

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION NJ 55/47/347 PURPOSE AND
NEED STATEMENT FINAL REPORT

APRIL 2017

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## I. Introduction

## A. Foreword

This report documents the development of a Purpose and Need Statement to address significant congestion and safety issues along the Route 55, Route 47 and Route 347 corridor in Cumberland and Cape May Counties, NJ. This corridor experiences severe seasonal congestion during the summertime with numerous serious motor vehicle crashes and fatalities occurring. Collectively, these roadways also comprise one of the main emergency evacuation routes from the southern New Jersey coastal communities.

This report focuses on developing a Purpose and Need Statement, which is the first step in the project development process to address existing transportation problems along the corridor. The Purpose and Need Statement is intended to define the specific transportation concerns, provide the technical support of those problems and identify other issues which will need to be resolved as part of a successful solution to the defined transportation problems. The Purpose and Need Statement sets the stage for the development and analysis of alternatives during Concept Development and is fundamental to selection of a Preliminary Preferred Alternative.

## B. Project Limits

The project limits encompass several existing roadways in Cumberland and Cape May Counties, New Jersey as illustrated on Figure 1. These roadways include:

- NJ Route 55 Milepost 22.0 to 20.0
- NJ Route 47 Milepost 0.0 to 35.1
- NJ Route 347 Milepost 0.0 to 8.3

Figure 1: Study Location Map


## II. History of the Shore Connection Committee and Previous Corridor Studies

A number of previous studies and plans have been developed to evaluate various aspects of traffic and safety operations along the Route 55, Route 47 and Route 347 corridors within the project limits. In developing the Purpose and Needs Statement for these corridors, McCormick Taylor has reviewed each of these previous studies to identify the documented transportation concerns and any recommendations which addressed congestion problems along the corridor. A brief summary of each study is provided below.

## A. Traffic Operation Studies

Route 55 Freeway Extension Feasibility Study - March 1994
Operational transportation issues of the Route 55 and Route 47 corridors have been documented since prior to 1994, when the NJDOT issued a Route 55 Freeway Extension Feasibility Study to evaluate options for extending Route 55 from its current terminus to the Garden State Parkway. The study evaluated the effect and impacts of ten different alternatives for infrastructure improvements between Route 55 and the shore communities. In general, the evaluated alternatives fell into two different categories, including a limited access freeway extension as well as several variations of land service route options.

The conceptual Route 55 freeway alternatives included constructing a new high-speed, limited access roadway from the current Route 55 terminus to the shore communities. The new freeway would extend for approximately 20 miles and would be comprised of 2 lanes in each direction, consistent with the existing Route 55 freeway. A number of environmental, wetlands, historical and archaeological factors influenced the conceptual alignment of the new freeway segment. In general, the proposed freeway alignment extended southward from the terminus of Route 55 to the east of Port Elizabeth, generally paralleled Route 347, bypassed Dennisville to the west, followed the existing Route 83 alignment through to Route 9 and then tied into the Garden State Parkway (GSP approximate MP 15.0). A grass median divided cross-section, similar to the existing Route 55 freeway, was considered for the new freeway segment as well as a median barrier curb option to minimize the footprint of disturbance.

Three possible land service route improvement schemes were also developed as alternatives to extending the Route 55 freeway, utilizing the existing parallel corridors of Route 47/347/83 and Route 49/50. The land service route options primarily utilized the existing alignments of Route 47, Route 347, Route 83, Route 49 and Route 50 along with newly constructed bypasses at the congested areas of Port Elizabeth and Dennisville.

## Land Service Route Schemes 1 \& 2

Schemes 1 and 2 evaluated the Route 47/347/83 corridor as an upgraded two-lane and four-lane land service route, respectively. With these schemes, the Route 55 alignment would primarily follow the existing Route 47, Route 347 and Route 83 alignments. A new connection would also be created to join the eastern end of Route 83 with the Garden State Parkway at approximate MP 15.0. The existing substandard vertical and horizontal alignments along the corridor would be corrected as part of these options. New bypasses were evaluated on both the east and west side
of Port Elizabeth as well as on the westerly side of Dennisville. Grade separated interchanges were also considered in lieu of at grade intersections at the following locations:

- Route 55 Dennisville Bypass/Route 83
- Route 55/CR 626
- Route 55/Route 9
- Route 55/Garden State Parkway


## Land Service Route Scheme 3

Scheme 3 evaluated the Route 49/50 corridor as an upgraded two-lane land service route. The Route 49 and Route 50 serve as an alternate, less utilized shore route connecting Route 55 to the Garden State Parkway. The intent of the Scheme 3 would be to improve substandard elements along the Route 49/50 corridor so it would serve as a more attractive option for shore traffic and incorporate techniques to better utilize the reserve capacity of these roads. Scheme 3 also included the construction of a conceptual bypass to the west and south sides of Tuckahoe. Specific interchange/intersection improvements considered under Scheme 3 included:

- Improvements to the existing Route 55/Route 49 interchange including providing a direct connection from southbound Route 55 to eastbound Route 49 to facilitate the use of the Route 49/50 alternative route.
- Signalization/widening at the Route 49/50 intersections with County Routes 671, 646, 644, 548, 617, 631, 610, 616 and Mays Landing Road.
- Options for either an improved at-grade intersection or grade separated interchange at the Route 50/Route 9 junction.

As part of the feasibility study, a number of technical reports identifying environmental constraints from the Route 55 terminus to the Garden State Parkway were reviewed. General results and conclusions from those individual reports included:

- Nearly the entire area is located within the New Jersey Pinelands and/or CAFRA Zone and would require compliance with the respective policies of these agencies overseeing these environmentally sensitive areas.
- The majority of the study area is ecologically sensitive with vast wetland areas (approximately $40 \%$ of the entire study area), threatened/endangered species present, acres of undeveloped upland forest and several waterways with exceptional water quality.
- Land use patterns are primarily rural with limited scattered low density residential and small scale commercial uses adjacent to existing roadways. Some moderate density villages serve as the centers for the surrounding rural areas. These villages date back to the eighteenth and nineteenth centuries.
- Several parks, state forests and wildlife management areas are present through the study area.

Following the issuance of the Route 55 Freeway Extension Feasibility Study, the State determined that a freeway extension would not be feasible due to existing environmental constraints along the route.

In 1997, the Shore Connection Committee (SCC) was established as a forum of vested state and local parties to identify transportation problems along the Route 55 and Route 47 corridor and work toward developing a range of solutions which could be implemented to address congestion while minimizing environmental and community impacts.

## Shore Connection Committee Report - November 1998

In 1998, the SCC developed a series of travel demand management strategies and capital improvement concepts which could improve travel conditions between Route 55 and the shore communities. The report identified specific problem locations within the study areas on Saturdays and Sundays, which included:

- Saturday problems identified along the Routes 47/347 corridor from Route 55 to Rio Grande:
- No-flow problems at south end of Route 55
- Spotty congestion at Routes $47 / 347$ split (SB)
- Severe congestion at Routes 47/347 convergence (SB) - Queueing of 3-4 miles long
- Congestion at Tyler Rd intersection.
- Sunday problems identified along the Routes 47/347 corridor from Route 55 to Rio Grande:
- Continuous, steady flow through corridor
- Heavy traffic on Route 47 at CR 657 and Route 83
- Heavy traffic between Route 83 \& Tyler Rd
- Congestion at Routes 47/347 convergence (NB)
- Congestion on Route 47 through Port Elizabeth central business district

The Shore Connection Committee Report presented an incremental improvement program for the corridor, consisting of recommendations to manage summer recreational traffic, enhance the Atlantic City Expressway and Garden State Parkway corridors, and investigate various Near-, Midand Long-term Capital Improvements. Some of the general improvement concepts initially advanced by the SCC included supporting operational improvements of other parallel shore routes such as the Atlantic City Expressway, Garden State Parkway, Route 49, etc. Other specific operational ideas which were initially advanced by the SCC affecting the project area included increasing efficiency of existing efforts to deploy seasonal variable message signs, evaluate the need for additional Emergency Service Patrol coverage, review travel signage and monitor traffic growth/corridor performance annually.

The SCC also developed a series of conceptual capital improvement projects for specific locations and links along the Route 47/Route 347 corridor. Near-term recommendations which were fully supported by the SCC members and could be advanced immediately included intersection improvements at:

- Route 47/Route 347 (north end) in Port Elizabeth
- Route 47/Route 347 (south end) in Dennisville
- Route 55/Route 47 in Maurice River

Other Mid- and Long-term projects for further evaluation included:

- Route 47 reversible third lane
- Route 47 access improvements to CR 550
- Further evaluation of the Route 55 freeway extension

Pursuit of the Route 47 reversible third lane concept was subsequently discontinued following opposition from local municipalities. Also, the SCC determined that the previously considered

Port Elizabeth and Dennisville bypasses should be dismissed from further consideration due to environmental constraints.

Following the Shore Connection Committee Report in 1998, the SCC undertook a series of concept development studies which reviewed specific improvement schemes for various locations along the Route 55 and Route 47 corridor.

Shore Connection Concept Development Report Route 47 Corridor [from Route 347 to Petersburg Rd (CR 610)]; US Route 9 Corridor [from Woodbine Rd (CR 550) to Sea Isle Blvd (CR 625)] September 2003

In 2003, a concept development report was prepared which evaluated the southern Route 47/Route 347 intersection and the Route 47 signalized intersections with Tyler Road (CR 611) and Petersburg (CR 610) in Dennisville. Traffic analysis and observations showed significant queuing and long delays along the Route 47 corridor through Dennis Township. Queues of 2.7 miles were observed along southbound Route 347 approaching its intersection with Route 47. Travel times for vehicles at the back of the queue to clear the Route 47/Route 347 intersection ranged from 26 minutes along Route 347 to 35 minutes along Route 47.

Improvement options were developed in order to increase capacity and improve general safety in and around the study intersections. The recommended improvement options consisted of:

- Constructing an additional northbound and southbound auxiliary through lanes at the Route 47/Route 347 intersection
- Installing a southbound left-turn lane at the Route 47/Tyler Road intersection
- Installing a southbound left-turn lane at the Route 47/Petersburg Road intersection

The recommended geometric and signal timing improvements were constructed at the Route 47/Petersburg Road and Route 47/Tyler Road intersections in 2009. These improvements have slightly reduced delays and queuing during the summer peak periods. The additional through lanes at the Route 47/Route 347 intersection, however have not been constructed.

Route 49/50 and Route 47/347 Corridor Enhancements Concept Development Study - Rt 47/Rt 55 Intersection Improvements - April 2008

In 2008, a concept development report was prepared to assess potential intersection improvements at the Route 55/Route 47 intersection in Maurice River. Traffic analysis and field observations showed failing levels of service at the intersection with significant southbound queueing along southbound Route 55 on Saturdays during the summer. Several conceptual alternatives were reviewed, however the preferred short-term improvement recommendations for this intersection included eliminating the southbound Route 47 left-turn movements from the intersection. The elimination of these southbound Route 47 left-turn movements would allow the intersection to be modified to function as a two-phase signal instead of a three-phase signal. Any southbound Route 47 traffic destined to northbound Route 55 would be rerouted via Schooner Landing Road to accomplish this movement.

The study also considered long-term improvements for the area which called for the construction of a loop ramp along northbound Route 55 onto westbound Schooner Landing Road. This new loop ramp would serve the same purpose as the existing northbound jughandle at the Route $55 /$ Route 47 intersection. The addition of this missing interchange movement would allow this movement to occur at a grade separated interchange and would also permit the complete removal of the traffic signal at the Route 55/Route 47 intersection, assuming that the southbound left-turn movements had also been eliminated from the intersection.

These short-term and long-term improvement recommendations have not been constructed at present.

## NJ 47/347 and NJ Route 49/50 Corridor Enhancements ITS and Operational Improvements Concept Development Study - August 2012

This concept development study focused on methods to alleviate the severe traffic congestion in Atlantic, Cape May and Cumberland Counties in the summer months through ITS and operational improvements. The study also considered facilitating emergency management along costal evacuation routes. The recommended improvements from the concept development study included:

- The implementation of an interconnected traffic signal system along Route 47 between MP 16.82 (CR 657) and 20.91 (Route 347). The study recommends incorporating five intersections into the signal system along with recommending a closed circuit television (CCTV) camera at the Route 47/CR 657 intersection to observe and remotely adjust signal timings according to varying traffic volumes and conditions.
- New Dynamic Message Signs (DMS) at the following locations along with TRANSMIT Readers:
- Route 47 SB MP 32.4
- Route 47 NB MP 19.2
- New DMS signs at the following locations:
- Route 9 NB MP 10.3
- Route 147 WB MP 1.6
- Route 47 NB MP 1.9
- Route 109 NB MP 1.6
- Route 49 WB MP 40.5
- Route 49 EB MP 50.7
- Route 50 NB MP 5.5
- CCTV cameras at the following signalized intersections:
- Route 9 MP 18.6 (Route 83 intersection)
- Route 9 MP 21.6 (CR 550 intersection)

In addition to providing some congestion relief, the ITS devices would also provide traffic management opportunities during emergency evacuations an incident management. However, the proposed ITS improvements are not anticipated to alleviate all of the congestion along the Route 55/47/347 corridor due to summer shore traffic. This project is currently in the Final Design phase and is scheduled for construction in the middle of 2018.

## B. Emergency Evacuation Studies

## Emergency Evacuation Assessment for the NJTPO Region - June 2004

In 2004, an assessment was prepared to evaluate the SJTPO region's ability to evacuate a large number of vehicles within a short time period using the South Jersey Travel Demand Model. This scenario was designed to test what might happen to the transportation network if a sudden disaster were to trigger a full and immediate exodus of the Shore areas in Cape May and Atlantic Counties during a typical weekday in July. The assessment then evaluated the impact that a completed Route 55 freeway would have on the effectiveness of an emergency evacuation.

The evaluation concluded that the completion of the Route 55 freeway would allow for over 26,000 additional people to be evacuated from Cape May County in a 24 hour period. The Route 55 freeway extension would significantly shift traffic away from the overburdened Garden State Parkway/Route 9 north-south corridor and Atlantic City Expressway/Route 30 east-west corridor. Other corridors which would experience significant mobility improvements as a result of the Route 55 freeway extension would include Route 50, CR 559, Route 47, CR 657, CR 610 and Route 49. In summary, the assessment concludes that the completion of Route 55 would contribute to the overall ability of the system to better move people under extreme conditions in a shorter period of time.

## Analysis and Modeling of Cape May County Roadway Elevations and Evacuation Routes - May $\underline{2006}$

An evaluation was performed in 2006 to review the effectiveness of the State Police's emergency plan to implement contraflow lane reversal along the Route 47/347 corridor from Route 83 to Route 55 in the event of a disaster. Multiple simulations were performed to evaluate travel times from the Cape May County area during a hurricane-type evacuation. The study concluded that the implementation of the Route 47/347 lane reversal plan would have a negligible effect on reducing the total evacuation time required. Based on the anticipated traffic demands, the need for additional capacity (via lane reversal or some other measure) would extend farther south of Route 83 in order to be effective in evacuation such a large population.

## New Jersey Hurricane Evacuation Study Transportation Analysis - June 2007

The 2007 Hurricane Evacuation Study prepared local and regional hurricane evacuation clearance times while evaluating different alternative evacuation scenarios. Along the NJ coastal counties, the evacuation clearance times ranged from 25 hours for a Category 1 storm to 44 hours in a Category 4 storm. The State's contraflow lane reversal plan along the Route $47 / 347$ corridor can help reduce the local clearance times by as much as 8 hours. However, the contraflow plan will not reduce overall clearance times for the coastal counties due to bottlenecks along the Garden State Parkway.

The study also evaluated a scenario where a mandatory evacuation of all permanent and seasonal populations of Cape May County was ordered. It was determined that the Route 47 corridor
would be extremely susceptible to significant delays without extensive intergovernmental coordination with neighboring counties, the State Office of Emergency Management and FEMA.

Recommendations from the study included ensuring State and County intergovernmental coordination and planning strategies as well as investigating alternate traffic routing scenarios in addition to, or as alternatives to, the contraflow lane reversal strategies.

## C. Mass Transit Studies

Southern New Jersey to Philadelphia Mass Transit Study - October 2005 \& Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis - October 2009

The Delaware River Port Authority (DRPA) and the Port Authority Transit Corporation (PATCO) have evaluated options for expanding mass transit opportunities into southern New Jersey by either extending the existing PATCO High Speed Line or creating a new diesel light rail line. The recommended alternative included creating a new diesel light rail line extending from Camden to Glassboro. This option initially included a potential second phase, which would extend the rail line from Glassboro southward along Route 55 into downtown Millville. The final station of the potential Millville extension would be located several miles north of the Route 55 terminus and would have a minimal impact on reducing congestion along the Route 55/47/347 corridor. The Glassboro-Camden Line proposal has advanced to the Draft Environmental Impact Statement phase of the project.

## III. Roadway Characteristics

## A. Study Area Roadways

Route 55 (MP 20.0-21.7)
Route 55 is a north-south roadway extending between Maurice River Township, Cumberland County and Deptford Township, Gloucester County. Within the study area, Route 55 is classified by NJDOT as a Rural Principal Arterial Freeway/Expressway. The posted speed limit along Route 55 reduces from 65 MPH north of Schooner Landing Road (Milepost 21.5), to 55 MPH between Schooner Landing Road and Milepost 20.8, and to 50 MPH between Milepost 20.8 and Route 47 (Milepost 20.0). The cross section of Route 55, north of Milepost 20.8, consists of two lanes in each direction with outside shoulders and a grass median. South of Milepost 20.8, Route 55 narrows to one lane in each direction with outside shoulders and no median.

## Route 47 (MP 0.0 - 35.1)

Route 47 is a north-south roadway extending from its southern terminus in Wildwood City, Cape May County through Cumberland and Gloucester Counties and finally terminating in Camden County. Route 47 is classified by NJDOT as a Rural/Urban Principal and Minor Arterial Roadway through the study area. The posted speed limit ranges from 25 MPH in Wildwood City to 45 and 50 MPH throughout the majority of the project area. Through Maurice River Township, Dennis Township and most of Middle Township, Route 47 consists of one lane in each direction with outside shoulders. Through Rio Grande, the cartway consists of one lane in each direction, with a
two-way center left-turn lane and no shoulders. Leading into Wildwood City, Route 47 is comprised of two lanes in each direction with outside shoulders and a grass median.

Route 347 (MP 0.0-8.3)
Route 347 is a north-south roadway beginning at Route 47 in Dennis Township, Cape May County and ending at Route 47 in Maurice River Township, Cumberland County. Throughout the project limits, Route 347 is a two-lane roadway with outside shoulders and posted speed limits of 45 and 50 MPH .

## B. NJDOT Management Systems Data

A shotgun letter was sent to NJDOT Management Systems in August 2016 to request pertinent project information along the Route 55/47/347 corridor. The request was circulated to the NJDOT departments listed in Table 1 below.

Table 1: NJDOT Shotgun Letter Distribution List

| NJDOT Contact | Unit and Management System |
| :--- | :--- |
| Sophia Azam | Bureau of Transportation Data and <br> Safety Management System |
| Jack Evans/Harjit Bal | Bridge Management System |
| Sudhir Joshi | Congestion Management System |
| Sim Liu | Drainage Management System |
| Urvi H. Dave | Highway Maintenance |
| Susan Gresavage/Philip <br> Bertucci | Pavement Management System |
| Chris Zajac | Traffic Management System |
| Nipa Maniar | Commuter Mobility |
| Chris Barretts | Traffic Engineering |

A copy of the shotgun letter and responses from the management systems are included in Appendix G. Several of the units have offered information, which was considered during the development of the project Purpose and Need Statement.

## Commuter Mobility

Route 47 through Rio Grande (MP 3.2-5.2) ranks within the top third of locations surveyed prioritized for pedestrian enhancement projects, based on the NJDOT Pedestrian Safety Management System (PSMS).

Route 47, between Bay Shore Road and Indian Trail Road (MP 6.4-8.4), ranks within the top half of surveyed locations prioritized for bicycle enhancements.

Congestion Management Systems
The southern limits of Route 55 and the entire length of Route 347 show limited congestion most of the year, but with congested conditions during the summer months. Portions of Route 47 through Rio Grande, Dennisville and Port Elizabeth are listed as moderately congested for most of the year; however this corridor is listed as being severely congested in the summer.

At the southern terminus of Route 55, Travel Time Index (TTI) during July and August 2015 shows that travel within the study area generally takes 2.11 times longer during peak times versus travel under uncongested conditions. For the slowest 5\% of traffic, the Planning Time Index (PTI) indicates severe congestion with travel through the study area generally taking 10.67 times longer than during uncongested times.

Along Route 47, the TTI show significant congestion, with travel times during the summer taking 2.21 times longer than during uncongested conditions. The PTI shows severe southbound congestion with travel through the study area generally taking 4.5 times longer than during uncongested times. Congested conditions are shown at locations throughout the corridor; however are primarily concentrated through Dennisville and Rio Grande.

On Route 347, the PTI shows severe congestion with southbound travel taking 6.00 times longer than during uncongested conditions.

## Drainage Management Unit

The southern terminus of Route 55 and the entirety of Route 347 are not ranked on the NJDOT Drainage Mangement Unit's Drainage Management Systems (DMS) rankings list. Route 47 ranks number 57 in Rio Grande and ranks 151 in Middle Township near Indian Trail on the DMS ranking list.

## Pavement Management Systems

Route 55 through the study area has 'Fair' International Roughness Index (IRI) rating and a 'Good/Fair' Surface Distress Index (SDI) rating. Route 47 received a 'Fair' IRI rating and a 'Good' SDI rating. Route 347 received a 'Fair' IRI and SDI rating through the study area.

## Bureau of Transportation Data and Safety Management System

Between 2012 and 2014, crash rates along Route 47 through Rio Grande (MP 3.16-4.20) were higher than the statewide averages of similar roadways. Additionally, the crash rates along Route 47 approaching Route 55 were higher than statewide averages. Crash data along Route 347 and near the southern terminus of Route 55 showed crash rates which were lower than statewide averages.

## IV. Traffic Summary

## A. Historical Traffic Patterns

The Route 55/47/347 corridor provides regional connections from the Philadelphia area to Cape May County beaches, carrying substantial recreational traffic during the summer months in addition to the local traffic. Historical traffic counts along Route 47 and Route 347 show significant increases in traffic volumes in some areas and moderate increases in others during the summer months. In rural areas along the shore route, peak season growth factors can be
significant since there is little activity during winter months. On weekdays, these peak seasonal growth rates have ranged from $35 \%$ to $60 \%$ in rural areas along Route 47 and Route 347 . Historical weekend traffic counts showed significantly higher growth rates in these areas, on the magnitude of $100 \%$.

In built-up commercial areas like Rio Grande, the peak seasonal growth factor is moderate since existing retail uses such as Lowes, Walmart, Wawa, ShopRite etc. generate year round traffic. Historical traffic volumes in this area showed more modest weekday seasonal growth factors from off-season traffic volumes, in the range of $10 \%$ to $35 \%$.

Historical traffic data also showed significant directional distributions of traffic along this corridor during the summer months, which is expected along a recreational shore route. On Fridays during the summer, southbound travel lanes along Route 47 experience significant increases in traffic volume. This seasonal growth factor for the southbound lanes is on the magnitude of $75 \%$. On the return route, the northbound lanes of Route 47 experience similar seasonal growth factors on Sundays. This growth factor for northbound traffic is in the range of $100 \%$.

While the seasonal growth factors along these corridors are dramatic on Fridays and weekends, the volume disparity is less during weekdays. Historical counts along Route 47 have shown more modest seasonal growth factors around $15 \%$ to $20 \%$ in the rural sections of the corridor. Also it is relevant to note that while traffic volumes along the Route 47 corridor fluctuate from month to month, the overall volumes have remained relatively static, with limited year over year growth.

## B. Traffic Data Collection

In order to quantify current traffic patterns along the Route 55/47/347 corridor, updated traffic counts were collected at critical signalized intersections within the study area. These intersections represent the typical bottleneck locations, where operational issues and queueing have been previously documented. These signalized intersections included:

- Route 55 \& Route 47
- Route 47 \& Mauricetown Road (CR 670)
- Route 347 \& Mauricetown Road (CR 670)
- Route 47 \& Route 347 (south end)
- Route 47 \& Petersburg Road (CR 610)
- Route 47 \& Tyler Road (CR 611)
- Route 47 \& Route 83
- Route 47 \& Courthouse-Dennisville Road (CR 657)
- Route 47 \& Route 9

Manual turning movement traffic counts were conducted at each of these locations during the peak summer season on a typical Saturday and Sunday. Historical 24 -hour automatic traffic recorder (ATR) counts along the corridor were reviewed to ensure that the turning movement counts aligned with peak weekend traffic times on Route 55, Route 47 and Route 347. These turning movement traffic counts were performed on Saturdays and Sundays in July and August 2016 between the hours of 9:00 AM and 2:00 PM. The detailed traffic count data can be found in Appendix C.

In addition to the intersection turning movement counts, updated ATR traffic counts were collected at several locations along the Route 55/47/347 corridor. These 24 -hour counts were conducted at each location for a period of 7 continuous days, between July 11, 2016 and July 18, 2016. The ATR count locations were selected to match locations where historical ATR counts were performed by SJTPO. These ATR counts were conducted at the following locations throughout the project limits:

- Route 55; approximate MP 20.4
- Route 347; approximate MP 4.0
- Route 47; approximate MP 3.5
- Route 47; approximate MP 10.0
- Route 47; approximate MP 20.0
- Route 47; approximate MP 31.8

The ATR counts were utilized to identify time-of-day and daily traffic volume variation along the study roadways. The counts also allowed for an evaluation of historical traffic growth rates along the corridor, which can assist in developing future traffic growth models within the study limits. Detailed ATR traffic count data is provided in Appendix C.

Based on the collected ATR data, the overall corridor peak hour was identified during a typical Saturday and Sunday during the summer. These peak hours were found to occur on a Saturday from 10:15AM to 11:15AM and on a Sunday from 11:45AM to 12:45PM. The traffic analysis completed for this study were based on recorded traffic volumes during these timeframes, representing peak Saturday and Sunday conditions on the corridor. The 2016 Existing Year intersection traffic counts corresponding to these peak hours are illustrated graphically on Figure 1 in Appendix C.

The collected ATR traffic data was also compared to historical summertime counts along the corridor to identify recent traffic growth rates at various locations. The southern terminus of Route 55 experienced a minimal $0.3 \%$ annual growth rate between 2011 and 2016. Along Route 47 , the typical annual growth rate ranged from $0 \%$ to $2.4 \%$ per year.

## C. Travel Time Study

In addition to the manual turning movement counts and ATR counts, a travel time study was conducted along Route 55, Route 47 and Route 347 within the study area. Travel times were recorded and queues were observed in both the northbound and southbound directions on each roadway on Sunday, July 10, 2016 and Saturday, July 16, 2016. These travel times and observations were also compared to the results of a previous travel time study conducted in the summer of 2006. The travel time study results are summarized below and illustrated graphically on the maps included in Appendix D.

## Route 55

Results showed that the most significant delays and queues on southbound Route 55 approaching Route 47 occur on Saturday morning/afternoon. Southbound queues observed extended back nearly 2 miles from the Route $55 /$ Route 47 intersection, which resulted in a stop and go travel time of approximately 45 minutes. Queuing was also observed approaching the Route 55 terminus on Sunday morning/afternoon, approximately $1 / 2$ mile in advance of the Route 47 intersection.

## Route 47

On Saturday, significant delay and queuing was observed in the southbound direction from approaching the southern Route 47/347 intersection to Petersburg Road (CR 610). Approximately 38 minutes of additional southbound stopped delay was recorded between these locations resulting from heavy traffic volumes destined for the shore communities. Queues from the Route 47/CR 610 and Route 47/CR 611 intersections were observed to extend well beyond the southern Route 47/Route 347 intersection, which is consistent with observations documented in previous travel time studies. These prior studies have shown a 30 minute southbound queue on Route 47 approaching Route 347 and then a slow moving platoon of vehicles through Dennisville.

Southbound Route 47 delays were also significant at specific signalized intersections within the study area including in Port Elizabeth (Port Elizabeth Road) and Middle Township (Bay Shore Road \& Route 9). On Saturday, the northbound direction of Route 47 generally operated without significant levels of delay.

Sunday observations along Route 47 showed moderate congestion in both the northbound and southbound directions. Heavier localized congestion was observed in near Route 9 in Rio Grande, Dennisville and Port Elizabeth, resulting in delays of up to 5 minutes at specific signalized intersections due to heavy traffic volume. Travel time along Route 47 generally took 10 minutes longer than under uncongested conditions.

## Route 347

On Saturday, significant delays and queuing were recorded along southbound Route 347 approaching the signalized intersection at Route 47, resulting in approximately 30 minutes of stopped delay. Spillback queues from signalized intersections in Dennisville were observed to impact operations at the southern Route 47/Route 347 intersection. Moderate congestion was observed in the northbound direction of Route 347 approaching Mauricetown Road (CR 670) on Sunday.

## D. Traffic Volume Forecasts

The collected 2016 Existing Year traffic volumes were then utilized to provide forecasts of 2040 Design Year Saturday and Sunday peak hour traffic volumes. The South Jersey Travel Demand Model (SJTDM), maintained by SJTPO, was utilized in order to develop appropriate annual background growth rate (AGBR) for the study corridor. The SJTDM was developed by SJTPO to predict future traffic needs and travel conditions within the region, utilizing numerous inputs including demographic information, socioeconomic data and transportation networks to simulate future conditions. The model was recently calibrated in June 2015 to incorporate current socioeconomic data (i.e. population, household, employment trends), transportation infrastructure modifications (i.e. Garden State Parkway widening, updated toll rates) and updated trip generation rates and trip distributions.

The SJTDM runs were prepared to project the AGBR at each of the collected ATR traffic count locations between 2015 and 2040. Those results are summarized in Table 2.

Table 2: Annual Background Growth Rates
2015 to 2040

| ATR Location |  | ABGR |
| :---: | :---: | :---: |
| Route 55 | MP 20.4 | $0.23 \%$ |
| Route 347 | MP 4.0 | $0.54 \%$ |
| Route 47 | MP 3.5 | $-0.33 \%$ |
| Route 47 | MP 10.0 | $0.02 \%$ |
| Route 47 | MP 20.0 | $0.78 \%$ |
| Route 47 | MP 31.8 | $0.72 \%$ |

The SJTDM projects ABGRs between $-0.33 \%$ and $+0.78 \%$ through the corridor. To project the 2040 Design Year traffic volumes at each of the study intersection, these annual growth rates were applied to the 2016 Existing Year traffic volumes based on the nearest corresponding ATR location. These 2040 Design Year traffic projections are illustrated graphically on Figure 2 in Appendix C.

## E. Operational Analysis

In order to measure the quality of traffic flow through the study intersections, capacity analyses were performed for the Saturday and Sunday morning/midday peaks under the 2016 Existing Year and 2040 Design Year conditions. Models were prepared for each scenario using Synchro/SimTraffic Version 8 software which was then calibrated against observed queuing conditions and travel times along the corridor. Three separate SimTraffic model simulations were prepared along the corridor for each scenario and the average results from those model runs were utilized. Detailed summaries of the Synchro intersection reports and SimTraffic performance and queuing/blocking reports results can be found in Appendix C.

The capacity analyses and summary tables show some significant differences in overall intersection levels of service between the Synchro models and SimTraffic simulations. The SimTraffic simulations better account for queuing influences from upstream and downstream intersections as well as geometric characteristics, such as the Route 55 lane reduction north of Route 47. As previously noted, field observations along the corridor showed significant queuing from intersections often extended through nearby intersections, especially in Dennisville. These influences are better reflected with the SimTraffic micro-simulation model results. The results of the capacity analyses are summarized in Tables 3 and 4.

