOOD CREST — CAPE MAY COUNTY, NEW JERSEY

DRAWN: MS | DATE: 8/99 | SCALE: 1" = 30' | SHEET 1 OF 1

OFFICE OF THE COUNTY ENGINEER

APPROVED: N.J. PROFESSIONAL ENGINEER No. 28637 — DATE

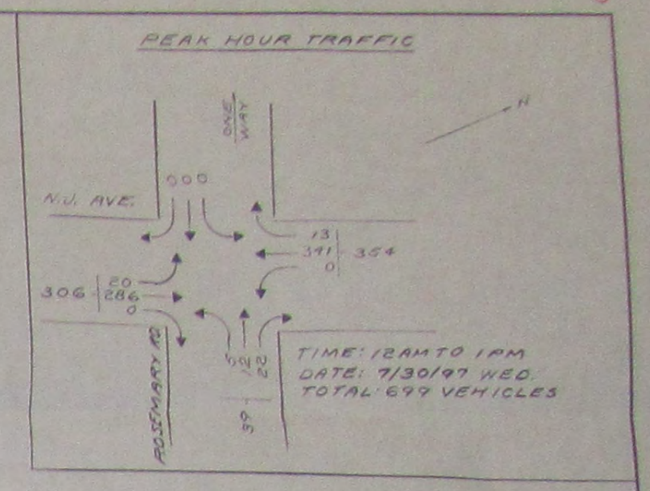
DALE M. FOSTER — COUNTY ENGINEER

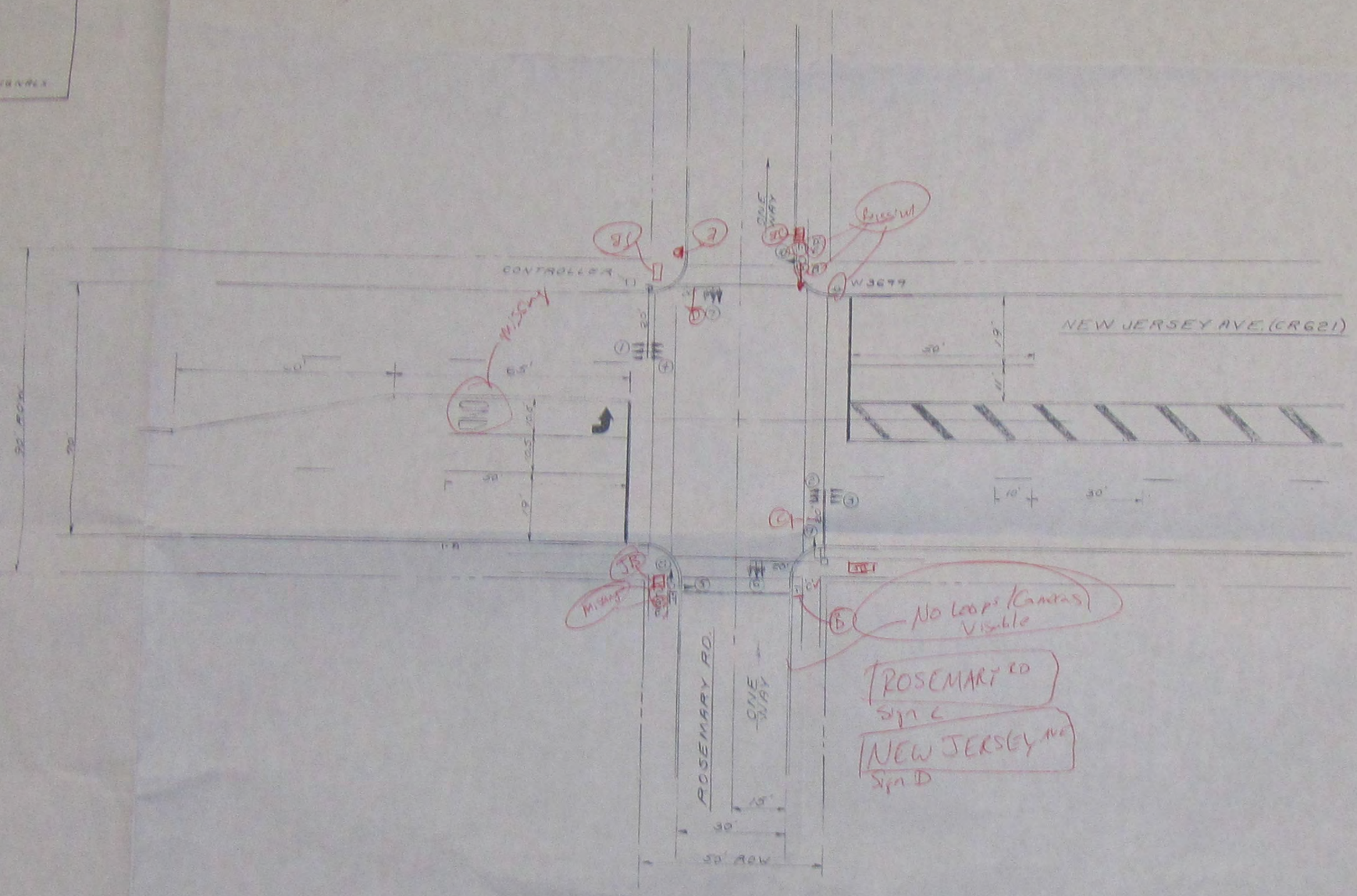

COUNTY OF CAPE MAY
TRAFFIC SIGNAL AT THE INTERSECTION OF NEW JERSEY AVE (CR621) AND PALM RD.
PLAN
WILDWOOD CREST, CAPE MAY COUNTY, NEW JERSEY
DRAWN: J.G.B. DATE: 10/3/99 SCALE: 1" = 20' SHEET 1 OF 1
OFFICE OF THE COUNTY ENGINEER
DALE M. FOSTER
COUNTY ENGINEER
REVISION
NOTES:
1. SIGNAL HEADS 1 TO 6 ARE TROMBONE MOUNTED. SIGNAL HEADS 7 TO 14 ARE CLAMP MOUNTED.
2. STRIPING
STOP LINE 12" WHITE
CROSSWALK 6" WHITE
CHANNELIZING LINE 8" WHITE
CROSSHATCHING 24" YELLOW ON 12" CENTERS
CENTER LINE 4" DOUBLE YELLOW
3. NO STOPPING OR STANDING AND STATUTORY NO PARKING CONDITIONS OF 39:4-138 TO BE MARKED BY YELLOW PAINTED CURBS, FACE AND TOP
PEAK HOUR TRAFFIC
PALM RD.
NEW JERSEY AVE (CR621)
PIZZA PARLOR
ICE CREAM PARLOR
GAS STATION
HOMES
ONE WAY
SIGNALS
SIGNAL FACES
LOCATION MAP
SITE
OTHER TRAFFIC SIGNALS

#4 NJ Ave & Rosemary Rd

LOCATION MAP
SCALE: 1" = 2000'

PEAK HOUR TRAFFIC

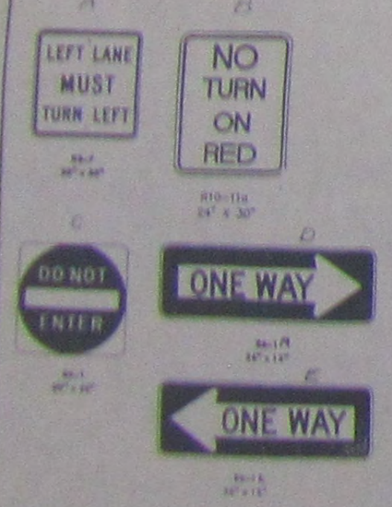




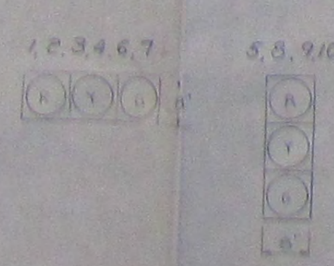
NOTES:

1. SIGNAL HEADS 1,2,3,4,6,7 ARE MOUNTED HORIZONTALLY ON TRAMBONE ARMS. SIGNAL HEADS 5,8,9,10 ARE MOUNTED VERTICALLY ON PEDESTALS.
2. STRIPING
   - STOP LINE — 12" WHITE
   - CROSSWALK — 6" WHITE
   - CHANNELIZING LINE — 8" WHITE
   - CROSSHATCHING — 24" YELLOW ON 18" CENTERS
   - CENTERLINE — 4" DOUBLE YELLOW
3. NO STOPPING OR STANDING AND STATUTORY NO PARKING CONDITIONS OF 39:4-138 TO BE MARKED BY YELLOW PAINTED CURBS, FACE AND TOP.
4. EMERGENCY FLASHING OPERATION:
   - FACES 1,2,3,4,5,10 FLASH YELLOW
   - FACES 6,7,8,9 FLASH RED

SIGNS



SIGNAL FACES



SIGNAL TIMING SCHEDULE 70 SECOND CYCLE				
PHASE	INTERVAL	SIGNAL FACES 1-5,10	SIGNAL FACES 6-9	TIMING SECONDS
A	N.J. AVE. R.O.W.	G	R	42
	CHANGE	Y	R	4
	CLEARANCE	R	R	1
B	ROSEMARY R.O.W.	R	G	17
	CHANGE	R	Y	4
	CLEARANCE	R	R	2

OFFSET: 45" AFTER RIO GRANDE AVE.

LTS-4258A

COUNTY OF CAPE MAY

JOB: TRAFFIC SIGNAL AT THE INTERSECTION OF NEW JERSEY AVE. (CR 621) AND ROSEMARY RD.

DETAILS: PLAN

WILDWOOD CREST, CAPE MAY COUNTY, NEW JERSEY

DRAWN: JGB | DATE: 8/23/99 | SCALE: 1" = 20' | SHEET # OF #

OFFICE OF THE COUNTY ENGINEER

APPROVED: N.J. PROFESSIONAL ENGINEER No. 28019

DALE M. FOSTER — COUNTY ENGINEER

REVISION	BY	CK'D	DATE
AS BUILT	JGB		9/8/99

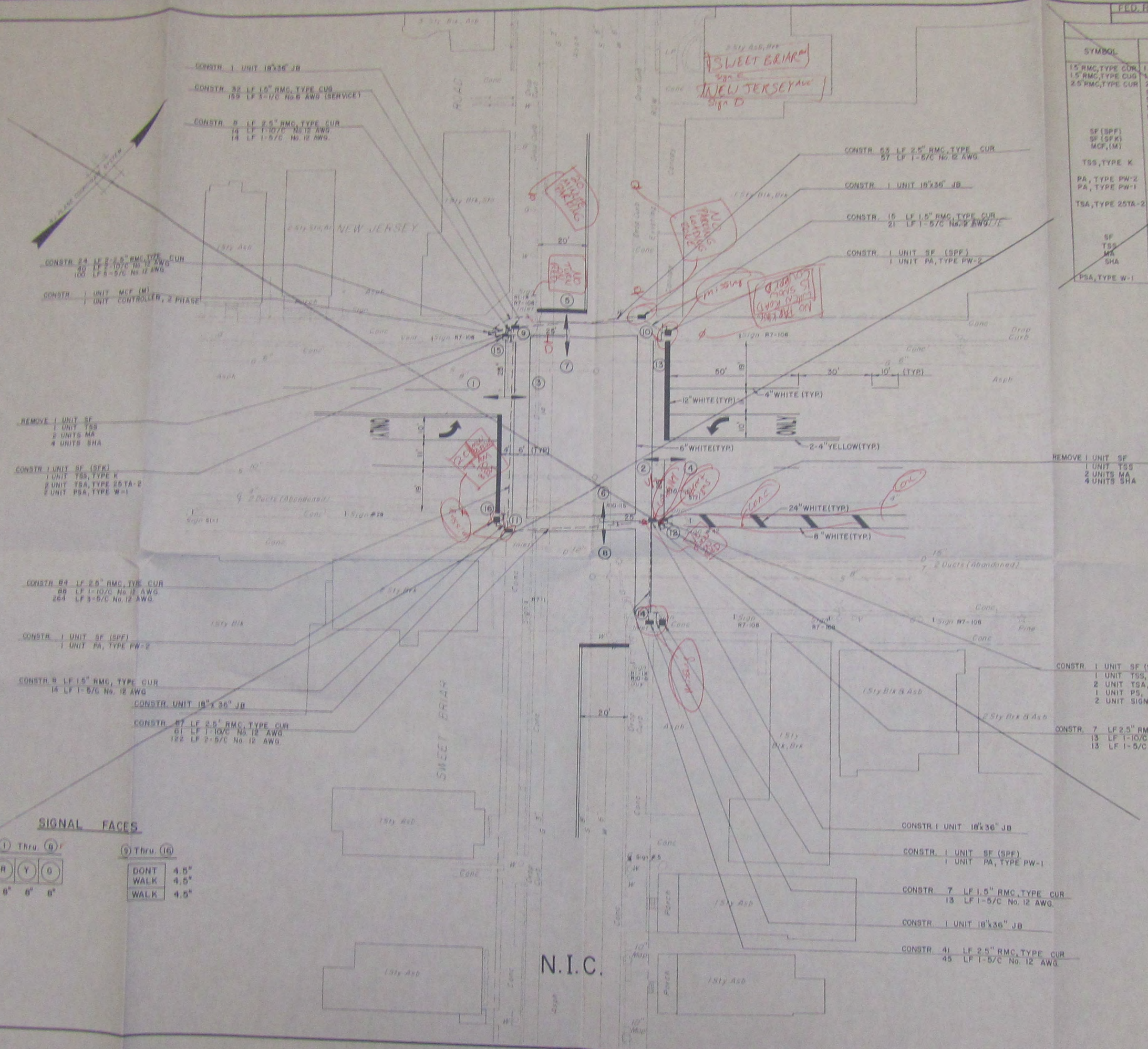
#3 NJ Ave. & Sweet Briar Rd

FED. ROAD DIV NO.	STATE	FED. PROJ. NO.	SHEET	TOTAL SHEETS
	N.J.	[illegible]	21	60

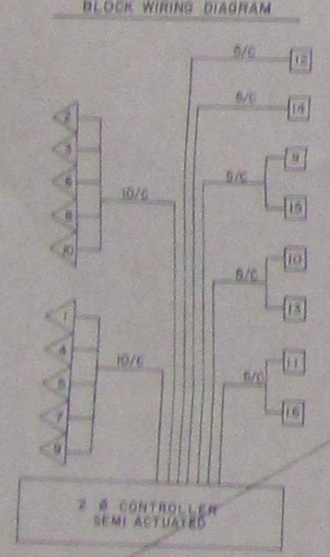
TO BE CONSTRUCTED

SYMBOL	DESCRIPTION	UNIT	CONTRACT QUANTITY	AS-BUILT QUANTITY
1.5" RMC, TYPE CUR	1.5" RIGID METALLIC CONDUIT, TYPE CUR	LF	50	
1.5" RMC, TYPE CUG	1.5" RIGID METALLIC CONDUIT, TYPE CUG	LF	32	
2.5" RMC, TYPE CUR	2.5" RIGID METALLIC CONDUIT, TYPE CUR	LF	274	
	SIGNAL WIRE, 5/C NO. 12 AWG	LF	663	
	SIGNAL WIRE, 10/C NO. 12 AWG	LF	216	
	SERVICE WIRE, 1/C NO. 6 AWG	LF	159	
	18" x 36" JUNCTION BOX	UNIT	5	
	CONTROLLER, 2 PHASE	UNIT	1	
SF (SPF)	PEDESTAL FOUNDATION, TYPE SPF	UNIT	3	
SF (SFK)	STANDARD FOUNDATION, TYPE SFK	UNIT	2	
MCF, (M)	METER CABINET FOUNDATION, TYPE M	UNIT	1	
TSS, TYPE K	TRAFFIC SIGNAL STANDARD, TYPE K	UNIT	2	
PA, TYPE PW-2	PEDESTAL ASSEMBLY, TYPE PW-2	UNIT	2	
PA, TYPE PW-1	PEDESTAL ASSEMBLY, TYPE PW-1	UNIT	1	
TSA, TYPE 25TA-2	TRAFFIC SIGNAL ASSEMBLY, TYPE 25TA-2	UNIT	4	
	SIGN 24" x 24"	UNIT	2	
	TRAFFIC STRIPES	LF	2377	
	TRAFFIC PAINT	S.F.	224	
SF	REMOVE STANDARD FOUNDATION	UNIT	1	
TSS	REMOVE TRAFFIC SIGNAL STANDARD	UNIT	2	
MA	REMOVE MAST ARM	UNIT	4	
SHA	REMOVE SIGNAL HEAD ASSEMBLY	UNIT	8	
	REMOVE STRIPING	LF	50	
PSA, TYPE W-1	PEDESTRIAN SIGNAL ASSEMBLY, TYPE W-1	UNIT	3	

N.I.C.



BLOCK WIRING DIAGRAM



SIGNAL FACES

① Thru. ⑧		
R	Y	G
8"	8"	8"

⑨ Thru. ⑯	
DON'T WALK	4.5"
WALK	4.5"

N.I.C.

NOTES:

1. STRIPING SHALL BE REMOVED. PROPOSED STRIPING SHALL MEET EXISTING.
2. RI-IX SIGNS TO BE CONCEALED DURING SIGNAL OPERATION.
3. RMC = RIGID NON METALLIC CONDUIT, EXCEPT SERVICE CONDUIT.

20 10 0 20 40 60

SCALE IN FEET

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

BOROUGH OF WILDWOOD CREST – COUNTY OF CAPE MAY

NEW JERSEY AVE. & SWEET BRIAR RD. (12)

SCALE 1"=20'

DRAWN BY J.M.

CHECKED BY J.T.

STORCH ENGINEERS 118 MARSHALL AVENUE ELLWOOD PARK, NEW JERSEY 07922

PARTNERS
HERBERT STORCH P.E. N.J. LIC. NO. 10988
GEORGE KRIGIS P.E. N.J. LIC. NO. 11308

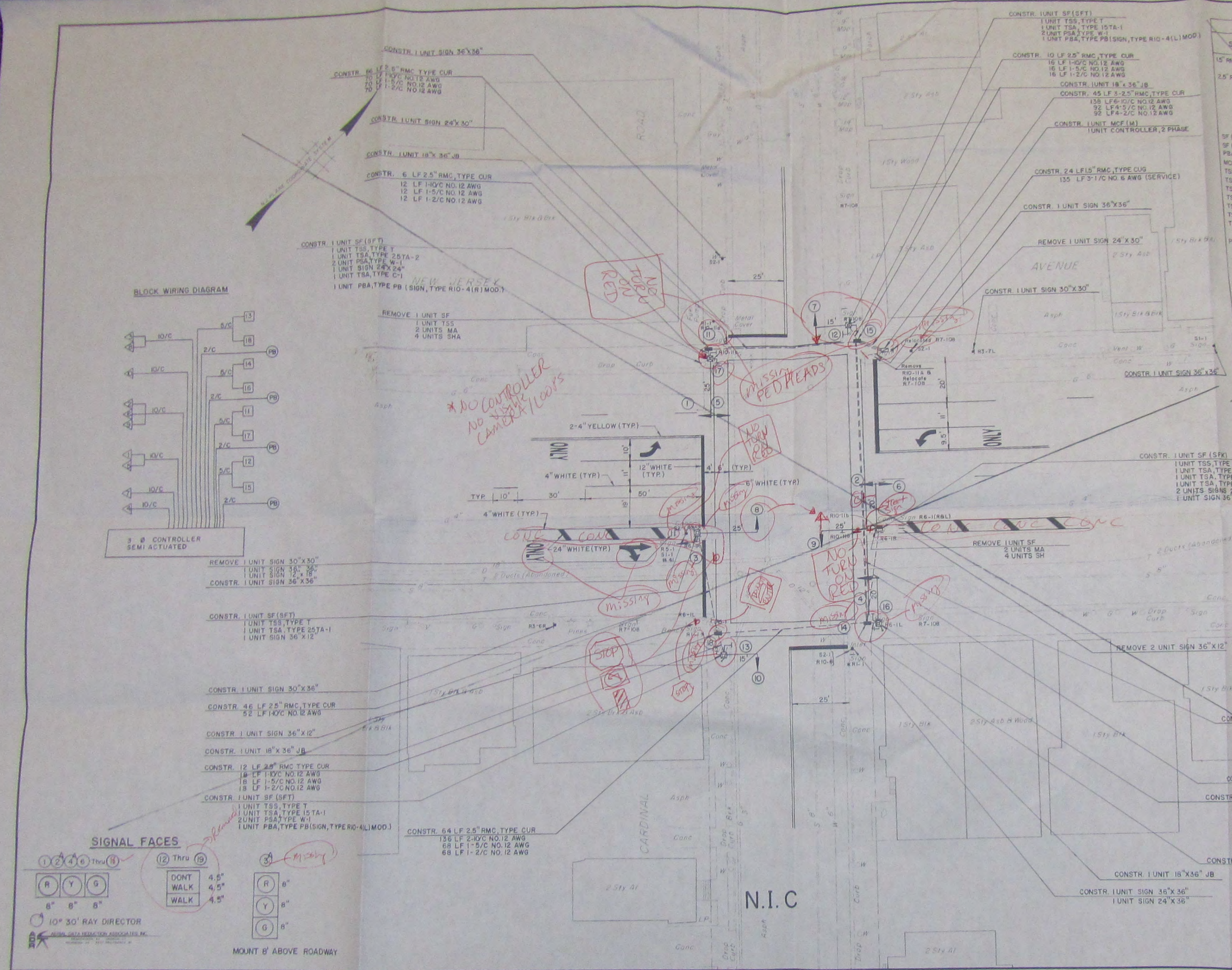
LARRY KERN, P.E.
PROFESSIONAL ENGINEER N.J. LIC. NO. 13877

N.I.C.

DATE

21
60

FED. ROAD DIV. NO.	STATE	FED. PROJ. NO.	SHEET	TOTAL SHEETS
1	N.J.	RSG-0005(557)	22	60



TO BE CONSTRUCTED

SYMBOL	DESCRIPTION	UNIT	CONTRACT QUANTITY	AS-BUILT QUANTITY
1.5" RMC, TYPE CUG	1.5" RIGID METALLIC CONDUIT, TYPE CUG	LF	24	
2.5" RMC, TYPE CUR	2.5" RIGID METALLIC CONDUIT, TYPE CUR	LF	546	
	SIGNAL WIRE, 5/C NO. 12 AWG	LF	543	
	SIGNAL WIRE, 2/C NO. 12 AWG	LF	543	
	SIGNAL WIRE, 10/C NO. 12 AWG	LF	1013	
	SERVICE WIRE, 1/C NO. 6 AWG	LF	135	
	18"x 36" JUNCTION BOX	UNIT	4	
	CONTROLLER, 3 PHASE	UNIT	1	
SF (SFT)	STANDARD FOUNDATION, TYPE SFT	UNIT	5	
SF (SFK)	STANDARD FOUNDATION, TYPE SFK	UNIT	1	
PBA, TYPE PB	PUSH BUTTON ASSEMBLY, TYPE PB	UNIT	4	
MCF (M)	METER CABINET FOUNDATION, TYPE M	UNIT	1	
TSS, TYPE T	TRAFFIC SIGNAL STANDARD, TYPE T	UNIT	5	
TSS, TYPE K	TRAFFIC SIGNAL STANDARD, TYPE K	UNIT	1	
TSA, TYPE C-1	TRAFFIC SIGNAL ASSEMBLY, TYPE C-1	UNIT	1	
TSA, TYPE 15TA-1	TRAFFIC SIGNAL ASSEMBLY, TYPE 15TA-1	UNIT	2	
TSA, TYPE 20TA-2	TRAFFIC SIGNAL ASSEMBLY, TYPE 20TA-2	UNIT	1	
TSA, TYPE 25TA-1	TRAFFIC SIGNAL ASSEMBLY, TYPE 25TA-1	UNIT	2	
TSA, TYPE 25TA-2	TRAFFIC SIGNAL ASSEMBLY, TYPE 25TA-2	UNIT	1	
	SIGN 24" x 30"	UNIT	1	
PSA, TYPE W-1	PEDESTRIAN SIGNAL ASSEMBLY, TYPE W-1	UNIT	8	
	SIGN 24" x 24"	UNIT	4	
	SIGN 24" x 36"	UNIT	1	
	SIGN 30" x 30"	UNIT	2	
	SIGN 30" x 36"	UNIT	1	
	SIGN 36" x 36"	UNIT	5	
	SIGN 36" X 12"	UNIT	4	
	TRAFFIC STRIPES	L.F.	2892	
	TRAFFIC PAINT	S.F.	352	
SF	REMOVE STANDARD FOUNDATION	UNIT	2	
TSS	REMOVE TRAFFIC SIGNAL STANDARD	UNIT	1	
MA	REMOVE MAST ARM	UNIT	4	
SHA	REMOVE SIGNAL HEAD ASSEMBLY	UNIT	8	
	REMOVE STRIPING	L.F.	305	
	REMOVE SIGN	UNIT	8	
	REMOVE TRAFFIC PAINT	S.F.	352	
	RELOCATE SIGN	UNIT	1	
TSA, TYPE 20TA-1	TRAFFIC SIGNAL ASSEMBLY, TYPE 20TA-1	UNIT	1	

N.I.C.

NOTE:
CONSTRUCT R3-7L SIGN ON WEST SIDE OF NEW JERSEY AVE. 207' NORTH OF CARDINAL ROAD. (1 UNIT SIGN 30"x 30")

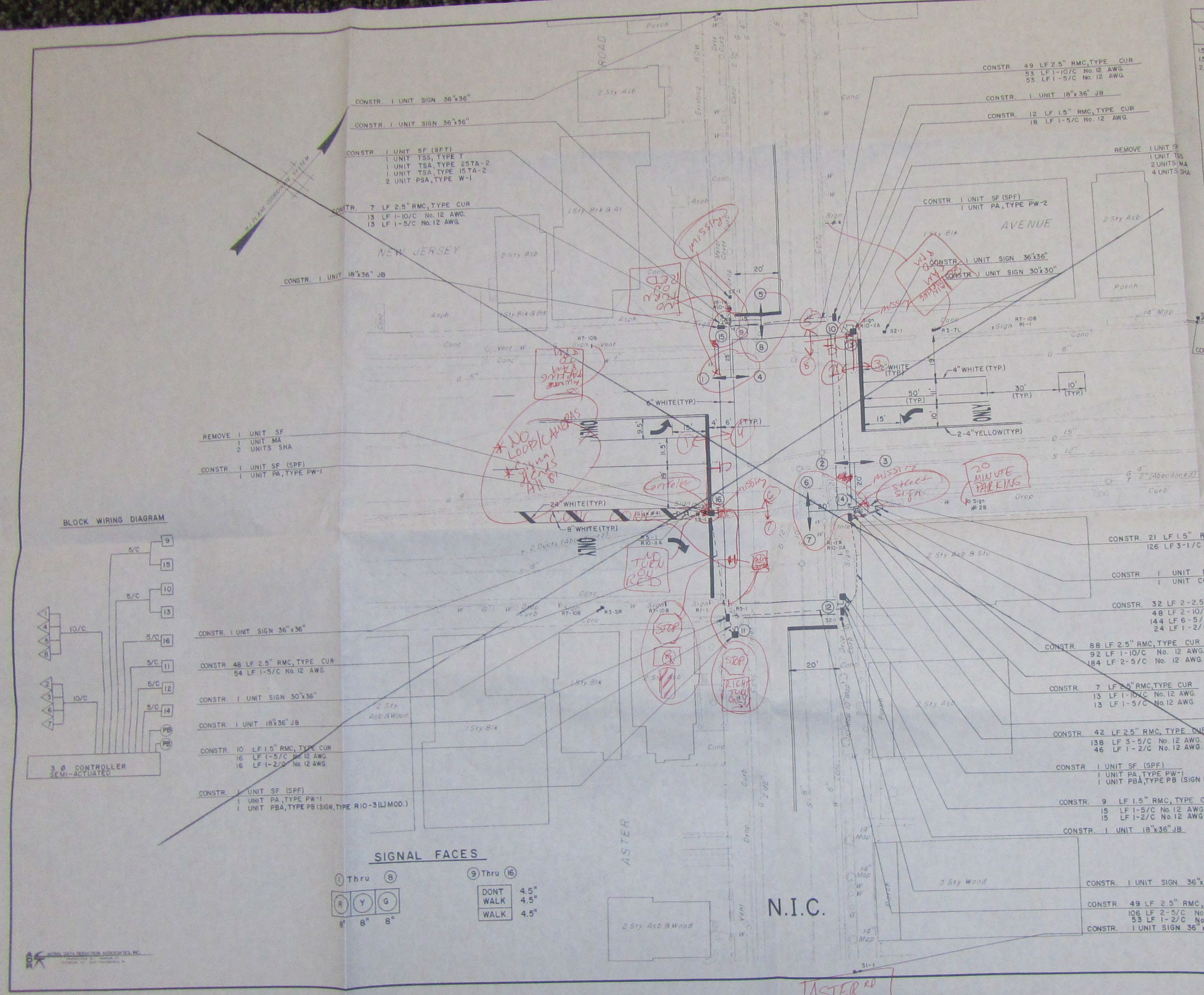
NOTES:
1. STRIPING SHALL BE REMOVED. PROPOSED STRIPING SHALL MEET EXISTING.
2. R1-1* SIGNS TO BE REMOVED.
3. RMC = RIGID METALLIC CONDUIT, EXCEPT SERVICE CONDUIT.

20 10 0 20 40 60
SCALE IN FEET

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
BOROUGH OF WILDWOOD CREST – COUNTY OF CAPE MAY
NEW JERSEY AVE. & CARDINAL RD. (13)
SCALE: 1" = 20'
DRAWN BY: J.M.
CHECKED BY: S.T.
STORCH ENGINEERS 216 MADISON AVENUE PLEASANTVILLE, NEW JERSEY 08232
PARTNERS: HERBERT STORCH P.E. N.J. LIC. NO. 10180; GEORGE KINGIS P.E. N.J. LIC. NO. 11308
LARRY KERN, P.E.
PROFESSIONAL ENGINEER N.J. LIC. NO. 13877
N.I.C. DATE
22
60

#7 NJ Ave & Aster Rd

FED. ROAD DIV. NO.	STATE	FED. PROJ. NO.	SHEET	TOTAL SHEETS
1	N.J.	RSG-0008(557)	23	60



TO BE CONSTRUCTED

SYMBOL	DESCRIPTION	UNIT	CONTRACT QUANTITY	AS-BUILT QUANTITY
1.5" RMC, TYPE CUG	1.5" RIGID METALLIC CONDUIT, TYPE CUG	L.F.	21	
1.5" RMC, TYPE CUR	1.5" RIGID METALLIC CONDUIT, TYPE CUR	L.F.	31	
2.5" RMC, TYPE CUR	2.5" RIGID METALLIC CONDUIT, TYPE CUR	L.F.	322	
	SIGNAL WIRE, 5/C NO. 12 AWG	L.F.	754	
	SIGNAL WIRE, 10/C NO. 12 AWG	L.F.	219	
	SERVICE WIRE, 1/C NO. 6 AWG	L.F.	126	
	18"x36" JUNCTION BOX	UNIT	5	
	CONTROLLER, 3 PHASE	UNIT	1	
SF (SPF)	PEDESTAL FOUNDATION, TYPE SPF	UNIT	4	
SF (SFT)	STANDARD FOUNDATION, TYPE SFT	UNIT	2	
MCF (M)	METER CABINET FOUNDATION, TYPE M	UNIT	1	
TSS, TYPE T	TRAFFIC SIGNAL STANDARD, TYPE T	UNIT	2	
	SIGNAL WIRE, 2/C NO. 12 AWG	L.F.	154	
PA, TYPE PW-2	PEDESTAL ASSEMBLY, TYPE PW-2	UNIT	1	
PA, TYPE PW-1	PEDESTAL ASSEMBLY, TYPE PW-1	UNIT	3	
TSA, TYPE 20TA-2	TRAFFIC SIGNAL ASSEMBLY, TYPE 20TA-2	UNIT	2	
TSA, TYPE 25TA-2	TRAFFIC SIGNAL ASSEMBLY, TYPE 25TA-2	UNIT	1	
TSA, TYPE 15TA-2	TRAFFIC SIGNAL ASSEMBLY, TYPE 15TA-2	UNIT	1	
	SIGN 36"x36"	UNIT	7	
	SIGN 30"x30"	UNIT	2	
	SIGN 30"x36"	UNIT	1	
	TRAFFIC PAINT	S.F.	336	
	TRAFFIC STRIPES	L.F.	2340	
SF	REMOVE STANDARD FOUNDATION	UNIT	2	
TSS	REMOVE TRAFFIC SIGNAL STANDARD	UNIT	1	
MA	REMOVE MAST ARM	UNIT	3	
SHA	REMOVE SIGNAL HEAD ASSEMBLY	UNIT	6	
	REMOVE SIGN	UNIT	2	
	REMOVE TRAFFIC PAINT	S.F.	384	
PSA, TYPE W-1	PEDESTRIAN SIGNAL ASSEMBLY	UNIT	3	
PBA, TYPE PB	PUSH BUTTON ASSEMBLY, TYPE PB	UNIT	2	

BLOCK WIRING DIAGRAM

SIGNAL FACES

① Thru ⑧			⑨ Thru ⑯	
R	Y	G	DONT WALK	4.5"
8"	8"	8"	WALK	4.5"

NOTE:
1. STRIPING SHALL BE REMOVED. PROPOSED STRIPING SHALL MEET EXISTING.
2. R1-1X SIGNS TO BE REMOVED.
3. RMC = RIGID NONMETALLIC CONDUIT, EXCEPT SERVICE CONDUIT.

20 10 0 20 40 60
SCALE IN FEET

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

BOROUGH OF WILDWOOD CREST – COUNTY OF CAPE MAY

NEW JERSEY AVE. & ASTER RD. (14)

SCALE: 1" = 20'
DRAWN BY: J.M.
CHECKED BY: S.T.

STORCH ENGINEERS 218 RUSSELDALE AVENUE FLORAHAM PARK, NEW JERSEY 07932
PARTNERS: HERBERT STORCH P.E. N.J. LIC. NO. 19180; GEORGE KIRGIS P.E. N.J. LIC. NO. 13308

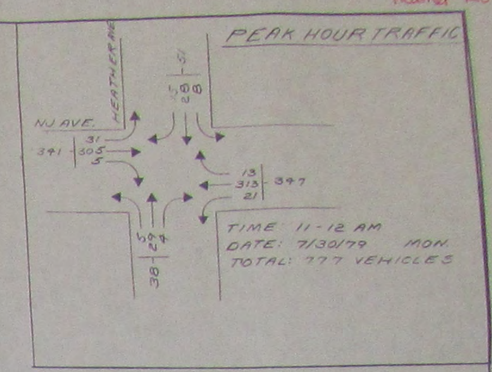
LARRY KERN, P.E.
PROFESSIONAL ENGINEER N. J. LIC. NO. 13877
N.I.C. DATE

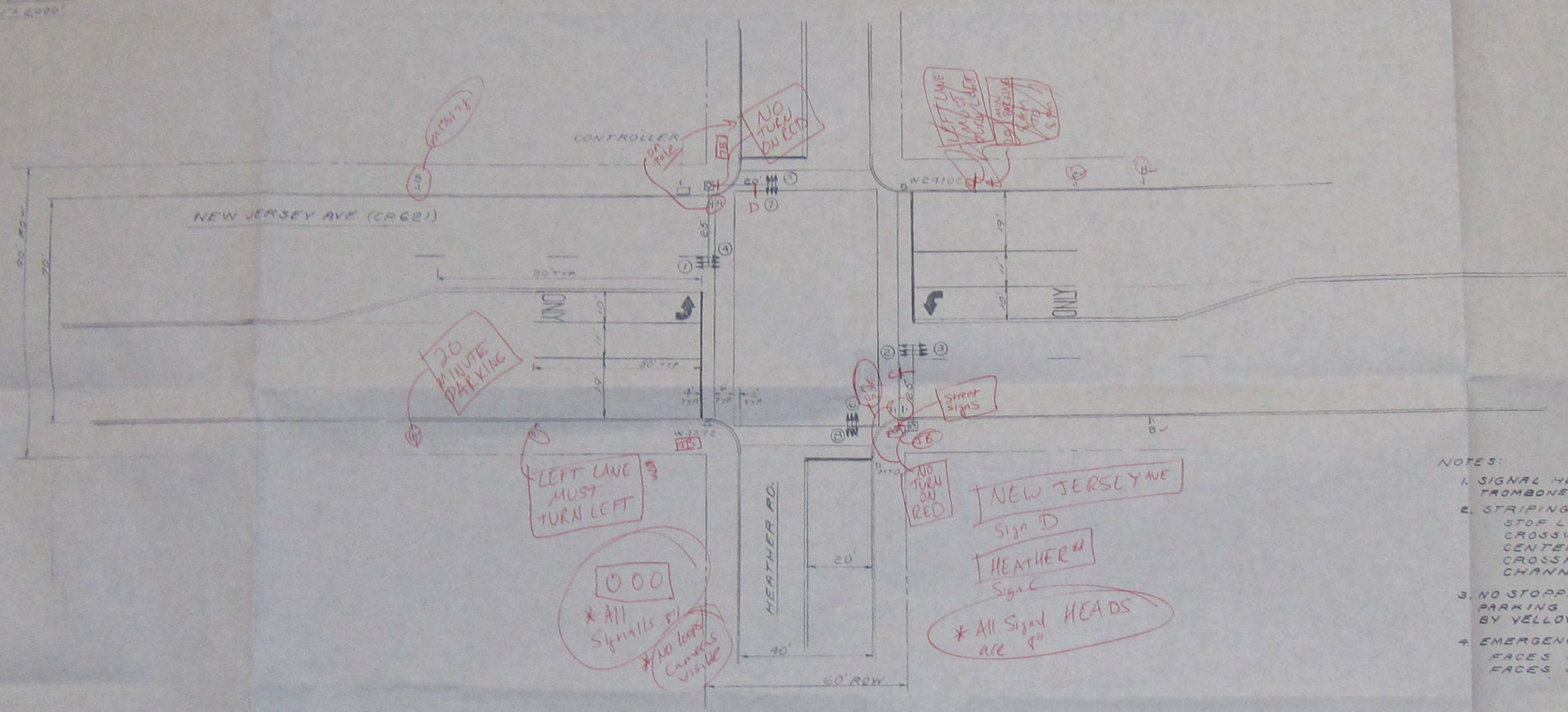
23
60

MORR DATA REDUCTION ASSOCIATES, INC.

#8 NJ Ave & Heather Rd

LOCATION MAP
SCALE: 1" = 2000'





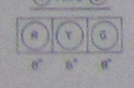
NOTES:

1. SIGNAL HEADS MOUNTED HORIZONTALLY ON TROMBONE ARMS
2. STRIPING:

STOP LINE	12" WHITE
CROSSWALK	6" WHITE
CENTERLINE	4" DOUBLE YELLOW
CROSSHATCHING	24" YELLOW ON 12" CENTERS
CHANNELIZING LINE	8" WHITE

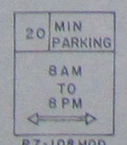
3. NO STOPPING OR STANDING AND STATUTORY NO PARKING CONDITIONS OF 39.4-138 TO BE MARKED BY YELLOW PAINTED CURBS, FACE AND TOP.
4. EMERGENCY FLASHING OPERATION
   FACES 1,2,3,4 FLASH YELLOW
   FACES 5,6,7,8 FLASH RED

SIGNAL FACES



SIGN A

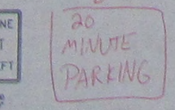
SIGN B



R7-108 MOD.
12" x 18"

"C"

"B"



SIGNAL TIMING SCHEDULE				
70 SECOND CYCLE				
PHASE	INTERVAL	SIGNAL FACES 1-4	SIGNAL FACES 5-8	TIMING SECONDS
A	N.J. AVE.			
	R.O.W.	G	R	42
	CHANGE	Y	R	4
	CLEARANCE	R	R	1
B	HEATHER AVE.			
	R.O.W.	R	G	17
	CHANGE	R	Y	4
	CLEARANCE	R	R	2

OFFSET: 9 SEC. AFTER RIO GRANDE AVE.

LTS-4988

COUNTY OF CAPE MAY

JOB: TRAFFIC SIGNAL AT THE INTERSECTION OF NEW JERSEY AVE. (CR 621) AND HEATHER AVE.

