NJDOT TRAFFIC IMPACT STUDY

For

Morristown Medical Center
Town of Morristown
Morris County, New Jersey

Prepared For:

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7 March 2025
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EXECUTIVE SUMMARY

Langan Engineering and Environmental Services has been retained to prepare a traffic impact study for a proposed expansion to the Morristown Medical Center (The Project). The existing medical campus currently provides approximately 1,370,000 square feet (sf) of medical center space in multiple buildings. The project, upon completion, will consist of the demolition of the 37,000 sf Anderson Building and the construction of 700,000 sf of new medical space in two new buildings and floor additions for a net increase of up to 663,000 sf. The expansion includes an approximate 475,000 sf West Pavilion tower, a 2-story (57,000 sf) addition to the Goryeb Children's Wing, and an approximate 122,000 sf specialty medical building adjacent to the east garage. Additionally, it is proposed to demolish the 37,000 sf Anderson buildings and the existing East Garage to build a new modern parking garage. For traffic planning and NJDOT permitting purposes, the analyses address the expansion of the Medical Center up to 2,033,000sf of medical center space. The new parking garage is designed to meet the parking needs of the existing and expanded campus. The project is in the Town of Morristown, Morris County, New Jersey.

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

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

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

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

7. Madison Avenue (NJ 124) and Gagnon Drive
8. Franklin Street and West Hospital Driveway
9. Franklin Street and Mellon Place/Hospital Driveway
10. Franklin Street and Dekalb Place/Hospital Driveway
11. Franklin Street and East Hospital Driveway
12. Franklin Street and Ford Avenue
13. Weave segment analysis of Madison Avenue westbound between the Main Hospital Entrance and the I-287 Northbound On Ramp (Build Condition Only)

The study locations are based on a Scope of Study report prepared for NJDOT as part of the pre-application submission. The Scope of Study is included in Appendix A.

Based upon a review of the analyses, with the improvements as discussed herein, the additional traffic generated by the Medical Center will be accommodated on the adjacent roadway system and driveway system. The site's access points are expected to continue to operate at acceptable levels of service (LOS) during peak traffic hours.

Based on the enclosed analysis, it is proposed it implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT). We note that we have evaluated two alternative improvements for consideration for the intersection of Madison Avenue and the Medical Center. The alternative improvements generally consist of alternative lane geometry for the left turn movements entering the Medical Center and the associated traffic signal phasing and timing. Both provide increased capacity to accommodate the expansion but have differing operating characteristics that we believe should be considered by the NJDOT traffic engineering. Additionally, associated with the design of the roadway improvements, pedestrian sidewalk and roadway crossing improvements will be provided. Those improvements will be in accordance with the NJDOT Design manual and requirements.

- Madison Avenue (NJ 124) and Main Hospital Entrance
  <u>ALTERNATIVE 1</u>
    - Extend the eastbound (NJ 124) left-turn lane to provide 440 feet of storage.
    - Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
    - Add a westbound (NJ 124) exclusive right-turn lane to provide 135 feet of storage.
    - Timing changes during the various time of day schedules.

ALTERNATIVE 2

- Widen Madison Avenue to provide double left-turn lanes on the eastbound (NJ 124) approach and provide 230 feet in the inner turn lane and 470 feet in the outer turn lane.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Add a westbound (NJ 124) exclusive right-turn lane to provide 135 feet of storage.
- Phasing and timing changes during the various time of day schedules including altering the eastbound left-turn lead phase to protected phasing only.

- Madison Avenue (NJ 124) and Franklin Street / Turtle Road
  - Timing changes during the various time of day schedules.
- Madison Avenue (NJ 124) and Normandy Parkway / Driveway
  - Convert the eastbound/westbound protected left-turn phase to protected/permitted phasing. Change the westbound channelized right-turn lane to yield controlled.
  - Timing changes during the Plan II time of day schedule.
  - Improved Pedestrian crossings
- Madison Avenue (NJ 124) and I-287 Northbound Ramps
  - Signalize the intersection as part of the Madison Avenue (NJ 124) coordinated system.
  - In the existing condition MUTCD's traffic signal warrant criteria for Warrant 1 (8-hr), Warrant 2 (4-hr), and Warrant 3 (Peak Hour) are met. Therefore, the traffic signal is warranted based on existing traffic volumes.
  - Widen the northbound approach to provide one shared left-turn/thru lane and double right-turn lanes.

Based on the enclosed analysis and consideration for the above improvements, movements at the study intersections will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions with the exception of the below. As part of the NJDOT access application, we are seeking a waiver from the criteria due to the circumstances of each exceedance.

- Hospital Main Entrance / 77 Madison Ave Access & Madison Avenue (NJ 124)
  - Alternative 1 (single EB left-turn lane)

        - Waiver from LOS Violation during PM Peak Hour for Eastbound Left-Turn Movement *(overall intersection LOS C provided and mainline thru movements maintained at LOS B or better)*
    - Alternative 2 (double EB left-turn lanes)
        - Waiver from LOS Violation during AM and PM Peak Hours for Eastbound Left-Turn Movement *(overall intersection LOS C provided and mainline thru movements maintained at LOS B or better)*
- Normandy Parkway / Driveway & Madison Avenue (NJ 124)
    - Waiver from LOS Violation during PM Peak Hour for Eastbound Left-Turn Movement
- I-287 NB On Ramp / Connector Road & Madison Avenue (NJ 124)
    - Waiver from LOS Violation (for new signal) during AM and PM Peak Hours for Northbound Approach (LT lane and double RR lanes) *(overall intersection level of service C provided and mainline thru lanes maintained at LOS B or better)*

INTRODUCTION

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

Project Description

The project will consist of the demolition of the 37,000 sf Anderson Building and the construction of 700,000 sf of new medical space in two new buildings and floor additions for a net increase of 663,000 sf. The proposed expansion includes a, approximate 475,000 sf West Pavilion tower, a 2-story (57,000 sf) addition to the Goryeb Children's Wing, and an approximate 122,000 sf specialty medical building adjacent to the east garage. Additionally, it is proposed to demolish the 37,000 sf Anderson building and the existing east garage to construct a new modern parking garage. The new parking garage is designed to meet the parking needs of the existing and expanded campus. The site is designated as Block 4201, Lots 1 and 2 according to Morristown Township tax maps. The site location is shown in Figure 1.

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

Study Area

We conducted capacity analyses at the following intersections:

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

12. Franklin Street and Ford Avenue
13. Weave segment analysis of Madison Avenue westbound between the Main Hospital Entrance and the I-287 Northbound On Ramp (Build Condition Only)

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

Scope of Study

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

1. Conducted a field examination of the site and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Arranged for a series of turning movement traffic counts (TMC) at the intersections identified in the previous section. We arranged for TMCs on a typical weekday from 6:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM. We then identified the existing weekday morning and evening peak hour traffic volumes based on the traffic count data.
3. Established "2025 Existing" traffic volumes using the turning movement traffic count data from 2024 and 2025 making appropriate adjustments to determine representative volumes as also verified with prior collected traffic volume data.
4. Established "2025 Existing Adjusted" traffic volumes with considerations for Morristown Medical Center's satellite parking and shuttling as well as rerouting unsignalized left-turn west of the Main Hospital Entrance and
5. Established 2027 No-Build traffic volumes by applying the New Jersey Department of Transportation (NJDOT) Morris County growth factor of 2.5 percent per year to the existing traffic volumes.
6. Prepared trip generation estimates for the proposed expansion based on research data developed by the Institute of Transportation Engineers (ITE) and published in Trip Generation, 11th Edition.
7. Developed trip distribution for the site based on an examination of demographic data, existing and expected travel patterns in the study area, a journey-to-work model, and a review of existing travel patterns entering and exiting the hospital (as observed in the TMCs).
8. Assigned site-generated trips to the access roads and surrounding road network based on the likely travel routes motorists will use to travel to and from the site.
9. Established future 2027 Build traffic volumes by adding site-generated trips to the 2027 No-Build traffic volumes.
10. Performed intersection capacity analyses for the weekday morning and evening peak hours using Synchro software.

DESCRIPTION OF EXISTING CONDITIONS

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

Roads

Madison Avenue (NJ 124)

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

Franklin Street

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

Turtle Road

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

Normandy Parkway

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

Morris Street (County Route 510)

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

Ford Avenue

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

Intersections

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

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

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

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

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

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

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

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

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

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

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

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

7. Madison Avenue (NJ 124) and Gagnon Drive

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

8. Franklin Street and West Hospital Driveway

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

9. Franklin Street and Mellon Place / Hospital Driveway

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

10. Franklin Street and Dekalb Place / Hospital Driveway

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

11. Franklin Street and East Hospital Driveway

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

12. Franklin Street and Ford Avenue

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

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

Traffic Volumes

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

- Thursday, 9 January 2025 from 6:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM
- Tuesday, 8 October 2024 from 6:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM

The traffic counts identify distinct times during the weekday morning and evening when traffic experienced its highest levels. According to the traffic count data collected, the weekday morning peak hour generally occurs between 7:45 AM to 8:45 AM and the weekday evening peak hour generally occurs between 4:00 PM to 5:00 PM.

Figure 2 illustrates the existing weekday morning and evening peak hour traffic volumes. We gave additional considerations for Morristown Medical Center's current satellite parking and shuttling as well as rerouting unsignalized left-turn volume at driveways west of the Main Hospital Entrance (prior to the I-287 ramps) to establish adjusted existing traffic volumes. With regard to the shuttle, based on observations during the peak study hours, we observed ridership of approximately 30 to 40 persons. Accordingly, we added those trips into the existing volumes to account for no shuttle service should the Medical Center suspend those services in the future. Figure 3 illustrates the existing adjusted weekday morning and evening peak hour traffic volumes.

Moreover, we reviewed numerous years of traffic count data performed in the study area. The historical counts show the traffic patterns on the roadway network from 2022 – 2025. We determined that the traffic volumes used in the analysis (including the 2024 / 2025 TMCs) are representative of traffic flow conditions on the roadway system and are consistent with the historical data. The historical counts include, in addition to January 2025 and October 2024 TMCs, traffic count data collected on the following days:

- Wednesday, 18 May 2022 from 6:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM
- Tuesday, 23 May 2023 from 6:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM
- Tuesday, 8 August 2023 from 7:30 AM – 9:00 AM and from 3:00 PM to 6:00 PM

Summaries of the traffic counts are contained in Appendix C.

ESTIMATE OF FUTURE CONDITIONS

This section of the report covers background traffic growth, site-generated trips, trip distribution, and future traffic volumes. We anticipate the project will be completed by the end of 2027. Accordingly, we projected traffic volumes to include existing traffic and new traffic created by background growth to derive the 2027 No-Build traffic volumes. The site-generated trips were added to the 2027 No-Build traffic volumes to derive the 2027 Build traffic volumes.

Background Traffic Growth

The existing counted traffic volumes were increased by a compounded annual growth rate of 2.5 percent, established by the New Jersey Department of Transportation (NJDOT) for Morris County for short-term growth projections, to derive the 2027 No-Build traffic volumes. Figure 4 illustrates the 2027 No-Build traffic volumes.

Site-Generated Trips

In order to identify the impact that the proposed expansion will have on the adjacent roadway network, it is necessary to estimate the magnitude of the traffic volume that the expansion will generate during the peak periods. We prepared trip generation estimates using data compile for Land Use Code 610 (Hospital) as contained in the publication Trip Generation, 11th edition, and consideration of the New Jersey Department of Transportation (NJDOT) Highway Access Permit Software (HAPS) program. We found that the use of the ITE, 11th edition, rates was slightly higher than NJDOT's HAPS program. Therefore, to be conservative the ITE average rates were utilized in this study to estimate the trip generation of the Medical Center expansion. Table 1 below shows the expansion future trip generation estimates.

Table 1 – Future Trip Generation Estimate

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

Trip Distribution

We determined the directional distributions of the site-generated trips based on the distributions observed at the existing Hospital driveways in the TMCs (turning movement counts), existing and expected travel patterns in the study area, and a journey-to-work model. The journey-to-work model is included as Appendix E. Table 2 below shows the estimated trip distributions. It is noted that typical to any traffic generator, there are some variations that occur, but in general, for analyses purposes, the established patterns are representative of the distributions that can be expected.

Table 2 – Trip Distribution

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

Figure 5 shows the arrival and departure distributions utilized for the project. The site-generated traffic was then applied to the adjacent roadway system as per the above distributions. Figure 6 shows the total site-generated trips assigned to the roadway network for the proposed expansion.

Build Traffic Volumes

The 2027 Build traffic volumes were derived by adding the total site-generated trips to the 2027 No-Build traffic volumes. Figure 7 illustrates the 2027 Build weekday morning and evening peak hour traffic volumes.

ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis we conducted to assess traffic operations for the No-Build and Build conditions. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

Level of Service Criteria

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

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

The HCM defines LOS for the study locations as follows:

Signalized		Unsignalized		Weaving Segment		Merge Segments	
LOS	**Control Delay per Vehicle**	**LOS**	**Delay Range (sec/veh)**	**LOS**	**Density (pc/mi/ln)**	**LOS**	**Delay Range (sec/veh)**
A	≤10 sec	A	≤10 sec	A	0 – 12 sec	A	≤10 sec
B	>10 and ≤20 sec	B	>10 and ≤15 sec	B	>12 – 24	B	>10 – 20
C	>20 and ≤35 sec	C	>15 and ≤25 sec	C	>24 – 32	C	>20 – 28
D	>35 and ≤55 sec	D	>25 and ≤35 sec	D	>32 – 36	D	>28 – 35
E	>55 and ≤80 sec	E	>35 and ≤50 sec	E	>36 – 43	E	>35
F	>80 sec	F	>50 sec	F	>43, or demand exceeds capacity	F	Demand exceeds capacity

Capacity Analysis

We conducted capacity analyses for the intersections in the study area and found that the proposed expansion will not significantly alter operations in the study area during peak hours with the proposed improvements. Table 3 summarizes the 2027 No-Build and Build levels of service (LOS) at each relevant study intersection during both the weekday morning and evening peak hours. Table 4 summarizes the calculated queues (50^{th} and 95^{th} percentile, where relevant) for each study intersection. The following are discussions pertaining to each of the intersections analyzed for the project. The signal timing directives are contained in Appendix D. Note that all capacity analyses worksheets are contained in Appendix F. The NJDOT deterioration analysis summary tables are contained in Appendix G.

Table 3 – Intersection Capacity Analysis Summary

Location	Movement No-Build & Build		Movement Build with Mitigation	2027 No-Build Condition				2027 Build Condition				2027 Build Condition with Mitigation			
				AM		PM		AM		PM		AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections															
1. I-287 Southbound Ramps and Madison Avenue	EB	TTR	-	C	29.9	C	23.3	C	32.3	C	27.6	C	32.6	C	27.6
	WB	LTT	-	B	13.7	A	4.1	B	16.7	A	5.4	B	18.4	A	3.2
	SB	L	-	D	51.0	E	64.4	D	51.9	E	63.2	D	52.4	E	63.4
		LT	-	D	51.2	E	64.7	D	51.9	E	63.2	D	52.4	E	63.4
		R	-	A	0.6	A	0.7	A	0.6	A	0.7	A	0.6	A	0.7
	Overall		**-**	**C**	**29.0**	**B**	**15.7**	**C**	**30.9**	**B**	**17.3**	**C**	**31.4**	**B**	**16.3**
2. Hospital Main Entrance and Madison Avenue **Mitigation Alternative 1**	EB	L	-	B	13.2	C	27.7	C	30.8	E	70.6	B	19.8	D	49.0
		TTR	-	A	2.8	A	9.2	A	4.3	A	9.0	A	4.2	A	5.2
	WB	L	-	B	10.2	A	9.9	B	16.4	B	10.3	B	15.8	B	11.7
		TTR	TT	A	7.6	B	13.6	B	16.7	B	19.3	B	12.2	B	19.2
		-	R	-	-	-	-	-	-	-	-	B	12.6	B	11.4
	NB	LTR	-	E	66.3	E	72.3	D	54.7	E	67.0	E	58.6	E	74.0
	SB	LT	-	E	61.1	D	42.6	E	61.4	D	45.9	E	65.1	D	46.7
		R	-	D	54.1	D	43.4	E	74.1	E	68.3	A	0.1	A	0.3
	Overall		**-**	**A**	**9.1**	**B**	**19.9**	**B**	**18.4**	**C**	**29.9**	**B**	**12.4**	**C**	**21.1**
2. Hospital Main Entrance and Madison Avenue **Mitigation Alternative 2**	EB	-	LL	-	-	-	-	-	-	-	-	D	52.8	E	65.0
		TTR	-	-	-	-	-	-	-	-	-	A	4.2	A	5.2
	WB	L	-	-	-	-	-	-	-	-	-	B	14.4	B	11.0
		TTR	TT	-	-	-	-	-	-	-	-	B	11.5	B	16.2
		-	R	-	-	-	-	-	-	-	-	B	11.8	B	10.4
	NB	LTR	-	-	-	-	-	-	-	-	-	E	58.6	E	74.0
	SB	LT	-	-	-	-	-	-	-	-	-	E	65.1	D	46.7
		R	-	-	-	-	-	-	-	-	-	A	0.1	A	0.3
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**18.9**	**C**	**21.0**
3. Franklin Street / Turtle Road and Madison Avenue	EB	LTTR	-	A	2.2	A	4.6	A	2.0	A	5.3	A	3.1	A	7.0
	WB	LTTR	-	B	10.2	A	3.0	B	10.3	A	3.6	B	12.1	A	4.1
	NB	LTR	-	E	70.3	E	67.3	E	68.8	E	60.2	E	60.3	D	53.4
	SB	L	-	E	66.7	E	57.7	F	81.9	E	74.1	E	68.8	E	63.0
		TR	-	D	35.7	C	23.6	D	35.4	C	22.7	C	34.3	C	22.3
	Overall		**-**	**B**	**12.6**	**B**	**11.5**	**B**	**13.4**	**B**	**13.2**	**B**	**13.7**	**B**	**12.8**
4. Madison Avenue and Normandy Parkway / Driveway	EB	L	-	E	72.4	E	65.9	E	70.8	F	126.4	A	8.7	E	78.8
		TR	-	B	14.0	B	15.0	B	13.7	B	14.6	B	12.2	B	12.8
	WB	L	-	E	56.8	D	54.0	E	56.8	D	54.0	E	56.8	D	54.0
		T	-	C	21.4	E	63.7	C	24.5	E	71.9	B	18.4	E	66.1
		R	-	A	4.8	A	7.6	A	5.5	A	7.7	A	4.3	A	7.3
	NB	LTR	-	D	39.7	D	43.5	D	39.7	D	43.5	D	39.7	D	43.5
	SB	LT	-	E	73.2	F	123.8	E	73.2	F	123.8	E	73.2	F	123.8
	Overall		**-**	**C**	**26.8**	**D**	**49.0**	**C**	**28.7**	**E**	**63.6**	**B**	**18.6**	**D**	**52.3**
5. Morris Street and Ford Avenue / Taft Lane	EB	LTTR	-	B	15.4	B	15.3	B	18.0	B	17.2	-	-	-	-
	NB	LTR	-	D	54.8	D	50.7	D	54.6	D	51.9	-	-	-	-
	SB	LTR	-	B	19.5	B	17.7	B	18.5	B	17.9	-	-	-	-
	Overall		**-**	**C**	**20.3**	**C**	**22.9**	**C**	**22.8**	**C**	**25.2**	**-**	**-**	**-**	**-**

Table 3 cont'd – Intersection Capacity Analysis Summary

Location	Movement No-Build & Build		Movement Build with Mitigation	2027 No-Build Condition				2027 Build Condition				2027 Build Condition with Mitigation			
				AM		PM		AM		PM		AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections															
6. I-287 Northbound Ramps and Madison Avenue (Proposed Signal)	EB	-	LTT	-	-	-	-	-	-	-	-	B	20.2	B	14.9
	WB	-	TT	-	-	-	-	-	-	-	-	A	6.6	A	8.7
		-	R	-	-	-	-	-	-	-	-	A	2.3	A	4.6
	NB	-	LT	-	-	-	-	-	-	-	-	D	42.3	D	48.7
		-	RR	-	-	-	-	-	-	-	-	E	67.3	E	61.7
	Overall		-	-	-	-	-	-	-	-	-	**C**	**21.1**	**B**	**13.2**
Unsignalized Intersections															
6. I-287 Northbound Ramps and Madison Avenue	EB	L	-	A	9.3	C	15.2	A	9.5	C	16.6	-	-	-	-
	NB	LR	-	E	48.0	D	33.5	F	126.5	F	57.7	-	-	-	-
7. Gagnon Drive and Madison Avenue	NB	R	-	C	19.8	B	11.8	C	22.4	B	12.4	D	25.3	B	13.7
	SB	R	-	A	9.9	C	16.0	B	10.1	C	17.8	B	10.6	C	16.5
8. West Hospital Driveway and Franklin Street	WB	L	-	A	8.1	A	7.9	A	8.4	A	8.0	-	-	-	-
	NB	LR	-	B	12.7	C	17.4	B	14.4	C	22.2	-	-	-	-
9. Mellon Place / Hospital Driveway and Franklin Street	EB	L	-	A	7.7	A	8.1	A	7.8	A	8.4	-	-	-	-
	WB	L	-	A	7.6	A	7.8	A	7.8	A	8.0	-	-	-	-
	NB	LTR	-	B	10.5	B	10.9	B	11.4	B	11.8	-	-	-	-
	SB	LTR	-	B	10.5	B	11.3	B	11.1	B	12.3	-	-	-	-
10. Dekalb Place / Hospital Driveway and Franklin Street	EB	L	-	A	7.8	A	8.0	A	8.0	A	8.2	-	-	-	-
	WB	L	-	A	7.7	A	7.7	A	7.9	A	7.8	-	-	-	-
	NB	LTR	-	B	11.3	B	14.6	B	12.6	C	17.1	-	-	-	-
	SB	LTR	-	A	10.2	B	10.9	B	10.8	B	11.9	-	-	-	-
11. East Hospital Driveway and Franklin Street	EB	L	-	A	7.6	A	7.8	A	7.6	A	7.8	-	-	-	-
	WB	L	-	A	7.7	A	7.6	A	8.1	A	7.8	-	-	-	-
	NB	LTR	-	B	10.9	B	11.9	B	14.7	C	17.4	-	-	-	-
	SB	LTR	-	B	12.1	B	11.1	B	14.4	B	11.9	-	-	-	-
12. Franklin Street and Ford Avenue	EB	L	-	A	7.9	A	8.9	A	8.1	A	9.3	-	-	-	-
	SB	LR	-	B	14.7	C	19.7	C	18.2	D	25.9	-	-	-	-
Weave Segments															
Location	**Movement**		**Movement**	**LOS**	**Density pc/mi/ln**	**LOS**	**Density pc/mi/ln**	**LOS**	**Density pc/mi/ln**	**LOS**	**Density pc/mi/ln**	**LOS**	**Density pc/mi/ln**	**LOS**	**Density pc/mi/ln**
13. Madison Ave WB Btwn Main Drwy and Gagnon Dr East Segment	WB	-	-	-	-	-	-	A	7.4	B	17.3	-	-	-	-
13. Madison Ave WB Btwn Gagnon Dr and I-287NB Ramps West Segment	WB	-	-	-	-	-	-	A	8.3	C	23.9	-	-	-	-
Merge Segments															
4. Normandy Pkwy SB Right to Madison Ave WB	SB	R	-	B	13.5	B	16.4	B	14.8	B	17.1	-	-	-	-

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

Table 4 – Intersection Queue Summary

Location	No-Build & Build			Build with Mitigation		2027 No-Build Condition				2027 Build Condition				2027 Build Condition with Mitigation			
	Movement		Storage (Feet)	Movement	Storage (Feet)	AM		PM		AM		PM		AM		PM	
						50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
Signalized Intersections																	
1. I-287 Southbound Ramps and Madison Avenue	EB	TTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	LTT	-	-	-	67′	116′	37′	90′	100′	138′	62′	231′	75′	113′	12′	26′
	SB	L	300′	-	300′	412′	517′	167′	240′	441′	578′	185′	257′	441′	578′	185′	257′
		LT	-	-	-	413′	520′	168′	241′	441′	578	185′	257′	441′	578′	185′	257′
		R	475′	-	475′	0′	0′	0′	0′	0′	0′	0′	0′	0′	0′	0′	0′
2. Hospital Main Entrance and Madison Avenue **Mitigation Alternative 1**	EB	L	230′	-	440′	45′	139′	43′	114′	258′	623′	153′	327′	186′	381′	115′	309′
		TTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	L	90′	-	90′	2′	8′	1′	3′	2′	6′	2′	2′	2′	5′	2′	2′
		TTR	-	TT	-	-		-	-	-	-	-	-	-	-	-	-
		-	-	R	135′	-	-	-	-	-	-	-	-	39′	95′	25′	30′
	NB	LTR	-	-	-	53′	102′	167′	250′	51′	99′	160′	280′	52′	102′	168′	247′
	SB	LT	-	-	-	35′	72′	58′	102′	56′	101′	96′	162′	57′	105′	101′	154′
		R	125′	-	125′	18′	45′	80′	129′	92′	150′	223′	357′	0′	0′	0′	0′
2. Hospital Main Entrance and Madison Avenue **Mitigation Alternative 2**	EB	L	230′	LL	230′ / 470′	-	-	-	-	-	-	-	-	253′	303′	92′	136′
		TTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	L	90′	-	90′	-	-	-	-	-	-	-	-	2′	5′	1′	2′
		TTR	-	TT	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	R	135′	-	-	-	-	-	-	-	-	33′	94′	18′	30′
	NB	LTR	-	-	-	-	-	-	-	-	-	-	-	52′	102′	168′	247′
	SB	LT	-	-	-	-	-	-	-	-	-	-	-	57′	105′	101′	154′
		R	125′	-	125′	-	-	-	-	-	-	-	-	0′	0′	0′	0′
3. Franklin Street / Turtle Road and Madison Avenue	EB	LTTR	-	-	-	18′	21′	40′	114′	27′	31′	43′	141′	27′	74′	33′	235′
	WB	LTTR	-	-	-	290′	418′	54′	75′	326′	476′	67′	87′	329′	475′	66′	88′
	NB	LTR	-	-	-	89′	149′	149′	219′	89′	148′	146′	216′	89′	148′	146′	216′
	SB	L	-	-	85′	58′	105′	96′	152′	80′	136′	140′	213′	80′	135′	141′	213′
		TR	-	-	-	31′	71′	26′	64′	30′	70′	26′	63′	30′	70′	26′	63′
4. Madison Avenue and Normandy Parkway / Driveway	EB	L	-	-	-	148′	210′	267′	448′	193′	251′	434′	653′	41′	112′	342′	561′
		TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	L	-	-	50′	3′	16′	2′	11′	3′	16′	2′	11′	3′	16′	2′	11′
		T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		R	-	-	400′	9′	53′	39′	99′	10′	58′	40′	100′	9′	51′	38′	96′
	NB	LTR	-	-	-	2′	10′	9′	29′	2′	10′	9′	29′	2′	10′	9′	29′
	SB	LT	-	-	-	134′	200′	186′	344′	134′	200′	186′	344′	134′	200′	186′	344′
5. Morris Street and Ford Avenue / Taft Lane	EB	LTTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NB	LTR	-	-	-	148′	207′	185′	355′	164′	224′	204′	417′	-	-	-	-
	SB	LTR	-	-	-	6′	24′	3′	17′	6′	24′	2′	17′	-	-	-	-
6. I-287 Northbound Ramps and Madison Avenue (Proposed Signal)	EB	-	-	LTT	-	-	-	-	-	-	-	-	-	268′	468′	36′	387′
	WB	-	-	TT	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	R	-	-	-	-	-	-	-	-	-	50′	0′	23′	62′
	NB	-	-	LT	-	-	-	-	-	-	-	-	-	11′	31′	33′	68′
		-	-	RR	250′	-	-	-	-	-	-	-	-	177′	238′	100′	142′

Table 4 cont'd – Intersection Queue Summary

Location	No-Build & Build			Build with Mitigation		2027 No-Build Condition				2027 Build Condition				2027 Build Condition with Mitigation			
	Movement		Storage (Feet)	Movement	Storage (Feet)	AM		PM		AM		PM		AM		PM	
						50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
Unsignalized Intersections																	
6. I-287 Northbound Ramps and Madison Avenue	EB	L	-	-	-	-	0.6	-	1.1	-	0.6	-	1.3	-	-	-	-
	NB	LR	-	-	-	-	8.5	-	4.8	-	16.2	-	7.8	-	-	-	-
7. Gagnon Drive and Madison Avenue	NB	R	-	-	-	-	0.1	-	0.1	-	0.1	-	0.1	-	0.2	-	0.2
	SB	R	-	-	-	-	0.7	-	3.1	-	0.7	-	3.5	-	0.8	-	3.2
8. West Hospital Driveway and Franklin Street	WB	L	-	-	-	-	0.2	-	0.0	-	0.2	-	0.0	-	-	-	-
	NB	LR	-	-	-	-	0.4	-	2.4	-	0.4	-	3.2	-	-	-	-
9. Mellon Place / Hospital Driveway and Franklin Street	EB	L	-	-	-	-	0.0	-	0.1	-	0.0	-	0.1	-	-	-	-
	WB	L	-	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	-
	NB	LTR	-	-	-	-	0.1	-	0.2	-	0.1	-	0.2	-	-	-	-
	SB	LTR	-	-	-	-	0.2	-	0.1	-	0.2	-	0.1	-	-	-	-
10. Dekalb Place / Hospital Driveway and Franklin Street	EB	L	-	-	-	-	0.0	-	0.1	-	0.0	-	0.1	-	-	-	-
	WB	L	-	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	-
	NB	LTR	-	-	-	-	0.1	-	0.3	-	0.1	-	0.4	-	-	-	-
	SB	LTR	-	-	-	-	0.1	-	0.2	-	0.1	-	0.2	-	-	-	-
11. East Hospital Driveway and Franklin Street	EB	L	-	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	-
	WB	L	-	-	-	-	0.0	-	0.0	-	0.2	-	0.1	-	-	-	-
	NB	LTR	-	-	-	-	0.2	-	0.6	-	0.9	-	2.4	-	-	-	-
	SB	LTR	-	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	-
12. Franklin Street and Ford Avenue	EB	L	-	-	-	-	0.1	-	0.4	-	0.1	-	0.4	-	-	-	-
	SB	LR	-	-	-	-	1.2	-	1.5	-	2.1	-	2.4	-	-	-	-

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

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

Based on the enclosed analysis, as part of the expansion, it is proposed it implement improvements along the NJ 124 corridor, including signalization of the I-287 Northbound ramps. The area improvements are pending coordination and approval from the New Jersey Department of Transportation (NJDOT). With the area improvements, the intersection is expected to continue to operate at an overall LOS C during the weekday morning peak hour and an overall LOS B during the weekday evening peak hour.

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions.

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

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

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

Alternative 1

- Extend the eastbound (NJ 124) left-turn lane to provide 440 feet of storage.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Add a westbound (NJ 124) exclusive right-turn lane to provide 135 feet of storage.
- Timing changes during the various time of day schedules.
    - Timing Plan I (Weekday AM)
    - Timing Plan II (Weekday PM)

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

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions, with the exception of the eastbound left-turn during the weekday evening peak hour. During the evening peak hour, while the delay, with the proposed single left-turn lane and increased storage, exceeds the deterioration criteria, the v/c (vehicle/capacity) ratio is 0.78 and is under capacity (that is to say <1.0). Additionally, as shown in Table 4, the maximum calculated single lane queue (95th percentile) is as follows:

- AM Peak Hour: 381ft
- PM Peak Hour: 309ft

Both of which can be contained within the 440 ft of storage that is proposed for the extended left-turn lane. Moreover, the mainline, NJ Route 124, thru movements have been prioritized at the traffic signal to maintain flow along the State Highway.

Alternative 2

- Widen Madison Avenue to provide double left-turn lanes on the eastbound (NJ 124) approach and provide 230 feet in the inner turn lane and 470 feet in the outer turn lane.
- Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
- Add a westbound (NJ 124) exclusive right-turn lane to provide 135 feet of storage.
- Phasing and timing changes during the various time of day schedules including altering the eastbound left-turn lead phase to protected phasing only.

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

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions, with the exception of the eastbound left-turns during the weekday morning and evening peak hours. During the peak hours, while the delay, with the proposed double left-turn lanes, exceeds the deterioration criteria, the v/c (vehicle/capacity) ratio is 0.82 (AM) and 0.68 (PM) and is under capacity (that is to say <1.0).

Additionally, as shown in Table 4, the maximum calculated single lane queue (95th percentile) is as follows:

- AM Peak Hour: 303ft (combined theoretical double left lane calculated queue of 606ft)
- PM Peak Hour: 136ft (combined theoretical double left lane calculated queue of 272ft)

Both of which can be contained within the 700 ft of storage that is proposed between the double left-turn lanes. Moreover, the mainline, NJ Route 124, thru movements have been prioritized at the traffic signal to maintain flow along the State Highway.

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

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

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

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

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

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions.

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

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

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

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

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

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions, with the exception of the eastbound left-turn during the weekday evening peak hour. During the evening peak hour, while the delay exceeds the deterioration criteria the left-turn lane is a lane drop for the second eastbound thru lane on NJ Route 124. As a result, the maximum calculated queue (95th percentile) of 561ft (PM) can be contained within the available existing storage without impacting the eastbound thru movement. Moreover, the mainline, NJ Route 124, thru movements have been prioritized at the traffic signal to maintain flow along the State Highway, therefore additional timing changes are not proposed to mitigate the eastbound left-turn criteria exceedance.

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

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

While the intersection is not under NJDOT jurisdiction and therefore is not subject to the NJDOT Access Code criteria, all movements at this intersection will operate at LOS and delays that meet the criteria between the No-Build and Build conditions.

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

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

weekday morning and evening peak hours with the exception of the northbound left/thru/right movements, which is expected to operate at LOS F during both peak hours.

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

- Signalize the intersection as part of the Madison Avenue (NJ 124) coordinated system.
- Widen the northbound approach to provide one shared left-turn/thru lane and double right-turn lanes to provide 250 feet of storage.

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

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access code criteria for a new signal, with the exception of the northbound approach during both peak hours. During the peak hours, while the LOS and delay, exceeds the new signal criteria, the v/c (vehicle/capacity) ratio is under capacity (that is to say <1.0), see below.

- NB Left/Thru Movement: V/C – 0.05 (AM Peak Hour) & 0.22 (PM Peak Hour)
- NB Right/Right Movements: V/C – 0.85 (AM Peak Hour) & 0.70 (PM Peak Hour)

Additionally, as shown in Table 4, the maximum calculated single lane queue (95th percentile) is as follows for each lane group:

- NB Left/Thru Movements
    - AM Peak Hour: 31ft
    - PM Peak Hour: 68ft
- NB Right/Right Movements – Proposed 250ft of storage in each turn lane
    - AM Peak Hour: 238ft
    - PM Peak Hour: 142ft

Moreover, the mainline, NJ Route 124, thru movements have been prioritized at the proposed traffic signal to maintain flow along the State Highway, therefore additional timing changes are not proposed to mitigate the northbound approach criteria exceedance for the new signal. We do note that the overall intersection's LOS of C or better, during both peak hours, does operate within the NJDOT criteria for a new signal.

Traffic Signal Warrant Analysis

We performed a traffic signal warrant analysis for the intersection using the Manual on Uniform Traffic Control Devices (MUTCD) standards. There are nine warrants described in the MUTCD. We only evaluated the traffic volume based warrants.

We evaluated the 2024 existing traffic volumes from the TMC (turning movement count) for the NJ 124 and I-287 Northbound Ramps / Unnamed Road volumes, to determine if they meet any of the traffic volume based warrants. We used the 9 hours of data collected in the October 2024 turning movement traffic count (TMC) for the intersection to conduct the warrant analysis.

Appendix H contains the warrant summary reports. The traffic volume-based warrant analysis results are as follows:

Warrant 1 (Eight-Hour Vehicular Volume)

- Existing – Met: 9 hours met (8 required)

Warrant 2 (Four-Hour Vehicular Volume)

- Existing – Met: 9 hours met (4 required)

Warrant 3 (Peak Hour)

- Existing – Met: 8 hours met (1 required)

Based on the results of the traffic signal warrant analysis, it is recommended the intersection be signalized under the existing traffic volume condition.

7. Madison Avenue (NJ 124) and Gagnon Drive

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

Movements at this intersection will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions.

8. Franklin Street and West Hospital Driveway

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

While the intersection is not under NJDOT jurisdiction and therefore is not subject to the NJDOT Access Code criteria, all movements at this intersection will operate at LOS and delays that meet the criteria between the No-Build and Build conditions.

9. Franklin Street and Mellon Place / Hospital Driveway

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

While the intersection is not under NJDOT jurisdiction and therefore is not subject to the NJDOT Access Code criteria, all movements at this intersection will operate at LOS and delays that meet the criteria between the No-Build and Build conditions.

10. Franklin Street and Dekalb Place / Hospital Driveway

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

While the intersection is not under NJDOT jurisdiction and therefore is not subject to the NJDOT Access Code criteria, all movements at this intersection will operate at LOS and delays that meet the criteria between the No-Build and Build conditions.

11. Franklin Street and East Hospital Driveway

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

While the intersection is not under NJDOT jurisdiction and therefore is not subject to the NJDOT Access Code criteria, all movements at this intersection will operate at LOS and delays that meet the criteria between the No-Build and Build conditions.

12. Franklin Street and Ford Avenue

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

the Build condition, all movements are expected to operate at LOS D or better during both the weekday morning and evening peak hours.

While the intersection is not under NJDOT jurisdiction and therefore is not subject to the NJDOT Access Code criteria, all movements at this intersection will operate at LOS and delays that meet the criteria between the No-Build and Build conditions.

13. Madison Avenue Westbound Between Main Entrance and I-287 NB Ramps Weave Section

Geometry

A new weave section will be created with the channelization of the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp. We analyzed the weave section as an east and west segment.

Analysis

The east weave segment, between the Main Hospital Entrance and Gagnon Drive, is expected to operate at LOS B or better during both the weekday morning and evening peak hours under the Build condition.

The west weave segment, between Gagnon Drive and the I-287 Northbound On Ramp, is expected to operate at LOS C or better during both the weekday morning and evening peak hours under the Build condition.

Both weave segments will operate at LOS that meets the NJDOT Access Code criteria, as the segments do not deteriorate below an LOS E.

CONCLUSIONS

Langan finds that the proposed expansion to the Morristown Medical Center will generate additional traffic that will require some improvements to the adjoining roadway system. With the improvements as identified herein, the additional traffic will be accommodated. The site's access points are expected to continue to operate at acceptable levels of service (LOS) during peak traffic hours.

Based on the enclosed analysis, as part of the expansion, it is proposed it implement the below improvements, pending coordination and approval from the New Jersey Department of Transportation (NJDOT). Additionally, associated with the design of the roadway improvements, pedestrian sidewalk and roadway crossing improvements will be provided. Those improvements will be in accordance with the NJDOT Design manual and requirements.

- Madison Avenue (NJ 124) and Main Hospital Entrance

  ALTERNATIVE 1

  - Extend the eastbound (NJ 124) left-turn lane to provide 440 feet of storage.
  - Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
  - Add a westbound (NJ 124) exclusive right-turn lane to provide 135 feet of storage.
  - Timing changes during the various time of day schedules.

  ALTERNATIVE 2

  - Widen Madison Avenue to provide double left-turn lanes on the eastbound (NJ 124) approach and provide 230 feet in the inner turn lane and 470 feet in the outer turn lane.
  - Channelize the southbound (main hospital entrance driveway) right-turn lane to form a third westbound auxiliary lane on Madison Avenue that will terminate as the I-287 northbound on ramp.
  - Add a westbound (NJ 124) exclusive right-turn lane to provide 135 feet of storage.
  - Phasing and timing changes during the various time of day schedules including altering the eastbound left-turn lead phase to protected phasing only.

- Madison Avenue (NJ 124) and Franklin Street / Turtle Road
    - Timing changes during the various time of day schedules.
- Madison Avenue (NJ 124) and Normandy Parkway / Driveway
    - Convert the eastbound/westbound protected left-turn phase to protected/permitted phasing. As a result, change the westbound channelized right-turn lane to yield controlled.
    - Timing changes during the Plan II time of day schedule.
- Madison Avenue (NJ 124) and I-287 Northbound Ramps
    - Signalize the intersection as part of the Madison Avenue (NJ 124) coordinated system.
    - In the existing condition MUTCD's traffic signal warrant criteria for Warrant 1 (8-hr), Warrant 2 (4-hr), and Warrant 3 (Peak Hour) are met. Therefore, the traffic signal is warranted based on existing traffic volumes.
    - Widen the northbound approach to proved one shared left-turn/thru lane and double right-turn lanes.

Based on the enclosed analysis and consideration for the above improvements, movements at the study intersections will operate at LOS and delays that meet the NJDOT Access Code criteria between the No-Build and Build conditions with the exception of the below. As part of the NJDOT access application, we are seeking a waiver from the criteria due to the circumstances of each exceedance.

- Hospital Main Entrance / 77 Madison Ave Access & Madison Avenue (NJ 124)
    - Alternative 1 (single EB left-turn lane)
        - Waiver from LOS Violation during PM Peak Hour for Eastbound Left-Turn Movement *(overall intersection LOS C provided and mainline thru movements maintained at LOS B or better)*
    - Alternative 2 (double EB left-turn lanes)
        - Waiver from LOS Violation during AM and PM Peak Hours for Eastbound Left-Turn Movement *(overall intersection LOS C provided and mainline thru movements maintained at LOS B or better)*

- Normandy Parkway / Driveway & Madison Avenue (NJ 124)
    - Waiver from LOS Violation during PM Peak Hour for Eastbound Left-Turn Movement

- I-287 NB On Ramp / Connector Road & Madison Avenue (NJ 124)
    - Waiver from LOS Violation (for new signal) during AM and PM Peak Hours for Northbound Approach (LT lane and double RR lanes) *(overall intersection level of service C provided and mainline thru lanes maintained at LOS B or better)*

Waiver request forms are included in the application.

APPENDIX A
SCOPE OF STUDY REPORT

SCOPE OF STUDY REPORT

For

Morristown Medical Center Expansion
NJ Route 124, Milepost 1.1
Town of Morristown
Morris County, New Jersey

Prepared For:

Morristown Memorial Hospital
Atlantic Health Care Systems
Construction Department
100 Madison Avenue
Morristown, NJ 07960

Prepared By:

Langan Engineering and Environmental Services, LLC
1 University Square Drive
Suite 110
Princeton, NJ 08540
NJ Certificate of Authorization No: 24GA27996400

Karl A. Pehnke, P.E., PTOE
Professional Engineer License No. 36434

Kerry A. Pehnke, P.E.
Professional Engineer License No. 53686

20 September 2024
130048206

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Table 2 – Trip Distributions

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A4 - Existing Conditions Plan
A5 - Concept Plan
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INTRODUCTION

Langan Engineering and Environmental Services has been retained to assist with traffic-related permitting for a proposed expansion to the Morristown Medical Center located in the Town of Morristown, Morris County, New Jersey. We prepared this report consistent with NJDOT requirements to define the traffic impact study area, specifically to identify study locations.

The existing hospital campus consists of a 1,370,000 square foot (sf) hospital. It is proposed to expand the hospital to consist of 2,033,000 sf, including the demolition of 37,000 sf and the construction of 700,000 sf for a net increase of 663,000 sf. The site is designated as Block 4201, Lots 1 and 2 according to town tax maps. We have included a site location map in the technical appendix.

The development is located along NJ Route 124 (Madison Avenue). It is bordered by Franklin Street on the north, Randolph Drive on the east, NJ Route 124 (Madison Avenue) on the south, and Interstate 287 (I-287) on the west. Access to the site is proposed to continue to be provided via the two driveways along Madison Avenue and the four driveways along Franklin Street. Improvements at the NJ Route 124 driveways and along the State Highway are proposed as part of hospital campus expansion. We have included the concept plan in the technical appendix.

TRAFFIC CHARACTERISTICS OF THE PROPOSE DEVELOPMENT

Langan estimated the number of net new trips the proposed expansion (Block 4201, Lots 1 and 2) will generate utilizing data compiled for Land Use Code 610 (Hospital) as published by the Institute of Transportation Engineers (ITE) in the publication Trip Generation, 11th Edition. Additional consideration was given to consistency with the New Jersey Department of Transportation (NJDOT) HAPS program. A comparison of the NJDOT's HAPS program and ITE's 11th edition for the proposed development (LUC 610) shows that the use of ITE's 11th edition is more conservative; therefore, to be conservative we utilized the ITE data.

Table 1 shows the trip generation estimates for the proposed expansion based on ITE data for Land Use Code 610 (Hospital).

Table 1 – Future Trip Generation Estimates

Land Use Code 610 (Hospital)		Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Existing	1,370,000sf	752	371	1123	412	766	1178
Proposed	2,033,000sf	1117	550	1667	612	1136	1748
Net New Trips	**663,000sf**	**365**	**179**	**544**	**200**	**370**	**570**
State Highway and Alternative Access Summary							
Access to State Hwy	75%	274	134	408	150	277	427
Alternative Access	25%	91	45	136	50	93	143

We determined study locations based on the net new trips shown in Table 1.

TRAFFIC IMPACT STUDY AREA

We determined the directional distribution of the net new site-generated trips based on existing travel patterns in the study area and a journey-to-work model. From the demographic data and with consideration for the existing travel patterns of the hospital campus, we determined the different routes drivers would take when travelling to and from the campus. All traffic impact study area worksheets and the journey-to-work model are contained in the technical appendix.

We used the results of the journey-to-work model and existing travel patterns to assign the trips onto the adjacent roadway network for the proposed expansion. Table 2 outlines the resulting trip distributions based on the journey-to-work model, existing travel patterns, and trip assignments.

Table 2 – Trip Distributions

Direction (To/From)	Arrival & Departure Distributions
NJ Route 124 – Madison Avenue (East)	1%
NJ Route 124 – Madison Avenue (West)	13%
South Street – CR 601 (South)	2%
I-287 (North)	21%
I-287 (South)	10%
Franklin Street (West)	10%
Normandy Parkway (East)	28%
Ford Avenue (North)	15%
Total	**100%**

The New Jersey State Highway Access Management Code specifies that locations impacted by 100 or more new critical half-trips are to be analyzed. Therefore, the following locations require study:

1. Madison Avenue (NJ 124) and I-287 Southbound Ramps
2. Madison Avenue (NJ 124) and I-287 Northbound Ramps
3. Madison Avenue (NJ 124) and Gagnon Drive
4. Madison Avenue (NJ 124) and Main Hospital Entrance
5. Madison Avenue (NJ 124) and Franklin Street/Turtle Road
6. Madison Avenue (NJ 124) and Normandy Parkway / 177 Madison Ave Driveway

LOT CONFORMITY

The NJDOT application development tract has 1,309.87 feet of frontage along NJ Route 124, not including the frontage along I-287 and the ramps from the State Highway to I-287.

Based upon the speed limit of 40 mph, the required access spacing is 185'. Looking at the property from the highway the left side spacing would be (just accounting for the property's frontage and not the adjacent lots) 654.935' > 185' and the right side spacing would be 654.935' > 185', therefore the lot is conforming.

TECHNICAL APPENDIX



LANGAN

Langan Engineering and Environmental Services, LLC

300 Kimball Drive
Parsippany, NJ 07054
T: 973.560.4900 F: 973.560.4901 www.langan.com
NJ Certificate of Authorization No.24GA27996400

Project

MORRISTOWN MEDIAL CENTER EXPANSION

BLOCK No. 4201, LOT No. 1 & 2
TOWN OF MORRISTOWN
MORRIS COUNTY NEW JERSEY

Drawing Title

SITE LOCATION MAP

Project No.	130048206
Date	09/06/2024
Drawn By	KAMP
Checked By	

Drawing No. **A1**

Sheet 1 of 4

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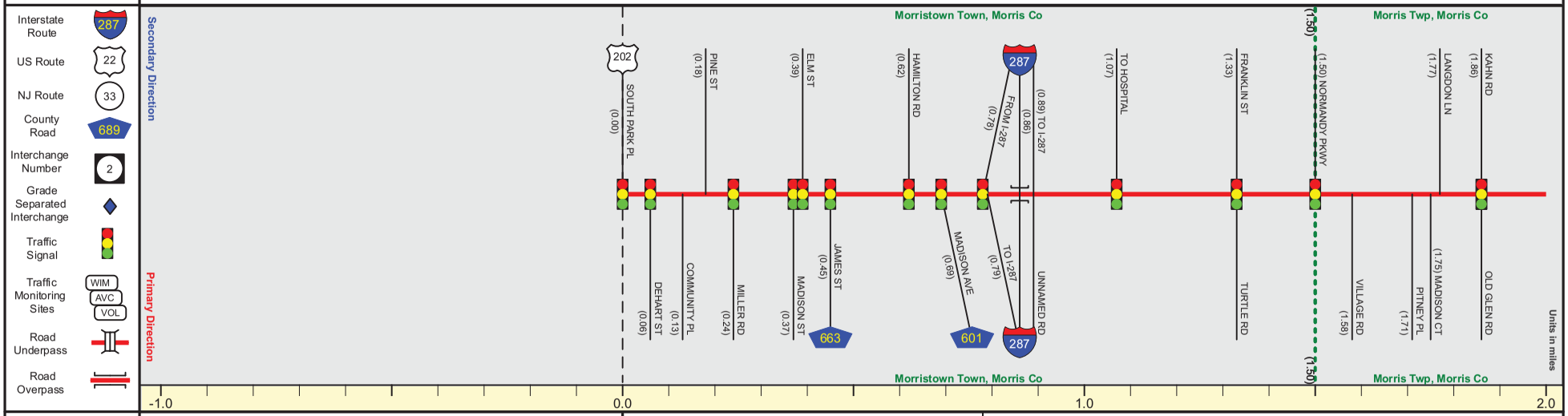
Filename: \\langan.com\data\LAW\data2\130048206\Project Data_Discipline\Traffic\Figures & Tables\Scope of Study\2024-09 ScopeofStudy Figures - Morristown.dwg Date: 9/6/2024 Time: 16:13 User: kapehnke Style Table: ---- Layout: A1 SITE LOCATION

NJ 124 (West to East)

Mile Posts: 0.000 - 2.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	South Street | Madison Avenue
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial | Urban Minor Arterial
Federal Aid - NHS Sy	NHS | STP
Control Section	1406
Speed Limit	30 | 35 | 40
Number of Lanes	2 | 4 | 2
Med. Type	None
Med. Width	0
Pavement	64 | 48 | 24
Shoulder	0 | 8
Traffic Volume	15,368 (2014) | 21,794 (2014)
Traffic Sta. ID	131405 | 131406
Structure No.	1419174
Enlarged Views	See Enlarged View #10

Begin NJ 124 MP=0.00

SRI = 00000124__

Date last inventoried: June 2017

Page Created: March, 2019



THIS SHEET IS A DIGITIZED COPY OF THE TAX MAP PREPARED BY RICHARD F. SMITH, JR. AND DATED MAY 1, 2002. THE APPROVED ORIGINAL IS ON FILE IN THE ENGINEER'S OFFICE.

REVISIONS

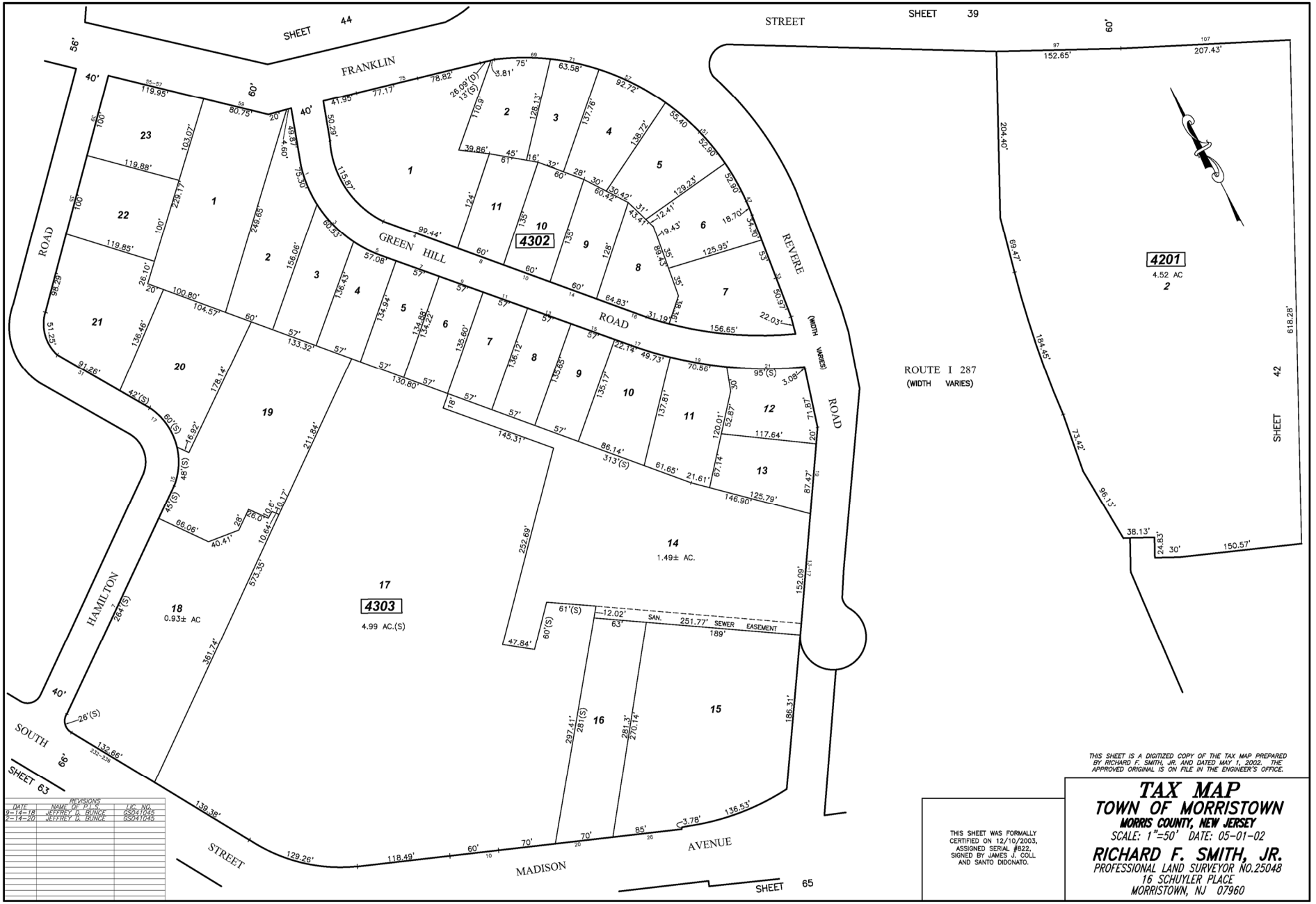
DATE	NAME OF PARTY	LIC. NO.
9-12-18	JEFFREY D. BUNCE	GS041045
8-16-19	JEFFREY D. BUNCE	GS041045

THIS SHEET WAS FORMALLY CERTIFIED ON 12/10/2003, ASSIGNED SERIAL #822, SIGNED BY JAMES J. COLL AND SANTO DIDONATO.

TAX MAP
TOWN OF MORRISTOWN
MORRIS COUNTY, NEW JERSEY

SCALE: 1"=50' DATE: 05-01-02

RICHARD F. SMITH, JR.
PROFESSIONAL LAND SURVEYOR NO.25048
16 SCHUYLER PLACE
MORRISTOWN, NJ 07960



REVISIONS		
DATE	NAME OF P.L.S.	LIC. NO.
9-14-18	JEFFREY D. BUNCE	05041045
2-14-20	JEFFREY D. BUNCE	05041045

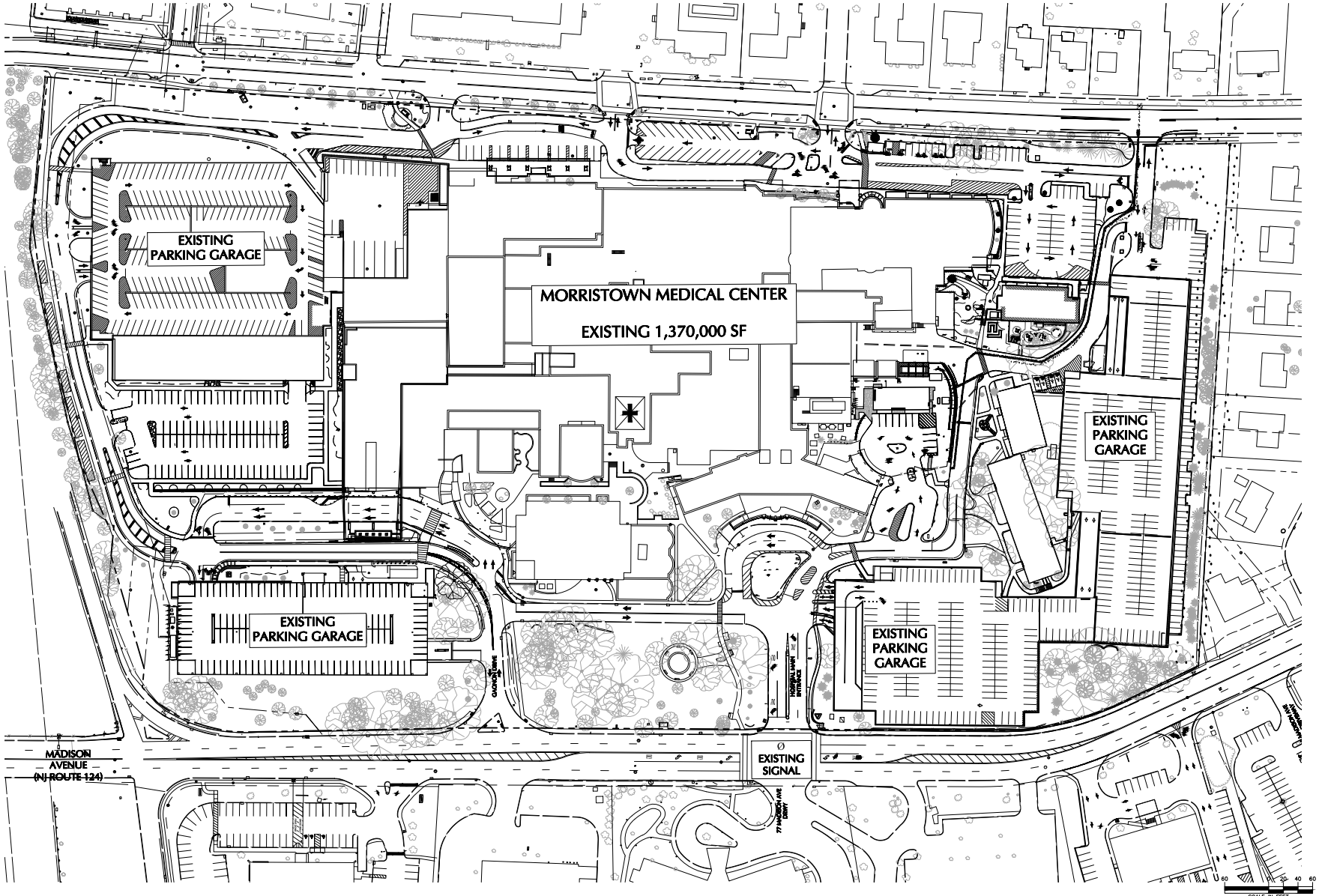
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TAX MAP
TOWN OF MORRISTOWN
MORRIS COUNTY, NEW JERSEY

SCALE: 1"=50' DATE: 05-01-02

RICHARD F. SMITH, JR.
PROFESSIONAL LAND SURVEYOR NO.25048
16 SCHUYLER PLACE
MORRISTOWN, NJ 07960



Date	Description	No.
Revisions		

NOT FOR BID OR CONSTRUCTION

SIGNATURE DATE SIGNED

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

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NJ Certificate of Authorization No: 24GA27996400

Project: NJ ROUTE 124, MP 0.89-1.33

MORRISTOWN MEDICAL CENTER MASTER PLAN

MORRIS COUNTY MORRISTOWN NEW JERSEY

Drawing Title

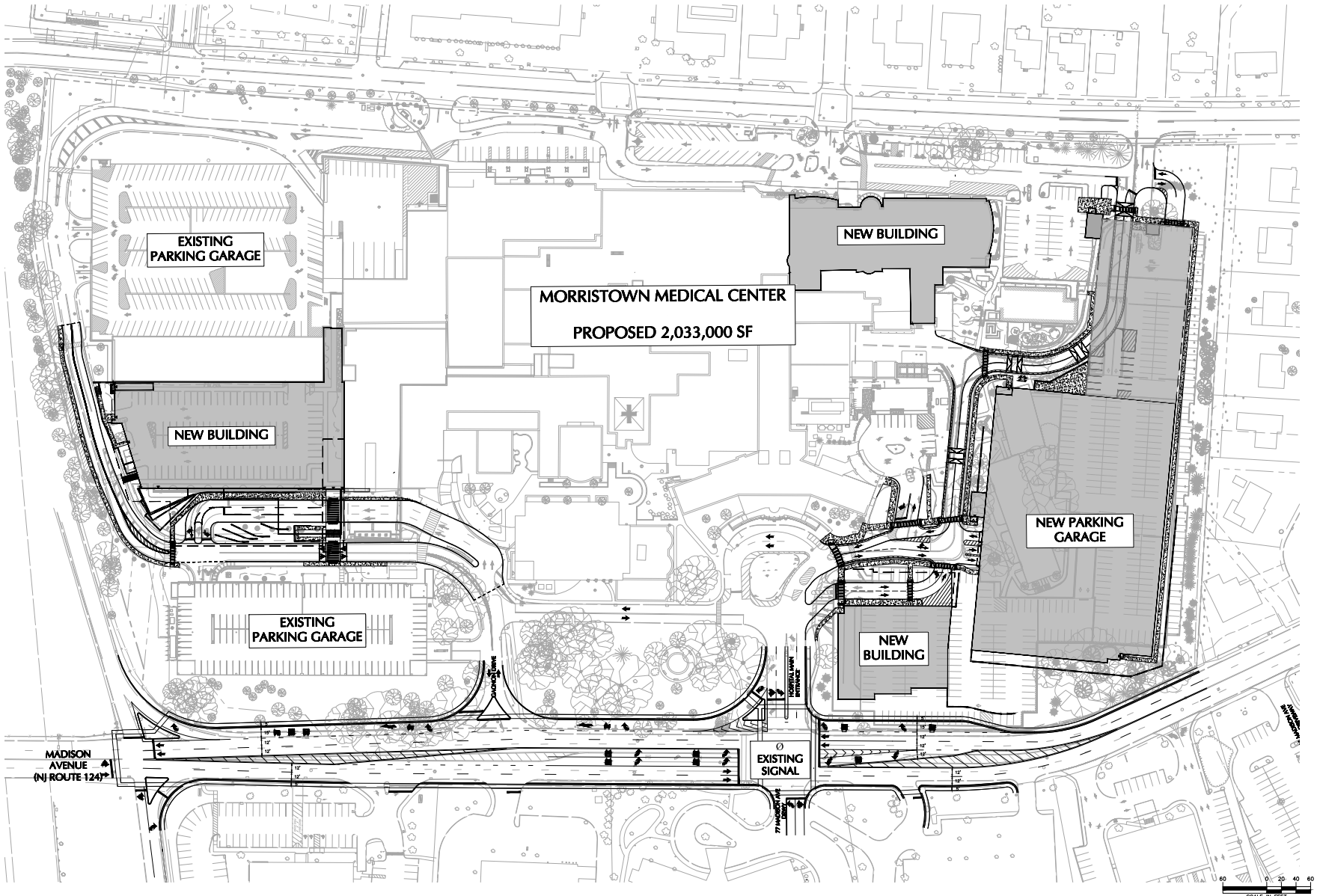
OVERALL EXISTING CAMPUS CONDITIONS

Project No. 130048206	Drawing No. KT100 0101
Date 9/18/2024	
Scale 1" = 60'	
Drawn By PS / Checked By KAP	
Submission Date 9/18/2024	Sheet 1 of 2

Project No. 130048206

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Date	Description	No.
Revisions		

NOT FOR BID OR CONSTRUCTION

SIGNATURE DATE SIGNED

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

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NJ Certificate of Authorization No. 24GA27996400

Project NJ ROUTE 124, MP 0.89-1.33

MORRISTOWN MEDICAL CENTER MASTER PLAN

MORRIS COUNTY MORRISTOWN NEW JERSEY

Drawing Title

OVERALL PROPOSED CAMPUS CONDITIONS

Project No. 130048206	Drawing No. KT100 0102
Date 9/18/2024	
Scale 1" = 60'	
Drawn By PS / Checked By KAP	
Submission Date 9/18/2024	Sheet 2 of 2

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Project No. 130048206

Destination Analysis

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

NJ 124 (Madision Ave) East
NJ 124 (Madision Ave) West
South St (CR 601) South
I-287 North
I-287 South
Franklin St West
Normandy Pkwy East
Ford Ave North
Transit

Total All Jobs

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

Job Counts by Counties Where Workers Live - 2021

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

Total All Jobs

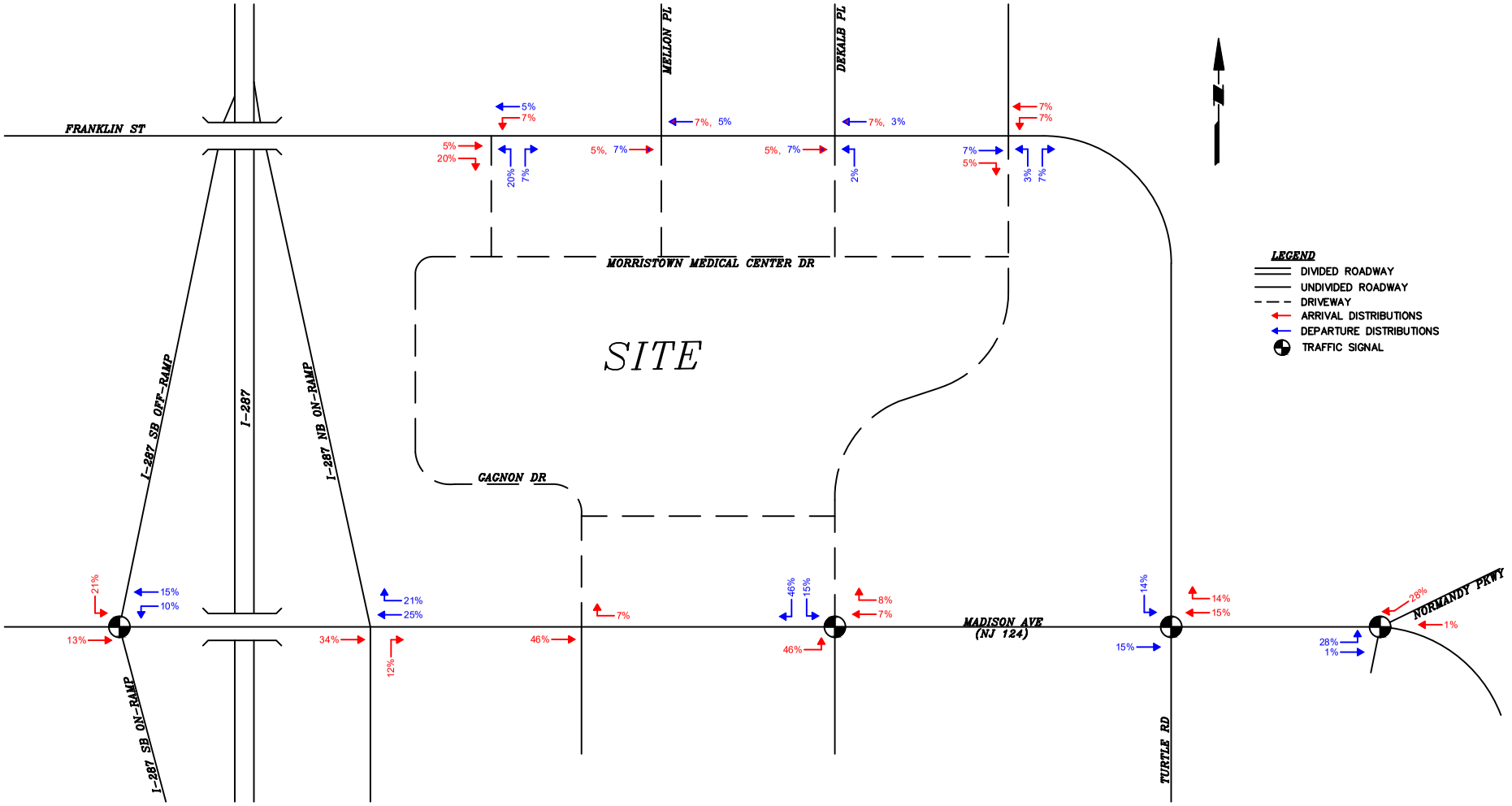
	2021 Count	2021 Share
Total All Jobs	4,707	37.3%

Job Counts by County Subdivisions Where Workers Live - 2021

Arrival	Departure		Count	Share			
		Morristown town (Morris, NJ)	487	3.9%	50%	25%	25%
		Parsippany-Troy Hills township (Morris, NJ)	456	3.6%			
		Morris township (Morris, NJ)	364	2.9%			
		Mount Olive township (Morris, NJ)	286	2.3%			
		Roxbury township (Morris, NJ)	257	2.0%			
		Randolph township (Morris, NJ)	250	2.0%			
		Rockaway township (Morris, NJ)	205	1.6%			
		Jefferson township (Morris, NJ)	173	1.4%			
		Washington township (Morris, NJ)	167	1.3%			
		Hanover township (Morris, NJ)	160	1.3%			
		Denville township (Morris, NJ)	153	1.2%			
		Dover town (Morris, NJ)	141	1.1%			
		Madison borough (Morris, NJ)	135	1.1%			
		Pequannock township (Morris, NJ)	134	1.1%			
		Montville township (Morris, NJ)	119	0.9%			
		Florham Park borough (Morris, NJ)	83	0.7%			
		Lincoln Park borough (Morris, NJ)	82	0.6%			
		Morris Plains borough (Morris, NJ)	81	0.6%			
		Rockaway borough (Morris, NJ)	81	0.6%			
		Chatham township (Morris, NJ)	79	0.6%			
		Chester township (Morris, NJ)	77	0.6%			
		Boonton town (Morris, NJ)	64	0.5%			
		East Hanover township (Morris, NJ)	64	0.5%			
		Wharton borough (Morris, NJ)	60	0.5%			
		Mine Hill township (Morris, NJ)	57	0.5%			
		Long Hill township (Morris, NJ)	54	0.4%			
		Netcong borough (Morris, NJ)	53	0.4%			
		Mount Arlington borough (Morris, NJ)	49	0.4%			
		Chatham borough (Morris, NJ)	48	0.4%			
		Butler borough (Morris, NJ)	45	0.4%			
		Kinnelon borough (Morris, NJ)	44	0.3%			
		Boonton township (Morris, NJ)	34	0.3%			
		Mendham borough (Morris, NJ)	33	0.3%			
		Mendham township (Morris, NJ)	30	0.2%			
		Mountain Lakes borough (Morris, NJ)	22	0.2%			
		Riverdale borough (Morris, NJ)	22	0.2%			
		Harding township (Morris, NJ)	20	0.2%			
		Victory Gardens borough (Morris, NJ)	20	0.2%			
		Chester borough (Morris, NJ)	18	0.1%			

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

USE: 100 Madison Ave Morristownj NJ 07960



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Parsippany, NJ 07054
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NJ Certificate of Authorization No.24GA27996400

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

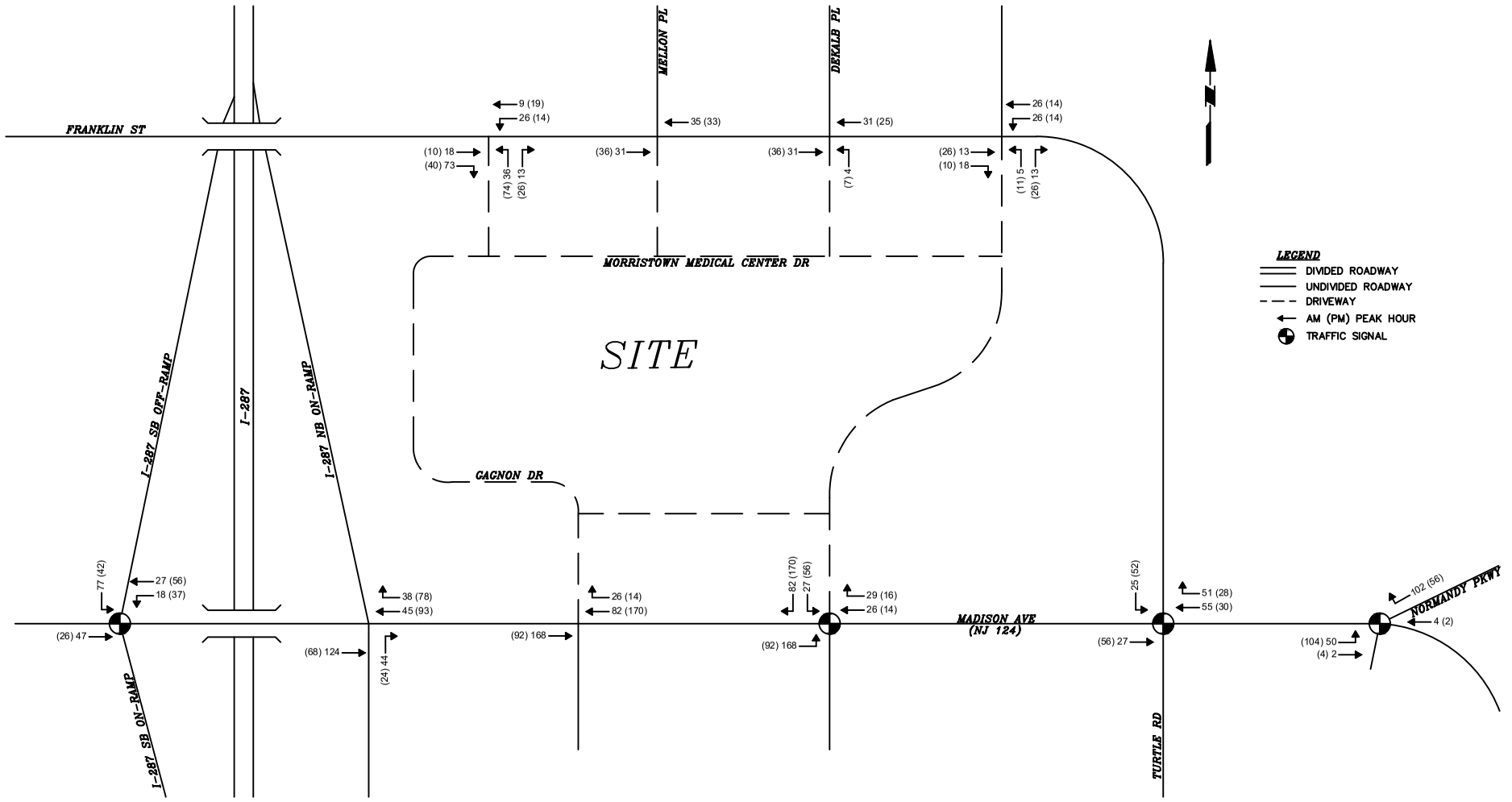
Drawing Title
ARRIVAL AND DEPARTURE DISTRIBUTIONS

Project No. 130048206
Date 09/06/2024
Drawn By KAMP
Checked By

Drawing No. A7
Sheet 2 of 4

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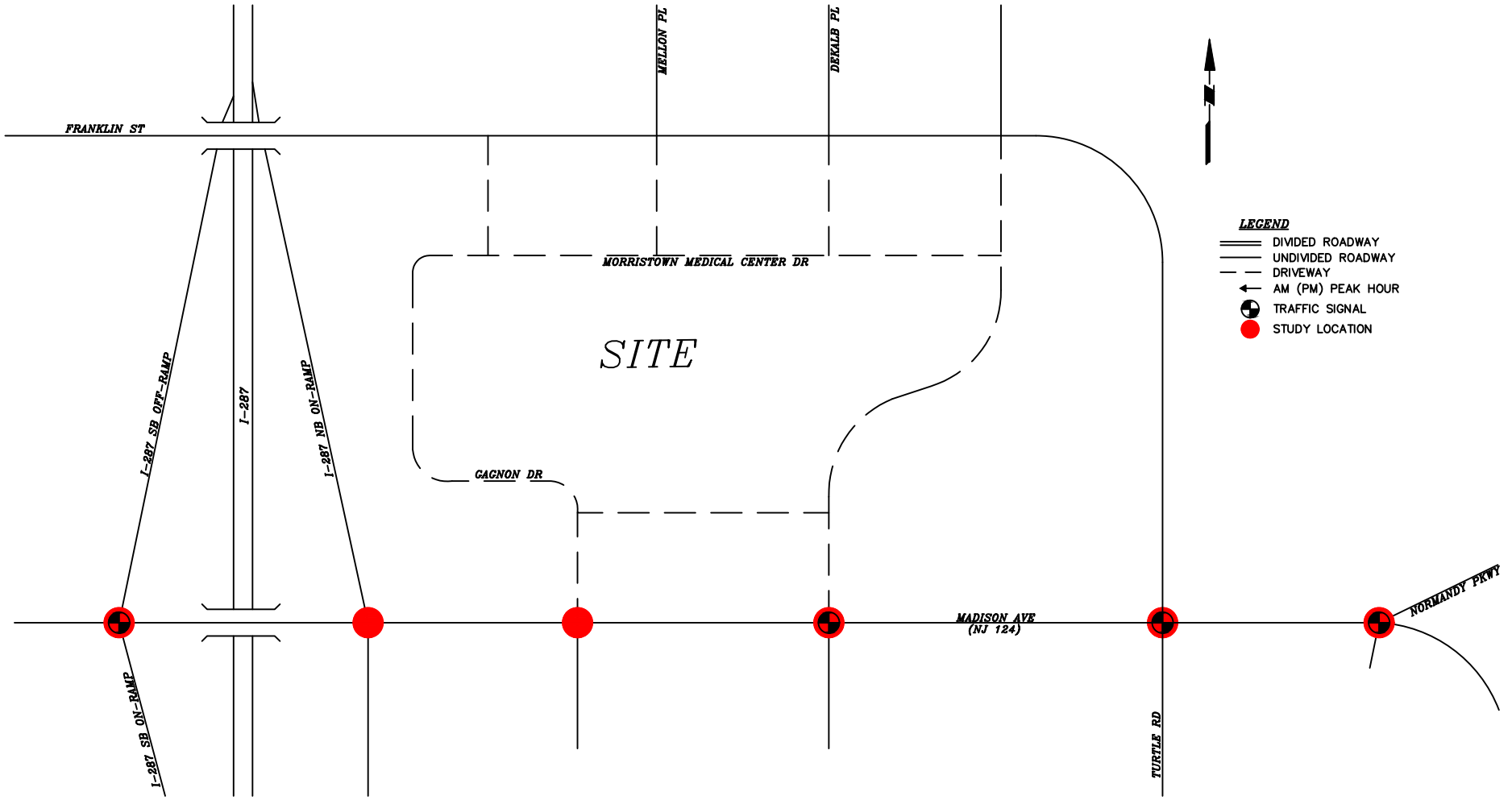
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Filename: \\langan.com\data\LAW\data2\130048206\Project Data_Discipline\Traffic\Figures & Tables\Scope of Study\2024-09 ScopeofStudy Figures - Morristown.dwg Date: 9/6/2024 Time: 16:13 User: kapehnke Style Table: ---- Layout: A8 TOTAL TRIPS



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

Drawing Title
STUDY LOCATIONS

Project No.	130048206
Date	09/06/2024
Drawn By	KAMP
Checked By	

Drawing No. **A9**

Sheet 4 of 4

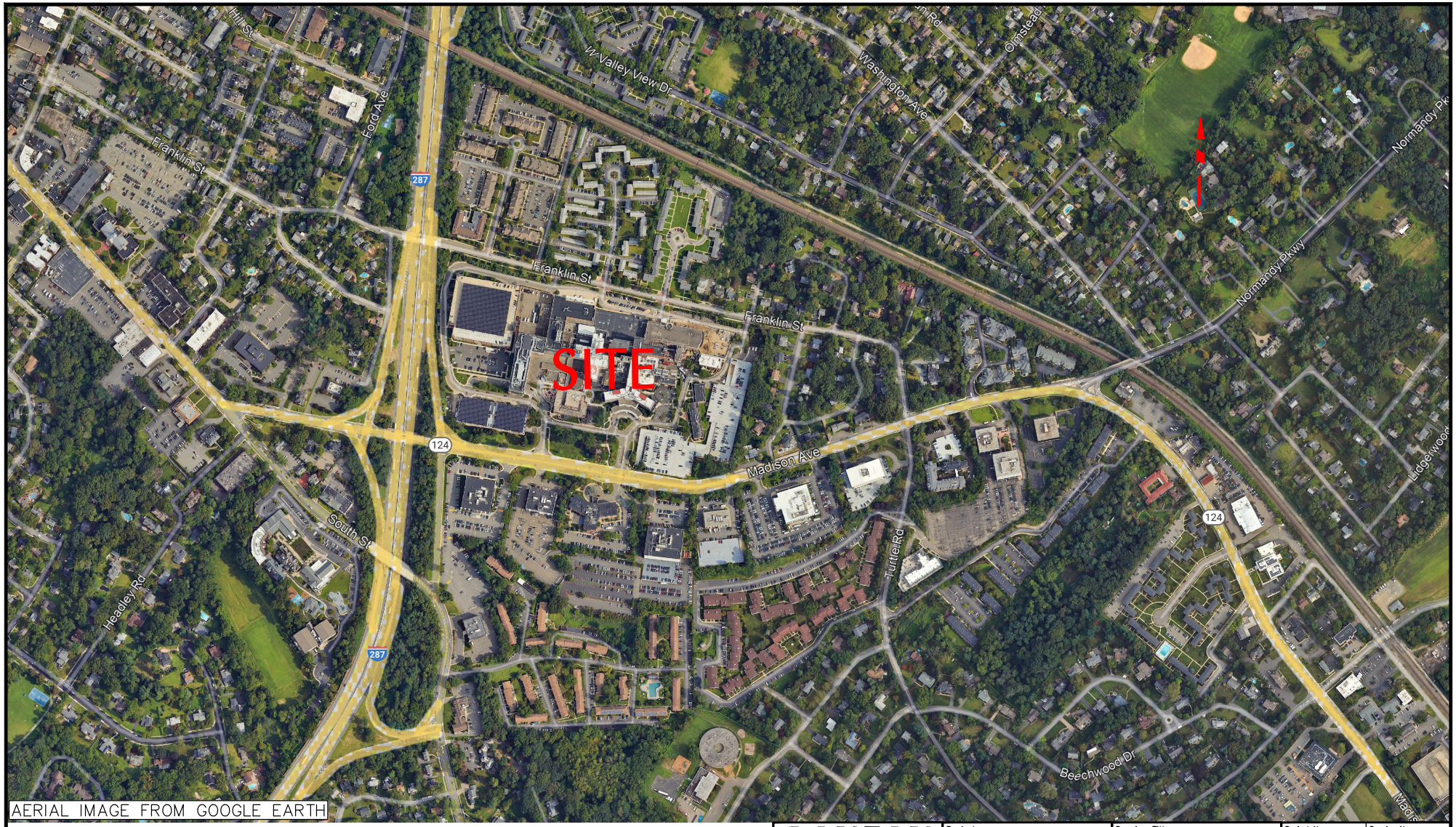
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Filename: \\langan.com\data\LAW\data2\130048206\Project Data_Discipline\Traffic\Figures & Tables\Scope of Study\2024-09 ScopeofStudy Figures - Morristown.dwg Date: 9/6/2024 Time: 16:13 User: kapehnke Style Table: ---- Layout: A9 STUDY LOCATIONS

Trips Generation Estimates																
Peak Hour	**Equation/Rate**	**Split (In/Out)**	**Size**	**Overall Trips**			**With Internal Capture Reduction**			**Pass-By****			**Total New Trips**		
				In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Land Use 850 – Supermarket 29,040 sf (Existing), 47,571 sf (with 18,531 sf Expansion)															
Weekday AM Peak Hour	AR = 0.82	67%/33%	1,370,000sf	752	371	1,123	-	-	-	-	-	-	-	-	-
			2,033,000sf	1,117	550	1,667	-	-	-	-	-	-	-	-	-
			663,000sf	**365**	**179**	**544**	**-**	**-**	**-**	**-**	**-**	**-**	***365***	***179***	***544***
Weekday PM Peak Hour	AR = 0.86	35%/65%	1,370,000sf	412	766	1,178	-	-	-	-	-	-	-	-	-
			2,033,000sf	612	1,136	1,748	-	-	-	-	-	-	-	-	-
			663,000sf	**200**	**370**	**570**	-	-	-	-	-	-	***200***	***370***	***570***

*It should be noted we used the most conservative trip generation estimate between the NJDOT's HAPS program and ITE's Trip Generation 11th edition publication.

APPENDIX B
FIGURES



AERIAL IMAGE FROM GOOGLE EARTH

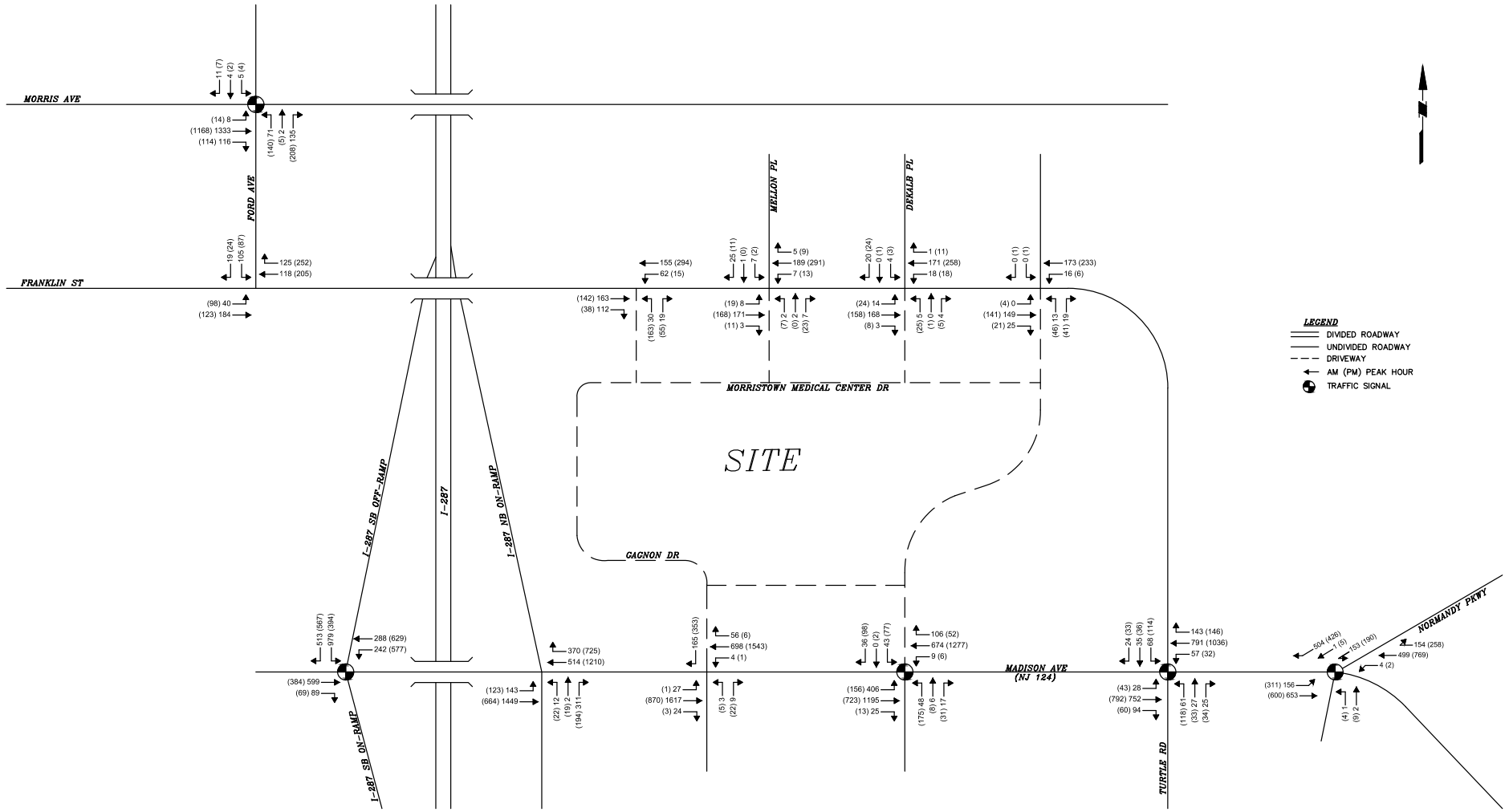
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NJ Certificate of Authorization No.24GA27996400

Project	MORRISTOWN MEDICAL CENTER EXPANSION
	BLOCK No. 4201, LOT No. 1 & 2
	TOWN OF MORRISTOWN
	MORRIS COUNTY NEW JERSEY
Drawing Title	SITE LOCATION MAP
Project No.	130048206
Date	3/5/2025
Drawn By	PS
Checked By	KAMP
Drawing No.	FIGURE 1
Sheet	1 of 7

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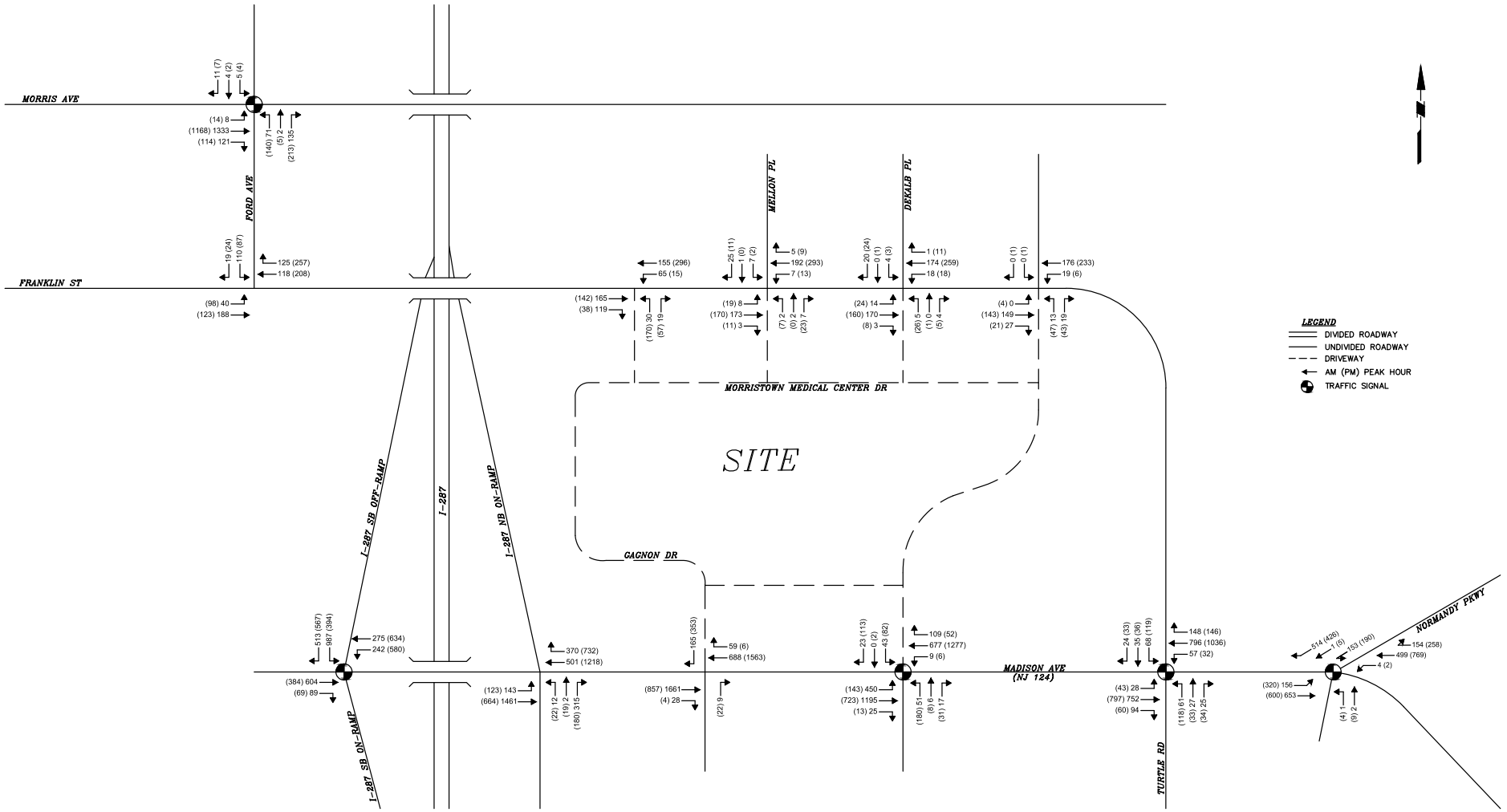
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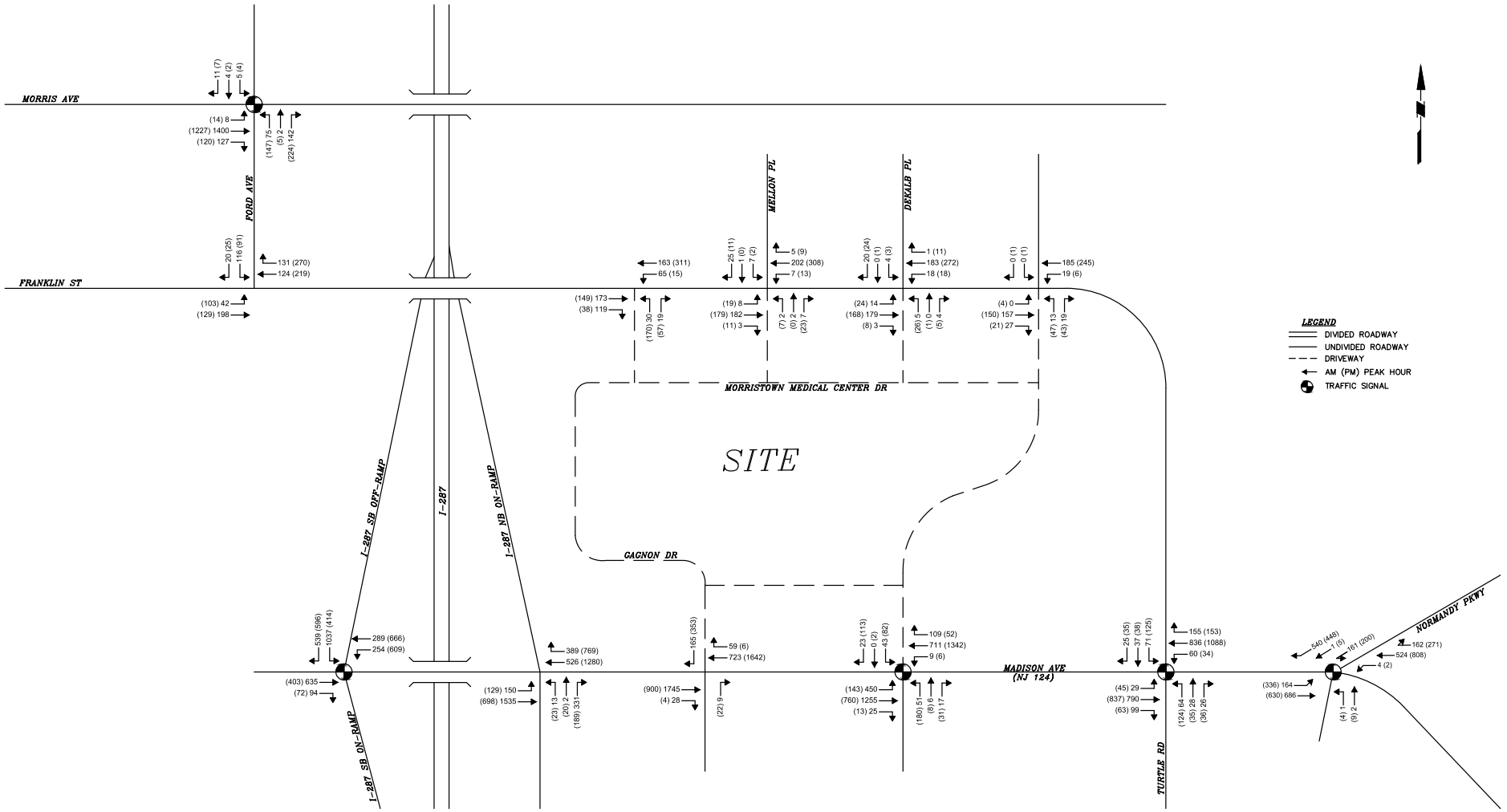
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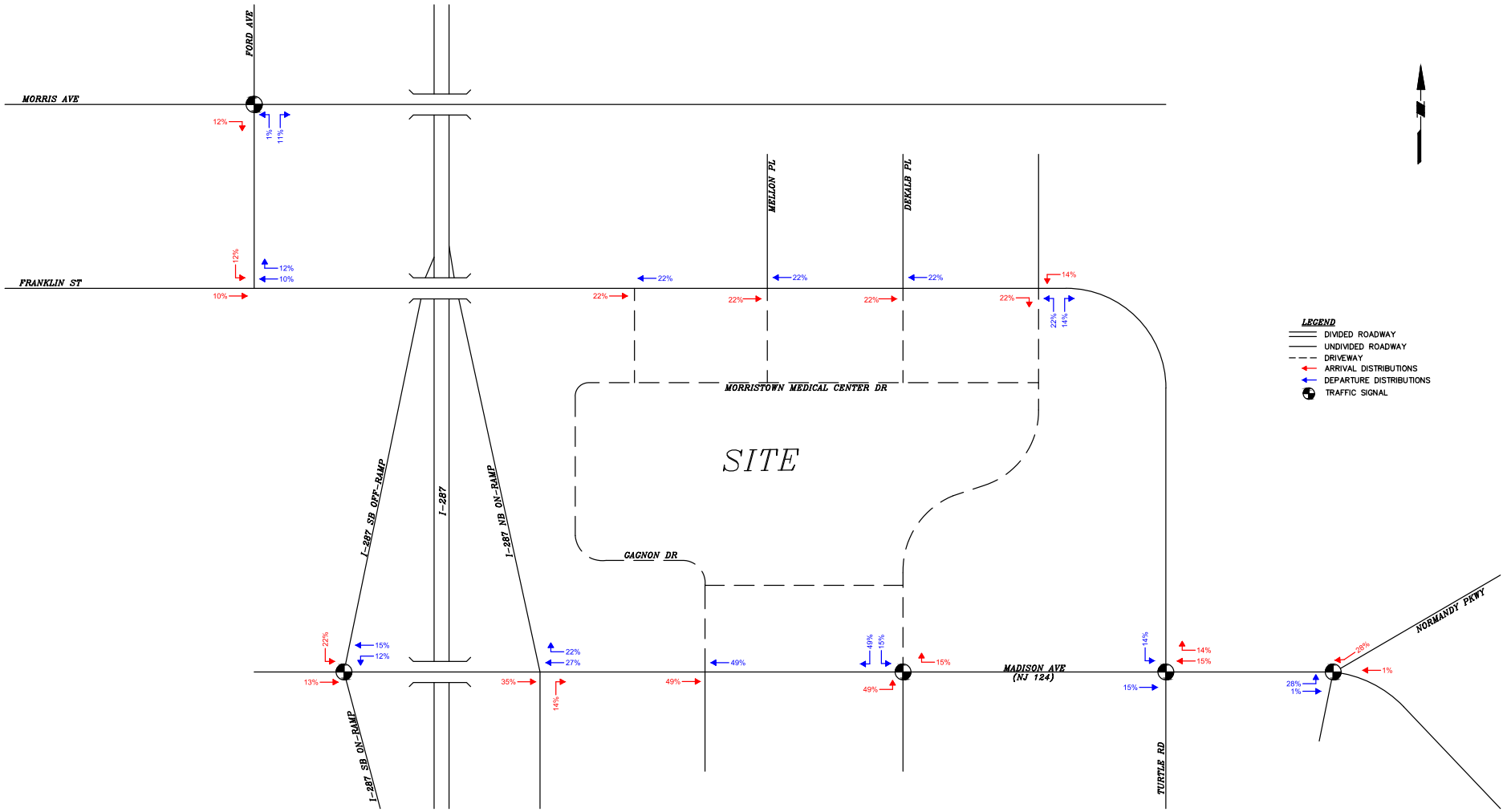
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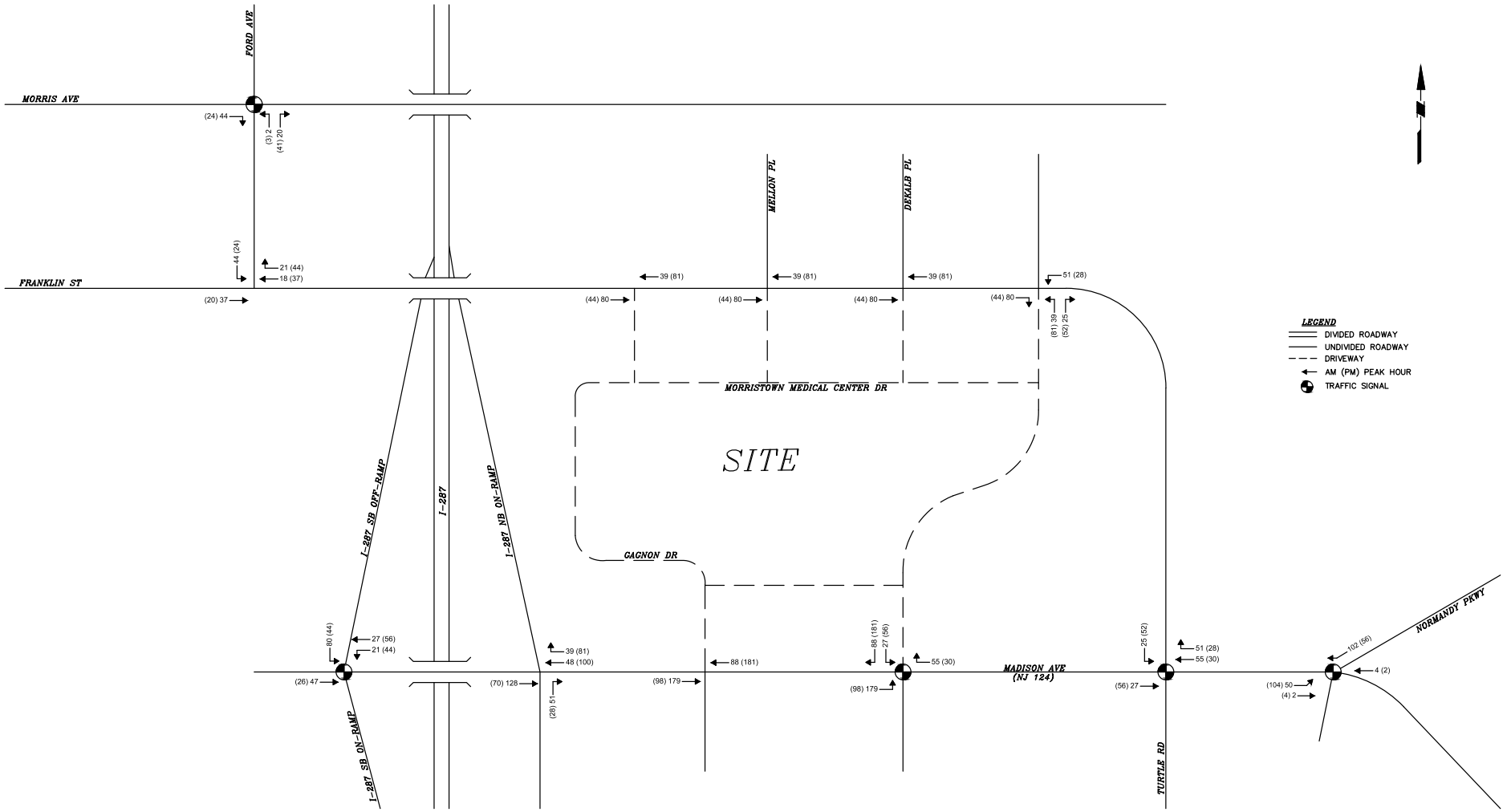
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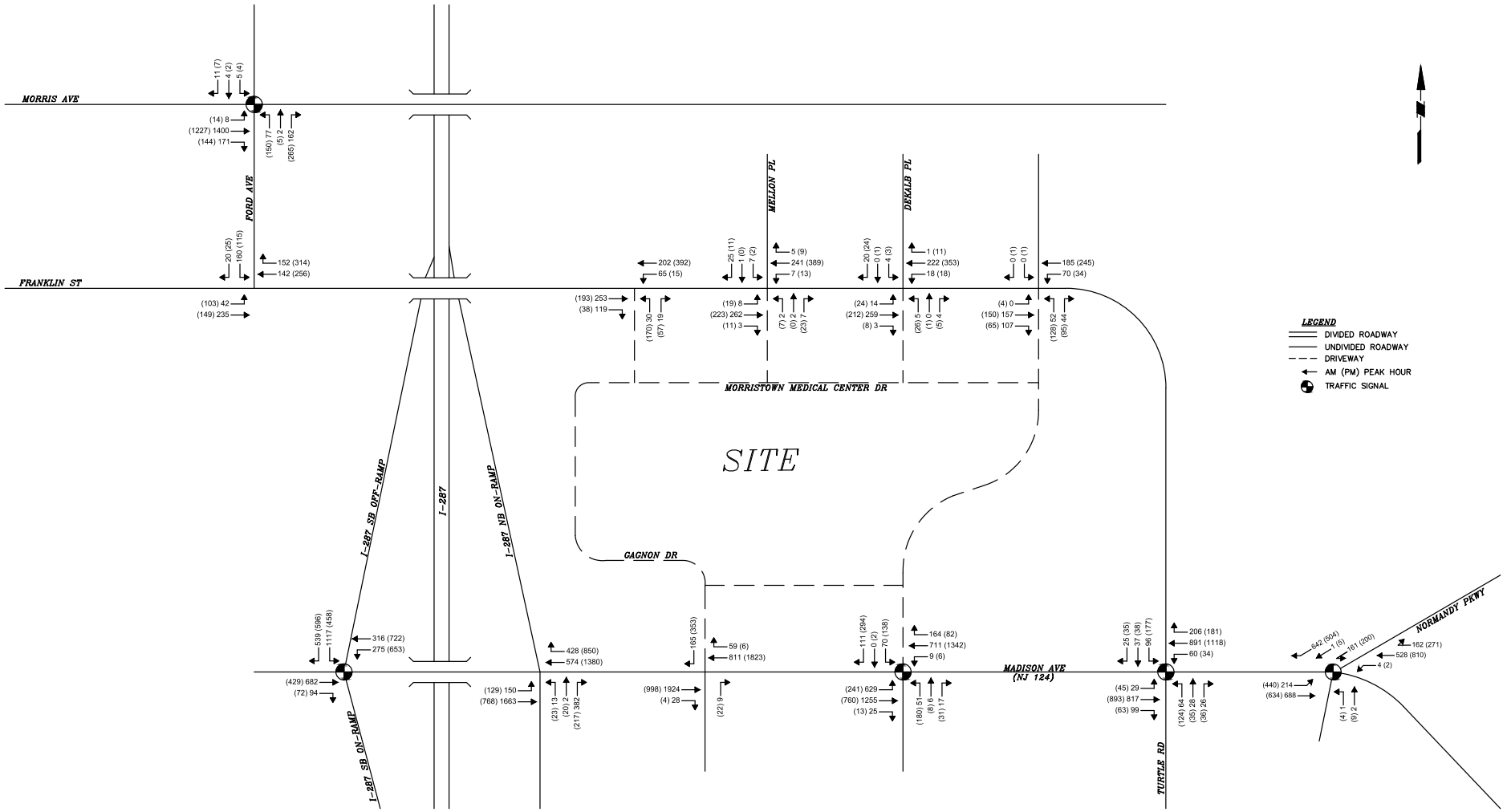
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Filename: \\langan.com\data\LAW\data2\130048206\Project Data_Discipline\Traffic\Figures & Tables\2025-03 NJDOT TIS Figures - A&D Dist Change\2025-03 TIS Figures.dwg Date: 3/7/2025 Time: 14:47 User: psabolchick Style Table: Langan.stb Layout: 6-TRIPS



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Filename: \\langan.com\data\LAW\data2\130048206\Project Data_Discipline\Traffic\Figures & Tables\2025-03 NJDOT TIS Figures - A&D Dist Change\2025-03 TIS Figures.dwg Date: 3/7/2025 Time: 14:47 User: psabolchick Style Table: Langan.stb Layout: 7-BUILD

APPENDIX C
TRAFFIC COUNTS

Madison Ave & Gagnon Dr - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261228, Location: 40.788204, -74.466713

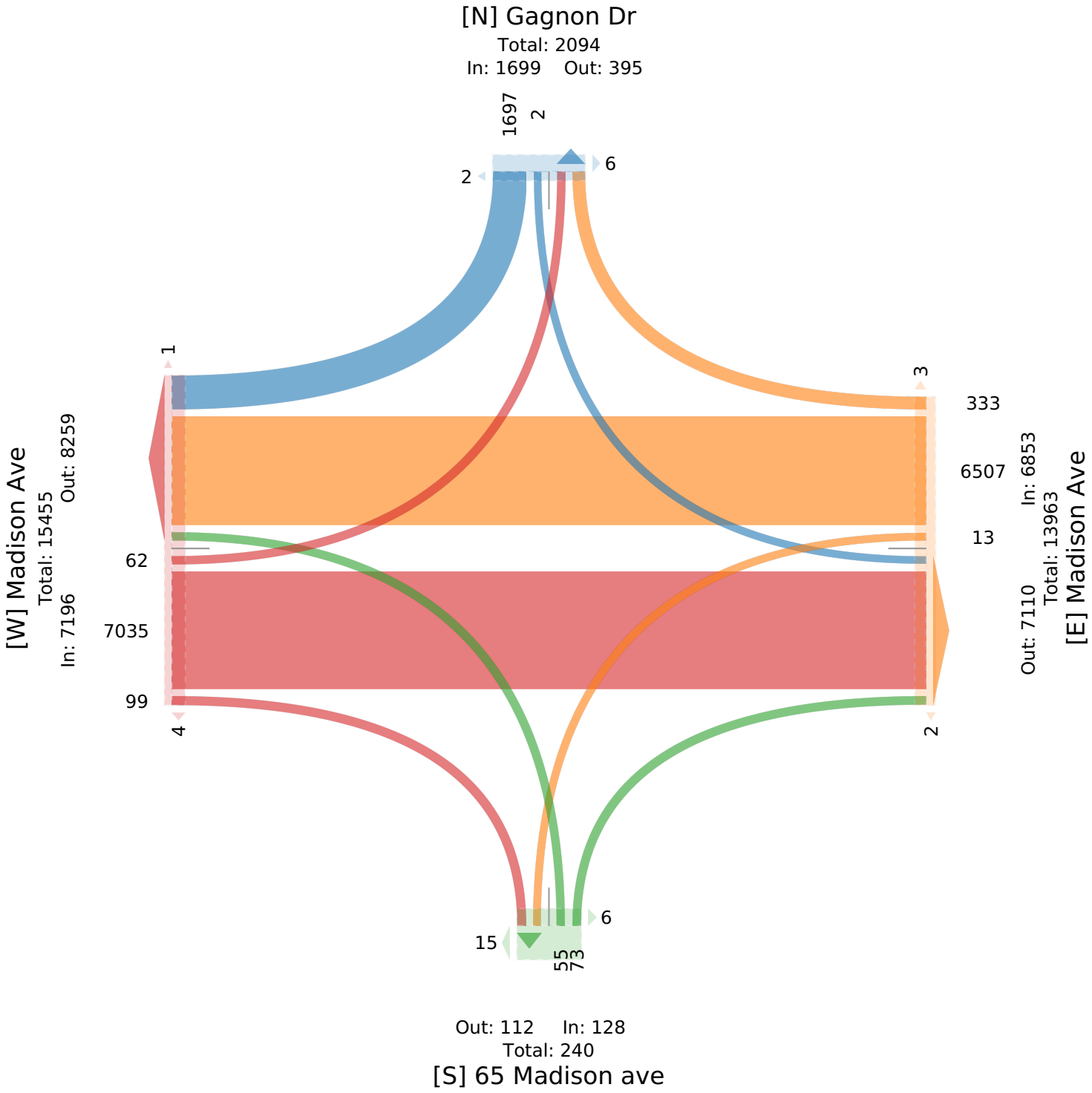
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave						Madison Ave						65 Madison ave						Gagnon Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 6:00AM	4	108	2	0	**114**	1	0	28	13	0	**41**	0	0	0	0	0	**0**	0	0	0	16	0	**16**	0	**171**
6:15AM	6	214	2	0	**222**	0	0	46	23	0	**69**	3	1	0	0	0	**1**	0	0	0	15	0	**15**	0	**307**
6:30AM	2	319	0	0	**321**	0	0	53	55	0	**108**	0	0	0	0	0	**0**	0	0	0	10	0	**10**	0	**439**
6:45AM	1	372	10	0	**383**	0	1	71	83	0	**155**	0	0	0	0	0	**0**	0	0	0	12	0	**12**	0	**550**
Hourly Total	13	1013	14	0	**1040**	1	1	198	174	0	**373**	3	1	0	0	0	**1**	0	0	0	53	0	**53**	0	**1467**
7:00AM	5	219	11	0	**235**	0	0	109	19	0	**128**	0	0	0	2	0	**2**	0	1	0	58	0	**59**	0	**424**
7:15AM	4	329	8	0	**341**	0	0	126	12	0	**138**	0	0	0	1	0	**1**	0	0	0	75	0	**75**	0	**555**
7:30AM	2	384	5	0	**391**	0	1	155	15	0	**171**	0	0	0	0	0	**0**	0	0	0	78	0	**78**	1	**640**
7:45AM	11	399	9	0	**419**	0	2	173	18	0	**193**	0	0	0	2	0	**2**	1	0	0	56	0	**56**	0	**670**
Hourly Total	22	1331	33	0	**1386**	0	3	563	64	0	**630**	0	0	0	5	0	**5**	1	1	0	267	0	**268**	1	**2289**
8:00AM	8	423	4	0	**435**	0	1	154	16	0	**171**	1	2	0	2	0	**4**	1	0	0	47	0	**47**	1	**657**
8:15AM	3	410	6	0	**419**	0	1	157	9	0	**167**	0	1	0	3	0	**4**	2	0	0	28	0	**28**	0	**618**
8:30AM	5	368	5	0	**378**	0	0	201	13	0	**214**	0	0	0	2	0	**2**	2	0	0	34	0	**34**	1	**628**
8:45AM	3	412	5	0	**420**	0	1	214	9	0	**224**	0	0	0	0	0	**0**	1	0	0	25	0	**25**	0	**669**
Hourly Total	19	1613	20	0	**1652**	0	3	726	47	0	**776**	1	3	0	7	0	**10**	6	0	0	134	0	**134**	2	**2572**
9:00AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
2:00PM	3	216	4	0	**223**	0	1	232	5	0	**238**	0	7	0	4	0	**11**	1	0	0	66	0	**66**	0	**538**
2:15PM	1	220	4	0	**225**	1	1	224	3	0	**228**	0	10	0	12	0	**22**	1	0	0	77	0	**77**	1	**552**
2:30PM	1	250	1	0	**252**	0	1	246	4	0	**251**	0	4	0	2	0	**6**	1	0	0	53	0	**53**	0	**562**
2:45PM	1	248	2	0	**251**	0	0	245	11	0	**256**	0	3	0	4	0	**7**	1	0	0	62	0	**62**	1	**576**
Hourly Total	6	934	11	0	**951**	1	3	947	23	0	**973**	0	24	0	22	0	**46**	4	0	0	258	0	**258**	2	**2228**
3:00PM	1	197	2	0	**200**	1	0	359	3	0	**362**	0	4	0	1	0	**5**	2	0	0	99	0	**99**	0	**666**
3:15PM	0	199	2	0	**201**	0	1	365	1	0	**367**	0	10	0	0	0	**10**	1	0	0	122	0	**122**	0	**700**
3:30PM	0	197	4	0	**201**	0	0	344	2	0	**346**	0	4	0	2	0	**6**	1	0	0	93	0	**93**	0	**646**
3:45PM	0	184	5	0	**189**	1	0	338	0	0	**338**	0	0	0	5	0	**5**	0	0	0	90	0	**90**	0	**622**
Hourly Total	1	777	13	0	**791**	2	1	1406	6	0	**1413**	0	18	0	8	0	**26**	4	0	0	404	0	**404**	0	**2634**
4:00PM	0	167	1	0	**168**	0	0	371	1	0	**372**	0	2	0	6	0	**8**	1	0	0	87	0	**87**	1	**635**
4:15PM	1	155	1	0	**157**	1	1	376	0	0	**377**	1	2	0	6	0	**8**	1	0	0	89	0	**89**	2	**631**
4:30PM	0	179	0	0	**179**	0	0	364	2	0	**366**	0	0	0	4	0	**4**	1	0	0	92	0	**92**	0	**641**
4:45PM	0	196	1	0	**197**	0	0	361	3	0	**364**	0	1	0	6	0	**7**	0	0	0	85	0	**85**	0	**653**
Hourly Total	1	697	3	0	**701**	1	1	1472	6	0	**1479**	1	5	0	22	0	**27**	3	0	0	353	0	**353**	3	**2560**
5:00PM	0	175	1	0	**176**	0	1	371	2	0	**374**	0	3	0	1	0	**4**	1	0	0	53	0	**53**	0	**607**
5:15PM	0	164	0	0	**164**	0	0	290	1	0	**291**	0	0	0	6	0	**6**	2	0	0	69	0	**69**	0	**530**
5:30PM	0	159	2	0	**161**	0	0	281	5	0	**286**	0	1	0	1	0	**2**	0	0	0	52	0	**52**	0	**501**
5:45PM	0	172	2	0	**174**	0	0	251	5	0	**256**	0	0	0	1	0	**1**	0	1	0	54	0	**55**	0	**486**
Hourly Total	0	670	5	0	**675**	0	1	1193	13	0	**1207**	0	4	0	9	0	**13**	3	1	0	228	0	**229**	0	**2124**
6:00PM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Total	62	7035	99	0	**7196**	5	13	6507	333	0	**6853**	5	55	0	73	0	**128**	21	2	0	1697	0	**1699**	8	**15876**
% Approach	0.9%	97.8%	1.4%	0%	**-**	-	0.2%	95.0%	4.9%	0%	**-**	-	43.0%	0%	57.0%	0%	**-**	-	0.1%	0%	99.9%	0%	**-**	-	-
% Total	0.4%	44.3%	0.6%	0%	**45.3%**	-	0.1%	41.0%	2.1%	0%	**43.2%**	-	0.3%	0%	0.5%	0%	**0.8%**	-	0%	0%	10.7%	0%	**10.7%**	-	-
Lights	62	6907	91	0	**7060**	-	12	6371	330	0	**6713**	-	51	0	71	0	**122**	-	2	0	1675	0	**1677**	-	15572
% Lights	100%	98.2%	91.9%	0%	**98.1%**	-	92.3%	97.9%	99.1%	0%	**98.0%**	-	92.7%	0%	97.3%	0%	**95.3%**	-	100%	0%	98.7%	0%	**98.7%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	0	69	8	0	**77**	-	1	66	2	0	**69**	-	4	0	2	0	**6**	-	0	0	8	0	**8**	-	160
% Articulated Trucks and Single-Unit Trucks	0%	1.0%	8.1%	0%	**1.1%**	-	7.7%	1.0%	0.6%	0%	**1.0%**	-	7.3%	0%	2.7%	0%	**4.7%**	-	0%	0%	0.5%	0%	**0.5%**	-	1.0%
Buses	0	59	0	0	**59**	-	0	70	1	0	**71**	-	0	0	0	0	**0**	-	0	0	14	0	**14**	-	144
% Buses	0%	0.8%	0%	0%	**0.8%**	-	0%	1.1%	0.3%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.8%	0%	**0.8%**	-	0.9%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	20	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	100%	-	-	-	-	-	95.2%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	0%	-	-	-	-	-	4.8%	-	-	-	-	-	0%	-