Table 3: Level of Service Summary
Saturday

| Intersection | Route 47 <br> Milepost | SaturdayExisting Year(2016) |  | Saturday Design Year (2040) |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | SimTraffic |  | SimTraffic |  |
|  |  | Delay | LOS | Delay | LOS |
|  <br> Route 47 | MP 35.08 | 102.2 | F | 138.3 | F |
|  <br> Mauricetown Rd (CR 670) | MP 31.95 | 83.3 | F | 97.5 | F |
|  <br> Mauricetown Rd (CR 670) | MP 31.84 | 116.6 | F | 369.6 | F |
|  <br> Route 347 (south end) | MP 20.81 | 78.5 | E | 60.9 | E |
| Route 47 \& Tyler Rd (CR 611) | MP 18.86 | 89.5 | F | 109.3 | F |
| $\begin{gathered} \text { Route } 47 \text { \& } \\ \text { Petersburg Rd (CR 610) } \\ \hline \end{gathered}$ | MP 18.44 | 63.0 | E | 140.3 | F |
|  <br> Route 83 | MP 17.54 | 23.7 | C | 77.2 | E |
| $\begin{gathered} \hline \text { Route } 47 \text { \& } \\ \text { Courthouse-Dennisville Rd (CR 657) } \end{gathered}$ | MP 16.82 | 49.7 | D | 108.0 | F |
|  <br> Route 9 | MP 3.76 | 83.5 | F | 66.7 | E |

Table 4: Level of Service Summary Sunday

| Intersection | Route 47 <br> Milepost | Sunday <br> Existing Year <br> (2016) <br> Sintric |  | SundayDesign Year(2040) |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | SimTraffic |  |  |  |
|  |  | Delay | LOS | Delay | LOS |
|  <br> Route 47 | MP 35.08 | 81.8 | F | 105.1 | F |
|  <br> Mauricetown Rd (CR 670) | MP 31.95 | 83.3 | F | 95.3 | F |
|  <br> Mauricetown Rd (CR 670) | MP 31.84 | 36.1 | D | 115.3 | F |
|  <br> Route 347 (south end) | MP 20.81 | 60.5 | E | 67.6 | E |
| $\begin{gathered} \text { Route } 47 \text { \& } \\ \text { Tyler Rd (CR 611) } \\ \hline \end{gathered}$ | MP 18.86 | 43.3 | D | 112.7 | F |
| $\begin{gathered} \text { Route } 47 \text { \& } \\ \text { Petersburg Rd (CR 610) } \end{gathered}$ | MP 18.44 | 57.0 | E | 115.2 | F |
|  <br> Route 83 | MP 17.54 | 91.0 | F | 144.3 | F |
|  <br> Courthouse-Dennisville Rd (CR 657) | MP 16.82 | 102.1 | F | 298.5 | F |
| Route 47 \& Route 9 | MP 3.76 | 63.4 | E | 51.9 | D |

The traffic simulation results showed either capacity conditions or near-capacity conditions at most of the studied intersections within the project area. Consistent with the travel time studies, higher levels of delay are projected during Saturday peak conditions than during the Sunday peak hours; however many failing conditions still exist during Sunday afternoons. The traffic models and field observations showed that congestion and queuing from the Route 47 intersection with CR 610 and 611 have a deleterious compounding impact on upstream intersections.

The traffic simulation models showed significant delays on both Saturday and Sunday at the Route 55 terminus, with southbound queues extending beyond the Route 55 lane drop. Slowly moving queues were present on Saturday and Sunday along Route 47 between Route 347 and CR 657 in Dennisville. Near capacity conditions and significant queuing were identified at the Route 47 and Route 9 intersection in Rio Grande.

## F. Crash Analysis and Existing Roadway Deficiencies

Crash records from 2012 to 2014 were reviewed along the Route 47 and Route 347 corridors through the study area to identify locations of elevated crash rates. Crash rates along the corridor were compared to statewide averages to identify overrepresented crash types. Available as-built plans were reviewed along these roadways to identify potential Controlling Substandard Design

Elements (CSDEs) and other existing roadway deficiencies which may contribute to overrepresented crash types.

In general, the majority of the reported crashes occurred in the more congested areas of the corridor, while many of the more severe/fatal crashes occurred in the rural areas. Between 2012 and 2014, nearly half of the reported crashes ( $48.1 \%$ ) occurred during the summer months when the roadways are more heavily travelled and accommodate a significant number out-of-town motorists.

Through the Rio Grande area (MP 3.1-4.2), the crash rate along Route 47 was notably higher than the statewide average crash rate for similar roadways. The documented crashes were mostly congestion related and included many same direction rear-end, side swipe and right angle accidents. These can be attributed to signalized intersections at $5^{\text {th }}$ Street, Route 9 and Railroad Avenue, the Garden State Parkway on/off-ramps as well as significant activity from existing retail business driveways and unsignalized cross-streets through this area. Additionally, the segment of Route 47 through Rio Grande has had several pedestrian and bicyclist accidents, including two fatal pedestrian crashes. Additionally, a third pedestrian fatality occurred in Rio Grande more recently in 2015.

A review of the Route 47 as-built plans through this area identified several Controlling Substandard Design Elements (CSDEs) which may be contributing factors to overrepresented crash types. Same direction side swipe, left-turn and angle crashes are all higher than the statewide average for these crash types. Significant side swipe crashes occur at the Garden State Parkway interchange with Route 47. The length of the acceleration lane from southbound Garden State Parkway onto northbound Route 47 does not meet design standards and may be a contributing factor. Additionally, $6^{\text {th }}$ Street intersects Route 47 within the acceleration lane/transition, which is undesirable and may also be a contributing factor. The Route 47 cartway through Rio Grande consists of one lane in each direction with a center two-way left-turn lane with no paved shoulders. The lack of shoulders may be a contributing factor to the pedestrian/bicyclist crashes, however sidewalk is contiguous through Rio Grande.

On the rural stretch of Route 47 through Middle Township, crash records show mainly single vehicle crashes as well as five fatal crashes. Three of these fatal crashes involved fixed objects while two were head on collisions. A fatal crash occurred in 2014, near Pumping Station Pond (MP 5.2). The existing horizontal geometry in that vicinity includes reverse horizontal and broken back curves, each with undesirable tangent lengths.

A $1 / 2$ mile segment of Route 47 (MP 6.3-6.8) near Bay Shore Road was also noted in which five pedestrian/bicyclist crashes had occurred since 2011. The typical outside shoulders along Route 47 measure 6 feet wide, which is less than desirable and may be a contributing factor.

Through Dennisville, most of the documented crashes were congestion related. These mainly included rear-end accidents approaching the signalized intersections at Petersburg Road and Tyler Road and accidents near the Wawa driveways at Main Street. Of particular note were a significant number of rear-end accidents along the southbound Route 47 approach to Tyler Road. Most of these occurred during the summer months and were likely due to stop and go traffic. Reversing horizontal curves and broken back curves with undesirable tangent lengths were identified
through Dennisville (MP 18.3 - 18.8). Additionally, an existing horizontal curve just north of Petersburg Road reduces visibility of the signal and resulting queues. Warning signs at this location have been installed to provide advance notice of the signal.

Elevated same direction crash rates were observed along Route 47 through the village of Port Elizabeth (MP 33.0-34.0). This increased crash rate may be partially be attributed to the geometry of Route 47, which has reduced visibility along horizontal curves coupled with a number of residential cross-streets. Of particular note is an existing horizontal curve south of the Manumuskin River, which results in reduced visibility of motorists turning to/from Broadway.

The Route 47 approach to Route 55 (MP 34.0-35.0) had an overrepresented number of same direction, rear-end crashes due to queues from the existing traffic signal. This included a fatal crash in 2012. There is an existing horizontal curve beginning just south of the junction which may partially limit visibility of the signal equipment and/or queued vehicles.

Along Route 347, most of the documented crashes do not appear to be congestion related, including many of which were single vehicle accidents. Most of the accidents along this stretch of Route 347 involved vehicles leaving the roadway and colliding with fixed objects. Elevated crash rates were noted approaching a sharp horizontal curve near Hands Mill Road (MP 3.3), which included two separate fatal crashes. Reverse horizontal and broken back curves with undesirable tangent lengths may contribute to safety concerns at this location. Additional pavement markings appear to have been recently installed in this area to enhance safety and provide better advance warning to motorists.

It was also noted that two fatal single vehicle crashes occurred in the vicinity of another horizontal curve along Route 347. These serious crashes occurred in the vicinity of MP 0.7-0.8 and involved vehicles leaving the roadway and striking fixed objects. High travel speeds may have been contributing factors to these crashes as well.

## V. Environmental Constraints

McCormick Taylor has prepared a Limited Environmental Screening to provide baseline environmental and land-use conditions, as well as agency regulatory jurisdictions, for consideration during the development of the project Purpose and Need Statement. The following information is provided as a summary of the Limited Environmental Screening that is provided in Appendix F. Two Environmental Constraints Maps that accompany the Environmental Screening are also provided in Appendix F.

This Environmental Screening was limited to desktop background research utilizing NJ Geoweb and other available, pertinent information sources and encompassed all areas generally within 300 feet of the existing pavement edge of the corridor roadways.

Air / Noise Sensitive Receptors: The proposed project corridor extends through western Cumberland and Cape May Counties through some suburban and commercially developed areas, but mostly through rural, forested areas and tidal marshlands. There are several potential air/noise sensitive receptors identified within the project corridor including schools, churches, wildlife observatories/refuge areas/management areas, campgrounds and ranches. There is also
an animal hospital, a motel property (currently vacant), and numerous residential developments or individual residences along the project corridor roadways. Additional detail can be found in Appendix F.

Socioeconomics: The project corridor may involve a variety of socioeconomic issues including access, safety, emergency services, community facilities, property values, tax revenues, displacement/relocation of residents, changes in land use patterns, property isolation, visual/aesthetic impacts, air/noise/vibration impacts, and Environmental Justice impacts. Direct impacts, indirect/secondary and cumulative impacts, both positive and negative, may be realized through implementation of the proposed corridor improvements. As part of the NEPA process and in accordance with NJDOT procedures, socioeconomic studies should be performed focusing on Community Impact Assessment (CIA), which evaluates the effects of a transportation project on a community and its quality of life. The CIA process will provide documentation of the current and anticipated socioeconomic condition of the geographic area, with and without implementation of the alternative under consideration.

Environmental Justice: The USEPA EJSCREEN online program was run for the entire project corridor with a 0.25 mile buffer. A copy of the data for the project corridor is provided in Environmental Screening foundin in Appendix F. All populations are reported to speak only English or speak English "very well" and there are no Linguistically Isolated Populations.

Cultural Resources: This environmental screening included the identification of known Individual Historic Sites, Historic Districts, and Archaeological Grid locations within the project corridor. Although not listed in this screening, numerous individual structures are documented throughout the project corridor that were previously identified as Listed, Eligible, or Potentially Eligible for listing in the NRHP. In addition, the following eight Historic Districts are currently located within or immediately adjacent to the project corridor:

- Port Elizabeth Historic District
- Bricksboro Historic District
- Delmont Historic District
- Eldora Historic District
- Dennisville Historic District
- Atlantic City Railroad Cape May Division Historic District
- Goshen Historic District
- Garden State Parkway Historic District

At least 20 Archaeological Grid Sites with National Register Listed Sites, Eligible Sites, and Identified Sites are located within or immediately adjacent to the project corridor.

Section 4(f)/Green Acres Properties: Section 4(f) provides regulations governing the "use" of land from publicly-owned parks, recreation areas, wildlife and waterfowl refuges, and public or privately owned historic sites for FHWA (USDOT) projects.

Green Acres Encumbered Properties: The City of Millville, Maurice River Township, Dennis Township, and Middle Township have all received funding from the NJDEP Green Acres Program (GAP); therefore, all municipal parks and open space will be encumbered by Green Acres regulations. Project involvement with Green Acres encumbered parcels would require
coordination with the NJDEP Green Acres Program and a possible diversion/disposal application to the NJDEP GAP and NJ State House Commission.

State Open Space: There are currently four State Open Space parcels identified within or adjacent to the project corridor:

- Heislerville Wildlife Management Area
- Belleplain State Forest
- Dennis Creek Wildlife Management Area
- Cape May National Wildlife Refuge

County Open Space: There are currently two County Open Space parcels identified within or adjacent to the project corridor:

- Lizard Tail Swamp Preserve
- Circle T Ranch

Historic Sites: Section 4(f) applies to the use of significant public or privately owned historic sites, which includes above-ground historic properties and subsurface archaeology. Such properties are considered "significant" if they are listed in or eligible for listing in the NRHP, which is typically determined through consultation with the NJHPO during the Section 106 Process. Any ROW takes/permanent easements, adverse temporary easements, or adverse proximity/viewshed impacts by the project will trigger Section 4(f).

As stated above under Cultural Resources, numerous individual structures located throughout the project corridor were identified as Listed, Eligible, or Potentially Eligible for listing in the NRHP; and eight Historic Districts were identified within or adjacent to the project corridor. In addition, 20 Archaeological Grid Sites were identified within or adjacent to the project corridor.

## Waterways and Floodplains:

The proposed project corridor is located within two counties and crosses multiple waterways and 100 -year floodplains of these waterways. Waterways within the project corridor are mostly tidal and include the following waterways:

Table 5
Waterways Within the Study Area

| Menantico Creek*(**) | Old Robins Branch |
| :--- | :--- |
| Unnamed Maurice River Tributaries | Riggins Ditch and tributaries** |
| Manumuskin River* | Dennis Creek and tributaries** |
| Muskee Creek* | Sluice Creek |
| Little Mill Creek and tributaries | Crow Creek** |
| Clear Run | Goshen Creek |
| Crowder Run | Bidwell Creek and tributaries |
| West Creek and tributaries** | Dias Creek and tributaries |
| East Creek and tributaries** | Green Creek |
| Wilsons Run | Fishing Creek and tributaries |

*The Maurice River was designated as a National Wild and Scenic River System in December 1993. The segment extends from the U.S. Geological Survey Station at Shellpile to the south side of the

Millville sewage treatment plant. Tributaries designated include: Menantico Creek from its confluence with the Maurice River to the base of the impoundment at Menantico Lake; the Manumuskin River from its confluence with the Maurice River to its headwaters near Route 557; and Muskee Creek from its confluence with the Maurice River to the Pennsylvania Reading Seashore Line Railroad Bridge.
** Water Quality Classification = Category One

Tidelands: The majority of waters within the project corridor are tidal. Therefore, it is likely that tidelands claims exist associated with tidal waterways throughout the project corridor. Disturbances/ROW affecting any historic Tidelands Claims or up to the current mean high water line will require Tidelands Licenses and/or Grants from the NJDEP Bureau of Tidelands Management.

If any Tidelands legal instruments are required, a NJDEP Waterfront Development Permit will also be required. If the NJDEP no longer asserts a claim to a formerly flowed tidal area, a Statement of No Interest should be obtained.

Wetlands: Freshwater wetlands and NJDEP-Mapped Coastal wetlands are mapped extensively throughout the project corridor associated with the numerous tidal waterways that are located within southwestern Cumberland and western Cape May Counties.

Threatened \& Endangered Species (State and Federal): US Fish \& Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) System data was generated for the project on January 11, 2017. Seven T\&E species were identified that should be considered in an effects analysis for the project:

- Red Knot (Calidris canutus rufa) - Threatened
- American Chaffseed (Schwalbea American) - Endangered
- Knieskern's Beaked-rush (Rhynchospora knieskernii) - Threatened
- Seabeach Amaranth (Amaranthus pumilus) - Threatened
- Sensitive joint-vetch (Aeschynomene virginica) - Threatened
- Swamp pink (Helonias bullata) - Threatened
- Northern long-eared bat (Myotis septentrionalis) - Threatened

The USFWS identified no critical habitats or fish hatcheries in the project area.
The USFWS IPaC System also identified the Cape May National Wildlife Refuge near the project corridor. According to USFWS, the refuge was established in 1989, Cape May National Wildlife Refuge provides critical habitat to a wide variety of migratory birds and other wildlife. It supports 317 bird species, 42 mammal species, 55 reptile and amphibian species, and numerous fish, shellfish and other invertebrates.

In addition, the Heislerville Wildlife Management Area, Belleplain State Forest, Dennis Creek Wildlife Management Area, and Lizard Tail Swamp Preserve are located within the project corridor.

The USFWS IPaC System also reported 32 Migratory Birds of Conservation Concern for the project area, which are identified in Appendix F.

Forested Areas: The majority of the project corridor is surrounded by forested uplands and forested wetlands. Much of these forested areas are associated with Belleplain State forested or one of the aforementioned Wildlife Management Areas.

USEPA Sole Source Aquifers: The project study area occurs within the New Jersey Coastal Plain Sole Source Aquifer (SSA).

Hazardous Waste/Contaminated Sites: A review of NJDEP Known Contaminated Sites (KCS), Historic Fill areas, Dead Notice areas, and Classification Exemption Areas (CEA) for Groundwater Contamination was conducted using the NJDEP GeoWeb website. Fifteen NJDEP KCS were identified along the project corridor. Four of the 15 sites have CEAs for groundwater contamination associated with the sites. The noted sites are identified in Appendix F.

In addition to the NJDEP KCS sites identified above, several other properties of potential environmental concern such as gas stations, auto repair facilities, nurseries, agricultural (farms), boat repair, etc. are located within the project corridor.

Further investigation via NJDEP file review and/or site investigation (sampling) activities may be required at any of the above locations if right-of-way acquisition or excavation activities are proposed during construction for the proposed project.

## Summary of Potential Permits and Approvals:

- NJDEP CAFRA, Waterfront Development, and Coastal Wetlands
- NJDEP Freshwater Wetlands
- NJDEP Flood Hazard Areas and Riparian Zones
- NJDEP Tidelands
- NJDEP Green Acres Program
- NJ No Net Loss Reforestation Act
- NJ Pinelands Commission
- NJ Soil Erosion and Sediment Control Act
- Wild \& Scenic Rivers
- US Army Corps of Engineers
- US Coast Guard


## VI. Bicycles, Pedestrian and Transit Facilities

A preliminary review of the corridor's existing bicycle and pedestrian facilities was performed along with a review of available mass transit opportunities.

## Bicycle

Bicycle paths and designated bicycle lanes have not been constructed/installed along the Route 55 , Route 47 or Route 347 corridors within the study area. However, the majority of the existing paved shoulders along these roadways are 8 feet wide, which is sufficiently wide to accommodate
bicycle traffic based on NJDOT and FHWA guidelines. Only small sections of Route 47 south of Dennisville and through Middle Township have shoulders which are less than 8 feet wide.

Based on the New Jersey Statewide Bicycle and Pedestrian Master Plan (2004), on-road bicycle facilities are programmed for the entire Route 47 corridor through the study area. The majority of Route 47 is designated by NJDOT Congestion Management System as low priority for bicycle links, except between Route 347 (MP 32.0) and Route 55 (MP 35.1) which is designated as medium priority. The entire Route 347 corridor is designated by NJDOT as 'low' priority for bicycle links.

The Cumberland County Bikeways Inventory (2015), prepared by Cross County Connection, classifies Route 47 through Cumberland County as a 'medium' priority bikeway corridor. Route 47 is designated as an on-road bicycle route between Moore's Beach Road (MP 26.2) and Glade Road (MP 26.6). The remainder of Route 47 is designated as a 'proposed' on-road bicycle route. Route 347 was not identified as a potential bikeway corridor through the study area.

## Pedestrian

The majority of the Route 55/47/347 study corridor through Maurice River, Dennis and Middle Townships is rural with low pedestrian activity. Route 347, in its entirety, is designated by New Jersey Congestion Management System as a 'low' priority pedestrian link. Route 47 is also designated as a 'low' priority pedestrian link to the north of Indian Trail Road (MP 8.8). Middle Township is more heavily developed to the south of Indian Trail Road, resulting in a 'medium' priority pedestrian link designation.

Sidewalk is very limited on the northern end of the Route 55/347/47 study corridor through Maurice River and Dennis Townships, where there are very low density residential and commercial development. There is no existing sidewalk along the entirety of Route 55 and Route 347 and sidewalk is very sporadic along Route 47 . On the southern end of the study corridor, the presence of sidewalk is more frequent through Middle Township and the City of Wildwood, where there is a higher density of residential and commercial development.

A preliminary investigation of each of the pedestrian accommodations at each of the signalized intersections along the Route 55/47/347 corridor was performed utilizing the existing as-built plans for each location. In general, pedestrian push buttons are present at each of the intersections along the corridor to cross Route 55, Route 47 or Route 347 . However, sidewalk, handicap accessible curb ramps and painted crosswalks are missing at many of the signalized intersections along the corridor. Also, pedestrian signal heads are missing at many of the signalized intersections through Maurice River, Dennis and Middle Townships. It is noted, however, that the signalized locations through the City of Wildwood each have pedestrian push buttons, marked crosswalks, sidewalks, curb ramps and pedestrian signal heads with countdown timers. An evaluation to determine whether existing facilities are ADA compliant was not completed as part of this study.

## Transit

Two New Jersey Transit bus routes provide service to various portions of the Route 55/47/347 corridor through the study area. NJ Transit Route 313 provides limited service between Philadelphia to Cape May and travels along Route 47 in the northern portion of the study area, from Route 55 (MP 35.1) to Goshen-Swainton Road (MP 14.0). NJ Transit Route 552 extends from

Atlantic City to Cape May and services the southern portion of the Route 47 corridor from Bayshore Road (MP 6.6) to Route 9 (MP 3.8).

Currently there is no passenger rail service in either Cumberland or Cape May Counties. Rail service in the area is limited to the NJ Transit Atlantic City Line, extending from Philadelphia to Atlantic City and located northeast of the study area. A new light rail line is currently being considered between the City of Camden and Glassboro Borough, to the northwest of the Route $55 / 47 / 347$ corridor. A future phase of this proposed Glassboro-Camden Line has also been discussed to potentially provide limited service to downtown Millville. In general, the proposed Glassboro-Camden light rail line is intended to link established communities in Gloucester and Camden Counties with major employment and activity centers in the greater Philadelphia metro area. Based on the 2009 Alternative Analysis study for the proposed light rail line, only the very northern end of the Route 55/47/347 corridor in Maurice River Township was considered as a potential origin/destination of trips to/from the Glassboro-Camden line.

## VI. Local Outreach Coordination

Outreach coordination for this project involved the development of a Study Advisory Committee (SAC) consisting of State, County and Local representatives to assist the project team in identifying roadway safety deficiencies, traffic operation issues and community concerns. An informational presentation and charrette was held with the SAC at the initiation of the project to obtain insight and guidance from local stakeholders with unique knowledge of the corridor. SJTPO and McCormick Taylor representatives also met with the Cape Issues public group to gather input and concerns regarding issues along the corridor. An online public survey was developed and circulated through the SJTPO's email list to obtain public feedback and opinions regarding the perceived issues along the corridor. A second SAC meeting was held to present the results of the study and resulting Purpose and Need Statement.

## A. Study Advisory Committee

The study advisory committee was developed in conjunction with the SJTPO to identify representatives from key stakeholders in the study area who could provide knowledge of local issues. These stakeholders included State and regional governmental agencies, County representatives, Municipal representatives, elected officials, police/fire/EMS personnel and local special interest groups.

An initial meeting with the SAC was held on August 11, 2016 at the Cape May County administrative building to introduce the project to the stakeholders and to give the opportunity to these local officials, review agency representatives, emergency management personnel and local groups to provide insight to the project team on local issues and concerns. A summary of the discussed issues and concerns is provided in Appendix H , however some frequently expressed concerns included:

## Safety Issues

- Serious vehicular and pedestrian crashes
- Speeding
- Poor geometric design at intersections


## Traffic Congestion

- Significant delay and queuing on Route 47 and Route 347 between Route 55 \& Route 83
- Delay and congestion at the southern Route 55 terminus
- Congestion in the Rio Grande area


## Emergency Response

- Flooding along Route 47 inhibits response time and can impact evacuations
- Congestion along the corridor inhibits response times


## Environmental Constraints

- Sensitive habitats are located along the corridor
- Idling vehicles produce harmful emissions


## Transit/Pedestrians/Bicycles

- Significant pedestrian activity in Rio Grande
- Limited mass transit opportunities along corridor
- Ensure compliance to NJDOT Complete Streets policy


## Community/Business Concerns

- Local businesses are negatively impacted by congestion on the corridor
- Congestion leads to higher operating costs for businesses
- Congestion negatively affects quality of life for local residents

Feedback from the SAC meeting assisted in the development of the Purpose and Need Statement for the project. The results of the study and proposed Purpose and Need Statement were presented to members of the SAC at a second meeting on January 25, 2017.

## B. Public Survey

A public survey was sent to members of the Study Advisory Committee as well as the SJTPO mailing list on September 16, 2016, to request their input regarding the identification of corridor issues and concerns. The public was given two (2) weeks to complete the survey, and approximately 300 responses were received by the end date of September 30, 2016. A copy of the survey and the responses received are included in Appendix I.

The survey included the following questions:

- Question 1: How important are the following issues on the Route $55 / 57 / 347$ corridor? 15 corridor issues were provided.
- Question 2: Describe the corridor location where you believe any of the above issues are most predominant.
- Question 3: What is the zip code where you reside?
- Question 4: How long have you been a corridor resident (if applicable)?
- Question 5: What are your primary uses of the corridor (select all that apply)?
- Question 6: On average, how many days a week do you travel the corridor?
- Question 7: What is your age?
- Question 8: What is your gender?
- Question 9: Please provide any other general comments on issues and concerns for the Route 55/47/347 corridor.

Survey responses are also briefly summarized below.

## Participant Data

Approximately $35 \%$ of the participants who answered the zip code question were from Millville, Leesburg, Port Elizabeth and Port Norris, which encompass the corridor from Millville to Maurice River. Additionally, $42 \%$ of the respondents have been a resident of the corridor for 20 or more years. The majority of respondents utilize the corridor for recreation/leisure and commuting; however, a large percentage also use the corridor for day-to-day errands and business travel. More than $50 \%$ of respondents use the corridor 5 or more days per week, with $30 \%$ using the corridor every day.

## Corridor Issues

Respondents were asked the rank the importance of numerous issues along the Route 55/47/347 corridor, and the following issues were identified as a "Serious Problem" by more than $50 \%$ of the survey participants:

- Too much traffic during the summer season (79\%)
- Vehicles passing (59\%)
- Difficult to access corridor from driveways or non-signalized intersections (58\%)
- Vehicles speeding (52\%)
- Lack of right-turn and left-turn lanes cause delays and/or safety hazards (51\%)

The two (2) other issues identified as "Serious Problems" by a large number of respondents include the following:

- Traffic negatively affecting local corridor businesses or quality of life of residents (44\%)
- Traffic diverted onto local side streets resulting from people trying to avoid corridor (34\%)

Survey participants were also asked to provide any additional information related to the corridor. Issues mentioned most frequently by the respondents are listed below:

- Traffic signals along the corridor result in congestion, especially during the summer season. The new signal in Port Elizabeth was identified as adding to existing congestion. Long cycle lengths, lack of signal coordination, and the number of traffic signals were cited as concerns.
- Exiting driveways along the corridor is extremely difficult, especially during the summer months. Specific locations that were identified include the Dennisville Wawa, Maurice River Diner, and Maurice River Township Elementary School.
- The lack of left-turn lanes along the corridor, especially at the Route 347 intersections with Leesburg-Belleplain Road and Hands Mill Road, are safety concerns. The Route 347/Hands Mill Road intersection, in particular, is a concern because it is located on a horizontal curve where fatal crashes have occurred in the past.
- Traffic congestion along the corridor makes shore evacuation and emergency response very difficult.
- Speeding vehicles are a safety concern along the corridor and along minor streets that are used as diversion routes.
- Vehicles illegally passing in no passing zones is a major safety concern, especially along horizontal curves.
- The signalized intersections of Route 55/47, Route 47/347 (north intersection), and Route $47 / 347$ (south intersection) were frequently mentioned as the most congested locations.

Overall, the survey respondents believe that the increase in shore traffic and traffic congestion during the summer months negatively impacts their quality of life; makes it difficult to make turns to/from minor street and driveways; results in vehicles speeding and making unsafe, illegal passing maneuvers; and presents a major safety concern for emergency evacuation and response.

## VII. Purpose and Need

## A. Project Purpose

The transportation problem to be addressed is existing and future traffic operations and safety of the NJ 55/47/347 Corridor in Cumberland and Cape May Counties; such a project is expected to alleviate the associated impacts on corridor residents and businesses, emergency response and evacuation, motorists, and multi-modal users.

## B. Project Need

Historical data shows that traffic volumes along Route 47 during summer weekends are $75 \%$ to 100\% higher than non-summer weekends. NJDOT Management Systems travel time information indicates that southbound travel at the southern terminus of Route 55 can take 10 times longer during peak periods in the summer months. The same NJDOT data also shows that travel along Route 47 southbound can take more than 4.5 times longer and travel along Route 347 southbound can take more than 6 times longer during summer peak periods.

Traffic analysis results show that many of the signalized intersections along the NJ 55/47/347 corridor operate at their capacity or exceed their capacity during the Summer Saturday and Sunday peak hours. Queues along southbound Route 55 from the Route 47 intersection and lane merge extend for approximately 2 miles, adding nearly 45 minutes of travel time during peak times on Summer Saturdays. Poor traffic operations at the Route 47 intersections with Petersburg Road (CR 610) and Tyler Road (CR 611) negatively impact traffic operations at intersections located upstream, with queue spillbacks along Route 47 from these intersections often extending back through adjacent intersections. Between the signalized intersections of Route 47/347 and Route 47/Court House-Dennisville Road (CR 657) in Dennisville, a distance of approximately 4 miles, slowly moving queues result in high delays and extensive travel times for motorists. Observed southbound queues extended from the Petersburg Road and Tyler Road intersections, through the Route 47/347 intersection, and over an additional mile along both Route 47 and Route 347. These long queue spillbacks resulted in southbound travel times of approximately 45 minutes through Dennisville on Summer Saturdays.

By Design Year 2040, traffic volumes are expected to continue to increase, resulting in degrading traffic operations, longer queue spillback and further increased travel times. Increased congestion and idling vehicles will also further negatively impact noise and air quality along the corridor. Other concerns identified by local representatives and the general public that were confirmed through field observations included the following: unsafe passing, the inability for motorists to access driveways and unsignalized intersections, lack of turning lanes, high travel speeds and increased traffic diversions onto local streets to avoid traffic congestion along the corridor.

Traffic congestion during the summer months also impacts emergency evacuation and response times along the NJ 55/47/347 corridor. During summer months, emergency response to crashes is inhibited due to high delays and queues along the corridor and the lack of alternative routes for emergency vehicles. Data from NJDOT and feedback from local EMS providers also indicate that flooding along the corridor occasionally contributes to increased emergency response and evacuation times.

A crash investigation of the Route 55/47/347 corridor indicates several locations where crash rates, crash types and severity are overrepresented when compared to statewide averages for similar roadways. Along the section of Route 55 from the 4 -lane to 2 -lane merge location (milepost 20.8) to just north of the Schooner Landing Road interchange (milepost 21.75), crashes resulting in moderate injuries were nearly 7 times higher than the statewide average. All five (5) of the moderate injury crashes occurred in the southbound direction approaching the merge area. Additionally, the occurrence of Overturned crashes within this segment was more than 25 times the statewide average; four (4) Overturned crashes were reported in a 3 -year period.

There are three (3) sections of Route 47 that have relatively high crash rates compared to statewide averages. Between mileposts 34.99 and 35.12 , which is just south of the Route 55 intersection, the crash rate is more than 4 times the statewide average. The overrepresentation of Same Direction-Rear End crashes at this location can be attributed to traffic congestion during the summer months. The crash rate on Route 47 between mileposts 3.63 to 3.93 is more 1.5 times the statewide average. Similarly, Route 47 between mileposts 3.94 and 4.20 has a crash rate that is more than 2.75 times the statewide average. Same Direction-Rear End, Right Angle, and Same Direction-Sideswipe crashes were predominant throughout these segments and can mainly be attributed to the presence of traffic congestion and retail driveways.

Five (5) pedestrian/bicycle crashes occurred since 2011 within a $1 / 4$-mile segment of Route 47 near Bay Shore Road, where outside shoulder widths are substandard by nearly 2 feet. Numerous Same Direction-Rear End crashes were reported on the Route 47 southbound approach to Tyler Road during the summer months and may be attributed to traffic congestion as well as the presence of horizontal curves.

Two (2) pedestrian fatalities were reported in Year 2012 within a $1 / 2$-mile stretch of Route 47 between mileposts 3.16 and 3.62 in Rio Grande. The fatality at milepost 3.2 occurred just north of the Garden State Parkway ramps and south of $6^{\text {th }}$ Street, and the fatality at milepost 3.62 occurred in the vicinity of $2^{\text {nd }}$ Street. It should be noted that both crashes occurred in the evening during Dark conditions. Evaluation of geometric deficiencies in these areas indicates that the substandard acceleration lane from the Garden State Parkway, the undesirable location of the $6{ }^{\text {th }}$ Street
unsignalized intersection, and lack of outside shoulders may be contributing factors to crashes. Heavy utilization of the $2^{\text {nd }}$ Street bus stop may also contribute to pedestrian crashes in this area.

A fatal Head-On crash with two (2) fatalities was also reported on Route 47 near Pumping Station Pond/Fishing Creek Curve (milepost 5.2), where existing broken back horizontal curves with substandard tangent lengths, unsafe travel speeds and illegal passing were contributing factors. A fatal Fixed Object crash occurred at milepost 10.40 between Woodcock Road and the Bay Shore Condominiums, and another fatal Head-On crash occurred at milepost 12.6, just north of Bucks Road. Driver inattention was the major contributing factor to both of these crashes. Unsafe travel speeds were contributing factors to fatal Fixed Object crashes at milepost 13.4, south of William Street, and at milepost 15.9 in the vicinity of Sluice Creek. At milepost 15.9, the horizontal curve approaching Sluice Creek was also a contributing factor. Driver inattention was cited as a factor at the fatal crash at, milepost 29.60, which involved a southbound vehicle making a passing maneuver. The fatal fixed object crash at milepost 30.3 near Oak Hill Road was also caused by driver inattention. Finally, a fatal Same Direction-Rear End crash caused by driver inattention occurred at milepost 34.9 in the northbound direction approaching the Route 55 intersection.