DETAILS: PLAN

WILDWOOD CREST, CAPE MAY COUNTY, NEW JERSEY

DRAWN: JGB | DATE: 8/12/99 | SCALE: 1" = 20' | SHEET # OF #

OFFICE OF THE COUNTY ENGINEER

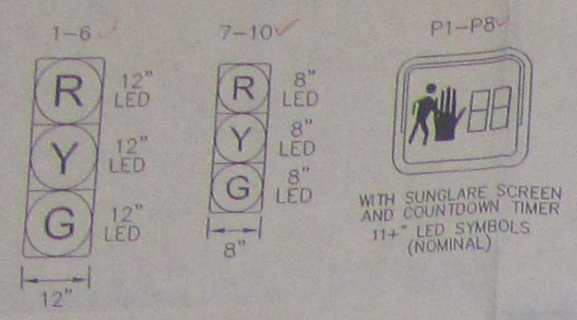
APPROVED: N.J. PROFESSIONAL ENGINEER No. 28867

DALE M. FOSTER — COUNTY ENGINEER

REVISION	BY	CK'D	DATE
AS BUILT	JGB		7/16/99

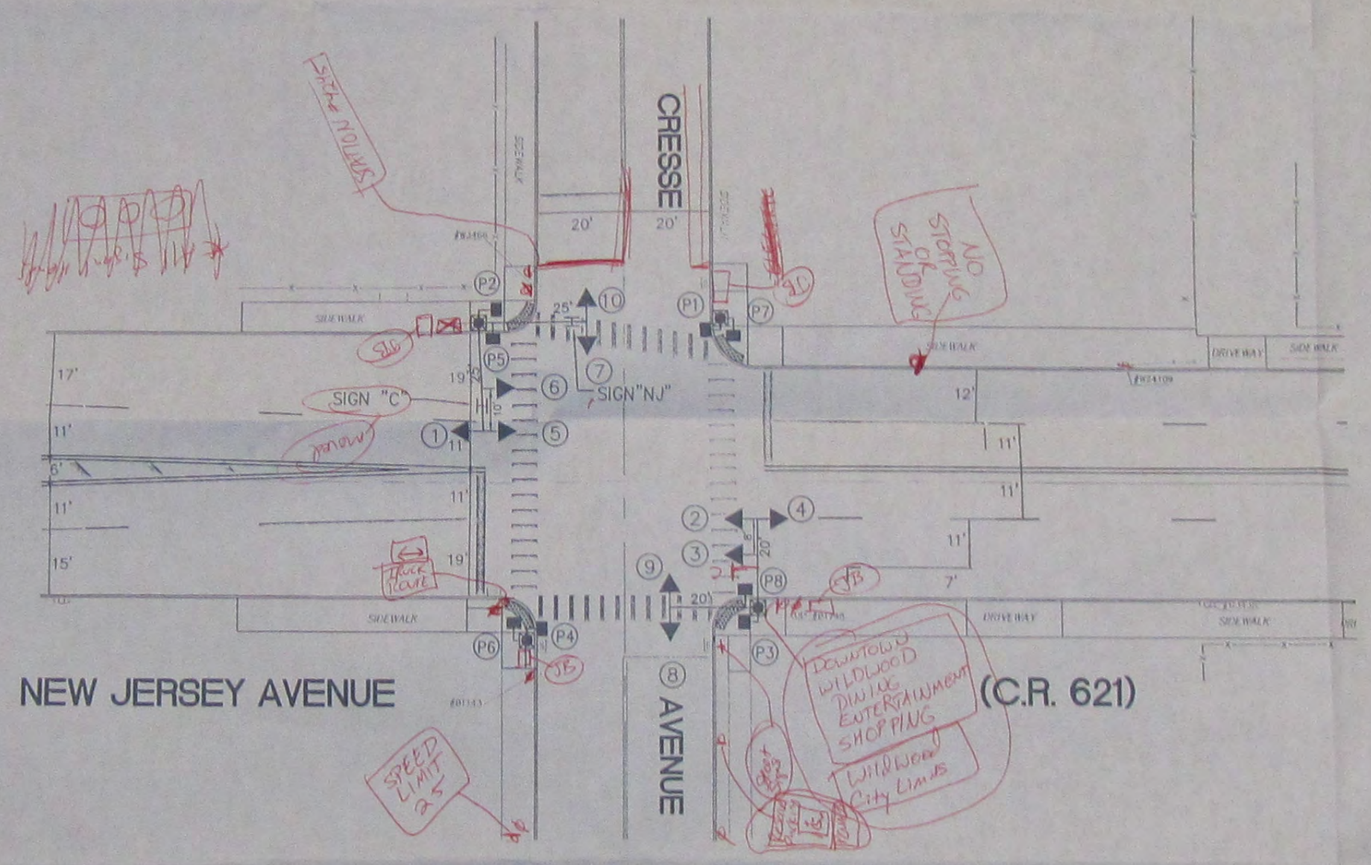
#9 NJ Ave & Cresse Ave

SIGNAL FACES



PAVEMENT MARKING LEGEND

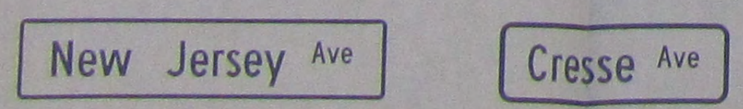
PAVEMENT MARKING	DESCRIPTION
STOP LINE (NEW JERSEY AVE.)	24" WIDE WHITE THERMOPLASTIC
STOP LINE (SIDE STREET)	12" WIDE WHITE THERMOPLASTIC
CENTER LINE	2 x 4" WIDE YELLOW EPOXY
CHANNELIZING LINE	8" WIDE WHITE THERMOPLASTIC
DASHED LANE LINE	4" WIDE WHITE EPOXY, 10' LINE, 30' GAP
CROSSWALK LINE	24" WIDE WHITE THERMOPLASTIC, 6' LONG, 4' C–C SPACING
MEDIAN CROSSHATCHING	24" WIDE YELLOW THERMOPLASTIC, AT 12' C–C AND 45 DEGREES



NOTES

1. SIGNAL LEGEND
   - ⑥ VEHICULAR SIGNAL HEAD AND IDENTIFYING NUMBER
   - P3 PEDESTRIAN SIGNAL HEAD AND IDENTIFYING NUMBER
2. ALL SIGNAL FACES TO BE LED INDICATIONS.
3. THE CENTERS OF TRAFFIC SIGNAL FOUNDATIONS ARE TO BE LOCATED A MINIMUM OF 32 INCHES FROM THE FACE OF THE CURB. POLES SHOULD BE LOCATED AS CLOSE TO 32" FROM THE CURB AS POSSIBLE TO MAXIMIZE THE ADJACENT SIDEWALK WIDTH. THERE MUST BE A MINIMUM OF FOUR (4) CLEAR FEET BETWEEN THE REAR FACE OF THE SIGNAL POLE TRANSFORMER BASE AND THE FOUNDATION, AND THE REAR OF THE SIDEWALK.

SIGN LEGEND



SIGN "NJ"
84" X 18"
DOUBLE SIDED

SIGN "C"
54" X 18"
DOUBLE SIDED

No.	Revision

BMS PNO
DRAWN CKD
BRIAN M. STANKUS, P.E., PTOE

NEW JERSEY PROFESSIONAL ENGINEER No.: GE-44625

TRAFFIC SIGNAL LAYOUT PLAN

OR&A Orth-Rodgers and Associates, Inc.

NEW JERSEY AVENUE (C.R. 621) AND CRESSE AVENUE

CITY OF WILDWOOD CAPE MAY COUNTY

20' 0' 20' SCALE

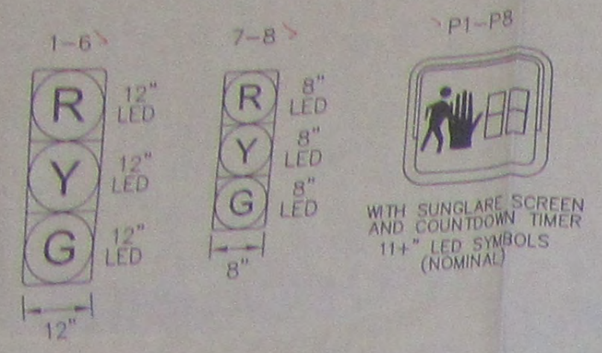
DWG: 2011072_base.dwg

DATE: 5 JULY 2011

FILENAME: W:\2011 PTC_NJAve-Avalon\CADD\2011072_base_26Jul2011.dwg
PLOTTED: Jul 26, 2011 - 9:41 AM
Orth-Rodgers and Associates, Inc.

#10 NJ Ave & Hildreth Ave

SIGNAL FACES



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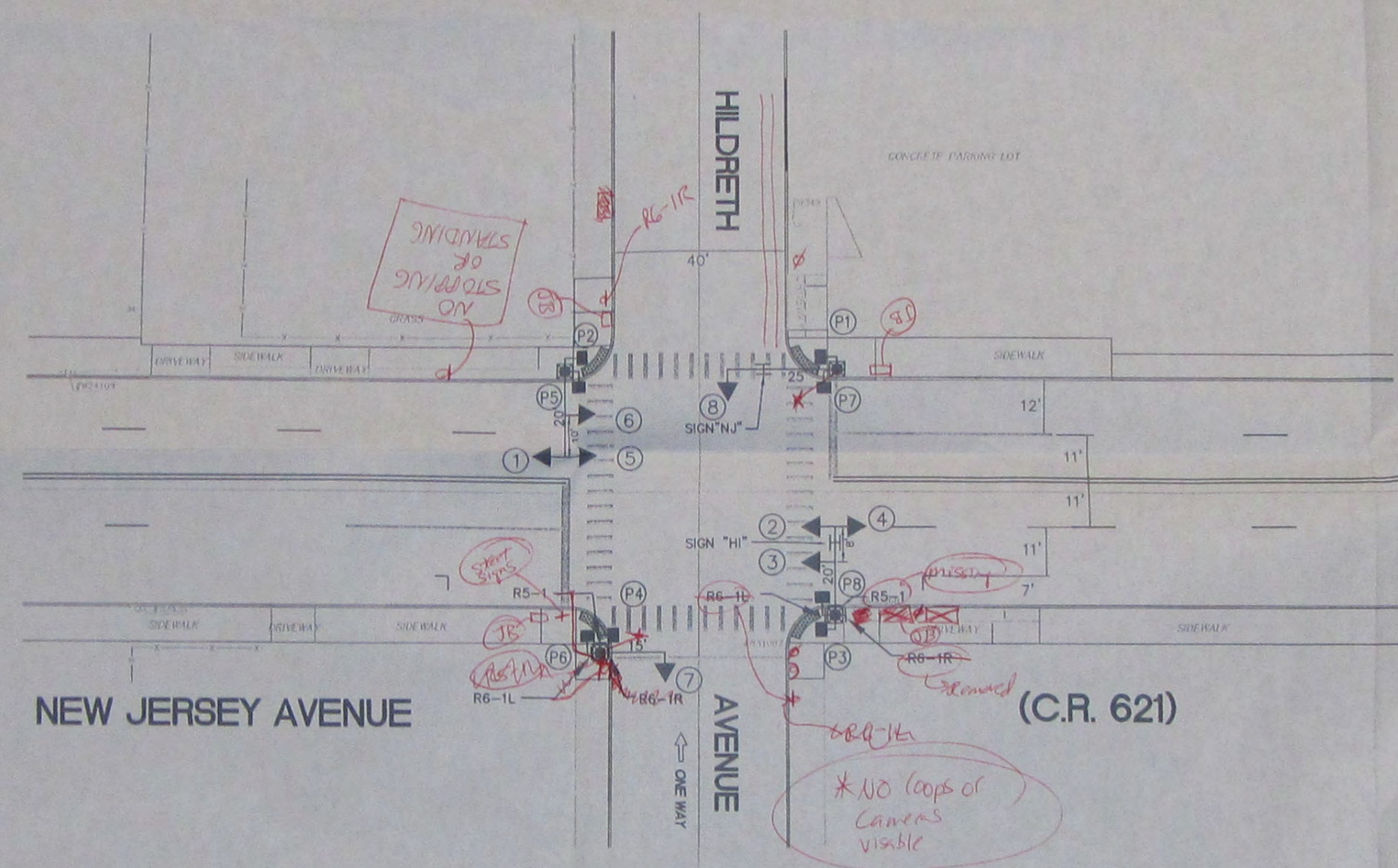
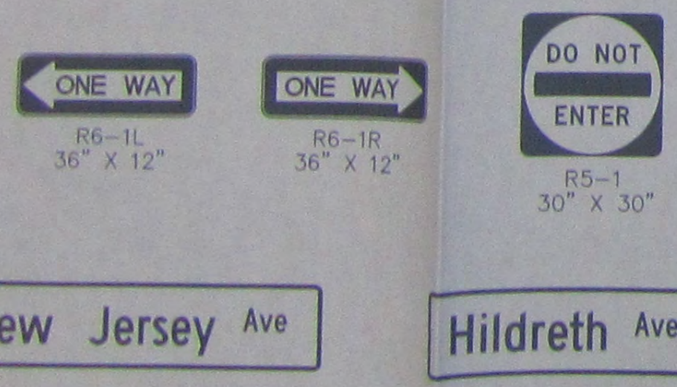
DASHED LANE LINE	4" WIDE WHITE EPOXY, 10' LINE AND 30' GAP
CROSSWALK LINE	12" WIDE WHITE THERMOPLASTIC, 6' LONG, 2.5' CLEAR SPACING



NOTES

1. SIGNAL LEGEND
   - → (6) VEHICULAR SIGNAL HEAD AND IDENTIFYING NUMBER
   - → (P1) PEDESTRIAN SIGNAL HEAD AND IDENTIFYING NUMBER
2. ALL SIGNAL FACES TO BE LED INDICATIONS.
3. THE CENTERS OF TRAFFIC SIGNAL FOUNDATIONS ARE TO BE LOCATED A MINIMUM OF 32 INCHES FROM THE FACE OF THE CURB. POLES SHOULD BE LOCATED AS CLOSE TO 32" FROM THE CURB AS POSSIBLE TO MAXIMIZE THE ADJACENT SIDEWALK WIDTH, WHICH MUST BE A MINIMUM OF FOUR (4) CLEAR FEET BETWEEN THE REAR FACE OF THE SIGNAL POLE TRANSFORMER BASE AND/OR FOUNDATION, AND THE REAR OF THE SIDEWALK.

SIGN LEGEND



R6-1L
36" X 12"

R6-1R
36" X 12"

R5-1
30" X 30"

SIGN "NJ"
84" X 18"
DOUBLE SIDED

SIGN "HI"
60" X 18"
DOUBLE SIDED

No.	Revision	Date

BMS DRAWN | PND CKD

BRIAN M. STANKUS, P.E., PTOE

NEW JERSEY PROFESSIONAL ENGINEER No.: GE-44625

TRAFFIC SIGNAL LAYOUT PLAN

OR&A Orth-Rodgers and Associates, Inc.
TRANSPORTATION • ENGINEERING • PLANNING
NJ Certificate of Authorization No. 24GA28015700
Executive Offices: 4729 West Chester Pike, Newtown Square, PA 19073 (610) 355-1832
8000 Denow Road, Box 381, Pennington, NJ 08534
301 Underwood Drive, Suite 130, Malvern PA 19355 (610) 407-8700
4998 Locust Drive, Mechanicsburg, PA 17055 (717) 580-3709

NEW JERSEY AVENUE (C.R. 621) AND HILDRETH AVENUE

CITY OF WILDWOOD | CAPE MAY COUNTY | NEW JERSEY

20' 0' 20' SCALE

DWG: 2011072_base.dwg

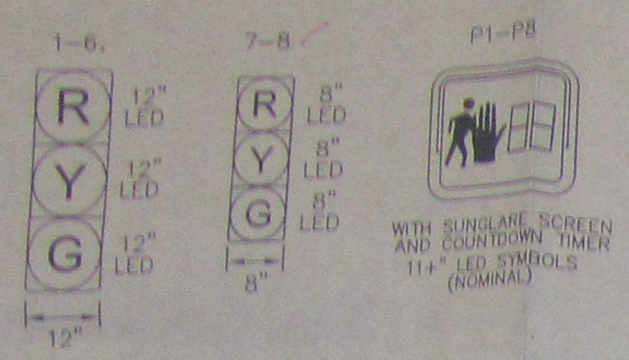
DATE: 24 JUNE 2011

SHEET NUMBER LTS-2 OF LTS-7

FILENAME: W:\2011 JOBS\2011072_Wildwood_Hildreth&NJ\2011072_base_Hildreth&NJ.dwg
PLOTTED: on 24 Jun 2011
Orth-Rodgers and Associates, Inc.

#11 No Ave & Hand Ave

SIGNAL FACES



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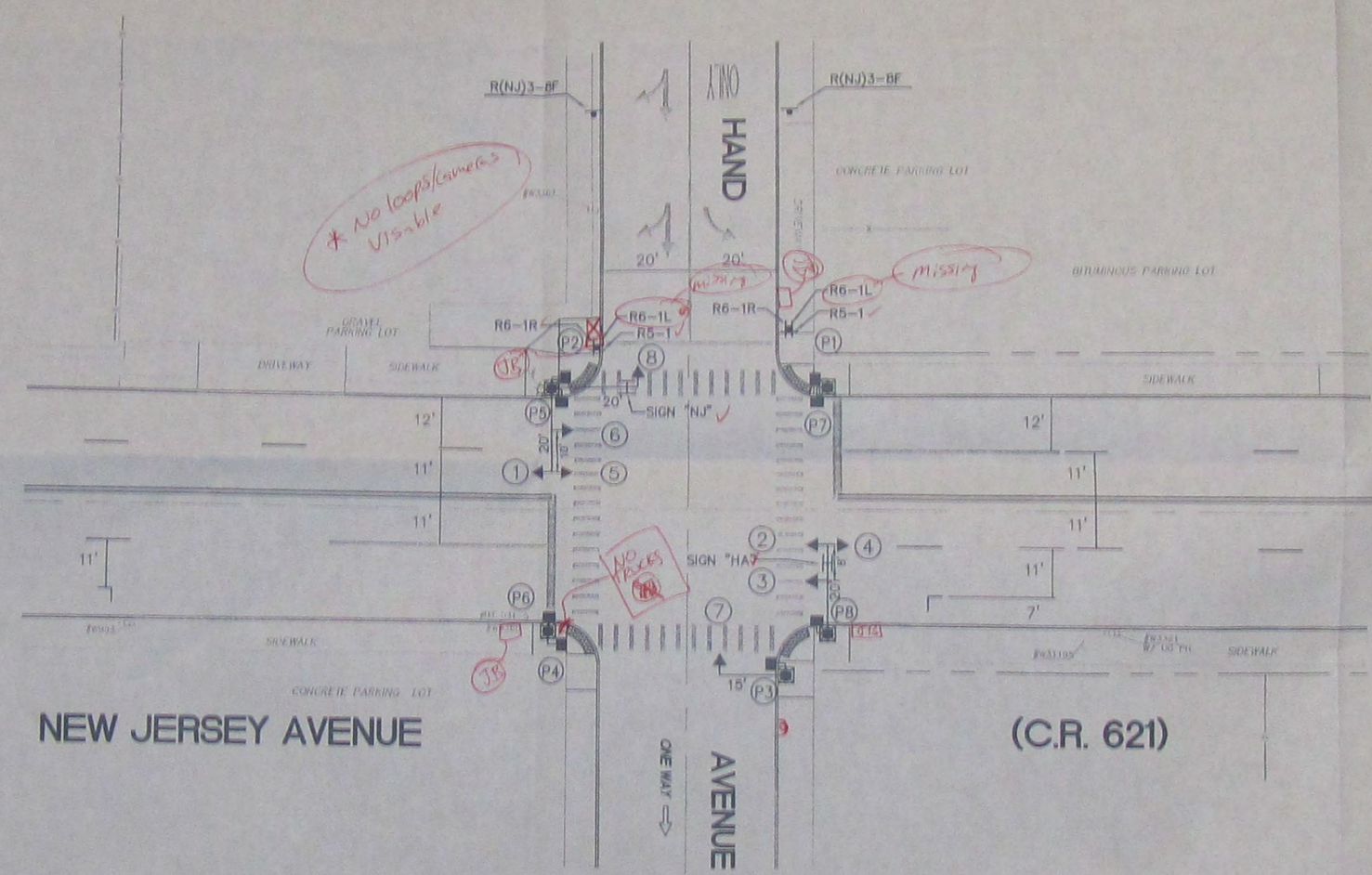

SIGN LEGEND

R6-1L 36" X 12"

R6-1R 36" X 12"

R5-1 30" X 30"

R(NJ)3-8F 30" X 30"

New Jersey Ave

SIGN "NJ" 84" X 18" DOUBLE SIDED

Hand Ave

SIGN "HA" 54" X 18" DOUBLE SIDED

NOTES

1. SIGNAL LEGEND
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No.	Revision	Date

BMS / PND
DRAWN / CKD
BRIAN M. STANKUS, P.E., PTOE

NEW JERSEY PROFESSIONAL ENGINEER No.: GE-44625

TRAFFIC SIGNAL LAYOUT PLAN

OR&A
Orth-Rodgers and Associates, Inc.

NEW JERSEY AVENUE (C.R. 621) AND HAND AVENUE

CITY OF WILDWOOD — CAPE MAY COUNTY — NEW JERSEY

20' 0' 20' SCALE

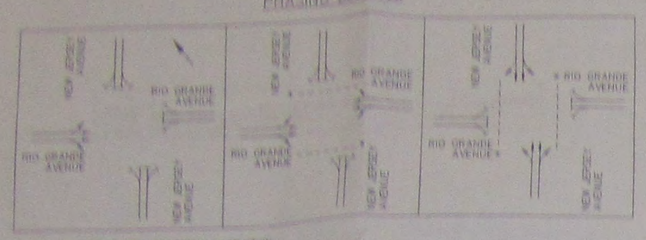
DWG: 2011072_base.dwg

DATE: 24 JUNE 2011

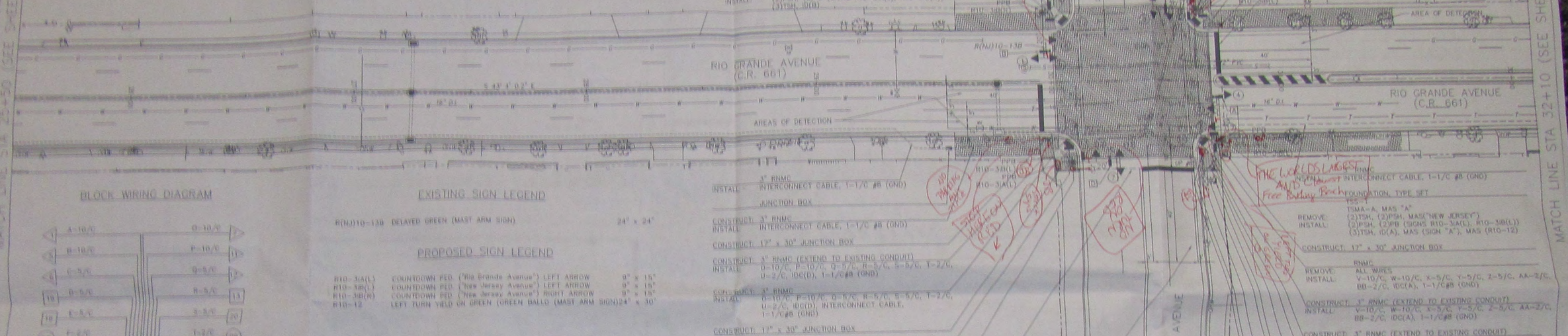
SHEET NUMBER: LTS-3 OF LTS-7

STATE	FEDERAL PROJECT NO.
N.J.	STP-0300(187)

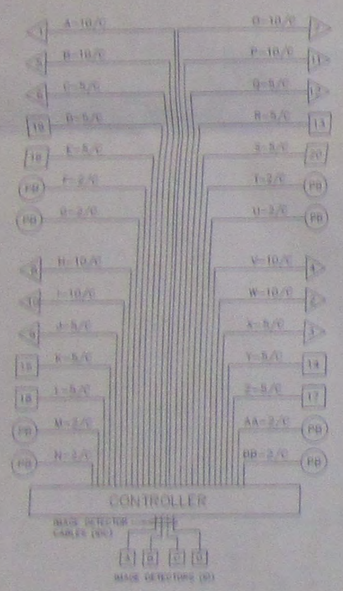
PHASING DIAGRAM



* ONLY OCCURS UNDER PEDESTRIAN ACTUATION



BLOCK WIRING DIAGRAM



EXISTING SIGN LEGEND

R(NJ)10-13B	DELAYED GREEN (MAST ARM SIGN)	24" x 24"

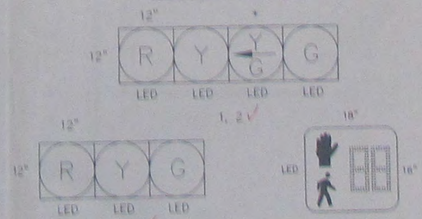
PROPOSED SIGN LEGEND

R10-3A(L)	COUNTDOWN PED. ("Rio Grande Avenue") LEFT ARROW	9" x 15"
R10-3B(L)	COUNTDOWN PED. ("New Jersey Avenue") LEFT ARROW	9" x 15"
R10-3B(R)	COUNTDOWN PED. ("New Jersey Avenue") RIGHT ARROW	9" x 15"
R10-12	LEFT TURN YIELD ON GREEN (GREEN BALL) (MAST ARM SIGN)	24" x 30"

NOTES

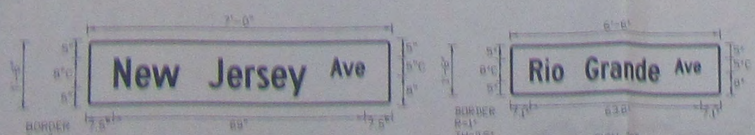
1. INSTALL GROUND WIRE (GND), 1/C#8 AWG, INSULATED (COLOR GREEN) CONTINUOUSLY THROUGHOUT THE TRAFFIC SIGNAL SYSTEM. SECURE TO ALL GROUND ROADS, CABINETS, TRAFFIC SIGNAL BASES, AND LIGHTING BASES AS NOTED.
2. ALL CONDUITS CROSSING THE STREET WILL BE SCHEDULE 80 PVC. ALL OTHER CONDUIT RUNS WILL BE SCHEDULE 40.
3. ALL EXISTING ABOVE GROUND SIGNAL EQUIPMENT NOT BEING UTILIZED WILL BE REMOVED AND SALVAGED TO COUNTY MAINTENANCE YARD OR ATLANTIC ELECTRIC AS DIRECTED BY THE ENGINEER.
4. ALL EXISTING 18" x 36" JUNCTION BOXES SHALL BE REMOVED. ALL OTHER UNDERGROUND EQUIPMENT NOT BEING UTILIZED SHALL BE ABANDONED.
5. ALL PEDESTRIAN PUSH BUTTONS SHALL INCLUDE THE FOLLOWING FEATURES:
   A. PUSH BUTTON LOCATOR TONE
   B. A TACTILE ARROW
   C. A SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION
   D. A SPEECH PUSH BUTTON INFORMATION MESSAGE
   E. PUSH BUTTON SIGN, AS INDICATED ON THE PLAN, WITH FRAME AND BRAILLE FEATURES
6. THE CONTRACTOR IS RESPONSIBLE FOR ANY UTILITY COORDINATION WITH COMPANIES MAINTAINING OVERHEAD EQUIPMENT AT THE INTERSECTION TO ENSURE THAT THE NECESSARY CLEARANCES FROM THE SIGNAL EQUIPMENT ARE MET (1' FROM TELEPHONE/CABLE/ COMMUNICATION, 6' FROM SECONDARY POWER LINES, 10' FROM PRIMARY POWER LINES).
7. SEE SHEET S-8 FOR ADDITIONAL SIGNING.
8. 18" CABINET SKIRTS SHALL BE INSTALLED AND STACKED TO PROVIDE AN ELEVATION OF 11' ABOVE MEAN SEA LEVEL, SUPPLEMENTARY FOR THE BOTTOM OF THE CONTROLLER CABINET (SEE SPECIFICATIONS).
9. ALL PROPOSED TRAFFIC SIGNAL MAST ARMS SHALL BE TROMBONE STYLE AND PROPOSED SIGNAL INDICATIONS SHALL BE INSTALLED HORIZONTALLY AS SHOWN.
10. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXACT LOCATION AND SIZE OF ANY EXISTING TRAFFIC SIGNAL EQUIPMENT WHICH WILL REMAIN.

SIGNAL LEGEND



* REPRESENTS BI-MODAL YELLOW/GREEN ARROW SECTION

PROPOSED MAST ARM SIGN LEGEND



ITEM NUMBER	TO BE CONSTRUCTED	PLAN QUANTITY
[illegible]	OVERHEAD STREET NAME SIGNS	3 UEF
[illegible]	2" RIGID NONMETALLIC CONDUIT	280 LF
[illegible]	3" RIGID NONMETALLIC CONDUIT	207 LF
[illegible]	4" RIGID NONMETALLIC CONDUIT	73 LF
[illegible]	17" x 30" JUNCTION BOX	8 U
[illegible]	FOUNDATION, TYPE P-MC	1 U
[illegible]	METER CABINET, TYPE T	1 U
[illegible]	GROUND WIRE, NO. 8 AWG	1180 LF
[illegible]	SERVICE WIRE, NO. 6 AWG	114 LF
[illegible]	CONTROLLER, 8 PHASE	1 U
[illegible]	TRAFFIC SIGNAL CABLE, 2 CONDUCTOR	1226 LF
[illegible]	TRAFFIC SIGNAL CABLE, 5 CONDUCTOR	1838 LF
[illegible]	TRAFFIC SIGNAL CABLE, 10 CONDUCTOR	1206 LF
[illegible]	TRAFFIC SIGNAL HEAD	12 U
[illegible]	PEDESTRIAN SIGNAL HEAD	8 U
[illegible]	PUSH BUTTON	8 U
[illegible]	MAST DETECTOR	4 U
[illegible]	INTERIM TRAFFIC SIGNAL SYSTEM LOCATION NO. 8	1 LS
[illegible]	CONTROLLER TURN-ON	1 U
[illegible]	SPEED COMMUNICATION CABLE	760 LF
[illegible]	18" CABINET SKIRT w/ BATTERY BACK-UP	1 U

REV.	DATE	DRAWN BY	DESCRIPTION
1	1/20/2011	NDA, KMH	REVISED PER CAPE MAY COUNTY COMMENTS

-SURVEY NOTE-
The existing conditions shown on these plans were obtained from survey and basemapping provided by Cape May County. Minor adjustments to existing conditions completed in March 2009 and August 2009 by CMX Engineering based upon a cursory field inspection, not a survey. All utilities are approximate and shall be field verified by the contractor prior to construction.

LYNN A. LoMUNYON
PROFESSIONAL ENGINEER
NEW JERSEY LIC. NO. 33748

MASER CONSULTING
Consulting, Municipal & Environmental Engineers
Planners • Surveyors Landscape Architects
State of N.J. Certificate of Authorization: 24GA27986500

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Roseland, N.J.
Red Bank, N.J.
Ocean, N.J.
Lopatcong, N.J.
Manalapan, N.J.
Mt. Arlington, N.J.
Newtonville, N.J.
Chestnut Ridge, N.Y.
Bethlehem, PA.

TRAFFIC SIGNAL OPERATION IMPROVEMENTS
ELECTRICAL PLAN
FOR
CAPE MAY COUNTY
RIO GRANDE AVENUE (CR 661)
AND NEW JERSEY AVENUE
CITY OF WILDWOOD CAPE MAY COUNTY NEW JERSEY

JOB NUMBER: 10.000.0876	DATE: JUNE 12, 2010
SCALE: 1"=20'	DRAWN BY: KMH
CHECKED BY: ABA	DOWN BY: KMH
SHEET NUMBER: 33 of 47	

E-8 / E-11

Field Signal Timings & Straight Line Diagram

Urban Engineers, Inc.
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#1

NJDOT Corridor: SJTPO Cape May County CR621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iaconelli **Time:** 8:43 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Pre-timed

EB/WB Street: Rambler Rd **NB/SB Street:** Pacific Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		41			41	
Y		3			3	
AR		2			2	
G		41			41	
Y		3			3	
AR		2			2	
G		41			41	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

	X			X	
NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	19			19	
	3			3	
	2			2	
	19			19	
	3			3	
	2			2	
	19			19	
	3			3	
	2			2	

PEDESTRIAN INTERVALS

WALK	No Ped Heads				
FDW					
DW					

No Ped Heads					

OFFSET:

[A] Lap Time for this intersection: _____ min _____ sec

Zone Number: _____

[B] Convert Minutes & Seconds to Seconds Total: _____ sec

[C] Subtract Cycle Length until value is less than Cycle Length: _____ sec

Master Intersection: _____

Offset from Timing Directive: _____ sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#2

NJDOT Corridor: SJTPO Cape May County CR621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacanelli **Time:** 9:04 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	69	66	1:11	

Variable

EB/WB Street: Park Blvd / Rambler **NB/SB Street:** New Jersey Ave

PHASE

#		PB			RR	
		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		21			11	
Y		3			3	
AR		2			2	
G		16			18	PB
Y		3			3	
AR		2			2	
G		7			16	PB
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

		X			X	
	NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
Interval						
G		35			35	
Y		3			3	
AR		2			2	
G		35			55	
Y		3			3	
AR		2			2	
G		35			35	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PEDESTRIAN INTERVALS

WALK	NO	Ped	Heads		
FDW					
DW					

NO	Ped	Heads			

OFFSET:

[A] Lap Time for this intersection: _____ min _____ sec

Zone Number: _____

[B] Convert Minutes & Seconds to Seconds Total: _____ sec

[C] Subtract Cycle Length until value is less than Cycle Length: _____ sec

Master Intersection: _____

Offset from Timing Directive: _____ sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
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4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#3

NJDOT Corridor: SJTPO Cape May County CR621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacanelli **Time:** 9:45 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Actuated

EB/WB Street: Palm Road **NB/SB Street:** New Jersey Ave

PHASE

#	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
		X				
Interval						
G		28	PB			
Y		3				
AR		2				
G		21				
Y		3				
AR		2				
G		8				
Y		3				
AR		2				
G						
Y						
AR						
G						
Y						
AR						

PHASE

NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	X			X	
	21	PB		21	PB
	3			3	
	2			2	
	55			55	
	3			3	
	2			2	
	45			45	
	3			3	
	2			2	

PEDESTRIAN INTERVALS

WALK	7	7	7			
FDW	21	21	21			
DW	"rest" in DW on Minor Street					

WALK	6	"rest" in Walk on mainline				
FDW	11	11	11			
DW	53	53	53			

OFFSET:

[A] Lap Time for this intersection: _____ min _____ sec

Zone Number: _____ [B] Convert Minutes & Seconds to Seconds Total: _____ sec

[C] Subtract Cycle Length until value is less than Cycle Length: _____ sec

Master Intersection: _____ Offset from Timing Directive: _____ sec

Offset Instructions:

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2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
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4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#4

NJDOT Corridor: SJTPO Cape May County CR 621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacone III **Time:** 10:13 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Pre-Timed

EB/WB Street: Rosemary Rd H-way

NB/SB Street: New Jersey Ave

PHASE

#	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
					X	
Interval						
G					21	
Y					3	
AR					2	
G					21	
Y					3	
AR					2	
G					21	
Y					3	
AR					2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	X			X	
	39			39	
	3			3	
	2			2	
	39			39	
	3			3	
	2			2	
	39			39	
	3			3	
	2			2	

PEDESTRIAN INTERVALS

WALK	No Ped Heads						No Ped Heads					
FDW												
DW												

OFFSET:

Zone Number: _____

Master Intersection: _____

[A] Lap Time for this intersection: 7 min 24 sec

[B] Convert Minutes & Seconds to Seconds Total: 444 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 24 sec

Offset from Timing Directive: 24 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#5

NJDOT Corridor: SJTPO Cape May County CR 621

Project No: 0160 **Date:** 8/6/2015

Observer: Tom Iaconelli **Time:** 10:35 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:07	1:07	1:07	

pre-timed

EB/WB Street: Sweet Briar **NB/SB Street:** New Jersey Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		20			20	
Y		4			4	
AR		2			2	
G		20			20	
Y		4			4	
AR		2			2	
G		20			20	
Y		4			4	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

	X			X	
NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	35			35	
	4			4	
	2			2	
	35			35	
	4			4	
	2			2	
	35			35	
	4			4	
	2			2	

PEDESTRIAN INTERVALS

WALK	NO	Ped	Heads		
FDW					
DW					

NO	Ped	Heads			

OFFSET:

[A] Lap Time for this intersection: 6 min 49 sec

Zone Number: _____

[B] Convert Minutes & Seconds to Seconds Total: 409 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 59 sec

Master Intersection: _____

Offset from Timing Directive: 59 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
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Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#6

NJDOT Corridor: SJTPO Cape May County CR 621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacone/ID **Time:** 10:51 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:07	1:07	1:07	

pre-timed

EB/WB Street: Cadwal **NB/SB Street:** New Jersey Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		20			20	
Y		4			4	
AR		2			2	
G		20			20	
Y		4			4	
AR		2			2	
G		20			20	
Y		4			4	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

	X			X	
NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	35			35	
	4			4	
	2			2	
	35			35	
	4			4	
	2			2	
	35			35	
	4			4	
	2			2	

PEDESTRIAN INTERVALS

WALK	NO Ped Heads				
FDW					
DW					

NO Ped Heads					

OFFSET:

[A] Lap Time for this intersection: 5 min 42 sec

Zone Number: _____ [B] Convert Minutes & Seconds to Seconds Total: 342 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 62 sec

Master Intersection: _____ Offset from Timing Directive: 62 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
220 Lake Drive East, Suite 300
Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#7

NJDOT Corridor: SJTPO Cape May County CR 621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacanelli **Time:** 11:05 AM

7, 6, & 5 are the on the same cycle

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:07	1:07	1:07	

Pre-timed

EB/WB Street: Asher Ave **NB/SB Street:** New Jersey Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		20			20	
Y		4			4	
AR		2			2	
G		20			20	
Y		4			4	
AR		2			2	
G		20			20	
Y		4			4	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

	X			X	
NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	35			35	
	4			4	
	2			2	
	35			35	
	4			4	
	2			2	
	35			35	
	4			4	
	2			2	

PEDESTRIAN INTERVALS

WALK	No Ped Heads				
FDW					
DW					

NO Ped Heads					

OFFSET:

Zone Number: _____

Master Intersection: _____

[A] Lap Time for this intersection: 4 min 36 sec

[B] Convert Minutes & Seconds to Seconds Total: 276 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 66 sec

Offset from Timing Directive: 66 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
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Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#8

NJDOT Corridor: SJTPO Cape May County CR 621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacovelli **Time:** 11:27 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Pre-timed

EB/WB Street: Heather Rd **NB/SB Street:** New Jersey Ave

PHASE

#	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		21			21	
Y		3			3	
AR		2			2	
G		21			21	
Y		3			3	
AR		2			2	
G		21			21	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	39			39	
	3			3	
	2			2	
	39			39	
	3			3	
	2			2	
	39			39	
	3			3	
	2			2	

PEDESTRIAN INTERVALS

WALK	No	Ped	Heads			No	Ped	Heads			
FDW											
DW											

OFFSET:

Zone Number: _____

Master Intersection: _____

[A] Lap Time for this intersection: 3 min 37 sec

[B] Convert Minutes & Seconds to Seconds Total: 217 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 7 sec

Offset from Timing Directive: 7 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
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Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#9

NJDOT Corridor: SJTPO Cape May County CR621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacanelli **Time:** 11:38 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Pre-timed

EB/WB Street: Cresse Ave **NB/SB Street:** New Jersey Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		27			27	
Y		3			3	
AR		2			2	
G		27			27	
Y		3			3	
AR		2			2	
G		27			27	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

		X			X	
	NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
		33			33	
		3			3	
		2			2	
		33			33	
		3			3	
		2			2	
		33			33	
		3			3	
		2			2	

PEDESTRIAN INTERVALS

WALK	8	8	8			
FDW	19	19	19			
DW	43	43	43			

WALK	19	19	19			
FDW	14	14	14			
DW	37	37	37			

OFFSET:

[A] Lap Time for this intersection: 2 min 29 sec

Zone Number: _____

[B] Convert Minutes & Seconds to Seconds Total: 149 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 9 sec

Master Intersection: _____

Offset from Timing Directive: 9 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
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Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#10

NJDOT Corridor: SJTPO Cape May County CR 621

Project No: 0160 **Date:** 2/6/2015

Observer: Toni Iaconelli **Time:** 11:51 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Pre-timed

EB/WB Street: Hildreth Ave **NB/SB Street:** New Jersey Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		25			25	
Y		3			3	
AR		2			2	
G		25			25	
Y		3			3	
AR		2			2	
G		25			25	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

		X			X	
	NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
G		36			36	
Y		3			3	
AR		2			2	
G		36			36	
Y		3			3	
AR		2			2	
G		36			36	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PEDESTRIAN INTERVALS

WALK	8	8	8			
FDW	17	17	17			
DW	45	45	45			

WALK	22	22	22			
FDW	14	14	14			
DW	34	34	34			

OFFSET:

[A] Lap Time for this intersection: 1 min 23 sec

Zone Number: _____

[B] Convert Minutes & Seconds to Seconds Total: 83 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 13 sec

Master Intersection: _____

Offset from Timing Directive: 13 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

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Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#11

NJDOT Corridor: SJ TPO Cape May County

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iacovelli **Time:** 8:05 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Pre-timed

EB/WB Street: Haul Ave **NB/SB Street:** New Jersey Ave

PHASE

#		X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G		36			36	
Y		3			3	
AR		2			2	
G		36			36	
Y		3			3	
AR		2			2	
G		36			36	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PHASE

	X			X	
NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
	24			24	
	3			3	
	2			2	
	24			24	
	3			3	
	2			2	
	24			24	
	3			3	
	2			2	

PEDESTRIAN INTERVALS

WALK	22	22	22			
FDW	14	14	14			
DW	34	34	34			

7	7	7			
17	17	17			
46	46	46			

OFFSET:

[A] Lap Time for this intersection: 0 min 48 sec

Zone Number: _____

[B] Convert Minutes & Seconds to Seconds Total: 48 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 48 sec

Master Intersection: _____

Offset from Timing Directive: 48 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Urban Engineers, Inc.
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Cherry Hill, NJ 08002

SIGNAL TIMING FIELD OBSERVATIONS

#12

NJDOT Corridor: SJTPO Cape May County CR621

Project No: 0160 **Date:** 8/6/2015

Observer: Toni Iaconelli **Time:** 7:45 AM

CYCLE LENGTH: Beginning of Yellow to Beginning of Yellow (Main Street)

Start	1	2	3	4
0:00	1:10	1:10	1:10	

Semi-Actuated

EB/WB Street: Rio Grande Ave **NB/SB Street:** New Jersey Ave

PHASE

#	X	X			X	
	EB Lead Left	EB	EB Lag Left	WB Lead Left	WB	WB Lag Left
Interval						
G	12	39			22	
Y	3	3			3	
AR		2			2	
G	12	39			22	
Y	3	3			3	
AR		2			2	
G	12	39			22	
Y	3	3			3	
AR		2			2	
G	Left Arrow is actuated					
Y						
AR						
G		1:49	actuated - No			
Y		3	cars on NJ Ave			
AR		2				

PHASE

#		X			X	
	NB Lead Left	NB	NB Lag Left	SB Lead Left	SB	SB Lag Left
Interval						
G		21			21	
Y		3			3	
AR		2			2	
G		21			21	
Y		3			3	
AR		2			2	
G		21			21	
Y		3			3	
AR		2			2	
G						
Y						
AR						
G						
Y						
AR						

PEDESTRIAN INTERVALS

WALK	7	7	7			
FDW	15	15	15			
DW	"Cest" on DW					

WALK	7	7	7			
FDW	14	14	14			
DW	"Cest" on DW					

OFFSET:

[A] Lap Time for this intersection: 0 min 0 sec

Zone Number: _____ [B] Convert Minutes & Seconds to Seconds Total: 0 sec

[C] Subtract Cycle Length until value is less than Cycle Length: 0 sec

Master Intersection: _____ Offset from Timing Directive: 0 sec

Offset Instructions:

1) Find application on your phone that has the "lap" function.
2) Go to the Master Intersection and start the stopwatch (i.e., phone application) when the mainline goes to yellow.
Note, alwayse keep the stopwatch running, use the lap function for noting the yellow start time for following intersections
3) Move to the other intersections within the zone, and hit the 'lap' button when the mainline goes yellow. Note this 'min' and 'sec' value in Box [A].
4) Repeat step 3 for all intersections within the zone.
5) Follow steps in Boxes [B] and [C].