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

Madison Ave & Gagnon Dr - TMC
Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261228, Location: 40.788204, -74.466713

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



Madison Ave & Gagnon Dr - TMC

Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261228, Location: 40.788204, -74.466713

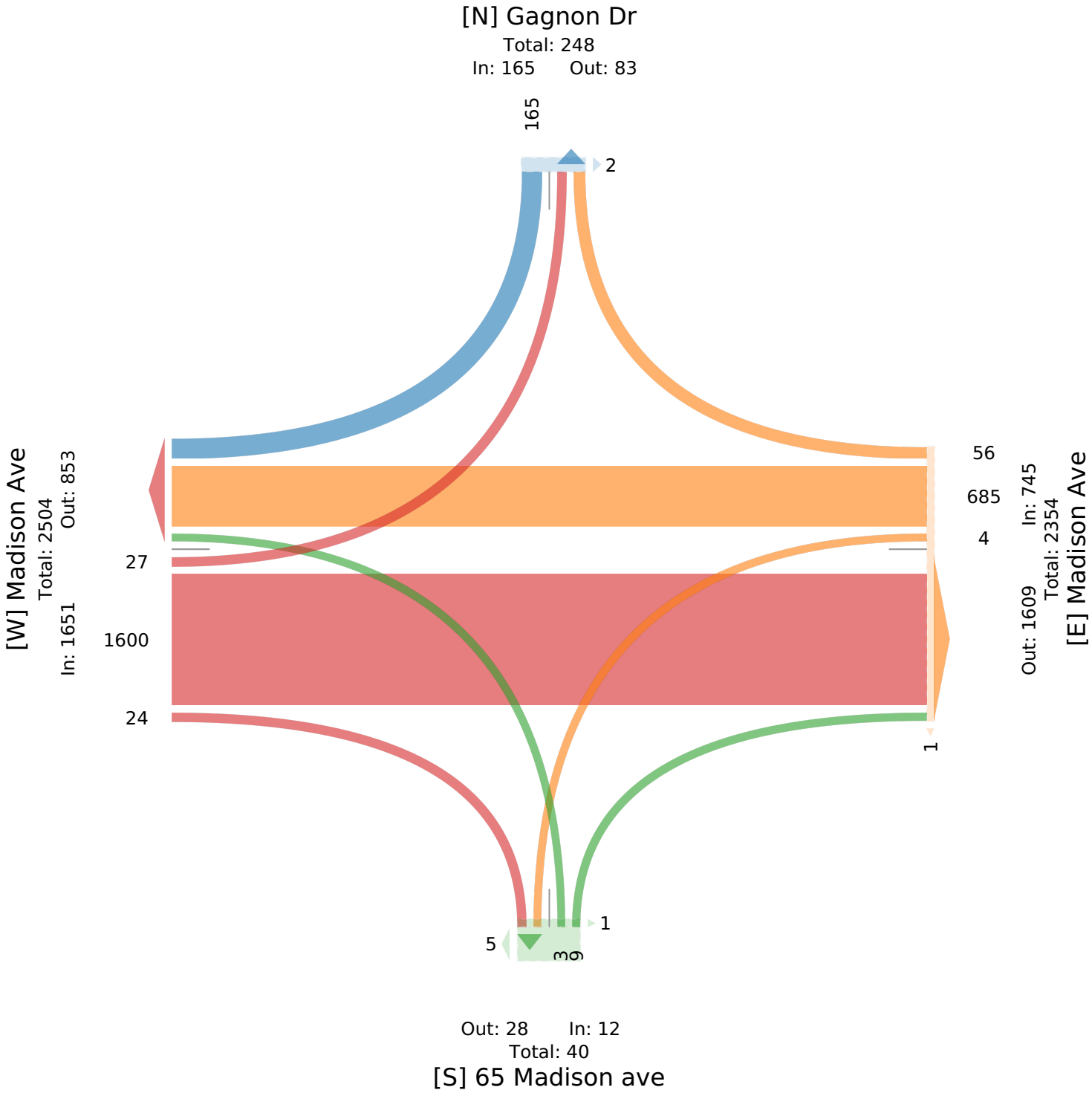
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave						Madison Ave						65 Madison ave						Gagnon Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-01-09 7:45AM	11	399	9	0	**419**	0	2	173	18	0	**193**	0	0	0	2	0	**2**	1	0	0	56	0	**56**	0	**670**
8:00AM	8	423	4	0	**435**	0	1	154	16	0	**171**	1	2	0	2	0	**4**	1	0	0	47	0	**47**	1	**657**
8:15AM	3	410	6	0	**419**	0	1	157	9	0	**167**	0	1	0	3	0	**4**	2	0	0	28	0	**28**	0	**618**
8:30AM	5	368	5	0	**378**	0	0	201	13	0	**214**	0	0	0	2	0	**2**	2	0	0	34	0	**34**	1	**628**
Total	27	1600	24	0	**1651**	0	4	685	56	0	**745**	1	3	0	9	0	**12**	6	0	0	165	0	**165**	2	**2573**
% Approach	1.6%	96.9%	1.5%	0%	**-**	-	0.5%	91.9%	7.5%	0%	**-**	-	25.0%	0%	75.0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	1.0%	62.2%	0.9%	0%	**64.2%**	-	0.2%	26.6%	2.2%	0%	**29.0%**	-	0.1%	0%	0.3%	0%	**0.5%**	-	0%	0%	6.4%	0%	**6.4%**	-	-
PHF	0.614	0.946	0.667	-	**0.949**	-	0.500	0.852	0.778	-	**0.870**	-	0.375	-	0.750	-	**0.750**	-	-	-	0.737	-	**0.737**	-	0.960
Lights	27	1572	22	0	**1621**	-	3	671	55	0	**729**	-	1	0	8	0	**9**	-	0	0	158	0	**158**	-	2517
% Lights	100%	98.3%	91.7%	0%	**98.2%**	-	75.0%	98.0%	98.2%	0%	**97.9%**	-	33.3%	0%	88.9%	0%	**75.0%**	-	0%	0%	95.8%	0%	**95.8%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	18	2	0	**20**	-	1	9	0	0	**10**	-	2	0	1	0	**3**	-	0	0	1	0	**1**	-	34
% Articulated Trucks and Single-Unit Trucks	0%	1.1%	8.3%	0%	**1.2%**	-	25.0%	1.3%	0%	0%	**1.3%**	-	66.7%	0%	11.1%	0%	**25.0%**	-	0%	0%	0.6%	0%	**0.6%**	-	1.3%
Buses	0	10	0	0	**10**	-	0	5	1	0	**6**	-	0	0	0	0	**0**	-	0	0	6	0	**6**	-	22
% Buses	0%	0.6%	0%	0%	**0.6%**	-	0%	0.7%	1.8%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	3.6%	0%	**3.6%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave & Gagnon Dr - TMC
Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261228, Location: 40.788204, -74.466713

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



Madison Ave & Gagnon Dr - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261228, Location: 40.788204, -74.466713

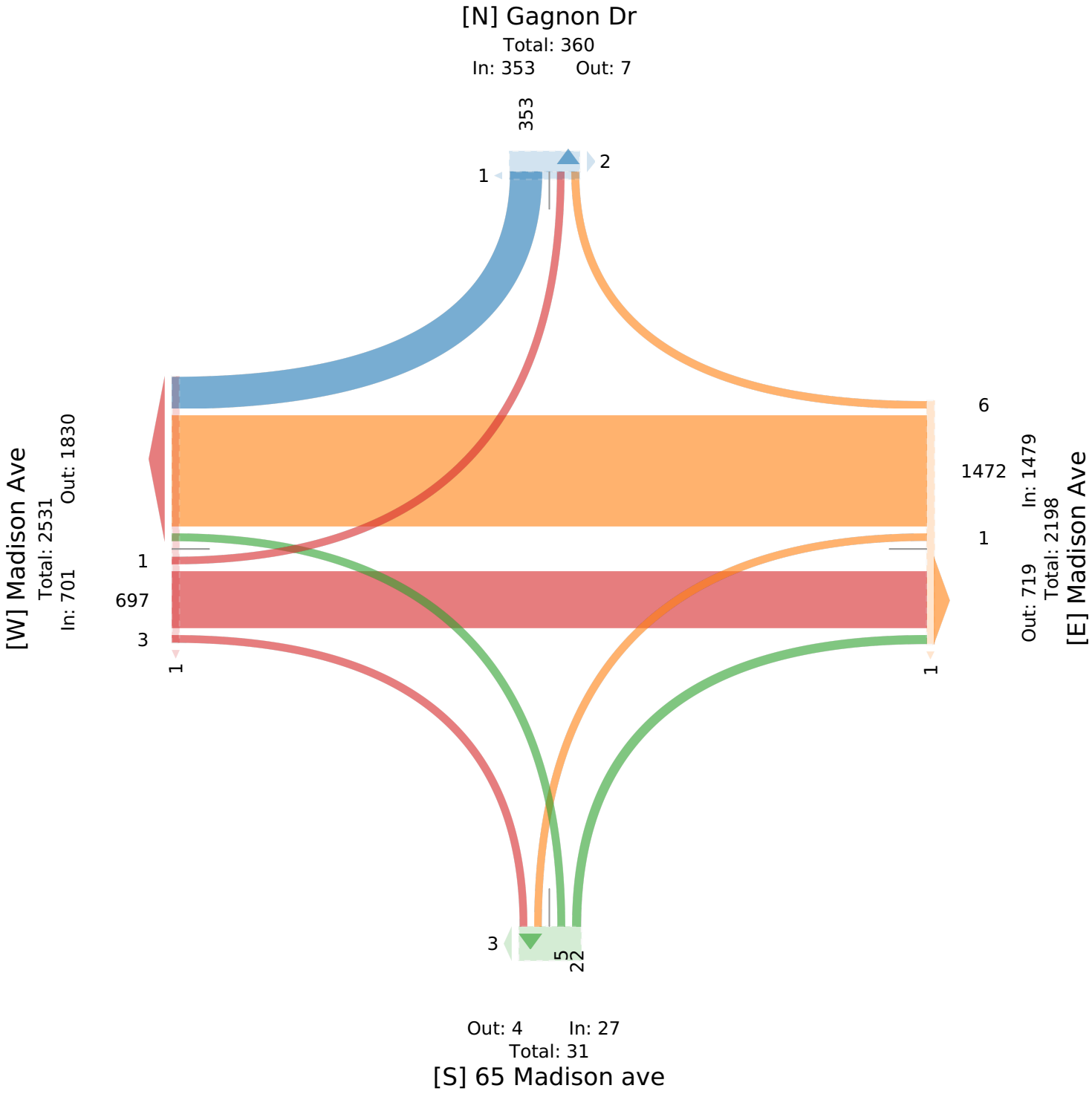
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						65 Madison ave Northbound						Gagnon Dr Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 4:00PM	0	167	1	0	**168**	0	0	371	1	0	**372**	0	2	0	6	0	**8**	1	0	0	87	0	**87**	1	**635**
4:15PM	1	155	1	0	**157**	1	1	376	0	0	**377**	1	2	0	6	0	**8**	1	0	0	89	0	**89**	2	**631**
4:30PM	0	179	0	0	**179**	0	0	364	2	0	**366**	0	0	0	4	0	**4**	1	0	0	92	0	**92**	0	**641**
4:45PM	0	196	1	0	**197**	0	0	361	3	0	**364**	0	1	0	6	0	**7**	0	0	0	85	0	**85**	0	**653**
Total	1	697	3	0	**701**	1	1	1472	6	0	**1479**	1	5	0	22	0	**27**	3	0	0	353	0	**353**	3	**2560**
% Approach	0.1%	99.4%	0.4%	0%	**-**	-	0.1%	99.5%	0.4%	0%	**-**	-	18.5%	0%	81.5%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	27.2%	0.1%	0%	**27.4%**	-	0%	57.5%	0.2%	0%	**57.8%**	-	0.2%	0%	0.9%	0%	**1.1%**	-	0%	0%	13.8%	0%	**13.8%**	-	-
PHF	0.250	0.889	0.750	-	**0.890**	-	0.250	0.979	0.500	-	**0.981**	-	0.625	-	0.917	-	**0.844**	-	-	-	0.959	-	**0.959**	-	0.980
Lights	1	686	3	0	**690**	-	1	1457	6	0	**1464**	-	5	0	22	0	**27**	-	0	0	350	0	**350**	-	2531
% Lights	100%	98.4%	100%	0%	**98.4%**	-	100%	99.0%	100%	0%	**99.0%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	99.2%	0%	**99.2%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	6	0	0	**6**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	3	0	**3**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	**0.9%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.8%	0%	**0.8%**	-	0.6%
Buses	0	5	0	0	**5**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	13
% Buses	0%	0.7%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave & Gagnon Dr - TMC
Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261228, Location: 40.788204, -74.466713

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



Madison Ave & Main Hospital Entrance - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2025-01-09 6:00AM	71	36	2	0	0	**109**	0	0	38	10	0	0	**48**	0
6:15AM	139	73	0	0	0	**212**	6	1	62	14	0	1	**78**	0
6:30AM	164	131	13	0	0	**308**	2	1	86	18	0	0	**105**	0
6:45AM	141	224	23	0	0	**388**	1	10	114	34	0	2	**160**	6
Hourly Total	515	464	38	0	0	**1017**	9	12	300	76	0	3	**391**	6
7:00AM	76	131	9	0	0	**216**	2	9	112	31	0	3	**155**	1
7:15AM	116	212	6	0	0	**334**	1	3	124	33	0	0	**160**	2
7:30AM	122	262	3	0	0	**387**	2	2	153	21	0	0	**176**	1
7:45AM	108	295	6	0	0	**409**	0	4	166	24	0	0	**194**	5
Hourly Total	422	900	24	0	0	**1346**	5	18	555	109	0	3	**685**	9
8:00AM	104	333	8	0	0	**445**	3	2	152	32	0	0	**186**	3
8:15AM	103	301	2	0	0	**406**	0	3	152	20	0	0	**175**	5
8:30AM	91	262	9	0	0	**362**	4	0	178	30	0	0	**208**	2
8:45AM	97	305	7	0	0	**409**	2	2	190	28	0	0	**220**	5
Hourly Total	395	1201	26	0	0	**1622**	9	7	672	110	0	0	**789**	15
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
2:00PM	59	148	7	0	0	**214**	3	2	197	20	0	0	**219**	5
2:15PM	63	171	3	0	0	**237**	2	1	175	22	0	0	**198**	6
2:30PM	70	158	7	0	0	**235**	3	5	175	19	0	0	**199**	6
2:45PM	81	174	6	0	0	**261**	7	6	210	27	0	0	**243**	1
Hourly Total	273	651	23	0	0	**947**	15	14	757	88	0	0	**859**	18
3:00PM	45	146	4	0	0	**195**	1	5	264	14	0	0	**283**	8
3:15PM	49	154	4	0	0	**207**	2	2	302	14	0	0	**318**	6
3:30PM	38	144	6	0	0	**188**	5	4	274	13	0	0	**291**	2
3:45PM	53	143	4	0	0	**200**	2	3	282	14	0	0	**299**	5
Hourly Total	185	587	18	0	0	**790**	10	14	1122	55	0	0	**1191**	21
4:00PM	38	128	4	0	0	**170**	1	2	281	15	0	0	**298**	7
4:15PM	30	136	4	0	0	**170**	1	2	311	15	0	0	**328**	5
4:30PM	34	136	5	0	0	**175**	2	1	269	7	0	0	**277**	6
4:45PM	54	153	0	0	0	**207**	2	1	319	15	0	0	**335**	1
Hourly Total	156	553	13	0	0	**722**	6	6	1180	52	0	0	**1238**	19
5:00PM	30	134	4	0	0	**168**	0	3	277	8	0	0	**288**	0
5:15PM	30	142	2	0	0	**174**	0	0	254	13	0	0	**267**	2
5:30PM	34	116	3	0	0	**153**	0	2	222	13	0	0	**237**	0
5:45PM	48	125	2	0	0	**175**	1	1	250	17	0	0	**268**	1
Hourly Total	142	517	11	0	0	**670**	1	6	1003	51	0	0	**1060**	3
6:00PM	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
Total	2088	4873	153	0	0	**7114**	55	77	5590	541	0	6	**6214**	91
% Approach	29.4%	68.5%	2.2%	0%	0%	**-**	-	1.2%	90.0%	8.7%	0%	0.1%	**-**	-
% Total	13.8%	32.1%	1.0%	0%	0%	**46.9%**	-	0.5%	36.8%	3.6%	0%	0%	**41.0%**	-
Lights	2040	4792	151	0	0	**6983**	-	77	5481	535	0	6	**6099**	-
% Lights	97.7%	98.3%	98.7%	0%	0%	**98.2%**	-	100%	98.1%	98.9%	0%	100%	**98.1%**	-
Articulated Trucks and Single-Unit Trucks	18	54	2	0	0	**74**	-	0	60	4	0	0	**64**	-
% Articulated Trucks and Single-Unit Trucks	0.9%	1.1%	1.3%	0%	0%	**1.0%**	-	0%	1.1%	0.7%	0%	0%	**1.0%**	-
Buses	30	27	0	0	0	**57**	-	0	49	2	0	0	**51**	-
% Buses	1.4%	0.6%	0%	0%	0%	**0.8%**	-	0%	0.9%	0.4%	0%	0%	**0.8%**	-
Pedestrians	-	-	-	-	-	-	54	-	-	-	-	-	-	91
% Pedestrians	-	-	-	-	-	-	98.2%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	1.8%	-	-	-	-	-	-	0%

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

Madison Ave & Main Hospital Entrance - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

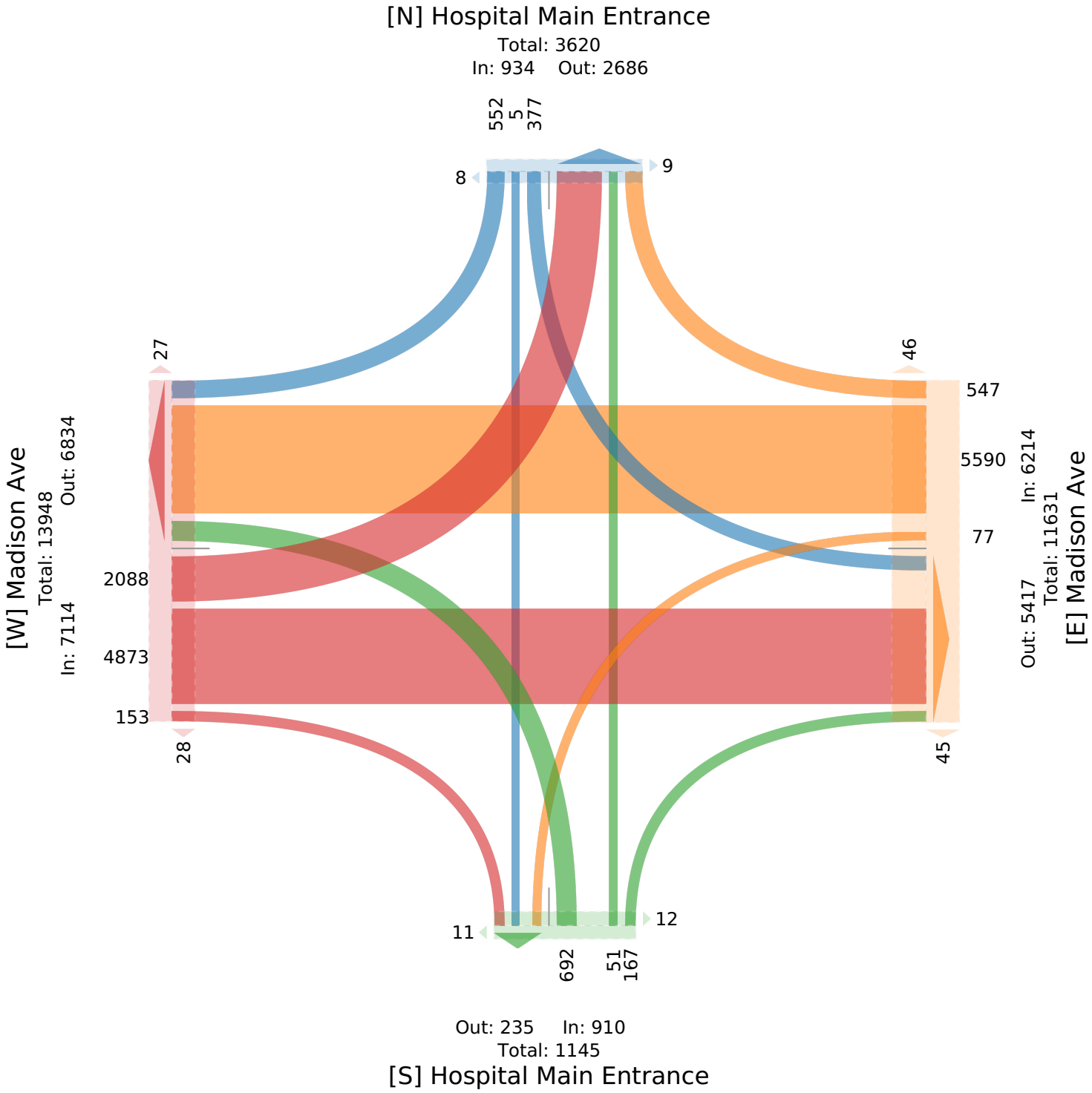
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Hospital Main Entrance							Hospital Main Entrance							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2025-01-09 6:00AM	1	0	0	0	0	**1**	0	2	0	2	0	0	**4**	0	**162**
6:15AM	1	0	0	0	0	**1**	1	2	0	4	0	2	**8**	0	**299**
6:30AM	13	5	0	0	0	**18**	0	2	0	4	0	3	**9**	0	**440**
6:45AM	22	10	2	0	0	**34**	0	1	0	13	0	6	**20**	0	**602**
Hourly Total	37	15	2	0	0	**54**	1	7	0	23	0	11	**41**	0	**1503**
7:00AM	10	2	5	0	1	**18**	0	14	0	4	0	1	**19**	1	**408**
7:15AM	2	0	6	0	0	**8**	0	10	0	16	0	2	**28**	0	**530**
7:30AM	5	0	4	0	0	**9**	2	11	0	5	0	0	**16**	0	**588**
7:45AM	7	2	3	0	0	**12**	0	16	0	10	0	2	**28**	0	**643**
Hourly Total	24	4	18	0	1	**47**	2	51	0	35	0	5	**91**	1	**2169**
8:00AM	9	1	2	0	0	**12**	2	8	0	3	0	4	**15**	1	**658**
8:15AM	15	0	1	0	2	**18**	1	11	0	4	0	4	**19**	1	**618**
8:30AM	17	3	9	0	0	**29**	5	8	0	7	0	2	**17**	0	**616**
8:45AM	18	0	5	0	0	**23**	2	10	0	4	0	1	**15**	0	**667**
Hourly Total	59	4	17	0	2	**82**	10	37	0	18	0	11	**66**	2	**2559**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
2:00PM	24	5	12	0	2	**43**	0	13	0	28	0	1	**42**	1	**518**
2:15PM	31	0	4	0	0	**35**	1	8	0	12	0	7	**27**	2	**497**
2:30PM	30	0	6	0	4	**40**	1	12	0	34	0	4	**50**	0	**524**
2:45PM	33	5	8	0	1	**47**	0	16	1	19	0	7	**43**	0	**594**
Hourly Total	118	10	30	0	7	**165**	2	49	1	93	0	19	**162**	3	**2133**
3:00PM	51	2	10	0	0	**63**	2	23	0	43	0	8	**74**	0	**615**
3:15PM	40	4	8	0	1	**53**	1	26	0	28	0	4	**58**	2	**636**
3:30PM	41	1	14	0	0	**56**	0	22	0	22	0	7	**51**	2	**586**
3:45PM	41	1	17	0	0	**59**	0	19	2	26	0	3	**50**	0	**608**
Hourly Total	173	8	49	0	1	**231**	3	90	2	119	0	22	**233**	4	**2445**
4:00PM	44	3	9	0	4	**60**	0	22	0	19	0	5	**46**	2	**574**
4:15PM	42	2	8	0	1	**53**	1	13	1	29	0	4	**47**	2	**598**
4:30PM	56	1	4	0	0	**61**	0	24	1	21	0	3	**49**	2	**562**
4:45PM	33	2	5	0	0	**40**	1	18	0	15	0	2	**35**	0	**617**
Hourly Total	175	8	26	0	5	**214**	2	77	2	84	0	14	**177**	6	**2351**
5:00PM	55	0	6	0	0	**61**	1	21	0	31	0	2	**54**	0	**571**
5:15PM	19	0	1	0	0	**20**	2	12	0	26	0	2	**40**	0	**501**
5:30PM	25	0	2	0	0	**27**	0	16	0	21	0	0	**37**	0	**454**
5:45PM	7	2	0	0	0	**9**	0	17	0	15	0	1	**33**	1	**485**
Hourly Total	106	2	9	0	0	**117**	3	66	0	93	0	5	**164**	1	**2011**
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Total	692	51	151	0	16	**910**	23	377	5	465	0	87	**934**	17	**15172**
% Approach	76.0%	5.6%	16.6%	0%	1.8%	**-**	-	40.4%	0.5%	49.8%	0%	9.3%	**-**	-	-
% Total	4.6%	0.3%	1.0%	0%	0.1%	**6.0%**	-	2.5%	0%	3.1%	0%	0.6%	**6.2%**	-	-
Lights	687	50	147	0	16	**900**	-	376	4	448	0	80	**908**	-	14890
% Lights	99.3%	98.0%	97.4%	0%	100%	**98.9%**	-	99.7%	80.0%	96.3%	0%	92.0%	**97.2%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	5	0	4	0	0	**9**	-	1	1	4	0	3	**9**	-	156
% Articulated Trucks and Single-Unit Trucks	0.7%	0%	2.6%	0%	0%	**1.0%**	-	0.3%	20.0%	0.9%	0%	3.4%	**1.0%**	-	1.0%
Buses	0	1	0	0	0	**1**	-	0	0	13	0	4	**17**	-	126
% Buses	0%	2.0%	0%	0%	0%	**0.1%**	-	0%	0%	2.8%	0%	4.6%	**1.8%**	-	0.8%
Pedestrians	-	-	-	-	-	-	23	-	-	-	-	-	-	17	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Main Hospital Entrance - TMC
Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

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



Madison Ave & Main Hospital Entrance - TMC

Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2025-01-09 7:45AM	108	295	6	0	0	**409**	0	4	166	24	0	0	**194**	5
8:00AM	104	333	8	0	0	**445**	3	2	152	32	0	0	**186**	3
8:15AM	103	301	2	0	0	**406**	0	3	152	20	0	0	**175**	5
8:30AM	91	262	9	0	0	**362**	4	0	178	30	0	0	**208**	2
Total	406	1191	25	0	0	**1622**	7	9	648	106	0	0	**763**	15
% Approach	25.0%	73.4%	1.5%	0%	0%	**-**	-	1.2%	84.9%	13.9%	0%	0%	**-**	-
% Total	16.0%	47.0%	1.0%	0%	0%	**64.0%**	-	0.4%	25.6%	4.2%	0%	0%	**30.1%**	-
PHF	0.940	0.894	0.694	-	-	**0.911**	-	0.563	0.910	0.828	-	-	**0.917**	-
Lights	396	1170	24	0	0	**1590**	-	9	635	105	0	0	**749**	-
% Lights	97.5%	98.2%	96.0%	0%	0%	**98.0%**	-	100%	98.0%	99.1%	0%	0%	**98.2%**	-
Articulated Trucks and Single-Unit Trucks	3	16	1	0	0	**20**	-	0	10	0	0	0	**10**	-
% Articulated Trucks and Single-Unit Trucks	0.7%	1.3%	4.0%	0%	0%	**1.2%**	-	0%	1.5%	0%	0%	0%	**1.3%**	-
Buses	7	5	0	0	0	**12**	-	0	3	1	0	0	**4**	-
% Buses	1.7%	0.4%	0%	0%	0%	**0.7%**	-	0%	0.5%	0.9%	0%	0%	**0.5%**	-
Pedestrians	-	-	-	-	-	-	7	-	-	-	-	-	-	15
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Main Hospital Entrance - TMC

Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

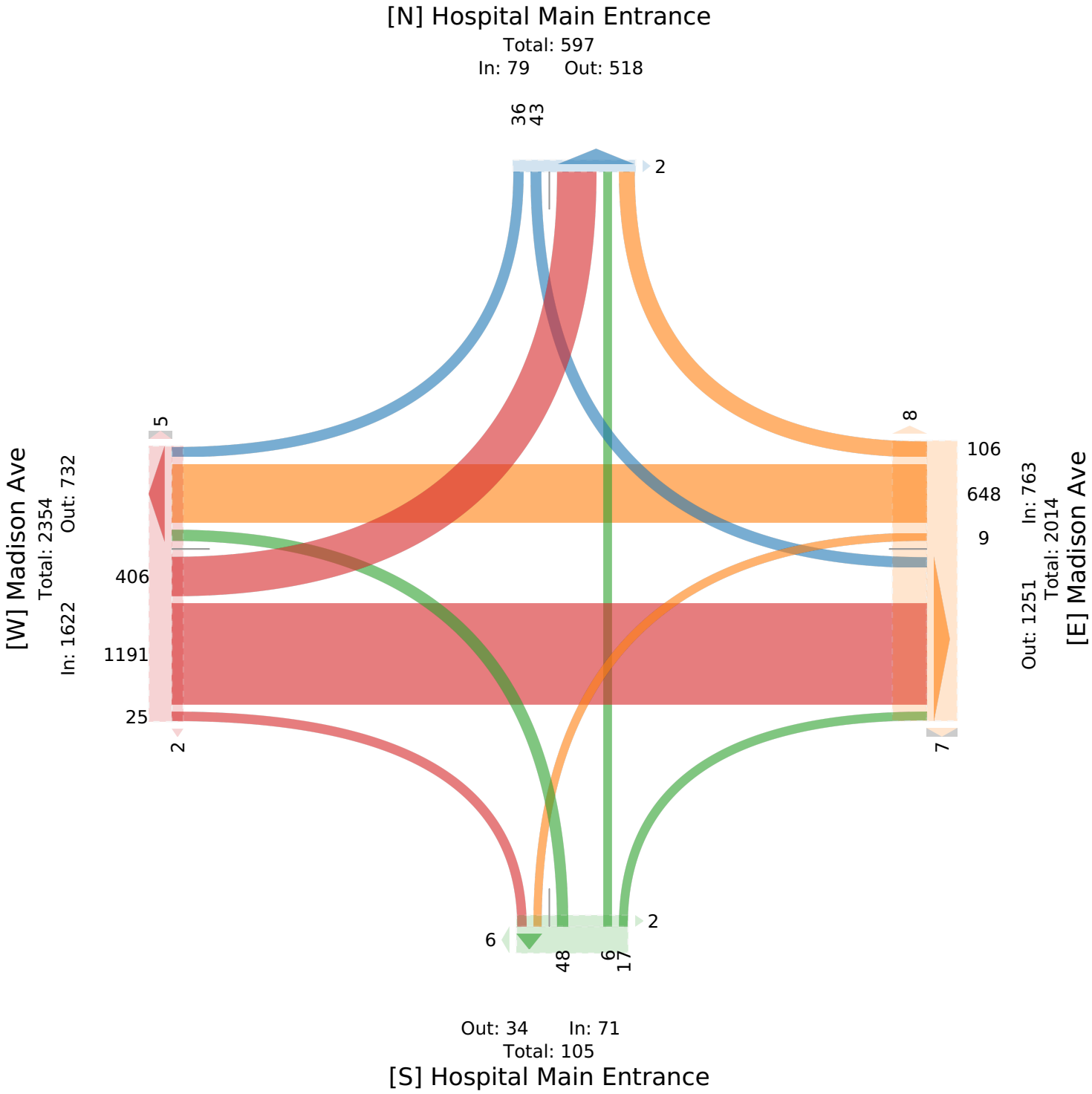
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Hospital Main Entrance Northbound							Hospital Main Entrance Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-01-09 7:45AM	7	2	3	0	0	**12**	0	16	0	10	0	2	**28**	0	**643**
8:00AM	9	1	2	0	0	**12**	2	8	0	3	0	4	**15**	1	**658**
8:15AM	15	0	1	0	2	**18**	1	11	0	4	0	4	**19**	1	**618**
8:30AM	17	3	9	0	0	**29**	5	8	0	7	0	2	**17**	0	**616**
Total	48	6	15	0	2	**71**	8	43	0	24	0	12	**79**	2	**2535**
% Approach	67.6%	8.5%	21.1%	0%	2.8%	**-**	-	54.4%	0%	30.4%	0%	15.2%	**-**	-	**-**
% Total	1.9%	0.2%	0.6%	0%	0.1%	**2.8%**	-	1.7%	0%	0.9%	0%	0.5%	**3.1%**	-	**-**
PHF	0.706	0.500	0.417	-	0.250	**0.612**	-	0.672	-	0.600	-	0.750	**0.705**	-	0.963
Lights	46	6	15	0	2	**69**	-	42	0	23	0	11	**76**	-	2484
% Lights	95.8%	100%	100%	0%	100%	**97.2%**	-	97.7%	0%	95.8%	0%	91.7%	**96.2%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	**2**	-	1	0	1	0	0	**2**	-	34
% Articulated Trucks and Single-Unit Trucks	4.2%	0%	0%	0%	0%	**2.8%**	-	2.3%	0%	4.2%	0%	0%	**2.5%**	-	1.3%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	1	**1**	-	17
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	8.3%	**1.3%**	-	0.7%
Pedestrians	-	-	-	-	-	-	8	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Main Hospital Entrance - TMC
Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

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



Madison Ave & Main Hospital Entrance - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2025-01-09 4:00PM	38	128	4	0	0	**170**	1	2	281	15	0	0	**298**	7
4:15PM	30	136	4	0	0	**170**	1	2	311	15	0	0	**328**	5
4:30PM	34	136	5	0	0	**175**	2	1	269	7	0	0	**277**	6
4:45PM	54	153	0	0	0	**207**	2	1	319	15	0	0	**335**	1
Total	156	553	13	0	0	**722**	6	6	1180	52	0	0	**1238**	19
% Approach	21.6%	76.6%	1.8%	0%	0%	**-**	-	0.5%	95.3%	4.2%	0%	0%	**-**	-
% Total	6.6%	23.5%	0.6%	0%	0%	**30.7%**	-	0.3%	50.2%	2.2%	0%	0%	**52.7%**	-
PHF	0.722	0.904	0.650	-	-	**0.872**	-	0.750	0.925	0.867	-	-	**0.924**	-
Lights	152	546	13	0	0	**711**	-	6	1168	52	0	0	**1226**	-
% Lights	97.4%	98.7%	100%	0%	0%	**98.5%**	-	100%	99.0%	100%	0%	0%	**99.0%**	-
Articulated Trucks and Single-Unit Trucks	1	5	0	0	0	**6**	-	0	7	0	0	0	**7**	-
% Articulated Trucks and Single-Unit Trucks	0.6%	0.9%	0%	0%	0%	**0.8%**	-	0%	0.6%	0%	0%	0%	**0.6%**	-
Buses	3	2	0	0	0	**5**	-	0	5	0	0	0	**5**	-
% Buses	1.9%	0.4%	0%	0%	0%	**0.7%**	-	0%	0.4%	0%	0%	0%	**0.4%**	-
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	19
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Main Hospital Entrance - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

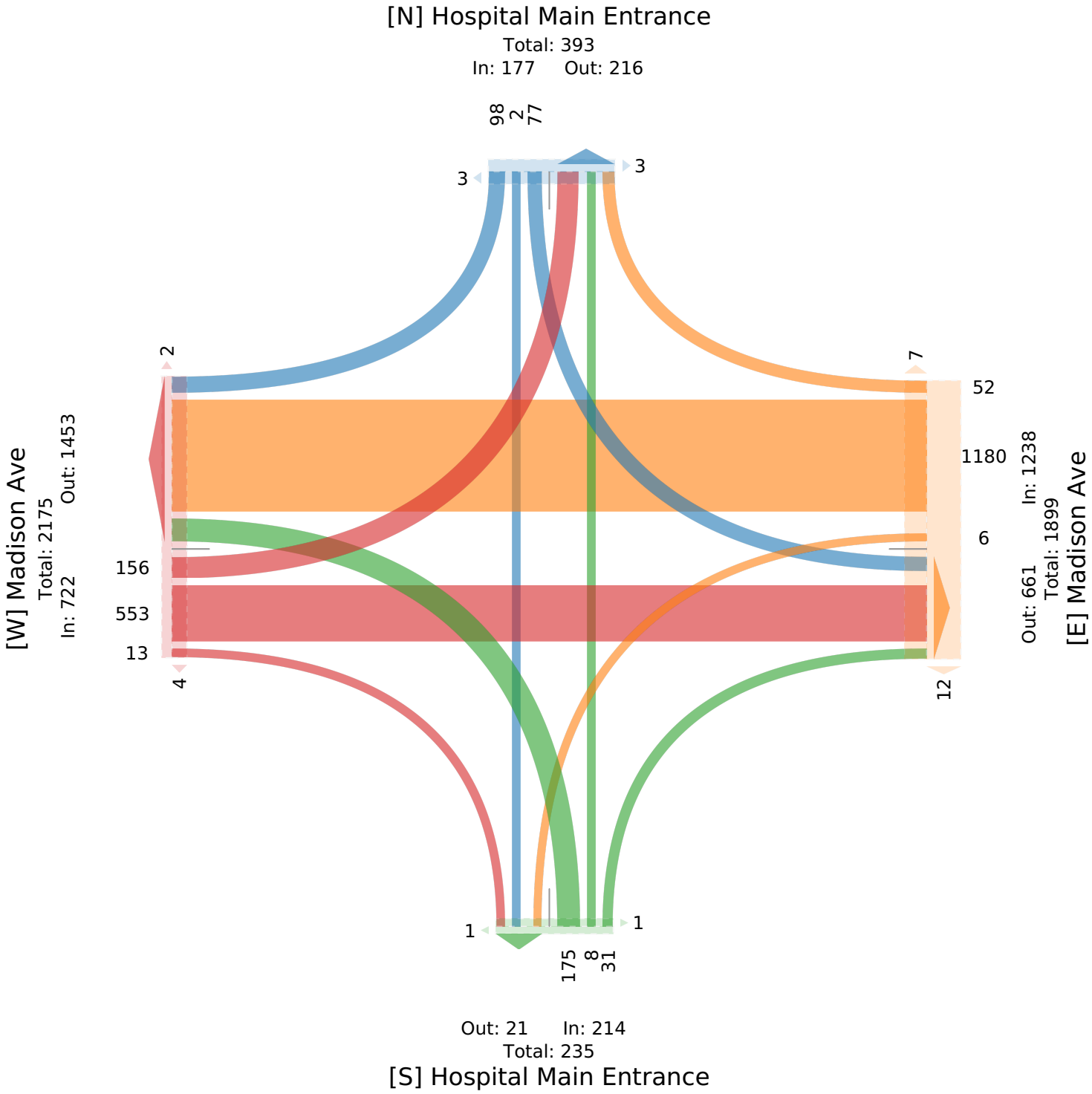
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Hospital Main Entrance Northbound							Hospital Main Entrance Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-01-09 4:00PM	44	3	9	0	4	**60**	0	22	0	19	0	5	**46**	2	**574**
4:15PM	42	2	8	0	1	**53**	1	13	1	29	0	4	**47**	2	**598**
4:30PM	56	1	4	0	0	**61**	0	24	1	21	0	3	**49**	2	**562**
4:45PM	33	2	5	0	0	**40**	1	18	0	15	0	2	**35**	0	**617**
Total	175	8	26	0	5	**214**	2	77	2	84	0	14	**177**	6	**2351**
% Approach	81.8%	3.7%	12.1%	0%	2.3%	**-**	-	43.5%	1.1%	47.5%	0%	7.9%	**-**	-	-
% Total	7.4%	0.3%	1.1%	0%	0.2%	**9.1%**	-	3.3%	0.1%	3.6%	0%	0.6%	**7.5%**	-	-
PHF	0.781	0.667	0.722	-	0.313	**0.877**	-	0.802	0.500	0.724	-	0.700	**0.903**	-	0.953
Lights	175	8	25	0	5	**213**	-	77	2	82	0	13	**174**	-	2324
% Lights	100%	100%	96.2%	0%	100%	**99.5%**	-	100%	100%	97.6%	0%	92.9%	**98.3%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	0	1	0	0	**1**	-	0	0	0	0	0	**0**	-	14
% Articulated Trucks and Single-Unit Trucks	0%	0%	3.8%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0.6%
Buses	0	0	0	0	0	**0**	-	0	0	2	0	1	**3**	-	13
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	2.4%	0%	7.1%	**1.7%**	-	0.6%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Main Hospital Entrance - TMC
Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261270, Location: 40.788008, -74.465335

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



Franklin St & West Driveway - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261274, Location: 40.790661, -74.466469

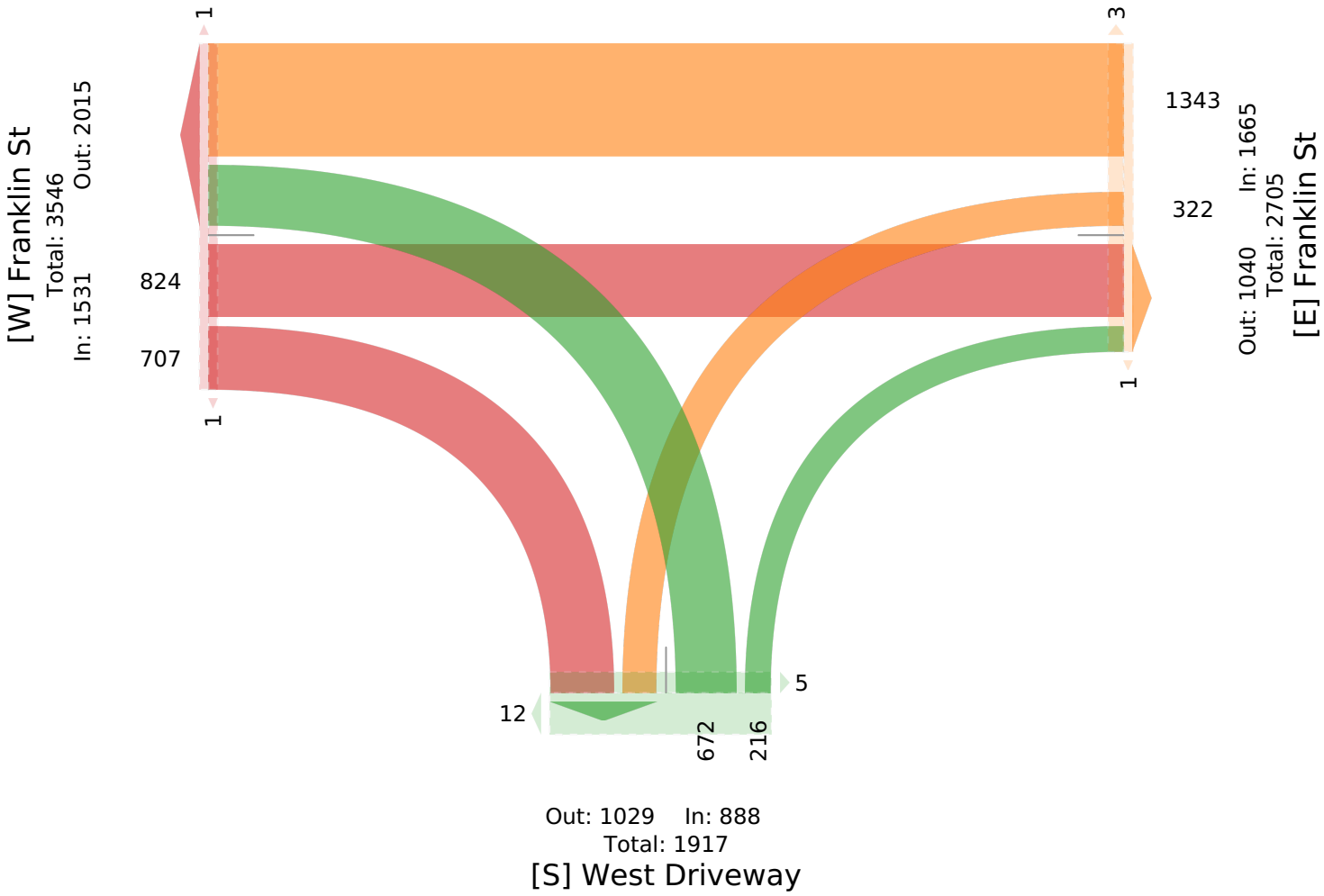
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St					Franklin St					West Driveway					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2025-01-09 6:00AM	6	29	0	**35**	0	11	7	0	**18**	0	2	0	0	**2**	0	**55**
6:15AM	11	51	0	**62**	0	25	10	0	**35**	0	1	0	0	**1**	0	**98**
6:30AM	16	105	0	**121**	0	42	11	0	**53**	0	3	0	0	**3**	0	**177**
6:45AM	14	83	0	**97**	0	32	32	0	**64**	0	3	1	0	**4**	0	**165**
Hourly Total	47	268	0	**315**	0	110	60	0	**170**	0	9	1	0	**10**	0	**495**
7:00AM	12	40	0	**52**	0	18	30	0	**48**	2	11	4	0	**15**	0	**115**
7:15AM	13	34	0	**47**	1	11	25	0	**36**	0	13	5	0	**18**	3	**101**
7:30AM	20	41	0	**61**	0	11	39	0	**50**	0	22	8	0	**30**	2	**141**
7:45AM	44	38	0	**82**	0	18	39	0	**57**	0	10	4	0	**14**	0	**153**
Hourly Total	89	153	0	**242**	1	58	133	0	**191**	2	56	21	0	**77**	5	**510**
8:00AM	30	31	0	**61**	0	16	36	0	**52**	0	6	5	0	**11**	0	**124**
8:15AM	35	20	0	**55**	0	16	39	0	**55**	0	5	3	0	**8**	0	**118**
8:30AM	54	23	0	**77**	0	12	41	0	**53**	0	9	7	0	**16**	1	**146**
8:45AM	26	28	0	**54**	0	15	52	0	**67**	0	10	1	0	**11**	0	**132**
Hourly Total	145	102	0	**247**	0	59	168	0	**227**	0	30	16	0	**46**	1	**520**
2:00PM	31	14	0	**45**	0	9	40	0	**49**	1	17	2	0	**19**	0	**113**
2:15PM	30	18	0	**48**	0	7	45	0	**52**	0	20	4	0	**24**	2	**124**
2:30PM	41	14	0	**55**	0	19	51	0	**70**	0	19	12	0	**31**	0	**156**
2:45PM	43	25	0	**68**	0	19	61	0	**80**	0	21	4	0	**25**	1	**173**
Hourly Total	145	71	0	**216**	0	54	197	0	**251**	1	77	22	0	**99**	3	**566**
3:00PM	26	7	0	**33**	0	4	58	0	**62**	0	70	23	0	**93**	1	**188**
3:15PM	36	11	0	**47**	0	4	70	0	**74**	0	84	23	0	**107**	1	**228**
3:30PM	29	5	0	**34**	0	6	69	0	**75**	0	46	13	0	**59**	1	**168**
3:45PM	29	5	0	**34**	0	4	65	0	**69**	1	23	16	0	**39**	2	**142**
Hourly Total	120	28	0	**148**	0	18	262	0	**280**	1	223	75	0	**298**	5	**726**
4:00PM	40	8	0	**48**	1	5	81	0	**86**	0	46	15	0	**61**	2	**195**
4:15PM	31	11	0	**42**	0	6	63	0	**69**	0	49	23	0	**72**	0	**183**
4:30PM	36	8	0	**44**	0	3	84	0	**87**	0	37	12	0	**49**	0	**180**
4:45PM	35	11	0	**46**	0	1	66	0	**67**	0	31	5	0	**36**	0	**149**
Hourly Total	142	38	0	**180**	1	15	294	0	**309**	0	163	55	0	**218**	2	**707**
5:00PM	31	10	0	**41**	0	3	62	0	**65**	0	42	7	0	**49**	0	**155**
5:15PM	27	10	0	**37**	0	1	57	0	**58**	0	35	8	0	**43**	1	**138**
5:30PM	38	11	0	**49**	0	1	49	0	**50**	0	18	3	0	**21**	0	**120**
5:45PM	40	16	0	**56**	0	3	61	0	**64**	0	19	8	0	**27**	0	**147**
Hourly Total	136	47	0	**183**	0	8	229	0	**237**	0	114	26	0	**140**	1	**560**
Total	824	707	0	**1531**	2	322	1343	0	**1665**	4	672	216	0	**888**	17	**4084**
% Approach	53.8%	46.2%	0%	**-**	-	19.3%	80.7%	0%	**-**	-	75.7%	24.3%	0%	**-**	-	-
% Total	20.2%	17.3%	0%	**37.5%**	-	7.9%	32.9%	0%	**40.8%**	-	16.5%	5.3%	0%	**21.7%**	-	-
Lights	771	694	0	**1465**	-	316	1285	0	**1601**	-	659	215	0	**874**	-	3940
% Lights	93.6%	98.2%	0%	**95.7%**	-	98.1%	95.7%	0%	**96.2%**	-	98.1%	99.5%	0%	**98.4%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	6	12	0	**18**	-	6	16	0	**22**	-	13	1	0	**14**	-	54
% Articulated Trucks and Single-Unit Trucks	0.7%	1.7%	0%	**1.2%**	-	1.9%	1.2%	0%	**1.3%**	-	1.9%	0.5%	0%	**1.6%**	-	1.3%
Buses	47	1	0	**48**	-	0	42	0	**42**	-	0	0	0	**0**	-	90
% Buses	5.7%	0.1%	0%	**3.1%**	-	0%	3.1%	0%	**2.5%**	-	0%	0%	0%	**0%**	-	2.2%
Pedestrians	-	-	-	-	2	-	-	-	-	4	-	-	-	-	17	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

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

Franklin St & West Driveway - TMC
Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261274, Location: 40.790661, -74.466469

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



Franklin St & West Driveway - TMC

Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261274, Location: 40.790661, -74.466469

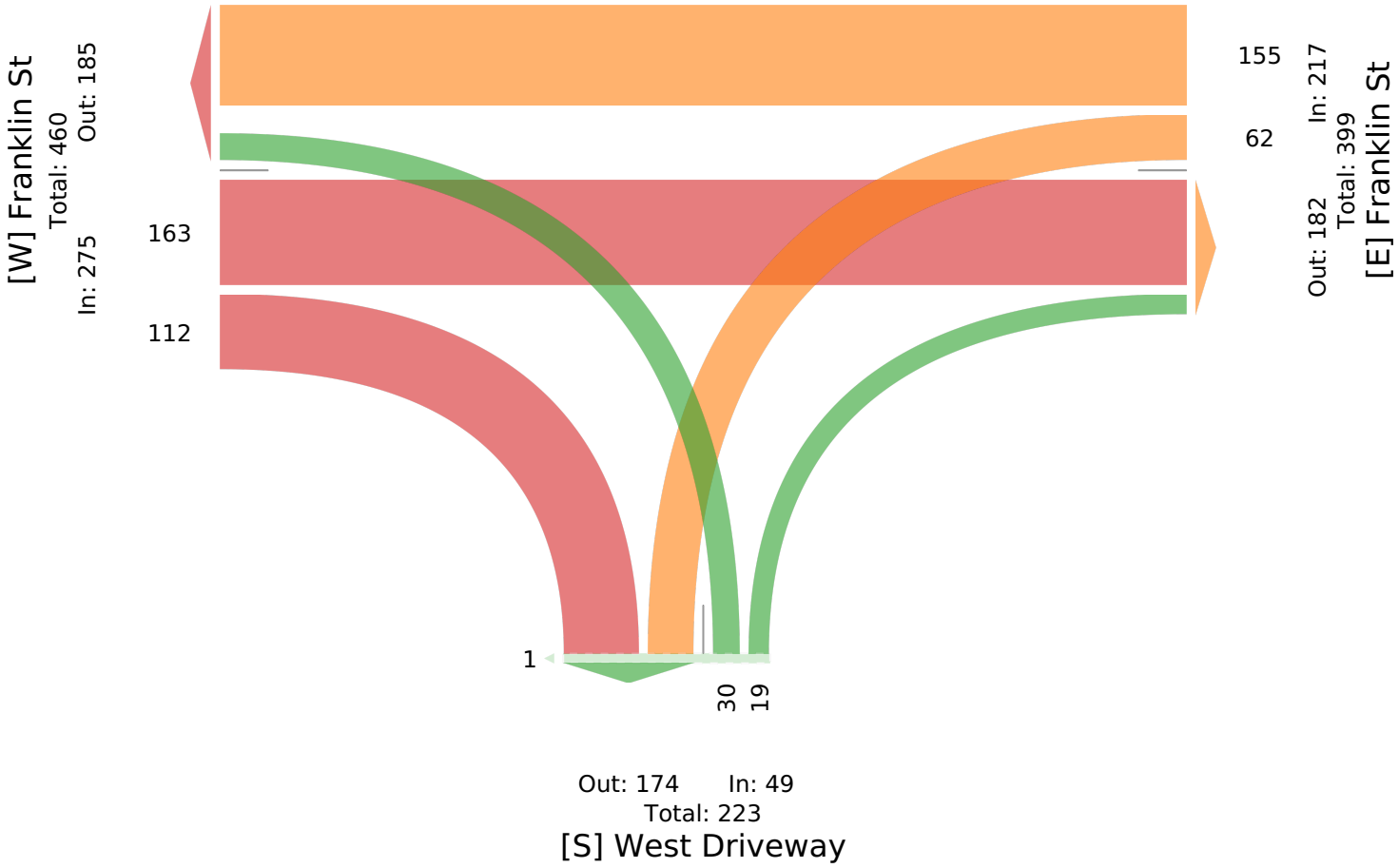
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Franklin St Eastbound					Franklin St Westbound					West Driveway Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-01-09 7:45AM	44	38	0	**82**	0	18	39	0	**57**	0	10	4	0	**14**	0	**153**
8:00AM	30	31	0	**61**	0	16	36	0	**52**	0	6	5	0	**11**	0	**124**
8:15AM	35	20	0	**55**	0	16	39	0	**55**	0	5	3	0	**8**	0	**118**
8:30AM	54	23	0	**77**	0	12	41	0	**53**	0	9	7	0	**16**	1	**146**
Total	163	112	0	**275**	0	62	155	0	**217**	0	30	19	0	**49**	1	**541**
% Approach	59.3%	40.7%	0%	**-**	-	28.6%	71.4%	0%	**-**	-	61.2%	38.8%	0%	**-**	-	**-**
% Total	30.1%	20.7%	0%	**50.8%**	-	11.5%	28.7%	0%	**40.1%**	-	5.5%	3.5%	0%	**9.1%**	-	**-**
PHF	0.755	0.737	-	**0.838**	-	0.861	0.945	-	**0.952**	-	0.750	0.679	-	**0.766**	-	0.884
Lights	141	109	0	**250**	-	62	142	0	**204**	-	29	19	0	**48**	-	502
% Lights	86.5%	97.3%	0%	**90.9%**	-	100%	91.6%	0%	**94.0%**	-	96.7%	100%	0%	**98.0%**	-	92.8%
Articulated Trucks and Single-Unit Trucks	2	2	0	**4**	-	0	3	0	**3**	-	1	0	0	**1**	-	8
% Articulated Trucks and Single-Unit Trucks	1.2%	1.8%	0%	**1.5%**	-	0%	1.9%	0%	**1.4%**	-	3.3%	0%	0%	**2.0%**	-	1.5%
Buses	20	1	0	**21**	-	0	10	0	**10**	-	0	0	0	**0**	-	31
% Buses	12.3%	0.9%	0%	**7.6%**	-	0%	6.5%	0%	**4.6%**	-	0%	0%	0%	**0%**	-	5.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Franklin St & West Driveway - TMC
Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261274, Location: 40.790661, -74.466469

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



Franklin St & West Driveway - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261274, Location: 40.790661, -74.466469

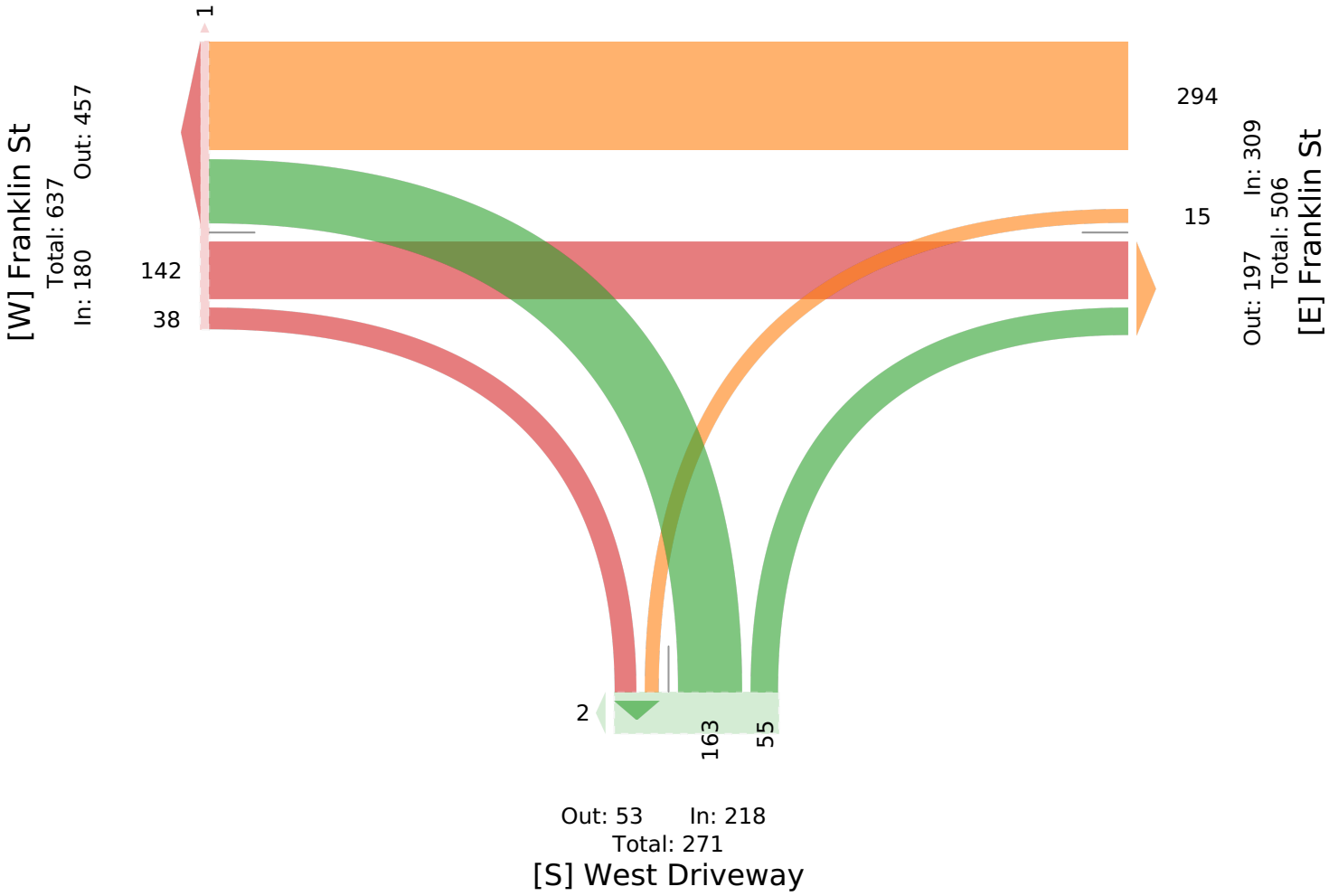
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St					Franklin St					West Driveway					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-01-09 4:00PM	40	8	0	**48**	1	5	81	0	**86**	0	46	15	0	**61**	2	**195**
4:15PM	31	11	0	**42**	0	6	63	0	**69**	0	49	23	0	**72**	0	**183**
4:30PM	36	8	0	**44**	0	3	84	0	**87**	0	37	12	0	**49**	0	**180**
4:45PM	35	11	0	**46**	0	1	66	0	**67**	0	31	5	0	**36**	0	**149**
Total	142	38	0	**180**	1	15	294	0	**309**	0	163	55	0	**218**	2	**707**
% Approach	78.9%	21.1%	0%	**-**	-	4.9%	95.1%	0%	**-**	-	74.8%	25.2%	0%	**-**	-	-
% Total	20.1%	5.4%	0%	**25.5%**	-	2.1%	41.6%	0%	**43.7%**	-	23.1%	7.8%	0%	**30.8%**	-	-
PHF	0.888	0.864	-	**0.938**	-	0.625	0.875	-	**0.888**	-	0.832	0.598	-	**0.757**	-	0.906
Lights	139	32	0	**171**	-	12	283	0	**295**	-	158	55	0	**213**	-	679
% Lights	97.9%	84.2%	0%	**95.0%**	-	80.0%	96.3%	0%	**95.5%**	-	96.9%	100%	0%	**97.7%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	0	6	0	**6**	-	3	5	0	**8**	-	5	0	0	**5**	-	19
% Articulated Trucks and Single-Unit Trucks	0%	15.8%	0%	**3.3%**	-	20.0%	1.7%	0%	**2.6%**	-	3.1%	0%	0%	**2.3%**	-	2.7%
Buses	3	0	0	**3**	-	0	6	0	**6**	-	0	0	0	**0**	-	9
% Buses	2.1%	0%	0%	**1.7%**	-	0%	2.0%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	1.3%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

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

Franklin St & West Driveway - TMC
Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261274, Location: 40.790661, -74.466469

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



Franklin St & Mellon Pl - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261273, Location: 40.790544, -74.465599

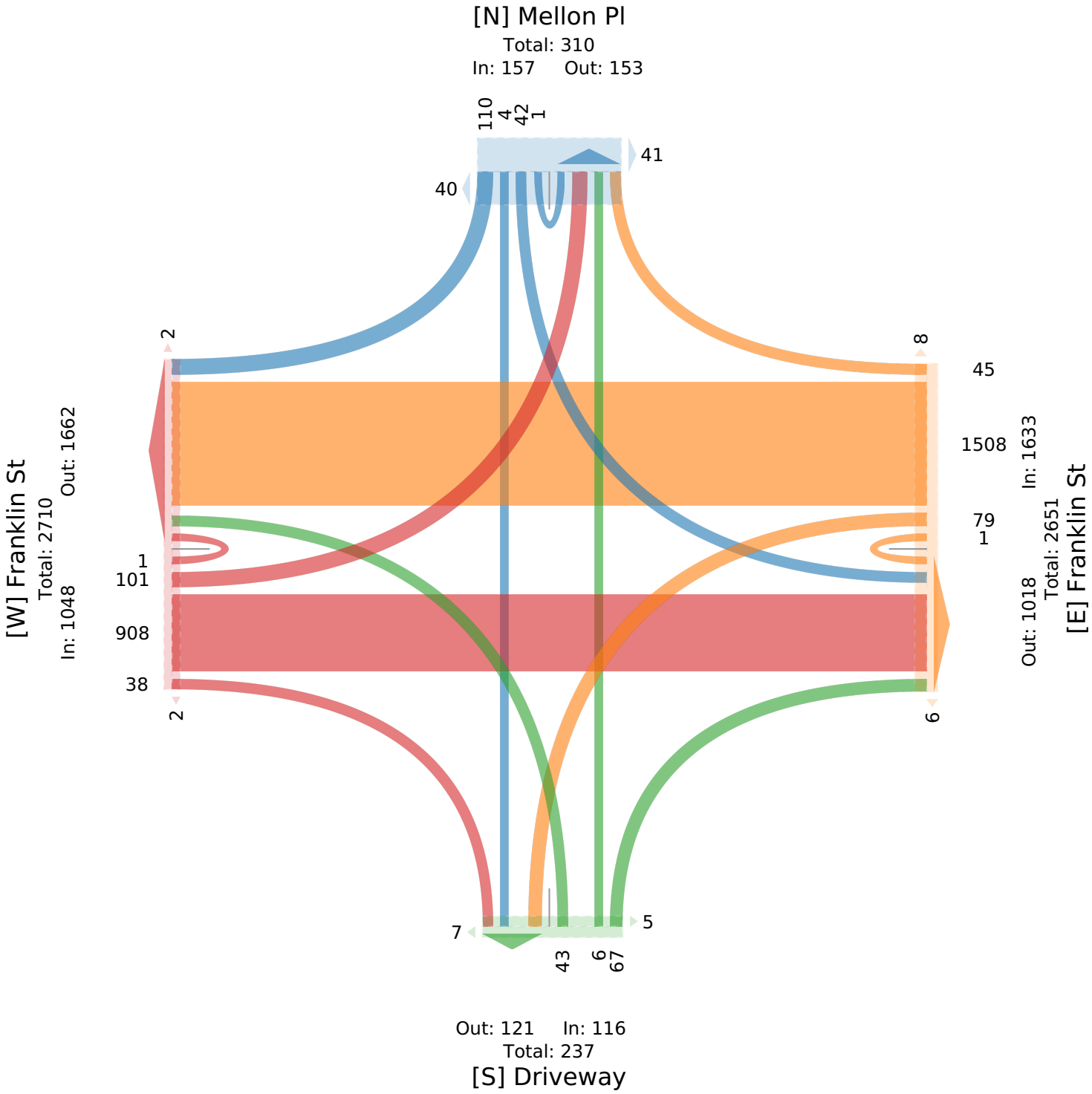
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						Driveway						Mellon Pl						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 6:00AM	1	6	1	0	**8**	0	0	12	0	0	**12**	0	2	0	0	0	**2**	0	0	0	2	0	**2**	2	**24**
6:15AM	1	9	0	0	**10**	0	2	31	0	0	**33**	0	0	0	1	0	**1**	0	0	0	3	0	**3**	3	**47**
6:30AM	1	15	0	0	**16**	0	10	56	1	0	**67**	1	2	0	3	0	**5**	0	4	0	0	0	**4**	0	**92**
6:45AM	0	12	0	0	**12**	0	22	49	0	0	**71**	1	2	0	1	0	**3**	0	1	0	5	0	**6**	0	**92**
Hourly Total	3	42	1	0	**46**	0	34	148	1	0	**183**	2	6	0	5	0	**11**	0	5	0	10	0	**15**	5	**255**
7:00AM	1	17	0	0	**18**	0	2	42	2	0	**46**	0	1	0	2	0	**3**	0	4	0	6	0	**10**	10	**77**
7:15AM	1	20	0	0	**21**	1	2	31	1	0	**34**	0	0	0	1	0	**1**	1	1	0	5	0	**6**	1	**62**
7:30AM	2	25	1	0	**28**	0	1	48	0	0	**49**	0	1	0	0	0	**1**	2	5	0	2	0	**7**	2	**85**
7:45AM	1	50	1	0	**52**	0	3	49	0	0	**52**	0	1	1	1	0	**3**	0	3	0	7	0	**10**	1	**117**
Hourly Total	5	112	2	0	**119**	1	8	170	3	0	**181**	0	3	1	4	0	**8**	3	13	0	20	0	**33**	14	**341**
8:00AM	2	31	0	0	**33**	0	3	42	2	0	**47**	1	0	0	3	0	**3**	0	1	0	9	0	**10**	1	**93**
8:15AM	1	35	0	1	**37**	0	1	50	1	0	**52**	0	1	1	2	0	**4**	0	1	1	5	0	**7**	0	**100**
8:30AM	4	55	2	0	**61**	0	0	48	2	0	**50**	1	0	0	1	0	**1**	1	2	0	4	0	**6**	0	**118**
8:45AM	1	27	1	0	**29**	0	0	58	0	0	**58**	0	0	0	1	0	**1**	0	1	0	7	0	**8**	3	**96**
Hourly Total	8	148	3	1	**160**	0	4	198	5	0	**207**	2	1	1	7	0	**9**	1	5	1	25	0	**31**	4	**407**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:00PM	1	31	2	0	**34**	0	0	39	1	0	**40**	0	4	1	1	0	**6**	0	1	1	5	0	**7**	0	**87**
2:15PM	4	24	4	0	**32**	1	1	48	4	0	**53**	2	1	0	1	0	**2**	1	0	0	4	0	**4**	1	**91**
2:30PM	3	46	3	0	**52**	0	1	62	3	0	**66**	0	3	1	1	0	**5**	0	2	2	3	0	**7**	5	**130**
2:45PM	8	36	0	0	**44**	0	4	76	3	1	**84**	0	2	0	3	0	**5**	1	2	0	6	0	**8**	4	**141**
Hourly Total	16	137	9	0	**162**	1	6	225	11	1	**243**	2	10	2	6	0	**18**	2	5	3	18	0	**26**	10	**449**
3:00PM	2	44	2	0	**48**	0	1	59	1	0	**61**	1	2	0	1	0	**3**	0	1	0	1	0	**2**	6	**114**
3:15PM	5	52	2	0	**59**	0	3	67	3	0	**73**	0	3	0	9	0	**12**	1	1	0	3	0	**4**	1	**148**
3:30PM	6	37	1	0	**44**	0	3	69	0	0	**72**	0	3	0	5	0	**8**	1	1	0	5	0	**6**	5	**130**
3:45PM	3	40	2	0	**45**	0	1	68	3	0	**72**	0	1	0	3	0	**4**	1	1	0	2	0	**3**	2	**124**
Hourly Total	16	173	7	0	**196**	0	8	263	7	0	**278**	1	9	0	18	0	**27**	3	4	0	11	0	**15**	14	**516**
4:00PM	6	45	3	0	**54**	1	2	76	1	0	**79**	2	4	0	4	0	**8**	0	0	0	4	1	**5**	3	**146**
4:15PM	3	46	4	0	**53**	0	2	67	2	0	**71**	2	2	0	7	0	**9**	0	0	0	1	0	**1**	8	**134**
4:30PM	5	45	3	0	**53**	0	6	81	0	0	**87**	1	1	0	8	0	**9**	0	1	0	5	0	**6**	4	**155**
4:45PM	5	32	1	0	**38**	0	3	67	6	0	**76**	0	0	0	4	0	**4**	0	1	0	1	0	**2**	6	**120**
Hourly Total	19	168	11	0	**198**	1	13	291	9	0	**313**	5	7	0	23	0	**30**	0	2	0	11	1	**14**	21	**555**
5:00PM	7	29	1	0	**37**	1	0	56	1	0	**57**	1	1	0	0	0	**1**	2	2	0	6	0	**8**	7	**103**
5:15PM	9	27	3	0	**39**	0	1	57	1	0	**59**	0	1	0	2	0	**3**	1	3	0	1	0	**4**	1	**105**
5:30PM	9	33	0	0	**42**	0	1	44	1	0	**46**	0	2	1	0	0	**3**	0	2	0	3	0	**5**	2	**96**
5:45PM	9	39	1	0	**49**	0	4	56	6	0	**66**	1	3	1	2	0	**6**	0	1	0	5	0	**6**	3	**127**
Hourly Total	34	128	5	0	**167**	1	6	213	9	0	**228**	2	7	2	4	0	**13**	3	8	0	15	0	**23**	13	**431**
Total	101	908	38	1	**1048**	4	79	1508	45	1	**1633**	14	43	6	67	0	**116**	12	42	4	110	1	**157**	81	**2954**
% Approach	9.6%	86.6%	3.6%	0.1%	**-**	-	4.8%	92.3%	2.8%	0.1%	**-**	-	37.1%	5.2%	57.8%	0%	**-**	-	26.8%	2.5%	70.1%	0.6%	**-**	-	-
% Total	3.4%	30.7%	1.3%	0%	**35.5%**	-	2.7%	51.0%	1.5%	0%	**55.3%**	-	1.5%	0.2%	2.3%	0%	**3.9%**	-	1.4%	0.1%	3.7%	0%	**5.3%**	-	-
Lights	100	853	38	1	**992**	-	75	1448	44	1	**1568**	-	43	6	62	0	**111**	-	40	4	109	1	**154**	-	2825
% Lights	99.0%	93.9%	100%	100%	**94.7%**	-	94.9%	96.0%	97.8%	100%	**96.0%**	-	100%	100%	92.5%	0%	**95.7%**	-	95.2%	100%	99.1%	100%	**98.1%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	1	9	0	0	**10**	-	4	15	1	0	**20**	-	0	0	5	0	**5**	-	1	0	0	0	**1**	-	36
% Articulated Trucks and Single-Unit Trucks	1.0%	1.0%	0%	0%	**1.0%**	-	5.1%	1.0%	2.2%	0%	**1.2%**	-	0%	0%	7.5%	0%	**4.3%**	-	2.4%	0%	0%	0%	**0.6%**	-	1.2%
Buses	0	46	0	0	**46**	-	0	45	0	0	**45**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	93
% Buses	0%	5.1%	0%	0%	**4.4%**	-	0%	3.0%	0%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	2.4%	0%	0.9%	0%	**1.3%**	-	3.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	-	12	-	-	-	-	-	76	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	93.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	6.2%	-

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

Franklin St & Mellon Pl - TMC
Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261273, Location: 40.790544, -74.465599

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



Franklin St & Mellon Pl - TMC

Thu Jan 9, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261273, Location: 40.790544, -74.465599

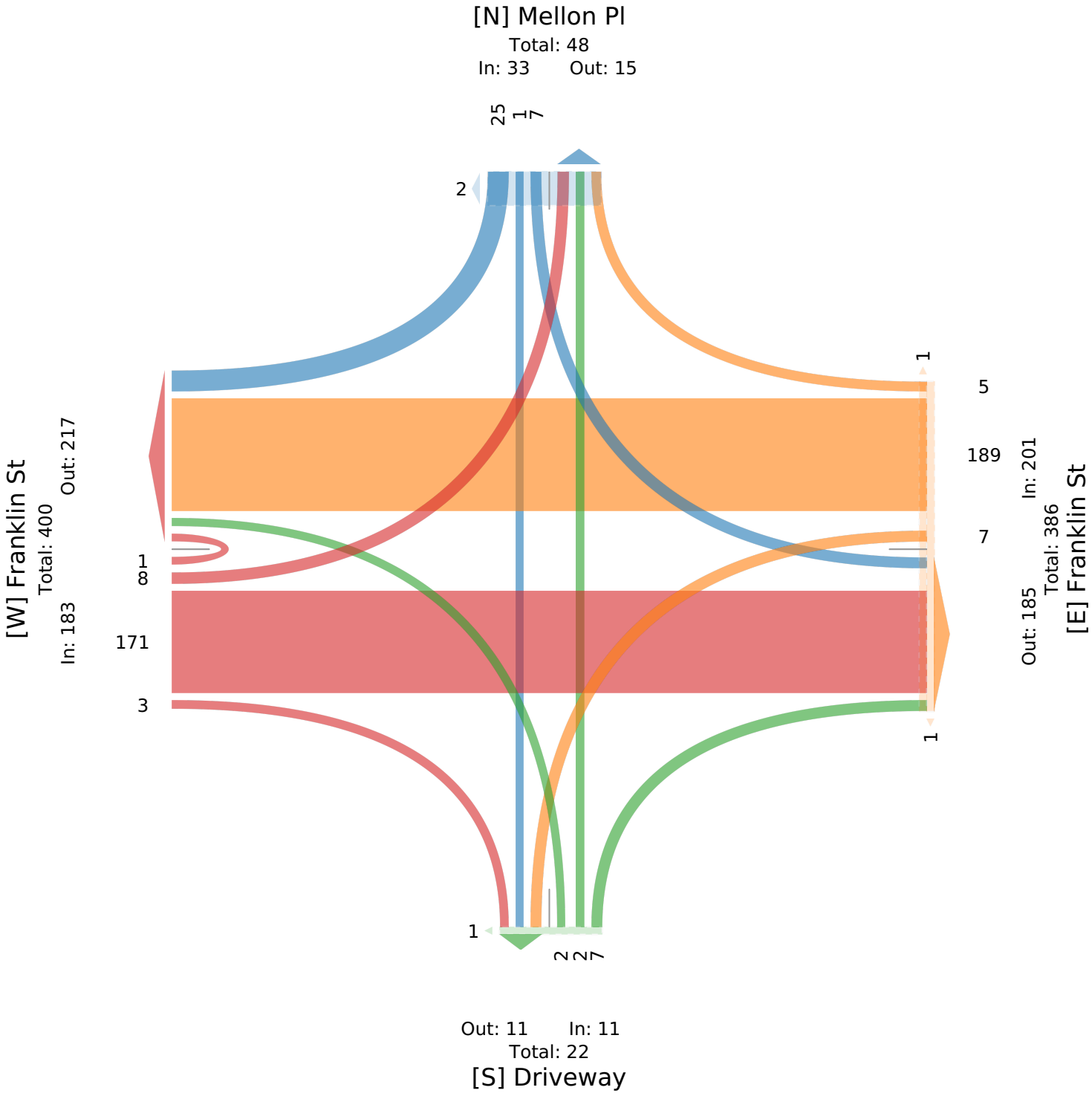
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						Driveway						Mellon Pl						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 7:45AM	1	50	1	0	**52**	0	3	49	0	0	**52**	0	1	1	1	0	**3**	0	3	0	7	0	**10**	1	**117**
8:00AM	2	31	0	0	**33**	0	3	42	2	0	**47**	1	0	0	3	0	**3**	0	1	0	9	0	**10**	1	**93**
8:15AM	1	35	0	1	**37**	0	1	50	1	0	**52**	0	1	1	2	0	**4**	0	1	1	5	0	**7**	0	**100**
8:30AM	4	55	2	0	**61**	0	0	48	2	0	**50**	1	0	0	1	0	**1**	1	2	0	4	0	**6**	0	**118**
Total	8	171	3	1	**183**	0	7	189	5	0	**201**	2	2	2	7	0	**11**	1	7	1	25	0	**33**	2	**428**
% Approach	4.4%	93.4%	1.6%	0.5%	**-**	-	3.5%	94.0%	2.5%	0%	**-**	-	18.2%	18.2%	63.6%	0%	**-**	-	21.2%	3.0%	75.8%	0%	**-**	-	-
% Total	1.9%	40.0%	0.7%	0.2%	**42.8%**	-	1.6%	44.2%	1.2%	0%	**47.0%**	-	0.5%	0.5%	1.6%	0%	**2.6%**	-	1.6%	0.2%	5.8%	0%	**7.7%**	-	-
PHF	0.500	0.777	0.375	0.250	**0.750**	-	0.583	0.945	0.625	-	**0.966**	-	0.500	0.500	0.583	-	**0.688**	-	0.583	0.250	0.694	-	**0.825**	-	0.907
Lights	8	150	3	1	**162**	-	7	177	4	0	**188**	-	2	2	7	0	**11**	-	6	1	25	0	**32**	-	393
% Lights	100%	87.7%	100%	100%	**88.5%**	-	100%	93.7%	80.0%	0%	**93.5%**	-	100%	100%	100%	0%	**100%**	-	85.7%	100%	100%	0%	**97.0%**	-	91.8%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	**2**	-	0	3	1	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	**1.1%**	-	0%	1.6%	20.0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.4%
Buses	0	19	0	0	**19**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	29
% Buses	0%	11.1%	0%	0%	**10.4%**	-	0%	4.8%	0%	0%	**4.5%**	-	0%	0%	0%	0%	**0%**	-	14.3%	0%	0%	0%	**3.0%**	-	6.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	- 50.0%	-

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

Franklin St & Mellon Pl - TMC
Thu Jan 9, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261273, Location: 40.790544, -74.465599

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



Franklin St & Mellon Pl - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261273, Location: 40.790544, -74.465599

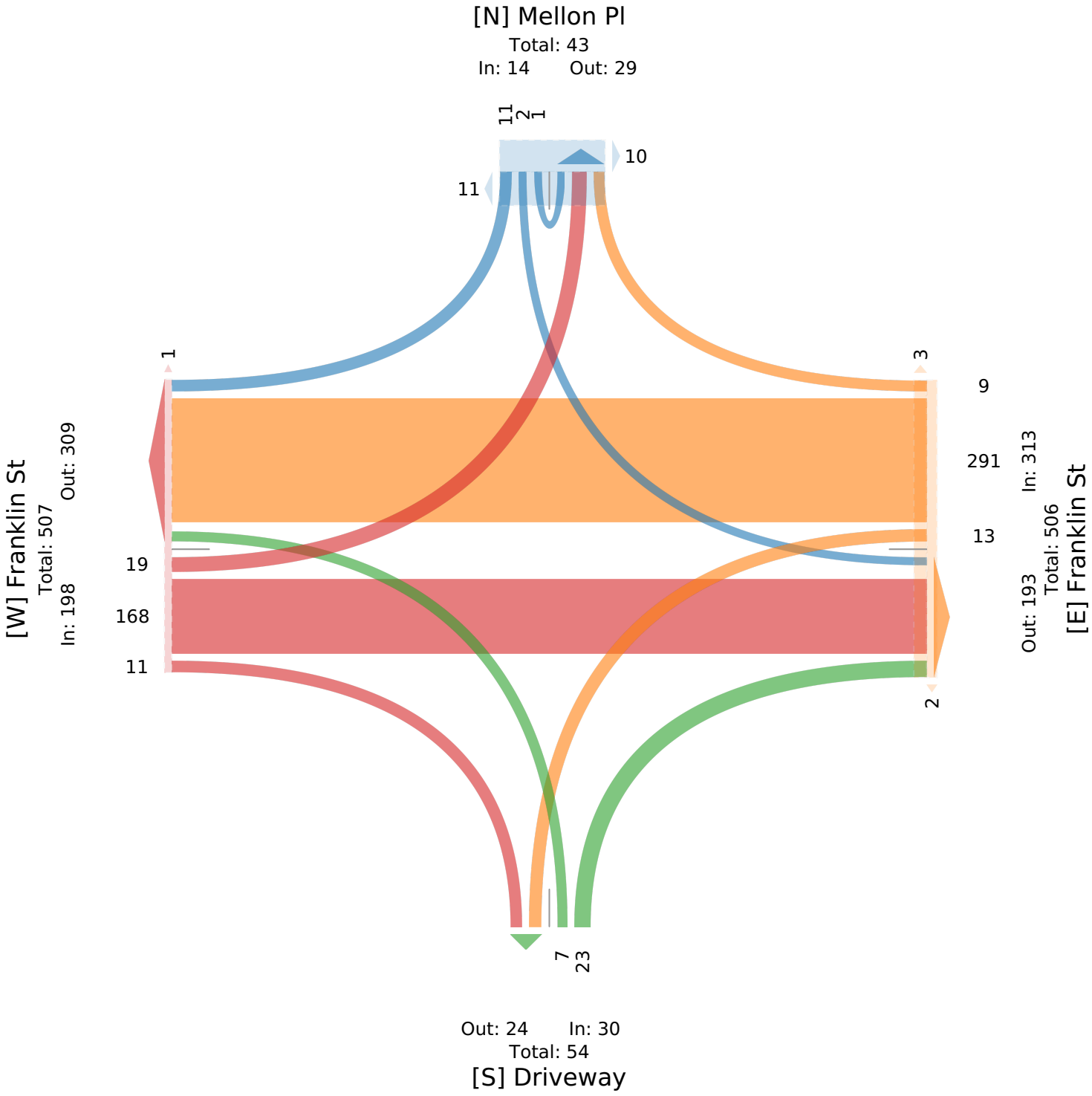
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						Driveway						Mellon Pl						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 4:00PM	6	45	3	0	**54**	1	2	76	1	0	**79**	2	4	0	4	0	**8**	0	0	0	4	1	**5**	3	**146**
4:15PM	3	46	4	0	**53**	0	2	67	2	0	**71**	2	2	0	7	0	**9**	0	0	0	1	0	**1**	8	**134**
4:30PM	5	45	3	0	**53**	0	6	81	0	0	**87**	1	1	0	8	0	**9**	0	1	0	5	0	**6**	4	**155**
4:45PM	5	32	1	0	**38**	0	3	67	6	0	**76**	0	0	0	4	0	**4**	0	1	0	1	0	**2**	6	**120**
Total	19	168	11	0	**198**	1	13	291	9	0	**313**	5	7	0	23	0	**30**	0	2	0	11	1	**14**	21	**555**
% Approach	9.6%	84.8%	5.6%	0%	**-**	-	4.2%	93.0%	2.9%	0%	**-**	-	23.3%	0%	76.7%	0%	**-**	-	14.3%	0%	78.6%	7.1%	**-**	-	-
% Total	3.4%	30.3%	2.0%	0%	**35.7%**	-	2.3%	52.4%	1.6%	0%	**56.4%**	-	1.3%	0%	4.1%	0%	**5.4%**	-	0.4%	0%	2.0%	0.2%	**2.5%**	-	-
PHF	0.792	0.913	0.688	-	**0.917**	-	0.542	0.898	0.375	-	**0.899**	-	0.438	-	0.719	-	**0.833**	-	0.500	-	0.550	0.250	**0.583**	-	0.895
Lights	19	165	11	0	**195**	-	11	278	9	0	**298**	-	7	0	21	0	**28**	-	2	0	11	1	**14**	-	535
% Lights	100%	98.2%	100%	0%	**98.5%**	-	84.6%	95.5%	100%	0%	**95.2%**	-	100%	0%	91.3%	0%	**93.3%**	-	100%	0%	100%	100%	**100%**	-	96.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	2	7	0	0	**9**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	15.4%	2.4%	0%	0%	**2.9%**	-	0%	0%	8.7%	0%	**6.7%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Buses	0	3	0	0	**3**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Buses	0%	1.8%	0%	0%	**1.5%**	-	0%	2.1%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	21	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Franklin St & Mellon Pl - TMC
Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261273, Location: 40.790544, -74.465599

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



Franklin St & Dekalb Pl - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261271, Location: 40.79037, -74.464519

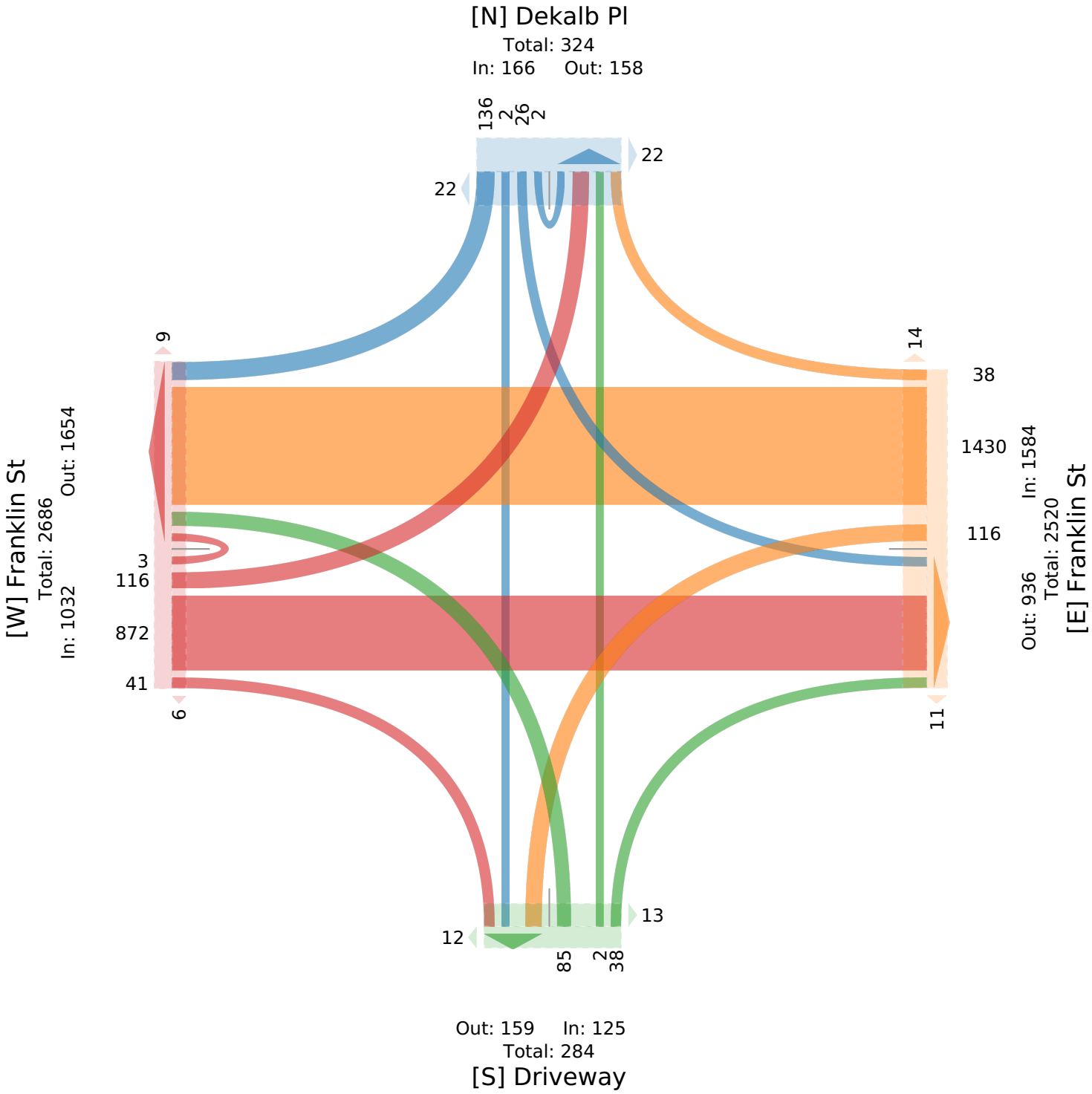
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						Driveway						Dekalb Pl						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 6:00AM	2	3	0	0	**5**	1	3	11	0	0	**14**	1	0	0	0	0	**0**	1	2	0	2	0	**4**	1	**23**
6:15AM	1	13	0	0	**14**	0	0	30	1	0	**31**	2	1	0	0	0	**1**	0	1	0	3	0	**4**	1	**50**
6:30AM	1	14	3	0	**18**	0	3	76	0	0	**79**	0	1	0	1	0	**2**	0	0	0	4	0	**4**	0	**103**
6:45AM	0	19	2	0	**21**	1	9	57	1	0	**67**	0	1	0	4	0	**5**	0	1	0	5	0	**6**	4	**99**
Hourly Total	4	49	5	0	**58**	2	15	174	2	0	**191**	3	3	0	5	0	**8**	1	4	0	14	0	**18**	6	**275**
7:00AM	0	20	0	0	**20**	0	6	37	2	0	**45**	0	1	0	1	0	**2**	0	2	0	6	0	**8**	1	**75**
7:15AM	3	17	1	0	**21**	0	5	27	0	0	**32**	0	0	0	2	0	**2**	1	0	1	4	0	**5**	0	**60**
7:30AM	1	31	1	0	**33**	1	2	48	2	0	**52**	3	1	0	0	0	**1**	2	2	0	5	0	**7**	0	**93**
7:45AM	7	47	2	0	**56**	0	2	43	0	0	**45**	0	1	0	2	0	**3**	0	1	0	10	0	**11**	0	**115**
Hourly Total	11	115	4	0	**130**	1	15	155	4	0	**174**	3	3	0	5	0	**8**	3	5	1	25	0	**31**	1	**343**
8:00AM	3	31	0	1	**35**	2	9	38	1	0	**48**	2	0	0	1	0	**1**	1	2	0	3	0	**5**	0	**89**
8:15AM	2	37	1	0	**40**	0	1	49	0	0	**50**	0	2	0	0	0	**2**	0	1	0	4	0	**5**	1	**97**
8:30AM	2	53	0	0	**55**	0	6	41	0	0	**47**	0	2	0	1	0	**3**	1	0	0	3	0	**3**	6	**108**
8:45AM	0	25	1	0	**26**	1	5	55	4	0	**64**	0	3	0	1	0	**4**	1	2	0	4	0	**6**	2	**100**
Hourly Total	7	146	2	1	**156**	3	21	183	5	0	**209**	2	7	0	3	0	**10**	3	5	0	14	0	**19**	9	**394**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:00PM	4	32	0	0	**36**	0	5	39	1	0	**45**	1	2	0	1	0	**3**	0	0	0	2	0	**2**	4	**86**
2:15PM	3	25	0	0	**28**	0	6	46	2	0	**54**	0	3	0	1	0	**4**	3	1	0	2	0	**3**	2	**89**
2:30PM	7	43	3	0	**53**	0	2	63	1	0	**66**	6	3	0	1	0	**4**	0	2	0	6	0	**8**	1	**131**
2:45PM	6	38	1	0	**45**	1	7	68	2	0	**77**	1	7	0	1	0	**8**	2	1	0	6	0	**7**	3	**137**
Hourly Total	20	138	4	0	**162**	1	20	216	6	0	**242**	8	15	0	4	0	**19**	5	4	0	16	0	**20**	10	**443**
3:00PM	7	34	3	0	**44**	3	5	54	2	0	**61**	3	5	0	2	0	**7**	3	0	0	3	0	**3**	1	**115**
3:15PM	7	54	2	0	**63**	2	1	63	0	0	**64**	0	4	1	0	0	**5**	2	1	0	10	0	**11**	4	**143**
3:30PM	6	30	5	0	**41**	0	3	61	1	0	**65**	1	3	0	1	0	**4**	0	1	0	4	0	**5**	2	**115**
3:45PM	7	33	2	0	**42**	0	4	67	2	0	**73**	2	5	0	5	0	**10**	1	1	0	4	0	**5**	1	**130**
Hourly Total	27	151	12	0	**190**	5	13	245	5	0	**263**	6	17	1	8	0	**26**	6	3	0	21	0	**24**	8	**503**
4:00PM	5	43	2	0	**50**	2	4	63	2	0	**69**	0	6	0	0	0	**6**	2	1	0	7	0	**8**	0	**133**
4:15PM	4	48	2	0	**54**	0	6	66	3	0	**75**	0	9	0	2	0	**11**	0	1	1	2	0	**4**	3	**144**
4:30PM	10	41	1	1	**53**	0	6	71	4	0	**81**	1	7	1	2	0	**10**	1	1	0	8	1	**10**	1	**154**
4:45PM	5	26	3	1	**35**	0	2	58	2	0	**62**	0	3	0	1	0	**4**	0	0	0	7	0	**7**	1	**108**
Hourly Total	24	158	8	2	**192**	2	18	258	11	0	**287**	1	25	1	5	0	**31**	3	3	1	24	1	**29**	5	**539**
5:00PM	7	29	1	0	**37**	0	2	49	4	0	**55**	1	4	0	2	0	**6**	0	0	0	6	0	**6**	4	**104**
5:15PM	4	29	2	0	**35**	0	2	45	0	0	**47**	1	3	0	5	0	**8**	3	0	0	5	1	**6**	0	**96**
5:30PM	3	23	1	0	**27**	0	5	44	0	0	**49**	0	3	0	1	0	**4**	0	2	0	4	0	**6**	0	**86**
5:45PM	9	34	2	0	**45**	1	5	61	1	0	**67**	0	5	0	0	0	**5**	1	0	0	7	0	**7**	1	**124**
Hourly Total	23	115	6	0	**144**	1	14	199	5	0	**218**	2	15	0	8	0	**23**	4	2	0	22	1	**25**	5	**410**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	116	872	41	3	**1032**	15	116	1430	38	0	**1584**	25	85	2	38	0	**125**	25	26	2	136	2	**166**	44	**2907**
% Approach	11.2%	84.5%	4.0%	0.3%	**-**	-	7.3%	90.3%	2.4%	0%	**-**	-	68.0%	1.6%	30.4%	0%	**-**	-	15.7%	1.2%	81.9%	1.2%	**-**	-	-
% Total	4.0%	30.0%	1.4%	0.1%	**35.5%**	-	4.0%	49.2%	1.3%	0%	**54.5%**	-	2.9%	0.1%	1.3%	0%	**4.3%**	-	0.9%	0.1%	4.7%	0.1%	**5.7%**	-	-
Lights	113	807	41	3	**964**	-	115	1366	36	0	**1517**	-	83	2	38	0	**123**	-	26	2	132	2	**162**	-	2766
% Lights	97.4%	92.5%	100%	100%	**93.4%**	-	99.1%	95.5%	94.7%	0%	**95.8%**	-	97.6%	100%	100%	0%	**98.4%**	-	100%	100%	97.1%	100%	**97.6%**	-	95.1%
Articulated Trucks and Single-Unit Trucks	3	13	0	0	**16**	-	1	20	0	0	**21**	-	1	0	0	0	**1**	-	0	0	2	0	**2**	-	40
% Articulated Trucks and Single-Unit Trucks	2.6%	1.5%	0%	0%	**1.6%**	-	0.9%	1.4%	0%	0%	**1.3%**	-	1.2%	0%	0%	0%	**0.8%**	-	0%	0%	1.5%	0%	**1.2%**	-	1.4%
Buses	0	52	0	0	**52**	-	0	44	2	0	**46**	-	1	0	0	0	**1**	-	0	0	2	0	**2**	-	101
% Buses	0%	6.0%	0%	0%	**5.0%**	-	0%	3.1%	5.3%	0%	**2.9%**	-	1.2%	0%	0%	0%	**0.8%**	-	0%	0%	1.5%	0%	**1.2%**	-	3.5%
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	25	-	-	-	-	-	25	-	-	-	-	-	44	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Franklin St & Dekalb Pl - TMC
Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261271, Location: 40.79037, -74.464519

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



Franklin St & Dekalb Pl - TMC

Thu Jan 9, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261271, Location: 40.79037, -74.464519

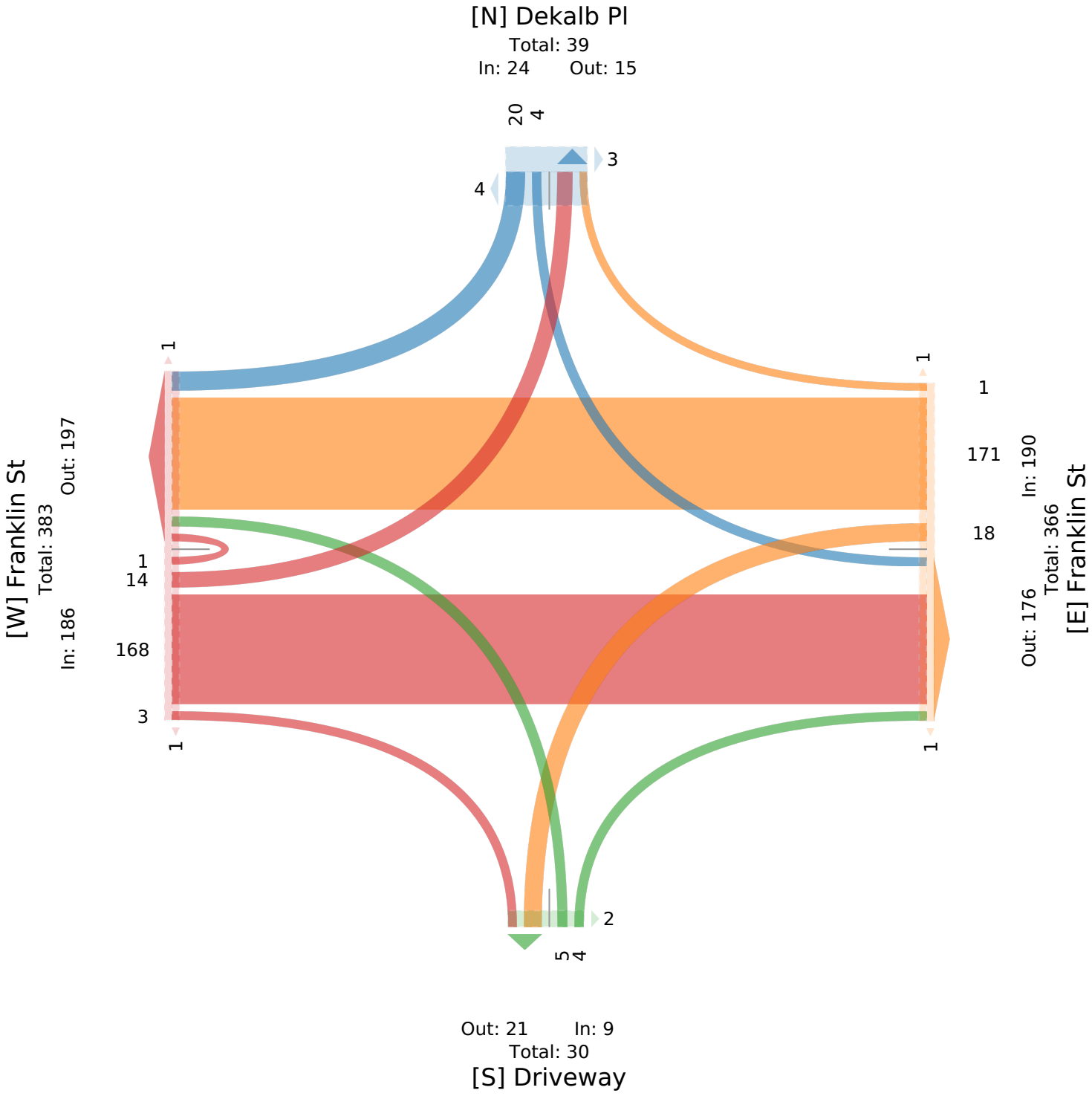
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						Driveway						Dekalb Pl						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-01-09 7:45AM	7	47	2	0	**56**	0	2	43	0	0	**45**	0	1	0	2	0	**3**	0	1	0	10	0	**11**	0	**115**
8:00AM	3	31	0	1	**35**	2	9	38	1	0	**48**	2	0	0	1	0	**1**	1	2	0	3	0	**5**	0	**89**
8:15AM	2	37	1	0	**40**	0	1	49	0	0	**50**	0	2	0	0	0	**2**	0	1	0	4	0	**5**	1	**97**
8:30AM	2	53	0	0	**55**	0	6	41	0	0	**47**	0	2	0	1	0	**3**	1	0	0	3	0	**3**	6	**108**
Total	14	168	3	1	**186**	2	18	171	1	0	**190**	2	5	0	4	0	**9**	2	4	0	20	0	**24**	7	**409**
% Approach	7.5%	90.3%	1.6%	0.5%	**-**	-	9.5%	90.0%	0.5%	0%	**-**	-	55.6%	0%	44.4%	0%	**-**	-	16.7%	0%	83.3%	0%	**-**	-	-
% Total	3.4%	41.1%	0.7%	0.2%	**45.5%**	-	4.4%	41.8%	0.2%	0%	**46.5%**	-	1.2%	0%	1.0%	0%	**2.2%**	-	1.0%	0%	4.9%	0%	**5.9%**	-	-
PHF	0.500	0.792	0.375	0.250	**0.830**	-	0.500	0.872	0.250	-	**0.950**	-	0.625	-	0.500	-	**0.750**	-	0.500	-	0.500	-	**0.545**	-	0.889
Lights	12	146	3	1	**162**	-	18	160	1	0	**179**	-	5	0	4	0	**9**	-	4	0	18	0	**22**	-	372
% Lights	85.7%	86.9%	100%	100%	**87.1%**	-	100%	93.6%	100%	0%	**94.2%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	90.0%	0%	**91.7%**	-	91.0%
Articulated Trucks and Single-Unit Trucks	2	2	0	0	**4**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	7
% Articulated Trucks and Single-Unit Trucks	14.3%	1.2%	0%	0%	**2.2%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	5.0%	0%	**4.2%**	-	1.7%
Buses	0	20	0	0	**20**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	30
% Buses	0%	11.9%	0%	0%	**10.8%**	-	0%	5.3%	0%	0%	**4.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	5.0%	0%	**4.2%**	-	7.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Franklin St & Dekalb Pl - TMC
Thu Jan 9, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261271, Location: 40.79037, -74.464519

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



Franklin St & Dekalb Pl - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261271, Location: 40.79037, -74.464519

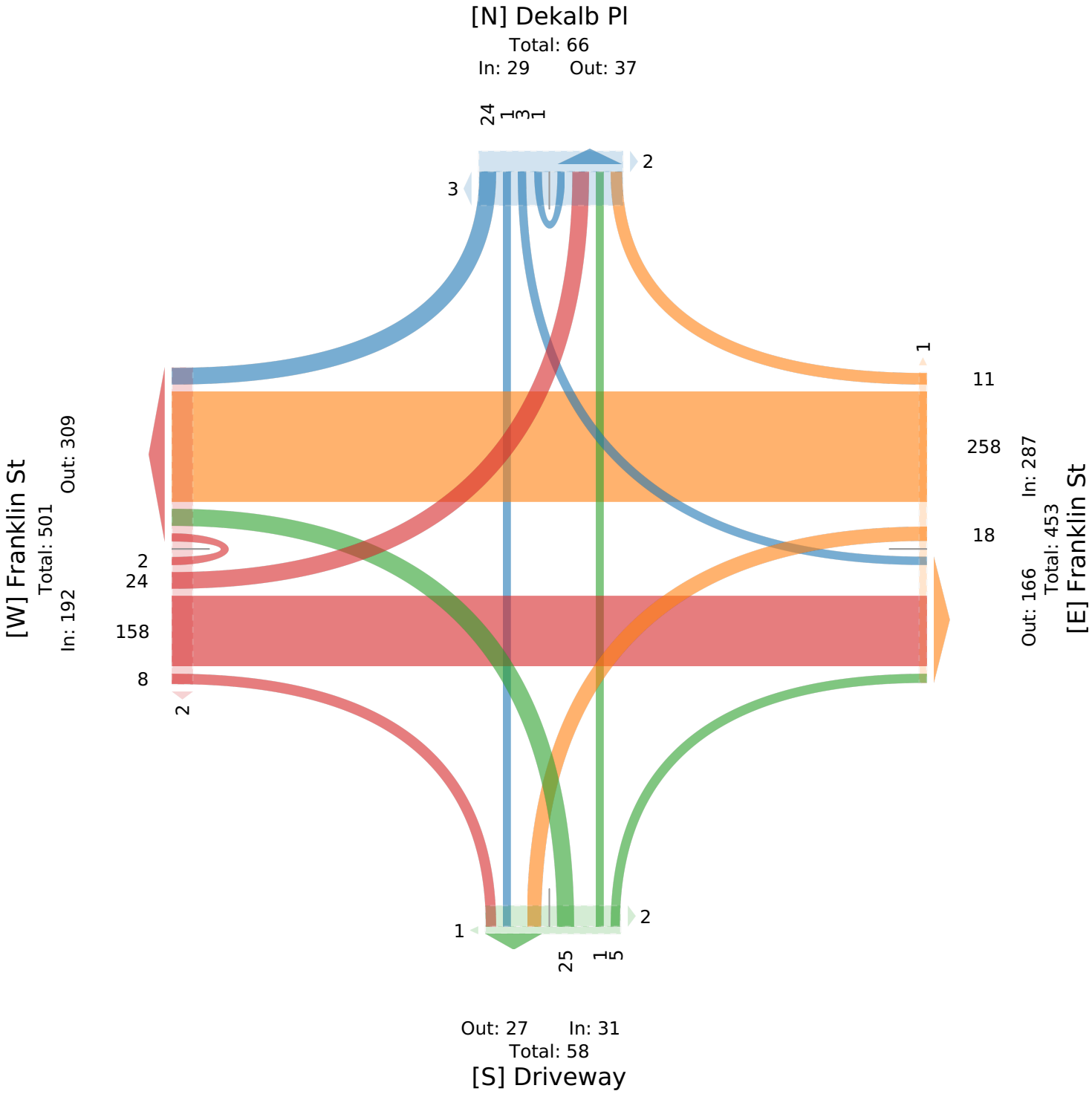
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						Driveway						Dekalb Pl						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 4:00PM	5	43	2	0	**50**	2	4	63	2	0	**69**	0	6	0	0	0	**6**	2	1	0	7	0	**8**	0	**133**
4:15PM	4	48	2	0	**54**	0	6	66	3	0	**75**	0	9	0	2	0	**11**	0	1	1	2	0	**4**	3	**144**
4:30PM	10	41	1	1	**53**	0	6	71	4	0	**81**	1	7	1	2	0	**10**	1	1	0	8	1	**10**	1	**154**
4:45PM	5	26	3	1	**35**	0	2	58	2	0	**62**	0	3	0	1	0	**4**	0	0	0	7	0	**7**	1	**108**
Total	24	158	8	2	**192**	2	18	258	11	0	**287**	1	25	1	5	0	**31**	3	3	1	24	1	**29**	5	**539**
% Approach	12.5%	82.3%	4.2%	1.0%	**-**	-	6.3%	89.9%	3.8%	0%	**-**	-	80.6%	3.2%	16.1%	0%	**-**	-	10.3%	3.4%	82.8%	3.4%	**-**	-	-
% Total	4.5%	29.3%	1.5%	0.4%	**35.6%**	-	3.3%	47.9%	2.0%	0%	**53.2%**	-	4.6%	0.2%	0.9%	0%	**5.8%**	-	0.6%	0.2%	4.5%	0.2%	**5.4%**	-	-
PHF	0.600	0.823	0.667	0.500	**0.889**	-	0.750	0.908	0.688	-	**0.886**	-	0.694	0.250	0.625	-	**0.705**	-	0.750	0.250	0.750	0.250	**0.725**	-	0.875
Lights	24	153	8	2	**187**	-	18	244	11	0	**273**	-	25	1	5	0	**31**	-	3	1	24	1	**29**	-	520
% Lights	100%	96.8%	100%	100%	**97.4%**	-	100%	94.6%	100%	0%	**95.1%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	100%	**100%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	**2**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	1.3%	0%	0%	**1.0%**	-	0%	3.5%	0%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Buses	0	3	0	0	**3**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Buses	0%	1.9%	0%	0%	**1.6%**	-	0%	1.9%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Franklin St & Dekalb Pl - TMC
Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261271, Location: 40.79037, -74.464519

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



Franklin St & East Driveway - TMC

Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261272, Location: 40.790112, -74.463047

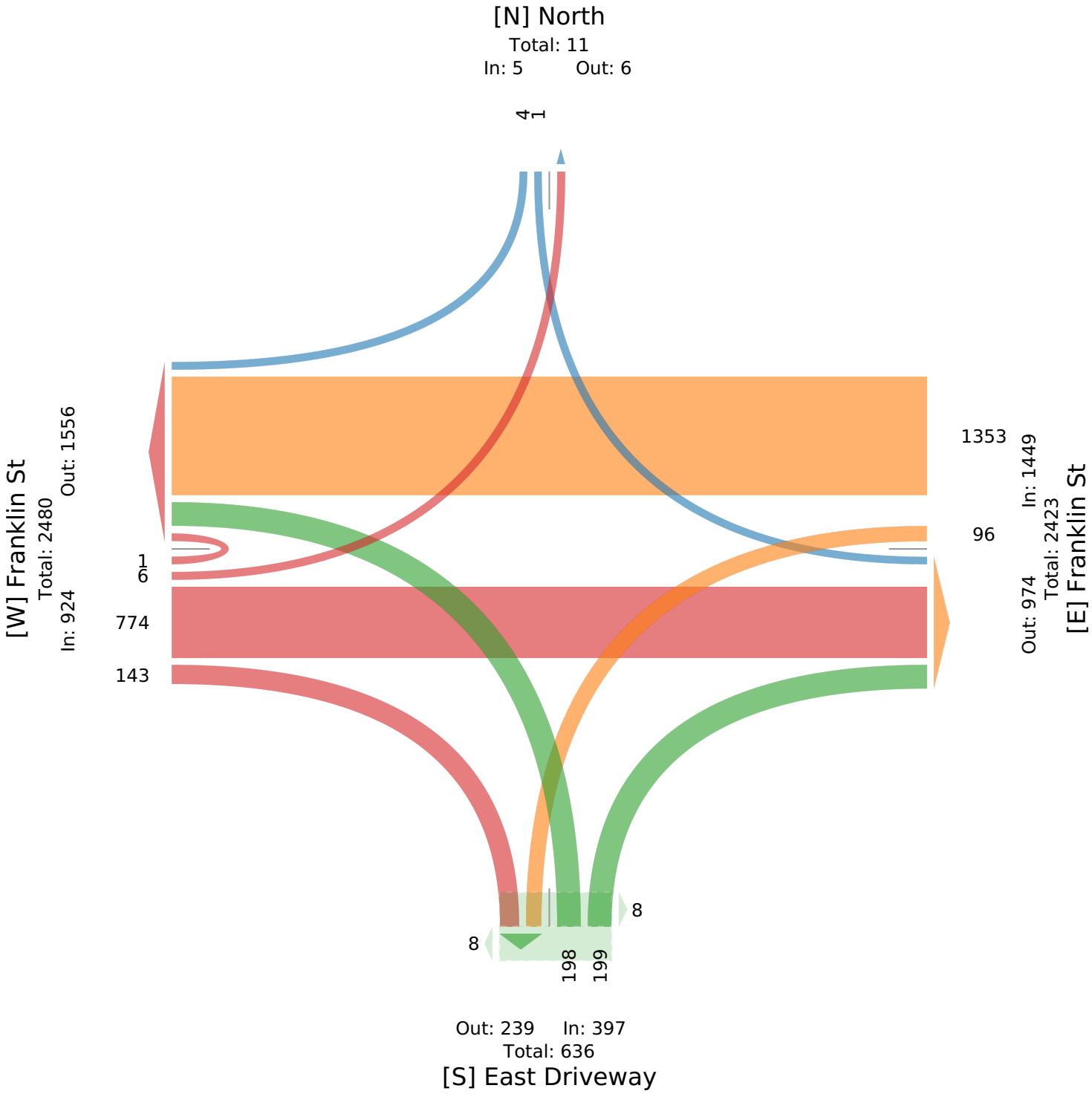
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Franklin St Eastbound						Franklin St Westbound						East Driveway Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-01-09 6:00AM	0	2	2	0	**4**	0	3	12	0	0	**15**	0	1	0	2	0	**3**	0	0	0	1	0	**1**	0	**23**
6:15AM	0	7	4	0	**11**	0	1	28	0	0	**29**	0	2	0	1	0	**3**	0	0	0	0	0	**0**	0	**43**
6:30AM	0	12	6	0	**18**	0	6	70	0	0	**76**	0	3	0	3	0	**6**	0	0	0	0	0	**0**	0	**100**
6:45AM	0	13	4	0	**17**	0	15	67	0	0	**82**	0	3	0	3	0	**6**	0	0	0	0	0	**0**	0	**105**
Hourly Total	0	34	16	0	**50**	0	25	177	0	0	**202**	0	9	0	9	0	**18**	0	0	0	1	0	**1**	0	**271**
7:00AM	0	22	7	0	**29**	0	6	39	0	0	**45**	0	2	0	9	0	**11**	0	0	0	0	0	**0**	0	**85**
7:15AM	0	18	2	0	**20**	0	5	34	0	0	**39**	0	0	0	3	0	**3**	0	0	0	1	0	**1**	0	**63**
7:30AM	0	24	7	0	**31**	0	2	42	0	0	**44**	0	8	0	3	0	**11**	0	0	0	0	0	**0**	0	**86**
7:45AM	0	46	5	0	**51**	0	3	38	0	0	**41**	0	2	0	4	0	**6**	1	0	0	0	0	**0**	0	**98**
Hourly Total	0	110	21	0	**131**	0	16	153	0	0	**169**	0	12	0	19	0	**31**	1	0	0	1	0	**1**	0	**332**
8:00AM	0	24	6	0	**30**	0	4	42	0	0	**46**	0	6	0	1	0	**7**	3	0	0	0	0	**0**	0	**83**
8:15AM	0	29	8	1	**38**	0	3	48	0	0	**51**	0	4	0	8	0	**12**	0	0	0	0	0	**0**	0	**101**
8:30AM	0	50	6	0	**56**	0	6	45	0	0	**51**	0	1	0	6	0	**7**	0	0	0	0	0	**0**	0	**114**
8:45AM	1	23	6	0	**30**	0	2	63	0	0	**65**	0	4	0	2	0	**6**	0	0	0	0	0	**0**	0	**101**
Hourly Total	1	126	26	1	**154**	0	15	198	0	0	**213**	0	15	0	17	0	**32**	3	0	0	0	0	**0**	0	**399**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:00PM	0	26	5	0	**31**	0	3	35	0	0	**38**	0	10	0	12	0	**22**	0	0	0	0	0	**0**	0	**91**
2:15PM	0	26	3	0	**29**	0	3	49	0	0	**52**	0	7	0	13	0	**20**	1	0	0	0	0	**0**	0	**101**
2:30PM	0	37	7	0	**44**	0	1	52	0	0	**53**	0	13	0	8	0	**21**	0	0	0	1	0	**1**	0	**119**
2:45PM	0	33	5	0	**38**	0	2	62	0	0	**64**	0	12	0	15	0	**27**	0	0	0	0	0	**0**	0	**129**
Hourly Total	0	122	20	0	**142**	0	9	198	0	0	**207**	0	42	0	48	0	**90**	1	0	0	1	0	**1**	0	**440**
3:00PM	0	31	7	0	**38**	0	5	42	0	0	**47**	0	14	0	13	0	**27**	4	0	0	0	0	**0**	0	**112**
3:15PM	0	42	8	0	**50**	0	6	48	0	0	**54**	0	10	0	6	0	**16**	0	0	0	0	0	**0**	0	**120**
3:30PM	0	32	4	0	**36**	0	5	60	0	0	**65**	0	10	0	13	0	**23**	1	0	0	0	0	**0**	0	**124**
3:45PM	1	35	4	0	**40**	0	1	62	0	0	**63**	0	7	0	4	0	**11**	4	0	0	0	0	**0**	0	**114**
Hourly Total	1	140	23	0	**164**	0	17	212	0	0	**229**	0	41	0	36	0	**77**	9	0	0	0	0	**0**	0	**470**
4:00PM	2	39	4	0	**45**	0	1	61	0	0	**62**	0	6	0	14	0	**20**	0	0	0	1	0	**1**	0	**128**
4:15PM	1	45	6	0	**52**	0	0	60	0	0	**60**	0	10	0	9	0	**19**	0	1	0	0	0	**1**	0	**132**
4:30PM	1	31	9	0	**41**	0	4	63	0	0	**67**	0	19	0	11	0	**30**	1	0	0	0	0	**0**	0	**138**
4:45PM	0	26	2	0	**28**	0	1	49	0	0	**50**	0	11	0	7	0	**18**	1	0	0	0	0	**0**	0	**96**
Hourly Total	4	141	21	0	**166**	0	6	233	0	0	**239**	0	46	0	41	0	**87**	2	1	0	1	0	**2**	0	**494**
5:00PM	0	23	3	0	**26**	0	2	48	0	0	**50**	0	8	0	5	0	**13**	0	0	0	0	0	**0**	0	**89**
5:15PM	0	27	3	0	**30**	0	4	42	0	0	**46**	0	8	0	8	0	**16**	0	0	0	0	0	**0**	0	**92**
5:30PM	0	28	4	0	**32**	0	2	36	0	0	**38**	0	9	0	10	0	**19**	0	0	0	0	0	**0**	0	**89**
5:45PM	0	23	6	0	**29**	0	0	56	0	0	**56**	0	8	0	6	0	**14**	0	0	0	0	0	**0**	0	**99**
Hourly Total	0	101	16	0	**117**	0	8	182	0	0	**190**	0	33	0	29	0	**62**	0	0	0	0	0	**0**	0	**369**
Total	6	774	143	1	**924**	0	96	1353	0	0	**1449**	0	198	0	199	0	**397**	16	1	0	4	0	**5**	0	**2775**
% Approach	0.6%	83.8%	15.5%	0.1%	**-**	-	6.6%	93.4%	0%	0%	**-**	-	49.9%	0%	50.1%	0%	**-**	-	20.0%	0%	80.0%	0%	**-**	-	-
% Total	0.2%	27.9%	5.2%	0%	**33.3%**	-	3.5%	48.8%	0%	0%	**52.2%**	-	7.1%	0%	7.2%	0%	**14.3%**	-	0%	0%	0.1%	0%	**0.2%**	-	-
Lights	6	717	140	1	**864**	-	96	1292	0	0	**1388**	-	195	0	196	0	**391**	-	1	0	4	0	**5**	-	2648
% Lights	100%	92.6%	97.9%	100%	**93.5%**	-	100%	95.5%	0%	0%	**95.8%**	-	98.5%	0%	98.5%	0%	**98.5%**	-	100%	0%	100%	0%	**100%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	13	0	0	**13**	-	0	19	0	0	**19**	-	1	0	1	0	**2**	-	0	0	0	0	**0**	-	34
% Articulated Trucks and Single-Unit Trucks	0%	1.7%	0%	0%	**1.4%**	-	0%	1.4%	0%	0%	**1.3%**	-	0.5%	0%	0.5%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses	0	44	3	0	**47**	-	0	42	0	0	**42**	-	2	0	2	0	**4**	-	0	0	0	0	**0**	-	93
% Buses	0%	5.7%	2.1%	0%	**5.1%**	-	0%	3.1%	0%	0%	**2.9%**	-	1.0%	0%	1.0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	3.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Franklin St & East Driveway - TMC
Thu Jan 9, 2025
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261272, Location: 40.790112, -74.463047