Since 2011, five (5) fatal crashes have occurred on Route 347. One (1) fatal crash occurred at milepost 0.1, near the southern intersection of Route 47/347. Two (2) fatal crashes also occurred in the vicinity of the horizontal curve located 0.7 miles north of the southern Route 47/347 intersection. Finally, two (2) fatal crashes occurred near the curve at Hands Mill Road (between mileposts 3.2 to 3.4), where upgraded pavement markings have been recently installed to improve safety. High travel speeds and driver inattention may have been contributing factors to these crashes.

The study corridor is located primarily within the NJ Pinelands and/or CAFRA zone and is an environmentally-sensitive area. Freshwater wetlands and NJDEP-Mapped Coastal wetlands are mapped extensively throughout the project corridor and six Category One waterways were identified. Threatened \& endangered species, migratory birds, State/County Open Space, Green Acres properties, and hazardous waste/contaminated sites were each identified to exist within the project area. Traffic congestion and long queues along the corridor also produce harmful emissions from idling vehicles, which will continue to rise as traffic volumes increase. The environmental issues present a unique challenge that must be considered with the safety and operational issues identified.

## C. Goals and Objectives

The goals and objectives of any subsequently initiated project are identified below. The improvement alternatives should be developed to satisfy as many goals and objectives as possible.

- Improve the safety of motorists by reducing the frequency and severity of crashes along the corridor
- Create a safe and accessible environment for vehicles, pedestrians, and bicyclists
- Improve the safety of pedestrians and bicyclists along the southern section of Route 47 between Bay Shore Road and the Garden State Parkway
- Mitigate summer traffic congestion along the corridor by reducing travel time, overall delay, and queue spillbacks
- Reduce the negative impacts that corridor traffic congestion has on the local and regional economy, including the loss of business and the increased costs associated with the movement of goods and services
- Improve the quality of life for residents along the corridor during the summer months
- Minimize social, noise, and economic impacts to residents and businesses along the corridor
- Improve security by addressing emergency evacuation concerns and reducing evacuation clearance times for coastal counties
- Improve response times for emergency vehicles during the summer months
- Improve access to and from the coastal counties and Jersey Shore communities to encourage recreational travel and tourism
- Increase, improve, enhance and encourage public transit service and usage to and from the shore communities.
- Enhance the integration and connectivity of the transportation system
- Reduce air and noise pollution resulting from summer traffic congestion along the corridor
- Minimize impacts to environmentally sensitive features including wetland areas, high quality waterways, Section $4(\mathrm{f}) /$ Green Acres properties, threatened and endangered species, and cultural and archaeological resources
- Promote/ensure environmental justice
- Maintain the rural, scenic character of the corridor
- Encourage the use of new technologies and innovative techniques that are supportive of other goals


## APPENDIX A

 PHOTOGRAPH LOG

Photo 1: Southbound queue on Route 55 at Menantico Creek (Approx. MP 21.8)


Photo 2: Southbound queue on Route 55 at Schooner Landing Road (Approx. MP 21.5)


Photo 3: Southbound queue on Route 55 at lane merge (Approx. MP 20.8)


Photo 4: Southbound queue on Route 55 approaching Route 47 (Approx. MP 20.1)


Photo 5: View along southbound Route 47 between Route 55 and Port Elizabeth (Approx. MP 34.2)



Photo 7: View along southbound Route 47 approaching Route 347 (Approx. MP 22.0)


Photo 8: View of southbound Route 47 at intersection with Route 347 (Approx. MP 21.0)


Photo 9: Southbound Route 47 queue between Route 347 and Tyler Road (CR 611) (Approx. MP 19.6)


Photo 10: View of southbound Route 47 approaching Bay Shore Road (Approx. MP 7.1)

APPENDIX B
CRASH DATA


## State of 2 Anm Jorspy

DEPARTMENT OF TRANSPORTATION
P.O. Box 600

Trenton, New Jersey 08625-0600

## CHRIS CHRISTIE

RICHARD T. HAMMER Governor

KIM GUADAGNO
Lt. Governor
August 22, 2016

Amy Sokalskki, PE, Senior Project Engineer<br>McCormick Taylor, Incorporated<br>700 East Gate Drive<br>Suite 201<br>Mount Laurel, NJ 08054

## RE: Crash Analysis

Route NJ 55 MP 20.00 to 21.75 , Route NJ 47 MP 0.00 to 35.20 and Route NJ 347 MP 0.00 to 8.33
Wildwood City, Lower Twp., Middle Twp., Dennis Twp., and Maurice River Twp., Cumberland and Cape May County.

This is in reference to your request dated June 6,2016, requesting this office to furnish the crash data for the above referenced location for the years 2012 through 2014.

CRASH DATA RELATIVE TO OVERREPRESENTATIONS:
The crash summaries relative to overrepresentations for the following sections of Route NJ 55, NJ 47 and NJ 347 for the period January 1, 2012 to December 31, 2014 are herewith attached. The percentages on the summary are 2014 statewide average values corresponding to overrepresented crash categories.

## CRASH RATE

| Route | Mile Post | Cross-Section | Actual Crash <br> Rate <br> (Crashes/mvm.) | Statewide Crash <br> Rate for Year 2014 <br> (Crashes/mvm.) |
| :--- | :--- | :---: | :---: | :---: |
| NJ 55 | $20.00-20.79$ | 2 lanes, no median <br> with shoulder | 1.94 | 2.56 |

The crash rates for this section of Route NJ 55 exhibits a relatively safe crash record as it is below the year 2014 statewide average for roadways with similar cross-section.
NJ 55
$20.80-21.75$
4 or more lanes, grass
1.80
2.35
median, with shoulder

The crash rates for this section of Route NJ 55 exhibits a relatively safe crash record as it is below the year 2014 statewide average for roadways with similar cross-section.

| NJ 47 | $0.00-0.74$ | 4 or more lanes, no <br> median, without shoulder | 3.10 | 6.14 |
| :--- | :--- | :---: | :---: | :---: |

The crash rates for this section of Route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

| NJ 47 | $0.75-1.11$ | 4 or more lanes, barrier <br> median, no shoulder | 1.01 | 2.91 |
| :--- | :---: | :---: | :---: | :---: |

The crash rate for this section of route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

| NJ 47 | $1.12-3.15$ | 4 or more lanes, grass <br> median, with shoulder | 1.15 | 2.35 |
| :--- | :--- | :---: | :---: | :---: |

The crash rate for this section of route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

| NJ 47 | $3.16-3.42$ | 4 or more lanes grass <br> median, no shoulder | 5.63 |
| :--- | :--- | :--- | :--- |

The crash rate for this section of route NJ 47 is above the statewide average crash rate for roadways with similar cross-sections. Hence, a further review of the crash summary and details may be necessary. A review of the crash overrepresentations and where they are occurring may provide an insight into any additional crash countermeasures that could be implemented to bring the crash rate more in line with the statewide average.

| NJ 47 | $3.43-3.62$ | 2 lanes, no <br> shoulder | 3.62 |
| :--- | :---: | :---: | :---: |

The crash rate for this section of route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

| NJ 47 $3.63-3.93$ | 4 or more lanes no <br> median, no shoulder | 10.23 | 6.14 |
| :--- | :---: | :---: | :---: | :---: |

The crash rate for this section of Route NJ 47 is above the statewide average crash rate for roadways with similar cross-sections. Hence, a further review of the crash summary and details may be necessary. A review of the crash overrepresentations and where they are occurring may provide an insight into any additional crash countermeasures that could be implemented to bring the crash rate more in line with the statewide average.

| NJ 47 | $3.94-4.20$ | 3 lanes, with/ <br> without shoulder | 11.05 | 4.01 |
| :--- | :--- | :--- | :--- | :--- |

The crash rate for this section of Route NJ 47 is above the statewide average crash rate for roadways with similar cross-sections. Hence, a further review of the crash summary and details may be necessary. A review of the crash overrepresentations and where they are occurring may provide an insight into any additional crash countermeasures that could be implemented to bring the crash rate more in line with the statewide average.

| NJ 47 $4.21-17.72$ | 2 lanes with <br> shoulder | 1.07 | 2.56 |
| :--- | :---: | :---: | :---: |

The crash rate for this section of route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

| NJ 47 | $17.73-18.16$ | 2 lanes, without <br> shoulder | 2.12 | 3.83 |
| :--- | :---: | :---: | :---: | :---: |

The crash rates for this section of Route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

NJ 47 18.17-34.98

```
2 lanes with shoulder
```

The crash rate for this section of Route NJ 47 is above the statewide average crash rate for roadways with similar cross-sections. Hence, a further review of the crash summary and details may be necessary. A review of the crash overrepresentations and where they are occurring may provide an insight into any additional crash countermeasures that could be implemented to bring the crash rate more in line with the statewide average.

| NJ 47 | $34.99-35.12$ | 2 lanes without <br> shoulder | 15.34 | 3.83 |
| :--- | :---: | :---: | :---: | :---: |

The crash rate for this section of Route NJ 47 is above the statewide average crash rate for roadways with similar cross-sections. Hence, a further review of the crash summary and details may be necessary. A review of the crash overrepresentations and where they are occurring may provide an insight into any additional crash countermeasures that could be implemented to bring the crash rate more in line with the statewide average.

| NJ 47 | $35.13-35.20$ | 2 lanes with <br> shoulder | 1.24 | 2.56 |
| :--- | :--- | :---: | :---: | :---: |

The crash rate for this section of Route NJ 47 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.
NJ 347
$0.00-8.33$
2 lanes with
1.75
2.56
shoulder

The crash rates for this section of Route NJ 347 exhibits a relatively safe crash record as it is below the year 2014 Statewide average for roadways with similar cross-section.

Also, enclosed are the Details of Motor Vehicle Accidents for the years 2012 through 2014. The Details will show the crash frequency and severity at various locations (at/between intersection) along these portions of these Urban Principal Arterial. This information may help your office in any engineering decision that might be made to improve or upgrade these sections of Route NJ 55, NJ 47 and NJ 347.

If there are any further questions, please contact Mr. Yosy Cosme of this office at 530-8737.

The following are the safety score:
Evaluation \#2 Safety Score

| Route | Mile Post | Cross Section | Safety Score |
| :--- | :---: | :---: | :---: |
| NJ 55 | $20.00-20.79$ | 2 lanes, with shoulder | 2 |
| NJ 55 | $20.80-21.75$ | 4 or more lanes, grass <br> median with shoulder | 8 |

"IMPROVING LIVES BY IMPROVING TRANSPORTATION"

| NJ 47 | $0.00-0.74$ | 4 or more lanes, no <br> median no shoulder | 3 |
| :--- | :--- | :---: | :---: |
| NJ 47 | $0.75-1.11$ | 4 or more lanes, barrier <br> median no shoulder | 1 |
| NJ 47 | $1.12-3.15$ | 4 or more lanes, grass <br> median with shoulder | 4 |
| NJ 47 | $3.16-3.42$ | 4 or more lanes, grass <br> median no shoulder | 7 |
| NJ 47 | $3.43-3.62$ | 2 lanes, no shoulder | 5 |
| NJ 47 | $3.63-3.93$ | or more lanes, no <br> median no shoulder | 8 |
| NJ 47 | $3.94-4.20$ | 3 lanes with/without <br> shoulder | 10 |
| NJ 47 | $4.21-17.72$ | 2 lanes, with shoulder | 3 |
| NJ 47 | $17.73-18.16$ | 2 lanes, without shoulder | 3 |
| NJ 47 | $18.17-34.98$ | 2 lanes, with shoulder | 5 |
| NJ 47 | $34.99-35.12$ | 2 lanes, without shoulder | 10 |
| NJ 47 | $35.13-35.20$ | 2 lanes, with shoulder | 10 |
| NJ 347 | $0.00-8.33$ | 2 lanes, with shoulder | 5 |

Very truly yours,

## P.L. Sheth

## Pavan Sheth, Project Engineer

Bureau of Transportation Data and Safety
PS: TR: MC
BSP Log \# 70-16
Cc: Jennifer Marandino, SJTPO
Route NJ
Maurice Twp., Cumberland County
01/01/2012 THRU 12/31/2014


## CRASH SUMMARY

 -
## CRASH SUMMARY

Route NJ 55 MP 20.80-21.75
Maurice Twp., Cumberland County
01/01/2012 THRU 12/31/2014


$\xrightarrow[* * \text { These }]{ }$ Thelumns indicate the number of fatal crashes in each accident category. Length of Segment 0.95 Length of Segment
Number of Years
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Crash Rate/MVM

## TOTAL CRASHES: 21

2014 Statewide Crash Rate/MVM
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MON 07:51 DRI INATTENTION MAURICE RIVER TWP

 MON 05:17 DISOBEYED TCD MAURICE RIVER TWP SAT 10:15 DRI INATTENTION SAT 10:11 FOLLOW TO CLOSE SAT 12:17 NONE-DRIVER/CYC
 FRI 11:46 DRI INATTENTION MAURICE RIVER TWP
SAT 11:13 NONE-DRIVER/CYC MAURICE RIVER TWP WED 16:45 DRI INATTENTION

| TATE HWY | RT 55 |  | 020.80 |  | NOT AT INTERSECTION |  |  |  | MAURICE RIVER TWP |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3198421 | SAME DIR-SIDE | S- | SUV-GOING | STRT | S- PASS-MERGING | CL/DR | DAY | 05/12/13 | SUN 11:55 NONE-DRIVER/CYC |
| 3330710 | FIXED OBJECT | S- | PASS-GOING | STRT | - - | CL/DR | DARK | 09/19/13 | THR 20:00 DRI INATTENTION |
| 'TATE HWY | RT 55 | MP | 020.90 |  | NOT AT INTERSECTION |  |  |  | MAURICE RIVER TWP |
| 2266650 | OVERTURNED | S- | SUV-GOING | STRT | - - | CL/DR | DAY | 11/28/12 | WED 14:30 DRI INATTENTION |
| 3330569 | FIXED OBJECT | N - | PASS-GOING | STRT | - - | SN/WT | DAY | 12/10/13 | TUE 09:54 UNSAFE SPEED |
| 'TATE HWY | RT 55 |  | 021.00 |  | NOT AT INTERSECTION |  |  |  | MAURICE RIVER TWP |
| 3111361 | SAME DIR-REAR |  | PKUP-GOING | STRT | S-S3AXL-GOING STRT | SN/SN | DAY | 02/01/13 | FRI 07:46 DRI INATTENTION |


| 4285429 | SAME DIR-REAR |
| :--- | :---: |
| TATE HWY | RT 55 |
| 2160846 | SAME DIR-REAR |
| TATE HWY | RT 55 |
| 3198421 | SAME DIR-SIDE |
| 3330710 | FIXED OBJECT |
| TATE HWY | RT 55 |
| 2266650 | OVERTURNED |
| 3330569 | FIXED OBJECT |
| TATE HWY | RT 55 |
| 3111361 | SAME DIR-REAR |

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| 'tate hwy | RT 55 | MP 021.00 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 0 | 1 |
| 3198409 | OVERTURNED | N- PKUP-GOING STRT | - - | RN/WT | DAY | 06/07/13 | FRI 12:40 | UNSAFE SPEED |  | 0 | 0 | 0 | 0 |  |
| 3254220 | OVERTURNED | N-S2AXL-GOING STRT | - - | RN/WT | DAY | 08/06/13 | TUE 14:03 | DRI INATTENTION |  | 0 | 0 |  |  |  |
| 'tate hwy | RT 55 | MP 021.09 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 0 | 0 |
| 2114639 | SAME DIR-SIDE | S- PASS-GOING STRT | S- PASS-GOING STRT | CL/DR | DAY | 05/11/12 | FRI 18:13 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  |  |  |
| 'tate hwy | RT 55 | MP 021.10 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 1 | 2 |
| 2020281 | FIXED OBJECT | S- Unkn-CHNG LANES | - - | CL/DR | DAY | 01/31/12 | TUE 16:59 | UNSAFE SPEED |  | 0 | 0 |  |  |  |
| 4285695 | FIXED OBJECT | N- PASS-GOING STRT | - - | SN/SN | DARK | 03/25/14 | TUE 22:36 | UNSAFE SPEED |  | 0 | 0 |  |  |  |
| 4926239 | OTHER | S- PASS-GOING STRT | - - | CL/DR | DAY | 10/29/14 | WED 08:27 | PHYS OBSTRUCTS |  | 0 | 0 | 0 | 0 |  |
| tate hwy | RT 55 | MP 021.20 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 1 | 1 |
| 2189125 | OVERTURNED | S- SUV-GOING STRT | - - | CL/DR | DAY | 08/14/12 | TUE 16:11 | DRI INATTENTION |  | 0 | 0 |  |  |  |
| 3901112 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAWN | 12/30/13 | MON 16:22 | animals in rdwy |  | 0 | 0 | 0 | 0 |  |
| 'tate hwy | RT 55 | MP 021.40 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 3 |
| 3228815 | SAME DIR-REAR | S- SUV-SLOW-STOP | S- SUV-GOING STRT | CL/DR | DAY | 07/26/13 | FRI 13:42 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 0 |  |
| 4285425 | SAME DIR-REAR | S- PASS-GOING STRT | S- SUV-SLOW-STOP | RN/WT | DAY | 07/26/14 | SAT 13:07 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'tate hwy | RT 55 | MP 021.50 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 0 |
| 3330746 | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DARK | 11/15/13 | FRI 19:52 | ANIMALS IN RDWY |  | 0 | 0 |  | 0 |  |
| 4288013 | ANIMAL | N - PASS-GOING STRT | - - | CL/DR | DARK | 01/20/14 | MON 20:26 | ANIMALS IN RDWY |  | 0 | 0 |  | 0 | 0 |
| 4905818 | STR PK VEH | S- PASS-PARKED | S- PASS-DRIVERLESS | CL/DR | DAY | 08/16/14 | SAT 09:06 | OTH DR/PED ACT | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 55 | MP 021.60 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 1 | 0 |
| 3203743 | FIXED OBJECT | N- PKUP-GOING STRT | - - | CL/WT | DAY | 07/23/13 | TUE 07:42 | TIRES |  | 0 | 0 |  | 1 | 0 |
| 4285480 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 07/05/14 | SAT 12:38 | DRI INATTENTION | UNKNOWN | 0 | 0 |  | 0 |  |
| 4924447 | NON-FIXED OBJ | N- PASS-GOING STRT | - - | CL/DR | DAY | 09/12/14 | FRI 17:59 | DEBRIS ON ROAD |  | 0 | 0 | 0 | 0 |  |

CRASH SUMMARY
Route NJ 47 MP $0.00-0.74$
Wildwood City, Cape May County
$01 / 01 / 2012$ THRU 12/31/2014

| INTERSECTION | COUNT | \% OF TOTAL | 2014 Average | ${ }^{* *}$ |
| :--- | :---: | :---: | :---: | :---: |
| At Signalized Intersection | 14 | $\mathbf{2 4 . 5 6 \%}$ | $\mathbf{1 3 . 5 3 \%}$ |  |
| At Unsignalized Intersection | 1 | $1.75 \%$ |  |  |
| Between Intersections | 42 | $\mathbf{7 3 . 6 8 \%}$ | $\mathbf{6 7 . 2 7 \%}$ |  |
| Railroad Crossing | 0 | $0.00 \%$ |  |  |
| Total | $\mathbf{5 7}$ |  |  |  |


TOTAL CRASHES:
is
Note:
** These columns indicate the number of fatal crashes in each accident category. Length of Segment Number of Years
AADT
Crash Rate/MVM
शे
VEH 2 CONTRIB
CIRCUMSTANCES
CAPE MAY
NONE-DRIVER/CYC
NONE-DRIVER/CYC
CAPE MAY
DRI INATTENTION
NONE-DRIVER/CYC
NONE-DRIVER/CYC
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
DRI INATTENTION
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
DRI INATTENTION
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
FAIL TO YLD ROW
CAPE MAY
IMP

| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OUNTY ROAD | D CR 47 | MP 000.00 | At atlantic ave |  |  |  | WILDWOOD | CITY |
| 3030975 , | 'RIGHT ANGLE | S- SUV-GOING STRT | W- PASS-GOING STRT | CL/DR | DARK | 03/10/13 | SUN 21:04 | DISOBEYED TCD |
| 4260017 | SAME DIR-REAR | N- SUV-GOING STRT | N- PASS-GOING STRT | CL/DR | DAY | 07/26/14 | SAT 17:51 | DRI INATTENTION |
| 'OUNTY ROAD | D CR 47 | MP 000.13 | AT PACIFIC AVE |  |  |  | WILDWOOD | CITY |
| 3000277 | PEDESTRIAN | N- PKUP-LEFT TURN | - - | CL/DR | DAY | 01/04/13 | FRI 14:13 | unknown |
| 3249007 | SAME DIR-REAR | N- PASS-LEFT TURN | N- PKUP-GOING STRT | CL/DR | DAY | 08/03/13 | SAT 12:38 | Unknown |
| 3221586 | OPP-SIDESWIPE | E- PASS-LEFT TURN | W- PASS-GOING STRT | CL/DR | DARK | 08/24/13 | SAT 21:01 | FAIL TO YLD ROW |
| 4267134 , | RIGHT ANGLE | S- PASS-GOING STRT | W- SUV-GOING STRT | CL/DR | DARK | 08/23/14 | SAT 23:53 | DISOBEYED TCD |
| 'OUNTY ROAD | D CR 47 | MP 000.24 | NEAR CR 621 / NEW J | SEY AV |  |  | WILDWOOD | CITY |
| 2104120 | SAME DIR-REAR | W- PASS-GOING STRT | W- PASS-GOING STRT | CL/DR | DAY | 05/26/12 | SAT 19:02 | DRI INATTENTION |
| 'OUNTY ROAD | D CR 47 | MP 000. 25 | NEAR CR 621 / NEW J | SEY AV |  |  | WILDWOOD | CITY |
| 3204065 | SAME DIR-REAR | S-S2AXL-GOING STRT | S-S2AXL-GOING STRT | CL/DR | DARK | 07/06/13 | SAT 20:54 | FOLLOW TO CLOSE |
| 'OUNTY ROAD | D CR 47 | MP 000.26 | NEAR CR 621 / NEW J | SEY AV |  |  | WILDWOOD | CITY |
| 4322882 , | RIGHT ANGLE | N- PKUP-GOING STRT | W-S2AXL-RT TRN-NRD | RN/WT | DAY | 09/16/14 | TUE 08:36 | NONE-DRIVER/CYC |
| 'OUNTY ROAD | D CR 47 | MP 000.26 | AT CR 621 / NEW JER | Y AVE |  |  | WILDWOOD | CITY |
| 3221578 | RIGHT-ANGLE ${ }^{\text {/ }}$ T | E-SPASS-LEFT TURN | N- PKUP-GOING STRT | CL/DR | DAY | 08/18/13 | SUN 15:51 | IMPROPER TURN |
| 'OUNTY ROAD | D CR 47 | MP 000.27 | NEAR CR 621 / NEW J | SEY AV |  |  | WILDWOOD | CITY |
| 3205088 | SAME DIR-REAR | E- PASS-RT TRN-NRD | E- PASS-GOING STRT | CL/DR | DARK | 07/14/13 | SUN 22:50 | DRI INATTENTION |
| 'OUNTY ROAD | D CR 47 | MP 000.40 | NEAR SUSQUEHANNA AV |  |  |  | WILDWOOD | CITY |
| 4219068 | SAME DIR-REAR | E- PASS-STOP-TRAF | E- PASS-GOING STRT | CL/DR | DAY | 06/08/14 | SUN 11:38 | NONE-DRIVER/CYC |
| 'OUNTY ROAD | D CR 47 | MP 000.41 | NEAR PARK BLVD |  |  |  | WILDWOOD | CITY |
| 3240150 | RIGHT ANGLE LT | $s-1$ SUV-LEFT TURN | E- PASS-GOING STRT | CL/DR | DAY | 08/27/13 | tue 11:47 | DRI INATTENTION |
| 'OUNTY ROAD | D CR 47 | MP 000.42 | NEAR PARK BLVD |  |  |  | WILDWOOD | CITY |
| 4322875 | OPP-HEAD-ON $2 T$ | E- PASS-GOING STRT | W- PASS-LEFT TURN | RN/WT | DAY | 10/13/14 | MON 14:18 | NONE-DRIVER/CYC |
| 'OUNTY ROAD | D CR 47 | MP 000.43 | NEAR PARK BLVD |  |  |  | WILDWOOD | CITY |
| 3240151 | RIGHT ANGLE | S- PASS-LEFT TURN | E- PASS-GOING STRT | CL/DR | DAY | 08/29/13 | THR 15:18 | IMPROPER TURN |
| 4260027 | SAME DIR-SIDE | W- PASS-GOING STRT | W- pass-Chng Lanes | CL/DR | DARK | 07/17/14 | THR 23:31 | NONE-DRIVER/CYC |
| 'OUNTY ROAD | D CR 47 | MP 000.44 | NEAR PARK BLVD |  |  |  | WILDWOOD | CITY |
| 2104115 | SAME DIR-REAR | E- SUV-STOP-TRAF | E- SUV-GOING STRT | CL/DR | DAY | 05/13/12 | SUN 13:15 | NONE-DRIVER/CYC |
| 4253697 | SAME DIR-REAR | E- PASS-STOP-TRAF | E- PASS-STOP-TRAF | CL/DR | DAY | 07/09/14 | WED 10:36 | NONE-DRIVER/CYC |


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VEH 2 CONTRIB
CIRCUMSTANCES
CAPE MAY
OTH DR/PED ACT
NONE-DRIVER/CYC
NONE-DRIVER/CYC
IMPROPER TURN
NONE-DRIVER/CYC
NONE-DRIVER/CYC

[^0] CAPE MAY
DRI INATTENTION
CAPE MAY
NONE-DRIVER/CYC
NONE-DRIVER/CYC


 CAPE MAY
FAIL TO YLD ROW
 CAPE MAY CAPE MAY
NONE-DRIVER/CYC
 VEH 1 CONTRIB WILDWOOD CITY
WED 19:14 OTH DR/PED ACT MON 17:25 OTHER SAE 17:13 NONE-DRIVER/CYC MON 17:18 DISOBEYED TCD
MON 18:03 WILDWOOD CITY


 $\begin{array}{ll}\text { WUN 15:56 FOLLOW TO CLOSE } \\ \text { SAT 03:05 } & \text { UNKNOWN }\end{array}$ WILDWOOD CITY
THR 07:45 NONE-DRIVER/CYC WILDWOOD CITY WED 12:46 DRI INATTENTION
SAT 15:30 IMPROPER TURN WILDWOOD CITY
THR 08:13 NONE-DRIVER/CYC WILDWOOD CITY
TUE 15:09 FAIL TO YLD ROW WILDWOOD CITY
WED 15:42 DRI INATTENTION
SAT 15:22 NONE-DRIVER/CYC SAT 15:22 NONE-DRIVER/CYC
WILDWOOD CITY WED 16:39 DRI INATTENTION

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CL/DR DAY 05/17/12

$\begin{array}{lll}\text { CL/DR } & \text { DAY } & 06 / 26 / 13 \\ \text { CL/DR } & \text { DAY } & 08 / 17 / 13\end{array}$
09/18/14
CL/DR DAY 08/12/14

CL/DR DAY 08/06/14 NEAR SUSQUEHANNA AVE
W- SUV-RT TRN-NRD S-SEMIT-GOING STRT
W- PASS-CHNG LANES NEAR SUSQUEHANNA AVE
W- PASS-GOING STRT
$\begin{array}{ll}\text { CL/DR DAY } & 09 / 23 / 14 \\ \text { CL/DR DAY } & 06 / 28 / 14\end{array}$
 $E^{\text {S- SUV-LEFT TURN }}$AT PARK BLVD
W- PASS-GOING STRT E- PKUP-STOP-TRAF W- PASS-SLOW-STOP E- PASS-LEFT TURN W- PASS-GOING STRT
E-BV9PL-GOING STRT NEAR PARK BLVD W- PKUP-GOING STRT W- SUV-GOING STRT

NEAR HUDSON AVE E- PASS-STOP-TRAF NEAR HUDSON AVE N- PASS-GOING STRT NEAR HUDSON AVE E- PASS-GOING STRT
E- PASS-GOING STRT NEAR HUDSON AVE
E- PASS-GOING STRT at hudson ave E- PASS-GOING STRT NEAR HUDSON AVE
 W- SUV-GOING STRT
MP 000.54 W- PASS-GOING STRT MP 000.59

E- PKUP-LEFT TURN MP 000.61
W- SUV-GOING STRT
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
NONE-DRIVER/CYC
CAPE MAY
NONE-DRIVER/CYC
NONE-DRIVER/CYC
DRI INATTENTION
CAPE MAY
FOLLOW TO CLOSE
NONE-DRIVER/CYC
NONE-DRIVER/CYC

CAPE MAY
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 NONE-DRIVER/CYC
 NONE-DRIVER/CYC VEH 1 CONTRIB
CIRCUMSTANCES WILDWOOD CITY
SAT 20:25 DRI INATTENTION
WILDWOOD CITY
MON 11:02 NONE-DRIVER/CYC
WILDWOOD CITY
FRI 09:10 DRI INATTENTION
THR 11:57 DRI INATENTION
THR 15:10 NONE-DRIVER/CYC THR 15:10 SAT 18:50 RD SURF CNDTION SAT 21:44 UNKNOWN
SAT 17:39 DRI INATTENTION WILDWOOD CITY MON 17:10 IMP LANE CHANGE WILDWOOD CITY
SUN 11:04 UNSAFE SPEED WILDWOOD CITY SAT 12:20 NONE-DRIVER/CYC WILDWOOD CITY WILDWOOD CITY
WED 01:47 DRI INATTENTION
THR 02:21 DRI INATTENTION WILDWOOD CITY
THR 13:59 FAIL TO YLD ROW THR 13:59 FAIL TO YLD ROW
WILDWOOD CITY SUN 11:18 DRI INATTENTION SUN 12:14 NONE-DRIVER/CYC WILDWOOD CITY

SUN $18: 13$ IMP lane change | M |
| :--- |
| 0 |
| 0 |
| 0 |
| 0 |
| 0 |
|  |
| 3 |
| 0 |
| 3 |
| 0 |
| u | LOWER TWP

SUN 18:00
$\begin{array}{llll}\text { MILEPOST } & 0.000 \text { TO } 0.740\end{array}$ 01/01/2012 TO $12 / 31 / 2014$

| NEAR SUSQUEHANNA AVE |  |  |  |
| :--- | :--- | :--- | :--- |
| W- PASS-GOING STRT | OC/DR | DARK | $08 / 02 / 14$ |
| NEAR SUSQUEHANNA AVE |  |  |  |
| W- SUV-STOP-TRAF | CL/DR | DAY | $07 / 08 / 13$ |
| NEAR SUSQUEHANNA AVE |  |  |  |
| W- PASS-LEFT TURN | CL/WT DAY | $07 / 20 / 12$ |  |
| W- PASS-LEFT TURN | RN/WT DAY | $02 / 13 / 14$ |  |
| W- PASS-CHNG LANES | CL/DR | DAY | $02 / 27 / 14$ |
| NEAR SUSQUEHANNA AVE |  |  |  |
| W- PASS-GOING STRT | CL/WT | DARK | $03 / 09 / 13$ |
| W- PASS-GOING STRT | CL/DR | DARK | $08 / 10 / 13$ |
| E- PASS-GOING STRT | CL/DR | DAY | $07 / 12 / 14$ |

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 W-PVLT9-GOING STRTMP 000.64
dOIS-MOTS-SSUd -M W- PASS-GOING STRT
E- PASS-MERGING MP 000.65

SINET ONHD-SSEC -M
MP 000.65
 AKCLI-dOLS-SSHC -a
99.000 dW E- PASS-STOP-TRAF $\angle 9.000 \mathrm{dw}$ LHIS ONIOD-SSVd -g E- SUV-GOING STRT $\begin{array}{cc}\text { MP } & 000.68\end{array}$

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 NEAR SUSQUEHANNA AVEW- PASS-GOING STRT
AT SUSQUEHANNA AVE
$-\quad$ NEAR SUSQUEHANNA AVE
E- PASS-GOING STRT
NEAR SUSQUEHANNA AVE
E-BV9PL-SLOW-STOP
$-\quad-$
NEAR SUSQUEHANNA AVE
E- PASS-GOING STRT
NEAR SUSQUEHANNA AVE
E- PASS-STOP-TRAF
E- PASS-GOING STRT NEAR SUSQUEHANNA AVE
W- PASS-GOING STRT
AT SUSQUEHANNA AVE
$-\quad$ NEAR SUSQUEHANNA AVE
E- PASS-GOING STRT
NEAR SUSQUEHANNA AVE
E-BV9PL-SLOW-STOP
$-\quad-$
NEAR SUSQUEHANNA AVE
E- PASS-GOING STRT
NEAR SUSQUEHANNA AVE
E- PASS-STOP-TRAF
E- PASS-GOING STRT
 NEAR SUSQUEHANNA AVE W- SUV-GOING STRT CL/DR DAY 06/08/14 NEAR WEST RIO GRANDE AVE
 NEAR SUSQUEHANNA AVE
W- SUV-GOING STRT S- SUV-STOP-TRAF
4322934 OVERTURNED
TATE HWY RT 47

tate hwy $\quad$ RT 47
2201698 SAME DIR-REAR
4260016 FIXED OBJECT
RT 47
2078994 RIGHT ANGLE