Offset

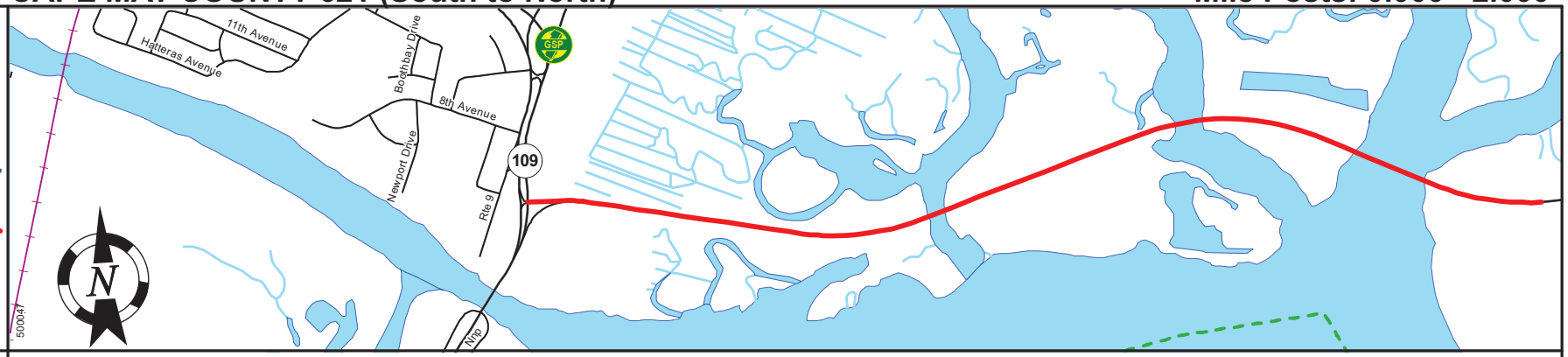
	12:39	1:01	1:15	
	1	2	3	
11-Hand (1)	47:66	48.16	48.43	48
10-Hildreth (2)	33:29	34.83	34.49	83
9-Cresse (3)	1:05.51	1:04.51	1:06.18	149
8-Heather (4)	1:07.98	1:08.96	1:06.83	217
7-Aster (5)	59.98	58.43	1:35.49	276
6-Cardinal (6)	1:05.86	1:07.05	1:04.48	342
5-Sweet Brier (7)	1:07.34	1:06.35	1:08.11	409
4-Rosemary (8)	1:44.4	34.59	1:08.71	444

CAPE MAY COUNTY 621 (South to North)

Mile Posts: 0.000 - 2.000

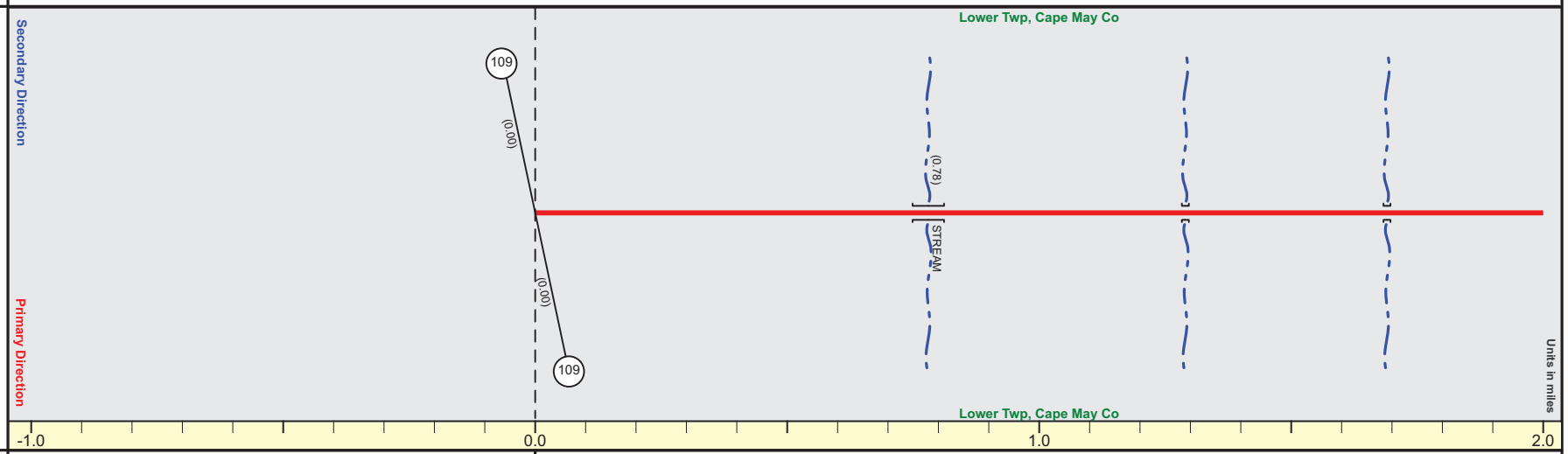
Secondary Direction

Primary Direction



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route 287
US Route 22
NJ Route 33
County Road 689
Interchange Number 2
Grade Separated Interchange
Traffic Signal
Traffic Monitoring Sites WIM AVC VOL
Road Underpass
Road Overpass



Street Name		Ocean Drive
Jurisdiction		County
Functional Class		Rural Minor Arterial
Federal Aid - NHS Sy		STP
Control Section		
Speed Limit		25 / 45 / 25 / 50
Number of Lanes		2
Med. Type		None
Med. Width		0
Pavement		24 / 20 / 24 / 20 / 24 / 20 / 24
Shoulder		8 / 10 / 1 / 6 / 14 / 1 / 14 / 1 / 8
Traffic Volume		1,629 (2009) / 435 (2009) / 8,449 (2008)
Traffic Sta. ID		8-4-672 / 8-4-662 / 8-5-516
Structure No.		
Enlarged Views		

Begin Cape May County 621 MP=0.00

Page Created: October, 2014

SRI = 05000621__

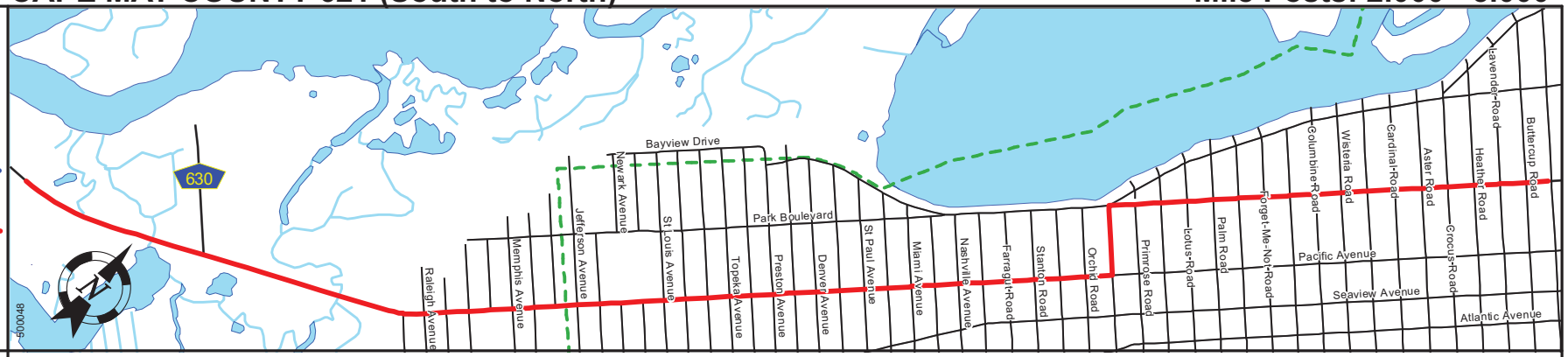
Date last inventoried: July 2011

CAPE MAY COUNTY 621 (South to North)

Mile Posts: 2.000 - 5.000

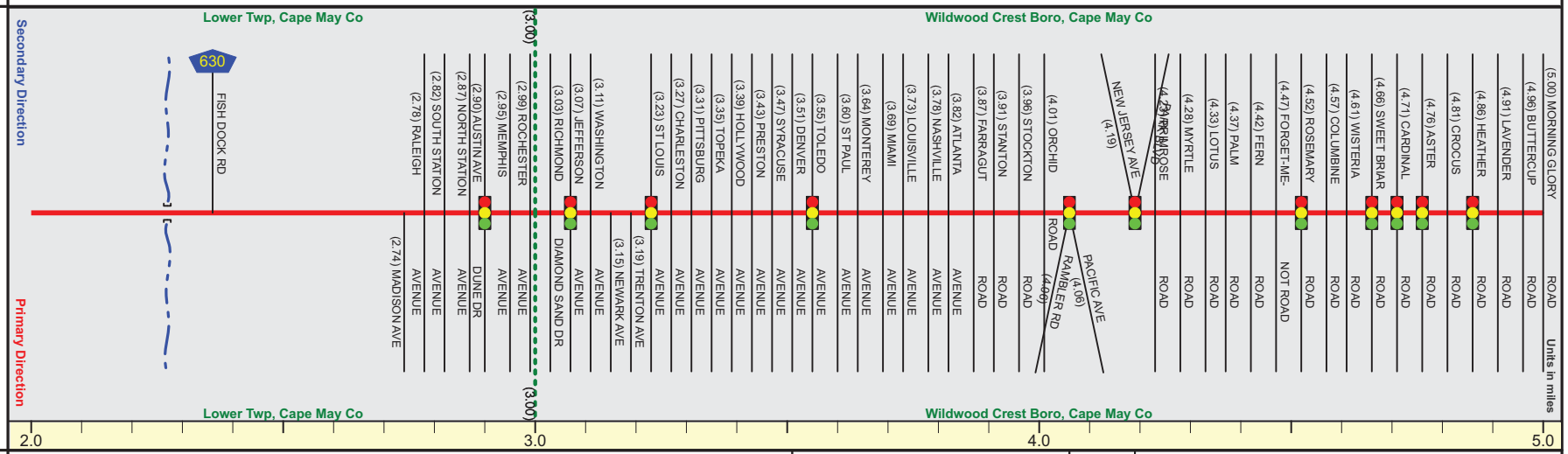
Secondary Direction

Primary Direction



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route 287
US Route 22
NJ Route 33
County Road 689
Interchange Number 2
Grade Separated Interchange
Traffic Signal
Traffic Monitoring Sites WIM AVC VOL
Road Underpass
Road Overpass



Street Name	Ocean Drive	Pacific Avenue	Rambler Road	New Jersey Avenue	
Jurisdiction	County				
Functional Class	Rural Minor Arterial	Urban Minor Arterial			
Federal Aid - NHS Sy	STP				
Control Section					
Speed Limit	50	25			
Number of Lanes	2	4	2	4	
Med. Type	None				
Med. Width	0				
Pavement	24	48	60	48	72
Shoulder	8	0			
Traffic Volume		288 (2007)			
Traffic Sta. ID		8-5-522			
Structure No.					
Enlarged Views					

SRI = 05000621__

Date last inventoried: July 2011

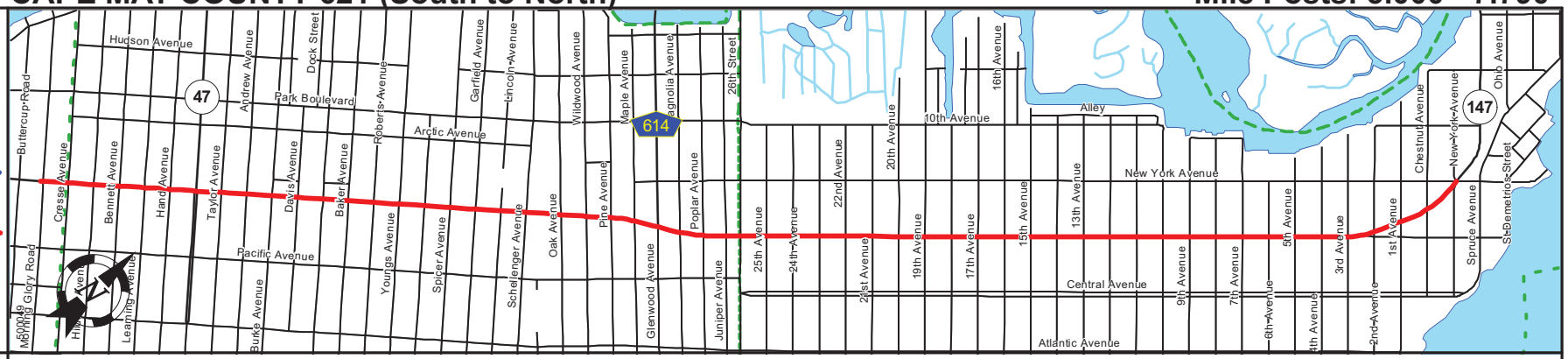
Page Created: October, 2014

CAPE MAY COUNTY 621 (South to North)

Mile Posts: 5.000 - 7.790

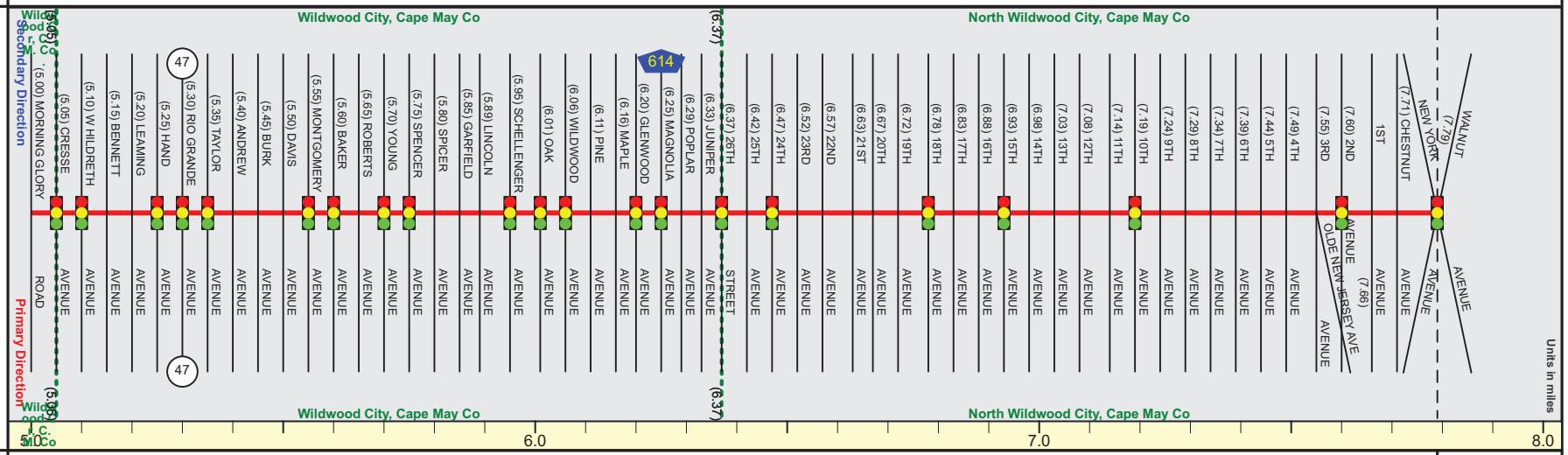
Secondary Direction

Primary Direction



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route 287
US Route 22
NJ Route 33
County Road 689
Interchange Number 2
Grade Separated Interchange
Traffic Signal
Traffic Monitoring Sites WIM AVC VOL
Road Underpass
Road Overpass



Street Name	New Jersey Avenue
Jurisdiction	County
Functional Class	Urban Minor Arterial / Urban Principal Arterial
Federal Aid - NHS Sy	STP / NHS
Control Section	
Speed Limit	25
Number of Lanes	4 / 2 / 4
Med. Type	None
Med. Width	0
Pavement	72 / 48 / 60 / 48
Shoulder	0
Traffic Volume	5,431 (2007); 12,782 (2009); 9,305 (2003); 7,737 (2009)
Traffic Sta. ID	8-5-523; 8-4-532; 8-4-532; 8-5-517
Structure No.	
Enlarged Views	

End Cape May County 621 MP=7.79

Page Created: October, 2014

SRI = 05000621__

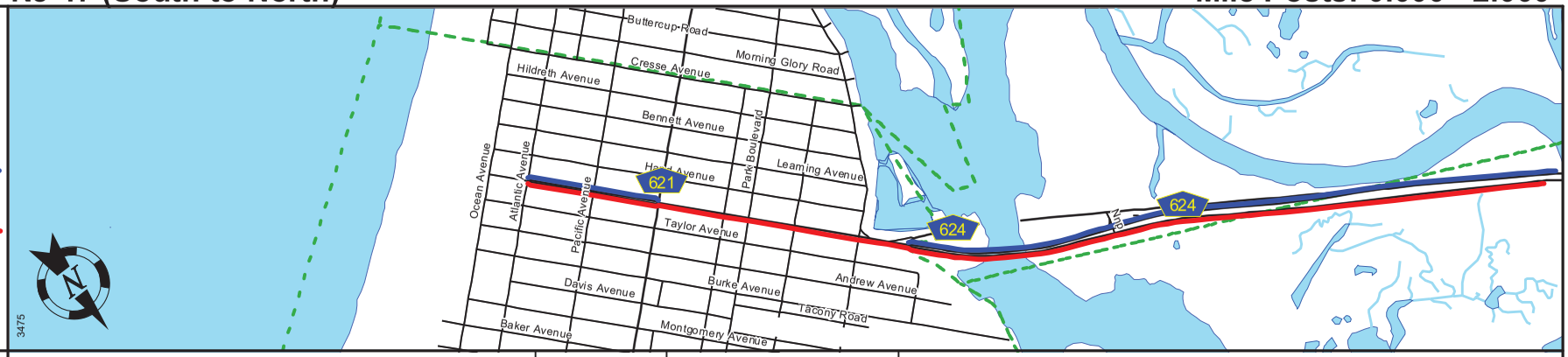
Date last inventoried: July 2011

NJ 47 (South to North)

Mile Posts: 0.000 - 2.000

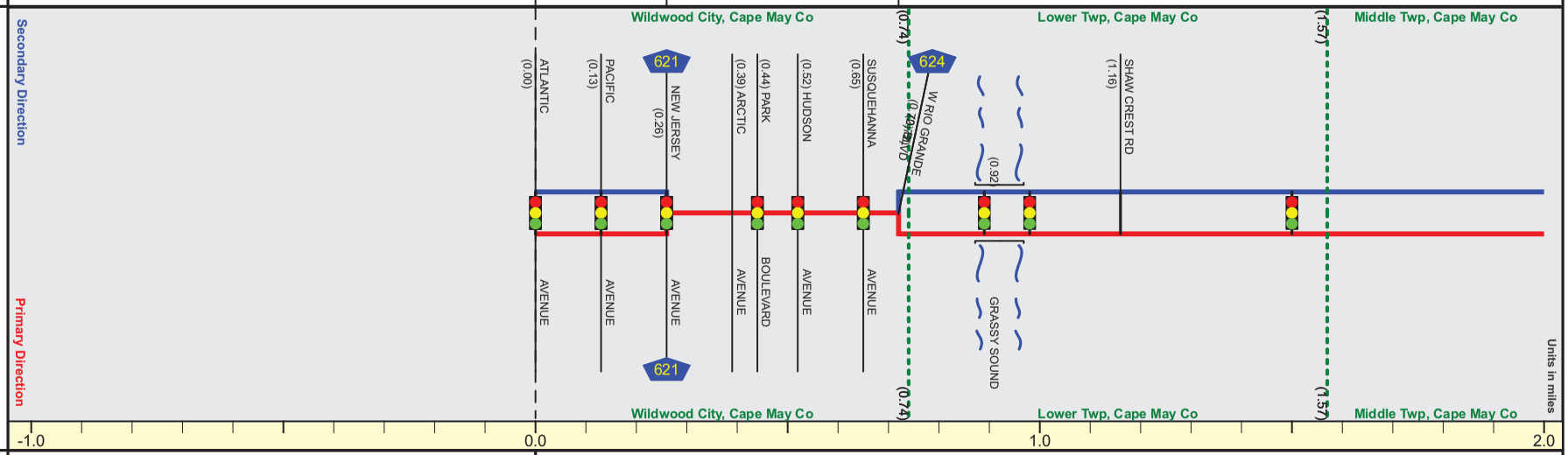
Secondary Direction

Primary Direction



Pavement	20		24
Shoulder	0		0 | 10
Number of Lanes	2		2
Speed Limit	25		35 | 50
Street Name	Rio Grand Avenue		Rio Grand Avenue

Interstate Route 287
US Route 22
NJ Route 33
County Road 689
Interchange Number 2
Grade Separated Interchange
Traffic Signal
Traffic Monitoring Sites WIM AVC VOL
Road Underpass
Road Overpass



Street Name	Rio Grand Avenue		
Jurisdiction	County	N.J.D.O.T.	
Functional Class	Urban Principal Arterial		
Federal Aid - NHS Sy	NHS		
Control Section	0500	0506	
Speed Limit	25	40	50
Number of Lanes	2 | 4	2	
Med. Type	Curbed | None	Positive	Unprotected
Med. Width	6 | 0	6	40 | VAR
Pavement	20 | 48	24	
Shoulder	0	8 | 3	10
Traffic Volume	3,800 (2009) 20,021 (2007)		
Traffic Sta. ID	8-5-304 8-4-316		
Structure No.	0506150		
Enlarged Views			

Begin NJ 47 MP=0.00

Page Created: October, 2014

SRI = 00000047__

Date last inventoried: April 2014

Intersection Inventory & Photo Log

SJTPO CMAQ - Signal Inventory

Intersection: Rambler Road / Pacific Avenue

Date: 8/10/2015

Technician: David Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPAC 3608 M42			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base - K-Cab	Opening Base Closed Bottom Pedestal	
Height of Cab Pedestal/Skirt/Extension	Extension: Front opens to meter cabinet - 3 feet			
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	10-15 yrs	EPAC s/n: 85555, Door: General Hwy/ Carr & Duff s/n: 18724		
CMU/MMU Manufacturer:	EDI		SN (if visible):	100610014
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	30 Amp / 20 Amp			
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No		
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: Rambler Road / Pacific Avenue

Traffic Signal Interconnect/Offsets:	Yes	**No**	Pre-timed	
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	**Yes**	No
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)	

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 Splits each	

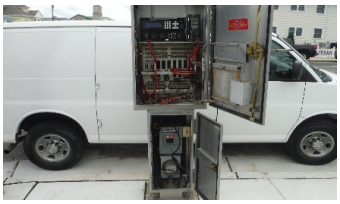
Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

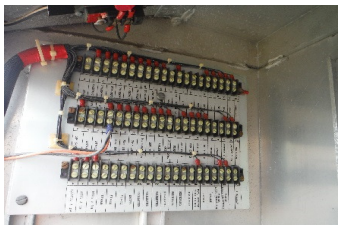
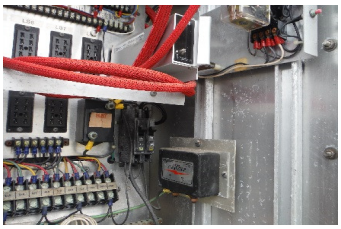
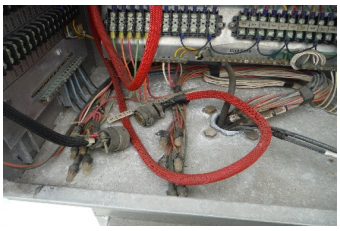
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

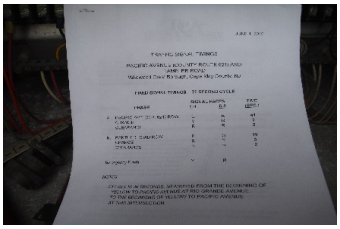
Dirty.
Fan is rusted, but still spins.
Could Use Maintenance
B-connector Laying in bottom of cabinet.

Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

Rambler Road &
Pacific Avenue





SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Avenue / Rambler Rd / Park Blvd

Date: 8/10/2015

Technician: Divid Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPAC 3608 M42			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base	Other:	Pedestal
Height of Cab Pedestal/Skirt/Extension	3.5 Ft Pedestal			
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	10 yrs	EPAC s/n: 40996	Date on Door: 06/05/08	
CMU/MMU Manufacturer:	EDI		SN (if visible):	80600921
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	30 Amp/30 Amp			
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No		
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: _____

Traffic Signal Interconnect/Offsets:	Yes	**No**		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	**Yes**	No
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)	

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 splits each	

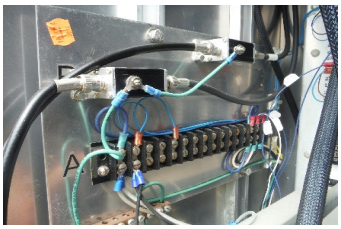
Vehicle Detection:	**Yes**	No		
If Yes, Type:	Loops	**Image/Video**	Other:	
If Yes, where (circle all that apply):	**Side Street**	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	**Yes**	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:	2 Iteris Vantage Edge 2 1N Cards RZ3 or RZ4			

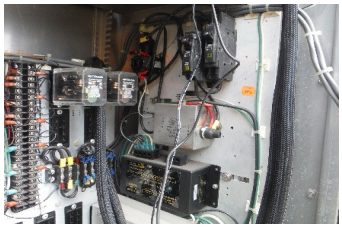
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

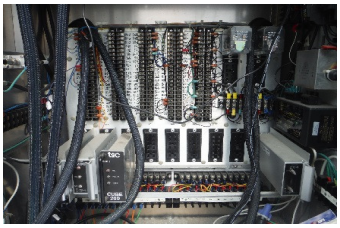
Condition: Good
Working Properly

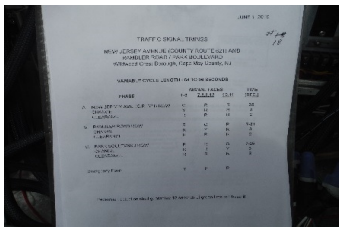
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

New Jersey Avenue /
Rambler Rd / Park Blvd









SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Palm Road

Date: 5/15/2015
Technician: Mike Post

Controller Type:	**Solid State**	Electromech		
If Solid State, Type:	170	**NEMA**	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPAC300			
Presence of Master Controller:	Yes	**No**		
If Yes, Manufacturer:				
Controller Mounting:	Pole	**Base**	Other:	
Height of Cab Pedestal/Skirt/Extension				
Controller Corner Location:	NE	NW	**SE**	SW
Approx. Controller Age (Serial Number on cabinet door):	s/n: 43945 TBD			
CMU/MMU Manufacturer:	MMU		SN (if visible):	240821
Meter cabinet LED for power on/off:	Yes	**No**		
Power Panel Size/Breakers:	30/30			
Courtesy Outlet:	**Yes**	No		
If Yes, GFI:	**Yes**	No		
Cabinet Light:	Yes	**No**		
If Yes, Functional:	Yes	**No**		
Controller Clock, Correct Date/Time:	**Yes**	No		
Battery Back-Up Systems:	Yes	**No**		
If Yes, Brand (if known):	N/A			
If Yes, number of batteries:	N/A			
If Yes, General Visual Appearance	**Good**	Adequate	Poor	
Generator Option:	Yes	**No**		
If Yes, Hot Swap present:	Yes	**No**		
If Yes, Brand (if known):	N/A			
Emergency Pre-emption Equipment:	Yes	**No**		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	**No**		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	**Yes**	No	Veh Recall 02 Max	
If Yes, Operational:	Yes	No	Ped Recall 02 Min	
If Yes, Type:	**Standard**	Accessible		
Police Panel:	**Yes**	No		
Controller Manual in Cabinet:	**Yes**	No		
Hard Copy of Timing Directive in Cabinet:	**Yes**	No		
Hard Copy of Electrical/TS Plan in Cabinet:	**Yes**	No		

Intersection: New Jersey Ave & Palm Road

Traffic Signal Interconnect/Offsets:	Yes	No		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):	None			
If Yes, Reference Location and Phase:	Intersection:	N/A	Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	No
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)	

Can Controller Handle Multiple Timing Plans:	Yes	No
If Yes, How Many:	4 Dials / 4 Splits	

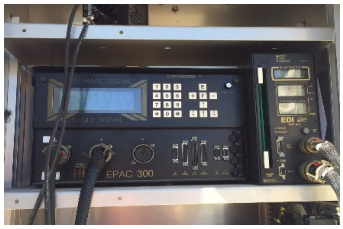
Vehicle Detection:	Yes	No		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

20 2 Peds
Side Street Loops
Could not get main street ped call
recycled side street ped even when signal rested in Main Street Green

Monitor tested 10/14

Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.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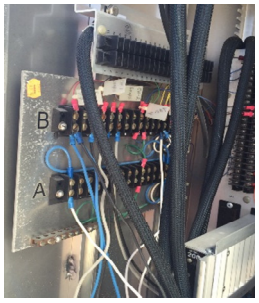
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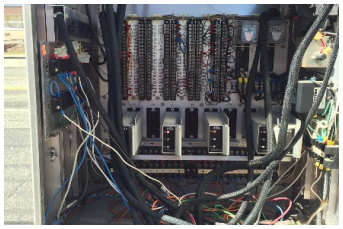


SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Rosemary Road

Date: 8/10/2015

Technician: David Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPAC 3608 M42			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base K-Cab	Pedestal W/open front	
Height of Cab Pedestal/Skirt/Extension	3 feet			
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	10 yr	EPAC s/n: 52683, Door: Carr & Duff 48007, Gen Hwy		
CMU/MMU Manufacturer:	EDI MMU16LE		SN (if visible):	100312068
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	30 Amp / 20 Amp			
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No		
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: New Jersey Ave & Rosemary Road

Traffic Signal Interconnect/Offsets:	Yes	**No**	Pre-Timed	
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	**No**	Wrong Directive in Cabinet
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)		

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 Splits each	

Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

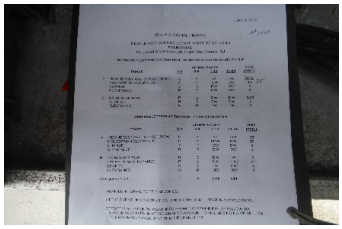
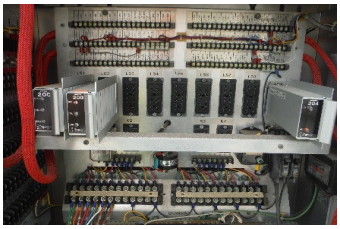
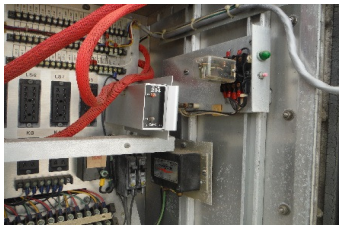
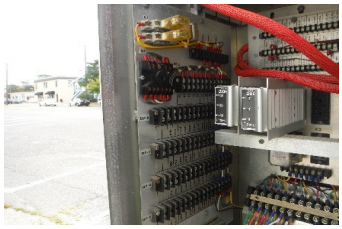
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

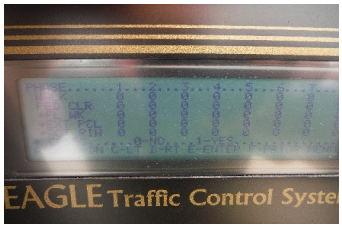
Offset of 61 seconds is refferenced to end of green but is not running coord.

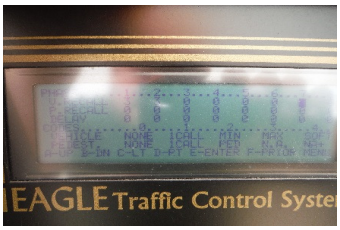
Condition: OK
Filter could be changed
Timings in controller not as directive (see Pictures). Palm Ave Directive in Cabinet

Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

New Jersey Ave & Rosemary Road





SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Sweet Briar Road

Date: 8/10/2015
Technician: David Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:	Naztec			
Controller Make/Model:	900 TS2			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base		
Height of Cab Pedestal/Skirt/Extension				
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	10 yrs	0428-013-2050		
CMU/MMU Manufacturer:	EDI SSM12LEC		SN (if visible):	40404294
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	30 Amp / 15 Amp			
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No	Incorrect time	
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: New Jersey Ave & Sweet Briar Road

Traffic Signal Interconnect/Offsets:	Yes	**No**		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	No	No Directive
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)		

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	5 Alternate Programs	

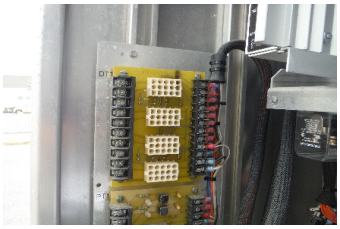
Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

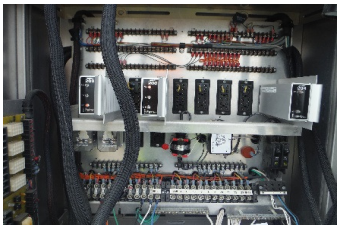
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

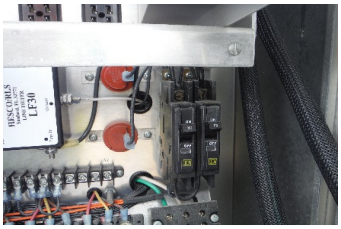
No Timing Directive
Good Condition - Could use maintenance (some electrical tape falling off)
Cabinet light very dim

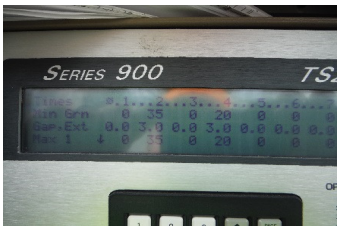
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

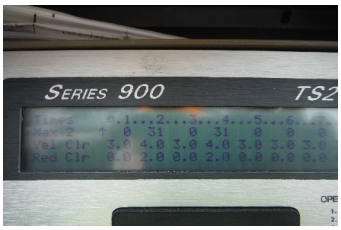
New Jersey Ave &
Sweet Briar Road

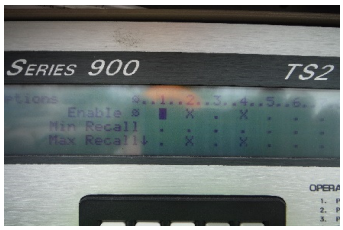


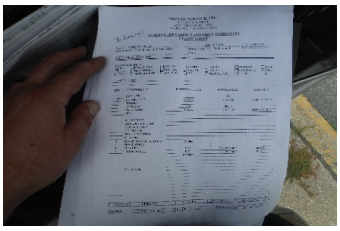


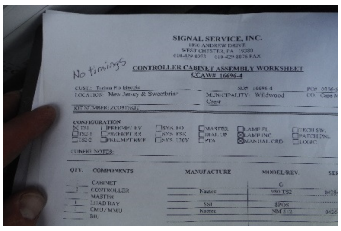












SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Avenue & Cardinal Road

Date: 8/10/2015 See Notes Below

Technician: David Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:				
Controller Make/Model:				
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base	Other:	
Height of Cab Pedestal/Skirt/Extension				
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):				
CMU/MMU Manufacturer:			SN (if visible):	
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:				
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No		
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: New Jersey Avenue & Cardinal Road

Traffic Signal Interconnect/Offsets:	Yes	No		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes No
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)

Can Controller Handle Multiple Timing Plans:	Yes	No
If Yes, How Many:		

Vehicle Detection:	Yes	No		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

Aster & Cardinal are controlled by the controller at Aster & New Jersey Ave.
(10 Conductor overhead into junction box at Cardinal Rd).

Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Avenue / Aster Road

Date: 8/10/2015
Technician: David Wilson

Controller Type:	**Solid State**	Electromech		
If Solid State, Type:	170	**NEMA**	Other:	
Controller Manufacturer:	Multisonics			
Controller Make/Model:	820			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	**Pole**	Base	Other:	
Height of Cab Pedestal/Skirt/Extension	Cab: 6.5 feet			
Controller Corner Location:	NE	NW	SE	**SW**
Approx. Controller Age (Serial Number on cabinet door):	15-Oct	no s/n		
CMU/MMU Manufacturer:	CMU: SSM3E		SN (if visible):	10705155
Meter cabinet LED for power on/off:	Yes	**No**		
Power Panel Size/Breakers:	30 Amp / 30 Amp			
Courtesy Outlet:	**Yes**	No		
If Yes, GFI:	**Yes**	No		
Cabinet Light:	Yes	**No**		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	**No**		
Battery Back-Up Systems:	Yes	**No**		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	**No**		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	**No**		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	**No**		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	**No**		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	**Yes**	No		
Controller Manual in Cabinet:	Yes	**No**		
Hard Copy of Timing Directive in Cabinet:	Yes	**No**		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	**No**		

Intersection: New Jersey Ave / Aster Road

Traffic Signal Interconnect/Offsets:	Yes	**No**		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	No	No Directive, No data points on controller
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)		

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials	

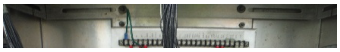
Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

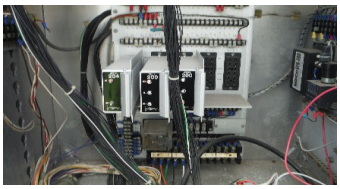
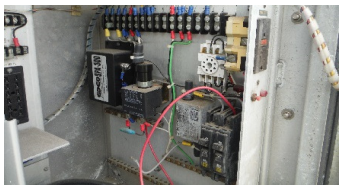
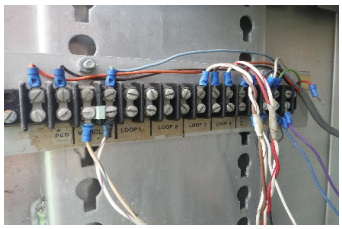
No Timing Plan or data points

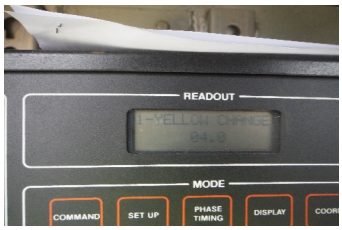
01 Initial	35
Max 1	35
Max 2	35
Yellow	40
Red	20
02 Initial	20
Max 1	20
Max 2	20
Yellow	40
Red	20

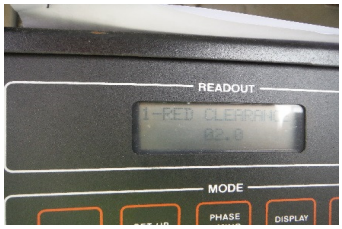
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

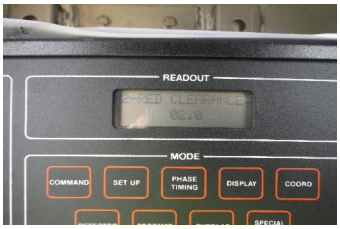


New Jersey Ave
& Aster Road







SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Heather Road

Date: 8/10/2015

Technician: David Wilson

Controller Type:	**Solid State**	Electromech		
If Solid State, Type:	170	**NEMA**	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPCA 3608 M42			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	**Base**	K-Cab	
Height of Cab Pedestal/Skirt/Extension	Extension: 3 foot, open front			
Controller Corner Location:	NE	**NW**	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	10-15 yrs	EPAC s/n: 30454, Door: Gen Hwy Carr & Duff		
CMU/MMU Manufacturer:	EDI MMU16LE		SN (if visible):	90404314
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	30 Amp / 20 Amp			
Courtesy Outlet:	**Yes**	No		
If Yes, GFI:	**Yes**	No		
Cabinet Light:	**Yes**	No		
If Yes, Functional:	**Yes**	No		
Controller Clock, Correct Date/Time:	**Yes**	No		
Battery Back-Up Systems:	Yes	**No**		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	**No**		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	**No**		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	**No**		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	**No**		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	**Yes**	No		
Controller Manual in Cabinet:	Yes	**No**		
Hard Copy of Timing Directive in Cabinet:	**Yes**	No		
Hard Copy of Electrical/TS Plan in Cabinet:	**Yes**	No		

Intersection: New Jersey Ave & Heather Road

Traffic Signal Interconnect/Offsets:	Yes	**No**		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	**Yes**	No
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)	

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 Splits each	

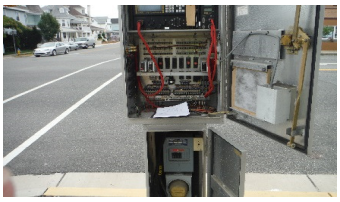
Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

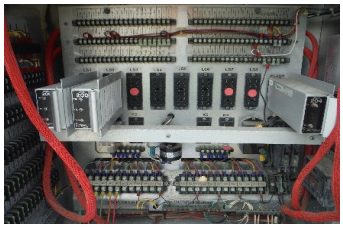
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

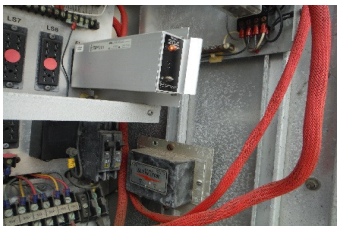
Dirty and slightly rusted on fan and some screws.