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



Franklin St & East Driveway - TMC

Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261272, Location: 40.790112, -74.463047

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

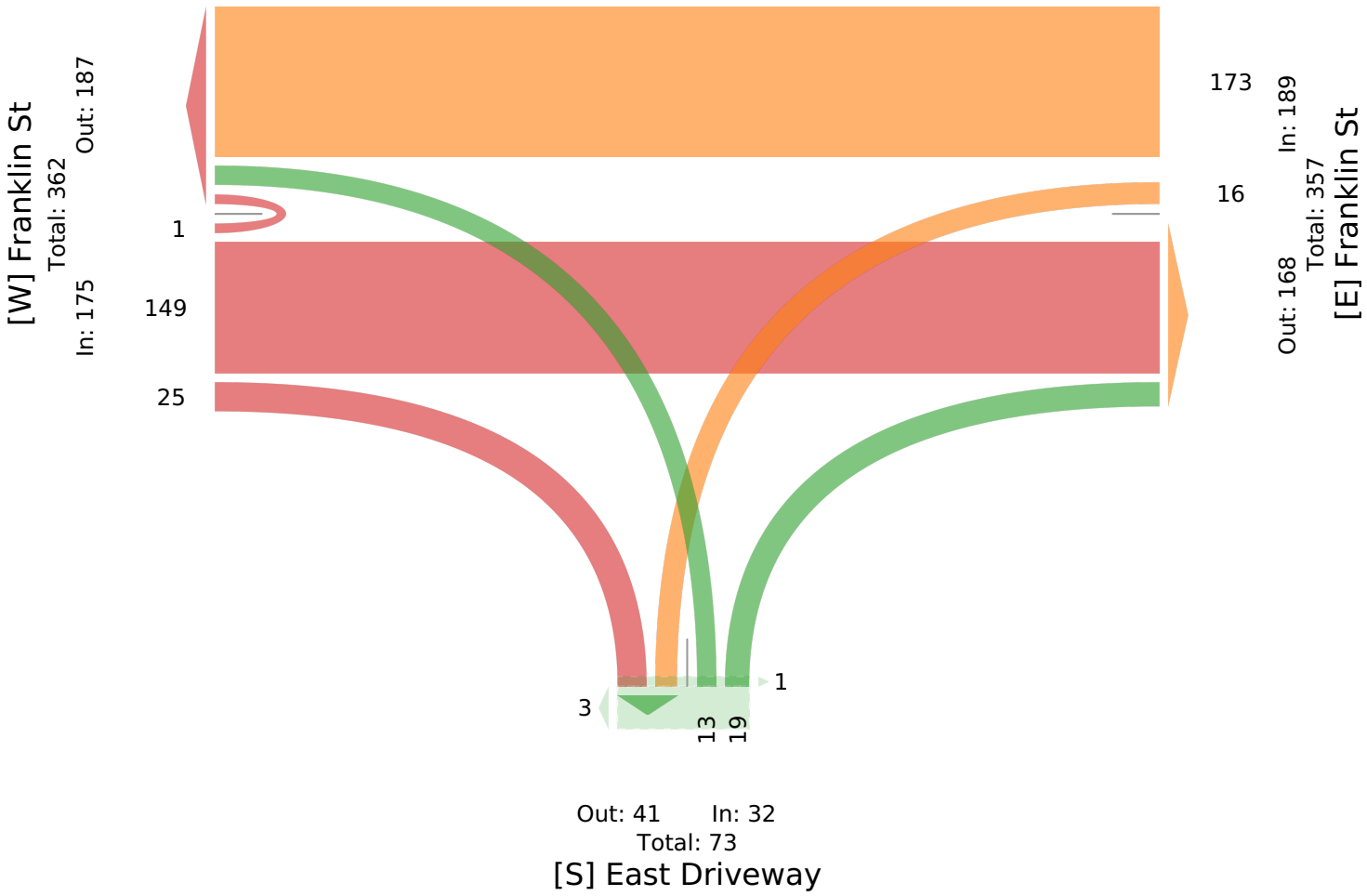
Leg / Direction	Franklin St Eastbound						Franklin St Westbound						East Driveway Northbound						North Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-01-09 7:45AM	0	46	5	0	**51**	0	3	38	0	0	**41**	0	2	0	4	0	**6**	1	0	0	0	0	**0**	0	**98**
8:00AM	0	24	6	0	**30**	0	4	42	0	0	**46**	0	6	0	1	0	**7**	3	0	0	0	0	**0**	0	**83**
8:15AM	0	29	8	1	**38**	0	3	48	0	0	**51**	0	4	0	8	0	**12**	0	0	0	0	0	**0**	0	**101**
8:30AM	0	50	6	0	**56**	0	6	45	0	0	**51**	0	1	0	6	0	**7**	0	0	0	0	0	**0**	0	**114**
Total	0	149	25	1	**175**	0	16	173	0	0	**189**	0	13	0	19	0	**32**	4	0	0	0	0	**0**	0	**396**
% Approach	0%	85.1%	14.3%	0.6%	**-**	-	8.5%	91.5%	0%	0%	**-**	-	40.6%	0%	59.4%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	37.6%	6.3%	0.3%	**44.2%**	-	4.0%	43.7%	0%	0%	**47.7%**	-	3.3%	0%	4.8%	0%	**8.1%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	0.745	0.781	0.250	**0.781**	-	0.667	0.901	-	-	**0.926**	-	0.542	-	0.594	-	**0.667**	-	-	-	-	-	**-**	-	0.868
Lights	0	129	24	1	**154**	-	16	163	0	0	**179**	-	12	0	18	0	**30**	-	0	0	0	0	**0**	-	363
% Lights	0%	86.6%	96.0%	100%	**88.0%**	-	100%	94.2%	0%	0%	**94.7%**	-	92.3%	0%	94.7%	0%	**93.8%**	-	0%	0%	0%	0%	**-**	-	91.7%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.8%
Buses	0	19	1	0	**20**	-	0	8	0	0	**8**	-	1	0	1	0	**2**	-	0	0	0	0	**0**	-	30
% Buses	0%	12.8%	4.0%	0%	**11.4%**	-	0%	4.6%	0%	0%	**4.2%**	-	7.7%	0%	5.3%	0%	**6.3%**	-	0%	0%	0%	0%	**-**	-	7.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Franklin St & East Driveway - TMC

Thu Jan 9, 2025
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261272, Location: 40.790112, -74.463047

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



Franklin St & East Driveway - TMC

Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261272, Location: 40.790112, -74.463047

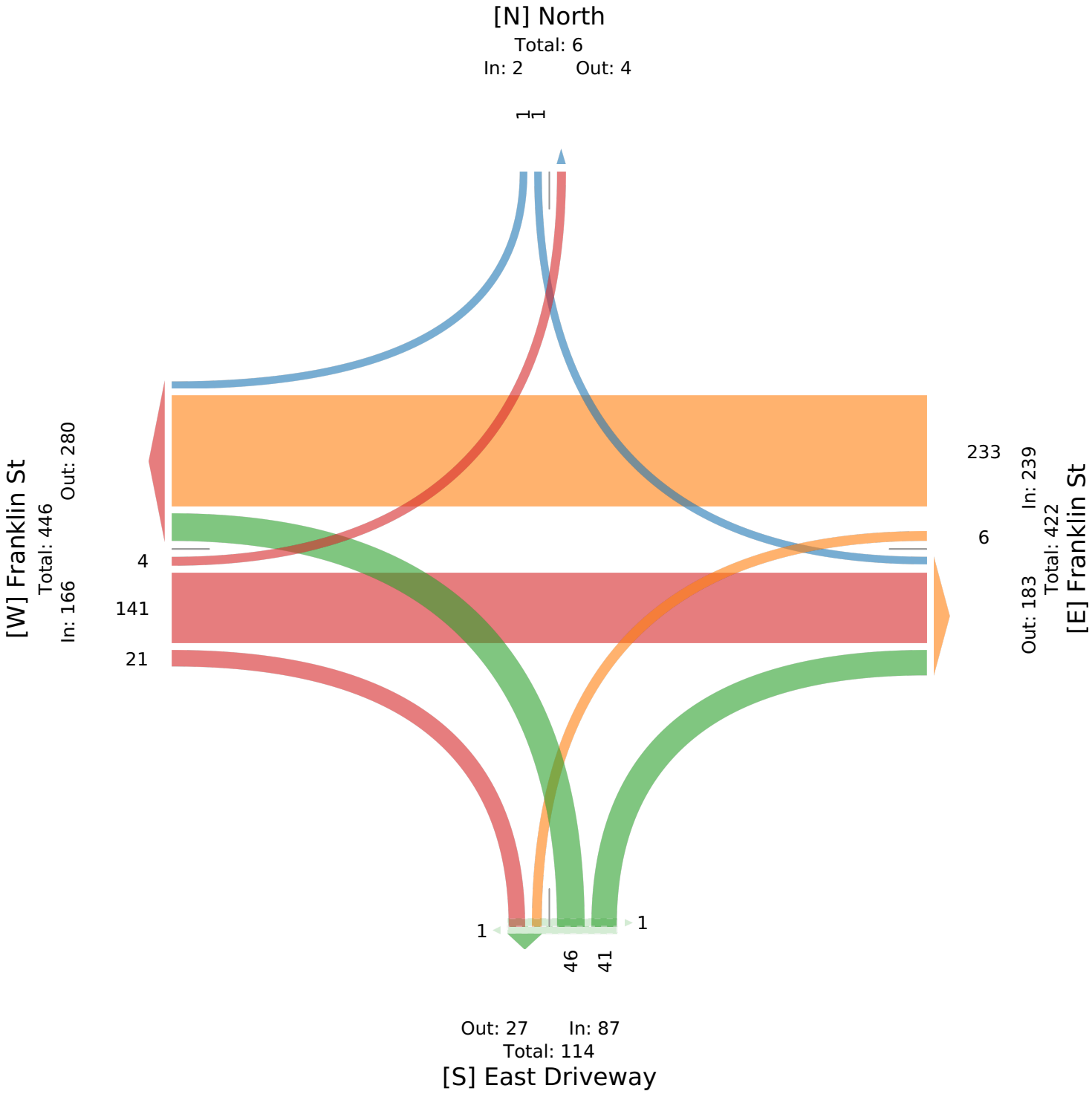
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St						Franklin St						East Driveway						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-01-09 4:00PM	2	39	4	0	**45**	0	1	61	0	0	**62**	0	6	0	14	0	**20**	0	0	0	1	0	**1**	0	**128**
4:15PM	1	45	6	0	**52**	0	0	60	0	0	**60**	0	10	0	9	0	**19**	0	1	0	0	0	**1**	0	**132**
4:30PM	1	31	9	0	**41**	0	4	63	0	0	**67**	0	19	0	11	0	**30**	1	0	0	0	0	**0**	0	**138**
4:45PM	0	26	2	0	**28**	0	1	49	0	0	**50**	0	11	0	7	0	**18**	1	0	0	0	0	**0**	0	**96**
Total	4	141	21	0	**166**	0	6	233	0	0	**239**	0	46	0	41	0	**87**	2	1	0	1	0	**2**	0	**494**
% Approach	2.4%	84.9%	12.7%	0%	**-**	-	2.5%	97.5%	0%	0%	**-**	-	52.9%	0%	47.1%	0%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	-
% Total	0.8%	28.5%	4.3%	0%	**33.6%**	-	1.2%	47.2%	0%	0%	**48.4%**	-	9.3%	0%	8.3%	0%	**17.6%**	-	0.2%	0%	0.2%	0%	**0.4%**	-	-
PHF	0.500	0.783	0.583	-	**0.798**	-	0.375	0.925	-	-	**0.892**	-	0.605	-	0.732	-	**0.725**	-	0.250	-	0.250	-	**0.500**	-	0.895
Lights	4	133	21	0	**158**	-	6	220	0	0	**226**	-	45	0	41	0	**86**	-	1	0	1	0	**2**	-	472
% Lights	100%	94.3%	100%	0%	**95.2%**	-	100%	94.4%	0%	0%	**94.6%**	-	97.8%	0%	100%	0%	**98.9%**	-	100%	0%	100%	0%	**100%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	0	5	0	0	**5**	-	0	8	0	0	**8**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	14
% Articulated Trucks and Single-Unit Trucks	0%	3.5%	0%	0%	**3.0%**	-	0%	3.4%	0%	0%	**3.3%**	-	2.2%	0%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	2.8%
Buses	0	3	0	0	**3**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Buses	0%	2.1%	0%	0%	**1.8%**	-	0%	2.1%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Franklin St & East Driveway - TMC
Thu Jan 9, 2025
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1261272, Location: 40.790112, -74.463047

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



Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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

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

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

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

Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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

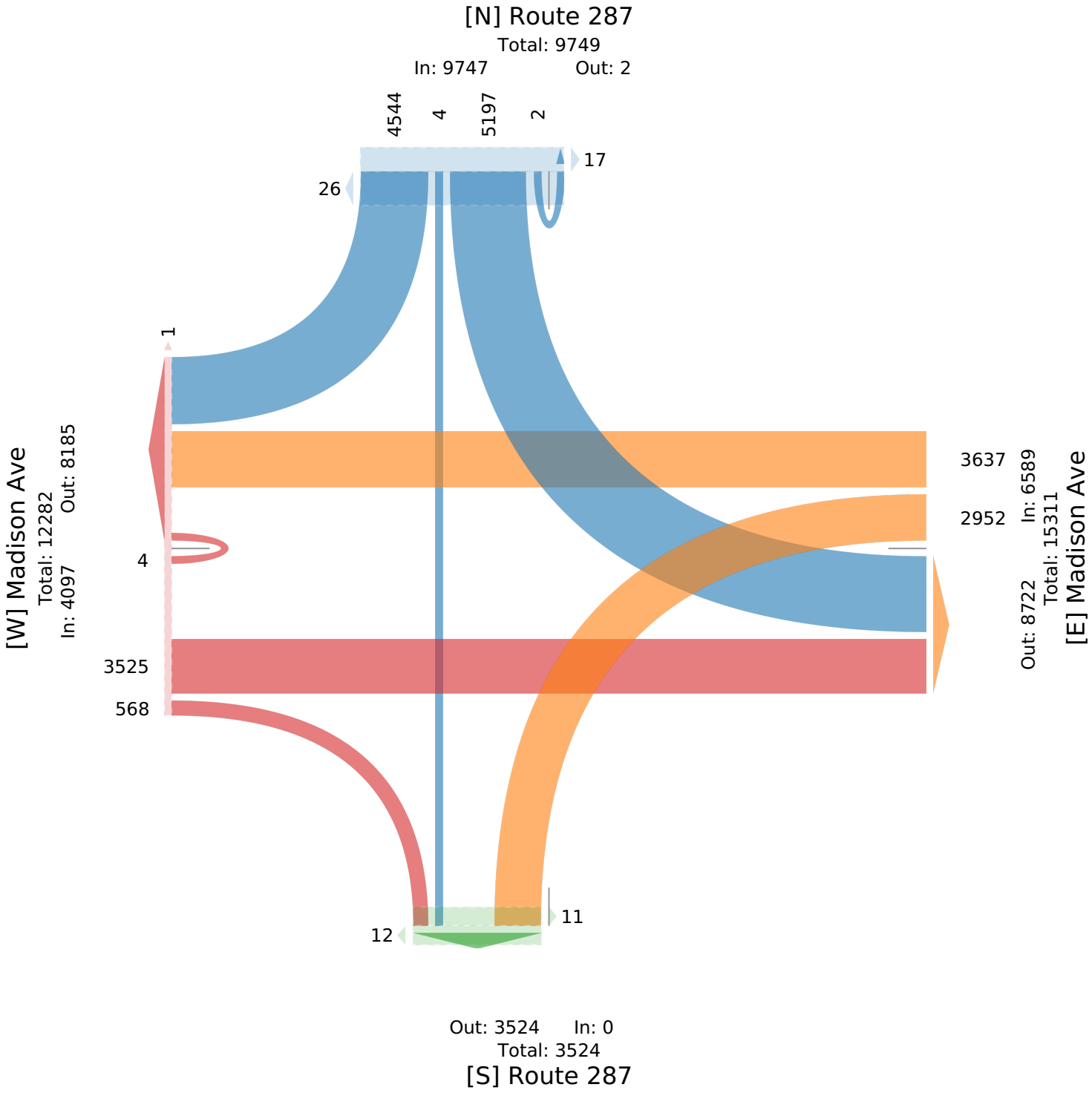
Leg	Route 287							Route 287							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-10-08 6:00AM	0	0	0	0	0	**0**	0	80	0	13	0	22	**115**	0	**175**
6:15AM	0	0	0	0	0	**0**	0	149	0	34	0	28	**211**	1	**308**
6:30AM	0	0	0	0	0	**0**	0	211	0	53	0	41	**305**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

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

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

Madison Ave & 287 SB On ramp - TMC
Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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



Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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

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

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

Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

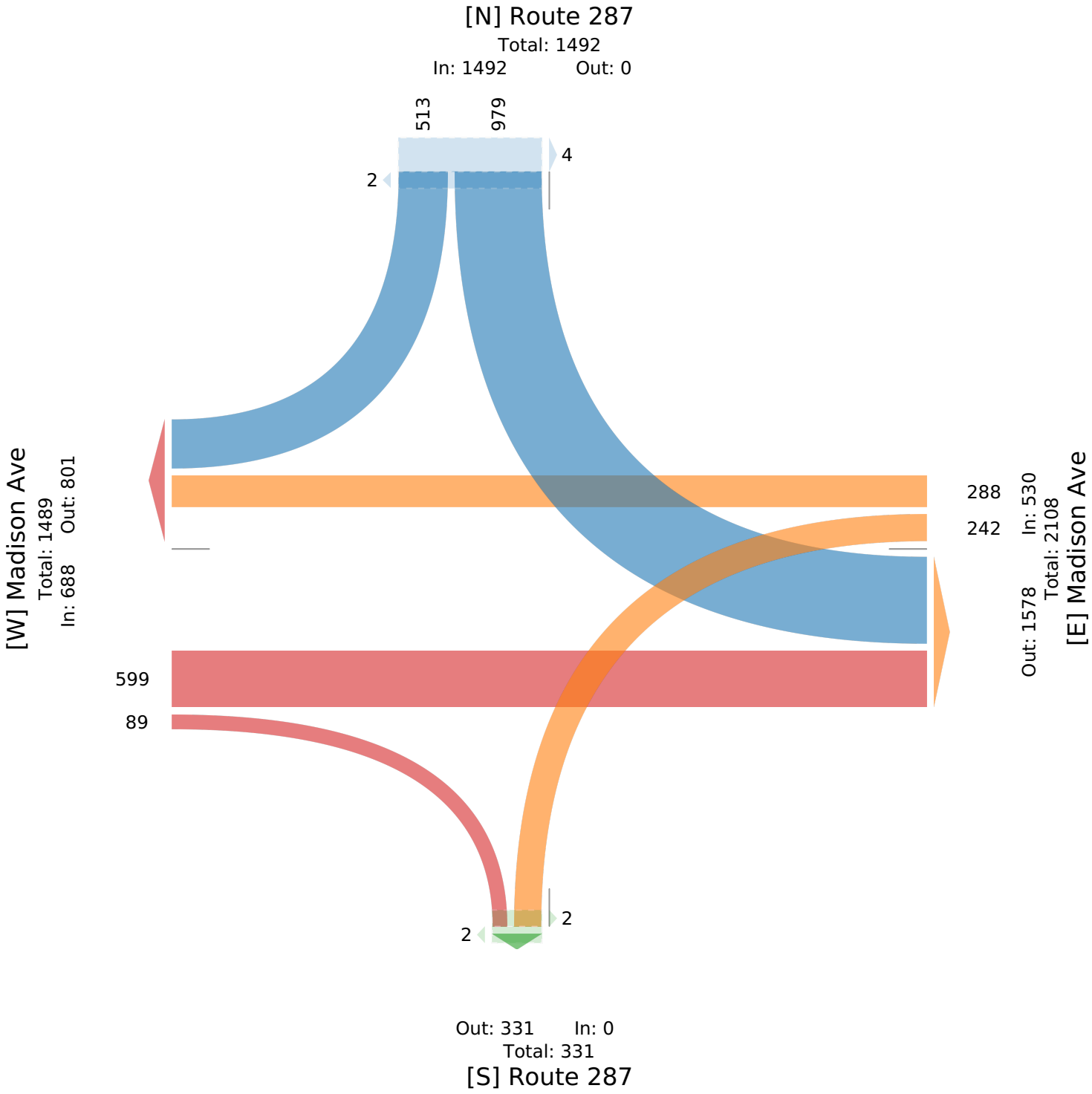
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & 287 SB On ramp - TMC
Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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



Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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

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

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

Madison Ave & 287 SB On ramp - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

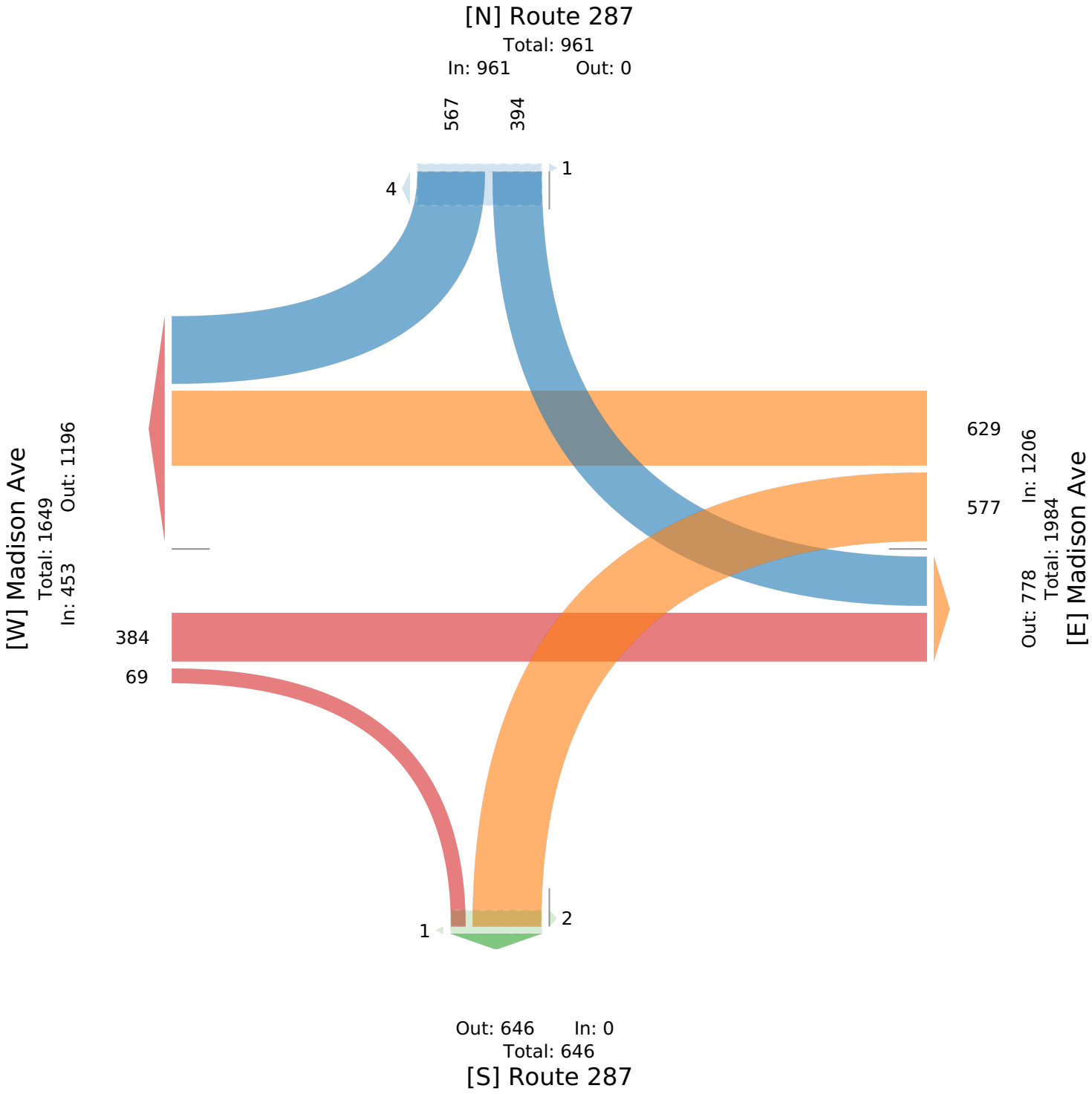
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & 287 SB On ramp - TMC
Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234031, Location: 40.788606, -74.469967

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



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

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

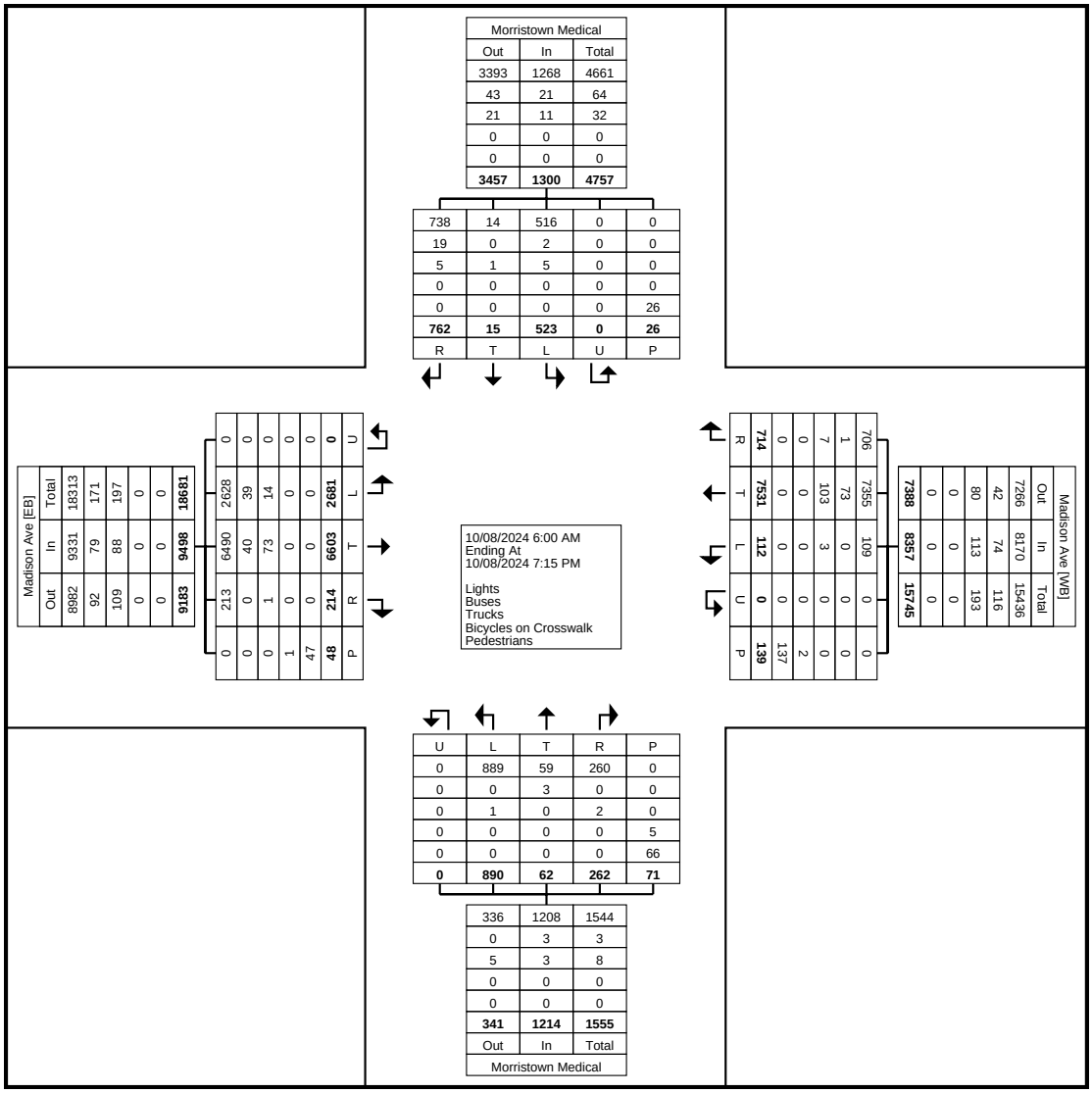
Turning Movement Data

Start Time	Madison Ave Eastbound							Madison Ave Westbound							Morristown Medical Center Entrance Northbound							Morristown Medical Center Entrance Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
6:00 AM	74	47	1	0	0	1	122	0	51	6	0	0	0	57	0	0	0	0	0	0	0	1	0	1	1	0	0	3	182
6:15 AM	147	74	4	0	0	0	225	2	53	23	0	0	0	78	0	1	0	1	0	0	2	3	0	4	0	0	1	7	312
6:30 AM	155	114	11	0	0	0	280	4	78	27	1	0	1	110	11	5	2	0	0	0	18	5	0	10	4	0	0	19	427
6:45 AM	128	211	26	0	0	0	365	8	116	31	3	0	3	158	25	13	6	0	0	0	44	7	0	10	7	0	0	24	591
Hourly Total	504	446	42	0	0	1	992	14	298	87	4	0	4	403	36	19	8	1	0	0	64	16	0	25	12	0	1	53	1512
7:00 AM	116	172	9	0	0	1	297	7	145	18	2	0	3	172	8	0	3	4	0	2	15	12	1	5	1	0	0	19	503
7:15 AM	97	214	7	0	0	1	318	5	163	24	0	0	2	192	9	0	2	0	0	3	11	11	0	12	1	0	0	24	545
7:30 AM	112	249	5	0	0	2	366	2	187	36	0	0	1	225	5	5	1	2	0	0	13	14	0	10	2	0	1	26	630
7:45 AM	108	310	6	0	0	1	424	2	182	28	0	0	3	212	6	1	1	0	0	3	8	15	0	8	1	0	0	24	668
Hourly Total	433	945	27	0	0	5	1405	16	677	106	2	0	9	801	28	6	7	6	0	8	47	52	1	35	5	0	1	93	2346
8:00 AM	102	320	10	0	0	0	432	4	165	21	1	0	6	191	8	0	4	0	0	3	12	6	0	4	7	0	0	17	652
8:15 AM	97	295	7	0	0	4	399	2	147	23	0	0	3	172	8	1	6	1	0	3	16	9	0	4	4	0	0	17	604
8:30 AM	97	256	3	0	0	2	356	6	184	26	0	0	4	216	7	0	11	1	0	1	19	19	1	5	0	0	0	25	616
8:45 AM	88	282	5	0	0	2	375	2	243	25	0	0	9	270	15	1	2	0	0	4	18	7	0	3	0	0	2	10	673
Hourly Total	384	1153	25	0	0	8	1562	14	739	95	1	0	22	849	38	2	23	2	0	11	65	41	1	16	11	0	2	69	2545
9:00 AM	103	264	3	0	0	0	370	2	180	29	1	0	5	212	22	2	5	0	0	3	29	12	1	5	5	0	1	23	634
9:15 AM	85	276	8	1	0	1	370	4	157	24	0	0	1	185	13	0	6	5	0	1	24	8	1	8	3	0	0	20	599
9:30 AM	77	232	5	0	0	1	314	2	164	28	0	0	3	194	23	0	7	0	0	2	30	13	0	9	3	0	1	25	563
9:45 AM	88	209	9	1	0	0	307	4	147	23	2	0	3	176	32	0	10	0	0	2	42	14	0	15	2	0	1	31	556
Hourly Total	353	981	25	2	0	2	1361	12	648	104	3	0	12	767	90	2	28	5	0	8	125	47	2	37	13	0	3	99	2352
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	64	157	11	1	0	5	233	2	219	20	0	0	13	241	34	1	10	1	0	5	46	16	1	23	5	0	1	45	565
2:15 PM	52	150	8	0	0	1	210	4	215	17	0	0	7	236	32	0	10	3	0	5	45	18	0	27	8	0	1	53	544
2:30 PM	65	172	11	0	0	2	248	5	224	20	0	0	6	249	37	2	15	2	0	2	56	17	1	19	6	0	2	43	596
2:45 PM	71	221	8	0	0	3	300	6	258	22	0	0	7	286	37	4	11	0	0	2	52	16	0	17	7	0	1	40	678
Hourly Total	252	700	38	1	0	11	991	17	916	79	0	0	33	1012	140	7	46	6	0	14	199	67	2	86	26	0	5	181	2383
3:00 PM	50	142	7	1	0	4	200	13	279	15	0	0	5	307	37	3	20	1	0	1	61	26	1	39	5	0	1	71	639
3:15 PM	42	146	7	0	0	2	195	4	296	20	0	0	8	320	59	1	10	2	0	3	72	34	0	33	4	0	1	71	658
3:30 PM	38	163	7	0	0	3	208	0	272	18	0	0	9	290	50	1	19	0	0	3	70	19	2	31	11	0	0	63	631
3:45 PM	52	162	3	0	0	1	217	3	242	19	0	0	6	264	39	1	12	0	0	2	52	19	0	23	4	0	3	46	579
Hourly Total	182	613	24	1	0	10	820	20	1089	72	0	0	28	1181	185	6	61	3	0	9	255	98	3	126	24	0	5	251	2507
4:00 PM	41	156	1	0	0	0	198	3	302	14	0	0	9	319	46	0	7	1	0	1	54	18	0	39	3	0	1	60	631
4:15 PM	40	172	4	0	0	0	216	5	312	15	0	0	2	332	47	1	15	1	0	4	64	20	1	36	6	0	4	63	675
4:30 PM	42	174	3	0	0	5	219	1	305	12	0	0	4	318	45	2	10	1	0	0	58	25	1	26	0	0	0	52	647
4:45 PM	37	233	2	0	0	2	272	1	307	7	0	0	3	315	43	4	7	1	0	2	55	28	2	20	2	0	0	52	694
Hourly Total	160	735	10	0	0	7	905	10	1226	48	0	0	18	1284	181	7	39	4	0	7	231	91	4	121	11	0	5	227	2647
5:00 PM	36	147	1	0	0	0	184	3	321	14	0	0	4	338	67	4	3	0	0	3	74	24	2	25	3	0	0	54	650
5:15 PM	33	197	0	0	0	1	230	1	295	5	1	0	1	302	29	3	6	0	0	2	38	17	0	21	4	0	0	42	612
5:30 PM	47	174	2	0	0	3	223	0	269	8	0	0	2	277	31	2	2	0	0	3	35	13	0	32	4	0	1	49	584
5:45 PM	41	135	2	0	0	0	178	1	276	14	1	0	2	292	25	1	4	0	0	3	30	15	0	18	1	0	1	34	534
Hourly Total	157	653	5	0	0	4	815	5	1161	41	2	0	9	1209	152	10	15	0	0	11	177	69	2	96	12	0	2	179	2380
6:00 PM	35	108	2	1	0	0	146	0	227	12	0	0	1	239	17	1	2	1	0	1	21	12	0	26	5	0	1	43	449
6:15 PM	55	95	4	1	0	0	155	2	200	15	1	0	1	218	7	0	2	0	0	1	9	12	0	28	0	0	1	40	422
6:30 PM	80	90	4	0	0	0	174	1	175	17	1	0	2	194	11	0	2	1	0	1	14	9	0	21	0	0	0	30	412
6:45 PM	86	84	2	0	0	0	172	1	175	24	0	0	0	200	5	2	0	0	0	0	7	9	0	23	3	0	0	35	414
Hourly Total	256	377	12	2	0	0	647	4	777	68	2	0	4	851	40	3	6	2	0	3	51	42	0	98	8	0	2	148	1697
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2681	6603	208	6	0	48	9498	112	7531	700	14	0	139	8357	890	62	233	29	0	71	1214	523	15	640	122	0	26	1300	20369
Approach %	28.2	69.5	2.2	0.1	0.0	-	-	1.3	90.1	8.4	0.2	0.0	-	-	73.3	5.1	19.2	2.4	0.0	-	-	40.2	1.2	49.2	9.4	0.0	-	-	-
Total %	13.2	32.4	1.0	0.0	0.0	-	46.6	0.5	37.0	3.4	0.1	0.0	-	41.0	4.4	0.3	1.1	0.1	0.0	-	6.0	2.6	0.1	3.1	0.6	0.0	-	6.4	-
Lights	2628	6490	207	6	0	-	9331	109	7355	692	14	0	-	8170	889	59	231	29	0	-	1208	516	14	618	120	0	-	1268	19977
% Lights	98.0	98.3	99.5	100.0	-	-	98.2	97.3	97.7	98.9	100.0	-	-	97.8	99.9	95.2	99.1	100.0	-	-	99.5	98.7	93.3	96.6	98.4	-	-	97.5	98.1
Buses	39	40	0	0	0	-	79	0	73	1	0	0	-	74	0	3	0	0	0	-	3	2	0	17	2	0	-	21	177
% Buses	1.5	0.6	0.0	0.0	-	-	0.8	0.0	1.0	0.1	0.0	-	-	0.9	0.0	4.8	0.0	0.0	-	-	0.2	0.4	0.0	2.7	1.6	-	-	1.6	0.9
Trucks	14	73	1	0	0	-	88	3	103	7	0	0	-	113	1	0	2	0	0	-	3	5	1	5	0	0	-	11	215

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

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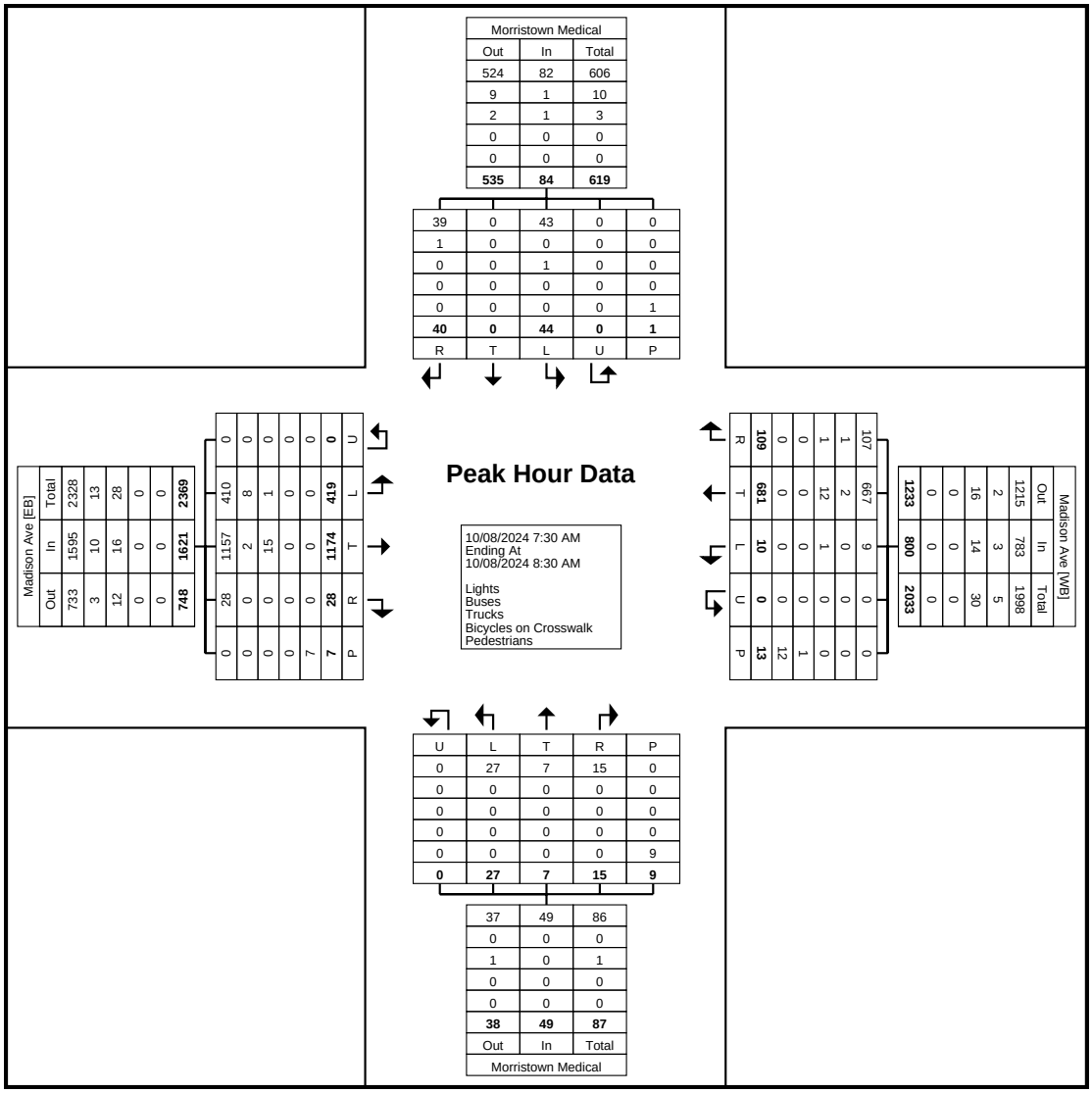
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Turning Movement Peak Hour Data (7:30 AM)

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

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

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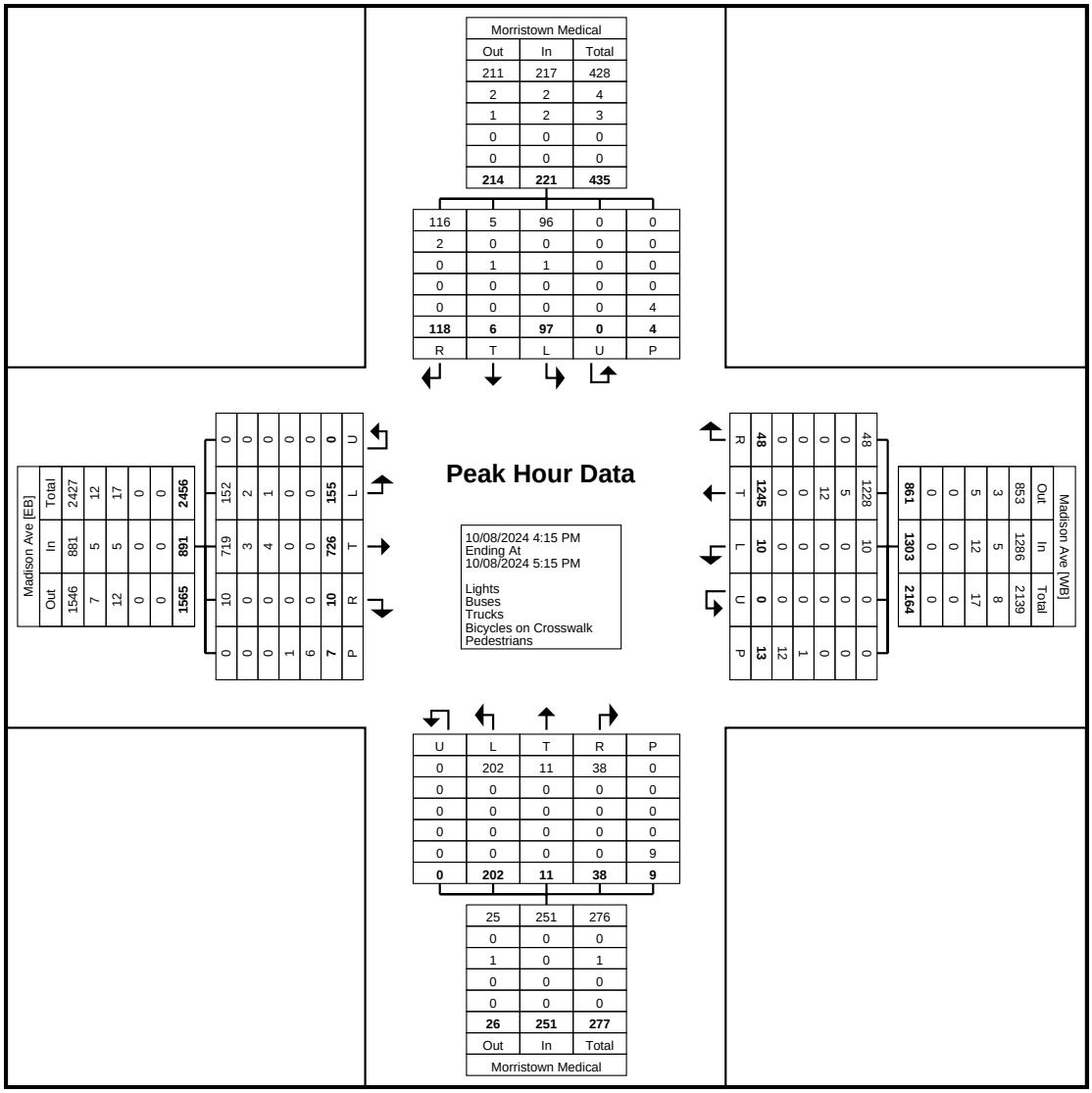
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Turning Movement Peak Hour Data (4:15 PM)

Start Time	Madison Ave Eastbound							Madison Ave Westbound							Morristown Medical Center Entrance Northbound							Morristown Medical Center Entrance Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:15 PM	40	172	4	0	0	0	216	5	312	15	0	0	2	332	47	1	15	1	0	4	64	20	1	36	6	0	4	63	675
4:30 PM	42	174	3	0	0	5	219	1	305	12	0	0	4	318	45	2	10	1	0	0	58	25	1	26	0	0	0	52	647
4:45 PM	37	233	2	0	0	2	272	1	307	7	0	0	3	315	43	4	7	1	0	2	55	28	2	20	2	0	0	52	694
5:00 PM	36	147	1	0	0	0	184	3	321	14	0	0	4	338	67	4	3	0	0	3	74	24	2	25	3	0	0	54	650
Total	155	726	10	0	0	7	891	10	1245	48	0	0	13	1303	202	11	35	3	0	9	251	97	6	107	11	0	4	221	2666
Approach %	17.4	81.5	1.1	0.0	0.0	-	-	0.8	95.5	3.7	0.0	0.0	-	-	80.5	4.4	13.9	1.2	0.0	-	-	43.9	2.7	48.4	5.0	0.0	-	-	-
Total %	5.8	27.2	0.4	0.0	0.0	-	33.4	0.4	46.7	1.8	0.0	0.0	-	48.9	7.6	0.4	1.3	0.1	0.0	-	9.4	3.6	0.2	4.0	0.4	0.0	-	8.3	-
PHF	0.923	0.779	0.625	0.000	0.000	-	0.819	0.500	0.970	0.800	0.000	0.000	-	0.964	0.754	0.688	0.583	0.750	0.000	-	0.848	0.866	0.750	0.743	0.458	0.000	-	0.877	0.960
Lights	152	719	10	0	0	-	881	10	1228	48	0	0	-	1286	202	11	35	3	0	-	251	96	5	105	11	0	-	217	2635
% Lights	98.1	99.0	100.0	-	-	-	98.9	100.0	98.6	100.0	-	-	-	98.7	100.0	100.0	100.0	100.0	-	-	100.0	99.0	83.3	98.1	100.0	-	-	98.2	98.8
Buses	2	3	0	0	0	-	5	0	5	0	0	0	-	5	0	0	0	0	0	-	0	0	0	2	0	0	-	2	12
% Buses	1.3	0.4	0.0	-	-	-	0.6	0.0	0.4	0.0	-	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.9	0.0	-	-	0.9	0.5
Trucks	1	4	0	0	0	-	5	0	12	0	0	0	-	12	0	0	0	0	0	-	0	1	1	0	0	0	-	2	19
% Trucks	0.6	0.6	0.0	-	-	-	0.6	0.0	1.0	0.0	-	-	-	0.9	0.0	0.0	0.0	0.0	-	-	0.0	1.0	16.7	0.0	0.0	-	-	0.9	0.7
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	14.3	-	-	-	-	-	-	7.7	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	-	12	-	-	-	-	-	-	9	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	85.7	-	-	-	-	-	-	92.3	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320
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Turning Movement Peak Hour Data Plot (4:15 PM)

Madison Ave & Franklin St - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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

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

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

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

Madison Ave & Franklin St - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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

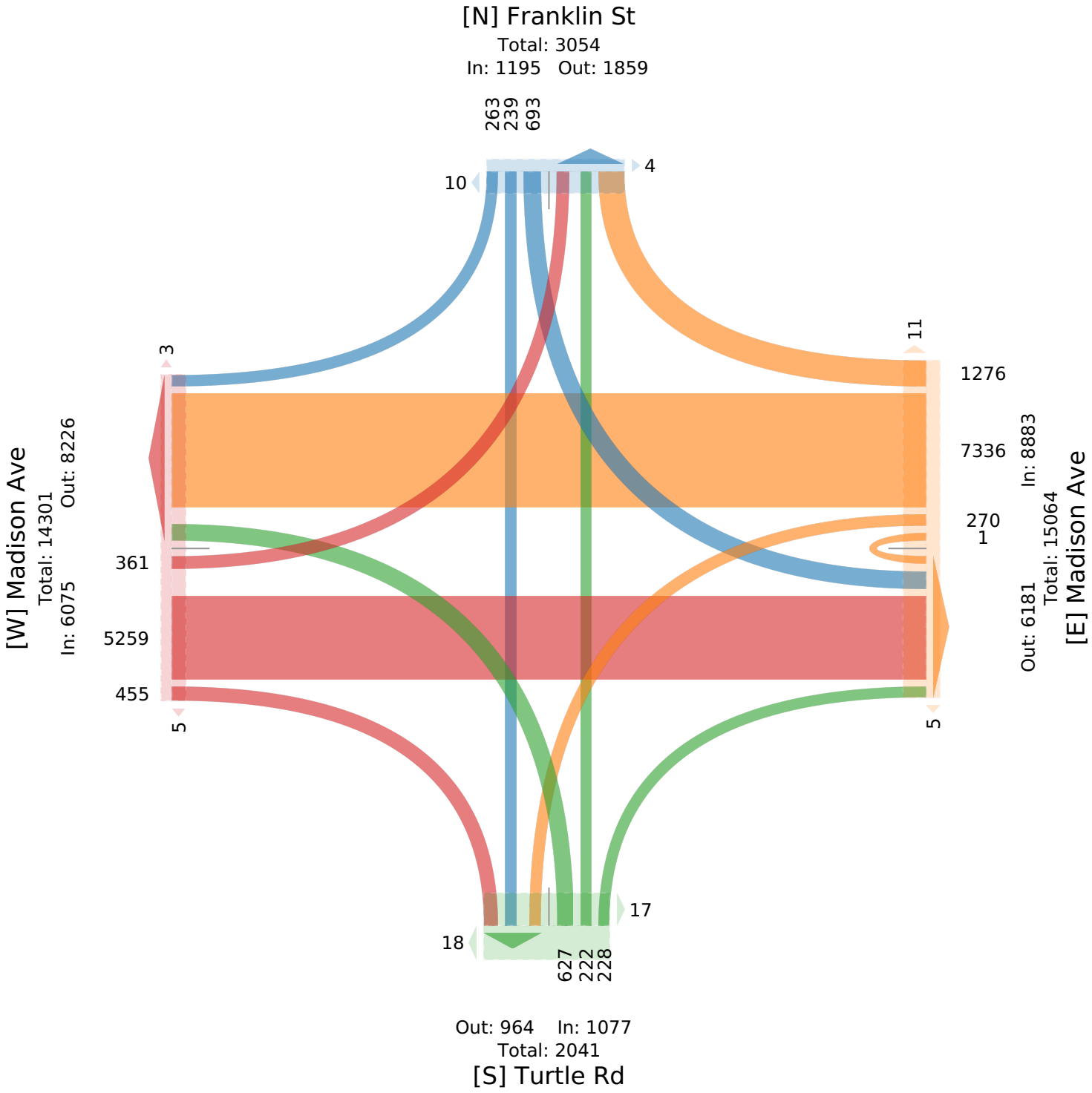
Leg	Turtle Rd							Franklin St							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-10-08 6:00AM	4	1	4	0	1	**10**	0	3	2	1	0	0	**6**	0	**127**
6:15AM	3	3	0	0	0	**6**	1	2	0	0	0	1	**3**	0	**187**
6:30AM	2	3	0	0	3	**8**	0	5	0	2	0	5	**12**	0	**246**
6:45AM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

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

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

Madison Ave & Franklin St - TMC
Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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



Madison Ave & Franklin St - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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

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

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

Madison Ave & Franklin St - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

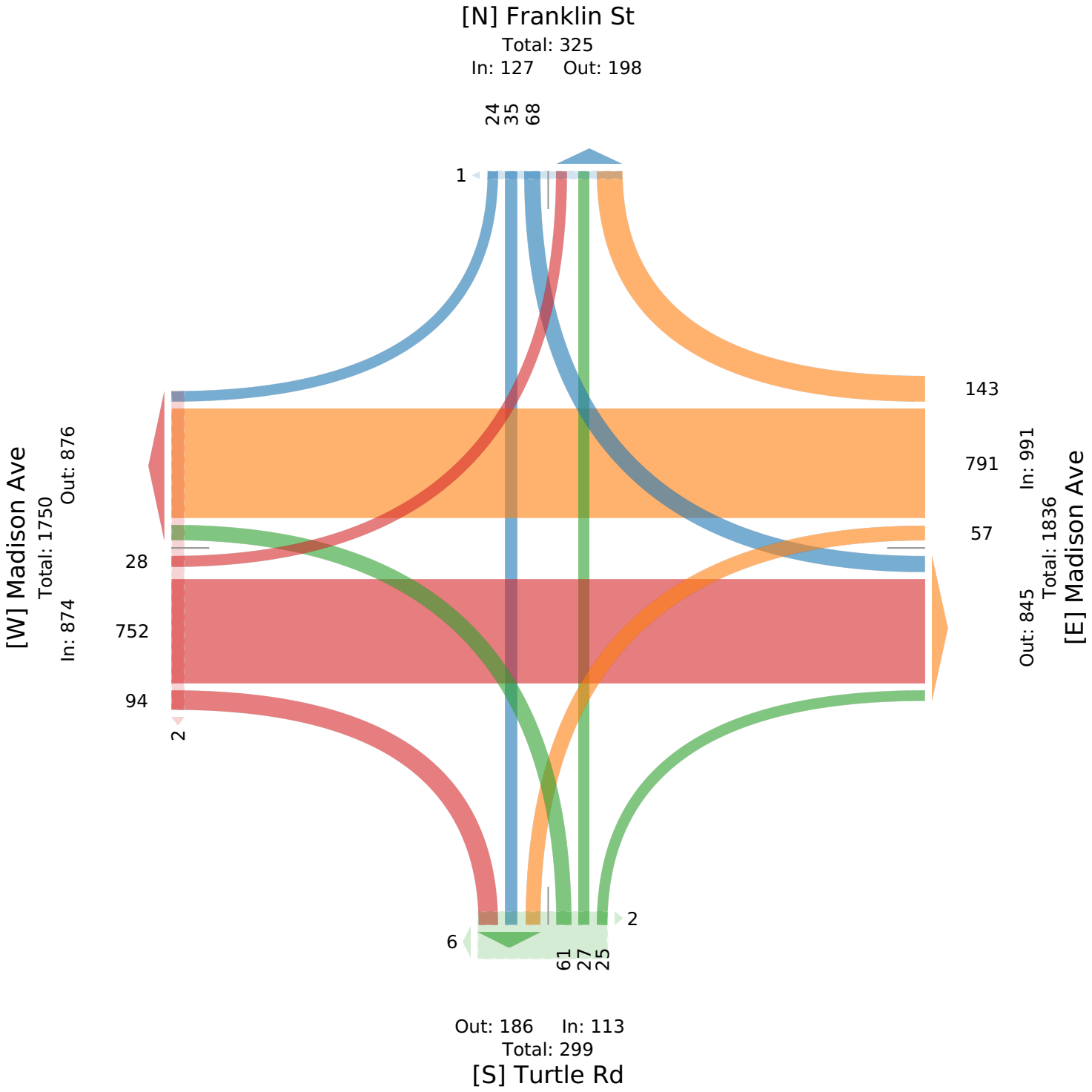
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & Franklin St - TMC
Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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



Madison Ave & Franklin St - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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

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

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

Madison Ave & Franklin St - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

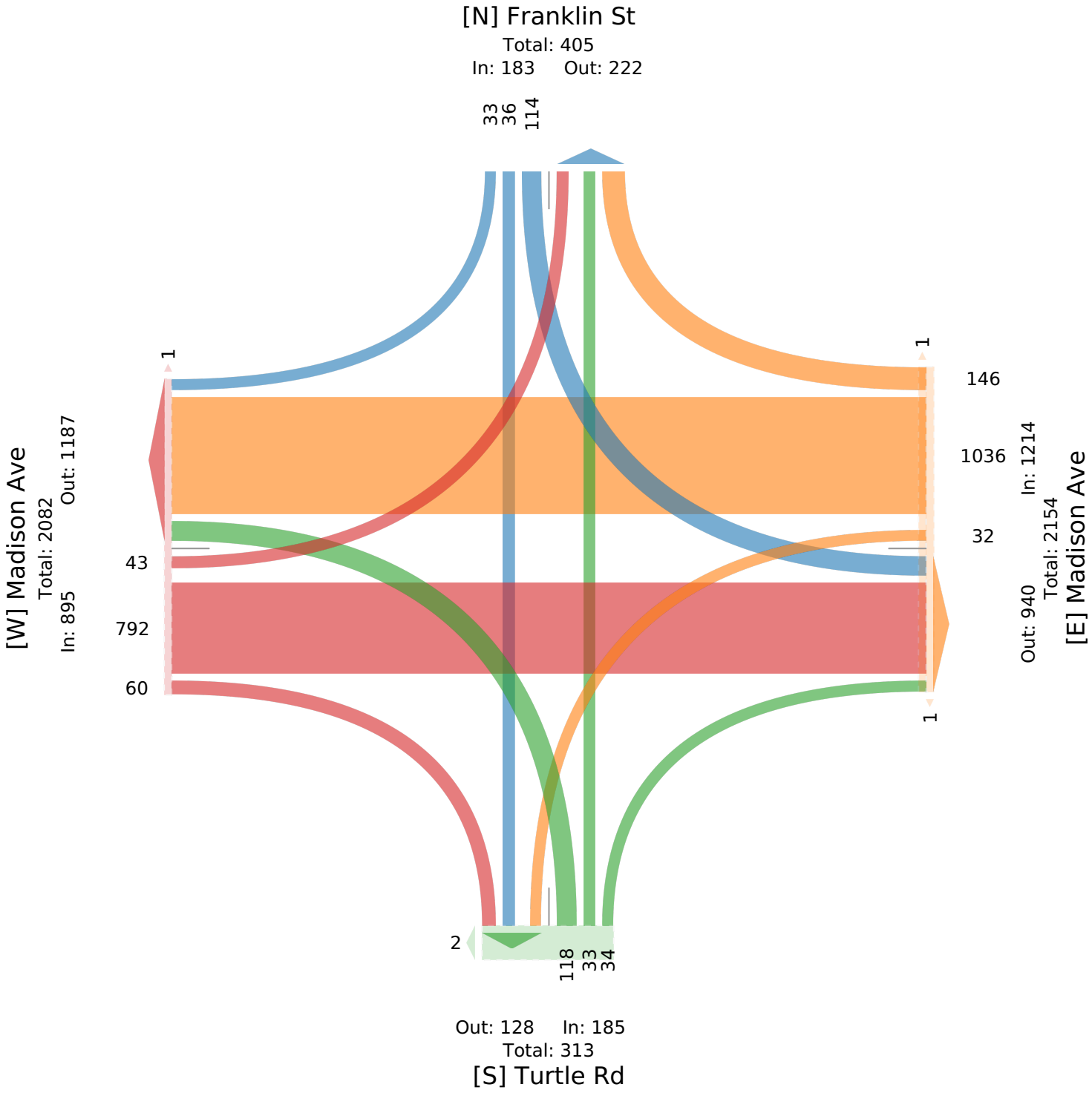
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & Franklin St - TMC
Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234036, Location: 40.788699, -74.460245

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



Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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

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

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

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

Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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

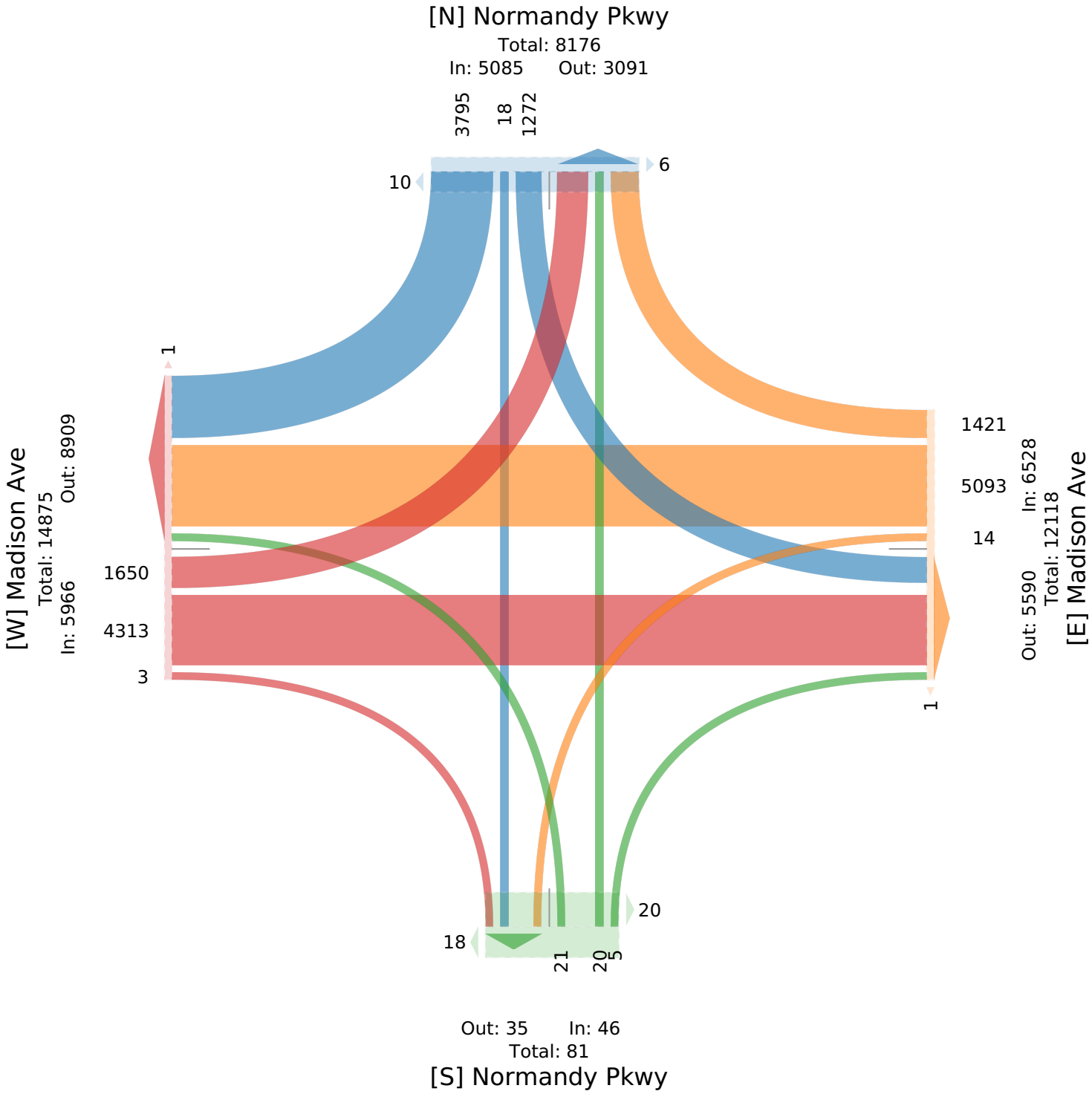
Leg	Normandy Pkwy							Normandy Pkwy							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-10-08 6:00AM	0	0	0	0	0	**0**	0	16	0	11	0	23	**50**	0	**148**
6:15AM	0	0	0	0	0	**0**	1	16	0	37	0	34	**87**	0	**199**
6:30AM	1	0	0	0	0	**1**	2	25	0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

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

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

Madison Ave & Normandy Pkwy - TMC
Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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



Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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

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

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

Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

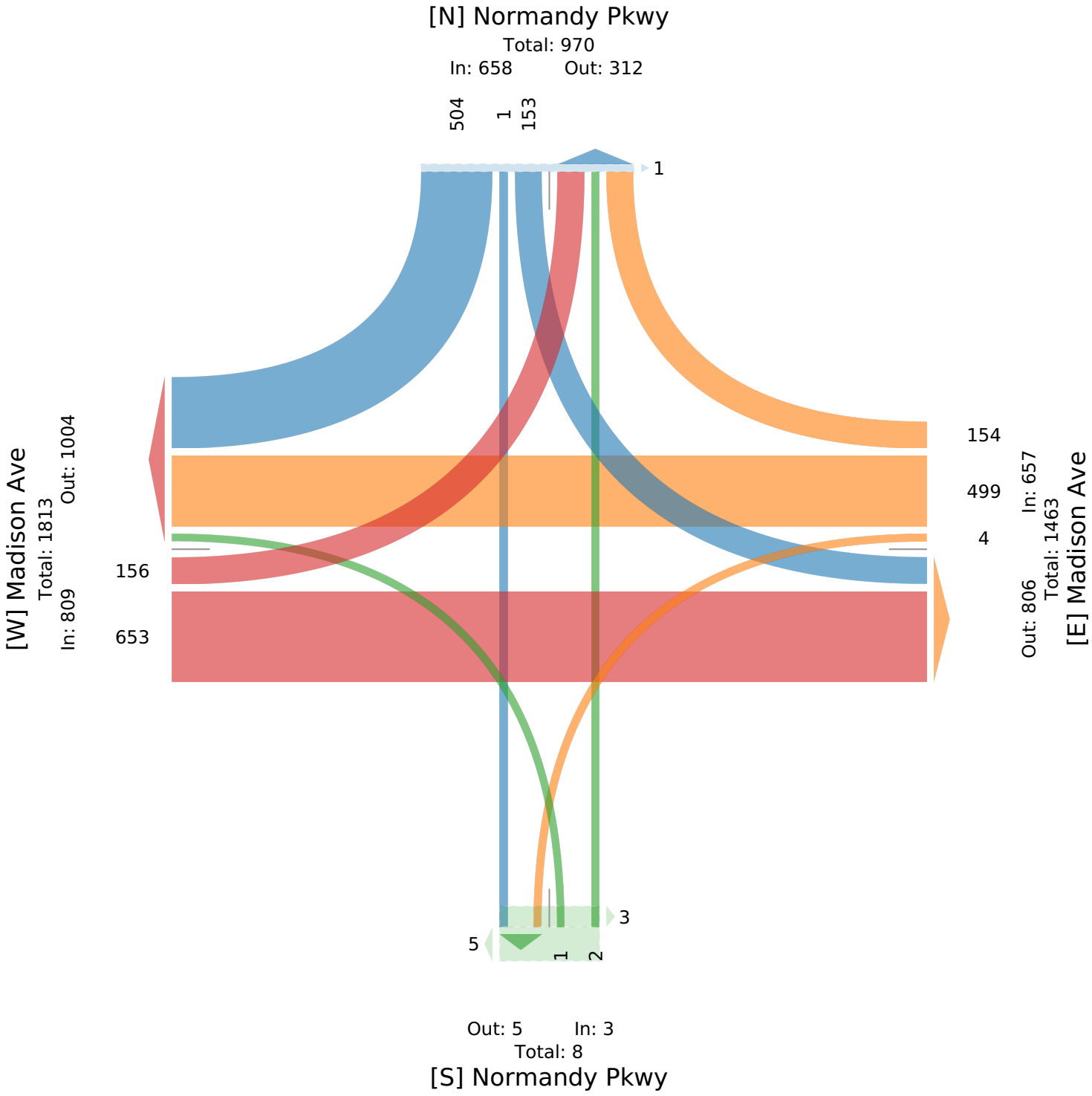
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & Normandy Pkwy - TMC
Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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



Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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

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

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

Madison Ave & Normandy Pkwy - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

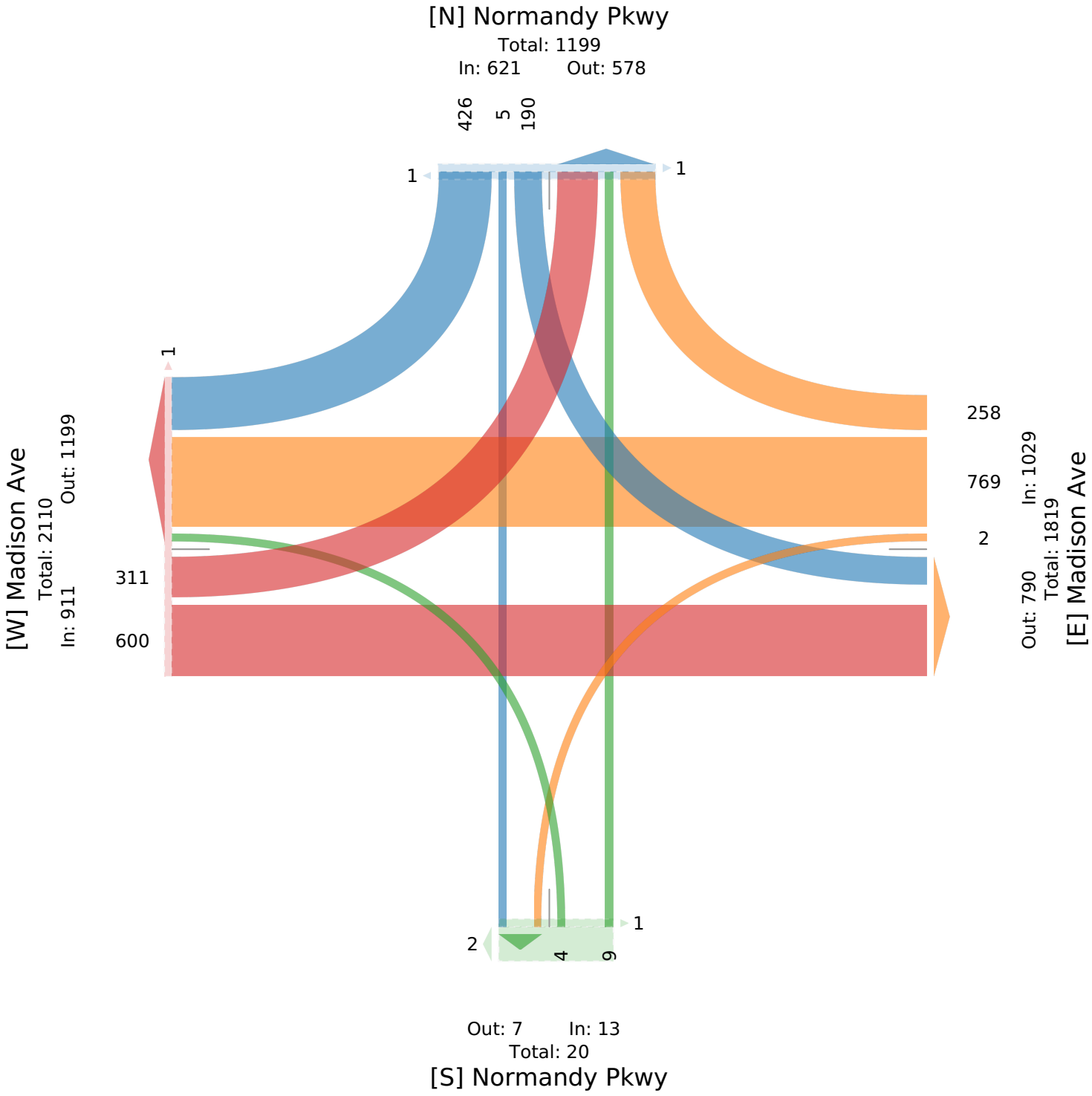
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184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & Normandy Pkwy - TMC
Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234037, Location: 40.789161, -74.457404

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



Morris St & Ford Ave - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

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

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

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

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

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

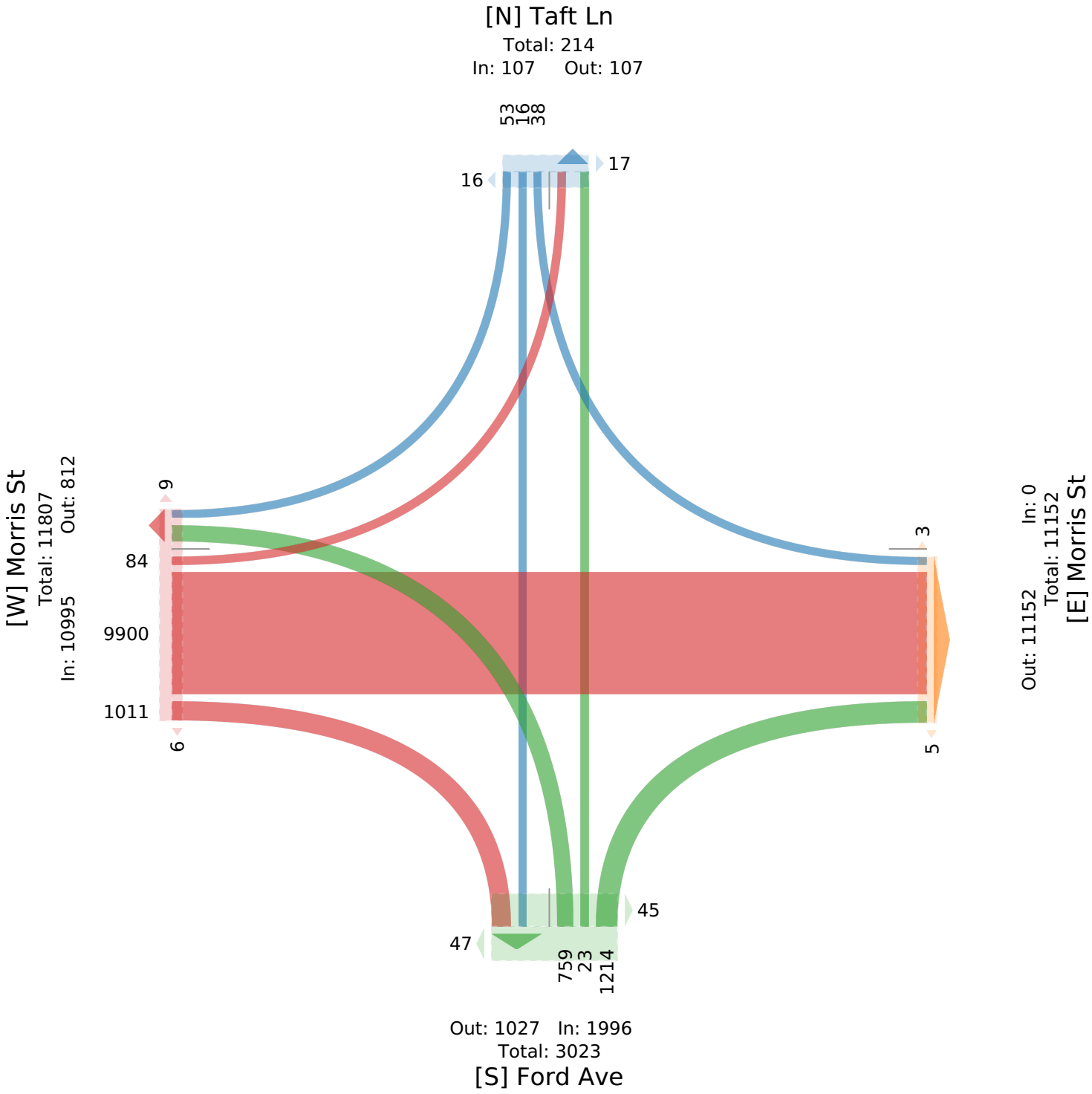
Leg	Ford Ave							Taft Ln							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-10-08 6:00AM	1	0	0	0	9	**10**	0	0	0	0	0	0	**0**	0	**121**
6:15AM	3	0	2	0	14	**19**	1	1	0	1	0	0	**2**	2	**198**
6:30AM	4	0	4	0	16	**24**	3	1	0	0	0	1	**2**	0	**281**
6:45AM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

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

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

Morris St & Ford Ave - TMC
Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

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



Morris St & Ford Ave - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

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

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

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

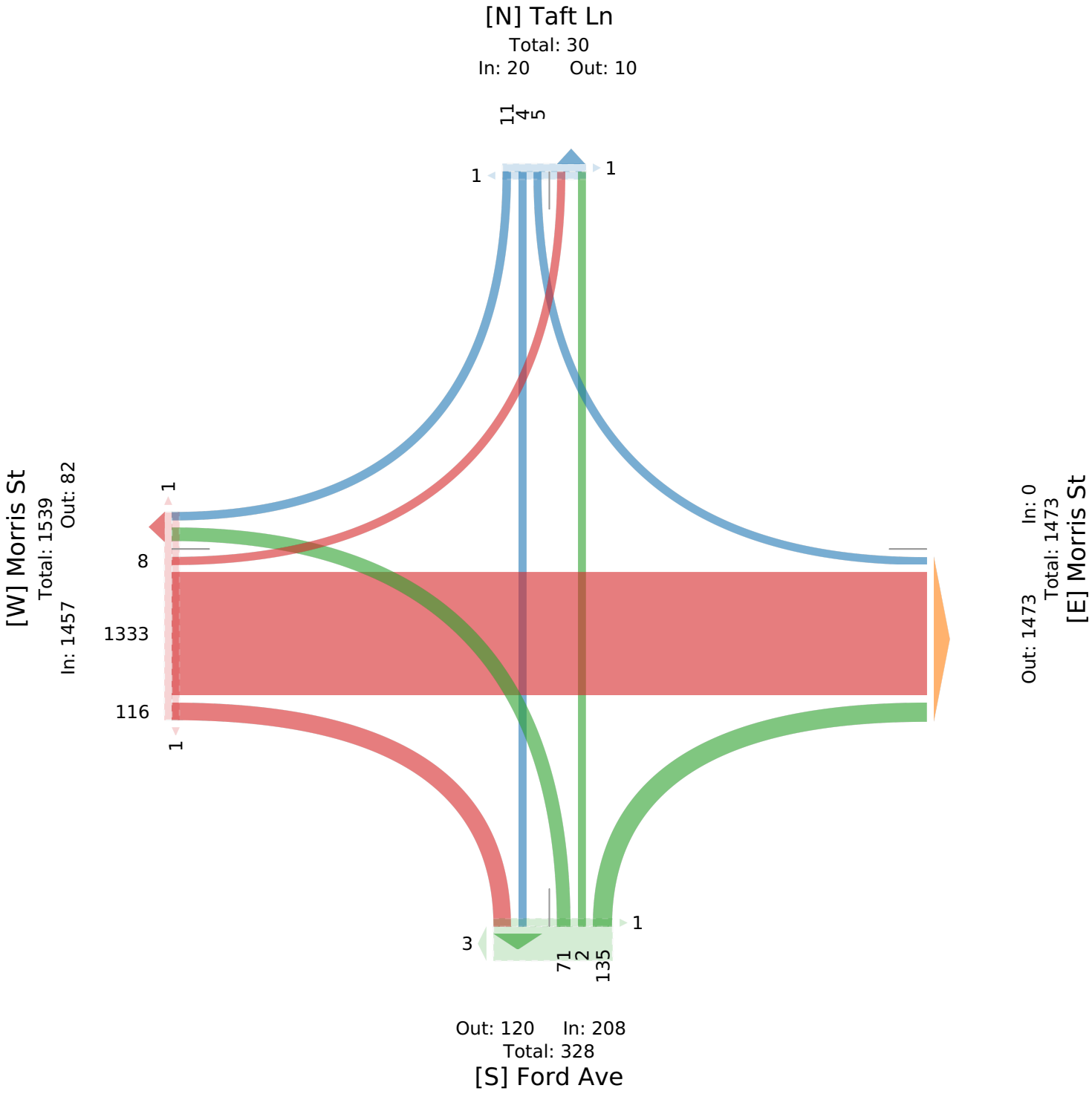
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Leg Direction	Ford Ave Northbound							Taft Ln Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-10-08 7:30AM	23	0	27	0	21	**71**	4	0	1	2	0	0	**3**	2	**435**
7:45AM	20	0	24	0	5	**49**	0	0	0	4	0	2	**6**	0	**482**
8:00AM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

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

Morris St & Ford Ave - TMC
Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

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



Morris St & Ford Ave - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896



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

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

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

Morris St & Ford Ave - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

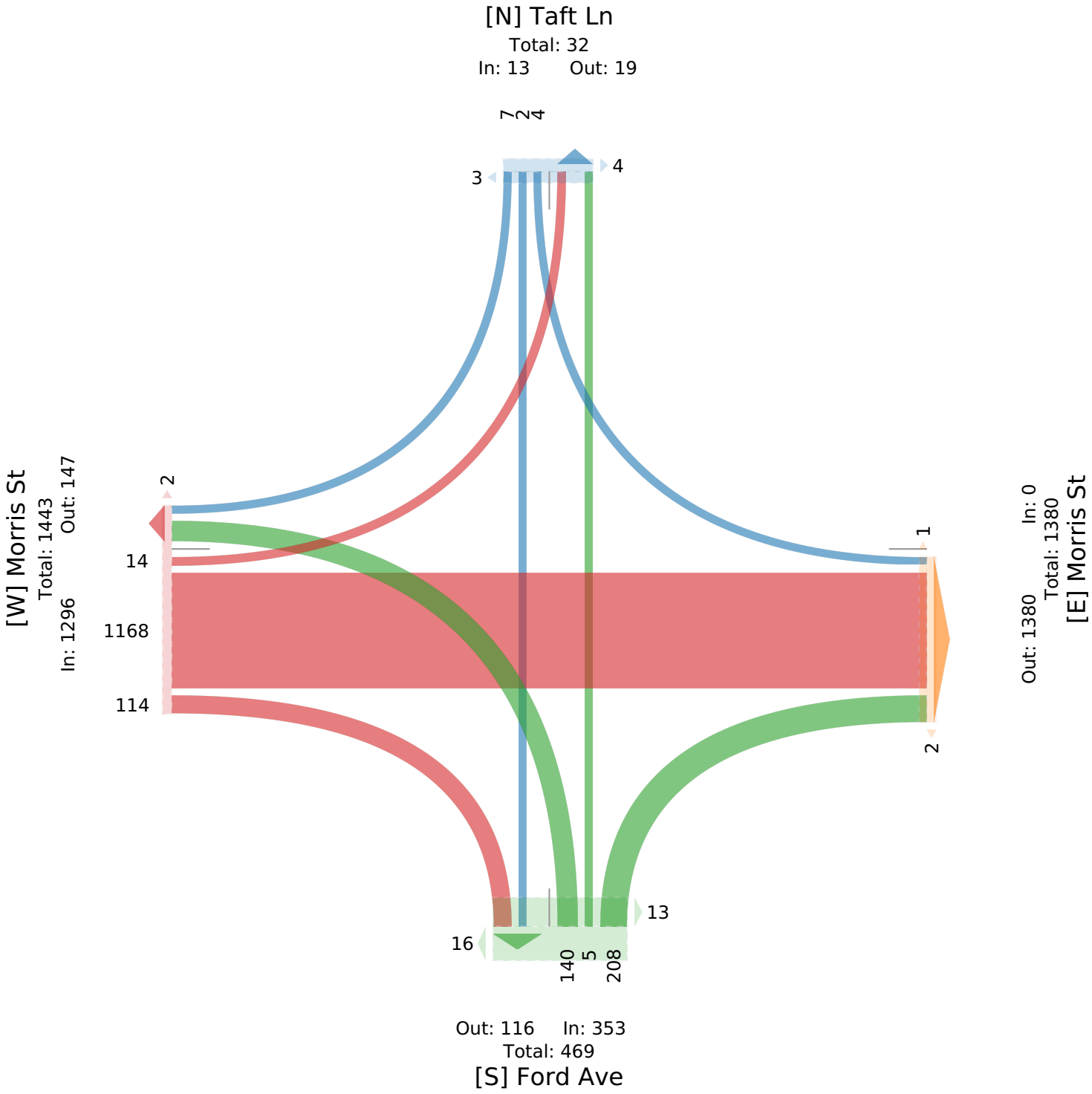
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Leg	Ford Ave							Taft Ln							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-10-08 4:15PM	35	1	36	0	17	**89**	6	1	0	1	0	2	**4**	2	**402**
4:30PM	38	1	58	0	6	**103**	7	1	0	0	0	1	**2**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

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

Morris St & Ford Ave - TMC
Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234027, Location: 40.795457, -74.46896

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



Madison Ave & Route 287 NB On Ramp - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234033, Location: 40.788398, -74.468441

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

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

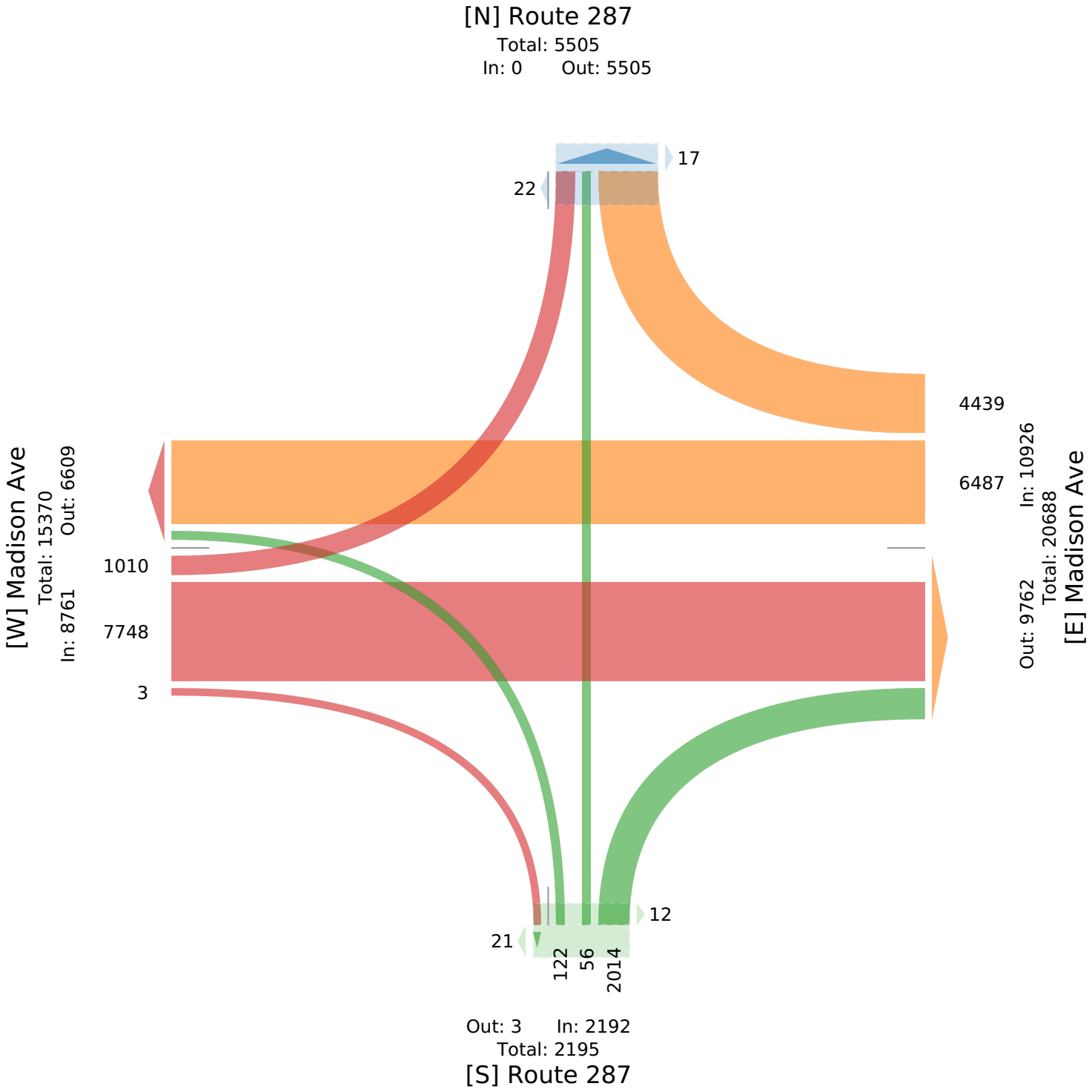
Leg	Madison Ave						Madison Ave						Route 287						Route 287						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Lights	986	7627	3	0	**8616**	-	0	6298	4381	0	**10679**	-	114	55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

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

Madison Ave & Route 287 NB On Ramp - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234033, Location: 40.788398, -74.468441

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



Madison Ave & Route 287 NB On Ramp - TMC

Tue Oct 8, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234033, Location: 40.788398, -74.468441

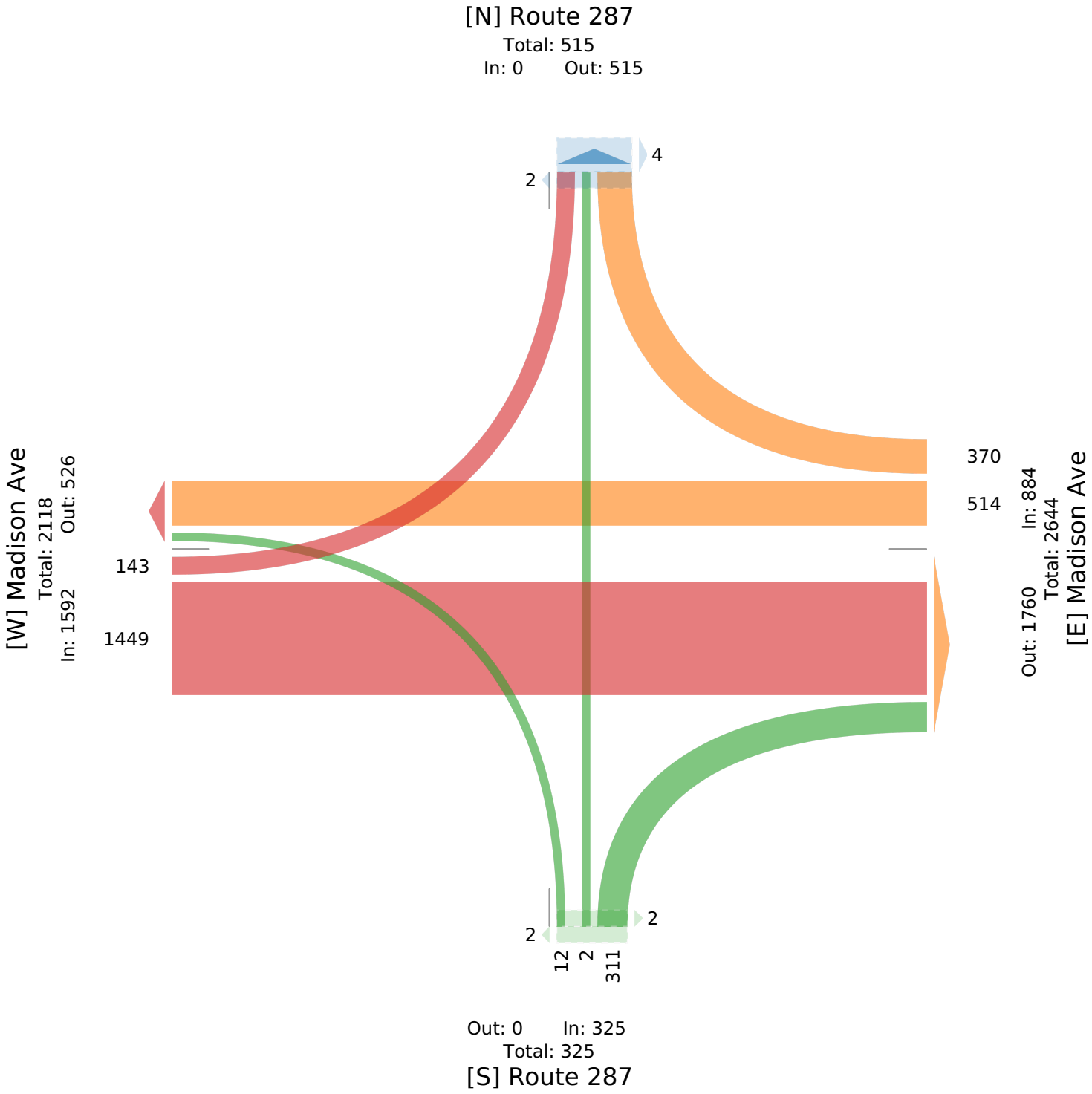
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & Route 287 NB On Ramp - TMC
Tue Oct 8, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234033, Location: 40.788398, -74.468441

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



Madison Ave & Route 287 NB On Ramp - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234033, Location: 40.788398, -74.468441

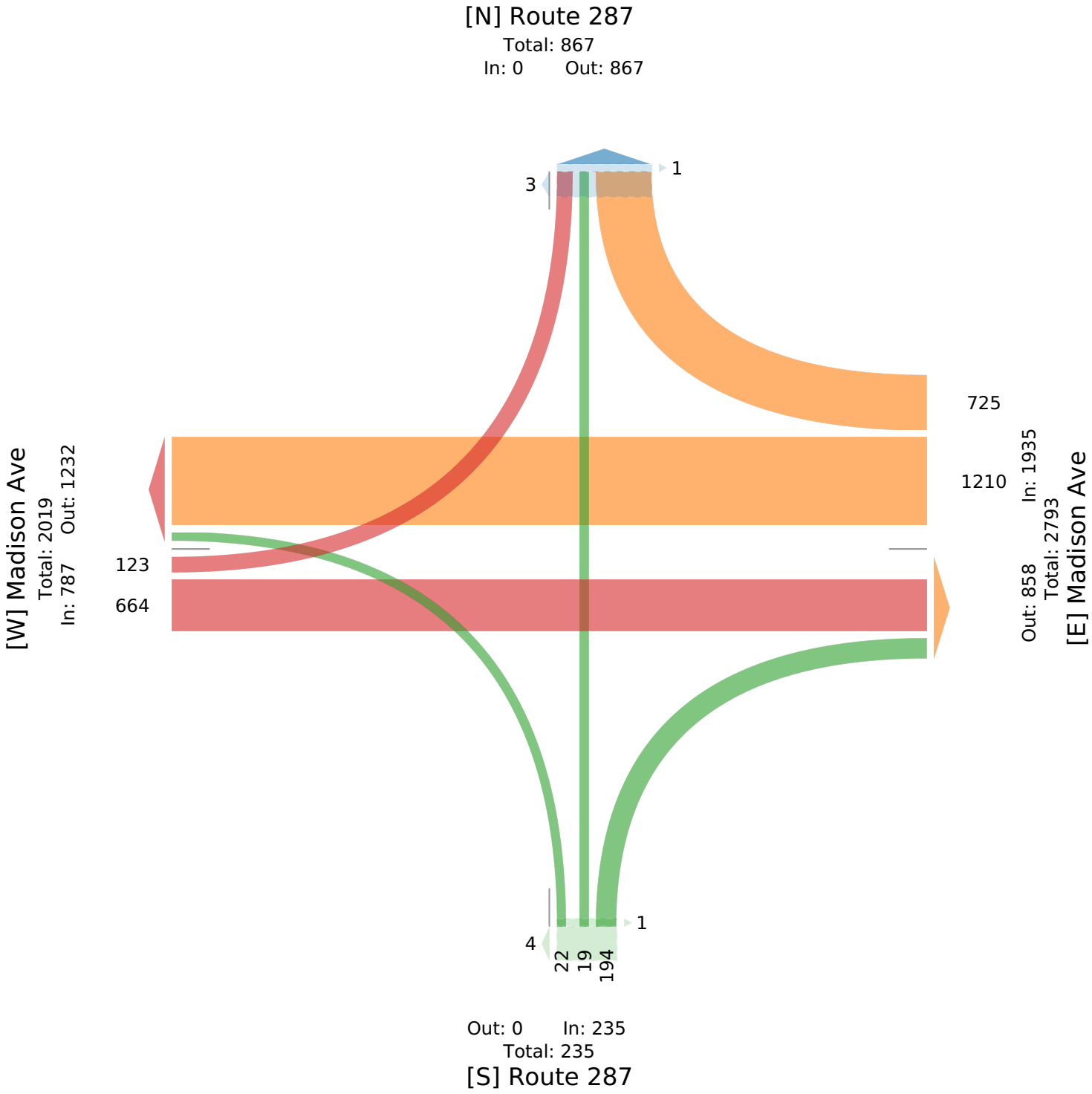
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Madison Ave & Route 287 NB On Ramp - TMC
Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234033, Location: 40.788398, -74.468441

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



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

Count Name: Madison Ave & Gagnon Dr
Site Code:
Start Date: 10/08/2024

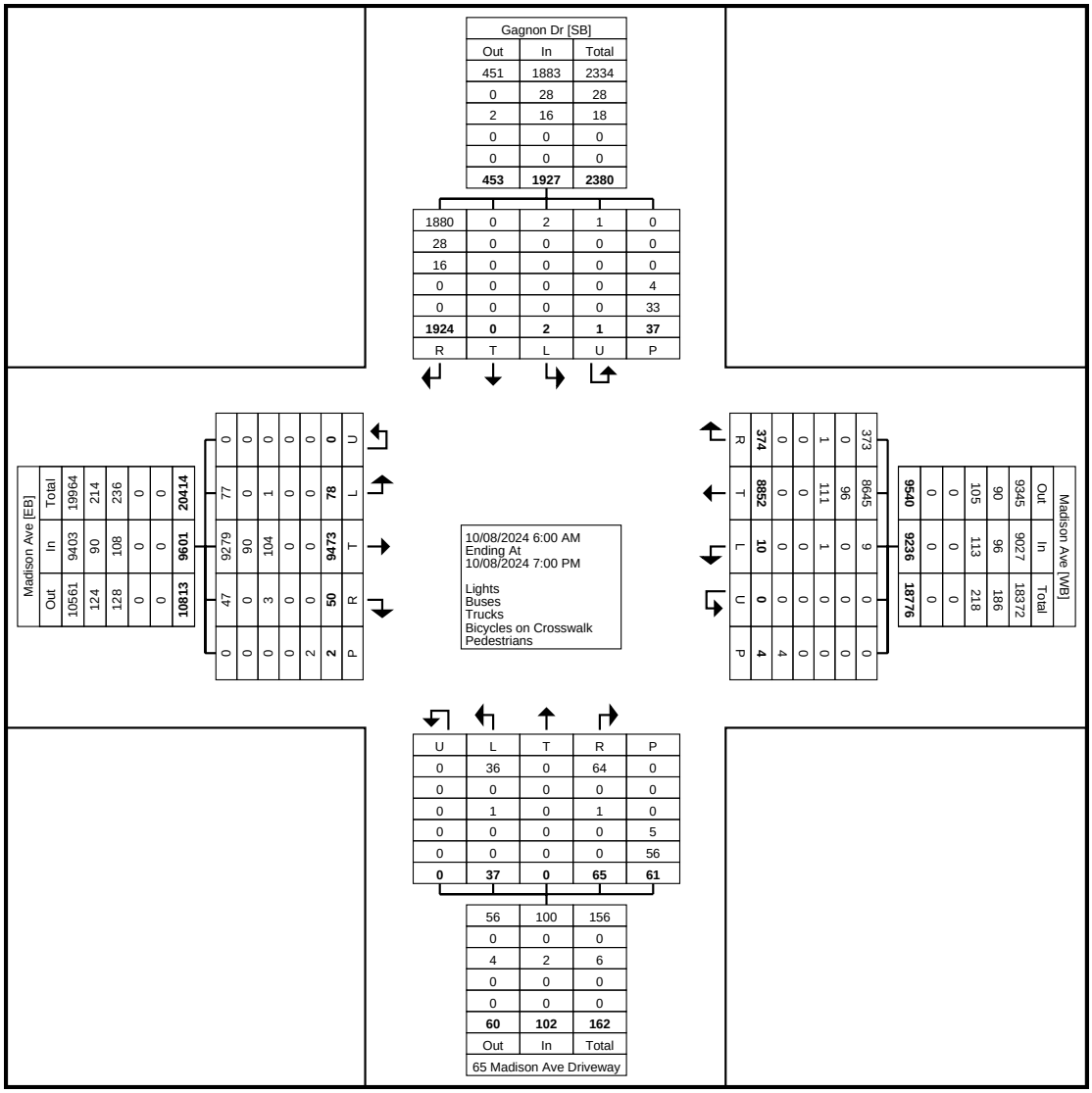
Turning Movement Data

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

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

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

Count Name: Madison Ave & Gagnon Dr
Site Code:
Start Date: 10/08/2024



Turning Movement Data Plot

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

Count Name: Madison Ave & Gagnon Dr
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Start Date: 10/08/2024

Turning Movement Peak Hour Data (7:30 AM)

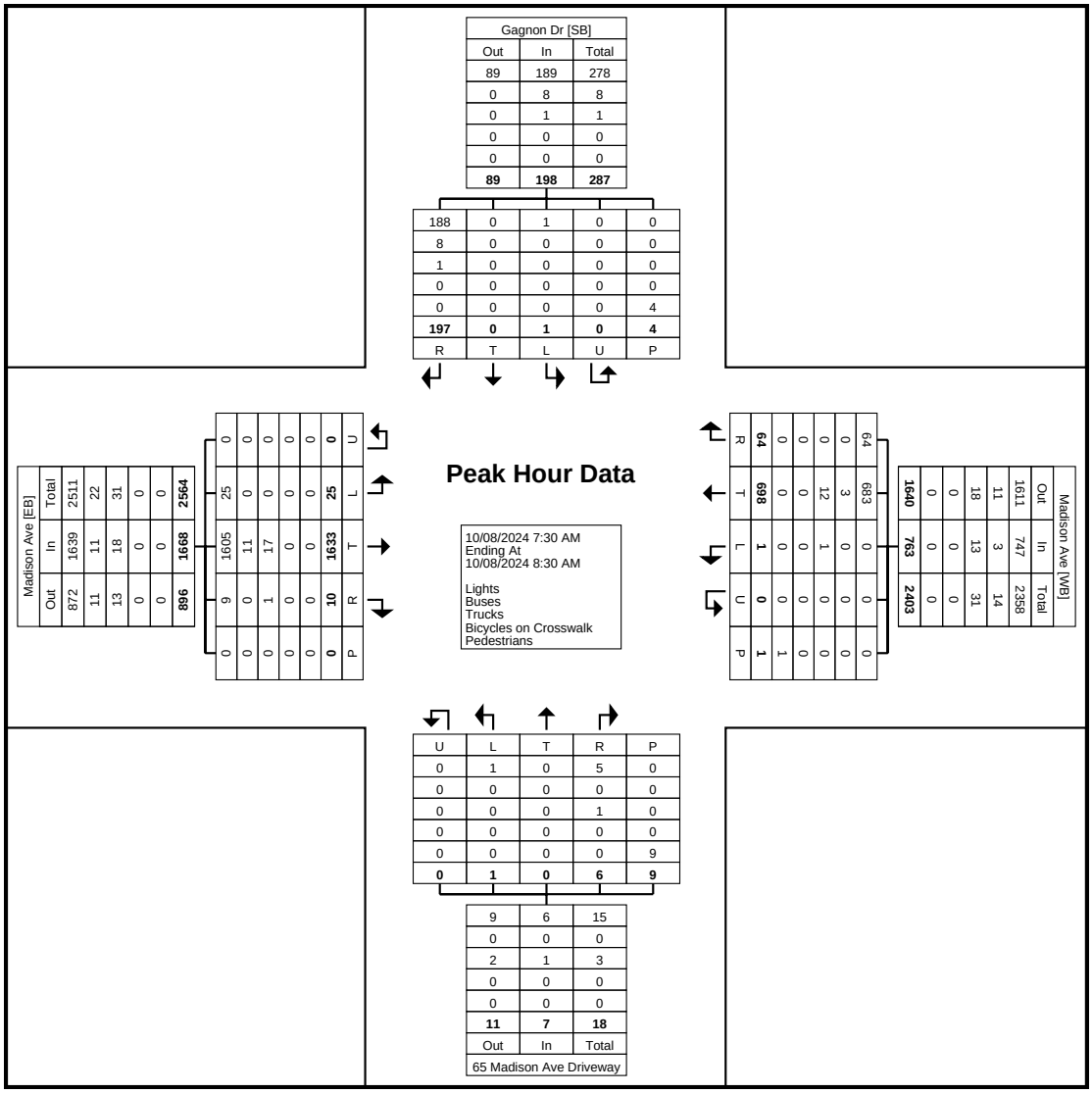
Start Time	Madison Ave Eastbound						Madison Ave Westbound						65 Madison Ave Driveway Northbound						Gagnon Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30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

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

Count Name: Madison Ave & Gagnon Dr
Site Code:
Start Date: 10/08/2024



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

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

Count Name: Madison Ave & Gagnon Dr
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (4:15 PM)

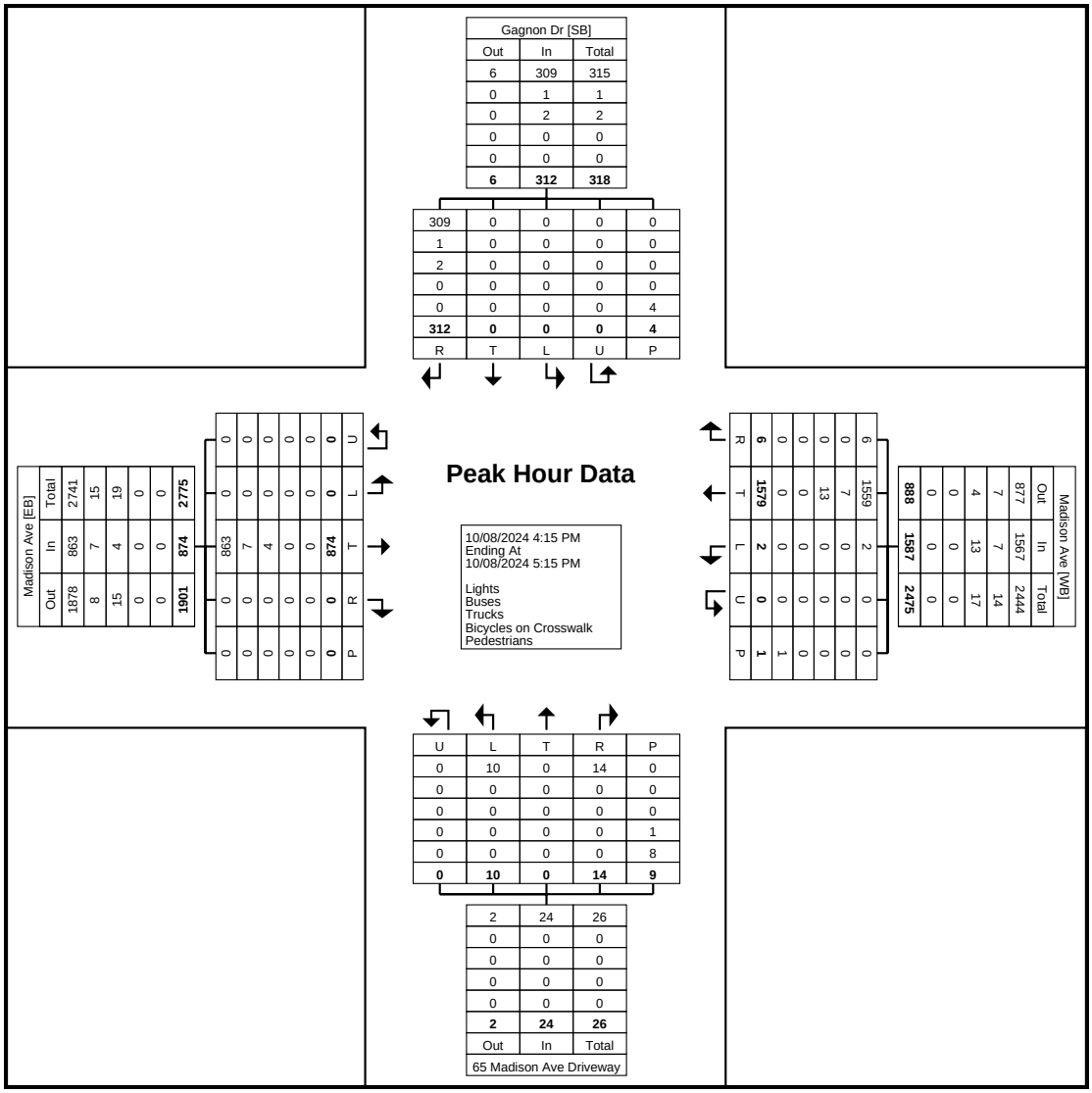
Start Time	Madison Ave Eastbound						Madison Ave Westbound						65 Madison Ave Driveway Northbound						Gagnon Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15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

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Coatesville, PA, Pennsylvania, United States 19320
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Morristown, NJ
Madison Ave & Gagnon Dr
Tuesday, October 8, 2024
Location: 40.788204, -74.466713

Count Name: Madison Ave & Gagnon Dr
Site Code:
Start Date: 10/08/2024
Page No: 7



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

Ford Ave & Franklin St - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234029, Location: 40.791539, -74.470294

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

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

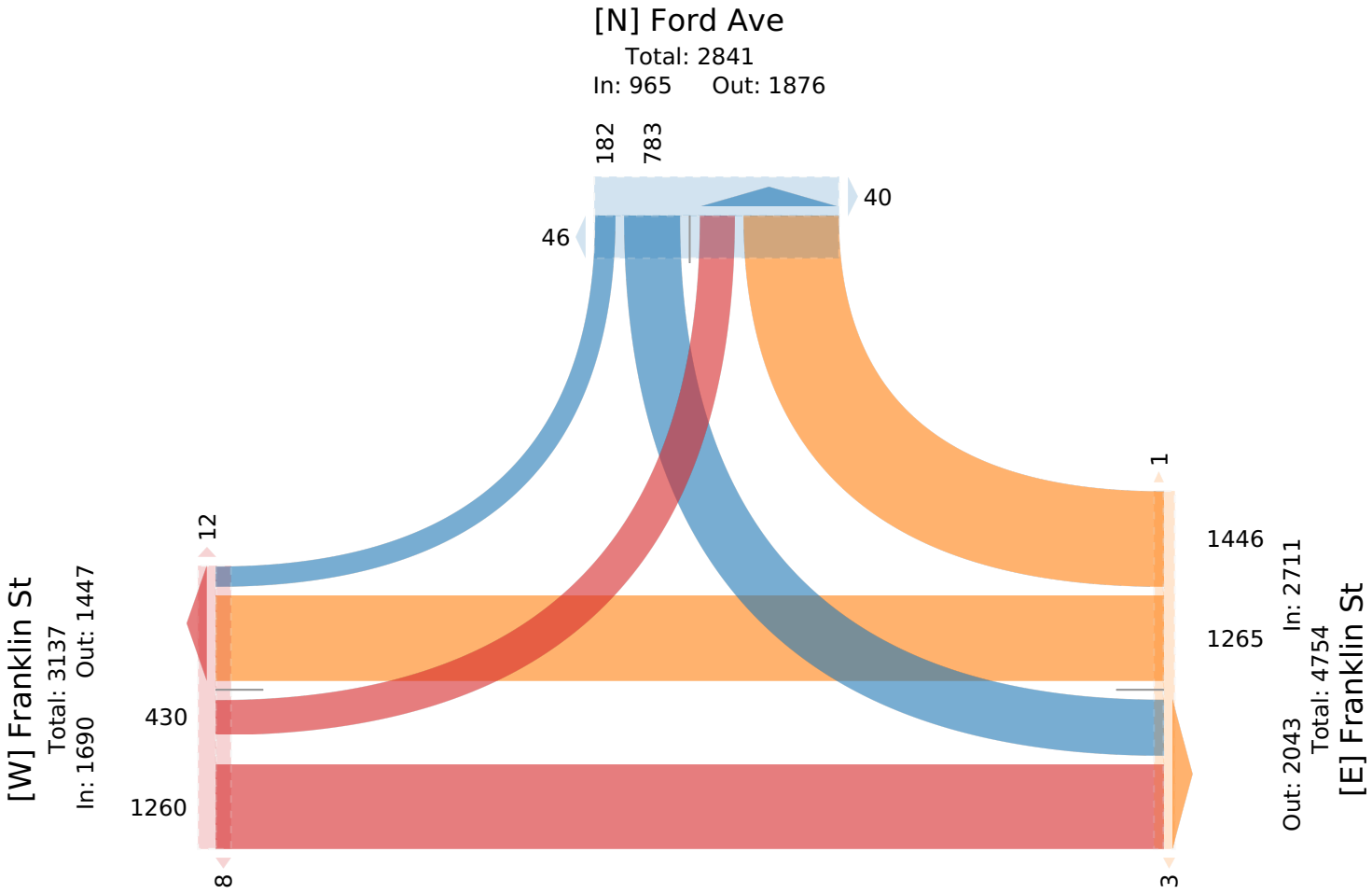
Leg Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
Articulated Trucks and Single-Unit Trucks	3	7	0	**10**	-	16	14	0	**30**	-	10	3	0	**13**	-	53
% Articulated Trucks and Single-Unit Trucks	0.7%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

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

Ford Ave & Franklin St - TMC

Tue Oct 8, 2024
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234029, Location: 40.791539, -74.470294

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



Ford Ave & Franklin St - TMC

Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234029, Location: 40.791539, -74.470294

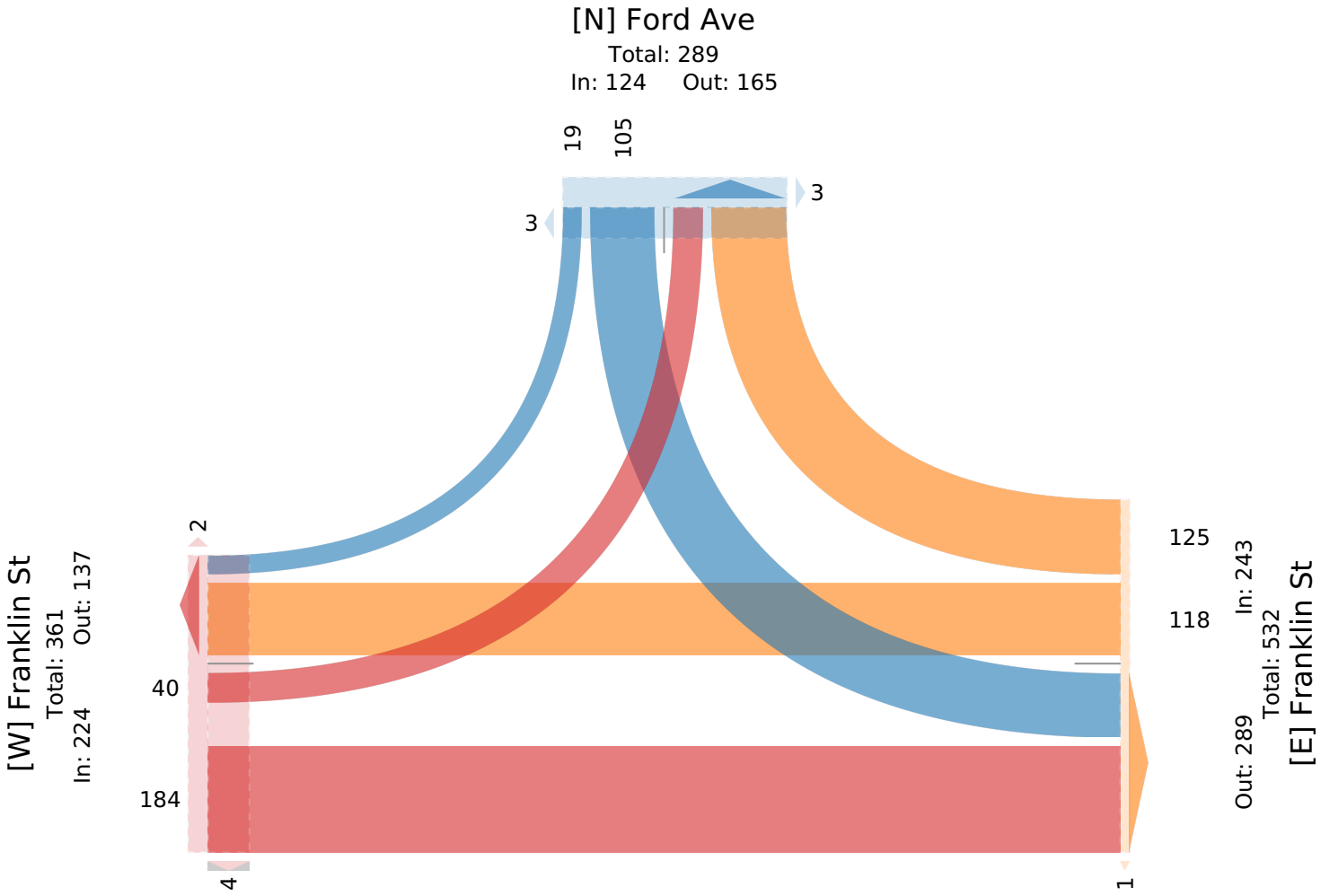
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Ford Ave & Franklin St - TMC
Tue Oct 8, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234029, Location: 40.791539, -74.470294

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



Ford Ave & Franklin St - TMC

Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234029, Location: 40.791539, -74.470294

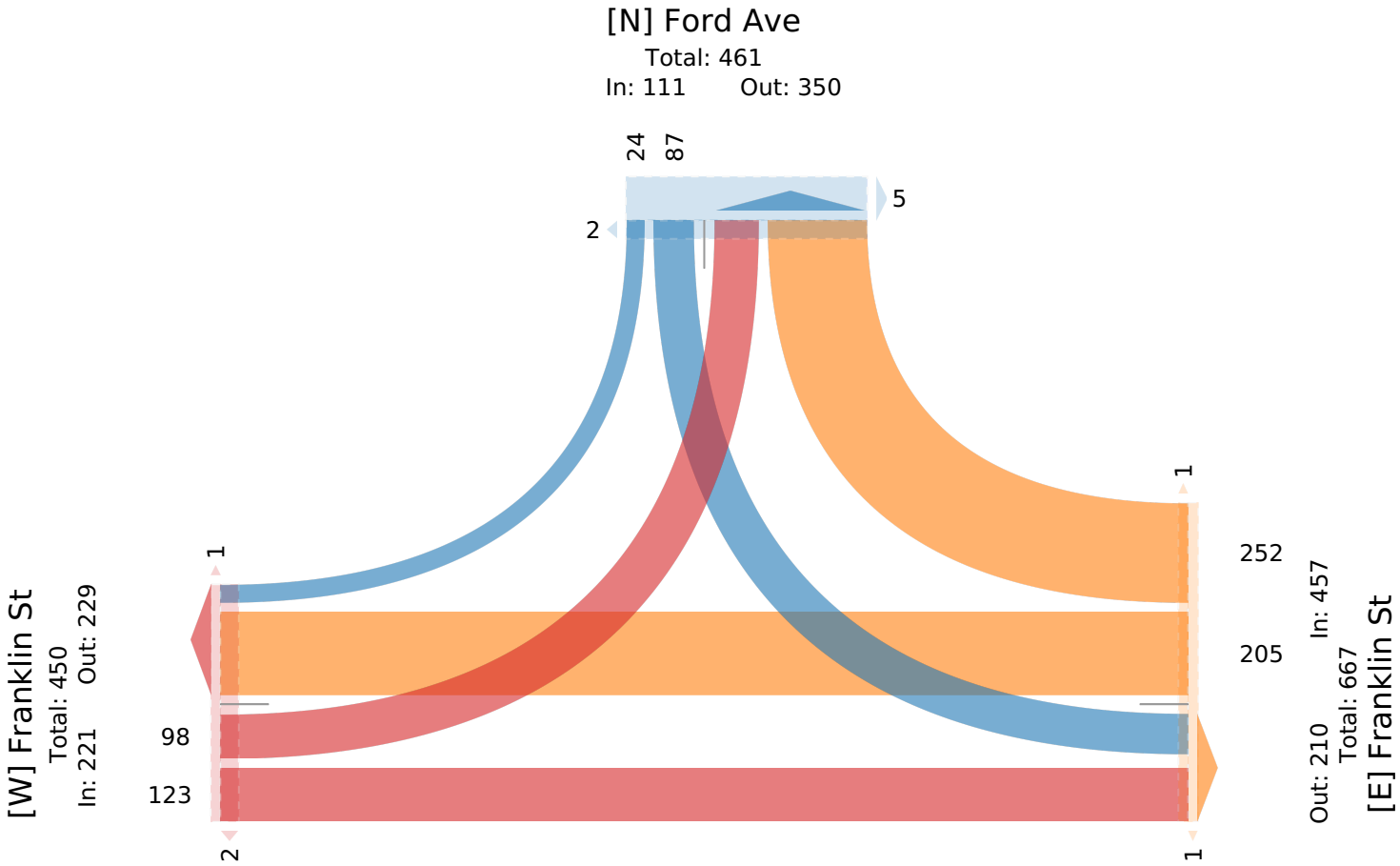
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

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

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

Ford Ave & Franklin St - TMC
Tue Oct 8, 2024
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1234029, Location: 40.791539, -74.470294

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



Tri-State Traffic Data, Inc.