TATE HWY RT 47
4219069 SAME DIR-SIDE


## CRASH SUMMARY

Route NJ 47 MP 0.75 - 1.11
Lower Twp., Cape May County 01/01/2012 THRU 12/31/2014

| INTERSECTION | COUNT | \% OF TOTAL | 2014 Average | ${ }^{* *}$ |
| :--- | :---: | :---: | :---: | :---: |
| At Signalized Intersection | 0 | $0.00 \%$ |  |  |
| At Unsignalized Intersection | 0 | $0.00 \%$ |  |  |
| Between Intersections | 9 | $\mathbf{1 0 0 . 0 0 \%}$ | $\mathbf{1 0 0 . 0 0 \%}$ |  |
| Railroad Crossing | 0 | $0.00 \%$ |  |  |
| Total | $\mathbf{9}$ |  |  |  |


2014 Statewide Crash Rate/MVM

CRASH SUMMARY
Lower and Middle Townships, Cape May County 01/01/2012 THRU 12/31/2014

| INTERSECTION | COUNT | \% OF TOTAL | 2014 Average | ${ }^{* *}$ |
| :--- | :---: | :---: | :---: | :---: |
| At Signalized Intersection | 3 | $5.17 \%$ |  |  |
| At Unsignalized Intersection | 4 | $6.90 \%$ |  |  |
| Between Intersections | 51 | $87.93 \%$ | $67.27 \%$ |  |
| Railroad Crossing | 0 | $0.00 \%$ |  |  |
| Total | 58 |  |  |  |


| SURFACE CONDITION | COUNT | \% OF TOTAL | 2014 Average | ** |
| :--- | :---: | :---: | :---: | :---: |
| Dry | 51 | $87.93 \%$ | $78.72 \%$ |  |
| Wet Surface | 6 | $10.34 \%$ |  |  |
| Snow | 0 | $0.00 \%$ |  |  |
| Ice | 0 | $0.00 \%$ |  |  |
| Unknown | 0 | $0.00 \%$ |  |  |
| Other | 1 | $1.72 \%$ | $0.47 \%$ |  |
| Total | 58 |  |  |  |


| * |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $\left\lvert\, \begin{aligned} & \circ \\ & 0 \\ & \text { en } \\ & \stackrel{-}{2} \end{aligned}\right.$ |  |  |
|  | $\begin{gathered} 2 \\ \underset{N}{n} \\ 1 \\ 10 \\ 0 \end{gathered}$ | $\stackrel{\circ}{\stackrel{\circ}{N}}$ | $\begin{aligned} & \circ \\ & \stackrel{\circ}{m} \\ & \underset{N}{n} \end{aligned}$ | $\begin{gathered} 40 \\ 0 \\ \substack{0 \\ 4 \\ m} \end{gathered}$ | $0$ |  |
| $\left\lvert\, \begin{aligned} & \stackrel{\rightharpoonup}{z} \\ & \substack{0 \\ 0 \\ ৩} \end{aligned}\right.$ | $\infty$ | - | $\cdots$ | N | - | 0 |
| $\frac{\frac{1}{9}}{\frac{T}{C}}$ | 친 | $\frac{x}{0}$ | $\frac{\pi}{\overline{ }}$ |  | $\left\lvert\, \begin{aligned} & \frac{c}{3} \\ & \frac{0}{5} \\ & \frac{c}{5} \\ & \hline \end{aligned}\right.$ | - |



| COLLISION TYPE | COUNT | \% OF TOTAL | 2014 Average | ** |
| :--- | :---: | :---: | :---: | :---: |
| Same Dir.-Rear End | 30 | $51.72 \%$ | $47.86 \%$ |  |
| Same Dir.-Sideswipe | 7 | $12.07 \%$ |  |  |
| Angle | 2 | $3.45 \%$ |  |  |
| Head On | 0 | $0.00 \%$ |  |  |
| Parked Vehicle | 1 | $1.72 \%$ | $1.48 \%$ |  |
| Left Turn /U Turn | 1 | $1.72 \%$ |  |  |
| Backing | 0 | $0.00 \%$ |  |  |
| Encroachment | 0 | $0.00 \%$ |  |  |
| Overturned | 5 | $8.62 \%$ | $0.61 \%$ |  |
| Fixed Object | 10 | $17.24 \%$ | $9.41 \%$ |  |
| Animal | 0 | $0.00 \%$ |  |  |
| Pedestrian | 0 | $0.00 \%$ |  |  |
| Pedalcycle | 1 | $1.72 \%$ | $0.40 \%$ |  |
| Non-Fixed Object | 0 | $0.00 \%$ |  |  |
| Unknown | 0 | $0.00 \%$ |  |  |
| Other | 1 | $1.72 \%$ | $1.14 \%$ |  |
| Total | 58 |  |  |  |
| Note |  |  |  |  |

TOTAL CRASHES:
58



CAPE MAY
CAPE MAY
DRI INATTENTION
CAPE MAY
CAPE MAY
CAPE MAY
CAPE MAY
UNKNOWN
CAPE MAY
CAPE MAY
DRI INATTENTION
BRAKES
CAPE MAY
CAPE MAY
FOLLOW TO CLOSE
CAPE MAY
DRI INATTENTION
FOLLOW TO CLOSE
FOLLOW TO CLOSE
UNKNOWN
DRI INATTENTION
NONE-DRIVER/CYC
NONE-DRIVER/CYC
DRI INATTENTION
OTH VEHICLE FAC oth vehicle fac

MIDDIE TWP

MILEPOST $\quad 1.580$ TO 3.150
01/01/2012 TO $12 / 31 / 2014$

| CL/WT | DARK | $12 / 09 / 12$ |
| :--- | :--- | :--- |
| CL/DR | DARK | $05 / 05 / 14$ |

## NONE-DRIVER/CYC

 MIDDLE TWP
SAT 08:06 DRI INATTENTION
WED 05:50 DRI INATTENTION MIDDLE TWP
SUN 13:39 OTH DR/PED ACT
MON 15:21 NONE-DRIVER/CYC MIDDLE TWP
FRI 07:07 DRI INATTENTION MIDDLE TWP

MIDDLE TWP
FRI 23:49 RD SURF CNDTION

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| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | COLLISION TYPE | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  |  | $\begin{aligned} & \text { JURED } \\ & \text { MIN } \end{aligned}$ | $\begin{aligned} & \mathrm{NO} . \\ & \mathrm{ACC} \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 'TATE HWY | RT 47 | MP 003.00 | NOT AT INTERSECTION |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 25 | 11 |
| 3205324 | SAME DIR-REAR | S- SUV-STOP-TRAF | S- PKUP-START TRAF | RN/WT | DAY | 07/12/13 | FRI 12:58 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 |  | 0 |  |
| 3223337 | SAME DIR-REAR | S- PASS-START TRAF | S- PASS-GOING STRT | CL/DR | DARK | 08/07/13 | WED 22:34 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 0 |  |
| 4272247 | FIXED OBJECT | N- PKUP-CHNG LANES | - - | CL/DR | DAY | 09/22/14 | MON 17:21 | DRI INATTENTION |  | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 003.05 | NOT AT INTERSECTION |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 00 | 2 |
| 4235146 | SAME DIR-REAR | E- SUV-GOING STRT | E- PASS-STOP-TRAF | CL/DR | DAY | 07/17/14 | THR 13:48 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4312033 | SAME DIR-SIDE | S- PASS-GOING STRT | S- SUV-GOING STRT | CL/DR | DARK | 10/24/14 | FRI 21:29 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 003.08 | NEAR GARDEN STATE PA | RKWAY |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 11 | 1 |
| 4315876 | SAME DIR-REAR | S- SUV-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 11/08/14 | SAT 15:34 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 1 |  |
| TATE HWY | RT 47 | MP 003.08 | AT GARDEN STATE PARK | WAY |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 0 | 1 |
| 2124304 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-STOP-TRAF | CL/DR | DAY | 06/14/12 | THR 16:36 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 003.10 | NOT AT INTERSECTION |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 00 | 4 |
| 2124305 | SAME DIR-REAR | N- PASS-GOING STRT | $\mathrm{N}-\mathrm{PASS}$-CHNG LANES | CL/DR | DAY | 06/23/12 | SAT 16:10 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 0 |  |
| 2255084 | FIXED OBJECT | N - PASS-GOING STRT | - - | CL/DR | DARK | 11/25/12 | SUN 02:44 | OTHER |  | 0 | 0 |  | 0 |  |
| 3307436 | SAME DIR-SIDE | N- PASS-GOING STRT | N- PKUP-CHNG LANES | CL/DR | DUSK | 12/12/13 | THR 17:59 | NONE-DRIVER/CYC | IMP LANE CHANGE | 0 | 0 |  | 0 |  |
| 4260430 | SAME DIR-REAR | E- PASS-GOING STRT | E- PASS-GOING STRT | CL/DR | DAY | 09/01/14 | MON 15:01 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 'TATE HWY | RT 47 | MP 003.10 | AT UNKNOWN INTERSECT | ON |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 00 | 1 |
| 2196736 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-MERGING | CL/DR | DAY | 08/21/12 | TUE 07:55 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 003.15 | NOT AT INTERSECTION |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 |  | 03 | 1 |
| 3248733 | SAME DIR-REAR | N- PASS-STOP-TRAF | N- PKUP-GOING STRT | CL/DR | DAY | 09/19/13 | THR 18:51 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 0 |  |

CRASH SUMMARY
Route NJ 47 MP 3.16-3.42
Middle Twp., Cape May County
01/01/2012 THRU 12/31/2014

Note:
** These columns indicate the number of fatal crashes in each accident category.
Length of Segment
\(\begin{array}{lr}Number of Years \& 0.26 <br>
AADT \& 324 <br>
\& 2.64 <br>

Crash Rate/MVM \& \end{array}\)| 2.63 |
| :--- |

36
TOTAL CRASHES:

2014 Statewide Crash Rate/MVM

| OAD SYS L N | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  | INJU |  | $\begin{aligned} & \mathrm{NO} \text {. } \\ & \mathrm{ACC} \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 'TATE HWY | RT 47 | MP 003.20 | NOT AT INTERSECTION |  |  |  | MIDDLE TWP |  | CAPE MAY | 1 | 0 | 0 | 0 | 4 |
| 2041780 | PEDESTRIAN | E- SUV-GOING STRT | - | CL/DR | DARK | 02/01/12 | WED 17:53 | NONE-DRIVER/CYC |  | 1 | 0 | 0 | 0 |  |
| 2270878 | RIGHT ANGLE ${ }^{\text {l }}$ | W-PVLT9-GOING STRT | N- PASS-LEFT TURN | CL/DR | DARK | 11/26/12 | MON 18:02 | NONE-DRIVER/CYC | FAIL TO YLD ROW | 0 | 0 | 0 | 0 |  |
| 4140452 | SAME DIR-SIDE | N- PKUP-GOING STRT | N- SUV-MERGING | CL/DR | DAY | 02/24/14 | MON 16:03 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 4207671 | SAME DIR-SIDE | W- PASS-MERGING | W-SEMIT-GOING STRT | RN/WT | DAY | 05/28/14 | WED 14:19 | FAIL TO YLD ROW | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 003.26 | NEAR FIFTH ST |  |  |  | MIDDLE TWF |  | CAPE MAY | 0 | 0 | 0 | 0 | 1 |
| 4231249 | SAME DIR-SIDE | S- PASS-Chng Lanes | S- PASS-GOING STRT | CL/DR | DAY | 07/08/14 | TUE 09:51 | IMP LANE Change | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'tate hWY | RT 47 | MP 003.30 | NOT AT INTERSECTION |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 | 0 | 3 | 12 |
| 2063905 | SAME DIR-REAR | E- SUV-STOP-TRAF | E- SUV-GOING STRT | CL/WT | DAY | 03/24/12 | SAT 13:08 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 0 |  |
| 2088062 | SAME DIR-SIDE | N- PASS-GOING STRT | N- PASS-GOING STRT | CL/DR | DAY | 04/26/12 | THR 15:14 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 2196733 | SAME DIR-SIDE | S-APWTR-GOING STRT | S- PASS-ChNG LANES | CL/DR | DAY | 09/02/12 | SUN 09:04 | NONE-DRIVER/CYC | IMP LANE CHANGE | 0 | 0 | 0 | 0 |  |
| 3147021 | SAME DIR-REAR | W- PKUP-GOING STRT | W- PKUP-STOP-TRAF | CL/DR | DAY | 04/11/13 | THR 17:30 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3205321 | SAME DIR-REAR | S- PASS-STOP-TRAF | S- PASS-STOP-TRAF | CL/DR | DAY | 07/07/13 | SUN 14:51 | NONE-DRIVER/CYC | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3216853 | SAME DIR-SIDE | N- PASS-GOING STRT | N- SUV-GOING STRT | CL/DR | DAY | 07/24/13 | WED 10:49 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 3221566 | SAME DIR-SIDE | N - PASS-GOING STRT | N- SUV-MERGING | CL/DR | DAY | 08/17/13 | SAT 10:20 | DRI INATTENTION | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 3282621 | SAME DIR-REAR | S- PASS-STOP-TRAF | S- PASS-GOING STRT | CL/DR | DAY | 11/02/13 | SAT 15:43 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 1 |  |
| 4109464 | SAME DIR-REAR | E- SUV-GOING STRT | E- PASS-STOP-TRAF | CL/DR | DAY | 01/13/14 | MON 12:26 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 1 |  |
| 4220354 | SAME DIR-REAR | S- PASS-STOP-TRAF | S- PASS-START TRAF | CL/DR | DAY | 07/07/14 | MON 08:55 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 1 |  |
| 4225254 | SAME DIR-SIDE | S- PASS-GOING STRT | S- pass-chng Lanes | CL/DR | DAY | 07/12/14 | SAT 11:43 | NONE-DRIVER/CYC | IMP LANE CHANGE | 0 | 0 | 0 | 0 |  |
| 4239787 | SAME DIR-SIDE | S- PASS-GOING STRT | S- PASS-CHNG LANES | CL/DR | DAY | 07/24/14 | THR 18:26 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 'tate hwy | RT 47 | MP 003.30 | AT FIFTH ST |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 | 0 | 0 | 1 |
| 2255076 | LEFT/U TURN | E- PASS-LEFT TURN | W- PASS-RT TRN-NRD | CL/DR | DAY | 11/02/12 | FRI 12:27 | FAIL TO YLD ROW | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 003.34 | NEAR FIFTH ST |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 | 0 | 1 | 1 |
| 4231250 | SAME DIR-REAR | E-CVIOK-GOING STRT | E- PASS-STOP-TRAF | CL/DR | DAY | 07/08/14 | TUE 12:40 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 1 |  |
| 'TATE HWY | RT 47 | MP 003.35 | NEAR FIFTH ST |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 | 0 | 0 | 1 |
| 4115008 | SAME DIR-REAR | N- PKUP-STOP-TRAF | N-CV10K-Start traf | CL/DR | DAY | 01/16/14 | THR 13:59 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 003.36 | NEAR FIFTH ST |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 | 0 | 1 | 2 |
| 3004009 | SAME DIR-REAR | E- SUV-START TRAF | E- PKUP-STOP-TRAF | CL/DR | DARK | 01/26/13 | SAT 19:03 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 1 |  |
| 3124679 | SAME DIR-REAR | W- PASS-GOING STRT | W- PASS-STOP-TRAF | CL/DR | DAY | 03/27/13 | WED 07:37 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 003.36 | AT FIFTH ST |  |  |  | MIDDLE TWP |  | CAPE MAY | 0 | 0 | 0 | 1 | 4 |
| 3303686 | LEFT/U TURN | N- PKUP-LEFT TURN | S- PASS-RT TRN-NRD | CL/DR | DUSK | 12/20/13 | FRI 17:04 | NONE-DRIVER/CYC | IMPROPER TURN | 0 | 0 | 0 | 0 |  |
| 4217190 | PEDALCYCLIST | N - PASS-GOING STRT | - - | RN/WT | DARK | 07/08/14 | TUE 23:17 | DRI INATTENTION |  | 0 | 0 | 0 | 1 |  |
| 4235169 | - OTHER | N- PKUP-GOING STRT | N- PASS-GOING STRT | CL/DR | DARK | 07/20/14 | SUN 21:45 | DEBRIS ON ROAD | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4337676 | PEDALCYCLIST | N - PASS-RT TRN-RED | - - | RN/WT | DARK | 11/26/14 | WED 17:42 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |


| OAD SYS <br> L N | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV <br> VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | WEA <br> SUR | LITE | DATE | DOW | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  | $\begin{aligned} & \text { INJ } \\ & \text { MOD } \end{aligned}$ | $\begin{aligned} & \text { JURED } \\ & \text { MIN } \end{aligned}$ | v. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TATE HWY | RT 47 | MP 003.37 | NEAR FIFTH ST |  |  |  | MID | DLE TWP |  | CAPE MAY | 0 | 0 |  | 0 | 1 |
| 2088063 | SAME DIR-SIDE | W- PASS-STOP-TRAF | W-SEMIT-GOING STRT | CL/DR | DAY | 05/02/12 | WED | 14:02 | NONE-DRIVER/CYC | FAIL TO YLD ROW | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 003.38 | NEAR FIFTH ST |  |  |  | MID | DLE TWP |  | CAPE MAY | 0 | 0 |  | 01 | 1 |
| 4120512 | SAME DIR-REAR | E- PASS-GOING STRT | E-BV9PL-SLOW-STOP | CL/WT | DAY | 02/03/14 | MON | 16:59 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 003.40 | NOT AT INTERSECTION |  |  |  | MID | DLE TWP |  | CAPE MAY | 0 | 0 |  | 0 | 7 |
| 2027416 | SAME DIR-SIDE | W-S3AXL-GOING STRT | W- PASS-GOING STRT | CL/DR | DARK | 01/26/12 | THR | 23:45 | NONE-DRIVER/CYC | FAIL TO YLD ROW | 0 | 0 |  | 0 |  |
| 2088048 | SAME DIR-SIDE | W- PASS-GOING STRT | W- PASS-MERGING | CL/DR | DAY | 04/17/12 | TUE | 12:51 | NONE-DRIVER/CYC | FAIL TO YLD ROW | 0 | 0 |  | 0 |  |
| 3124682 | SAME DIR-SIDE | S- PASS-GOING STRT | S- PKUP-CHNG LANES | SN/WT | DAY | 03/21/13 | THR | 15:04 | NONE-DRIVER/CYC | IMP LANE CHANGE | 0 | 0 |  | 0 |  |
| 3191408 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 06/28/13 | FRI | 16:52 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 3223338 | SAME DIR-SIDE | N- PASS-GOING STRT | N-S3AXL-MERGING | CL/DR | DAY | 09/04/13 | WED | 08:36 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4272241 | SAME DIR-REAR | N- PASS-STOP-TRAF | N- PKUP-GOING STRT | CL/DR | DARK | 09/20/14 | SAT | 22:27 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 |  | 0 |  |
| 4337829 | SAME DIR-SIDE | S- PKUP-CHNG LANES | S- PASS-GOING STRT | CL/WT | DARK | 12/05/14 | FRI | 20:36 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 003.40 | AT 4TH AVENUE |  |  |  | MID | LE TWP |  | CAPE MAY | 0 | 0 |  | 1 | 1 |
| 3259359 | RIGHT ANGLELT | S- PASS-LEFT TURN | E-MCYCL-GOING STRT | CL/DR | DARK | 10/06/13 | SUN | 20:55 | FAIL TO YLD ROW | NONE-DRIVER/CYC | 0 | 0 |  | 1 |  |

CRASH SUMMARY
Route NJ 47 MP 3.43-3.62
Middle Twp., Cape May County
01/01/2012 THRU 12/31/2014
TOTAL CRASHES: 15


Note:

** These columns indicate the number of fatal crashes in each accident category. | Length of Segment | 0.19 |
| :--- | ---: |
|  | 3 |

Crash Rate/MVM
2014 Statewide Crash Rate/MVM

CRASH SUMMARY
Route NJ 47 MP 3.63-3.93
Middle Twp., Cape May County
01/01/2012 THRU 12/31/2014

Note:
$* *$ These columns indicate the number of fatal crashes in each accident category.
Length of Segment
\(\begin{aligned} \& Number of Years <br>

\& AADT\end{aligned}\)| 0.30 |
| :--- |

Note:
** These columns indicate the number of fatal crashes in each accident category.
Length of Segment
\(\begin{aligned} \& Number of Years <br>

\& AADT\end{aligned}\)| 0.30 |
| :--- |

Note:
$* *$ These columns indicate the number of fatal crashes in each accident category.
Length of Segment
\(\begin{aligned} \& Number of Years <br>

\& AADT\end{aligned}\)| 0.30 |
| :--- |

Note:
$* *$ These columns indicate the number of fatal crashes in each accident category.
Length of Segment
\(\begin{aligned} \& Number of Years <br>

\& AADT\end{aligned}\)| 0.30 |
| :--- |

Crash Rate/MVM

## TOTAL CRASHES: <br> 62

10.23
2014 Statewide Crash Rate/MVM
6.14
$N \quad N$
OOO TOOHOOOHOHOOHOO

CAPE MAY
NONE－DRIVER／CYC
CAPE MAY
DRI INATTENTION
NONE－DRIVER／CYC
FOLLOW TO CLOSE
DRI INATTENTION
NONE－DRIVER／CYC
IMP LANE CHANGE

NONE－DRIVER／CYC
DRI INATENTION
DRI INATENTION
FOLLOW TE CLOSE
NONE－DRIVER／CYC
DRI INATTENTION
IMP LANE CHANGE CAPE MAY
FOLLOW TO CLOSE
CAPE MAY
NONE－DRIVER／CYC
DRI INATEENTION
CAPE MAY
IMPROPER TURN
CAPE MAY
DISOBEYED TCD

CAPE MAY
IMP LANE CHANGE
DRI INATTENTION
NONE－DRIVER／CYC
DRI INATTENTION
FAIL TO YLD ROW
NONE－DRIVER／CYC MIDDLE TWP
WED $22: 32$ NONE－DRIVER／CYC
THR $17: 46$ IMP LANE CHANGE
MIDDLE TWP
FRI $13: 19$ NONE－DRIVER／CYC
FRI $15: 09$ DRI INATTENTION
THR 10：36 NONE－DRIVER／CYC
TUE 15：39 NONE－DRIVER／CYC
FRI，16：37 DRI INATTENTION
SAT 14：38 NONE－DRIVER／CYC
FRI 16：44 NONE－DRIVER／CYC
MON 15：35 FAIL TO YLD ROW
FRI 13：22
NONE－DRIVER／CYC
WED $15: 08$ NONE－DRIVER／CYC
SAT 19：23 MIDDLE TWP
MON 12：34 NONE－DRIVER／CYC
MIDDLE TWP
WED 18：23 DRI INATTENTION
FRI 12：06 NONE－DRIVER／CYC

SAT 19：43 NONE－DRIVER／CYC
 02／05／13
$03 / 01 / 13$ $\stackrel{m}{m}$ 08／23／13 $03 / 24 / 14$
$04 / 11 / 14$ ㄹ․․․․․ $05 / 24 / 14$
$07 / 14 / 14$ ̇ㅡㅇ․

| CL／DR |  |  |
| :--- | :--- | :--- |
|  |  |  |
|  |  |  |
| CLAY | $12 / 31 / 12$ | DAY |
| CL／DR | $05 / 08 / 13$ |  |
|  |  |  |

CL／DR DARK 10／25／14 MIDDLE TWP
SAT 01：23 NONE－DRIVER／CYC
MON 16：11 NONE－DRIVER／CYC


$\begin{array}{lll}\text { CL／DR } & \text { DAY } & 05 / 25 / 12 \\ \text { CL／DR } & \text { DAY } & 08 / 03 / 12\end{array}$

 NEAR US $9 /$ SHORE RD
－
N－PASS－START TRAF
NEAR US 9 ／SHORE RD
W－PASS－CHNG LANES
W－RCVH－LEFT TURN
E－PASS－STOP－TRAF
W－PASS－GOING STRT
N－SUV－RT TRN－RED
S－PASS－STOP－TRAF
 さそき心の

$$
\begin{array}{lc}
\text { STATE HWY } & R T 47 \\
12271738 & \text { SAME DIR-REAR } \\
\text { STATE HWY } & R T 47 \\
13152480 & \text { SAME DIR-REAR } \\
13212790 & \text { SAME DIR-SIDE } \\
\text { STATE HWY } & R T 47
\end{array}
$$



RT 47 NON－FIXED OBJ
SAME DIR－REAR

RT 47
AME DIR－SIDE


 STATE HWY
14312038 state hwy 12133514
14278075 state hwy 12113998 12159034 13509129 13509129 13234803
13259266 13259266
14120511



58

TOTAL CRASHES:
Route NJ 47 MP 3.94-4.20
Middle Twp., Cape May County
01/01/2012 THRU 12/31/2014


> Note:
> ${ }^{* *}$ These columns indicate the number of fatal crashes in each accident category. Length of Segment
Number of Years AADT

Crash Rate/MVM
CAPE MAY
DRI INATTENTION NONE－DRIVER／CYC DRI INATTENTION NONE－DRIVER／CYC NONE－DRIVER／CYC
DRI INATTENTION NONE－DRIVER／CYC DRI INATTENTION NONE－DRIVER／CYC
DRI INATTENTION CAPE MAY
NONE－DRIV


DRI INATTENTION
NONE－DRIVER／CYC NONE－DRIVER／CYC
NONE－DRIVER／CYC د
s
M
S
S

DRI INATTENTION
FAIL TO YLD ROW

 | 0 |
| :--- |
| 0 |
| 0 |
| 0 | NONE－DRIVER／CYC NONE－DRIVER／CYC

 0
0
0
0
0
0
0
0
2
0


 DRI INATTENTION
NONE－DRIVER／CYC MIDDLE TWP
WED 16：48 NONE－DRIVER／CYC NONE－DRIVER／CYC NONE－DRIVER／CYC NONE－DRIVER／CYC DRI INATTENTION号 NONE－DRIVER／CYC

 THR $14: 52$
WED $16: 42$ WED $17: 17$ $\underset{\sim}{m}$
$\underset{\sim}{7}$
$\stackrel{y}{2}$ SAT $22: 00$
WED $16: 26$ THR $16: 33$
MON $10: 52$

## MIDDLE TWP FRI 22：17 DRI





 dOLS－MOTS－SSUA－N
avaid－aOIS－SSYa－N W－PASS－STOP－TRAF S－PVLTS－SLOW－STOP S－PASS－GOING STRT W－PASS－STOP－TRAF
N－PASS－GOING STRT
 W－PASS－GOING STRT
S－PASS－GOING STRT


SUV－STOP－TRAF
 SAME DIR－REAR

 SAME DIR－REAR
 SAME DIR－REAR
 SAME DIR－REAR
SAME DIR－REAR SAME DIR－REAR
SAME DIR－REAR
004.08



莫




 TCR $626 /$ RAILROAD AVE PASS－LEFT TURN
PASS－GOING STRT $W_{2} \times=$ PKUP－GOING STRT PASS－LEFT TURN PASS－GOING STRT
PASS－GOING STRT PASS－RT TRN－RED
PASS－GOING STRT
感定要＂ NEAR CR 626／RAILROAD AVE
E－PKUP－GOING STRT CL／DR $\begin{array}{lll}\text { E－PKUP－GOING STRT } & \text { CL／DR } & \text { DARK } \\ \text { N－PASS－MERGING } & \text { 0L／19／12 } \\ \text { CL／DR } & \text { DAY } & 06 / 29 / 13\end{array}$ DAY $06 / 29 / 13$ 04／18／12


 DARK $10 / 14 / 14$ NEAR CR 626 ／RAILROAD AVE


 CL／DR
CL／DR SUV－STOP－TRAF OTHTK－START TRAF N－PASS－START TRAF


$$
004.08
$$

 VLT9－STOP－TRAF S－SUV－GOING STRT －PASS－STOP－TRAF －PKUP－STOP－TRAF w－PASS－GOING STRT


RTR－REAR
RT 47 $R T 47$
SAME DIR－
 SAME DIR－REAR RT 47 same dir－rear 12027485 SAME DIR－REAR STATE HWY RT 47 ， 12088071 SAME DIR－REAR 12113997 SAME DIR－REAR 2133521 SAME DIR－REAR
 14272243 SAME DIR－REAR 4294548 SAME DIR－REAR 14297012 SAME DIR－REAR STATE HWY tate hwy 12203339 12203339 STATE HWY

[^2]

## CRASH SUMMARY

Route NJ 47 MP 4.21-17.72 Middle Twp., Dennis Twp., Cape May County



Note:
\(\begin{aligned} \& ** These columns indicate the number of fatal crashes in each accident category. <br>
\& Length of Segment <br>

\&\)|  Number of Years  |  |
| :--- | ---: |
|  AADT  | 13.51 |
|  | 3 |
|  Crash Rate/MVM  | 18538.89 |$\quad 2014 \text { Statewide Crash Rate/MVM }\end{aligned} l$


-
2014 Statewide Crash Rate/MVM
2.56 2014 St
路


Crash Rata


正
TOTAL CRASHES: $\quad 294$
Middle Twp., Dennis Twp., Cape May
$01 / 01 / 2012$ THRU 12/31/2014


|  | 0 | 0 |  | 0 | 0 |  |  | $\varepsilon \tau / 6 \tau / \nsim 0$ | X＊C | ষֻ／$/$ Tכ |  | － | － | สดชกว | Dan－SSyd | －S | Lอgcao axxia | 0て0しもTをT |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| I | 0 | 0 | 0 | 0 | 0 | $x \forall W$ IdषD | đML GTGaIW |  |  |  | NOILD | GS\＆GINI LU | LON |  | 00．500 | dW | $\angle F$ LU | KMH GLVLS |
|  | 0 | 0 |  | 0 | 0 |  |  | $\varepsilon \tau / \tau \tau / 0 \tau$ | XVC | LM／Nप | L＇̛LLS | ONIOD－đ0イオ |  | פNI | פษ ${ }^{\text {a }}$－SSUd | －S | gais－yid awzs | て0ง6รてをโ |
| $\tau$ | 0 | 0 |  | 0 | 0 | $x \forall W$ gdwo | dML ajadin |  | वצ | TIIW | NITTME | ／$亠 59$ yD y | VZN |  | $66^{\circ} 500$ | dW | $\angle \mathrm{B}$ L | XMH GIVILS |
|  | 0 | 0 |  | 0 | 0 | GSOTD OL MOTTOA |  | चT／LO／LO | XVG | पส／Tכ | LTHLS |  | －N | doLs－ | MOTS－Ans | $-\mathrm{N}$ |  | くな98IてもT |
|  | 0 | 0 |  | 0 | 0 |  |  | もT／LT／LO | ysna | पृ／＇ग | L¢LS | SNIOD－SSサオ |  | N\％ | Latal－SStd | －N |  | ST0SITもT |
|  | 0 | 0 |  | 0 | 0 | NOILNGLLENI IYの |  |  | x $\quad$ ¢ | צם／＇ग | N\％${ }^{\text {a }}$ | L Latc－ssva | －M | L＇LS | NIOD－SSHd | －S | gTDN LHDI | 69Z6SてET |
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| s | 0 | 0 |  | 0 | 0 | KVW जavo | đMLI GTGađiw |  |  | वप TTIW | פNITT | חa／\＃59 do |  |  | 86． 500 | dW | $\angle 7$ | KMH $\operatorname{GLVLS}$ |
|  | 0 | 0 |  | 0 | 0 | NOILNGLLUNI İG |  | \＃T／ $6 \tau / L 0$ | หัษ『व | पֻ／TD | Lells | 〇NIOD－dกYオ | －S | ITVCL | dous－SStd | －S |  | ૬6と8てても |
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| $z$ | 0 | 0 |  | 0 | 0 | XVW acaw | dMLI GTJaciw |  | वप्ד | TIIW | NITTAE | ／च59 do dy |  |  | 86＇$\ddagger 00$ | dW | $\angle E L X$ | XMH GLLULS |
|  | z | $\tau$ |  | 0 | 0 |  | NYnL yacdoyddWI 00：0Z NnS | \＃T／90／L0 | K甘C | प्גव／Tכ | LULS | פNIOD－SSUd |  | N\％nL | Lagri－SSEd | －S | $17 \mathrm{NO}-\mathrm{ava} \mathrm{CH}$ ddo | 00ヵ8ててもし |
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|  | 0 | I |  | 0 | 0 | STaghm |  | $\varepsilon \tau / 0 \tau / \mathrm{SO}$ | x甘C | पब／＇ग | L¢LS | 9NIOD－SS＊d |  |  | HY\＆td－6ITAd | － | Han yd dis | L8もてらTET |
| $\varepsilon$ | $z$ | $z$ | 0 | 0 | 0 | XVW ब्रतサD | đML $\begin{gathered}\text { a } \\ \text { TađIW }\end{gathered}$ |  |  |  | NOILD | ヨSצGINI LH | LON |  | 06． 500 | dW | $\angle \mathrm{B}$ L | XMH GLVLS |
|  | 0 | 0 |  | 0 | 0 | วxว／צะดİd－anon | NOILNGLLVNI İG 9T： $2 T$ L甘S | $\varepsilon \tau / \tau \varepsilon / 80$ | Va | ษฺ／＇כ | dOLS | S－MOTS－Ans | －S | LHLS | NIOD－đกイオ | －S | प्रষ9্ర | 6とをદて乙をโ |
|  | $\tau$ | 0 |  | 0 | 0 | NOILNELLYNI İG |  | $\varepsilon \tau / \tau 0 /\llcorner 0$ | x $\quad$ ¢ | บ¢／＇ग | L¢LS | ONIOD－SS＊C | －N | dOLS－ | MOTS－SSHd | －N | をwged－yId awts | もTL86IET |
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| $\varepsilon$ | I | 0 |  | 0 | 0 | XVW gato | đML GTGaIW |  |  |  | NOILD | オSษBLINI L甘 | LON |  | 08．$\quad 00$ | dW | $\angle \mathrm{F}$ L C | XMH GLVIS |
|  | 0 | 0 |  | 0 | 0 | NOILNGLLUNI İG | गxJ／¢gnIxd－gnon 6s：it Now | عI／¢0／90 | K甘С | ¢ ¢ $¢$ | N\％กJ | L LAGTI－SSVd |  | บชLS | IOD－SS＊d |  | 17 ЗЧЭN LH9I | てLL68IET |
| $\tau$ | 0 | 0 | 0 | 0 | 0 | XVW व्रdWD | đML |  |  |  |  | LS SWHITIIM |  |  | 8L． 500 | dW | $\angle \mathrm{F}$ L C | XMH GLUVLS |
|  | 0 | 0 |  | 0 | 0 | วxว／をanİd－gnon |  | $\varepsilon \tau / \nabla \tau / L 0$ | KVG | צ¢／Tכ | व⿴囗十丌⿺ | L－dOLS－＾ns |  | citcal | ¢OLS－SSHd | －S | ¢⿴囗十丌x－yid awts | 6TहS0てをโ |
|  | I | 0 |  | 0 | 0 |  | NOILNGLIVNI İd 8\＆：ST NnS | عL／もL／LO | XVC | צ¢／＇ग | AVCJ | L－dOLS－SSYd |  | LTLS | NIOD－SSVd | －S |  | てて\＆ऽ0てをโ |
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$\begin{array}{lcllr} & \text { ON ROUTE } & 47 \\ \text { MILEPOST } & 4.210 & \text { TO } & 17.720 \\ & 41 / 2012 & \text { TO } & 12 / 31 / 2014\end{array}$ $01 / 01 / 2012$ TO $12 / 31 / 2014$
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NOM not at intersection NOT AT INTERSE STRT NOT AT INTERSECTION NOILDJSSGALNI L甘 ION N－PASS－GOING STRT AT E．HOLLY CR 624
S－SUV－GOING STRT not at intersection －－ NOT AT INTERSECTION
S－PKUP－GOING STRT $\begin{array}{lll}\text { CL／DR DARK 05／25／13 } & \text { SAT 01：10 DRI INATTENTION } \\ & & \text { MIDDLE TWP } \\ \text { CL／DR DAY } & 03 / 15 / 13 & \text { FRI 14：57 NONE－DRIVER／CYC } \\ & & \text { MIDDLE TWP } \\ \text { CL／DR DAY } & 05 / 17 / 14 & \text { SAT 10：01 NONE－DRIVER／CYC }\end{array}$ WEA
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MP 005.25 S－PASS－NEG CURVE MP 005.30