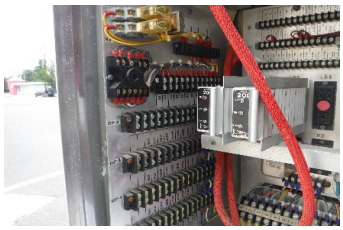
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

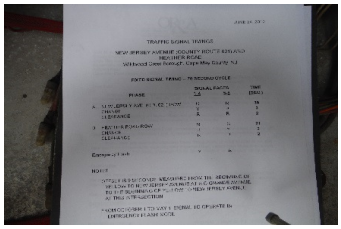
New Jersey Ave &
Heather Road











SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Cresse Ave

Date: 8/10/2015

Technician: David Wilson

Controller Type:	**Solid State**	Electromech		
If Solid State, Type:	170	**NEMA**	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPAC 3108 M42			
Presence of Master Controller:	Yes	**No**		
If Yes, Manufacturer:				
Controller Mounting:	Pole	**Base**	Other:	
Height of Cab Pedestal/Skirt/Extension	Extension: 3.5 foot, open front			
Controller Corner Location:	NE	**NW**	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	8 yrs	EPAC s/n: 78976		
CMU/MMU Manufacturer:	EDI MMU16LE		SN (if visible):	10061005
Meter cabinet LED for power on/off:	Yes	**No**		
Power Panel Size/Breakers:	50 Amp / 30 Amp			
Courtesy Outlet:	**Yes**	No		
If Yes, GFI:	**Yes**	No		
Cabinet Light:	Yes	**No**		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	**Yes**	No		
Battery Back-Up Systems:	Yes	**No**		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	**No**		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	**No**		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	**No**		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	**No**		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	**Yes**	No		
Controller Manual in Cabinet:	Yes	**No**		
Hard Copy of Timing Directive in Cabinet:	Yes	**No**		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	**No**		

Intersection: New Jersey Ave & Cresse Ave

Traffic Signal Interconnect/Offsets:	Yes	**No**		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	No	No Directive
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)		

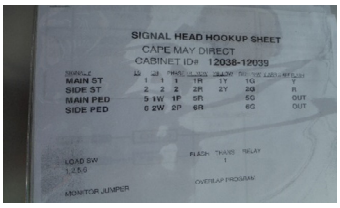
Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 Splits each	

Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	**Other:**	wired for video, not installed
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:	1P2V Rack installed but no cameras			

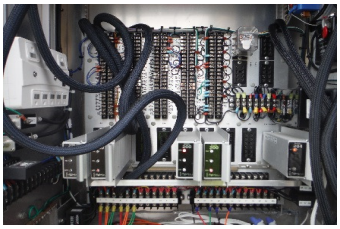
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

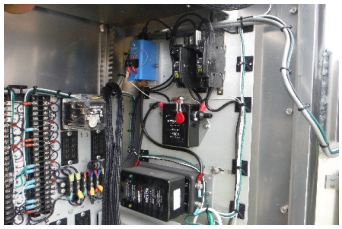
Good Condition
No Timing directive
Video cameras not installed

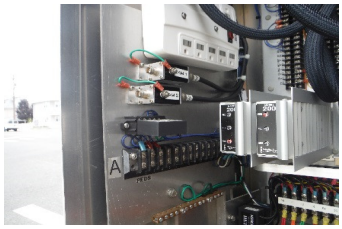
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

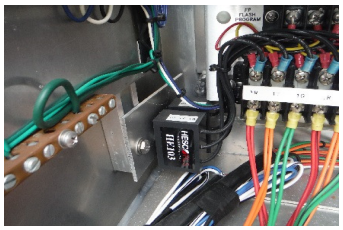


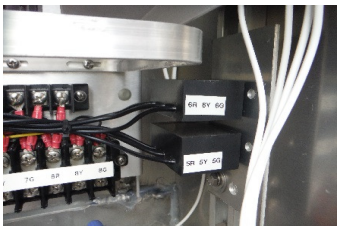
New Jersey Ave
& Cresse Ave

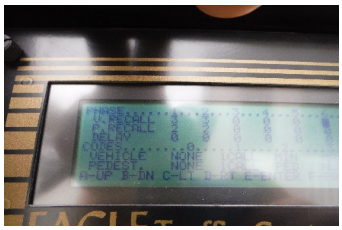


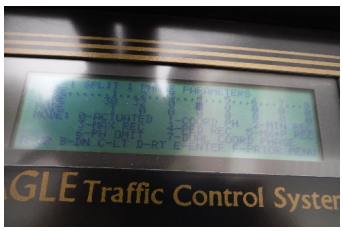


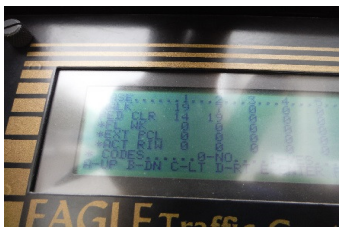












SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Hildreth Ave

Date: 8/10/2015
Technician: David Wilson

Controller Type:	**Solid State**	Electromech		
If Solid State, Type:	170	**NEMA**	Other:	
Controller Manufacturer:	Siemens			
Controller Make/Model:	EPAC 3108 M52			
Presence of Master Controller:	Yes	**No**		
If Yes, Manufacturer:				
Controller Mounting:	Pole	**Base**	Other:	
Height of Cab Pedestal/Skirt/Extension	3.5 foot, Open Front			
Controller Corner Location:	NE	NW	**SE**	SW
Approx. Controller Age (Serial Number on cabinet door):	4 yrs	EPAC s/n:126330, Door: TPI Job # 12038-12039		
CMU/MMU Manufacturer:	EDI MMU16LE		SN (if visible):	80504165
Meter cabinet LED for power on/off:	Yes	**No**		
Power Panel Size/Breakers:	50 Amp / 30 Amp			
Courtesy Outlet:	**Yes**	No		
If Yes, GFI:	**Yes**	No		
Cabinet Light:	Yes	**No**		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	**Yes**	No		
Battery Back-Up Systems:	Yes	**No**		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	**No**		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	**No**		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	**No**		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	**No**		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	**Yes**	No		
Controller Manual in Cabinet:	Yes	**No**		
Hard Copy of Timing Directive in Cabinet:	Yes	**No**		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	**No**		

Intersection: New Jersey Ave & Hildreth Ave

Traffic Signal Interconnect/Offsets:	**Yes**	No		
If Yes, Type:	Hard Wired	**Time Based**	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:	28 seconds			
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	No	No Directive
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)		

Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 Splits each	

Vehicle Detection:	Yes	**No**		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:	Wired for video, but no cameras installed 1P2V Rack			

General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

Good Condition
No Timing Directive
No Permit
Wired for PED buttion, but not installed
Wired for video, but no cameras installed
1P2V Rack

Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

New Jersey Ave & Hildreth Ave

SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Hand Ave

Date: 8/10/2015

Technician: David Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:	Eagle			
Controller Make/Model:	EPAC 3608 M42			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base	Other:	K-Cab
Height of Cab Pedestal/Skirt/Extension	3.5 ft open front			
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	8-10 yrs	EPAC s/n: 42557; TPI Job # 12002		
CMU/MMU Manufacturer:	EDI MMU16LE		SN (if visible):	61112217
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	50 Amp / 30 Amp			
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No		
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:				
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: New Jersey Ave & Hand Ave

Traffic Signal Interconnect/Offsets:	Yes	No		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:	62 sec.			
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	No
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)	

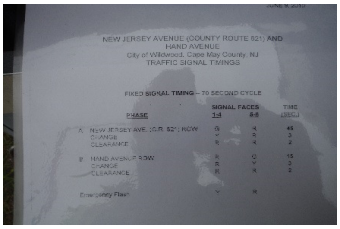
Can Controller Handle Multiple Timing Plans:	Yes	No
If Yes, How Many:	4 Dials / 4 Splits each	

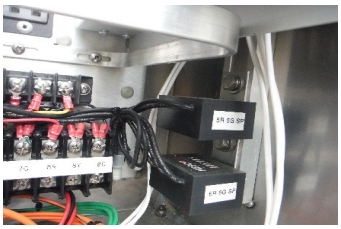
Vehicle Detection:	Yes	No		
If Yes, Type:	Loops	Image/Video	Other:	
If Yes, where (circle all that apply):	Side Street	Main- Turn Ln	Main - Thru	Other:
If Side Street,Operational:	Yes	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	Yes	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:	Wired for Video w/rack 1P2V, but no cameras installed			

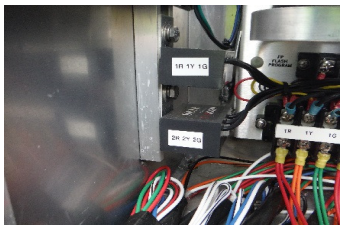
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

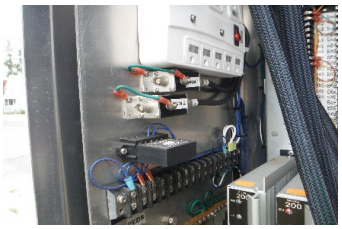
Timings don't match directive
Wired for Video w/rack 1P2V, but no cameras installed
Wired for PEDs but no pushbuttons installed
Condition: Good

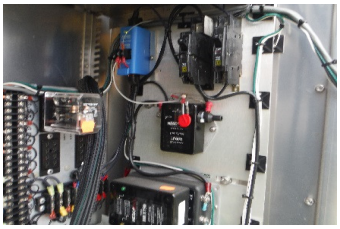
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

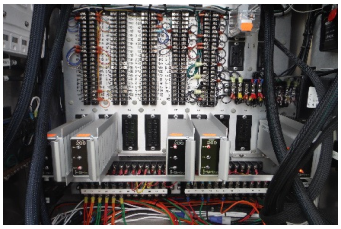


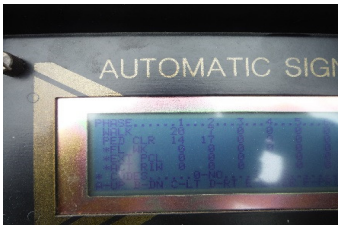


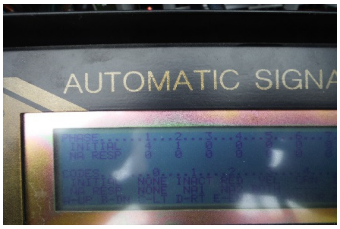


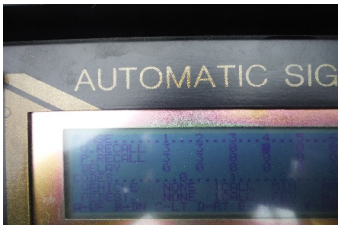


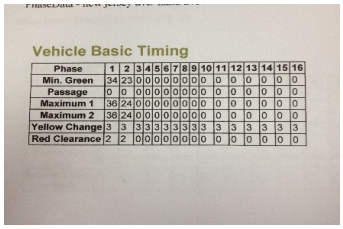




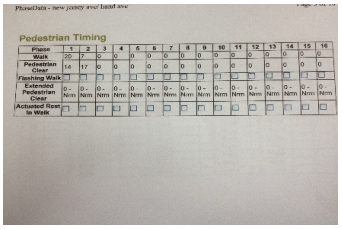


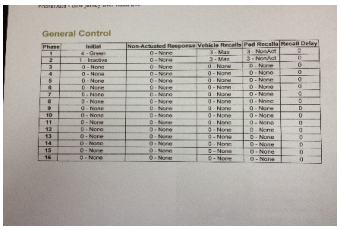


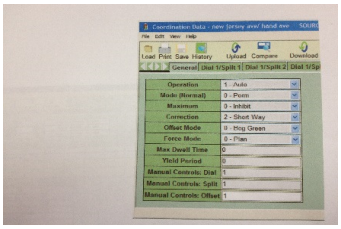


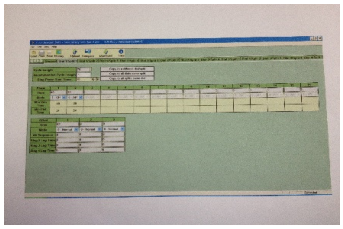


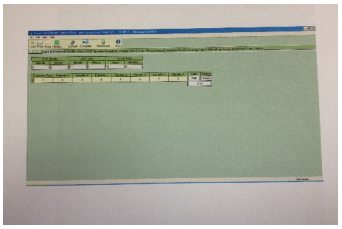
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	34	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maximum 1	36	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maximum 2	36	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

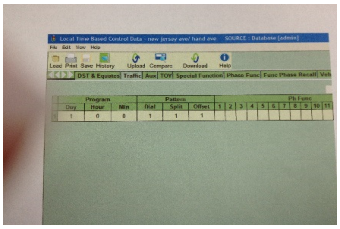












SJTPO CMAQ - Signal Inventory

Intersection: New Jersey Ave & Rio Grande Ave

Date: 8/10/2015

Technician: David Wilson

Controller Type:	Solid State	Electromech		
If Solid State, Type:	170	NEMA	Other:	
Controller Manufacturer:	Siemens			
Controller Make/Model:	EPAC 3108 M52			
Presence of Master Controller:	Yes	No		
If Yes, Manufacturer:				
Controller Mounting:	Pole	Base	Other:	P-Cab
Height of Cab Pedestal/Skirt/Extension	Extension: (1) 18" & (1) 24"			
Controller Corner Location:	NE	NW	SE	SW
Approx. Controller Age (Serial Number on cabinet door):	3-5 yrs	Door: TPI Job# 12021-8		
CMU/MMU Manufacturer:	EDI MMU16LE		SN (if visible):	120208647
Meter cabinet LED for power on/off:	Yes	No		
Power Panel Size/Breakers:	50 Amp / 30 Amp			
Courtesy Outlet:	Yes	No		
If Yes, GFI:	Yes	No		
Cabinet Light:	Yes	No		
If Yes, Functional:	Yes	No		
Controller Clock, Correct Date/Time:	Yes	No	Date incorrect	
Battery Back-Up Systems:	Yes	No		
If Yes, Brand (if known):				
If Yes, number of batteries:	4			
If Yes, General Visual Appearance	Good	Adequate	Poor	
Generator Option:	Yes	No		Adaptor Plug
If Yes, Hot Swap present:	Yes	No		
If Yes, Brand (if known):				
Emergency Pre-emption Equipment:	Yes	No		
If Yes, Type:	Optical	Hard Wired	Other:	
If Yes, Brand (if known):				
Railroad Pre-emption Equipment:	Yes	No		
If Yes, Brand (if known):				
Pedestrian Push Buttons:	Yes	No		
If Yes, Operational:	Yes	No		
If Yes, Type:	Standard	Accessible		
Police Panel:	Yes	No		
Controller Manual in Cabinet:	Yes	No		
Hard Copy of Timing Directive in Cabinet:	Yes	No		
Hard Copy of Electrical/TS Plan in Cabinet:	Yes	No		

Intersection: New Jersey Ave & Rio Grande Ave

Traffic Signal Interconnect/Offsets:	Yes	**No**		
If Yes, Type:	Hard Wired	Time Based	Other:	
If Hard Wired, Type:	Fiber	Copper	Other:	
If Yes, Offset:				
GPS Clock Model and Manufacturer (if present):				
If Yes, Reference Location and Phase:	Intersection:		Phase:	

Does TS Timing/Phasing correspond to Directive:	Yes	**No**
If No, Redline attached directive:	SEE ATTACHED DIRECTIVE (OR PROVIDE CONTROLLER OUTPUT)	

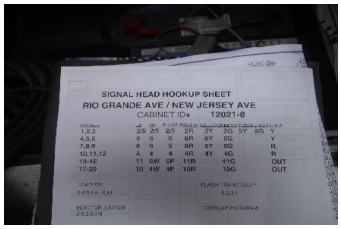
Can Controller Handle Multiple Timing Plans:	**Yes**	No
If Yes, How Many:	4 Dials / 4 Splits each	

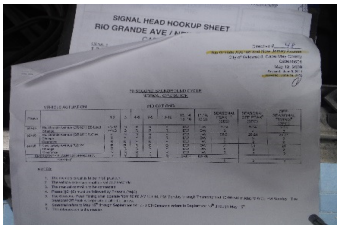
Vehicle Detection:	**Yes**	No		
If Yes, Type:	Loops	**Video**	Other:	
If Yes, where (circle all that apply):	**Side Street**	Main- Turn Ln	**Main - Thru**	Other:
If Side Street,Operational:	**Yes**	No	Some	
If Main St - Turn Lane, Operational:	Yes	No	Some	
If Main St - Thru, Operational:	**Yes**	No	Some	
If Some is noted for any above, clarify:				
Notes/Comments on Detection:				

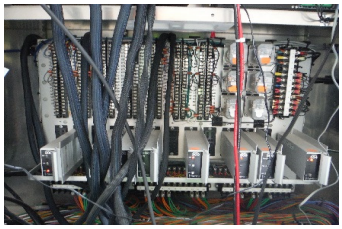
General Notes on Intersection Cabinet/Controller (additional hardware, concerns, overall condition, etc.):

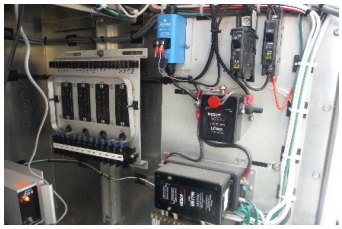
Controller Condition: Good
Timings don't match directive

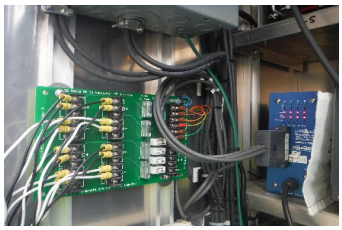
Note: Take multiple digital pictures of the cabinet while it is open, showing items such as controller, power panel, detection inputs, general condition etc.

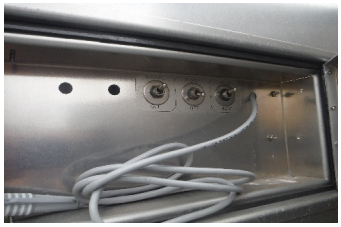


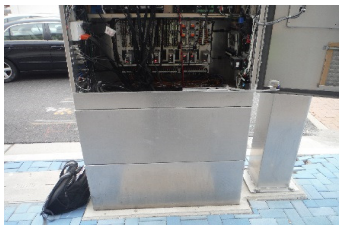


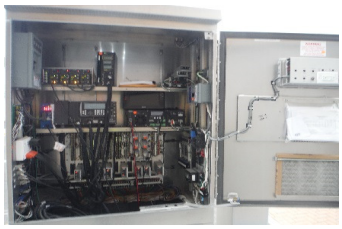


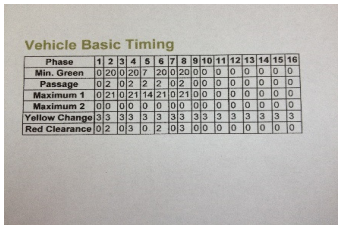




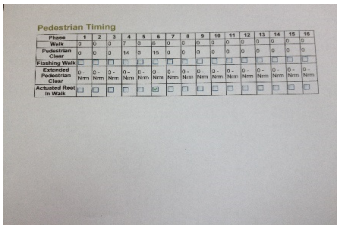




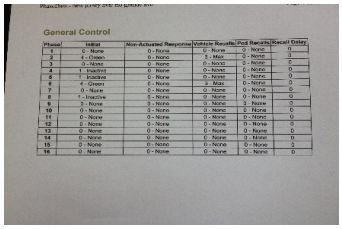




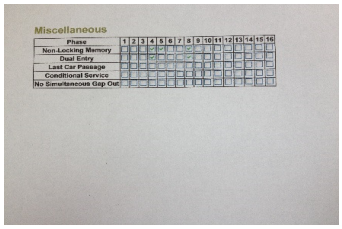
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	0	20	0	20	7	20	0	20	0	0	0	0	0	0	0	0
Passage	0	2	0	2	2	2	0	2	0	0	0	0	0	0	0	0
Maximum 1	0	21	0	21	14	21	0	21	0	0	0	0	0	0	0	0
Maximum 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance	0	2	0	3	0	2	0	3	0	0	0	0	0	0	0	0



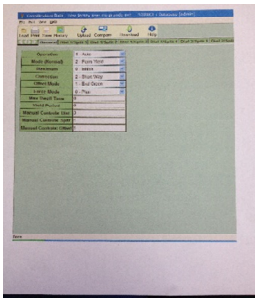
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clear	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
Flashing Walk																
Extended Pedestrian Clear	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None	0 - None
Actuated Rest in Walk																

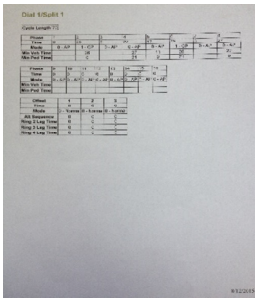


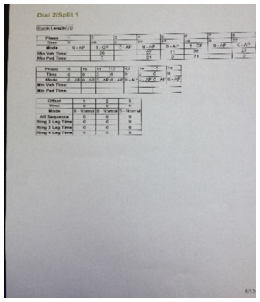
Phase	Initial	Non-Actuated Response	Vehicle Recalls	Ped Recalls	Recall Delay
1	0 - None	0 - None	0 - None	0 - None	0
2	4 - Green	0 - None	5 - Max	0 - None	3
3	0 - None	0 - None	0 - None	0 - None	0
4	1 - Inactive	0 - None	0 - None	0 - None	0
5	1 - Inactive	0 - None	0 - None	0 - None	0
6	4 - Green	0 - None	3 - Max	0 - None	0
7	0 - None	0 - None	0 - None	0 - None	0
8	1 - Inactive	0 - None	0 - None	0 - None	0
9	0 - None	0 - None	0 - None	0 - None	0
10	0 - None	0 - None	0 - None	0 - None	0
11	0 - None	0 - None	0 - None	0 - None	0
12	0 - None	0 - None	0 - None	0 - None	0
13	0 - None	0 - None	0 - None	0 - None	0
14	0 - None	0 - None	0 - None	0 - None	0
15	0 - None	0 - None	0 - None	0 - None	0
16	0 - None	0 - None	0 - None	0 - None	0

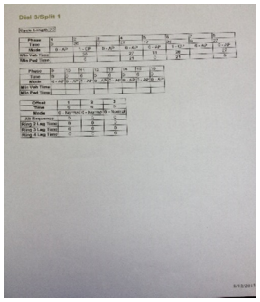


Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Locking Memory																
Dual Entry																
Lost Car Passage																
Conditional Service																
No Simultaneous Gap Out																









GIS Traffic Asset Inventory Database Schema and Dictionary

SJTPO Traffic Asset Inventory
Database Schema and Dictionary

August 2015

Prepared By

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Introduction

SJTPO Cape May County and Atlantic County – Cumberland County - Traffic Asset Inventory

Welcome to South Jersey Transportation Planning Organization (SJTPO) Traffic Asset Management System Geographic Information System (GIS) Database Dictionary. This document acts as comprehensive guide to the SJTPO Traffic Asset database structure, layout and format. This database dictionary defines the structure and content of the layers and data tables representing selected assets in Atlantic County and Cape May County.

The GIS data are stored using Environmental System Research Institute's (ESRI) Geodatabase formats and are supported in ArcGIS. This document is not a data conversion specification document. It does not specify the methods by which the utility GIS layers are to be developed or maintained. The processes by which these data are entered or maintained in the GIS are beyond the scope of this document. This GIS Database Dictionary has been prepared by Rodriguez Consulting LLC during kick off of the project in July 2015. All comments and questions should be directed to CEO Louis A. Rodriguez, P.E. at lou@rodriguezconsulting.biz (855.235.2233).

It is assumed readers of this document are familiar with GIS terminology – specifically ESRI GIS terms – and data management concepts. No attempt is made to define basic GIS terms and concepts. However, readers unfamiliar with GIS terminology may still use this document to review the attributes and codes to be used in the SJTPO GIS database.

Where possible, we have aligned our data with standards and definitions as dictated by the 2009 MUTCD with Revisions 1 and 2, May 2012. (http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm)

Project Overview

The South Jersey Transportation Planning Organization (SJTPO) is a Metropolitan Planning Organization (MPO) for the southern New Jersey region. Formed in 1993, the SJTPO replaced three smaller, existing MPOs while incorporating other areas not previously served. Covering **Atlantic**, **Cape May**, **Cumberland**, and **Salem** counties, the SJTPO works to provide a regional approach to solving transportation problems.

In 2014, SJTPO completed a study of traffic signal assets in Vineland, NJ. The study covered assets installed at 39 intersections. For 2015, SJTPO wanted to expand the study to select intersections in Cape May County and Atlantic County.

Urban Engineers, **Signal Control Products, Inc, and** **Rodriquez Consulting, LLC** partnered to provide data and assessments of 40 intersections in Atlantic City and Cape May County.

Purpose

The municipal organizations of Cape May County and Atlantic County are responsible for regular maintenance and upkeep of the traffic signals and associated hardware in their respective cities. Without an existing inventory of traffic signal equipment, efforts to retime or upgrade traffic signals in the city are challenging.

Completion of an inventory and recommendations report will assist municipal teams in implementing future traffic signal improvement projects. Presentation of the inventory in a GIS/map environment alleviates the problems associated with organization. Additionally, the map serves as a one-stop shop for traffic plans and videos made available to a wide audience. Currently, plans exist in physical form in scattered locations.

Methodology

SJTPO partnered with Urban Engineers to update the list of items to be assessed. This list was shared with Rodriguez Consulting and was used to create a GIS database to provide structure to data collection efforts.

A two-person field crew collected data at 40 intersections. Intersection features assessed were the signal controller, signal poles/supports, signal heads, vehicle detection assets, crosswalks, luminaires, and pedestrian ramps and signaling. Data was collected using tablets and stored using third party software. The database was manipulated using SQLite and then uploaded to ArcGIS online. A custom map was then created as a part of the delivery package. Multi-media is hosted on Rodriguez's servers and provides 24/7 access to these materials via the map.

Using FARO scanner, all 40 intersections were scanned. This data serves to supplement the data captured by the teams. The data was delivered via flash drives.

The intersections at the designated SJTPO sites will be stored in an ESRI geodatabase. The geodatabase contains the Traffic Asset Management system.
Signal Control Products used a two man crew to open signal control boxes and take photos of the interior. Data was input to Excel and then shared with Rodriguez Consulting for map updates.

Data Structure

Intersections, at this time, will be connected only by a road diagram. Exploring and detailing the relationship between each intersection is beyond the scope of this document. Appendix A

provides a detailed diagram of the database design for the project. The figure below details some items captured at each intersection and is not exhaustive.

Traffic Intersections – Network Features

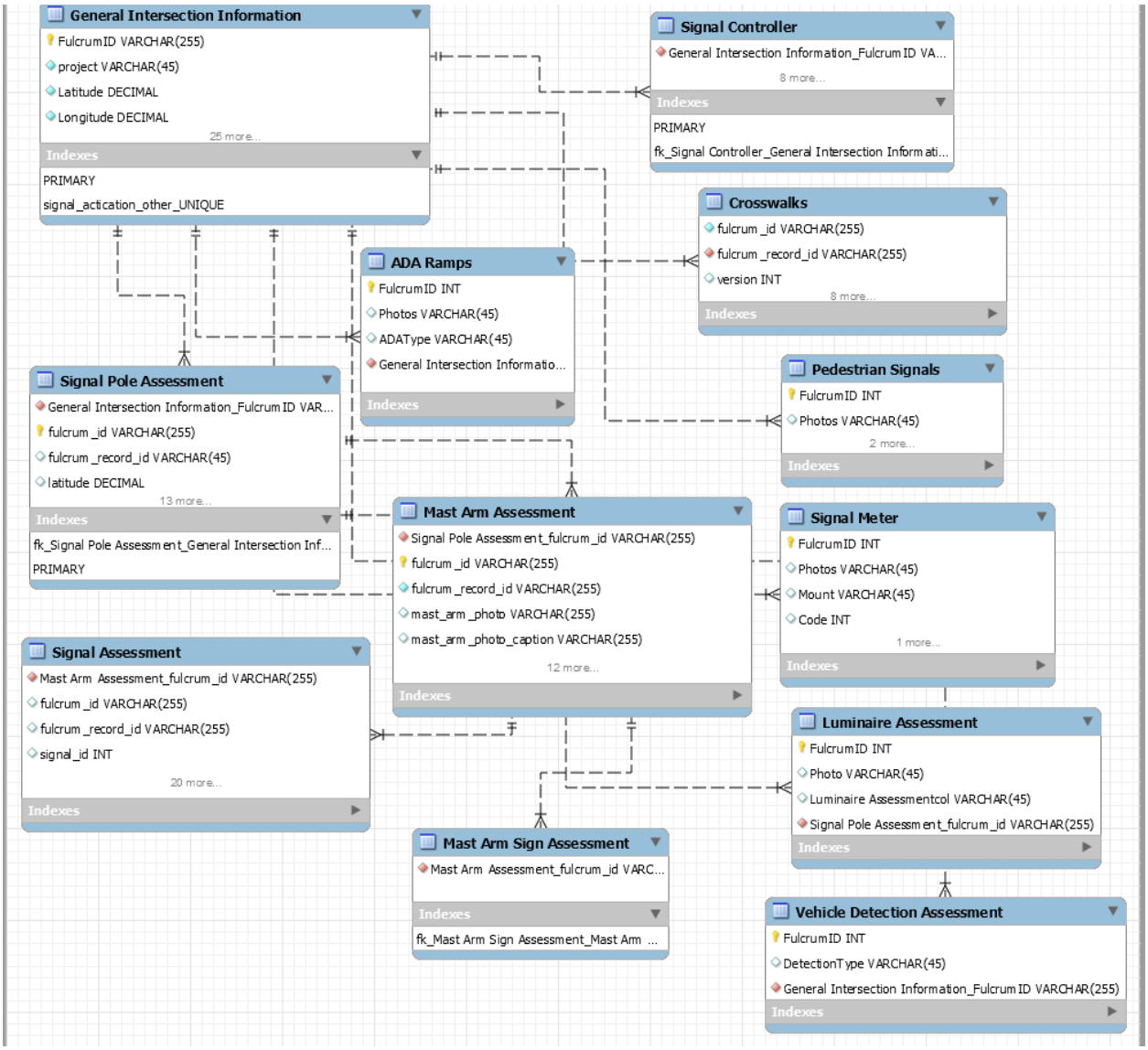
Items collected at the intersections will be represented by relevant GIS geometry. Below is a table detailing the geometry for each asset evaluated.

DATASET NAME	GEOMETRY TYPE
Intersection Location	Point
Vertical Signal Pole	Point
Signals	Point
Luminaire Arm	Line
Mast Arm	Line
Signal Controller Box	Point
Signal Meter Box	Point
Mast Arm and Pole-mounted Signs	Point

Cross walks	Polygon
Vehicle Detection Loops	Polygon

Below is a diagram explaining the relationship between the items collected at the intersection. This defines the business rules that govern the construction of the intersection and how it is structured in the GIS database.

Entity Relationship Diagram for SJTPO Database



Data Tables

Intersection General Asset Data Features

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
created_at	Date record created	DATE	Fulcrum	
updated_at	Data updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
system_created_at			Fulcrum	
system_updated_at			Fulcrum	
version	Number of changes to record	N	Fulcrum	
status	Displayes if data collected for record is complete	N	Fulcrum	1 - Unassessed 2 - Partially Complete 3 - Complete
project	Project name	AN	Fulcrum	
assigned_to	Field personnel assigned to record	AN	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	Fulcrum	
sjtpo_id	Unique identifier assigned by SJPTO	AN	Fulcrum	NOT USED IN 2015
intersection_name	Name of intersection	AN	URBAN	
address_sub_thoroughfare	Street number of location	N	Fulcrum	
address_thoroughfare	Street	A	Fulcrum	
address_locality	City	A	Fulcrum	
address_sub_admin_area	County	A	Fulcrum	
address_admin_area	State	A	Fulcrum	
address_postal_code	Zipcode	N	Fulcrum	
address_country	Country	A	Fulcrum	
address_suite	Complete Address		Fulcrum	BLANK
address_full	Complete Address	AN	Fulcrum	
videos	File name of video	AN	Fulcrum	
videos_caption	Caption associated with video	AN	Fulcrum	
videos_url	Link to video	URL	Fulcrum	
intersection_type	Indicates type of intersections	AN	URBAN	1 - 4-way intersection 2 - T-type intersection
major_street_name	Name of major street	AN	MUTCD	
traffic_type	Type of traffic on major street	AN	URBAN	1 - One Way 2 - Two Way

oneway_card_dir	Cardinal direction of major street if one way	AN	URBAN	1 - Northbound 2 - Eastbound 3 - Southbound 4 - Westbound
twoway_card_dir	Cardinal direction of major street if two way	AN	URBAN	1 - East/West bound 2 - North/South bound
speed_limit	Posted speed limit of major street	AN	MUTCD	1 - 5 2 - 10 3 - 15 4 - 20 5 - 25 6 - 30 7 - 35 8 - 40 9 - 45 10 - 50 11 - 50+ 99 - Unknown
minor_street_name	Name of minor street	AN	MUTCD	
minor_traffic_type	Type of traffic on minor street	AN	URBAN	1 - One Way 2 - Two Way
minor_oneway_card_dir	Cardinal direction of minor street if one way	AN	URBAN	1 - Northbound 2 - Eastbound 3 - Southbound 4 - Westbound
minor_twoway_card_dir	Cardinal direction of minor street if two way	AN	URBAN	1 - East/West bound 2 - North/South bound
minor_speed_limit	Posted speed limit of minor street	AN	URBAN	1 - 5 2 - 10 3 - 15 4 - 20 5 - 25 6 - 30 7 - 35 8 - 40 9 - 45 10 - 50 11 - 50+ 99 - Unknown

Pedestrian Signal Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record Created	Date	Fulcrum	
updated_at	Date updated	Date	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
pedestrian_signal_corners	Which corners have pedestrian signals	N	URBAN	REPLACED 2015 1 - NE2 - NW 3 - SE 4 - SW 99 - None
ramp_corners	Corners with pedestrian ramps	N	URBAN	REPLACED 2015 1 - NE 2 - NW 3 - SE 4 - SW 99 - None
r103_push_button	Presence of a R103 push button	N	URBAN	1 - Yes 2 - No
ped_sig_photos	File name of photos		FULCRUM	
ped_sig_photos_caption	Caption associated with photo		FULCRUM	
ped_sig_photos_url	Link to photos	URL	FULCRUM	
signal_type	Type of signal	N	URBAN	1 - Man/Hand 2 - Man/Hand w/ Countdown 3 - Word Message 4 - Arrows 5 - Audio 99 - None
signal_type_other			URBAN	
ps_mount_type			URBAN	Signal Pole; Pedestal Pole
r10_3_push_button_example			MUTCD	

r10_signal_type			MUTCD	R10-1;1 R10-2a;2 R10-3;3 R10-3a;4 R10-3b;5 R10-3c;6 R10-3d;7 R10-3e;8 R10-4;9 R10-4a;10 R10-4b;11 R10-5;12 R10-6;13 R10-6a;14 R10-7;15 R10-8;16 R10-10L;17 R10-10R;18 R10-11;19 R10-11a;20 R10-11b;21 R10-12;22 R10-13;23 R10-15;24 R10-16;25 R10-17a;26 R10-18;27 R10-19;28 R10-20a;29 R10-21;30 R10-22;31
r10_signal_type_other		AN	MUTCD	
signal_activation	How pedestrians activate the crossing signal	N	URBAN	1 - Standard 2 - Accesible 3 - Don't know 99 - None
signal_activation_other				

ADA Ramp Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id			Fulcrum	
fulcrum_record_id			Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	

created_at	Date record created	DATE	Fulcrum	
updated_at	Date Updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
ada_photos	File name of photos	AN	Fulcrum	
ada_photos_caption	Caption associated with photos	AN	Fulcrum	
ada_photos_url	Link to photos	URL	Fulcrum	
ada_type	Type of ADA ramp	AN	URBAN	1 - Truncated 2 - Truncated with contrast coloring 3 - Non-truncated

Crosswalk Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record Created	Date	Fulcrum	
updated_at	Date updated	Date	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
xwalk_photos	File name of photos			
xwalk_photos_caption	Caption associated with photo			
xwalk_photos_url	Link to photos	URL		
crosswalk_type	Type of crosswalks	AN	Fulcrum	1 - Piano bars 2 - Straight lines
length	Length	N	Fulcrum	
width	Width	N	Fulcrum	
crosswalk_area	Area (Calculated Field by Fulcrum)	N	Fulcrum	

Signal Corner Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	

version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
sig_photos	File name of photos	AN	Fulcrum	
sig_photos_caption	Caption associated with photos	AN	Fulcrum	
sig_photos_url	Link to photos	URL	Fulcrum	
mount_type	Type of mount the signal controller has	N	Fulcrum	1 - Pole 2 - Base
scb_code	Signal controller box code	AN	Fulcrum	
total_controller_height	Height of signal controller	N	Fulcrum	

Signal Meter Box Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
code	Code on outside of signal meter box	AN	Fulcrum	
smb_photos	File name of photos	AN	Fulcrum	
smb_photos_caption	Caption associated with photos	AN	Fulcrum	
smb_photos_url	Link to photos	AN	Fulcrum	

Signal Pole Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	

latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
sigpole_photos	File name of photos	AN	Fulcrum	
sigpole_photos_caption	Caption associated with photos	AN	Fulcrum	
sigpole_photos_url	Link to photos	AN	Fulcrum	
pole_support	Type of pole support	N	Fulcrum	1 - Pedestal 2 - Aluminum Pole 3 -T Steel Pole 4 - Wooden Pole 5 - Span Wire 6 - C Steel Pole 7 - K Steel Pole
pole_support_other				
luminare_presence	Presence of luminaire on pole	N	Fulcrum	1 - Yes 0 - No
number_of_mastarms	Number of mastarms on pole	N	Fulcrum	
pole_mounted_signs	Pole mounted signs for pedestrian safety	A	Fulcrum	
pole_mount_sig	Signals attached to the vertical signal pole	N	Fulcrum	1 - Yes 2 - No

Luminaire Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
lumen_photos	File name of photos	AN	Fulcrum	
lumen_photos_caption	Caption associated with photos	AN	Fulcrum	
lumen_photos_url	Link to photos	AN	Fulcrum	

marm_length_lum	Length of mast arm luminaire	N	Fulcrum	
sticker_color	Color of sticker on luminaire	N	URBAN	1 - Black 2 - Blue 3 - Silver 4 - Yellow
sticker_color_other				
sticker_number	Number on sticker	N	URBAN	1 - 10 2 - 15 3 - 25 4 - 40
sticker_number_other				

Mast Arm Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
mast_arm_photo	File name of photos	AN	URBAN	
mast_arm_photo_caption	Caption associated with photos	AN	URBAN	
mast_arm_photo_url	Link to photos	AN	URBAN	
mast_arm_length	Length of Mast Arm		URBAN	5;1 10;2 15;3 18;11 20;4 25;'5 30;6 35;7 40;8 45'9 50;10 > 50;99
number_of_signs	Number of traffic signs on the mast arms	N	URBAN	
text_sign_1	What does sign 1 communicate	A	URBAN	REPLACED IN 2015
text_sign_1_other				
text_sign_2	What does sign 2 communicate	A	URBAN	REPLACED IN 2015

text_sign_2_other				
text_sign_3	What does sign 3 communicate	A	URBAN	REPLACED IN 2015
text_sign_3_other				
number_of_mast_arm_signals	Number of mast arm signals	N	Fulcrum	

Mast Arm Sign Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
mas_photos	File name of photos	AN	Fulcrum	
mas_photos_caption	Caption associated with photos	AN	Fulcrum	
mas_photos_url	Link to photos	AN	Fulcrum	
destination_signs	Link to destination signs	URL	MUTCD	
traffic_control_signs	Link to traffic control signs	URL	MUTCD	
other_sign_options		URL		

sign_type	Type of sign	AN	MUTCD	1 - Street Name (D3_1) 2 - No Right Turn (R3-1) 3 - No Left Turn (R3-1) 4 - No Turns (R3-3) 5 - No U-Turn (R3-4) 6 - No U or Left Turn (R3-18) 7 - Stop on Red (Straight Arrow) (R10-6) 8 - Stop on Red (Curved Arrow) (R10-6a) 9 - Do Not Block Intersection (R10-7) 10 - Left Turn Signal (R10-10L) 11 - Right Turn Signal (R10-10R) 12 - No Turn on Red (Red Ball) (R10-11) 13 - No Turn on Red (4 lines) (R10-11a) 14 - No Turn on Red (3 lines) (R10-11b)
sign_type_other			MUTCD	
sign_text	Text on sign	AN	URBAN	
sign_offset	Measure from curb to sign	N	FULCRUM	
road_clearance	Clearance of roads	N	FULCRUM	
curb_clearance	Clearance of curbs	N	FULCRUM	

Mast Arm Signal Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
signal_id	Signal number as provided by sketch	N		
signal_photo	File name of photos	AN	Fulcrum	
signal_photo_caption	Caption associated with photos	AN	Fulcrum	
signal_photo_url	Link to photos	AN	Fulcrum	

housing_color	Color of mast arm signal housing	AN	URBAN	1 - Black 2 - Green 3 - Yellow 4 - Indeterminate 99 - None
housing_color_other				
housing_condition	Visual rating of housing condition	AN	URBAN	1 - Good 2 - Fair 3 - Poor
signal_mount	How the signal is mounted	AN	URBAN	1 - Horizontal 2 - Vertical
traffic_direction_managed	Which traffic direction does the signal direct	AN	URBAN	1 - Northbound 2 - Southbound 3 - Eastbound 4 - Westbound
cluster_type	What is the cluster of the signal housing	AN	URBAN	1 - Doghouse (5 sections) 2 - 4 Signal Cluster 3 - Signal Cluster
head_size	Size of head	AN	URBAN	1 - 8" 2 - 12" 3 - 8"/12" Combo
bulb_type	Type of bulb in signal	AN	URBAN	1 - Incandescent 2 - LED 3 - Indeterminate 4 - Mixed
bulb_type_other				
bulb_configuration	Bulb configuration of signals	AN	URBAN	1 - Red Bulb 2 - Yellow Bulb 3 - Green Bulb 4 - Yellow Left Bulb 5 - Yellow Right Bulb 6 - Green Left Bulb 7 - Green Right Bulb
bulb_configuration_other				
signal_accessories	Accessories on the signal	AN	URBAN	1 - Backplates 2 - Distance Limiting 3 - Louvers 4 - Visors
signal_accessories_other				

signal_obstructions	Items blocking signal to traffic	AN	URBAN	1 - Trees 2 - Utlility Lines 3 - Signage 99 - None
signal_obstructions_other				

Signal Pole Traffic Signal Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
v_signal_id	Signal number as provided by sketch	N		
v_sig_photo	File name of photos	AN	Fulcrum	
v_sig_photo_caption	Caption associated with photos	AN	Fulcrum	
v_sig_photo_url	Link to photos	AN	Fulcrum	
v_housing_color	Color of housing	AN	Fulcrum	1 - Black 2 - Green 3 - Yellow 4 - Indeterminate 99 - None
v_housing_color_other				
v_housing_condition	Visual rating of housing condition	AN	Fulcrum	1 - Good 2 - Fair 3 - Poor
v_signal_mount	How is the signal mounted	AN	Fulcrum	1 - Horizontal 2 - Vertical
v_traffic_direction	Which traffic direction does the signal direct	AN	Fulcrum	1 - Northbound 2 - Southbound 3 - Eastbound 4 - Westbound
v_cluster_type	Cluster of the signal housing	AN	Fulcrum	1 - Doghouse (5 sections) 2 - 4 Signal Cluster 3 - 3 Signal Cluster

v_head_size	Size of head	AN	Fulcrum	1 - 8" 2 - 12" 3 - 8"/12"
v_bulb_type	Type of bulb in signal	AN	Fulcrum	1 - Incandescent 2 - LED 3 - Indeterminate 4 - Mixed
v_bulb_type_other				
v_bulb_configuration	Bulb configuration of signals	AN	Fulcrum	1 - Red Bulb 2 - Yellow Bulb 3 - Green Bulb 4 - Yellow Left Bulb 5 - Yellow Right Bulb 6 - Green Left Bulb 7 - Green Right Bulb
v_bulb_configuration_other				
v_signal_accessories				1 - Backplates 2 - Distance Limiting 3 - Louvers 4 - Visors
v_signal_accessories_other				
v_signal_obstructions				1 - Trees 2 - Utlility Lines 3 - Signage 99 - None
v_signal_obstructions_other				
v_other_observations				

Signal Pole Sign Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version		AN	Fulcrum	
latitude	Location	DEC	Fulcrum	
longitude	Location	DEC	Fulcrum	
geometry	Point type	GEOMETRY	Fulcrum	
created_at	DATE	DATE	Fulcrum	
updated_at	DATE	DATE	Fulcrum	
created_by	Staff member creating the record	AN	Fulcrum	
updated_by	Last staff member editing record	AN	Fulcrum	

pm_photos	File name of photos	AN	Fulcrum	
pm_photos_caption	Caption associated with photos	AN	Fulcrum	
pm_photos_url	Link to photos	AN	Fulcrum	
pole_mounted_sign_examples		HTML	MUTCD	
sign_type_ped	Type of pedestrian sign	N	MUTCD	1 - R10-1 2 - R10-2a 3 - R10-3 4 - R10-3a 5 - R10-3b 6 - R10-3c 7 - R10-3d 8 - R10-3e 9 - R10-4 10 - R104a 11 - R1044b
sign_type_ped_other	Other	AN		
sign_text_ped	Text on pedestrian sign	A		

Vehicle Detection Assessment

VARIABLE NAME	DESCRIPTION	TYPE	SOURCE	VALUES
fulcrum_id	UNIQUE ID assigned by Fulcrum	AN	Fulcrum	
fulcrum_parent_id		AN	Fulcrum	
fulcrum_record_id		AN	Fulcrum	
version	Number of changes to record	N	Fulcrum	
latitude	Location	D	Fulcrum	
longitude	Location	D	Fulcrum	
geometry	Shape of record in GIS file	G	ArcMap	
created_at	Date record created	DATE	Fulcrum	
updated_at	Date updated	DATE	Fulcrum	
created_by	Author of record	AN	Fulcrum	
updated_by	Last person to manage record	AN	Fulcrum	
vehicle_detection_example	Signal number as provided by sketch	N		
detect_photos	File name of photos	AN	Fulcrum	
detect_photos_caption	Caption associated with photos	AN	Fulcrum	
detect_photos_url	Link to photos	AN	Fulcrum	
vehicle_detection_type	What kind of detector is visible	AN	Fulcrum	1 - Loops 2 - Microwave 3 - Pre-timed 4 - Video 5 - None
vehicle_detection_type_other				

direction_of_traffic_detected	Which traffic is being monitored	AN	Fulcrum	1 - Eastbound 2 - Westbound 3 - Northbound 4 - Southbound
vd_length	Length	N	Fulcrum	
vd_width	Width	N	Fulcrum	
area	Area	N	Fulcrum	
detection_lane	What traffic lanes have the loops installed	AN	Fulcrum	1 - Left Turn Lane 2 - Left Turn/Thru Lane 3 - Thru Lane 4 - Right Turn/Thru Lane 5 - Right Turn Lane 99 - Indeterminate

MUTCD SIGNS AND GUIDELINES

Figure 2D-10. Street Name and Parking Signs

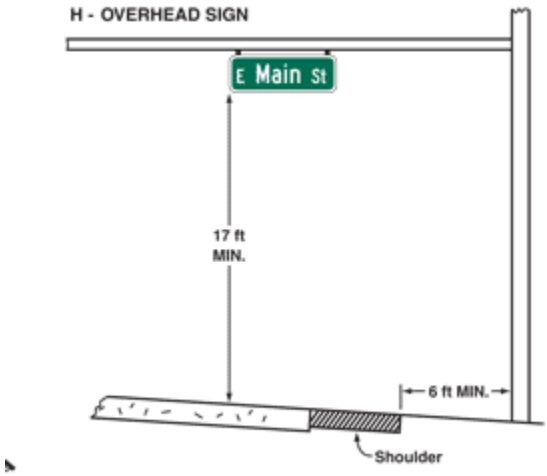
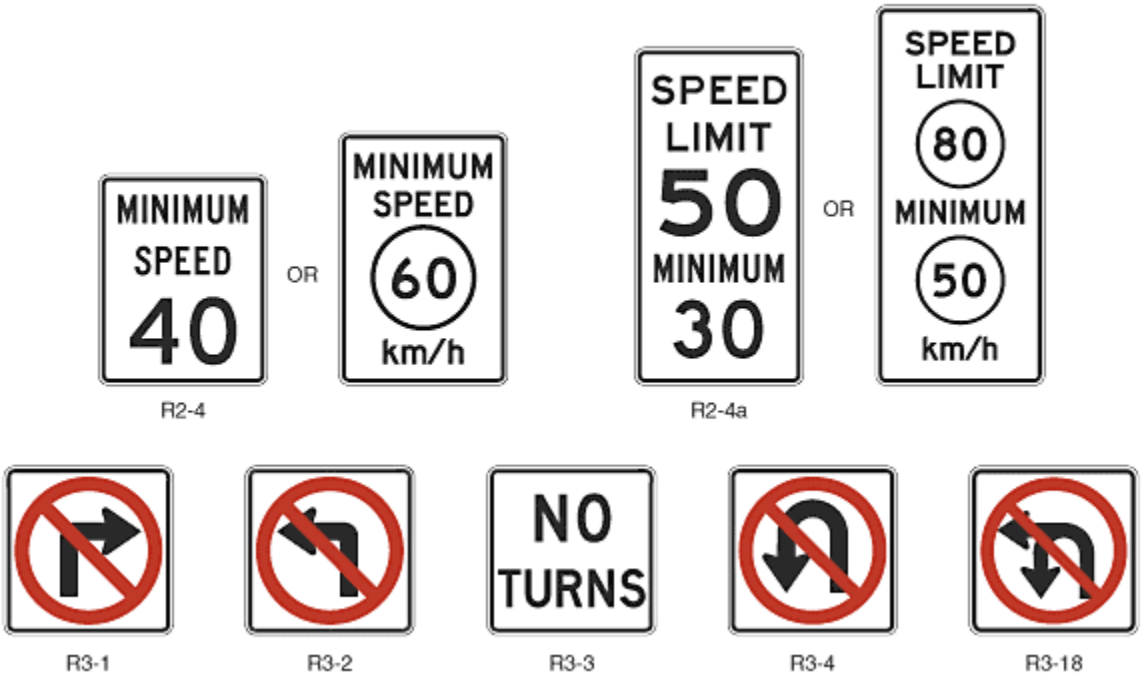


Figure 2B-3. Speed Limit and Turn Prohibition Signs



918.14 LAMPS

Submit a certificate of compliance, as specified in 106.07, for all materials, components, and assemblies.