610-466-1469
TSTData.com

Road: Rt. 124 Madison Ave
Location: 560 ft W of Turtle Rd
Counter: 41755 & 40611

Site Code: 1
Station ID:

Latitude: 40' 78817.0000 North
Longitude: 74' 46225.0000 West

Start	Friday, October 4, 2024		Saturday, October 5, 2024		Sunday, October 6, 2024		Monday, October 7, 2024		Tuesday, October 8, 2024		Wednesday, October 9, 2024		Thursday, October 10, 2024		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	62	85	74	110	24	35	33	45	32	41	27	51	42	61
01:00	*	*	45	46	36	63	8	29	12	25	7	29	20	30	21	37
02:00	*	*	14	38	19	22	8	10	5	19	8	17	8	17	10	20
03:00	*	*	22	24	14	28	7	9	10	15	18	19	7	23	13	20
04:00	*	*	23	16	10	18	24	26	25	37	30	34	39	30	25	27
05:00	*	*	42	63	19	41	100	135	119	141	110	131	117	133	84	107
06:00	*	*	132	202	85	176	364	441	343	450	391	477	367	418	280	361
07:00	*	*	213	301	130	188	675	751	801	849	786	839	771	762	563	615
08:00	*	*	272	344	147	339	**849**	**849**	**893**	**937**	**1007**	**912**	**945**	**941**	**686**	**720**
09:00	440	351	329	445	233	375	627	697	787	811	741	739	815	824	567	606
10:00	**519**	628	**391**	**550**	318	465	553	676	552	653	589	687	582	687	501	621
11:00	513	**733**	367	550	**344**	**593**	578	688	572	706	619	782	579	817	510	696
12:00 PM	566	757	367	700	362	604	539	698	577	756	587	782	621	813	517	730
01:00	533	832	385	712	354	596	528	712	562	798	584	793	610	801	508	749
02:00	584	908	403	**790**	370	**621**	580	938	614	953	671	954	623	895	549	866
03:00	**660**	**1089**	395	654	**375**	567	635	1067	667	1100	674	**1183**	685	**1174**	584	**976**
04:00	634	1042	**409**	623	326	531	**714**	**1108**	**868**	**1178**	**800**	1126	796	1159	**650**	967
05:00	534	928	355	596	330	447	601	1012	735	1138	695	1124	**888**	1118	591	909
06:00	387	765	337	520	289	378	415	795	419	818	487	965	466	854	400	728
07:00	334	472	294	375	293	324	299	463	288	662	319	570	349	636	311	500
08:00	219	394	225	343	212	232	221	410	227	498	230	459	292	513	232	407
09:00	187	297	194	264	110	165	125	230	197	246	201	336	212	380	175	274
10:00	135	267	183	289	60	115	73	126	94	180	112	202	125	291	112	210
11:00	125	167	108	160	70	83	70	95	81	90	82	120	99	131	91	121
Total	6370	9630	5567	8690	4580	7081	8617	12000	9481	13105	9780	13321	10043	13498	8022	11328
Day	16000		14257		11661		20617		22586		23101		23541		19350	
AM Peak	10:00	11:00	10:00	10:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Vol.	519	733	391	550	344	593	849	849	893	937	1007	912	945	941	686	720
PM Peak	15:00	15:00	16:00	14:00	15:00	14:00	16:00	16:00	16:00	16:00	16:00	15:00	17:00	15:00	16:00	15:00
Vol.	660	1089	409	790	375	621	714	1108	868	1178	800	1183	888	1174	650	976

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Rt. 124 Madison Ave
Location: 560 ft W of Turtle Rd
Counter: 41755 & 40611

Site Code: 1
Station ID:

Latitude: 40' 78817.0000 North
Longitude: 74' 46225.0000 West

Start	Friday, October 11, 2024		Saturday, October 12, 2024		Sunday, October 13, 2024		Monday, October 14, 2024		Tuesday, October 15, 2024		Wednesday, October 16, 2024		Thursday, October 17, 2024		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	33	59	*	*	*	*	*	*	*	*	*	*	*	*	33	59
01:00	26	30	*	*	*	*	*	*	*	*	*	*	*	*	26	30
02:00	16	28	*	*	*	*	*	*	*	*	*	*	*	*	16	28
03:00	11	29	*	*	*	*	*	*	*	*	*	*	*	*	11	29
04:00	34	45	*	*	*	*	*	*	*	*	*	*	*	*	34	45
05:00	80	112	*	*	*	*	*	*	*	*	*	*	*	*	80	112
06:00	294	404	*	*	*	*	*	*	*	*	*	*	*	*	294	404
07:00	668	720	*	*	*	*	*	*	*	*	*	*	*	*	668	720
08:00	**815**	**810**	*	*	*	*	*	*	*	*	*	*	*	*	**815**	**810**
09:00	605	737	*	*	*	*	*	*	*	*	*	*	*	*	605	737
10:00	588	634	*	*	*	*	*	*	*	*	*	*	*	*	588	634
11:00	542	800	*	*	*	*	*	*	*	*	*	*	*	*	542	800
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3712	4408	0	0	0	0	0	0	0	0	0	0	0	0	3712	4408
Day	8120		0		0		0		0		0		0		8120	
AM Peak	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	815	810	-	-	-	-	-	-	-	-	-	-	-	-	815	810
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	24120	14257	11661	20617	22586	23101	23541	27470
ADT	ADT 19,481	AADT 19,481					

Madison Ave & I-287 SB Ramps - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072330, Location: 40.788606, -74.469967

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

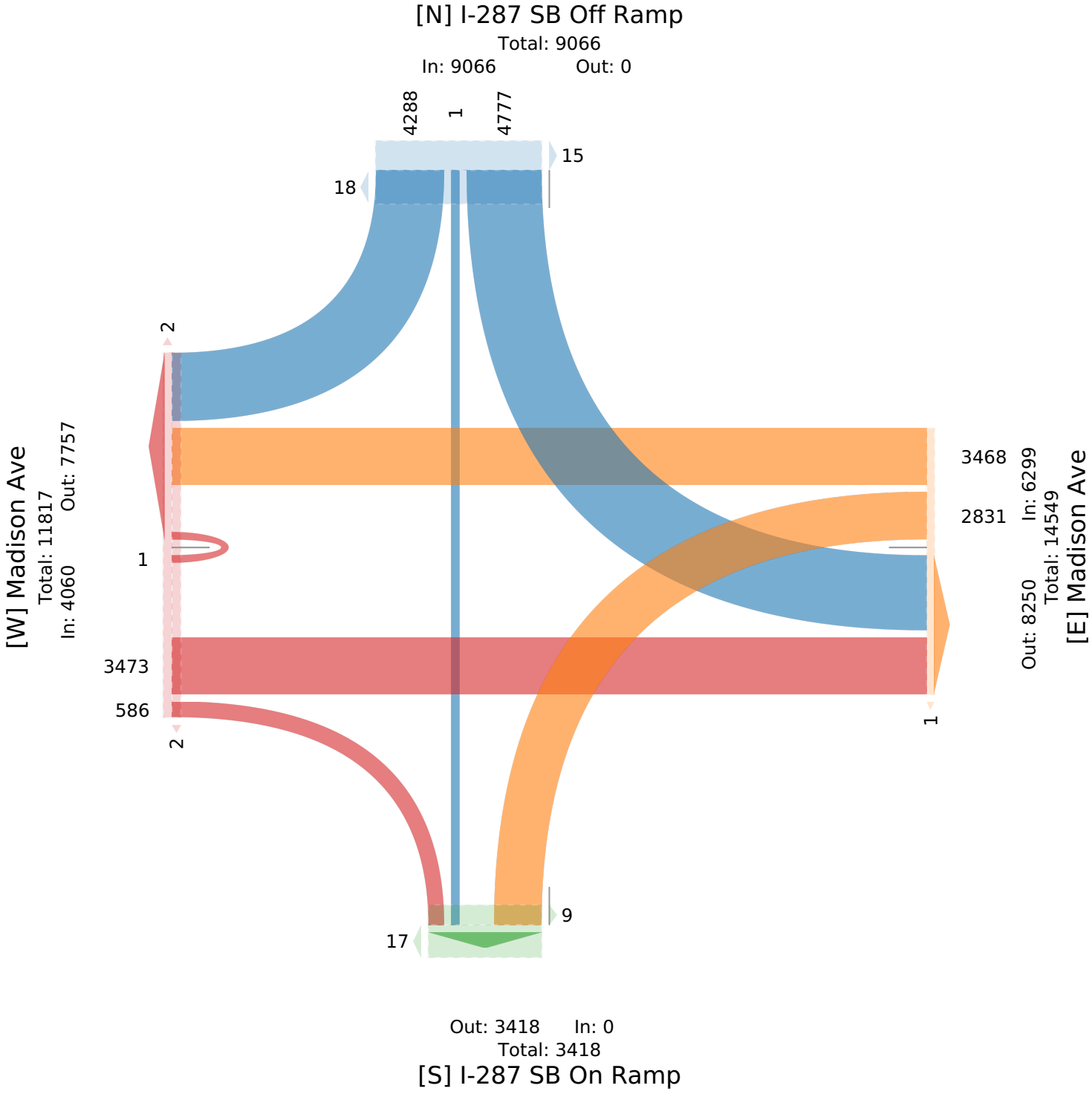
Leg	Madison Ave						Madison Ave					I-287 SB On Ramp		I-287 SB Off Ramp					
Direction	Eastbound						Westbound					Northbound		Southbound					
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	App	Ped*	L	T	R	RR	App	Ped*	Int
2023-05-23 6:00AM	36	4	0	1	**41**	0	10	15	0	**25**	0	**0**	0	88	0	3	30	**121**	0	**187**
6:15AM	36	3	0	5	**44**	0	19	18	0	**37**	0	**0**	0	127	0	15	39	**181**	0	**262**
6:30AM	51	7	0	5	**63**	0	19	18	0	**37**	0	**0**	1	226	0	44	40	**310**	0	**410**
6:45AM	82	6	0	4	**92**	0	23	30	0	**53**	0	**0**	0	196	0	27	70	**293**	1	**438**
Hourly Total	205	20	0	15	**240**	0	71	81	0	**152**	0	**0**	1	637	0	89	179	**905**	1	**1297**
7:00AM	84	11	0	1	**96**	0	41	44	0	**85**	0	**0**	1	144	0	37	82	**263**	1	**444**
7:15AM	106	19	0	1	**126**	0	39	66	0	**105**	0	**0**	0	180	0	51	79	**310**	0	**541**
7:30AM	118	13	0	7	**138**	0	47	80	0	**127**	0	**0**	1	222	0	71	78	**371**	0	**636**
7:45AM	148	17	0	11	**176**	0	65	74	0	**139**	0	**0**	1	287	0	80	52	**419**	0	**734**
Hourly Total	456	60	0	20	**536**	0	192	264	0	**456**	0	**0**	3	833	0	239	291	**1363**	1	**2355**
8:00AM	130	21	0	4	**155**	0	65	75	0	**140**	0	**0**	1	220	0	60	75	**355**	0	**650**
8:15AM	140	15	0	2	**157**	0	54	63	0	**117**	0	**0**	0	199	0	68	104	**371**	0	**645**
8:30AM	145	10	0	5	**160**	1	73	76	0	**149**	0	**0**	0	238	0	60	106	**404**	1	**713**
8:45AM	116	4	0	3	**123**	0	51	125	0	**176**	0	**0**	0	196	0	79	74	**349**	1	**648**
Hourly Total	531	50	0	14	**595**	1	243	339	0	**582**	0	**0**	1	853	0	267	359	**1479**	2	**2656**
9:00AM	104	5	0	9	**118**	0	48	86	0	**134**	0	**0**	0	206	0	62	90	**358**	0	**610**
9:15AM	102	10	0	1	**113**	0	39	75	0	**114**	0	**0**	0	182	0	62	73	**317**	0	**544**
9:30AM	95	14	0	1	**110**	0	46	81	0	**127**	0	**0**	0	141	0	43	69	**253**	0	**490**
9:45AM	87	4	0	1	**92**	1	43	71	0	**114**	1	**0**	1	112	0	37	63	**212**	0	**418**
Hourly Total	388	33	0	12	**433**	1	176	313	0	**489**	1	**0**	1	641	0	204	295	**1140**	0	**2062**
10:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	0	0	0	1	**1**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	0	0	0	1	**1**	0	**1**
2:00PM	107	14	0	5	**126**	0	71	102	0	**173**	0	**0**	1	90	0	30	80	**200**	3	**499**
2:15PM	112	9	0	6	**127**	0	81	94	0	**175**	0	**0**	0	110	0	33	78	**221**	1	**523**
2:30PM	95	17	0	3	**115**	0	92	98	0	**190**	0	**0**	0	107	0	33	70	**210**	1	**515**
2:45PM	97	9	0	3	**109**	1	73	103	0	**176**	0	**0**	2	143	0	38	67	**248**	3	**533**
Hourly Total	411	49	0	17	**477**	1	317	397	0	**714**	0	**0**	3	450	0	134	295	**879**	8	**2070**
3:00PM	107	18	0	10	**135**	0	107	128	0	**235**	0	**0**	1	91	0	30	75	**196**	3	**566**
3:15PM	99	15	0	5	**119**	1	128	116	0	**244**	0	**0**	1	90	0	33	73	**196**	3	**559**
3:30PM	88	13	0	7	**108**	0	126	106	0	**232**	0	**0**	0	84	0	22	83	**189**	1	**529**
3:45PM	105	18	0	6	**129**	0	108	132	0	**240**	0	**0**	1	80	1	37	99	**217**	3	**586**
Hourly Total	399	64	0	28	**491**	1	469	482	0	**951**	0	**0**	3	345	1	122	330	**798**	10	**2240**
4:00PM	104	14	1	16	**135**	0	115	133	0	**248**	0	**0**	1	72	0	32	88	**192**	1	**575**
4:15PM	97	18	0	8	**123**	0	150	146	0	**296**	0	**0**	1	88	0	32	80	**200**	0	**619**
4:30PM	98	16	0	6	**120**	0	129	141	0	**270**	0	**0**	0	87	0	30	87	**204**	0	**594**
4:45PM	98	8	0	9	**115**	0	140	115	0	**255**	0	**0**	1	84	0	44	81	**209**	0	**579**
Hourly Total	397	56	1	39	**493**	0	534	535	0	**1069**	0	**0**	3	331	0	138	336	**805**	1	**2367**
5:00PM	94	14	0	4	**112**	0	146	145	0	**291**	0	**0**	5	88	0	22	91	**201**	0	**604**
5:15PM	100	13	0	3	**116**	0	141	153	0	**294**	0	**0**	2	93	0	64	101	**258**	1	**668**
5:30PM	86	10	0	1	**97**	0	126	165	0	**291**	0	**0**	1	89	0	37	81	**207**	4	**595**
5:45PM	84	11	0	0	**95**	0	108	157	0	**265**	0	**0**	0	67	0	47	103	**217**	0	**577**
Hourly Total	364	48	0	8	**420**	0	521	620	0	**1141**	0	**0**	8	337	0	170	376	**883**	5	**2444**
6:00PM	91	9	0	3	**103**	0	94	133	0	**227**	0	**0**	0	63	0	22	106	**191**	2	**521**
6:15PM	85	7	0	4	**96**	0	92	132	0	**224**	0	**0**	1	90	0	22	90	**202**	1	**522**
6:30PM	79	17	0	2	**98**	0	67	84	0	**151**	0	**0**	0	104	0	37	83	**224**	2	**473**
6:45PM	67	9	0	2	**78**	0	55	88	0	**143**	0	**0**	2	93	0	23	80	**196**	0	**417**
Hourly Total	322	42	0	11	**375**	0	308	437	0	**745**	0	**0**	3	350	0	104	359	**813**	5	**1933**
Total	3473	422	1	164	**4060**	4	2831	3468	0	**6299**	1	**0**	26	4777	1	1467	2821	**9066**	33	**19425**
% Approach	85.5%	10.4%	0%	4.0%	**-**	-	44.9%	55.1%	0%	**-**	-	**-**	-	52.7%	0%	16.2%	31.1%	**-**	-	-
% Total	17.9%	2.2%	0%	0.8%	**20.9%**	-	14.6%	17.9%	0%	**32.4%**	-	**0%**	-	24.6%	0%	7.6%	14.5%	**46.7%**	-	-
Lights	3386	417	1	164	**3968**	-	2786	3372	0	**6158**	-	**0**	-	4686	1	1427	2763	**8877**	-	19003

Leg	Madison Ave						Madison Ave					I-287 SB On Ramp		I-287 SB Off Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
% Lights	97.5%	98.8%	100%	100%	**97.7%**	-	98.4%	97.2%	0%	**97.8%**	-	**-**	-	98.1%	100%	97.3%	97.9%	**97.9%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	64	5	0	0	**69**	-	42	42	0	**84**	-	**0**	-	80	0	35	50	**165**	-	318
% Articulated Trucks and Single-Unit Trucks	1.8%	1.2%	0%	0%	**1.7%**	-	1.5%	1.2%	0%	**1.3%**	-	**-**	-	1.7%	0%	2.4%	1.8%	**1.8%**	-	1.6%
Buses	23	0	0	0	**23**	-	3	54	0	**57**	-	**0**	-	11	0	5	8	**24**	-	104
% Buses	0.7%	0%	0%	0%	**0.6%**	-	0.1%	1.6%	0%	**0.9%**	-	**-**	-	0.2%	0%	0.3%	0.3%	**0.3%**	-	0.5%
Pedestrians	-	-	-	-	-	4	-	-	-	-	1	-	26	-	-	-	-	-	29	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	100%	-	-	-	-	-	87.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	0%	-	-	-	-	-	12.1%	-

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

Madison Ave & I-287 SB Ramps - TMC
Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072330, Location: 40.788606, -74.469967

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



Madison Ave & I-287 SB Ramps - TMC

Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072330, Location: 40.788606, -74.469967

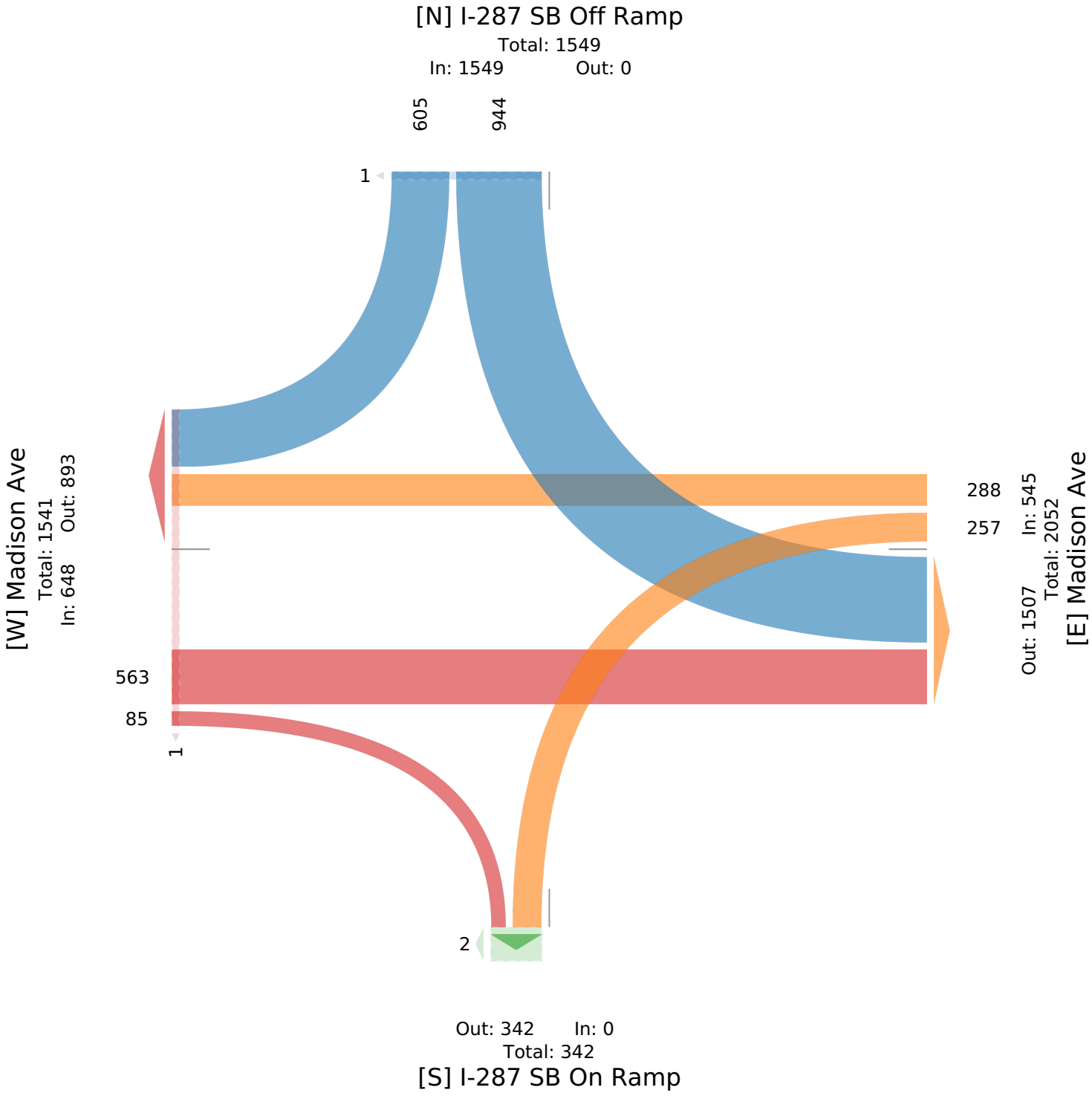
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave						Madison Ave					I-287 SB On Ramp		I-287 SB Off Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2023-05-23 7:45AM	148	17	0	11	**176**	0	65	74	0	**139**	0	**0**	1	287	0	80	52	**419**	0	**734**
8:00AM	130	21	0	4	**155**	0	65	75	0	**140**	0	**0**	1	220	0	60	75	**355**	0	**650**
8:15AM	140	15	0	2	**157**	0	54	63	0	**117**	0	**0**	0	199	0	68	104	**371**	0	**645**
8:30AM	145	10	0	5	**160**	1	73	76	0	**149**	0	**0**	0	238	0	60	106	**404**	1	**713**
Total	563	63	0	22	**648**	1	257	288	0	**545**	0	**0**	2	944	0	268	337	**1549**	1	**2742**
% Approach	86.9%	9.7%	0%	3.4%	**-**	-	47.2%	52.8%	0%	**-**	-	**-**	-	60.9%	0%	17.3%	21.8%	**-**	-	-
% Total	20.5%	2.3%	0%	0.8%	**23.6%**	-	9.4%	10.5%	0%	**19.9%**	-	**0%**	-	34.4%	0%	9.8%	12.3%	**56.5%**	-	-
PHF	0.951	0.750		-	0.500	**0.920**	-	0.880	0.947		-	**0.914**	-	**-**	-	0.822	-	0.838	0.795	**0.924**	-	0.934
Lights	548	61	0	22	**631**	-	252	274	0	**526**	-	**0**	-	925	0	262	329	**1516**	-	2673
% Lights	97.3%	96.8%	0%	100%	**97.4%**	-	98.1%	95.1%	0%	**96.5%**	-	**-**	-	98.0%	0%	97.8%	97.6%	**97.9%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	12	2	0	0	**14**	-	5	8	0	**13**	-	**0**	-	16	0	5	7	**28**	-	55
% Articulated Trucks and Single-Unit Trucks	2.1%	3.2%	0%	0%	**2.2%**	-	1.9%	2.8%	0%	**2.4%**	-	**-**	-	1.7%	0%	1.9%	2.1%	**1.8%**	-	2.0%
Buses	3	0	0	0	**3**	-	0	6	0	**6**	-	**0**	-	3	0	1	1	**5**	-	14
% Buses	0.5%	0%	0%	0%	**0.5%**	-	0%	2.1%	0%	**1.1%**	-	**-**	-	0.3%	0%	0.4%	0.3%	**0.3%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	0	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave & I-287 SB Ramps - TMC
Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072330, Location: 40.788606, -74.469967

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



Madison Ave & I-287 SB Ramps - TMC

Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072330, Location: 40.788606, -74.469967

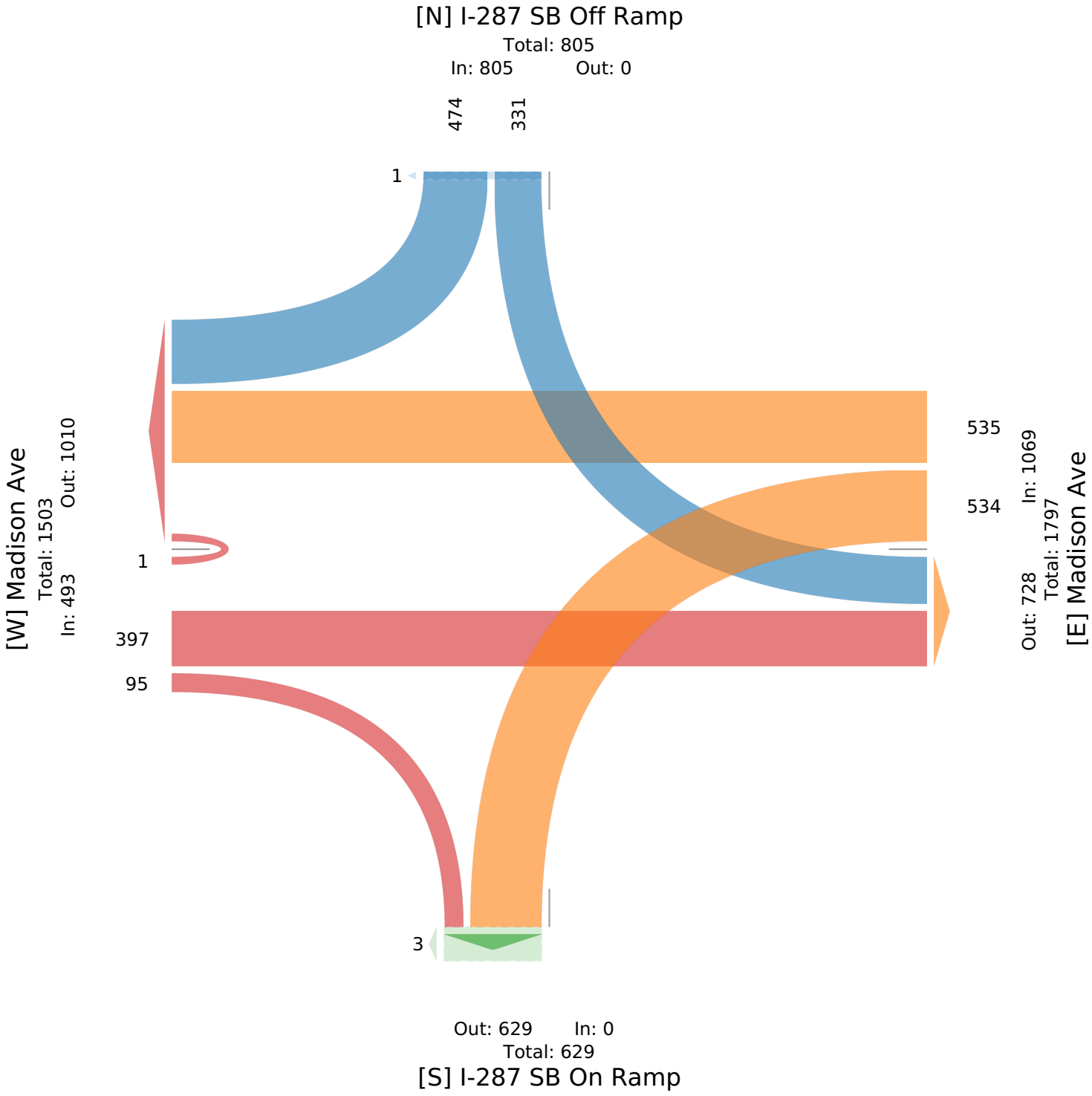
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave						Madison Ave					I-287 SB On Ramp		I-287 SB Off Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2023-05-23 4:00PM	104	14	1	16	**135**	0	115	133	0	**248**	0	**0**	1	72	0	32	88	**192**	1	**575**
4:15PM	97	18	0	8	**123**	0	150	146	0	**296**	0	**0**	1	88	0	32	80	**200**	0	**619**
4:30PM	98	16	0	6	**120**	0	129	141	0	**270**	0	**0**	0	87	0	30	87	**204**	0	**594**
4:45PM	98	8	0	9	**115**	0	140	115	0	**255**	0	**0**	1	84	0	44	81	**209**	0	**579**
Total	397	56	1	39	**493**	0	534	535	0	**1069**	0	**0**	3	331	0	138	336	**805**	1	**2367**
% Approach	80.5%	11.4%	0.2%	7.9%	**-**	-	50.0%	50.0%	0%	**-**	-	**-**	-	41.1%	0%	17.1%	41.7%	**-**	-	-
% Total	16.8%	2.4%	0%	1.6%	**20.8%**	-	22.6%	22.6%	0%	**45.2%**	-	**0%**	-	14.0%	0%	5.8%	14.2%	**34.0%**	-	-
PHF	0.954	0.778	0.250	0.609	**0.913**	-	0.890	0.916	-	**0.903**	-	**-**	-	0.940	-	0.784	0.955	**0.963**	-	0.956
Lights	387	54	1	39	**481**	-	530	529	0	**1059**	-	**0**	-	323	0	138	333	**794**	-	2334
% Lights	97.5%	96.4%	100%	100%	**97.6%**	-	99.3%	98.9%	0%	**99.1%**	-	**-**	-	97.6%	0%	100%	99.1%	**98.6%**	-	98.6%
Articulated Trucks and Single-Unit Trucks	7	2	0	0	**9**	-	3	5	0	**8**	-	**0**	-	7	0	0	2	**9**	-	26
% Articulated Trucks and Single-Unit Trucks	1.8%	3.6%	0%	0%	**1.8%**	-	0.6%	0.9%	0%	**0.7%**	-	**-**	-	2.1%	0%	0%	0.6%	**1.1%**	-	1.1%
Buses	3	0	0	0	**3**	-	1	1	0	**2**	-	**0**	-	1	0	0	1	**2**	-	7
% Buses	0.8%	0%	0%	0%	**0.6%**	-	0.2%	0.2%	0%	**0.2%**	-	**-**	-	0.3%	0%	0%	0.3%	**0.2%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave & I-287 SB Ramps - TMC
Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072330, Location: 40.788606, -74.469967

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



Madison Ave & Main Hospital Dr - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335



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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2023-05-23 6:00AM	76	54	0	0	0	**130**	1	0	44	12	0	0	**56**	0
6:15AM	128	74	1	0	0	**203**	0	1	56	15	0	0	**72**	1
6:30AM	171	131	3	0	0	**305**	2	2	78	22	0	0	**102**	1
6:45AM	160	178	9	0	0	**347**	0	9	110	39	0	0	**158**	3
Hourly Total	535	437	13	0	0	**985**	3	12	288	88	0	0	**388**	5
7:00AM	103	142	10	0	0	**255**	1	10	111	26	0	1	**148**	2
7:15AM	87	200	7	0	0	**294**	3	2	146	13	0	0	**161**	0
7:30AM	101	242	2	0	0	**345**	0	1	159	19	0	4	**183**	2
7:45AM	120	315	3	0	0	**438**	3	3	164	26	0	0	**193**	2
Hourly Total	411	899	22	0	0	**1332**	7	16	580	84	0	5	**685**	6
8:00AM	113	285	4	0	0	**402**	0	3	160	24	0	0	**187**	4
8:15AM	72	276	7	0	1	**356**	1	4	176	24	0	3	**207**	2
8:30AM	90	291	6	0	0	**387**	0	3	179	19	0	0	**201**	2
8:45AM	90	254	6	0	2	**352**	3	4	208	16	0	0	**228**	6
Hourly Total	365	1106	23	0	3	**1497**	4	14	723	83	0	3	**823**	14
9:00AM	81	228	8	0	0	**317**	0	4	157	17	0	1	**179**	6
9:15AM	98	205	7	0	0	**310**	4	4	141	19	0	0	**164**	3
9:30AM	78	192	8	0	0	**278**	1	2	127	21	0	1	**151**	7
9:45AM	80	167	5	0	0	**252**	2	2	118	15	0	1	**136**	2
Hourly Total	337	792	28	0	0	**1157**	7	12	543	72	0	3	**630**	18
10:00AM	1	0	0	0	0	**1**	0	0	0	0	0	0	**0**	0
Hourly Total	1	0	0	0	0	**1**	0	0	0	0	0	0	**0**	0
2:00PM	50	135	4	0	0	**189**	1	4	197	16	0	0	**217**	8
2:15PM	44	159	9	0	0	**212**	2	1	204	27	0	0	**232**	1
2:30PM	62	144	5	0	0	**211**	3	4	197	22	0	0	**223**	7
2:45PM	88	178	7	0	0	**273**	3	9	224	22	0	0	**255**	6
Hourly Total	244	616	25	0	0	**885**	9	18	822	87	0	0	**927**	22
3:00PM	50	137	6	0	1	**194**	1	11	268	15	0	0	**294**	7
3:15PM	40	140	7	0	0	**187**	3	4	293	6	0	0	**303**	5
3:30PM	45	143	1	0	1	**190**	1	2	283	9	0	0	**294**	4
3:45PM	28	160	6	0	0	**194**	2	0	270	13	0	0	**283**	4
Hourly Total	163	580	20	0	2	**765**	7	17	1114	43	0	0	**1174**	20
4:00PM	45	143	4	0	0	**192**	2	1	299	13	0	0	**313**	6
4:15PM	35	168	5	0	0	**208**	0	2	319	9	0	0	**330**	1
4:30PM	35	156	7	0	0	**198**	1	1	293	16	0	0	**310**	11
4:45PM	42	140	4	0	0	**186**	1	0	282	8	0	0	**290**	1
Hourly Total	157	607	20	0	0	**784**	4	4	1193	46	0	0	**1243**	19
5:00PM	36	152	3	0	0	**191**	0	1	330	8	0	0	**339**	7
5:15PM	25	153	4	0	0	**182**	0	2	324	10	0	0	**336**	1
5:30PM	35	139	5	0	0	**179**	0	0	258	14	0	0	**272**	5
5:45PM	33	112	3	0	0	**148**	0	2	284	13	0	0	**299**	0
Hourly Total	129	556	15	0	0	**700**	0	5	1196	45	0	0	**1246**	13
6:00PM	33	102	3	0	0	**138**	0	1	213	9	0	0	**223**	4
6:15PM	48	128	1	0	0	**177**	0	0	221	17	0	1	**239**	0
6:30PM	90	103	1	1	1	**196**	0	2	155	25	0	0	**182**	1
6:45PM	83	101	3	0	0	**187**	0	4	167	21	0	1	**193**	1
Hourly Total	254	434	8	1	1	**698**	0	7	756	72	0	2	**837**	6
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	2596	6027	174	1	6	**8804**	41	105	7215	620	0	13	**7953**	123
% Approach	29.5%	68.5%	2.0%	0%	0.1%	**-**	-	1.3%	90.7%	7.8%	0%	0.2%	**-**	-
% Total	13.7%	31.8%	0.9%	0%	0%	**46.4%**	-	0.6%	38.0%	3.3%	0%	0.1%	**41.9%**	-

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
Lights	2564	5885	169	1	6	**8625**	-	105	7043	614	0	13	**7775**	-
% Lights	98.8%	97.6%	97.1%	100%	100%	**98.0%**	-	100%	97.6%	99.0%	0%	100%	**97.8%**	-
Articulated Trucks and Single-Unit Trucks	23	98	4	0	0	**125**	-	0	118	5	0	0	**123**	-
% Articulated Trucks and Single-Unit Trucks	0.9%	1.6%	2.3%	0%	0%	**1.4%**	-	0%	1.6%	0.8%	0%	0%	**1.5%**	-
Buses	9	44	1	0	0	**54**	-	0	54	1	0	0	**55**	-
% Buses	0.3%	0.7%	0.6%	0%	0%	**0.6%**	-	0%	0.7%	0.2%	0%	0%	**0.7%**	-
Pedestrians	-	-	-	-	-	-	41	-	-	-	-	-	-	123
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Main Hospital Dr - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

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

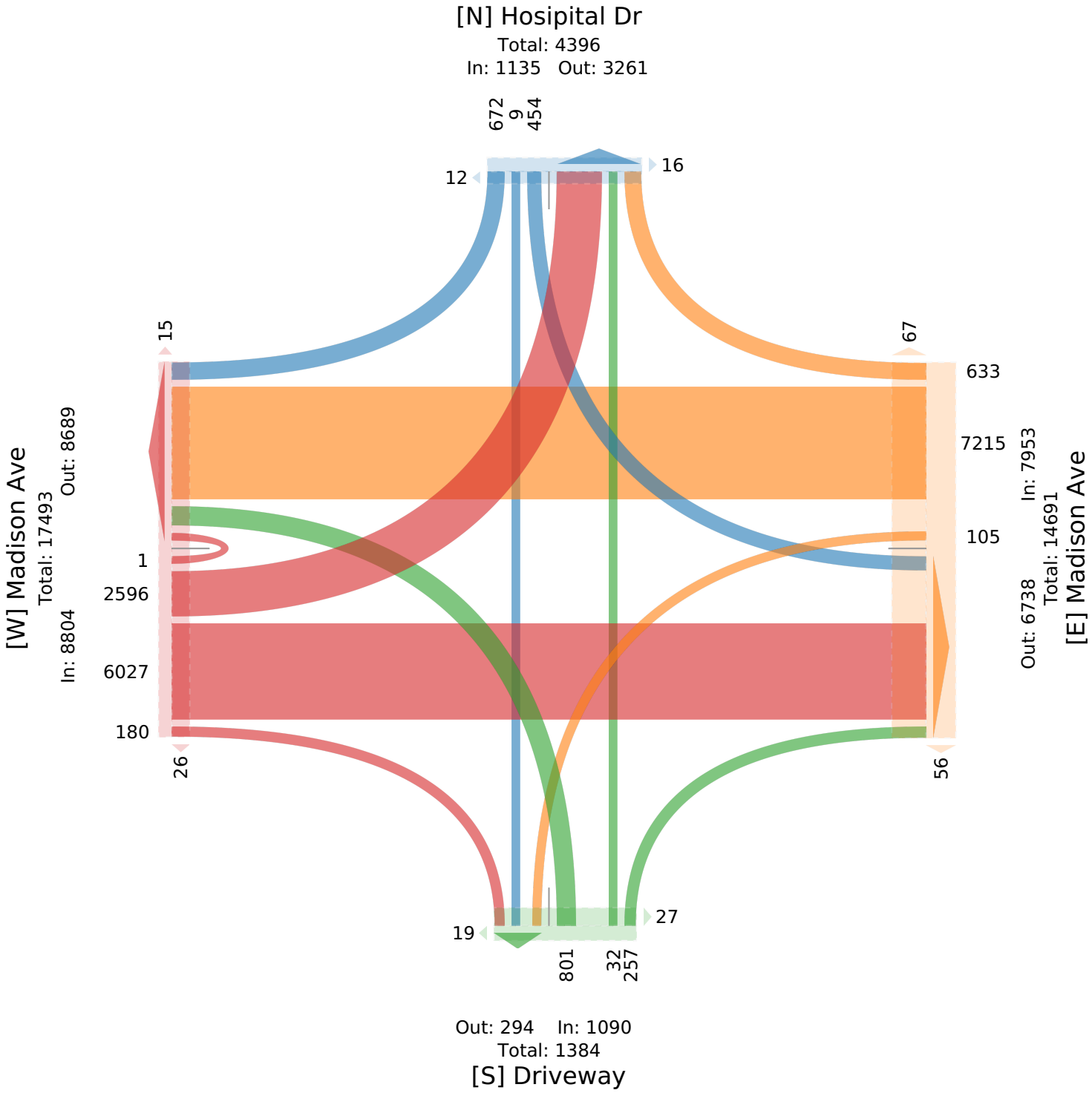
Leg / Direction	Driveway Northbound							Hospital Dr Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2023-05-23 6:00AM	0	0	0	0	0	**0**	0	2	0	1	0	1	**4**	0	**190**
6:15AM	1	0	0	0	0	**1**	0	3	0	8	0	1	**12**	1	**288**
6:30AM	2	3	0	0	1	**6**	0	5	0	9	0	2	**16**	0	**429**
6:45AM	5	1	1	0	0	**7**	0	7	0	6	0	1	**14**	1	**526**
Hourly Total	8	4	1	0	1	**14**	0	17	0	24	0	5	**46**	2	**1433**
7:00AM	10	0	6	0	3	**19**	0	10	0	11	0	3	**24**	1	**446**
7:15AM	5	0	5	0	0	**10**	1	11	0	8	0	1	**20**	0	**485**
7:30AM	8	0	3	0	1	**12**	0	12	0	12	0	1	**25**	0	**565**
7:45AM	9	0	4	0	2	**15**	0	9	0	11	0	0	**20**	0	**666**
Hourly Total	32	0	18	0	6	**56**	1	42	0	42	0	5	**89**	1	**2162**
8:00AM	14	1	0	0	3	**18**	1	11	0	5	0	5	**21**	0	**628**
8:15AM	11	1	3	0	0	**15**	1	10	0	10	0	1	**21**	1	**599**
8:30AM	10	2	2	0	3	**17**	1	9	0	11	0	2	**22**	0	**627**
8:45AM	28	0	9	0	0	**37**	0	11	0	6	0	3	**20**	1	**637**
Hourly Total	63	4	14	0	6	**87**	3	41	0	32	0	11	**84**	2	**2491**
9:00AM	19	0	14	0	1	**34**	3	9	0	11	0	3	**23**	2	**553**
9:15AM	19	0	7	0	1	**27**	2	5	0	6	0	3	**14**	0	**515**
9:30AM	30	0	9	0	2	**41**	2	9	1	10	0	4	**24**	0	**494**
9:45AM	23	0	11	0	4	**38**	2	14	1	12	0	2	**29**	0	**455**
Hourly Total	91	0	41	0	8	**140**	9	37	2	39	0	12	**90**	2	**2017**
10:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
2:00PM	27	1	11	0	1	**40**	3	15	1	27	0	1	**44**	0	**490**
2:15PM	34	1	8	0	1	**44**	1	15	2	23	0	3	**43**	0	**531**
2:30PM	34	2	13	0	0	**49**	3	19	1	27	0	3	**50**	3	**533**
2:45PM	31	1	16	0	4	**52**	2	18	0	15	0	5	**38**	0	**618**
Hourly Total	126	5	48	0	6	**185**	9	67	4	92	0	12	**175**	3	**2172**
3:00PM	45	1	16	0	1	**63**	2	24	0	29	0	2	**55**	1	**606**
3:15PM	24	2	8	0	1	**35**	0	21	0	30	0	7	**58**	2	**583**
3:30PM	27	1	5	0	2	**35**	2	19	0	25	0	3	**47**	4	**566**
3:45PM	29	1	6	0	2	**38**	2	19	0	22	0	2	**43**	0	**558**
Hourly Total	125	5	35	0	6	**171**	6	83	0	106	0	14	**203**	7	**2313**
4:00PM	52	4	9	0	0	**65**	1	20	1	31	0	0	**52**	3	**622**
4:15PM	47	2	10	0	0	**59**	0	15	1	32	0	0	**48**	0	**645**
4:30PM	38	2	13	0	0	**53**	3	24	1	28	0	0	**53**	0	**614**
4:45PM	42	2	3	0	0	**47**	2	25	0	22	0	0	**47**	0	**570**
Hourly Total	179	10	35	0	0	**224**	6	84	3	113	0	0	**200**	3	**2451**
5:00PM	52	1	7	0	0	**60**	3	11	0	21	0	4	**36**	0	**626**
5:15PM	19	1	8	0	0	**28**	3	10	0	10	0	2	**22**	0	**568**
5:30PM	30	2	4	0	0	**36**	0	17	0	23	0	0	**40**	2	**527**
5:45PM	21	0	0	0	1	**22**	1	12	0	23	0	1	**36**	0	**505**
Hourly Total	122	4	19	0	1	**146**	7	50	0	77	0	7	**134**	2	**2226**
6:00PM	19	0	3	0	3	**25**	3	9	0	18	0	2	**29**	0	**415**
6:15PM	12	0	2	0	0	**14**	2	4	0	24	0	3	**31**	3	**461**
6:30PM	16	0	3	0	0	**19**	0	5	0	12	0	2	**19**	3	**416**
6:45PM	8	0	0	0	1	**9**	0	15	0	17	0	3	**35**	0	**424**
Hourly Total	55	0	8	0	4	**67**	5	33	0	71	0	10	**114**	6	**1716**
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	801	32	219	0	38	**1090**	46	454	9	596	0	76	**1135**	28	**18982**
% Approach	73.5%	2.9%	20.1%	0%	3.5%	**-**	-	40.0%	0.8%	52.5%	0%	6.7%	**-**	-	-
% Total	4.2%	0.2%	1.2%	0%	0.2%	**5.7%**	-	2.4%	0%	3.1%	0%	0.4%	**6.0%**	-	-

Leg	Driveway							Hosipital Dr							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
Lights	795	32	218	0	38	**1083**	-	449	9	583	0	76	**1117**	-	18600
% Lights	99.3%	100%	99.5%	0%	100%	**99.4%**	-	98.9%	100%	97.8%	0%	100%	**98.4%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	6	0	1	0	0	**7**	-	3	0	6	0	0	**9**	-	264
% Articulated Trucks and Single-Unit Trucks	0.7%	0%	0.5%	0%	0%	**0.6%**	-	0.7%	0%	1.0%	0%	0%	**0.8%**	-	1.4%
Buses	0	0	0	0	0	**0**	-	2	0	7	0	0	**9**	-	118
% Buses	0%	0%	0%	0%	0%	**0%**	-	0.4%	0%	1.2%	0%	0%	**0.8%**	-	0.6%
Pedestrians	-	-	-	-	-	-	44	-	-	-	-	-	-	27	
% Pedestrians	-	-	-	-	-	-	95.7%	-	-	-	-	-	-	96.4%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	4.3%	-	-	-	-	-	-	3.6%	-

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

Madison Ave & Main Hospital Dr - TMC
Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

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



Madison Ave & Main Hospital Dr - TMC

Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2023-05-23 7:45AM	120	315	3	0	0	**438**	3	3	164	26	0	0	**193**	2
8:00AM	113	285	4	0	0	**402**	0	3	160	24	0	0	**187**	4
8:15AM	72	276	7	0	1	**356**	1	4	176	24	0	3	**207**	2
8:30AM	90	291	6	0	0	**387**	0	3	179	19	0	0	**201**	2
Total	395	1167	20	0	1	**1583**	4	13	679	93	0	3	**788**	10
% Approach	25.0%	73.7%	1.3%	0%	0.1%	**-**	-	1.6%	86.2%	11.8%	0%	0.4%	**-**	-
% Total	15.7%	46.3%	0.8%	0%	0%	**62.8%**	-	0.5%	26.9%	3.7%	0%	0.1%	**31.3%**	-
PHF	0.823	0.926	0.714	-	0.250	**0.904**	-	0.813	0.948	0.894	-	0.250	**0.952**	-
Lights	390	1138	20	0	1	**1549**	-	13	659	92	0	3	**767**	-
% Lights	98.7%	97.5%	100%	0%	100%	**97.9%**	-	100%	97.1%	98.9%	0%	100%	**97.3%**	-
Articulated Trucks and Single-Unit Trucks	3	21	0	0	0	**24**	-	0	16	1	0	0	**17**	-
% Articulated Trucks and Single-Unit Trucks	0.8%	1.8%	0%	0%	0%	**1.5%**	-	0%	2.4%	1.1%	0%	0%	**2.2%**	-
Buses	2	8	0	0	0	**10**	-	0	4	0	0	0	**4**	-
% Buses	0.5%	0.7%	0%	0%	0%	**0.6%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	10
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Main Hospital Dr - TMC

Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

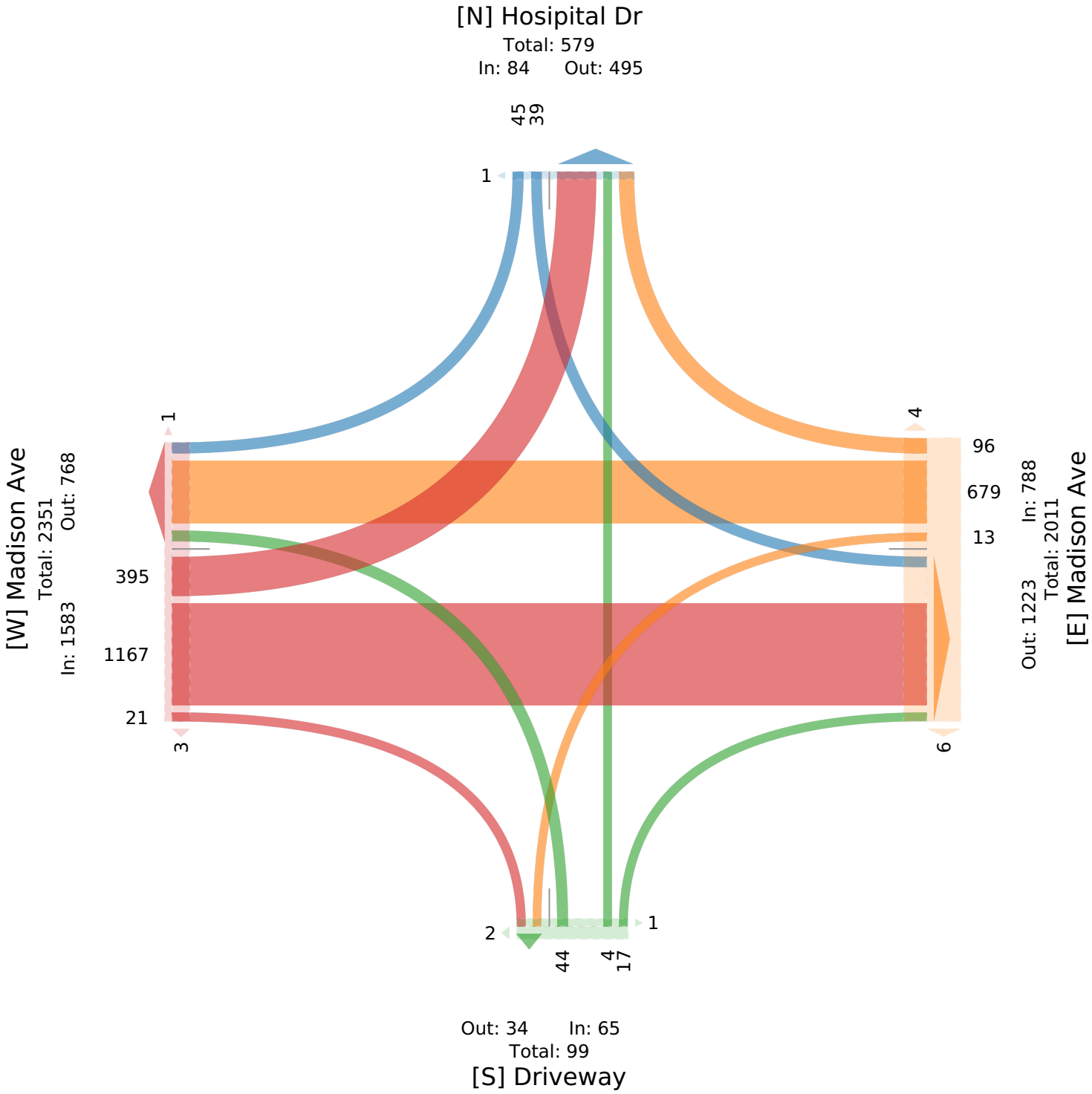
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Driveway							Hospital Dr							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-05-23 7:45AM	9	0	4	0	2	**15**	0	9	0	11	0	0	**20**	0	**666**
8:00AM	14	1	0	0	3	**18**	1	11	0	5	0	5	**21**	0	**628**
8:15AM	11	1	3	0	0	**15**	1	10	0	10	0	1	**21**	1	**599**
8:30AM	10	2	2	0	3	**17**	1	9	0	11	0	2	**22**	0	**627**
Total	44	4	9	0	8	**65**	3	39	0	37	0	8	**84**	1	**2520**
% Approach	67.7%	6.2%	13.8%	0%	12.3%	**-**	-	46.4%	0%	44.0%	0%	9.5%	**-**	-	**-**
% Total	1.7%	0.2%	0.4%	0%	0.3%	**2.6%**	-	1.5%	0%	1.5%	0%	0.3%	**3.3%**	-	**-**
PHF	0.786	0.500	0.563	-	0.667	**0.903**	-	0.886	-	0.841	-	0.400	**0.955**	-	0.946
Lights	44	4	9	0	8	**65**	-	39	0	35	0	8	**82**	-	2463
% Lights	100%	100%	100%	0%	100%	**100%**	-	100%	0%	94.6%	0%	100%	**97.6%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	41
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	1.6%
Buses	0	0	0	0	0	**0**	-	0	0	2	0	0	**2**	-	16
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	5.4%	0%	0%	**2.4%**	-	0.6%
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Main Hospital Dr - TMC
Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

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



Madison Ave & Main Hospital Dr - TMC

Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335



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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2023-05-23 4:00PM	45	143	4	0	0	**192**	2	1	299	13	0	0	**313**	6
4:15PM	35	168	5	0	0	**208**	0	2	319	9	0	0	**330**	1
4:30PM	35	156	7	0	0	**198**	1	1	293	16	0	0	**310**	11
4:45PM	42	140	4	0	0	**186**	1	0	282	8	0	0	**290**	1
Total	157	607	20	0	0	**784**	4	4	1193	46	0	0	**1243**	19
% Approach	20.0%	77.4%	2.6%	0%	0%	**-**	-	0.3%	96.0%	3.7%	0%	0%	**-**	-
% Total	6.4%	24.8%	0.8%	0%	0%	**32.0%**	-	0.2%	48.7%	1.9%	0%	0%	**50.7%**	-
PHF	0.872	0.903	0.714	-	-	**0.942**	-	0.500	0.935	0.719	-	-	**0.942**	-
Lights	154	595	20	0	0	**769**	-	4	1182	45	0	0	**1231**	-
% Lights	98.1%	98.0%	100%	0%	0%	**98.1%**	-	100%	99.1%	97.8%	0%	0%	**99.0%**	-
Articulated Trucks and Single-Unit Trucks	2	8	0	0	0	**10**	-	0	9	1	0	0	**10**	-
% Articulated Trucks and Single-Unit Trucks	1.3%	1.3%	0%	0%	0%	**1.3%**	-	0%	0.8%	2.2%	0%	0%	**0.8%**	-
Buses	1	4	0	0	0	**5**	-	0	2	0	0	0	**2**	-
% Buses	0.6%	0.7%	0%	0%	0%	**0.6%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	19
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Main Hospital Dr - TMC

Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

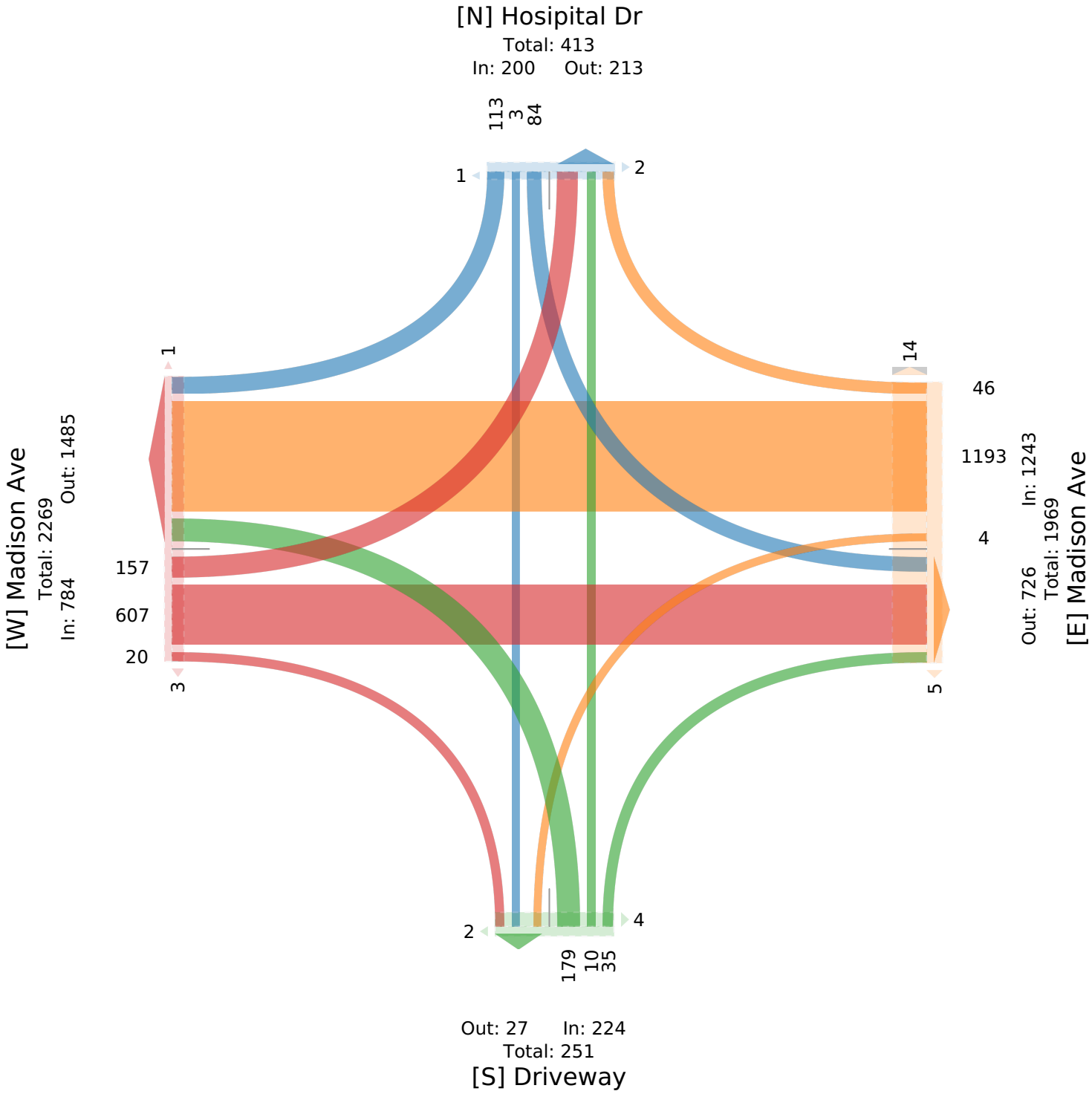
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Driveway Northbound							Hosipital Dr Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-05-23 4:00PM	52	4	9	0	0	**65**	1	20	1	31	0	0	**52**	3	**622**
4:15PM	47	2	10	0	0	**59**	0	15	1	32	0	0	**48**	0	**645**
4:30PM	38	2	13	0	0	**53**	3	24	1	28	0	0	**53**	0	**614**
4:45PM	42	2	3	0	0	**47**	2	25	0	22	0	0	**47**	0	**570**
Total	179	10	35	0	0	**224**	6	84	3	113	0	0	**200**	3	**2451**
% Approach	79.9%	4.5%	15.6%	0%	0%	**-**	-	42.0%	1.5%	56.5%	0%	0%	**-**	-	**-**
% Total	7.3%	0.4%	1.4%	0%	0%	**9.1%**	-	3.4%	0.1%	4.6%	0%	0%	**8.2%**	-	**-**
PHF	0.861	0.625	0.673	-	-	**0.862**	-	0.840	0.750	0.883	-	-	**0.943**	-	0.950
Lights	178	10	35	0	0	**223**	-	84	3	111	0	0	**198**	-	2421
% Lights	99.4%	100%	100%	0%	0%	**99.6%**	-	100%	100%	98.2%	0%	0%	**99.0%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	0	**1**	-	0	0	2	0	0	**2**	-	23
% Articulated Trucks and Single-Unit Trucks	0.6%	0%	0%	0%	0%	**0.4%**	-	0%	0%	1.8%	0%	0%	**1.0%**	-	0.9%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	7
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Main Hospital Dr - TMC
Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072325, Location: 40.788008, -74.465335

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



Madison Ave & Franklin St - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2023-05-23 6:00AM	3	35	2	0	0	**40**	0	1	48	12	0	0	**61**	0
6:15AM	1	55	0	0	0	**56**	0	2	71	14	0	0	**87**	1
6:30AM	13	67	8	0	0	**88**	0	1	95	28	0	1	**125**	0
6:45AM	21	90	5	0	0	**116**	0	3	146	44	0	3	**196**	0
Hourly Total	38	247	15	0	0	**300**	0	7	360	98	0	4	**469**	1
7:00AM	7	92	4	0	3	**106**	2	6	141	30	0	2	**179**	0
7:15AM	5	138	12	0	0	**155**	0	11	146	20	0	0	**177**	0
7:30AM	7	165	16	0	0	**188**	0	12	158	25	0	2	**197**	0
7:45AM	4	187	20	0	0	**211**	0	15	192	41	0	4	**252**	0
Hourly Total	23	582	52	0	3	**660**	2	44	637	116	0	8	**805**	0
8:00AM	5	174	17	0	0	**196**	2	12	171	43	0	3	**229**	0
8:15AM	5	163	24	0	1	**193**	0	14	188	33	0	1	**236**	0
8:30AM	13	174	15	0	4	**206**	0	23	194	29	0	3	**249**	1
8:45AM	9	164	19	0	3	**195**	0	18	208	43	0	1	**270**	0
Hourly Total	32	675	75	0	8	**790**	2	67	761	148	0	8	**984**	1
9:00AM	10	149	12	0	0	**171**	0	6	148	23	0	4	**181**	0
9:15AM	12	124	12	0	0	**148**	0	5	137	12	0	3	**157**	0
9:30AM	7	133	10	0	1	**151**	1	8	134	16	0	5	**163**	0
9:45AM	14	105	10	0	0	**129**	0	1	105	20	0	3	**129**	0
Hourly Total	43	511	44	0	1	**599**	1	20	524	71	0	15	**630**	0
10:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
2:00PM	8	89	9	0	2	**108**	0	3	171	35	0	0	**209**	1
2:15PM	6	112	10	0	2	**130**	0	5	196	28	0	2	**231**	0
2:30PM	12	118	10	0	2	**142**	0	11	186	43	0	0	**240**	2
2:45PM	11	143	12	0	1	**167**	0	10	219	30	0	1	**260**	0
Hourly Total	37	462	41	0	7	**547**	0	29	772	136	0	3	**940**	3
3:00PM	9	125	10	0	5	**149**	0	8	233	27	0	1	**269**	0
3:15PM	10	130	8	0	0	**148**	0	9	239	32	0	2	**282**	0
3:30PM	16	139	5	0	1	**161**	0	12	242	35	0	0	**289**	0
3:45PM	9	156	9	0	0	**174**	0	4	232	30	0	2	**268**	0
Hourly Total	44	550	32	0	6	**632**	0	33	946	124	0	5	**1108**	0
4:00PM	6	146	10	0	2	**164**	0	4	216	35	0	4	**259**	0
4:15PM	16	156	11	0	0	**183**	1	7	269	42	0	1	**319**	0
4:30PM	20	160	16	0	1	**197**	0	10	234	44	0	3	**291**	2
4:45PM	8	145	21	0	2	**176**	1	10	235	34	0	1	**280**	0
Hourly Total	50	607	58	0	5	**720**	2	31	954	155	0	9	**1149**	2
5:00PM	8	150	13	0	0	**171**	3	11	240	27	0	4	**282**	0
5:15PM	10	144	23	0	2	**179**	0	8	285	35	0	3	**331**	1
5:30PM	9	139	12	0	3	**163**	1	11	231	39	0	0	**281**	0
5:45PM	5	101	10	0	2	**118**	0	17	263	39	0	1	**320**	0
Hourly Total	32	534	58	0	7	**631**	4	47	1019	140	0	8	**1214**	1
6:00PM	10	99	4	0	2	**115**	0	12	208	26	0	0	**246**	0
6:15PM	7	115	7	0	0	**129**	0	9	228	21	0	0	**258**	0
6:30PM	9	93	6	0	3	**111**	0	11	163	30	0	2	**206**	1
6:45PM	6	102	13	0	1	**122**	0	8	172	39	0	1	**220**	0
Hourly Total	32	409	30	0	6	**477**	0	40	771	116	0	3	**930**	1
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	331	4577	405	0	43	**5356**	11	318	6744	1104	0	63	**8229**	9
% Approach	6.2%	85.5%	7.6%	0%	0.8%	**-**	-	3.9%	82.0%	13.4%	0%	0.8%	**-**	-
% Total	2.1%	28.7%	2.5%	0%	0.3%	**33.6%**	-	2.0%	42.4%	6.9%	0%	0.4%	**51.7%**	-

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
Lights	314	4466	393	0	42	**5215**	-	312	6628	1065	0	62	**8067**	-
% Lights	94.9%	97.6%	97.0%	0%	97.7%	**97.4%**	-	98.1%	98.3%	96.5%	0%	98.4%	**98.0%**	-
Articulated Trucks and Single-Unit Trucks	12	84	6	0	0	**102**	-	2	93	20	0	1	**116**	-
% Articulated Trucks and Single-Unit Trucks	3.6%	1.8%	1.5%	0%	0%	**1.9%**	-	0.6%	1.4%	1.8%	0%	1.6%	**1.4%**	-
Buses	5	27	6	0	1	**39**	-	4	23	19	0	0	**46**	-
% Buses	1.5%	0.6%	1.5%	0%	2.3%	**0.7%**	-	1.3%	0.3%	1.7%	0%	0%	**0.6%**	-
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	-	9
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Franklin St - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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

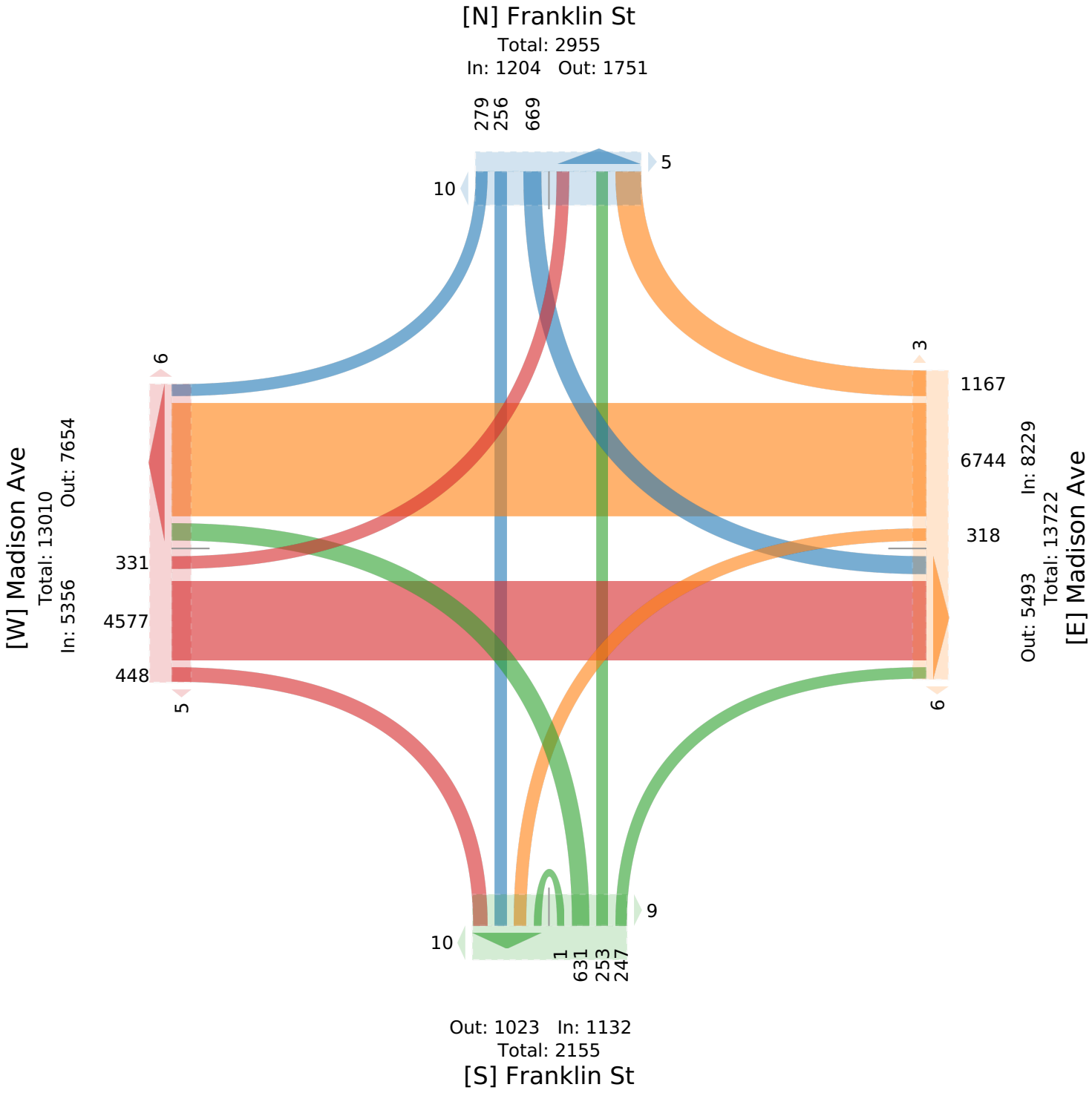
Leg	Franklin St							Franklin St							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-05-23 6:00AM	2	0	0	0	1	**3**	0	6	0	0	0	3	**9**	0	**113**
6:15AM	5	2	1	0	0	**8**	0	4	1	0	0	2	**7**	0	**158**
6:30AM	12	7	0	0	2	**21**	0	6	3	1	0	1	**11**	0	**245**
6:45AM	9	3	1	0	1	**14**	0	8	4	1	0	4	**17**	1	**343**
Hourly Total	28	12	2	0	4	**46**	0	24	8	2	0	10	**44**	1	**859**
7:00AM	13	8	2	0	1	**24**	0	16	4	2	0	0	**22**	0	**331**
7:15AM	9	7	4	0	0	**20**	1	8	2	1	0	2	**13**	1	**365**
7:30AM	23	10	4	0	0	**37**	0	15	8	4	0	2	**29**	0	**451**
7:45AM	18	6	2	0	2	**28**	0	23	13	9	0	4	**49**	0	**540**
Hourly Total	63	31	12	0	3	**109**	1	62	27	16	0	8	**113**	1	**1687**
8:00AM	19	9	3	0	0	**31**	2	24	15	6	0	3	**48**	0	**504**
8:15AM	16	5	5	0	2	**28**	0	9	16	5	0	3	**33**	1	**490**
8:30AM	18	5	4	0	1	**28**	1	21	20	7	0	1	**49**	0	**532**
8:45AM	32	12	8	0	0	**52**	1	18	12	1	0	0	**31**	1	**548**
Hourly Total	85	31	20	0	3	**139**	4	72	63	19	0	7	**161**	2	**2074**
9:00AM	15	10	10	0	1	**36**	0	26	4	4	0	1	**35**	0	**423**
9:15AM	19	6	5	0	6	**36**	0	11	8	3	0	8	**30**	0	**371**
9:30AM	9	4	4	0	1	**18**	0	7	5	2	0	1	**15**	0	**347**
9:45AM	7	5	5	0	1	**18**	0	11	5	3	0	5	**24**	0	**300**
Hourly Total	50	25	24	0	9	**108**	0	55	22	12	0	15	**104**	0	**1441**
10:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
2:00PM	12	4	4	0	0	**20**	1	13	3	2	0	5	**23**	0	**360**
2:15PM	15	3	2	0	2	**22**	0	22	6	14	0	1	**43**	0	**426**
2:30PM	15	4	2	0	2	**23**	1	21	7	10	0	3	**41**	0	**446**
2:45PM	18	8	3	0	0	**29**	0	20	12	7	0	3	**42**	0	**498**
Hourly Total	60	19	11	0	4	**94**	2	76	28	33	0	12	**149**	0	**1730**
3:00PM	27	12	16	0	5	**60**	0	38	9	11	0	0	**58**	0	**536**
3:15PM	40	11	10	0	2	**63**	0	30	6	10	0	1	**47**	1	**540**
3:30PM	24	6	7	1	0	**38**	0	19	5	4	0	4	**32**	0	**520**
3:45PM	17	7	4	0	1	**29**	0	22	4	8	0	3	**37**	0	**508**
Hourly Total	108	36	37	1	8	**190**	0	109	24	33	0	8	**174**	1	**2104**
4:00PM	29	10	5	0	2	**46**	1	40	4	12	0	8	**64**	0	**533**
4:15PM	19	7	11	0	2	**39**	2	28	6	6	0	6	**46**	0	**587**
4:30PM	26	6	10	0	3	**45**	1	39	11	12	0	3	**65**	1	**598**
4:45PM	17	9	2	0	6	**34**	0	22	14	6	0	0	**42**	1	**532**
Hourly Total	91	32	28	0	13	**164**	4	129	35	36	0	17	**217**	2	**2250**
5:00PM	37	17	11	0	0	**65**	0	20	8	5	0	4	**37**	0	**555**
5:15PM	18	7	12	0	2	**39**	2	21	7	5	0	2	**35**	3	**584**
5:30PM	16	8	9	0	3	**36**	2	28	8	1	0	2	**39**	0	**519**
5:45PM	14	7	3	0	0	**24**	0	23	8	4	0	2	**37**	0	**499**
Hourly Total	85	39	35	0	5	**164**	4	92	31	15	0	10	**148**	3	**2157**
6:00PM	21	11	11	0	2	**45**	1	12	5	6	0	1	**24**	1	**430**
6:15PM	16	7	5	0	1	**29**	2	13	8	4	0	3	**28**	2	**444**
6:30PM	17	6	4	0	0	**27**	0	14	2	1	0	3	**20**	0	**364**
6:45PM	7	4	5	0	1	**17**	1	11	3	0	0	8	**22**	2	**381**
Hourly Total	61	28	25	0	4	**118**	4	50	18	11	0	15	**94**	5	**1619**
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	631	253	194	1	53	**1132**	19	669	256	177	0	102	**1204**	15	**15921**
% Approach	55.7%	22.3%	17.1%	0.1%	4.7%	**-**	-	55.6%	21.3%	14.7%	0%	8.5%	**-**	-	-
% Total	4.0%	1.6%	1.2%	0%	0.3%	**7.1%**	-	4.2%	1.6%	1.1%	0%	0.6%	**7.6%**	-	-

Leg	Franklin St							Franklin St							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
Lights	600	241	190	1	53	**1085**	-	647	235	167	0	96	**1145**	-	15512
% Lights	95.1%	95.3%	97.9%	100%	100%	**95.8%**	-	96.7%	91.8%	94.4%	0%	94.1%	**95.1%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	7	7	3	0	0	**17**	-	14	6	9	0	6	**35**	-	270
% Articulated Trucks and Single-Unit Trucks	1.1%	2.8%	1.5%	0%	0%	**1.5%**	-	2.1%	2.3%	5.1%	0%	5.9%	**2.9%**	-	1.7%
Buses	24	5	1	0	0	**30**	-	8	15	1	0	0	**24**	-	139
% Buses	3.8%	2.0%	0.5%	0%	0%	**2.7%**	-	1.2%	5.9%	0.6%	0%	0%	**2.0%**	-	0.9%
Pedestrians	-	-	-	-	-	-	16	-	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	-	84.2%	-	-	-	-	-	-	93.3%	-
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	15.8%	-	-	-	-	-	-	6.7%	-

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

Madison Ave & Franklin St - TMC
Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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



Madison Ave & Franklin St - TMC

Tue May 23, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2023-05-23 7:45AM	4	187	20	0	0	**211**	0	15	192	41	0	4	**252**	0
8:00AM	5	174	17	0	0	**196**	2	12	171	43	0	3	**229**	0
8:15AM	5	163	24	0	1	**193**	0	14	188	33	0	1	**236**	0
8:30AM	13	174	15	0	4	**206**	0	23	194	29	0	3	**249**	1
Total	27	698	76	0	5	**806**	2	64	745	146	0	11	**966**	1
% Approach	3.3%	86.6%	9.4%	0%	0.6%	**-**	-	6.6%	77.1%	15.1%	0%	1.1%	**-**	-
% Total	1.3%	33.8%	3.7%	0%	0.2%	**39.0%**	-	3.1%	36.1%	7.1%	0%	0.5%	**46.8%**	-
PHF	0.519	0.933	0.792	-	0.313	**0.955**	-	0.696	0.960	0.849	-	0.688	**0.958**	-
Lights	24	678	72	0	5	**779**	-	62	730	137	0	11	**940**	-
% Lights	88.9%	97.1%	94.7%	0%	100%	**96.7%**	-	96.9%	98.0%	93.8%	0%	100%	**97.3%**	-
Articulated Trucks and Single-Unit Trucks	1	17	2	0	0	**20**	-	1	14	5	0	0	**20**	-
% Articulated Trucks and Single-Unit Trucks	3.7%	2.4%	2.6%	0%	0%	**2.5%**	-	1.6%	1.9%	3.4%	0%	0%	**2.1%**	-
Buses	2	3	2	0	0	**7**	-	1	1	4	0	0	**6**	-
% Buses	7.4%	0.4%	2.6%	0%	0%	**0.9%**	-	1.6%	0.1%	2.7%	0%	0%	**0.6%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Franklin St - TMC

Tue May 23, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

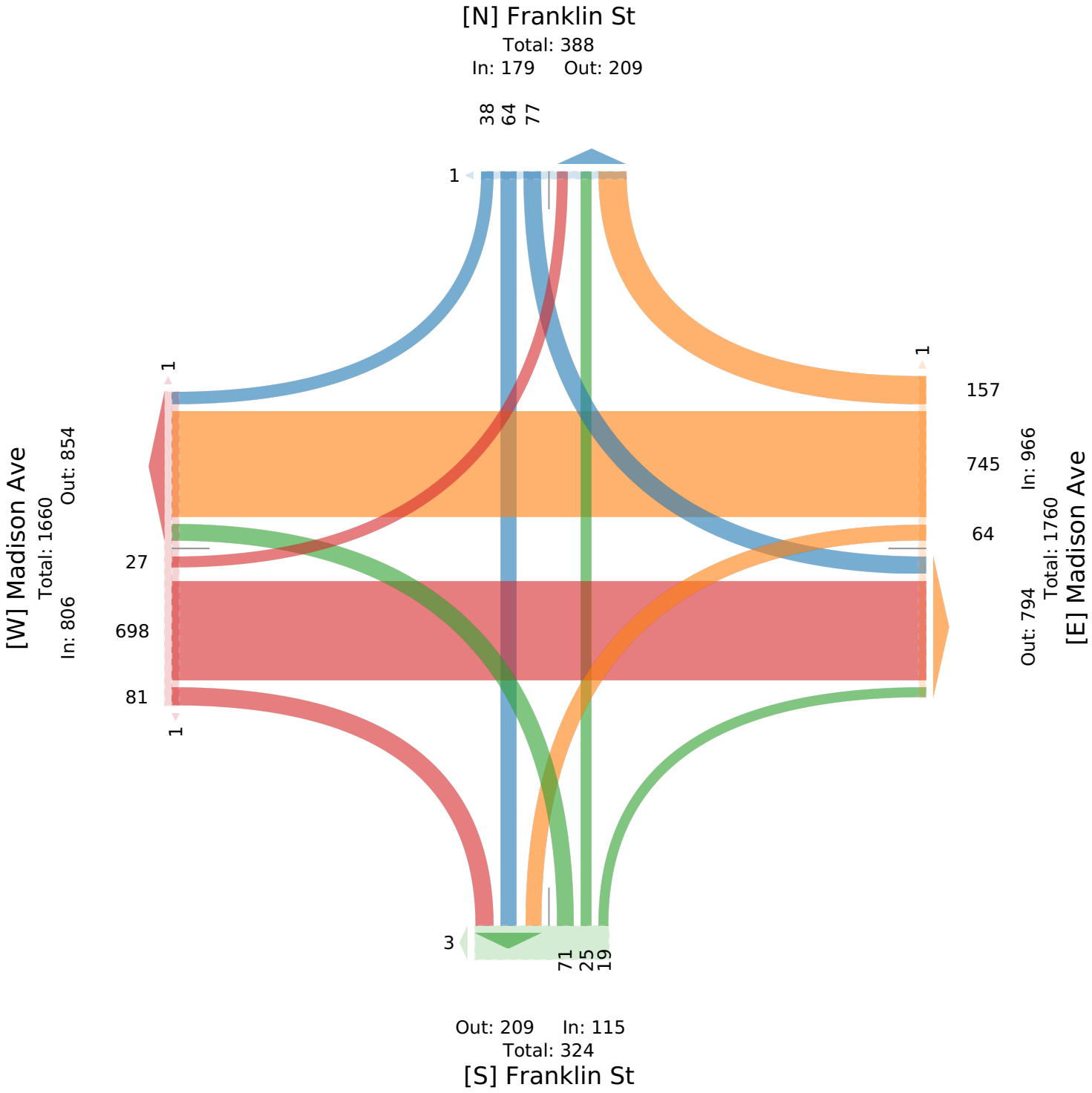
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Franklin St							Franklin St							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-05-23 7:45AM	18	6	2	0	2	**28**	0	23	13	9	0	4	**49**	0	**540**
8:00AM	19	9	3	0	0	**31**	2	24	15	6	0	3	**48**	0	**504**
8:15AM	16	5	5	0	2	**28**	0	9	16	5	0	3	**33**	1	**490**
8:30AM	18	5	4	0	1	**28**	1	21	20	7	0	1	**49**	0	**532**
Total	71	25	14	0	5	**115**	3	77	64	27	0	11	**179**	1	**2066**
% Approach	61.7%	21.7%	12.2%	0%	4.3%	**-**	-	43.0%	35.8%	15.1%	0%	6.1%	**-**	-	-
% Total	3.4%	1.2%	0.7%	0%	0.2%	**5.6%**	-	3.7%	3.1%	1.3%	0%	0.5%	**8.7%**	-	-
PHF	0.934	0.694	0.700	-	0.625	**0.927**	-	0.802	0.800	0.750	-	0.688	**0.913**	-	0.956
Lights	70	25	13	0	5	**113**	-	74	54	25	0	11	**164**	-	1996
% Lights	98.6%	100%	92.9%	0%	100%	**98.3%**	-	96.1%	84.4%	92.6%	0%	100%	**91.6%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	1	4	2	0	0	**7**	-	47
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	1.3%	6.3%	7.4%	0%	0%	**3.9%**	-	2.3%
Buses	1	0	1	0	0	**2**	-	2	6	0	0	0	**8**	-	23
% Buses	1.4%	0%	7.1%	0%	0%	**1.7%**	-	2.6%	9.4%	0%	0%	0%	**4.5%**	-	1.1%
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Franklin St - TMC
Tue May 23, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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



Madison Ave & Franklin St - TMC

Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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

Leg	Madison Ave							Madison Ave						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2023-05-23 4:00PM	6	146	10	0	2	**164**	0	4	216	35	0	4	**259**	0
4:15PM	16	156	11	0	0	**183**	1	7	269	42	0	1	**319**	0
4:30PM	20	160	16	0	1	**197**	0	10	234	44	0	3	**291**	2
4:45PM	8	145	21	0	2	**176**	1	10	235	34	0	1	**280**	0
Total	50	607	58	0	5	**720**	2	31	954	155	0	9	**1149**	2
% Approach	6.9%	84.3%	8.1%	0%	0.7%	**-**	-	2.7%	83.0%	13.5%	0%	0.8%	**-**	-
% Total	2.2%	27.0%	2.6%	0%	0.2%	**32.0%**	-	1.4%	42.4%	6.9%	0%	0.4%	**51.1%**	-
PHF	0.625	0.948	0.690	-	0.625	**0.914**	-	0.775	0.887	0.881	-	0.563	**0.900**	-
Lights	47	599	56	0	5	**707**	-	31	943	152	0	8	**1134**	-
% Lights	94.0%	98.7%	96.6%	0%	100%	**98.2%**	-	100%	98.8%	98.1%	0%	88.9%	**98.7%**	-
Articulated Trucks and Single-Unit Trucks	2	6	2	0	0	**10**	-	0	9	1	0	1	**11**	-
% Articulated Trucks and Single-Unit Trucks	4.0%	1.0%	3.4%	0%	0%	**1.4%**	-	0%	0.9%	0.6%	0%	11.1%	**1.0%**	-
Buses	1	2	0	0	0	**3**	-	0	2	2	0	0	**4**	-
% Buses	2.0%	0.3%	0%	0%	0%	**0.4%**	-	0%	0.2%	1.3%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

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

Madison Ave & Franklin St - TMC

Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

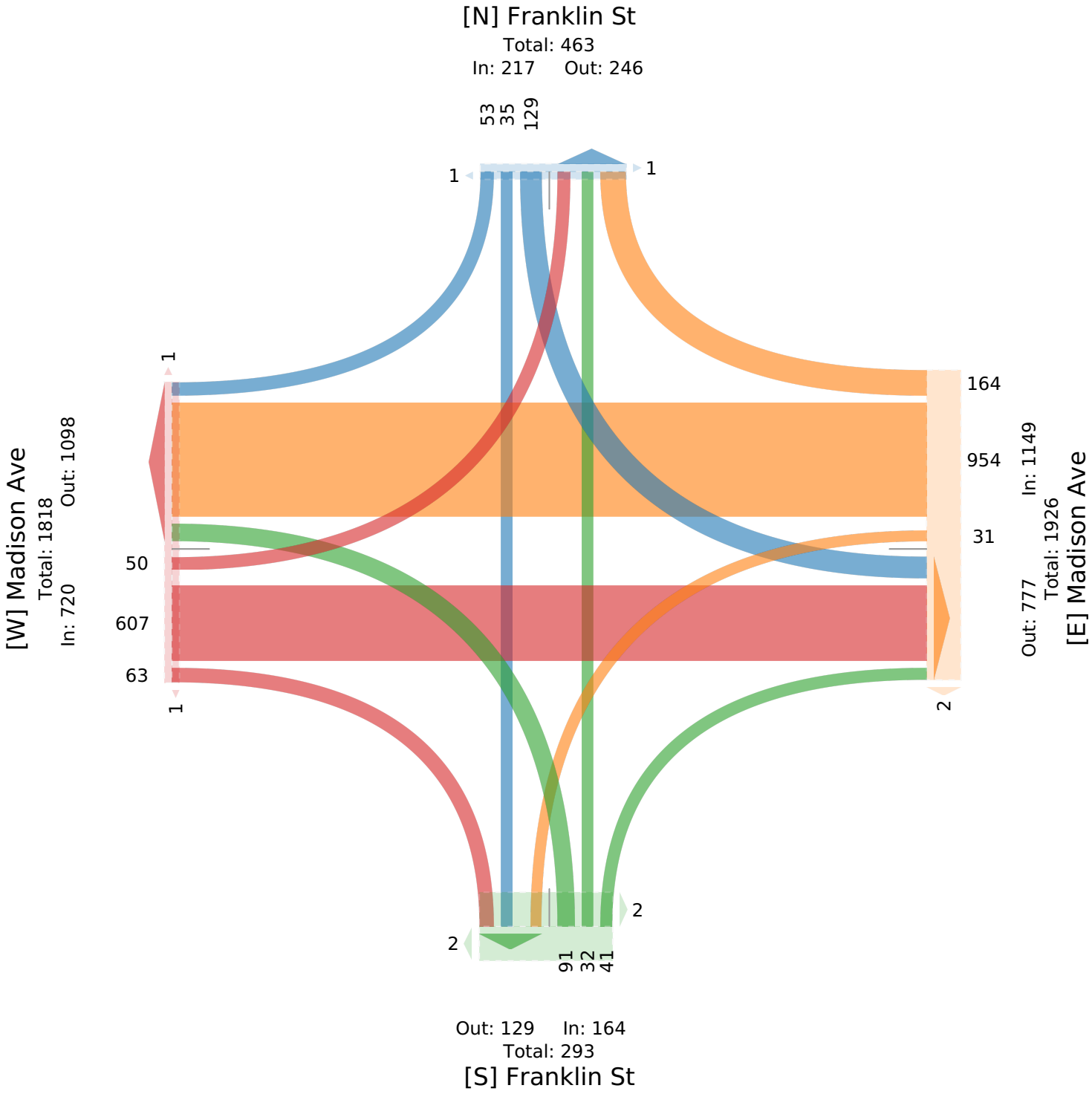
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Franklin St Northbound							Franklin St Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-05-23 4:00PM	29	10	5	0	2	**46**	1	40	4	12	0	8	**64**	0	**533**
4:15PM	19	7	11	0	2	**39**	2	28	6	6	0	6	**46**	0	**587**
4:30PM	26	6	10	0	3	**45**	1	39	11	12	0	3	**65**	1	**598**
4:45PM	17	9	2	0	6	**34**	0	22	14	6	0	0	**42**	1	**532**
Total	91	32	28	0	13	**164**	4	129	35	36	0	17	**217**	2	**2250**
% Approach	55.5%	19.5%	17.1%	0%	7.9%	**-**	-	59.4%	16.1%	16.6%	0%	7.8%	**-**	-	-
% Total	4.0%	1.4%	1.2%	0%	0.6%	**7.3%**	-	5.7%	1.6%	1.6%	0%	0.8%	**9.6%**	-	-
PHF	0.784	0.800	0.636	-	0.542	**0.891**	-	0.806	0.625	0.750	-	0.531	**0.835**	-	0.941
Lights	90	31	27	0	13	**161**	-	124	33	34	0	15	**206**	-	2208
% Lights	98.9%	96.9%	96.4%	0%	100%	**98.2%**	-	96.1%	94.3%	94.4%	0%	88.2%	**94.9%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	1	0	1	0	0	**2**	-	3	1	2	0	2	**8**	-	31
% Articulated Trucks and Single-Unit Trucks	1.1%	0%	3.6%	0%	0%	**1.2%**	-	2.3%	2.9%	5.6%	0%	11.8%	**3.7%**	-	1.4%
Buses	0	1	0	0	0	**1**	-	2	1	0	0	0	**3**	-	11
% Buses	0%	3.1%	0%	0%	0%	**0.6%**	-	1.6%	2.9%	0%	0%	0%	**1.4%**	-	0.5%
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Madison Ave & Franklin St - TMC
Tue May 23, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072333, Location: 40.788699, -74.460245

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



Madison Ave & I-287 NB Ramps - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072327, Location: 40.788398, -74.468441

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

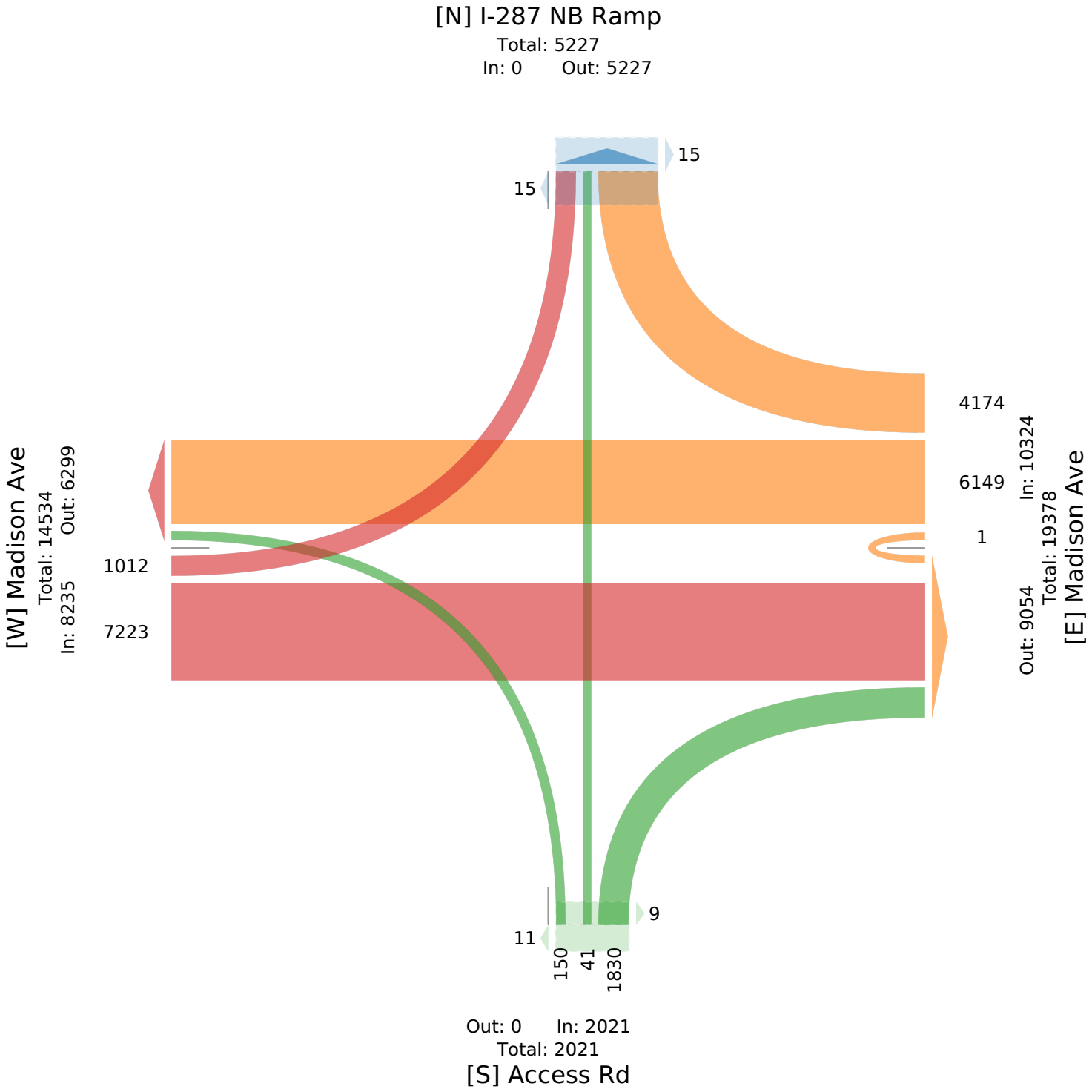
Leg	Madison Ave					Madison Ave					Access Rd					I-287 NB Ramp		
Direction	Eastbound					Westbound					Northbound					Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
2023-05-23 6:00AM	15	109	0	**124**	0	21	23	0	**44**	0	4	0	24	**28**	0	**0**	0	**196**
6:15AM	8	164	0	**172**	0	33	26	0	**59**	0	4	0	47	**51**	0	**0**	0	**282**
6:30AM	10	261	0	**271**	0	38	33	0	**71**	0	2	0	67	**69**	1	**0**	0	**411**
6:45AM	17	259	0	**276**	0	49	40	0	**89**	0	2	0	85	**87**	0	**0**	1	**452**
Hourly Total	50	793	0	**843**	0	141	122	0	**263**	0	12	0	223	**235**	1	**0**	1	**1341**
7:00AM	22	200	0	**222**	0	84	91	0	**175**	0	2	0	62	**64**	0	**0**	2	**461**
7:15AM	32	254	0	**286**	0	103	92	0	**195**	0	4	0	60	**64**	0	**0**	0	**545**
7:30AM	30	316	0	**346**	0	131	81	0	**212**	0	3	1	67	**71**	1	**0**	0	**629**
7:45AM	40	394	0	**434**	0	130	102	1	**233**	0	7	0	68	**75**	0	**0**	0	**742**
Hourly Total	124	1164	0	**1288**	0	448	366	1	**815**	0	16	1	257	**274**	1	**0**	2	**2377**
8:00AM	31	326	0	**357**	0	124	105	0	**229**	0	6	2	91	**99**	0	**0**	0	**685**
8:15AM	37	306	0	**343**	0	119	85	0	**204**	0	5	1	81	**87**	0	**0**	0	**634**
8:30AM	29	350	0	**379**	0	140	85	0	**225**	0	7	2	77	**86**	1	**0**	1	**690**
8:45AM	30	273	0	**303**	0	172	79	0	**251**	0	1	2	89	**92**	0	**0**	1	**646**
Hourly Total	127	1255	0	**1382**	0	555	354	0	**909**	0	19	7	338	**364**	1	**0**	2	**2655**
9:00AM	26	278	0	**304**	0	156	81	0	**237**	0	2	0	78	**80**	0	**0**	1	**621**
9:15AM	32	252	0	**284**	0	122	71	0	**193**	0	2	0	67	**69**	0	**0**	0	**546**
9:30AM	17	216	0	**233**	0	119	76	0	**195**	0	6	0	68	**74**	0	**0**	0	**502**
9:45AM	29	179	0	**208**	0	107	70	0	**177**	0	5	3	78	**86**	0	**0**	0	**471**
Hourly Total	104	925	0	**1029**	0	504	298	0	**802**	0	15	3	291	**309**	0	**0**	1	**2140**
10:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	**0**
2:00PM	42	155	0	**197**	0	162	153	0	**315**	0	3	0	37	**40**	1	**0**	2	**552**
2:15PM	39	178	0	**217**	0	167	140	0	**307**	0	5	1	40	**46**	0	**0**	1	**570**
2:30PM	29	173	0	**202**	0	184	135	0	**319**	0	2	2	53	**57**	0	**0**	0	**578**
2:45PM	26	213	0	**239**	0	176	144	0	**320**	0	5	0	55	**60**	1	**0**	3	**619**
Hourly Total	136	719	0	**855**	0	689	572	0	**1261**	0	15	3	185	**203**	2	**0**	6	**2319**
3:00PM	38	161	0	**199**	0	222	221	0	**443**	0	2	3	35	**40**	1	**0**	2	**682**
3:15PM	29	154	0	**183**	0	237	215	0	**452**	0	4	1	35	**40**	1	**0**	3	**675**
3:30PM	19	159	0	**178**	0	228	184	0	**412**	0	5	1	39	**45**	0	**0**	1	**635**
3:45PM	20	161	0	**181**	0	228	171	0	**399**	0	7	3	40	**50**	1	**0**	3	**630**
Hourly Total	106	635	0	**741**	0	915	791	0	**1706**	0	18	8	149	**175**	3	**0**	9	**2622**
4:00PM	30	147	0	**177**	0	246	236	0	**482**	0	6	2	41	**49**	1	**0**	0	**708**
4:15PM	28	158	0	**186**	0	290	197	0	**487**	0	8	4	47	**59**	1	**0**	0	**732**
4:30PM	31	153	0	**184**	0	268	170	0	**438**	0	4	2	39	**45**	0	**0**	0	**667**
4:45PM	34	148	0	**182**	0	268	158	0	**426**	0	6	1	30	**37**	1	**0**	0	**645**
Hourly Total	123	606	0	**729**	0	1072	761	0	**1833**	0	24	9	157	**190**	3	**0**	0	**2752**
5:00PM	30	152	0	**182**	0	274	190	0	**464**	0	5	2	31	**38**	4	**0**	0	**684**
5:15PM	42	150	0	**192**	0	298	131	0	**429**	0	3	2	27	**32**	2	**0**	0	**653**
5:30PM	33	145	0	**178**	0	268	112	0	**380**	0	5	1	27	**33**	0	**0**	3	**591**
5:45PM	28	121	0	**149**	0	265	88	0	**353**	0	4	1	23	**28**	0	**0**	0	**530**
Hourly Total	133	568	0	**701**	0	1105	521	0	**1626**	0	17	6	108	**131**	6	**0**	3	**2458**
6:00PM	32	120	0	**152**	0	219	116	0	**335**	0	3	1	26	**30**	0	**0**	2	**517**
6:15PM	28	146	0	**174**	0	223	98	0	**321**	0	3	0	25	**28**	1	**0**	2	**523**
6:30PM	27	156	0	**183**	0	136	85	0	**221**	0	3	1	43	**47**	0	**0**	2	**451**
6:45PM	22	136	0	**158**	0	142	90	0	**232**	0	5	2	28	**35**	2	**0**	0	**425**
Hourly Total	109	558	0	**667**	0	720	389	0	**1109**	0	14	4	122	**140**	3	**0**	6	**1916**
Total	1012	7223	0	**8235**	0	6149	4174	1	**10324**	0	150	41	1830	**2021**	20	**0**	30	**20580**
% Approach	12.3%	87.7%	0%	**-**	-	59.6%	40.4%	0%	**-**	-	7.4%	2.0%	90.5%	**-**	-	**-**	-	-
% Total	4.9%	35.1%	0%	**40.0%**	-	29.9%	20.3%	0%	**50.2%**	-	0.7%	0.2%	8.9%	**9.8%**	-	**0%**	-	-
Lights	980	7087	0	**8067**	-	6007	4108	0	**10115**	-	146	40	1798	**1984**	-	**0**	-	20166
% Lights	96.8%	98.1%	0%	**98.0%**	-	97.7%	98.4%	0%	**98.0%**	-	97.3%	97.6%	98.3%	**98.2%**	-	**-**	-	98.0%

Leg Direction	Madison Ave Eastbound					Madison Ave Westbound					Access Rd Northbound					I-287 NB Ramp Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
Articulated Trucks and Single-Unit Trucks	29	104	0	**133**	-	88	57	0	**145**	-	3	1	17	**21**	-	**0**	-	299
% Articulated Trucks and Single-Unit Trucks	2.9%	1.4%	0%	**1.6%**	-	1.4%	1.4%	0%	**1.4%**	-	2.0%	2.4%	0.9%	**1.0%**	-	**-**	-	1.5%
Buses	3	32	0	**35**	-	54	9	1	**64**	-	1	0	15	**16**	-	**0**	-	115
% Buses	0.3%	0.4%	0%	**0.4%**	-	0.9%	0.2%	100%	**0.6%**	-	0.7%	0%	0.8%	**0.8%**	-	**-**	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	20	-	28	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	93.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	6.7%	-

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

Madison Ave & I-287 NB Ramps - TMC
Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072327, Location: 40.788398, -74.468441

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



Madison Ave & I-287 NB Ramps - TMC

Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072327, Location: 40.788398, -74.468441

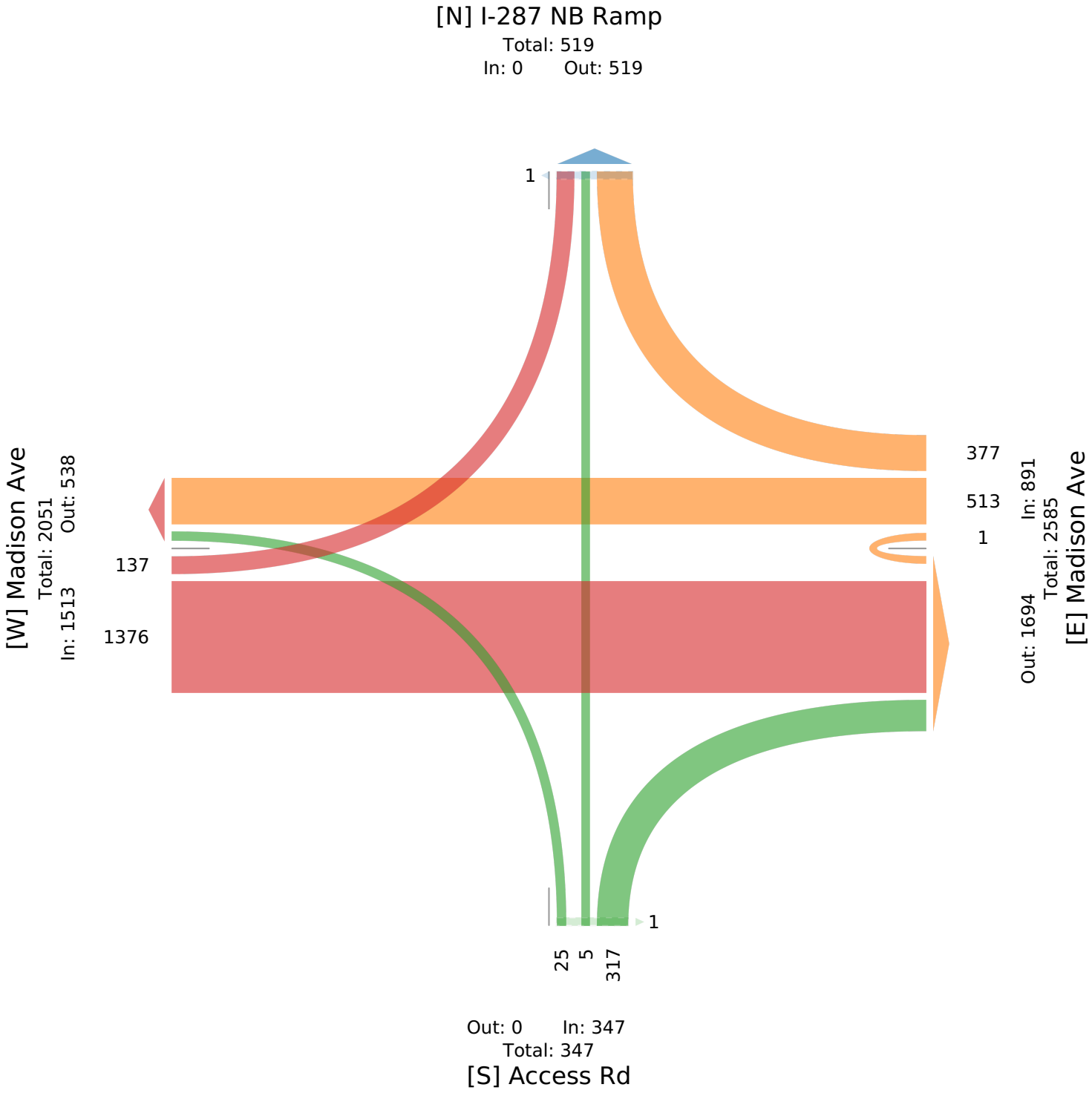
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Madison Ave Eastbound					Madison Ave Westbound					Access Rd Northbound					I-287 NB Ramp Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
2023-05-23 7:45AM	40	394	0	**434**	0	130	102	1	**233**	0	7	0	68	**75**	0	**0**	0	**742**
8:00AM	31	326	0	**357**	0	124	105	0	**229**	0	6	2	91	**99**	0	**0**	0	**685**
8:15AM	37	306	0	**343**	0	119	85	0	**204**	0	5	1	81	**87**	0	**0**	0	**634**
8:30AM	29	350	0	**379**	0	140	85	0	**225**	0	7	2	77	**86**	1	**0**	1	**690**
Total	137	1376	0	**1513**	0	513	377	1	**891**	0	25	5	317	**347**	1	**0**	1	**2751**
% Approach	9.1%	90.9%	0%	**-**	-	57.6%	42.3%	0.1%	**-**	-	7.2%	1.4%	91.4%	**-**	-	**-**	-	-
% Total	5.0%	50.0%	0%	**55.0%**	-	18.6%	13.7%	0%	**32.4%**	-	0.9%	0.2%	11.5%	**12.6%**	-	**0%**	-	-
PHF	0.856	0.873	-	**0.872**	-	0.916	0.898	0.250	**0.956**	-	0.893	0.625	0.871	**0.876**	-	**-**	-	0.927
Lights	133	1348	0	**1481**	-	494	371	0	**865**	-	25	5	308	**338**	-	**0**	-	2684
% Lights	97.1%	98.0%	0%	**97.9%**	-	96.3%	98.4%	0%	**97.1%**	-	100%	100%	97.2%	**97.4%**	-	**-**	-	97.6%
Articulated Trucks and Single-Unit Trucks	4	22	0	**26**	-	13	6	0	**19**	-	0	0	5	**5**	-	**0**	-	50
% Articulated Trucks and Single-Unit Trucks	2.9%	1.6%	0%	**1.7%**	-	2.5%	1.6%	0%	**2.1%**	-	0%	0%	1.6%	**1.4%**	-	**-**	-	1.8%
Buses	0	6	0	**6**	-	6	0	1	**7**	-	0	0	4	**4**	-	**0**	-	17
% Buses	0%	0.4%	0%	**0.4%**	-	1.2%	0%	100%	**0.8%**	-	0%	0%	1.3%	**1.2%**	-	**-**	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	0%	-

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

Madison Ave & I-287 NB Ramps - TMC
Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072327, Location: 40.788398, -74.468441

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



Madison Ave & I-287 NB Ramps - TMC

Tue May 23, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072327, Location: 40.788398, -74.468441

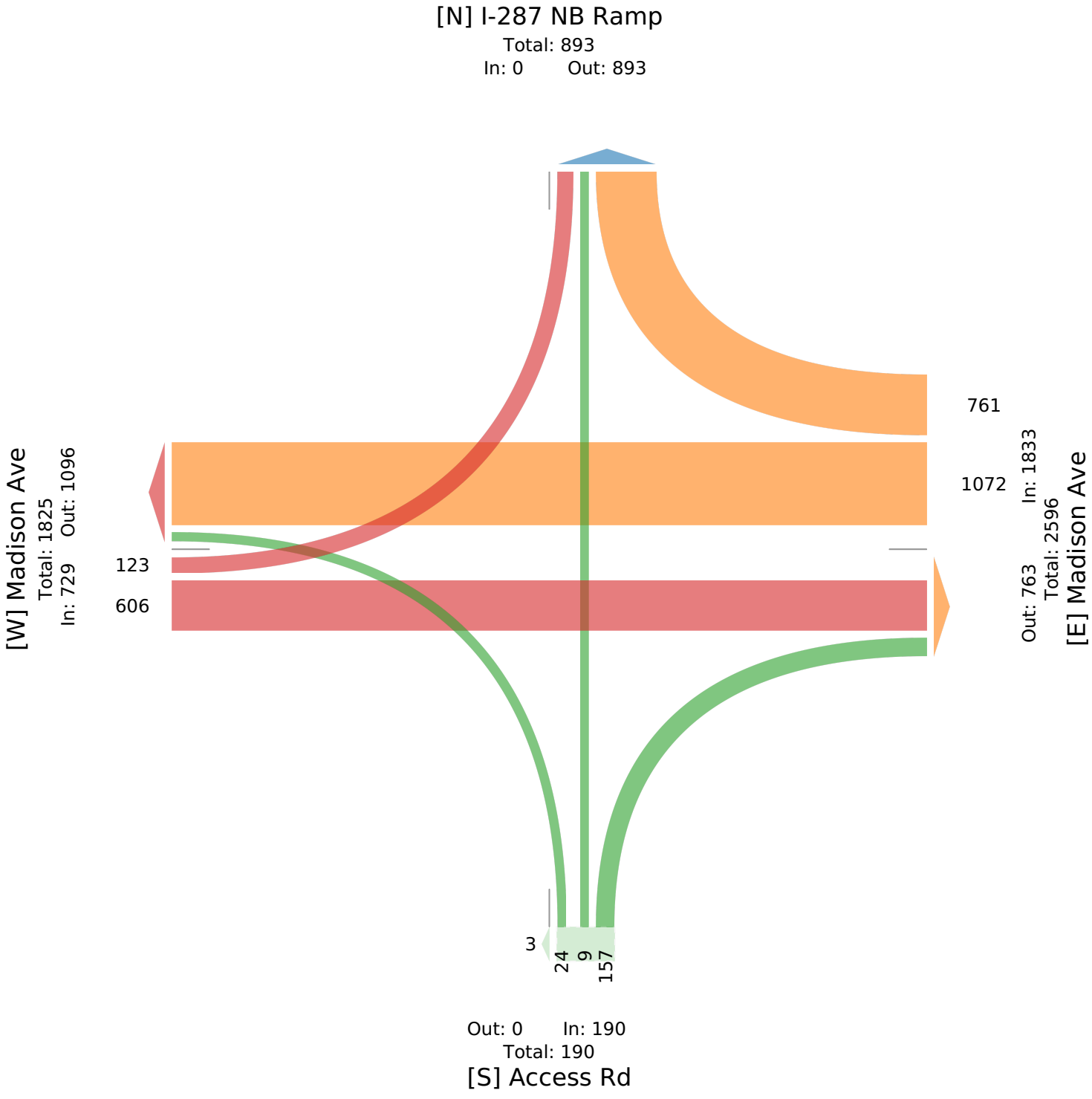
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave					Madison Ave					Access Rd					I-287 NB Ramp		
Direction	Eastbound					Westbound					Northbound					Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
2023-05-23 4:00PM	30	147	0	**177**	0	246	236	0	**482**	0	6	2	41	**49**	1	**0**	0	**708**
4:15PM	28	158	0	**186**	0	290	197	0	**487**	0	8	4	47	**59**	1	**0**	0	**732**
4:30PM	31	153	0	**184**	0	268	170	0	**438**	0	4	2	39	**45**	0	**0**	0	**667**
4:45PM	34	148	0	**182**	0	268	158	0	**426**	0	6	1	30	**37**	1	**0**	0	**645**
Total	123	606	0	**729**	0	1072	761	0	**1833**	0	24	9	157	**190**	3	**0**	0	**2752**
% Approach	16.9%	83.1%	0%	**-**	-	58.5%	41.5%	0%	**-**	-	12.6%	4.7%	82.6%	**-**	-	**-**	-	**-**
% Total	4.5%	22.0%	0%	**26.5%**	-	39.0%	27.7%	0%	**66.6%**	-	0.9%	0.3%	5.7%	**6.9%**	-	**0%**	-	**-**
PHF	0.904	0.959	-	**0.980**	-	0.924	0.806	-	**0.941**	-	0.750	0.563	0.835	**0.805**	-	**-**	-	0.940
Lights	120	591	0	**711**	-	1066	755	0	**1821**	-	24	9	156	**189**	-	**0**	-	2721
% Lights	97.6%	97.5%	0%	**97.5%**	-	99.4%	99.2%	0%	**99.3%**	-	100%	100%	99.4%	**99.5%**	-	**-**	-	98.9%
Articulated Trucks and Single-Unit Trucks	3	11	0	**14**	-	4	6	0	**10**	-	0	0	0	**0**	-	**0**	-	24
% Articulated Trucks and Single-Unit Trucks	2.4%	1.8%	0%	**1.9%**	-	0.4%	0.8%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	**-**	-	0.9%
Buses	0	4	0	**4**	-	2	0	0	**2**	-	0	0	1	**1**	-	**0**	-	7
% Buses	0%	0.7%	0%	**0.5%**	-	0.2%	0%	0%	**0.1%**	-	0%	0%	0.6%	**0.5%**	-	**-**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-

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

Madison Ave & I-287 NB Ramps - TMC
Tue May 23, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072327, Location: 40.788398, -74.468441

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



Madison Ave & Right In/Right Out Driveway - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072329, Location: 40.788204, -74.466713