 S－PASS－GOING STRT
MP 005.70 S－SUV－STOP－TRAF
 N－PASS－GOING STRT
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N－PASS－LEFT TURN MP 006.00 N－PASS－GOING STRT MP 006.10 S－PKUP－STOP－TRAF
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MP 006.64 $\begin{array}{ll}0 & 3 \\ 1 & 0 \\ 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ i & \omega \\ 0 & \omega\end{array}$ N－PKUP－LEFT TURN MP 006.62 W－SEMIT－RT TRN－NRD N－PASS－SLOW－STOP MP 006.62 LYIS ONIOD－SSHa－S S－PASS－SLOW－STOP
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 đML GTaaIW $\begin{array}{ll}\text { SUN } 12: 12 & \text { NONE－DRIVER／CYC } \\ \text { FRI 15：49 } & \text { DRI INATTENTION }\end{array}$ NOILNGLLIUNI I\＆ $6 \varepsilon: z O$ yHL

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 $\begin{array}{ll}\text { WED } 12: 36 & \text { DRI INATTENTION } \\ \text { WED } 20: 25 & \text { DRI INATTENTION }\end{array}$ MIDDLE TWP


CL／DR DAY 06／06／14

 OC／DR DAY MIDDLE TWP
CL／DR DAY $10 / 16 / 14$

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NEW JERSEY DEPARTMENT OF TRANSPORTATION
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 LHLS SNIOD－SSVC－N

 S－PASS－SLOW－STOP
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MP 008.60 $0-$ SSVC－S
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CL／DR DARK 08／28／12
MIDDLE TWP
 THR 14：04 NONE－DRIVER／CYC MIDDLE TWP NOILNGLLENI IBC LO：IZ NOW dML gTãIW NOILNALIUNI I\＆の 9®：50 L甘S đML siaalh כKJ／YGAIMa－ZNON TL：80 पHL





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 MIDDLE TWP FRI $23: 58$ DRI INATTENTION
WED $15: 25$ TIRES NOH JMI sTagin MIDDLE TWP
TUE $02: 31$ ANIMALS IN RDWY
 DRI INATTENTION CAPE $\because \therefore$ C SEW ヨCtD XUW घवषD NONE－DRIVER／CYC
FOLLOW TO CLOSE


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NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF SAFETY PROGRAMS
DETAIL OF MOTOR VEHICLE ACCIDENTS
ON ROUTE 47
MILEPOST $\quad 4.210$ TO 17.720
O1/O1/2012 $\quad$ TO $12 / 31 / 2014$

| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| :---: | :---: | :---: | :---: |
| S- PKUP-RT TRN-NRD | CL/DR DUSK | 05/26/12 | SAT 20:04 IMP PASSING |
| NOT AT.INTERSECTION |  |  | MIDDLE TWP |
| S- PASS-SLOW-STOP | CL/DR DAY | 09/03/12 | MON 13:25 NONE-DRIVER/CYC |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| - - | CL/DR DARK | 09/28/12 | FRI 06:52 UNKNOWN |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| - - | CL/DR DAY | 07/31/13 | WED 05:35 DRI INATTENTION |
| NEAR CR 643 / SPRING | RS MILL RD |  | MIDDLE TWP |
| - - | CL/DR DAWN | 05/19/12 | SAT 06:10 DRI INATTENTION |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| - - | CL/DR DAY | 08/14/12 | TUE 11:26 DRI INATTENTION |
| NEAR CR 643./ SPRING | RS MILL RD |  | MIDDLE TWP |
| S- PASS-GOING STRT | CL/DR DAY | 05/08/13 | WED 15:34 WHEELS |
| NEAR CR 643 / SPRING | RS MILL RD |  | MIDDLE TWP |
| S- PASS-START TRAF | CL/DR DAY | 07/13/12 | FRI 11:25 NONE-DRIVER/CYC |
| NEAR CR 643 / SPRING | RS MILL RD |  | MIDDLE TWP |
| - - | CL/DR DARK | 02/22/14 | SAT 20:37 DRI INATTENTION |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| E- PASS-LEFT TURN | CL/DR DAY | 06/26/12 | TUE 15:47 NONE-DRIVER/CYC |
| N- SUV-GOING STRT | CL/DR DAY | 07/02/14 | WED 10:37 NONE-DRIVER/CYC |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| - - | CL/DR DARK | 10/19/13 | SAT 06:29 ANIMALS IN RDWY |
| - - | CL/DR DARK | 04/23/14. | WED 04:33 DRI INATTENTION |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| - - $\quad$ - | CL/DR DAY | 05/14/13 | TUE 18:19 IMP PASSING |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |
| S- PASS-PASSING | CL/DR DUSK | 10/18/13 | FRI 18:01 NONE-DRIVER/CYC |
| NOT AT INTERSECTION |  |  | MIDDLE TWP |


 S- SUV-GOING SIRT MP 009. 70
S- PASS-GOING STRT - SUV-GOING STRT
MP 009.75

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NEW JERSEY DEPARTMENT OF TRANSPORTATION

NOT AT INTERSECTION
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LULS ONIOD－SSVC－N MP 010.50 LYIS DNIOD－SSVC－N
LYLS DNIOD－SSYC－N N－PASS－GOING STRT
MP 010.40

N－PASS－GOING STRT N－PASS－MERGING
MP 010.30 MP 010.20
N－PASS－ME N－SUV－LEFT TURN $\begin{array}{ll}3 & 0 \\ 0 & 1 \\ 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ 0 \\ 0 \\ 0\end{array}$ MP 010.10

W－PASS－GOING STRT
 MP 010.00

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 MIDDLE TWP
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NOILNGLIUNI IYG 9I：60 Nns dML ：aTacilw बVoy no SIzaga 65：00 IUA xMCy NI STVWINY LI：8I anL MIDDLE TWP

 SAT 07：23 DRI INATTENTION NOILNZJLUNI IZの $\varepsilon z: \angle 0$ LUS ZS：ZI LUS
dML aIaIIW XMCY NI STHWINH $70: 00$ yHL dML aTađIW MOY CIX OL TIVA 00：万I IXA CML JTađIW 0xD／4antua－anon oz：6I Nns dML aTaIIW THR 15：14 BRAKES SUN 08：56 BRAKES MIDDLE TWP OND／aaniad－anon દと．Ll Ia， OKכ／צanIva－anon $0 Z: S T$ anI FRI $11: 27$ IMP PASSING

 $\therefore$ SUW उत甘O DRI INATTENTION
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UNSAFE SPEED DRI INATTENTION NONE－DRIVER／CYC
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NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF SAFETY PROGRAMS
NEW JERSEY DEPARTMENT OF TRANSPORTATION $\quad$ Page 10



| H | H | H | H | H |
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    NO. NO. INJURED
    $\begin{array}{llll}\text { MILEPOST } & 4.210 & \text { TO } 17.720 \\ 01 / 01 / 2012 & \text { TO } & 12 / 31 / 2014\end{array}$

## CAPE MAY

NONE－DRIVER／CYC
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DRI INATTENTION CAPE MAY
NONE－DRIVER／CYC

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CAPE MAY
NONE－DRIVER／CYC



$\begin{array}{lllllll}\text { VEHICLE } 2 & \text { DIR TRAV } & \text { WEA } & & \text { VEH } 1 \text { CONTRIB } \\ \text { VEH TYPE，VEH ACTN } & \text { SUR LITE DATE }\end{array}$
DENNIS TWP
SAT 13：04 DRI INATTENTION

DENNIS TWP
TUE 07：59 NONE－DRIVER／CYC
SUN 16：32 DRI INATTENTION
DENNIS TWP
SUN 18：37 DRI INATTENTION

DENNIS TWP
SUN 16：49 DR
MENNIS 15：09 DRI INATTENTION
WED 13：15 DRI INATTENTION

NOILNGILUNI I\＆の $\square Z: \angle \tau$ NnS
FRI 13：36 FAIL TO YLD ROW
登 MO\＆GIK OL TIVA $\tau Z: \varepsilon \tau$ बEM UNSAFE SPEED


DENNIS TWP $\begin{array}{ll}\text { SUN } 12: 11 & \text { FOLLOW TO CLOSE } \\ \text { SUN 12：43 } & \text { DRI INATTENTION }\end{array}$

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09／06／14

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NOILDJSYGILNI LH LON
 S－PASS－STOP－TRAF NOT AT INTERSECTION
S－SUV－GOING STRT NEAR COUNTY ROUTE 657 NEAR CR 657 ／COURT HOUSE－DENNISVILLE


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$\begin{array}{ccccc}\text { NEAR } C R & 657 \text {／COURT } & \text { HOUSE－DENNISVILLE } \\ - & - & \text { CL／DR DAY } & 06 / 23 / 13 \\ \text { N－SUV－SLOW－STOP } & \text { CL／DR DAY } & 07 / 20 / 14\end{array}$


VEHICLE 1 DIR TRAV
VEH TYPE，VEH ACTN
COLLISION
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S－MCYCL－NEG CURVE

MP 016.20
S－APWTR－STOP－TRAF

MP 016.42
N－SUV－GOING STRT

NOILDヨSצGINI IH LON
N－PKUP－STOP－TRAF NOILDGS\＆GINI LV LON
MP 016.60
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$\begin{array}{ll}\text { MP } & 016.70\end{array}$
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LGLS DNIOD－SS甘d－N
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N－PASS－RT TRN－RED


S－SUV－NEG CURVE
S－PASS－GOING STRT N－PKUP－GOING STRT
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ROAD SYS
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## STATE HWY RT 47

STATE HWY RT 47
14930145 SAME DIR－SIDE
RT 47

STATE HWY

14284507
STATE HWY
13200218
13200218 SAME DIR－REAR
$\begin{array}{lc}\text { STATE HWY } & \text { RT } 47 \\ 13190631 & \text { SAME DIR－REAR }\end{array}$
$\begin{array}{lr}\text { STATE HWY } & \text { RT } 47 \\ 13200207 & \text { FIXED OBJECT }\end{array}$

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STATE HWY
14282885


STATE HWY
14283518
STATE HWY
STATE HWY
12189141

STATE HWY


$\begin{array}{cl}R T & 47 \\ \text { RIGHT ANGLE }\end{array}$
STATE HWY
12064431





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CRASH SUMMARY

## Route NJ 47 MP 17.73-18.16 <br> Dennis Twp., Cape May County $01 / 01 / 2012$ THRU 12/31/2014



14

TOTAL CRASHES:
,
$\frac{\text { Note: }}{* \star}$ These columns indicate the number of fatal crashes in each accident category.

| Length of Segment |  |
| :--- | ---: |
| Number of Years | 2.43 <br>  <br> AADT |

Crash Rate/MVM

| $\begin{aligned} & \text { ROAD SYS } \\ & \text { D L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | NO. KIL |  |  |  | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
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| State hwy | RT 47 | MP 017.80 | Not at intersection |  |  |  | DENN | NIS TW |  | CAPE MAY | 0 | 0 | 0 | . 2 | 2 |
| 12154821 | SAME DIR-REAR | PASS-GOING STRT | N - PKUP-SLOW-STOP | CL/DR | DA | 07/22/12 | su | 16:14 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | O. 1 |  |
| 13330027 | PEDESTRIAN | S- PKUP-GOING STRT | - - | CL/DR | dusk | 11/28/13 | THR | 17:25 | DRI INATTENTION |  | 0 | 0 | 0 | - 1 |  |
| State hwy | RT 47 | MP 017.90 | not at intersection |  |  |  | DENN | NIS TW |  | CAPE MAY | 0 | 0 | 0 |  | 2 |
| 12145723 | SAME DIR-REAR | N- SUV-STOP-TRAF | N - PASS-GOING STRT | CL/DR | dAY | 07/21/12 | SAT | 10:45 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 0 |  |
| 14933886 | FIXED OBJECT | N- PASS-GOING STRT | - - . | CL/DR | DAY | 12/07/14 | SUN | 07:38 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |
| State hwy | RT 47 | MP 018.00 | not at intersection |  |  |  | DENN | NIS TW |  | CAPE MAY | 0 | 0 | 0 | 1 | 8 |
| 12132698 | SAME DIR-SIDE | S- PASS-GOING STRT | S- PASS-LEFT TURN | CL/DR | DAY | 05/28/12 | MON | 11:07 | IMP PASSING | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 12160611 | OPP HEAD-ON | PASS-NEG CURVE | S- UNKN-GOING STRT | CL/DR | DARK | 08/06/12 | MON | 00:36 | NONE-DRIVER/CYC | OWN | 0 | 0 | 0 | 0 |  |
| 13177274 | ame di | N- PASS-GOING STRT | N - PASS-STOP-TRAF | CL/DR | DAY | 05/25/13 | SAT | 18:4 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 1 |  |
| 14283010 | SAME DIR-REAR | S- PKUP-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 04/09/14 | WED | 13:43 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 14915643 | SAME DIR-REAR | PKUP-GOING STRT | N - PASS-SLOW-STOP | CL/DR | DAY | 06/15/14 | Sun | 16:25 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 14283514 | SAME DIR-REAR | N- PASS-GOING STRT | N - PKUP-SLOW-STOP | CL/DR | DAY | 08/25/14 | MON | 17:3 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 14929349 | right migeelt | E- SUV-LEFT TURN | N- PASS-GOING STRT | CL/DR | DAY | 10/05/14 | SUN | 08:21 | FAIL TO YLD ROW | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 14931144 | SAME DIR-REAR | 5 S- PASS-GOING STRT | S- SUV-SLOW-STOP | RN/WT | DAY | 12/05/14 | FRI | 16:40 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| State hwy | RT 47 | MP 018.10 | NOT AT INTERSECTION |  |  |  | DENN | NIS TW |  | CAPE MAY | 0 | 0 | 0 | 1 | 2 |
| 14283520 | SAME DIR-REAR | N- PASS-GOING STRT | N - PASS-STOP-TRAF | CL/DR | day | 08/20/14 | WED | 12:04 | FOLLOW TO Close | NONE-DRIVER/CYC | - 0 | 0 | 0 | 1 |  |
| 14930623 | LEFT/U TURN | S- PASS-LEFT TURN | N- PKUP-GOING STRT | CL/DR | DARK | 11/16/14 | SUN | 17:33 | IMPROPER TURN | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |

LEFT/U TURN

UN 17:33 IMPROPER
 - PKUP-GOING NOT AT INTERSECTION
N- PASS-STOP-TRAF

14283520
14930623


[^3]Crash Rate/MVM

## CRASH SUMMARY



## TOTAL CRASHES:

CAPE MAY
NONE－DRIVER／CYC


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 SUN 23：37 DRI INATTENTION

##  DENNIS TWP

$\begin{array}{cccr}\text { MILEPOST } & 18.170 & \text { TO } & 34.980 \\ 01 / 01 / 2012 & \text { TO } & 12 / 31 / 2014\end{array}$

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<td style="text-align: left; border-left: none !important; border-bottom: none !important; border-top: none !important; width: auto; vertical-align: middle; ">$\stackrel{H}{n}$</td>
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NEAR CR 610／PETERSBURG RD
N－PASS－STOP－TRAF CL／DR DAY 06／27／12 N－PVLT9－STOP－TRAF RN／WT DAY 11／07／13






## 













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CV10K－GOING STRT
PKUP－GOING STRT
PASS－GOING STRT
SUV－STOP－TRAF N－PASS－GOING STRT
 $\begin{array}{ll}\mathrm{N}- & \text { SUV－GOING STRT } \\ \mathrm{S}- & \text { PASS－GOING STRT }\end{array}$



$\begin{array}{ll}\text { MP } & 018.40 \\ \text { S－} & \text { SUV－SLOW－STOP } \\ \mathrm{N}- & \text { SUV－GOING STRT }\end{array}$
 N－PASS－SLOW－STOP AT COUNTY ROAD 610
N －PASS－SLOW－STOP $W$－PASS－LEFT TURN


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4283683 & \text { SAME DIR-REAR }
\end{array}
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 $R T 47$
SAME DIR－REAR SAME DIR－REAR 3230468 SAME DIR－REAR 4282939 RIGHT ANGLE

| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | WEA SUR | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  |  | $\begin{aligned} & \text { JURED } \\ & \text { O MIN } \end{aligned}$ | NO. ACC |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TATE HWY | RT 47 | MP 018.44 | NEAR CR 610 / PETERS | SBURG RD |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 1 |
| 2160622 | SAME DIR-REAR | N- PASS-SLOW-STOP | N- SUV-GOING STRT | CL/DR | DAY | 07/30/12 | MON 11:39 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 018.44 | AT CR 610 / PETERSBUR | URG RD |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 01 | 3 |
| 2138896 | SAME DIR-REAR | E- PASS-LEFT TURN | E- PASS-LEFT TURN | CL/DR | DAY | 06/06/12 | WED 09:13 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 2138895 | SAME DIR-REAR | N- PKUP-LEFT TURN | N- PASS-LEFT TURN | CL/DR | DAY | 06/06/12 | WED 08:09 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 |  | 0 |  |
| 4283637 | SAME DIR-REAR | S- PKUP-GOING STRT | S- PKUP-STOP-TRAF | CL/DR | DAY | 09/17/14 | WED 11:57 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 018.50 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 1 | 7 |
| 2145502 | SAME DIR-REAR | S- PASS-SLOW-STOP | S- PASS-SLOW-STOP | CL/DR | DAY | 07/02/12 | MON 14:53 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 3118618 | SAME DIR-REAR | N- PASS-GOING STRT | N-PVLT9-STOP-TRAF | CL/DR | DAY | 02/28/13 | THR 16:15 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4282881 | FIXED OBJECT | N- PASS-GOING STRT | - - | CL/DR | DAY | 06/07/14 | SAT 05:34 | DRI INATTENTION |  | 0 | 0 |  | 10 |  |
| 4283686 | SAME DIR-REAR | S-S2AXL-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 08/01/14 | FRI 16:31 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4283755 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 08/07/14 | THR 14:25 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4283449 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 08/07/14 | THR 14:25 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4283632 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 09/18/14 | THR 16:35 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 018.54 | NEAR CR 610 / PETERS | SBURG RD |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 1 |
| 3206634 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-SLOW-STOP | OC/WT | DAY | 07/02/13 | TUE 10:09 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 018.60 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 1 | 2 |
| 4283606 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-GOING STRT | OC/DR | DAY | 07/04/14 | FRI 13:23 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4283690 ( | OPP HEAD-ON | S- PASS-GOING STRT | N- PASS-GOING STRT | CL/DR | DAY | 07/29/14 | TUE 13:36 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 1 |  |
| 'TATE HWY | RT 47 | MP 018.80 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 03 | 6 |
| 2172446 | SAME DIR-SIDE | N- SUV-GOING STRT | N- PASS-STOP-TRAF | CL/DR | DAY | 08/05/12 | SUN 09:11 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 3254386 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-STOP-TRAF | CL/DR | DAY | 09/22/13 | SUN 09:52 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 03 |  |
| 3330059 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-SLOW-STOP | RN/WT | DAY | 11/07/13 | THR 10:05 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4282964 | SAME DIR-REAR | S- PKUP-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 05/17/14 | SAT 11:02 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 4283604 | SAME DIR-REAR | S-PVLT9-GOING STRT | S- PASS-GOING STRT | CL/DR | DAY | 07/05/14 | SAT 16:28 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 4283603 | SAME DIR-REAR | S- PASS-GOING STRT | S- SUV-SLOW-STOP | CL/DR | DAY | 07/05/14 | SAT 15:14 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 'TATE HWY | RT 47 | MP 018.86 | NEAR CR 611 / TYLER | $R D$ |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 02 | 3 |
| 2160684 | SAME DIR-REAR | S- OTHR-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 07/29/12 | SUN 08:37 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 02 |  |
| 2235359 | SAME DIR-REAR | S- PASS-START TRAF | S- PASS-START TRAF | CL/DR | DARK | 11/02/12 | FRI 18:31 | DRI INATTENTION | UNKNOWN | 0 | 0 |  | 00 |  |
| 3200215 | SAME DIR-REAR | S- PASS-START TRAF | S- PASS-StART TRAF | CL/DR | DAY | 06/24/13 | MON 13:49 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 00 |  |
| TATE HWY | RT 47 | MP 018.87 | NEAR MYRTLE AVE |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 2 |
| 3206603 * | RIGHT ANGLE | W- PASS-LEFT TURN | N- SUV-GOING STRT | CL/DR | DAY | 07/18/13 | THR 14:00 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 4283005 | SAME DIR-REAR | S- PKUP-GOING STRT | S- SUV-SLOW-STOP | CL/DR | DAY | 04/03/14 | THR 16:58 | DRI INATTENTION | UNKNOWN | 0 | 0 |  | 0 |  |


| OAD SYS L N | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  |  | URED MIN | $\mathrm{NO} \mathrm{NO}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 'tate hwy | RT 47 | MP 018.88 | NEAR CR 611 / TYLER | RD |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 1 |
| 4282924 , | RIGHT ANGLE | E- PASS-LEFT TURN | S- PASS-GOING STRT | RN/WT | DAY | 02/22/14 | SAT 11:50 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'tate hwy | RT 47 | MP 018.90 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 05 | 9 |
| 2160623 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | RN/WT | DAY | 07/29/12 | SUN 15:52 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 2254894 | SAME DIR-REAR | N- PKUP-GOING STRT | N- SUV-SLOW-STOP | OC/DR | DAY | 10/28/12 | SUN 10:36 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 3206612 | SAME DIR-REAR | N- PKUP-GOING STRT | N- PASS-SLOW-STOP | RN/WT | DAY | 07/12/13 | FRI 19:41 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 3518430 | SAME DIR-REAR | S- SUV-STOP-TRAF | S- PASS-GOING STRT | CL/DR | DUSK | 07/26/13 | FRI 21:46 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 00 |  |
| 4282870 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 05/31/14 | SAT 09:58 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4918821 | SAME DIR-REAR | S- SUV-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 08/07/14 | THR 15:23 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 4283511 | SAME DIR-REAR | S- PASS-GOING STRT | S- SUV-SLOW-STOP | CL/DR | DAY | 08/27/14 | WED 13:02 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4929598 | RIGHt Angle li | S- pASS-GOING STRT | N- PASS-LEFT TURN | CL/DR | DAY | 11/08/14 | SAT 10:55 | NONE-DRIVER/CYC | IMPROPER TURN | 0 | 0 |  | 02 |  |
| 4931273 | SAME DIR-REAR | S- PKUP-SLOW-STOP | S- PASS-SLOW-STOP | RN/WT | DAY | 12/06/14 | SAT 12:05 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 018.97 | at myrtle ave |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 1 |
| 3518444 , | RIGHT ANGLE | W- PASS-RT TRN-NRD | N - PASS-GOING STRT | CL/DR | DAY | 07/20/13 | SAT 17:07 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 019.00 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 5 |
| 2166686 | SAME DIR-REAR | S- SUV-SLOW-STOP | S- PASS-STOP-TRAF | CL/DR | DAY | 06/08/12 | FRI 19:23 | FOLlow to Close | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 3330049 | FIXED OBJECT | S- pass-going strt | - - | CL/DR | DAY | 11/15/13 | FRI 13:49 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |
| 4919224 | SAME DIR-REAR | PASS-GOING STRT | S- SUV-STOP-TRAF | CL/DR | DAY | 07/31/14 | THR 13:39 | FOLlow to Close | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| 4324428 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 08/15/14 | FRI 16:46 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 4933887 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-STOP-TRAF | CL/DR | DAY | 12/29/14 | MON 11:28 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 019.06 | NEAR CR 611 / TYLER | RD |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 1 |
| 3330017 | ANIMAL | N- SUV-GOING STRT | - - | CL/DR | DARK | 12/07/13 | SAT 17:49 | ANIMALS IN RDWY |  | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 019.20 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  |  | 1 |
| 4932828 | ANIMAL | S- SUV-GOING STRT | - - | CL/DR | DARK | 11/12/14 | WED 19:16 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 019.30 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 5 |
| 3200251 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 06/15/13 | SAT 16:29 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3254387 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 09/21/13 | SAT 13:08 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3330202 | FIXED OBJECT | S- SUV-GOING STRT | - - | SN/SN | DAY | 12/08/13 | SUN 14:17 | UNSAFE SPEED |  | 0 | 0 | 0 | 01 |  |
| 4283641 | SAME DIR-REAR | S- pass-going strt | S- UNKN-GOING STRT | CL/DR | DAY | 09/15/14 | MON 08:32 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 0 |  |
| 4283634 | SAME DIR-REAR | S- PASS-SLOW-STOP | S- PKUP-STOP-TRAF | CL/DR | DAY | 09/18/14 | THR 07:27 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| tate hwy | RT 47 | MP 019.40 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 2 |
| 2084470 | FIXED OBJECT | S- PASS-GOING STRT | - - | RN/WT | DARK | 04/22/12 | SUN 23:48 | UNSAFE SPEED |  | 0 | 0 | 0 | 01 |  |
| 2181986 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAY | 08/31/12 | FRI 07:47 | WINDWS/WINDSHLD |  | 0 | 0 | 0 | 0 |  |

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DENNIS TWP
FRI 11：44 UNSAFE SPEED
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SAT 23：25 DRI INATTENTION
TUE 17：26 DRI INATTENTION
SAT 03：49 DRI INATTENTION
DENNIS TWP
FRI 19：15 DRI INATTENTION
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| OAD SYS | COLLISION |
| :--- | :---: |
| L N | TYPE |
|  |  |
| TATE HWY | RT 47 |
| 2145727 | FIXED OBJECT |
| 3177123 | FIXED OBJECT |
| 3177112 | SAME DIR－REAR |
| 3519937 | ANIMAL |
| 4282945 | FIXED OBJECT |
| 4926409 | OTHER |
| TATE HWY | RT 47 |
| 3206601 | SAME DIR－REAR |
| TATE HWY | RT 47 |
| 2235302 | FIXED OBJECT |
| 3177120 | FIXED OBJECT |
| 4291231 | FIXED OBJECT |
|  |  |
| TATE HWY | RT 47 |
| 3200232 | SAME DIR－REAR |
| TATE HWY | RT 47 |
| 3177169 | SAME DIR－SIDE |
| 3206626 | SAME DIR－REAR |
| 3230467 | SAME DIR－REAR |
| 4282900 | OVERTURNED |
| 4283761 | SAME DIR－REAR |
| TATE HWY | RT 47 |
| 3108075 | FIXED OBJECT |
| 3190618 | SAME DIR－REAR |
| 3206614 | SAME DIR－REAR |
| 3254389 | SAME DIR－REAR |
| 4282893 | SAME DIR－REAR |
| TATE HWY | $R T 47$ |
| 3201408 | SAME DIR－REAR |
| TATE HWY | RT 47 |
| 4283666 | RIGHT ANGLE |
| TATE HWY | RT 47 |
| 2172451 | SAME DIR－REAR | $\begin{array}{lc}\text { TATE HWY } \\ 2145727 & \text { FIXED OBJECT }\end{array}$ 2145727 FIXED OBJECT 3177112 SAME DIR－REAR 3519937 ANIMAL