1. **Traffic Signal**. Ensure that traffic signal lamps are 120/125 volts and clear. Use 135-watt lamps that are the beam candlepower requirements of the ITE signal lamp standard and conform to with the following:

Table 918.14-1 – Requirements for Traffic Signal Lamps

Indication Size	Wattage	Rated Initial Lumens	Center Length
8 inch	60	595	2-7/16 inches
12 inch	135	1750	3 inches
Pedestrian	60	595	2-7/16 inches

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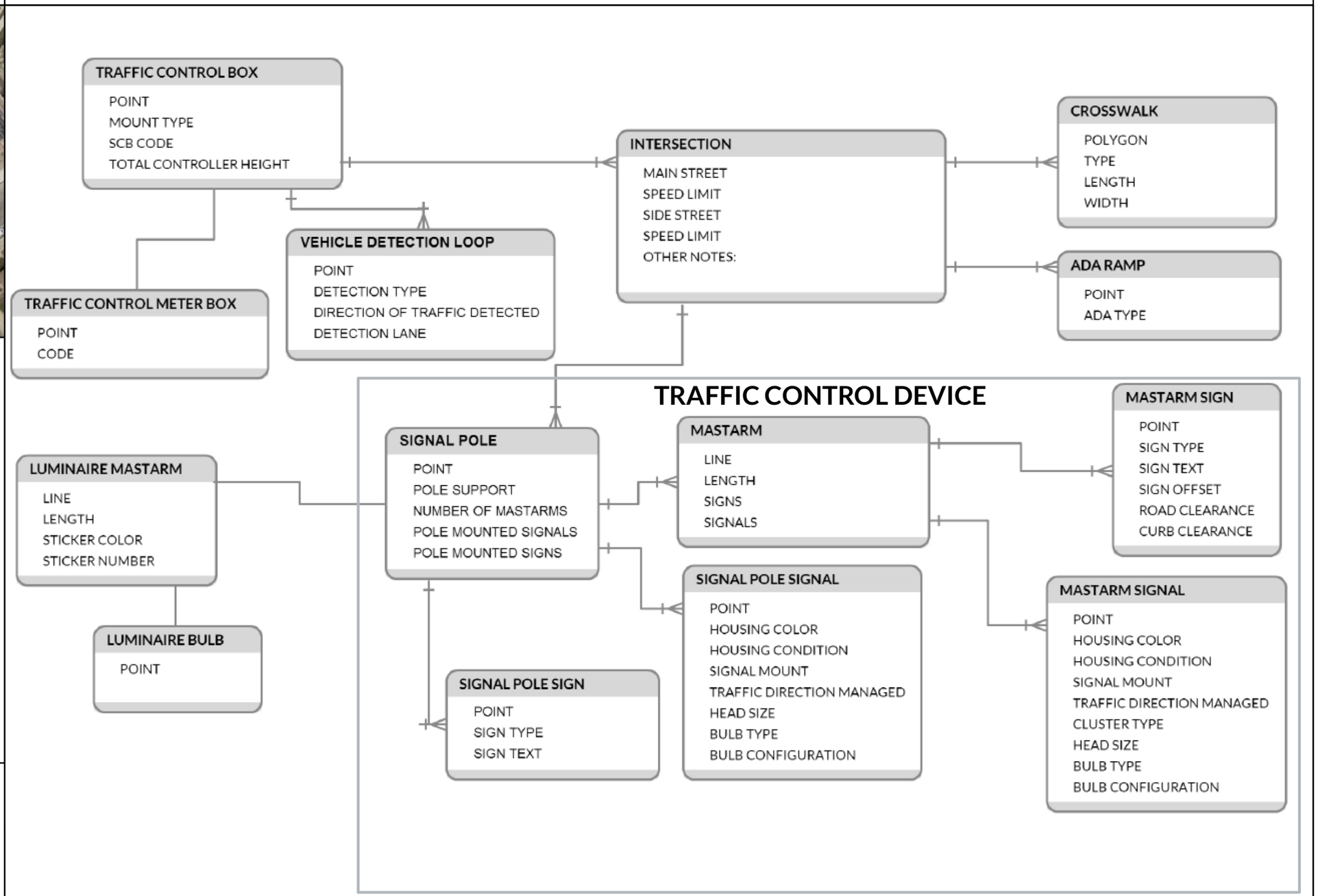
DATA MODEL DIAGRAM

APPENDIX A - TRAFFIC ASSET INVENTORY DATABASE DESIGN

Legend

- Signal Pole
- Signal Pole Signal
- Signal Pole Sign
- Mastarm Signal
- Mastarm Sign
- Vehicle Detection
- ADA Ramp
- Luminaire Bulb
- Traffic Control Box
- Traffic Control Meter Box
- Mastarm
- Luminaire Mastarm
- Crosswalks



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Appendix C
Existing Conditions Results

CR 621 Signal Optimization

2015 Existing Calibrated AM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.5	A	6.3	A	14.6	B	15.4	B	9.1	A
2. CR 621 & Park Boulevard	11.8	B	12.3	B	35.3	D	33.5	C	21.8	C
3. CR 621 & Palm Road	0.8	A	0.8	A	24.8	C		-	1.6	A
4. CR 621 & Rosemary Road	7.6	A	6.9	A		-	10.9	B	7.6	A
5. CR 621 & Sweet Briar Road	8.2	A	3.2	A	17.5	B	17.3	B	7.2	A
6. CR 621 & Cardinal Road	4.2	A	4.5	A	15.0	B	16.7	B	5.0	A
7. CR 621 & Aster Road	3.2	A	7.8	A	17.7	B	17.8	B	7.9	A
8. CR 621 & Heather Road	7.6	A	10.4	B	14.3	B	12.9	B	9.9	A
9. CR 621 & Cresse Avenue	8.9	A	4.4	A	11.2	B	9.4	A	7.7	A
10. CR 621 & Hildreth Avenue	5.5	A	5.4	A		-	11.6	B	6.1	A
11. CR 621 & Hand Avenue	7.1	A	11.5	B	12.6	B		-	10.0	A
12. CR 621 & SR 47	21.7	C	4.1	A	11.3	B	19.4	B	13.3	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)			% Diff.	
		Field	Synchro	SimTraffic	Synchro	SimTraffic
CR 621 SB	2.3	4.9	5.6	4.8	14%	-2%
CR 621 NB	1.9	5.0	5.7	4.9	13%	-3%

SYSTEM PERFORMANCE

Network Performance	
Total Delay (hr)	23
Stop/Veh	0.5
Travel Time (hr)	67
Fuel Eff. (mpg)	13.7
HC Emissions (g)	1,320
CO Emissions (g)	5,690
NOx Emissions (g)	1,110

CR 621 Signal Optimization

2015 Existing Calibrated PM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.7	A	6.4	A	11.1	B	16.4	B	8.6	A
2. CR 621 & Park Boulevard	10.9	B	11.4	B	34.3	C	33.3	C	20.7	C
3. CR 621 & Palm Road	0.8	A	0.8	A	24.8	C		-	1.7	A
4. CR 621 & Rosemary Road	7.5	A	7.0	A		-	11.1	B	7.8	A
5. CR 621 & Sweet Briar Road	8.2	A	4.0	A	17.6	B	17.4	B	7.8	A
6. CR 621 & Cardinal Road	4.0	A	3.4	A	14.1	B	17.3	B	5.2	A
7. CR 621 & Aster Road	4.0	A	8.3	A	17.0	B	17.3	B	7.3	A
8. CR 621 & Heather Road	7.7	A	8.7	A	15.4	B	14.4	B	9.2	A
9. CR 621 & Cresse Avenue	9.6	A	5.1	A	11.6	B	8.7	A	8.2	A
10. CR 621 & Hildreth Avenue	5.9	A	4.8	A		-	10.7	B	6.3	A
11. CR 621 & Hand Avenue	7.5	A	13.2	B	13.8	B		-	10.8	B
12. CR 621 & SR 47	26.0	C	32.4	C	9.9	A	20.4	C	20.8	C

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)			% Diff.	
		Field	Synchro	SimTraffic	Synchro	SimTraffic
CR 621 SB	2.3	5.7	6.0	5.3	5%	-7%
CR 621 NB	1.9	5.1	5.7	4.9	12%	-5%

SYSTEM PERFORMANCE

Network Performance	
Total Delay (hr)	28
Stop/Veh	0.5
Travel Time (hr)	74
Fuel Eff. (mpg)	13.0
HC Emissions (g)	1,440
CO Emissions (g)	6,230
NOx Emissions (g)	1,210

CR 621 Signal Optimization

2015 Existing Calibrated SAT Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.8	A	6.7	A	16.9	B	14.8	B	9.5	A
2. CR 621 & Park Boulevard	13.3	B	13.5	B	35.9	D	34.6	C	21.9	C
3. CR 621 & Palm Road	1.5	A	1.6	A	26.5	C		-	3.0	A
4. CR 621 & Rosemary Road	7.9	A	7.6	A		-	11.7	B	8.1	A
5. CR 621 & Sweet Briar Road	8.3	A	3.6	A	17.8	B	17.7	B	7.5	A
6. CR 621 & Cardinal Road	4.3	A	4.9	A	14.4	B	18.1	B	6.3	A
7. CR 621 & Aster Road	4.1	A	8.6	A	18.7	B	18.1	B	8.6	A
8. CR 621 & Heather Road	7.8	A	8.2	A	13.3	B	15.8	B	9.1	A
9. CR 621 & Cresse Avenue	9.9	A	6.8	A	13.7	B	10.8	B	9.8	A
10. CR 621 & Hildreth Avenue	7.3	A	4.7	A		-	12.3	B	7.5	A
11. CR 621 & Hand Avenue	7.0	A	14.9	B	14.7	B		-	11.7	B
12. CR 621 & SR 47	31.9	C	36.6	D	11.9	B	24.1	C	24.3	C

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)			% Diff.	
		Field	Synchro	SimTraffic	Synchro	SimTraffic
CR 621 SB	2.3	5.6	6.3	5.4	12%	-4%
CR 621 NB	1.9	5.4	6.0	5.0	11%	-6%

SYSTEM PERFORMANCE

Network Performance	
Total Delay (hr)	44
Stop/Veh	0.5
Travel Time (hr)	112
Fuel Eff. (mpg)	12.7
HC Emissions (g)	2,160
CO Emissions (g)	9,310
NOx Emissions (g)	1,810

CR 621 Signal Optimization

2015 Existing Calibrated AM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.0	A	5.4	A	15.4	B	14.5	B	8.3	A
2. CR 621 & Park Boulevard	5.1	A	6.4	A	20.3	C	8.4	A	11.2	B
3. CR 621 & Palm Road	2.0	A	1.9	A	6.7	A		-	2.1	A
4. CR 621 & Rosemary Road	7.3	A	6.1	A		-	9.1	A	6.9	A
5. CR 621 & Sweet Briar Road	8.7	A	3.7	A	16.7	B	15.4	B	7.5	A
6. CR 621 & Cardinal Road	4.9	A	5.2	A	12.0	B	17.8	B	5.5	A
7. CR 621 & Aster Road	3.3	A	8.3	A	16.9	B	15.5	B	7.6	A
8. CR 621 & Heather Road	6.2	A	10.3	B	13.6	B	12.1	B	9.1	A
9. CR 621 & Cresse Avenue	10.8	B	6.5	A	11.2	B	9.0	A	9.3	A
10. CR 621 & Hildreth Avenue	8.3	A	5.0	A		-	9.9	A	6.9	A
11. CR 621 & Hand Avenue	10.0	A	12.1	B	10.9	B		-	11.0	B
12. CR 621 & SR 47	20.3	C	7.9	A	11.8	B	18.1	B	14.0	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)			% Diff.	
		Field	Synchro	SimTraffic	Synchro	SimTraffic
CR 621 SB	2.3	4.9	5.6	4.8	14%	-2%
CR 621 NB	1.9	5.0	5.7	4.9	13%	-3%

CR 621 Signal Optimization

2015 Existing Calibrated PM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.3	A	6.1	A	10.8	B	14.5	B	7.9	A
2. CR 621 & Park Boulevard	5.3	A	6.5	A	20.7	C	9.6	A	11.7	B
3. CR 621 & Palm Road	2.0	A	2.1	A	8.5	A		-	2.2	A
4. CR 621 & Rosemary Road	7.4	A	6.7	A		-	9.9	A	7.4	A
5. CR 621 & Sweet Briar Road	9.0	A	4.6	A	16.0	B	14.7	B	8.1	A
6. CR 621 & Cardinal Road	4.5	A	4.3	A	12.4	B	15.5	B	5.4	A
7. CR 621 & Aster Road	3.7	A	8.7	A	14.9	B	16.5	B	7.1	A
8. CR 621 & Heather Road	6.4	A	10.2	B	13.8	B	14.3	B	9.2	A
9. CR 621 & Cresse Avenue	11.0	B	8.3	A	11.4	B	8.8	A	9.8	A
10. CR 621 & Hildreth Avenue	8.6	A	4.2	A		-	11.4	B	7.1	A
11. CR 621 & Hand Avenue	9.4	A	16.5	B	14.2	B		-	13.1	B
12. CR 621 & SR 47	21.1	C	27.7	C	11.2	B	18.2	B	18.8	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)			% Diff.	
		Field	Synchro	SimTraffic	Synchro	SimTraffic
CR 621 SB	2.3	5.7	6.0	5.3	5%	-7%
CR 621 NB	1.9	5.1	5.7	4.9	12%	-5%

CR 621 Signal Optimization

2015 Existing Calibrated SAT Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.6	A	6.2	A	14.8	B	14.7	B	8.7	A
2. CR 621 & Park Boulevard	7.3	A	9.7	A	20.9	C	9.0	A	13.2	B
3. CR 621 & Palm Road	4.2	A	4.4	A	11.1	B		-	4.5	A
4. CR 621 & Rosemary Road	7.9	A	6.6	A		-	11.1	B	7.6	A
5. CR 621 & Sweet Briar Road	9.7	A	3.8	A	18.7	B	17.0	B	7.9	A
6. CR 621 & Cardinal Road	4.6	A	5.0	A	11.9	B	14.7	B	5.8	A
7. CR 621 & Aster Road	4.4	A	9.2	A	16.5	B	17.0	B	8.4	A
8. CR 621 & Heather Road	6.6	A	10.4	B	12.4	B	14.2	B	9.4	A
9. CR 621 & Cresse Avenue	12.7	B	10.5	B	12.6	B	10.9	B	11.7	B
10. CR 621 & Hildreth Avenue	8.2	A	4.9	A		-	11.5	B	7.3	A
11. CR 621 & Hand Avenue	10.2	B	16.2	B	13.8	B		-	13.2	B
12. CR 621 & SR 47	24.8	C	33.3	C	13.0	B	19.6	B	21.6	C

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)			% Diff.	
		Field	Synchro	SimTraffic	Synchro	SimTraffic
CR 621 SB	2.3	5.6	6.3	5.4	12%	-4%
CR 621 NB	1.9	5.4	6.0	5.0	11%	-6%

Appendix D
Clearance Calculations

CONTRACT:	SJTPO Cape May County		
	0160.000		
CORRIDOR	CR 621		
DONE BY:	AGI	DATE:	7/17/2015
CHK'D BY:	CAB	DATE:	12/7/2015
Approved:		DATE:	

Intersection	Approach	Change and Clearance Intervals								
		Existing			Calculated			Proposed		
1: Rambler Rd/ Pacific Ave		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	2.59	**5.42**	3.0	3.0	6.0
	SB	3.0	2.0	**5.0**	2.83	2.56	**5.40**	3.0	3.0	6.0
	EB	3.0	2.0	**5.0**	2.83	2.78	**5.61**	3.0	3.0	6.0
	WB	3.0	2.0	**5.0**	2.86	2.94	**5.80**	3.0	3.0	6.0
2: New Jersey Ave/ Rambler Rd/ Park Blvd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	3.54	**6.38**	3.0	4.0	7.0
	SB	3.0	2.0	**5.0**	2.83	3.54	**6.38**	3.0	4.0	7.0
	(Split Phase) EB	3.0	2.0	**5.0**	2.83	3.76	**6.60**	3.0	4.0	7.0
	(Split Phase) WB	3.0	2.0	**5.0**	2.86	2.56	**5.42**	3.0	3.0	6.0
3: New Jersey Ave/ Palm Rd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.81	1.99	**4.80**	3.0	2.0	5.0
	SB	3.0	2.0	**5.0**	2.83	2.10	**4.93**	3.0	2.0	5.0
	EB	3.0	2.0	**5.0**	2.83	2.94	**5.78**	3.0	3.0	6.0
4: New Jersey Ave/ Rosemary Rd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	1.96	**4.80**	3.0	2.0	5.0
	SB	3.0	2.0	**5.0**	2.81	2.02	**4.83**	3.0	2.0	5.0
	WB	3.0	2.0	**5.0**	2.83	3.05	**5.89**	3.0	3.0	6.0
5: New Jersey Ave/ Sweet Briar Rd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	4.0	2.0	**6.0**	2.83	2.67	**5.51**	3.0	3.0	6.0
	SB	4.0	2.0	**6.0**	2.83	2.18	**5.02**	3.0	3.0	6.0
	EB	4.0	2.0	**6.0**	2.83	2.78	**5.61**	3.0	4.0	7.0
	WB	4.0	2.0	**6.0**	2.83	4.14	**6.98**	3.0	4.0	7.0
6: New Jersey Ave/ Cardinal Rd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	4.0	2.0	**6.0**	2.83	2.59	**5.42**	3.0	3.0	6.0
	SB	4.0	2.0	**6.0**	2.83	2.48	**5.32**	3.0	3.0	6.0
	EB	4.0	2.0	**6.0**	2.83	2.81	**5.64**	3.0	4.0	7.0
	WB	4.0	2.0	**6.0**	2.86	4.09	**6.95**	3.0	4.0	7.0
7: New Jersey Ave/ Aster Rd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	4.0	2.0	**6.0**	2.83	2.54	**5.37**	3.0	3.0	6.0
	SB	4.0	2.0	**6.0**	2.83	2.29	**5.12**	3.0	3.0	6.0
	EB	4.0	2.0	**6.0**	2.81	2.81	**5.62**	3.0	4.0	7.0
	WB	4.0	2.0	**6.0**	2.83	4.12	**6.95**	3.0	4.0	7.0
8: New Jersey Ave/ Heather Rd		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	2.43	**5.26**	3.0	3.0	6.0
	SB	3.0	2.0	**5.0**	2.86	2.45	**5.31**	3.0	3.0	6.0
	EB	3.0	2.0	**5.0**	2.83	2.94	**5.78**	3.0	3.0	6.0
	WB	3.0	2.0	**5.0**	2.83	3.00	**5.83**	3.0	3.0	6.0
9: New Jersey Ave/ Cresse Ave		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	2.40	**5.23**	3.0	3.0	6.0
	SB	3.0	2.0	**5.0**	2.86	2.67	**5.53**	3.0	3.0	6.0
	EB	3.0	2.0	**5.0**	2.83	2.84	**5.67**	3.0	3.0	6.0
	WB	3.0	2.0	**5.0**	2.83	2.75	**5.59**	3.0	3.0	6.0
10: New Jersey Ave/ Hildreth Ave		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	2.26	**5.10**	3.0	3.0	6.0
	SB	3.0	2.0	**5.0**	2.81	2.26	**5.07**	3.0	3.0	6.0
	WB	3.0	2.0	**5.0**	2.83	2.59	**5.42**	3.0	3.0	6.0
11: New Jersey Ave/ Hand Ave		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	2.26	**5.10**	3.0	3.0	6.0
	SB	3.0	2.0	**5.0**	2.83	2.26	**5.10**	3.0	3.0	6.0
	EB	3.0	2.0	**5.0**	2.81	2.59	**5.40**	3.0	3.0	6.0
12: New Jersey Ave/ Rio Grande Ave (NJ 47)		Y	R	Total	Y	R	Total	Y	R	Total
	NB	3.0	2.0	**5.0**	2.83	2.48	**5.32**	3.0	3.0	6.0
	SB	3.0	2.0	**5.0**	2.83	2.67	**5.51**	3.0	3.0	6.0
	EB	3.0	2.0	**5.0**	2.83	2.59	**5.42**	3.0	3.0	6.0
	WB	3.0	2.0	**5.0**	2.81	2.54	**5.35**	3.0	3.0	6.0
	EB Lead Left	3.0	0.0	**3.0**				3.0	0.0	3.0

CONTRACT:	SJTPO Cape May County		
	0160.000		
CORRIDOR	CR 621		
DONE BY:	AGI	DATE:	8/7/2015
CHK'D BY:	CAB	DATE:	12/7/2015
Approved:		DATE:	

Intersection	Approach	Pedestrian Intervals Existing W	Existing FH	Calculated Total Time Needed	Calculated W	Calculated Min Clearance	Recommended -	Recommended MIN GREEN	Notes
1: Rambler Rd/ Pacific Ave									
	NB			22	7	15		15	NB/SB refers to the crosswalk running parallel to the vehicular movement. Example: NB Crosswalk distance/time is the crosswalk crossing the WB app.
	SB			22	7	15			
	EB			25	7	18		18	
	WB			25	7	18			
2: New Jersey Ave/ Rambler Rd/ Park Bl									
	NB			23	7	16		16	
	SB			15	7	8			
	(Split Phase) EB			19	7	12		12	
	(Split Phase) WB			19	7	12		12	
3: New Jersey Ave/ Palm Rd									
	NB	-	10	17	7	10	7	10	Pedestrian countdown signal heads
	SB	-	10	17	7	10			
	EB	7	21	27	7	20	7	20	Pedestrian countdown signal heads
	WB	7	21	27	7	20			
4: New Jersey Ave/ Rosemary Rd									
	NB			16	7	9		9	
	SB			16	7	9			
	EB			27	7	20		20	
	WB			27	7	20			
5: New Jersey Ave/ Sweet Briar Rd									
	NB			18	7	11		14	Cardinal Rd & Aster Rd operate on the same contoller, Sweet Briar Rd is 200' from Cardinal Rd, and these 3 operate together today. Min Green same for all 3.
	SB			18	7	11			
	EB			27	7	20		20	
	WB			27	7	20			
6: New Jersey Ave/ Cardinal Rd									
	NB			21	7	14		14	Cardinal Rd & Aster Rd operate on the same contoller, Sweet Briar Rd is 200' from Cardinal Rd, and these 3 operate together today. Min Green same for all 3.
	SB			21	7	14			
	EB			27	7	20		20	
	WB			27	7	20			
7: New Jersey Ave/ Aster Rd									
	NB			18	7	11		14	Cardinal Rd & Aster Rd operate on the same contoller, Sweet Briar Rd is 200' from Cardinal Rd, and these 3 operate together today. Min Green same for all 3.
	SB			18	7	11			
	EB			27	7	20		20	
	WB			27	7	20			
8: New Jersey Ave/ Heather Rd									
	NB			19	7	12		12	
	SB			19	7	12			
	EB			27	7	20		20	
	WB			27	7	20			
9: New Jersey Ave/ Cresse Ave									
	NB	-	14	19	7	12	7	12	Pedestrian countdown signal heads
	SB	-	14	19	7	12			
	EB	8	19	24	7	17	7	17	Pedestrian countdown signal heads
	WB	8	19	23	7	16			
10: New Jersey Ave/ Hildreth Ave									
	NB	-	14	19	7	12	7	12	Pedestrian countdown signal heads
	SB	-	14	19	7	12			
	EB	8	17	22	7	15	7	15	Pedestrian countdown signal heads
	WB	8	17	22	7	15			
11: New Jersey Ave/ Hand Ave									
	NB	-	14	19	7	12	7	12	Pedestrian countdown signal heads
	SB	-	14	19	7	12			
	EB	7	17	22	7	15	7	15	Pedestrian countdown signal heads
	WB	7	17	22	7	15			
12: New Jersey Ave/ Rio Grande Ave (NJ									
	NB	7	14	21	7	14	7	14	Pedestrian countdown signal heads
	SB	7	14	21	7	14			
	EB	7	15	22	7	15	7	15	Pedestrian countdown signal heads
	WB	7	15	22	7	15			

INTERSECTION:	1: Rambler Rd/ Pacific Ave	**CONTRACT:**	SJTPO Cape May County
NB APPROACH:	Pacific Ave	**PROJECT NO.:**	0160.000
SB APPROACH:	Pacific Ave	**CORRIDOR**	CR 621
EB APPROACH:	Rambler Rd		
WB APPROACH:	Rambler Rd	**DONE BY:** AGI	**DATE:** 08/17/15
5th APPROACH:		**CHK'D BY:** CAB	**DATE:** 12/07/15
6th APPROACH:		**REV:**	**DATE:**

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB Pacific Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.59		2.59	3.00	3.00
Total Clearance Time =	5.00	5.42		5.42	6.00	6.00
SB Pacific Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.56		2.56	3.00	3.00
Total Clearance Time =	5.00	5.40		5.40	6.00	6.00
EB Rambler Rd						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.78		2.78	3.00	3.00
Total Clearance Time =	5.00	5.61		5.61	6.00	6.00
WB Rambler Rd						
Yellow Interval =	3.00	2.86		2.86	3.00	3.00
All Red Interval =	2.00	2.94		2.94	3.00	3.00
Total Clearance Time =	5.00	5.80		5.80	6.00	6.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	75.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	74.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	82.0
Speed (mph) =	25
Slope (+/-%) =	-0.4%
Clearance Width (ft) =	88.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

NJ: Stop bar to far side of crosswalk

INTERSECTION:	2: New Jersey Ave/ Rambler Rd/ Park Blvd	**CONTRACT:**	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621
EB APPROACH:	Park Blvd (Split Phase)		
WB APPROACH:	Rambler Rd (Split Phase)	**DONE BY:** AGI	**DATE:** 08/17/15
5th APPROACH:		**CHK'D BY:** CAB	**DATE:** 12/07/15
6th APPROACH:		**REV:**	**DATE:**

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	3.54		3.54	4.00	4.00
Total Clearance Time =	5.00	6.38		6.38	7.00	7.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	3.54		3.54	4.00	4.00
Total Clearance Time =	5.00	6.38		6.38	7.00	7.00
EB Park Blvd (Split Phase)						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	3.76		3.76	4.00	4.00
Total Clearance Time =	5.00	6.60		6.60	7.00	7.00
WB Rambler Rd (Split Phase)						
Yellow Interval =	3.00	2.86		2.86	3.00	3.00
All Red Interval =	2.00	2.56		2.56	3.00	3.00
Total Clearance Time =	5.00	5.42		5.42	6.00	6.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	110.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	110.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	118.0
Speed (mph) =	25
Slope (+/-%) =	-0.4%
Clearance Width (ft) =	74.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

NJ: Stop bar to far side of crosswalk

INTERSECTION:	3: New Jersey Ave/ Palm Rd	**CONTRACT:**	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621
EB APPROACH:	Palm Rd		
WB APPROACH:	Palm Rd	**DONE BY:** AGI	**DATE:** 08/17/15
5th APPROACH:		**CHK'D BY:** CAB	**DATE:** 12/07/15
6th APPROACH:		**REV:**	**DATE:**

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.81		2.81	3.00	3.00
All Red Interval =	2.00	1.99		1.99	2.00	2.00
Total Clearance Time =	5.00	4.80		4.80	5.00	5.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.10		2.10	2.00	2.00
Total Clearance Time =	5.00	4.93		4.93	5.00	5.00
EB Palm Rd						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.94		2.94	3.00	3.00
Total Clearance Time =	5.00	5.78		5.78	6.00	6.00
WB Palm Rd						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.4%
Clearance Width (ft) =	53.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	57.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	88.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

NJ: Stop bar to far side of crosswalk

INTERSECTION:	4: New Jersey Ave/ Rosemary Rd	CONTRACT:	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621
EB APPROACH:	Rosemary Rd		
WB APPROACH:	Rosemary Rd	DONE BY: AGI	DATE: 08/17/15
5th APPROACH:		CHK'D BY: CAB	DATE: 12/07/15
6th APPROACH:		REV:	DATE:

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	1.96		1.96	2.00	2.00
Total Clearance Time =	5.00	4.80		4.80	5.00	5.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.81		2.81	3.00	3.00
All Red Interval =	2.00	2.02		2.02	2.00	2.00
Total Clearance Time =	5.00	4.83		4.83	5.00	5.00
EB Rosemary Rd						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
WB Rosemary Rd						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	3.05		3.05	3.00	3.00
Total Clearance Time =	5.00	5.89		5.89	6.00	6.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	52.0
Speed (mph) =	25
Slope (+/-%) =	0.4%
Clearance Width (ft) =	54.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	92.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

NJ: Stop bar to far side of crosswalk

INTERSECTION:	5: New Jersey Ave/ Sweet Briar Rd	CONTRACT:	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621
EB APPROACH:	Sweet Briar Rd		
WB APPROACH:	Sweet Briar Rd	DONE BY: AGI	DATE: 08/17/15
5th APPROACH:		CHK'D BY: CAB	DATE: 12/07/15
6th APPROACH:		REV:	DATE:

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.67		2.67	3.00	3.00
Total Clearance Time =	6.00	5.51		5.51	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.18		2.18	3.00	3.00
Total Clearance Time =	6.00	5.02		5.02	6.00	6.00
EB Sweet Briar Rd						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.78		2.78	3.00	4.00
Total Clearance Time =	6.00	5.61		5.61	6.00	7.00
WB Sweet Briar Rd						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	4.14		4.14	4.00	4.00
Total Clearance Time =	6.00	6.98		6.98	7.00	7.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	78.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	60.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	82.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	132.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

NJ: Stop bar to far side of crosswalk

INTERSECTION:	6: New Jersey Ave/ Cardinal Rd	CONTRACT:	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621
EB APPROACH:	Cardinal Rd		
WB APPROACH:	Cardinal Rd	DONE BY: AGI	DATE: 08/17/15
5th APPROACH:		CHK'D BY: CAB	DATE: 12/07/15
6th APPROACH:		REV:	DATE:

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.59		2.59	3.00	3.00
Total Clearance Time =	6.00	5.42		5.42	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.48		2.48	3.00	3.00
Total Clearance Time =	6.00	5.32		5.32	6.00	6.00
EB Cardinal Rd						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.81		2.81	3.00	4.00
Total Clearance Time =	6.00	5.64		5.64	6.00	7.00
WB Cardinal Rd						
Yellow Interval =	4.00	2.86		2.86	3.00	3.00
All Red Interval =	2.00	4.09		4.09	4.00	4.00
Total Clearance Time =	6.00	6.95		6.95	7.00	7.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	75.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	71.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	83.0
Speed (mph) =	25
Slope (+/-%) =	-0.4%
Clearance Width (ft) =	130.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

NJ: Stop bar to far side of crosswalk

INTERSECTION:	7: New Jersey Ave/ Aster Rd	CONTRACT:	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621
EB APPROACH:	Aster Rd		
WB APPROACH:	Aster Rd	DONE BY: AGI	DATE: 08/17/15
5th APPROACH:		CHK'D BY: CAB	DATE: 12/07/15
6th APPROACH:		REV:	DATE:

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.54		2.54	3.00	3.00
Total Clearance Time =		5.37		5.37	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.29		2.29	3.00	3.00
Total Clearance Time =	6.00	5.12		5.12	6.00	6.00
EB Aster Rd						
Yellow Interval =	4.00	2.81		2.81	3.00	3.00
All Red Interval =	2.00	2.81		2.81	3.00	4.00
Total Clearance Time =	6.00	5.62		5.62	6.00	7.00
WB Aster Rd						
Yellow Interval =	4.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	4.12		4.12	4.00	4.00
Total Clearance Time =	6.00	6.95		6.95	7.00	7.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	73.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	64.0
Speed (mph) =	25
Slope (+/-%) =	0.4%
Clearance Width (ft) =	83.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	131.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

INTERSECTION:	8: New Jersey Ave/ Heather Rd	**CONTRACT:**	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621
EB APPROACH:	Heather Rd		
WB APPROACH:	Heather Rd	**DONE BY:** AGI	**DATE:** 08/17/15
5th APPROACH:		**CHK'D BY:** CAB	**DATE:** 12/07/15
6th APPROACH:		**REV:**	**DATE:**

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.43		2.43	3.00	3.00
Total Clearance Time =	5.00	5.26		5.26	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.86		2.86	3.00	3.00
All Red Interval =	2.00	2.45		2.45	3.00	3.00
Total Clearance Time =	5.00	5.31		5.31	6.00	6.00
EB Heather Rd						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.94		2.94	3.00	3.00
Total Clearance Time =	5.00	5.78		5.78	6.00	6.00
WB Heather Rd						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	3.00		3.00	3.00	3.00
Total Clearance Time =	5.00	5.83		5.83	6.00	6.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	69.0
Speed (mph) =	25
Slope (+/-%) =	-0.4%
Clearance Width (ft) =	70.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	88.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	90.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

INTERSECTION:	9: New Jersey Ave/ Cresse Ave	CONTRACT:	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621
EB APPROACH:	Cresse Ave		
WB APPROACH:	Cresse Ave	DONE BY: AGI	DATE: 08/17/15
5th APPROACH:		CHK'D BY: CAB	DATE: 12/07/15
6th APPROACH:		REV:	DATE:

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.40		2.40	3.00	3.00
Total Clearance Time =	5.00	5.23		5.23	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.86		2.86	3.00	3.00
All Red Interval =	2.00	2.67		2.67	3.00	3.00
Total Clearance Time =	5.00	5.53		5.53	6.00	6.00
EB Cresse Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.84		2.84	3.00	3.00
Total Clearance Time =	5.00	5.67		5.67	6.00	6.00
WB Cresse Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.75		2.75	3.00	3.00
Total Clearance Time =	5.00	5.59		5.59	6.00	6.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	68.0
Speed (mph) =	25
Slope (+/-%) =	-0.4%
Clearance Width (ft) =	78.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	84.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	81.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

INTERSECTION:	10: New Jersey Ave/ Hildreth Ave	**CONTRACT:**	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621
EB APPROACH:	Hildreth Ave		
WB APPROACH:	Hildreth Ave	**DONE BY:** AGI	**DATE:** 08/17/15
5th APPROACH:		**CHK'D BY:** CAB	**DATE:** 12/07/15
6th APPROACH:		**REV:**	**DATE:**

TOTAL CLEARANCE TIME (sec)							CLEARANCE INPUTS	
	EXISTING	ITE CALC		MAX-Y	FINAL	REC		
NB New Jersey Ave								
Yellow Interval =	3.00	2.83		2.83	3.00	3.00	Speed (mph) =	25
All Red Interval =	2.00	2.26		2.26	3.00	3.00	Slope (+/-%) =	0.0%
Total Clearance Time =	5.00	5.10		5.10	6.00	6.00	Clearance Width (ft) =	63.0
SB New Jersey Ave								
Yellow Interval =	3.00	2.81		2.81	3.00	3.00	Speed (mph) =	25
All Red Interval =	2.00	2.26		2.26	3.00	3.00	Slope (+/-%) =	0.4%
Total Clearance Time =	5.00	5.07		5.07	6.00	6.00	Clearance Width (ft) =	63.0
EB Hildreth Ave								
Yellow Interval =							Speed (mph) =	
All Red Interval =							Slope (+/-%) =	
Total Clearance Time =							Clearance Width (ft) =	
WB Hildreth Ave								
Yellow Interval =	3.00	2.83		2.83	3.00	3.00	Speed (mph) =	25
All Red Interval =	2.00	2.59		2.59	3.00	3.00	Slope (+/-%) =	0.0%
Total Clearance Time =	5.00	5.42		5.42	6.00	6.00	Clearance Width (ft) =	75.0
Yellow Interval =							Speed (mph) =	
All Red Interval =							Slope (+/-%) =	
Total Clearance Time =							Clearance Width (ft) =	
Yellow Interval =							Speed (mph) =	
All Red Interval =							Slope (+/-%) =	
Total Clearance Time =							Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

INTERSECTION:	11: New Jersey Ave/ Hand Ave	CONTRACT:	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621
EB APPROACH:	Hand Ave		
WB APPROACH:	Hand Ave	DONE BY: AGI	DATE: 08/17/15
5th APPROACH:		CHK'D BY: CAB	DATE: 12/07/15
6th APPROACH:		REV:	DATE:

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.26		2.26	3.00	3.00
Total Clearance Time =	5.00	5.10		5.10	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.26		2.26	3.00	3.00
Total Clearance Time =	5.00	5.10		5.10	6.00	6.00
EB Hand Ave						
Yellow Interval =	3.00	2.81		2.81	3.00	3.00
All Red Interval =	2.00	2.59		2.59	3.00	3.00
Total Clearance Time =	5.00	5.40		5.40	6.00	6.00
WB Hand Ave						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	63.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	63.0
Speed (mph) =	25
Slope (+/-%) =	0.4%
Clearance Width (ft) =	75.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

INTERSECTION:	12: New Jersey Ave/ Rio Grande Ave (NJ 47)	**CONTRACT:**	SJTPO Cape May County
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621
EB APPROACH:	Rio Grande Ave (NJ 47)		
WB APPROACH:	Rio Grande Ave (NJ 47)	**DONE BY:** AGI	**DATE:** 08/17/15
5th APPROACH:		**CHK'D BY:** CAB	**DATE:** 12/07/15
6th APPROACH:		**REV:**	**DATE:**

TOTAL CLEARANCE TIME (sec)

	EXISTING	ITE CALC		MAX-Y	FINAL	REC
NB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.48		2.48	3.00	3.00
Total Clearance Time =	5.00	5.32		5.32	6.00	6.00
SB New Jersey Ave						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.67		2.67	3.00	3.00
Total Clearance Time =	5.00	5.51		5.51	6.00	6.00
EB Rio Grande Ave (NJ 47)						
Yellow Interval =	3.00	2.83		2.83	3.00	3.00
All Red Interval =	2.00	2.59		2.59	3.00	3.00
Total Clearance Time =	5.00	5.42		5.42	6.00	6.00
WB Rio Grande Ave (NJ 47)						
Yellow Interval =	3.00	2.81		2.81	3.00	3.00
All Red Interval =	2.00	2.54		2.54	3.00	3.00
Total Clearance Time =	5.00	5.35		5.35	6.00	6.00
EB Rio Grande Ave (NJ 47) Lead Left Turn						
Yellow Interval =	3.00					3.00
All Red Interval =	0.00					0.00
Total Clearance Time =	3.00					3.00
Yellow Interval =						
All Red Interval =						
Total Clearance Time =						

CLEARANCE INPUTS

Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	71.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	78.0
Speed (mph) =	25
Slope (+/-%) =	0.0%
Clearance Width (ft) =	75.0
Speed (mph) =	25
Slope (+/-%) =	0.4%
Clearance Width (ft) =	73.0
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	
Speed (mph) =	
Slope (+/-%) =	
Clearance Width (ft) =	

FORMULAS:

$y = t + v / (2a + 2Gg)$

$r = (w + L) / v$

y = Length of Yellow Interval (sec)
t = Driver Perception/Reaction Time (sec)
v = Velocity of Approaching Vehicle (fps)