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

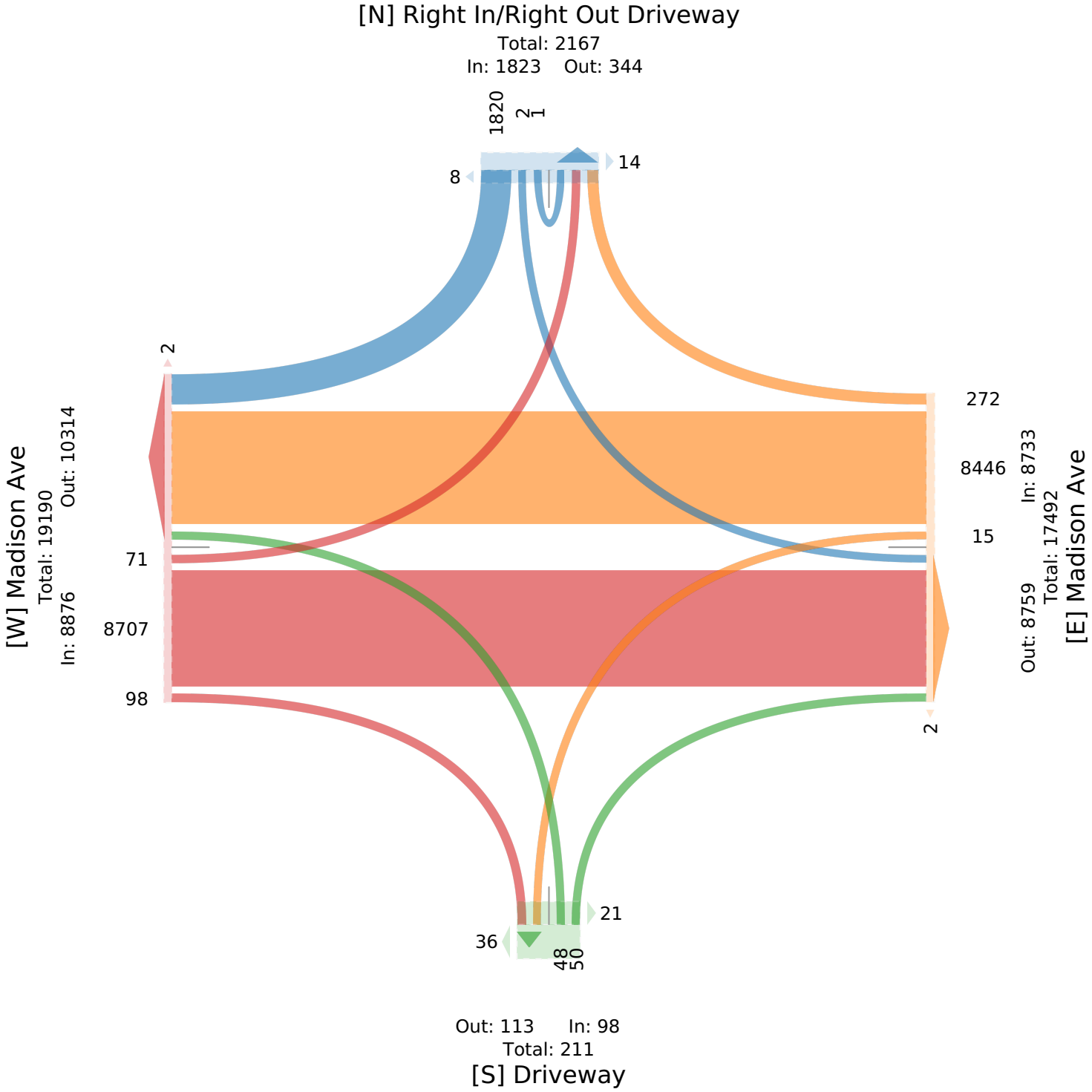
Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						Driveway Northbound						Right In/Right Out Driveway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-05-23 6:00AM	5	129	0	0	**134**	0	0	34	12	0	**46**	0	0	0	0	0	**0**	0	0	0	10	0	**10**	0	**190**
6:15AM	0	201	1	0	**202**	0	0	48	17	0	**65**	0	0	0	0	0	**0**	0	0	0	11	0	**11**	0	**278**
6:30AM	10	300	0	0	**310**	0	0	59	30	0	**89**	0	0	0	0	0	**0**	2	0	0	8	0	**8**	0	**407**
6:45AM	17	343	0	0	**360**	0	0	77	42	0	**119**	0	0	0	0	0	**0**	0	0	0	10	0	**10**	0	**489**
Hourly Total	32	973	1	0	**1006**	0	0	218	101	0	**319**	0	0	0	0	0	**0**	2	0	0	39	0	**39**	0	**1364**
7:00AM	7	258	1	0	**266**	0	0	125	6	0	**131**	0	0	0	0	0	**0**	0	0	0	50	0	**50**	1	**447**
7:15AM	0	281	5	0	**286**	0	0	149	9	0	**158**	0	0	0	0	0	**0**	3	0	0	49	0	**49**	1	**493**
7:30AM	1	355	1	0	**357**	0	0	167	17	0	**184**	0	1	0	0	0	**1**	1	0	0	47	0	**47**	0	**589**
7:45AM	4	409	1	0	**414**	0	0	171	11	0	**182**	0	1	0	0	0	**1**	1	0	0	65	0	**65**	0	**662**
Hourly Total	12	1303	8	0	**1323**	0	0	612	43	0	**655**	0	2	0	0	0	**2**	5	0	0	211	0	**211**	2	**2191**
8:00AM	3	399	5	0	**407**	0	0	178	12	0	**190**	0	0	0	1	0	**1**	1	0	0	52	0	**52**	0	**650**
8:15AM	1	357	5	0	**363**	0	1	181	7	0	**189**	0	0	0	1	0	**1**	0	0	0	28	0	**28**	0	**581**
8:30AM	2	392	9	0	**403**	0	2	193	11	0	**206**	1	0	0	0	0	**0**	1	0	0	29	0	**29**	1	**638**
8:45AM	3	349	8	0	**360**	0	2	242	6	0	**250**	0	0	0	0	0	**0**	5	0	0	18	0	**18**	1	**628**
Hourly Total	9	1497	27	0	**1533**	0	5	794	36	0	**835**	1	0	0	2	0	**2**	7	0	0	127	0	**127**	2	**2497**
9:00AM	0	335	12	0	**347**	0	1	192	5	0	**198**	0	0	0	0	0	**0**	3	0	0	20	0	**20**	1	**565**
9:15AM	1	294	9	0	**304**	0	0	171	3	0	**174**	0	1	0	1	0	**2**	3	0	0	19	0	**19**	0	**499**
9:30AM	2	280	5	0	**287**	0	1	168	2	0	**171**	0	1	0	0	0	**1**	2	0	0	29	0	**29**	0	**488**
9:45AM	2	252	5	0	**259**	0	0	160	1	0	**161**	0	0	0	0	0	**0**	3	1	0	26	0	**27**	0	**447**
Hourly Total	5	1161	31	0	**1197**	0	2	691	11	0	**704**	0	2	0	1	0	**3**	11	1	0	94	0	**95**	1	**1999**
10:00AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
2:00PM	1	191	1	0	**193**	1	0	245	4	0	**249**	0	2	0	1	0	**3**	2	0	0	65	0	**65**	0	**510**
2:15PM	0	204	4	0	**208**	0	2	255	5	0	**262**	0	2	0	3	0	**5**	1	0	0	51	1	**52**	0	**527**
2:30PM	3	221	6	0	**230**	0	0	257	9	0	**266**	0	1	0	1	0	**2**	2	0	0	66	0	**66**	1	**564**
2:45PM	5	265	3	0	**273**	1	0	267	8	0	**275**	0	1	0	2	0	**3**	1	1	0	55	0	**56**	0	**607**
Hourly Total	9	881	14	0	**904**	2	2	1024	26	0	**1052**	0	6	0	7	0	**13**	6	1	0	237	1	**239**	1	**2208**
3:00PM	0	194	3	0	**197**	0	0	340	5	0	**345**	0	1	0	2	0	**3**	2	0	0	107	0	**107**	1	**652**
3:15PM	0	192	2	0	**194**	0	1	341	5	0	**347**	0	1	0	1	0	**2**	1	0	0	112	0	**112**	3	**655**
3:30PM	0	194	2	0	**196**	0	1	336	5	0	**342**	0	1	0	1	0	**2**	1	0	0	77	0	**77**	1	**617**
3:45PM	0	191	1	0	**192**	0	1	315	3	0	**319**	0	2	0	0	0	**2**	3	0	0	74	0	**74**	1	**587**
Hourly Total	0	771	8	0	**779**	0	3	1332	18	0	**1353**	0	5	0	4	0	**9**	7	0	0	370	0	**370**	6	**2511**
4:00PM	0	190	0	0	**190**	0	0	379	1	0	**380**	0	3	0	3	0	**6**	2	0	0	97	0	**97**	3	**673**
4:15PM	0	207	3	0	**210**	0	1	395	2	0	**398**	0	1	0	3	0	**4**	2	0	0	88	0	**88**	0	**700**
4:30PM	0	193	1	0	**194**	0	0	351	2	0	**353**	1	2	0	1	0	**3**	2	0	0	78	0	**78**	0	**628**
4:45PM	0	179	1	0	**180**	0	1	331	2	0	**334**	0	4	0	4	0	**8**	2	0	0	79	0	**79**	0	**601**
Hourly Total	0	769	5	0	**774**	0	2	1456	7	0	**1465**	1	10	0	11	0	**21**	8	0	0	342	0	**342**	3	**2602**
5:00PM	0	183	0	0	**183**	0	0	393	4	0	**397**	0	12	0	6	0	**18**	4	0	0	75	0	**75**	0	**673**
5:15PM	0	166	0	0	**166**	0	0	355	1	0	**356**	0	2	0	4	0	**6**	1	0	0	74	0	**74**	0	**602**
5:30PM	0	173	2	0	**175**	0	0	311	2	0	**313**	0	1	0	2	0	**3**	1	0	0	62	0	**62**	2	**553**
5:45PM	0	144	0	0	**144**	0	0	317	2	0	**319**	0	2	0	4	0	**6**	0	0	0	27	0	**27**	0	**496**
Hourly Total	0	666	2	0	**668**	0	0	1376	9	0	**1385**	0	17	0	16	0	**33**	6	0	0	238	0	**238**	2	**2324**
6:00PM	0	147	1	0	**148**	0	0	281	3	0	**284**	0	1	0	3	0	**4**	1	0	0	55	0	**55**	2	**491**
6:15PM	0	164	1	0	**165**	0	1	283	2	0	**286**	0	2	0	3	0	**5**	3	0	0	36	0	**36**	2	**492**
6:30PM	0	204	0	0	**204**	0	0	190	4	0	**194**	0	3	0	3	0	**6**	0	0	0	30	0	**30**	1	**434**
6:45PM	4	171	0	0	**175**	0	0	188	12	0	**200**	0	0	0	0	0	**0**	1	0	0	41	0	**41**	0	**416**
Hourly Total	4	686	2	0	**692**	0	1	942	21	0	**964**	0	6	0	9	0	**15**	5	0	0	162	0	**162**	5	**1833**
7:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	71	8707	98	0	**8876**	2	15	8446	272	0	**8733**	2	48	0	50	0	**98**	57	2	0	1820	1	**1823**	22	**19530**
% Approach	0.8%	98.1%	1.1%	0%	**-**	-	0.2%	96.7%	3.1%	0%	**-**	-	49.0%	0%	51.0%	0%	**-**	-	0.1%	0%	99.8%	0.1%	**-**	-	-
% Total	0.4%	44.6%	0.5%	0%	**45.4%**	-	0.1%	43.2%	1.4%	0%	**44.7%**	-	0.2%	0%	0.3%	0%	**0.5%**	-	0%	0%	9.3%	0%	**9.3%**	-	-
Lights	71	8529	96	0	**8696**	-	15	8258	271	0	**8544**	-	48	0	50	0	**98**	-	2	0	1804	1	**1807**	-	19145
% Lights	100%	98.0%	98.0%	0%	**98.0%**	-	100%	97.8%	99.6%	0%	**97.8%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	99.1%	100%	**99.1%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	130	2	0	**132**	-	0	130	1	0	**131**	-	0	0	0	0	**0**	-	0	0	16	0	**16**	-	279

Leg Direction	Madison Ave Eastbound						Madison Ave Westbound						Driveway Northbound						Right In/Right Out Driveway Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	2.0%	0%	**1.5%**	-	0%	1.5%	0.4%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.9%	0%	**0.9%**	-	1.4%
Buses	0	48	0	0	**48**	-	0	58	0	0	**58**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	106
% Buses	0%	0.6%	0%	0%	**0.5%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	57	-	-	-	-	-	19	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	86.4%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	13.6%	-

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

Madison Ave & Right In/Right Out Driveway - TMC
Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072329, Location: 40.788204, -74.466713

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



Madison Ave & Right In/Right Out Driveway - TMC

Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072329, Location: 40.788204, -74.466713

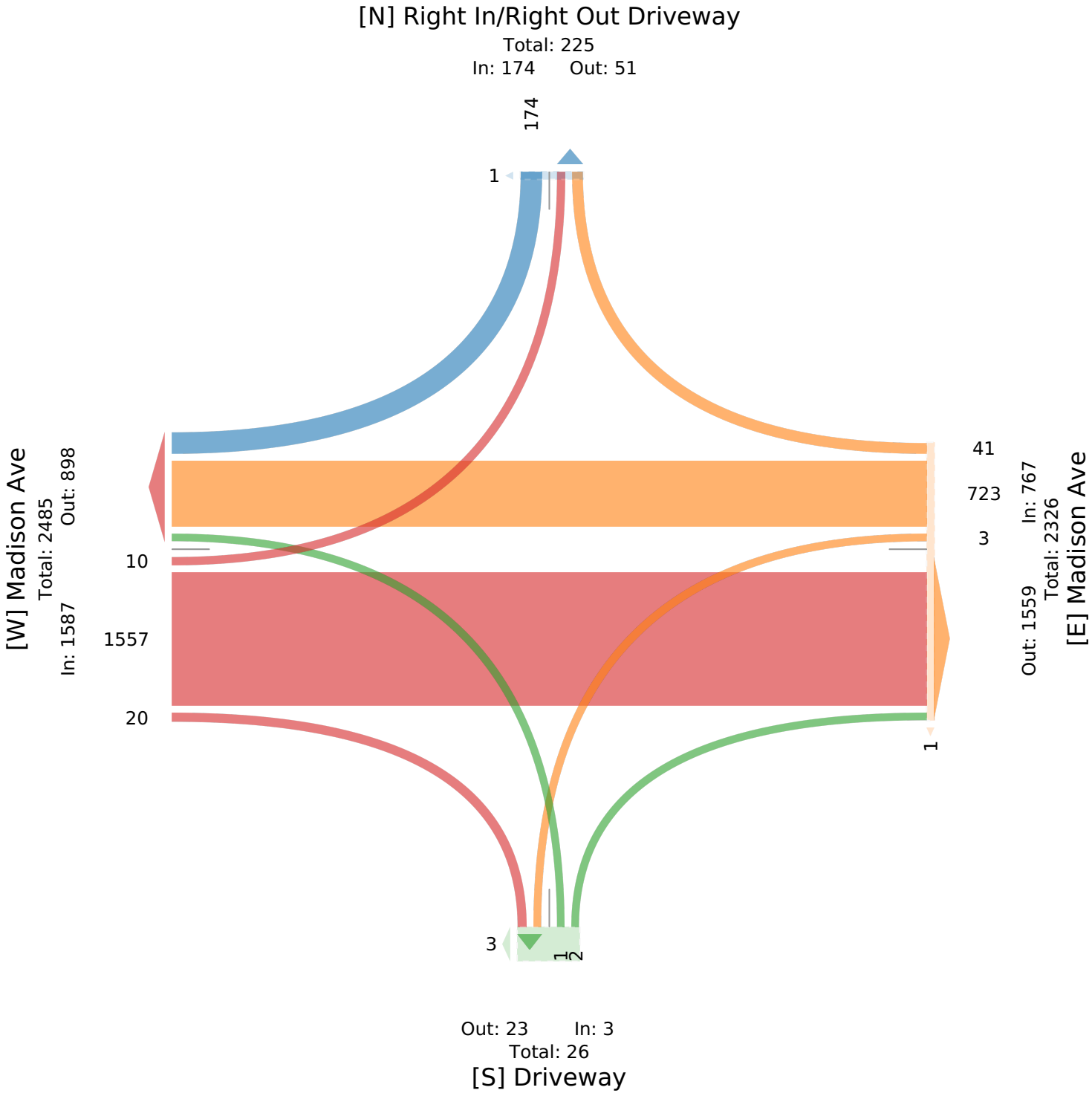
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						Driveway Northbound						Right In/Right Out Driveway Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-05-23 7:45AM	4	409	1	0	**414**	0	0	171	11	0	**182**	0	1	0	0	0	**1**	1	0	0	65	0	**65**	0	**662**
8:00AM	3	399	5	0	**407**	0	0	178	12	0	**190**	0	0	0	1	0	**1**	1	0	0	52	0	**52**	0	**650**
8:15AM	1	357	5	0	**363**	0	1	181	7	0	**189**	0	0	0	1	0	**1**	0	0	0	28	0	**28**	0	**581**
8:30AM	2	392	9	0	**403**	0	2	193	11	0	**206**	1	0	0	0	0	**0**	1	0	0	29	0	**29**	1	**638**
Total	10	1557	20	0	**1587**	0	3	723	41	0	**767**	1	1	0	2	0	**3**	3	0	0	174	0	**174**	1	**2531**
% Approach	0.6%	98.1%	1.3%	0%	**-**	-	0.4%	94.3%	5.3%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0.4%	61.5%	0.8%	0%	**62.7%**	-	0.1%	28.6%	1.6%	0%	**30.3%**	-	0%	0%	0.1%	0%	**0.1%**	-	0%	0%	6.9%	0%	**6.9%**	-	-
PHF	0.625	0.952	0.556	-	**0.958**	-	0.375	0.937	0.854	-	**0.931**	-	0.250	-	0.500	-	**0.750**	-	-	-	0.669	-	**0.669**	-	0.956
Lights	10	1524	19	0	**1553**	-	3	704	41	0	**748**	-	1	0	2	0	**3**	-	0	0	172	0	**172**	-	2476
% Lights	100%	97.9%	95.0%	0%	**97.9%**	-	100%	97.4%	100%	0%	**97.5%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	98.9%	0%	**98.9%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	23	1	0	**24**	-	0	16	0	0	**16**	-	0	0	0	0	**0**	-	0	0	2	0	**2**	-	42
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	5.0%	0%	**1.5%**	-	0%	2.2%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.1%	0%	**1.1%**	-	1.7%
Buses	0	10	0	0	**10**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	13
% Buses	0%	0.6%	0%	0%	**0.6%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave & Right In/Right Out Driveway - TMC
Tue May 23, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072329, Location: 40.788204, -74.466713

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



Madison Ave & Right In/Right Out Driveway - TMC

Tue May 23, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072329, Location: 40.788204, -74.466713

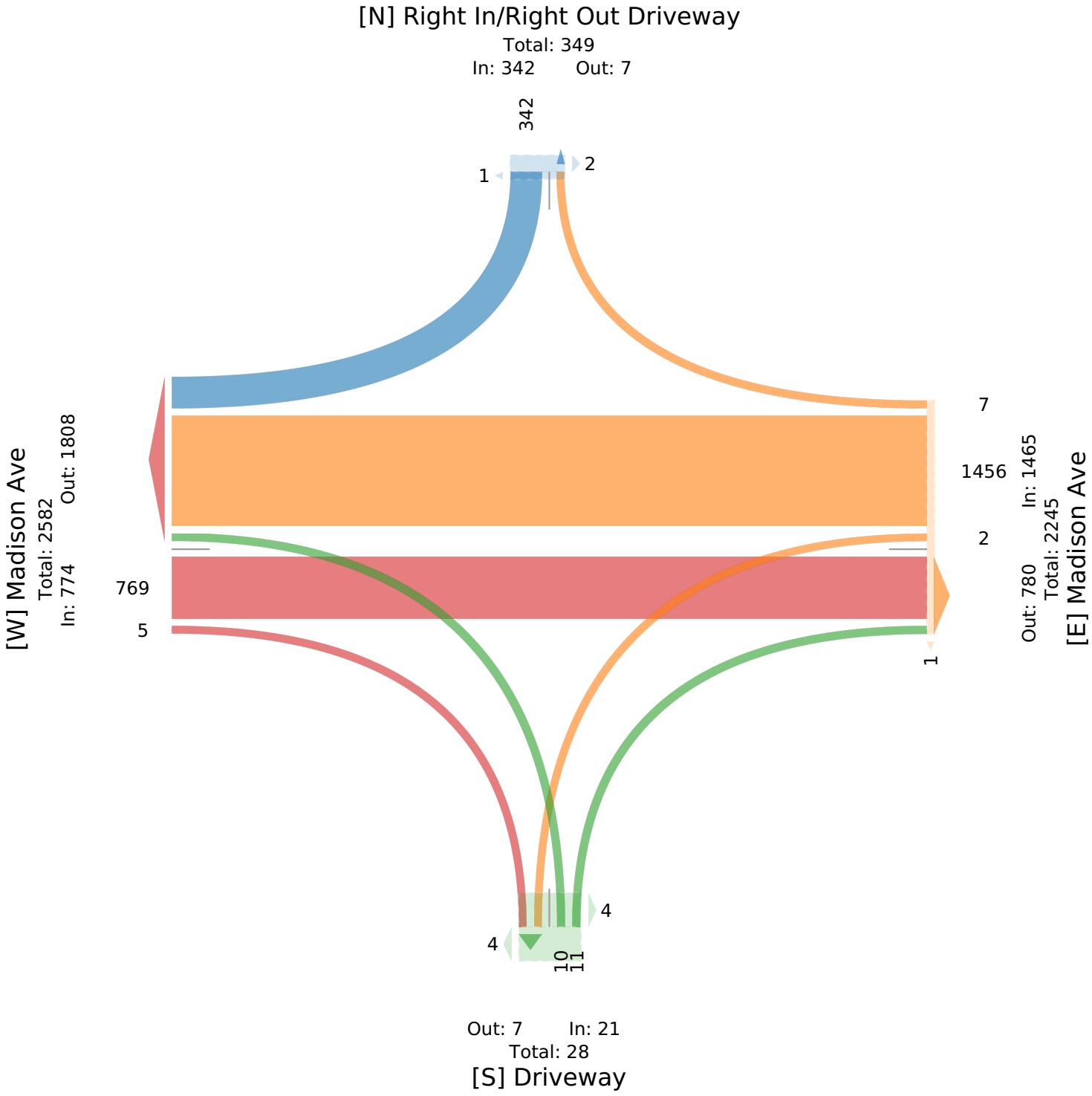
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave						Madison Ave						Driveway						Right In/Right Out Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-05-23 4:00PM	0	190	0	0	**190**	0	0	379	1	0	**380**	0	3	0	3	0	**6**	2	0	0	97	0	**97**	3	**673**
4:15PM	0	207	3	0	**210**	0	1	395	2	0	**398**	0	1	0	3	0	**4**	2	0	0	88	0	**88**	0	**700**
4:30PM	0	193	1	0	**194**	0	0	351	2	0	**353**	1	2	0	1	0	**3**	2	0	0	78	0	**78**	0	**628**
4:45PM	0	179	1	0	**180**	0	1	331	2	0	**334**	0	4	0	4	0	**8**	2	0	0	79	0	**79**	0	**601**
Total	0	769	5	0	**774**	0	2	1456	7	0	**1465**	1	10	0	11	0	**21**	8	0	0	342	0	**342**	3	**2602**
% Approach	0%	99.4%	0.6%	0%	**-**	-	0.1%	99.4%	0.5%	0%	**-**	-	47.6%	0%	52.4%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	29.6%	0.2%	0%	**29.7%**	-	0.1%	56.0%	0.3%	0%	**56.3%**	-	0.4%	0%	0.4%	0%	**0.8%**	-	0%	0%	13.1%	0%	**13.1%**	-	-
PHF	-	0.929	0.417	-	**0.921**	-	0.500	0.922	0.875	-	**0.920**	-	0.625	-	0.688	-	**0.656**	-	-	-	0.881	-	**0.881**	-	0.929
Lights	0	752	5	0	**757**	-	2	1440	7	0	**1449**	-	10	0	11	0	**21**	-	0	0	341	0	**341**	-	2568
% Lights	0%	97.8%	100%	0%	**97.8%**	-	100%	98.9%	100%	0%	**98.9%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	99.7%	0%	**99.7%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	12	0	0	**12**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	27
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	**1.6%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0.3%**	-	1.0%
Buses	0	5	0	0	**5**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Buses	0%	0.7%	0%	0%	**0.6%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave & Right In/Right Out Driveway - TMC
Tue May 23, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072329, Location: 40.788204, -74.466713

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



Franklin Ave & Ford Ave - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072331, Location: 40.791539, -74.470294

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

Leg	Franklin St					Franklin St					Ford Ave					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-05-23 6:00AM	0	18	0	**18**	0	10	15	0	**25**	1	22	1	0	**23**	0	**66**
6:15AM	1	32	0	**33**	0	8	15	0	**23**	0	34	1	0	**35**	0	**91**
6:30AM	6	63	0	**69**	4	7	17	0	**24**	1	50	2	0	**52**	2	**145**
6:45AM	6	43	0	**49**	1	18	27	0	**45**	0	58	4	0	**62**	0	**156**
Hourly Total	13	156	0	**169**	5	43	74	0	**117**	2	164	8	0	**172**	2	**458**
7:00AM	7	41	0	**48**	1	14	35	0	**49**	0	22	7	0	**29**	2	**126**
7:15AM	10	27	0	**37**	1	27	37	0	**64**	0	18	5	0	**23**	1	**124**
7:30AM	15	40	0	**55**	0	25	34	0	**59**	0	30	10	0	**40**	3	**154**
7:45AM	11	51	0	**62**	3	25	41	0	**66**	0	48	12	0	**60**	0	**188**
Hourly Total	43	159	0	**202**	5	91	147	0	**238**	0	118	34	0	**152**	6	**592**
8:00AM	10	29	0	**39**	1	29	44	0	**73**	0	37	10	0	**47**	0	**159**
8:15AM	12	37	0	**49**	1	34	27	0	**61**	0	34	6	0	**40**	1	**150**
8:30AM	10	31	0	**41**	0	29	26	0	**55**	0	33	8	0	**41**	1	**137**
8:45AM	13	27	0	**40**	0	31	40	0	**71**	0	36	7	0	**43**	0	**154**
Hourly Total	45	124	0	**169**	2	123	137	0	**260**	0	140	31	0	**171**	2	**600**
9:00AM	8	26	0	**34**	2	27	31	0	**58**	0	21	6	0	**27**	0	**119**
9:15AM	5	23	0	**28**	3	26	20	0	**46**	0	31	3	0	**34**	2	**108**
9:30AM	6	14	0	**20**	0	21	20	0	**41**	0	28	5	0	**33**	0	**94**
9:45AM	7	17	0	**24**	1	23	26	0	**49**	0	28	4	0	**32**	2	**105**
Hourly Total	26	80	0	**106**	6	97	97	0	**194**	0	108	18	0	**126**	4	**426**
10:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:00PM	14	16	0	**30**	0	36	56	0	**92**	1	25	2	0	**27**	3	**149**
2:15PM	18	36	0	**54**	0	36	33	0	**69**	0	26	9	0	**35**	3	**158**
2:30PM	14	31	0	**45**	0	24	55	0	**79**	0	31	3	0	**34**	1	**158**
2:45PM	12	37	0	**49**	1	38	39	0	**77**	0	31	6	0	**37**	2	**163**
Hourly Total	58	120	0	**178**	1	134	183	0	**317**	1	113	20	0	**133**	9	**628**
3:00PM	16	26	0	**42**	0	41	91	0	**132**	0	22	5	0	**27**	4	**201**
3:15PM	19	17	0	**36**	0	56	89	0	**145**	0	22	8	0	**30**	4	**211**
3:30PM	14	21	0	**35**	0	45	63	0	**108**	0	22	3	0	**25**	3	**168**
3:45PM	23	30	0	**53**	0	39	56	0	**95**	0	30	7	1	**38**	7	**186**
Hourly Total	72	94	0	**166**	0	181	299	0	**480**	0	96	23	1	**120**	18	**766**
4:00PM	23	24	0	**47**	1	57	79	0	**136**	0	17	5	0	**22**	1	**205**
4:15PM	20	26	0	**46**	0	59	90	0	**149**	0	18	8	0	**26**	2	**221**
4:30PM	27	38	0	**65**	2	53	88	0	**141**	0	17	8	0	**25**	3	**231**
4:45PM	15	33	0	**48**	2	41	58	1	**100**	0	25	15	0	**40**	2	**188**
Hourly Total	85	121	0	**206**	5	210	315	1	**526**	0	77	36	0	**113**	8	**845**
5:00PM	20	22	0	**42**	1	45	80	0	**125**	0	9	9	0	**18**	3	**185**
5:15PM	23	39	0	**62**	2	35	67	0	**102**	0	26	8	0	**34**	4	**198**
5:30PM	15	33	0	**48**	2	46	52	0	**98**	0	17	6	0	**23**	5	**169**
5:45PM	12	22	0	**34**	2	37	50	0	**87**	0	27	9	0	**36**	5	**157**
Hourly Total	70	116	0	**186**	7	163	249	0	**412**	0	79	32	0	**111**	17	**709**
6:00PM	12	17	0	**29**	1	29	57	0	**86**	0	24	11	0	**35**	7	**150**
6:15PM	10	25	0	**35**	0	35	44	0	**79**	0	16	9	0	**25**	2	**139**
6:30PM	10	31	0	**41**	1	30	32	0	**62**	0	23	5	0	**28**	3	**131**
6:45PM	8	14	0	**22**	1	30	26	0	**56**	2	28	7	0	**35**	4	**113**
Hourly Total	40	87	0	**127**	3	124	159	0	**283**	2	91	32	0	**123**	16	**533**
Total	452	1057	0	**1509**	34	1166	1660	1	**2827**	5	986	234	1	**1221**	82	**5557**
% Approach	30.0%	70.0%	0%	**-**	-	41.2%	58.7%	0%	**-**	-	80.8%	19.2%	0.1%	**-**	-	-
% Total	8.1%	19.0%	0%	**27.2%**	-	21.0%	29.9%	0%	**50.9%**	-	17.7%	4.2%	0%	**22.0%**	-	-
Lights	447	1037	0	**1484**	-	1141	1607	1	**2749**	-	943	227	1	**1171**	-	5404
% Lights	98.9%	98.1%	0%	**98.3%**	-	97.9%	96.8%	100%	**97.2%**	-	95.6%	97.0%	100%	**95.9%**	-	97.2%

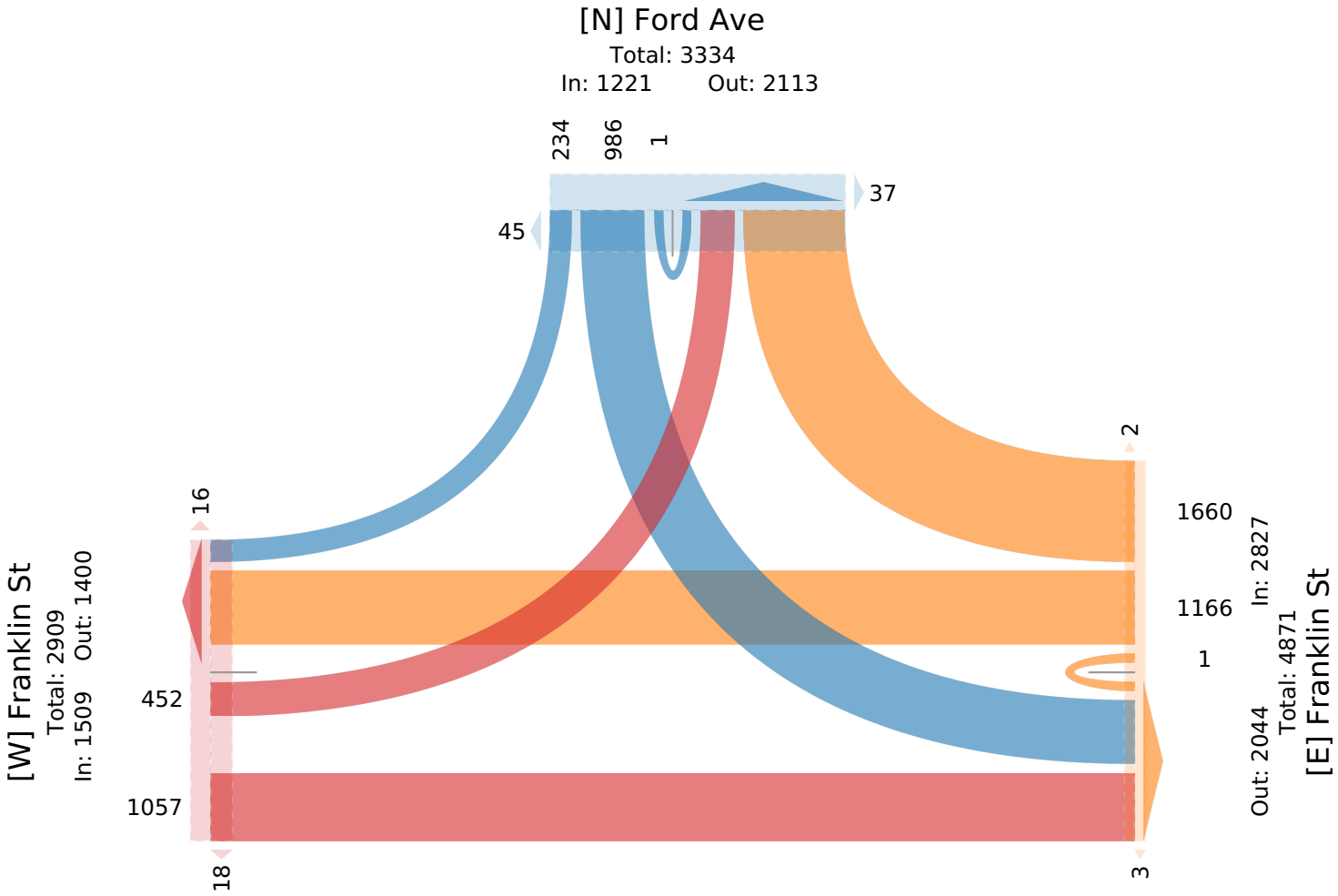
Leg	Franklin St					Franklin St					Ford Ave					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
Articulated Trucks and Single-Unit Trucks	1	7	0	**8**	-	11	31	0	**42**	-	27	3	0	**30**	-	80
% Articulated Trucks and Single-Unit Trucks	0.2%	0.7%	0%	**0.5%**	-	0.9%	1.9%	0%	**1.5%**	-	2.7%	1.3%	0%	**2.5%**	-	1.4%
Buses	4	13	0	**17**	-	14	22	0	**36**	-	16	4	0	**20**	-	73
% Buses	0.9%	1.2%	0%	**1.1%**	-	1.2%	1.3%	0%	**1.3%**	-	1.6%	1.7%	0%	**1.6%**	-	1.3%
Pedestrians	-	-	-	-	34	-	-	-	-	5	-	-	-	-	79	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	96.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	3.7%	-

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

Franklin Ave & Ford Ave - TMC

Tue May 23, 2023
Full Length (6 AM-10 AM, 2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072331, Location: 40.791539, -74.470294

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



Franklin Ave & Ford Ave - TMC

Tue May 23, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072331, Location: 40.791539, -74.470294

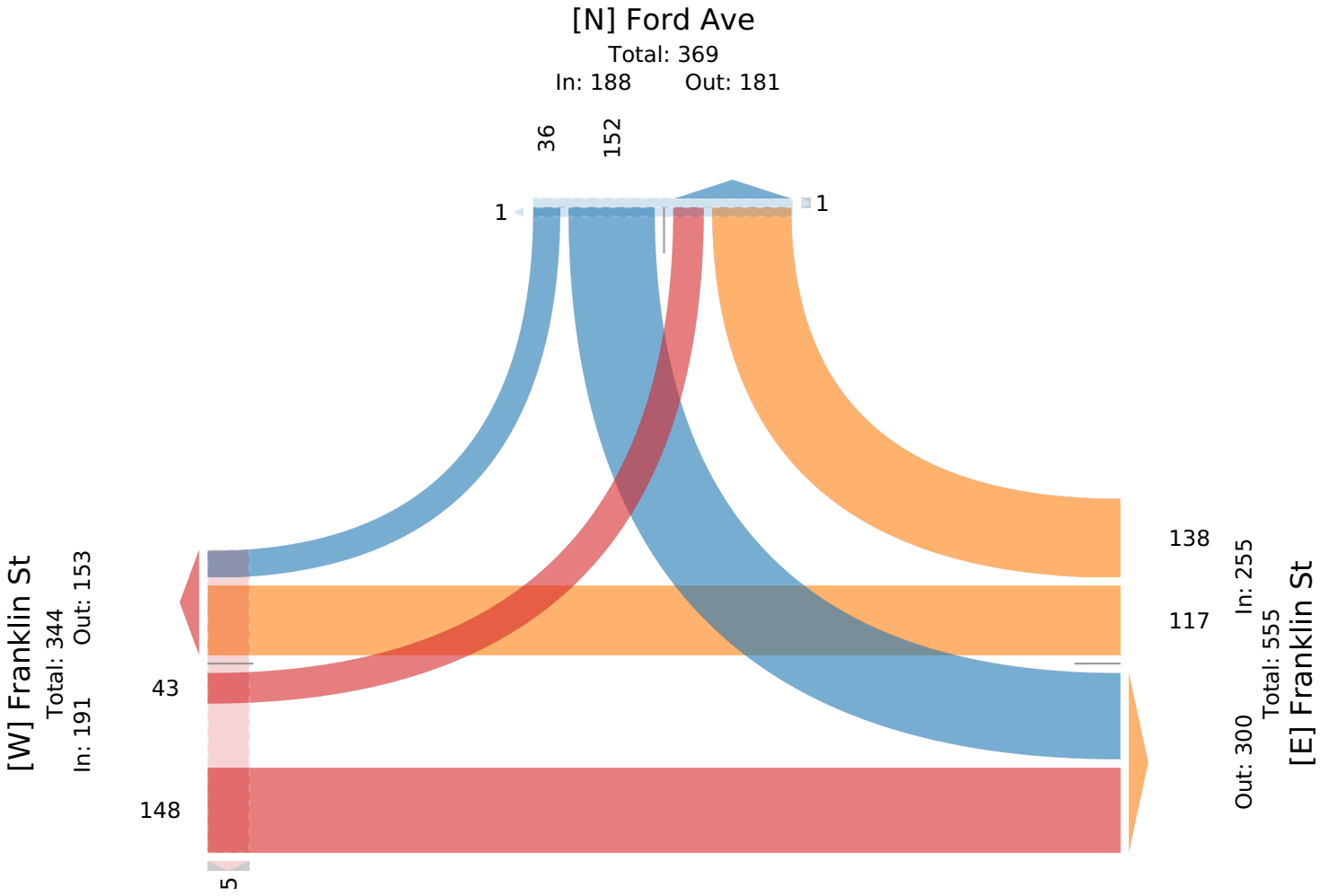
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-05-23 7:45AM	11	51	0	**62**	3	25	41	0	**66**	0	48	12	0	**60**	0	**188**
8:00AM	10	29	0	**39**	1	29	44	0	**73**	0	37	10	0	**47**	0	**159**
8:15AM	12	37	0	**49**	1	34	27	0	**61**	0	34	6	0	**40**	1	**150**
8:30AM	10	31	0	**41**	0	29	26	0	**55**	0	33	8	0	**41**	1	**137**
Total	43	148	0	**191**	5	117	138	0	**255**	0	152	36	0	**188**	2	**634**
% Approach	22.5%	77.5%	0%	**-**	-	45.9%	54.1%	0%	**-**	-	80.9%	19.1%	0%	**-**	-	-
% Total	6.8%	23.3%	0%	**30.1%**	-	18.5%	21.8%	0%	**40.2%**	-	24.0%	5.7%	0%	**29.7%**	-	-
PHF	0.896	0.725	-	**0.770**	-	0.860	0.784	-	**0.873**	-	0.792	0.750	-	**0.783**	-	0.843
Lights	41	143	0	**184**	-	111	135	0	**246**	-	140	35	0	**175**	-	605
% Lights	95.3%	96.6%	0%	**96.3%**	-	94.9%	97.8%	0%	**96.5%**	-	92.1%	97.2%	0%	**93.1%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	3	0	0	**3**	-	7	1	0	**8**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	**0.5%**	-	2.6%	0%	0%	**1.2%**	-	4.6%	2.8%	0%	**4.3%**	-	1.9%
Buses	2	4	0	**6**	-	3	3	0	**6**	-	5	0	0	**5**	-	17
% Buses	4.7%	2.7%	0%	**3.1%**	-	2.6%	2.2%	0%	**2.4%**	-	3.3%	0%	0%	**2.7%**	-	2.7%
Pedestrians	-	-	-	-	5	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

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

Franklin Ave & Ford Ave - TMC
Tue May 23, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072331, Location: 40.791539, -74.470294

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



Franklin Ave & Ford Ave - TMC

Tue May 23, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072331, Location: 40.791539, -74.470294

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

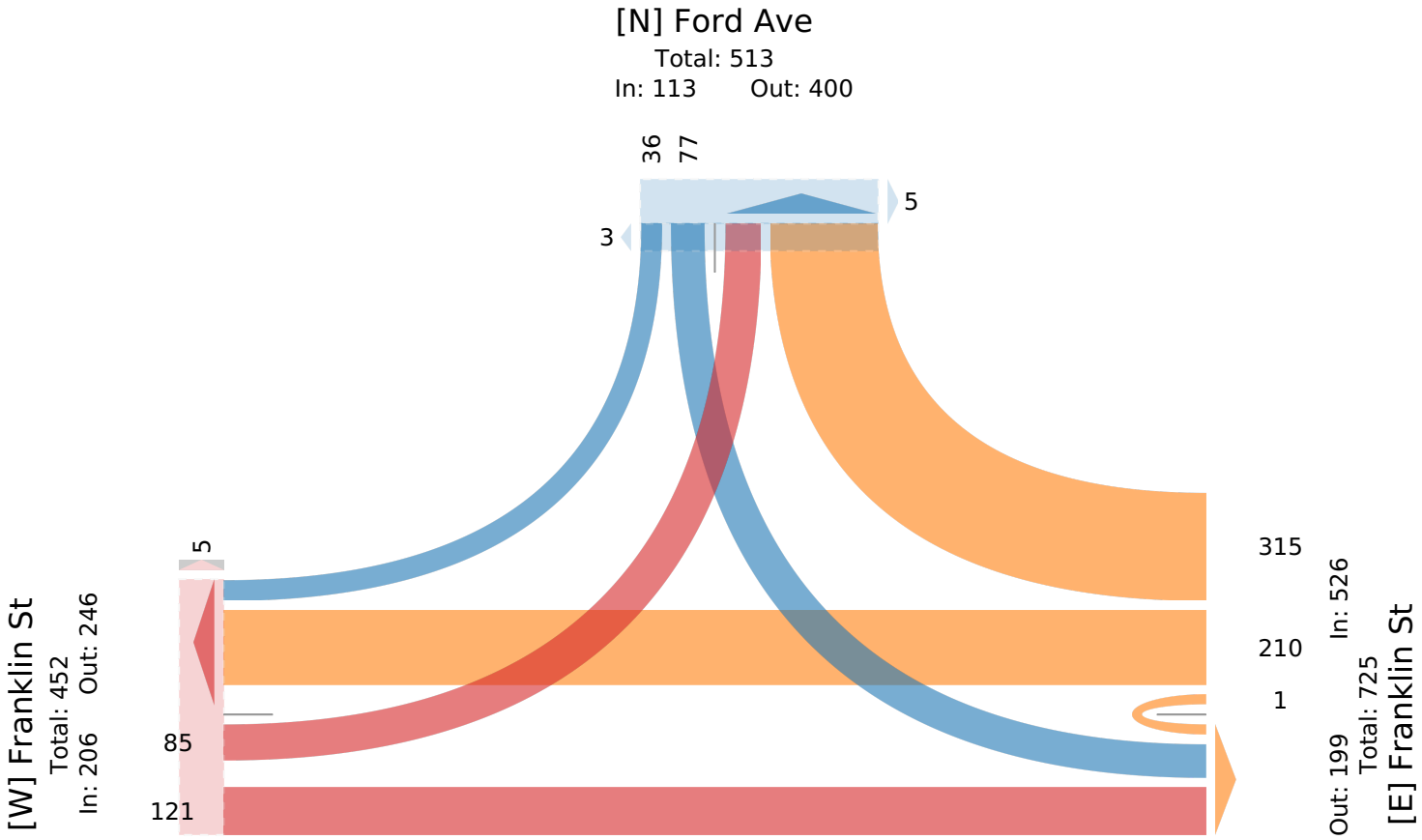
Leg / Direction	Franklin St Eastbound					Franklin St Westbound					Ford Ave Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2023-05-23 4:00PM	23	24	0	**47**	1	57	79	0	**136**	0	17	5	0	**22**	1	**205**
4:15PM	20	26	0	**46**	0	59	90	0	**149**	0	18	8	0	**26**	2	**221**
4:30PM	27	38	0	**65**	2	53	88	0	**141**	0	17	8	0	**25**	3	**231**
4:45PM	15	33	0	**48**	2	41	58	1	**100**	0	25	15	0	**40**	2	**188**
Total	85	121	0	**206**	5	210	315	1	**526**	0	77	36	0	**113**	8	**845**
% Approach	41.3%	58.7%	0%	**-**	-	39.9%	59.9%	0.2%	**-**	-	68.1%	31.9%	0%	**-**	-	-
% Total	10.1%	14.3%	0%	**24.4%**	-	24.9%	37.3%	0.1%	**62.2%**	-	9.1%	4.3%	0%	**13.4%**	-	-
PHF	0.787	0.796	-	**0.792**	-	0.890	0.875	0.250	**0.883**	-	0.770	0.600	-	**0.706**	-	0.915
Lights	85	120	0	**205**	-	209	307	1	**517**	-	71	35	0	**106**	-	828
% Lights	100%	99.2%	0%	**99.5%**	-	99.5%	97.5%	100%	**98.3%**	-	92.2%	97.2%	0%	**93.8%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	0	5	0	**5**	-	3	1	0	**4**	-	10
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	0%	**0.5%**	-	0%	1.6%	0%	**1.0%**	-	3.9%	2.8%	0%	**3.5%**	-	1.2%
Buses	0	0	0	**0**	-	1	3	0	**4**	-	3	0	0	**3**	-	7
% Buses	0%	0%	0%	**0%**	-	0.5%	1.0%	0%	**0.8%**	-	3.9%	0%	0%	**2.7%**	-	0.8%
Pedestrians	-	-	-	-	5	-	-	-	-	0	-	-	-	-	7	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	87.5%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	12.5%	-

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

Franklin Ave & Ford Ave - TMC

Tue May 23, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1072331, Location: 40.791539, -74.470294

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



Madison Ave. & 65 Madison Ave. Driveway - TMC

Tue Aug 8, 2023
Full Length (7:30 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1096522, Location: 40.788204, -74.466713

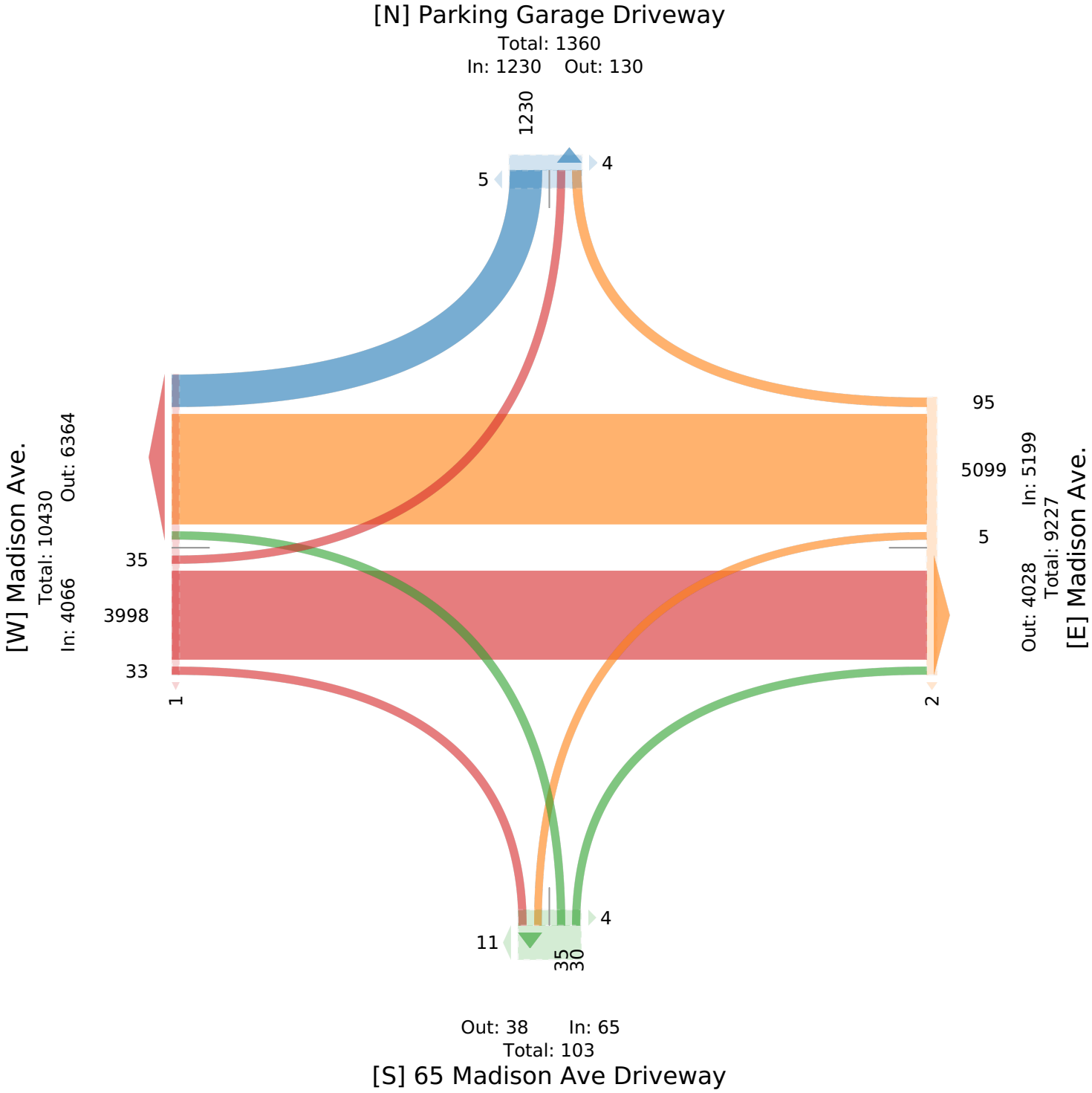
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Madison Ave.						Madison Ave.						65 Madison Ave Driveway						Parking Garage Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-08-08 7:30AM	2	297	2	0	**301**	0	0	140	17	0	**157**	0	0	0	0	0	**0**	1	0	0	61	0	**61**	0	**519**
7:45AM	5	392	3	0	**400**	0	0	164	10	0	**174**	0	0	0	0	0	**0**	0	0	0	48	0	**48**	1	**622**
Hourly Total	7	689	5	0	**701**	0	0	304	27	0	**331**	0	0	0	0	0	**0**	1	0	0	109	0	**109**	1	**1141**
8:00AM	9	350	3	0	**362**	0	1	150	16	0	**167**	1	0	0	1	0	**1**	0	0	0	47	0	**47**	0	**577**
8:15AM	6	331	4	0	**341**	0	1	168	8	0	**177**	0	0	0	0	0	**0**	0	0	0	42	0	**42**	2	**560**
8:30AM	2	324	7	0	**333**	0	0	209	4	0	**213**	0	0	0	0	0	**0**	1	0	0	27	0	**27**	0	**573**
8:45AM	5	395	7	0	**407**	0	1	188	7	0	**196**	0	0	0	2	0	**2**	0	0	0	33	0	**33**	0	**638**
Hourly Total	22	1400	21	0	**1443**	0	3	715	35	0	**753**	1	0	0	3	0	**3**	1	0	0	149	0	**149**	2	**2348**
3:00PM	3	197	0	0	**200**	0	0	285	3	0	**288**	0	0	0	0	0	**0**	3	0	0	112	0	**112**	0	**600**
3:15PM	0	179	1	0	**180**	0	0	299	5	0	**304**	0	3	0	0	0	**3**	2	0	0	124	0	**124**	1	**611**
3:30PM	0	166	0	0	**166**	1	2	284	1	0	**287**	0	0	0	2	0	**2**	1	0	0	78	0	**78**	1	**533**
3:45PM	0	119	0	0	**119**	0	0	300	4	0	**304**	0	1	0	3	0	**4**	1	0	0	73	0	**73**	0	**500**
Hourly Total	3	661	1	0	**665**	1	2	1168	13	0	**1183**	0	4	0	5	0	**9**	7	0	0	387	0	**387**	2	**2244**
4:00PM	0	144	0	0	**144**	0	0	382	4	0	**386**	0	2	0	0	0	**2**	1	0	0	92	0	**92**	2	**624**
4:15PM	0	183	3	0	**186**	0	0	361	1	0	**362**	0	4	0	1	0	**5**	0	0	0	99	0	**99**	0	**652**
4:30PM	0	171	2	0	**173**	0	0	389	2	0	**391**	1	2	0	1	0	**3**	1	0	0	83	0	**83**	0	**650**
4:45PM	0	147	0	0	**147**	0	0	360	3	0	**363**	0	2	0	3	0	**5**	0	0	0	78	0	**78**	1	**593**
Hourly Total	0	645	5	0	**650**	0	0	1492	10	0	**1502**	1	10	0	5	0	**15**	2	0	0	352	0	**352**	3	**2519**
5:00PM	1	159	1	0	**161**	0	0	403	4	0	**407**	0	15	0	10	0	**25**	4	0	0	68	0	**68**	0	**661**
5:15PM	0	171	0	0	**171**	0	0	389	2	0	**391**	0	2	0	3	0	**5**	0	0	0	65	0	**65**	0	**632**
5:30PM	1	130	0	0	**131**	0	0	330	2	0	**332**	0	3	0	1	0	**4**	0	0	0	58	0	**58**	0	**525**
5:45PM	1	143	0	0	**144**	0	0	298	2	0	**300**	0	1	0	3	0	**4**	0	0	0	42	0	**42**	1	**490**
Hourly Total	3	603	1	0	**607**	0	0	1420	10	0	**1430**	0	21	0	17	0	**38**	4	0	0	233	0	**233**	1	**2308**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	35	3998	33	0	**4066**	1	5	5099	95	0	**5199**	2	35	0	30	0	**65**	15	0	0	1230	0	**1230**	9	**10560**
% Approach	0.9%	98.3%	0.8%	0%	**-**	-	0.1%	98.1%	1.8%	0%	**-**	-	53.8%	0%	46.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0.3%	37.9%	0.3%	0%	**38.5%**	-	0%	48.3%	0.9%	0%	**49.2%**	-	0.3%	0%	0.3%	0%	**0.6%**	-	0%	0%	11.6%	0%	**11.6%**	-	-
Lights	34	3943	33	0	**4010**	-	5	5032	94	0	**5131**	-	35	0	30	0	**65**	-	0	0	1225	0	**1225**	-	10431
% Lights	97.1%	98.6%	100%	0%	**98.6%**	-	100%	98.7%	98.9%	0%	**98.7%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	99.6%	0%	**99.6%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	1	46	0	0	**47**	-	0	59	1	0	**60**	-	0	0	0	0	**0**	-	0	0	5	0	**5**	-	112
% Articulated Trucks and Single-Unit Trucks	2.9%	1.2%	0%	0%	**1.2%**	-	0%	1.2%	1.1%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.4%	0%	**0.4%**	-	1.1%
Buses	0	9	0	0	**9**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	17
% Buses	0%	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	93.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	6.7%	-	-	-	-	-	0%	-

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

Madison Ave. & 65 Madison Ave. Driveway - TMC
Tue Aug 8, 2023
Full Length (7:30 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1096522, Location: 40.788204, -74.466713

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



Madison Ave. & 65 Madison Ave. Driveway - TMC

Tue Aug 8, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1096522, Location: 40.788204, -74.466713

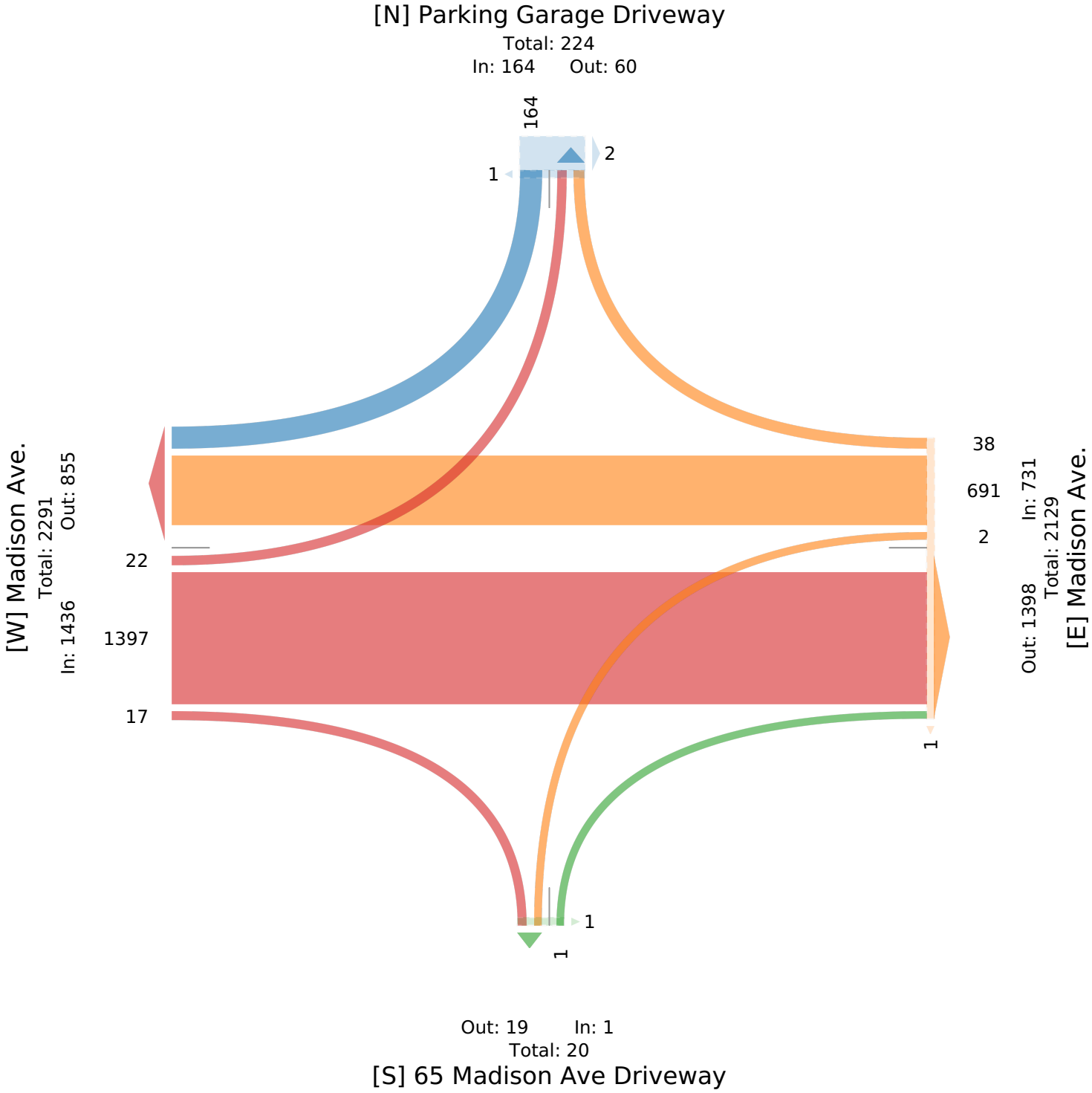
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Madison Ave. Eastbound						Madison Ave. Westbound						65 Madison Ave Driveway Northbound						Parking Garage Driveway Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-08-08 7:45AM	5	392	3	0	**400**	0	0	164	10	0	**174**	0	0	0	0	0	**0**	0	0	0	48	0	**48**	1	**622**
8:00AM	9	350	3	0	**362**	0	1	150	16	0	**167**	1	0	0	1	0	**1**	0	0	0	47	0	**47**	0	**577**
8:15AM	6	331	4	0	**341**	0	1	168	8	0	**177**	0	0	0	0	0	**0**	0	0	0	42	0	**42**	2	**560**
8:30AM	2	324	7	0	**333**	0	0	209	4	0	**213**	0	0	0	0	0	**0**	1	0	0	27	0	**27**	0	**573**
Total	22	1397	17	0	**1436**	0	2	691	38	0	**731**	1	0	0	1	0	**1**	1	0	0	164	0	**164**	3	**2332**
% Approach	1.5%	97.3%	1.2%	0%	**-**	-	0.3%	94.5%	5.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0.9%	59.9%	0.7%	0%	**61.6%**	-	0.1%	29.6%	1.6%	0%	**31.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	7.0%	0%	**7.0%**	-	-
PHF	0.611	0.891	0.607	-	**0.898**	-	0.500	0.827	0.594	-	**0.858**	-	-	-	0.250	-	**0.250**	-	-	-	0.854	-	**0.854**	-	0.937
Lights	21	1377	17	0	**1415**	-	2	673	38	0	**713**	-	0	0	1	0	**1**	-	0	0	163	0	**163**	-	2292
% Lights	95.5%	98.6%	100%	0%	**98.5%**	-	100%	97.4%	100%	0%	**97.5%**	-	0%	0%	100%	0%	**100%**	-	0%	0%	99.4%	0%	**99.4%**	-	98.3%
Articulated Trucks and Single-Unit Trucks	1	16	0	0	**17**	-	0	15	0	0	**15**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	33
% Articulated Trucks and Single-Unit Trucks	4.5%	1.1%	0%	0%	**1.2%**	-	0%	2.2%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	**0.6%**	-	1.4%
Buses	0	4	0	0	**4**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Buses	0%	0.3%	0%	0%	**0.3%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave. & 65 Madison Ave. Driveway - TMC
Tue Aug 8, 2023
Forced Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1096522, Location: 40.788204, -74.466713

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



Madison Ave. & 65 Madison Ave. Driveway - TMC

Tue Aug 8, 2023
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1096522, Location: 40.788204, -74.466713

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

Leg / Direction	Madison Ave. Eastbound						Madison Ave. Westbound						65 Madison Ave Driveway Northbound						Parking Garage Driveway Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-08-08 4:00PM	0	144	0	0	**144**	0	0	382	4	0	**386**	0	2	0	0	0	**2**	1	0	0	92	0	**92**	2	**624**
4:15PM	0	183	3	0	**186**	0	0	361	1	0	**362**	0	4	0	1	0	**5**	0	0	0	99	0	**99**	0	**652**
4:30PM	0	171	2	0	**173**	0	0	389	2	0	**391**	1	2	0	1	0	**3**	1	0	0	83	0	**83**	0	**650**
4:45PM	0	147	0	0	**147**	0	0	360	3	0	**363**	0	2	0	3	0	**5**	0	0	0	78	0	**78**	1	**593**
Total	0	645	5	0	**650**	0	0	1492	10	0	**1502**	1	10	0	5	0	**15**	2	0	0	352	0	**352**	3	**2519**
% Approach	0%	99.2%	0.8%	0%	**-**	-	0%	99.3%	0.7%	0%	**-**	-	66.7%	0%	33.3%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	25.6%	0.2%	0%	**25.8%**	-	0%	59.2%	0.4%	0%	**59.6%**	-	0.4%	0%	0.2%	0%	**0.6%**	-	0%	0%	14.0%	0%	**14.0%**	-	-
PHF	-	0.881	0.417	-	**0.874**	-	-	0.959	0.625	-	**0.960**	-	0.625	-	0.417	-	**0.750**	-	-	-	0.889	-	**0.889**	-	0.966
Lights	0	639	5	0	**644**	-	0	1474	10	0	**1484**	-	10	0	5	0	**15**	-	0	0	351	0	**351**	-	2494
% Lights	0%	99.1%	100%	0%	**99.1%**	-	0%	98.8%	100%	0%	**98.8%**	-	100%	0%	100%	0%	**100%**	-	0%	0%	99.7%	0%	**99.7%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	0	5	0	0	**5**	-	0	16	0	0	**16**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	22
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0.3%**	-	0.9%
Buses	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-

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

Madison Ave. & 65 Madison Ave. Driveway - TMC

Tue Aug 8, 2023

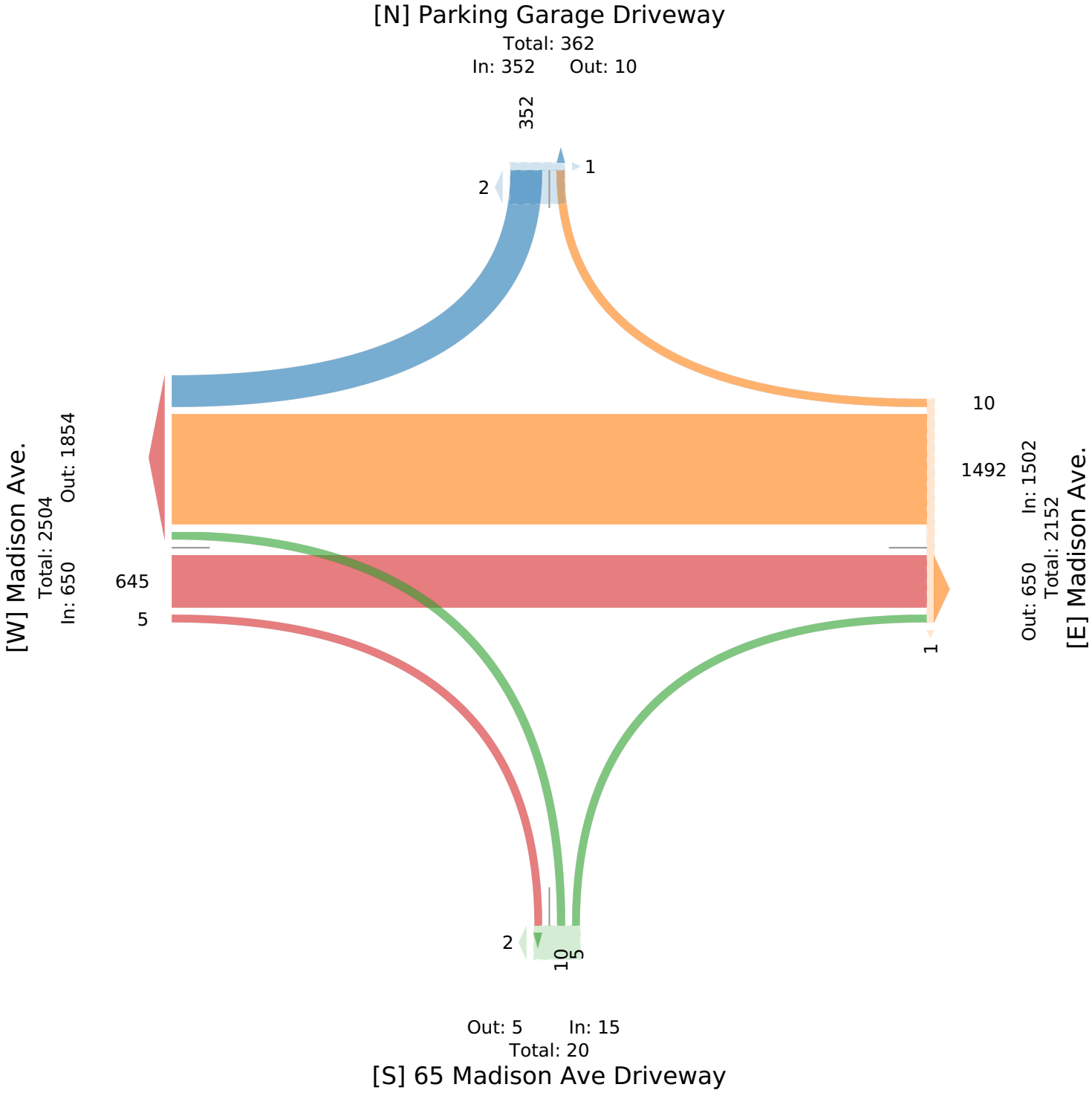
Forced Peak (4 PM - 5 PM)

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

All Movements

ID: 1096522, Location: 40.788204, -74.466713

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



Madison Ave and 287 SB - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954672, Location: 40.788622, -74.469918

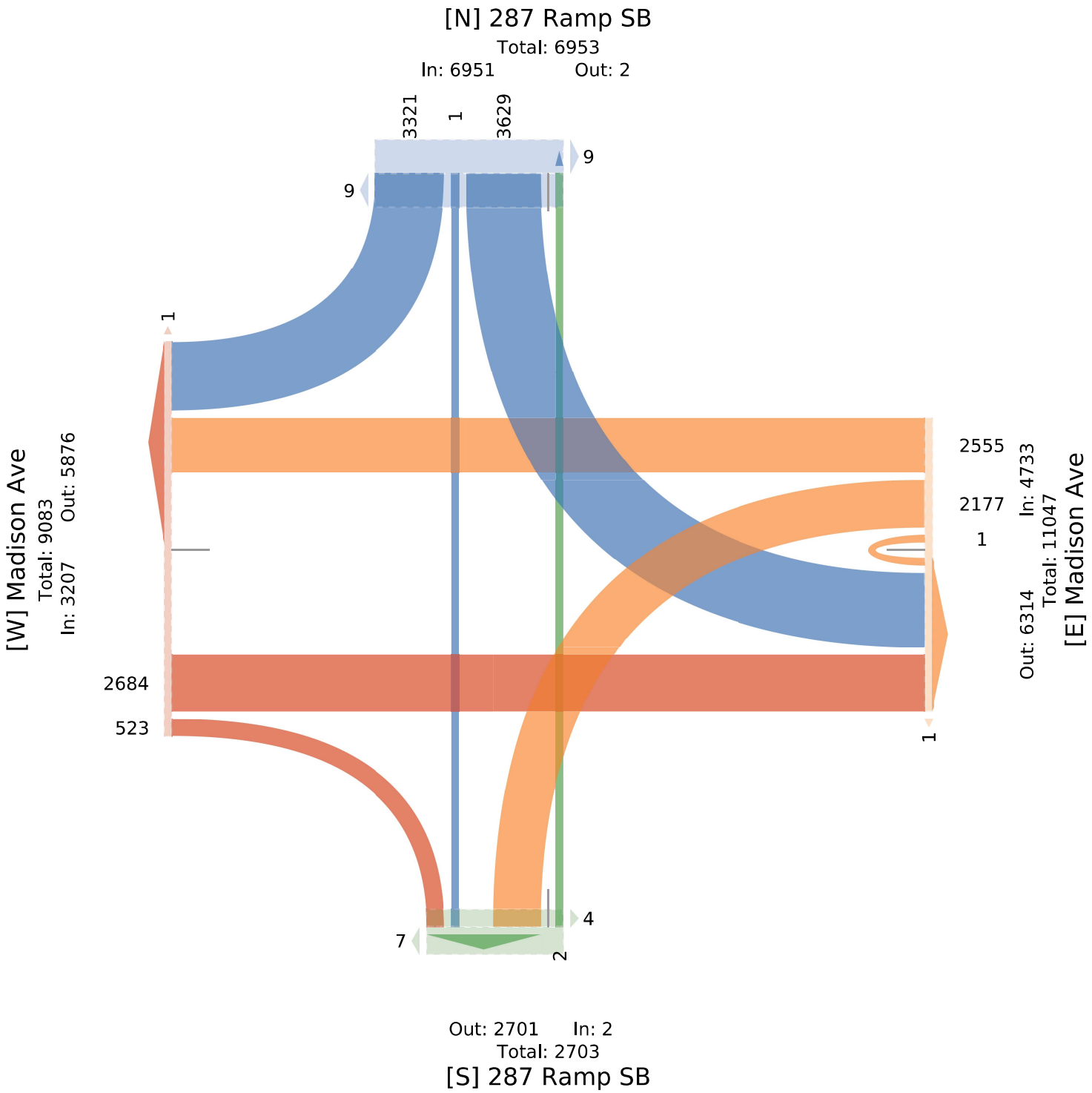
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						287 Ramp SB						287 Ramp SB						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 6:00AM	0	27	10	0	**37**	0	13	11	0	0	**24**	0	0	0	0	0	**0**	0	71	0	30	0	**101**	1	**162**
6:15AM	0	47	13	0	**60**	0	18	12	0	0	**30**	0	0	0	0	0	**0**	0	105	0	52	0	**157**	0	**247**
6:30AM	0	54	16	0	**70**	0	31	19	0	0	**50**	0	0	0	0	0	**0**	0	220	0	78	0	**298**	0	**418**
6:45AM	0	63	8	0	**71**	0	21	38	0	0	**59**	0	0	0	0	0	**0**	1	231	0	110	0	**341**	0	**471**
Hourly Total	0	191	47	0	**238**	0	83	80	0	0	**163**	0	0	0	0	0	**0**	1	627	0	270	0	**897**	1	**1298**
7:00AM	0	87	14	0	**101**	0	21	37	0	0	**58**	0	0	0	0	0	**0**	0	121	0	77	0	**198**	0	**357**
7:15AM	0	99	15	0	**114**	0	32	61	0	0	**93**	0	0	0	0	0	**0**	0	137	1	143	0	**281**	0	**488**
7:30AM	0	127	21	0	**148**	0	62	52	0	0	**114**	0	0	0	0	0	**0**	1	156	0	164	0	**320**	2	**582**
7:45AM	0	135	26	0	**161**	0	52	76	0	0	**128**	0	0	0	0	0	**0**	0	222	0	134	0	**356**	0	**645**
Hourly Total	0	448	76	0	**524**	0	167	226	0	0	**393**	0	0	0	0	0	**0**	1	636	1	518	0	**1155**	2	**2072**
8:00AM	0	111	16	0	**127**	0	58	62	0	0	**120**	0	0	0	0	0	**0**	0	251	0	133	0	**384**	0	**631**
8:15AM	0	119	18	0	**137**	0	48	82	0	0	**130**	0	0	0	0	0	**0**	0	257	0	199	0	**456**	0	**723**
8:30AM	0	123	13	0	**136**	0	59	79	0	0	**138**	0	0	0	0	0	**0**	1	219	0	199	0	**418**	0	**692**
8:45AM	0	130	15	0	**145**	0	58	132	0	1	**191**	0	0	0	0	0	**0**	2	227	0	162	0	**389**	0	**725**
Hourly Total	0	483	62	0	**545**	0	223	355	0	1	**579**	0	0	0	0	0	**0**	3	954	0	693	0	**1647**	0	**2771**
2:00PM	0	94	18	0	**112**	0	60	87	0	0	**147**	0	0	0	0	0	**0**	0	110	0	112	0	**222**	0	**481**
2:15PM	0	111	13	0	**124**	0	73	98	0	0	**171**	0	0	0	0	0	**0**	0	88	0	86	0	**174**	0	**469**
2:30PM	0	110	20	0	**130**	0	75	89	0	0	**164**	0	0	0	0	0	**0**	0	119	0	103	0	**222**	0	**516**
2:45PM	0	99	12	0	**111**	1	75	122	0	0	**197**	0	0	0	0	0	**0**	3	123	0	119	0	**242**	1	**550**
Hourly Total	0	414	63	0	**477**	1	283	396	0	0	**679**	0	0	0	0	0	**0**	3	440	0	420	0	**860**	1	**2016**
3:00PM	0	115	19	0	**134**	0	108	125	0	0	**233**	0	0	0	0	0	**0**	0	90	0	92	0	**182**	3	**549**
3:15PM	0	108	23	0	**131**	0	112	126	0	0	**238**	0	0	0	0	0	**0**	0	102	0	117	0	**219**	1	**588**
3:30PM	0	93	21	0	**114**	0	87	137	0	0	**224**	0	0	0	0	0	**0**	1	89	0	110	0	**199**	1	**537**
3:45PM	0	108	30	0	**138**	0	105	114	0	0	**219**	1	0	0	0	0	**0**	0	77	0	121	0	**198**	1	**555**
Hourly Total	0	424	93	0	**517**	0	412	502	0	0	**914**	1	0	0	0	0	**0**	1	358	0	440	0	**798**	6	**2229**
4:00PM	0	92	35	0	**127**	0	106	115	0	0	**221**	0	0	0	0	0	**0**	1	77	0	103	0	**180**	1	**528**
4:15PM	0	104	29	0	**133**	0	131	126	0	0	**257**	0	0	0	0	0	**0**	1	64	0	97	0	**161**	3	**551**
4:30PM	0	92	14	0	**106**	0	135	113	0	0	**248**	0	0	0	0	0	**0**	0	66	0	122	0	**188**	2	**542**
4:45PM	0	82	24	0	**106**	0	136	104	0	0	**240**	0	0	0	0	0	**0**	0	85	0	138	0	**223**	0	**569**
Hourly Total	0	370	102	0	**472**	0	508	458	0	0	**966**	0	0	0	0	0	**0**	2	292	0	460	0	**752**	6	**2190**
5:00PM	0	104	20	0	**124**	0	121	122	0	0	**243**	0	0	0	0	0	**0**	0	88	0	114	0	**202**	2	**569**
5:15PM	0	82	29	0	**111**	0	151	138	0	0	**289**	0	0	2	0	0	**2**	0	74	0	136	0	**210**	0	**612**
5:30PM	0	87	13	0	**100**	0	104	144	0	0	**248**	0	0	0	0	0	**0**	0	81	0	153	0	**234**	0	**582**
5:45PM	0	81	18	0	**99**	0	125	134	0	0	**259**	0	0	0	0	0	**0**	0	79	0	117	0	**196**	0	**554**
Hourly Total	0	354	80	0	**434**	0	501	538	0	0	**1039**	0	0	2	0	0	**2**	0	322	0	520	0	**842**	2	**2317**
Total	0	2684	523	0	**3207**	1	2177	2555	0	1	**4733**	1	0	2	0	0	**2**	11	3629	1	3321	0	**6951**	18	**14893**
% Approach	0%	83.7%	16.3%	0%	**-**	-	46.0%	54.0%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	52.2%	0%	47.8%	0%	**-**	-	**-**
% Total	0%	18.0%	3.5%	0%	**21.5%**	-	14.6%	17.2%	0%	0%	**31.8%**	-	0%	0%	0%	0%	**0%**	-	24.4%	0%	22.3%	0%	**46.7%**	-	**-**
Lights	0	2611	512	0	**3123**	-	2135	2485	0	1	**4621**	-	0	2	0	0	**2**	-	3557	1	3256	0	**6814**	-	14560
% Lights	0%	97.3%	97.9%	0%	**97.4%**	-	98.1%	97.3%	0%	100%	**97.6%**	-	0%	100%	0%	0%	**100%**	-	98.0%	100%	98.0%	0%	**98.0%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	52	11	0	**63**	-	41	30	0	0	**71**	-	0	0	0	0	**0**	-	62	0	55	0	**117**	-	251
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	2.1%	0%	**2.0%**	-	1.9%	1.2%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	1.7%	0%	1.7%	0%	**1.7%**	-	1.7%
Buses	0	21	0	0	**21**	-	1	40	0	0	**41**	-	0	0	0	0	**0**	-	10	0	10	0	**20**	-	82
% Buses	0%	0.8%	0%	0%	**0.7%**	-	0%	1.6%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.3%	0%	0.3%	0%	**0.3%**	-	0.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	61.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	38.9%	-

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

Madison Ave and 287 SB - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954672, Location: 40.788622, -74.469918

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



Madison Ave and 287 SB - TMC

Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954672, Location: 40.788622, -74.469918

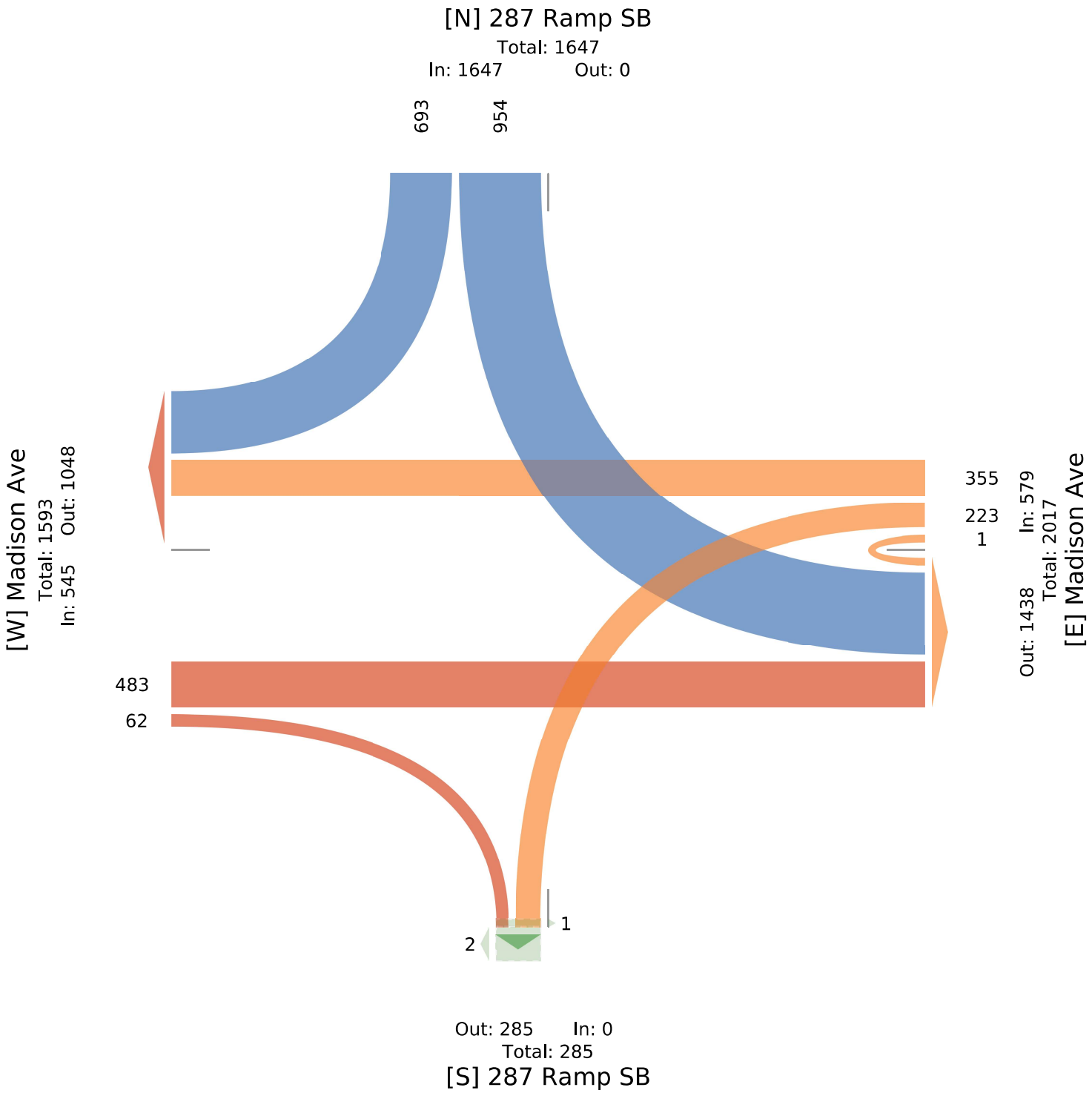
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						287 Ramp SB Northbound						287 Ramp SB Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-05-18 8:00AM	0	111	16	0	**127**	0	58	62	0	0	**120**	0	0	0	0	0	**0**	0	251	0	133	0	**384**	0	**631**
8:15AM	0	119	18	0	**137**	0	48	82	0	0	**130**	0	0	0	0	0	**0**	0	257	0	199	0	**456**	0	**723**
8:30AM	0	123	13	0	**136**	0	59	79	0	0	**138**	0	0	0	0	0	**0**	1	219	0	199	0	**418**	0	**692**
8:45AM	0	130	15	0	**145**	0	58	132	0	1	**191**	0	0	0	0	0	**0**	2	227	0	162	0	**389**	0	**725**
Total	0	483	62	0	**545**	0	223	355	0	1	**579**	0	0	0	0	0	**0**	3	954	0	693	0	**1647**	0	**2771**
% Approach	0%	88.6%	11.4%	0%	**-**	-	38.5%	61.3%	0%	0.2%	**-**	-	0%	0%	0%	0%	**-**	-	57.9%	0%	42.1%	0%	**-**	-	**-**
% Total	0%	17.4%	2.2%	0%	**19.7%**	-	8.0%	12.8%	0%	0%	**20.9%**	-	0%	0%	0%	0%	**0%**	-	34.4%	0%	25.0%	0%	**59.4%**	-	**-**
PHF	-	0.929	0.861	-	**0.940**	-	0.945	0.672	-	0.250	**0.758**	-	-	-	-	-	**-**	-	0.928	-	0.871	-	**0.903**	-	0.956
Lights	0	465	62	0	**527**	-	215	333	0	1	**549**	-	0	0	0	0	**0**	-	936	0	667	0	**1603**	-	2679
% Lights	0%	96.3%	100%	0%	**96.7%**	-	96.4%	93.8%	0%	100%	**94.8%**	-	0%	0%	0%	0%	**-**	-	98.1%	0%	96.2%	0%	**97.3%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	14	0	0	**14**	-	8	5	0	0	**13**	-	0	0	0	0	**0**	-	18	0	26	0	**44**	-	71
% Articulated Trucks and Single-Unit Trucks	0%	2.9%	0%	0%	**2.6%**	-	3.6%	1.4%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**-**	-	1.9%	0%	3.8%	0%	**2.7%**	-	2.6%
Buses	0	4	0	0	**4**	-	0	17	0	0	**17**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	21
% Buses	0%	0.8%	0%	0%	**0.7%**	-	0%	4.8%	0%	0%	**2.9%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Madison Ave and 287 SB - TMC
Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954672, Location: 40.788622, -74.469918

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



Madison Ave and 287 SB - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954672, Location: 40.788622, -74.469918

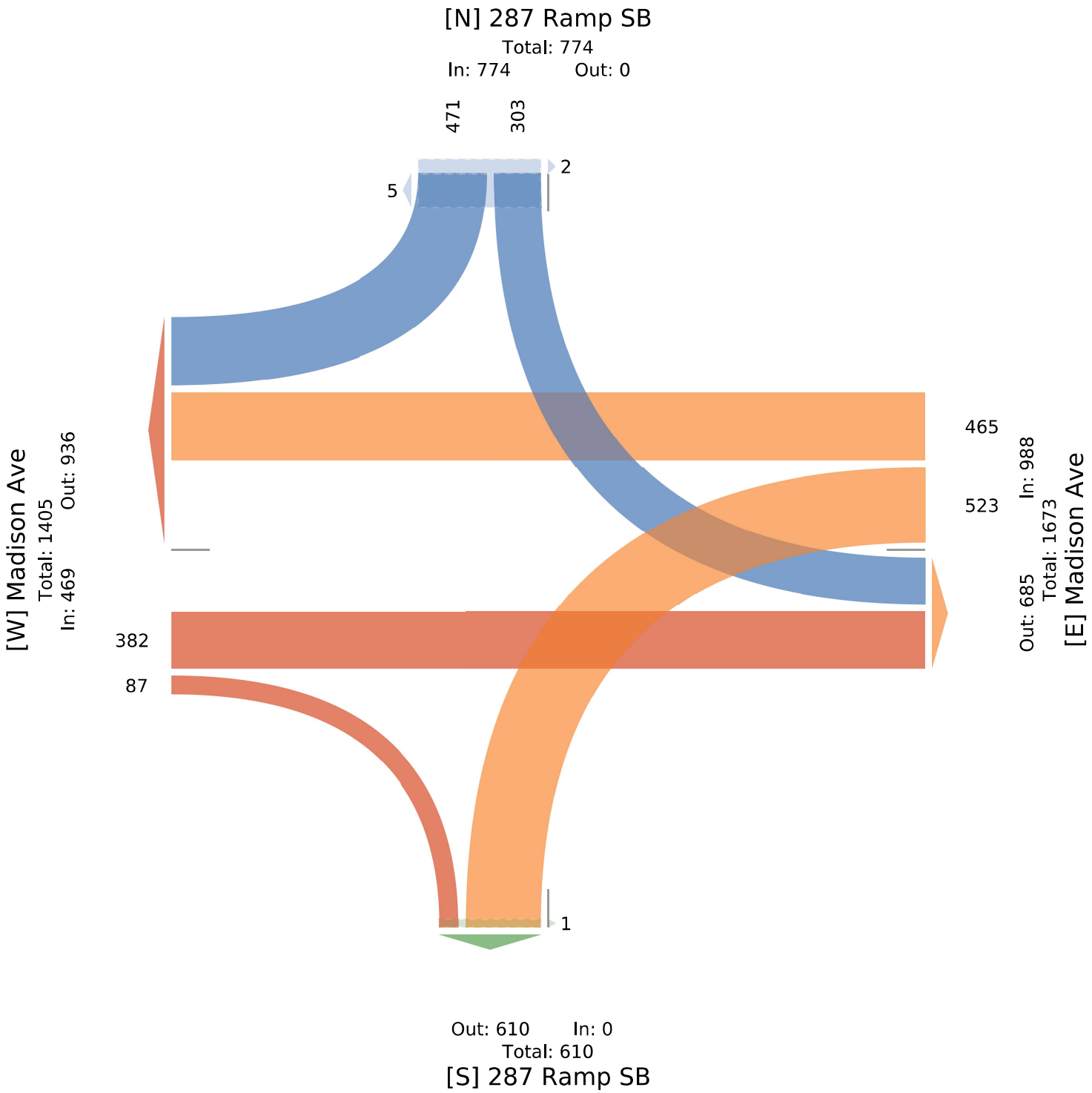
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						287 Ramp SB						287 Ramp SB						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-05-18 4:15PM	0	104	29	0	**133**	0	131	126	0	0	**257**	0	0	0	0	0	**0**	1	64	0	97	0	**161**	3	**551**
4:30PM	0	92	14	0	**106**	0	135	113	0	0	**248**	0	0	0	0	0	**0**	0	66	0	122	0	**188**	2	**542**
4:45PM	0	82	24	0	**106**	0	136	104	0	0	**240**	0	0	0	0	0	**0**	0	85	0	138	0	**223**	0	**569**
5:00PM	0	104	20	0	**124**	0	121	122	0	0	**243**	0	0	0	0	0	**0**	0	88	0	114	0	**202**	2	**569**
Total	0	382	87	0	**469**	0	523	465	0	0	**988**	0	0	0	0	0	**0**	1	303	0	471	0	**774**	7	**2231**
% Approach	0%	81.4%	18.6%	0%	**-**	-	52.9%	47.1%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	39.1%	0%	60.9%	0%	**-**	-	**-**
% Total	0%	17.1%	3.9%	0%	**21.0%**	-	23.4%	20.8%	0%	0%	**44.3%**	-	0%	0%	0%	0%	**0%**	-	13.6%	0%	21.1%	0%	**34.7%**	-	**-**
PHF	-	0.918	0.750	-	**0.882**	-	0.961	0.923	-	-	**0.961**	-	-	-	-	-	**-**	-	0.861	-	0.853	-	**0.868**	-	0.980
Lights	0	373	86	0	**459**	-	519	461	0	0	**980**	-	0	0	0	0	**0**	-	298	0	468	0	**766**	-	2205
% Lights	0%	97.6%	98.9%	0%	**97.9%**	-	99.2%	99.1%	0%	0%	**99.2%**	-	0%	0%	0%	0%	**-**	-	98.3%	0%	99.4%	0%	**99.0%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	7	1	0	**8**	-	4	3	0	0	**7**	-	0	0	0	0	**0**	-	4	0	2	0	**6**	-	21
% Articulated Trucks and Single-Unit Trucks	0%	1.8%	1.1%	0%	**1.7%**	-	0.8%	0.6%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**-**	-	1.3%	0%	0.4%	0%	**0.8%**	-	0.9%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	5
% Buses	0%	0.5%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**-**	-	0.3%	0%	0.2%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	57.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	42.9%	-

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

Madison Ave and 287 SB - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954672, Location: 40.788622, -74.469918

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



Madison Ave and Main Hospital Driveway - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954635, Location: 40.787989, -74.46534

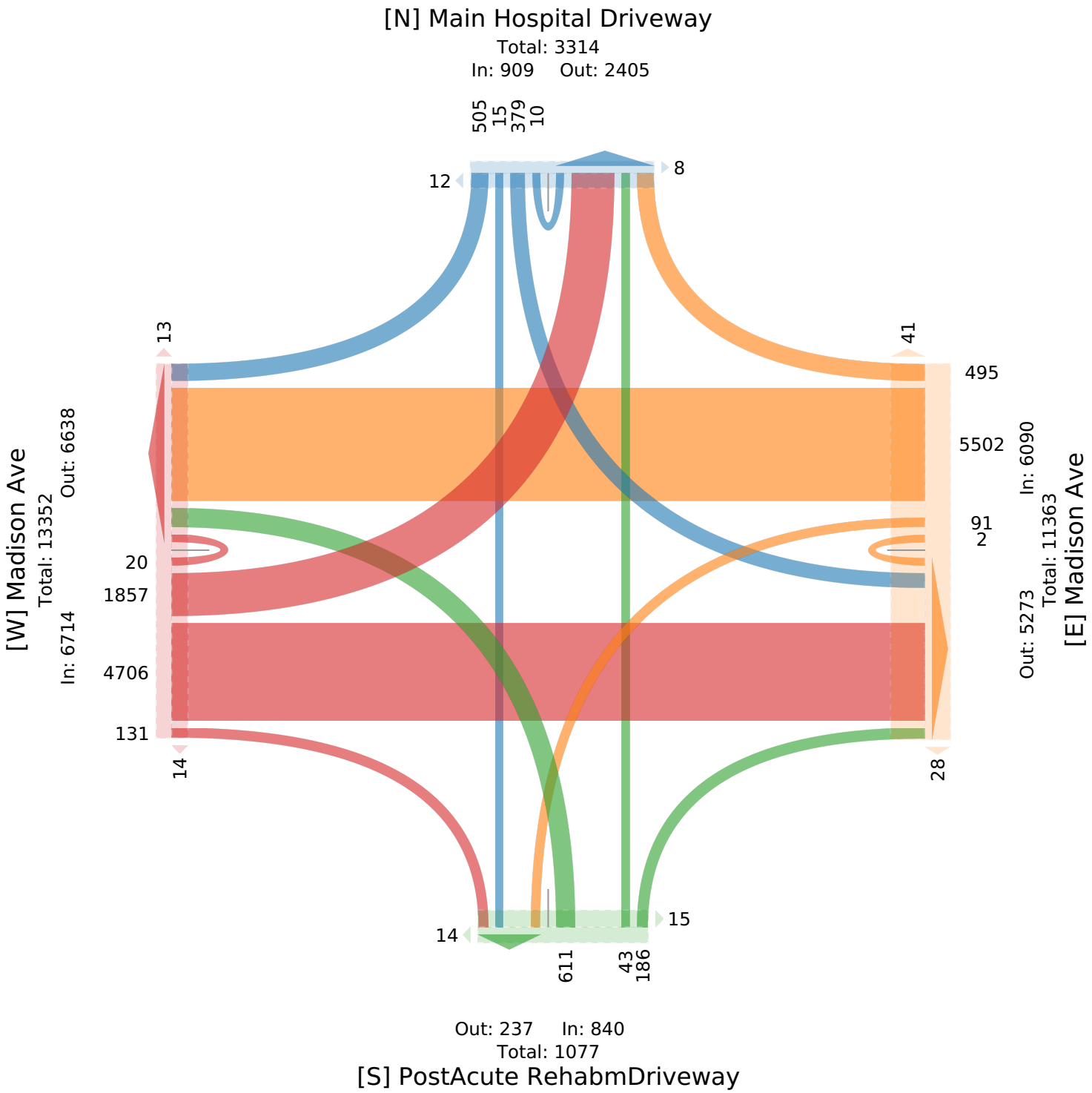
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						PostAcute RehabmDriveway						Main Hospital Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 6:00AM	62	48	0	0	**110**	1	2	51	9	0	**62**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	1	**175**
6:15AM	125	71	3	0	**199**	0	2	52	17	0	**71**	1	0	0	1	0	**1**	0	0	0	5	0	**5**	0	**276**
6:30AM	180	120	3	0	**303**	0	3	92	21	0	**116**	1	7	2	0	0	**9**	0	6	1	6	0	**13**	0	**441**
6:45AM	168	175	9	0	**352**	0	12	87	26	0	**125**	3	6	2	8	0	**16**	1	4	0	11	3	**18**	0	**511**
Hourly Total	535	414	15	0	**964**	1	19	282	73	0	**374**	5	13	4	9	0	**26**	1	12	1	23	3	**39**	1	**1403**
7:00AM	83	128	2	1	**214**	1	7	96	18	0	**121**	1	2	1	7	0	**10**	2	14	0	13	0	**27**	0	**372**
7:15AM	64	165	3	1	**233**	0	4	123	15	0	**142**	1	7	0	3	0	**10**	0	10	0	7	0	**17**	0	**402**
7:30AM	93	218	4	0	**315**	0	1	152	24	0	**177**	2	3	0	5	0	**8**	1	9	2	8	1	**20**	1	**520**
7:45AM	88	292	4	1	**385**	0	2	165	21	1	**189**	2	6	1	7	0	**14**	0	16	0	12	2	**30**	1	**618**
Hourly Total	328	803	13	3	**1147**	1	14	536	78	1	**629**	6	18	2	22	0	**42**	3	49	2	40	3	**94**	2	**1912**
8:00AM	93	291	9	1	**394**	0	5	137	29	0	**171**	3	4	0	10	0	**14**	0	14	1	8	1	**24**	0	**603**
8:15AM	84	309	10	0	**403**	1	6	158	22	0	**186**	3	13	1	7	0	**21**	2	11	2	16	0	**29**	0	**639**
8:30AM	85	266	5	2	**358**	0	1	167	27	0	**195**	1	15	1	3	0	**19**	0	11	1	11	1	**24**	1	**596**
8:45AM	83	308	3	0	**394**	0	4	212	19	0	**235**	1	18	0	3	0	**21**	1	15	1	12	0	**28**	0	**678**
Hourly Total	345	1174	27	3	**1549**	1	16	674	97	0	**787**	8	50	2	23	0	**75**	3	51	5	47	2	**105**	1	**2516**
2:00PM	41	137	7	1	**186**	2	3	177	10	0	**190**	5	17	0	7	0	**24**	0	7	0	32	0	**39**	0	**439**
2:15PM	54	139	3	1	**197**	4	0	183	10	0	**193**	2	28	1	7	0	**36**	2	17	0	30	0	**47**	0	**473**
2:30PM	74	169	5	1	**249**	2	2	195	25	0	**222**	3	25	6	5	0	**36**	2	16	0	18	0	**34**	0	**541**
2:45PM	61	156	8	1	**226**	1	6	202	16	0	**224**	9	41	1	13	0	**55**	3	14	0	25	1	**40**	0	**545**
Hourly Total	230	601	23	4	**858**	9	11	757	61	0	**829**	19	111	8	32	0	**151**	7	54	0	105	1	**160**	0	**1998**
3:00PM	40	158	9	0	**207**	1	9	268	18	0	**295**	8	31	5	16	0	**52**	1	24	1	30	1	**56**	0	**610**
3:15PM	54	165	5	0	**224**	5	6	278	15	0	**299**	7	30	4	5	0	**39**	2	22	0	23	0	**45**	1	**607**
3:30PM	39	151	5	0	**195**	1	4	255	16	0	**275**	5	40	4	13	0	**57**	2	20	1	23	0	**44**	0	**571**
3:45PM	36	167	4	1	**208**	1	4	263	18	0	**285**	2	33	3	8	0	**44**	2	22	0	36	0	**58**	0	**595**
Hourly Total	169	641	23	1	**834**	8	23	1064	67	0	**1154**	22	134	16	42	0	**192**	7	88	2	112	1	**203**	1	**2383**
4:00PM	34	146	6	1	**187**	2	0	252	21	0	**273**	3	41	4	8	0	**53**	2	20	1	23	0	**44**	1	**557**
4:15PM	26	125	3	1	**155**	0	1	283	23	0	**307**	3	31	1	13	0	**45**	0	18	1	31	0	**50**	5	**557**
4:30PM	32	137	5	2	**176**	1	1	285	14	0	**300**	2	30	2	5	0	**37**	0	19	0	22	0	**41**	0	**554**
4:45PM	32	134	6	2	**174**	0	4	255	16	0	**275**	0	45	1	8	0	**54**	0	10	1	21	0	**32**	0	**535**
Hourly Total	124	542	20	6	**692**	3	6	1075	74	0	**1155**	8	147	8	34	0	**189**	2	67	3	97	0	**167**	6	**2203**
5:00PM	27	139	2	0	**168**	0	0	294	15	0	**309**	1	47	0	8	0	**55**	1	18	0	30	0	**48**	1	**580**
5:15PM	33	133	3	2	**171**	1	1	275	4	1	**281**	0	44	2	7	0	**53**	1	16	1	20	0	**37**	1	**542**
5:30PM	34	129	3	0	**166**	1	0	264	6	0	**270**	0	27	0	7	0	**34**	1	7	1	14	0	**22**	6	**492**
5:45PM	32	130	2	1	**165**	2	1	281	20	0	**302**	0	20	1	2	0	**23**	3	17	0	17	0	**34**	1	**524**
Hourly Total	126	531	10	3	**670**	4	2	1114	45	1	**1162**	1	138	3	24	0	**165**	6	58	2	81	0	**141**	9	**2138**
Total	1857	4706	131	20	**6714**	27	91	5502	495	2	**6090**	69	611	43	186	0	**840**	29	379	15	505	10	**909**	20	**14553**
% Approach	27.7%	70.1%	2.0%	0.3%	**-**	-	1.5%	90.3%	8.1%	0%	**-**	-	72.7%	5.1%	22.1%	0%	**-**	-	41.7%	1.7%	55.6%	1.1%	**-**	-	-
% Total	12.8%	32.3%	0.9%	0.1%	**46.1%**	-	0.6%	37.8%	3.4%	0%	**41.8%**	-	4.2%	0.3%	1.3%	0%	**5.8%**	-	2.6%	0.1%	3.5%	0.1%	**6.2%**	-	-
Lights	1830	4594	129	20	**6573**	-	90	5362	484	2	**5938**	-	609	40	183	0	**832**	-	372	14	502	9	**897**	-	14240
% Lights	98.5%	97.6%	98.5%	100%	**97.9%**	-	98.9%	97.5%	97.8%	100%	**97.5%**	-	99.7%	93.0%	98.4%	0%	**99.0%**	-	98.2%	93.3%	99.4%	90.0%	**98.7%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	25	78	2	0	**105**	-	1	93	8	0	**102**	-	2	3	3	0	**8**	-	5	1	2	1	**9**	-	224
% Articulated Trucks and Single-Unit Trucks	1.3%	1.7%	1.5%	0%	**1.6%**	-	1.1%	1.7%	1.6%	0%	**1.7%**	-	0.3%	7.0%	1.6%	0%	**1.0%**	-	1.3%	6.7%	0.4%	10.0%	**1.0%**	-	1.5%
Buses	2	34	0	0	**36**	-	0	47	3	0	**50**	-	0	0	0	0	**0**	-	2	0	1	0	**3**	-	89
% Buses	0.1%	0.7%	0%	0%	**0.5%**	-	0%	0.9%	0.6%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0.2%	0%	**0.3%**	-	0.6%
Pedestrians	-	-	-	-	-	27	-	-	-	-	-	69	-	-	-	-	-	28	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	96.6%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.4%	-	-	-	-	-	25.0%	-

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

Madison Ave and Main Hospital Driveway - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954635, Location: 40.787989, -74.46534

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



Madison Ave and Main Hospital Driveway - TMC

Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954635, Location: 40.787989, -74.46534

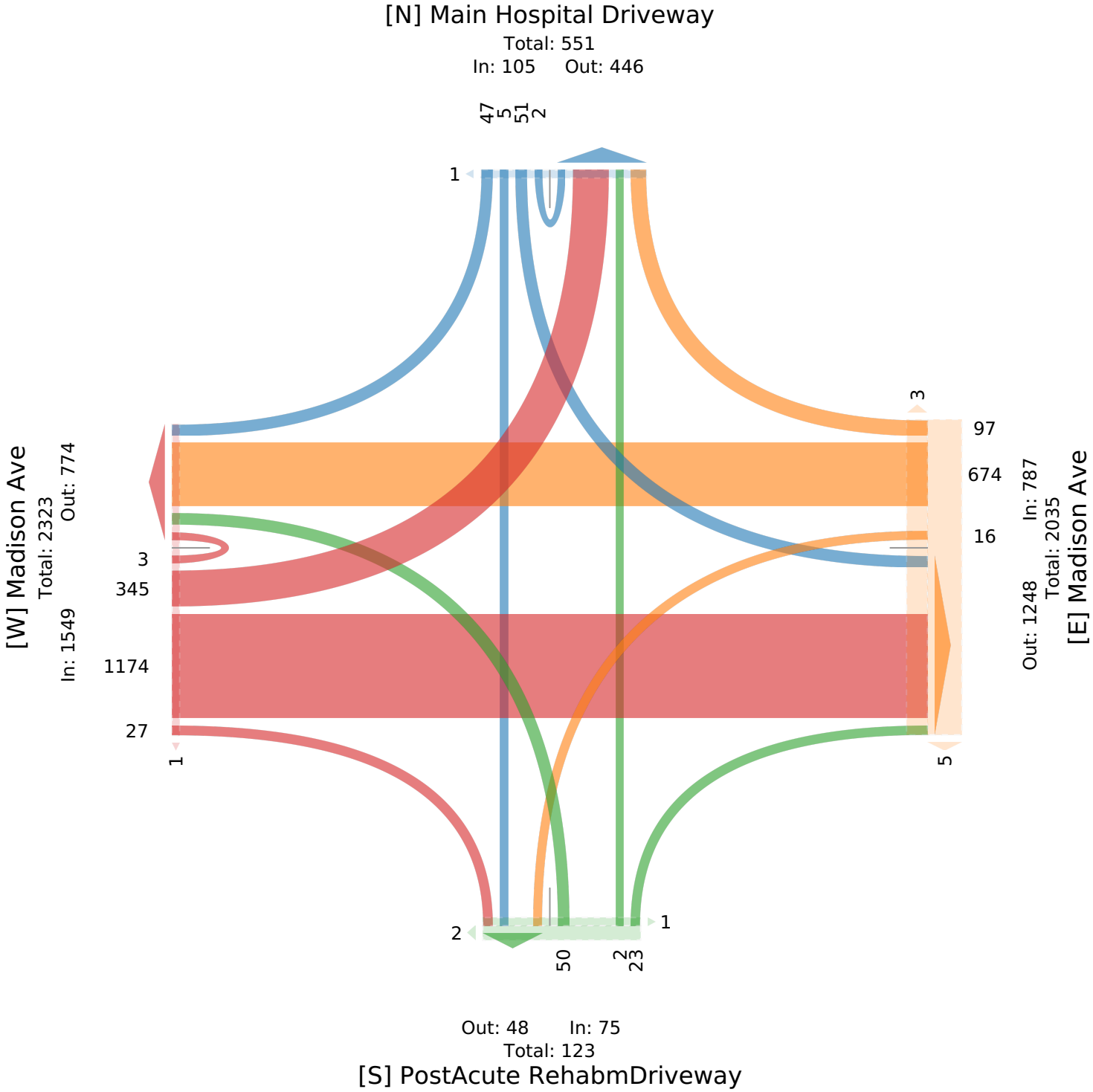
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						PostAcute RehabmDriveway						Main Hospital Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 8:00AM	93	291	9	1	**394**	0	5	137	29	0	**171**	3	4	0	10	0	**14**	0	14	1	8	1	**24**	0	**603**
8:15AM	84	309	10	0	**403**	1	6	158	22	0	**186**	3	13	1	7	0	**21**	2	11	2	16	0	**29**	0	**639**
8:30AM	85	266	5	2	**358**	0	1	167	27	0	**195**	1	15	1	3	0	**19**	0	11	1	11	1	**24**	1	**596**
8:45AM	83	308	3	0	**394**	0	4	212	19	0	**235**	1	18	0	3	0	**21**	1	15	1	12	0	**28**	0	**678**
Total	345	1174	27	3	**1549**	1	16	674	97	0	**787**	8	50	2	23	0	**75**	3	51	5	47	2	**105**	1	**2516**
% Approach	22.3%	75.8%	1.7%	0.2%	**-**	-	2.0%	85.6%	12.3%	0%	**-**	-	66.7%	2.7%	30.7%	0%	**-**	-	48.6%	4.8%	44.8%	1.9%	**-**	-	**-**
% Total	13.7%	46.7%	1.1%	0.1%	**61.6%**	-	0.6%	26.8%	3.9%	0%	**31.3%**	-	2.0%	0.1%	0.9%	0%	**3.0%**	-	2.0%	0.2%	1.9%	0.1%	**4.2%**	-	**-**
PHF	0.927	0.950	0.675	0.375	**0.961**	-	0.667	0.795	0.836	-	**0.837**	-	0.694	0.500	0.575	-	**0.893**	-	0.850	0.625	0.734	0.500	**0.905**	-	0.928
Lights	339	1141	27	3	**1510**	-	16	634	96	0	**746**	-	50	2	22	0	**74**	-	49	5	47	2	**103**	-	2433
% Lights	98.3%	97.2%	100%	100%	**97.5%**	-	100%	94.1%	99.0%	0%	**94.8%**	-	100%	100%	95.7%	0%	**98.7%**	-	96.1%	100%	100%	100%	**98.1%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	6	25	0	0	**31**	-	0	20	0	0	**20**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	53
% Articulated Trucks and Single-Unit Trucks	1.7%	2.1%	0%	0%	**2.0%**	-	0%	3.0%	0%	0%	**2.5%**	-	0%	0%	4.3%	0%	**1.3%**	-	2.0%	0%	0%	0%	**1.0%**	-	2.1%
Buses	0	8	0	0	**8**	-	0	20	1	0	**21**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	30
% Buses	0%	0.7%	0%	0%	**0.5%**	-	0%	3.0%	1.0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	2.0%	0%	0%	0%	**1.0%**	-	1.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Madison Ave and Main Hospital Driveway - TMC
Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954635, Location: 40.787989, -74.46534

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



Madison Ave and Main Hospital Driveway - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954635, Location: 40.787989, -74.46534

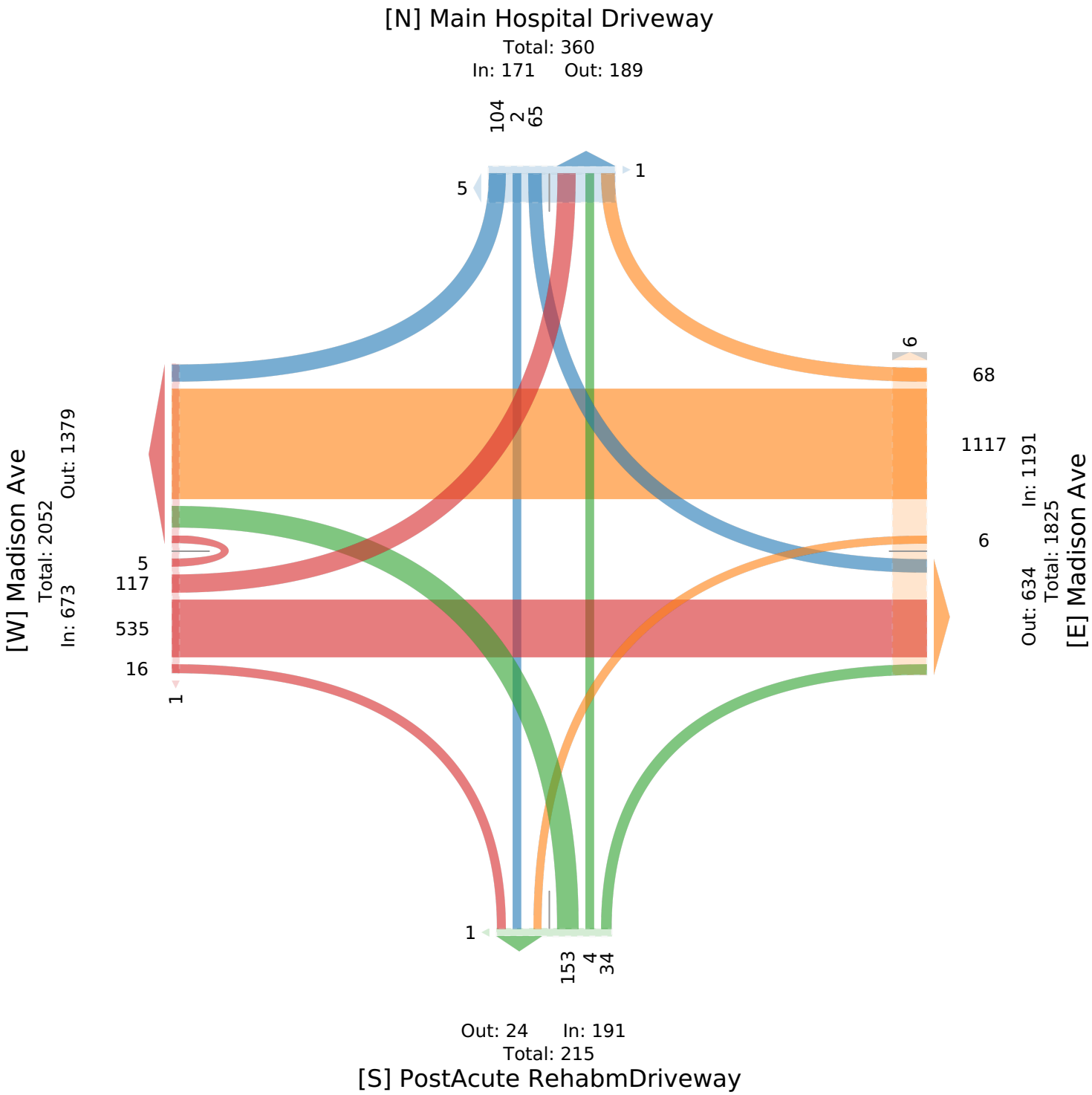
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						PostAcute RehabmDriveway						Main Hospital Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 4:15PM	26	125	3	1	**155**	0	1	283	23	0	**307**	3	31	1	13	0	**45**	0	18	1	31	0	**50**	5	**557**
4:30PM	32	137	5	2	**176**	1	1	285	14	0	**300**	2	30	2	5	0	**37**	0	19	0	22	0	**41**	0	**554**
4:45PM	32	134	6	2	**174**	0	4	255	16	0	**275**	0	45	1	8	0	**54**	0	10	1	21	0	**32**	0	**535**
5:00PM	27	139	2	0	**168**	0	0	294	15	0	**309**	1	47	0	8	0	**55**	1	18	0	30	0	**48**	1	**580**
Total	117	535	16	5	**673**	1	6	1117	68	0	**1191**	6	153	4	34	0	**191**	1	65	2	104	0	**171**	6	**2226**
% Approach	17.4%	79.5%	2.4%	0.7%	**-**	-	0.5%	93.8%	5.7%	0%	**-**	-	80.1%	2.1%	17.8%	0%	**-**	-	38.0%	1.2%	60.8%	0%	**-**	-	**-**
% Total	5.3%	24.0%	0.7%	0.2%	**30.2%**	-	0.3%	50.2%	3.1%	0%	**53.5%**	-	6.9%	0.2%	1.5%	0%	**8.6%**	-	2.9%	0.1%	4.7%	0%	**7.7%**	-	**-**
PHF	0.914	0.962	0.667	0.625	**0.956**	-	0.375	0.950	0.739	-	**0.964**	-	0.814	0.500	0.654	-	**0.868**	-	0.855	0.500	0.839	-	**0.855**	-	0.959
Lights	115	526	16	5	**662**	-	6	1108	66	0	**1180**	-	152	3	34	0	**189**	-	64	2	104	0	**170**	-	2201
% Lights	98.3%	98.3%	100%	100%	**98.4%**	-	100%	99.2%	97.1%	0%	**99.1%**	-	99.3%	75.0%	100%	0%	**99.0%**	-	98.5%	100%	100%	0%	**99.4%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	2	7	0	0	**9**	-	0	8	2	0	**10**	-	1	1	0	0	**2**	-	1	0	0	0	**1**	-	22
% Articulated Trucks and Single-Unit Trucks	1.7%	1.3%	0%	0%	**1.3%**	-	0%	0.7%	2.9%	0%	**0.8%**	-	0.7%	25.0%	0%	0%	**1.0%**	-	1.5%	0%	0%	0%	**0.6%**	-	1.0%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.4%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-

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

Madison Ave and Main Hospital Driveway - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954635, Location: 40.787989, -74.46534

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



Franklin St/Turtle Rd and Madison Ave - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954620, Location: 40.788695, -74.460244

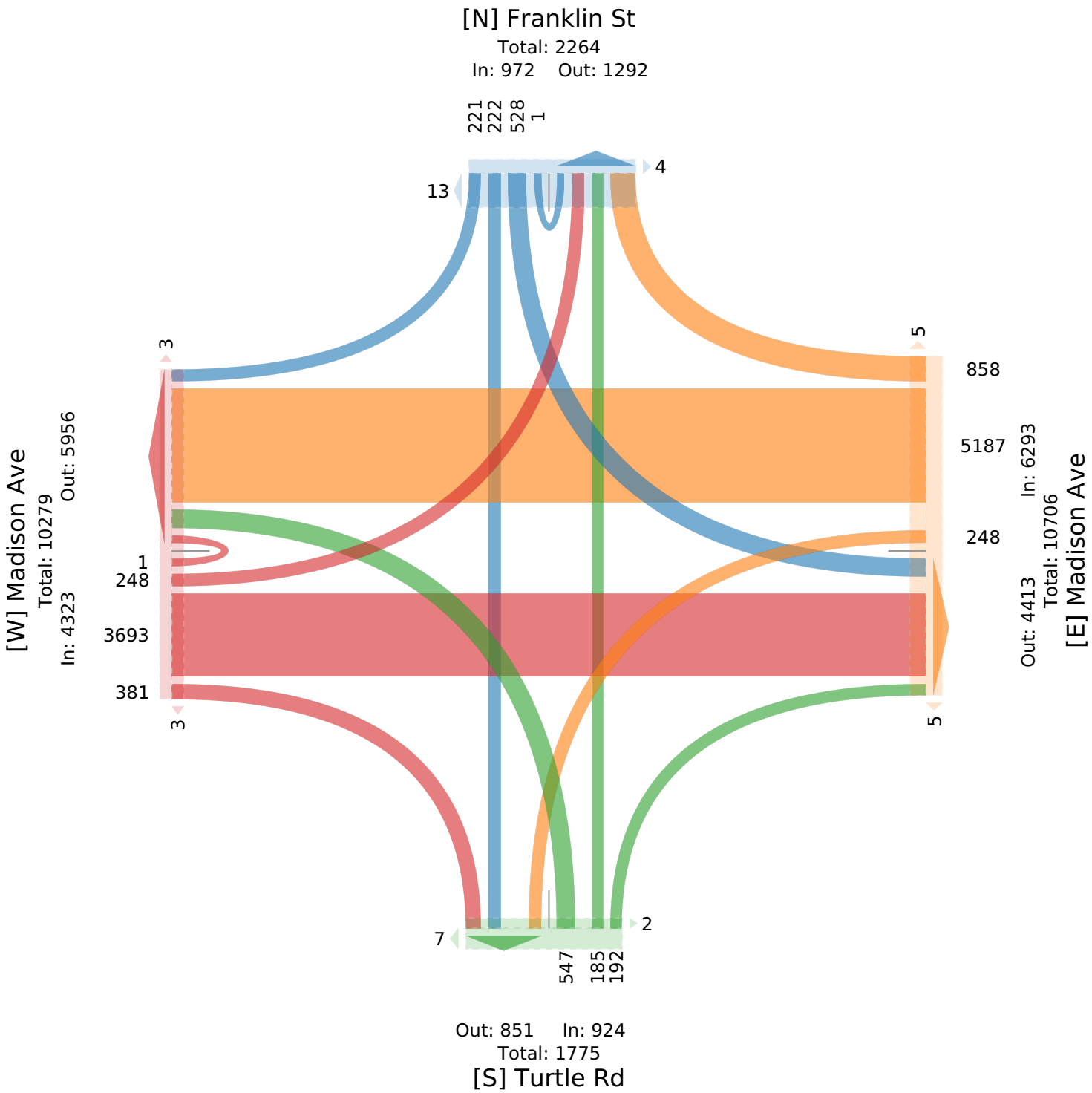
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						Turtle Rd						Franklin St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 6:00AM	0	33	1	0	**34**	0	1	49	10	0	**60**	1	7	1	0	0	**8**	0	2	3	0	0	**5**	0	**107**
6:15AM	4	52	1	0	**57**	0	3	69	22	0	**94**	1	6	2	2	0	**10**	1	4	0	1	0	**5**	2	**166**
6:30AM	13	61	6	0	**80**	0	3	121	34	0	**158**	0	4	2	4	0	**10**	0	9	1	4	0	**14**	0	**262**
6:45AM	28	73	5	0	**106**	0	4	123	44	0	**171**	1	4	6	6	0	**16**	0	8	2	8	0	**18**	0	**311**
Hourly Total	45	219	13	0	**277**	0	11	362	110	0	**483**	3	21	11	12	0	**44**	1	23	6	13	0	**42**	2	**846**
7:00AM	8	101	9	0	**118**	2	8	97	23	0	**128**	1	12	2	4	0	**18**	1	7	6	7	0	**20**	0	**284**
7:15AM	4	118	2	0	**124**	0	5	138	16	0	**159**	0	16	5	7	0	**28**	1	20	5	6	0	**31**	0	**342**
7:30AM	2	153	16	0	**171**	0	17	170	26	0	**213**	0	22	10	3	0	**35**	0	15	6	12	1	**34**	0	**453**
7:45AM	8	197	21	0	**226**	1	14	198	39	0	**251**	0	15	11	3	0	**29**	0	25	9	4	0	**38**	0	**544**
Hourly Total	22	569	48	0	**639**	3	44	603	104	0	**751**	1	65	28	17	0	**110**	2	67	26	29	1	**123**	0	**1623**
8:00AM	4	197	24	0	**225**	0	16	177	33	0	**226**	0	18	1	9	0	**28**	0	18	19	12	0	**49**	0	**528**
8:15AM	1	200	26	0	**227**	0	13	176	34	0	**223**	0	22	4	3	0	**29**	0	18	10	7	0	**35**	1	**514**
8:30AM	6	158	25	0	**189**	0	20	194	36	0	**250**	0	20	6	8	0	**34**	0	23	15	9	0	**47**	0	**520**
8:45AM	8	212	25	0	**245**	0	14	217	38	0	**269**	0	34	12	7	0	**53**	0	17	12	4	0	**33**	0	**600**
Hourly Total	19	767	100	0	**886**	0	63	764	141	0	**968**	0	94	23	27	0	**144**	0	76	56	32	0	**164**	1	**2162**
2:00PM	14	95	13	0	**122**	0	7	169	14	0	**190**	1	15	4	2	0	**21**	1	17	3	13	0	**33**	0	**366**
2:15PM	7	89	14	0	**110**	0	9	155	27	0	**191**	1	19	2	5	0	**26**	0	22	7	16	0	**45**	0	**372**
2:30PM	11	127	18	0	**156**	0	6	195	29	0	**230**	1	14	7	6	0	**27**	0	11	7	9	0	**27**	0	**440**
2:45PM	10	116	13	0	**139**	0	12	192	29	0	**233**	1	25	5	7	0	**37**	1	20	15	8	0	**43**	0	**452**
Hourly Total	42	427	58	0	**527**	0	34	711	99	0	**844**	4	73	18	20	0	**111**	2	70	32	46	0	**148**	0	**1630**
3:00PM	11	147	15	0	**173**	0	6	216	52	0	**274**	0	33	8	12	0	**53**	0	30	8	12	0	**50**	0	**550**
3:15PM	9	140	13	0	**162**	1	5	191	36	0	**232**	0	34	14	11	0	**59**	0	32	6	25	0	**63**	0	**516**
3:30PM	8	156	9	0	**173**	0	6	210	29	0	**245**	0	25	9	9	0	**43**	1	24	7	10	0	**41**	3	**502**
3:45PM	16	138	7	1	**162**	0	7	196	29	0	**232**	0	24	8	5	0	**37**	0	19	11	11	0	**41**	0	**472**
Hourly Total	44	581	44	1	**670**	1	24	813	146	0	**983**	0	116	39	37	0	**192**	1	105	32	58	0	**195**	3	**2040**
4:00PM	17	139	8	0	**164**	0	6	234	40	0	**280**	0	27	10	10	0	**47**	0	28	7	10	0	**45**	1	**536**
4:15PM	10	129	16	0	**155**	2	9	251	32	0	**292**	0	18	11	7	0	**36**	1	28	8	5	0	**41**	1	**524**
4:30PM	10	169	16	0	**195**	0	7	241	22	0	**270**	0	24	11	11	0	**46**	0	25	15	4	0	**44**	0	**555**
4:45PM	7	141	13	0	**161**	0	5	214	37	0	**256**	0	22	11	16	0	**49**	0	23	10	7	0	**40**	1	**506**
Hourly Total	44	578	53	0	**675**	2	27	940	131	0	**1098**	0	91	43	44	0	**178**	1	104	40	26	0	**170**	3	**2121**
5:00PM	11	161	17	0	**189**	0	12	254	35	0	**301**	1	24	6	13	0	**43**	0	26	10	5	0	**41**	0	**574**
5:15PM	9	130	19	0	**158**	0	4	241	30	0	**275**	0	19	4	10	0	**33**	1	21	6	6	0	**33**	2	**499**
5:30PM	5	125	18	0	**148**	0	14	240	32	0	**286**	1	22	6	5	0	**33**	0	21	7	4	0	**32**	4	**499**
5:45PM	7	136	11	0	**154**	0	15	259	30	0	**304**	0	22	7	7	0	**36**	1	15	7	2	0	**24**	2	**518**
Hourly Total	32	552	65	0	**649**	0	45	994	127	0	**1166**	2	87	23	35	0	**145**	2	83	30	17	0	**130**	8	**2090**
Total	248	3693	381	1	**4323**	6	248	5187	858	0	**6293**	10	547	185	192	0	**924**	9	528	222	221	1	**972**	17	**12512**
% Approach	5.7%	85.4%	8.8%	0%	**-**	-	3.9%	82.4%	13.6%	0%	**-**	-	59.2%	20.0%	20.8%	0%	**-**	-	54.3%	22.8%	22.7%	0.1%	**-**	-	-
% Total	2.0%	29.5%	3.0%	0%	**34.6%**	-	2.0%	41.5%	6.9%	0%	**50.3%**	-	4.4%	1.5%	1.5%	0%	**7.4%**	-	4.2%	1.8%	1.8%	0%	**7.8%**	-	-
Lights	237	3606	366	1	**4210**	-	239	5087	822	0	**6148**	-	509	177	184	0	**870**	-	513	200	213	1	**927**	-	12155
% Lights	95.6%	97.6%	96.1%	100%	**97.4%**	-	96.4%	98.1%	95.8%	0%	**97.7%**	-	93.1%	95.7%	95.8%	0%	**94.2%**	-	97.2%	90.1%	96.4%	100%	**95.4%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	5	64	6	0	**75**	-	3	84	19	0	**106**	-	7	2	6	0	**15**	-	12	6	8	0	**26**	-	222
% Articulated Trucks and Single-Unit Trucks	2.0%	1.7%	1.6%	0%	**1.7%**	-	1.2%	1.6%	2.2%	0%	**1.7%**	-	1.3%	1.1%	3.1%	0%	**1.6%**	-	2.3%	2.7%	3.6%	0%	**2.7%**	-	1.8%
Buses	6	23	9	0	**38**	-	6	16	17	0	**39**	-	31	6	2	0	**39**	-	3	16	0	0	**19**	-	135
% Buses	2.4%	0.6%	2.4%	0%	**0.9%**	-	2.4%	0.3%	2.0%	0%	**0.6%**	-	5.7%	3.2%	1.0%	0%	**4.2%**	-	0.6%	7.2%	0%	0%	**2.0%**	-	1.1%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	9	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	83.3%	-	-	-	-	-	70.0%	-	-	-	-	-	100%	-	-	-	-	-	88.2%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	16.7%	-	-	-	-	-	30.0%	-	-	-	-	-	0%	-	-	-	-	-	11.8%	-