4282945 FIXED OBJECT OTHER
＇TATE HWY RT 47
3206601 SAME DIR－REAR


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 4282900 －OVERTURNED 4283761 SAME DIR－REAR
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| $\begin{aligned} & \text { OAD SYS } \\ & \mathrm{L} \mathrm{~N} \end{aligned}$ | COLLISION TYPE | VEHICLE 1 DIR TRAV <br> VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV <br> VEH TYPE, VEH ACTN | WEA SUR | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  |  | URED MIN | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
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| TATE HWY | RT 47 | MP 019.90 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 10 | - 4 |
| 2132699 | PEDALCYCLIST | N- UNKN-GOING STRT | - - | CL/DR | DAY | 05/27/12 | SUN 15:34 | OTH DR/PED ACT |  | 0 | 0 | 1 | 10 |  |
| 2235351 | SAME DIR-SIDE | S- PKUP-PASSING | S-SEMIT-LEFT TURN | CL/DR | DAY | 11/12/12 | MON 07:34 | IMP PASSING | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 4283701 | SAME DIR-REAR | S- PASS-GOING STRT | S- SUV-STOP-TRAF | CL/DR | DAY | 07/25/14 | FRI 14:41 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 4283579 | SAME DIR-SIDE | S- PASS-PASSING | S- PKUP-LEFT TURN | CL/DR | DAY | 09/06/14 | SAT 15:49 | IMP PASSING | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 020.00 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | - 8 |
| 2145314 | SAME DIR-REAR | S- SUV-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 06/15/12 | FRI 17:50 | DRI INATTENTION | UNKNOWN | 0 | 0 | 0 | 00 |  |
| 2172448 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 08/04/12 | SAT 08:59 | DRI INATTENTION | NONE-DRIVER/CYC. | 0 | 0 | 0 | 0 |  |
| 3200214 | ANIMAL | S- SUV-GOING STRT | - - | CL/DR | DAY | 06/24/13 | MON 10:28 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 00 |  |
| 3230657 | SAME DIR-REAR | S- SUV-SLOW-STOP | S- PKUP-STOP-TRAF | CL/DR | DAY | 08/29/13 | THR 16:40 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 3230651 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 08/31/13 | SAT 13:28 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4282889 | SAME DIR-REAR | N- PKUP-GOING STRT | N- PASS-SLOW-STOP | CL/DR | DAY | 06/13/14 | FRI 16:07 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 4284509 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 06/28/14 | SAT 13:20 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 4925804 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAY | 10/07/14 | TUE 13:20 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |
| TATE HWY | RT 47 | MP 020.10 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 00 | 2 |
| 2145506 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-STOP-TRAF | CL/DR | DAY | 06/30/12 | SAT 16:43 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 2189139 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 08/31/12 | FRI 11:42 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| TATE HWY | RT 47 | MP 020.19 | NEAR ROUTE 557 / WAS | INGTON | AVE |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 0 | 1 |
| 2172455 | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DAY | 07/31/12 | TUE 14:53 | ANIMALS IN RDWY |  | 0 | 0 | 0 | O |  |
| 'TATE HWY | RT 47 | MP 020.20 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 01 | 1 |
| 2020294 | FIXED OBJECT | S- SUV-GOING STRT | - - | CL/WT | DAY | 01/27/12 | FRI 15:11 | DRI INATTENTION |  | 0 | 0 | 0 | - 1 |  |
| 'TATE HWY | RT 47 | MP 020.30 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 00 | 3 |
| 3118616 | SAME DIR-REAR | N - SUV-SLOW-STOP | N- PKUP-STOP-TRAF | CL/DR | DAY | 03/07/13 | THR 13:49 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3330058 | ANIMAL | N - PASS-GOING STRT | - - | CL/DR | DUSK | 11/08/13 | FRI 16:44 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 4283742 | SAME DIR-REAR | $N-$ PASS-PASSING | N- SUV-GOING STRT | CL/DR | DARK | 08/10/14 | SUN $22: 54$ | UNSAFE SPEED | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 020.40 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 1 | 2 |
| 2043428 , | OTHER | S- SUV-GOING STRT | N- PASS-GOING STRT | OC/WT | DAWN | 03/03/12 | SAT 06:26 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | - 1 |  |
| 3145324 | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DAWN | 04/04/13 | THR 06:36 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 020.50 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 1 | 0 | 04 |
| 2138883 | SAME DIR-REAR | N- PASS-GOING STRT | $\mathrm{N}-\mathrm{PASS}$-GOING STRT | CL/DR | DARK | 06/16/12 | SAT 22:50 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 2212224 | SAME DIR-REAR | S- OTHR-GOING STRT | S- SUV-GOING STRT | CL/DR | DAY | 08/12/12 | SUN 14:44 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 1 | 0 |  |
| 3177174 | ANIMAL | S- PKUP-GOING STRT | - - | CL/DR | DAY | 04/10/13 | WED 10:18 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 3330019 | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DARK | 12/04/13 | WED 20:36 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |


| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  | $\begin{aligned} & \text { INJU } \\ & \text { MOD } \end{aligned}$ | URED MIN | $\begin{aligned} & \text { No. } \\ & \text { ACC } \end{aligned}$ |
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| TATE HWY | RT 47 | MP 020.70 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 01 | 2 |
| 3139060 | SAME DIR-REAR | S- SUV-STOP-TRAF | S- SUV-GOING STRT | CL/DR | DAY | 03/15/13 | FRI 16:02 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 01 |  |
| 3330014 | FIXED OBJECT | N-CV10K-GOING STRT | - - | SN/SN | DAY | 12/08/13 | SUN 14:35 | UNSAFE SPEED |  | 0 | 0 | 0 | 0 |  |
| TATE HWY | RT 47 | MP 020.80 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 01 | 11 |
| 2235365 | SAME DIR-REAR | S- PASS-GOING STRT | S- PKUP-STOP-TRAF | CL/DR | DAY | 10/27/12 | SAT 14:44 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 1 |  |
| tate hwy | RT 47 | MP 020.90 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 1 | 10 | ) 2 |
| 2172607 | SAME DIR-REAR | S- PASS-START TRAF | S- SUV-SLOW-STOP | CL/DR | DAY | 08/17/12 | FRI 15:34 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4283689 + | OVERTURNED | S- PKUP-GOING STRT | - - | CL/DR | DAY | 07/30/14 | WED 14:07 | OTH DR/PED ACT |  | 0 | 0 | 1 | 10 |  |
| TATE HWY | RT 47 | MP 020.91 | NEAR NJ 347 |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | - 1 |
| 4283681 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DARK | 07/10/14 | THR 01:38 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |
| TATE HWY | RT 47 | MP 020.91 | AT NJ 347 |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 00 | O 1 |
| 3118624 | SAME DIR-REAR | S- PASS-GOING STRT | S- SUV-STOP-TRAF | CL/DR | DAY | 02/24/13 | SUN 11:03 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| TATE HWY | RT 47 | MP 020.93 | NEAR NJ 347 |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 1 |
| 3330084 | SAME DIR-REAR | S- PASS-SLOW-STOP | S- PASS-SLOW-STOP | CL/DR | DAY | 10/26/13 | SAT 10:16 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| tate hwy | RT 47 | MP 021.00 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 1 |
| 2145512 | SAME DIR-REAR | S- PASS-SLOW-STOP | S- SUV-SLOW-STOP | CL/DR | DAY | 06/30/12 | SAT 10:52 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| tate hwy | RT 47 | MP 021.30 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 11 |
| 3206637 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAY | 06/28/13 | FRI 16:03 | DRI INATTENTION |  | 0 | 0 | 0 | - 1 |  |
| TATE HWY | RT 47 | MP 021.40 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 02 | 21 |
| 4283529 | SAME DIR-REAR | S- PASS-SLOW-STOP | S- PKUP-GOING STRT | CL/DR | DAY | 08/16/14 | SAT 13:15 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 02 |  |
| tate hwy | RT 47 | MP 021.49 | NEAR OLD ROBINS TRAIL |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 | 0 | 00 | - 1 |
| 3200253 | SAME DIR-REAR | S- PASS-GOING STRT | S- PKUP-STOP-TRAF | CL/DR | DAY | 06/15/13 | SAT 14:28 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| tate hwy | RT 47 | MP 021.50 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 01 | 14 |
| 2145604 | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DAY | 06/09/12 | SAT 14:29 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 0 |  |
| 3519999 | animal | N- PASS-GOING STRT | - - | CL/DR | DARK | 08/16/13 | FRI 22:42 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 4283024 | SAME DIR-REAR | S- PASS-GOING STRT | S- PKUP-STOP-TRAF | CL/DR | DAY | 04/24/14 | THR 06:40 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 01 |  |
| 4927130 | ANIMAL | N - PASS-GOING STRT | - - | CL/DR | DARK | 11/11/14 | TUE 17:41 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| tate hwy | RT 47 | MP 021.60 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 2 |
| 2204050 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DARK | 09/14/12 | FRI 19:34 | animals in rdwy |  | 0 | 0 | 0 | 0 |  |
| 4283747 | FIXED OBJECT | N- PASS-GOING STRT | - - | CL/DR | DAY | 08/09/14 | SAT 17:24 | OTHER |  | 0 | 0 | 0 | 0 |  |


| $\begin{aligned} & \text { OAD SYS } \\ & \mathrm{L} \mathrm{~N} \end{aligned}$ | $\underset{\text { TYPE }}{\text { COLLISION }}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | NO. KIL |  |  | $\begin{aligned} & \text { JURED } \\ & \text { D MIN } \end{aligned}$ | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 'tate hwy | RT 47 | MP 021.68 | NEAR OLD ROBINS TRAIL |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 0 |
| 4282958 | FIXED OBJECT | W- PASS-GOING STRT | - - | CL/DR | DUSK | 03/14/14 | FRI 19:15 | DRI INATTENTION |  | 0 | 0 |  | 0 |  |
| 'tate hwy | RT 47 | MP 022.00 | NEAR STATE HIGHWAY 34 |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 03 |
| 3177125 | SAME DIR-REAR | S-CVIOK-START TRAF | S- PKUP-STOP-TRAF | CL/DR | DAY | 05/17/13 | FRI 07:29 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 | 0 |
| 3254325 | FIXED OBJECT | S- PASS-NEG CURVE | - - | CL/DR | DAY | 09/21/13 | SAT 09:09 | DRI INATTENTION |  | 0 | 0 |  | 00 | 0 |
| 3254385 * | OVERTURNED | S-MCYCL-NEG CURVE | - - | CL/DR | DAY | 09/22/13 | SUN 16:17 | DRI INATTENTION |  | 0 | 0 |  | 0 | 0 |
| 'tate hwy | RT 47 | MP 022.10 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 1 | 11 |
| 2188555 | FIXED OBJECT | S- PASS-NEG CURVE | - - | RN/WT | DARK | 09/09/12 | SUN 02:58 | UNSAFE SPEED |  | 0 | 0 |  | 01 |  |
| tate hwy | RT 47 | MP 022.20 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 0 |
| 2264329 | ANIMAL | S- SUV-GOING STRT | - - | RN/WT | DARK | 12/07/12 | FRI 21:43 | ANIMALS IN RDWY |  | 0 | 0 |  | 0 |  |
| 'tate hwy | RT 47 | MP 022.35 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 1 | 11 |
| 2091065 | FIXED OBJECT | N- PASS-GOING STRT | - - | CL/DR | DAY | 04/30/12 | MON 15:25 | DRI INATTENTION |  | 0 | 0 |  | 01 |  |
| tate hwy | RT 47 | MP 022.50 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 0 |
| 4291233 | FIXED OBJECT | N- UNKN-UNKNOWN | - - | CL/DR | DARK | 10/02/14 | THR 16:55 | Unknown |  | 0 | 0 |  | 0 |  |
| 'tate hwy | RT 47 | MP 022.70 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 01 |
| 4282976 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-SLOW-STOP | CL/DR | DAY | 05/25/14 | SUN 11:02 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 00 |  |
| tate hwy | RT 47 | MP 022.80 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 0 |
| 4278950 | PEDESTRIAN | N- PASS-GOING STRT | - - | RN/WT | DARK | 01/14/14 | TUE 06:36 | NONE-DRIVER/CYC |  | 0 | 0 |  | 0 |  |
| tate hwy | RT 47 | MP 024.00 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 2 | 2 |
| 3108061 | FIXED OBJECT | N- PKUP-GOING STRT | - - | BS/SN | DAY | 02/01/13 | FRI 11:54 | RD SURF CNDTION |  | 0 | 0 |  | 00 |  |
| 4284522 | FIXED OBJECT | S- PKUP-GOING STRT | - - | CL/DR | DAY | 07/03/14 | THR 14:00 | ANIMALS IN RDWY |  | 0 | 0 |  | 2 |  |
| 4283528 | SAME DIR-REAR | N- PKUP-GOING STRT | N- SUV-SLOW-STOP | CL/DR | DARK | 08/17/14 | SUN 21:54 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| tate hwy | RT 47 | MP 024.10 | NEAR OLD STATE HWY |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 00 | 0 |
| 4932654 | ANIMAL | N- SUV-GOING STRT | - - | RN/WT | DARK | 11/16/14 | SUN 17:36 | ANIMALS IN RDWY |  | 0 | 0 |  | 00 |  |
| tate hwy | RT 47 | MP 024.20 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 0 |
| 2064445 | ANIMAL | S- PASS-GOING STRT | - - | RN/WT | DARK | 03/31/12 | SAT 03:09 | ANIMALS IN RDWY |  | 0 | 0 |  | 0 | 0 |
| TATE HWY | RT 47 | MP 024.51 | NOT AT INTERSECTION |  |  |  | DENNIS TWP |  | CAPE MAY | 0 | 0 |  | 0 | 0 |
| 3200249 | BACKING | S- PKUP-BACKING | W- PKUP-GOING STRT | CL/DR | DAWN | 06/17/13 | MON 05:41 | BACKING UNSAFE | NONE-DRIVER/CYC | 0 | 0 |  | 00 | 0 |
| 3518431 | SAME DIR-REAR | S- PASS-STOP-TRAF | S- PASS-GOING STRT | CL/DR | DAY | 07/25/13 | THR 14:48 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 |  | 00 | 0 |
| 3518428 | SAME DIR-REAR | S- PASS-GOING STRT | S- SUV-STOP-TRAF | CL/DR | DAY | 07/27/13 | SAT 14:45 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | 0 | 0 |

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CUMBERLAND
DRI INATTENTION CUMBERLAND NONE－DRIVER／CYC CUMBERLAND
CUMBERLAND
CUMBERLAND MAURICE RIVER TWP WED 20：02 ANIMALS IN RDWY MAURICE RIVER TWP THR 21：16 IMPROPER TURN TUE 06：48 ANIMALS IN RDWY




MAURICE RIVER TWP
CUMBERLAND






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MAURICE RIVER TWP
 MAURICE R 22：03 DRI INATTENTION

| RN／WT | DAY | $10 / 07 / 12$ |
| :--- | :--- | :--- |
| CL／DR | DARK | $10 / 31 / 12$ |

MILEPOST
01／01／2012 TO $12 / 31 / 2014$

| VEHICLE 2 | DIR TRAV | WEA |  |  |
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| VEH TYPE， | VEH ACTN | SUR LITE | DATE |  |

NOILDヨG LKIS פNIOD－SSZC－ E－SUV－GOING STRT CL／DR DARK 08／07／14
NEAR WHITTNEY POINT RD $\square$
CL／DR DARK 10／08／14 CL／DR DARK 05／12／12

NEAR EAST TRAFFIC CIRCLE
E－PASS－GOING STRT CL／DR DARK $11 / 27 / 14$ CL／DR DAY 02／11／14

 NOILDJSYGINI IU LON NOT AT INTERSECTION
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$\qquad$ S－PASS－GOING STRT MP 024.80 MP 025.00 N－PASS－GOING STRT $\begin{array}{ll}\text { MP } & 025.10 \\ \text { S－} & \text { SUV－GOING STRT }\end{array}$
 N－PASS－NEG CURVE MP $\operatorname{SKUP}$－GOING STRT MP 025.70 S－SUV－GOING STRT MP 026.00
N －SUV－GOING STRT MP 026.20 S－PASS－NEG CURVE MP 026．50 S－PKUP－GOING STRT
S－PASS－GOING STRT S－PASS－GOING STRT
MP 027.00 S－PASS－GOING STRT MP 027.10 N－PASS－GOING STRT N
 MP 027.30 COLLISION
TYPE
 2226221 SAME DIR－REAR ANIMAL

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FIXED OBJECT RT 47
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SAME DIR－R 3177094 SAME DIR－REAR TATE HWY RT 47 2506640 FIXED OBJECT
 ANIMAL $\underset{\text { L N }}{\text { OAD }}$ SYS TATE HWY 3330586 TATE HWY TATE HWY 2114766 TATE HWY 2024664
TATE HWY 4356 TATE HWY tate hwy $\qquad$ TATE HWY 2172468 tate hWy NOT AT INTERSECTION
S－PASS－SLOW－STOP NOILDヨGצGINI LU LON MAURICE RI RR INATTENTION
THR 22：07
THR 22：53 UNSAFE SPEED MAURICE RIVER TWP SAT 13：35 FOLLOW TO CLOSE MAURICE RIVER TWP SUN 09：33 DRI INATTENTION FRI 14：16 ANIMALS IN RDWY MAURICE RIVER TWP
BUREAU OF SAFETY PROGRAMS
detail of motor vehicle accidents
$\begin{array}{lccc} & \text { ON ROUTE } & 47 & \\ \text { MILEPOST } & 18.170 & \text { TO } & 34.980\end{array}$
1/01/2012 TO $12 / 31 / 2014$

BUREAU OF SAFETY PROGRAMS DETAIL OF MOTOR VEHICLE ACCIDENTS
$\begin{array}{lccc} & \text { ON ROUTE } & 47 & \\ \text { MILEPOST } & 18.170 & \text { TO } & 34.980\end{array}$
01/01/2012 TO $12 / 31 / 2014$

BUREAU OF SAFETY PROGRAMS DETAIL OF MOTOR VEHICLE ACCIDENTS
$\begin{array}{cccc} & \text { ON ROUTE } & 47 & \\ \text { MILEPOST } & 18.170 & \text { TO } & 34.980\end{array}$
01/01/2012 TO $12 / 31 / 2014$

| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | WEA SUR | LITE | DATE |  | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  |  | URED MIN | NO. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 'tate hWy | RT 47 | MP 031.00 | NOT AT INTERSECTION |  |  |  | MAUR | RICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 00 | 2 |
| 4293418 | FIXED OBJECT | S- PKUP-GOING STRT | - - | CL/DR | DAY | 08/18/14 | MON | 13:43 | TIRES |  | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.40 | NOT AT INTERSECTION |  |  |  | MAUR | ICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 1 |
| 4285403 | SAME DIR-SIDE | $\mathrm{N}-\mathrm{PASS}-\mathrm{U}$ TURN | N- PASS-GOING STRT | CL/DR | DAY | 08/09/14 | SAT | 11:59 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'tate hwy | RT 47 | MP 031.42 | NEAR CR 709 / CARLISI | E PLAC | CE RD |  | MAUR | ICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 1 |
| 4285476 | FIXED OBJECT | W- PKUP-PARKED | - - | CL/DR | DAY | 07/07/14 | MON | 17:30 | BRAKES |  | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.50 | NOT AT INTERSECTION |  |  |  | MAU. | ICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 00 | 2 |
| 2087081 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-GOING STRT | CL/DR | DAY | 04/25/12 | WED | 15:23 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 2172467 | OPP HEAD-ON | W- SUV-LEFT TURN | E- SUV-SLOW-STOP | OC/WT | DAY | 08/10/12 | FRI | 11:14 | IMPROPER TURN | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.60 | NOT AT INTERSECTION |  |  |  | MAU. | ICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 01 | 1 |
| 4285414 | SAME DIR-SIDE | N- PASS-PASSING | N- PASS-LEFT TURN | CL/DR | DARK | 08/03/14 | SUN | 23:47 | IMP PASSING | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.80 | NOT AT INTERSECTION |  |  |  | MAU | RICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 06 | 3 |
| 4288400 | LEFT/U TURN | S- SUV-GOING STRT | N- SUV-LEFT TURN | CL/DR | DARK | 02/21/14 | FRI | 19:04 | NONE-DRIVER/CYC | FAIL TO YLD ROW | 0 | 0 | 0 | 0 |  |
| 4286120 | RIGHT ANGLE | E- PASS-START TRAF | S- PASS-GOING STRT | CL/DR | DAY | 06/22/14 | SUN | 09:51 | FAIL TO YLD ROW | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4285465 | SAME DIR-SIDE | S- PKUP-SLOW-STOP | S- PASS-STOP-TRAF | CL/DR | DAY | 07/17/14 | THR | 14:51 | IMP PASSING | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.84 | AT CR 670 / MAURICET | WN RD |  |  | MAU. | RICE R | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 0 | 2 |
| 3253989 | SAME DIR-SIDE | S- PASS-RT TRN-NRD | S- PASS-RT TRN-NRD | CL/DR | DAY | 10/04/13 | FRI | 14:28 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 | 0 | 0 |  |
| 3900443 | SAME DIR-SIDE | S- PASS-RT TRN-NRD | S- PASS-GOING STRT | CL/DR | DAY | 12/25/13 | WED | 12:07 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.86 | NEAR CR 670 / MAURIC | TOWN |  |  | MAU. | ICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 00 | 1 |
| 2114768 | SAME DIR-SIDE | S- PKUP-MERGING | S- PASS-STOP-TRAF | CL/DR | DAY | 05/11/12 | FRI | 15:21 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.90 | NOT AT INTERSECTION |  |  |  | MAUR | RICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 01 | 3 |
| 2064453 | SAME DIR-REAR | S- SUV-SLOW-STOP | S- PASS-GOING STRT | RN/WT | DUSK | 02/29/12 | WED | 18:31 | NONE-DRIVER/CYC | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 3141376 | SAME DIR-REAR | S- OTHR-STOP-TRAF | S- PASS-SLOW-STOP | RN/WT | DUSK | 03/08/13 | FRI | 17:09 | UNKNOWN | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 3330577 \% | RIGHT ANGLE | N- PASS-LEFT TURN | W- SUV-GOING STRT | CL/DR | DUSK | 12/07/13 | SAT | 06:07 | FAIL TO YLD ROW | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.94 | NEAR CR 670 / MAURIC | TOWN $R$ | RD |  | MAU | RICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 00 | 1 |
| 2254864 | ANIMAL | S- SUV-GOING STRT | - - | CL/DR | DAY | 11/15/12 | THR | 19:08 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 031.95 | AT NJ 347 |  |  |  | MAUR | ICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 00 | 1 |
| 3228770 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAY | 09/03/13 | TUE | 18:54 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |
| 'TATE HWY | RT 47 | MP 032.00 | NOT AT INTERSECTION |  |  |  | MAUR | RICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 00 | 5 |
| 2144937 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-GOING STRT | CL/DR | DARK | 06/24/12 | SUN | 21:12 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 00 |  |
| 3141371 | SAME DIR-SIDE | N- SUV-RT TRN-NRD | N- PASS-RT TRN-NRD | CL/DR | DUSK | 04/04/13 | THR | 19:01 | IMPROPER TURN | IMPROPER TURN | 0 | 0 | 0 | 0 |  |


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$\begin{array}{llll}\text { MON } 14: 40 & \text { OTH DR／PED ACT } \\ \text { MON } 18: 58 & \text { DRI INATTENTION }\end{array}$ MON 18：58 DRI INATTENTION
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WED 10：47 DRI INATTENTION
MAURICE RIVER TWP
$\begin{array}{ll}\text { FRI } 21: 26 & \text { ANIMALS IN RDWY } \\ \text { MON } 22: 31 & \text { DRI INATTENTION }\end{array}$

 SUN 11：15 NONE－DRIVER／CYC MAURICE RIVER TWP SAT 11：35 DRI INATTENTION NOILNGLLENI I\＆ $60: \angle 0$ L甘S

 FRI 11：55 VEH HITCH ETC MAURICE RIVER TWP

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01／01／2012 TO 12／31／2014













 CL／DR DAY 07／15／13
 N－PASS－RT TRN－NRD CL／DR DAY 07／02／14




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U－PASS－PARKED $\begin{array}{cc}\text { AT SOUTH } S T \\ \text { S－} & \text { SUV－GOIN }\end{array}$ S－SUV－GOING STRT NOT AT INTERSECTION
NOT AT INTERSECTION S－PASS－STOP－TRAF NOT AT INTERSECTION S－PASS－GOING STRT N－PASS－STOP－TRAF NOT AT INTERSECTION
U－PASS－PARKED
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MP 033.80
 S－SUV－NEG CURVE
033.83
 N－MCYCL－GOING STRT
S－MCYCL－GOING STRT NOT AT INTERSECTION N－PASS－GOING STRT －PKUP－GOING STRT S－PASS－SLOW－STOP
N －$\quad$ SUV－GOING STRT NOT AT INTERSECTION
S－S2AXL－GOING STRT






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S－PASS－PASSING

 S－CV10K－GOING STRT
TATE HWY RT 4 TATE HWY TATE HWY

| TATE HWY | $R T 47$ |
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| 2507250 | SAME DIR－SIDE |
| 3201420 | SAME DIR－REAR |


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$\begin{array}{lr}\text { TATE HWY } & \text { RT } 47 \\ 3228764 & \text { FIXED OBJECT }\end{array}$ 3900638 FIXED OBJECT
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$\begin{array}{llll}\text { MILEPOST } & 18.170 & \text { TO } & 34.980 \\ 01 / 01 / 2012 & \text { TO } & 12 / 31 / 2014\end{array}$

| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ | $\begin{aligned} & \text { NO. } \\ & \text { MAJ } \end{aligned}$ |  | $\begin{aligned} & \text { JURED } \\ & \hline \text { MIN } \end{aligned}$ | $\begin{aligned} & \text { No. } \\ & \text { ACC } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| tate hwy | RT 47 | MP 034.90 | NOT AT INTERSECTION |  |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 1 | 0 |  | 0 | 8 |
| 4285443 | SAME DIR-REAR | S- PASS-GOING STRT | S- PASS-GOING STRT | CL/DR | DAY | 07/19/14 | SAT 12:55 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| TATE HWY | RT 47 | MP 034.90 | AT UNKNOWN INTERSECT | ON |  |  | MAURICE $R$ | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 2 |
| 2028495 | FIXED OBJECT | S- PASS-MERGING | - - | CL/WT | DARK | 02/15/12 | WED 00:34 | TIRES |  | 0 | 0 |  | 0 |  |
| 3165855 | /RIGHT ANGLE | S- PASS-GOING STRT | E- PASS-LEFT TURN | CL/DR | DAY | 05/23/13 | THR 12:47 | DISOBEYED TCD | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |

23


TOTAL CRASHES:




Note:
$* *$
These columns indicate the Length of Segment $\quad 0.13$ Length of Segment
Number of Years

Crash Rate/MVM $\begin{array}{r}0.13 \\ 3 \\ 10536 \\ \hline\end{array}$ 15.34

## CRASH SUMMARY

 Maurice River Twp., Cumberland County$01 / 01 / 2012$ THRU 12/31/2014

| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | COLLISION TYPE | VEHICLE 1 DIR TRAV <br> VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV <br> VEH TYPE, VEH ACTN | WEA SUR | LITE | DATE | DOW | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \text { NO. } \\ & \text { KIL } \end{aligned}$ |  |  | $\begin{aligned} & \text { URED } \\ & \text { MIN } \end{aligned}$ | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 'TATE HWY | RT 47 | MP 034.99 | NEAR NJ 55 |  |  |  | MAUR | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 0 | 1 |
| 2172482 | SAME DIR-REAR | N- PKUP-GOING STRT | N- PASS-LEFT TURN | CL/DR | DARK | 07/10/12 | TUE | 21:39 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | O |  |
| TATE HWY | RT 47 | MP 035.00 | NOT AT INTERSECTION |  |  |  | MAUR | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 | 4 | 40 | 12 |
| 2013932 | OPP SIDESWIPE | S-S3AXL-GOING STRT | N-S3AXL-GOING STRT | CL/DR | DAY | 01/10/12 | TUE | 09:55 | OTH DR/PED ACT | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 2145026 | RIGHT ANGLE 5 \| | N- PASS-GOING STRT | N- PASS-STOP-TRAF | CL/DR | DAY | 06/11/12 | MON | 08:06 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 2172478 | SAME DIR-REAR | N- SUV-STOP-TRAF | N- SUV-STOP-TRAF | CL/DR | DAY | 07/27/12 | FRI | 13:53 | NONE-DRIVER/CYC | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3108083 | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAY | 01/03/13 | THR | 01:58 | DRI INATTENTION |  | 0 | 0 | 1 | 10 |  |
| 3206582 | SAME DIR-REAR | N- SUV-GOING STRT | N- PASS-SLOW-STOP | RN/WT | DAY | 07/01/13 | MON | 12:18 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3228822 | SAME DIR-REAR | N- PASS-SLOW-STOP | N- SUV-SLOW-STOP | CL/DR | DAY | 07/20/13 | SAT | 11:22 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3228819 | SAME DIR-REAR | N- PASS-SLOW-STOP | N- SUV-SLOW-STOP | CL/DR | DAY | 07/21/13 | SUN | 14:16 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4285675 | OPP HEAD-ON | S- PASS-NEG CURVE | N- PASS-NEG CURVE | CL/DR | DAY | 04/17/14 | THR | 17:07 | NONE-DRIVER/CYC | FAIL TO KEEP RT | 0 | 0 | 2 | 2 |  |
| 4286135 | SAME DIR-REAR | N- PKUP-SLOW-STOP | N- PKUP-STOP-TRAF | CL/DR | DAY | 06/15/14 | SUN | 10:44 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4286134 | SAME DIR-REAR | N- PKUP-GOING STRT | N- SUV-GOING STRT | CL/DR | DAY | 06/15/14 | SUN | 12:50 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4286126 | BACKING | S- PKUP-BACKING | N- PASS-STOP-TRAF | CL/DR | DAY | 06/16/14 | MON | 11:24 | BACKING UNSAFE | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 4285413 | SAME DIR-REAR | N- PASS-GOING STRT | N- SUV-STOP-TRAF | CL/DR | DAY | 08/04/14 | MON | 14:19 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 1 | 1 |  |
| 'TATE HWY | RT 47 | MP 035.04 | NEAR NJ 55 |  |  |  | MAUR | RICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 1 |
| 3011792 | SAME DIR-REAR | N- PASS-GOING STRT | N- SUV-SLOW-STOP | SN/SL | DAY | 01/28/13 | MON | 12:36 | RD SURF CNDTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 |  |
| 'TATE HWY | RT 47 | MP 035.08 | NEAR NJ 55 |  |  |  | MAUR | RICE R | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 2 |
| 2093959 | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DAY | 05/20/12 | SUN | 05:20 | ANIMALS IN RDWY |  | 0 | 0 | 0 | 0 |  |
| 3173739 | SAME DIR-REAR | S- PASS-SLOW-STOP | S- SUV-STOP-TRAF | RN/WT | DAY | 06/07/13 | FRI | 18:02 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 | 0 | O |  |
| 'TATE HWY | RT 47 | MP 035.08 | AT NJ 55 |  |  |  | MAUR | RICE R | IVER TWP | CUMBERLAND | 0 | 0 | 0 | - 1 | 4 |
| 2033175 * | RIGHT ANGLE | N-SEMIT-GOING STRT | W- PKUP-START TRAF | CL/DR | DAY | 01/25/12 | WED | 14:03 | DISOBEYED TCD | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |
| 3198419 = | RIGHT ANGLE | N - PASS-GOING STRT | N- PKUP-GOING STRT | CL/DR | DAY | 05/22/13 | WED | 09:53 | NONE-DRIVER/CYC | UNSAFE SPEED | 0 | 0 | 0 | 0 |  |
| 3900145 | SAME DIR-SIDE | N-SEMIT-GOING STRT | N- UNKN-GOING STRT | CL/DR | DAY | 12/20/13 | FRI | 14:20 | OTH DR/PED ACT | DRI INATTENTION | 0 | 0 | 0 | 0 |  |
| 4285032 | BACKING | S-S2AXL-BACKING | N-MCYCL-STOP-TRAF | CL/DR | DAY | 06/01/14 | SUN | 18:16 | BACKING UNSAFE | NONE-DRIVER/CYC | 0 | 0 | 0 | O |  |
| 'tate hwy | RT 47 | MP 035.10 | NEAR NJ 55 |  |  |  | MAU | RICE R | IVER TWP | CUMBERLAND | 0 | 0 | 0 | 01 | 3 |
| 2502913 | SAME DIR-REAR | N- PASS-GOING STRT | N- PKUP-SLOW-STOP | RN/WT | DAY | 12/16/12 | SUN | 15:02 | RD SURF CNDTION | NONE-DRIVER/CYC | 0 | 0 | 0 | 01 |  |
| 3121349 | FIXED OBJECT | N- PASS-NEG CURVE | - - | CL/DR | DAY | 03/14/13 | THR | 18:08 | DRI INATTENTION |  | 0 | 0 | 0 | 0 |  |
| 4928955 | SAME DIR-REAR | N- PKUP-GOING STRT | N- SUV-STOP-TRAF | CL/DR | DARK | 10/18/14 | SAT | 21:29 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 | 0 | 0 | 0 |  |

CRASH SUMMARY
Maurice River Twp., Cumberland County
$01 / 01 / 2012$ THRU 12/31/2014

Note:

${ }^{* *}$ These columns indicate the number of fatal crashes in each accident category. | Length of Segment | 0.07 |
| :--- | ---: |
|  | 3 | AADT

Crash Rate/MVM

## TOTAL CRASHES:

2014 Statewide Crash Rate/MVM

| 2.56 |
| :--- |

$\begin{array}{lccc} & \text { ON ROUTE } & 47 \\ \text { MILEPOST } & 35.130 & \text { TO } & 35.200\end{array}$
$01 / 01 / 2012$ то $12 / 31 / 2014$

| $\begin{aligned} & \text { OAD SYS } \\ & \text { L N } \end{aligned}$ | $\begin{aligned} & \text { COLLISION } \\ & \text { TYPE } \end{aligned}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | NO. <br> KIL |  |  | URED MIN | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TATE HWY | RT 47 | MP 035.20 | NOT AT INTERSECTION |  |  |  | MA | ICE | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 1 |
| 4285775 | SAME DIR-REAR | N- PASS-GOING STRT | N- PASS-SLOW-STOP | CL/D | DAY | 08/21/14 | TH | 16:21 | FOLLOW TO CLOSE | NONE-DRIVER/CYC | 0 | 0 |  | - 2 |  |

CRASH SUMMARY

Dennis Twp., Maurice River Twp., Cape May Co., Cumberland Co. |  |
| :--- |
| At Signal |
| At Unsign |
| Between |
| Railroad |
| Total |