G = Acceleration Due to Gravity (fps^2)
g = Grade of Approach (percent/100)
r = Length of All Red Interval (sec)

L = Length of Vehicle (ft)
w = Width of Intersection (ft)
a = Deceleration Rate (fps2)

VALUES: t (s) = 1.00 L (ft) = 20.00 G (ft/sec2) = 32.20 a (ft/sec2) = 10.00

Notes:

Clearance Width:

INTERSECTION:	1: Rambler Rd/ Pacific Ave	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	Pacific Ave	PROJECT NO.:	0160.000		
SB APPROACH:	Pacific Ave	CORRIDOR	CR 621		
EB APPROACH:	Rambler Rd				
WB APPROACH:	Rambler Rd	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
Pacific Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	50	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	15
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	12
Pacific Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	51	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	15
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	12
Rambler Rd EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	61	Min Clearance =	18	Total Time Needed =	25
Max D (curb to PB) feet =	6	Total Crossing Time =	25	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	23	Minimum Clearance =	18
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	12
Yellow =	3			Flashing Hand (Using Y) =	15
Rambler Rd WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	61	Min Clearance =	18	Total Time Needed =	25
Max D (curb to PB) feet =	6	Total Crossing Time =	25	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	23	Minimum Clearance =	18
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	12
Yellow =	3			Flashing Hand (Using Y) =	15
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	2: New Jersey Ave/ Rambler Rd/ Park Blvd	**CONTRACT:**	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000		
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621		
EB APPROACH:	Park Blvd (Split Phase)				
WB APPROACH:	Rambler Rd (Split Phase)	**DONE BY:**	AGI	**DATE:**	08/17/15
5th APPROACH:		**CHK'D BY:**	CAB	**DATE:**	12/07/15
6th APPROACH:		**REV:**		**DATE:**	

INPUTS		**CALCULATIONS**		**OUTPUT**	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	54	Min Clearance =	16	Total Time Needed =	23
Max D (curb to PB) feet =	6	Total Crossing Time =	23	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	20	Minimum Clearance =	16
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	13
New Jersey Ave SB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	26	Min Clearance =	8	Total Time Needed =	15
Max D (curb to PB) feet =	6	Total Crossing Time =	15	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	11	Minimum Clearance =	8
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	1
Yellow =	3			Flashing Hand (Using Y) =	5
Park Blvd (Split Phase) EB Approac					
			Seconds		**Seconds**
Max W (curb to curb) feet =	42	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	16	Minimum Clearance =	12
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	5
Yellow =	3			Flashing Hand (Using Y) =	9
Rambler Rd (Split Phase) WB Appr					
			Seconds		**Seconds**
Max W (curb to curb) feet =	39	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	3: New Jersey Ave/ Palm Rd	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Palm Rd				
WB APPROACH:	Palm Rd	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	34	Min Clearance =	10	Total Time Needed =	17
Max D (curb to PB) feet =	6	Total Crossing Time =	17	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	14	Minimum Clearance =	10
Y + AR =	5	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	5
Yellow =	3			Flashing Hand (Using Y) =	7
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	32	Min Clearance =	10	Total Time Needed =	17
Max D (curb to PB) feet =	6	Total Crossing Time =	17	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	13	Minimum Clearance =	10
Y + AR =	5	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	5
Yellow =	3			Flashing Hand (Using Y) =	7
Palm Rd EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	68	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	25	Minimum Clearance =	20
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	14
Yellow =	3			Flashing Hand (Using Y) =	17
Palm Rd WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =		Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	#VALUE!
Yellow =				Flashing Hand (Using Y) =	#VALUE!
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	4: New Jersey Ave/ Rosemary Rd	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Rosemary Rd				
WB APPROACH:	Rosemary Rd	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	31	Min Clearance =	9	Total Time Needed =	16
Max D (curb to PB) feet =	6	Total Crossing Time =	16	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	13	Minimum Clearance =	9
Y + AR =	5	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	4
Yellow =	3			Flashing Hand (Using Y) =	6
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	31	Min Clearance =	9	Total Time Needed =	16
Max D (curb to PB) feet =	6	Total Crossing Time =	16	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	13	Minimum Clearance =	9
Y + AR =	5	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	4
Yellow =	3			Flashing Hand (Using Y) =	6
Rosemary Rd EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =		Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	#VALUE!
Yellow =				Flashing Hand (Using Y) =	#VALUE!
Rosemary Rd WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	14
Yellow =	3			Flashing Hand (Using Y) =	17
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	5: New Jersey Ave/ Sweet Briar Rd	**CONTRACT:**	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000		
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621		
EB APPROACH:	Sweet Briar Rd				
WB APPROACH:	Sweet Briar Rd	**DONE BY:**	AGI	**DATE:**	08/17/15
5th APPROACH:		**CHK'D BY:**	CAB	**DATE:**	12/07/15
6th APPROACH:		**REV:**		**DATE:**	

INPUTS		**CALCULATIONS**		**OUTPUT**	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	36	Min Clearance =	11	Total Time Needed =	18
Max D (curb to PB) feet =	6	Total Crossing Time =	18	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	14	Minimum Clearance =	11
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	5
Yellow =	3			Flashing Hand (Using Y) =	8
New Jersey Ave SB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	38	Min Clearance =	11	Total Time Needed =	18
Max D (curb to PB) feet =	6	Total Crossing Time =	18	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	11
Y + AR =	8	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	3
Yellow =	3			Flashing Hand (Using Y) =	8
Sweet Briar Rd EB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	13
Yellow =	3			Flashing Hand (Using Y) =	17
Sweet Briar Rd WB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	13
Yellow =	3			Flashing Hand (Using Y) =	17
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	6: New Jersey Ave/ Cardinal Rd	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Cardinal Rd				
WB APPROACH:	Cardinal Rd	DONE BY:	RLM	DATE:	10/29/14
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:	CAB	DATE:	04/07/15

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	49	Min Clearance =	14	Total Time Needed =	21
Max D (curb to PB) feet =	6	Total Crossing Time =	21	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	14
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	8
Yellow =	3			Flashing Hand (Using Y) =	11
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	49	Min Clearance =	14	Total Time Needed =	21
Max D (curb to PB) feet =	6	Total Crossing Time =	21	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	14
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	7
Yellow =	5			Flashing Hand (Using Y) =	9
Cardinal Rd EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	69	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	25	Minimum Clearance =	20
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	13
Yellow =	3			Flashing Hand (Using Y) =	17
Cardinal Rd WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	69	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	25	Minimum Clearance =	20
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	14
Yellow =	4			Flashing Hand (Using Y) =	16
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	7: New Jersey Ave/ Aster Rd	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Aster Rd				
WB APPROACH:	Aster Rd	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	38	Min Clearance =	11	Total Time Needed =	18
Max D (curb to PB) feet =	6	Total Crossing Time =	18	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	11
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	4
Yellow =	3			Flashing Hand (Using Y) =	8
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	38	Min Clearance =	11	Total Time Needed =	18
Max D (curb to PB) feet =	6	Total Crossing Time =	18	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	11
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	4
Yellow =	3			Flashing Hand (Using Y) =	8
Aster Rd EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	13
Yellow =	3			Flashing Hand (Using Y) =	17
Aster Rd WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	70	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	26	Minimum Clearance =	20
Y + AR =	7	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	13
Yellow =	3			Flashing Hand (Using Y) =	17
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	8: New Jersey Ave/ Heather Rd	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Heather Rd				
WB APPROACH:	Heather Rd	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	39	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	41	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	16	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			**Flashing Hand (Using Y) =**	**9**
Heather Rd EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	69	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	25	Minimum Clearance =	20
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	14
Yellow =	3			Flashing Hand (Using Y) =	17
Heather Rd WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	69	Min Clearance =	20	Total Time Needed =	27
Max D (curb to PB) feet =	6	Total Crossing Time =	27	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	25	Minimum Clearance =	20
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	14
Yellow =	3			Flashing Hand (Using Y) =	17
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	9: New Jersey Ave/ Cresse Ave	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Cresse Ave				
WB APPROACH:	Cresse Ave	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	40	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	16	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	39	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
Cresse Ave EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	59	Min Clearance =	17	Total Time Needed =	24
Max D (curb to PB) feet =	6	Total Crossing Time =	24	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	22	Minimum Clearance =	17
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	11
Yellow =	3			Flashing Hand (Using Y) =	14
Cresse Ave WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	55	Min Clearance =	16	Total Time Needed =	23
Max D (curb to PB) feet =	6	Total Crossing Time =	23	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	21	Minimum Clearance =	16
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	10
Yellow =	3			Flashing Hand (Using Y) =	13
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	10: New Jersey Ave/ Hildreth Ave	**CONTRACT:**	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000		
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621		
EB APPROACH:	Hildreth Ave				
WB APPROACH:	Hildreth Ave	**DONE BY:**	AGI	**DATE:**	08/17/15
5th APPROACH:		**CHK'D BY:**	CAB	**DATE:**	12/07/15
6th APPROACH:		**REV:**		**DATE:**	

INPUTS		**CALCULATIONS**		**OUTPUT**	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	40	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	16	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
New Jersey Ave SB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	40	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	16	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			**Flashing Hand (Using Y) =**	**9**
Hildreth Ave EB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	52	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	20	Minimum Clearance =	15
Y + AR =		Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	#VALUE!
Yellow =				Flashing Hand (Using Y) =	#VALUE!
Hildreth Ave WB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	51	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	15
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	12
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

Pedestrian clearance time should be sufficient to cross at 3.5 ft/s from curb to at least far side of travel way or median

NJ: Clearance time should be sufficient to cross from curb to curb

Walk interval should be at least 7 seconds

If pedestrian volumes and characteristics do not require 7 seconds, walk intervals as short as 4 seconds may be used

The total walk + clearance should be sufficient to cross from detector (push button) or a location 6 feet from the curb, at a walking speed of 3 ft/s, to far side of travel way or median

INTERSECTION:	11: New Jersey Ave/ Hand Ave	CONTRACT:	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	PROJECT NO.:	0160.000		
SB APPROACH:	New Jersey Ave	CORRIDOR	CR 621		
EB APPROACH:	Hand Ave				
WB APPROACH:	Hand Ave	DONE BY:	AGI	DATE:	08/17/15
5th APPROACH:		CHK'D BY:	CAB	DATE:	12/07/15
6th APPROACH:		REV:		DATE:	

INPUTS		CALCULATIONS		OUTPUT	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	40	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	16	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
New Jersey Ave SB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	39	Min Clearance =	12	Total Time Needed =	19
Max D (curb to PB) feet =	6	Total Crossing Time =	19	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	15	Minimum Clearance =	12
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	6
Yellow =	3			Flashing Hand (Using Y) =	9
Hand Ave EB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	51	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	15
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	12
Hand Ave WB Approach					
			Seconds		Seconds
Max W (curb to curb) feet =	52	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	20	Minimum Clearance =	15
Y + AR =		Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	#VALUE!
Yellow =				Flashing Hand (Using Y) =	#VALUE!
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	
			Seconds		Seconds
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

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INTERSECTION:	12: New Jersey Ave/ Rio Grande Ave (NJ 47	**CONTRACT:**	SJTPO Cape May County		
NB APPROACH:	New Jersey Ave	**PROJECT NO.:**	0160.000		
SB APPROACH:	New Jersey Ave	**CORRIDOR**	CR 621		
EB APPROACH:	Rio Grande Ave (NJ 47)				
WB APPROACH:	Rio Grande Ave (NJ 47)	**DONE BY:**	AGI	**DATE:**	08/17/15
5th APPROACH:		**CHK'D BY:**	CAB	**DATE:**	12/07/15
6th APPROACH:		**REV:**		**DATE:**	

INPUTS		**CALCULATIONS**		**OUTPUT**	
Walking Speed (ft/s) =	3.5				
New Jersey Ave NB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	49	Min Clearance =	14	Total Time Needed =	21
Max D (curb to PB) feet =	6	Total Crossing Time =	21	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	14
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	8
Yellow =	3			Flashing Hand (Using Y) =	11
New Jersey Ave SB Approach					
			Seconds		**Seconds**
Max W (curb to curb) feet =	49	Min Clearance =	14	Total Time Needed =	21
Max D (curb to PB) feet =	6	Total Crossing Time =	21	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	19	Minimum Clearance =	14
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	8
Yellow =	3			Flashing Hand (Using Y) =	11
Rio Grande Ave (NJ 47) EB Approac					
			Seconds		**Seconds**
Max W (curb to curb) feet =	52	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	20	Minimum Clearance =	15
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	12
Rio Grande Ave (NJ 47) WB Approa					
			Seconds		**Seconds**
Max W (curb to curb) feet =	52	Min Clearance =	15	Total Time Needed =	22
Max D (curb to PB) feet =	6	Total Crossing Time =	22	Walk Time =	7
Default Walk Time secs =	7	Time from detector to far curb =	20	Minimum Clearance =	15
Y + AR =	6	Is Y+ AR >= 3 Seconds?	Yes	Flashing Hand (Using Y + AR) =	9
Yellow =	3			Flashing Hand (Using Y) =	12
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =	3	Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =	3			Flashing Hand (Using Y) =	
			Seconds		**Seconds**
Max W (curb to curb) feet =		Min Clearance =		Total Time Needed =	
Max D (curb to PB) feet =		Total Crossing Time =		Walk Time =	
Default Walk Time secs =		Time from detector to far curb =		Minimum Clearance =	
Y + AR =		Is Y+ AR >= 3 Seconds?		Flashing Hand (Using Y + AR) =	
Yellow =				Flashing Hand (Using Y) =	

Notes:

Based on the 2009 MUTCD: Section 4E.06 Pedestrian Intervals and Signal Phases

Following the pedestrian change interval, a buffer of 3 seconds of steady hand is required before release of conflicting vehicles

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NJ: Clearance time should be sufficient to cross from curb to curb

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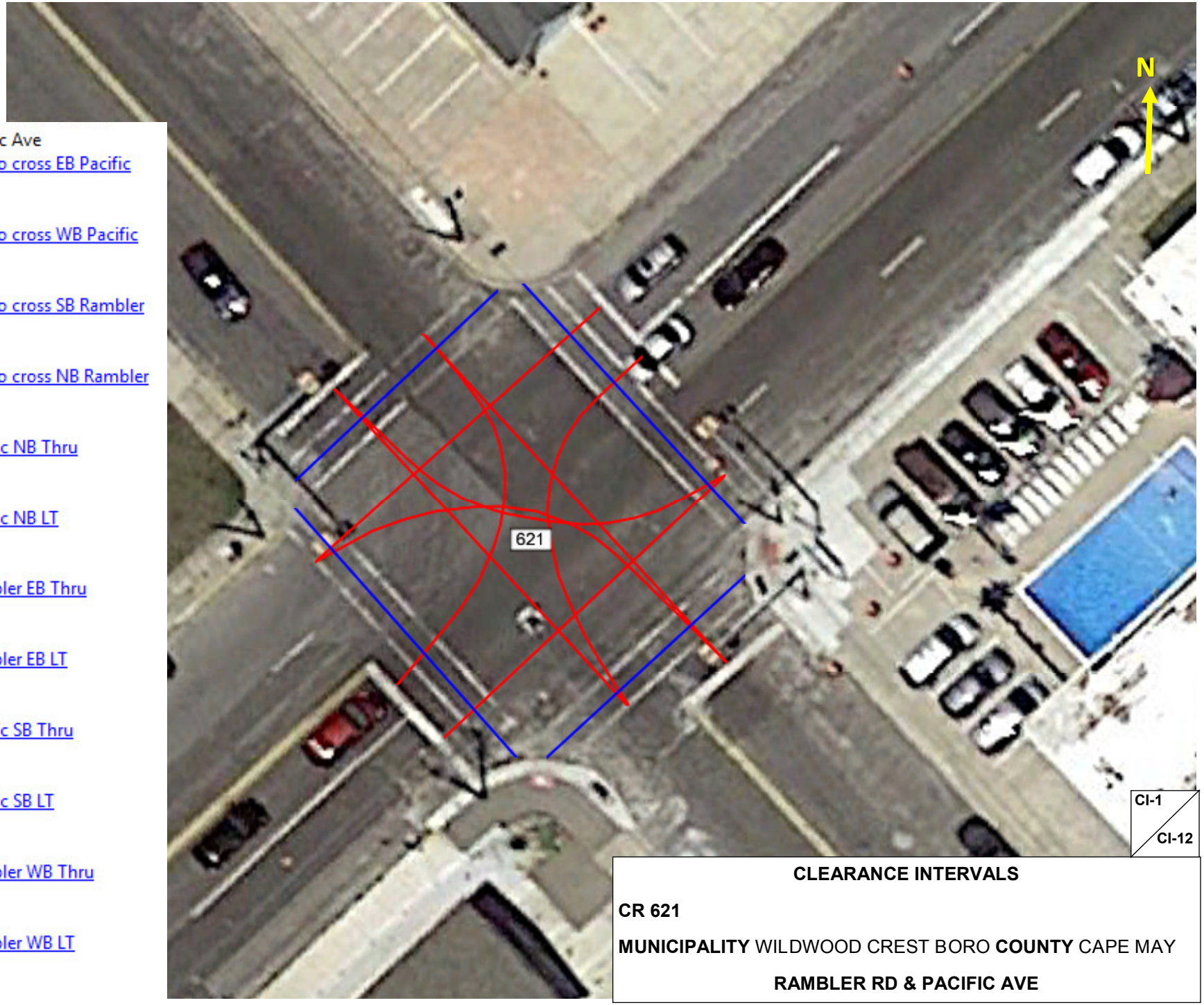
SJTPO FY 2016 Local Safety and CMAQ Project Development

Clearance Calculations - Approach Slope Calculations - Cape May County

Int ID	Intersection	Approach	Speed Limit (mph)	Speed Limit + 7 (mph)	Speed Limit + 7 (fps)	Stop Bar		5 second Rule		Slope
						Location	Elevation	Location	Elevation	
1	Rambler Rd/Pacific Ave	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	6	235	6	0.0%
		EB	25	32	47	0	6	235	6	0.0%
		WB	25	32	47	0	6	235	7	-0.4%
2	New Jersey Ave/ Ramble Rd/Park Blvd	NB	25	32	47	0	5	235	5	0.0%
		SB	25	32	47	0	5	235	5	0.0%
		EB	25	32	47	0	4	235	4	0.0%
		WB	25	32	47	0	5	235	6	-0.4%
3	New Jersey Ave/Palm Rd	NB	25	32	47	0	6	235	5	0.4%
		SB	25	32	47	0	5	235	5	0.0%
		EB	25	32	47	0	5	235	5	0.0%
4	New Jersey Ave/Rosemary Rd	NB	25	32	47	0	6	235	6	0.0%
		SB	25	32	47	0	6	235	5	0.4%
		WB	25	32	47	0	6	235	6	0.0%
5	New Jersey Ave/Sweet Briar Rd	NB	25	32	47	0	6	235	6	0.0%
		SB	25	32	47	0	6	235	6	0.0%
		EB	25	32	47	0	5	235	5	0.0%
		WB	25	32	47	0	6	235	6	0.0%
6	New Jersey Ave/Cardinal Rd	NB	25	32	47	0	7	235	6	0.4%
		SB	25	32	47	0	6	235	6	0.0%
		EB	25	32	47	0	6	235	6	0.0%
		WB	25	32	47	0	6	235	7	-0.4%
7	New Jersey Ave/Aster Rd	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	6	235	6	0.0%
		EB	25	32	47	0	7	235	6	0.4%
		WB	25	32	47	0	7	235	7	0.0%
8	New Jersey Ave/Heather Rd	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	6	235	7	-0.4%
		EB	25	32	47	0	7	235	6	0.4%
		WB	25	32	47	0	7	235	7	0.0%
9	New Jersey Ave/Cresse Ave	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	6	235	7	-0.4%
		EB	25	32	47	0	6	235	5	0.4%
		WB	25	32	47	0	6	235	6	0.0%
10	New Jersey Ave/Hildreth Ave	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	7	235	6	0.4%
		WB	25	32	47	0	7	235	7	0.0%
11	New Jersey Ave/Hand Ave	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	7	235	7	0.0%
		EB	25	32	47	0	7	235	6	0.4%
12	New Jersey Ave/ Rio Grande Ave (NJ 47)	NB	25	32	47	0	7	235	7	0.0%
		SB	25	32	47	0	7	235	7	0.0%
		EB	25	32	47	0	7	235	7	0.0%
		WB	25	32	47	0	7	235	6	0.4%

- 1-Pacific Ave
  - Dist to cross EB Pacific
    61'
  - Dist to cross WB Pacific
    61'
  - Dist to cross SB Rambler
    51'
  - Dist to cross NB Rambler
    50'
  - Pacific NB Thru
    71'
  - Pacific NB LT
    75'
  - Rambler EB Thru
    80'
  - Rambler EB LT
    82'
  - Pacific SB Thru
    70'
  - Pacific SB LT
    74'
  - Rambler WB Thru
    83'
  - Rambler WB LT
    88'



CI-1
CI-12

CLEARANCE INTERVALS

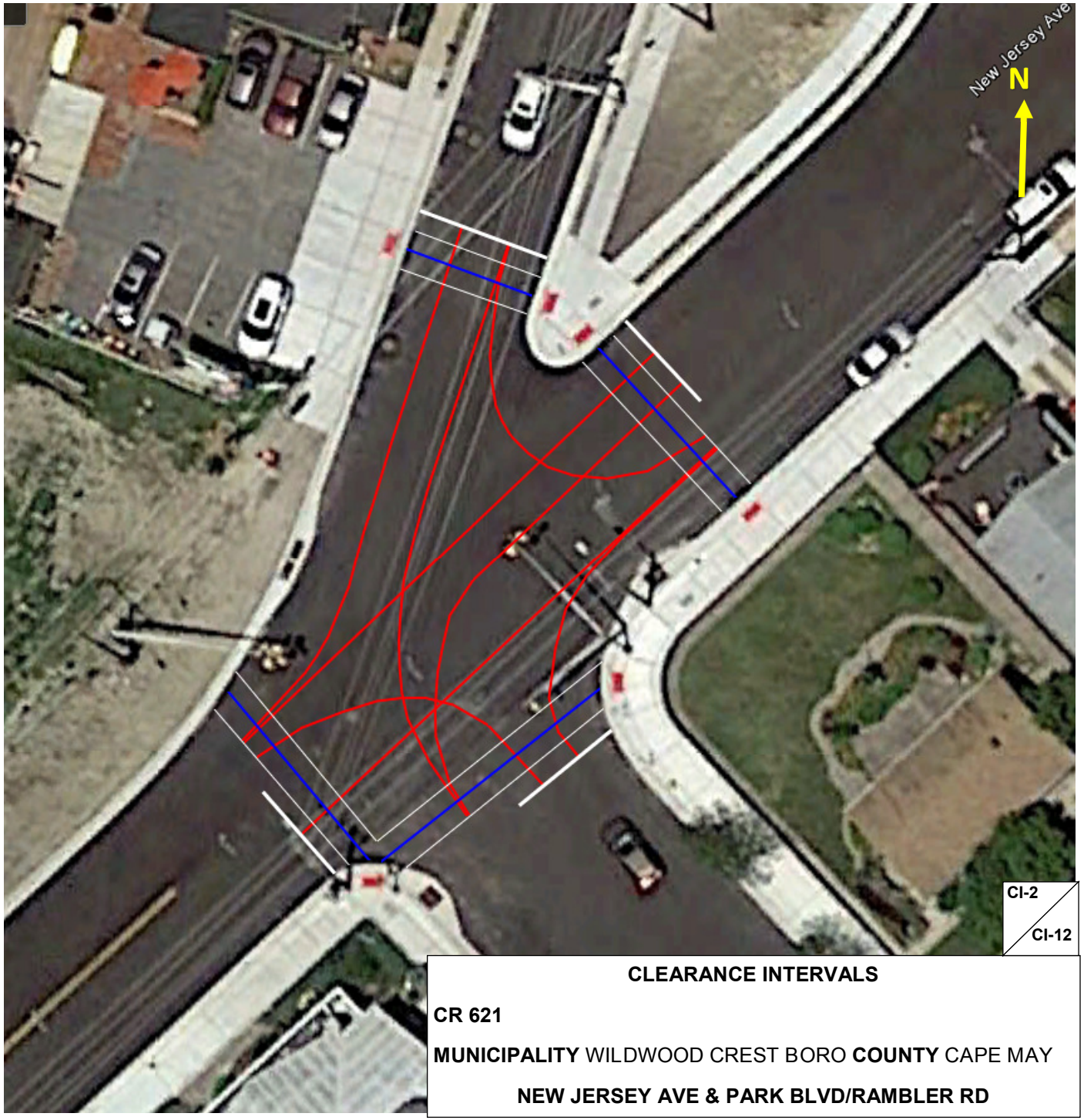
CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

RAMBLER RD & PACIFIC AVE

2- Rambler/Park

- Dist to cross NB Rambler
  54'
- Dist to cross EB NJ
  42'
- Dist to cross WB NJ
  39'
- Dist to cross SB Park
  26'
- NJ NB Thru
  110'
- Rambler WB RT
  74'
- Rambler WB LT
  65'
- NJ SB Thru
  110'
- NJ SB LT
  104'
- Park Blvd EB LT
  118'
- Park Blvd LT2
  81'
- Park Blvd RT
  110'



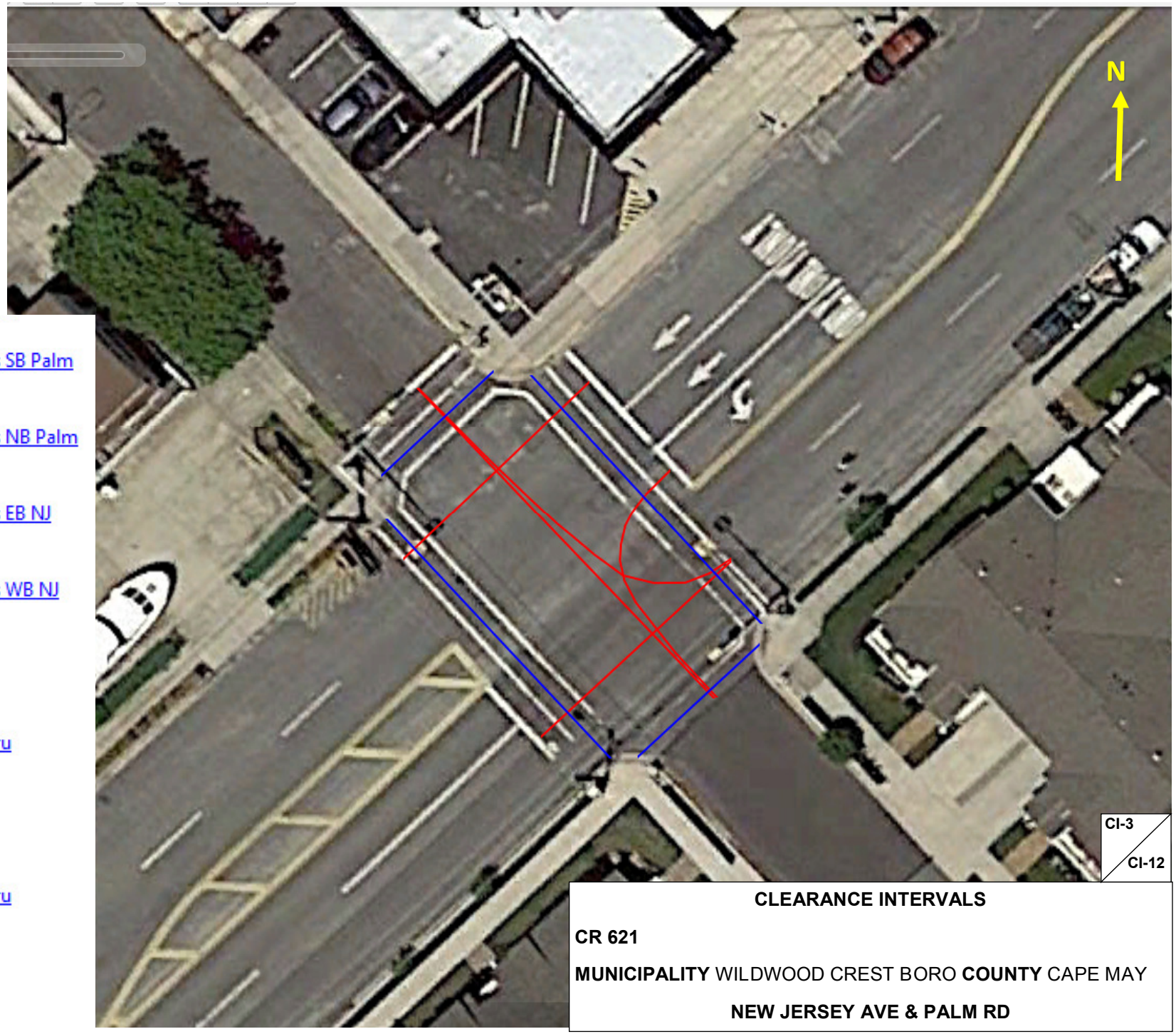
CI-2
CI-12

CLEARANCE INTERVALS

CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & PARK BLVD/RAMBLER RD



- 3- Palm
  - Dist to cross SB Palm
    32'
  - Dist to cross NB Palm
    34'
  - Dist to cross EB NJ
    68'
  - Dist to cross WB NJ
    70'
  - NJ NB Thru
    53'
  - Palm EB Thru
    88'
  - Palm EB LT
    81'
  - Palm SB Thru
    53'
  - Palm SB LT
    57'

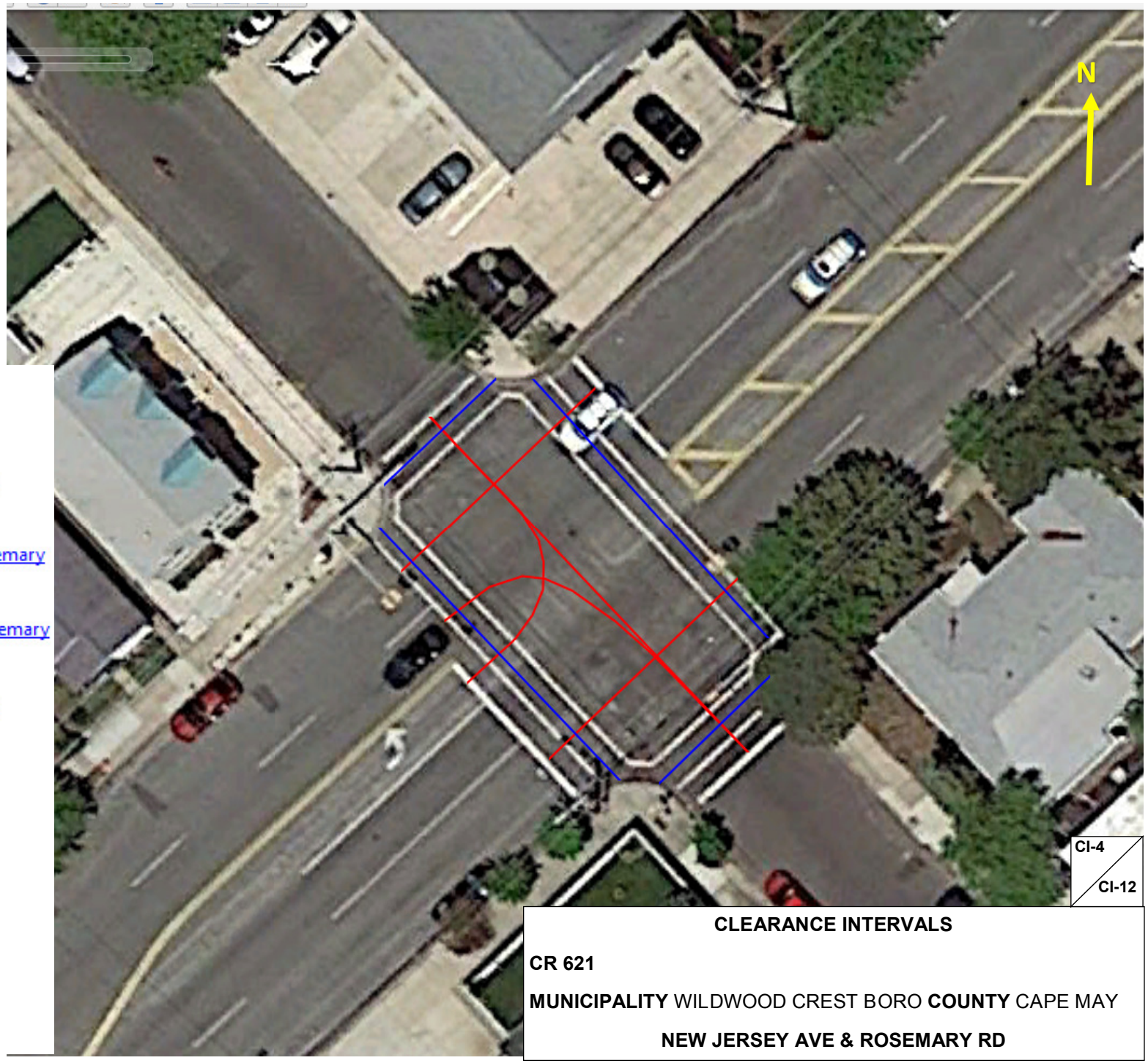
CLEARANCE INTERVALS

CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & PALM RD

- 4- Rosemary
  - Dist to cross EB NJ
    70'
  - Dist to cross WB NJ
    70'
  - Dist to cross SB Rosemary
    31'
  - Dist to cross NB Rosemary
    31'
  - Rosemary WB Thru
    92'
  - Rosemary WB LT
    76'
  - NJ NB Thru
    52'
  - NJ NB LT
    68'
  - NJ SB Thru
    54'



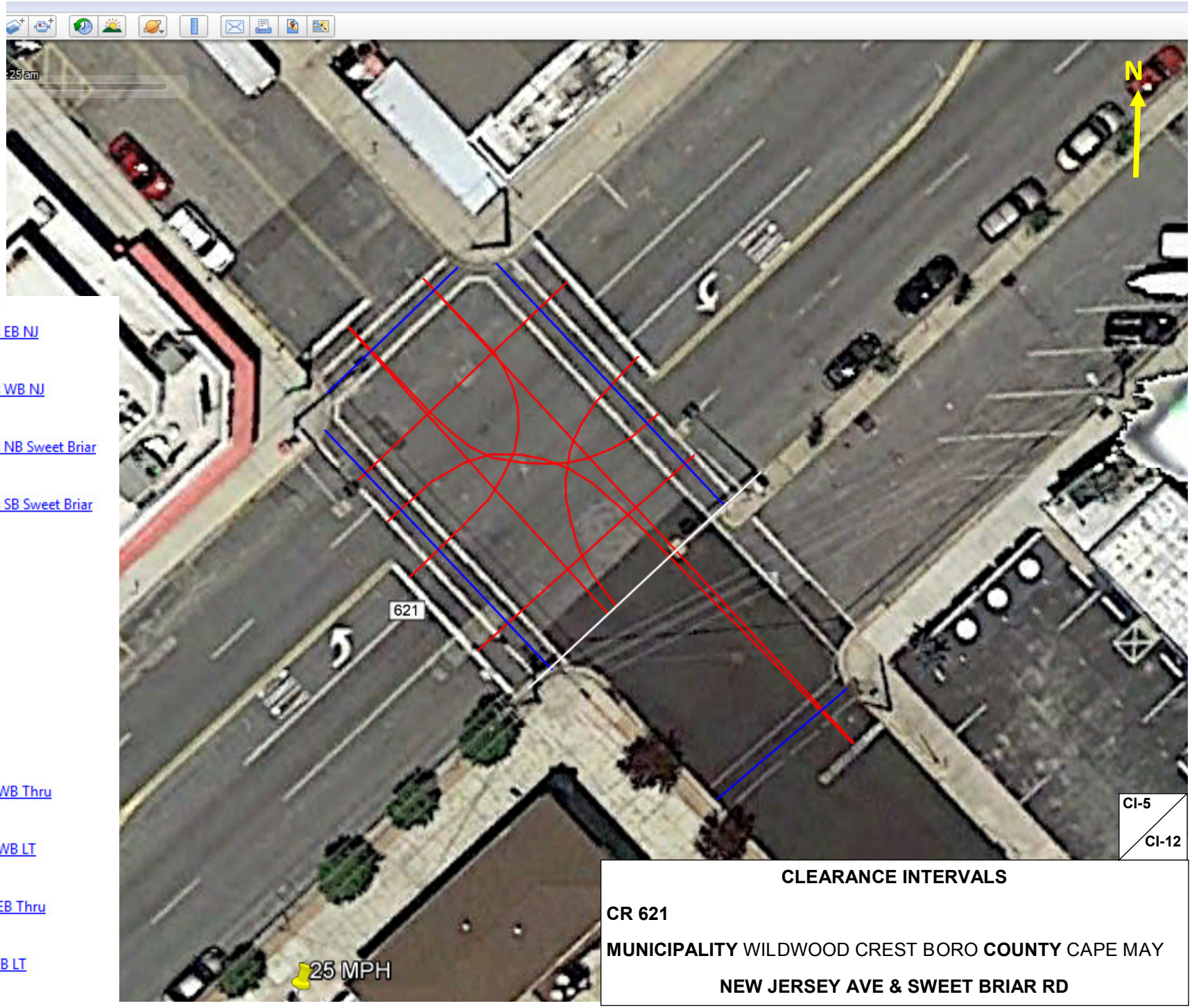
CI-4
CI-12

CLEARANCE INTERVALS

CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & ROSEMARY RD



5- Sweet Briar

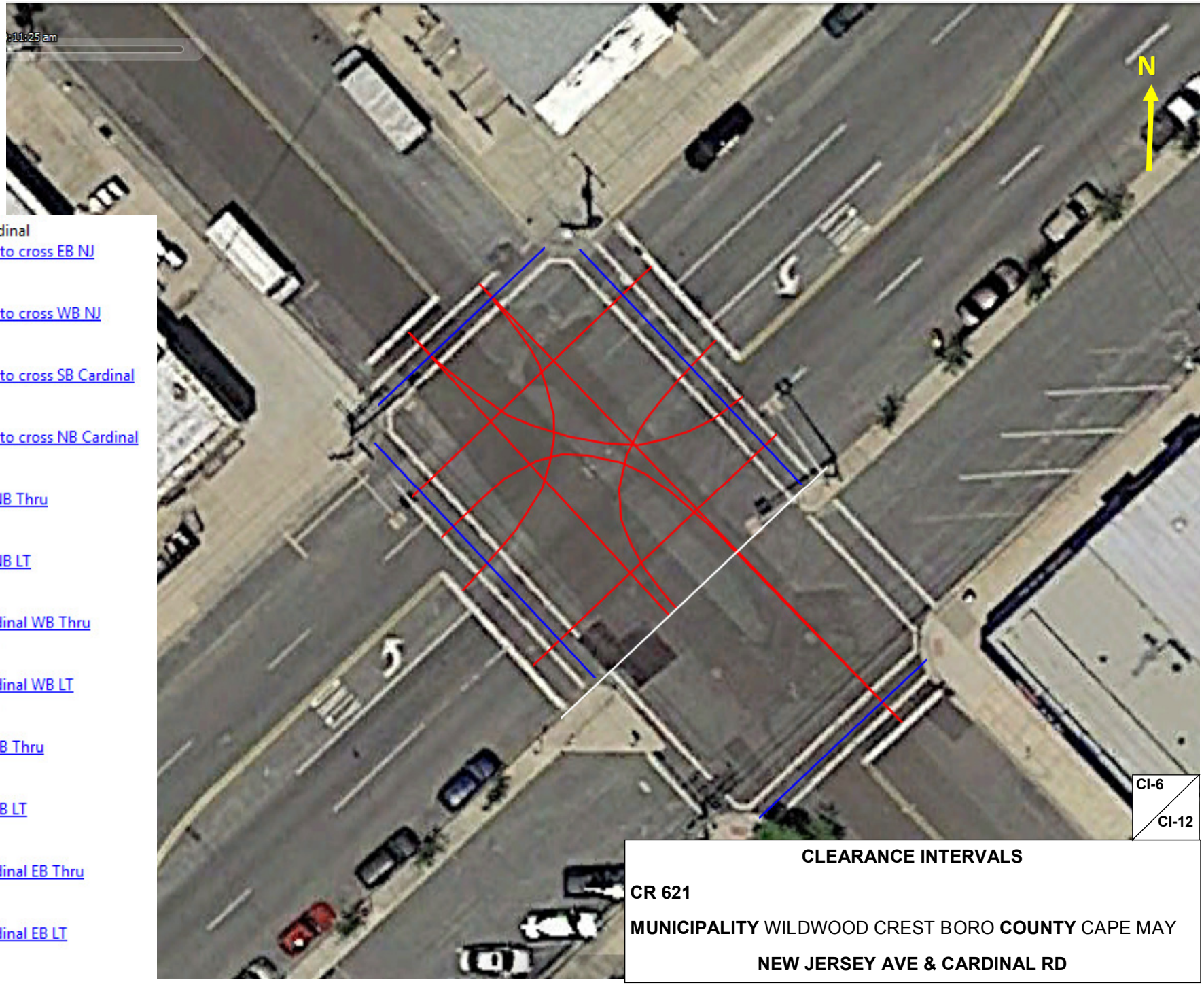
- Dist to cross EB NJ
  70'
- Dist to cross WB NJ
  70'
- Dist to cross NB Sweet Briar
  36'
- Dist to cross SB Sweet Briar
  38'
- NJ NB Thru
  62'
- NJ NB LT
  78'
- NJ SB Thru
  61'
- NJ SB LT
  60'
- Sweet Briar WB Thru
  132'
- Sweet Briar WB LT
  127'
- Sweet Briar EB Thru
  82'
- Sweet Brar EB LT
  80'