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

Franklin St/Turtle Rd and Madison Ave - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954620, Location: 40.788695, -74.460244

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



Franklin St/Turtle Rd and Madison Ave - TMC

Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954620, Location: 40.788695, -74.460244

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

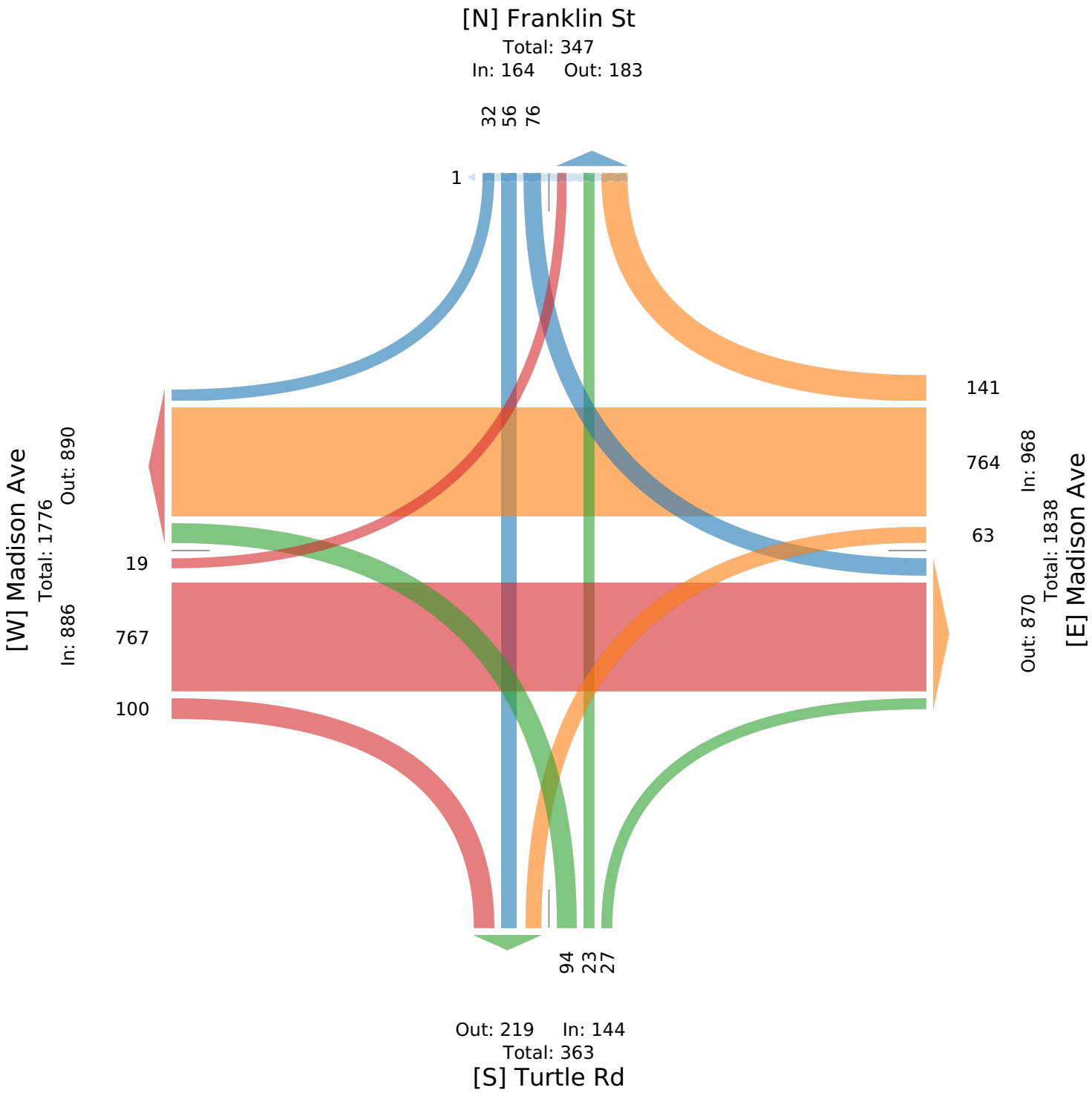
Leg	Madison Ave						Madison Ave						Turtle Rd						Franklin St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-05-18 8:00AM	4	197	24	0	**225**	0	16	177	33	0	**226**	0	18	1	9	0	**28**	0	18	19	12	0	**49**	0	**528**
8:15AM	1	200	26	0	**227**	0	13	176	34	0	**223**	0	22	4	3	0	**29**	0	18	10	7	0	**35**	1	**514**
8:30AM	6	158	25	0	**189**	0	20	194	36	0	**250**	0	20	6	8	0	**34**	0	23	15	9	0	**47**	0	**520**
8:45AM	8	212	25	0	**245**	0	14	217	38	0	**269**	0	34	12	7	0	**53**	0	17	12	4	0	**33**	0	**600**
Total	19	767	100	0	**886**	0	63	764	141	0	**968**	0	94	23	27	0	**144**	0	76	56	32	0	**164**	1	**2162**
% Approach	2.1%	86.6%	11.3%	0%	**-**	-	6.5%	78.9%	14.6%	0%	**-**	-	65.3%	16.0%	18.8%	0%	**-**	-	46.3%	34.1%	19.5%	0%	**-**	-	-
% Total	0.9%	35.5%	4.6%	0%	**41.0%**	-	2.9%	35.3%	6.5%	0%	**44.8%**	-	4.3%	1.1%	1.2%	0%	**6.7%**	-	3.5%	2.6%	1.5%	0%	**7.6%**	-	-
PHF	0.594	0.904	0.962	-	**0.904**	-	0.788	0.880	0.928	-	**0.900**	-	0.691	0.479	0.750	-	**0.679**	-	0.826	0.737	0.667	-	**0.837**	-	0.901
Lights	16	744	94	0	**854**	-	60	739	137	0	**936**	-	78	22	24	0	**124**	-	73	47	30	0	**150**	-	2064
% Lights	84.2%	97.0%	94.0%	0%	**96.4%**	-	95.2%	96.7%	97.2%	0%	**96.7%**	-	83.0%	95.7%	88.9%	0%	**86.1%**	-	96.1%	83.9%	93.8%	0%	**91.5%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	1	18	2	0	**21**	-	1	20	2	0	**23**	-	2	0	2	0	**4**	-	1	2	2	0	**5**	-	53
% Articulated Trucks and Single-Unit Trucks	5.3%	2.3%	2.0%	0%	**2.4%**	-	1.6%	2.6%	1.4%	0%	**2.4%**	-	2.1%	0%	7.4%	0%	**2.8%**	-	1.3%	3.6%	6.3%	0%	**3.0%**	-	2.5%
Buses	2	5	4	0	**11**	-	2	5	2	0	**9**	-	14	1	1	0	**16**	-	2	7	0	0	**9**	-	45
% Buses	10.5%	0.7%	4.0%	0%	**1.2%**	-	3.2%	0.7%	1.4%	0%	**0.9%**	-	14.9%	4.3%	3.7%	0%	**11.1%**	-	2.6%	12.5%	0%	0%	**5.5%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Franklin St/Turtle Rd and Madison Ave - TMC

Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954620, Location: 40.788695, -74.460244

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



Franklin St/Turtle Rd and Madison Ave - TMC

Wed May 18, 2022
PM Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954620, Location: 40.788695, -74.460244

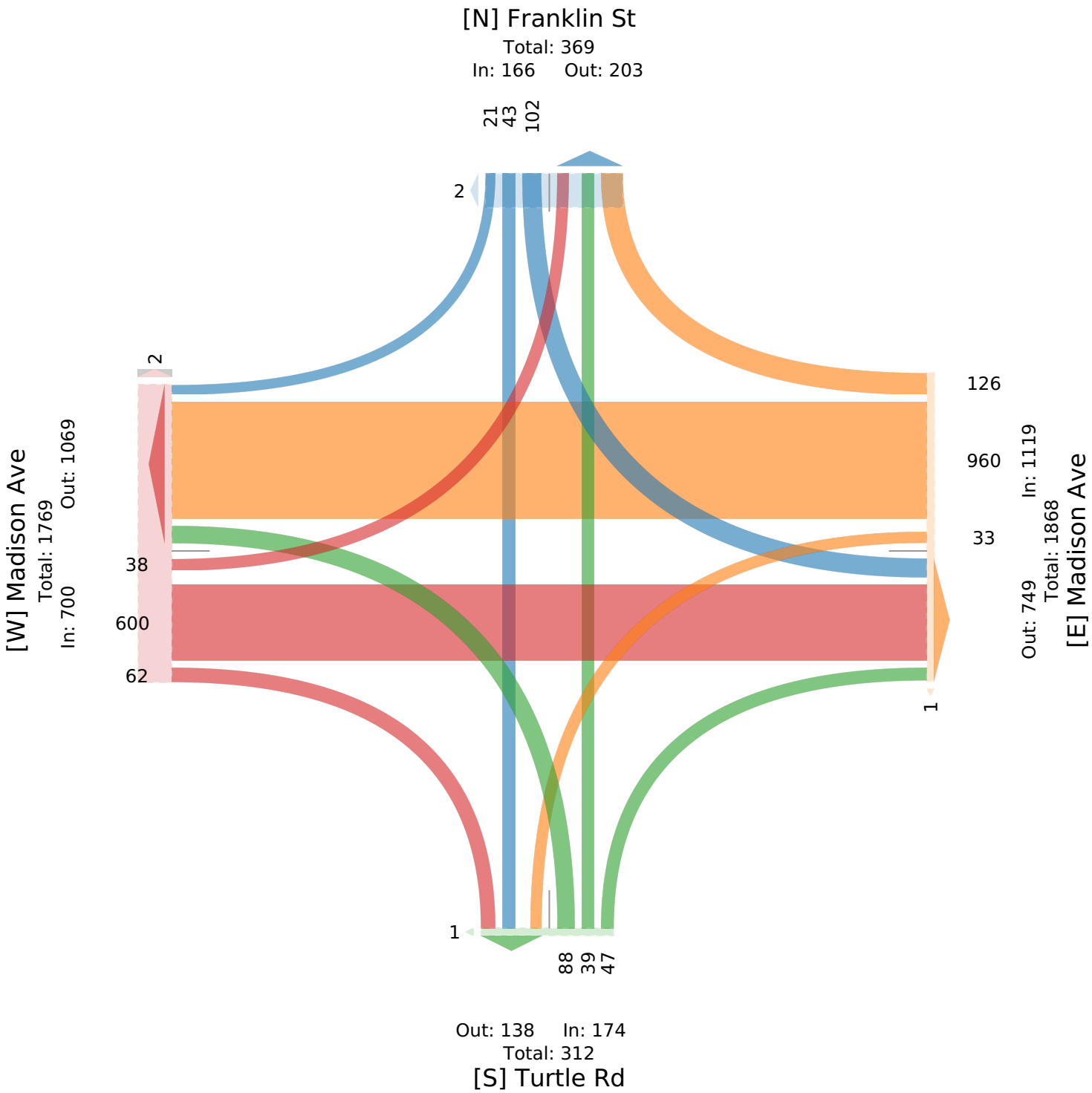
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						Turtle Rd						Franklin St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 4:15PM	10	129	16	0	**155**	2	9	251	32	0	**292**	0	18	11	7	0	**36**	1	28	8	5	0	**41**	1	**524**
4:30PM	10	169	16	0	**195**	0	7	241	22	0	**270**	0	24	11	11	0	**46**	0	25	15	4	0	**44**	0	**555**
4:45PM	7	141	13	0	**161**	0	5	214	37	0	**256**	0	22	11	16	0	**49**	0	23	10	7	0	**40**	1	**506**
5:00PM	11	161	17	0	**189**	0	12	254	35	0	**301**	1	24	6	13	0	**43**	0	26	10	5	0	**41**	0	**574**
Total	38	600	62	0	**700**	2	33	960	126	0	**1119**	1	88	39	47	0	**174**	1	102	43	21	0	**166**	2	**2159**
% Approach	5.4%	85.7%	8.9%	0%	**-**	-	2.9%	85.8%	11.3%	0%	**-**	-	50.6%	22.4%	27.0%	0%	**-**	-	61.4%	25.9%	12.7%	0%	**-**	-	-
% Total	1.8%	27.8%	2.9%	0%	**32.4%**	-	1.5%	44.5%	5.8%	0%	**51.8%**	-	4.1%	1.8%	2.2%	0%	**8.1%**	-	4.7%	2.0%	1.0%	0%	**7.7%**	-	-
PHF	0.864	0.888	0.912	-	**0.897**	-	0.688	0.945	0.851	-	**0.929**	-	0.917	0.886	0.734	-	**0.888**	-	0.911	0.717	0.750	-	**0.943**	-	0.940
Lights	38	591	60	0	**689**	-	33	951	123	0	**1107**	-	88	38	45	0	**171**	-	101	42	20	0	**163**	-	2130
% Lights	100%	98.5%	96.8%	0%	**98.4%**	-	100%	99.1%	97.6%	0%	**98.9%**	-	100%	97.4%	95.7%	0%	**98.3%**	-	99.0%	97.7%	95.2%	0%	**98.2%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	7	2	0	**9**	-	0	8	3	0	**11**	-	0	1	2	0	**3**	-	1	0	1	0	**2**	-	25
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	3.2%	0%	**1.3%**	-	0%	0.8%	2.4%	0%	**1.0%**	-	0%	2.6%	4.3%	0%	**1.7%**	-	1.0%	0%	4.8%	0%	**1.2%**	-	1.2%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	4
% Buses	0%	0.3%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0%	0%	**0.6%**	-	0.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

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

Franklin St/Turtle Rd and Madison Ave - TMC
Wed May 18, 2022
PM Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954620, Location: 40.788695, -74.460244

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



Madison Ave and 287 NB - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954656, Location: 40.788387, -74.468405

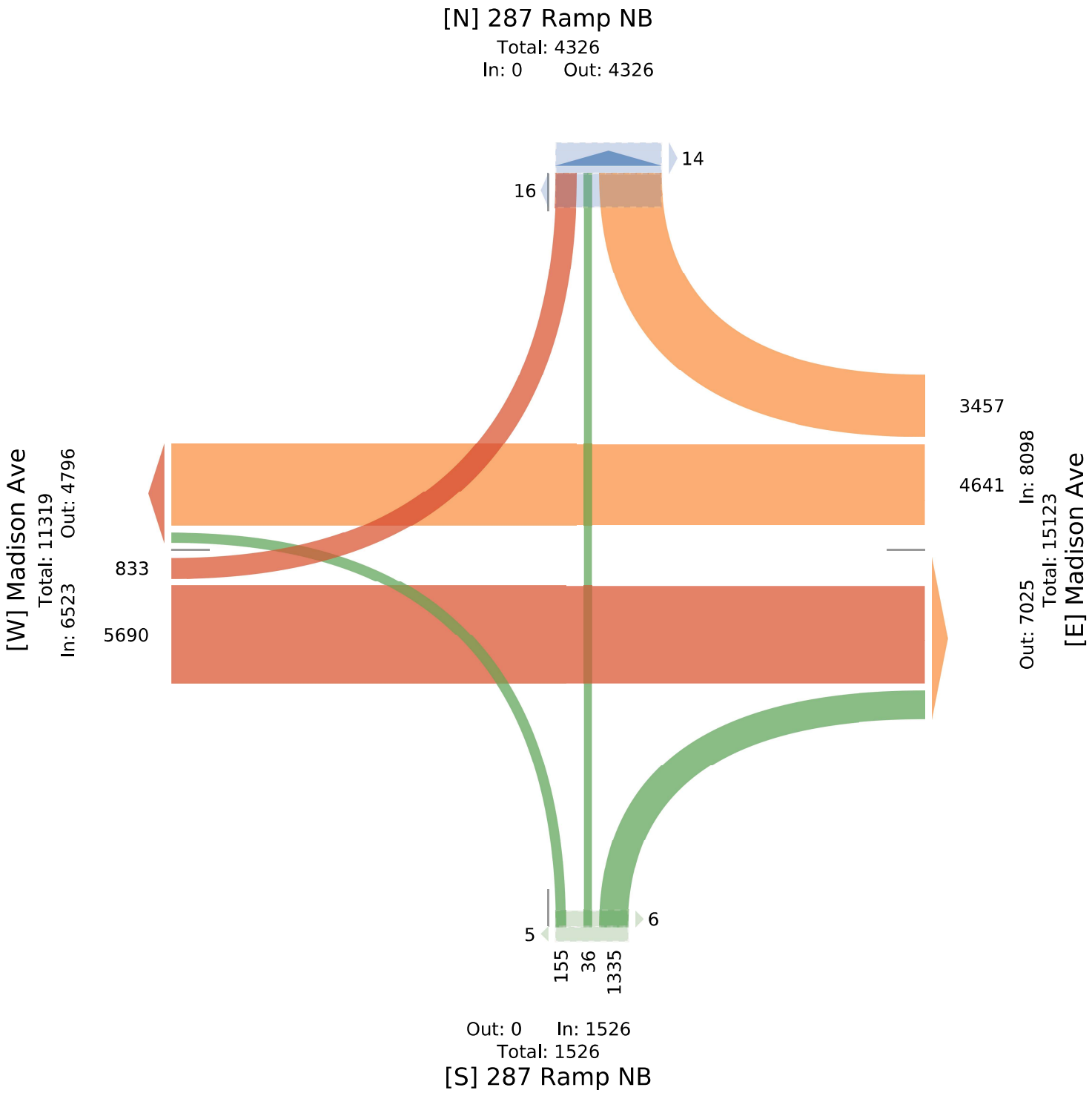
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						287 Ramp NB						287 Ramp NB						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 6:00AM	4	96	0	0	**100**	0	0	23	27	0	**50**	0	0	0	30	0	**30**	0	0	0	0	0	**0**	1	**180**
6:15AM	12	189	0	0	**201**	0	0	32	29	0	**61**	0	2	0	49	0	**51**	0	0	0	0	0	**0**	2	**313**
6:30AM	19	263	0	0	**282**	0	0	45	38	0	**83**	0	2	1	64	0	**67**	0	0	0	0	0	**0**	0	**432**
6:45AM	18	266	0	0	**284**	0	0	62	43	0	**105**	0	4	1	56	0	**61**	0	0	0	0	0	**0**	2	**450**
Hourly Total	53	814	0	0	**867**	0	0	162	137	0	**299**	0	8	2	199	0	**209**	0	0	0	0	0	**0**	5	**1375**
7:00AM	32	171	0	0	**203**	0	0	52	103	0	**155**	0	1	0	48	0	**49**	1	0	0	0	0	**0**	0	**407**
7:15AM	28	223	0	0	**251**	0	0	92	85	0	**177**	0	7	0	57	0	**64**	1	0	0	0	0	**0**	1	**492**
7:30AM	32	263	0	0	**295**	0	0	112	92	0	**204**	0	6	2	73	0	**81**	0	0	0	0	0	**0**	2	**580**
7:45AM	31	349	0	0	**380**	0	0	132	92	0	**224**	0	7	1	91	0	**99**	0	0	0	0	0	**0**	0	**703**
Hourly Total	123	1006	0	0	**1129**	0	0	388	372	0	**760**	0	21	3	269	0	**293**	2	0	0	0	0	**0**	3	**2182**
8:00AM	20	347	0	0	**367**	0	0	122	82	0	**204**	0	5	3	69	0	**77**	0	0	0	0	0	**0**	0	**648**
8:15AM	36	361	0	0	**397**	0	0	108	75	0	**183**	0	8	2	64	0	**74**	0	0	0	0	0	**0**	1	**654**
8:30AM	33	338	0	0	**371**	0	0	146	82	0	**228**	0	4	0	69	0	**73**	1	0	0	0	0	**0**	1	**672**
8:45AM	27	367	0	0	**394**	0	0	178	78	0	**256**	0	7	3	76	0	**86**	2	0	0	0	0	**0**	1	**736**
Hourly Total	116	1413	0	0	**1529**	0	0	554	317	0	**871**	0	24	8	278	0	**310**	3	0	0	0	0	**0**	3	**2710**
2:00PM	34	166	0	0	**200**	0	0	148	144	0	**292**	0	3	2	22	0	**27**	0	0	0	0	0	**0**	0	**519**
2:15PM	38	164	0	0	**202**	0	0	172	142	0	**314**	0	9	1	35	0	**45**	0	0	0	0	0	**0**	0	**561**
2:30PM	18	219	0	0	**237**	0	0	157	136	0	**293**	0	9	2	52	0	**63**	0	0	0	0	0	**0**	0	**593**
2:45PM	32	183	0	0	**215**	0	0	192	153	0	**345**	0	3	0	47	0	**50**	2	0	0	0	0	**0**	1	**610**
Hourly Total	122	732	0	0	**854**	0	0	669	575	0	**1244**	0	24	5	156	0	**185**	2	0	0	0	0	**0**	1	**2283**
3:00PM	40	175	0	0	**215**	0	0	228	200	0	**428**	0	8	2	44	0	**54**	0	0	0	0	0	**0**	2	**697**
3:15PM	39	172	0	0	**211**	0	0	241	215	0	**456**	0	5	1	42	0	**48**	0	0	0	0	0	**0**	1	**715**
3:30PM	41	158	0	0	**199**	0	0	212	174	0	**386**	0	3	1	50	0	**54**	1	0	0	0	0	**0**	1	**639**
3:45PM	29	153	0	0	**182**	0	0	216	187	0	**403**	0	10	0	41	0	**51**	1	0	0	0	0	**0**	0	**636**
Hourly Total	149	658	0	0	**807**	0	0	897	776	0	**1673**	0	26	4	177	0	**207**	2	0	0	0	0	**0**	4	**2687**
4:00PM	26	155	0	0	**181**	0	0	216	204	0	**420**	0	5	0	40	0	**45**	1	0	0	0	0	**0**	2	**646**
4:15PM	40	118	0	0	**158**	0	0	254	188	0	**442**	0	8	0	32	0	**40**	1	0	0	0	0	**0**	4	**640**
4:30PM	35	138	0	0	**173**	0	0	232	178	0	**410**	0	7	0	29	0	**36**	0	0	0	0	0	**0**	1	**619**
4:45PM	31	122	0	0	**153**	0	0	251	152	0	**403**	0	5	2	32	0	**39**	0	0	0	0	0	**0**	0	**595**
Hourly Total	132	533	0	0	**665**	0	0	953	722	0	**1675**	0	25	2	133	0	**160**	2	0	0	0	0	**0**	7	**2500**
5:00PM	39	158	0	0	**197**	0	0	233	187	0	**420**	0	7	3	28	0	**38**	0	0	0	0	0	**0**	1	**655**
5:15PM	37	106	0	0	**143**	0	0	276	149	0	**425**	0	9	3	35	0	**47**	0	0	0	0	0	**0**	2	**615**
5:30PM	35	145	0	0	**180**	0	0	243	119	0	**362**	0	7	3	20	0	**30**	0	0	0	0	0	**0**	3	**572**
5:45PM	27	125	0	0	**152**	0	0	266	103	0	**369**	0	4	3	40	0	**47**	0	0	0	0	0	**0**	1	**568**
Hourly Total	138	534	0	0	**672**	0	0	1018	558	0	**1576**	0	27	12	123	0	**162**	0	0	0	0	0	**0**	7	**2410**
Total	833	5690	0	0	**6523**	0	0	4641	3457	0	**8098**	0	155	36	1335	0	**1526**	11	0	0	0	0	**0**	30	**16147**
% Approach	12.8%	87.2%	0%	0%	**-**	-	0%	57.3%	42.7%	0%	**-**	-	10.2%	2.4%	87.5%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	5.2%	35.2%	0%	0%	**40.4%**	-	0%	28.7%	21.4%	0%	**50.2%**	-	1.0%	0.2%	8.3%	0%	**9.5%**	-	0%	0%	0%	0%	**0%**	-	**-**
Lights	805	5578	0	0	**6383**	-	0	4538	3408	0	**7946**	-	150	32	1315	0	**1497**	-	0	0	0	0	**0**	-	15826
% Lights	96.6%	98.0%	0%	0%	**97.9%**	-	0%	97.8%	98.6%	0%	**98.1%**	-	96.8%	88.9%	98.5%	0%	**98.1%**	-	0%	0%	0%	0%	**-**	-	98.0%
Articulated Trucks and Single-Unit Trucks	28	77	0	0	**105**	-	0	62	42	0	**104**	-	5	2	14	0	**21**	-	0	0	0	0	**0**	-	230
% Articulated Trucks and Single-Unit Trucks	3.4%	1.4%	0%	0%	**1.6%**	-	0%	1.3%	1.2%	0%	**1.3%**	-	3.2%	5.6%	1.0%	0%	**1.4%**	-	0%	0%	0%	0%	**-**	-	1.4%
Buses	0	35	0	0	**35**	-	0	41	7	0	**48**	-	0	2	6	0	**8**	-	0	0	0	0	**0**	-	91
% Buses	0%	0.6%	0%	0%	**0.5%**	-	0%	0.9%	0.2%	0%	**0.6%**	-	0%	5.6%	0.4%	0%	**0.5%**	-	0%	0%	0%	0%	**-**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	23	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90.9%	-	-	-	-	-	76.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.1%	-	-	-	-	-	23.3%	-

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

Madison Ave and 287 NB - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954656, Location: 40.788387, -74.468405

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



Madison Ave and 287 NB - TMC

Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954656, Location: 40.788387, -74.468405

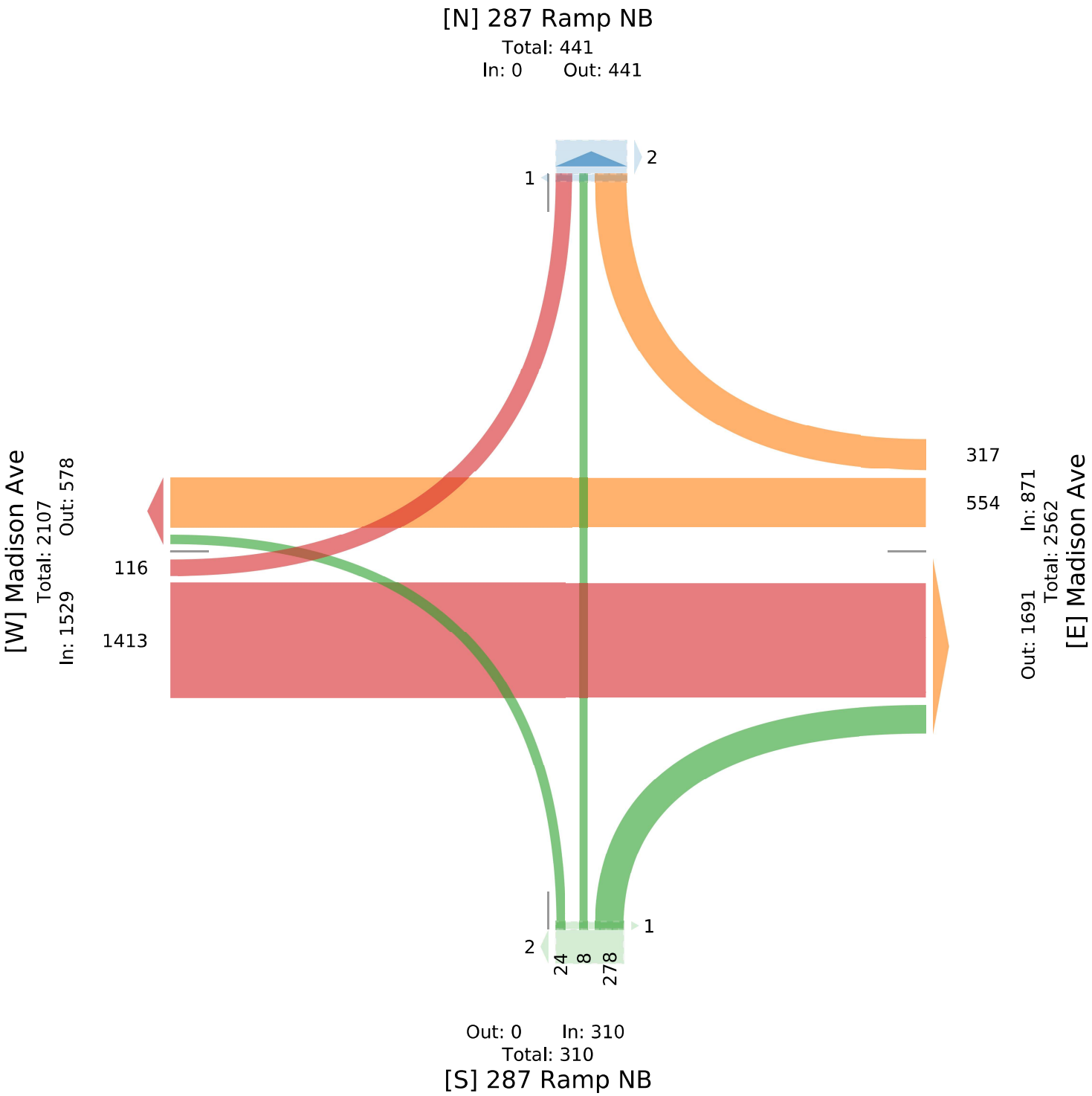
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						287 Ramp NB Northbound						287 Ramp NB Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-05-18 8:00AM	20	347	0	0	**367**	0	0	122	82	0	**204**	0	5	3	69	0	**77**	0	0	0	0	0	**0**	0	**648**
8:15AM	36	361	0	0	**397**	0	0	108	75	0	**183**	0	8	2	64	0	**74**	0	0	0	0	0	**0**	1	**654**
8:30AM	33	338	0	0	**371**	0	0	146	82	0	**228**	0	4	0	69	0	**73**	1	0	0	0	0	**0**	1	**672**
8:45AM	27	367	0	0	**394**	0	0	178	78	0	**256**	0	7	3	76	0	**86**	2	0	0	0	0	**0**	1	**736**
Total	116	1413	0	0	**1529**	0	0	554	317	0	**871**	0	24	8	278	0	**310**	3	0	0	0	0	**0**	3	**2710**
% Approach	7.6%	92.4%	0%	0%	**-**	-	0%	63.6%	36.4%	0%	**-**	-	7.7%	2.6%	89.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	4.3%	52.1%	0%	0%	**56.4%**	-	0%	20.4%	11.7%	0%	**32.1%**	-	0.9%	0.3%	10.3%	0%	**11.4%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	0.806	0.963	-	-	**0.963**	-	-	0.778	0.966	-	**0.851**	-	0.750	0.667	0.914	-	**0.901**	-	-	-	-	-	**-**	-	0.921
Lights	110	1380	0	0	**1490**	-	0	525	301	0	**826**	-	23	8	275	0	**306**	-	0	0	0	0	**0**	-	2622
% Lights	94.8%	97.7%	0%	0%	**97.4%**	-	0%	94.8%	95.0%	0%	**94.8%**	-	95.8%	100%	98.9%	0%	**98.7%**	-	0%	0%	0%	0%	**-**	-	96.8%
Articulated Trucks and Single-Unit Trucks	6	23	0	0	**29**	-	0	12	14	0	**26**	-	1	0	2	0	**3**	-	0	0	0	0	**0**	-	58
% Articulated Trucks and Single-Unit Trucks	5.2%	1.6%	0%	0%	**1.9%**	-	0%	2.2%	4.4%	0%	**3.0%**	-	4.2%	0%	0.7%	0%	**1.0%**	-	0%	0%	0%	0%	**-**	-	2.1%
Buses	0	10	0	0	**10**	-	0	17	2	0	**19**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	30
% Buses	0%	0.7%	0%	0%	**0.7%**	-	0%	3.1%	0.6%	0%	**2.2%**	-	0%	0%	0.4%	0%	**0.3%**	-	0%	0%	0%	0%	**-**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-

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

Madison Ave and 287 NB - TMC
Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954656, Location: 40.788387, -74.468405

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



Madison Ave and 287 NB - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954656, Location: 40.788387, -74.468405



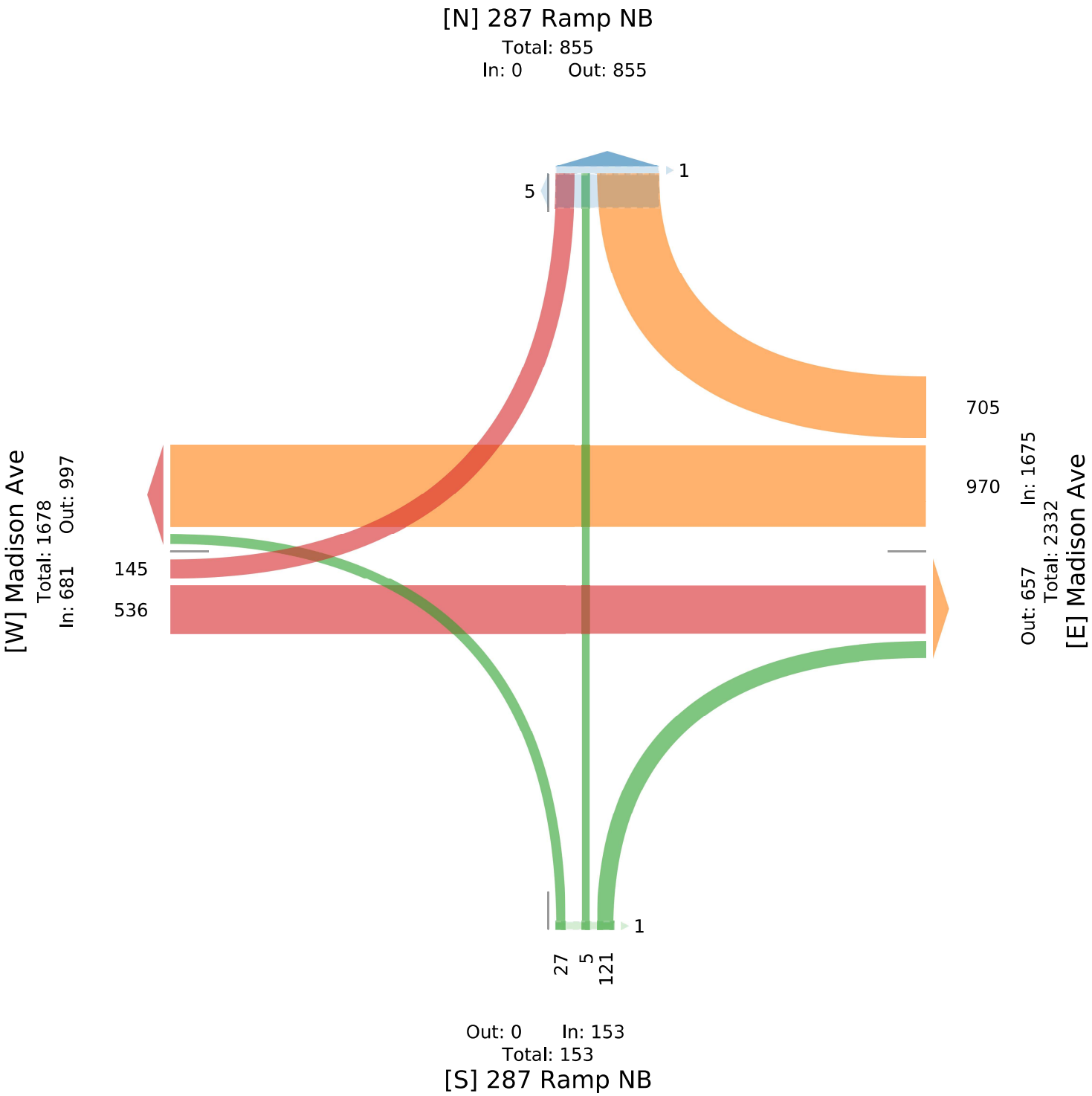
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						287 Ramp NB Northbound						287 Ramp NB Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-05-18 4:15PM	40	118	0	0	**158**	0	0	254	188	0	**442**	0	8	0	32	0	**40**	1	0	0	0	0	**0**	4	**640**
4:30PM	35	138	0	0	**173**	0	0	232	178	0	**410**	0	7	0	29	0	**36**	0	0	0	0	0	**0**	1	**619**
4:45PM	31	122	0	0	**153**	0	0	251	152	0	**403**	0	5	2	32	0	**39**	0	0	0	0	0	**0**	0	**595**
5:00PM	39	158	0	0	**197**	0	0	233	187	0	**420**	0	7	3	28	0	**38**	0	0	0	0	0	**0**	1	**655**
Total	145	536	0	0	**681**	0	0	970	705	0	**1675**	0	27	5	121	0	**153**	1	0	0	0	0	**0**	6	**2509**
% Approach	21.3%	78.7%	0%	0%	**-**	-	0%	57.9%	42.1%	0%	**-**	-	17.6%	3.3%	79.1%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	5.8%	21.4%	0%	0%	**27.1%**	-	0%	38.7%	28.1%	0%	**66.8%**	-	1.1%	0.2%	4.8%	0%	**6.1%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	0.906	0.848	-	-	**0.864**	-	-	0.955	0.938	-	**0.947**	-	0.844	0.417	0.945	-	**0.956**	-	-	-	-	-	**-**	-	0.958
Lights	142	525	0	0	**667**	-	0	964	700	0	**1664**	-	27	5	119	0	**151**	-	0	0	0	0	**0**	-	2482
% Lights	97.9%	97.9%	0%	0%	**97.9%**	-	0%	99.4%	99.3%	0%	**99.3%**	-	100%	100%	98.3%	0%	**98.7%**	-	0%	0%	0%	0%	**-**	-	98.9%
Articulated Trucks and Single-Unit Trucks	3	8	0	0	**11**	-	0	5	4	0	**9**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	22
% Articulated Trucks and Single-Unit Trucks	2.1%	1.5%	0%	0%	**1.6%**	-	0%	0.5%	0.6%	0%	**0.5%**	-	0%	0%	1.7%	0%	**1.3%**	-	0%	0%	0%	0%	**-**	-	0.9%
Buses	0	3	0	0	**3**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	5
% Buses	0%	0.6%	0%	0%	**0.4%**	-	0%	0.1%	0.1%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

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

Madison Ave and 287 NB - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954656, Location: 40.788387, -74.468405

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



Madison Ave and Gagnon Dr - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954670, Location: 40.788238, -74.466656

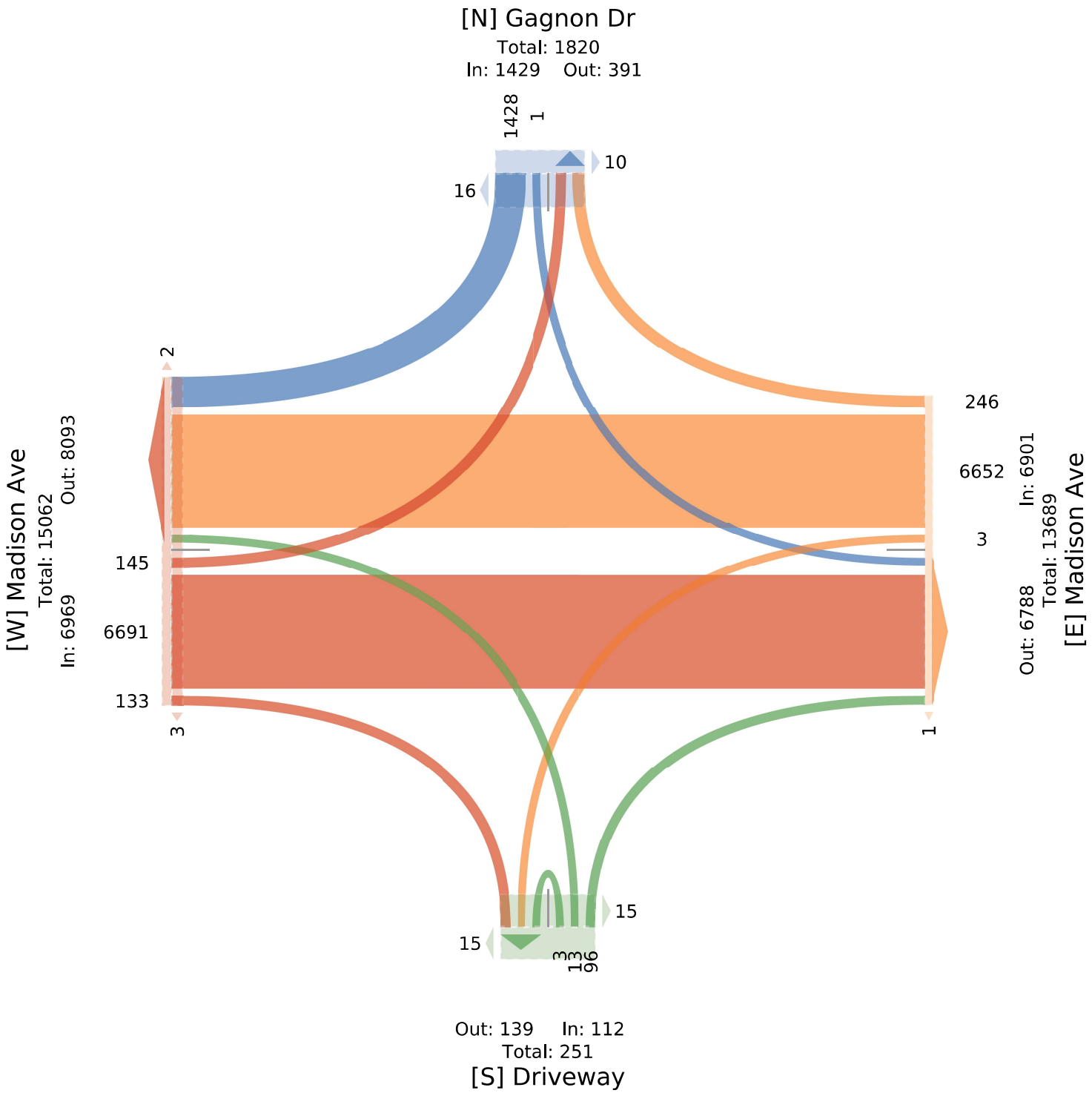
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						Driveway						Gagnon Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 6:00AM	17	123	1	0	**141**	0	0	44	11	0	**55**	0	0	0	0	0	**0**	0	0	0	12	0	**12**	1	**208**
6:15AM	0	256	0	0	**256**	0	0	56	22	0	**78**	0	0	0	0	0	**0**	0	0	0	10	0	**10**	1	**344**
6:30AM	0	318	4	0	**322**	0	0	77	35	0	**112**	0	0	0	0	0	**0**	0	0	0	17	0	**17**	1	**451**
6:45AM	10	315	0	0	**325**	0	0	87	18	0	**105**	0	0	0	0	0	**0**	2	0	0	19	0	**19**	0	**449**
Hourly Total	27	1012	5	0	**1044**	0	0	264	86	0	**350**	0	0	0	0	0	**0**	2	0	0	58	0	**58**	3	**1452**
7:00AM	16	197	1	0	**214**	0	0	103	15	0	**118**	0	0	0	16	0	**16**	1	0	0	63	0	**63**	0	**411**
7:15AM	12	258	4	0	**274**	0	0	132	11	0	**143**	0	0	0	10	0	**10**	0	0	0	33	0	**33**	1	**460**
7:30AM	10	338	6	0	**354**	0	0	158	18	0	**176**	0	0	0	8	0	**8**	1	0	0	60	0	**60**	1	**598**
7:45AM	14	384	13	0	**411**	0	0	173	16	0	**189**	0	0	0	12	1	**13**	0	0	0	43	0	**43**	0	**656**
Hourly Total	52	1177	24	0	**1253**	0	0	566	60	0	**626**	0	0	0	46	1	**47**	2	0	0	199	0	**199**	2	**2125**
8:00AM	8	403	10	0	**421**	0	1	162	5	0	**168**	0	0	0	0	0	**0**	0	0	0	40	0	**40**	1	**629**
8:15AM	15	365	14	0	**394**	0	1	164	14	0	**179**	0	0	0	1	0	**1**	1	0	0	16	0	**16**	1	**590**
8:30AM	7	381	12	0	**400**	0	0	225	3	0	**228**	0	0	0	1	0	**1**	0	0	0	32	0	**32**	0	**661**
8:45AM	16	374	22	0	**412**	0	1	232	13	0	**246**	0	0	0	1	0	**1**	2	0	0	12	0	**12**	0	**671**
Hourly Total	46	1523	58	0	**1627**	0	3	783	35	0	**821**	0	0	0	3	0	**3**	3	0	0	100	0	**100**	2	**2551**
2:00PM	2	169	2	0	**173**	1	0	272	2	0	**274**	0	0	0	3	0	**3**	3	0	0	62	0	**62**	0	**512**
2:15PM	1	222	7	0	**230**	0	0	235	8	0	**243**	0	0	0	3	0	**3**	3	0	0	49	0	**49**	0	**525**
2:30PM	4	246	7	0	**257**	0	0	241	8	0	**249**	0	0	0	6	0	**6**	0	0	0	58	0	**58**	0	**570**
2:45PM	6	216	10	0	**232**	1	0	279	5	0	**284**	0	0	0	3	0	**3**	4	0	0	72	0	**72**	1	**591**
Hourly Total	13	853	26	0	**892**	2	0	1027	23	0	**1050**	0	0	0	15	0	**15**	10	0	0	241	0	**241**	1	**2198**
3:00PM	3	214	2	0	**219**	0	0	344	3	0	**347**	0	0	0	3	0	**3**	1	0	0	107	0	**107**	2	**676**
3:15PM	0	205	0	0	**205**	0	0	324	7	0	**331**	0	0	0	1	0	**1**	4	0	0	104	0	**104**	0	**641**
3:30PM	0	194	3	0	**197**	0	0	321	2	0	**323**	0	0	0	1	0	**1**	1	0	0	64	0	**64**	1	**585**
3:45PM	1	212	1	0	**214**	0	0	334	5	0	**339**	0	0	0	2	0	**2**	1	0	0	59	0	**59**	0	**614**
Hourly Total	4	825	6	0	**835**	0	0	1323	17	0	**1340**	0	0	0	7	0	**7**	7	0	0	334	0	**334**	3	**2516**
4:00PM	2	166	0	0	**168**	2	0	339	4	0	**343**	0	0	0	2	0	**2**	2	1	0	97	0	**98**	4	**611**
4:15PM	1	154	0	0	**155**	0	0	340	3	0	**343**	0	0	0	5	0	**5**	1	0	0	76	0	**76**	2	**579**
4:30PM	0	174	1	0	**175**	0	0	346	3	0	**349**	1	0	0	3	0	**3**	2	0	0	65	0	**65**	2	**592**
4:45PM	0	159	3	0	**162**	0	0	325	3	0	**328**	0	0	0	5	0	**5**	0	0	0	52	0	**52**	0	**547**
Hourly Total	3	653	4	0	**660**	2	0	1350	13	0	**1363**	1	0	0	15	0	**15**	5	1	0	290	0	**291**	8	**2329**
5:00PM	0	172	0	0	**172**	1	0	370	2	0	**372**	0	4	0	3	1	**8**	0	0	0	65	0	**65**	1	**617**
5:15PM	0	155	6	0	**161**	0	0	349	0	0	**349**	0	2	0	3	1	**6**	1	0	0	52	0	**52**	3	**568**
5:30PM	0	160	2	0	**162**	0	0	309	5	0	**314**	0	2	0	3	0	**5**	0	0	0	47	0	**47**	2	**528**
5:45PM	0	161	2	0	**163**	0	0	311	5	0	**316**	0	5	0	1	0	**6**	0	0	0	42	0	**42**	1	**527**
Hourly Total	0	648	10	0	**658**	1	0	1339	12	0	**1351**	0	13	0	10	2	**25**	1	0	0	206	0	**206**	7	**2240**
Total	145	6691	133	0	**6969**	5	3	6652	246	0	**6901**	1	13	0	96	3	**112**	30	1	0	1428	0	**1429**	26	**15411**
% Approach	2.1%	96.0%	1.9%	0%	**-**	-	0%	96.4%	3.6%	0%	**-**	-	11.6%	0%	85.7%	2.7%	**-**	-	0.1%	0%	99.9%	0%	**-**	-	-
% Total	0.9%	43.4%	0.9%	0%	**45.2%**	-	0%	43.2%	1.6%	0%	**44.8%**	-	0.1%	0%	0.6%	0%	**0.7%**	-	0%	0%	9.3%	0%	**9.3%**	-	-
Lights	144	6563	132	0	**6839**	-	3	6522	241	0	**6766**	-	13	0	96	3	**112**	-	1	0	1414	0	**1415**	-	15132
% Lights	99.3%	98.1%	99.2%	0%	**98.1%**	-	100%	98.0%	98.0%	0%	**98.0%**	-	100%	0%	100%	100%	**100%**	-	100%	0%	99.0%	0%	**99.0%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	1	82	0	0	**83**	-	0	84	5	0	**89**	-	0	0	0	0	**0**	-	0	0	14	0	**14**	-	186
% Articulated Trucks and Single-Unit Trucks	0.7%	1.2%	0%	0%	**1.2%**	-	0%	1.3%	2.0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**1.0%**	-	1.2%
Buses	0	46	1	0	**47**	-	0	46	0	0	**46**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	93
% Buses	0%	0.7%	0.8%	0%	**0.7%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	30	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	76.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	23.1%	-

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

Madison Ave and Gagnon Dr - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954670, Location: 40.788238, -74.466656

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



Madison Ave and Gagnon Dr - TMC

Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954670, Location: 40.788238, -74.466656

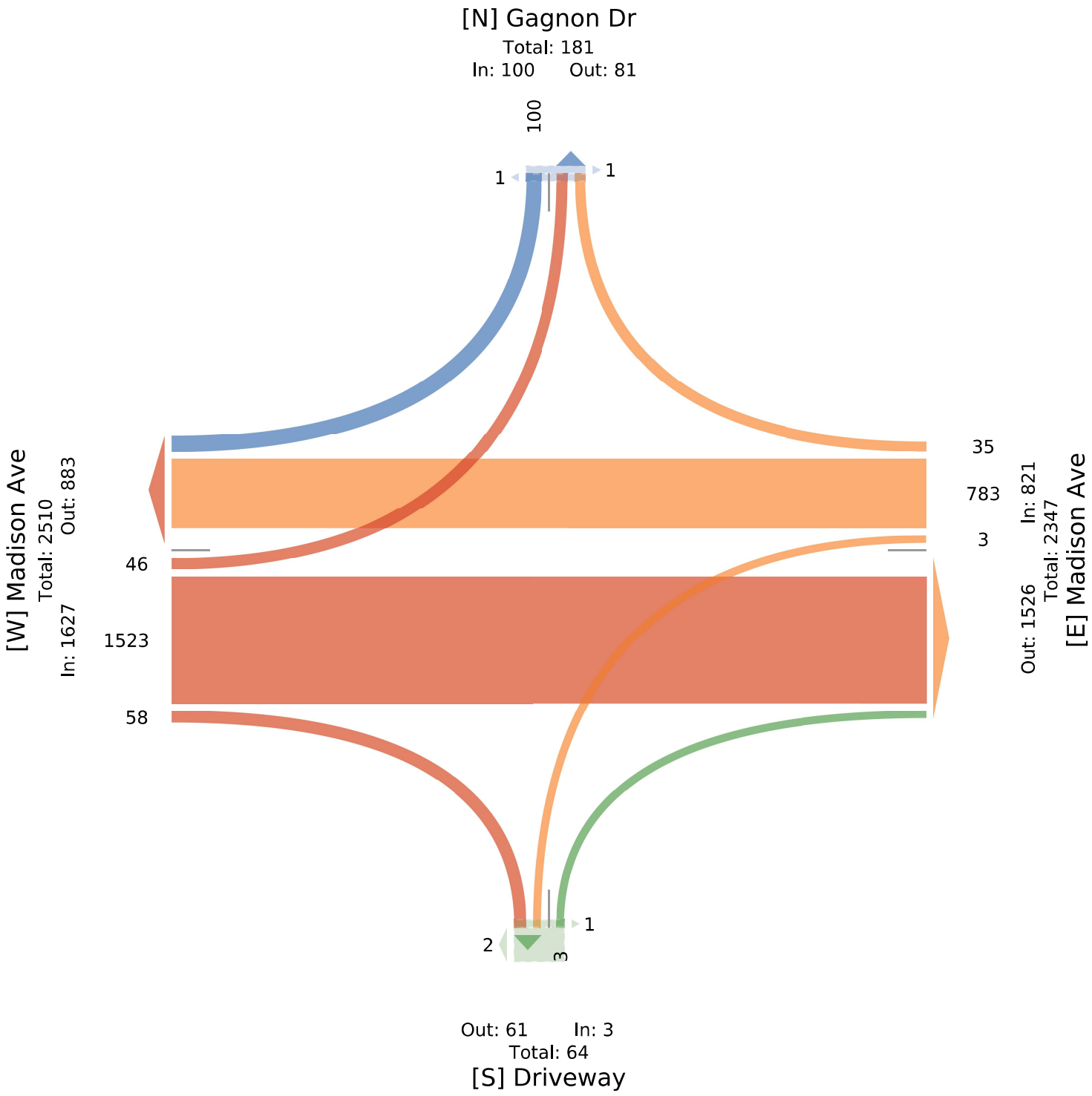
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg	Madison Ave						Madison Ave						Driveway						Gagnon Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-05-18 8:00AM	8	403	10	0	**421**	0	1	162	5	0	**168**	0	0	0	0	0	**0**	0	0	0	40	0	**40**	1	**629**
8:15AM	15	365	14	0	**394**	0	1	164	14	0	**179**	0	0	0	1	0	**1**	1	0	0	16	0	**16**	1	**590**
8:30AM	7	381	12	0	**400**	0	0	225	3	0	**228**	0	0	0	1	0	**1**	0	0	0	32	0	**32**	0	**661**
8:45AM	16	374	22	0	**412**	0	1	232	13	0	**246**	0	0	0	1	0	**1**	2	0	0	12	0	**12**	0	**671**
Total	46	1523	58	0	**1627**	0	3	783	35	0	**821**	0	0	0	3	0	**3**	3	0	0	100	0	**100**	2	**2551**
% Approach	2.8%	93.6%	3.6%	0%	**-**	-	0.4%	95.4%	4.3%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	1.8%	59.7%	2.3%	0%	**63.8%**	-	0.1%	30.7%	1.4%	0%	**32.2%**	-	0%	0%	0.1%	0%	**0.1%**	-	0%	0%	3.9%	0%	**3.9%**	-	**-**
PHF	0.719	0.945	0.659	-	**0.966**	-	0.750	0.844	0.625	-	**0.834**	-	-	-	0.750	-	**0.750**	-	-	-	0.625	-	**0.625**	-	0.950
Lights	46	1490	57	0	**1593**	-	3	740	35	0	**778**	-	0	0	3	0	**3**	-	0	0	96	0	**96**	-	2470
% Lights	100%	97.8%	98.3%	0%	**97.9%**	-	100%	94.5%	100%	0%	**94.8%**	-	0%	0%	100%	0%	**100%**	-	0%	0%	96.0%	0%	**96.0%**	-	96.8%
Articulated Trucks and Single-Unit Trucks	0	24	0	0	**24**	-	0	24	0	0	**24**	-	0	0	0	0	**0**	-	0	0	4	0	**4**	-	52
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	**1.5%**	-	0%	3.1%	0%	0%	**2.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	4.0%	0%	**4.0%**	-	2.0%
Buses	0	9	1	0	**10**	-	0	19	0	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	29
% Buses	0%	0.6%	1.7%	0%	**0.6%**	-	0%	2.4%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

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

Madison Ave and Gagnon Dr - TMC
Wed May 18, 2022
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954670, Location: 40.788238, -74.466656

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



Madison Ave and Gagnon Dr - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954670, Location: 40.788238, -74.466656

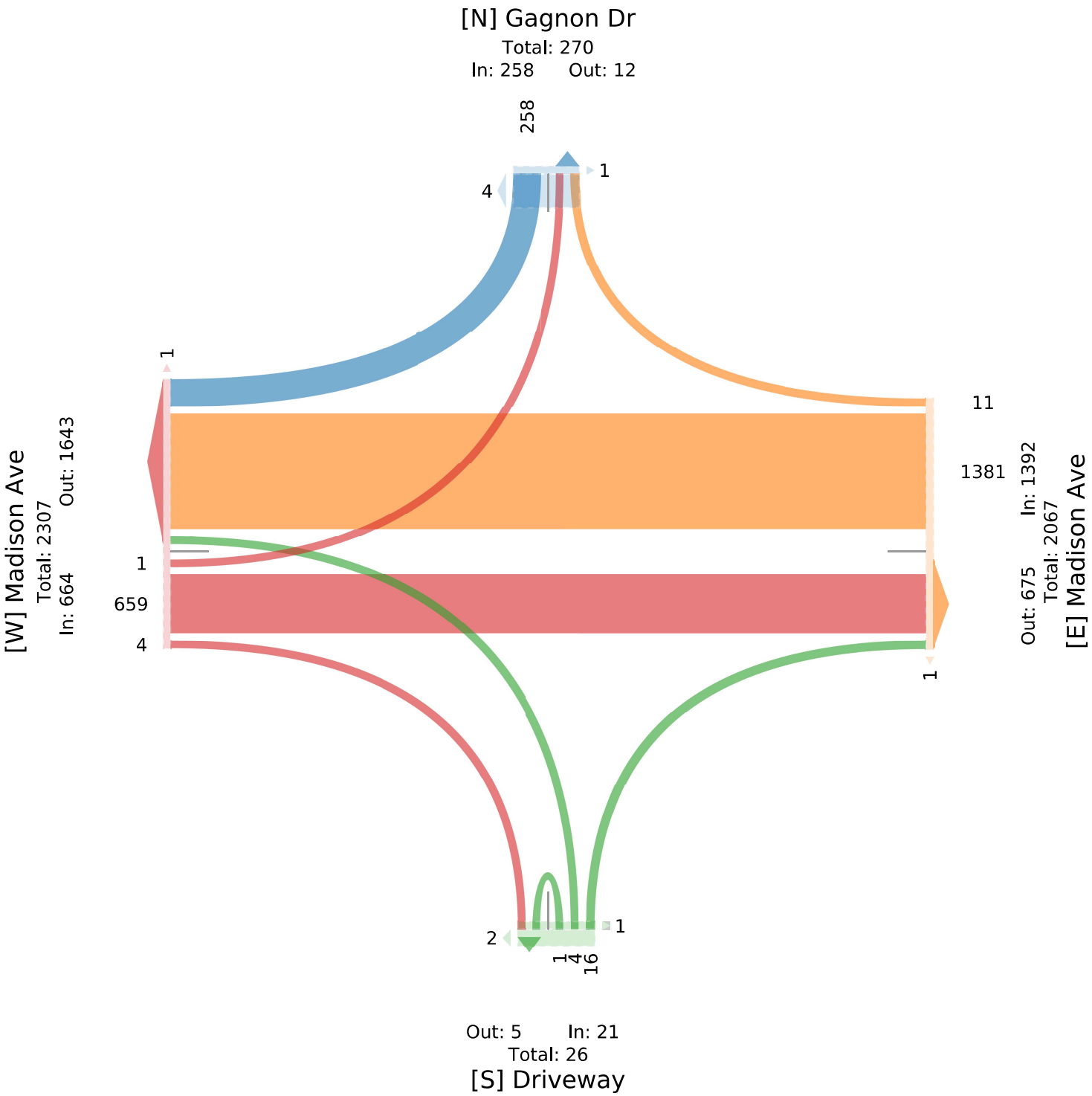
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

Leg / Direction	Madison Ave Eastbound						Madison Ave Westbound						Driveway Northbound						Gagnon Dr Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-05-18 4:15PM	1	154	0	0	**155**	0	0	340	3	0	**343**	0	0	0	5	0	**5**	1	0	0	76	0	**76**	2	**579**
4:30PM	0	174	1	0	**175**	0	0	346	3	0	**349**	1	0	0	3	0	**3**	2	0	0	65	0	**65**	2	**592**
4:45PM	0	159	3	0	**162**	0	0	325	3	0	**328**	0	0	0	5	0	**5**	0	0	0	52	0	**52**	0	**547**
5:00PM	0	172	0	0	**172**	1	0	370	2	0	**372**	0	4	0	3	1	**8**	0	0	0	65	0	**65**	1	**617**
Total	1	659	4	0	**664**	1	0	1381	11	0	**1392**	1	4	0	16	1	**21**	3	0	0	258	0	**258**	5	**2335**
% Approach	0.2%	99.2%	0.6%	0%	**-**	-	0%	99.2%	0.8%	0%	**-**	-	19.0%	0%	76.2%	4.8%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0%	28.2%	0.2%	0%	**28.4%**	-	0%	59.1%	0.5%	0%	**59.6%**	-	0.2%	0%	0.7%	0%	**0.9%**	-	0%	0%	11.0%	0%	**11.0%**	-	**-**
PHF	0.250	0.947	0.333	-	**0.949**	-	-	0.933	0.917	-	**0.935**	-	0.250	-	0.800	0.250	**0.656**	-	-	-	0.849	-	**0.849**	-	0.946
Lights	1	649	4	0	**654**	-	0	1371	11	0	**1382**	-	4	0	16	1	**21**	-	0	0	257	0	**257**	-	2314
% Lights	100%	98.5%	100%	0%	**98.5%**	-	0%	99.3%	100%	0%	**99.3%**	-	100%	0%	100%	100%	**100%**	-	0%	0%	99.6%	0%	**99.6%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	0	8	0	0	**8**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	18
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	**1.2%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.4%	0%	**0.4%**	-	0.8%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.3%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-

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

Madison Ave and Gagnon Dr - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954670, Location: 40.788238, -74.466656

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



Franklin and West Driveway - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954667, Location: 40.790677, -74.466449

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

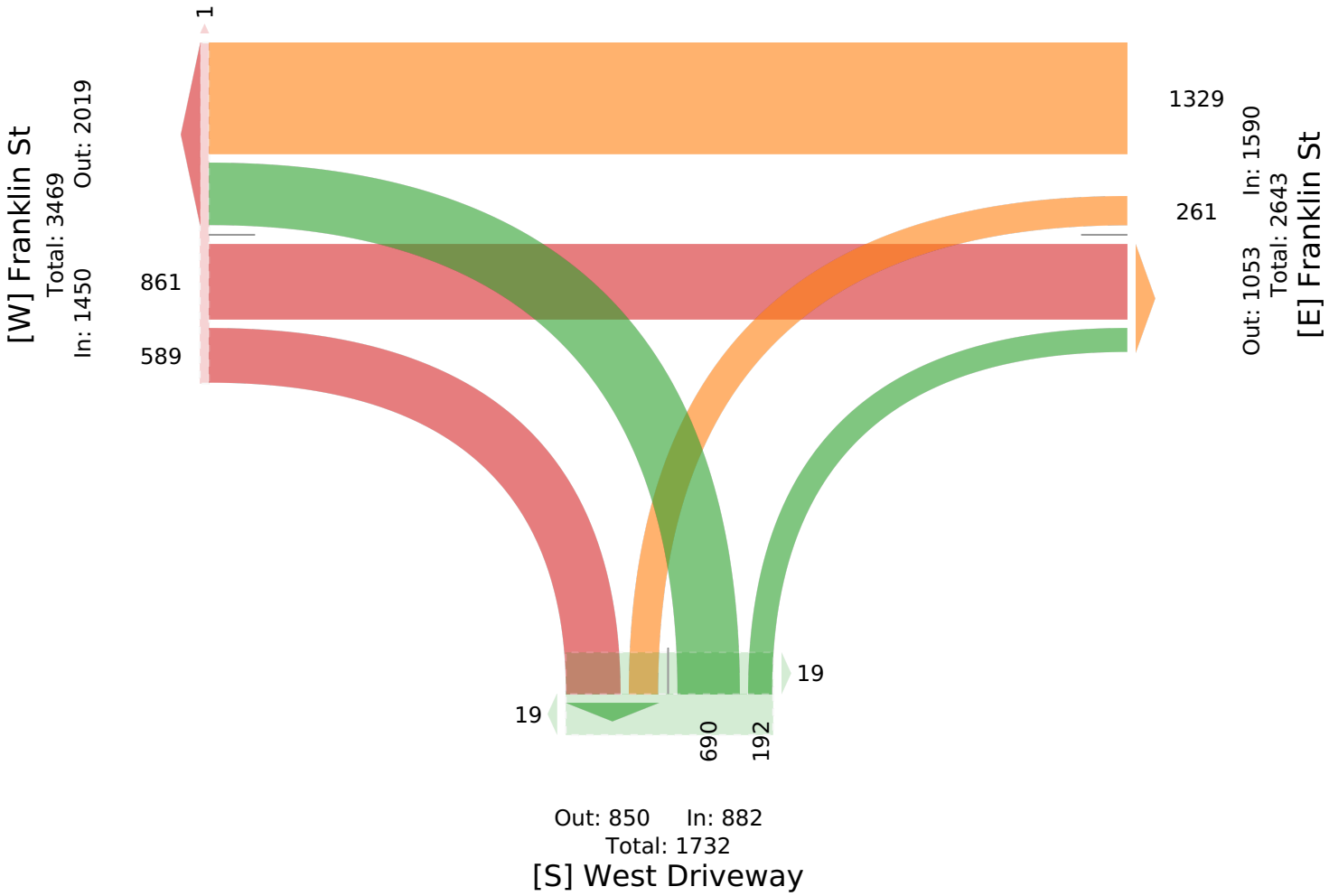
Leg	Franklin St					Franklin St					West Driveway					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-05-18 6:00AM	7	26	0	**33**	0	6	9	0	**15**	0	1	0	0	**1**	2	**49**
6:15AM	15	49	0	**64**	0	13	17	0	**30**	0	3	0	0	**3**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

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

Franklin and West Driveway - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954667, Location: 40.790677, -74.466449

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



Franklin and West Driveway - TMC

Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954667, Location: 40.790677, -74.466449

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

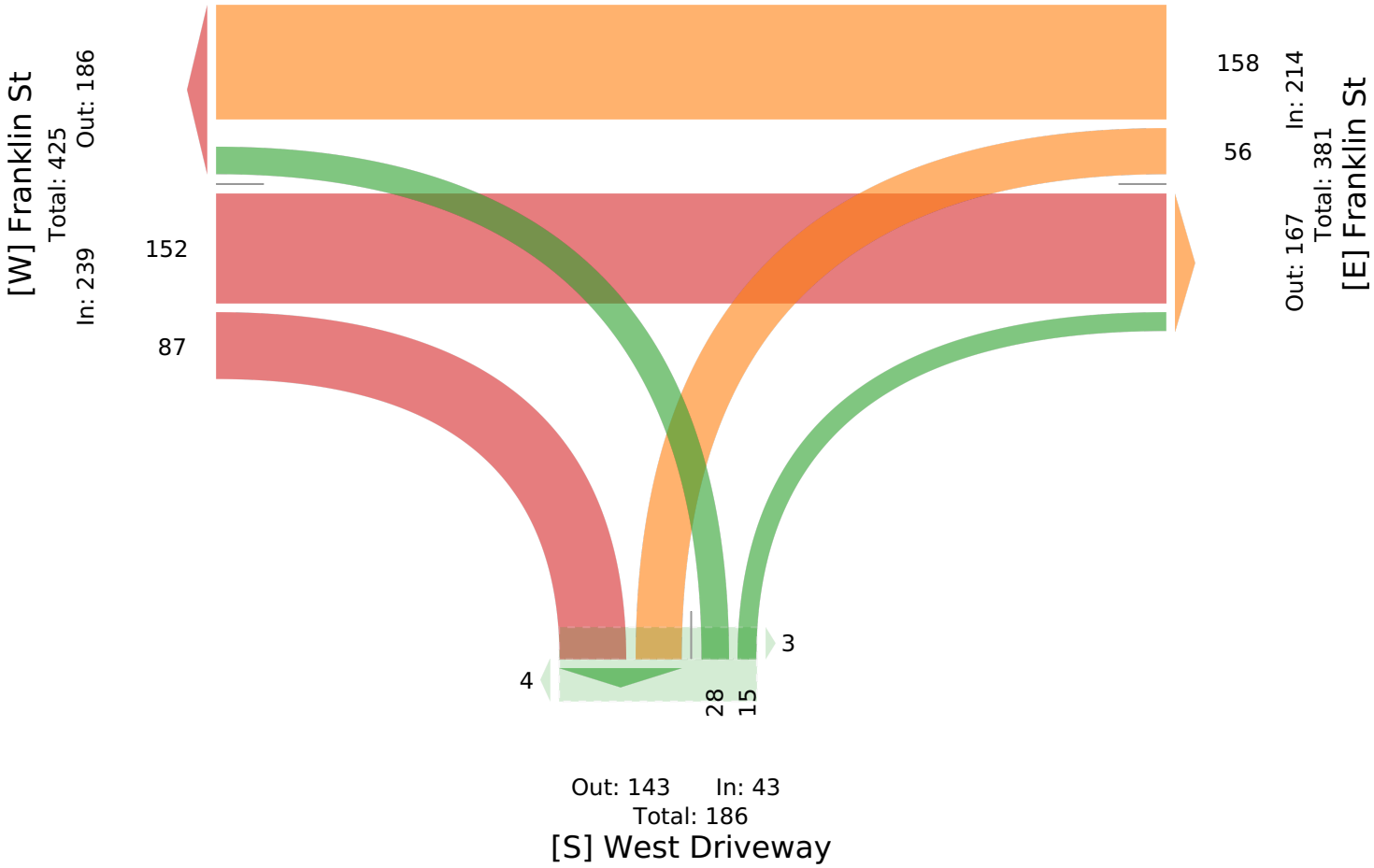
Leg Direction	Franklin St Eastbound					Franklin St Westbound					West Driveway Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-05-18 8:00AM	48	23	0	**71**	0	16	33	0	**49**	0	11	4	0	**15**	4	**135**
8:15AM	35	26	0	**61**	0	18	31	0	**49**	0	7	7	0	**14**	1	**124**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

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

Franklin and West Driveway - TMC

Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954667, Location: 40.790677, -74.466449

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



Franklin and West Driveway - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954667, Location: 40.790677, -74.466449

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

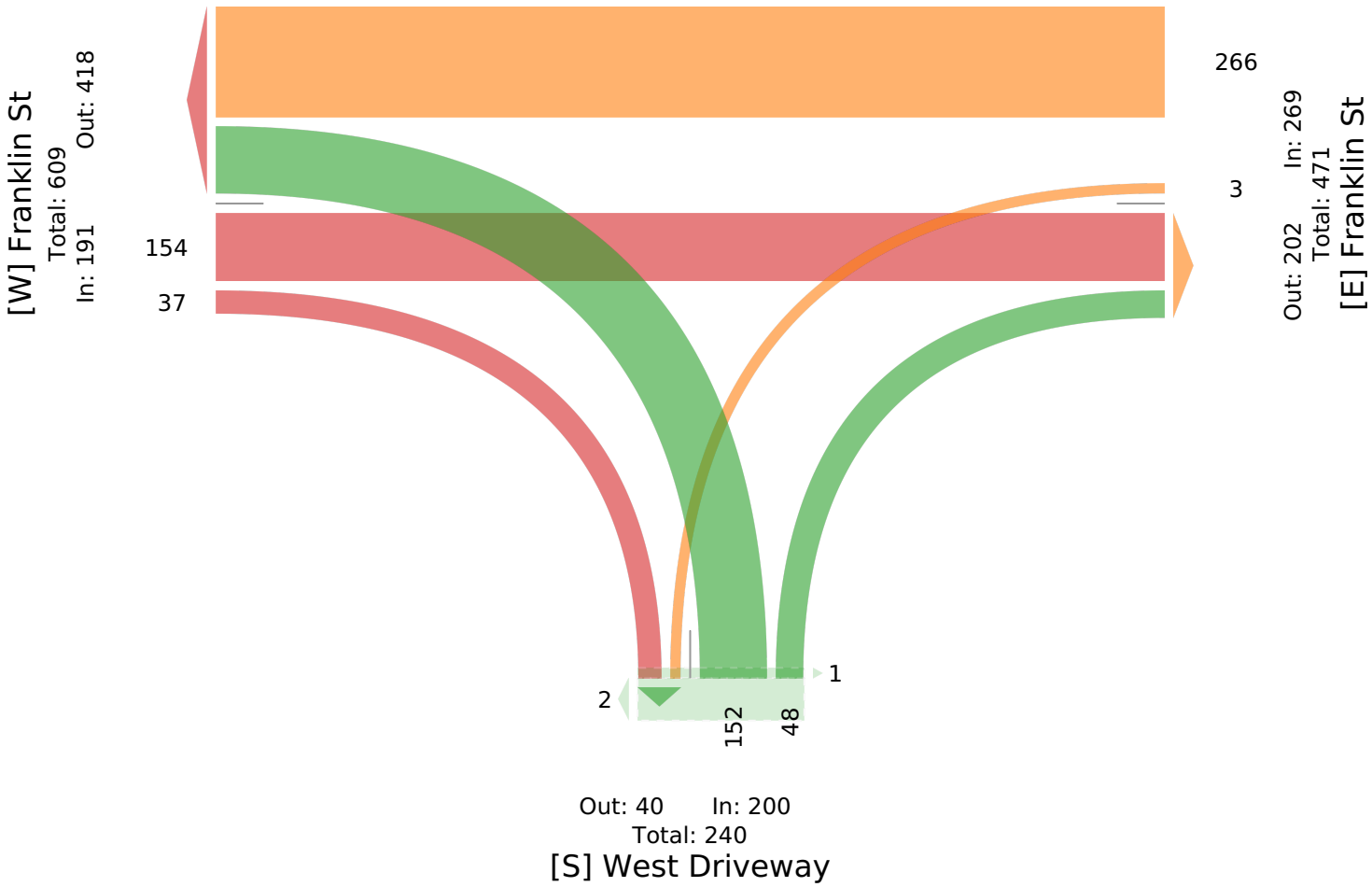
Leg	Franklin St					Franklin St					West Driveway					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-05-18 4:15PM	38	9	0	**47**	0	1	66	0	**67**	0	42	13	0	**55**	1	**169**
4:30PM	35	7	0	**42**	0	0	61	0	**61**	0	38	16	0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

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

Franklin and West Driveway - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954667, Location: 40.790677, -74.466449

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



Franklin St and W Driveway/Mellon Pl - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954625, Location: 40.790541, -74.46557

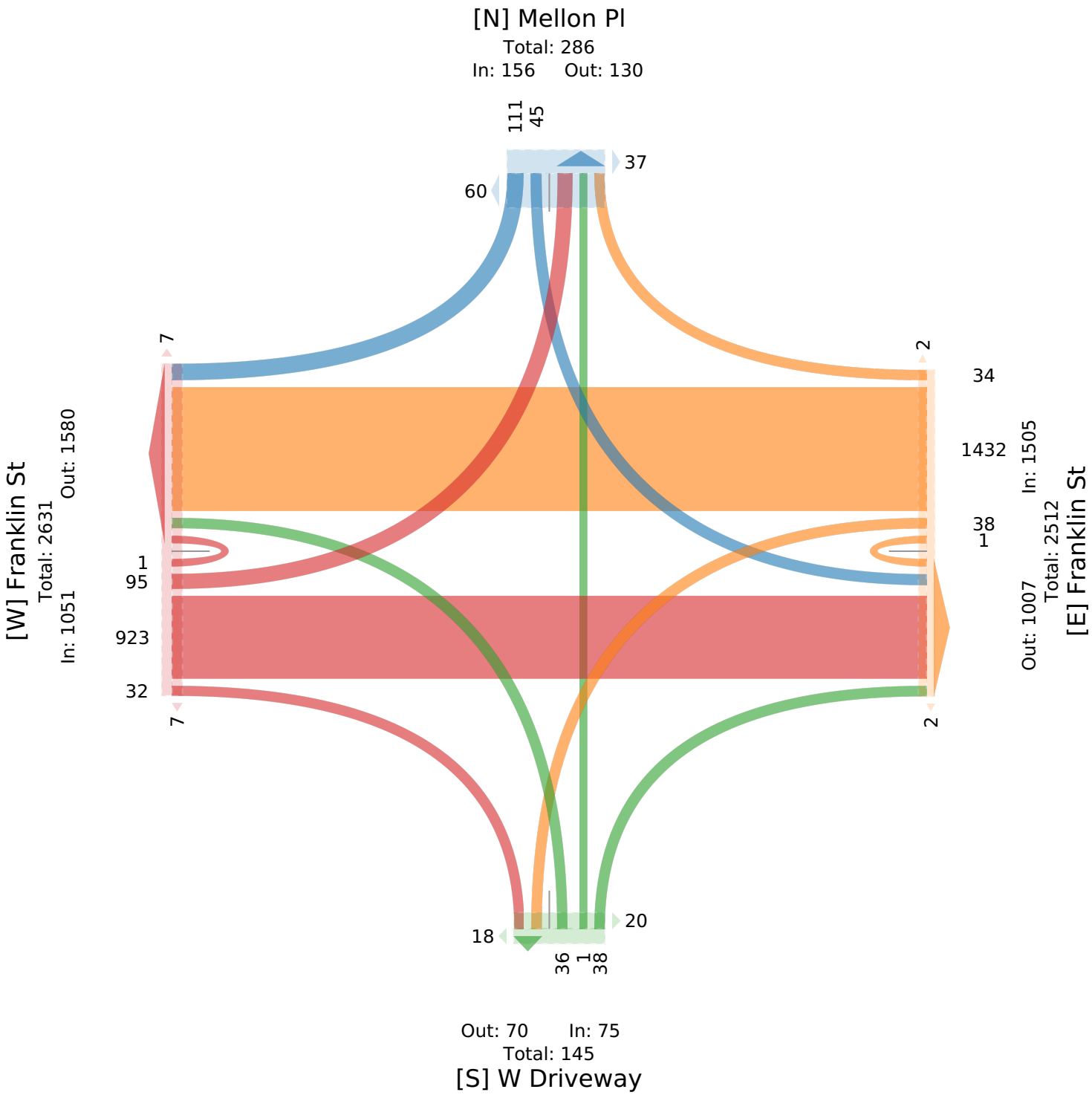
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and W Driveway/Mellon Pl - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954625, Location: 40.790541, -74.46557

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



Franklin St and W Driveway/Mellon Pl - TMC

Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954625, Location: 40.790541, -74.46557

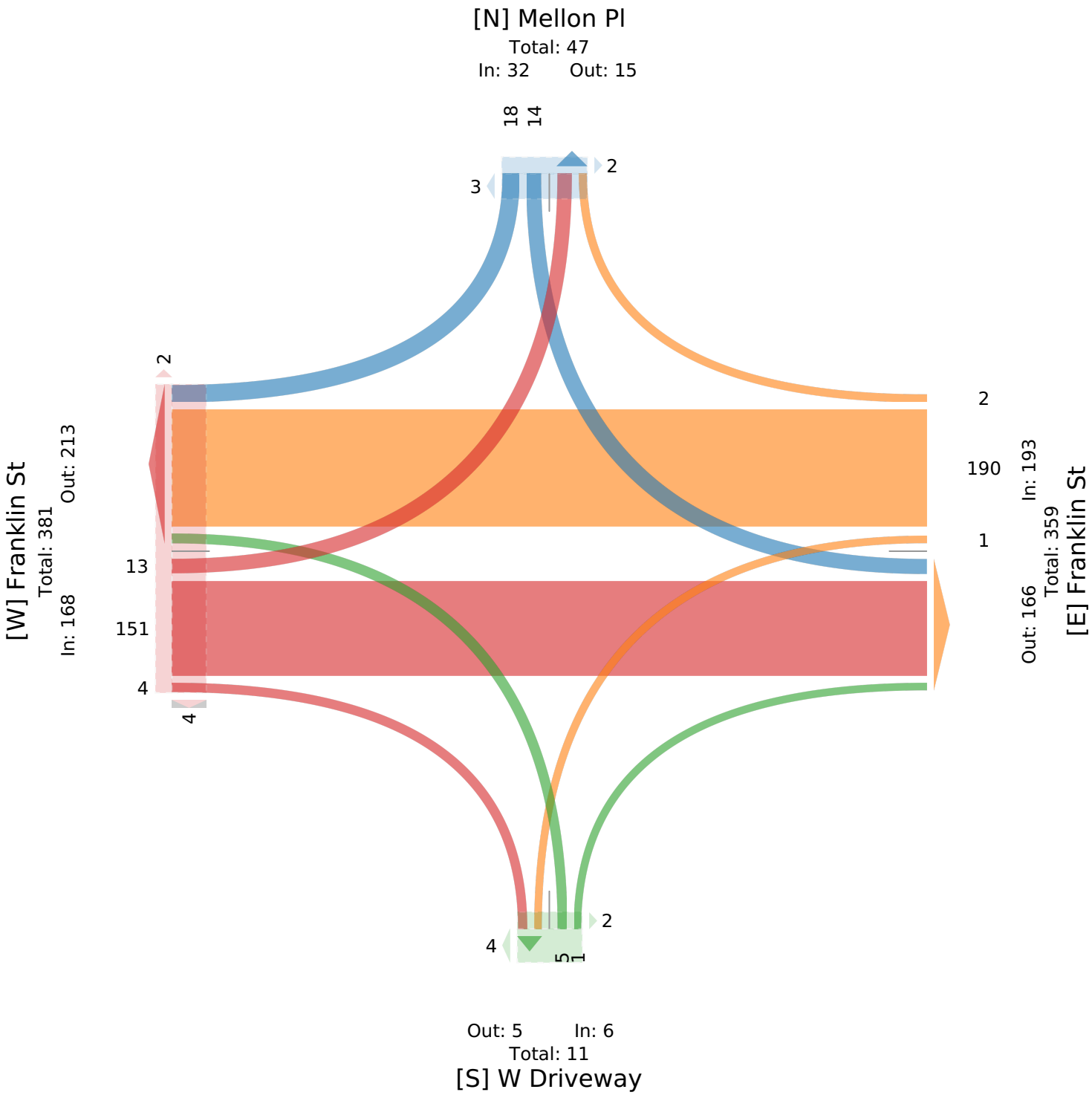
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and W Driveway/Mellon Pl - TMC
Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954625, Location: 40.790541, -74.46557

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



Franklin St and W Driveway/Mellon Pl - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954625, Location: 40.790541, -74.46557

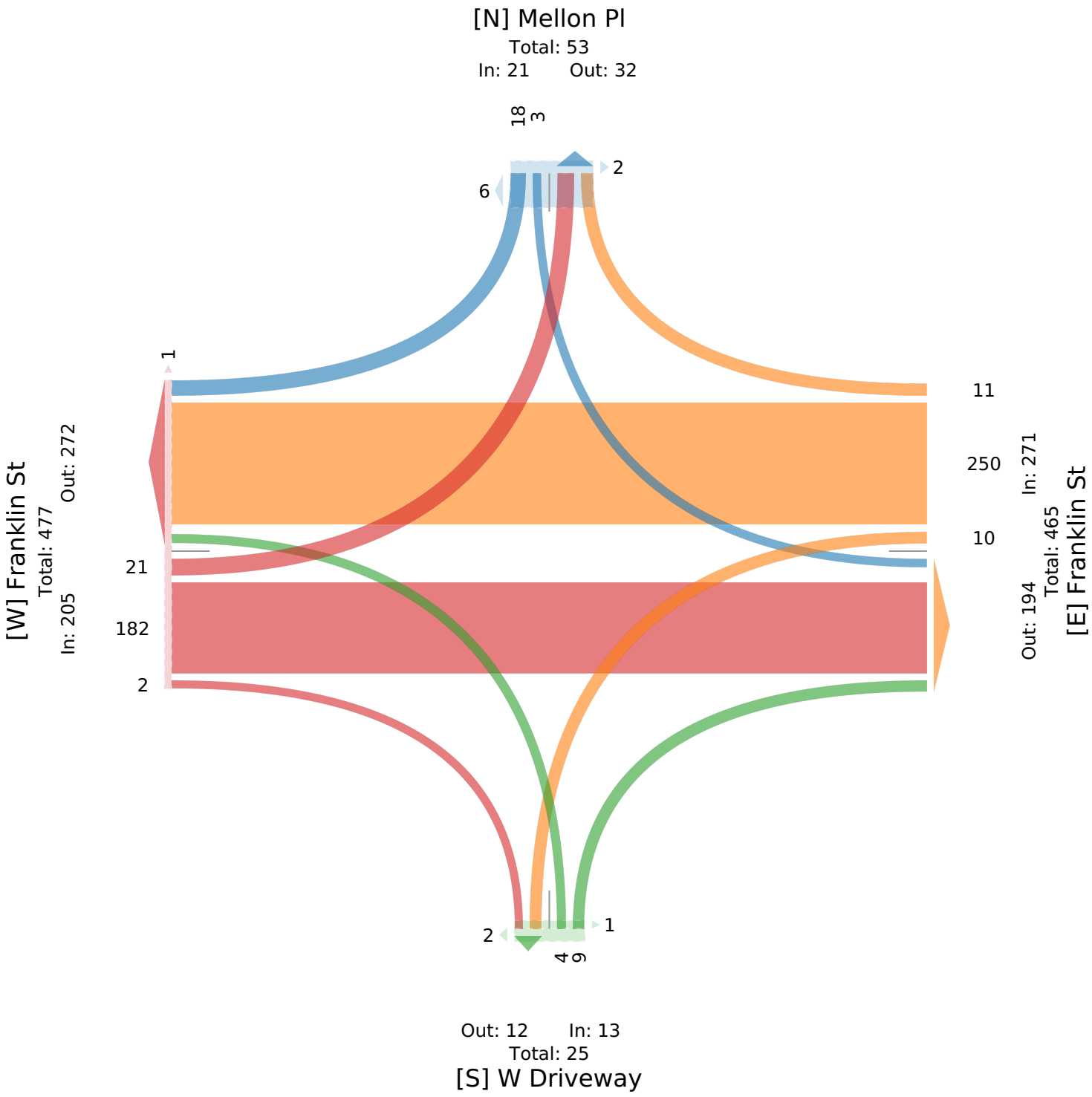
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and W Driveway/Mellon Pl - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954625, Location: 40.790541, -74.46557

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



Franklin St and Dekalb Pl/E Center Driveway - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954642, Location: 40.790359, -74.464498

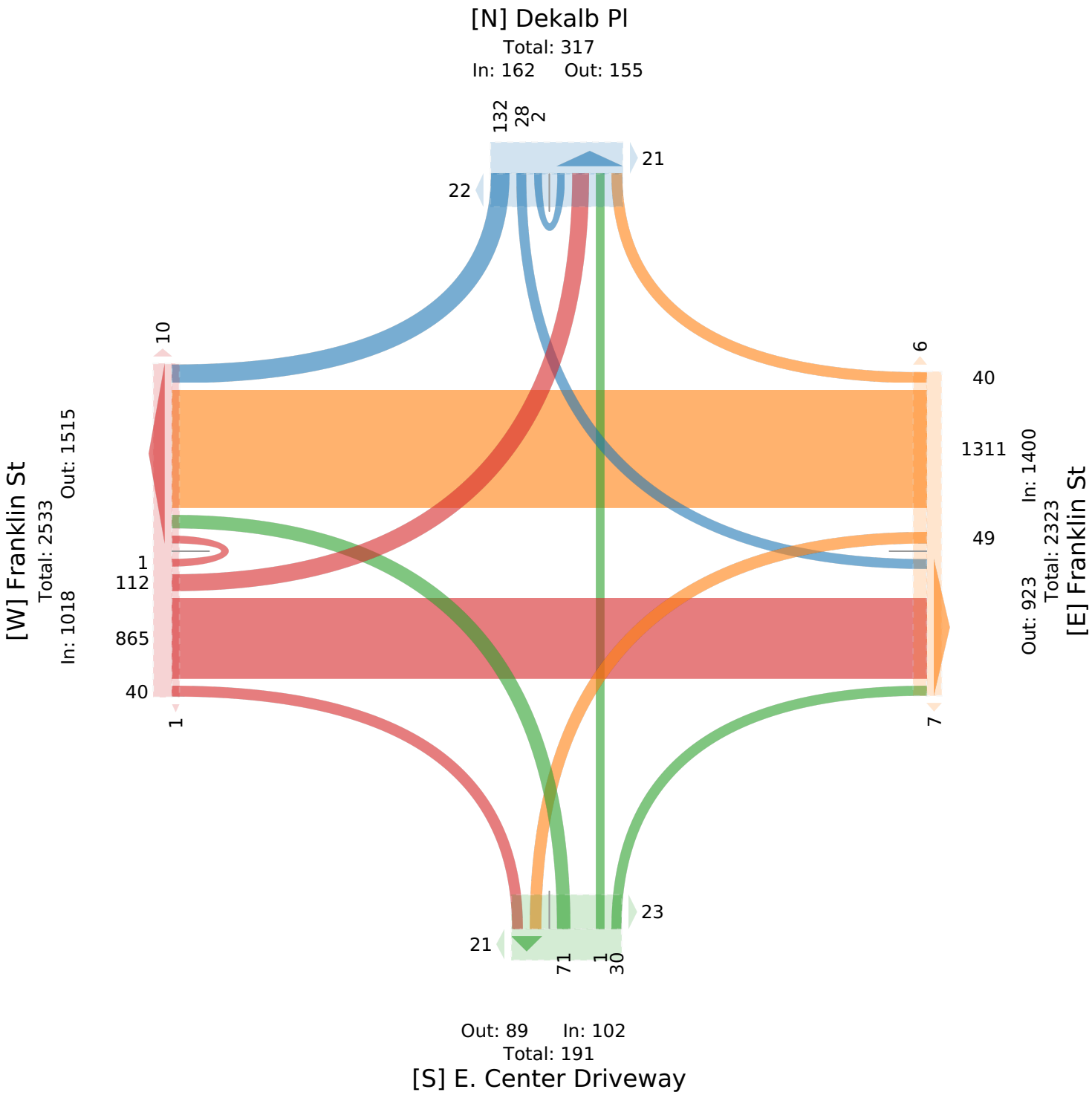
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and Dekalb Pl/E Center Driveway - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954642, Location: 40.790359, -74.464498

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



Franklin St and Dekalb Pl/E Center Driveway - TMC

Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954642, Location: 40.790359, -74.464498

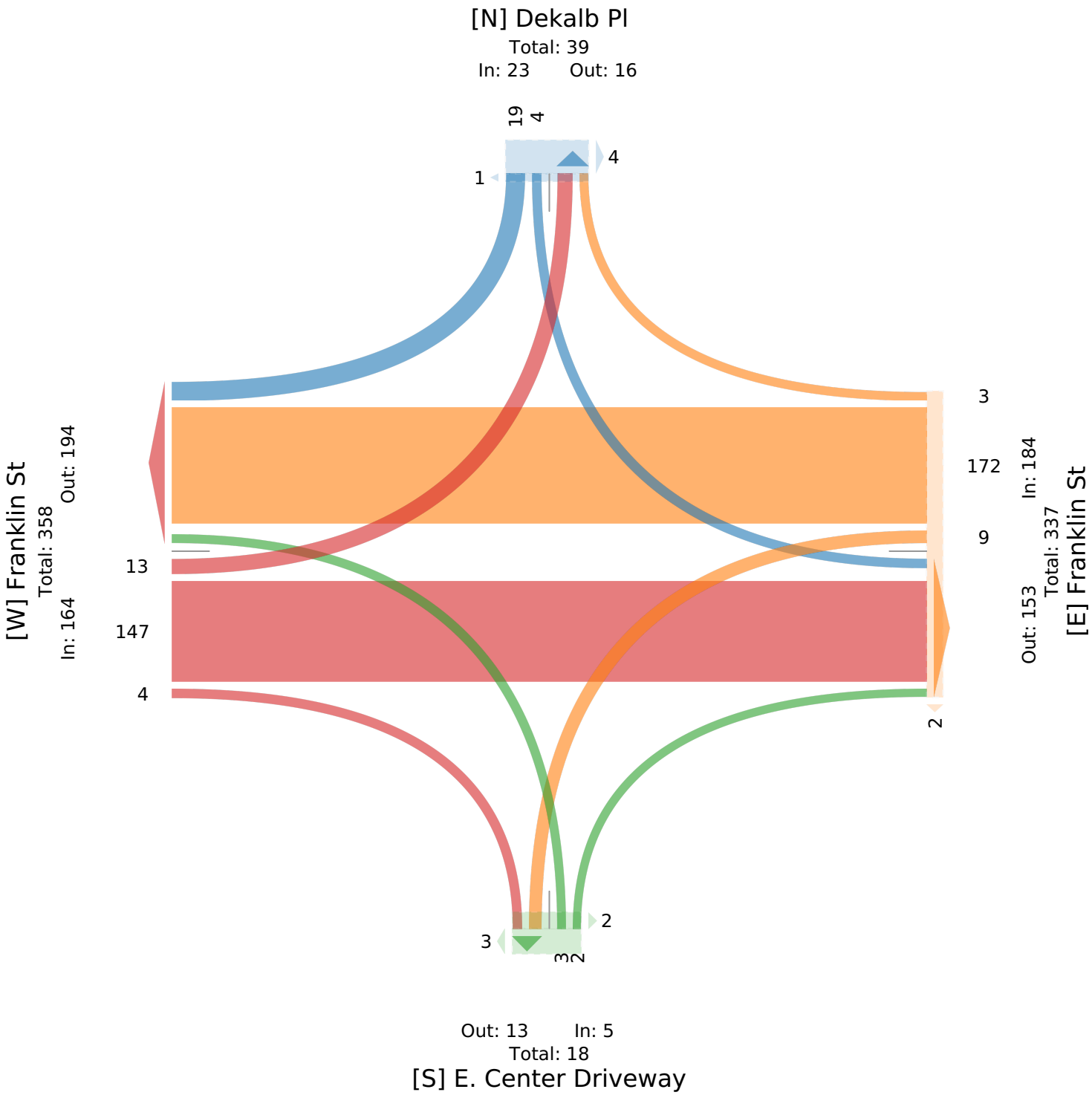
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and Dekalb Pl/E Center Driveway - TMC
Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954642, Location: 40.790359, -74.464498

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



Franklin St and Dekalb Pl/E Center Driveway - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954642, Location: 40.790359, -74.464498

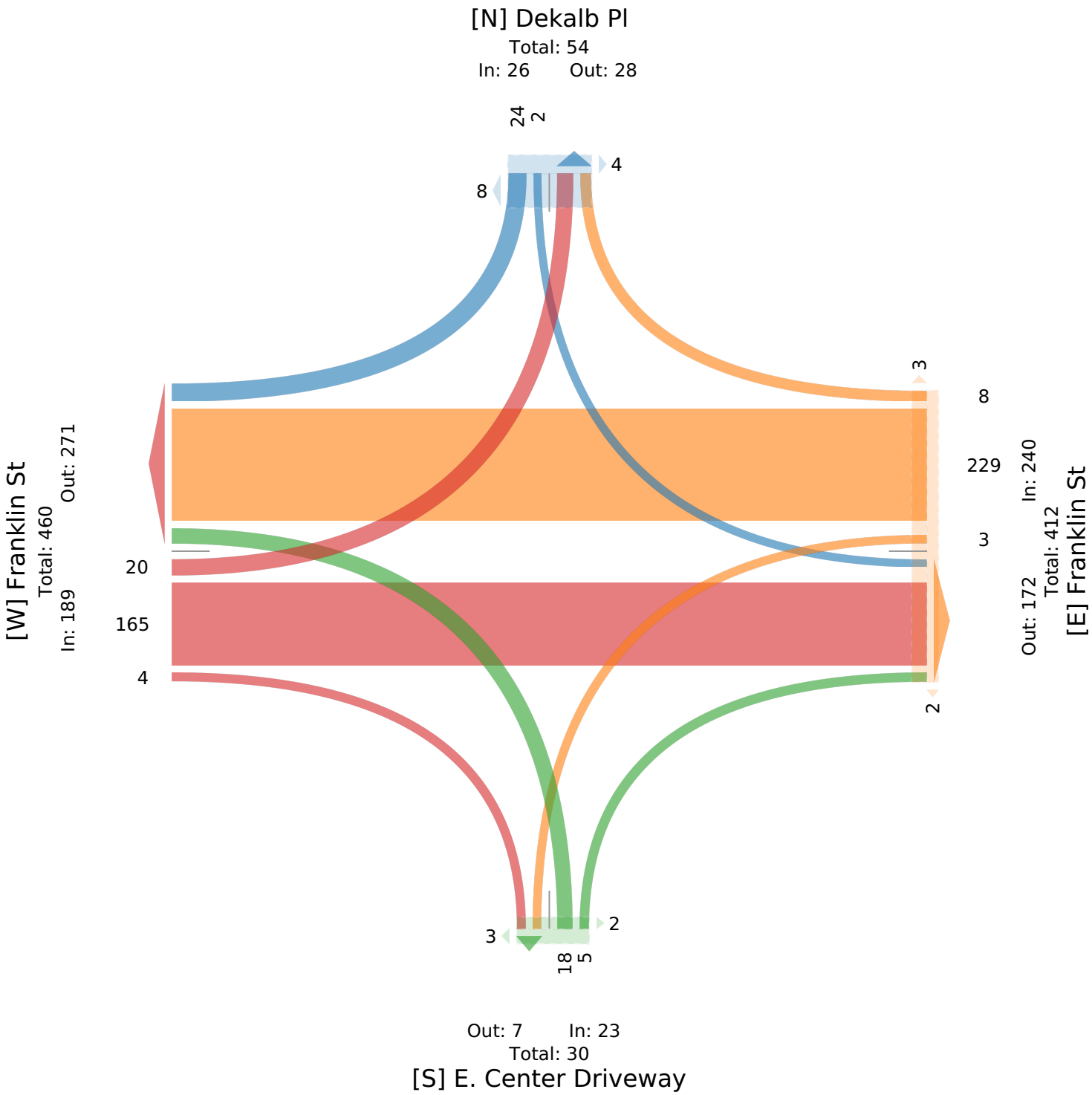
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and Dekalb Pl/E Center Driveway - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954642, Location: 40.790359, -74.464498

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



Franklin St and E. Driveway - TMC

Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954674, Location: 40.790097, -74.463015

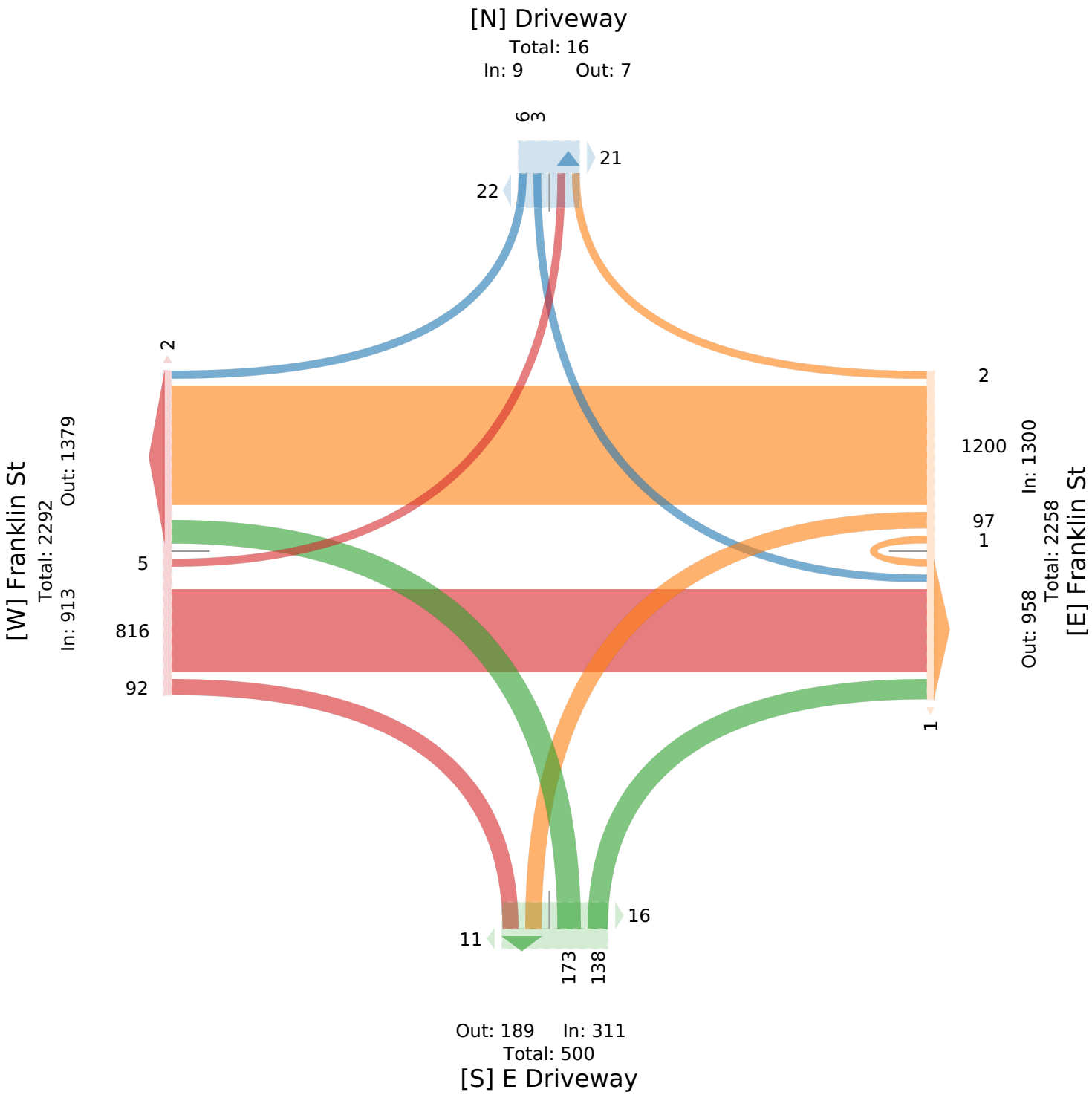
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and E. Driveway - TMC
Wed May 18, 2022
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954674, Location: 40.790097, -74.463015

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



Franklin St and E. Driveway - TMC

Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954674, Location: 40.790097, -74.463015

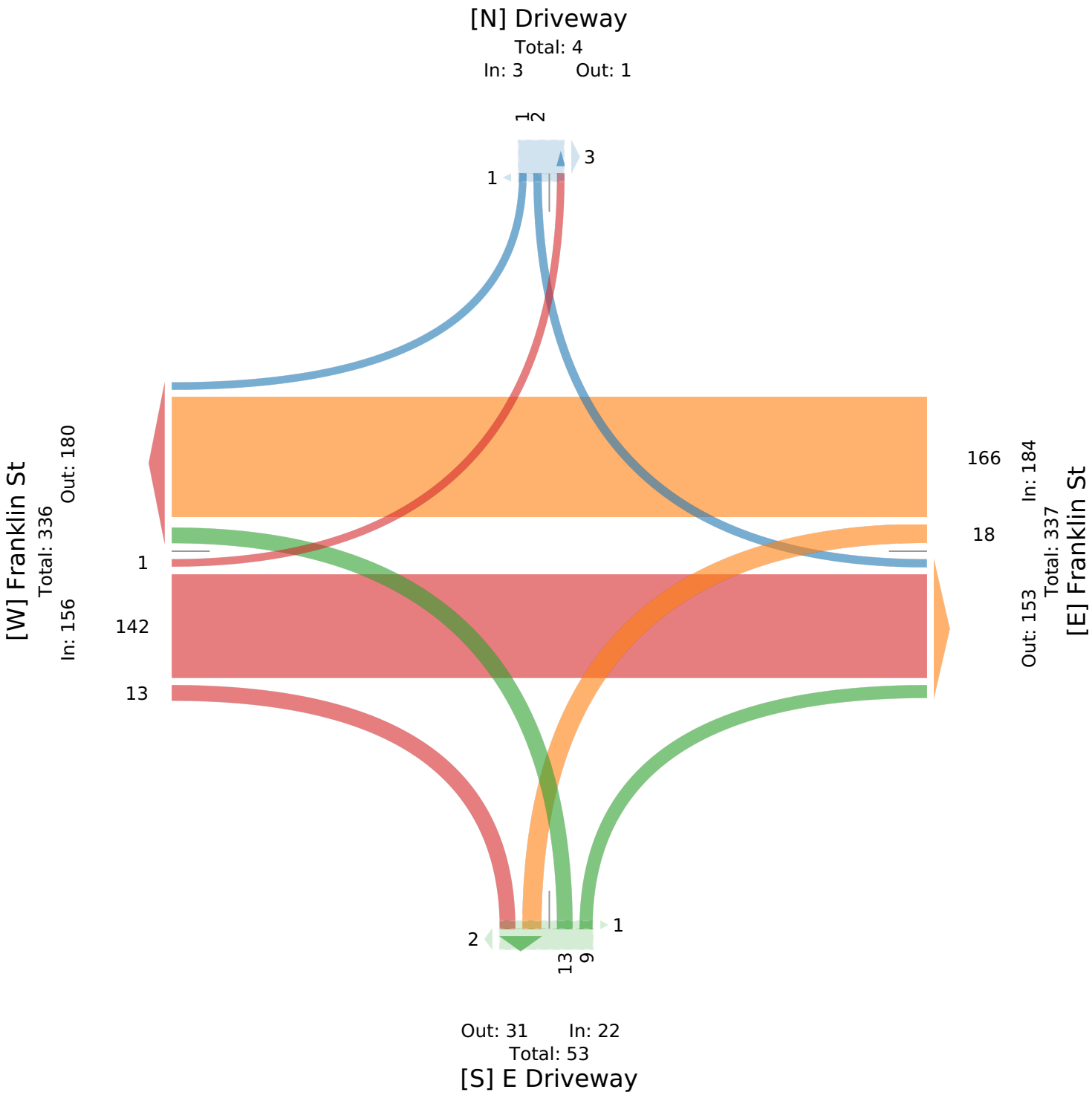
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and E. Driveway - TMC
Wed May 18, 2022
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954674, Location: 40.790097, -74.463015

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



Franklin St and E. Driveway - TMC

Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954674, Location: 40.790097, -74.463015



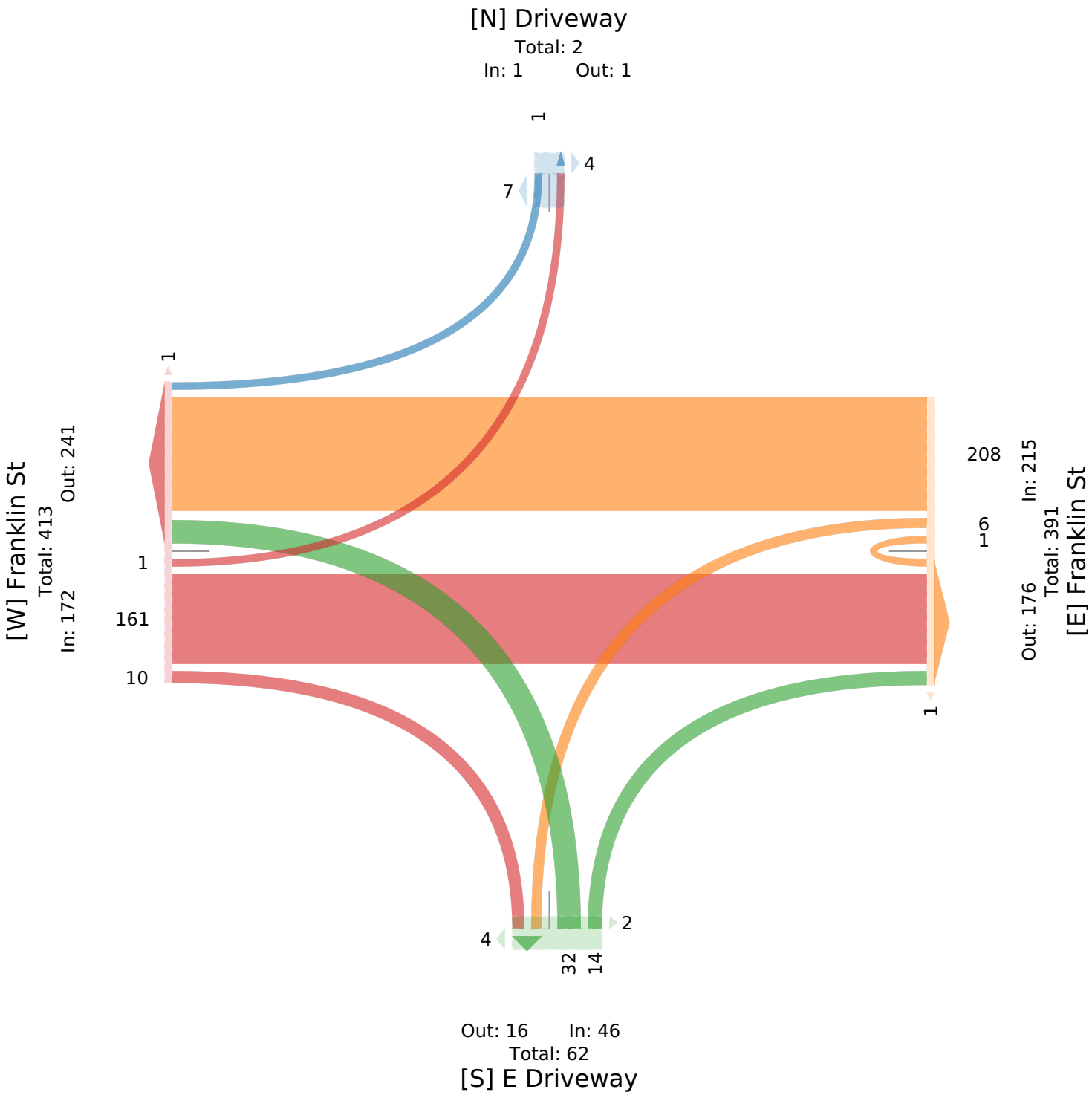
Provided by: Traffic Databank LLC
716 S 6th Avenue,
Mt Vernon, NY, 10550, US

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

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

Franklin St and E. Driveway - TMC
Wed May 18, 2022
Forced Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 954674, Location: 40.790097, -74.463015

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



APPENDIX D
TIMING DIRECTIVES

Directive No. 211-20

Route NJ 124 & I-287 Ramps J & H
Morristown Town, Morris County

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

	PHASE	SIGNAL FACES							TIME (SECONDS)			
		1, 2	11	3, 4, 12	6-8	5, 15	9, 14	10, 13	PLAN I (125)	PLAN II (120)	PLAN III (100)	PLAN IV (90)
A)	Route NJ 124 WB Lead	←G/G	G	R	R	W	DW	DW	11	30	10	10
	Change	←Y/G	G	R	R	W	DW	DW	3	3	3	3
B)	Route NJ 124 ROW	G	G	G	R	W	W	DW	79-32	55-19	55-25	45-18
	Pedestrian Clearance	G	G	G	R	FDW	FDW	DW	13	13	13	13
	Change	Y	Y	Y	R	DW	DW	DW	4*	4*	4*	4*
	Clearance	R	R	R	R	DW	DW	DW	2	2	2	2
C)	I-287 Ramps J & H ROW	R	R	R	G	DW	DW	DW	7-54	7-43	7-37	7-34
	Change	R	R	R	Y	DW	DW	DW	4	4	4	4
	Clearance	R	R	R	R	DW	DW	DW	2	2	2	2
	Offsets*								39	78	93	81

PEDESTRIAN ACTUATION

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

Directive No. 211-20

Route NJ 124 & I-287 Ramps J & H
Morristown Town, Morris County

NOTES:

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

	HOURS OF OPERATION		CYCLE LENGTH (SECONDS)
PLAN I:	Monday through Friday	06:00 AM - 10:00 AM	125
PLAN II:	Monday through Friday	02:00 PM - 07:00 PM	120
PLAN III:	Monday through Friday	10:00 AM - 02:00 PM	100
PLAN IV:	All Other Times		90

Directive No. 009-20

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

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

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

PEDESTRIAN ACTUATION

A)	Route 124 EB Lead ROW	←G/G	G	R	R	R/G→	DW	DW	7-34	7-13	7-18	7-13
	Change	←Y/G	G	R	R	R/Y→	DW	DW	3	3	3	3
B)	Route NJ 124 ROW	G	G	G	R	R	W	DW	54-27	49-39	29-18	19-13
	Pedestrian Clearance	G	G	G	R	R	FDW	DW	20	20	20	20
	Change	Y	Y	Y	R	R	DW	DW	4*	4*	4*	4*
	Clearance	R	R	R	R	R	DW	DW	3	3	3	3
C)	Leading Pedestrian Interval	R	R	R	R	R	DW	W	8	8	8	8
	Hospital / Nursing Center ROW Pedestrian Clearance	R	R	R	G	G	DW	FDW	19**	19	19**	19**
	Vehicle Extension	R	R	R	G	G	DW	DW	0	0-4	0	0
	Change	R	R	R	Y	Y	DW	DW	3	3	3	3
	Clearance	R	R	R	R	R	DW	DW	4	4	4	4
	Emergency Flash	Y	Y	Y	R	R	DARK	DARK	-	-	-	-

Directive No. 009-20

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

NOTES:

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

	HOURS OF OPERATION		CYCLE LENGTH (SECONDS)
PLAN I:	Monday through Friday	06:00 AM - 10:00 AM	125
PLAN II:	Monday through Friday	02:00 PM - 07:00 PM	120
PLAN III:	Monday through Friday	10:00 AM - 02:00 PM	100
PLAN IV:	All Other Times		90

Directive No. 010-20

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

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

	PHASE	SIGNAL FACES				TIME (SECONDS)			
		1, 2, 4, 5	7, 8, 10, 11	3, 6, 14, 15	9, 12, 13, 16	PLAN I (125)	PLAN II (120)	PLAN III (100)	PLAN IV (90)
A)	Route NJ 124 ROW	G	R	W	DW	90-71	85-61	65-46	55-39
	Pedestrian Clearance	G	R	FDW	DW	16	16	16	16
	Change	Y	R	DW	DW	4*	4*	4*	4*
	Clearance	R	R	DW	DW	2	2	2	2
B)	Turtle Road/ Franklin Street ROW	R	G	DW	DW	7-26	7-31	7-26	7-23
	Change	R	Y	DW	DW	3	3	3	3
	Clearance	R	R	DW	DW	3	3	3	3
	Offsets*					63	27	38	36
			PEDESTRIAN ACTUATION						
A)	Route NJ 124 ROW	G	R	W	DW	71	66-61	46	36
	Pedestrian Clearance	G	R	FDW	DW	16	16	16	16
	Change	Y	R	DW	DW	4*	4*	4*	4*
	Clearance	R	R	DW	DW	2	2	2	2
B)	Turtle Road/Franklin Street ROW	R	G	DW	W	7	7	7	7
	Pedestrian Clearance	R	G	DW	FDW	19	19	19	19**
	Vehicle Extension	R	G	DW	DW	0	0-5	0	0
	Change	R	Y	DW	DW	3	3	3	3
	Clearance	R	R	DW	DW	3	3	3	3
	Emergency Flash	Y	R	DARK	DARK	-	-	-	-

Directive No. 010-20

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

NOTES:

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

	HOURS OF OPERATION		CYCLE LENGTH (SECONDS)
PLAN I:	Monday through Friday	06:00 AM - 10:00 AM	125
PLAN II:	Monday through Friday	02:00 PM - 07:00 PM	120
PLAN III:	Monday through Friday	10:00 AM - 02:00 PM	100
PLAN IV:	All Other Times		90

Directive No. 011-20

Route NJ 124 & Normandy Parkway
Morristown Town, Morris County

90, 100, 120 AND 125 SECOND BACKGROUND CYCLES

NORMAL OPERATION

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

Directive No. 011-20
Route NJ 124 & Normandy Parkway
Morristown Town, Morris County

NOTES:

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

	HOURS OF OPERATION		CYCLE LENGTH (SECONDS)
PLAN I:	Monday through Friday	06:00 AM - 10:00 AM	125
PLAN II:	Monday through Friday	02:00 PM - 07:00 PM	120
PLAN III:	Monday through Friday	10:00 AM - 02:00 PM	100
PLAN IV:	All Other Times		90

APPENDIX E
JOURNEY TO WORK MODEL

Destination Analysis

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

NJ 124 (Madision Ave) East
NJ 124 (Madision Ave) West
South St (CR 601) South
I-287 North
I-287 South
Franklin St West
Normandy Pkwy East
Ford Ave North
Morris Ave West
Morris Ave East
Transit