2014 Statewide Crash Rate/MVM


NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF SAFETY PROGRAMS
DETAIL OF MOTOR VEHICLE ACCIDENTS
ON ROUTE 347
MILEPOST $\quad 0.000$ TO 8.330
$01 / 01 / 2012$ TO $12 / 31 / 2014$

| NEW JERSEY DEPARTMENT OF TRANSPORTATION <br> bureau of safety programs <br> detail of motor vehicle accidents <br> Page 4 |  |  |  |  |  |  |  |  |  |  |  | Page 4 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { ROAD SYS } \\ & \text { D L N } \end{aligned}$ | $\underset{\text { TYPE }}{\substack{\text { COLLISION }}}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHIC VEH | CLE 2 DIR TRAV TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | NO. <br> KIL | $\begin{aligned} & \text { NO. } \\ & \text { MAJ } \end{aligned}$ |  | INJURED |  |  | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
| COUNTY ROAD CR 347 MP 003.26 AT ROUTE 550 SPUR 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12189127 R | RIGHT ANGLE | W- PASS-STOP-TRAF | S- P | PASS-GOING STRT | CL/DR | DAY | 08/13/12 | MON | 13:28 | dri inattention | UnKNOWN | 0 |  | - |  | 0 | - |  |
| COUNTY ROAD | D CR 347 | MP 003.30 | NOT | AT INTERSECTION |  |  |  | MAUR | RICE RI | IVER TWP | CUMBERLAND | 0 |  | 0 |  | 2 | 3 | 11 |
| 12093942 F | FIXED OBJECT | N - PASS-NEG CURVE | - | - | RN/WT | DAY | 04/15/12 | Sun | 08:21 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 12189133 F | FIXED OBJECT | N - PASS-NEG CURVE | - | - | RN/WT | DAY | 07/29/12 | SUN | 16:43 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 12235575 F | FIXED OBJECT | S- PASS-NEG CURVE | - | - | RN/WT | DARK | 10/07/12 | Sun | 22:03 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 12266644 | OPP SIDESWIPE | S- PASS-NEG CURVE | N- P | PASS-GOING STRT | RN/WT | DARK | 12/09/12 | SUN | 19:30 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 |  | 0 |  | 0 | 1 |  |
| 12506641 F | FIXED OBJECT | N - PASS-NEG CURVE | - | - | CL/WT | DARK | 12/29/12 | SAT | 17:05 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 13107740 | other F.O. | N - SUV-NEG CURVE | - | - | SN/SN | DARK | 01/25/13 | FRI | 19:56 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 13110243 F | FIXED OBJECT | N - PASS-NEG CURVE | - | - | CL/DR | DARK | 02/11/13 | MON | 03:37 | DRI INATTENTION |  | 0 |  | 0 |  | 0 | 0 |  |
| 13330721 F | FIXED OBJECT | S- pass-nEg Curve | - | - | CL/DR | DARK | 10/22/13 | TUE | 19:07 | DRI INATTENTION |  | 0 |  | 0 |  | 0 | 1 |  |
| 13330734 F | FIXED OBJECT | S- pass-nEg Curve | - | - | OC/WT | DAY | 11/01/13 | FRI | 15:12 | RD SURF CNDTION |  | 0 |  | 0 |  | 0 | 1 |  |
| 14285760 (o | OVERTURNED | N-MCYCL-NEG CURVE | - | - | CL/DR | DAY | 09/06/14 | SAT | 13:18 | DRI INATTENTION |  | 0 |  | 0 |  | 2 | 0 |  |
| 14929675 | OPP HEAD-ON | S- PASS-NEG CURVE | $\mathrm{N}-\mathrm{P}$ | PKUP-NEG CURVE | RN/WT | DAY | 12/02/14 | tue | 10:37 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 |  | 0 |  | 0 | 0 |  |
| COUNTY ROAD | D CR 347 | MP 003.38 | NEAR | ROUTE 550 SPUR | / HANDS | S MILL | RD | MAUR | RICE RI | IVER TWP | CUMBERLAND | 0 |  | 0 |  | 0 | 1 | 1 |
| 13177193 F | FIXED OBJECT | N- PKUP-NEG CURVE | - | - | CL/WT | DAY | 04/20/13 | SAT | 08:04 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 1 |  |
| COUNTY ROAD | D CR 347 | MP 003.39 | NEAR | R ROUTE 550 SPUR | / HANDS | S MILL | RD | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 |  | 0 |  | , | 2 | 2 |
| 12132692 | OPP SIDESWIPE | N - PASS-GOING STRT | S- P | PKUP-SLOW-STOP | RN/WT | DAY | 05/30/12 | WED | 14:08 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 |  | 0 |  | 0 | 2 |  |
| 12235579 F | FIXED OBJECT | N- PASS-GOING STRT | - | - | CL/WT | DAWN | 09/29/12 | SAT | 05:13 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| COUNTY ROAD CR 347 |  | MP 003.40 | NOT | at intersection |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 |  | 0 |  | 1 | 0 | 4 |
| 13111359 | omher $\mathrm{F}_{1}, \mathrm{O}_{1}$ | N - PASS-GOING STRT | - | - | SN/SN | DARK | 02/03/13 | SUN | 02:35 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 13254226 F | FIXED OBJECT | N - PASS-NEG CURVE | - | - | CL/wT | DAY | 08/22/13 | THR | 06:04 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | - |  |
| 14293420 | FIXED OBJECT | S- SUV-NEG CURVE | - | - | RN/WT | DARK | 08/03/14 | SuN | 02:00 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 14933669 | OTHER F,O | N- SUV-NEG CURVE | - | - | RN/WT | DARK | 12/24/14 | WED | 21:49 | DRI INATTENTION |  | 0 |  | 0 |  | 1 | 0 |  |
| COUNTY ROAD | D CR 347 | MP 003.50 | NOT | AT INTERSECTION |  |  |  | MAU. | RICE RI | IVER TWP | CUMBERLAND | 0 |  | 1 |  | 1 | 1 | 4 |
| 13254004 F | FIXED OBJECT | S- SUV-GOING STRT | - | - | CL/WT | DARK | 09/22/13 | SUN | 05:59 | DRI INATTENTION |  | 0 |  | 1 |  | 0 | 0 |  |
| 14288420 N | NON-FIXED OBJ | N- PKUP-NEG CURVE | S-SE | Emit-nEg Curve | CL/DR | DAY | 02/07/14 | FRI | 11:34 | NONE-DRIVER/CYC | OTHER | 0 |  | 0 |  | 1 | 0 |  |
| 14293416 F | FIXED OBJECT | S- PASS-NEG CURVE | - | - | RN/WT | DAY | 07/10/14 | THR | 10:01 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | 0 |  |
| 14933954 OPP HEAD-ON |  | N-CVIOK-GOING STRT | S- P | PASS-NEG CURVE | CL/WT | DARK | 12/22/14 | MON | 23:39 | NONE-DRIVER/CYC | UNSAFE SPEED | 0 |  | 0 |  | 0 | 1 |  |
| COUNTY ROAD | D CR 347 | MP 003.60 | NOT | AT INTERSECTION |  |  |  | MAUR | RICE RI | IVER TWP | CUMBERLAND | 0 |  | 0 |  | 0 | 3 | 4 |
| 12020280 A | Animal | S- PKUP-UNKNOWN | - | - | CL/DR | DARK | 02/01/12 | WED | 00:25 | Animals in rdwy |  | 0 |  | 0 |  | 0 | 0 |  |
| 12057732 F | FIXED OBJECT | N - SUV-GOING STRT | - | - | SN/IC | DARK | 02/12/12 | SuN | 02:22 | RD SURF CNDTION |  | 0 |  | 0 |  | 0 | 2 |  |
| 13156200 L | LEFT/U TURN | S- PASS-GOING STRT | $\mathrm{N}-\mathrm{P}$ | PASS-LEFT TURN | RN/WT | DAY | 04/05/13 | FRI | 06:44 | NONE-DRIVER/CYC | IMPROPER TURN | 0 |  | , |  | 0 | , |  |
| 13330602 | FIXED OBJECT | N- SUV-NEG CURVE | - | - | RN/WT | DAY | 11/27/13 | WED | 11:06 | UNSAFE SPEED |  | 0 |  | 0 |  | 0 | , |  |


| ARDLSTRT3 | June | 2016 | NEW JERSEY DEPARTMENT OF TRANSPORTATION BUREAU OF SAFETY PROGRAMS detail of motor vehicle accidents |  |  |  |  |  |  |  | Page 5 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | MILEPOST ${ }^{\text {ON }}$ |  | $\begin{aligned} & \text { ROUTE } \\ & \begin{array}{l} 0.000 \\ 2 \quad \text { TO } \end{array} \end{aligned}$ | $\begin{gathered} 347 \\ \text { TO } 8.3 \\ 12 / 31 / 201 \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { ROAD SYS } \\ & 0 \mathrm{~L} \text { N } \end{aligned}$ | $\begin{gathered} \text { COLLISION } \\ \text { TYPE } \end{gathered}$ | VEHICLE 1 DIR TRAV VEH TYPE, VEH ACTN | VEHICLE 2 DIR TRAV VEH TYPE, VEH ACTN | $\begin{aligned} & \text { WEA } \\ & \text { SUR } \end{aligned}$ | LITE | DATE | DOW | TIME | VEH 1 CONTRIB CIRCUMSTANCES | VEH 2 CONTRIB CIRCUMSTANCES | $\begin{aligned} & \mathrm{NO} . \\ & \mathrm{KIL} \end{aligned}$ |  | INJURED |  |  | $\begin{aligned} & \text { NO. } \\ & \text { ACC } \end{aligned}$ |
| COUNTY ROAD | CR 347 | MP 003.70 | NOT AT INTERSECTION |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 0 | 3 |
| 13254001 F | FIXED OBJECT | N - PASS-GOING STRT | - - | CL/DR | DAY | 09/25/13 | WED | 09:34 | tires |  | 0 | 0 |  | 0 | 0 |  |
| 14287767 F | FIXED OBJECT | S- PASS-GOING STRT | - - | SN/SN | DAY | 03/17/14 | MON | 07:00 | UNSAFE SPEED |  | 0 | 0 |  | 0 | 0 |  |
| 14285676 F | FIXED OBJECT | N- PASS-GOING STRT | - - | CL/DR | DAY | 04/17/14 | THR | 06:45 | DRI INATTENTION |  | 0 | 0 |  | 0 | 0 |  |
| COUNTY ROAD | CR 347 | MP 003.80 | NOT At intersection |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | 1 | 2 | 4 |
| 13201421 S | SAME DIR-REAR | S- SUV-STOP-TRAF | S- SUV-GOING STRT | CL/DR | DAY | 07/03/13 | WED | 14:37 | NONE-DRIVER/CYC | FOLLOW TO CLOSE | 0 | 0 |  | 0 | 0 |  |
| 14288031 F | FIXED OBJECT | N- PKUP-GOING STRT | - - | SN/SN | DARK | 01/02/14 | THR | 21:43 | UNSAFE SPEED |  | 0 | 0 |  | 0 | 1 |  |
| 14285686 - | OPP HEAD-ON | N - SUV-NEG CURVE | S- PASS-NEG CURVE | CL/DR | DAY | 04/05/14 | SAT | 18:12 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 | 1 |  |
| 14933889 F | FIXED OBJECT | S- PASS-GOING STRT | - - | CL/DR | DAY | 11/23/14 | Sun | 06:27 | DRI INATTENTION |  | 0 | 0 |  | 1 | 0 |  |
| COUNTY ROAD | CR 347 | MP 004.00 | NOT AT INTERSECTION |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 0 | 2 |
| 13111360 F | FIXED OBJECT | S- PASS-GOING STRT | - - | SN/SN | DAY | 02/01/13 | FRI | 11:37 | UNSAFE SPEED |  | 0 | 0 |  | 0 | 0 |  |
| 23330567 O | OPP HEAD-ON | N- SUV-GOING STRT | S- PASS-GOING STRT | SN/SN | DAY | 12/08/13 | SUN | 14:51 | UNSAFE SPEED | NONE-DRIVER/CYC | 0 | 0 |  | 0 | 0 |  |
| COUNTY ROAD | CR 347 | MP 004.20 | NOT AT intersection |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | 2 | 1 | 1 |
| $13228794$ | equer oppltead | $0_{11} \mathrm{~S}$ - suv-going Strt | N- PASS-GOING STRT | CL/DR | DAY | 08/10/13 | SAT | 19:02 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 2 | 1 |  |
| COUNTY ROAD | CR 347 | MP 004.30 | NOT AT INTERSECTION |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | , | 2 | 3 |
| 12020288 | OVERTURNED | N- PASS-GOING STRT | - - | CL/SN | DARK | 01/05/12 | THR | 04:44 | UNSAFE SPEED |  | 0 | 0 |  | , | 0 |  |
| 13228807 F | FIXED OBJECT | S-BV9PL-GOING STRT | S- SUV-GOING STRT | RN/WT | DAY | 08/01/13 | THR | 15:20 | DEBRIS ON ROAD | DEBRIS ON ROAD | 0 | 0 |  | 1 | 0 |  |
| 13259147 | other oppiltead | On S- pASS-NEG CURVE | N- SUV-NEG CURVE | CL/DR | DAY | 09/29/13 | SUN | 15:05 | DRI INATTENTION | NONE-DRIVER/CYC | 0 | 0 |  | 0 | 2 |  |
| COUNTY ROAD | CR 347 | MP 004.40 | NOT AT INTERSECTION |  |  |  | MAU | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 1 | 1 |
| 14285651 F | FIXED OBJECT | N- PASS-GOING STRT | - - | FG/DR | DAWN | 05/09/14 | FRI | 07:54 | DRI INATTENTION |  | 0 | 0 |  | 0 | 1 |  |
| COUNTY ROAD | CR 347 | MP 004.60 | NOT AT INTERSECTION |  |  |  | MAL | RICE RIV | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 1 | 1 |
| 12254875 F | FIXED OBJECT | S- PASS-NEG CURVE | - - | CL/SL | DAY | 11/08/12 | THR | 06:41 | RD SURF CNDTION |  | 0 | 0 |  | 0 | 1 |  |
| COUNTY ROAD | CR 347 | MP 004.90 | NOT AT INTERSECTION |  |  |  | MAU | RICE RIV | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 0 | 1 |
| 14933014 A | ANIMAL | N- PKUP-GOING STRT | - - | CL/DR | DARK | 11/16/14 | SUN | 02:04 | ANIMALS IN RDWY |  |  | 0 |  | 0 | 0 |  |
| COUNTY ROAD | CR 347 | MP 005.00 | NOT AT INTERSECTION |  |  |  | MAL | RICE RI | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 0 | 2 |
| 14288412 F | FIXED OBJECT | N-S2AXL-GOING STRT | - - | SN/SN | DAY | 02/13/14 | THR | 08:40 | UNSAFE SPEED |  | 0 | 0 |  | 0 | 0 |  |
| 14930155 | ANIMAL | N- PASS-GOING STRT | - - | CL/DR | DARK | 12/21/14 | SUN | 22:25 | ANIMALS IN RDWY |  | 0 | 0 |  | 0 | 0 |  |
| COUNTY ROAD | CR 347 | MP 005.03 | NEAR ROUTE 550 / LEE | Sburg - | -BELLP | LAIN | MAL | RICE RIV | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 0 | 1 |
| 13141375 A | ANIMAL | S- PASS-GOING STRT | - - | CL/DR | DARK | 03/13/13 | WED | 23:39 | ANIMALS IN RDWY |  | 0 | 0 |  | - | 0 |  |
| COUNTY ROAD | CR 347 | MP 005.20 | NOT AT INTERSECTION |  |  |  | MAL | RICE RIV | IVER TWP | CUMBERLAND | 0 | 0 |  | 0 | 2 | 1 |
| 14932991 S | SAME DIR-REAR | N- PKUP-GOING STRT | N- PASS-SLOW-STOP | CL/DR | DAY | 10/26/14 | SUN | 13:58 | dri inattention | NONE-DRIVER/CYC | - | 0 |  | 0 | 2 |  |

County-Municipality Restrictions: 1:

 $\begin{array}{lllllll}\text { VEHICLE } 2 & \text { DIR TRAV } & \text { WEA } & & & \text { VEH } 1 \text { CONTRIB } \\ \text { VEH TYPE，VEH ACTN } & \text { SUR LITE DATE } & \text { DOW TIME } & \text { CIRCUMSTANCES }\end{array}$ $\begin{array}{lllllllll}\text { VEHICLE } ~ 1 ~ D I R ~ T R A V ~ & \text { VEHICLE } 2 & \text { DIR TRAV } & \text { WEA } & & & \text { VEH } 1 \text { CONTRIB } \\ \text { VEH TYPE，VEH ACTN } & \text { VEH TYPE，VEH ACTN } & \text { SUR } & \text { LITE } & \text { DATE } & \text { DOW TIME CIRCUMSTANCES }\end{array}$


NOILDGS\＆GLNI LY LON SAT 01：14 UNSAFE SPEED
SAT 09：18 UNSAFE SPEED CUMBERLAND CUMBERLAND
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DRI INATTENTION MON 23：38 UNSAFE SPEED

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\begin{aligned}
& \text { MAURICE RIVER TWP } \\
& \text { SUN 14:07 UNSAFE SPEED }
\end{aligned}
$$ CUMBERLAND

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MAURICE RIVER TWP

MAURICE RIVER TWP WED 07：09 ANIMALS IN RDWY
SUN 14：13 DRI INATTENTION

MAURICE RIVER TWP
SAT 11：44 UNSAFE SPEED
MON 14：43 DRI INATTENTION
MAURICE RIVER TWP
SAT 19：10 VEH HITCH ETC

## WED 14：48 DRI INATTENTION

MAURICE RIVER TWP
 $\begin{array}{ll}\text { SAT 15：01 } & \text { FOLLOW TO CLOSE } \\ \text { SAT 16：48 } & \text { UNSAFE SPEED }\end{array}$ SAT 16：48 UNSAFE SPEED
 SUN 17：50 NONE－DRIVER／CYC
THR 09：37 DRI INATTENTION SUN 19：38 DRI INATTENTION ZT／6Z／60 Xप甘木 LM／Nप्व $\nabla \tau / S \tau / Z 0$ XVQ LM／Tכ
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$\mathrm{N}-\quad$ SUV－GOING STRT NOT AT INTERSECTION NOILDヨS\＆GLNI | - |
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MP 007.90
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MP 008.00




$\begin{array}{ll}\text { MP } & 008.20 \\ \text { N－PASS－STOP－TRAF } \\ \text { N－PASS－SLOW－STOR }\end{array}$ S－PASS－GOING STRT

MP 008.30
 N －PASS－GOING STRT


S－PASS－STOP－TRAF

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COLLISION
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COUNTY ROAD CR 347
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13177091 SAME DIR－REAR
COUNTY ROAD CR 347
 12093976 FIXED OBJECT

COUNTY ROAD CR 347 4900827 FIXED OBJECT

COUNTY ROAD CR 347
MAURICE RIVER TWP

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COUNTY ROAD CR 347
12235616 OVERTURNED 14285737 FIXED OBJECT
＊ 13330580 OPP SIDESWIPE
12243627 FIXED OBJECT
12144914 SAME DIR－REAR 13254228 SAME DIR－REAR 13228792 SAME DIR－REAR 13228780 SAME DIR－REAR 13254006 SAME DIR－REAR 14285031 SAME DIR－REAR 14285776 SAME DIR－REAR

13121359 SAME DIR－REAR



## APPENDIX C

TRAFFIC COUNTS AND ANALYSIS



# Study Name NJ 55 and NJ 47 Saturday 

Start Date 08/06/2016
Start Date 08/06/20
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 55 Southbound |  |  |  | NJ 47 Jug Handle Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | NJ 47 <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 0 | 276 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 198 | 0 | 0 | 66 | 0 | 1 | 0 | 556 |
| 9:15 AM | 1 | 261 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 196 | 0 | 0 | 73 | 0 | 0 | 0 | 547 |
| 9:30 AM | 2 | 289 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 256 | 0 | 0 | 43 | 0 | 0 | 0 | 607 |
| 9:45 AM | 2 | 269 | 0 | 0 | 5 | 19 | 0 | 0 | 0 | 265 | 0 | 0 | 35 | 0 | 2 | 0 | 597 |
| 10:00 AM | 0 | 241 | 0 | 0 | 4 | 17 | 0 | 0 | 0 | 268 | 0 | 0 | 35 | 0 | 0 | 0 | 565 |
| 10:15 AM | 1 | 275 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 273 | 0 | 0 | 21 | 0 | 2 | 0 | 591 |
| 10:30 AM | 3 | 274 | 0 | 0 | 6 | 22 | 0 | 0 | 0 | 271 | 0 | 0 | 21 | 0 | 1 | 0 | 598 |
| 10:45 AM | 0 | 224 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 232 | 0 | 0 | 33 | 0 | 0 | 0 | 505 |
| 11:00 AM | 0 | 258 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 260 | 0 | 0 | 19 | 0 | 0 | 0 | 551 |
| 11:15 AM | 0 | 224 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 246 | 0 | 0 | 37 | 0 | 0 | 0 | 526 |
| 11:30 AM | 1 | 308 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 240 | 0 | 0 | 21 | 0 | 0 | 0 | 584 |
| 11:45 AM | 0 | 260 | 0 | 0 | 4 | 15 | 0 | 0 | 0 | 244 | 0 | 0 | 26 | 0 | 0 | 0 | 549 |
| 12:00 PM | 2 | 255 | 0 | 0 | 3 | 10 | 0 | 0 | 0 | 268 | 0 | 0 | 33 | 0 | 0 | 0 | 571 |
| 12:15 PM | 0 | 255 | 0 | 0 | 2 | 14 | 1 | 0 | 0 | 212 | 0 | 0 | 29 | 0 | 1 | 0 | 514 |
| 12:30 PM | 0 | 255 | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 242 | 0 | 0 | 37 | 0 | 0 | 0 | 550 |
| 12:45 PM | 0 | 215 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 255 | 0 | 0 | 15 | 0 | 0 | 0 | 501 |
| 1:00 PM | 0 | 215 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 228 | 1 | 0 | 23 | 0 | 0 | 0 | 482 |
| 1:15 PM | 2 | 285 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 253 | 0 | 0 | 47 | 0 | 2 | 0 | 606 |
| 1:30 PM | 0 | 230 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 236 | 0 | 0 | 45 | 0 | 0 | 0 | 526 |
| 1:45 PM | 1 | 275 | 0 | 0 | 1 | 15 | 1 | 0 | 0 | 158 | 0 | 0 | 38 | 0 | 1 | 0 | 490 |



| Peak Hour for | ridor b | ns at 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM | 1 | 275 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 273 | 0 | 0 | 21 | 0 | 2 | 0 | 591 |
| 10:30 AM | 3 | 274 | 0 | 0 | 6 | 22 | 0 | 0 | 0 | 271 | 0 | 0 | 21 | 0 | 1 | 0 | 598 |
| 10:45 AM | 0 | 224 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 232 | 0 | 0 | 33 | 0 | 0 | 0 | 505 |
| 11:00 AM | 0 | 258 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 260 | 0 | 0 | 19 | 0 | 0 | 0 | 551 |
| Total Volume | 4 | 1031 | 0 | 0 | 14 | 63 | 0 | 0 | 0 | 1036 | 0 | 0 | 94 | 0 | 3 | 0 | 2245 |
| PHF | 0.33 |  | 0.00 | 0.00 | 0.58 |  | 0.00 | 0.00 | 0.00 |  |  | 0.00 | 0.71 |  | 0.38 | 0.00 | 0.94 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 14 $1.4 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 1 $1.6 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 5 $0.5 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 2 $2.1 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 22 $1.0 \%$ |

# Study Name NJ 55 and NJ 47 Sunday 

Start Date 08/07/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 55 Southbound |  |  |  | NJ 47 Jug Handle Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | NJ 47 Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 0 | 225 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 198 | 0 | 0 | 18 | 0 | 1 | 0 | 452 |
| 9:15 AM | 0 | 240 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 116 | 0 | 0 | 20 | 0 | 0 | 0 | 386 |
| 9:30 AM | 1 | 233 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 228 | 0 | 0 | 15 | 0 | 2 | 0 | 485 |
| 9:45 AM | 0 | 249 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 178 | 1 | 0 | 18 | 0 | 1 | 0 | 457 |
| 10:00 AM | 1 | 283 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 261 | 1 | 0 | 24 | 0 | 0 | 0 | 575 |
| 10:15 AM | 1 | 303 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 319 | 0 | 0 | 30 | 0 | 0 | 0 | 665 |
| 10:30 AM | 0 | 284 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 272 | 0 | 0 | 22 | 0 | 0 | 0 | 588 |
| 10:45 AM | 0 | 297 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 257 | 0 | 0 | 27 | 0 | 0 | 0 | 590 |
| 11:00 AM | 0 | 292 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 273 | 0 | 0 | 28 | 0 | 1 | 0 | 601 |
| 11:15 AM | 0 | 265 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 264 | 0 | 0 | 13 | 0 | 0 | 0 | 561 |
| 11:30 AM | 0 | 253 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 272 | 0 | 0 | 29 | 0 | 0 | 0 | 574 |
| 11:45 AM | 0 | 246 | 0 | 0 | 4 | 10 | 0 | 0 | 0 | 269 | 0 | 0 | 27 | 0 | 0 | 0 | 556 |
| 12:00 PM | 1 | 256 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 249 | 0 | 0 | 22 | 0 | 0 | 0 | 546 |
| 12:15 PM | 0 | 243 | 0 | 0 | 4 | 14 | 0 | 0 | 0 | 271 | 0 | 0 | 30 | 0 | 0 | 0 | 562 |
| 12:30 PM | 0 | 263 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 267 | 0 | 0 | 24 | 0 | 0 | 0 | 570 |
| 12:45 PM | 1 | 256 | 0 | 0 | 3 | 20 | 1 | 0 | 0 | 300 | 0 | 0 | 25 | 0 | 1 | 0 | 607 |
| 1:00 PM | 0 | 253 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 252 | 0 | 0 | 32 | 0 | 0 | 0 | 552 |
| 1:15 PM | 1 | 198 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 242 | 0 | 0 | 22 | 0 | 1 | 0 | 473 |
| 1:30 PM | 1 | 241 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 244 | 0 | 0 | 30 | 0 | 0 | 0 | 532 |
| 1:45 PM | 0 | 249 | 0 | 0 | 2 | 22 | 0 | 0 | 0 | 280 | 1 | 0 | 18 | 0 | 0 | 0 | 572 |



| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM | 0 | 246 | 0 | 0 | 4 | 10 | 0 | 0 | 0 | 269 | 0 | 0 | 27 | 0 | 0 | 0 | 556 |
| 12:00 PM | 1 | 256 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 249 | 0 | 0 | 22 | 0 | 0 | 0 | 546 |
| 12:15 PM | 0 | 243 | 0 | 0 | 4 | 14 | 0 | 0 | 0 | 271 | 0 | 0 | 30 | 0 | 0 | 0 | 562 |
| 12:30 PM | 0 | 263 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 267 | 0 | 0 | 24 | 0 | 0 | 0 | 570 |
| Total Volume | 1 | 1008 | 0 | 0 | 13 | 53 | 0 | 0 | 0 | 1056 | 0 | 0 | 103 | 0 | 0 | 0 | 2234 |
| PHF | 0.96 |  |  | 0.00 | 0.81 | 0.92 |  | 0.00 | 0.00 | 0.97 |  |  | 0.86 |  |  |  | 0.98 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 16 $1.6 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 21 $2.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 1 $1.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 38 $1.7 \%$ |

# Study Name NJ 47 and CO 670 Saturday 

Start Date 07/16/2016

## Start Time 9:00 AM

Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | $\begin{aligned} & \text { CO } 670 \\ & \text { Westbound } \end{aligned}$ |  |  |  | NJ 47 Northbound |  |  |  | $\text { CO } 670$ <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 18 | 71 | 4 | 0 | 0 | 17 | 3 | 0 | 29 | 2 | 5 | 0 | 21 | 43 | 1 | 0 | 214 |
| 9:15 AM | 11 | 80 | 3 | 0 | 1 | 13 | 2 | 0 | 31 | 0 | 13 | 0 | 18 | 35 | 1 | 0 | 208 |
| 9:30 AM | 16 | 65 | 4 | 0 | 0 | 24 | 5 | 0 | 36 | 2 | 11 | 0 | 20 | 45 | 1 | 0 | 229 |
| 9:45 AM | 9 | 75 | 7 | 0 | 1 | 21 | 5 | 0 | 26 | 0 | 13 | 0 | 21 | 53 | 1 | 0 | 232 |
| 10:00 AM | 7 | 84 | 6 | 0 | 0 | 36 | 3 | 0 | 40 | 2 | 18 | 0 | 29 | 55 | 0 | 0 | 280 |
| 10:15 AM | 11 | 71 | 3 | 0 | 0 | 15 | 5 | 0 | 47 | 1 | 9 | 0 | 38 | 59 | 0 | 0 | 259 |
| 10:30 AM | 18 | 80 | 10 | 0 | 0 | 17 | 1 | 0 | 47 | 4 | 7 | 0 | 41 | 58 | 0 | 0 | 283 |
| 10:45 AM | 11 | 80 | 5 | 0 | 0 | 18 | 8 | 0 | 35 | 4 | 13 | 0 | 52 | 55 | 0 | 0 | 281 |
| 11:00 AM | 13 | 81 | 14 | 0 | 1 | 26 | 5 | 0 | 51 | 8 | 18 | 0 | 92 | 55 | 2 | 0 | 366 |
| 11:15 AM | 12 | 79 | 4 | 0 | 0 | 31 | 5 | 0 | 45 | 1 | 16 | 0 | 42 | 69 | 0 | 0 | 304 |
| 11:30 AM | 17 | 101 | 9 | 0 | 0 | 33 | 4 | 0 | 29 | 4 | 24 | 0 | 39 | 59 | 1 | 0 | 320 |
| 11:45 AM | 17 | 71 | 7 | 0 | 1 | 47 | 6 | 0 | 51 | 2 | 22 | 0 | 34 | 46 | 1 | 0 | 305 |
| 12:00 PM | 17 | 76 | 9 | 0 | 2 | 22 | 2 | 0 | 44 | 2 | 25 | 0 | 34 | 56 | 0 | 0 | 289 |
| 12:15 PM | 17 | 77 | 8 | 0 | 0 | 33 | 4 | 0 | 49 | 3 | 8 | 0 | 20 | 52 | 1 | 0 | 272 |
| 12:30 PM | 11 | 71 | 7 | 0 | 2 | 25 | 2 | 0 | 30 | 2 | 12 | 0 | 30 | 52 | 1 | 0 | 245 |
| 12:45 PM | 12 | 73 | 3 | 0 | 0 | 21 | 4 | 0 | 29 | 2 | 12 | 0 | 24 | 45 | 0 | 0 | 225 |
| 1:00 PM | 14 | 83 | 4 | 0 | 0 | 24 | 2 | 0 | 23 | 0 | 12 | 0 | 35 | 44 | 2 | 0 | 243 |
| 1:15 PM | 16 | 79 | 6 | 0 | 0 | 23 | 1 | 0 | 26 | 1 | 21 | 0 | 42 | 48 | 0 | 0 | 263 |
| 1:30 PM | 12 | 70 | 4 | 0 | 2 | 16 | 7 | 0 | 27 | 2 | 21 | 0 | 49 | 53 | 0 | 0 | 263 |
| 1:45 PM | 9 | 78 | 4 | 0 | 0 | 27 | 8 | 0 | 53 | 0 | 24 | 0 | 28 | 48 | 2 | 0 | 281 |



| Peak Hour for | rridor | ns at 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM | 11 | 71 | 3 | 0 | 0 | 15 | 5 | 0 | 47 | 1 | 9 | 0 | 38 | 59 | 0 | 0 | 259 |
| 10:30 AM | 18 | 80 | 10 | 0 | 0 | 17 | 1 | 0 | 47 | 4 | 7 | 0 | 41 | 58 | 0 | 0 | 283 |
| 10:45 AM | 11 | 80 | 5 | 0 | 0 | 18 | 8 | 0 | 35 | 4 | 13 | 0 | 52 | 55 | 0 | 0 | 281 |
| 11:00 AM | 13 | 81 | 14 | 0 | 1 | 26 | 5 | 0 | 51 | 8 | 18 | 0 | 92 | 55 | 2 | 0 | 366 |
| Total Volume | 53 | 312 | 32 | 0 | 1 | 76 | 19 | 0 | 180 | 17 | 47 | 0 | 223 | 227 | 2 | 0 | 1189 |
| PHF | 0.74 | $0.96$ | $0.57$ | 0.00 | 0.25 |  | $0.59$ | 0.00 | 0.88 |  | 0.65 | 0.00 | 0.61 |  | $0.25$ | 0.00 | 0.81 |
| $\begin{gathered} \text { Trucks/Buses } \\ \text { Truck \% } \end{gathered}$ | 3 $5.7 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 1 \\ 5.3 \% \\ \hline \end{gathered}$ | 0 $0.0 \%$ | $\begin{gathered} 1 \\ 0.6 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 4 \\ 1.8 \% \\ \hline \end{gathered}$ | $\begin{gathered} 1 \\ 50.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | 10 $0.8 \%$ |