CLEARANCE INTERVALS

CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & SWEET BRIAR RD



6- Cardinal

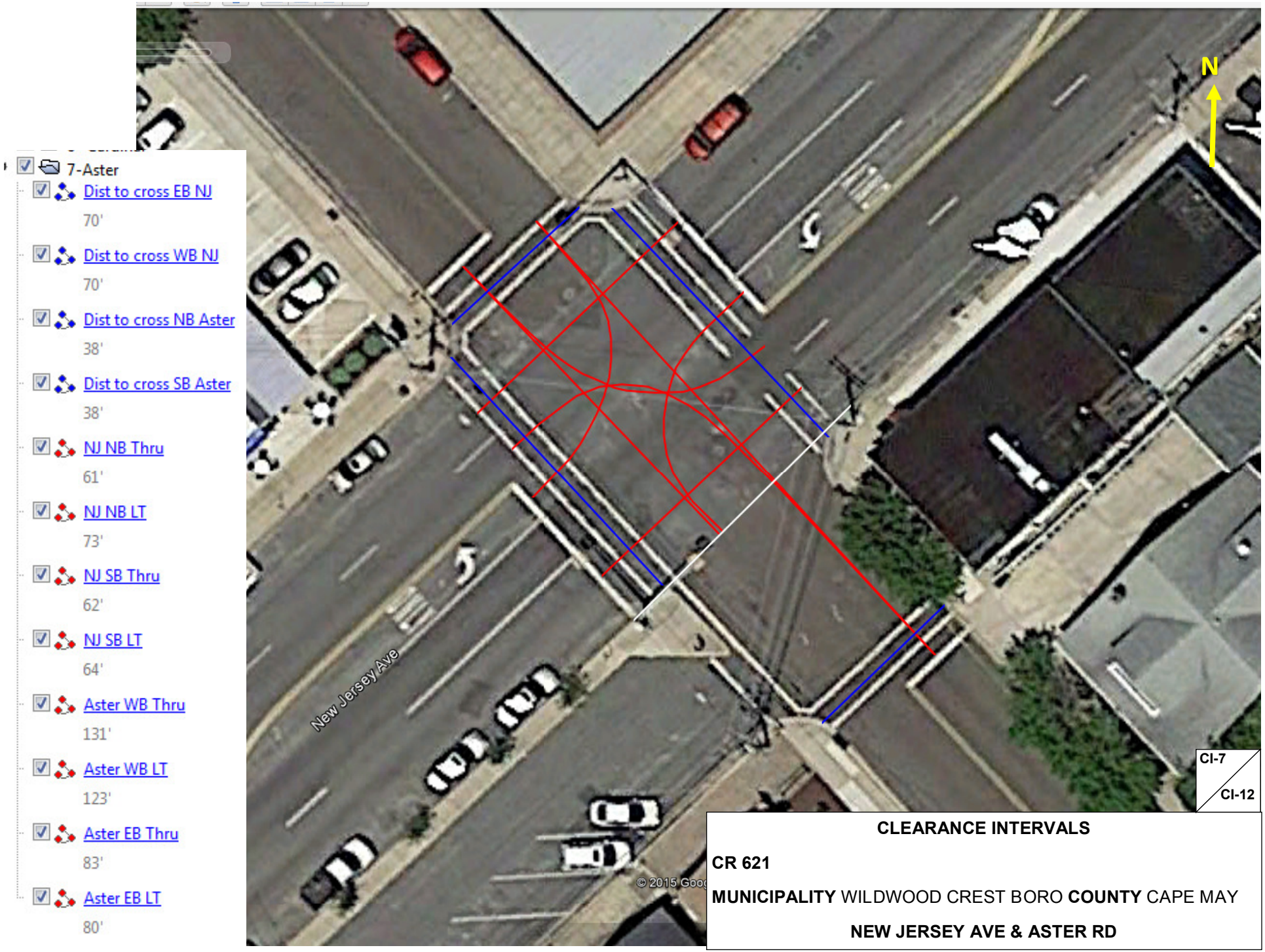
- Dist to cross EB NJ
  69'
- Dist to cross WB NJ
  69'
- Dist to cross SB Cardinal
  49'
- Dist to cross NB Cardinal
  49'
- NJ NB Thru
  72'
- NJ NB LT
  75'
- Cardinal WB Thru
  130'
- Cardinal WB LT
  127'
- NJ SB Thru
  71'
- NJ SB LT
  68'
- Cardinal EB Thru
  83'
- Cardinal EB LT
  82'

CLEARANCE INTERVALS

CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & CARDINAL RD



CLEARANCE INTERVALS

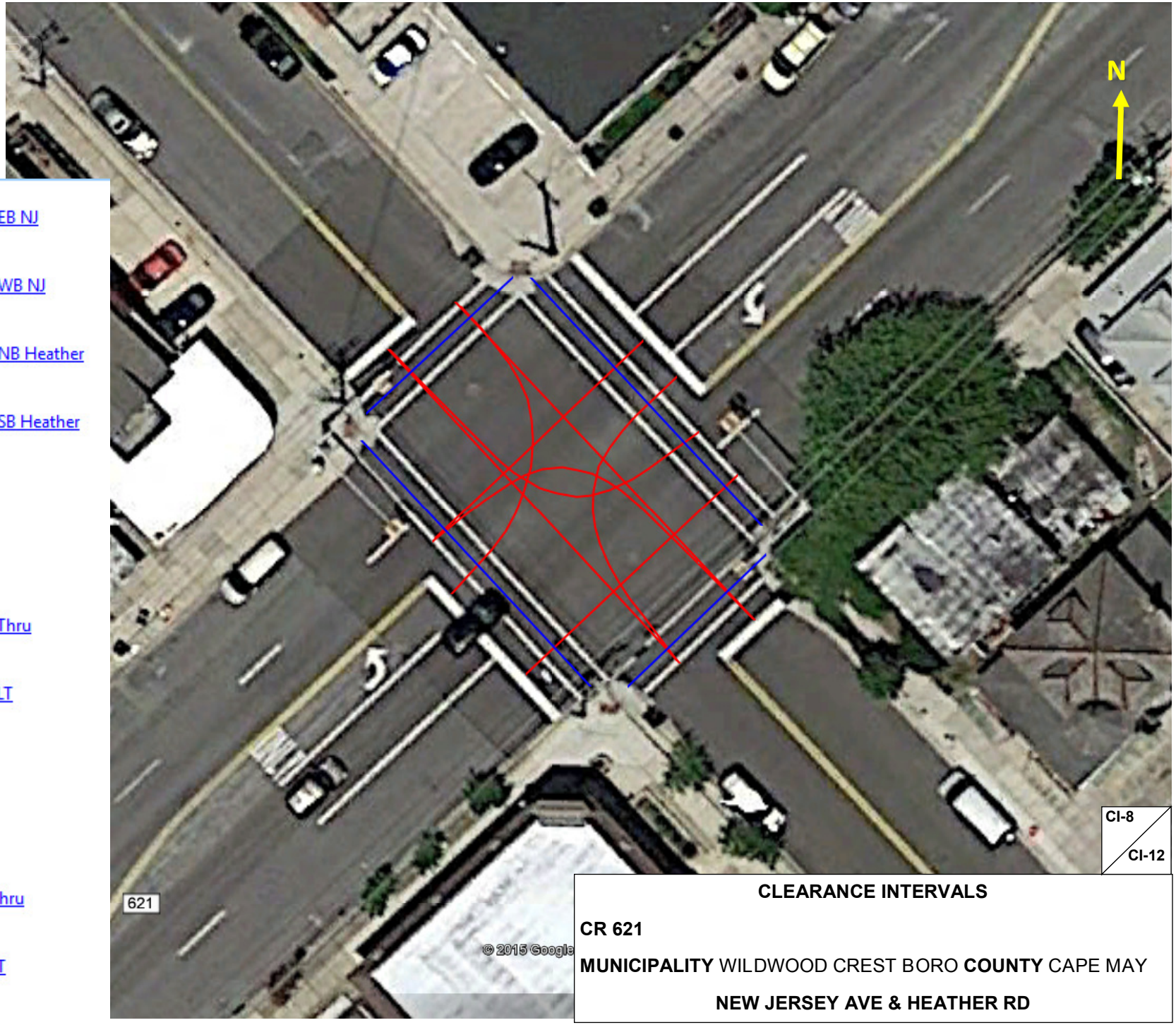
CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & ASTER RD

8- Heather

- Dist to cross EB NJ
  69'
- Dist to cross WB NJ
  69'
- Dist to cross NB Heather
  39'
- Dist to cross SB Heather
  41'
- NJ NB Thru
  59'
- NJ NB LT
  69'
- Heather WB Thru
  90'
- Heather WB LT
  83'
- NJ SB Thru
  59'
- NJ SB LT
  70'
- Heather EB Thru
  88'
- Heather EB LT
  79'



CI-8
CI-12

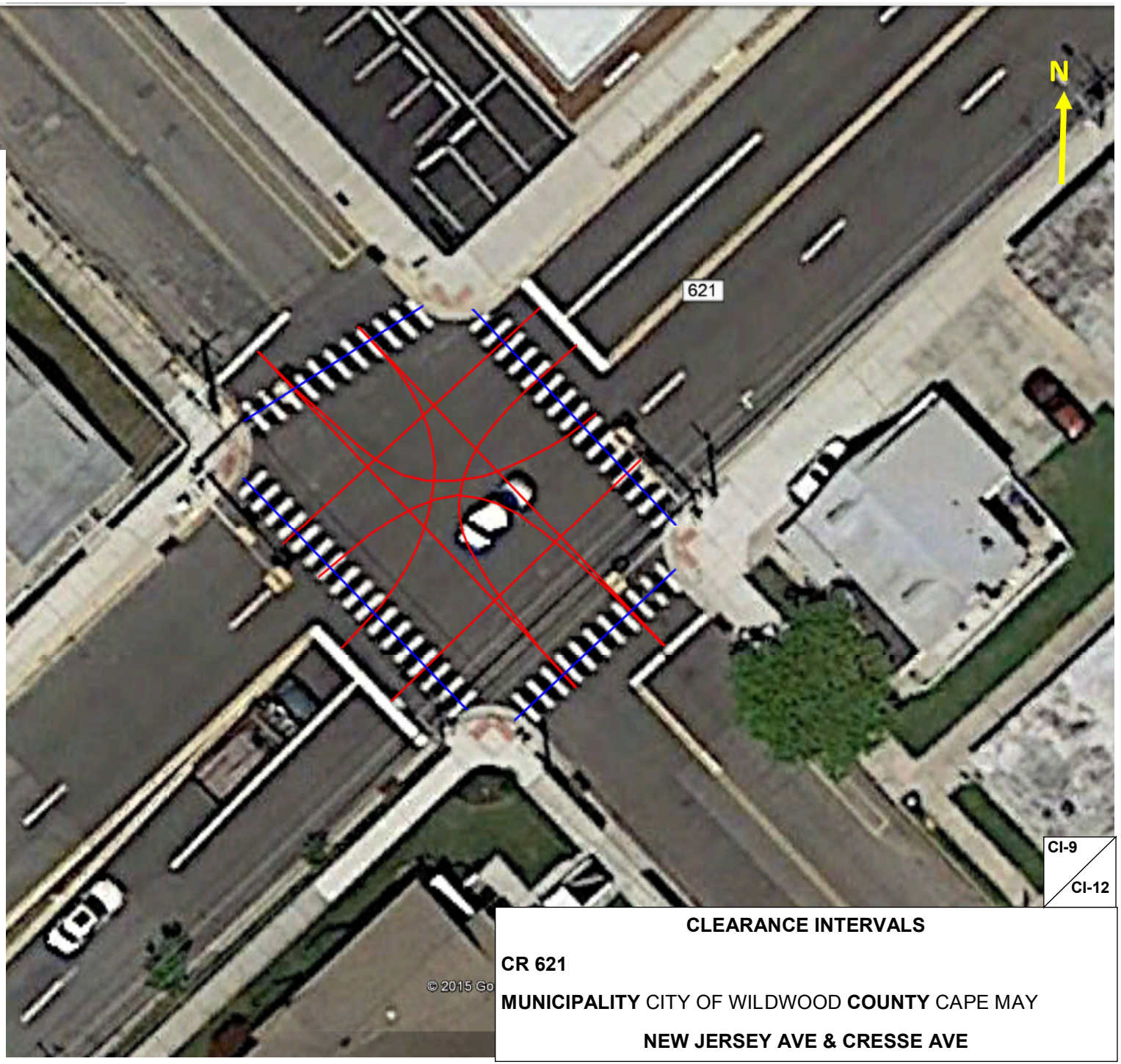
CLEARANCE INTERVALS

CR 621

MUNICIPALITY WILDWOOD CREST BORO **COUNTY** CAPE MAY

NEW JERSEY AVE & HEATHER RD

- 9- Cresse
  - Dist to cross EB NJ
    59'
  - Dist to cross WB NJ
    55'
  - Dist to cross SB Cresse
    39'
  - Dist to cross NB Cresse
    40'
  - NJ NB Thru
    63'
  - NJ NB LT
    68'
  - Cresse WB Thru
    81'
  - Cresse WB LT
    78'
  - NJ SB Thru
    64'
  - NJ SB LT
    78'
  - Cresse EB Thru
    84'
  - Cresse EB LT
    74'



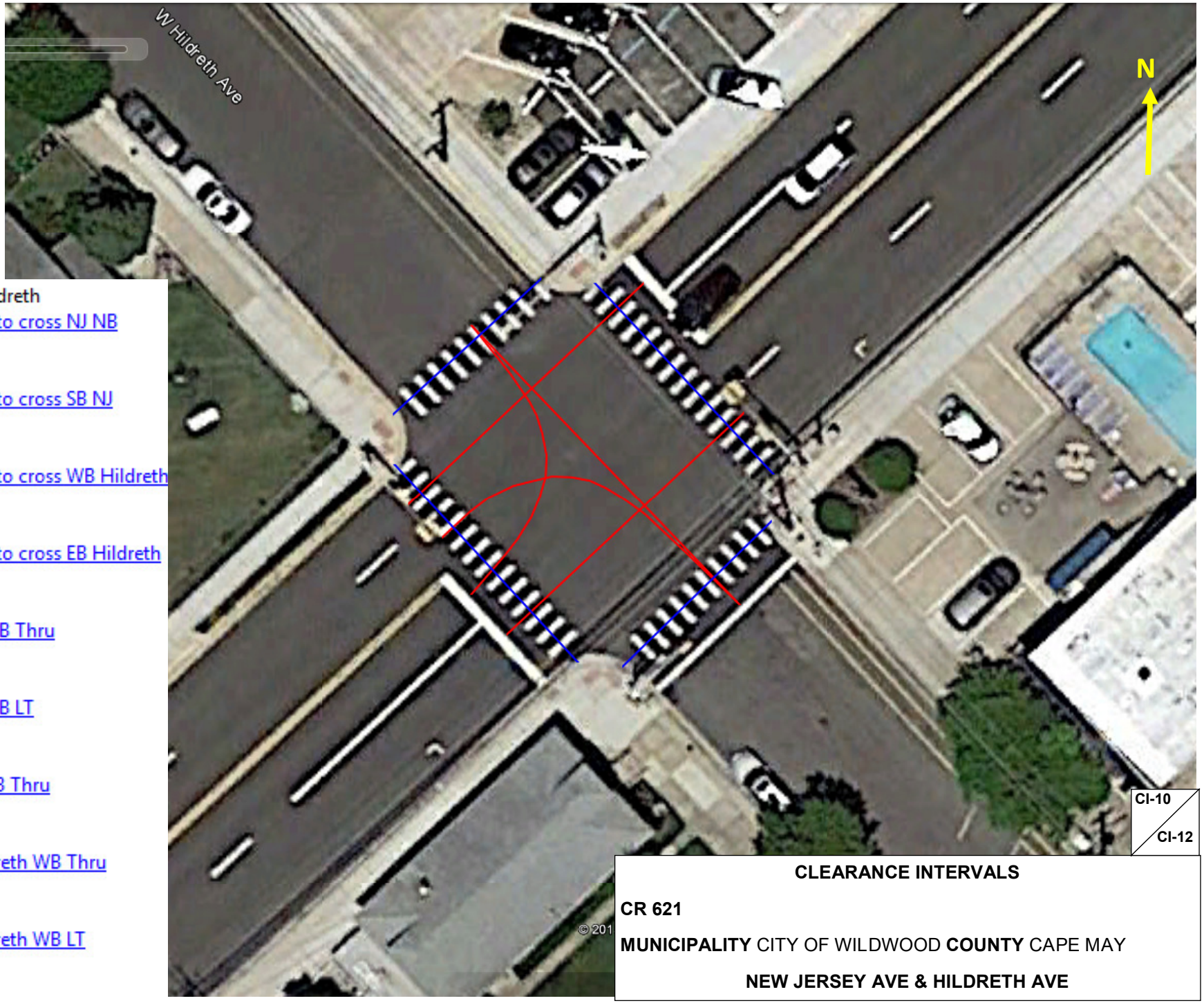
CI-9
CI-12

CLEARANCE INTERVALS

CR 621

MUNICIPALITY CITY OF WILDWOOD **COUNTY** CAPE MAY

NEW JERSEY AVE & CRESSE AVE



10- Hildreth

- Dist to cross NJ NB
  52'
- Dist to cross SB NJ
  51'
- Dist to cross WB Hildreth
  40'
- Dist to cross EB Hildreth
  40'
- NJ NB Thru
  63'
- NJ NB LT
  61'
- NJ SB Thru
  63'
- Hildreth WB Thru
  75'
- Hildreth WB LT
  70'

CLEARANCE INTERVALS

CR 621

MUNICIPALITY CITY OF WILDWOOD **COUNTY** CAPE MAY

NEW JERSEY AVE & HILDRETH AVE

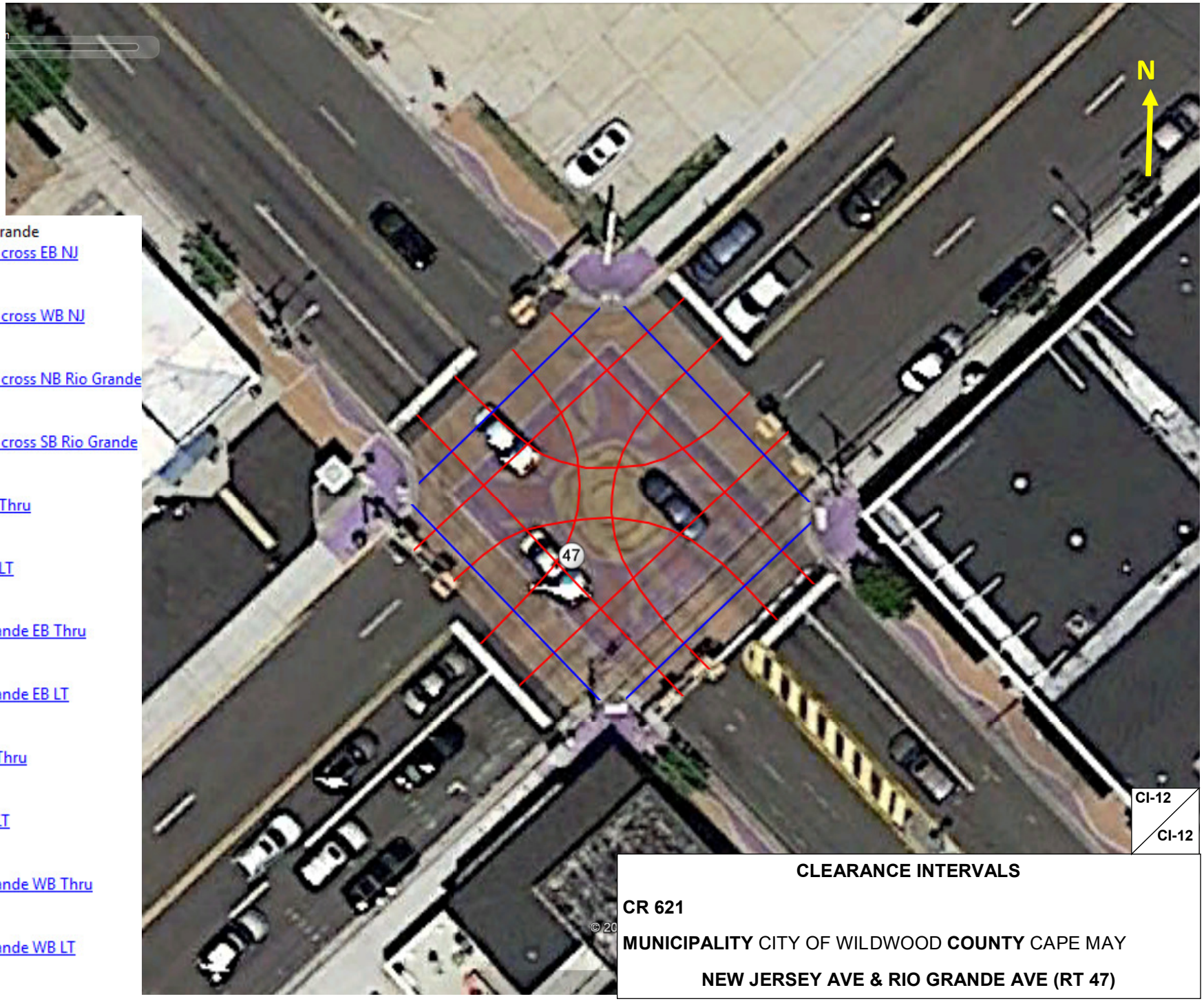
- 11- Hand
  - Dist to cross EB NJ
    51'
  - Dist to cross WB NJ
    52'
  - Dist to cross NB Hand
    40'
  - Dist to cross SB Hand
    39'
  - NJ NB Thru
    63'
  - NJ SB Thru
    63'
  - NJ SB LT
    67'
  - Hand EB Thru
    75'
  - Hand EB LT
    59'

CLEARANCE INTERVALS

CR 621

MUNICIPALITY CITY OF WILDWOOD **COUNTY** CAPE MAY

NEW JERSEY AVE & HAND AVE



12- Rio Grande

- Dist to cross EB NJ
  52'
- Dist to cross WB NJ
  52'
- Dist to cross NB Rio Grande
  49'
- Dist to cross SB Rio Grande
  49'
- NJ NB Thru
  71'
- NJ NB LT
  67'
- Rio Grande EB Thru
  75'
- Rio Grande EB LT
  68'
- NJ SB Thru
  71'
- NJ SB LT
  78'
- Rio Grande WB Thru
  73'
- Rio Grande WB LT
  73'

CI-12

CI-12

CLEARANCE INTERVALS

CR 621

MUNICIPALITY CITY OF WILDWOOD **COUNTY** CAPE MAY

NEW JERSEY AVE & RIO GRANDE AVE (RT 47)

Appendix E
Optimization Results

- No Build Results
- Optimization Results
- Optimization-Mitigation 1 Results
- Optimization-Mitigation 2 Results

No Build Results

CR 621 Signal Optimization

2015 No Build AM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.9	A	6.8	A	15.4	B	16.0	B	9.6	A
2. CR 621 & Park Boulevard	14.2	B	14.6	B	38.0	D	35.0	C	23.5	C
3. CR 621 & Palm Road	0.9	A	0.9	A	25.0	C		-	1.7	A
4. CR 621 & Rosemary Road	7.6	A	6.9	A		-	11.4	B	7.6	A
5. CR 621 & Sweet Briar Road	8.8	A	3.3	A	17.5	B	17.4	B	7.5	A
6. CR 621 & Cardinal Road	4.4	A	4.7	A	15.1	B	16.7	B	5.2	A
7. CR 621 & Aster Road	3.4	A	8.3	A	17.7	B	17.8	B	8.2	A
8. CR 621 & Heather Road	8.1	A	12.5	B	14.9	B	13.4	B	11.2	B
9. CR 621 & Cresse Avenue	9.8	A	6.3	A	11.2	B	9.4	A	8.7	A
10. CR 621 & Hildreth Avenue	6.2	A	6.4	A		-	11.6	B	6.8	A
11. CR 621 & Hand Avenue	9.2	A	12.3	B	12.6	B		-	11.2	B
12. CR 621 & SR 47	21.7	C	4.1	A	13.2	B	21.5	C	14.5	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		Existing	No Build	
CR 621 SB	2.3	5.6	5.8	3%
CR 621 NB	1.9	5.7	5.7	0%

SYSTEM PERFORMANCE

Network Performance	Existing	No Build	% Diff.
Total Delay (hr)	23	24	4%
Stop/Veh	0.5	0.5	4%
Travel Time (hr)	67	69	3%
Fuel Eff. (mpg)	13.7	13.4	-2%
HC Emissions (g)	1,320	1,350	2%
CO Emissions (g)	5,690	5,810	2%
NOx Emissions (g)	1,110	1,130	2%

CR 621 Signal Optimization

2015 No Build PM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	7.1	A	6.9	A	11.6	B	17.1	B	9.1	A
2. CR 621 & Park Boulevard	13.1	B	13.7	B	36.9	D	34.8	C	22.7	C
3. CR 621 & Palm Road	0.9	A	0.9	A	25.0	C		-	1.8	A
4. CR 621 & Rosemary Road	7.5	A	7.0	A		-	11.6	B	7.8	A
5. CR 621 & Sweet Briar Road	8.7	A	4.1	A	17.6	B	17.4	B	8.1	A
6. CR 621 & Cardinal Road	4.1	A	3.5	A	14.1	B	17.3	B	5.3	A
7. CR 621 & Aster Road	4.1	A	8.9	A	17.0	B	17.3	B	7.6	A
8. CR 621 & Heather Road	8.2	A	10.4	B	16.0	B	15.0	B	10.2	B
9. CR 621 & Cresse Avenue	10.4	B	8.0	A	11.6	B	8.7	A	9.5	A
10. CR 621 & Hildreth Avenue	7.1	A	5.4	A		-	10.7	B	7.0	A
11. CR 621 & Hand Avenue	9.1	A	14.2	B	13.8	B		-	11.9	B
12. CR 621 & SR 47	25.4	C	32.4	C	11.4	B	22.7	C	21.8	C

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		Existing	No Build	
CR 621 SB	2.3	6.0	6.2	3%
CR 621 NB	1.9	5.7	5.7	0%

SYSTEM PERFORMANCE

Network Performance	Existing	No Build	% Diff.
Total Delay (hr)	28	30	7%
Stop/Veh	0.5	0.5	2%
Travel Time (hr)	74	76	3%
Fuel Eff. (mpg)	13.0	12.8	-2%
HC Emissions (g)	1,440	1,470	2%
CO Emissions (g)	6,230	6,350	2%
NOx Emissions (g)	1,210	1,240	2%

CR 621 Signal Optimization

2015 No Build SAT Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	7.3	A	7.1	A	17.9	B	15.5	B	10.1	B
2. CR 621 & Park Boulevard	15.7	B	15.7	B	38.6	D	36.0	D	23.7	C
3. CR 621 & Palm Road	1.7	A	1.8	A	26.7	C		-	3.2	A
4. CR 621 & Rosemary Road	7.9	A	7.6	A		-	12.2	B	8.2	A
5. CR 621 & Sweet Briar Road	8.9	A	3.8	A	17.8	B	17.7	B	7.8	A
6. CR 621 & Cardinal Road	4.5	A	5.2	A	14.4	B	18.1	B	6.5	A
7. CR 621 & Aster Road	4.3	A	9.2	A	18.6	B	18.0	B	8.9	A
8. CR 621 & Heather Road	8.4	A	10.1	B	13.9	B	16.6	B	10.3	B
9. CR 621 & Cresse Avenue	10.7	B	11.3	B	13.7	B	10.8	B	11.5	B
10. CR 621 & Hildreth Avenue	9.1	A	5.4	A		-	12.3	B	8.5	A
11. CR 621 & Hand Avenue	9.2	A	16.0	B	14.7	B		-	13.1	B
12. CR 621 & SR 47	31.0	C	36.7	D	14.1	B	28.2	C	26.0	C

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		Existing	No Build	
CR 621 SB	2.3	6.3	6.5	3%
CR 621 NB	1.9	6.0	5.9	0%

SYSTEM PERFORMANCE

Network Performance	Existing	No Build	% Diff.
Total Delay (hr)	44	48	9%
Stop/Veh	0.5	0.5	4%
Travel Time (hr)	112	115	3%
Fuel Eff. (mpg)	12.7	12.4	-2%
HC Emissions (g)	2,160	2,210	2%
CO Emissions (g)	9,310	9,540	2%
NOx Emissions (g)	1,810	1,860	3%

CR 621 Signal Optimization

2015 No Build AM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.7	A	6.0	A	15.8	B	14.7	B	8.9	A
2. CR 621 & Park Boulevard	8.3	A	9.8	A	22.9	C	7.8	A	13.9	B
3. CR 621 & Palm Road	2.1	A	1.7	A	7.1	A		-	2.1	A
4. CR 621 & Rosemary Road	7.3	A	6.0	A		-	11.1	B	7.0	A
5. CR 621 & Sweet Briar Road	9.2	A	4.5	A	16.8	B	17.8	B	8.2	A
6. CR 621 & Cardinal Road	4.7	A	5.5	A	11.1	B	10.8	B	5.4	A
7. CR 621 & Aster Road	4.0	A	8.8	A	16.0	B	16.3	B	8.2	A
8. CR 621 & Heather Road	6.7	A	13.8	B	13.2	B	12.2	B	10.9	B
9. CR 621 & Cresse Avenue	11.7	B	10.0	A	11.1	B	9.3	A	10.8	B
10. CR 621 & Hildreth Avenue	8.7	A	6.1	A		-	9.4	A	7.6	A
11. CR 621 & Hand Avenue	12.8	B	13.4	B	13.3	B		-	13.1	B
12. CR 621 & SR 47	21.3	C	7.8	A	13.0	B	19.1	B	14.8	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		Existing	No Build	
CR 621 SB	2.3	4.8	5.0	4%
CR 621 NB	1.9	4.9	5.0	2%

CR 621 Signal Optimization

2015 No Build PM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.8	A	6.5	A	13.6	B	16.5	B	8.9	A
2. CR 621 & Park Boulevard	7.1	A	9.3	A	21.9	C	8.8	A	13.5	B
3. CR 621 & Palm Road	2.0	A	2.0	A	7.8	A		-	2.2	A
4. CR 621 & Rosemary Road	7.5	A	6.3	A		-	10.4	B	7.2	A
5. CR 621 & Sweet Briar Road	9.8	A	4.6	A	16.1	B	14.5	B	8.2	A
6. CR 621 & Cardinal Road	4.6	A	4.7	A	12.8	B	15.4	B	5.7	A
7. CR 621 & Aster Road	3.9	A	9.3	A	16.1	B	14.6	B	7.5	A
8. CR 621 & Heather Road	6.4	A	13.2	B	16.2	B	13.5	B	10.6	B
9. CR 621 & Cresse Avenue	12.5	B	12.9	B	10.6	B	8.8	A	11.9	B
10. CR 621 & Hildreth Avenue	9.4	A	5.0	A		-	11.3	B	7.7	A
11. CR 621 & Hand Avenue	11.8	B	17.8	B	13.0	B		-	14.6	B
12. CR 621 & SR 47	21.7	C	27.6	C	12.6	B	19.5	B	19.7	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		Existing	No Build	
CR 621 SB	2.3	5.3	5.5	4%
CR 621 NB	1.9	4.9	5.0	2%

CR 621 Signal Optimization

2015 No Build SAT Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	7.2	A	6.9	A	15.9	B	14.2	B	9.4	A
2. CR 621 & Park Boulevard	10.5	B	11.6	B	23.6	C	9.3	A	15.7	B
3. CR 621 & Palm Road	3.2	A	3.5	A	10.4	B		-	3.6	A
4. CR 621 & Rosemary Road	8.3	A	6.2	A		-	10.9	B	7.5	A
5. CR 621 & Sweet Briar Road	10.6	B	4.3	A	15.4	B	16.2	B	8.2	A
6. CR 621 & Cardinal Road	4.8	A	5.6	A	11.8	B	16.7	B	6.3	A
7. CR 621 & Aster Road	4.2	A	10.1	B	15.9	B	16.7	B	8.7	A
8. CR 621 & Heather Road	7.0	A	13.6	B	12.6	B	16.4	B	11.2	B
9. CR 621 & Cresse Avenue	14.4	B	13.7	B	13.1	B	11.6	B	13.6	B
10. CR 621 & Hildreth Avenue	9.1	A	6.3	A		-	12.3	B	8.4	A
11. CR 621 & Hand Avenue	12.7	B	16.8	B	14.0	B		-	14.6	B
12. CR 621 & SR 47	25.8	C	33.0	C	14.7	B	21.4	C	22.7	C

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		Existing	No Build	
CR 621 SB	2.3	5.4	5.6	4%
CR 621 NB	1.9	5.0	5.2	2%

Optimization Results

CR 621 Signal Optimization

2015 Optimized AM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.9	A	6.8	A	15.4	B	16.0	B	9.6	A
2. CR 621 & Park Boulevard	13.2	B	9.8	A	36.5	D	26.7	C	21.4	C
3. CR 621 & Palm Road	0.6	A	0.2	A	28.6	C		-	1.3	A
4. CR 621 & Rosemary Road	4.4	A	1.0	A		-	10.1	B	3.4	A
5. CR 621 & Sweet Briar Road	6.7	A	4.4	A	16.5	B	16.4	B	6.9	A
6. CR 621 & Cardinal Road	1.6	A	4.7	A	14.2	B	15.7	B	3.9	A
7. CR 621 & Aster Road	1.3	A	5.8	A	16.8	B	16.9	B	6.1	A
8. CR 621 & Heather Road	6.8	A	8.9	A	13.0	B	11.8	B	8.7	A
9. CR 621 & Cresse Avenue	9.8	A	2.9	A	13.1	B	10.8	B	7.9	A
10. CR 621 & Hildreth Avenue	6.9	A	4.9	A		-	13.2	B	6.6	A
11. CR 621 & Hand Avenue	8.0	A	7.4	A	15.7	B		-	9.2	A
12. CR 621 & SR 47	7.2	A	14.2	B	13.2	B	21.5	C	14.5	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt	
CR 621 SB	2.3	5.8	5.5	-5%
CR 621 NB	1.9	5.7	5.2	-9%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt	% Diff.
Total Delay (hr)	24	22	-8%
Stop/Veh	0.5	0.4	-11%
Travel Time (hr)	69	66	-4%
Fuel Eff. (mpg)	13.4	14.0	4%
HC Emissions (g)	1,350	1,290	-4%
CO Emissions (g)	5,810	5,570	-4%
NOx Emissions (g)	1,130	1,080	-4%

CR 621 Signal Optimization

2015 Optimized PM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	7.1	A	6.9	A	11.6	B	17.1	B	9.1	A
2. CR 621 & Park Boulevard	13.1	B	9.5	A	36.8	D	26.5	C	21.5	C
3. CR 621 & Palm Road	0.6	A	0.2	A	28.6	C		-	1.5	A
4. CR 621 & Rosemary Road	4.7	A	1.4	A		-	10.2	B	4.0	A
5. CR 621 & Sweet Briar Road	7.0	A	4.9	A	16.6	B	16.4	B	7.5	A
6. CR 621 & Cardinal Road	1.6	A	3.6	A	13.3	B	16.4	B	4.1	A
7. CR 621 & Aster Road	2.7	A	6.3	A	16.1	B	16.4	B	5.7	A
8. CR 621 & Heather Road	6.1	A	8.8	A	14.0	B	13.1	B	8.4	A
9. CR 621 & Cresse Avenue	10.2	B	1.9	A	13.6	B	10.0	A	7.9	A
10. CR 621 & Hildreth Avenue	6.5	A	3.4	A		-	12.3	B	6.3	A
11. CR 621 & Hand Avenue	9.2	A	6.4	A	17.0	B		-	9.0	A
12. CR 621 & SR 47	11.2	B	24.3	C	11.4	B	22.7	C	17.3	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt	
CR 621 SB	2.3	6.2	5.6	-10%
CR 621 NB	1.9	5.7	5.3	-8%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt	% Diff.
Total Delay (hr)	30	25	-17%
Stop/Veh	0.5	0.4	-13%
Travel Time (hr)	76	71	-7%
Fuel Eff. (mpg)	12.8	13.6	6%
HC Emissions (g)	1,470	1,380	-6%
CO Emissions (g)	6,350	5,960	-6%
NOx Emissions (g)	1,240	1,160	-6%

CR 621 Signal Optimization

2015 Optimized SAT Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	7.3	A	7.1	A	17.9	B	15.5	B	10.1	B
2. CR 621 & Park Boulevard	15.2	B	11.1	B	41.7	D	26.8	C	23.1	C
3. CR 621 & Palm Road	1.5	A	0.4	A	29.6	C		-	2.6	A
4. CR 621 & Rosemary Road	3.7	A	2.0	A		-	10.7	B	3.6	A
5. CR 621 & Sweet Briar Road	4.8	A	6.2	A	16.9	B	16.7	B	6.9	A
6. CR 621 & Cardinal Road	1.7	A	5.1	A	13.6	B	17.1	B	5.3	A
7. CR 621 & Aster Road	2.5	A	6.5	A	17.6	B	17.0	B	6.8	A
8. CR 621 & Heather Road	8.7	A	9.2	A	12.2	B	14.5	B	9.7	A
9. CR 621 & Cresse Avenue	10.6	B	1.3	A	16.1	B	12.8	B	9.0	A
10. CR 621 & Hildreth Avenue	7.2	A	3.7	A		-	14.6	B	7.6	A
11. CR 621 & Hand Avenue	9.1	A	6.4	A	18.7	B		-	9.6	A
12. CR 621 & SR 47	16.6	B	5.9	A	14.1	B	28.2	C	16.6	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt	
CR 621 SB	2.3	6.5	5.4	-16%
CR 621 NB	1.9	5.9	5.4	-9%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt	% Diff.
Total Delay (hr)	48	37	-23%
Stop/Veh	0.5	0.4	-18%
Travel Time (hr)	115	105	-9%
Fuel Eff. (mpg)	12.4	13.7	10%
HC Emissions (g)	2,210	2,010	-9%
CO Emissions (g)	9,540	8,670	-9%
NOx Emissions (g)	1,860	1,690	-9%

CR 621 Signal Optimization

2015 Optimized AM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.4	A	6.4	A	15.5	B	14.6	B	8.9	A
2. CR 621 & Park Boulevard	7.5	A	13.4	B	25.0	C	8.7	A	15.4	B
3. CR 621 & Palm Road	2.3	A	0.9	A	33.1	C		-	2.5	A
4. CR 621 & Rosemary Road	5.0	A	2.5	A		-	7.2	A	4.1	A
5. CR 621 & Sweet Briar Road	8.5	A	7.8	A	14.6	B	12.2	B	8.8	A
6. CR 621 & Cardinal Road	2.4	A	4.9	A	10.3	B	16.4	B	3.9	A
7. CR 621 & Aster Road	1.9	A	6.8	A	15.4	B	14.1	B	6.0	A
8. CR 621 & Heather Road	9.6	A	8.6	A	10.0	A	10.8	B	9.3	A
9. CR 621 & Cresse Avenue	9.7	A	2.0	A	12.4	B	11.9	B	7.9	A
10. CR 621 & Hildreth Avenue	6.3	A	3.0	A		-	12.6	B	5.3	A
11. CR 621 & Hand Avenue	7.1	A	4.3	A	15.8	B		-	7.4	A
12. CR 621 & SR 47	7.4	A	15.6	B	12.6	B	19.0	B	14.0	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt	
CR 621 SB	2.3	5.0	4.6	-8%
CR 621 NB	1.9	5.0	4.4	-11%

CR 621 Signal Optimization

2015 Optimized PM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	6.7	A	6.3	A	13.5	B	16.0	B	8.7	A
2. CR 621 & Park Boulevard	6.3	A	11.6	B	26.1	C	8.2	A	15.4	B
3. CR 621 & Palm Road	2.5	A	1.1	A	31.3	C		-	2.9	A
4. CR 621 & Rosemary Road	5.2	A	2.6	A		-	9.3	A	4.4	A
5. CR 621 & Sweet Briar Road	8.8	A	8.5	A	16.5	B	16.0	B	9.7	A
6. CR 621 & Cardinal Road	2.4	A	4.2	A	12.9	B	15.1	B	4.6	A
7. CR 621 & Aster Road	2.2	A	6.7	A	14.4	B	16.1	B	5.5	A
8. CR 621 & Heather Road	9.6	A	7.8	A	13.6	B	12.9	B	9.3	A
9. CR 621 & Cresse Avenue	9.3	A	1.7	A	13.0	B	8.9	A	7.0	A
10. CR 621 & Hildreth Avenue	5.9	A	2.1	A		-	12.7	B	5.1	A
11. CR 621 & Hand Avenue	7.3	A	3.3	A	16.6	B		-	6.7	A
12. CR 621 & SR 47	9.1	A	23.1	C	12.0	B	19.1	B	16.4	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt	
CR 621 SB	2.3	5.5	4.7	-16%
CR 621 NB	1.9	5.0	4.5	-10%

CR 621 Signal Optimization

2015 Optimized SAT Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	7.4	A	6.5	A	17.1	B	15.2	B	9.6	A
2. CR 621 & Park Boulevard	8.7	A	16.1	B	25.5	C	8.8	A	17.0	B
3. CR 621 & Palm Road	4.3	A	1.9	A	32.5	C		-	4.2	A
4. CR 621 & Rosemary Road	6.9	A	3.2	A		-	10.0	A	5.4	A
5. CR 621 & Sweet Briar Road	8.8	A	8.4	A	17.1	B	14.3	B	9.4	A
6. CR 621 & Cardinal Road	2.6	A	5.3	A	12.0	B	14.7	B	5.1	A
7. CR 621 & Aster Road	3.1	A	6.9	A	15.1	B	15.1	B	6.6	A
8. CR 621 & Heather Road	11.2	B	9.0	A	11.8	B	12.6	B	10.3	B
9. CR 621 & Cresse Avenue	11.1	B	2.0	A	13.9	B	12.2	B	8.7	A
10. CR 621 & Hildreth Avenue	5.9	A	2.6	A		-	13.6	B	5.8	A
11. CR 621 & Hand Avenue	7.9	A	3.5	A	18.0	B		-	7.7	A
12. CR 621 & SR 47	14.2	B	12.8	B	15.2	B	21.6	C	16.1	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt	
CR 621 SB	2.3	5.6	4.6	-18%
CR 621 NB	1.9	5.2	4.7	-9%

Optimization-Mitigation 1 Results

CR 621 Signal Optimization

2015 Optimized-Mit 1 AM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	3.2	A	3.2	A	24.7	C	24.5	C	9.8	A
2. CR 621 & Park Boulevard	13.2	B	9.1	A	36.5	D	26.7	C	21.3	C
3. CR 621 & Palm Road	0.3	A	0.4	A	28.6	C		-	1.3	A
4. CR 621 & Rosemary Road	0.8	A	0.9	A		-	18.0	B	2.0	A
5. CR 621 & Sweet Briar Road	1.8	A	1.6	A	28.2	C	27.5	C	5.1	A
6. CR 621 & Cardinal Road	1.5	A	2.1	A	23.5	C	24.7	C	3.2	A
7. CR 621 & Aster Road	1.4	A	0.6	A	29.3	C	29.7	C	6.1	A
8. CR 621 & Heather Road	4.4	A	1.7	A	22.0	C	22.0	C	6.1	A
9. CR 621 & Cresse Avenue	3.8	A	0.5	A	24.7	C	19.0	B	7.9	A
10. CR 621 & Hildreth Avenue	1.4	A	2.0	A		-	22.4	C	3.8	A
11. CR 621 & Hand Avenue	5.1	A	3.1	A	23.3	C		-	7.6	A
12. CR 621 & SR 47	8.3	A	4.0	A	21.7	C	12.2	B	14.1	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 1	
CR 621 SB	2.3	5.8	5.0	-13%
CR 621 NB	1.9	5.7	4.9	-13%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt-Mit 1	% Diff.
Total Delay (hr)	24	21	-13%
Stop/Veh	0.5	0.4	-19%
Travel Time (hr)	69	67	-3%
Fuel Eff. (mpg)	13.4	14.4	7%
HC Emissions (g)	1,350	1,300	-4%
CO Emissions (g)	5,810	5,590	-4%
NOx Emissions (g)	1,130	1,090	-4%