Total All Jobs

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

Total All Jobs

	2021 Count	2021 Share
Total All Jobs	4,707	37.3%

Job Counts by Counties Where Workers Live - 2021

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

Job Counts by County Subdivisions Where Workers Live - 2021

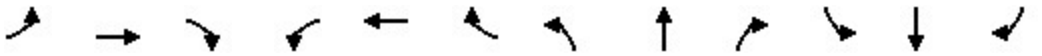
Arrival	Departure		Count	Share
		Morristown town (Morris, NJ)	487	3.9%
		Parsippany-Troy Hills township (Morris, NJ)	456	3.6%
		Morris township (Morris, NJ)	364	2.9%
		Mount Olive township (Morris, NJ)	286	2.3%
		Roxbury township (Morris, NJ)	257	2.0%
		Randolph township (Morris, NJ)	250	2.0%
		Rockaway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

	Route	Arrival Count	Departure Count	Arrival Percent	Departure Percent	Arrival Percent	Departure Percent
1	NJ 124 (Madision Ave) East	79.00	79.00	0.63%	0.63%	1%	1%
2	NJ 124 (Madision Ave) West	1593.50	1593.50	12.61%	12.61%	13%	13%
3	South St (CR 601) South	257.00	257.00	2.03%	2.03%	2%	2%
4	I-287 North	2835.65	2835.65	22.44%	22.44%	22%	22%
5	I-287 South	1472.80	1472.80	11.66%	11.66%	12%	12%
6	Franklin St West	1264.75	1264.75	10.01%	10.01%	10%	10%
7	Normandy Pkwy East	3651.15	3651.15	28.89%	28.89%	28%	28%
8	Ford Ave North	1482.15	1482.15	11.73%	11.73%	12%	12%
9	**Morris St West**	1482.15	81.00	11.73%	0.64%	12%	1%
10	**Morris St East**		1401.15	0.00%	11.09%	0%	11%
11		0.00	0.00	0.00%	0.00%		
12	Transit						
	Total	**12636.00**	**12636.00**	**100.00%**	**100.00%**	**100%**	**100%**

USE: 100 Madison Ave Morristownj NJ 07960

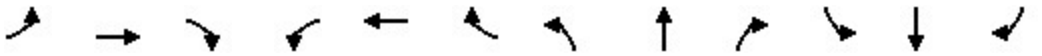
1482.15 1482.15

APPENDIX F
CAPACITY ANALYSIS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	635	94	254	289	0	0	0	0	1037	0	539
Future Volume (vph)	0	635	94	254	289	0	0	0	0	1037	0	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.981										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3458	0	0	3405	0	0	0	0	1698	1698	1568
Flt Permitted					0.520					0.950	0.950	
Satd. Flow (perm)	0	3458	0	0	1810	0	0	0	0	1698	1698	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										509
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	2%	2%	5%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	0	655	97	262	298	0	0	0	0	1069	0	556
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	752	0	0	560	0	0	0	0	534	535	556
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		25	20		14	20		14	20		25
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												

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



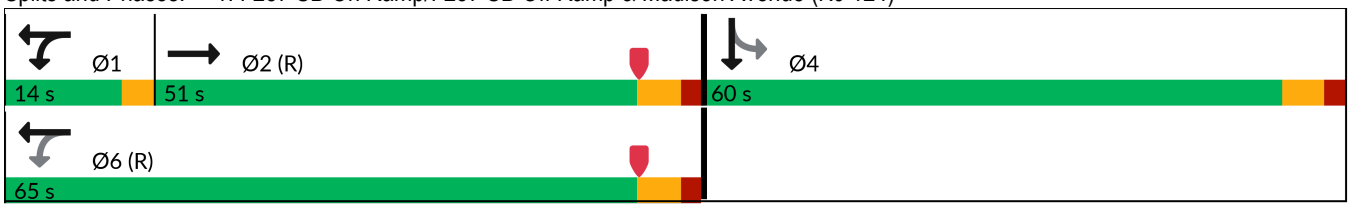
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		45.0		11.0						7.0	7.0	
Minimum Split (s)		51.0		14.0						13.0	13.0	
Total Split (s)		51.0		14.0						60.0	60.0	
Total Split (%)		40.8%		11.2%						48.0%	48.0%	
Maximum Green (s)		45.0		11.0						54.0	54.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		51.5			70.4					45.6	45.6	125.0
Actuated g/C Ratio		0.41			0.56					0.36	0.36	1.00
v/c Ratio		0.52			0.47					0.86	0.86	0.35
Control Delay (s/veh)		29.9			13.7					51.0	51.2	0.6
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		29.9			13.7					51.0	51.2	0.6
LOS		C			B					D	D	A
Approach Delay (s/veh)		29.9			13.7						33.8	
Approach LOS		C			B						C	
90th %ile Green (s)		45.0		11.0						54.0	54.0	
90th %ile Term Code		Coord		Max						Max	Max	
70th %ile Green (s)		45.0		13.9						51.1	51.1	
70th %ile Term Code		Coord		Max						Gap	Gap	
50th %ile Green (s)		48.0		15.4						46.6	46.6	
50th %ile Term Code		Coord		Gap						Gap	Gap	
30th %ile Green (s)		54.9		13.1						42.0	42.0	
30th %ile Term Code		Coord		Gap						Gap	Gap	
10th %ile Green (s)		64.8		11.0						34.2	34.2	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		532			174					467	467	0
Fuel Used(gal)		12			5					12	13	4
CO Emissions (g/hr)		811			321					872	875	266
NOx Emissions (g/hr)		158			63					170	170	52
VOC Emissions (g/hr)		188			75					202	203	62
Dilemma Vehicles (#)		29			50					0	16	0
Queue Length 50th (ft)		244			67					412	413	0
Queue Length 95th (ft)		320			116					517	520	0

Lane Group	Ø6
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	45.0
Minimum Split (s)	51.0
Total Split (s)	65.0
Total Split (%)	52%
Maximum Green (s)	59.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	59.0
90th %ile Term Code	Coord
70th %ile Green (s)	61.9
70th %ile Term Code	Coord
50th %ile Green (s)	66.4
50th %ile Term Code	Coord
30th %ile Green (s)	71.0
30th %ile Term Code	Coord
10th %ile Green (s)	78.8
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1434			1184					733	733	1568
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.52			0.47					0.73	0.73	0.35

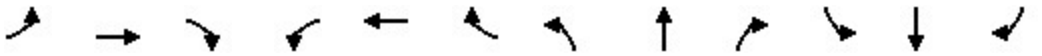
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 39 (31%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 29.0		Intersection LOS: C	
Intersection Capacity Utilization 94.9%		ICU Level of Service F	
Analysis Period (min) 15			

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



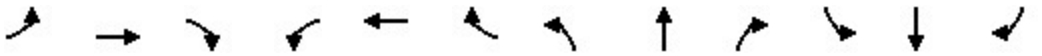
Lane Group	Ø6
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	403	72	609	666	0	0	0	0	414	0	596
Future Volume (vph)	0	403	72	609	666	0	0	0	0	414	0	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.977										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3477	0	0	3476	0	0	0	0	1698	1698	1599
Flt Permitted					0.594					0.950	0.950	
Satd. Flow (perm)	0	3477	0	0	2110	0	0	0	0	1698	1698	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17										585
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	415	74	628	687	0	0	0	0	427	0	614
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	489	0	0	1315	0	0	0	0	213	214	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		25	20		14	20		14	20		25
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												

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



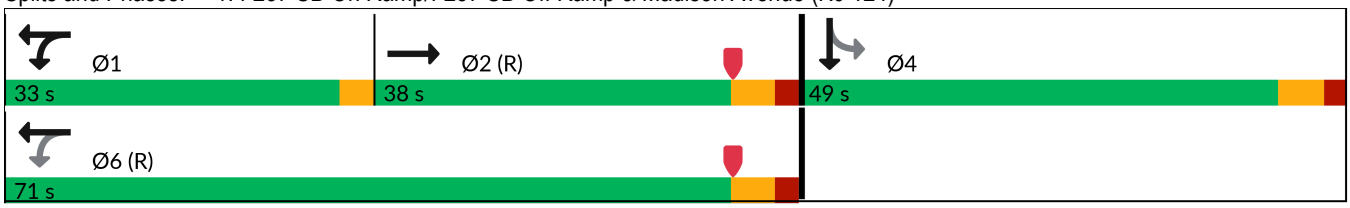
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		32.0		30.0						7.0	7.0	
Minimum Split (s)		38.0		33.0						13.0	13.0	
Total Split (s)		38.0		33.0						49.0	49.0	
Total Split (%)		31.7%		27.5%						40.8%	40.8%	
Maximum Green (s)		32.0		30.0						43.0	43.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		53.0			91.2					19.8	19.8	120.0
Actuated g/C Ratio		0.44			0.76					0.17	0.17	1.00
v/c Ratio		0.32			0.67					0.76	0.76	0.38
Control Delay (s/veh)		23.3			4.1					64.4	64.7	0.7
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		23.3			4.1					64.4	64.7	0.7
LOS		C			A					E	E	A
Approach Delay (s/veh)		23.3			4.1						26.9	
Approach LOS		C			A						C	
90th %ile Green (s)		38.2		39.4						27.4	27.4	
90th %ile Term Code		Coord		Gap						Gap	Gap	
70th %ile Green (s)		50.6		31.5						22.9	22.9	
70th %ile Term Code		Coord		Gap						Gap	Gap	
50th %ile Green (s)		55.2		30.0						19.8	19.8	
50th %ile Term Code		Coord		Min						Gap	Gap	
30th %ile Green (s)		58.3		30.0						16.7	16.7	
30th %ile Term Code		Coord		Min						Gap	Gap	
10th %ile Green (s)		62.7		30.0						12.3	12.3	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		297			278					192	193	0
Fuel Used(gal)		7			7					6	6	4
CO Emissions (g/hr)		457			490					391	394	294
NOx Emissions (g/hr)		89			95					76	77	57
VOC Emissions (g/hr)		106			113					91	91	68
Dilemma Vehicles (#)		20			85					0	6	0
Queue Length 50th (ft)		117			37					167	168	0
Queue Length 95th (ft)		202			90					240	241	0

Lane Group	Ø6
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	32.0
Minimum Split (s)	38.0
Total Split (s)	71.0
Total Split (%)	59%
Maximum Green (s)	65.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	80.6
90th %ile Term Code	Coord
70th %ile Green (s)	85.1
70th %ile Term Code	Coord
50th %ile Green (s)	88.2
50th %ile Term Code	Coord
30th %ile Green (s)	91.3
30th %ile Term Code	Coord
10th %ile Green (s)	95.7
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1544			1969					608	608	1599
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.32			0.67					0.35	0.35	0.38

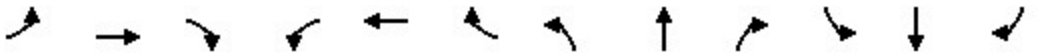
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

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



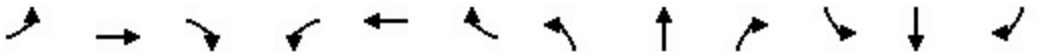
Lane Group	Ø6
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	682	94	275	316	0	0	0	0	1117	0	539
Future Volume (vph)	0	682	94	275	316	0	0	0	0	1117	0	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00										
Frt		0.982										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3462	0	0	3404	0	0	0	0	1698	1698	1568
Flt Permitted					0.515					0.950	0.950	
Satd. Flow (perm)	0	3462	0	0	1794	0	0	0	0	1698	1698	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13										473
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	2%	2%	5%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	0	703	97	284	326	0	0	0	0	1152	0	556
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	800	0	0	610	0	0	0	0	576	576	556
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	

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



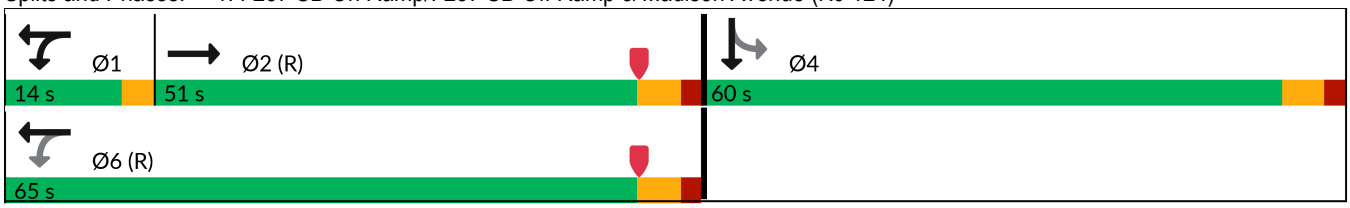
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		45.0		11.0						7.0	7.0	
Minimum Split (s)		51.0		14.0						13.0	13.0	
Total Split (s)		51.0		14.0						60.0	60.0	
Total Split (%)		40.8%		11.2%						48.0%	48.0%	
Maximum Green (s)		45.0		11.0						54.0	54.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		49.4			68.1					47.9	47.9	125.0
Actuated g/C Ratio		0.40			0.54					0.38	0.38	1.00
v/c Ratio		0.58			0.54					0.89	0.89	0.35
Control Delay (s/veh)		32.3			16.7					51.9	51.9	0.6
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		32.3			16.7					51.9	51.9	0.6
LOS		C			B					D	D	A
Approach Delay (s/veh)		32.3			16.7						35.2	
Approach LOS		C			B						D	
90th %ile Green (s)		45.0		11.0						54.0	54.0	
90th %ile Term Code		Coord		Max						Max	Max	
70th %ile Green (s)		45.0		11.2						53.8	53.8	
70th %ile Term Code		Coord		Max						Gap	Gap	
50th %ile Green (s)		45.0		15.2						49.8	49.8	
50th %ile Term Code		Coord		Max						Gap	Gap	
30th %ile Green (s)		50.5		14.6						44.9	44.9	
30th %ile Term Code		Coord		Gap						Gap	Gap	
10th %ile Green (s)		61.6		11.3						37.1	37.1	
10th %ile Term Code		Coord		Gap						Gap	Gap	
Stops (vph)		593			220					506	506	0
Fuel Used(gal)		13			6					14	14	4
CO Emissions (g/hr)		904			396					950	950	266
NOx Emissions (g/hr)		176			77					185	185	52
VOC Emissions (g/hr)		210			92					220	220	62
Dilemma Vehicles (#)		31			34					0	18	0
Queue Length 50th (ft)		276			100					441	441	0
Queue Length 95th (ft)		346			138					578	578	0
Internal Link Dist (ft)		271			292			476			879	

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1376			1139					733	733	1568
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.58			0.54					0.79	0.79	0.35

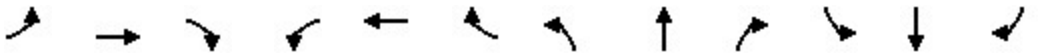
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 39 (31%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 30.9		Intersection LOS: C	
Intersection Capacity Utilization 98.5%		ICU Level of Service F	
Analysis Period (min) 15			

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



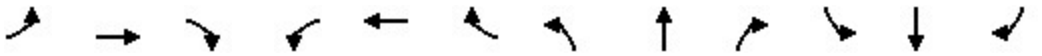
Lane Group	Ø6
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	429	72	653	722	0	0	0	0	458	0	596
Future Volume (vph)	0	429	72	653	722	0	0	0	0	458	0	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.978										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3481	0	0	3476	0	0	0	0	1698	1698	1599
Flt Permitted					0.580					0.950	0.950	
Satd. Flow (perm)	0	3481	0	0	2060	0	0	0	0	1698	1698	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										569
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	442	74	673	744	0	0	0	0	472	0	614
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	516	0	0	1417	0	0	0	0	236	236	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	

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



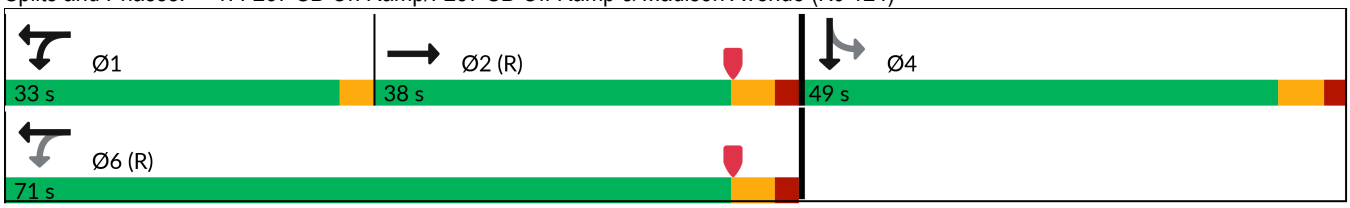
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		32.0		30.0						7.0	7.0	
Minimum Split (s)		38.0		33.0						13.0	13.0	
Total Split (s)		38.0		33.0						49.0	49.0	
Total Split (%)		31.7%		27.5%						40.8%	40.8%	
Maximum Green (s)		32.0		30.0						43.0	43.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		48.3			89.4					21.6	21.6	120.0
Actuated g/C Ratio		0.40			0.75					0.18	0.18	1.00
v/c Ratio		0.37			0.73					0.77	0.77	0.38
Control Delay (s/veh)		27.6			5.4					63.2	63.2	0.7
Queue Delay		0.0			0.0					0.0	0.0	0.0
Total Delay (s/veh)		27.6			5.4					63.2	63.2	0.7
LOS		C			A					E	E	A
Approach Delay (s/veh)		27.6			5.4						27.9	
Approach LOS		C			A						C	
90th %ile Green (s)		32.0		42.9						30.1	30.1	
90th %ile Term Code		Coord		Max						Gap	Gap	
70th %ile Green (s)		41.5		38.8						24.7	24.7	
70th %ile Term Code		Coord		Gap						Gap	Gap	
50th %ile Green (s)		49.7		33.9						21.4	21.4	
50th %ile Term Code		Coord		Gap						Gap	Gap	
30th %ile Green (s)		56.8		30.0						18.2	18.2	
30th %ile Term Code		Coord		Min						Gap	Gap	
10th %ile Green (s)		61.5		30.0						13.5	13.5	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		342			297					214	214	0
Fuel Used(gal)		8			8					6	6	4
CO Emissions (g/hr)		529			551					429	429	294
NOx Emissions (g/hr)		103			107					84	84	57
VOC Emissions (g/hr)		123			128					100	100	68
Dilemma Vehicles (#)		21			121					0	7	0
Queue Length 50th (ft)		137			62					185	185	0
Queue Length 95th (ft)		233			231					257	257	0
Internal Link Dist (ft)		271			292			476			879	

Lane Group	Ø6
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	32.0
Minimum Split (s)	38.0
Total Split (s)	71.0
Total Split (%)	59%
Maximum Green (s)	65.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	77.9
90th %ile Term Code	Coord
70th %ile Green (s)	83.3
70th %ile Term Code	Coord
50th %ile Green (s)	86.6
50th %ile Term Code	Coord
30th %ile Green (s)	89.8
30th %ile Term Code	Coord
10th %ile Green (s)	94.5
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1410			1949					608	608	1599
Starvation Cap Reductn		0			0					0	0	0
Spillback Cap Reductn		0			0					0	0	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.37			0.73					0.39	0.39	0.38

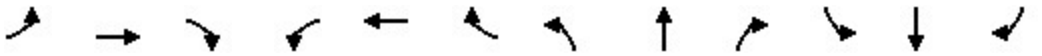
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 17.3		Intersection LOS: B	
Intersection Capacity Utilization 91.6%		ICU Level of Service F	
Analysis Period (min) 15			

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



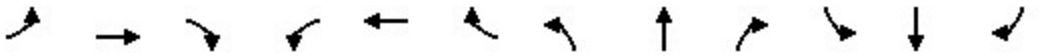
Lane Group	Ø6
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	682	94	275	316	0	0	0	0	1117	0	539
Future Volume (vph)	0	682	94	275	316	0	0	0	0	1117	0	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00										
Frt		0.982										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3462	0	0	3404	0	0	0	0	1698	1698	1568
Flt Permitted					0.515					0.950	0.950	
Satd. Flow (perm)	0	3462	0	0	1794	0	0	0	0	1698	1698	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13										473
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	2%	2%	5%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	0	703	97	284	326	0	0	0	0	1152	0	556
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	800	0	0	610	0	0	0	0	576	576	556
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		25	20		14	20		14	20		25
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												

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



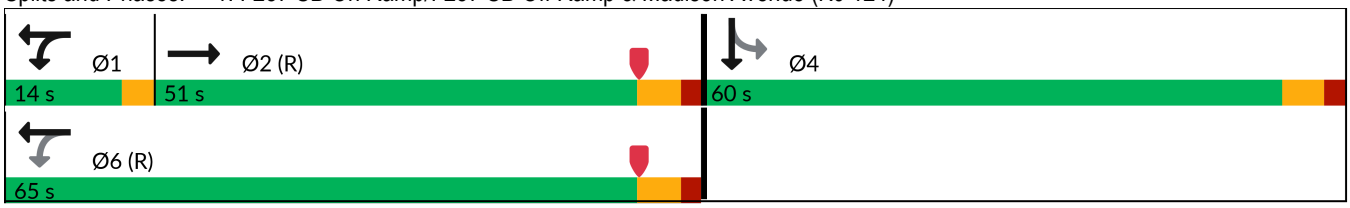
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		45.0		11.0						7.0	7.0	
Minimum Split (s)		51.0		14.0						13.0	13.0	
Total Split (s)		51.0		14.0						60.0	60.0	
Total Split (%)		40.8%		11.2%						48.0%	48.0%	
Maximum Green (s)		45.0		11.0						54.0	54.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		49.4			68.1					47.9	47.9	125.0
Actuated g/C Ratio		0.40			0.54					0.38	0.38	1.00
v/c Ratio		0.58			0.54					0.89	0.89	0.35
Control Delay (s/veh)		32.3			18.2					51.9	51.9	0.6
Queue Delay		0.3			0.2					0.5	0.5	0.0
Total Delay (s/veh)		32.6			18.4					52.4	52.4	0.6
LOS		C			B					D	D	A
Approach Delay (s/veh)		32.6			18.4						35.6	
Approach LOS		C			B						D	
90th %ile Green (s)		45.0		11.0						54.0	54.0	
90th %ile Term Code		Coord		Max						Max	Max	
70th %ile Green (s)		45.0		11.2						53.8	53.8	
70th %ile Term Code		Coord		Max						Gap	Gap	
50th %ile Green (s)		45.0		15.2						49.8	49.8	
50th %ile Term Code		Coord		Max						Gap	Gap	
30th %ile Green (s)		50.5		14.6						44.9	44.9	
30th %ile Term Code		Coord		Gap						Gap	Gap	
10th %ile Green (s)		61.6		11.3						37.1	37.1	
10th %ile Term Code		Coord		Gap						Gap	Gap	
Stops (vph)		593			305					506	506	0
Fuel Used(gal)		13			7					14	14	4
CO Emissions (g/hr)		904			467					950	950	266
NOx Emissions (g/hr)		176			91					185	185	52
VOC Emissions (g/hr)		210			108					220	220	62
Dilemma Vehicles (#)		31			31					0	18	0
Queue Length 50th (ft)		276			75					441	441	0
Queue Length 95th (ft)		346			113					578	578	0

Lane Group	Ø6
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	45.0
Minimum Split (s)	51.0
Total Split (s)	65.0
Total Split (%)	52%
Maximum Green (s)	59.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	59.0
90th %ile Term Code	Coord
70th %ile Green (s)	59.2
70th %ile Term Code	Coord
50th %ile Green (s)	63.2
50th %ile Term Code	Coord
30th %ile Green (s)	68.1
30th %ile Term Code	Coord
10th %ile Green (s)	75.9
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1376			1139					733	733	1568
Starvation Cap Reductn		0			97					0	0	0
Spillback Cap Reductn		157			0					23	23	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.66			0.59					0.81	0.81	0.35

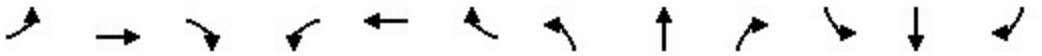
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 39 (31%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 31.4		Intersection LOS: C	
Intersection Capacity Utilization 98.5%		ICU Level of Service F	
Analysis Period (min) 15			

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



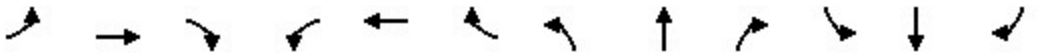
Lane Group	Ø6
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	429	72	653	722	0	0	0	0	458	0	596
Future Volume (vph)	0	429	72	653	722	0	0	0	0	458	0	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.978										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3481	0	0	3476	0	0	0	0	1698	1698	1599
Flt Permitted					0.580					0.950	0.950	
Satd. Flow (perm)	0	3481	0	0	2060	0	0	0	0	1698	1698	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										569
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	442	74	673	744	0	0	0	0	472	0	614
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	516	0	0	1417	0	0	0	0	236	236	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		25	20		14	20		14	20		25
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												

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



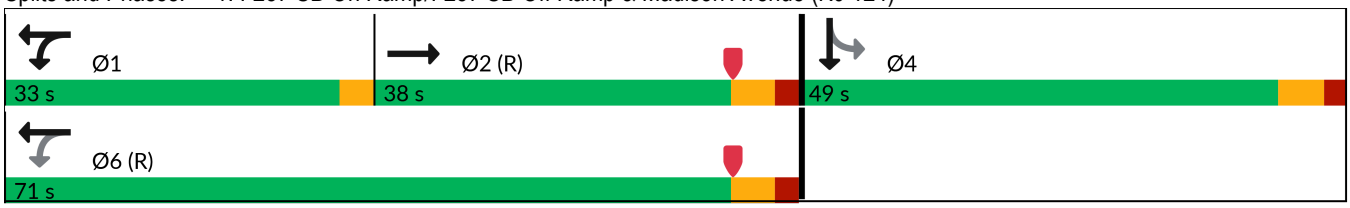
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		32.0		30.0						7.0	7.0	
Minimum Split (s)		38.0		33.0						13.0	13.0	
Total Split (s)		38.0		33.0						49.0	49.0	
Total Split (%)		31.7%		27.5%						40.8%	40.8%	
Maximum Green (s)		32.0		30.0						43.0	43.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		48.3			89.4					21.6	21.6	120.0
Actuated g/C Ratio		0.40			0.75					0.18	0.18	1.00
v/c Ratio		0.37			0.73					0.77	0.77	0.38
Control Delay (s/veh)		27.6			2.5					63.2	63.2	0.7
Queue Delay		0.0			0.7					0.2	0.2	0.0
Total Delay (s/veh)		27.6			3.2					63.4	63.4	0.7
LOS		C			A					E	E	A
Approach Delay (s/veh)		27.6			3.2						28.0	
Approach LOS		C			A						C	
90th %ile Green (s)		32.0		42.9						30.1	30.1	
90th %ile Term Code		Coord		Max						Gap	Gap	
70th %ile Green (s)		41.5		38.8						24.7	24.7	
70th %ile Term Code		Coord		Gap						Gap	Gap	
50th %ile Green (s)		49.7		33.9						21.4	21.4	
50th %ile Term Code		Coord		Gap						Gap	Gap	
30th %ile Green (s)		56.8		30.0						18.2	18.2	
30th %ile Term Code		Coord		Min						Gap	Gap	
10th %ile Green (s)		61.5		30.0						13.5	13.5	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		342			342					214	214	0
Fuel Used(gal)		8			8					6	6	4
CO Emissions (g/hr)		529			526					429	429	294
NOx Emissions (g/hr)		103			102					84	84	57
VOC Emissions (g/hr)		123			122					100	100	68
Dilemma Vehicles (#)		21			79					0	7	0
Queue Length 50th (ft)		137			12					185	185	0
Queue Length 95th (ft)		233			26					257	257	0

Lane Group	Ø6
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	32.0
Minimum Split (s)	38.0
Total Split (s)	71.0
Total Split (%)	59%
Maximum Green (s)	65.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	77.9
90th %ile Term Code	Coord
70th %ile Green (s)	83.3
70th %ile Term Code	Coord
50th %ile Green (s)	86.6
50th %ile Term Code	Coord
30th %ile Green (s)	89.8
30th %ile Term Code	Coord
10th %ile Green (s)	94.5
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1410			1949					608	608	1599
Starvation Cap Reductn		0			232					0	0	0
Spillback Cap Reductn		0			0					57	57	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.37			0.83					0.43	0.43	0.38

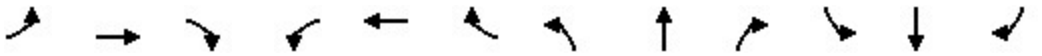
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 91.6%		ICU Level of Service F	
Analysis Period (min) 15			

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



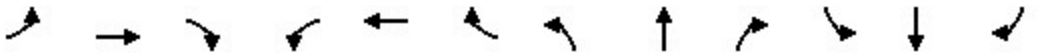
Lane Group	Ø6
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	682	94	275	316	0	0	0	0	1117	0	539
Future Volume (vph)	0	682	94	275	316	0	0	0	0	1117	0	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00										
Frt		0.982										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3462	0	0	3404	0	0	0	0	1698	1698	1568
Flt Permitted					0.515					0.950	0.950	
Satd. Flow (perm)	0	3462	0	0	1794	0	0	0	0	1698	1698	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13										473
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			4	4								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	2%	2%	5%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	0	703	97	284	326	0	0	0	0	1152	0	556
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	800	0	0	610	0	0	0	0	576	576	556
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		25	20		14	20		14	20		25
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												

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



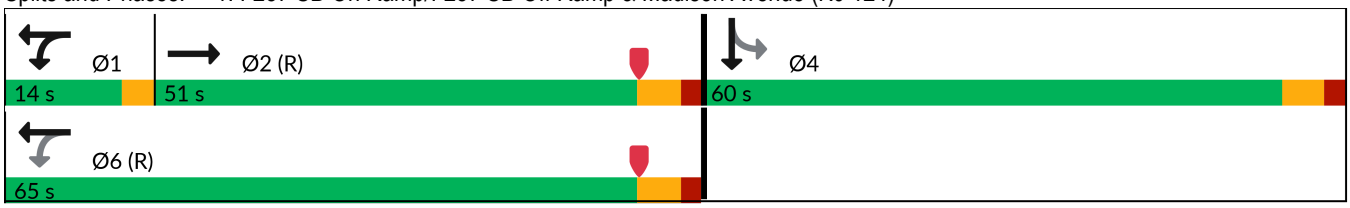
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		45.0		11.0						7.0	7.0	
Minimum Split (s)		51.0		14.0						13.0	13.0	
Total Split (s)		51.0		14.0						60.0	60.0	
Total Split (%)		40.8%		11.2%						48.0%	48.0%	
Maximum Green (s)		45.0		11.0						54.0	54.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		49.4			68.1					47.9	47.9	125.0
Actuated g/C Ratio		0.40			0.54					0.38	0.38	1.00
v/c Ratio		0.58			0.54					0.89	0.89	0.35
Control Delay (s/veh)		32.3			18.2					51.9	51.9	0.6
Queue Delay		0.3			0.2					0.5	0.5	0.0
Total Delay (s/veh)		32.6			18.3					52.4	52.4	0.6
LOS		C			B					D	D	A
Approach Delay (s/veh)		32.6			18.3						35.6	
Approach LOS		C			B						D	
90th %ile Green (s)		45.0		11.0						54.0	54.0	
90th %ile Term Code		Coord		Max						Max	Max	
70th %ile Green (s)		45.0		11.2						53.8	53.8	
70th %ile Term Code		Coord		Max						Gap	Gap	
50th %ile Green (s)		45.0		15.2						49.8	49.8	
50th %ile Term Code		Coord		Max						Gap	Gap	
30th %ile Green (s)		50.5		14.6						44.9	44.9	
30th %ile Term Code		Coord		Gap						Gap	Gap	
10th %ile Green (s)		61.6		11.3						37.1	37.1	
10th %ile Term Code		Coord		Gap						Gap	Gap	
Stops (vph)		593			305					506	506	0
Fuel Used(gal)		13			7					14	14	4
CO Emissions (g/hr)		904			467					950	950	266
NOx Emissions (g/hr)		176			91					185	185	52
VOC Emissions (g/hr)		210			108					220	220	62
Dilemma Vehicles (#)		31			31					0	18	0
Queue Length 50th (ft)		276			75					441	441	0
Queue Length 95th (ft)		346			113					578	578	0

Lane Group	Ø6
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	45.0
Minimum Split (s)	51.0
Total Split (s)	65.0
Total Split (%)	52%
Maximum Green (s)	59.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	59.0
90th %ile Term Code	Coord
70th %ile Green (s)	59.2
70th %ile Term Code	Coord
50th %ile Green (s)	63.2
50th %ile Term Code	Coord
30th %ile Green (s)	68.1
30th %ile Term Code	Coord
10th %ile Green (s)	75.9
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1376			1139					733	733	1568
Starvation Cap Reductn		0			97					0	0	0
Spillback Cap Reductn		157			0					23	23	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.66			0.59					0.81	0.81	0.35

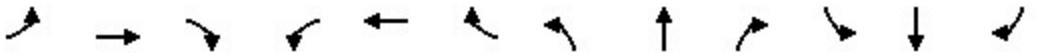
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 39 (31%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 31.4		Intersection LOS: C	
Intersection Capacity Utilization 98.5%		ICU Level of Service F	
Analysis Period (min) 15			

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



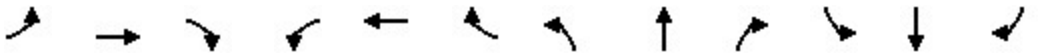
Lane Group	Ø6
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	429	72	653	722	0	0	0	0	458	0	596
Future Volume (vph)	0	429	72	653	722	0	0	0	0	458	0	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	12	12	12	12
Storage Length (ft)	0		0	0		0	0		0	300		400
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.978										0.850
Flt Protected					0.977					0.950	0.950	
Satd. Flow (prot)	0	3481	0	0	3476	0	0	0	0	1698	1698	1599
Flt Permitted					0.580					0.950	0.950	
Satd. Flow (perm)	0	3481	0	0	2060	0	0	0	0	1698	1698	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15										569
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		351			372			556			959	
Travel Time (s)		6.0			6.3			10.8			18.7	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	2%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	442	74	673	744	0	0	0	0	472	0	614
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	516	0	0	1417	0	0	0	0	236	236	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		24			24			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		25	20		14	20		14	20		25
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												

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



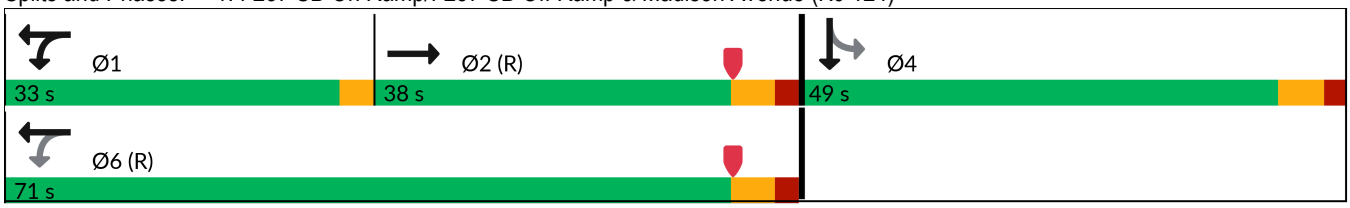
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		custom	NA					Perm	NA	Free
Protected Phases		2		1	1 6						4	
Permitted Phases				6						4		Free
Detector Phase		2		1	1 6					4	4	
Switch Phase												
Minimum Initial (s)		32.0		30.0						7.0	7.0	
Minimum Split (s)		38.0		33.0						13.0	13.0	
Total Split (s)		38.0		33.0						49.0	49.0	
Total Split (%)		31.7%		27.5%						40.8%	40.8%	
Maximum Green (s)		32.0		30.0						43.0	43.0	
Yellow Time (s)		4.0		3.0						4.0	4.0	
All-Red Time (s)		2.0		0.0						2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		6.0								6.0	6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0						2.0	2.0	
Recall Mode		C-Min		None						None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		13.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		48.3			89.4					21.6	21.6	120.0
Actuated g/C Ratio		0.40			0.75					0.18	0.18	1.00
v/c Ratio		0.37			0.73					0.77	0.77	0.38
Control Delay (s/veh)		27.6			2.4					63.2	63.2	0.7
Queue Delay		0.0			0.7					0.2	0.2	0.0
Total Delay (s/veh)		27.6			3.1					63.4	63.4	0.7
LOS		C			A					E	E	A
Approach Delay (s/veh)		27.6			3.1						28.0	
Approach LOS		C			A						C	
90th %ile Green (s)		32.0		42.9						30.1	30.1	
90th %ile Term Code		Coord		Max						Gap	Gap	
70th %ile Green (s)		41.5		38.8						24.7	24.7	
70th %ile Term Code		Coord		Gap						Gap	Gap	
50th %ile Green (s)		49.7		33.9						21.4	21.4	
50th %ile Term Code		Coord		Gap						Gap	Gap	
30th %ile Green (s)		56.8		30.0						18.2	18.2	
30th %ile Term Code		Coord		Min						Gap	Gap	
10th %ile Green (s)		61.5		30.0						13.5	13.5	
10th %ile Term Code		Coord		Min						Gap	Gap	
Stops (vph)		342			359					214	214	0
Fuel Used(gal)		8			8					6	6	4
CO Emissions (g/hr)		529			536					429	429	294
NOx Emissions (g/hr)		103			104					84	84	57
VOC Emissions (g/hr)		123			124					100	100	68
Dilemma Vehicles (#)		21			75					0	7	0
Queue Length 50th (ft)		137			0					185	185	0
Queue Length 95th (ft)		233			26					257	257	0

Lane Group	Ø6
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	32.0
Minimum Split (s)	38.0
Total Split (s)	71.0
Total Split (%)	59%
Maximum Green (s)	65.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	77.9
90th %ile Term Code	Coord
70th %ile Green (s)	83.3
70th %ile Term Code	Coord
50th %ile Green (s)	86.6
50th %ile Term Code	Coord
30th %ile Green (s)	89.8
30th %ile Term Code	Coord
10th %ile Green (s)	94.5
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		271			292			476			879	
Turn Bay Length (ft)										300		400
Base Capacity (vph)		1410			1949					608	608	1599
Starvation Cap Reductn		0			232					0	0	0
Spillback Cap Reductn		0			0					57	57	0
Storage Cap Reductn		0			0					0	0	0
Reduced v/c Ratio		0.37			0.83					0.43	0.43	0.38

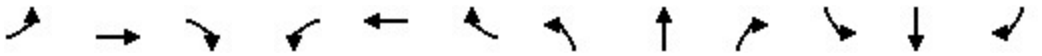
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 78 (65%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 91.6%		ICU Level of Service F	
Analysis Period (min) 15			

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

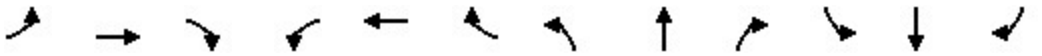


Lane Group	Ø6
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	1255	25	13	707	109	51	6	17	43	0	23
Future Volume (vph)	450	1255	25	13	707	109	51	6	17	43	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.98			0.98	0.98
Frt		0.997			0.980			0.968				0.850
Flt Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	1752	3525	0	1805	3466	0	0	1715	0	0	1770	1524
Flt Permitted	0.289			0.205				0.766			0.754	
Satd. Flow (perm)	533	3525	0	388	3466	0	0	1347	0	0	1371	1486
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								10				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	2		8	8		2	7		15	15		7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	4%	0%	2%	1%	4%	0%	0%	2%	0%	6%
Adj. Flow (vph)	469	1307	26	14	736	114	53	6	18	45	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	469	1333	0	14	850	0	0	77	0	0	45	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm



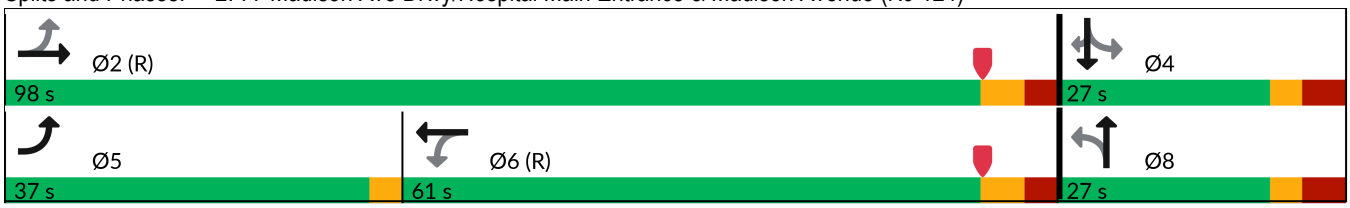
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	61.0		61.0	61.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	37.0	98.0		61.0	61.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	29.6%	78.4%		48.8%	48.8%		21.6%	21.6%		21.6%	21.6%	21.6%
Maximum Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	106.8	104.2		81.3	81.3			11.0			11.0	11.0
Actuated g/C Ratio	0.85	0.83		0.65	0.65			0.09			0.09	0.09
v/c Ratio	0.74	0.45		0.06	0.38			0.61			0.38	0.18
Control Delay (s/veh)	13.2	2.8		10.2	7.6			66.3			61.1	54.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	13.2	2.8		10.2	7.6			66.3			61.1	54.1
LOS	B	A		B	A			E			E	D
Approach Delay (s/veh)		5.5			7.6			66.3			58.7	
Approach LOS		A			A			E			E	
90th %ile Green (s)	32.7	94.8		59.1	59.1		16.2	16.2		16.2	16.2	16.2
90th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	23.9	98.0		71.1	71.1		13.0	13.0		13.0	13.0	13.0
70th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	17.6	100.4		79.8	79.8		10.6	10.6		10.6	10.6	10.6
50th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	11.3	102.7		88.4	88.4		8.3	8.3		8.3	8.3	8.3
30th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	7.0	118.0		108.0	108.0		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Min	Coord		Coord	Coord		Skip	Skip		Skip	Skip	Skip
Stops (vph)	160	210		4	180			62			40	22
Fuel Used(gal)	4	6		0	11			1			1	0
CO Emissions (g/hr)	276	425		14	775			91			54	26
NOx Emissions (g/hr)	54	83		3	151			18			10	5
VOC Emissions (g/hr)	64	98		3	180			21			12	6
Dilemma Vehicles (#)	0	42		0	38			0			0	0
Queue Length 50th (ft)	45	56		2	70			53			35	18
Queue Length 95th (ft)	139	163		m8	168			102			72	45
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	230			90								

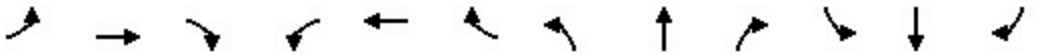
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	786	2938		252	2253			223			219	237
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.60	0.45		0.06	0.38			0.35			0.21	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 37 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 118.7%		ICU Level of Service H	
Analysis Period (min) 15			

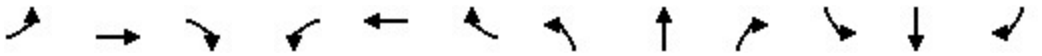
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	760	13	7	1341	52	180	8	31	82	2	113
Future Volume (vph)	143	760	13	7	1341	52	180	8	31	82	2	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99			0.99	0.98
Frt		0.997			0.994			0.981				0.850
Flt Protected	0.950			0.950				0.961			0.953	
Satd. Flow (prot)	1752	3563	0	1805	3551	0	0	1775	0	0	1811	1568
Flt Permitted	0.092			0.345				0.704			0.693	
Satd. Flow (perm)	170	3563	0	655	3551	0	0	1294	0	0	1299	1538
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								7				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	6		2	2		6	6		19	19		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	151	800	14	7	1412	55	189	8	33	86	2	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	814	0	7	1467	0	0	230	0	0	88	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm



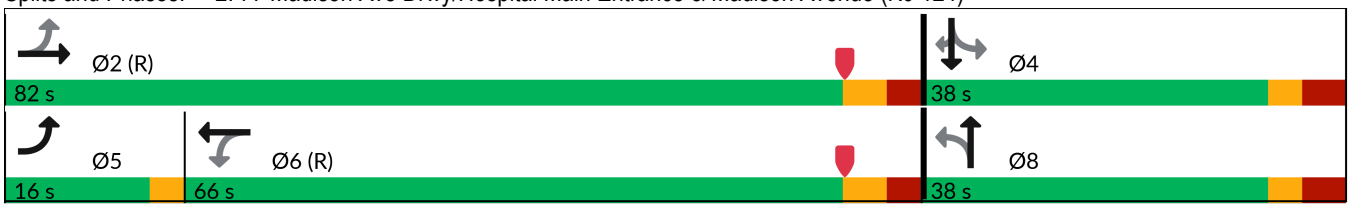
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	59.0		59.0	59.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	66.0		66.0	66.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	16.0	82.0		66.0	66.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	13.3%	68.3%		55.0%	55.0%		31.7%	31.7%		31.7%	31.7%	31.7%
Maximum Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	85.7	81.7		68.4	68.4			24.3			24.3	24.3
Actuated g/C Ratio	0.71	0.68		0.57	0.57			0.20			0.20	0.20
v/c Ratio	0.59	0.34		0.02	0.72			0.86			0.33	0.38
Control Delay (s/veh)	27.7	9.2		9.9	13.6			72.3			42.6	43.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	27.7	9.2		9.9	13.6			72.3			42.6	43.4
LOS	C	A		A	B			E			D	D
Approach Delay (s/veh)		12.1			13.6			72.3			43.1	
Approach LOS		B			B			E			D	
90th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
90th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	13.1	76.9		60.8	60.8		29.1	29.1		29.1	29.1	29.1
70th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	10.3	80.8		67.5	67.5		25.2	25.2		25.2	25.2	25.2
50th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	7.7	84.9		74.2	74.2		21.1	21.1		21.1	21.1	21.1
30th %ile Term Code	Gap	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	7.0	90.7		80.7	80.7		15.3	15.3		15.3	15.3	15.3
10th %ile Term Code	Min	Coord		Coord	Coord		Gap	Gap		Hold	Hold	Hold
Stops (vph)	98	317		2	712			201			69	93
Fuel Used(gal)	2	7		0	25			4			1	2
CO Emissions (g/hr)	149	458		7	1721			292			82	112
NOx Emissions (g/hr)	29	89		1	335			57			16	22
VOC Emissions (g/hr)	35	106		2	399			68			19	26
Dilemma Vehicles (#)	0	11		0	75			0			0	0
Queue Length 50th (ft)	43	138		1	235			167			58	80
Queue Length 95th (ft)	114	186		m3	439			250			102	129
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	230			90								

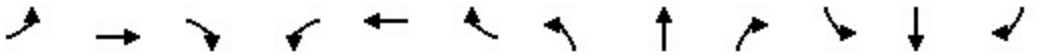
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	293	2424		373	2025			339			335	397
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.52	0.34		0.02	0.72			0.68			0.26	0.30

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 34 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 19.9	Intersection LOS: B
Intersection Capacity Utilization 135.0%	ICU Level of Service H
Analysis Period (min) 15	

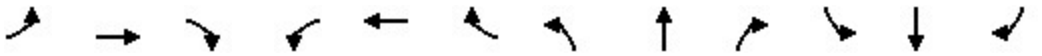
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	629	1255	25	9	711	164	51	6	17	70	0	111
Future Volume (vph)	629	1255	25	9	711	164	51	6	17	70	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.98			0.98	0.98
Frt		0.997			0.972			0.968				0.850
Flt Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	1752	3525	0	1805	3437	0	0	1715	0	0	1770	1524
Flt Permitted	0.199			0.205				0.749			0.745	
Satd. Flow (perm)	367	3525	0	388	3437	0	0	1317	0	0	1354	1486
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								10				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	2		8	8		2	7		15	15		7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	4%	0%	2%	1%	4%	0%	0%	2%	0%	6%
Adj. Flow (vph)	655	1307	26	9	741	171	53	6	18	73	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	655	1333	0	9	912	0	0	77	0	0	73	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm



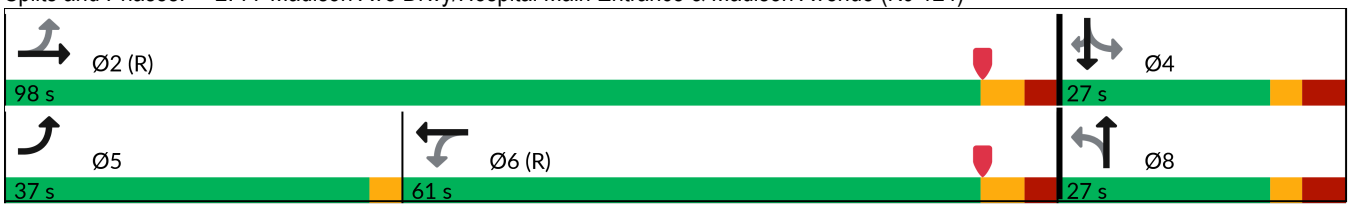
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	61.0		61.0	61.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	37.0	98.0		61.0	61.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	29.6%	78.4%		48.8%	48.8%		21.6%	21.6%		21.6%	21.6%	21.6%
Maximum Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	101.0	97.0		55.6	55.6			14.0			14.0	14.0
Actuated g/C Ratio	0.81	0.78		0.44	0.44			0.11			0.11	0.11
v/c Ratio	0.91	0.49		0.05	0.60			0.49			0.48	0.70
Control Delay (s/veh)	30.8	4.3		16.4	16.7			54.7			61.4	74.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	30.8	4.3		16.4	16.7			54.7			61.4	74.1
LOS	C	A		B	B			D			E	E
Approach Delay (s/veh)		13.0			16.7			54.7			69.2	
Approach LOS		B			B			D			E	
90th %ile Green (s)	34.0	91.0		54.0	54.0		20.0	20.0		20.0	20.0	20.0
90th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Max	Max	Max
70th %ile Green (s)	37.4	94.4		54.0	54.0		16.6	16.6		16.6	16.6	16.6
70th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
50th %ile Green (s)	39.9	96.9		54.0	54.0		14.1	14.1		14.1	14.1	14.1
50th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	42.4	99.4		54.0	54.0		11.6	11.6		11.6	11.6	11.6
30th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	38.3	103.1		61.8	61.8		7.9	7.9		7.9	7.9	7.9
10th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
Stops (vph)	378	323		4	350			59			64	105
Fuel Used(gal)	9	8		0	15			1			1	2
CO Emissions (g/hr)	648	529		11	1052			78			88	159
NOx Emissions (g/hr)	126	103		2	205			15			17	31
VOC Emissions (g/hr)	150	123		3	244			18			20	37
Dilemma Vehicles (#)	0	53		0	42			0			0	0
Queue Length 50th (ft)	258	72		2	126			51			56	92
Queue Length 95th (ft)	#623	241		m6	208			99			101	150
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	230			90								

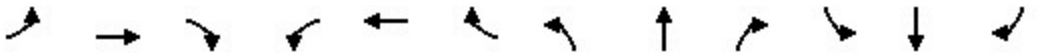
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	721	2734		172	1527			219			216	237
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.91	0.49		0.05	0.60			0.35			0.34	0.49

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 37 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 18.4		Intersection LOS: B	
Intersection Capacity Utilization 118.7%		ICU Level of Service H	
Analysis Period (min) 15			

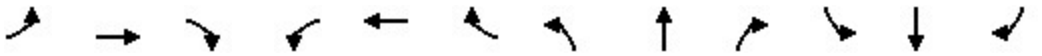
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	760	13	6	1342	82	180	8	31	138	2	294
Future Volume (vph)	241	760	13	6	1342	82	180	8	31	138	2	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99			0.99	0.98
Frt		0.997			0.991			0.981				0.850
Flt Protected	0.950			0.950				0.961			0.953	
Satd. Flow (prot)	1752	3563	0	1805	3540	0	0	1775	0	0	1811	1568
Flt Permitted	0.063			0.345				0.638			0.670	
Satd. Flow (perm)	116	3563	0	655	3540	0	0	1173	0	0	1256	1538
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								7				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	6		2	2		6	6		19	19		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	254	800	14	6	1413	86	189	8	33	145	2	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	814	0	6	1499	0	0	230	0	0	147	309
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	59.0		59.0	59.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	10.0	66.0		66.0	66.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	16.0	82.0		66.0	66.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	13.3%	68.3%		55.0%	55.0%		31.7%	31.7%		31.7%	31.7%	31.7%
Maximum Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)		7.0		7.0	7.0							
Flash Dont Walk (s)		20.0		20.0	20.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	82.3	78.3		60.5	60.5			27.7			27.7	27.7
Actuated g/C Ratio	0.69	0.65		0.50	0.50			0.23			0.23	0.23
v/c Ratio	0.90	0.35		0.02	0.84			0.83			0.51	0.87
Control Delay (s/veh)	70.6	9.0		10.3	19.3			67.0			45.9	68.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	70.6	9.0		10.3	19.3			67.0			45.9	68.3
LOS	E	A		B	B			E			D	E
Approach Delay (s/veh)		23.7			19.3			67.0			61.1	
Approach LOS		C			B			E			E	
90th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
90th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Max	Max	Max
70th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
70th %ile Term Code	Max	Coord		Coord	Coord		Max	Max		Max	Max	Max
50th %ile Green (s)	13.0	75.0		59.0	59.0		31.0	31.0		31.0	31.0	31.0
50th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Max	Max	Max
30th %ile Green (s)	18.0	80.0		59.0	59.0		26.0	26.0		26.0	26.0	26.0
30th %ile Term Code	Max	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	17.1	86.4		66.3	66.3		19.6	19.6		19.6	19.6	19.6
10th %ile Term Code	Gap	Coord		Coord	Coord		Hold	Hold		Gap	Gap	Gap
Stops (vph)	216	326		2	907			193			120	269
Fuel Used(gal)	6	7		0	29			4			2	6
CO Emissions (g/hr)	434	462		6	1997			273			144	397
NOx Emissions (g/hr)	84	90		1	389			53			28	77
VOC Emissions (g/hr)	101	107		1	463			63			33	92
Dilemma Vehicles (#)	0	10		0	77			0			0	0
Queue Length 50th (ft)	~153	148		2	351			160			96	223
Queue Length 95th (ft)	#327	171		m2	481			#280			162	#357
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	230			90								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	281	2324		330	1783			308			324	397
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.90	0.35		0.02	0.84			0.75			0.45	0.78

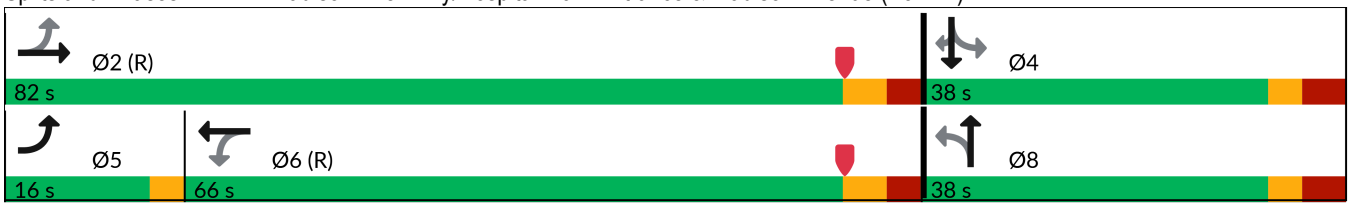
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 34 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 29.9		Intersection LOS: C	
Intersection Capacity Utilization 135.0%		ICU Level of Service H	
Analysis Period (min) 15			

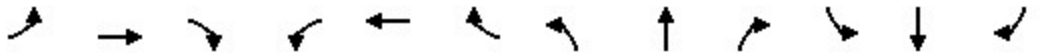
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	629	1255	25	9	711	164	51	6	17	70	0	111
Future Volume (vph)	629	1255	25	9	711	164	51	6	17	70	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	440		0	90		135	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.99		0.98			0.98	0.99
Frt		0.997				0.850		0.968				0.850
Flt Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	1752	3525	0	1805	3539	1599	0	1715	0	0	1770	1524
Flt Permitted	0.308			0.205				0.749			0.751	
Satd. Flow (perm)	568	3525	0	388	3539	1575	0	1317	0	0	1365	1502
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								10				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	2		8	8		2	7		15	15		7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	4%	0%	2%	1%	4%	0%	0%	2%	0%	6%
Adj. Flow (vph)	655	1307	26	9	741	171	53	6	18	73	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	655	1333	0	9	741	171	0	77	0	0	73	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Free

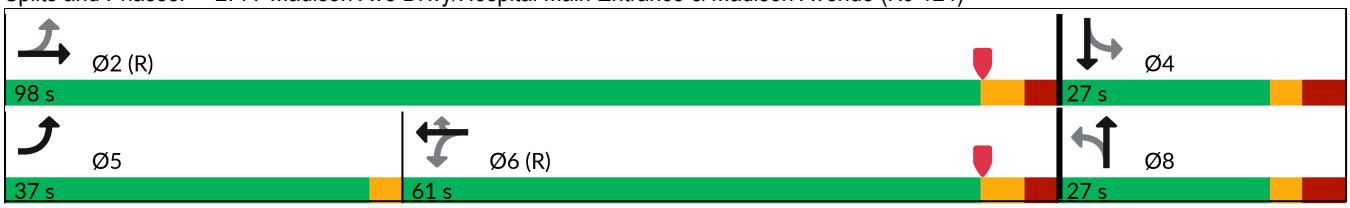
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		Free
Detector Phase	5	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0	54.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	10.0	61.0		61.0	61.0	61.0	19.0	19.0		19.0	19.0	
Total Split (s)	37.0	98.0		61.0	61.0	61.0	27.0	27.0		27.0	27.0	
Total Split (%)	29.6%	78.4%		48.8%	48.8%	48.8%	21.6%	21.6%		21.6%	21.6%	
Maximum Green (s)	34.0	91.0		54.0	54.0	54.0	20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0	7.0		7.0			7.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0		7.0	7.0	7.0						
Flash Dont Walk (s)		20.0		20.0	20.0	20.0						
Pedestrian Calls (#/hr)		0		0	0	0						
Act Effct Green (s)	105.6	103.0		69.2	69.2	69.2		13.2			13.2	125.0
Actuated g/C Ratio	0.84	0.82		0.55	0.55	0.55		0.11			0.11	1.00
v/c Ratio	0.87	0.46		0.04	0.38	0.20		0.52			0.51	0.08
Control Delay (s/veh)	19.8	4.2		15.8	12.2	12.6		58.6			65.1	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	19.8	4.2		15.8	12.2	12.6		58.6			65.1	0.1
LOS	B	A		B	B	B		E			E	A
Approach Delay (s/veh)		9.4			12.3			58.6			25.2	
Approach LOS		A			B			E			C	
90th %ile Green (s)	37.4	94.4		54.0	54.0	54.0	16.6	16.6		16.6	16.6	
90th %ile Term Code	Max	Coord		Coord	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	39.7	97.6		54.9	54.9	54.9	13.4	13.4		13.4	13.4	
70th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	33.6	99.0		62.4	62.4	62.4	12.0	12.0		12.0	12.0	
50th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Min	Min		Min	Min	
30th %ile Green (s)	26.7	99.0		69.3	69.3	69.3	12.0	12.0		12.0	12.0	
30th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Min	Min		Min	Min	
10th %ile Green (s)	9.4	118.0		105.6	105.6	105.6	0.0	0.0		0.0	0.0	
10th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Skip	Skip		Skip	Skip	
Stops (vph)	309	297		4	220	52		60			65	0
Fuel Used(gal)	7	7		0	11	3		1			1	1
CO Emissions (g/hr)	502	511		11	765	178		82			91	38
NOx Emissions (g/hr)	98	99		2	149	35		16			18	7
VOC Emissions (g/hr)	116	119		3	177	41		19			21	9
Dilemma Vehicles (#)	0	50		0	35	0		0			0	0
Queue Length 50th (ft)	186	100		2	95	39		52			57	0
Queue Length 95th (ft)	m381	259		m5	173	95		102			105	0
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	440			90		135						

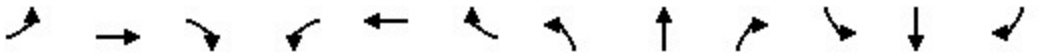
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	819	2904		214	1960	872		219			218	1502
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.80	0.46		0.04	0.38	0.20		0.35			0.33	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 37 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 118.7%		ICU Level of Service H	
Analysis Period (min) 15			

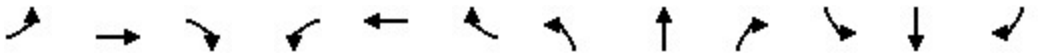
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	760	13	6	1342	82	180	8	31	138	2	294
Future Volume (vph)	241	760	13	6	1342	82	180	8	31	138	2	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	440		0	90		135	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.98		0.99			0.99	0.99
Frt		0.997				0.850		0.981				0.850
Flt Protected	0.950			0.950				0.961			0.953	
Satd. Flow (prot)	1752	3563	0	1805	3574	1615	0	1776	0	0	1811	1568
Flt Permitted	0.071			0.345				0.634			0.677	
Satd. Flow (perm)	131	3563	0	655	3574	1583	0	1167	0	0	1271	1546
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								7				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	6		2	2		6	6		19	19		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	254	800	14	6	1413	86	189	8	33	145	2	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	814	0	6	1413	86	0	230	0	0	147	309
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Free



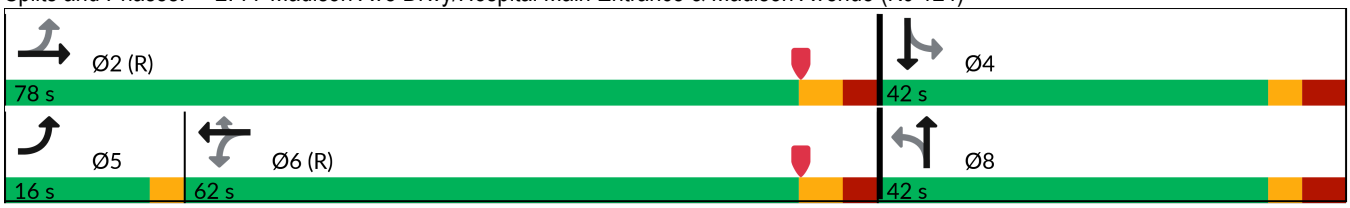
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		Free
Detector Phase	5	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		55.0	55.0	55.0	17.0	17.0		17.0	17.0	
Minimum Split (s)	10.0	62.0		62.0	62.0	62.0	24.0	24.0		24.0	24.0	
Total Split (s)	16.0	78.0		62.0	62.0	62.0	42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	65.0%		51.7%	51.7%	51.7%	35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	13.0	71.0		55.0	55.0	55.0	35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0	7.0		7.0			7.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0		7.0	7.0	7.0						
Flash Dont Walk (s)		20.0		20.0	20.0	20.0						
Pedestrian Calls (#/hr)		0		0	0	0						
Act Effct Green (s)	83.5	79.5		59.1	59.1	59.1		26.5			26.5	120.0
Actuated g/C Ratio	0.70	0.66		0.49	0.49	0.49		0.22			0.22	1.00
v/c Ratio	0.78	0.34		0.02	0.80	0.11		0.87			0.53	0.20
Control Delay (s/veh)	49.0	5.2		11.7	19.2	11.4		74.0			46.7	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	49.0	5.2		11.7	19.2	11.4		74.0			46.7	0.3
LOS	D	A		B	B	B		E			D	A
Approach Delay (s/veh)		15.6			18.7			74.0			15.3	
Approach LOS		B			B			E			B	
90th %ile Green (s)	13.0	71.0		55.0	55.0	55.0	35.0	35.0		35.0	35.0	
90th %ile Term Code	Max	Coord		Coord	Coord	Coord	Max	Max		Hold	Hold	
70th %ile Green (s)	16.9	74.9		55.0	55.0	55.0	31.1	31.1		31.1	31.1	
70th %ile Term Code	Max	Coord		Coord	Coord	Coord	Gap	Gap		Hold	Hold	
50th %ile Green (s)	21.2	79.2		55.0	55.0	55.0	26.8	26.8		26.8	26.8	
50th %ile Term Code	Max	Coord		Coord	Coord	Coord	Gap	Gap		Hold	Hold	
30th %ile Green (s)	19.5	83.5		61.0	61.0	61.0	22.5	22.5		22.5	22.5	
30th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Gap	Gap		Hold	Hold	
10th %ile Green (s)	16.6	89.0		69.4	69.4	69.4	17.0	17.0		17.0	17.0	
10th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Min	Min		Min	Min	
Stops (vph)	221	230		2	868	27		203			118	0
Fuel Used(gal)	5	5		0	27	1		4			2	1
CO Emissions (g/hr)	363	354		7	1889	88		297			146	101
NOx Emissions (g/hr)	71	69		1	367	17		58			28	20
VOC Emissions (g/hr)	84	82		2	438	20		69			34	23
Dilemma Vehicles (#)	0	7		0	70	0		0			0	0
Queue Length 50th (ft)	115	108		2	378	25		168			101	0
Queue Length 95th (ft)	#309	63		m2	505	m30		247			154	0
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	440			90		135						

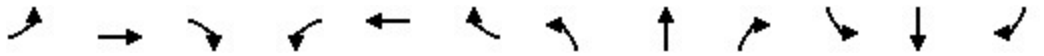
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	326	2361		322	1759	779		345			370	1546
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.78	0.34		0.02	0.80	0.11		0.67			0.40	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 34 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 128.4%		ICU Level of Service H	
Analysis Period (min) 15			

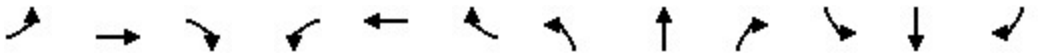
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	629	1255	25	9	711	164	51	6	17	70	0	111
Future Volume (vph)	629	1255	25	9	711	164	51	6	17	70	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		135	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.99		0.98			0.98	0.99
Frt		0.997				0.850		0.968				0.850
Flt Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	3400	3525	0	1805	3539	1599	0	1715	0	0	1770	1524
Flt Permitted	0.950			0.205				0.749			0.751	
Satd. Flow (perm)	3394	3525	0	388	3539	1575	0	1317	0	0	1365	1502
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								10				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	2		8	8		2	7		15	15		7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	4%	0%	2%	1%	4%	0%	0%	2%	0%	6%
Adj. Flow (vph)	655	1307	26	9	741	171	53	6	18	73	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	655	1333	0	9	741	171	0	77	0	0	73	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Free



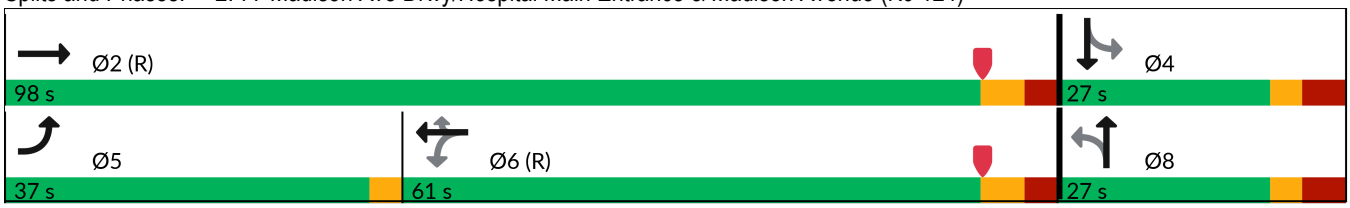
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases				6		6	8			4		Free
Detector Phase	5	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	54.0		54.0	54.0	54.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	10.0	61.0		61.0	61.0	61.0	19.0	19.0		19.0	19.0	
Total Split (s)	37.0	98.0		61.0	61.0	61.0	27.0	27.0		27.0	27.0	
Total Split (%)	29.6%	78.4%		48.8%	48.8%	48.8%	21.6%	21.6%		21.6%	21.6%	
Maximum Green (s)	34.0	91.0		54.0	54.0	54.0	20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0	7.0		7.0			7.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0		7.0	7.0	7.0						
Flash Dont Walk (s)		20.0		20.0	20.0	20.0						
Pedestrian Calls (#/hr)		0		0	0	0						
Act Effct Green (s)	29.3	103.0		69.3	69.3	69.3		13.2			13.2	125.0
Actuated g/C Ratio	0.23	0.82		0.55	0.55	0.55		0.11			0.11	1.00
v/c Ratio	0.82	0.46		0.04	0.38	0.20		0.52			0.51	0.08
Control Delay (s/veh)	52.8	4.2		14.4	11.5	11.8		58.6			65.1	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	52.8	4.2		14.4	11.5	11.8		58.6			65.1	0.1
LOS	D	A		B	B	B		E			E	A
Approach Delay (s/veh)		20.2			11.5			58.6			25.2	
Approach LOS		C			B			E			C	
90th %ile Green (s)	35.8	94.4		55.6	55.6	55.6	16.6	16.6		16.6	16.6	
90th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	31.7	97.6		62.9	62.9	62.9	13.4	13.4		13.4	13.4	
70th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	29.2	99.0		66.8	66.8	66.8	12.0	12.0		12.0	12.0	
50th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Min	Min		Min	Min	
30th %ile Green (s)	26.7	99.0		69.3	69.3	69.3	12.0	12.0		12.0	12.0	
30th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Min	Min		Min	Min	
10th %ile Green (s)	22.9	118.0		92.1	92.1	92.1	0.0	0.0		0.0	0.0	
10th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Skip	Skip		Skip	Skip	
Stops (vph)	586	297		3	221	49		60			65	0
Fuel Used(gal)	14	7		0	11	2		1			1	1
CO Emissions (g/hr)	988	511		10	758	174		82			91	38
NOx Emissions (g/hr)	192	99		2	148	34		16			18	7
VOC Emissions (g/hr)	229	119		2	176	40		19			21	9
Dilemma Vehicles (#)	0	50		0	35	0		0			0	0
Queue Length 50th (ft)	253	100		2	82	33		52			57	0
Queue Length 95th (ft)	m303	259		m5	172	94		102			105	0
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	230			90		135						

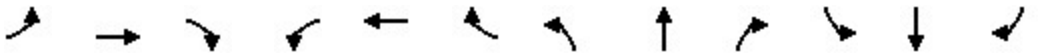
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	934	2904		215	1963	873		219			218	1502
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.70	0.46		0.04	0.38	0.20		0.35			0.33	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 37 (30%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 18.9		Intersection LOS: B	
Intersection Capacity Utilization 118.7%		ICU Level of Service H	
Analysis Period (min) 15			

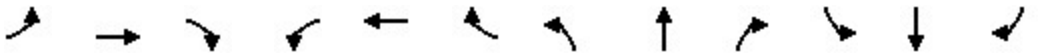
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	760	13	6	1342	82	180	8	31	138	2	294
Future Volume (vph)	241	760	13	6	1342	82	180	8	31	138	2	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	90		135	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.98		0.99			0.99	0.99
Frt		0.997				0.850		0.981				0.850
Flt Protected	0.950			0.950				0.961			0.953	
Satd. Flow (prot)	3400	3563	0	1805	3574	1615	0	1776	0	0	1811	1568
Flt Permitted	0.950			0.345				0.634			0.677	
Satd. Flow (perm)	3393	3563	0	655	3574	1583	0	1167	0	0	1271	1546
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								7				
Link Speed (mph)		40			40			25			10	
Link Distance (ft)		379			323			104			250	
Travel Time (s)		6.5			5.5			2.8			17.0	
Confl. Peds. (#/hr)	6		2	2		6	6		19	19		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	254	800	14	6	1413	86	189	8	33	145	2	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	814	0	6	1413	86	0	230	0	0	147	309
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			5			5	
Link Offset(ft)		0			0			12			0	
Crosswalk Width(ft)		45			25			12			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Free



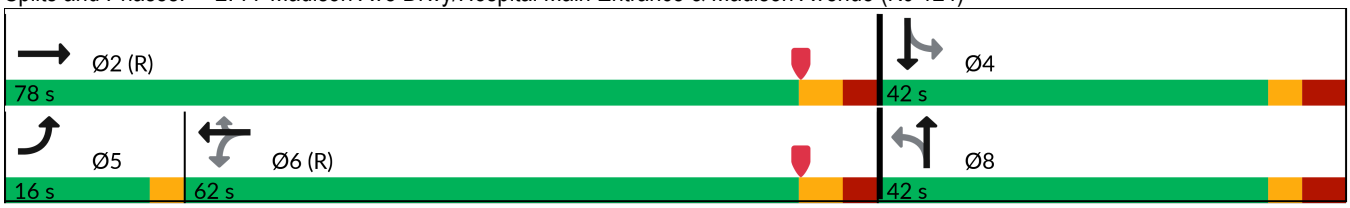
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8			4	
Permitted Phases				6		6	8			4		Free
Detector Phase	5	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		55.0	55.0	55.0	17.0	17.0		17.0	17.0	
Minimum Split (s)	10.0	62.0		62.0	62.0	62.0	24.0	24.0		24.0	24.0	
Total Split (s)	16.0	78.0		62.0	62.0	62.0	42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	65.0%		51.7%	51.7%	51.7%	35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	13.0	71.0		55.0	55.0	55.0	35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0	7.0		7.0			7.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0		7.0	7.0	7.0						
Flash Dont Walk (s)		20.0		20.0	20.0	20.0						
Pedestrian Calls (#/hr)		0		0	0	0						
Act Effct Green (s)	13.2	79.5		63.3	63.3	63.3		26.5			26.5	120.0
Actuated g/C Ratio	0.11	0.66		0.53	0.53	0.53		0.22			0.22	1.00
v/c Ratio	0.68	0.34		0.02	0.75	0.10		0.87			0.53	0.20
Control Delay (s/veh)	65.0	5.2		11.0	16.2	10.4		74.0			46.7	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay (s/veh)	65.0	5.2		11.0	16.2	10.4		74.0			46.7	0.3
LOS	E	A		B	B	B		E			D	A
Approach Delay (s/veh)		19.4			15.8			74.0			15.3	
Approach LOS		B			B			E			B	
90th %ile Green (s)	13.0	71.0		55.0	55.0	55.0	35.0	35.0		35.0	35.0	
90th %ile Term Code	Max	Coord		Coord	Coord	Coord	Max	Max		Hold	Hold	
70th %ile Green (s)	15.8	74.9		56.1	56.1	56.1	31.1	31.1		31.1	31.1	
70th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Gap	Gap		Hold	Hold	
50th %ile Green (s)	14.2	79.2		62.0	62.0	62.0	26.8	26.8		26.8	26.8	
50th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Gap	Gap		Hold	Hold	
30th %ile Green (s)	12.6	83.5		67.9	67.9	67.9	22.5	22.5		22.5	22.5	
30th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Gap	Gap		Hold	Hold	
10th %ile Green (s)	10.3	89.0		75.7	75.7	75.7	17.0	17.0		17.0	17.0	
10th %ile Term Code	Gap	Coord		Coord	Coord	Coord	Min	Min		Min	Min	
Stops (vph)	220	230		2	759	26		203			118	0
Fuel Used(gal)	6	5		0	25	1		4			2	1
CO Emissions (g/hr)	417	354		6	1756	87		297			146	101
NOx Emissions (g/hr)	81	69		1	342	17		58			28	20
VOC Emissions (g/hr)	97	82		1	407	20		69			34	23
Dilemma Vehicles (#)	0	7		0	70	0		0			0	0
Queue Length 50th (ft)	92	108		1	254	18		168			101	0
Queue Length 95th (ft)	136	63		m2	505	m30		247			154	0
Internal Link Dist (ft)		299			243			24			170	
Turn Bay Length (ft)	230			90		135						

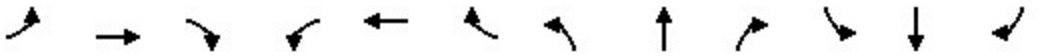
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	391	2361		345	1886	835		345			370	1546
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.65	0.34		0.02	0.75	0.10		0.67			0.40	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 34 (28%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 128.4%		ICU Level of Service H	
Analysis Period (min) 15			

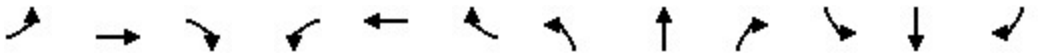
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	790	99	60	836	155	64	28	26	71	37	25
Future Volume (vph)	29	790	99	60	836	155	64	28	26	71	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.984			0.978			0.970			0.940	
Flt Protected		0.998			0.997			0.973		0.950		
Satd. Flow (prot)	0	3465	0	0	3441	0	0	1745	0	1770	1717	0
Flt Permitted		0.876			0.806			0.795		0.629		
Satd. Flow (perm)	0	3042	0	0	2781	0	0	1424	0	1172	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			37			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)	1		8	8		1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	31	832	104	63	880	163	67	29	27	75	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	967	0	0	1106	0	0	123	0	75	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

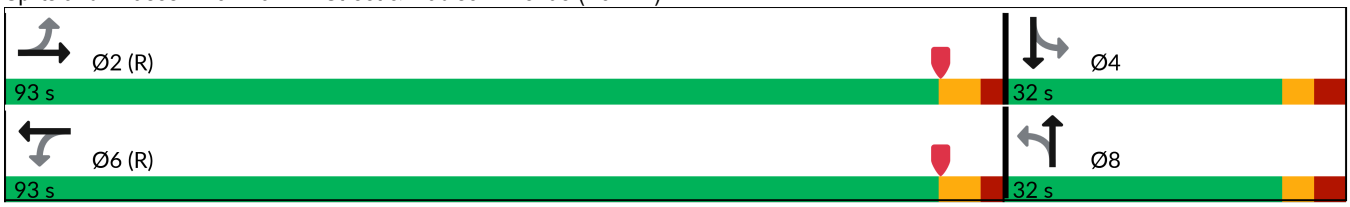


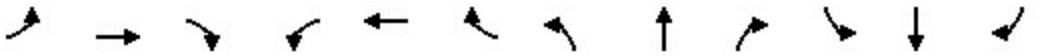
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	87.0	87.0		87.0	87.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	93.0	93.0		93.0	93.0		13.0	13.0		13.0	13.0	
Total Split (s)	93.0	93.0		93.0	93.0		32.0	32.0		32.0	32.0	
Total Split (%)	74.4%	74.4%		74.4%	74.4%		25.6%	25.6%		25.6%	25.6%	
Maximum Green (s)	87.0	87.0		87.0	87.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		98.6			98.6			14.4		14.4	14.4	
Actuated g/C Ratio		0.79			0.79			0.12		0.12	0.12	
v/c Ratio		0.40			0.50			0.72		0.56	0.30	
Control Delay (s/veh)		2.2			10.2			70.3		66.7	35.7	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		2.2			10.2			70.3		66.7	35.7	
LOS		A			B			E		E	D	
Approach Delay (s/veh)		2.2			10.2			70.3			52.3	
Approach LOS		A			B			E			D	
90th %ile Green (s)	92.0	92.0		92.0	92.0		21.0	21.0		21.0	21.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)	95.9	95.9		95.9	95.9		17.1	17.1		17.1	17.1	
70th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	98.6	98.6		98.6	98.6		14.4	14.4		14.4	14.4	
50th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	101.4	101.4		101.4	101.4		11.6	11.6		11.6	11.6	
30th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	105.3	105.3		105.3	105.3		7.7	7.7		7.7	7.7	
10th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
Stops (vph)		205			634			101		65	36	
Fuel Used(gal)		11			13			3		2	1	
CO Emissions (g/hr)		803			928			196		131	82	
NOx Emissions (g/hr)		156			181			38		26	16	
VOC Emissions (g/hr)		186			215			45		30	19	
Dilemma Vehicles (#)		8			43			0		0	0	
Queue Length 50th (ft)		18			290			89		58	31	
Queue Length 95th (ft)		21			418			149		105	71	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		2405			2202			304		243	376	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.40			0.50			0.40		0.31	0.17	

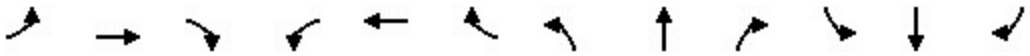
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	837	63	34	1088	153	124	35	36	125	38	35
Future Volume (vph)	45	837	63	34	1088	153	124	35	36	125	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		1.00	0.99	
Frt		0.990			0.982			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3530	0	0	3474	0	0	1771	0	1770	1727	0
Flt Permitted		0.787			0.890			0.761		0.634		
Satd. Flow (perm)	0	2783	0	0	3095	0	0	1390	0	1179	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			25			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	48	890	67	36	1157	163	132	37	38	133	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1005	0	0	1356	0	0	207	0	133	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	



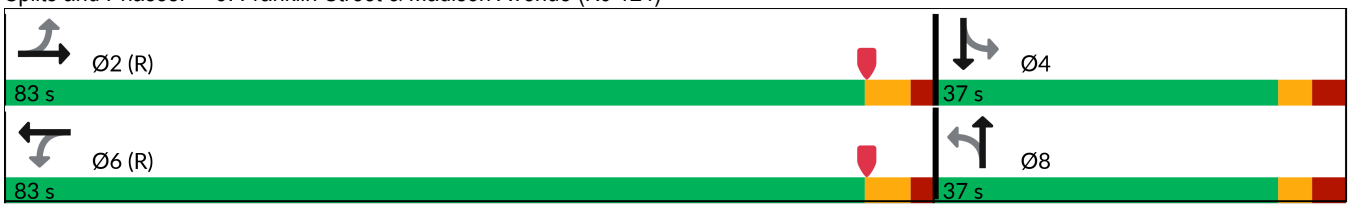
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		13.0	13.0		13.0	13.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		86.5			86.5			21.5		21.5	21.5	
Actuated g/C Ratio		0.72			0.72			0.18		0.18	0.18	
v/c Ratio		0.50			0.61			0.81		0.63	0.23	
Control Delay (s/veh)		4.6			3.0			67.3		57.7	23.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		4.6			3.0			67.3		57.7	23.6	
LOS		A			A			E		E	C	
Approach Delay (s/veh)		4.6			3.0			67.3			45.2	
Approach LOS		A			A			E			D	
90th %ile Green (s)	77.9	77.9		77.9	77.9		30.1	30.1		30.1	30.1	
90th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)	82.9	82.9		82.9	82.9		25.1	25.1		25.1	25.1	
70th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	86.4	86.4		86.4	86.4		21.6	21.6		21.6	21.6	
50th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	89.9	89.9		89.9	89.9		18.1	18.1		18.1	18.1	
30th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	95.2	95.2		95.2	95.2		12.8	12.8		12.8	12.8	
10th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Hold	Hold	
Stops (vph)		213			134			176		113	34	
Fuel Used(gal)		12			8			5		3	1	
CO Emissions (g/hr)		860			559			321		215	81	
NOx Emissions (g/hr)		167			109			62		42	16	
VOC Emissions (g/hr)		199			129			74		50	19	
Dilemma Vehicles (#)		40			19			0		0	0	
Queue Length 50th (ft)		40			54			149		96	26	
Queue Length 95th (ft)		114			m75			219		152	64	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

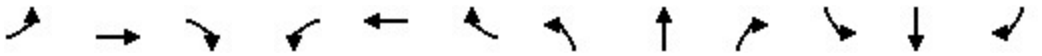
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		2008			2236			365		304	473	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.50			0.61			0.57		0.44	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

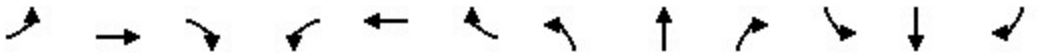
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	817	99	60	891	206	64	28	26	96	37	25
Future Volume (vph)	29	817	99	60	891	206	64	28	26	96	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.984			0.973			0.970			0.940	
Flt Protected		0.998			0.997			0.973		0.950		
Satd. Flow (prot)	0	3466	0	0	3422	0	0	1745	0	1770	1717	0
Flt Permitted		0.868			0.811			0.795		0.631		
Satd. Flow (perm)	0	3014	0	0	2783	0	0	1424	0	1175	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			48			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)	1		8	8		1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	31	860	104	63	938	217	67	29	27	101	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	995	0	0	1218	0	0	123	0	101	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

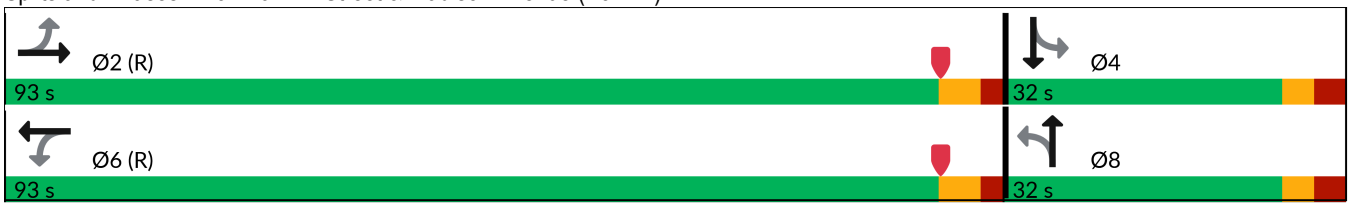


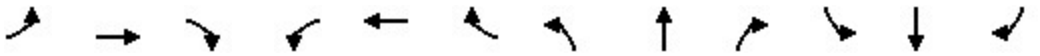
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	87.0	87.0		87.0	87.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	93.0	93.0		93.0	93.0		13.0	13.0		13.0	13.0	
Total Split (s)	93.0	93.0		93.0	93.0		32.0	32.0		32.0	32.0	
Total Split (%)	74.4%	74.4%		74.4%	74.4%		25.6%	25.6%		25.6%	25.6%	
Maximum Green (s)	87.0	87.0		87.0	87.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		98.4			98.4			14.6		14.6	14.6	
Actuated g/C Ratio		0.79			0.79			0.12		0.12	0.12	
v/c Ratio		0.42			0.55			0.70		0.74	0.29	
Control Delay (s/veh)		2.0			10.3			68.8		81.9	35.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		2.0			10.3			68.8		81.9	35.4	
LOS		A			B			E		F	D	
Approach Delay (s/veh)		2.0			10.3			68.8			63.7	
Approach LOS		A			B			E			E	
90th %ile Green (s)	91.5	91.5		91.5	91.5		21.5	21.5		21.5	21.5	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	95.6	95.6		95.6	95.6		17.4	17.4		17.4	17.4	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	98.4	98.4		98.4	98.4		14.6	14.6		14.6	14.6	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	101.2	101.2		101.2	101.2		11.8	11.8		11.8	11.8	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	105.3	105.3		105.3	105.3		7.7	7.7		7.7	7.7	
10th %ile Term Code	Coord	Coord		Coord	Coord		Gap	Gap		Gap	Gap	
Stops (vph)		96			728			101		91	36	
Fuel Used(gal)		11			15			3		3	1	
CO Emissions (g/hr)		745			1043			193		199	82	
NOx Emissions (g/hr)		145			203			38		39	16	
VOC Emissions (g/hr)		173			242			45		46	19	
Dilemma Vehicles (#)		6			41			0		0	0	
Queue Length 50th (ft)		27			326			89		80	30	
Queue Length 95th (ft)		31			476			148		136	70	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		2377			2200			304		244	376	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.42			0.55			0.40		0.41	0.17	

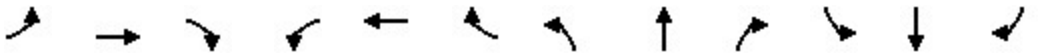
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 100.3%		ICU Level of Service G	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	893	63	34	1118	181	124	35	36	177	38	35
Future Volume (vph)	45	893	63	34	1118	181	124	35	36	177	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		1.00	0.99	
Frt		0.991			0.980			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3533	0	0	3467	0	0	1771	0	1770	1727	0
Flt Permitted		0.783			0.887			0.761		0.634		
Satd. Flow (perm)	0	2772	0	0	3078	0	0	1390	0	1179	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			29			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	48	950	67	36	1189	193	132	37	38	188	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1065	0	0	1418	0	0	207	0	188	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	



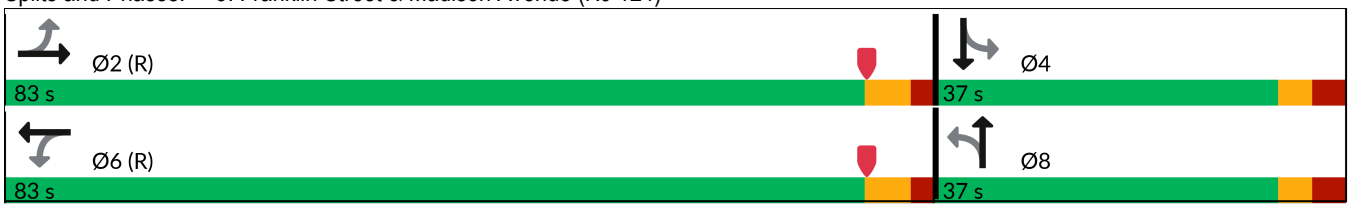
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		13.0	13.0		13.0	13.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		84.9			84.9			23.1		23.1	23.1	
Actuated g/C Ratio		0.71			0.71			0.19		0.19	0.19	
v/c Ratio		0.54			0.65			0.76		0.83	0.21	
Control Delay (s/veh)		5.3			3.6			60.2		74.1	22.7	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		5.3			3.6			60.2		74.1	22.7	
LOS		A			A			E		E	C	
Approach Delay (s/veh)		5.3			3.6			60.2			59.2	
Approach LOS		A			A			E			E	
90th %ile Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	80.6	80.6		80.6	80.6		27.4	27.4		27.4	27.4	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	84.4	84.4		84.4	84.4		23.6	23.6		23.6	23.6	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	88.4	88.4		88.4	88.4		19.6	19.6		19.6	19.6	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	94.2	94.2		94.2	94.2		13.8	13.8		13.8	13.8	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
Stops (vph)		250			170			171		168	32	
Fuel Used(gal)		13			9			4		5	1	
CO Emissions (g/hr)		939			617			299		348	79	
NOx Emissions (g/hr)		183			120			58		68	15	
VOC Emissions (g/hr)		218			143			69		81	18	
Dilemma Vehicles (#)		46			22			0		0	0	
Queue Length 50th (ft)		43			67			146		140	26	
Queue Length 95th (ft)		141			m87			216		213	63	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

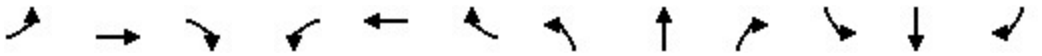
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1964			2186			365		304	473	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.54			0.65			0.57		0.62	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

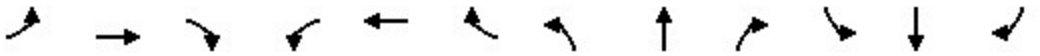
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	817	99	60	891	206	64	28	26	96	37	25
Future Volume (vph)	29	817	99	60	891	206	64	28	26	96	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.984			0.973			0.970			0.940	
Flt Protected		0.998			0.997			0.973		0.950		
Satd. Flow (prot)	0	3466	0	0	3422	0	0	1745	0	1770	1717	0
Flt Permitted		0.867			0.811			0.795		0.640		
Satd. Flow (perm)	0	3011	0	0	2783	0	0	1424	0	1192	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			48			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)	1		8	8		1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	31	860	104	63	938	217	67	29	27	101	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	995	0	0	1218	0	0	123	0	101	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

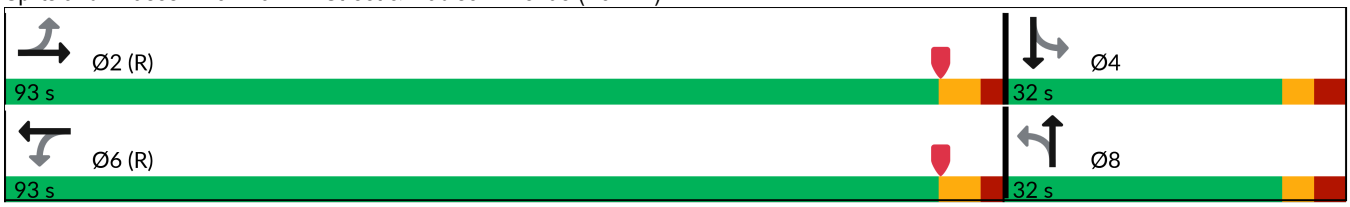


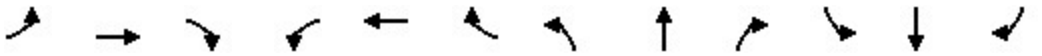
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	87.0	87.0		87.0	87.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	93.0	93.0		93.0	93.0		21.0	21.0		21.0	21.0	
Total Split (s)	93.0	93.0		93.0	93.0		32.0	32.0		32.0	32.0	
Total Split (%)	74.4%	74.4%		74.4%	74.4%		25.6%	25.6%		25.6%	25.6%	
Maximum Green (s)	87.0	87.0		87.0	87.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		96.2			96.2			16.8		16.8	16.8	
Actuated g/C Ratio		0.77			0.77			0.13		0.13	0.13	
v/c Ratio		0.43			0.57			0.62		0.63	0.26	
Control Delay (s/veh)		3.1			12.1			60.3		68.8	34.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		3.1			12.1			60.3		68.8	34.3	
LOS		A			B			E		E	C	
Approach Delay (s/veh)		3.1			12.1			60.3			55.3	
Approach LOS		A			B			E			E	
90th %ile Green (s)	91.5	91.5		91.5	91.5		21.5	21.5		21.5	21.5	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	95.6	95.6		95.6	95.6		17.4	17.4		17.4	17.4	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
30th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)		285			701			101		90	36	
Fuel Used(gal)		13			15			3		3	1	
CO Emissions (g/hr)		889			1055			179		181	81	
NOx Emissions (g/hr)		173			205			35		35	16	
VOC Emissions (g/hr)		206			244			42		42	19	
Dilemma Vehicles (#)		7			51			0		0	0	
Queue Length 50th (ft)		27			329			89		80	30	
Queue Length 95th (ft)		74			475			148		135	70	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		2323			2153			304		247	376	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.43			0.57			0.40		0.41	0.17	

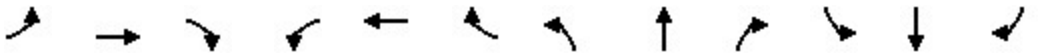
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 100.3%		ICU Level of Service G	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	893	63	34	1118	181	124	35	36	177	38	35
Future Volume (vph)	45	893	63	34	1118	181	124	35	36	177	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		1.00	0.99	
Frt		0.991			0.980			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3533	0	0	3467	0	0	1771	0	1770	1727	0
Flt Permitted		0.774			0.887			0.761		0.633		
Satd. Flow (perm)	0	2740	0	0	3078	0	0	1390	0	1177	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			29			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	48	950	67	36	1189	193	132	37	38	188	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1065	0	0	1418	0	0	207	0	188	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	



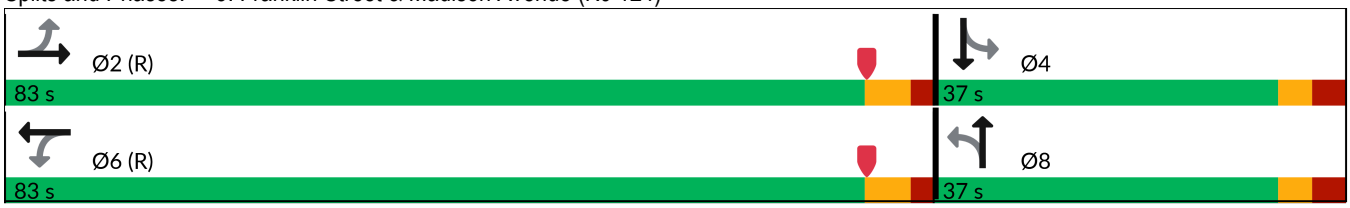
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		29.0	29.0		29.0	29.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		82.4			82.4			25.6		25.6	25.6	
Actuated g/C Ratio		0.69			0.69			0.21		0.21	0.21	
v/c Ratio		0.56			0.67			0.68		0.75	0.19	
Control Delay (s/veh)		7.0			4.1			53.4		63.0	22.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		7.0			4.1			53.4		63.0	22.3	
LOS		A			A			D		E	C	
Approach Delay (s/veh)		7.0			4.1			53.4			51.2	
Approach LOS		A			A			D			D	
90th %ile Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	80.6	80.6		80.6	80.6		27.4	27.4		27.4	27.4	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	84.6	84.6		84.6	84.6		23.4	23.4		23.4	23.4	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)		279			190			169		165	32	
Fuel Used(gal)		14			9			4		5	1	
CO Emissions (g/hr)		982			639			280		319	79	
NOx Emissions (g/hr)		191			124			54		62	15	
VOC Emissions (g/hr)		228			148			65		74	18	
Dilemma Vehicles (#)		59			22			0		0	0	
Queue Length 50th (ft)		33			66			146		141	26	
Queue Length 95th (ft)		235			m88			216		213	63	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

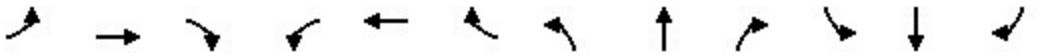
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1885			2123			365		304	473	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.56			0.67			0.57		0.62	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

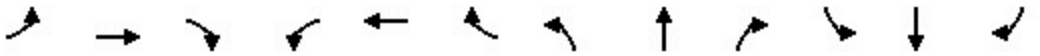
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	817	99	60	891	206	64	28	26	96	37	25
Future Volume (vph)	29	817	99	60	891	206	64	28	26	96	37	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			0.99	
Frt		0.984			0.973			0.970			0.940	
Flt Protected		0.998			0.997			0.973		0.950		
Satd. Flow (prot)	0	3466	0	0	3422	0	0	1745	0	1770	1717	0
Flt Permitted		0.867			0.811			0.795		0.640		
Satd. Flow (perm)	0	3011	0	0	2783	0	0	1424	0	1192	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			48			10			24	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)	1		8	8		1	2					2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	0%	4%	2%	1%	2%	7%	0%	2%	3%	4%
Adj. Flow (vph)	31	860	104	63	938	217	67	29	27	101	39	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	995	0	0	1218	0	0	123	0	101	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

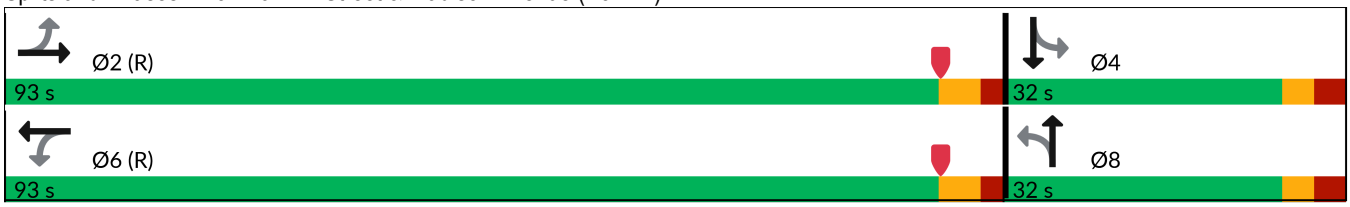


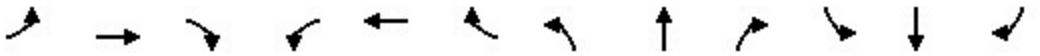
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	87.0	87.0		87.0	87.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	93.0	93.0		93.0	93.0		21.0	21.0		21.0	21.0	
Total Split (s)	93.0	93.0		93.0	93.0		32.0	32.0		32.0	32.0	
Total Split (%)	74.4%	74.4%		74.4%	74.4%		25.6%	25.6%		25.6%	25.6%	
Maximum Green (s)	87.0	87.0		87.0	87.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		96.2			96.2			16.8		16.8	16.8	
Actuated g/C Ratio		0.77			0.77			0.13		0.13	0.13	
v/c Ratio		0.43			0.57			0.62		0.63	0.26	
Control Delay (s/veh)		3.1			12.1			60.3		68.8	34.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		3.1			12.1			60.3		68.8	34.3	
LOS		A			B			E		E	C	
Approach Delay (s/veh)		3.1			12.1			60.3			55.3	
Approach LOS		A			B			E			E	
90th %ile Green (s)	91.5	91.5		91.5	91.5		21.5	21.5		21.5	21.5	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	95.6	95.6		95.6	95.6		17.4	17.4		17.4	17.4	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
30th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	98.0	98.0		98.0	98.0		15.0	15.0		15.0	15.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)		285			701			101		90	36	
Fuel Used(gal)		13			15			3		3	1	
CO Emissions (g/hr)		889			1055			179		181	81	
NOx Emissions (g/hr)		173			205			35		35	16	
VOC Emissions (g/hr)		206			244			42		42	19	
Dilemma Vehicles (#)		7			51			0		0	0	
Queue Length 50th (ft)		27			329			89		80	30	
Queue Length 95th (ft)		74			475			148		135	70	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		2323			2153			304		247	376	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.43			0.57			0.40		0.41	0.17	

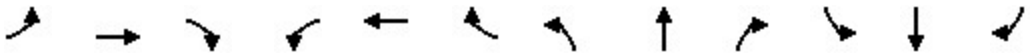
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 63 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 100.3%		ICU Level of Service G	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	893	63	34	1118	181	124	35	36	177	38	35
Future Volume (vph)	45	893	63	34	1118	181	124	35	36	177	38	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00		1.00	0.99	
Frt		0.991			0.980			0.975			0.928	
Flt Protected		0.998			0.999			0.969		0.950		
Satd. Flow (prot)	0	3533	0	0	3467	0	0	1771	0	1770	1727	0
Flt Permitted		0.774			0.887			0.761		0.633		
Satd. Flow (perm)	0	2740	0	0	3078	0	0	1390	0	1177	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			29			9			37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		476			383			244			365	
Travel Time (s)		8.1			6.5			6.7			10.0	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	0%	0%	6%	2%	0%	3%
Adj. Flow (vph)	48	950	67	36	1189	193	132	37	38	188	40	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1065	0	0	1418	0	0	207	0	188	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		24			24			16			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	



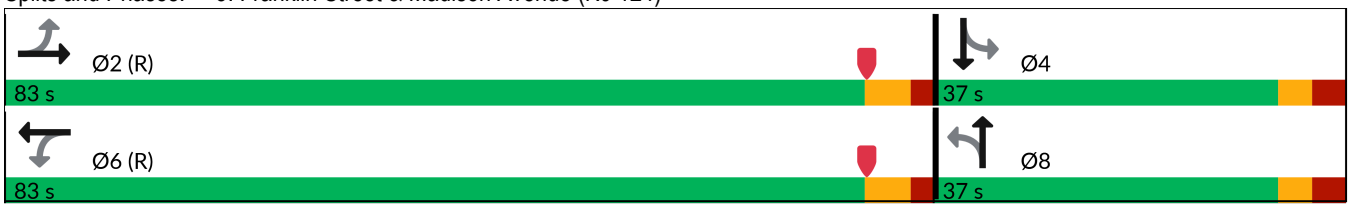
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	77.0	77.0		77.0	77.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	83.0	83.0		83.0	83.0		29.0	29.0		29.0	29.0	
Total Split (s)	83.0	83.0		83.0	83.0		37.0	37.0		37.0	37.0	
Total Split (%)	69.2%	69.2%		69.2%	69.2%		30.8%	30.8%		30.8%	30.8%	
Maximum Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	16.0	16.0		16.0	16.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		82.4			82.4			25.6		25.6	25.6	
Actuated g/C Ratio		0.69			0.69			0.21		0.21	0.21	
v/c Ratio		0.56			0.67			0.68		0.75	0.19	
Control Delay (s/veh)		7.0			4.1			53.4		63.0	22.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		7.0			4.1			53.4		63.0	22.3	
LOS		A			A			D		E	C	
Approach Delay (s/veh)		7.0			4.1			53.4			51.2	
Approach LOS		A			A			D			D	
90th %ile Green (s)	77.0	77.0		77.0	77.0		31.0	31.0		31.0	31.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	80.6	80.6		80.6	80.6		27.4	27.4		27.4	27.4	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	84.6	84.6		84.6	84.6		23.4	23.4		23.4	23.4	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
10th %ile Green (s)	85.0	85.0		85.0	85.0		23.0	23.0		23.0	23.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Min	Min		Min	Min	
Stops (vph)		279			190			169		165	32	
Fuel Used(gal)		14			9			4		5	1	
CO Emissions (g/hr)		982			639			280		319	79	
NOx Emissions (g/hr)		191			124			54		62	15	
VOC Emissions (g/hr)		228			148			65		74	18	
Dilemma Vehicles (#)		59			22			0		0	0	
Queue Length 50th (ft)		33			66			146		141	26	
Queue Length 95th (ft)		235			m88			216		213	63	
Internal Link Dist (ft)		396			303			164			285	
Turn Bay Length (ft)										85		

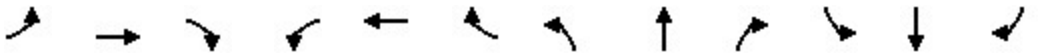
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1885			2123			365		304	473	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.56			0.67			0.57		0.62	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

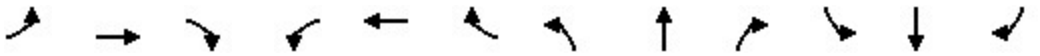
m Volume for 95th percentile queue is metered by upstream signal.

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	686	0	4	524	162	1	2	0	161	1	0
Future Volume (vph)	164	686	0	4	524	162	1	2	0	161	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.99		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.950			0.950				0.929			0.726	
Satd. Flow (perm)	1803	1863	0	1795	1863	1519	0	1765	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						144						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	1		8	8		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	173	722	0	4	552	171	1	2	0	169	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	722	0	4	552	171	0	3	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

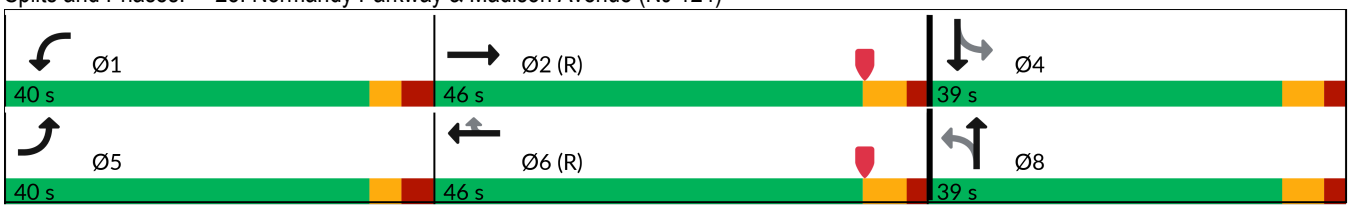


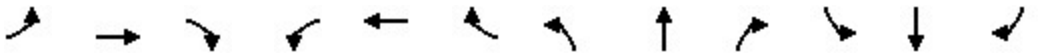
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	34.0	40.0		34.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	16.4	90.4		7.0	70.6	70.6		20.0			20.0	
Actuated g/C Ratio	0.13	0.72		0.06	0.56	0.56		0.16			0.16	
v/c Ratio	0.73	0.54		0.04	0.52	0.19		0.01			0.78	
Control Delay (s/veh)	72.4	14.0		56.8	21.4	4.8		39.7			73.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	72.4	14.0		56.8	21.4	4.8		39.7			73.2	
LOS	E	B		E	C	A		D			E	
Approach Delay (s/veh)		25.3			17.7			39.7			73.2	
Approach LOS		C			B			D			E	
90th %ile Green (s)	22.7	71.9		7.0	56.2	56.2	28.1	28.1		28.1	28.1	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	19.0	89.6		0.0	64.6	64.6	23.4	23.4		23.4	23.4	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	16.4	93.0		0.0	70.6	70.6	20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	13.9	96.4		0.0	76.5	76.5	16.6	16.6		16.6	16.6	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	10.2	101.3		0.0	85.1	85.1	11.7	11.7		11.7	11.7	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	160	274		6	331	21		3			152	
Fuel Used(gal)	4	6		0	7	1		0			4	
CO Emissions (g/hr)	294	389		8	515	65		4			282	
NOx Emissions (g/hr)	57	76		2	100	13		1			55	
VOC Emissions (g/hr)	68	90		2	119	15		1			65	
Dilemma Vehicles (#)	0	50		0	21	0		0			5	
Queue Length 50th (ft)	148	174		3	264	9		2			134	
Queue Length 95th (ft)	210	490		16	471	53		10			200	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	490	1347		490	1052	920		465			360	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.35	0.54		0.01	0.52	0.19		0.01			0.47	

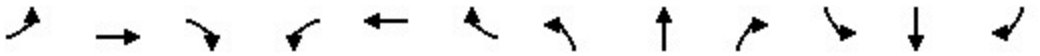
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 26.8		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	630	0	2	808	271	4	9	0	200	5	0
Future Volume (vph)	336	630	0	2	808	271	4	9	0	200	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			1.00		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.950			0.950				0.943			0.721	
Satd. Flow (perm)	1785	1863	0	1801	1863	1564	0	1792	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						205						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	2		3	3		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	365	685	0	2	878	295	4	10	0	217	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	685	0	2	878	295	0	14	0	0	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

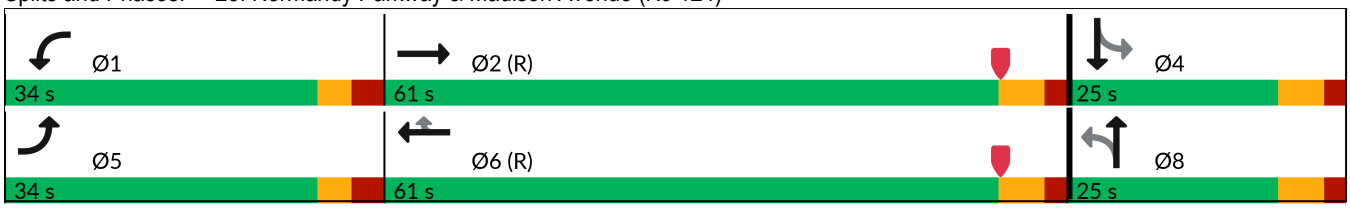


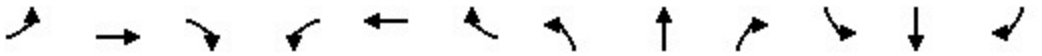
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	34.0	61.0		34.0	61.0	61.0	25.0	25.0		25.0	25.0	
Total Split (%)	28.3%	50.8%		28.3%	50.8%	50.8%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	28.0	55.0		28.0	55.0	55.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	26.5	86.4		7.0	56.5	56.5		19.0			19.0	
Actuated g/C Ratio	0.22	0.72		0.06	0.47	0.47		0.16			0.16	
v/c Ratio	0.93	0.51		0.02	1.00	0.35		0.05			1.05	
Control Delay (s/veh)	65.9	15.0		54.0	63.7	7.6		43.5			123.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	65.9	15.0		54.0	63.7	7.6		43.5			123.8	
LOS	E	B		D	E	A		D			F	
Approach Delay (s/veh)		32.7			49.6			43.5			123.8	
Approach LOS		C			D			D			F	
90th %ile Green (s)	28.0	76.0		7.0	55.0	55.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	26.9	89.0		0.0	56.1	56.1	19.0	19.0		19.0	19.0	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	21.8	89.0		0.0	61.2	61.2	19.0	19.0		19.0	19.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	298	365		3	677	55		12			169	
Fuel Used(gal)	8	6		0	20	2		0			7	
CO Emissions (g/hr)	552	445		4	1394	133		17			487	
NOx Emissions (g/hr)	107	86		1	271	26		3			95	
VOC Emissions (g/hr)	128	103		1	323	31		4			113	
Dilemma Vehicles (#)	0	48		0	31	0		0			7	
Queue Length 50th (ft)	267	288		2	~727	39		9			~186	
Queue Length 95th (ft)	#448	500		11	#974	99		29			#344	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	416	1341		421	876	844		283			212	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.88	0.51		0.00	1.00	0.35		0.05			1.05	

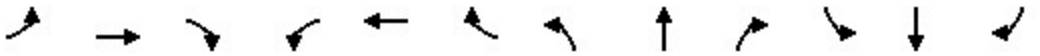
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 49.0		Intersection LOS: D	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	688	0	4	528	162	1	2	0	161	1	0
Future Volume (vph)	214	688	0	4	528	162	1	2	0	161	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.99		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.950			0.950				0.929			0.726	
Satd. Flow (perm)	1803	1863	0	1795	1863	1519	0	1765	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						143						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	1		8	8		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	225	724	0	4	556	171	1	2	0	169	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	724	0	4	556	171	0	3	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

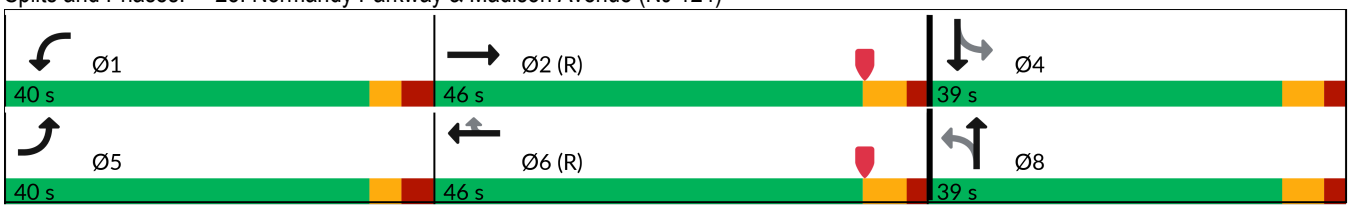


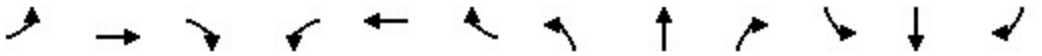
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	34.0	40.0		34.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	20.1	90.4		7.0	67.0	67.0		20.0			20.0	
Actuated g/C Ratio	0.16	0.72		0.06	0.54	0.54		0.16			0.16	
v/c Ratio	0.78	0.54		0.04	0.56	0.19		0.01			0.78	
Control Delay (s/veh)	70.8	13.7		56.8	24.5	5.5		39.7			73.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	70.8	13.7		56.8	24.5	5.5		39.7			73.2	
LOS	E	B		E	C	A		D			E	
Approach Delay (s/veh)		27.2			20.3			39.7			73.2	
Approach LOS		C			C			D			E	
90th %ile Green (s)	27.2	71.9		7.0	51.7	51.7	28.1	28.1		28.1	28.1	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	23.0	89.6		0.0	60.6	60.6	23.4	23.4		23.4	23.4	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	20.1	93.0		0.0	66.9	66.9	20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	17.1	96.4		0.0	73.3	73.3	16.6	16.6		16.6	16.6	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	12.9	101.3		0.0	82.4	82.4	11.7	11.7		11.7	11.7	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	207	271		6	359	24		3			152	
Fuel Used(gal)	5	6		0	8	1		0			4	
CO Emissions (g/hr)	378	385		8	560	69		4			282	
NOx Emissions (g/hr)	74	75		2	109	13		1			55	
VOC Emissions (g/hr)	88	89		2	130	16		1			65	
Dilemma Vehicles (#)	0	50		0	21	0		0			5	
Queue Length 50th (ft)	193	176		3	287	10		2			134	
Queue Length 95th (ft)	251	480		16	510	58		10			200	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	490	1347		490	998	880		465			360	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.46	0.54		0.01	0.56	0.19		0.01			0.47	

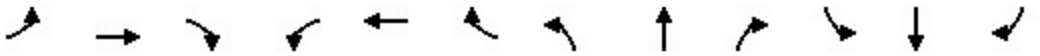
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 28.7		Intersection LOS: C	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	634	0	2	810	271	4	9	0	200	5	0
Future Volume (vph)	440	634	0	2	810	271	4	9	0	200	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			1.00		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.950			0.950				0.943			0.721	
Satd. Flow (perm)	1785	1863	0	1801	1863	1564	0	1792	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						204						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	2		3	3		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	478	689	0	2	880	295	4	10	0	217	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	478	689	0	2	880	295	0	14	0	0	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

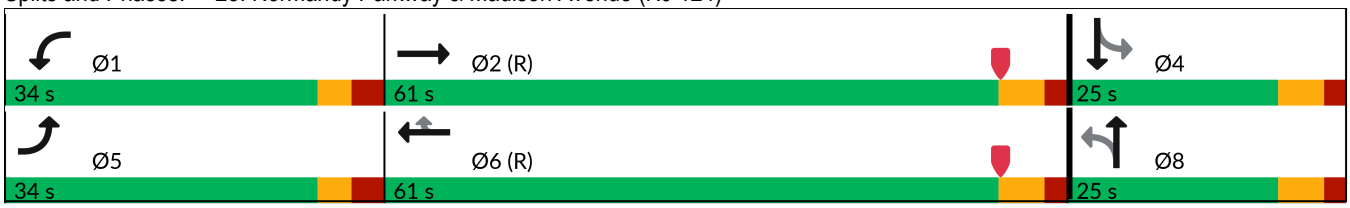


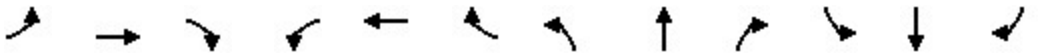
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	34.0	61.0		34.0	61.0	61.0	25.0	25.0		25.0	25.0	
Total Split (%)	28.3%	50.8%		28.3%	50.8%	50.8%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	28.0	55.0		28.0	55.0	55.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	28.0	86.4		7.0	55.0	55.0		19.0			19.0	
Actuated g/C Ratio	0.23	0.72		0.06	0.46	0.46		0.16			0.16	
v/c Ratio	1.15	0.51		0.02	1.03	0.36		0.05			1.05	
Control Delay (s/veh)	126.4	14.6		54.0	71.9	7.7		43.5			123.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	126.4	14.6		54.0	71.9	7.7		43.5			123.8	
LOS	F	B		D	E	A		D			F	
Approach Delay (s/veh)		60.4			55.8			43.5			123.8	
Approach LOS		E			E			D			F	
90th %ile Green (s)	28.0	76.0		7.0	55.0	55.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
30th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	28.0	89.0		0.0	55.0	55.0	19.0	19.0		19.0	19.0	
10th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	359	362		3	694	57		12			169	
Fuel Used(gal)	15	6		0	22	2		0			7	
CO Emissions (g/hr)	1079	440		4	1503	135		17			487	
NOx Emissions (g/hr)	210	86		1	292	26		3			95	
VOC Emissions (g/hr)	250	102		1	348	31		4			113	
Dilemma Vehicles (#)	0	41		0	31	0		0			7	
Queue Length 50th (ft)	~434	335		2	~730	40		9			~186	
Queue Length 95th (ft)	#653	468		11	#975	100		29			#344	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	416	1341		421	853	827		283			212	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	1.15	0.51		0.00	1.03	0.36		0.05			1.05	

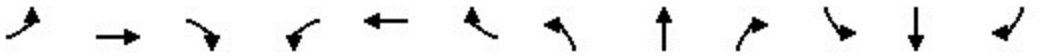
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 63.6		Intersection LOS: E	
Intersection Capacity Utilization 103.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	688	0	4	528	162	1	2	0	161	1	0
Future Volume (vph)	214	688	0	4	528	162	1	2	0	161	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.99		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.331			0.950				0.929			0.726	
Satd. Flow (perm)	629	1863	0	1795	1863	1519	0	1765	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						143						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	1		8	8		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	225	724	0	4	556	171	1	2	0	169	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	724	0	4	556	171	0	3	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

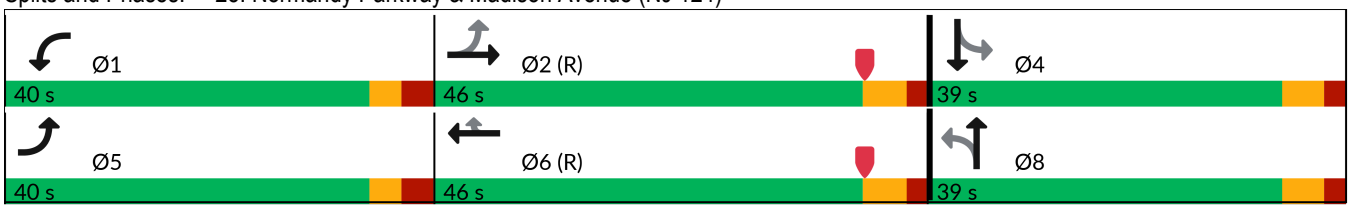


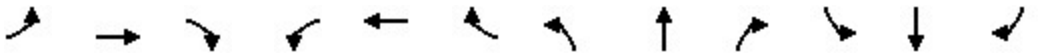
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2					6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	34.0	40.0		34.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	93.0	90.4		7.0	75.1	75.1		20.0			20.0	
Actuated g/C Ratio	0.74	0.72		0.06	0.60	0.60		0.16			0.16	
v/c Ratio	0.39	0.54		0.04	0.50	0.18		0.01			0.78	
Control Delay (s/veh)	8.7	12.2		56.8	18.4	4.3		39.7			73.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	8.7	12.2		56.8	18.4	4.3		39.7			73.2	
LOS	A	B		E	B	A		D			E	
Approach Delay (s/veh)		11.4			15.3			39.7			73.2	
Approach LOS		B			B			D			E	
90th %ile Green (s)	19.6	71.9		7.0	59.3	59.3	28.1	28.1		28.1	28.1	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	14.4	89.6		0.0	69.2	69.2	23.4	23.4		23.4	23.4	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	10.8	93.0		0.0	76.2	76.2	20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	7.7	96.4		0.0	82.7	82.7	16.6	16.6		16.6	16.6	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	7.0	101.3		0.0	88.3	88.3	11.7	11.7		11.7	11.7	
10th %ile Term Code	Min	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	62	264		6	307	21		3			152	
Fuel Used(gal)	1	5		0	7	1		0			4	
CO Emissions (g/hr)	89	366		8	478	64		4			282	
NOx Emissions (g/hr)	17	71		2	93	12		1			55	
VOC Emissions (g/hr)	21	85		2	111	15		1			65	
Dilemma Vehicles (#)	0	44		0	21	0		0			5	
Queue Length 50th (ft)	41	135		3	236	9		2			134	
Queue Length 95th (ft)	112	480		16	452	51		10			200	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	787	1347		490	1119	970		465			360	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.29	0.54		0.01	0.50	0.18		0.01			0.47	

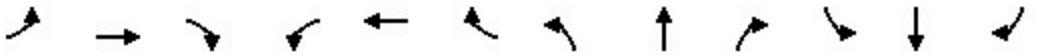
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 18.6		Intersection LOS: B	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	634	0	2	810	271	4	9	0	200	5	0
Future Volume (vph)	440	634	0	2	810	271	4	9	0	200	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			1.00		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.065			0.950				0.943			0.721	
Satd. Flow (perm)	122	1863	0	1800	1863	1564	0	1792	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						207						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	2		3	3		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	478	689	0	2	880	295	4	10	0	217	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	478	689	0	2	880	295	0	14	0	0	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

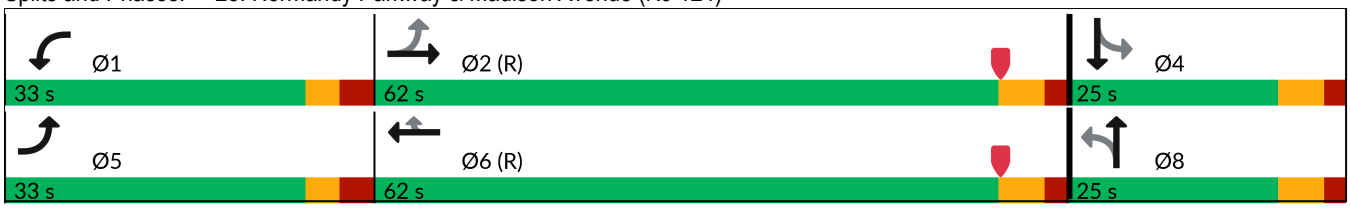


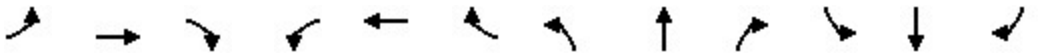
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2					6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	33.0	62.0		33.0	62.0	62.0	25.0	25.0		25.0	25.0	
Total Split (%)	27.5%	51.7%		27.5%	51.7%	51.7%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	27.0	56.0		27.0	56.0	56.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	89.0	86.4		7.0	56.0	56.0		19.0			19.0	
Actuated g/C Ratio	0.74	0.72		0.06	0.47	0.47		0.16			0.16	
v/c Ratio	1.03	0.51		0.02	1.01	0.35		0.05			1.05	
Control Delay (s/veh)	78.8	12.8		54.0	66.1	7.3		43.5			123.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	78.8	12.8		54.0	66.1	7.3		43.5			123.8	
LOS	E	B		D	E	A		D			F	
Approach Delay (s/veh)		39.8			51.4			43.5			123.8	
Approach LOS		D			D			D			F	
90th %ile Green (s)	27.0	76.0		7.0	56.0	56.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
30th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
10th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	457	332		3	697	54		12			169	
Fuel Used(gal)	12	6		0	21	2		0			7	
CO Emissions (g/hr)	849	403		4	1438	131		17			487	
NOx Emissions (g/hr)	165	78		1	280	26		3			95	
VOC Emissions (g/hr)	197	93		1	333	30		4			113	
Dilemma Vehicles (#)	0	31		0	31	0		0			7	
Queue Length 50th (ft)	~342	287		2	~688	38		9			~186	
Queue Length 95th (ft)	#561	387		11	#963	96		29			#344	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	465	1341		406	869	840		283			212	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	1.03	0.51		0.00	1.01	0.35		0.05			1.05	

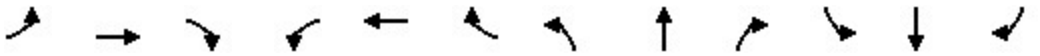
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 52.3		Intersection LOS: D	
Intersection Capacity Utilization 103.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	688	0	4	528	162	1	2	0	161	1	0
Future Volume (vph)	214	688	0	4	528	162	1	2	0	161	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.99		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1805	1863	0	1805	1863	1553	0	1870	0	0	1793	0
Flt Permitted	0.331			0.950				0.929			0.726	
Satd. Flow (perm)	629	1863	0	1795	1863	1519	0	1765	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						143						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	1		8	8		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	225	724	0	4	556	171	1	2	0	169	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	724	0	4	556	171	0	3	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

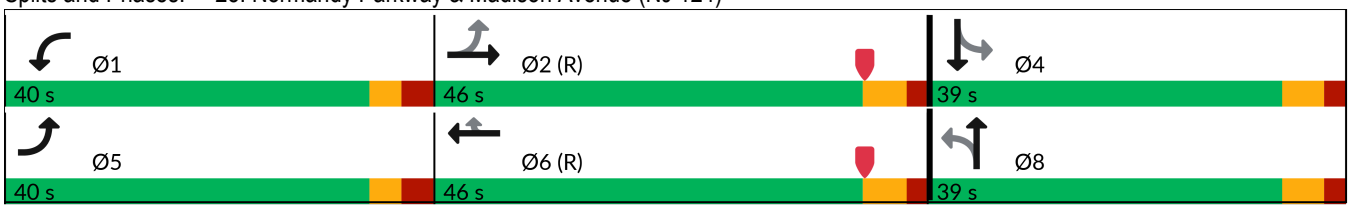


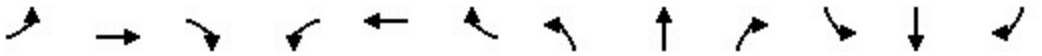
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2					6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	40.0		7.0	40.0	40.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	46.0		13.0	46.0	46.0	13.0	13.0		13.0	13.0	
Total Split (s)	40.0	46.0		40.0	46.0	46.0	39.0	39.0		39.0	39.0	
Total Split (%)	32.0%	36.8%		32.0%	36.8%	36.8%	31.2%	31.2%		31.2%	31.2%	
Maximum Green (s)	34.0	40.0		34.0	40.0	40.0	33.0	33.0		33.0	33.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	93.0	90.4		7.0	75.1	75.1		20.0			20.0	
Actuated g/C Ratio	0.74	0.72		0.06	0.60	0.60		0.16			0.16	
v/c Ratio	0.39	0.54		0.04	0.50	0.18		0.01			0.78	
Control Delay (s/veh)	8.7	12.2		56.8	18.4	4.3		39.7			73.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	8.7	12.2		56.8	18.4	4.3		39.7			73.2	
LOS	A	B		E	B	A		D			E	
Approach Delay (s/veh)		11.4			15.3			39.7			73.2	
Approach LOS		B			B			D			E	
90th %ile Green (s)	19.6	71.9		7.0	59.3	59.3	28.1	28.1		28.1	28.1	
90th %ile Term Code	Gap	Coord		Min	Coord	Coord	Hold	Hold		Gap	Gap	
70th %ile Green (s)	14.4	89.6		0.0	69.2	69.2	23.4	23.4		23.4	23.4	
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
50th %ile Green (s)	10.8	93.0		0.0	76.2	76.2	20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
30th %ile Green (s)	7.7	96.4		0.0	82.7	82.7	16.6	16.6		16.6	16.6	
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
10th %ile Green (s)	7.0	101.3		0.0	88.3	88.3	11.7	11.7		11.7	11.7	
10th %ile Term Code	Min	Coord		Skip	Coord	Coord	Hold	Hold		Gap	Gap	
Stops (vph)	62	264		6	307	21		3			152	
Fuel Used(gal)	1	5		0	7	1		0			4	
CO Emissions (g/hr)	89	366		8	478	64		4			282	
NOx Emissions (g/hr)	17	71		2	93	12		1			55	
VOC Emissions (g/hr)	21	85		2	111	15		1			65	
Dilemma Vehicles (#)	0	44		0	21	0		0			5	
Queue Length 50th (ft)	41	135		3	236	9		2			134	
Queue Length 95th (ft)	112	480		16	452	51		10			200	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	787	1347		490	1119	970		465			360	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.29	0.54		0.01	0.50	0.18		0.01			0.47	

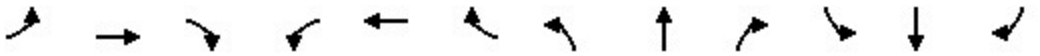
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 18.6		Intersection LOS: B	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	634	0	2	810	271	4	9	0	200	5	0
Future Volume (vph)	440	634	0	2	810	271	4	9	0	200	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			1.00		0.98						
Frt						0.850						
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1787	1863	0	1805	1863	1599	0	1873	0	0	1776	0
Flt Permitted	0.065			0.950				0.943			0.721	
Satd. Flow (perm)	122	1863	0	1800	1863	1564	0	1792	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						207						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		199			514			137			122	
Travel Time (s)		3.4			8.8			2.3			2.1	
Confl. Peds. (#/hr)	2		3	3		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	478	689	0	2	880	295	4	10	0	217	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	478	689	0	2	880	295	0	14	0	0	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA	Perm	Perm	NA		Perm	NA	

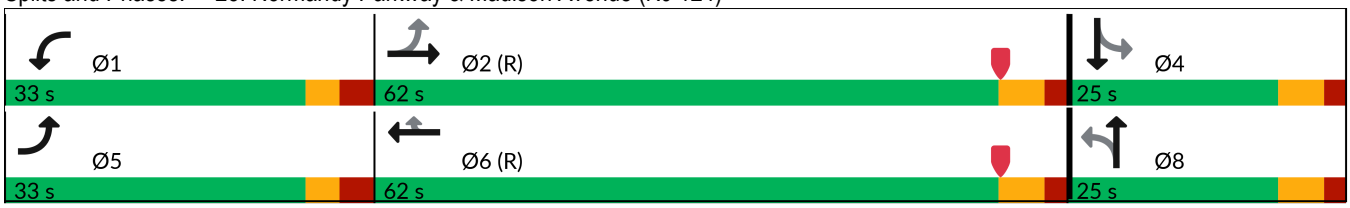


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2					6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	55.0		7.0	55.0	55.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	61.0		13.0	61.0	61.0	13.0	13.0		13.0	13.0	
Total Split (s)	33.0	62.0		33.0	62.0	62.0	25.0	25.0		25.0	25.0	
Total Split (%)	27.5%	51.7%		27.5%	51.7%	51.7%	20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	27.0	56.0		27.0	56.0	56.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0		3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	89.0	86.4		7.0	56.0	56.0		19.0			19.0	
Actuated g/C Ratio	0.74	0.72		0.06	0.47	0.47		0.16			0.16	
v/c Ratio	1.03	0.51		0.02	1.01	0.35		0.05			1.05	
Control Delay (s/veh)	78.8	12.8		54.0	66.1	7.3		43.5			123.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	78.8	12.8		54.0	66.1	7.3		43.5			123.8	
LOS	E	B		D	E	A		D			F	
Approach Delay (s/veh)		39.8			51.4			43.5			123.8	
Approach LOS		D			D			D			F	
90th %ile Green (s)	27.0	76.0		7.0	56.0	56.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Min	Coord	Coord	Hold	Hold		Max	Max	
70th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
50th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
50th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
30th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
30th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
10th %ile Green (s)	27.0	89.0		0.0	56.0	56.0	19.0	19.0		19.0	19.0	
10th %ile Term Code	Max	Coord		Skip	Coord	Coord	Hold	Hold		Max	Max	
Stops (vph)	457	332		3	697	54		12			169	
Fuel Used(gal)	12	6		0	21	2		0			7	
CO Emissions (g/hr)	849	403		4	1438	131		17			487	
NOx Emissions (g/hr)	165	78		1	280	26		3			95	
VOC Emissions (g/hr)	197	93		1	333	30		4			113	
Dilemma Vehicles (#)	0	31		0	31	0		0			7	
Queue Length 50th (ft)	~342	287		2	~688	38		9			~186	
Queue Length 95th (ft)	#561	387		11	#963	96		29			#344	
Internal Link Dist (ft)		119			434			57			42	
Turn Bay Length (ft)				50								
Base Capacity (vph)	465	1341		406	869	840		283			212	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

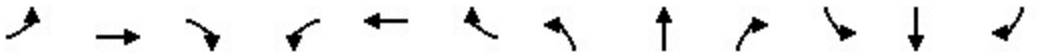
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	1.03	0.51		0.00	1.01	0.35		0.05			1.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow, Master Intersection			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 52.3		Intersection LOS: D	
Intersection Capacity Utilization 103.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1400	127	0	0	0	75	2	142	5	4	11
Future Volume (vph)	8	1400	127	0	0	0	75	2	142	5	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						1.00			0.99	
Frt		0.988						0.912			0.927	
Flt Protected								0.983			0.988	
Satd. Flow (prot)	0	3422	0	0	0	0	0	1649	0	0	1636	0
Flt Permitted								0.877			0.920	
Satd. Flow (perm)	0	3422	0	0	0	0	0	1469	0	0	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						23			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Confl. Peds. (#/hr)	2		4				2					2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	4%	3%	0%	0%	0%	4%	0%	3%	20%	0%	0%
Adj. Flow (vph)	9	1609	146	0	0	0	86	2	163	6	5	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1764	0	0	0	0	0	251	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2					1	2		1	2	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	100					20	100		20	100	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	20	6					20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	

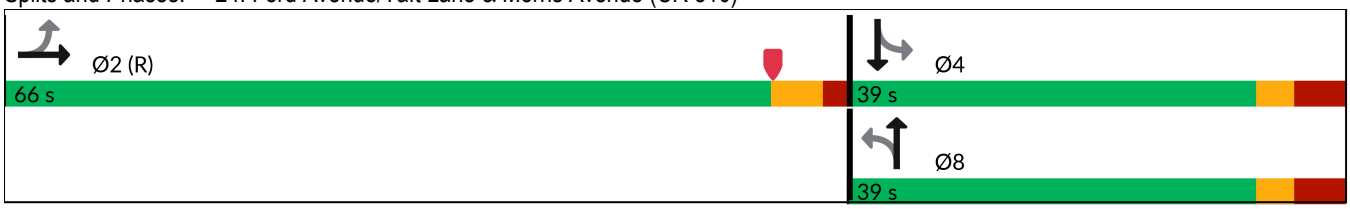


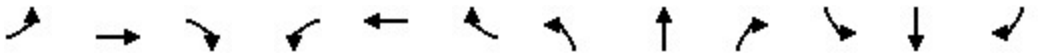
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	66.0	66.0					39.0	39.0		39.0	39.0	
Total Split (%)	62.9%	62.9%					37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	60.0	60.0					32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		71.0						21.0			21.0	
Actuated g/C Ratio		0.68						0.20			0.20	
v/c Ratio		0.76						0.80			0.08	
Control Delay (s/veh)		15.4						54.8			19.5	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		15.4						54.8			19.5	
LOS		B						D			B	
Approach Delay (s/veh)		15.4						54.8			19.5	
Approach LOS		B						D			B	
90th %ile Green (s)	62.5	62.5					29.5	29.5		29.5	29.5	
90th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
70th %ile Green (s)	67.4	67.4					24.6	24.6		24.6	24.6	
70th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
50th %ile Green (s)	70.9	70.9					21.1	21.1		21.1	21.1	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	74.5	74.5					17.5	17.5		17.5	17.5	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	79.7	79.7					12.3	12.3		12.3	12.3	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		993						184			11	
Fuel Used(gal)		14						6			0	
CO Emissions (g/hr)		1008						414			11	
NOx Emissions (g/hr)		196						81			2	
VOC Emissions (g/hr)		234						96			3	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		370						148			6	
Queue Length 95th (ft)		556						207			24	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2318						463			473	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.76						0.54			0.05	

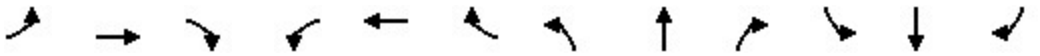
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 20.3		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1227	120	0	0	0	147	5	224	4	2	7
Future Volume (vph)	14	1227	120	0	0	0	147	5	224	4	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.99			0.99	
Frt		0.987						0.919			0.927	
Flt Protected		0.999						0.981			0.985	
Satd. Flow (prot)	0	3465	0	0	0	0	0	1681	0	0	1713	0
Flt Permitted		0.999						0.867			0.892	
Satd. Flow (perm)	0	3465	0	0	0	0	0	1483	0	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18						56			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Confl. Peds. (#/hr)	7		29				2		3	3		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	1252	122	0	0	0	150	5	229	4	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1388	0	0	0	0	0	384	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2					1	2		1	2	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	100					20	100		20	100	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	20	6					20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	

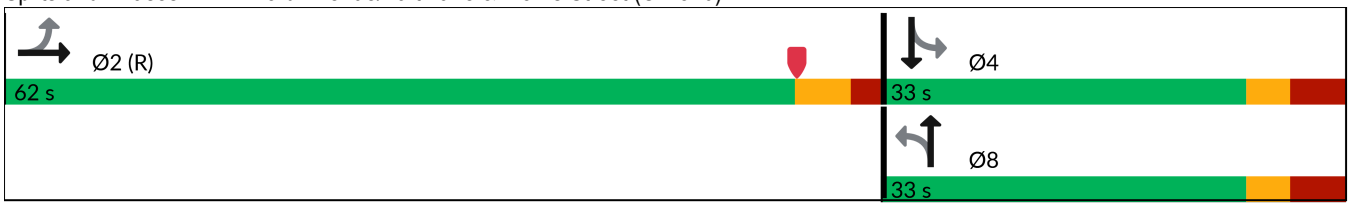


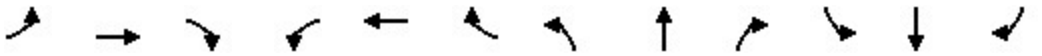
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	62.0	62.0					33.0	33.0		33.0	33.0	
Total Split (%)	65.3%	65.3%					34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	56.0	56.0					26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		56.7						25.3			25.3	
Actuated g/C Ratio		0.60						0.27			0.27	
v/c Ratio		0.67						0.88			0.03	
Control Delay (s/veh)		15.3						50.7			17.7	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		15.3						50.7			17.7	
LOS		B						D			B	
Approach Delay (s/veh)		15.3						50.7			17.7	
Approach LOS		B						D			B	
90th %ile Green (s)	55.9	55.9					26.1	26.1		26.1	26.1	
90th %ile Term Code	Coord	Coord					Max	Max		Hold	Hold	
70th %ile Green (s)	51.3	51.3					30.7	30.7		30.7	30.7	
70th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
50th %ile Green (s)	54.2	54.2					27.8	27.8		27.8	27.8	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	58.1	58.1					23.9	23.9		23.9	23.9	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	64.0	64.0					18.0	18.0		18.0	18.0	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		871						287			8	
Fuel Used(gal)		13						10			0	
CO Emissions (g/hr)		889						684			7	
NOx Emissions (g/hr)		173						133			1	
VOC Emissions (g/hr)		206						159			2	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		290						185			3	
Queue Length 95th (ft)		351						#355			17	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2123						466			450	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.65						0.82			0.03	

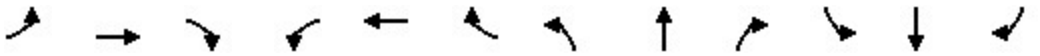
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 17 (18%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 22.9		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1400	171	0	0	0	77	2	162	5	4	11
Future Volume (vph)	8	1400	171	0	0	0	77	2	162	5	4	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						1.00			0.99	
Frt		0.984						0.909			0.927	
Flt Protected								0.984			0.988	
Satd. Flow (prot)	0	3407	0	0	0	0	0	1645	0	0	1636	0
Flt Permitted								0.883			0.919	
Satd. Flow (perm)	0	3407	0	0	0	0	0	1475	0	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21						23			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Confl. Peds. (#/hr)	2		4				2					2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	4%	3%	0%	0%	0%	4%	0%	3%	20%	0%	0%
Adj. Flow (vph)	9	1609	197	0	0	0	89	2	186	6	5	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1815	0	0	0	0	0	277	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2					1	2		1	2	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	100					20	100		20	100	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	20	6					20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	

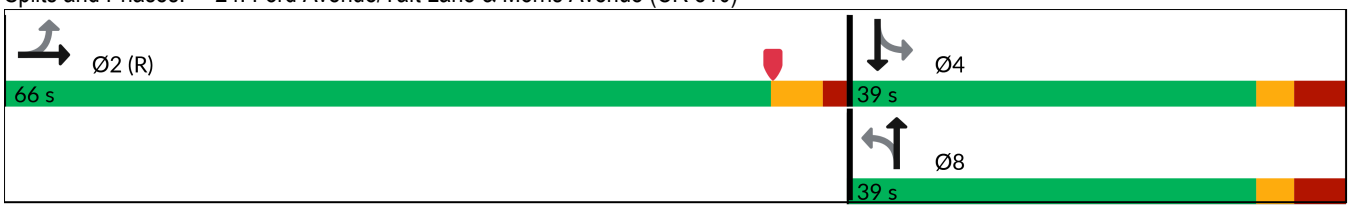


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	66.0	66.0					39.0	39.0		39.0	39.0	
Total Split (%)	62.9%	62.9%					37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	60.0	60.0					32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		69.2						22.8			22.8	
Actuated g/C Ratio		0.66						0.22			0.22	
v/c Ratio		0.81						0.82			0.07	
Control Delay (s/veh)		18.0						54.6			18.5	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		18.0						54.6			18.5	
LOS		B						D			B	
Approach Delay (s/veh)		18.0						54.6			18.5	
Approach LOS		B						D			B	
90th %ile Green (s)	60.6	60.6					31.4	31.4		31.4	31.4	
90th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
70th %ile Green (s)	65.5	65.5					26.5	26.5		26.5	26.5	
70th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
50th %ile Green (s)	69.1	69.1					22.9	22.9		22.9	22.9	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	72.8	72.8					19.2	19.2		19.2	19.2	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	78.2	78.2					13.8	13.8		13.8	13.8	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		1066						206			11	
Fuel Used(gal)		16						7			0	
CO Emissions (g/hr)		1108						458			11	
NOx Emissions (g/hr)		216						89			2	
VOC Emissions (g/hr)		257						106			2	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		419						164			6	
Queue Length 95th (ft)		621						224			24	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2253						465			472	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	

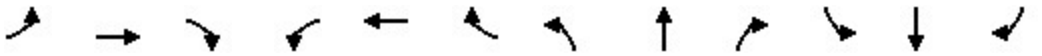
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.81						0.60			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 22.8		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1227	144	0	0	0	150	5	265	4	2	7
Future Volume (vph)	14	1227	144	0	0	0	150	5	265	4	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.99			0.99	
Frt		0.984						0.915			0.927	
Flt Protected								0.982			0.985	
Satd. Flow (prot)	0	3454	0	0	0	0	0	1674	0	0	1713	0
Flt Permitted								0.876			0.886	
Satd. Flow (perm)	0	3453	0	0	0	0	0	1492	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23						56			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		188			404			200			178	
Travel Time (s)		5.1			11.0			5.5			4.9	
Confl. Peds. (#/hr)	7		29				2		3	3		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	14	1252	147	0	0	0	153	5	270	4	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1413	0	0	0	0	0	428	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		5			0			0			6	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		35			16			16			35	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	1	2					1	2		1	2	
Detector Template	Left	Thru					Left	Thru		Left	Thru	
Leading Detector (ft)	20	100					20	100		20	100	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	20	6					20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA					Perm	NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2					8	8		4	4	

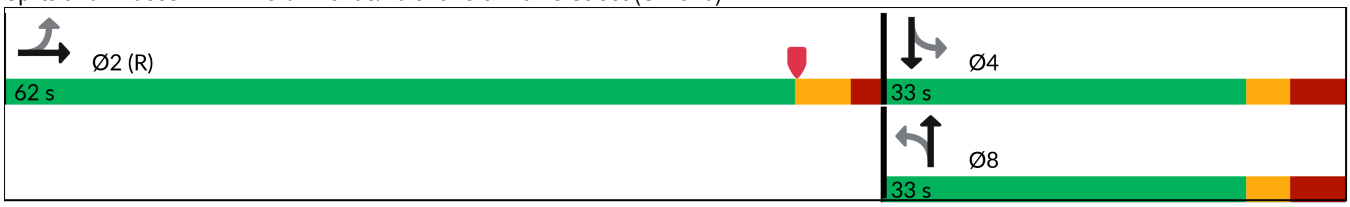


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	22.0	22.0					7.0	7.0		7.0	7.0	
Minimum Split (s)	28.0	28.0					14.0	14.0		14.0	14.0	
Total Split (s)	62.0	62.0					33.0	33.0		33.0	33.0	
Total Split (%)	65.3%	65.3%					34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	56.0	56.0					26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Recall Mode	C-Min	C-Min					None	None		None	None	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		54.2						27.8			27.8	
Actuated g/C Ratio		0.57						0.29			0.29	
v/c Ratio		0.71						0.90			0.03	
Control Delay (s/veh)		17.2						51.9			17.9	
Queue Delay		0.0						0.0			0.0	
Total Delay (s/veh)		17.2						51.9			17.9	
LOS		B						D			B	
Approach Delay (s/veh)		17.2						51.9			17.9	
Approach LOS		B						D			B	
90th %ile Green (s)	56.0	56.0					26.0	26.0		26.0	26.0	
90th %ile Term Code	Coord	Coord					Max	Max		Hold	Hold	
70th %ile Green (s)	53.9	53.9					28.1	28.1		28.1	28.1	
70th %ile Term Code	Coord	Coord					Max	Max		Hold	Hold	
50th %ile Green (s)	50.1	50.1					31.9	31.9		31.9	31.9	
50th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
30th %ile Green (s)	52.5	52.5					29.5	29.5		29.5	29.5	
30th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
10th %ile Green (s)	58.4	58.4					23.6	23.6		23.6	23.6	
10th %ile Term Code	Coord	Coord					Gap	Gap		Hold	Hold	
Stops (vph)		945						315			8	
Fuel Used(gal)		14						11			0	
CO Emissions (g/hr)		959						769			7	
NOx Emissions (g/hr)		187						150			1	
VOC Emissions (g/hr)		222						178			2	
Dilemma Vehicles (#)		0						0			0	
Queue Length 50th (ft)		333						204			2	
Queue Length 95th (ft)		360						#417			17	
Internal Link Dist (ft)		108			324			120			98	
Turn Bay Length (ft)												
Base Capacity (vph)		2061						483			463	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.69						0.89			0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 17 (18%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	1535	0	0	526	389	13	2	331	0	0	0
Future Vol, veh/h	150	1535	0	0	526	389	13	2	331	0	0	0
Conflicting Peds, #/hr	6	0	0	0	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	1	0	0	3	1	0	0	3	0	0	0
Mvmt Flow	156	1599	0	0	548	405	14	2	345	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	554	0	-	-	-	0	2185	2465	799
Stage 1	-	-	-	-	-	-	1911	1911	-
Stage 2	-	-	-	-	-	-	274	554	-
Critical Hdwy	4.18	-	-	-	-	-	6.8	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.24	-	-	-	-	-	3.5	4	3.33
Pot Cap-1 Maneuver	999	-	0	0	-	-	51	30	*713
Stage 1	-	-	0	0	-	-	138	146	-
Stage 2	-	-	0	0	-	-	754	517	-
Platoon blocked, %		-			-	-	0	0	0
Mov Cap-1 Maneuver	999	-	-	-	-	-	36	0	*713
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	0	-
Stage 1	-	-	-	-	-	-	100	0	-
Stage 2	-	-	-	-	-	-	754	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	2.81	0	47.97
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	419	320	-	-	-
HCM Lane V/C Ratio	0.861	0.156	-	-	-
HCM Control Delay (s/veh)	48	9.3	2.2	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	8.5	0.6	-	-	-

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

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	698	0	0	1280	769	23	20	189	0	0	0
Future Vol, veh/h	129	698	0	0	1280	769	23	20	189	0	0	0
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	1	0	0	2	1	5	0	2	0	0	0
Mvmt Flow	139	751	0	0	1376	827	25	22	203	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1380	0	-	-	-	0	1716	2408	375
Stage 1	-	-	-	-	-	-	1028	1028	-
Stage 2	-	-	-	-	-	-	688	1380	-
Critical Hdwy	4.14	-	-	-	-	-	6.9	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.55	4	3.32
Pot Cap-1 Maneuver	492	-	0	0	-	-	96	33	*913
Stage 1	-	-	0	0	-	-	395	391	-
Stage 2	-	-	0	0	-	-	452	214	-
Platoon blocked, %		-			-	-	0	0	0
Mov Cap-1 Maneuver	492	-	-	-	-	-	62	0	*913
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	0	-
Stage 1	-	-	-	-	-	-	254	0	-
Stage 2	-	-	-	-	-	-	452	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	5.69	0	33.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	366	390	-	-	-
HCM Lane V/C Ratio	0.682	0.282	-	-	-
HCM Control Delay (s/veh)	33.5	15.2	3.9	-	-
HCM Lane LOS	D	C	A	-	-
HCM 95th %tile Q(veh)	4.8	1.1	-	-	-

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

Intersection	
Int Delay, s/veh	17.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	1663	0	0	574	428	13	2	382	0	0	0
Future Vol, veh/h	150	1663	0	0	574	428	13	2	382	0	0	0
Conflicting Peds, #/hr	6	0	0	0	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	1	0	0	3	1	0	0	3	0	0	0
Mvmt Flow	156	1732	0	0	598	446	14	2	398	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	604	0	-	-	-	0	2344	2649	866
Stage 1	-	-	-	-	-	-	2045	2045	-
Stage 2	-	-	-	-	-	-	299	604	-
Critical Hdwy	4.18	-	-	-	-	-	6.8	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.24	-	-	-	-	-	3.5	4	3.33
Pot Cap-1 Maneuver	956	-	0	0	-	-	36	20	*669
Stage 1	-	-	0	0	-	-	114	121	-
Stage 2	-	-	0	0	-	-	732	491	-
Platoon blocked, %		-			-	-	0	0	0
Mov Cap-1 Maneuver	956	-	-	-	-	-	25	0	*669
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	0	-
Stage 1	-	-	-	-	-	-	78	0	-
Stage 2	-	-	-	-	-	-	732	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	3.11	0	126.46
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	361	298	-	-	-
HCM Lane V/C Ratio	1.145	0.163	-	-	-
HCM Control Delay (s/veh)	126.5	9.5	2.5	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	16.2	0.6	-	-	-

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

Intersection	
Int Delay, s/veh	6.2

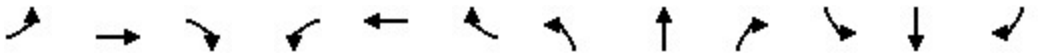
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	768	0	0	1380	850	23	20	217	0	0	0
Future Vol, veh/h	129	768	0	0	1380	850	23	20	217	0	0	0
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	1	0	0	2	1	5	0	2	0	0	0
Mvmt Flow	139	826	0	0	1484	914	25	22	233	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1488	0	-	-	-	0	1845	2591	413
Stage 1	-	-	-	-	-	-	1103	1103	-
Stage 2	-	-	-	-	-	-	742	1488	-
Critical Hdwy	4.14	-	-	-	-	-	6.9	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.55	4	3.32
Pot Cap-1 Maneuver	448	-	0	0	-	-	77	24	*898
Stage 1	-	-	0	0	-	-	365	365	-
Stage 2	-	-	0	0	-	-	424	190	-
Platoon blocked, %		-			-	-	0	0	0
Mov Cap-1 Maneuver	448	-	-	-	-	-	46	0	*898
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	0	-
Stage 1	-	-	-	-	-	-	218	0	-
Stage 2	-	-	-	-	-	-	424	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	6.67	0	57.75
HCM LOS			F

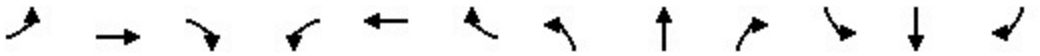
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	324	345	-	-	-
HCM Lane V/C Ratio	0.862	0.31	-	-	-
HCM Control Delay (s/veh)	57.7	16.6	5	-	-
HCM Lane LOS	F	C	A	-	-
HCM 95th %tile Q(veh)	7.8	1.3	-	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1663	0	0	574	428	13	2	382	0	0	0
Future Volume (vph)	150	1663	0	0	574	428	13	2	382	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		1	0		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96						
Frt						0.850			0.850			
Flt Protected		0.996						0.958				
Satd. Flow (prot)	0	3551	0	0	3505	1599	0	1820	2760	0	0	0
Flt Permitted		0.776						0.958				
Satd. Flow (perm)	0	2765	0	0	3505	1538	0	1820	2760	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						446						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		372			345			721			626	
Travel Time (s)		6.3			5.9			14.0			12.2	
Confl. Peds. (#/hr)	6					6						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	3%	1%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	156	1732	0	0	598	446	14	2	398	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1888	0	0	598	446	0	16	398	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		14	20		25	20		14	20		14
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

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



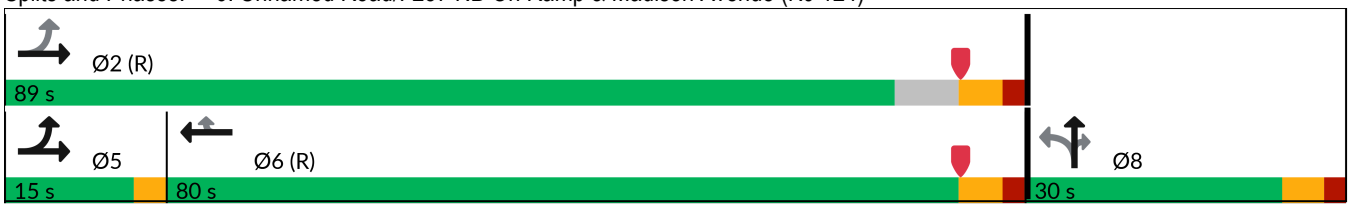
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	5 2			6			8				
Permitted Phases	2					6	8		8			
Detector Phase	5	5 2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0				74.0	74.0	7.0	7.0	7.0			
Minimum Split (s)	10.0				80.0	80.0	13.0	13.0	13.0			
Total Split (s)	15.0				80.0	80.0	30.0	30.0	30.0			
Total Split (%)	12.0%				64.0%	64.0%	24.0%	24.0%	24.0%			
Maximum Green (s)	12.0				74.0	74.0	24.0	24.0	24.0			
Yellow Time (s)	3.0				4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	0.0				2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0		0.0	0.0			
Total Lost Time (s)					6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0	2.0	2.0	2.0	2.0			
Recall Mode	None				C-Min	C-Min	None	None	None			
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					13.0	13.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)		94.7			74.0	74.0		21.3	21.3			
Actuated g/C Ratio		0.76			0.59	0.59		0.17	0.17			
v/c Ratio		0.86			0.29	0.41		0.05	0.85			
Control Delay (s/veh)		19.0			6.6	2.3		42.3	67.3			
Queue Delay		1.2			0.0	0.0		0.0	0.0			
Total Delay (s/veh)		20.2			6.6	2.3		42.3	67.3			
LOS		C			A	A		D	E			
Approach Delay (s/veh)		20.2			4.8			66.4				
Approach LOS		C			A			E				
90th %ile Green (s)	12.0				74.0	74.0	24.0	24.0	24.0			
90th %ile Term Code	Max				Coord	Coord	Max	Max	Max			
70th %ile Green (s)	12.0				74.0	74.0	24.0	24.0	24.0			
70th %ile Term Code	Max				Coord	Coord	Max	Max	Max			
50th %ile Green (s)	13.7				74.0	74.0	22.3	22.3	22.3			
50th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
30th %ile Green (s)	16.2				74.0	74.0	19.8	19.8	19.8			
30th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
10th %ile Green (s)	19.8				74.0	74.0	16.2	16.2	16.2			
10th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
Stops (vph)		1018			195	65		14	362			
Fuel Used(gal)		22			5	2		0	10			
CO Emissions (g/hr)		1509			325	161		22	695			
NOx Emissions (g/hr)		294			63	31		4	135			
VOC Emissions (g/hr)		350			75	37		5	161			
Dilemma Vehicles (#)		126			9	0		0	0			
Queue Length 50th (ft)		268			88	50		11	177			
Queue Length 95th (ft)		468			38	0		31	238			
Internal Link Dist (ft)		292			265			641			546	

Lane Group	Ø2
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	74.0
Minimum Split (s)	80.0
Total Split (s)	89.0
Total Split (%)	71%
Maximum Green (s)	83.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	89.0
90th %ile Term Code	Coord
70th %ile Green (s)	89.0
70th %ile Term Code	Coord
50th %ile Green (s)	90.7
50th %ile Term Code	Coord
30th %ile Green (s)	93.2
30th %ile Term Code	Coord
10th %ile Green (s)	96.8
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)									250			
Base Capacity (vph)		2188			2074	1092		349	529			
Starvation Cap Reductn		130			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.92			0.29	0.41		0.05	0.75			

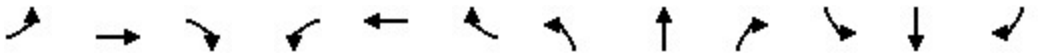
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 131.2%		ICU Level of Service H	
Analysis Period (min) 15			

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



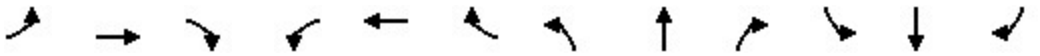
Lane Group	Ø2
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	768	0	0	1380	850	23	20	217	0	0	0
Future Volume (vph)	129	768	0	0	1380	850	23	20	217	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		1	0		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor						0.97						
Frt						0.850			0.850			
Flt Protected		0.993						0.974				
Satd. Flow (prot)	0	3544	0	0	3539	1599	0	1803	2787	0	0	0
Flt Permitted		0.532						0.974				
Satd. Flow (perm)	0	1899	0	0	3539	1548	0	1803	2787	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						874						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		372			345			721			626	
Travel Time (s)		6.3			5.9			14.0			12.2	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	0%	0%	2%	1%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	139	826	0	0	1484	914	25	22	233	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	965	0	0	1484	914	0	47	233	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		14	20		25	20		14	20		14
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

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



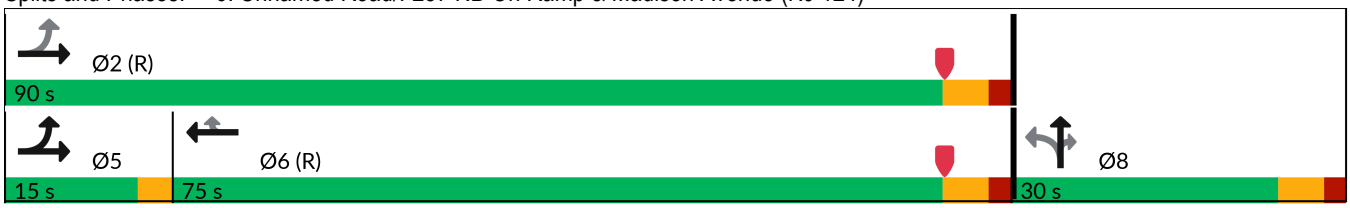
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	5 2			6			8				
Permitted Phases	2					6	8		8			
Detector Phase	5	5 2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0				69.0	69.0	7.0	7.0	7.0			
Minimum Split (s)	10.0				75.0	75.0	13.0	13.0	13.0			
Total Split (s)	15.0				75.0	75.0	30.0	30.0	30.0			
Total Split (%)	12.5%				62.5%	62.5%	25.0%	25.0%	25.0%			
Maximum Green (s)	12.0				69.0	69.0	24.0	24.0	24.0			
Yellow Time (s)	3.0				4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	0.0				2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0		0.0	0.0			
Total Lost Time (s)					6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0	2.0	2.0	2.0	2.0			
Recall Mode	None				C-Min	C-Min	None	None	None			
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					13.0	13.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)		96.6			76.1	76.1		14.4	14.4			
Actuated g/C Ratio		0.81			0.63	0.63		0.12	0.12			
v/c Ratio		0.56			0.66	0.70		0.22	0.70			
Control Delay (s/veh)		9.0			8.7	4.2		48.7	61.7			
Queue Delay		6.0			0.0	0.5		0.0	0.0			
Total Delay (s/veh)		14.9			8.7	4.6		48.7	61.7			
LOS		B			A	A		D	E			
Approach Delay (s/veh)		14.9			7.2			59.5				
Approach LOS		B			A			E				
90th %ile Green (s)	17.0				69.0	69.0	19.0	19.0	19.0			
90th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
70th %ile Green (s)	17.2				71.5	71.5	16.3	16.3	16.3			
70th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
50th %ile Green (s)	15.2				75.4	75.4	14.4	14.4	14.4			
50th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
30th %ile Green (s)	12.5				80.0	80.0	12.5	12.5	12.5			
30th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
10th %ile Green (s)	10.5				84.7	84.7	9.8	9.8	9.8			
10th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
Stops (vph)		428			555	64		38	204			
Fuel Used(gal)		8			13	4		1	5			
CO Emissions (g/hr)		567			883	298		66	377			
NOx Emissions (g/hr)		110			172	58		13	73			
VOC Emissions (g/hr)		131			205	69		15	87			
Dilemma Vehicles (#)		149			44	0		1	0			
Queue Length 50th (ft)		36			131	23		33	100			
Queue Length 95th (ft)		387			321	62		68	142			
Internal Link Dist (ft)		292			265			641			546	

Lane Group	Ø2
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	69.0
Minimum Split (s)	75.0
Total Split (s)	90.0
Total Split (%)	75%
Maximum Green (s)	84.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	89.0
90th %ile Term Code	Coord
70th %ile Green (s)	91.7
70th %ile Term Code	Coord
50th %ile Green (s)	93.6
50th %ile Term Code	Coord
30th %ile Green (s)	95.5
30th %ile Term Code	Coord
10th %ile Green (s)	98.2
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)									250			
Base Capacity (vph)		1731			2244	1301		360	557			
Starvation Cap Reductn		701			0	102		0	0			
Spillback Cap Reductn		0			9	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.94			0.66	0.76		0.13	0.42			

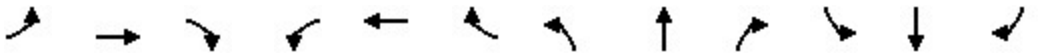
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 61 (51%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 101.6%		ICU Level of Service G	
Analysis Period (min) 15			

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



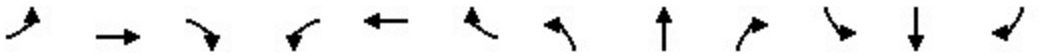
Lane Group	Ø2
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1663	0	0	574	428	13	2	382	0	0	0
Future Volume (vph)	150	1663	0	0	574	428	13	2	382	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		1	0		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96						
Frt						0.850			0.850			
Flt Protected		0.996						0.958				
Satd. Flow (prot)	0	3551	0	0	3505	1599	0	1820	2760	0	0	0
Flt Permitted		0.776						0.958				
Satd. Flow (perm)	0	2765	0	0	3505	1538	0	1820	2760	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						446						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		372			345			721			626	
Travel Time (s)		6.3			5.9			14.0			12.2	
Confl. Peds. (#/hr)	6					6						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	0%	3%	1%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	156	1732	0	0	598	446	14	2	398	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1888	0	0	598	446	0	16	398	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		14	20		25	20		14	20		14
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

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



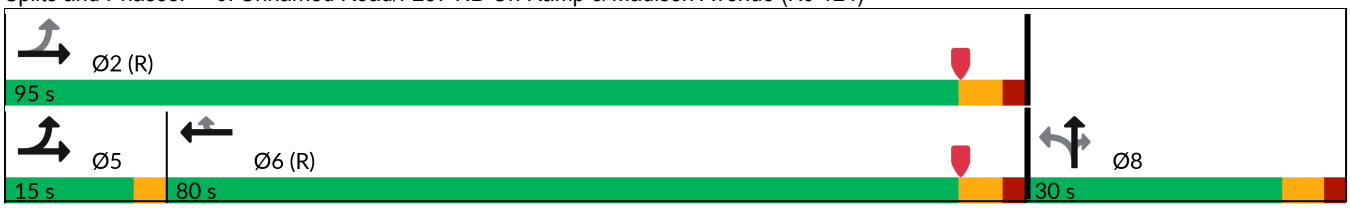
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	5 2			6			8				
Permitted Phases	2					6	8		8			
Detector Phase	5	5 2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0				74.0	74.0	7.0	7.0	7.0			
Minimum Split (s)	10.0				80.0	80.0	13.0	13.0	13.0			
Total Split (s)	15.0				80.0	80.0	30.0	30.0	30.0			
Total Split (%)	12.0%				64.0%	64.0%	24.0%	24.0%	24.0%			
Maximum Green (s)	12.0				74.0	74.0	24.0	24.0	24.0			
Yellow Time (s)	3.0				4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	0.0				2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0		0.0	0.0			
Total Lost Time (s)					6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0	2.0	2.0	2.0	2.0			
Recall Mode	None				C-Min	C-Min	None	None	None			
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					13.0	13.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)		94.7			74.0	74.0		21.3	21.3			
Actuated g/C Ratio		0.76			0.59	0.59		0.17	0.17			
v/c Ratio		0.86			0.29	0.41		0.05	0.85			
Control Delay (s/veh)		19.0			7.7	2.9		42.3	67.3			
Queue Delay		1.2			0.0	0.0		0.0	0.0			
Total Delay (s/veh)		20.2			7.7	2.9		42.3	67.3			
LOS		C			A	A		D	E			
Approach Delay (s/veh)		20.2			5.6			66.4				
Approach LOS		C			A			E				
90th %ile Green (s)	12.0				74.0	74.0	24.0	24.0	24.0			
90th %ile Term Code	Max				Coord	Coord	Max	Max	Max			
70th %ile Green (s)	12.0				74.0	74.0	24.0	24.0	24.0			
70th %ile Term Code	Max				Coord	Coord	Max	Max	Max			
50th %ile Green (s)	13.7				74.0	74.0	22.3	22.3	22.3			
50th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
30th %ile Green (s)	16.2				74.0	74.0	19.8	19.8	19.8			
30th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
10th %ile Green (s)	19.8				74.0	74.0	16.2	16.2	16.2			
10th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
Stops (vph)		1018			215	79		14	362			
Fuel Used(gal)		22			5	2		0	10			
CO Emissions (g/hr)		1509			348	174		22	695			
NOx Emissions (g/hr)		294			68	34		4	135			
VOC Emissions (g/hr)		350			81	40		5	161			
Dilemma Vehicles (#)		126			7	0		0	0			
Queue Length 50th (ft)		268			88	46		11	177			
Queue Length 95th (ft)		468			63	0		31	238			
Internal Link Dist (ft)		292			265			641			546	

Lane Group	Ø2
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	74.0
Minimum Split (s)	80.0
Total Split (s)	95.0
Total Split (%)	76%
Maximum Green (s)	89.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	89.0
90th %ile Term Code	Coord
70th %ile Green (s)	89.0
70th %ile Term Code	Coord
50th %ile Green (s)	90.7
50th %ile Term Code	Coord
30th %ile Green (s)	93.2
30th %ile Term Code	Coord
10th %ile Green (s)	96.8
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)									250			
Base Capacity (vph)		2188			2074	1092		349	529			
Starvation Cap Reductn		130			0	0		0	0			
Spillback Cap Reductn		0			0	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.92			0.29	0.41		0.05	0.75			

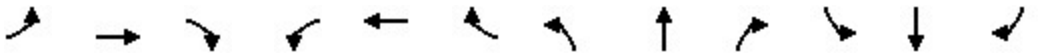
Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 75 (60%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 21.4		Intersection LOS: C	
Intersection Capacity Utilization 131.2%		ICU Level of Service H	
Analysis Period (min) 15			

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



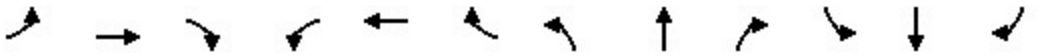
Lane Group	Ø2
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	768	0	0	1380	850	23	20	217	0	0	0
Future Volume (vph)	129	768	0	0	1380	850	23	20	217	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		1	0		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor						0.97						
Frt						0.850			0.850			
Flt Protected		0.993						0.974				
Satd. Flow (prot)	0	3544	0	0	3539	1599	0	1803	2787	0	0	0
Flt Permitted		0.532						0.974				
Satd. Flow (perm)	0	1899	0	0	3539	1548	0	1803	2787	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						874						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		372			345			721			626	
Travel Time (s)		6.3			5.9			14.0			12.2	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	1%	0%	0%	2%	1%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	139	826	0	0	1484	914	25	22	233	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	965	0	0	1484	914	0	47	233	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		14	20		25	20		14	20		14
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				

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



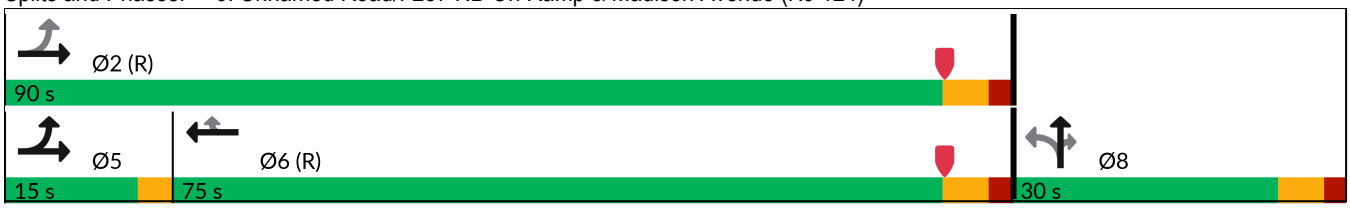
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	5 2			6			8				
Permitted Phases	2					6	8		8			
Detector Phase	5	5 2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0				69.0	69.0	7.0	7.0	7.0			
Minimum Split (s)	10.0				75.0	75.0	13.0	13.0	13.0			
Total Split (s)	15.0				75.0	75.0	30.0	30.0	30.0			
Total Split (%)	12.5%				62.5%	62.5%	25.0%	25.0%	25.0%			
Maximum Green (s)	12.0				69.0	69.0	24.0	24.0	24.0			
Yellow Time (s)	3.0				4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	0.0				2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0		0.0	0.0			
Total Lost Time (s)					6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0				2.0	2.0	2.0	2.0	2.0			
Recall Mode	None				C-Min	C-Min	None	None	None			
Walk Time (s)					7.0	7.0						
Flash Dont Walk (s)					13.0	13.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)		96.6			76.1	76.1		14.4	14.4			
Actuated g/C Ratio		0.81			0.63	0.63		0.12	0.12			
v/c Ratio		0.56			0.66	0.70		0.22	0.70			
Control Delay (s/veh)		9.0			9.6	4.2		48.7	61.7			
Queue Delay		6.0			0.0	0.5		0.0	0.0			
Total Delay (s/veh)		14.9			9.6	4.6		48.7	61.7			
LOS		B			A	A		D	E			
Approach Delay (s/veh)		14.9			7.7			59.5				
Approach LOS		B			A			E				
90th %ile Green (s)	17.0				69.0	69.0	19.0	19.0	19.0			
90th %ile Term Code	Max				Coord	Coord	Gap	Gap	Gap			
70th %ile Green (s)	17.2				71.5	71.5	16.3	16.3	16.3			
70th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
50th %ile Green (s)	15.2				75.4	75.4	14.4	14.4	14.4			
50th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
30th %ile Green (s)	12.5				80.0	80.0	12.5	12.5	12.5			
30th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
10th %ile Green (s)	10.5				84.7	84.7	9.8	9.8	9.8			
10th %ile Term Code	Gap				Coord	Coord	Gap	Gap	Gap			
Stops (vph)		428			725	64		38	204			
Fuel Used(gal)		8			15	4		1	5			
CO Emissions (g/hr)		567			1017	298		66	377			
NOx Emissions (g/hr)		110			198	58		13	73			
VOC Emissions (g/hr)		131			236	69		15	87			
Dilemma Vehicles (#)		149			44	0		1	0			
Queue Length 50th (ft)		36			217	16		33	100			
Queue Length 95th (ft)		387			321	62		68	142			
Internal Link Dist (ft)		292			265			641			546	

Lane Group	Ø2
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	69.0
Minimum Split (s)	75.0
Total Split (s)	90.0
Total Split (%)	75%
Maximum Green (s)	84.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	89.0
90th %ile Term Code	Coord
70th %ile Green (s)	91.7
70th %ile Term Code	Coord
50th %ile Green (s)	93.6
50th %ile Term Code	Coord
30th %ile Green (s)	95.5
30th %ile Term Code	Coord
10th %ile Green (s)	98.2
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)									250			
Base Capacity (vph)		1731			2244	1301		360	557			
Starvation Cap Reductn		701			0	102		0	0			
Spillback Cap Reductn		0			9	0		0	0			
Storage Cap Reductn		0			0	0		0	0			
Reduced v/c Ratio		0.94			0.66	0.76		0.13	0.42			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 61 (51%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 101.6%		ICU Level of Service G	
Analysis Period (min) 15			

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



Lane Group	Ø2
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1745	24	0	723	59	0	0	9	0	0	165
Future Vol, veh/h	0	1745	24	0	723	59	0	0	9	0	0	165
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	8	0	2	2	0	0	11	0	0	4
Mvmt Flow	0	1818	25	0	753	61	0	0	9	0	0	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	927	-	-	377
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.41	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	253	0	0	*913
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	252	-	-	*913
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	19.84	9.86
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	252	-	-	-	913
HCM Lane V/C Ratio	0.037	-	-	-	0.188
HCM Control Delay (s/veh)	19.8	-	-	-	9.9
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↳			↑↑↳				↱			↱
Traffic Vol, veh/h	0	900	3	0	1642	6	0	0	22	0	0	353
Future Vol, veh/h	0	900	3	0	1642	6	0	0	22	0	0	353
Conflicting Peds, #/hr	0	0	3	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	918	3	0	1676	6	0	0	22	0	0	360

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	464	-	-	838
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	551	0	0	*683
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	549	-	-	*683
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	11.84	16
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	549	-	-	-	683
HCM Lane V/C Ratio	0.041	-	-	-	0.527
HCM Control Delay (s/veh)	11.8	-	-	-	16
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1924	28	0	811	59	0	0	9	0	0	165
Future Vol, veh/h	0	1924	28	0	811	59	0	0	9	0	0	165
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	8	0	2	2	0	0	11	0	0	4
Mvmt Flow	0	2004	29	0	845	61	0	0	9	0	0	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1023	-	-	422
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.12	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.41	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	218	0	0	*884
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	217	-	-	*884
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	22.35	10.06
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	217	-	-	-	884
HCM Lane V/C Ratio	0.043	-	-	-	0.195
HCM Control Delay (s/veh)	22.4	-	-	-	10.1
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↳			↑↑↳				↱			↱
Traffic Vol, veh/h	0	998	4	0	1823	6	0	0	22	0	0	353
Future Vol, veh/h	0	998	4	0	1823	6	0	0	22	0	0	353
Conflicting Peds, #/hr	0	0	3	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	1018	4	0	1860	6	0	0	22	0	0	360

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	514	-	-	930
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	511	0	0	*637
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	509	-	-	*637
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12.4	17.75
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	509	-	-	-	637
HCM Lane V/C Ratio	0.044	-	-	-	0.566
HCM Control Delay (s/veh)	12.4	-	-	-	17.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1924	28	0	811	59	0	0	9	0	0	165
Future Vol, veh/h	0	1924	28	0	811	59	0	0	9	0	0	165
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	8	0	2	2	0	0	11	0	0	4
Mvmt Flow	0	2004	29	0	845	61	0	0	9	0	0	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1023	-	-	422
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.32	-	-	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	4.01	-	-	3.94
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	188	0	0	*811
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	187	-	-	*811
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	25.27	10.63
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	187	-	-	-	811
HCM Lane V/C Ratio	0.05	-	-	-	0.212
HCM Control Delay (s/veh)	25.3	-	-	-	10.6
HCM Lane LOS	D	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	998	4	0	1823	6	0	0	22	0	0	353
Future Vol, veh/h	0	998	4	0	1823	6	0	0	22	0	0	353
Conflicting Peds, #/hr	0	0	3	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	1018	4	0	1860	6	0	0	22	0	0	360

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	514	-	-	930
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.91
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	437	0	0	*670
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	435	-	-	*670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	13.72	16.46
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	435	-	-	-	670
HCM Lane V/C Ratio	0.052	-	-	-	0.538
HCM Control Delay (s/veh)	13.7	-	-	-	16.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3.2

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↱			↱
Traffic Vol, veh/h	0	1924	28	0	811	59	0	0	9	0	0	165
Future Vol, veh/h	0	1924	28	0	811	59	0	0	9	0	0	165
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	8	0	2	2	0	0	11	0	0	4
Mvmt Flow	0	2004	29	0	845	61	0	0	9	0	0	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1023	-	-	422
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.32	-	-	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	4.01	-	-	3.94
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	188	0	0	*811
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	187	-	-	*811
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	25.27	10.63
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	187	-	-	-	811
HCM Lane V/C Ratio	0.05	-	-	-	0.212
HCM Control Delay (s/veh)	25.3	-	-	-	10.6
HCM Lane LOS	D	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	998	4	0	1823	6	0	0	22	0	0	353
Future Vol, veh/h	0	998	4	0	1823	6	0	0	22	0	0	353
Conflicting Peds, #/hr	0	0	3	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	1
Mvmt Flow	0	1018	4	0	1860	6	0	0	22	0	0	360

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	514	-	-	930
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.91
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	437	0	0	*670
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							0
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	435	-	-	*670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	13.72	16.46
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	435	-	-	-	670
HCM Lane V/C Ratio	0.052	-	-	-	0.538
HCM Control Delay (s/veh)	13.7	-	-	-	16.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3.2

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

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	119	65	163	30	19
Future Vol, veh/h	173	119	65	163	30	19
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	14	3	0	8	3	0
Mvmt Flow	197	135	74	185	34	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	333	0	598	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	-	-	4.1	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1238	-	463	778
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	432	778
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.31	12.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	522	-	-	513	-
HCM Lane V/C Ratio	0.107	-	-	0.06	-
HCM Control Delay (s/veh)	12.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	38	15	311	170	57
Future Vol, veh/h	149	38	15	311	170	57
Conflicting Peds, #/hr	0	2	2	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	16	20	4	3	0
Mvmt Flow	164	42	16	342	187	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	562	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.3	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.38	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1263	-	486	861
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1261	-	477	859
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.36	17.39
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	537	-	-	83	-
HCM Lane V/C Ratio	0.465	-	-	0.013	-
HCM Control Delay (s/veh)	17.4	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	119	65	202	30	19
Future Vol, veh/h	253	119	65	202	30	19
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	14	3	0	8	3	0
Mvmt Flow	288	135	74	230	34	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	424	0	733	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.1	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1146	-	386	692
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	357	692
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.04	14.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	438	-
HCM Lane V/C Ratio	0.127	-	-	0.064	-
HCM Control Delay (s/veh)	14.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	193	38	15	392	170	57
Future Vol, veh/h	193	38	15	392	170	57
Conflicting Peds, #/hr	0	2	2	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	16	20	4	3	0
Mvmt Flow	212	42	16	431	187	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	256	0	700	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	465	-
Critical Hdwy	-	-	4.3	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.38	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1211	-	404	809
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1209	-	396	808
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	22.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	454	-	-	66	-
HCM Lane V/C Ratio	0.55	-	-	0.014	-
HCM Control Delay (s/veh)	22.2	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	182	3	7	202	5	2	2	7	7	1	25
Future Vol, veh/h	8	182	3	7	202	5	2	2	7	7	1	25
Conflicting Peds, #/hr	2	0	1	1	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	12	0	0	6	20	0	0	0	14	0	0
Mvmt Flow	9	200	3	8	222	5	2	2	8	8	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	204	0	0	458	465	205	463	464	227
Stage 1	-	-	-	-	-	-	220	220	-	242	242	-
Stage 2	-	-	-	-	-	-	238	245	-	221	222	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.24	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.626	4	3.3
Pot Cap-1 Maneuver	1350	-	-	1379	-	-	516	498	841	490	498	818
Stage 1	-	-	-	-	-	-	787	725	-	735	709	-
Stage 2	-	-	-	-	-	-	770	707	-	755	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1348	-	-	1378	-	-	491	489	839	475	490	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	489	-	475	490	-
Stage 1	-	-	-	-	-	-	780	719	-	729	703	-
Stage 2	-	-	-	-	-	-	738	701	-	739	718	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.32	0.25	10.5	10.46
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	74	-	-	59	-	-	696
HCM Lane V/C Ratio	0.018	0.007	-	-	0.006	-	-	0.052
HCM Control Delay (s/veh)	10.5	7.7	0	-	7.6	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	179	11	13	308	9	7	0	23	2	0	11
Future Vol, veh/h	19	179	11	13	308	9	7	0	23	2	0	11
Conflicting Peds, #/hr	21	0	0	0	0	21	1	0	5	5	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	15	5	0	0	0	9	0	0	0
Mvmt Flow	21	199	12	14	342	10	8	0	26	2	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	211	0	0	619	649	210	643	650	369
Stage 1	-	-	-	-	-	-	247	247	-	397	397	-
Stage 2	-	-	-	-	-	-	372	402	-	246	253	-
Critical Hdwy	4.1	-	-	4.25	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.335	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1196	-	-	1286	-	-	404	391	813	389	391	681
Stage 1	-	-	-	-	-	-	761	705	-	633	607	-
Stage 2	-	-	-	-	-	-	653	604	-	762	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1172	-	-	1286	-	-	382	370	809	355	370	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	370	-	355	370	-
Stage 1	-	-	-	-	-	-	746	691	-	611	586	-
Stage 2	-	-	-	-	-	-	631	583	-	720	687	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.74	0.31	10.92	11.28
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	642	162	-	-	71	-	-	587
HCM Lane V/C Ratio	0.052	0.018	-	-	0.011	-	-	0.025
HCM Control Delay (s/veh)	10.9	8.1	0	-	7.8	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	262	3	7	241	5	2	2	7	7	1	25
Future Vol, veh/h	8	262	3	7	241	5	2	2	7	7	1	25
Conflicting Peds, #/hr	2	0	1	1	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	12	0	0	6	20	0	0	0	14	0	0
Mvmt Flow	9	288	3	8	265	5	2	2	8	8	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	292	0	0	589	596	293	594	595	270
Stage 1	-	-	-	-	-	-	308	308	-	285	285	-
Stage 2	-	-	-	-	-	-	281	288	-	309	310	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.24	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.626	4	3.3
Pot Cap-1 Maneuver	1303	-	-	1281	-	-	423	420	751	400	420	774
Stage 1	-	-	-	-	-	-	706	664	-	697	679	-
Stage 2	-	-	-	-	-	-	730	678	-	677	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1300	-	-	1280	-	-	400	412	749	386	413	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	412	-	386	413	-
Stage 1	-	-	-	-	-	-	700	658	-	691	673	-
Stage 2	-	-	-	-	-	-	698	671	-	661	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0.22	11.42	11.13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	573	53	-	-	50	-	-	624
HCM Lane V/C Ratio	0.021	0.007	-	-	0.006	-	-	0.058
HCM Control Delay (s/veh)	11.4	7.8	0	-	7.8	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	223	11	13	389	9	7	0	23	2	0	11
Future Vol, veh/h	19	223	11	13	389	9	7	0	23	2	0	11
Conflicting Peds, #/hr	21	0	0	0	0	21	1	0	5	5	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	15	5	0	0	0	9	0	0	0
Mvmt Flow	21	248	12	14	432	10	8	0	26	2	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	260	0	0	758	788	259	782	789	459
Stage 1	-	-	-	-	-	-	296	296	-	487	487	-
Stage 2	-	-	-	-	-	-	462	492	-	295	302	-
Critical Hdwy	4.1	-	-	4.25	-	-	7.1	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.335	-	-	3.5	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1109	-	-	1233	-	-	326	325	763	314	325	606
Stage 1	-	-	-	-	-	-	717	672	-	566	554	-
Stage 2	-	-	-	-	-	-	584	551	-	718	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1086	-	-	1233	-	-	307	307	759	285	306	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	307	-	285	306	-
Stage 1	-	-	-	-	-	-	700	657	-	546	534	-
Stage 2	-	-	-	-	-	-	562	531	-	675	653	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.63	0.25	11.77	12.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	134	-	-	57	-	-	509
HCM Lane V/C Ratio	0.059	0.019	-	-	0.012	-	-	0.028
HCM Control Delay (s/veh)	11.8	8.4	0	-	8	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	179	3	18	183	1	5	0	4	4	0	20
Future Vol, veh/h	14	179	3	18	183	1	5	0	4	4	0	20
Conflicting Peds, #/hr	7	0	2	2	0	7	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	13	0	0	6	0	0	0	0	0	0	10
Mvmt Flow	16	201	3	20	206	1	6	0	4	4	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	206	0	0	484	490	207	488	492	215
Stage 1	-	-	-	-	-	-	236	236	-	254	254	-
Stage 2	-	-	-	-	-	-	248	254	-	235	238	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.39
Pot Cap-1 Maneuver	1288	-	-	1377	-	-	496	482	839	493	481	805
Stage 1	-	-	-	-	-	-	771	713	-	755	701	-
Stage 2	-	-	-	-	-	-	760	701	-	773	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	1374	-	-	466	463	836	472	462	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	466	463	-	472	462	-
Stage 1	-	-	-	-	-	-	759	702	-	738	685	-
Stage 2	-	-	-	-	-	-	725	684	-	757	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.56	0.68	11.32	10.23
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	128	-	-	160	-	-	716
HCM Lane V/C Ratio	0.017	0.012	-	-	0.015	-	-	0.038
HCM Control Delay (s/veh)	11.3	7.8	0	-	7.7	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	168	8	18	272	11	26	1	5	3	1	24
Future Vol, veh/h	24	168	8	18	272	11	26	1	5	3	1	24
Conflicting Peds, #/hr	5	0	3	3	0	5	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	27	191	9	20	309	13	30	1	6	3	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	327	0	0	203	0	0	606	621	199	608	619	322
Stage 1	-	-	-	-	-	-	253	253	-	361	361	-
Stage 2	-	-	-	-	-	-	353	368	-	247	258	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1244	-	-	1381	-	-	412	406	847	411	407	723
Stage 1	-	-	-	-	-	-	756	701	-	661	629	-
Stage 2	-	-	-	-	-	-	668	625	-	761	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1377	-	-	377	386	843	387	387	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	386	-	387	387	-
Stage 1	-	-	-	-	-	-	735	682	-	646	615	-
Stage 2	-	-	-	-	-	-	629	611	-	735	679	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.96	0.46	14.56	10.92
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	214	-	-	107	-	-	640
HCM Lane V/C Ratio	0.088	0.022	-	-	0.015	-	-	0.05
HCM Control Delay (s/veh)	14.6	8	0	-	7.7	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	259	3	18	222	1	5	0	4	4	0	20
Future Vol, veh/h	14	259	3	18	222	1	5	0	4	4	0	20
Conflicting Peds, #/hr	7	0	2	2	0	7	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	13	0	0	6	0	0	0	0	0	0	10
Mvmt Flow	16	291	3	20	249	1	6	0	4	4	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	296	0	0	618	624	297	622	625	259
Stage 1	-	-	-	-	-	-	326	326	-	297	297	-
Stage 2	-	-	-	-	-	-	292	298	-	324	328	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.39
Pot Cap-1 Maneuver	1240	-	-	1277	-	-	404	404	747	402	404	761
Stage 1	-	-	-	-	-	-	691	652	-	716	671	-
Stage 2	-	-	-	-	-	-	720	671	-	692	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1232	-	-	1274	-	-	378	387	745	383	387	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	387	-	383	387	-
Stage 1	-	-	-	-	-	-	679	641	-	698	654	-
Stage 2	-	-	-	-	-	-	685	654	-	676	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	0.59	12.6	10.79
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	484	91	-	-	134	-	-	649
HCM Lane V/C Ratio	0.021	0.013	-	-	0.016	-	-	0.042
HCM Control Delay (s/veh)	12.6	8	0	-	7.9	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	212	8	18	353	11	26	1	5	3	1	24
Future Vol, veh/h	24	212	8	18	353	11	26	1	5	3	1	24
Conflicting Peds, #/hr	5	0	3	3	0	5	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	27	241	9	20	401	13	30	1	6	3	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	419	0	0	253	0	0	748	763	249	750	761	414
Stage 1	-	-	-	-	-	-	303	303	-	453	453	-
Stage 2	-	-	-	-	-	-	445	460	-	297	308	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1151	-	-	1324	-	-	331	337	794	330	338	642
Stage 1	-	-	-	-	-	-	711	667	-	590	573	-
Stage 2	-	-	-	-	-	-	596	570	-	716	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1146	-	-	1320	-	-	300	318	791	309	319	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	318	-	309	319	-
Stage 1	-	-	-	-	-	-	689	647	-	575	559	-
Stage 2	-	-	-	-	-	-	557	555	-	689	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.81	0.37	17.15	11.88
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	176	-	-	84	-	-	555
HCM Lane V/C Ratio	0.109	0.024	-	-	0.015	-	-	0.057
HCM Control Delay (s/veh)	17.1	8.2	0	-	7.8	0	-	11.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	157	27	19	185	0	13	0	19	1	0	0
Future Vol, veh/h	1	157	27	19	185	0	13	0	19	1	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	13	4	0	6	0	8	0	5	0	0	0
Mvmt Flow	1	180	31	22	213	0	15	0	22	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	215	0	0	459	459	200	439	474	213
Stage 1	-	-	-	-	-	-	202	202	-	256	256	-
Stage 2	-	-	-	-	-	-	256	256	-	183	218	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.18	6.5	6.25	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.572	4	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1366	-	-	503	502	833	532	492	832
Stage 1	-	-	-	-	-	-	786	738	-	753	699	-
Stage 2	-	-	-	-	-	-	735	699	-	824	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1361	-	-	491	490	830	508	481	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	490	-	508	481	-
Stage 1	-	-	-	-	-	-	782	734	-	739	686	-
Stage 2	-	-	-	-	-	-	722	686	-	801	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.04	0.72	10.89	12.11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	9	-	-	168	-	-	508
HCM Lane V/C Ratio	0.057	0.001	-	-	0.016	-	-	0.002
HCM Control Delay (s/veh)	10.9	7.6	0	-	7.7	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	150	21	6	245	0	47	0	43	1	0	1
Future Vol, veh/h	4	150	21	6	245	0	47	0	43	1	0	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	6	0	2	0	0	0	0	0
Mvmt Flow	4	167	23	7	272	0	52	0	48	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	192	0	0	475	475	180	461	486	272
Stage 1	-	-	-	-	-	-	189	189	-	286	286	-
Stage 2	-	-	-	-	-	-	286	286	-	176	201	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1303	-	-	1394	-	-	500	491	868	514	484	771
Stage 1	-	-	-	-	-	-	813	747	-	726	679	-
Stage 2	-	-	-	-	-	-	722	679	-	831	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1391	-	-	494	486	866	481	479	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	494	486	-	481	479	-
Stage 1	-	-	-	-	-	-	808	743	-	722	675	-
Stage 2	-	-	-	-	-	-	717	675	-	782	735	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0.18	11.9	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	40	-	-	43	-	-	593
HCM Lane V/C Ratio	0.161	0.003	-	-	0.005	-	-	0.004
HCM Control Delay (s/veh)	11.9	7.8	0	-	7.6	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	157	107	70	185	0	52	0	44	1	0	0
Future Vol, veh/h	1	157	107	70	185	0	52	0	44	1	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	13	4	0	6	0	8	0	5	0	0	0
Mvmt Flow	1	180	123	80	213	0	60	0	51	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	307	0	0	622	622	246	556	683	213
Stage 1	-	-	-	-	-	-	248	248	-	374	374	-
Stage 2	-	-	-	-	-	-	374	374	-	183	310	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.18	6.5	6.25	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.572	4	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1265	-	-	391	406	785	445	374	832
Stage 1	-	-	-	-	-	-	743	705	-	651	621	-
Stage 2	-	-	-	-	-	-	635	621	-	824	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1260	-	-	361	374	782	385	345	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	374	-	385	345	-
Stage 1	-	-	-	-	-	-	739	701	-	604	576	-
Stage 2	-	-	-	-	-	-	589	576	-	770	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	2.21	14.75	14.37
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	6	-	-	494	-	-	385
HCM Lane V/C Ratio	0.23	0.001	-	-	0.064	-	-	0.003
HCM Control Delay (s/veh)	14.7	7.6	0	-	8.1	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	150	65	34	245	0	128	0	95	1	0	1
Future Vol, veh/h	4	150	65	34	245	0	128	0	95	1	0	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	6	0	0	6	0	2	0	0	0	0	0
Mvmt Flow	4	167	72	38	272	0	142	0	106	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	241	0	0	561	561	205	523	598	272
Stage 1	-	-	-	-	-	-	214	214	-	348	348	-
Stage 2	-	-	-	-	-	-	348	348	-	176	250	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1303	-	-	1338	-	-	438	439	841	468	419	771
Stage 1	-	-	-	-	-	-	789	729	-	672	638	-
Stage 2	-	-	-	-	-	-	668	638	-	831	704	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1335	-	-	420	422	839	394	402	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	422	-	394	402	-
Stage 1	-	-	-	-	-	-	784	725	-	650	617	-
Stage 2	-	-	-	-	-	-	645	617	-	724	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0.95	17.45	11.94
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	534	31	-	-	219	-	-	521
HCM Lane V/C Ratio	0.464	0.003	-	-	0.028	-	-	0.004
HCM Control Delay (s/veh)	17.4	7.8	0	-	7.8	0	-	11.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.4	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	198	124	131	116	20
Future Vol, veh/h	42	198	124	131	116	20
Conflicting Peds, #/hr	6	0	0	6	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	3	4	3	0
Mvmt Flow	46	215	135	142	126	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	283	0	-	0	520	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	4.13	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1273	-	-	-	515	833
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1266	-	-	-	488	828
Mov Cap-2 Maneuver	-	-	-	-	488	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.39	0	14.66
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	315	-	-	-	520
HCM Lane V/C Ratio	0.036	-	-	-	0.284
HCM Control Delay (s/veh)	7.9	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	129	219	270	91	25
Future Vol, veh/h	103	129	219	270	91	25
Conflicting Peds, #/hr	7	0	0	7	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	1	3	0
Mvmt Flow	111	139	235	290	98	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	750	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.12	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.218	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1035	-	-	-	378	665
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1028	-	-	-	329	660
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.96	0	19.66
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	799	-	-	-	369
HCM Lane V/C Ratio	0.108	-	-	-	0.338
HCM Control Delay (s/veh)	8.9	0	-	-	19.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	235	142	152	160	20
Future Vol, veh/h	42	235	142	152	160	20
Conflicting Peds, #/hr	6	0	0	6	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	3	4	3	0
Mvmt Flow	46	255	154	165	174	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	326	0	-	0	591	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.13	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1228	-	-	-	468	801
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1221	-	-	-	443	796
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.22	0	18.22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	273	-	-	-	466
HCM Lane V/C Ratio	0.037	-	-	-	0.42
HCM Control Delay (s/veh)	8.1	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	149	256	314	115	25
Future Vol, veh/h	103	149	256	314	115	25
Conflicting Peds, #/hr	7	0	0	7	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	1	3	0
Mvmt Flow	111	160	275	338	124	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	620	0	-	0	835	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.12	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.218	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	961	-	-	-	336	612
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	954	-	-	-	290	608
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.79	0	25.91
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	320
HCM Lane V/C Ratio	0.116	-	-	-	0.471
HCM Control Delay (s/veh)	9.3	0	-	-	25.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	2.4

HCS Freeway Weaving Report (HCM 7.1)

Project Information

Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction	Madison Ave WB Btwn Main and Gagnon	Time Analyzed	AM Build
Project Description	Eastern Weave Section	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	0
Segment Short Length (L_S), ft	250	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Weaving Configuration	One-sided Complex	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	-
Terrain Type	Level	Number of Weaving Lanes (NW_{RF}), ln	1
Percent Grade, %	-	Number of Weaving Lanes (NW_{FR}), ln	1
Cross Weaving Managed Lane	No	Number of Weaving Lanes (NW_{RR}), ln	-

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	0.939

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	703	111	1	59
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	2.00	6.00	0.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.943	1.000	0.980
Flow Rate (v_i), pc/h	763	125	1	64
Entering Freeway Flow Rate (v_F), pc/h	827	Volume Ratio (VR)		0.198
On-Ramp Flow Rate (v_{ON}), pc/h	126	Basic Seg. Per Lane Adj. Cap. ($C_{b,adj}$), pc/h/ln		2066
Off-Ramp Flow Rate (v_{OFF}), pc/h	65	Basic Seg. Adj. Breakpoint (BP_{adj}), pc/h/ln		2017
Total Flow Rate (v), pc/h	953	Weaving Segment Capacity (C_W), pc/h/ln		1820
Total Flow Rate on Per Lane Basis, pc/h/ln	318	Demand-to-Capacity Ratio (d/c)		0.17

Speed and Density

Avg. Speed in Equivalent Basic Seg. (S_b), mi/h	42.8	Weaving Intensity Factor (W)	0.031364
Speed Impedance Term Weaving (SIW), mi/h	0.00	Density (D), pc/mi/ln	7.4
Overall Mean Speed in Weave Seg. (S_O), mi/h	42.8	Level of Service (LOS)	A

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HCS Freeway Weaving Report (HCM 7.1)

Project Information

Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction	Madison Ave WB Btwn Main and Gagnon	Time Analyzed	PM Build
Project Description	Eastern Weave Section	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	0
Segment Short Length (L_S), ft	250	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Weaving Configuration	One-sided Complex	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	-
Terrain Type	Level	Number of Weaving Lanes (NW_{RF}), ln	1
Percent Grade, %	-	Number of Weaving Lanes (NW_{FR}), ln	1
Cross Weaving Managed Lane	No	Number of Weaving Lanes (NW_{RR}), ln	-

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	0.939

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1516	294	1	6
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	1.00	3.00	0.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.990	0.971	1.000	1.000
Flow Rate (v_i), pc/h	1629	322	1	6
Entering Freeway Flow Rate (v_F), pc/h	1635	Volume Ratio (VR)		0.168
On-Ramp Flow Rate (v_{ON}), pc/h	323	Basic Seg. Per Lane Adj. Cap. ($C_{b,adj}$), pc/h/ln		2066
Off-Ramp Flow Rate (v_{OFF}), pc/h	7	Basic Seg. Adj. Breakpoint (BP_{adj}), pc/h/ln		2017
Total Flow Rate (v), pc/h	1958	Weaving Segment Capacity (C_W), pc/h/ln		1816
Total Flow Rate on Per Lane Basis, pc/h/ln	653	Demand-to-Capacity Ratio (d/c)		0.36

Speed and Density

Avg. Speed in Equivalent Basic Seg. (S_b), mi/h	42.8	Weaving Intensity Factor (W)	0.033156
Speed Impedance Term Weaving (SIW), mi/h	5.06	Density (D), pc/mi/ln	17.3
Overall Mean Speed in Weave Seg. (S_O), mi/h	37.7	Level of Service (LOS)	B

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HCS Freeway Weaving Report (HCM 7.1)

Project Information

Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction	Madison Ave WB Btwn Gagnon & I-287NBRamp	Time Analyzed	AM Build
Project Description	Western Weave Section	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Segment Short Length (L_S), ft	300	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Weaving Configuration	One-sided Complex	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	-
Terrain Type	Level	Number of Weaving Lanes (NW_{RF}), ln	1
Percent Grade, %	-	Number of Weaving Lanes (NW_{FR}), ln	1
Cross Weaving Managed Lane	No	Number of Weaving Lanes (NW_{RR}), ln	-

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	0.939

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	459	89	76	352
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	3.00	7.00	1.00	1.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.935	0.990	0.990
Flow Rate (v_i), pc/h	503	101	82	378
Entering Freeway Flow Rate (v_F), pc/h	881	Volume Ratio (VR)		0.450
On-Ramp Flow Rate (v_{ON}), pc/h	183	Basic Seg. Per Lane Adj. Cap. ($C_{b,adj}$), pc/h/ln		2066
Off-Ramp Flow Rate (v_{OFF}), pc/h	460	Basic Seg. Adj. Breakpoint (BP_{adj}), pc/h/ln		2017
Total Flow Rate (v), pc/h	1064	Weaving Segment Capacity (C_W), pc/h/ln		1821
Total Flow Rate on Per Lane Basis, pc/h/ln	355	Demand-to-Capacity Ratio (d/c)		0.19

Speed and Density

Avg. Speed in Equivalent Basic Seg. (S_b), mi/h	42.8	Weaving Intensity Factor (W)	0.030742
Speed Impedance Term Weaving (SIW), mi/h	0.00	Density (D), pc/mi/ln	8.3
Overall Mean Speed in Weave Seg. (S_O), mi/h	42.8	Level of Service (LOS)	A

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HCS Freeway Weaving Report (HCM 7.1)

Project Information

Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction	Madison Ave WB Btwn Gagnon & I-287NBRamp	Time Analyzed	PM Build
Project Description	Western Weave Section	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	3	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Segment Short Length (L_S), ft	300	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Weaving Configuration	One-sided Complex	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	-
Terrain Type	Level	Number of Weaving Lanes (NW_{RF}), ln	1
Percent Grade, %	-	Number of Weaving Lanes (NW_{FR}), ln	1
Cross Weaving Managed Lane	No	Number of Weaving Lanes (NW_{RR}), ln	-

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	0.939

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1135	191	162	688
Peak Hour Factor (PHF)	0.94	0.94	0.94	0.94
Total Trucks, %	2.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.990	0.990	0.990
Flow Rate (v_i), pc/h	1232	205	174	739
Entering Freeway Flow Rate (v_F), pc/h	1971	Volume Ratio (VR)		0.402
On-Ramp Flow Rate (v_{ON}), pc/h	379	Basic Seg. Per Lane Adj. Cap. ($C_{b,adj}$), pc/h/ln		2066
Off-Ramp Flow Rate (v_{OFF}), pc/h	913	Basic Seg. Adj. Breakpoint (BP_{adj}), pc/h/ln		2017
Total Flow Rate (v), pc/h	2350	Weaving Segment Capacity (C_W), pc/h/ln		1811
Total Flow Rate on Per Lane Basis, pc/h/ln	783	Demand-to-Capacity Ratio (d/c)		0.43

Speed and Density

Avg. Speed in Equivalent Basic Seg. (S_b), mi/h	42.8	Weaving Intensity Factor (W)	0.035246
Speed Impedance Term Weaving (SIW), mi/h	9.99	Density (D), pc/mi/ln	23.9
Overall Mean Speed in Weave Seg. (S_O), mi/h	32.8	Level of Service (LOS)	C

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HCS Freeway Merge Report

Project Information

Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction		Time Analyzed	AM No-Build
Project Description	Normandy Pkwy SB Right & Madison WB	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	45.0	45.0
Segment Length (L) / Acceleration Lane Length (LA), ft	150	100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	0.939	0.939

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	525	540
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	564 | 1144	580
Capacity (c_{md}), pc/h	4500	2100
Adjusted Capacity (c_{mda}), pc/h	4226	1972
Volume-to-Capacity Ratio (v/c)	0.27	0.29

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	42.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	564	Outer Lanes Freeway Speed (S_O), mi/h	42.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1144	Ramp Junction Speed (S), mi/h	42.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	13.5
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	13.6

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HCS Freeway Merge Report

Project Information			
Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction		Time Analyzed	PM No-Build
Project Description	Normandy Pkwy SB Right & Madison WB	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	45.0	45.0
Segment Length (L) / Acceleration Lane Length (LA), ft	150	100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	0.939	0.939

Demand and Capacity		
Demand Volume (V_i), veh/h	812	448
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	2.00	1.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.990
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	901 | 1393	492
Capacity (c_{md}), pc/h	4500	2100
Adjusted Capacity (c_{mda}), pc/h	4226	1972
Volume-to-Capacity Ratio (v/c)	0.33	0.25

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	42.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	901	Outer Lanes Freeway Speed (S_O), mi/h	42.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1393	Ramp Junction Speed (S), mi/h	42.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	16.4
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	15.6

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HCS Freeway Merge Report

Project Information			
Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction		Time Analyzed	AM Build
Project Description	Normandy Pkwy SB Right & Madison WB	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	45.0	45.0
Segment Length (L) / Acceleration Lane Length (LA), ft	150	100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	0.939	0.939

Demand and Capacity		
Demand Volume (V_i), veh/h	529	642
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	568 | 1258	690
Capacity (c_{md}), pc/h	4500	2100
Adjusted Capacity (c_{mda}), pc/h	4226	1972
Volume-to-Capacity Ratio (v/c)	0.30	0.35

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	42.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	568	Outer Lanes Freeway Speed (S_O), mi/h	42.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1258	Ramp Junction Speed (S), mi/h	42.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	14.8
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	14.4

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HCS Freeway Merge Report

Project Information

Analyst	KAMP	Date	2/26/2025
Agency		Analysis Year	2027
Jurisdiction		Time Analyzed	PM Build
Project Description	Normandy Pkwy SB Right & Madison WB	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	45.0	45.0
Segment Length (L) / Acceleration Lane Length (LA), ft	150	100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	0.939	0.939

Demand and Capacity

Demand Volume (V_i), veh/h	814	504
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	2.00	1.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.990
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	903 | 1456	553
Capacity (c_{md}), pc/h	4500	2100
Adjusted Capacity (c_{mda}), pc/h	4226	1972
Volume-to-Capacity Ratio (v/c)	0.34	0.28

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	42.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	903	Outer Lanes Freeway Speed (S_O), mi/h	42.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1456	Ramp Junction Speed (S), mi/h	42.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	17.1
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	16.0

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APPENDIX G
NJDOT DETERIORATION ANALYSIS

NJDOT Deterioration Standards

The standard criteria used to analyze the study locations are based on the State Highway Access Management Code, published by the NJDOT (New Jersey Department of Transportation).

Signalized Intersection Deterioration Criteria

- Urban Lot
  - Study locations, on all approaches, operate at LOS A, B, C, D, or E, under the No Build condition; allowed deterioration of 25% of the difference between the No Build condition and the bottom of LOS E (80 seconds).
  - No deterioration is allowed in the Build condition if the traffic movement operates at an LOS F, under the No Build condition.
  - The delay deterioration for LOS F shall be expressed at the V/C ratio for that movement.
  - New approach: If a new approach is added to an existing signalized intersection, all movements of the new approach shall operate at a minimum of LOS C based on the build year traffic volumes. All proposed new signalized intersections shall operate at a minimum of LOS C for all movements.
  - In either urban or rural areas where a violation occurs at a signalized study location, if a traffic movement on any approach operates at a LOS F in the no-build condition, the proposed mitigation must, at a minimum, correct that violation back to the V/C ratio in the no-build condition.

Unsignalized Intersection Deterioration Criteria

- Urban Lot
  - Street Intersections
    - Study locations, on all approaches, operate at LOS A, B, C, D, or E, under the No Build condition; allowed deterioration of 25% of the difference between the No Build condition and the bottom of LOS E (50 seconds).
    - No deterioration is allowed in the Build condition if the traffic movement operates at an LOS F, under the No Build condition.
  - Driveways
    - All movements to and from driveways shall operate at LOS E or better in the full build condition.

Weave Standards Deterioration Criteria

- Urban State Highway Segment
  - LOS will be measured by weaving speed and non-weaving speed and shall conform with the values shown in the LOS Criteria for Weaving Sections as found in the current edition of the HCM. LOS shall not deteriorate below a LOS E in the full build condition.

Merge Standards Deterioration Criteria

- Urban or Rural State Highway Segment
  - A merge influence area, operate at LOS A, B, C, or D, under the No Build condition; allowed deterioration of 25% of the difference between the No Build density and 35 passenger cars per mile per lane (the maximum density allowed under LOS D).
  - No deterioration is allowed in the Build condition if the merge influence area operates at an LOS E or F, under the No Build condition.

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: I-287SB On Ramp / I-287SB Off Ramp & Madison Avenue (NJ 124)
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	TTR	0.52	**29.9**	**C**	0.58	**32.3**	**C**	12.5	2.4	NO	0.58	**32.6**	**C**	12.5	2.7	NO	0.58	**32.6**	**C**	12.5	2.7	NO
WB	LTT	0.47	**13.7**	**B**	0.54	**16.7**	**B**	16.6	3.0	NO	0.54	**18.3**	**B**	16.6	4.6	NO	0.54	**18.4**	**B**	16.6	4.7	NO
SB	LTT	0.86	**51.0**	**D**	0.89	**51.9**	**D**	7.3	0.9	NO	0.89	**52.4**	**D**	7.3	1.4	NO	0.89	**52.4**	**D**	7.3	1.4	NO
	LTT	0.86	**51.2**	**D**	0.89	**51.9**	**D**	7.2	0.7	NO	0.89	**52.4**	**D**	7.2	1.2	NO	0.89	**52.4**	**D**	7.2	1.2	NO
	R	0.35	**0.6**	**A**	0.35	**0.6**	**A**	19.9	0.0	NO	0.35	**0.6**	**A**	19.9	0.0	NO	0.35	**0.6**	**A**	19.9	0.0	NO
OVERALL			**29.0**	**C**		**30.9**	**C**	12.8	1.9	NO		**31.4**	**C**	12.8	2.4	NO		**31.4**	**C**	12.8	2.4	NO

Intersection: I-287SB On Ramp / I-287SB Off Ramp & Madison Avenue (NJ 124)
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	TTR	0.32	**23.3**	**C**	0.36	**27.6**	**C**	14.2	4.3	NO	0.37	**27.6**	**C**	14.2	4.3	NO	0.37	**27.6**	**C**	14.2	4.3	NO
WB	LTT	0.67	**4.1**	**A**	0.72	**5.4**	**A**	19.0	1.3	NO	0.73	**3.1**	**A**	19.0	-1.0	NO	0.73	**3.2**	**A**	19.0	-0.9	NO
SB	LTT	0.76	**64.4**	**E**	0.77	**63.2**	**E**	3.9	-1.2	NO	0.77	**63.4**	**E**	3.9	-1.0	NO	0.77	**63.4**	**E**	3.9	-1.0	NO
	LTT	0.76	**64.7**	**E**	0.77	**63.2**	**E**	3.8	-1.5	NO	0.77	**63.4**	**E**	3.8	-1.3	NO	0.77	**63.4**	**E**	3.8	-1.3	NO
	R	0.38	**0.7**	**A**	0.38	**0.7**	**A**	19.8	0.0	NO	0.38	**0.7**	**A**	19.8	0.0	NO	0.38	**0.7**	**A**	19.8	0.0	NO
OVERALL			**15.7**	**B**		**17.3**	**B**	16.1	1.6	NO		**16.2**	**B**	16.1	0.5	NO		**16.3**	**B**	16.1	0.6	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Morristown Medical Center Entrance / Hospital Main Entrance & Madison Avenue (NJ 124)
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	L	0.74	**13.2**	**B**	0.90	**30.8**	**C**	16.7	17.6	YES	0.82	**52.8**	**D**	16.7	39.6	YES	0.87	**19.8**	**B**	16.7	6.6	NO
	TTR	0.45	**2.8**	**A**	0.49	**4.3**	**A**	19.3	1.5	NO	0.46	**4.2**	**A**	19.3	1.4	NO	0.46	**4.2**	**A**	19.3	1.4	NO
WB	L	0.06	**10.2**	**B**	0.05	**16.4**	**B**	17.5	6.2	NO	0.04	**14.4**	**B**	17.5	4.2	NO	0.04	**15.8**	**B**	17.5	5.6	NO
	TTR	0.38	**7.6**	**A**	0.58	**16.7**	**B**	18.1	9.1	NO	0.38	**11.5**	**B**	18.1	3.9	NO	0.38	**12.2**	**B**	18.1	4.6	NO
	R										0.20	**11.8**	**B**	18.1	4.2	NO	0.20	**12.6**	**B**	15.8	-4.1	NO
NB	LTR	0.61	**66.3**	**E**	0.51	**54.7**	**D**	3.4	-11.6	NO	0.52	**58.6**	**E**	3.4	-7.7	NO	0.52	**58.6**	**E**	3.4	-7.7	NO
SB	LT	0.38	**61.1**	**E**	0.50	**61.4**	**E**	4.7	0.3	NO	0.51	**65.1**	**E**	4.7	4.0	NO	0.51	**65.1**	**E**	4.7	4.0	NO
	R	0.18	**54.1**	**D**	0.68	**74.1**	**E**	6.5	20.0	YES	0.08	**0.1**	**A**	6.5	-54.0	NO	0.08	**0.1**	**A**	6.5	-54.0	NO
OVERALL			**9.1**	**A**		**18.4**	**B**	17.7	9.3	NO		**18.9**	**B**	17.7	9.8	NO		**12.4**	**B**	17.7	3.3	NO

Waiver Requested

Intersection: Morristown Medical Center Entrance / Hospital Main Entrance & Madison Avenue (NJ 124)
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	L	0.59	**27.7**	**C**	0.9	**70.6**	**E**	13.1	42.9	YES	0.68	**65.0**	**E**	13.1	37.3	YES	0.78	**49.0**	**D**	13.1	21.3	YES
	TTR	0.34	**9.2**	**A**	0.35	**9.0**	**A**	17.7	-0.2	NO	0.34	**5.2**	**A**	17.7	-4.0	NO	0.34	**5.2**	**A**	17.7	-4.0	NO
WB	L	0.02	**9.9**	**A**	0.02	**10.3**	**B**	17.5	0.4	NO	0.02	**11.0**	**B**	17.5	1.1	NO	0.02	**11.7**	**B**	17.5	1.8	NO
	TTR	0.72	**13.6**	**B**	0.84	**19.3**	**B**	16.6	5.7	NO	0.75	**16.2**	**B**	16.6	2.6	NO	0.80	**19.2**	**B**	16.6	5.6	NO
	R										0.10	**10.4**	**B**	16.6	-3.2	NO	0.11	**11.4**	**B**	15.2	-7.9	NO
NB	LTR	0.85	**72.3**	**E**	0.83	**67.0**	**E**	1.9	-5.3	NO	0.87	**74.0**	**E**	1.9	1.7	NO	0.87	**74.0**	**E**	1.9	1.7	NO
SB	LT	0.33	**42.6**	**D**	0.51	**45.9**	**D**	9.4	3.3	NO	0.52	**46.7**	**D**	9.4	4.1	NO	0.52	**46.7**	**D**	9.4	4.1	NO
	R	0.38	**43.4**	**D**	0.87	**68.3**	**E**	9.2	24.9	YES	0.20	**0.3**	**A**	9.2	-43.1	NO	0.20	**0.3**	**A**	9.2	-43.1	NO
OVERALL			**19.9**	**B**		**29.9**	**C**	15.0	10.0	NO		**21.0**	**C**	15.0	1.1	NO		**21.1**	**C**	15.0	1.2	NO

Waiver Requested

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Turtle Road / Franklin Street & Madison Avenue (NJ 124)
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	LTTR	0.4	**2.2**	**A**	0.42	**2.0**	**A**	19.5	-0.2	NO	0.43	**3.1**	**A**	19.5	0.9	NO	0.43	**3.1**	**A**	19.5	0.9	NO
WB	LTTR	0.50	**10.2**	**B**	0.55	**10.3**	**B**	17.5	0.1	NO	0.57	**12.1**	**B**	17.5	1.9	NO	0.57	**12.1**	**B**	17.5	1.9	NO
NB	LTR	0.72	**70.3**	**E**	0.70	**68.8**	**E**	2.4	-1.5	NO	0.62	**60.3**	**E**	2.4	-10.0	NO	0.62	**60.3**	**E**	2.4	-10.0	NO
SB	L	0.56	**66.7**	**E**	0.74	**81.9**	**F**	3.3	15.2	YES	0.63	**68.8**	**E**	3.3	2.1	NO	0.63	**68.8**	**E**	3.3	2.1	NO
	TR	0.30	**35.7**	**D**	0.29	**35.4**	**D**	11.1	-0.3	NO	0.26	**34.3**	**C**	11.1	-1.4	NO	0.26	**34.3**	**C**	11.1	-1.4	NO
OVERALL			**12.6**	**B**		**13.4**	**B**	16.9	0.8	NO		**13.7**	**B**	16.9	1.1	NO		**13.7**	**B**	16.9	1.1	NO

Intersection: Turtle Road / Franklin Street & Madison Avenue (NJ 124)
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	LTTR	0.5	**4.6**	**A**	0.54	**5.3**	**A**	18.9	0.7	NO	0.56	**7.0**	**A**	18.9	2.4	NO	0.56	**7.0**	**B**	18.9	2.4	NO
WB	LTTR	0.61	**3.0**	**A**	0.65	**3.6**	**A**	19.3	0.6	NO	0.67	**4.1**	**A**	19.3	1.1	NO	0.67	**4.1**	**A**	19.3	1.1	NO
NB	LTR	0.81	**67.3**	**E**	0.76	**60.2**	**E**	3.2	-7.1	NO	0.68	**53.4**	**D**	3.2	-13.9	NO	0.68	**53.4**	**D**	3.2	-13.9	NO
SB	L	0.63	**57.7**	**E**	0.83	**74.1**	**E**	5.6	16.4	YES	0.75	**63.0**	**E**	5.6	5.3	NO	0.75	**63.0**	**E**	5.6	5.3	NO
	TR	0.23	**23.6**	**C**	0.21	**22.7**	**C**	14.1	-0.9	NO	0.19	**22.3**	**C**	14.1	-1.3	NO	0.19	**22.3**	**C**	14.1	-1.3	NO
OVERALL			**11.5**	**B**		**13.2**	**B**	17.1	1.7	NO		**12.8**	**B**	17.1	1.3	NO		**12.8**	**B**	17.1	1.3	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Normandy Parkway / Driveway & Madison Avenue (NJ 124)
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	L	0.73	**72.4**	**E**	0.78	**70.8**	**E**	1.9	-1.6	NO	0.39	**8.7**	**A**	1.9	-63.7	NO	0.39	**8.7**	**A**	1.9	-63.7	NO
	TR	0.54	**14.0**	**B**	0.54	**13.7**	**B**	16.5	-0.3	NO	0.54	**12.2**	**B**	16.5	-1.8	NO	0.54	**12.2**	**B**	16.5	-1.8	NO
WB	L	0.04	**56.8**	**E**	0.04	**56.8**	**E**	5.8	0.0	NO	0.04	**56.8**	**E**	5.8	0.0	NO	0.04	**56.8**	**E**	5.8	0.0	NO
	T	0.52	**21.4**	**C**	0.56	**24.5**	**C**	14.7	3.1	NO	0.50	**18.4**	**B**	14.7	-3.0	NO	0.50	**18.4**	**B**	14.7	-3.0	NO
	R	0.19	**4.8**	**A**	0.19	**5.5**	**A**	18.8	0.7	NO	0.18	**4.3**	**A**	18.8	-0.5	NO	0.18	**4.3**	**A**	18.8	-0.5	NO
NB	LTR	0.01	**39.7**	**D**	0.01	**39.7**	**D**	10.1	0.0	NO	0.01	**39.7**	**D**	10.1	0.0	NO	0.01	**39.7**	**D**	10.1	0.0	NO
SB	LT	0.78	**73.2**	**E**	0.78	**73.2**	**E**	1.7	0.0	NO	0.78	**73.2**	**E**	1.7	0.0	NO	0.78	**73.2**	**E**	1.7	0.0	NO
	R							20.0	0.0	NO				20.0	0.0	NO				20.0	0.0	NO
OVERALL			**26.8**	**C**		**28.7**	**C**	13.3	1.9	NO		**18.6**	**B**	13.3	-8.2	NO		**18.6**	**B**	13.3	-8.2	NO

Intersection: Normandy Parkway / Driveway & Madison Avenue (NJ 124)
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	L	0.93	**65.9**	**E**	1.15	**126.4**	**F**	3.5	60.5	YES	1.03	**78.8**	**E**	3.5	12.9	YES	1.03	**78.8**	**E**	3.5	12.9	YES
	TR	0.51	**15.0**	**B**	0.51	**14.6**	**B**	16.3	-0.4	NO	0.51	**12.8**	**B**	16.3	-2.2	NO	0.51	**12.8**	**B**	16.3	-2.2	NO
WB	L	0.02	**54.0**	**D**	0.02	**54.0**	**D**	6.5	0.0	NO	0.02	**54.0**	**D**	6.5	0.0	NO	0.02	**54.0**	**D**	6.5	0.0	NO
	T	1.00	**63.7**	**E**	1.03	**71.9**	**E**	4.1	8.2	YES	1.01	**66.1**	**E**	4.1	2.4	NO	1.01	**66.1**	**E**	4.1	2.4	NO
	R	0.35	**7.6**	**A**	0.36	**7.7**	**A**	18.1	0.1	NO	0.35	**7.3**	**A**	18.1	-0.3	NO	0.35	**7.3**	**A**	18.1	-0.3	NO
NB	LTR	0.05	**43.5**	**D**	0.05	**43.5**	**D**	9.1	0.0	NO	0.05	**43.5**	**D**	9.1	0.0	NO	0.05	**43.5**	**D**	9.1	0.0	NO
SB	LT	1.05	**123.8**	**F**	1.05	**123.8**	**F**	0.0	0.0	NO	1.05	**123.8**	**F**	0.0	0.0	NO	1.05	**123.8**	**F**	0.0	0.0	NO
	R							20.0	0.0	NO				20.0	0.0	NO				20.0	0.0	NO
OVERALL			**49.0**	**D**		**63.6**	**E**	7.8	14.6	YES		**52.3**	**D**	7.8	3.3	NO		**52.3**	**D**	7.8	3.3	NO

Waiver Requested

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Normandy Parkway SB Right-Turn Merge
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS					BUILD CONDITONS					CHANGE IN DENSITY		
APPROACH		#	v/c	v/c	DENSITY	LOS	#	v/c	v/c	DENSITY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT		LANES	Freeway	Ramp			LANES	Freeway	Ramp					
SB	MERGE	1 / 1	0.27	0.29	13.5	B	1 / 1	0.30	0.35	14.8	B	5.4	1.3	NO

Intersection: Normandy Parkway SB Right-Turn Merge
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS					BUILD CONDITONS					CHANGE IN DENSITY		
APPROACH		#	v/c	v/c	DENSITY	LOS	#	v/c	v/c	DENSITY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT		LANES	Freeway	Ramp			LANES	Freeway	Ramp					
SB	MERGE	1 / 1	0.33	0.25	16.4	B	1 / 1	0.34	0.28	17.1	B	4.7	0.7	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Unnamed Road / I-287 NB On Ramp & Madison Avenue (NJ 124)
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY					BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	APPROACH		v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT											MOVEMENT													
EB	L	0.156	**9.3**	**A**	0.163	**9.5**	**A**	10.2	0.2	NO	EB	TTR	0.86	**20.2**	**C**	35.0	20.2	NO	0.86	**20.2**	**C**	35.0	20.2	NO
NB	LTR	0.861	**48.0**	**E**	1.145	**126.5**	**F**	0.5	78.5	YES	WB	TT	0.29	**7.7**	**A**	35.0	7.7	NO	0.29	**6.6**	**A**	35.0	6.6	NO
								12.5	0.0	NO		R	0.41	**2.9**	**A**	35.0	2.9	NO	0.41	**2.3**	**A**	35.0	2.3	NO
											NB	LT	0.05	**42.3**	**D**	35.0	42.3	YES	0.05	**42.3**	**D**	35.0	42.3	YES
												RR	0.85	**67.3**	**E**	35.0	67.3	YES	0.85	**67.3**	**E**	35.0	67.3	YES
											OVERALL			**21.4**	**C**	35.0	21.4	NO		**21.1**	**C**	35.0	21.1	NO

Waiver Requested

Intersection: Unnamed Road / I-287 NB On Ramp & Madison Avenue (NJ 124)
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY					BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	APPROACH		v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT											MOVEMENT													
EB	L	0.282	**15.2**	**C**	0.310	**16.6**	**C**	8.7	1.4	NO	EB	TTR	0.56	**14.9**	**B**	35.0	14.9	NO	0.56	**14.9**	**B**	35.0	14.9	NO
NB	LTR	0.682	**33.5**	**D**	0.862	**57.7**	**F**	4.1	24.2	YES	WB	TT	0.66	**9.6**	**A**	35.0	9.6	NO	0.66	**8.7**	**A**	35.0	8.7	NO
								12.5	0.0	NO		R	0.70	**4.6**	**A**	35.0	4.6	NO	0.70	**4.6**	**A**	35.0	4.6	NO
											NB	LT	0.22	**48.7**	**D**	35.0	48.7	YES	0.22	**48.7**	**D**	35.0	48.7	YES
												RR	0.70	**61.7**	**E**	35.0	61.7	YES	0.70	**61.7**	**E**	35.0	61.7	YES
											OVERALL			**13.6**	**B**	35.0	13.6	NO		**13.2**	**B**	35.0	13.2	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Gagnon Drive / Driveway & Madison Avenue (NJ 124)
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	L							12.5	0.0	NO				12.5	0.0	NO				12.5	0.0	NO
WB	L							12.5	0.0	NO				12.5	0.0	NO				12.5	0.0	NO
NB	R	0.037	**19.8**	**C**	0.043	**22.4**	**C**	7.6	2.6	NO	0.050	**25.3**	**D**	7.6	5.5	NO	0.050	**25.3**	**D**	7.6	5.5	NO
SB	R	0.188	**9.9**	**A**	0.195	**10.1**	**B**	10.0	0.2	NO	0.212	**10.6**	**B**	10.0	0.7	NO	0.212	**10.6**	**B**	10.0	0.7	NO

Intersection: Gagnon Drive / Driveway & Madison Avenue (NJ 124)
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 2			CHANGE IN DELAY			BUILD CONDITIONS ALTERNATIVE 1			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT																						
EB	L							12.5	0.0	NO				12.5	0.0	NO				12.5	0.0	NO
WB	L							12.5	0.0	NO				12.5	0.0	NO				12.5	0.0	NO
NB	R	0.041	**11.8**	**B**	0.044	**12.4**	**B**	9.6	0.6	NO	0.052	**13.7**	**B**	9.6	1.9	NO	0.052	**13.7**	**B**	9.6	1.9	NO
SB	R	0.527	**16.0**	**C**	0.566	**17.8**	**C**	8.5	1.8	NO	0.538	**16.5**	**C**	8.5	0.5	NO	0.538	**16.5**	**C**	8.5	0.5	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Morris Street (CR 510) & Ford Avenue / Taft Lane
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT										
EB	LTTR	0.76	**15.4**	**B**	0.81	**18.0**	**B**	16.2	2.6	NO
NB	LTR	0.80	**54.8**	**D**	0.82	**54.6**	**D**	6.3	-0.2	NO
SB	LTR	0.08	**19.5**	**B**	0.07	**18.5**	**B**	15.1	-1.0	NO
OVERALL			**20.3**	**C**		**22.8**	**C**	14.9	2.5	NO

Intersection: Morris Street (CR 510) & Ford Avenue / Taft Lane
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
MOVEMENT										
EB	LTTR	0.67	**15.3**	**B**	0.71	**17.2**	**B**	16.2	1.9	NO
NB	LTR	0.88	**50.7**	**D**	0.90	**51.9**	**D**	7.3	1.2	NO
SB	LTR	0.03	**17.7**	**B**	0.03	**17.9**	**B**	15.6	0.2	NO
OVERALL			**22.9**	**C**		**25.2**	**C**	14.3	2.3	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Hospital West Driveway & Franklin Street
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	TR							12.5	0.0	NO
WB	LT	0.060	8.1	A	0.064	8.4	A	10.5	0.3	NO
NB	LR	0.107	12.7	B	0.127	14.4	B	9.3	1.7	NO

Intersection: Hospital West Driveway & Franklin Street
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	TR							12.5	0.0	NO
WB	LT	0.013	7.9	A	0.014	8.0	A	10.5	0.1	NO
NB	LR	0.465	17.4	C	0.550	22.2	C	8.2	4.8	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Hospital Driveway / Mellon Place & Franklin Street
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LTR	0.007	7.7	A	0.007	7.8	A	10.6	0.1	NO
WB	LTR	0.006	7.6	A	0.006	7.8	A	10.6	0.2	NO
NB	LTR	0.018	10.5	B	0.021	11.4	B	9.9	0.9	NO
SB	LTR	0.052	10.5	B	0.058	11.1	B	9.9	0.6	NO

Intersection: Hospital Driveway / Mellon Place & Franklin Street
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LTR	0.018	8.1	A	0.019	8.4	A	10.5	0.3	NO
WB	LTR	0.011	7.8	A	0.012	8.0	A	10.6	0.2	NO
NB	LTR	0.052	10.9	B	0.059	11.8	B	9.8	0.9	NO
SB	LTR	0.025	11.3	B	0.028	12.3	B	9.7	1.0	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Hospital Driveway / Dekalb Place & Franklin Street
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LTR	0.012	7.8	A	0.013	8.0	A	10.6	0.2	NO
WB	LTR	0.015	7.7	A	0.016	7.9	A	10.6	0.2	NO
NB	LTR	0.017	11.3	B	0.021	12.6	B	9.7	1.3	NO
SB	LTR	0.038	10.2	B	0.042	10.8	B	10.0	0.6	NO

Intersection: Hospital Driveway / Dekalb Place & Franklin Street
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LTR	0.022	8.0	A	0.024	8.2	A	10.5	0.2	NO
WB	LTR	0.015	7.7	A	0.015	7.8	A	10.6	0.1	NO
NB	LTR	0.088	14.6	B	0.109	17.1	C	8.9	2.5	NO
SB	LTR	0.050	10.9	B	0.057	11.9	B	9.8	1.0	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Hospital East Driveway & Franklin Street
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LTR	0.001	7.6	A	0.001	7.6	A	10.6	0.0	NO
WB	LTR	0.016	7.7	A	0.064	8.1	A	10.6	0.4	NO
NB	LTR	0.057	10.9	B	0.230	14.7	B	9.8	3.8	NO
SB	LTR	0.002	12.1	B	0.003	14.4	B	9.5	2.3	NO

Intersection: Hospital East Driveway & Franklin Street
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LTR	0.003	7.8	A	0.003	7.8	A	10.6	0.0	NO
WB	LTR	0.005	7.6	A	0.028	7.8	A	10.6	0.2	NO
NB	LTR	0.161	11.9	B	0.464	17.4	C	9.5	5.5	NO
SB	LTR	0.004	11.1	B	0.004	11.9	B	9.7	0.8	NO

Capacity Analysis Summary Table – NJDOT Deterioration Standards

Intersection: Ford Avenue & Franklin Street
Peak Hour: Weekday Morning

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LT	0.036	7.9	A	0.037	8.1	A	10.5	0.2	NO
WB	TR							12.5	0.0	NO
SB	LR	0.284	14.7	B	0.420	18.2	C	8.8	3.5	NO

Intersection: Ford Avenue & Franklin Street
Peak Hour: Weekday Evening

		NO BUILD CONDITIONS			BUILD CONDITIONS			CHANGE IN DELAY		
APPROACH MOVEMENT		v/c	DELAY	LOS	v/c	DELAY	LOS	ALLOWED	COMPUTED	EXCEEDED
EB	LT	0.108	8.9	A	0.116	9.3	A	10.3	0.4	NO
WB	TR							12.5	0.0	NO
SB	LR	0.338	19.7	C	0.471	25.9	D	7.6	6.2	NO

APPENDIX H
TRAFFIC SIGNAL WARRANT REPORT

Warrants Summary Report

1: 2024 Existing

Intersection Information

	Major Street	Minor Street
Street Name	Madison Ave (NJ Rt 124)	I-287 NB On Ramp
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	40	35

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	Yes	
Condition A or B Met	Yes	9 Hours met (8 required)
Condition A and B Me	Yes	9 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	Yes	9 Hours met (4 required)
Warrant 3, Peak Hour		
	Yes	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	Yes	8 Hours met (1 required)
Warrant 8, Roadway Network		
	Yes	

Warrant 1: Eight-hour Vehicular Volume

1: 2024 Existing

Intersection Information

Major Street Name:	Madison Ave (NJ Rt 124)
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	Yes	9 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
06:00 to 07:00	**1,153**		**229**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
07:00 to 08:00	**2,254**		**288**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
08:00 to 09:00	**2,379**		**345**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: 2024 Existing

09:00 to 10:00	**2,065**		**334**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
14:00 to 15:00	**2,322**		**242**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
15:00 to 16:00	**2,584**		**196**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
16:00 to 17:00	**2,723**		**250**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:00 to 18:00	**2,442**		**167**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: 2024 Existing

18:00 to 19:00	**1,761**		**141**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 2: Four-hour Vehicular Volume

1: 2024 Existing

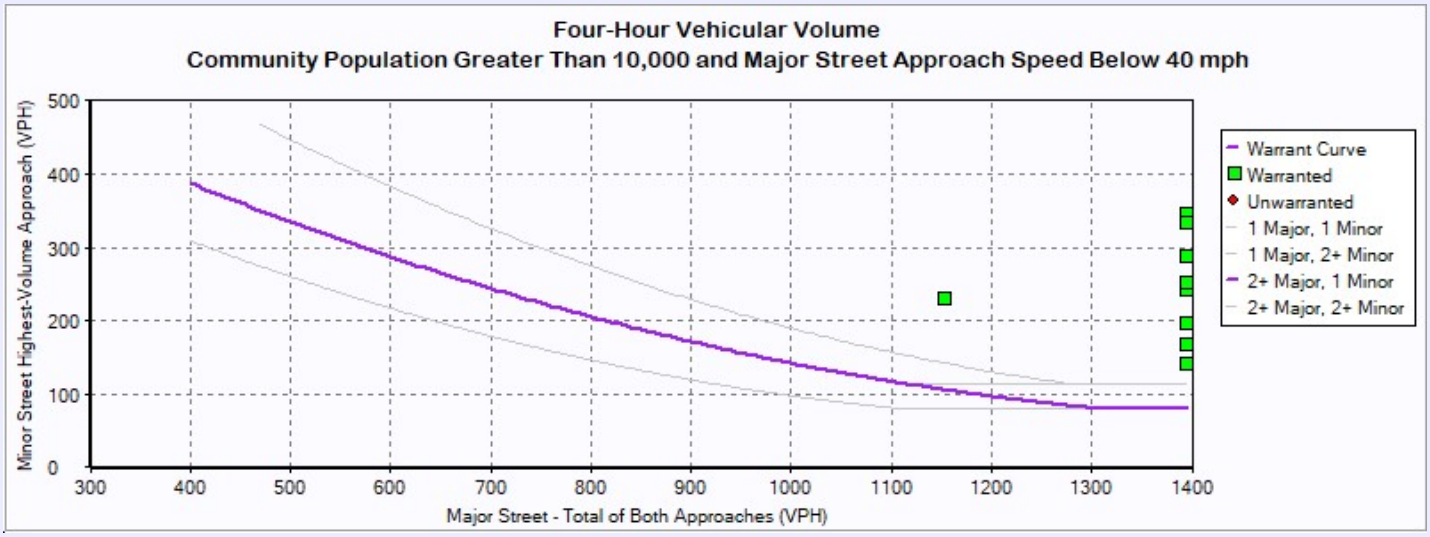
Intersection Information

	Major Street	Minor Street
Street Name	Madison Ave (NJ Rt 124)	I-287 NB On Ramp
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approch Speed	40	35

Warrant 2 Met? **Yes**

Details:

Notes	9 Hours met (4 required)
Low population	No



Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	1,153	229
07:00:00 - 08:00:00	2,254	288
08:00:00 - 09:00:00	2,379	345
09:00:00 - 10:00:00	2,065	334
10:00:00 - 11:00:00	0	0
11:00:00 - 12:00:00	0	0
12:00:00 - 13:00:00	0	0
13:00:00 - 14:00:00	0	0
14:00:00 - 15:00:00	2,322	242
15:00:00 - 16:00:00	2,584	196
16:00:00 - 17:00:00	2,723	250
17:00:00 - 18:00:00	2,442	167
18:00:00 - 19:00:00	1,761	141
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:00:00 - 07:00:00	1,153.00	229.00
07:00:00 - 08:00:00	2,254.00	288.00
08:00:00 - 09:00:00	2,379.00	345.00
09:00:00 - 10:00:00	2,065.00	334.00
14:00:00 - 15:00:00	2,322.00	242.00
15:00:00 - 16:00:00	2,584.00	196.00
16:00:00 - 17:00:00	2,723.00	250.00
17:00:00 - 18:00:00	2,442.00	167.00
18:00:00 - 19:00:00	1,761.00	141.00

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: 2024 Existing

Intersection Information

	Major Street	Minor Street
Street Name	Madison Ave (NJ Rt 124)	I-287 NB On Ramp
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approch Speed	40	35

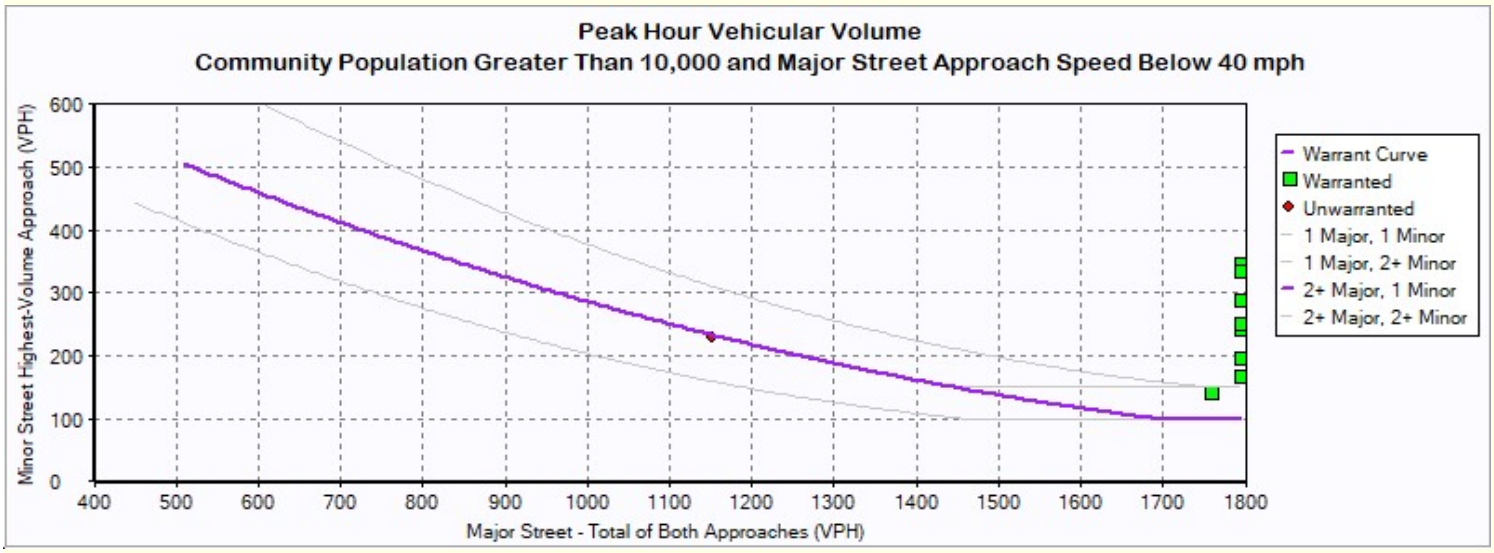
Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	8 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: 2024 Existing

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
6:00	1,153	229
7:00	2,254	288
8:00	2,379	345
9:00	2,065	334
14:00	2,322	242
15:00	2,584	196
16:00	2,723	250
17:00	2,442	167
18:00	1,761	141