CR 621 Signal Optimization

2015 Optimized-Mit 1 PM Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	3.1	A	3.1	A	19.4	B	27.2	C	9.0	A
2. CR 621 & Park Boulevard	13.5	B	10.6	B	34.9	C	26.5	C	21.1	C
3. CR 621 & Palm Road	0.2	A	0.6	A	28.6	C		-	1.5	A
4. CR 621 & Rosemary Road	1.0	A	0.9	A		-	18.6	B	3.1	A
5. CR 621 & Sweet Briar Road	2.2	A	1.6	A	29.3	C	28.0	C	5.7	A
6. CR 621 & Cardinal Road	0.7	A	0.9	A	22.3	C	27.9	C	3.9	A
7. CR 621 & Aster Road	1.2	A	1.3	A	26.6	C	28.0	C	3.7	A
8. CR 621 & Heather Road	2.2	A	1.9	A	23.5	C	23.9	C	5.4	A
9. CR 621 & Cresse Avenue	1.8	A	1.3	A	24.9	C	18.5	B	7.8	A
10. CR 621 & Hildreth Avenue	2.5	A	2.0	A		-	21.8	C	5.4	A
11. CR 621 & Hand Avenue	4.6	A	2.2	A	24.9	C		-	6.2	A
12. CR 621 & SR 47	10.5	B	3.2	A	22.3	C	14.7	B	13.7	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 1	
CR 621 SB	2.3	6.2	4.9	-20%
CR 621 NB	1.9	5.7	4.9	-14%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt-Mit 1	% Diff.
Total Delay (hr)	30	22	-27%
Stop/Veh	0.5	0.4	-27%
Travel Time (hr)	76	70	-8%
Fuel Eff. (mpg)	12.8	14.4	13%
HC Emissions (g)	1,470	1,340	-9%
CO Emissions (g)	6,350	5,790	-9%
NOx Emissions (g)	1,240	1,130	-9%

CR 621 Signal Optimization

2015 Optimized-Mit 1 SAT Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	4.2	A	4.1	A	24.9	C	22.3	C	10.0	A
2. CR 621 & Park Boulevard	15.2	B	10.7	B	41.7	D	26.8	C	23.0	C
3. CR 621 & Palm Road	0.4	A	1.0	A	29.6	C		-	2.4	A
4. CR 621 & Rosemary Road	0.6	A	0.7	A		-	19.6	B	2.4	A
5. CR 621 & Sweet Briar Road	1.8	A	1.9	A	27.5	C	26.9	C	5.0	A
6. CR 621 & Cardinal Road	1.0	A	1.8	A	21.1	C	28.5	C	4.8	A
7. CR 621 & Aster Road	1.5	A	2.4	A	31.3	C	28.4	C	6.8	A
8. CR 621 & Heather Road	3.5	A	2.3	A	22.2	C	26.5	C	6.4	A
9. CR 621 & Cresse Avenue	2.3	A	1.8	A	26.9	C	20.4	C	8.9	A
10. CR 621 & Hildreth Avenue	3.7	A	1.4	A		-	23.6	C	7.3	A
11. CR 621 & Hand Avenue	6.6	A	3.4	A	26.2	C		-	8.6	A
12. CR 621 & SR 47	13.0	B	12.2	B	23.8	C	13.1	B	16.4	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 1	
CR 621 SB	2.3	6.5	5.3	-19%
CR 621 NB	1.9	5.9	5.0	-17%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt-Mit 1	% Diff.
Total Delay (hr)	48	32	-33%
Stop/Veh	0.5	0.3	-35%
Travel Time (hr)	115	99	-14%
Fuel Eff. (mpg)	12.4	14.6	18%
HC Emissions (g)	2,210	1,880	-15%
CO Emissions (g)	9,540	8,110	-15%
NOx Emissions (g)	1,860	1,580	-15%

CR 621 Signal Optimization

2015 Optimized-Mit 1 AM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	3.4	A	2.8	A	24.3	C	21.8	C	8.9	A
2. CR 621 & Park Boulevard	7.8	A	9.6	A	26.2	C	8.7	A	15.3	B
3. CR 621 & Palm Road	2.2	A	1.0	A	35.7	D		-	2.5	A
4. CR 621 & Rosemary Road	1.2	A	1.0	A		-	18.3	B	2.4	A
5. CR 621 & Sweet Briar Road	3.6	A	2.6	A	21.4	C	23.7	C	5.5	A
6. CR 621 & Cardinal Road	2.4	A	2.1	A	17.3	B	20.4	C	3.2	A
7. CR 621 & Aster Road	2.5	A	2.6	A	21.4	C	21.3	C	5.7	A
8. CR 621 & Heather Road	3.7	A	2.2	A	21.2	C	20.3	C	5.7	A
9. CR 621 & Cresse Avenue	6.7	A	2.3	A	19.1	B	14.4	B	8.4	A
10. CR 621 & Hildreth Avenue	2.4	A	2.2	A		-	24.8	C	4.3	A
11. CR 621 & Hand Avenue	3.7	A	3.1	A	21.5	C		-	6.5	A
12. CR 621 & SR 47	9.7	A	7.5	A	19.6	B	12.6	B	14.3	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 1	
CR 621 SB	2.3	5.0	4.2	-17%
CR 621 NB	1.9	5.0	4.3	-13%

CR 621 Signal Optimization

2015 Optimized-Mit 1 PM Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	3.7	A	3.3	A	18.9	B	22.5	C	8.2	A
2. CR 621 & Park Boulevard	6.6	A	10.1	B	23.8	C	10.0	A	14.3	B
3. CR 621 & Palm Road	2.5	A	1.3	A	33.4	C		-	2.9	A
4. CR 621 & Rosemary Road	1.9	A	1.5	A		-	16.9	B	3.3	A
5. CR 621 & Sweet Briar Road	4.7	A	3.0	A	22.9	C	20.5	C	6.2	A
6. CR 621 & Cardinal Road	2.0	A	1.9	A	17.8	B	22.1	C	3.9	A
7. CR 621 & Aster Road	1.8	A	2.1	A	21.6	C	22.5	C	3.9	A
8. CR 621 & Heather Road	3.7	A	2.1	A	23.2	C	23.8	C	5.8	A
9. CR 621 & Cresse Avenue	4.0	A	1.5	A	21.2	C	17.9	B	7.9	A
10. CR 621 & Hildreth Avenue	3.1	A	1.5	A		-	21.6	C	5.1	A
11. CR 621 & Hand Avenue	4.5	A	2.5	A	24.5	C		-	6.1	A
12. CR 621 & SR 47	12.2	B	7.7	A	20.3	C	13.3	B	13.8	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 1	
CR 621 SB	2.3	5.5	4.1	-26%
CR 621 NB	1.9	5.0	4.4	-13%

CR 621 Signal Optimization

2015 Optimized-Mit 1 SAT Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	5.1	A	5.2	A	20.3	C	18.6	B	9.2	A
2. CR 621 & Park Boulevard	8.4	A	14.8	B	25.1	C	9.2	A	16.5	B
3. CR 621 & Palm Road	4.1	A	2.5	A	32.9	C		-	4.3	A
4. CR 621 & Rosemary Road	2.4	A	1.4	A		-	19.1	B	3.3	A
5. CR 621 & Sweet Briar Road	6.6	A	4.1	A	17.8	B	16.9	B	6.5	A
6. CR 621 & Cardinal Road	2.7	A	3.6	A	14.8	B	18.0	B	4.8	A
7. CR 621 & Aster Road	3.5	A	4.0	A	18.4	B	17.1	B	5.8	A
8. CR 621 & Heather Road	6.6	A	2.6	A	19.9	B	24.3	C	7.1	A
9. CR 621 & Cresse Avenue	8.1	A	2.3	A	17.0	B	15.9	B	8.7	A
10. CR 621 & Hildreth Avenue	5.1	A	2.8	A		-	15.3	B	5.9	A
11. CR 621 & Hand Avenue	5.6	A	2.9	A	22.6	C		-	7.2	A
12. CR 621 & SR 47	12.6	B	15.0	B	23.2	C	13.1	B	16.8	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 1	
CR 621 SB	2.3	5.6	4.3	-23%
CR 621 NB	1.9	5.2	4.5	-13%

Optimization-Mitigation 2 Results

CR 621 Signal Optimization

2015 Optimized-Mit 2 (Wildwood Crest Road Diet) SAT Peak Synchro Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	4.2	A	4.1	A	24.9	C	22.3	C	10.0	A
2. CR 621 & Park Boulevard	19.0	B	12.1	B	42.5	D	26.8	C	24.8	C
3. CR 621 & Palm Road	0.7	A	1.2	A	29.7	C		-	2.6	A
4. CR 621 & Rosemary Road	0.9	A	1.0	A		-	19.7	B	2.7	A
5. CR 621 & Sweet Briar Road	2.2	A	2.8	A	27.5	D	26.9	D	5.6	A
6. CR 621 & Cardinal Road	1.5	A	3.1	A	21.1	C	28.5	D	5.6	A
7. CR 621 & Aster Road	2.0	A	3.3	A	31.3	C	28.4	C	7.4	A
8. CR 621 & Heather Road	2.5	A	3.2	A	22.2	C	26.5	C	6.4	A
9. CR 621 & Cresse Avenue	3.0	A	2.8	A	27.0	C	20.4	C	9.5	A
10. CR 621 & Hildreth Avenue	2.6	A	1.4	A		-	23.6	C	6.9	A
11. CR 621 & Hand Avenue	7.7	A	3.4	A	26.2	C		-	9.1	A
12. CR 621 & SR 47	12.8	B	12.2	B	23.9	C	13.1	B	16.4	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 2	
CR 621 SB	2.3	6.5	5.3	-18%
CR 621 NB	1.9	5.9	5.0	-16%

SYSTEM PERFORMANCE

Network Performance	No Build	Opt-Mit 2	% Diff.
Total Delay (hr)	48	33	-31%
Stop/Veh	0.5	0.3	-33%
Travel Time (hr)	115	101	-12%
Fuel Eff. (mpg)	12.4	14.5	17%
HC Emissions (g)	2,210	1,900	-14%
CO Emissions (g)	9,540	8,200	-14%
NOx Emissions (g)	1,860	1,590	-15%

CR 621 Signal Optimization

2015 Optimized-Mit 2 (Wildwood Crest Road Diet) SAT Peak SimTraffic Results

Intersection	NB		SB		EB		WB		ALL	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. CR 621 & Pacific Avenue	5.4	A	5.3	A	19.9	B	18.8	B	9.3	A
2. CR 621 & Park Boulevard	10.1	B	16.8	B	24.8	C	9.8	A	17.4	B
3. CR 621 & Palm Road	4.2	A	3.1	A	33.1	C		-	4.6	A
4. CR 621 & Rosemary Road	3.4	A	2.3	A		-	18.6	B	4.1	A
5. CR 621 & Sweet Briar Road	8.2	A	4.9	A	16.7	C	17.5	C	7.6	A
6. CR 621 & Cardinal Road	3.8	A	6.4	A	14.8	B	17.5	C	6.5	A
7. CR 621 & Aster Road	5.4	A	10.7	B	18.3	B	16.7	B	9.6	A
8. CR 621 & Heather Road	5.6	A	3.1	A	19.9	B	25.5	C	7.0	A
9. CR 621 & Cresse Avenue	6.8	A	3.4	A	17.3	B	15.9	B	8.7	A
10. CR 621 & Hildreth Avenue	4.8	A	3.3	A		-	17.3	B	6.4	A
11. CR 621 & Hand Avenue	4.9	A	3.0	A	22.7	C		-	6.9	A
12. CR 621 & SR 47	12.6	B	16.0	B	22.3	C	13.1	B	16.8	B

Note: Hatched cells indicate approach does not exist or zero volume

TRAVEL TIME COMPARISONS

Travel Time Road & Direction	Distance	Travel Times (minutes)		% Diff.
		No Build	Opt-Mit 2	
CR 621 SB	2.3	5.6	4.7	-17%
CR 621 NB	1.9	5.2	4.6	-11%

Appendix F
Intersection Assessment Summary

SJTPO FY 2016 Local Safety and CMAQ Project Development

Cape May County (CR 621) - Intersection Summary

1: CR 621 (Rambler Rd) and Pacific Ave

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	9 (A)	14.9	0.38	0.07	0.09
	PM	9 (A)	15.0	0.43	0.08	0.10
	SAT	9 (A)	14.7	0.61	0.12	0.14
No Build	AM	9 (A)	14.7	0.39	0.08	0.09
	PM	9 (A)	14.8	0.44	0.09	0.10
	SAT	10 (B)	14.4	0.62	0.12	0.14
Opt	AM	9 (A)	14.7	0.39	0.08	0.09
	PM	9 (A)	14.8	0.44	0.09	0.10
	SAT	10 (B)	14.4	0.62	0.12	0.14
Opt w/ Mit. 1	AM	9 (A)	15.2	0.37	0.07	0.09
	PM	9 (A)	15.4	0.42	0.08	0.10
	SAT	10 (B)	15.0	0.60	0.12	0.14

Percent Improvement Compared to No Build						
Opt	AM	0%	0%	0%	0%	0%
	PM	0%	0%	0%	0%	0%
	SAT	0%	0%	0%	0%	0%
Opt w/ Mit. 1	AM	-2%	3%	5%	13%	0%
	PM	1%	4%	5%	11%	0%
	SAT	1%	4%	3%	0%	0%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks present, but there are no pedestrian signal heads. Pedestrian push buttons and signs are also not present at this intersection. All of the corners of the intersection have a defined pedestrian curb ramp, though the north end of the crosswalk across the eastbound approach does not end at the curb ramp. Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed since no side-street detection is present.

SJTPO FY 2016 Local Safety and CMAQ Project Development

Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: LOW

AM Peak/PM Peak/Weekday Total: 8/14/124
SAT Peak/SAT Total: 32/215

MUTCD Evaluation /Physical Score: 4

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks		✓			Crosswalks on all four approaches, but fairly worn.
Ramps		✓			Corner ramps appear to be newer installations. DWS with appropriate clear space. JB's near the landing areas of two ramps.
Signal Heads		✓			8" horizontal heads facing all approaches.
Controller/Cabinet		✓			EPAC M42 (Adequate) controller. Dirty cabinet, fan is rusted but still spins. B-connector laying in bottom of cabinet.
Ped Heads/PPB				X	No PPB or ped heads.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present
Timing/Offsets			X	Controller states this intersection is coordinated along Pacific Ave, but no interconnect was found in the cabinet/controller.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 6

Re-paint any crosswalks showing wear. Ensure all corners have ADA compliant ramps, specifically the ramp locations with junction boxes near the landing areas. Replace 8" signal heads with 12". Replace controller with desired controller, if necessary, for consistency along corridor. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan along Pacific Ave.

SJTPO FY 2016 Local Safety and CMAQ Project Development

Cape May County (CR 621) - Intersection Summary

2: CR 621 (Rambler Rd/New Jersey Ave) and Park Blvd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	22 (C)	10.6	0.56	0.11	0.13
	PM	21 (C)	10.8	0.55	0.11	0.13
	SAT	22 (C)	10.2	0.89	0.17	0.21
No Build	AM	24 (C)	10.3	0.58	0.11	0.13
	PM	23 (C)	10.3	0.58	0.11	0.13
	SAT	24 (C)	9.9	0.92	0.18	0.21
Opt	AM	21 (C)	10.7	0.56	0.11	0.13
	PM	22 (C)	10.6	0.56	0.11	0.13
	SAT	23 (C)	10.1	0.91	0.18	0.21
Opt w/ Mit. 1	AM	21 (C)	10.7	0.56	0.11	0.13
	PM	21 (C)	10.6	0.56	0.11	0.13
	SAT	23 (C)	10.1	0.91	0.18	0.21

Percent Improvement Compared to No Build						
Opt	AM	9%	4%	3%	0%	0%
	PM	5%	3%	3%	0%	0%
	SAT	3%	2%	1%	0%	0%
Opt w/ Mit. 1	AM	9%	4%	3%	0%	0%
	PM	7%	3%	3%	0%	0%
	SAT	3%	2%	1%	0%	0%

Mit 1: Install PPB. Install GPS clock and coordinate with surrounding signals.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are newly painted crosswalks present for all approaches. There are no pedestrian signal heads, push buttons, and pedestrian signage at this intersection. All of the corners of the intersection have ADA compliant pedestrian curb ramps. Sidewalks exist at all corners of the intersection. This intersection operates with a variable cycle length and actuation is present for Rambler Rd and Park Blvd, with a minimum pedestrian green time given to Rambler Rd upon pedestrian actuation.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: LOW

AM Peak/PM Peak/Weekday Total: 28/6/149
SAT Peak/SAT Total: 21/142

MUTCD Evaluation /Physical Score: 7

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				Recently reconfigured intersection with newly stripped crosswalks.
Ramps	✓				New intersection reconfiguration, including ramps with DWS, appropriate clear space and landing areas.
Signal Heads	✓				Newer signal equipment installation. 8" signal heads facing Ramble Rd and Park Blvd
Controller/Cabinet		✓			EPAC M42 (Adequate) controller. No light, but good condition and working properly.
Ped Heads/PPB				X	No ped heads. One PPB on NW corner.

Signal/Equipment Upgrades – Operational Score: 7

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection	✓			Video/image detection for Ramble Rd and Park Blvd.
Timing/Offsets			X	Semi-actuated without coordination. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 10

Replace 8” signal heads with 12” if desired. Replace controller with desired controller, if necessary, for consistency along corridor. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

SJTPO FY 2016 Local Safety and CMAQ Project Development

Cape May County (CR 621) - Intersection Summary

3: CR 621 (New Jersey Ave) and Palm Rd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	2 (A)	19.5	0.15	0.03	0.03
	PM	2 (A)	19.2	0.15	0.03	0.04
	SAT	2 (A)	18.0	0.29	0.06	0.07
No Build	AM	2 (A)	19.4	0.15	0.03	0.03
	PM	2 (A)	19.1	0.15	0.03	0.04
	SAT	3 (A)	17.9	0.29	0.06	0.07
Opt	AM	1 (A)	19.9	0.14	0.03	0.03
	PM	2 (A)	19.7	0.15	0.03	0.03
	SAT	3 (A)	18.3	0.28	0.06	0.07
Opt w/ Mit. 1	AM	1 (A)	20.3	0.14	0.03	0.03
	PM	2 (A)	20.0	0.15	0.03	0.03
	SAT	2 (A)	19.5	0.27	0.05	0.06

Percent Improvement Compared to No Build						
Opt	AM	24%	3%	7%	0%	0%
	PM	17%	3%	0%	0%	25%
	SAT	19%	2%	3%	0%	0%
Opt w/ Mit. 1	AM	24%	5%	7%	0%	0%
	PM	17%	5%	0%	0%	25%
	SAT	25%	9%	7%	17%	14%

Mit 1: Install GPS clock and coordinate with surrounding signals.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks and pedestrian signal heads for all approaches. Push buttons and signs are present for crossing CR 621 at this intersection, but not for crossing Palm Rd. All of the corners of the intersection have pedestrian curb ramps. Sidewalks exist at all corners of the intersection. This intersection operates pre-timed with a fixed cycle length, though if the pedestrian phase is actuated the splits change.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: LOW

AM Peak/PM Peak/Weekday Total: 11/3/58
SAT Peak/SAT Total: 18/106

MUTCD Evaluation /Physical Score: 4

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks		✓			WB crosswalk has one side of the marked crosswalk paved over.
Ramps			X		Corner ramps, no DWS, clear space appears inadequate, and landing area appears insufficient.
Signal Heads		✓			8" horizontal heads facing all approaches.
Controller/Cabinet			X		EPAC300 (Poor) controller. No light, could not get main street ped call.
Ped Heads/PPB		✓			PPB. Peds heads with countdown on 2 corners, without countdown on 2 corners.

Signal/Equipment Upgrades – Operational Score: 7

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection		✓		In-pavement loops for sidestreet movement.
Timing/Offsets		✓		Semi-actuated with time-based coordination, but not coordinated with neighboring signals. Update clearance calcs.
GPS Clocks (Coord.)			X	Controller is setup for time-based coordination, but is not coordinated with neighboring signals.

Recommendations Summary – Overall Score: 8

Re-paint westbound crosswalk that has been paved over. Install ADA compliant curb ramps on all corners. Replace 8” signal heads with 12” if desired. Replace outdated controller. Install pedestrian countdown signal heads on the two corners missing countdown heads. Replace loops with image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

4: CR 621 (New Jersey Ave) and Rosemary Rd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	8 (A)	15.0	0.27	0.05	0.06
	PM	8 (A)	15.1	0.29	0.06	0.07
	SAT	8 (A)	14.8	0.49	0.10	0.11
No Build	AM	8 (A)	15.0	0.27	0.05	0.06
	PM	8 (A)	15.1	0.29	0.06	0.07
	SAT	8 (A)	14.8	0.50	0.10	0.11
Opt	AM	3 (A)	18.5	0.22	0.04	0.05
	PM	4 (A)	17.9	0.25	0.05	0.06
	SAT	4 (A)	18.6	0.39	0.08	0.09
Opt w/ Mit. 1	AM	2 (A)	19.7	0.20	0.04	0.05
	PM	3 (A)	19.1	0.23	0.04	0.05
	SAT	2 (A)	20.0	0.37	0.07	0.08

Percent Improvement Compared to No Build						
Opt	AM	55%	23%	19%	20%	17%
	PM	49%	19%	14%	17%	14%
	SAT	56%	26%	22%	20%	18%
Opt w/ Mit. 1	AM	74%	31%	26%	20%	17%
	PM	60%	26%	21%	33%	29%
	SAT	71%	35%	26%	30%	27%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks for all approaches. There are no pedestrian signal heads, push buttons, or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps. Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: LOW

AM Peak/PM Peak/Weekday Total: 23/25/134
SAT Peak/SAT Total: 23/179

MUTCD Evaluation /Physical Score: 4

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				All crosswalks and no wear.
Ramps			X		Corner ramps, no DWS, clear space appears inadequate, and landing area appears insufficient with JB's close.
Signal Heads		✓			8" horizontal heads facing Rosemary Rd. Mix of vertical and horizontal heads.
Controller/Cabinet		✓			EPAC M42 (Adequate) controller. Good condition and working properly. Filter could be changed.
Ped Heads/PPB				X	No PPB or ped heads.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coordination. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 6

Install ADA compliant curb ramps on all corners. Replace 8" signal heads with 12" if desired. Replace controller with desired controller, if necessary, for consistency along corridor. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

5: CR 621 (New Jersey Ave) and Sweet Briar Rd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	7 (A)	13.9	0.25	0.05	0.06
	PM	8 (A)	13.8	0.26	0.05	0.06
	SAT	7 (A)	13.8	0.40	0.08	0.09
No Build	AM	8 (A)	13.7	0.25	0.05	0.06
	PM	8 (A)	13.6	0.26	0.05	0.06
	SAT	8 (A)	13.6	0.40	0.08	0.09
Opt	AM	7 (A)	13.8	0.25	0.05	0.06
	PM	8 (A)	13.7	0.26	0.05	0.06
	SAT	7 (A)	13.9	0.40	0.08	0.09
Opt w/ Mit. 1	AM	5 (A)	15.9	0.21	0.04	0.05
	PM	6 (A)	15.6	0.23	0.04	0.05
	SAT	5 (A)	16.1	0.34	0.07	0.08

Percent Improvement Compared to No Build						
Opt	AM	8%	1%	0%	0%	0%
	PM	7%	1%	0%	0%	0%
	SAT	12%	2%	0%	0%	0%
Opt w/ Mit. 1	AM	32%	16%	16%	20%	17%
	PM	30%	15%	12%	20%	17%
	SAT	36%	18%	15%	13%	11%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks for all approaches. There are no pedestrian signal heads, push buttons, or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps, though the raised median area between CR621 and the parking lot does not have depressed curbs for pedestrian accessibility. Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: MED

AM Peak/PM Peak/Weekday Total: 22/12/150
SAT Peak/SAT Total: 74/415

MUTCD Evaluation /Physical Score: 2

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks		✓			WB crosswalk appears to have been paved over and not re-stripped.
Ramps				X	Several corners have non-ADA compliant ramps. Several corners and locations are missing ramps all together.
Signal Heads		✓			8" horizontal heads facing all approaches.
Controller/Cabinet		✓			900 TS2 (Adequate) controller. Light is very dim and could use maintenance.
Ped Heads/PPB				X	No PPB or ped heads.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coordination. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 2

Re-paint westbound crosswalk. Install ADA compliant curb ramps on all corners. Replace 8" signal heads with 12" if desired. Replace controller with desired controller, if necessary, for consistency along corridor. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

6: CR 621 (New Jersey Ave) and Cardinal Rd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	5 (A)	12.8	0.13	0.02	0.03
	PM	5 (A)	13.6	0.15	0.03	0.03
	SAT	5 (A)	12.7	0.27	0.05	0.06
No Build	AM	5 (A)	12.7	0.13	0.02	0.03
	PM	5 (A)	13.5	0.15	0.03	0.03
	SAT	7 (A)	12.6	0.27	0.05	0.06
Opt	AM	4 (A)	14.2	0.11	0.02	0.03
	PM	4 (A)	14.8	0.14	0.03	0.03
	SAT	5 (A)	13.7	0.25	0.05	0.06
Opt w/ Mit. 1	AM	3 (A)	14.6	0.11	0.02	0.03
	PM	4 (A)	15.3	0.13	0.03	0.03
	SAT	5 (A)	14.4	0.24	0.05	0.06

Percent Improvement Compared to No Build						
Opt	AM	25%	12%	15%	0%	0%
	PM	23%	10%	7%	0%	0%
	SAT	18%	9%	7%	0%	0%
Opt w/ Mit. 1	AM	38%	15%	15%	0%	0%
	PM	26%	13%	13%	0%	0%
	SAT	26%	14%	11%	0%	0%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks for all approaches. There are no pedestrian signal heads, push buttons, or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps, though the raised median area between CR621 and the parking lot does not have depressed curbs for pedestrian accessibility. The northeast and southeast ramps have Detectable Warning Surfaces (DWS). Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: HIGH

AM Peak/PM Peak/Weekday Total: 45/26/348
SAT Peak/SAT Total: 53/115

MUTCD Evaluation /Physical Score: 2

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				All crosswalks and no wear.
Ramps				X	Several corners have non-ADA compliant ramps. Several corners and locations are missing ramps all together.
Signal Heads		✓			8" horizontal heads facing all approaches.
Controller/Cabinet			X		820A (Poor) controller. No light. Cardinal Rd and Aster Rd operate on the same controller.
Ped Heads/PPB				X	No PPB or ped heads.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coorindation. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 1

Install ADA compliant curb ramps on all corners. Replace 8” signal heads with 12” if desired. Replace outdated controller. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

7: CR 621 (New Jersey Ave) and Aster Rd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	8 (A)	13.0	0.24	0.05	0.06
	PM	7 (A)	12.6	0.21	0.04	0.05
	SAT	8 (A)	12.4	0.40	0.08	0.09
No Build	AM	8 (A)	12.8	0.24	0.05	0.06
	PM	8 (A)	12.4	0.22	0.04	0.05
	SAT	9 (A)	12.2	0.41	0.08	0.09
Opt	AM	6 (A)	14.5	0.21	0.04	0.05
	PM	6 (A)	13.7	0.19	0.04	0.05
	SAT	7 (A)	13.5	0.37	0.07	0.09
Opt w/ Mit. 1	AM	6 (A)	15.0	0.21	0.04	0.05
	PM	4 (A)	16.0	0.17	0.03	0.04
	SAT	7 (A)	14.4	0.35	0.07	0.08

Percent Improvement Compared to No Build						
Opt	AM	26%	13%	13%	20%	17%
	PM	25%	10%	14%	0%	0%
	SAT	24%	11%	10%	13%	0%
Opt w/ Mit. 1	AM	26%	17%	13%	20%	17%
	PM	51%	29%	23%	25%	20%
	SAT	24%	18%	15%	13%	11%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks for all approaches. There are no pedestrian signal heads, push buttons, or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps, though the raised median area between CR621 and the parking lot does not have depressed curbs and the north end of the crosswalk on the westbound approach does not end at a depressed curb. Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: MED

AM Peak/PM Peak/Weekday Total: 28/11/182
SAT Peak/SAT Total: 87/437

MUTCD Evaluation /Physical Score: 1

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks		✓			Appears a pavement job has eliminated a portion of the SB crosswalk.
Ramps				X	Several corners have non-ADA compliant ramps. Several corners and locations are missing ramps all together.
Signal Heads		✓			8" horizontal heads facing all approaches.
Controller/Cabinet			X		820A (Poor) controller. No light. Cardinal Rd and Aster Rd operate on the same controller.
Ped Heads/PPB				X	No PPB or ped heads.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/ Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coordination. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 1

Re-paint southbound crosswalks. Install ADA compliant curb ramps on all corners. Replace 8" signal heads with 12" if desired. Replace outdated controller. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

8: CR 621 (New Jersey Ave) and Heather Rd

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	10 (A)	13.9	0.41	0.08	0.10
	PM	9 (A)	14.0	0.40	0.08	0.09
	SAT	10 (A)	14.3	0.60	0.12	0.14
No Build	AM	11 (B)	13.5	0.43	0.08	0.10
	PM	10 (B)	13.7	0.41	0.08	0.10
	SAT	10 (B)	13.9	0.61	0.12	0.14
Opt	AM	9 (A)	14.9	0.38	0.07	0.09
	PM	8 (A)	15.0	0.38	0.07	0.09
	SAT	9 (A)	14.5	0.59	0.11	0.14
Opt w/ Mit. 1	AM	6 (A)	16.7	0.34	0.07	0.08
	PM	5 (A)	17.0	0.33	0.06	0.08
	SAT	6 (A)	16.5	0.52	0.10	0.12

Percent Improvement Compared to No Build						
Opt	AM	22%	10%	12%	13%	10%
	PM	18%	9%	7%	13%	10%
	SAT	6%	4%	3%	8%	0%
Opt w/ Mit. 1	AM	46%	24%	21%	13%	20%
	PM	47%	24%	20%	25%	20%
	SAT	38%	19%	15%	17%	14%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks for all approaches. There are no pedestrian signal heads, push buttons, or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps with a Detectable Warning Surface (DWS). Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: LOW

AM Peak/PM Peak/Weekday Total: 21/16/140
SAT Peak/SAT Total: 25/200

MUTCD Evaluation /Physical Score: 6

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				All crosswalks and no wear.
Ramps	✓				Corner ramps including DWS, appropriate clear space and landing areas.
Signal Heads		✓			8" horizontal heads facing all approaches.
Controller/Cabinet		✓			EPAC M42 (Adequate) controller. Dirty cabinet and slight rust on fan and some screws.
Ped Heads/PPB				X	No PPB or ped heads.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coorindation. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 8

Replace 8" signal heads with 12" if desired. Replace controller with desired controller, if necessary, for consistency along corridor and perform maintenance on cabinet. Install pedestrian countdown signal heads, push buttons, and appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

9: CR 621 (New Jersey Ave) and Cresse Ave

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	8 (A)	14.9	0.40	0.08	0.09
	PM	8 (A)	15.1	0.41	0.08	0.10
	SAT	8 (A)	14.5	0.63	0.12	0.15
No Build	AM	9 (A)	14.5	0.41	0.08	0.10
	PM	9 (A)	14.5	0.43	0.08	0.10
	SAT	12 (B)	13.8	0.66	0.13	0.15
Opt	AM	8 (A)	14.5	0.41	0.08	0.10
	PM	8 (A)	15.1	0.41	0.08	0.10
	SAT	9 (A)	14.8	0.62	0.12	0.14
Opt w/ Mit. 1	AM	8 (A)	15.3	0.39	0.08	0.05
	PM	8 (A)	15.6	0.40	0.08	0.09
	SAT	9 (A)	15.2	0.60	0.12	0.14

Percent Improvement Compared to No Build						
Opt	AM	9%	0%	0%	0%	0%
	PM	17%	4%	5%	0%	0%
	SAT	22%	7%	6%	8%	7%
Opt w/ Mit. 1	AM	9%	6%	5%	0%	10%
	PM	18%	8%	7%	0%	10%
	SAT	23%	10%	9%	8%	7%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks and pedestrian signal heads for all approaches. There are no push buttons or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps with a Detectable Warning Surface (DWS). Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: MED

AM Peak/PM Peak/Weekday Total: 35/19/203
SAT Peak/SAT Total: 74/422

MUTCD Evaluation /Physical Score: 7

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				All crosswalks and no wear.
Ramps		✓			Directional ramps with DWS, but one long depressed curb as opposed to separate, directional, depressed curbs. May not be ADA compliant
Signal Heads		✓			8" horizontal heads facing sidestreet, and 12" horizontal heads facing New Jersey Ave.
Controller/Cabinet		✓			EPAC M42 (Adequate) controller. Good condition. Wired for video/image detection, but not installed.
Ped Heads/PPB		✓			Ped heads with countdown. No PPB, but pre-timed so they are not needed. No Pedestrian signage.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coorindation. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 7

Verify ramps are ADA compliant. Replace 8” signal heads with 12” if desired. Replace controller with desired controller, if necessary, for consistency along corridor. Install appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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Cape May County (CR 621) - Intersection Summary

10: CR 621 (New Jersey Ave) and Hildreth Ave

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	6 (A)	14.7	0.25	0.05	0.06
	PM	6 (A)	15.5	0.31	0.06	0.07
	SAT	6 (A)	14.8	0.50	0.10	0.11
No Build	AM	7 (A)	14.3	0.25	0.05	0.06
	PM	7 (A)	15.1	0.32	0.06	0.07
	SAT	9 (A)	14.3	0.51	0.10	0.12
Opt	AM	7 (A)	13.8	0.26	0.05	0.06
	PM	6 (A)	14.9	0.32	0.06	0.07
	SAT	8 (A)	14.4	0.51	0.10	0.12
Opt w/ Mit. 1	AM	4 (A)	17.1	0.21	0.04	0.05
	PM	5 (A)	16.2	0.29	0.06	0.07
	SAT	7 (A)	15.5	0.47	0.09	0.11

Percent Improvement Compared to No Build						
Opt	AM	3%	-3%	-4%	0%	0%
	PM	10%	-1%	0%	0%	0%
	SAT	11%	1%	0%	0%	0%
Opt w/ Mit. 1	AM	44%	20%	16%	20%	17%
	PM	23%	7%	9%	0%	0%
	SAT	14%	8%	8%	10%	8%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks and pedestrian signal heads for all approaches. There are no push buttons or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps with a Detectable Warning Surface (DWS). Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: MED

AM Peak/PM Peak/Weekday Total: 28/20/200
SAT Peak/SAT Total: 106/492

MUTCD Evaluation /Physical Score: 7

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				All crosswalks and no wear.
Ramps		✓			Directional ramps with DWS, but one long depressed curb as opposed to separate, directional, depressed curbs. May not be ADA compliant
Signal Heads		✓			8" horizontal heads facing sidestreet, and 12" horizontal heads facing New Jersey Ave.
Controller/Cabinet		✓			M52 (Good) controller. No light. No permit. Wired for PED buttons, but not installed. Wired for video/image detection, but not installed
Ped Heads/PPB		✓			Ped heads with countdown. No PPB, but pre-timed so they are not needed. No Pedestrian signage.

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coorindation. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 7

Verify ramps are ADA compliant. Replace 8” signal heads with 12” if desired. Replace controller with desired controller, if necessary, for consistency along corridor. Install appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

SJTPO FY 2016 Local Safety and CMAQ Project Development

Cape May County (CR 621) - Intersection Summary

11: CR 621 (New Jersey Ave) and Hand Ave

Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	10 (A)	11.7	0.37	0.07	0.09
	PM	11 (B)	11.4	0.39	0.08	0.09
	SAT	10 (A)	11.5	0.66	0.13	0.15
No Build	AM	11 (B)	11.2	0.38	0.07	0.09
	PM	12 (B)	11.1	0.40	0.08	0.09
	SAT	13 (B)	11.0	0.69	0.13	0.16
Opt	AM	9 (A)	12.2	0.35	0.07	0.08
	PM	9 (A)	12.0	0.37	0.07	0.09
	SAT	9 (A)	12.1	0.63	0.12	0.15
Opt w/ Mit. 1	AM	8 (A)	13.5	0.32	0.06	0.07
	PM	6 (A)	14.4	0.31	0.06	0.07
	SAT	9 (A)	13.1	0.57	0.11	0.13

Percent Improvement Compared to No Build						
Opt	AM	18%	9%	8%	0%	11%
	PM	24%	8%	8%	13%	0%
	SAT	27%	10%	9%	8%	6%
Opt w/ Mit. 1	AM	32%	21%	16%	14%	22%
	PM	48%	30%	23%	25%	22%
	SAT	34%	19%	17%	15%	19%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are generally good most of the day, including the peak periods. There are painted crosswalks and pedestrian signal heads for all approaches. There are no push buttons or signs present at this intersection. All of the corners of the intersection have pedestrian curb ramps with a Detectable Warning Surface (DWS). Sidewalks exist at all corners of the intersection. This intersection operates as pre-timed as no side-street detection is present.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: MED

AM Peak/PM Peak/Weekday Total: 25/34/227
SAT Peak/SAT Total: 27/371

MUTCD Evaluation /Physical Score: 7

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				All crosswalks and no wear.
Ramps		✓			Directional ramps with DWS, but one long depressed curb as opposed to separate, directional, depressed curbs. May not be ADA compliant
Signal Heads		✓			8" horizontal heads facing sidestreet, and 12" horizontal heads facing New Jersey Ave.
Controller/Cabinet		✓			EPAC M42 (Adequate) controller. No light, but good condition and working properly.
Ped Heads/PPB		✓			Ped heads present, no push buttons

Signal/Equipment Upgrades – Operational Score: 3

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection			X	None present.
Timing/Offsets			X	Pre-timed without coorindation. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 7

Verify ramps are ADA compliant. Replace 8” signal heads with 12” if desired. Replace controller with desired controller, if necessary, for consistency along corridor. Install appropriate pedestrian signage at push buttons. Install image/video detection for side street movements. Install a GPS clock and program a coordinated Time-Of-Day timing plan.

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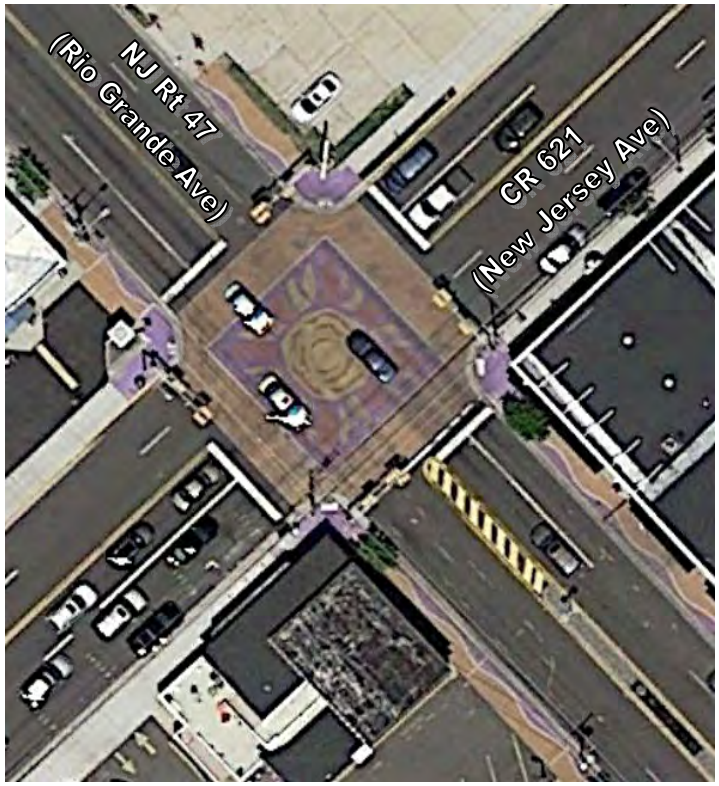
Cape May County (CR 621) - Intersection Summary

12: CR 621 (New Jersey Ave) and NJ Rt 47 (Rio Grande Ave)



Scenario	Peak	Delay (LOS)	MPG	Emissions (kg)		
				CO	NOx	VOC
Existing	AM	11 (B)	14.2	1.73	0.34	0.40
	PM	10 (A)	11.9	1.99	0.39	0.46
	SAT	11 (B)	11.2	2.70	0.53	0.63
No Build	AM	15 (B)	13.9	1.77	0.35	0.41
	PM	22 (C)	11.6	2.03	0.39	0.47
	SAT	26 (C)	10.9	2.77	0.54	0.64
Opt	AM	15 (B)	14.1	1.75	0.34	0.40
	PM	17 (B)	12.8	1.84	0.36	0.43
	SAT	17 (B)	13.3	2.28	0.44	0.53
Opt w/ Mit. 1	AM	14 (B)	14.0	1.76	0.34	0.41
	PM	14 (B)	13.8	1.71	0.33	0.40
	SAT	16 (B)	12.9	2.36	0.46	0.55

Percent Improvement Compared to No Build						
Opt	AM	0%	1%	1%	3%	2%
	PM	21%	10%	9%	8%	9%
	SAT	36%	22%	18%	19%	17%
Opt w/ Mit. 1	AM	3%	1%	1%	3%	0%
	PM	37%	19%	16%	15%	15%
	SAT	37%	18%	15%	15%	14%

Mit 1: Install detection for actuated movements. Install PPB.

Existing Conditions

Traffic operations at this intersection are adequate most of the day. During the PM and Saturday peak periods notable queuing was observed in the field along CR 621 such that some queues did not clear every cycle. There are brick crosswalks, pedestrian signal heads, push buttons and signs present for all approaches at this intersection. All of the corners of the intersection have pedestrian curb ramps with a Detectable Warning Surface (DWS). Sidewalks exist at all corners of the intersection. This intersection operates actuated-coordinated as video detection is present for all approaches to the intersection.

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Cape May County (CR 621) - Intersection Summary

Pedestrian Volumes: HIGH

AM Peak/PM Peak/Weekday Total: 51/65/378
SAT Peak/SAT Total: 88/788

MUTCD Evaluation /Physical Score: 9

Item	Good	Adequate	Poor	Not Existent	Comments
Crosswalks	✓				Decorative, painted brick crosswalks on all four approaches.
Ramps		✓			Corner ramps with worn DWS, appropriate clear zone. Landing area and slopes in the ramp area may not be ADA compliant due to pavers
Signal Heads		✓			12" horizontal heads facing all approaches.
Controller/Cabinet	✓				M52 (Good) controller. Good condition, battery backup, hot swap generator option.
Ped Heads/PPB	✓				Ped heads with countdown and audible. PPB's with MUTCD compliant signage.

Signal/Equipment Upgrades – Operational Score: 7

Item	Good	Upgrade	Poor/Not Existent	Comments
Detection	✓			Video/image detection on all four mast arms. Not currently in use, signal operates as pre-timed.
Timing/Offsets			X	Operating as pre-timed (not utilizing existing video/image detection) without coordination. Update clearance calcs.
GPS Clocks (Coord.)			X	

Recommendations Summary – Overall Score: 10

Inspect and ensure painted brick crosswalks are in working order. Investigate ADA compliancy of ramps, and at minimum replace the DWS. Replace controller with desired controller, if necessary, for consistency along corridor. Verify existing installed video detection is functioning, and incorporate into coordinated Time-Of-Day plan. Install a GPS clock and program a coordinated Time-Of-Day timing plan.