# Study Name NJ 47 and CO 670 Sunday 

Start Date 07/17/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 47 Southbound |  |  |  | $\begin{gathered} \text { CO } 670 \\ \text { Westbound } \end{gathered}$ |  |  |  | NJ 47 Northbound |  |  |  | $\text { CO } 670$ <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 10 | 45 | 3 | 0 | 0 | 14 | 1 | 0 | 33 | 0 | 19 | 0 | 9 | 28 | 0 | 0 | 162 |
| 9:15 AM | 15 | 43 | 4 | 0 | 0 | 22 | 2 | 0 | 21 | 0 | 22 | 0 | 6 | 26 | 0 | 0 | 161 |
| 9:30 AM | 15 | 52 | 7 | 0 | 0 | 22 | 8 | 0 | 38 | 4 | 11 | 0 | 9 | 25 | 0 | 0 | 191 |
| 9:45 AM | 11 | 53 | 5 | 0 | 0 | 29 | 3 | 0 | 41 | 2 | 6 | 0 | 9 | 49 | 1 | 0 | 209 |
| 10:00 AM | 17 | 50 | 0 | 0 | 0 | 28 | 3 | 0 | 43 | 0 | 15 | 0 | 14 | 52 | 1 | 0 | 223 |
| 10:15 AM | 22 | 42 | 10 | 0 | 1 | 23 | 5 | 0 | 41 | 3 | 11 | 0 | 12 | 43 | 2 | 0 | 215 |
| 10:30 AM | 14 | 55 | 2 | 0 | 0 | 26 | 3 | 0 | 39 | 1 | 13 | 0 | 16 | 44 | 1 | 0 | 214 |
| 10:45 AM | 24 | 45 | 3 | 0 | 0 | 17 | 3 | 0 | 61 | 2 | 17 | 0 | 21 | 35 | 0 | 0 | 228 |
| 11:00 AM | 15 | 49 | 4 | 0 | 0 | 17 | 1 | 0 | 41 | 4 | 20 | 0 | 22 | 40 | 0 | 0 | 213 |
| 11:15 AM | 26 | 38 | 2 | 0 | 0 | 27 | 3 | 0 | 39 | 3 | 13 | 0 | 18 | 48 | 0 | 0 | 217 |
| 11:30 AM | 26 | 72 | 9 | 0 | 1 | 20 | 5 | 0 | 36 | 4 | 29 | 0 | 16 | 30 | 1 | 0 | 249 |
| 11:45 AM | 11 | 62 | 5 | 0 | 0 | 26 | 4 | 0 | 40 | 4 | 18 | 0 | 19 | 37 | 1 | 0 | 227 |
| 12:00 PM | 16 | 51 | 4 | 0 | 0 | 29 | 9 | 0 | 62 | 1 | 26 | 0 | 25 | 36 | 0 | 0 | 259 |
| 12:15 PM | 19 | 67 | 6 | 0 | 0 | 29 | 2 | 0 | 54 | 5 | 38 | 0 | 11 | 54 | 0 | 0 | 285 |
| 12:30 PM | 25 | 81 | 7 | 0 | 0 | 19 | 4 | 0 | 50 | 3 | 40 | 0 | 30 | 54 | 0 | 0 | 313 |
| 12:45 PM | 11 | 53 | 6 | 0 | 2 | 28 | 6 | 0 | 53 | 3 | 25 | 0 | 18 | 36 | 0 | 0 | 241 |
| 1:00 PM | 24 | 51 | 10 | 0 | 1 | 16 | 2 | 0 | 43 | 1 | 35 | 1 | 28 | 30 | 1 | 0 | 243 |
| 1:15 PM | 28 | 68 | 7 | 0 | 1 | 19 | 5 | 0 | 52 | 2 | 32 | 0 | 31 | 48 | 1 | 0 | 294 |
| 1:30 PM | 23 | 89 | 10 | 0 | 0 | 32 | 4 | 0 | 40 | 5 | 29 | 0 | 33 | 43 | 2 | 0 | 310 |
| 1:45 PM | 19 | 48 | 11 | 0 | 2 | 29 | 1 | 0 | 54 | 6 | 29 | 0 | 25 | 41 | 1 | 0 | 266 |



| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM | 11 | 62 | 5 | 0 | 0 | 26 | 4 | 0 | 40 | 4 | 18 | 0 | 19 | 37 | 1 | 0 | 227 |
| 12:00 PM | 16 | 51 | 4 | 0 | 0 | 29 | 9 | 0 | 62 | 1 | 26 | 0 | 25 | 36 | 0 | 0 | 259 |
| 12:15 PM | 19 | 67 | 6 | 0 | 0 | 29 | 2 | 0 | 54 | 5 | 38 | 0 | 11 | 54 | 0 | 0 | 285 |
| 12:30 PM | 25 | 81 | 7 | 0 | 0 | 19 | 4 | 0 | 50 | 3 | 40 | 0 | 30 | 54 | 0 | 0 | 313 |
| Total Volume | 71 | 261 | 22 | 0 | 0 | 103 | 19 | 0 | 206 | 13 | 122 | 0 | 85 | 181 | 1 | 0 | 1084 |
| PHF | 0.71 | 0.81 | 0.79 | 0.00 | 0.00 | 0.89 | 0.53 | 0.00 | 0.83 | 0.65 | 0.76 | 0.00 | 0.71 | 0.84 | 0.25 | 0.00 | 0.87 |
|  | 0.78 |  |  |  | 0.80 |  |  |  | 0.88 |  |  |  | 0.79 |  |  |  |  |
| Trucks/Buses | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 15 |
| Truck \% | 1.4\% | 0.8\% | 4.5\% | 0.0\% | 0.0\% | 1.9\% | 5.3\% | 0.0\% | 1.5\% | 15.4\% | 0.0\% | 0.0\% | 0.0\% | 1.7\% | 0.0\% | 0.0\% | 1.4\% |

# Study Name NJ 347 and CO 670 Saturday 

Start Date 07/16/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 347 <br> Southbound |  |  |  | n/a Westbound |  |  |  | NJ 347 <br> Northbound |  |  |  | $\text { CO } 670$ <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 3 | 190 |  | 0 |  |  |  |  |  | 149 | 16 | 0 | 33 |  | 51 | 0 | 442 |
| 9:15 AM | 3 | 193 |  | 0 |  |  |  |  |  | 170 | 13 | 0 | 29 |  | 36 | 0 | 444 |
| 9:30 AM | 6 | 184 |  | 0 |  |  |  |  |  | 195 | 21 | 0 | 28 |  | 62 | 0 | 496 |
| 9:45 AM | 5 | 209 |  | 0 |  |  |  |  |  | 245 | 23 | 0 | 33 |  | 48 | 0 | 563 |
| 10:00 AM | 9 | 225 |  | 0 |  |  |  |  |  | 215 | 28 | 0 | 33 |  | 60 | 0 | 570 |
| 10:15 AM | 11 | 214 |  | 0 |  |  |  |  |  | 197 | 9 | 0 | 31 |  | 87 | 0 | 549 |
| 10:30 AM | 3 | 205 |  | 0 |  |  |  |  |  | 247 | 13 | 0 | 49 |  | 67 | 0 | 584 |
| 10:45 AM | 8 | 188 |  | 0 |  |  |  |  |  | 208 | 19 | 0 | 40 |  | 56 | 0 | 519 |
| 11:00 AM | 6 | 178 |  | 0 |  |  |  |  |  | 177 | 25 | 0 | 36 |  | 77 | 0 | 499 |
| 11:15 AM | 5 | 207 |  | 0 |  |  |  |  |  | 191 | 29 | 0 | 54 |  | 64 | 0 | 550 |
| 11:30 AM | 9 | 216 |  | 0 |  |  |  |  |  | 194 | 28 | 0 | 42 |  | 59 | 0 | 548 |
| 11:45 AM | 13 | 160 |  | 0 |  |  |  |  |  | 209 | 39 | 0 | 29 |  | 63 | 0 | 513 |
| 12:00 PM | 5 | 151 |  | 0 |  |  |  |  |  | 189 | 20 | 0 | 42 |  | 76 | 0 | 483 |
| 12:15 PM | 10 | 183 |  | 0 |  |  |  |  |  | 195 | 26 | 0 | 36 |  | 68 | 0 | 518 |
| 12:30 PM | 10 | 229 |  | 0 |  |  |  |  |  | 133 | 17 | 0 | 37 |  | 47 | 0 | 473 |
| 12:45 PM | 7 | 217 |  | 0 |  |  |  |  |  | 146 | 18 | 0 | 37 |  | 51 | 0 | 476 |
| 1:00 PM | 7 | 213 |  | 0 |  |  |  |  |  | 122 | 20 | 0 | 34 |  | 37 | 0 | 433 |
| 1:15 PM | 6 | 185 |  | 1 |  |  |  |  |  | 138 | 18 | 0 | 33 |  | 45 | 0 | 426 |
| 1:30 PM | 7 | 219 |  | 0 |  |  |  |  |  | 149 | 21 | 0 | 34 |  | 55 | 0 | 485 |
| 1:45 PM | 14 | 185 |  | 0 |  |  |  |  |  | 146 | 18 | 0 | 21 |  | 80 | 0 | 464 |


| NJ 347 <br> Southbound |  |  |  | n/a Westbound |  |  |  | NJ 347 Northbound |  |  |  | $\begin{gathered} \hline \text { CO } 670 \\ \text { Eastbound } \end{gathered}$ |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 10:15AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM | 11 | 214 |  | 0 |  |  |  |  |  | 197 | 9 | 0 | 31 |  | 87 | 0 | 549 |
| 10:30 AM | 3 | 205 |  | 0 |  |  |  |  |  | 247 | 13 | 0 | 49 |  | 67 | 0 | 584 |
| 10:45 AM | 8 | 188 |  | 0 |  |  |  |  |  | 208 | 19 | 0 | 40 |  | 56 | 0 | 519 |
| 11:00 AM | 6 | 178 |  | 0 |  |  |  |  |  | 177 | 25 | 0 | 36 |  | 77 | 0 | 499 |
| Total Volume | 28 | 785 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 829 | 66 | 0 | 156 | 0 | 287 | 0 | 2151 |
| PHF | 0.64 | 0.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.84 | 0.66 | 0.00 | 0.80 | 0.00 | 0.82 | 0.00 | 0.92 |
|  | 0.90 |  |  |  | 0.00 |  |  |  | 0.86 |  |  |  | 0.94 |  |  |  |  |
| Trucks/Buses | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 5 | 0 | 21 |
| Truck \% | 0.0\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 1.7\% | 0.0\% | 1.0\% |

Study Name NJ 347 and CO 670 Sunday
Start Date 07/17/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 347 <br> Southbound |  |  |  | n/a Westbound |  |  |  | NJ 347 Northbound |  |  |  | $\mathrm{CO} 670$ <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 1 | 150 |  | 0 |  |  |  |  |  | 170 | 15 | 0 | 14 |  | 53 | 0 | 403 |
| 9:15 AM | 4 | 157 |  | 0 |  |  |  |  |  | 169 | 18 | 0 | 16 |  | 34 | 0 | 398 |
| 9:30 AM | 5 | 155 |  | 0 |  |  |  |  |  | 207 | 25 | 0 | 20 |  | 44 | 0 | 456 |
| 9:45 AM | 5 | 170 |  | 0 |  |  |  |  |  | 217 | 27 | 0 | 21 |  | 76 | 0 | 516 |
| 10:00 AM | 7 | 200 |  | 0 |  |  |  |  |  | 220 | 24 | 0 | 19 |  | 70 | 0 | 540 |
| 10:15 AM | 8 | 181 |  | 0 |  |  |  |  |  | 249 | 20 | 0 | 32 |  | 67 | 0 | 557 |
| 10:30 AM | 2 | 158 |  | 0 |  |  |  |  |  | 228 | 29 | 0 | 22 |  | 59 | 0 | 498 |
| 10:45 AM | 4 | 147 |  | 0 |  |  |  |  |  | 259 | 14 | 0 | 20 |  | 78 | 0 | 522 |
| 11:00 AM | 1 | 119 |  | 0 |  |  |  |  |  | 272 | 20 | 0 | 19 |  | 64 | 0 | 495 |
| 11:15 AM | 2 | 148 |  | 0 |  |  |  |  |  | 217 | 24 | 0 | 27 |  | 53 | 0 | 471 |
| 11:30 AM | 8 | 205 |  | 0 |  |  |  |  |  | 232 | 18 | 0 | 22 |  | 50 | 0 | 535 |
| 11:45 AM | 8 | 177 |  | 0 |  |  |  |  |  | 201 | 22 | 0 | 29 |  | 49 | 0 | 486 |
| 12:00 PM | 8 | 176 |  | 0 |  |  |  |  |  | 180 | 26 | 0 | 26 |  | 74 | 0 | 490 |
| 12:15 PM | 5 | 209 |  | 0 |  |  |  |  |  | 182 | 29 | 0 | 20 |  | 89 | 0 | 534 |
| 12:30 PM | 6 | 188 |  | 0 |  |  |  |  |  | 184 | 13 | 0 | 31 |  | 86 | 0 | 508 |
| 12:45 PM | 8 | 188 |  | 0 |  |  |  |  |  | 183 | 25 | 0 | 19 |  | 69 | 0 | 492 |
| 1:00 PM | 3 | 165 |  | 0 |  |  |  |  |  | 165 | 17 | 0 | 16 |  | 67 | 0 | 433 |
| 1:15 PM | 7 | 160 |  | 0 |  |  |  |  |  | 209 | 20 | 0 | 24 |  | 77 | 0 | 497 |
| 1:30 PM | 5 | 185 |  | 0 |  |  |  |  |  | 185 | 34 | 0 | 19 |  | 85 | 0 | 513 |
| 1:45 PM | 4 | 149 |  | 0 |  |  |  |  |  | 197 | 25 | 0 | 22 |  | 86 | 0 | 483 |


| NJ 347 Southbound |  |  |  | n/a Westbound |  |  |  | NJ 347 <br> Northbound |  |  |  | $\begin{aligned} & \text { CO } 670 \\ & \text { Eastbound } \end{aligned}$ |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for C | rridor | ns at 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM | 8 | 177 |  | 0 |  |  |  |  |  | 201 | 22 | 0 | 29 |  | 49 | 0 | 486 |
| 12:00 PM | 8 | 176 |  | 0 |  |  |  |  |  | 180 | 26 | 0 | 26 |  | 74 | 0 | 490 |
| 12:15 PM | 5 | 209 |  | 0 |  |  |  |  |  | 182 | 29 | 0 | 20 |  | 89 | 0 | 534 |
| 12:30 PM | 6 | 188 |  | 0 |  |  |  |  |  | 184 | 13 | 0 | 31 |  | 86 | 0 | 508 |
| Total Volume | 27 | 750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 747 | 90 | 0 | 106 | 0 | 298 | 0 | 2018 |
|  | 0.84 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.78 | 0.00 | 0.85 | 0.00 | 0.84 | 0.00 | 0.94 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Trucks/Buses | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 1 | 0 | 5 | 0 | 25 |
| Truck \% | 3.7\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.3\% | 2.2\% | 0.0\% | 0.9\% | 0.0\% | 1.7\% | 0.0\% | 1.2\% |

# Study Name NJ 47 and NJ 347 Saturday 

Start Date 07/16/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 347 Southbound |  |  |  | n/a Westbound |  |  |  | NJ 47 Northbound |  |  |  | NJ 47 Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 0 | 189 |  | 0 |  |  |  |  |  | 173 | 18 | 0 | 77 |  | 0 | 0 | 457 |
| 9:15 AM | 0 | 179 |  | 0 |  |  |  |  |  | 199 | 24 | 0 | 85 |  | 0 | 0 | 487 |
| 9:30 AM | 0 | 155 |  | 0 |  |  |  |  |  | 226 | 23 | 0 | 70 |  | 0 | 0 | 474 |
| 9:45 AM | 0 | 169 |  | 0 |  |  |  |  |  | 245 | 28 | 0 | 75 |  | 0 | 0 | 517 |
| 10:00 AM | 1 | 134 |  | 0 |  |  |  |  |  | 209 | 30 | 0 | 99 |  | 0 | 0 | 473 |
| 10:15 AM | 3 | 159 |  | 0 |  |  |  |  |  | 239 | 27 | 0 | 80 |  | 1 | 0 | 509 |
| 10:30 AM | 0 | 111 |  | 0 |  |  |  |  |  | 217 | 22 | 0 | 93 |  | 1 | 0 | 444 |
| 10:45 AM | 0 | 136 |  | 0 |  |  |  |  |  | 224 | 15 | 0 | 74 |  | 0 | 0 | 449 |
| 11:00 AM | 2 | 133 |  | 0 |  |  |  |  |  | 217 | 26 | 0 | 78 |  | 0 | 0 | 456 |
| 11:15 AM | 1 | 151 |  | 0 |  |  |  |  |  | 209 | 24 | 0 | 67 |  | 0 | 0 | 452 |
| 11:30 AM | 0 | 133 |  | 0 |  |  |  |  |  | 202 | 22 | 0 | 64 |  | 0 | 0 | 421 |
| 11:45 AM | 1 | 129 |  | 0 |  |  |  |  |  | 199 | 40 | 0 | 80 |  | 1 | 0 | 450 |
| 12:00 PM | 1 | 117 |  | 0 |  |  |  |  |  | 189 | 35 | 0 | 93 |  | 2 | 0 | 437 |
| 12:15 PM | 1 | 125 |  | 0 |  |  |  |  |  | 144 | 20 | 0 | 75 |  | 0 | 0 | 365 |
| 12:30 PM | 0 | 150 |  | 0 |  |  |  |  |  | 144 | 10 | 0 | 75 |  | 1 | 0 | 380 |
| 12:45 PM | 1 | 131 |  | 0 |  |  |  |  |  | 140 | 23 | 0 | 84 |  | 0 | 0 | 379 |
| 1:00 PM | 0 | 123 |  | 0 |  |  |  |  |  | 136 | 16 | 0 | 81 |  | 0 | 0 | 356 |
| 1:15 PM | 1 | 139 |  | 0 |  |  |  |  |  | 137 | 26 | 0 | 82 |  | 0 | 0 | 385 |
| 1:30 PM | 3 | 129 |  | 0 |  |  |  |  |  | 141 | 33 | 0 | 79 |  | 0 | 0 | 385 |
| 1:45 PM | 0 | 134 |  | 0 |  |  |  |  |  | 164 | 34 | 0 | 85 |  | 1 | 0 | 418 |


| NJ 347 Southbound |  |  |  | n/a Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | NJ 47 <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 10:15AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM | 3 | 159 |  | 0 |  |  |  |  |  | 239 | 27 | 0 | 80 |  | 1 | 0 | 509 |
| 10:30 AM | 0 | 111 |  | 0 |  |  |  |  |  | 217 | 22 | 0 | 93 |  | 1 | 0 | 444 |
| 10:45 AM | 0 | 136 |  | 0 |  |  |  |  |  | 224 | 15 | 0 | 74 |  | 0 | 0 | 449 |
| 11:00 AM | 2 | 133 |  | 0 |  |  |  |  |  | 217 | 26 | 0 | 78 |  | 0 | 0 | 456 |
| Total Volume | 5 | 539 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 897 | 90 | 0 | 325 | 0 | 2 | 0 | 1858 |
| PHF | 0.42 | 0.84 |  |  | 0.00 |  |  |  | 0.00 | 0.93 |  | 0.00 | 0.87 |  |  | 0.00 | 0.91 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | $\begin{gathered} 6 \\ 1.1 \% \\ \hline \end{gathered}$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 10 \\ 1.1 \% \\ \hline \end{gathered}$ | $\begin{gathered} 1 \\ 1.1 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 1 \\ 0.3 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | $\begin{gathered} 18 \\ 1.0 \% \\ \hline \end{gathered}$ |

# Study Name NJ 47 and NJ 347 Sunday 

Start Date 07/17/2016
Start Dime 9:00 AM
Project 3618

Type Road

|  | NJ 347 Southbound |  |  |  | n/a Westbound |  |  |  | NJ 47 Northbound |  |  |  | NJ 47 Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 0 | 121 |  | 0 |  |  |  |  |  | 182 | 26 | 0 | 28 |  | 0 | 0 | 357 |
| 9:15 AM | 0 | 154 |  | 0 |  |  |  |  |  | 199 | 37 | 0 | 34 |  | 0 | 0 | 424 |
| 9:30 AM | 1 | 170 |  | 0 |  |  |  |  |  | 227 | 34 | 0 | 48 |  | 1 | 0 | 481 |
| 9:45 AM | 0 | 163 |  | 0 |  |  |  |  |  | 227 | 29 | 0 | 40 |  | 4 | 0 | 463 |
| 10:00 AM | 1 | 205 |  | 0 |  |  |  |  |  | 242 | 35 | 0 | 47 |  | 1 | 0 | 531 |
| 10:15 AM | 2 | 202 |  | 0 |  |  |  |  |  | 263 | 38 | 0 | 59 |  | 0 | 0 | 564 |
| 10:30 AM | 1 | 200 |  | 0 |  |  |  |  |  | 276 | 26 | 0 | 33 |  | 1 | 0 | 537 |
| 10:45 AM | 2 | 158 |  | 0 |  |  |  |  |  | 255 | 40 | 0 | 41 |  | 0 | 0 | 496 |
| 11:00 AM | 0 | 157 |  | 0 |  |  |  |  |  | 261 | 18 | 0 | 51 |  | 0 | 0 | 487 |
| 11:15 AM | 0 | 114 |  | 0 |  |  |  |  |  | 228 | 27 | 0 | 42 |  | 1 | 0 | 412 |
| 11:30 AM | 2 | 190 |  | 0 |  |  |  |  |  | 280 | 32 | 0 | 45 |  | 1 | 0 | 550 |
| 11:45 AM | 0 | 212 |  | 0 |  |  |  |  |  | 247 | 31 | 0 | 57 |  | 0 | 0 | 547 |
| 12:00 PM | 1 | 180 |  | 0 |  |  |  |  |  | 244 | 37 | 0 | 68 |  | 0 | 0 | 530 |
| 12:15 PM | 0 | 220 |  | 0 |  |  |  |  |  | 208 | 44 | 0 | 60 |  | 0 | 0 | 532 |
| 12:30 PM | 0 | 221 |  | 0 |  |  |  |  |  | 184 | 31 | 0 | 63 |  | 0 | 0 | 499 |
| 12:45 PM | 1 | 231 |  | 0 |  |  |  |  |  | 213 | 39 | 0 | 65 |  | 0 | 0 | 549 |
| 1:00 PM | 1 | 171 |  | 0 |  |  |  |  |  | 185 | 40 | 0 | 48 |  | 0 | 0 | 445 |
| 1:15 PM | 0 | 149 |  | 0 |  |  |  |  |  | 184 | 56 | 0 | 57 |  | 1 | 0 | 447 |
| 1:30 PM | 1 | 186 |  | 0 |  |  |  |  |  | 210 | 49 | 0 | 58 |  | 1 | 0 | 505 |
| 1:45 PM | 2 | 209 |  | 0 |  |  |  |  |  | 190 | 28 | 0 | 55 |  | 0 | 0 | 484 |


| NJ 347 Southbound |  |  |  | n/a Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | NJ 47 <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM | 0 | 212 |  | 0 |  |  |  |  |  | 247 | 31 | 0 | 57 |  | 0 | 0 | 547 |
| 12:00 PM | 1 | 180 |  | 0 |  |  |  |  |  | 244 | 37 | 0 | 68 |  | 0 | 0 | 530 |
| 12:15 PM | 0 | 220 |  | 0 |  |  |  |  |  | 208 | 44 | 0 | 60 |  | 0 | 0 | 532 |
| 12:30 PM | 0 | 221 |  | 0 |  |  |  |  |  | 184 | 31 | 0 | 63 |  | 0 | 0 | 499 |
| Total Volume | 1 | 833 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 883 | 143 | 0 | 248 | 0 | 0 | 0 | 2108 |
| PHF | 0.94 |  |  |  | 0.00 |  |  | 0.00 | 0.00 | 0.91 |  | 0.00 | 0.91 |  |  | 0.00 | 0.96 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 5 $0.6 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 12 $1.4 \%$ | 2 $1.4 \%$ | 0 $0.0 \%$ | 1 $0.4 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 20 $0.9 \%$ |

# Study Name NJ 47 and Tyler Rd Saturday 

Start Date 07/09/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | CO 611 Tyler Road Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 265 | 6 | 0 | 4 |  | 20 | 0 | 11 | 215 |  | 0 |  |  |  |  | 521 |
| 9:15 AM |  | 248 | 0 | 0 | 3 |  | 24 | 0 | 13 | 227 |  | 0 |  |  |  |  | 515 |
| 9:30 AM |  | 271 | 3 | 0 | 6 |  | 25 | 0 | 9 | 223 |  | 0 |  |  |  |  | 537 |
| 9:45 AM |  | 249 | 4 | 0 | 1 |  | 26 | 0 | 9 | 256 |  | 0 |  |  |  |  | 545 |
| 10:00 AM |  | 223 | 2 | 0 | 3 |  | 21 | 0 | 7 | 269 |  | 0 |  |  |  |  | 525 |
| 10:15 AM |  | 206 | 8 | 0 | 7 |  | 22 | 0 | 4 | 258 |  | 0 |  |  |  |  | 505 |
| 10:30 AM |  | 248 | 2 | 0 | 3 |  | 21 | 0 | 9 | 279 |  | 0 |  |  |  |  | 562 |
| 10:45 AM |  | 235 | 4 | 0 | 2 |  | 34 | 0 | 6 | 262 |  | 0 |  |  |  |  | 543 |
| 11:00 AM |  | 236 | 3 | 0 | 2 |  | 26 | 0 | 19 | 254 |  | 0 |  |  |  |  | 540 |
| 11:15 AM |  | 227 | 0 | 0 | 7 |  | 34 | 0 | 9 | 236 |  | 0 |  |  |  |  | 513 |
| 11:30 AM |  | 227 | 2 | 0 | 2 |  | 28 | 0 | 12 | 247 |  | 0 |  |  |  |  | 518 |
| 11:45 AM |  | 223 | 6 | 0 | 5 |  | 22 | 0 | 11 | 258 |  | 0 |  |  |  |  | 525 |
| 12:00 PM |  | 237 | 2 | 0 | 4 |  | 32 | 1 | 7 | 256 |  | 0 |  |  |  |  | 539 |
| 12:15 PM |  | 234 | 3 | 0 | 1 |  | 25 | 0 | 12 | 261 |  | 0 |  |  |  |  | 536 |
| 12:30 PM |  | 254 | 3 | 0 | 6 |  | 25 | 0 | 14 | 213 |  | 0 |  |  |  |  | 515 |
| 12:45 PM |  | 251 | 2 | 0 | 5 |  | 16 | 0 | 10 | 205 |  | 0 |  |  |  |  | 489 |
| 1:00 PM |  | 254 | 1 | 0 | 1 |  | 34 | 0 | 10 | 194 |  | 0 |  |  |  |  | 494 |
| 1:15 PM |  | 239 | 3 | 1 | 4 |  | 30 | 0 | 14 | 205 |  | 0 |  |  |  |  | 496 |
| 1:30 PM |  | 285 | 1 | 0 | 3 |  | 10 | 0 | 14 | 202 |  | 0 |  |  |  |  | 515 |
| 1:45 PM |  | 275 | 4 | 0 | 7 |  | 20 | 0 | 16 | 166 |  | 0 |  |  |  |  | 488 |



| Peak Hour for | orridor b | s at 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM |  | 206 | 8 | 0 | 7 |  | 22 | 0 | 4 | 258 |  | 0 |  |  |  |  | 505 |
| 10:30 AM |  | 248 | 2 | 0 | 3 |  | 21 | 0 | 9 | 279 |  | 0 |  |  |  |  | 562 |
| 10:45 AM |  | 235 | 4 | 0 | 2 |  | 34 | 0 | 6 | 262 |  | 0 |  |  |  |  | 543 |
| 11:00 AM |  | 236 | 3 | 0 | 2 |  | 26 | 0 | 19 | 254 |  | 0 |  |  |  |  | 540 |
| Total Volume | 0 | 925 | 17 | 0 | 14 | 0 | 103 | 0 | 38 | 1053 | 0 | 0 | 0 | 0 | 0 | 0 | 2150 |
| PHF | 0.00 | 0.93 | 0.53 | 0.00 | 0.50 | 0.00 | 0.76 | 0.00 | 0.50 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Trucks/Buses | 0 | 14 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Truck \% | 0.0\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.9\% | 0.0\% | 5.3\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.1\% |

# Study Name NJ 47 and Tyler Road Sunday 

Start Date 07/10/2016

## Start Time 9:00 AM

Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | CO 611 Tyler Road Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 189 | 0 | 0 | 0 |  | 14 | 0 | 5 | 157 |  | 0 |  |  |  |  | 365 |
| 9:15 AM |  | 200 | 3 | 0 | 3 |  | 13 | 0 | 8 | 245 |  | 0 |  |  |  |  | 472 |
| 9:30 AM |  | 198 | 2 | 0 | 0 |  | 22 | 0 | 6 | 256 |  | 0 |  |  |  |  | 484 |
| 9:45 AM |  | 262 | 2 | 0 | 4 |  | 13 | 0 | 12 | 254 |  | 0 |  |  |  |  | 547 |
| 10:00 AM |  | 267 | 2 | 0 | 9 |  | 13 | 0 | 4 | 254 |  | 0 |  |  |  |  | 549 |
| 10:15 AM |  | 240 | 6 | 0 | 0 |  | 14 | 0 | 9 | 263 |  | 0 |  |  |  |  | 532 |
| 10:30 AM |  | 269 | 7 | 0 | 5 |  | 8 | 0 | 10 | 301 |  | 0 |  |  |  |  | 600 |
| 10:45 AM |  | 284 | 3 | 0 | 5 |  | 7 | 0 | 7 | 262 |  | 0 |  |  |  |  | 568 |
| 11:00 AM |  | 252 | 4 | 0 | 5 |  | 15 | 0 | 8 | 249 |  | 0 |  |  |  |  | 533 |
| 11:15 AM |  | 263 | 2 | 0 | 2 |  | 17 | 0 | 10 | 256 |  | 0 |  |  |  |  | 550 |
| 11:30 AM |  | 284 | 1 | 0 | 1 |  | 12 | 0 | 11 | 301 |  | 0 |  |  |  |  | 610 |
| 11:45 AM |  | 260 | 0 | 0 | 3 |  | 24 | 0 | 10 | 249 |  | 0 |  |  |  |  | 546 |
| 12:00 PM |  | 265 | 2 | 0 | 4 |  | 19 | 0 | 8 | 276 |  | 0 |  |  |  |  | 574 |
| 12:15 PM |  | 261 | 7 | 0 | 7 |  | 24 | 0 | 7 | 258 |  | 0 |  |  |  |  | 564 |
| 12:30 PM |  | 252 | 3 | 0 | 8 |  | 16 | 0 | 18 | 247 |  | 0 |  |  |  |  | 544 |
| 12:45 PM |  | 255 | 4 | 0 | 4 |  | 17 | 0 | 10 | 248 |  | 0 |  |  |  |  | 538 |
| 1:00 PM |  | 274 | 7 | 0 | 1 |  | 14 | 0 | 9 | 193 |  | 0 |  |  |  |  | 498 |
| 1:15 PM |  | 275 | 3 | 0 | 6 |  | 15 | 0 | 12 | 233 |  | 0 |  |  |  |  | 544 |
| 1:30 PM |  | 295 | 3 | 0 | 4 |  | 8 | 0 | 11 | 279 |  | 0 |  |  |  |  | 600 |
| 1:45 PM |  | 179 | 6 | 0 | 5 |  | 10 | 0 | 11 | 250 |  | 0 |  |  |  |  | 461 |



| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM |  | 260 | 0 | 0 | 3 |  | 24 | 0 | 10 | 249 |  | 0 |  |  |  |  | 546 |
| 12:00 PM |  | 265 | 2 | 0 | 4 |  | 19 | 0 | 8 | 276 |  | 0 |  |  |  |  | 574 |
| 12:15 PM |  | 261 | 7 | 0 | 7 |  | 24 | 0 | 7 | 258 |  | 0 |  |  |  |  | 564 |
| 12:30 PM |  | 252 | 3 | 0 | 8 |  | 16 | 0 | 18 | 247 |  | 0 |  |  |  |  | 544 |
| Total Volume | 0 | 1038 | 12 | 0 | 22 | 0 | 83 | 0 | 43 | 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 2228 |
| PHF | 0.00 | 0.98 | 0.43 | 0.00 | 0.69 | 0.00 | 0.86 | 0.00 | 0.60 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.97 |
| PHF | 0.98 |  |  |  | 0.85 |  |  |  | 0.94 |  |  |  | 0.00 |  |  |  |  |
| Trucks/Buses | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Truck \% | 0.0\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 2.4\% | 0.0\% | 2.3\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% |

# Study Name NJ 47 and CO 610 Saturday 

Start Date 07/09/2016
Start Date 07/09/20
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | CO 610 <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 267 | 2 | 0 | 5 |  | 34 | 0 | 1 | 213 |  | 0 |  |  |  |  | 522 |
| 9:15 AM |  | 276 | 6 | 0 | 7 |  | 22 | 0 | 0 | 240 |  | 0 |  |  |  |  | 551 |
| 9:30 AM |  | 276 | 7 | 0 | 5 |  | 30 | 0 | 0 | 234 |  | 0 |  |  |  |  | 552 |
| 9:45 AM |  | 272 | 8 | 0 | 7 |  | 40 | 0 | 1 | 264 |  | 0 |  |  |  |  | 592 |
| 10:00 AM |  | 252 | 4 | 0 | 12 |  | 35 | 0 | 1 | 246 |  | 0 |  |  |  |  | 550 |
| 10:15 AM |  | 246 | 3 | 0 | 6 |  | 26 | 0 | 0 | 276 |  | 0 |  |  |  |  | 557 |
| 10:30 AM |  | 267 | 7 | 0 | 9 |  | 43 | 0 | 1 | 271 |  | 0 |  |  |  |  | 598 |
| 10:45 AM |  | 269 | 6 | 0 | 3 |  | 34 | 0 | 0 | 268 |  | 0 |  |  |  |  | 580 |
| 11:00 AM |  | 263 | 2 | 0 | 8 |  | 34 | 0 | 0 | 253 |  | 0 |  |  |  |  | 560 |
| 11:15 AM |  | 246 | 6 | 0 | 11 |  | 32 | 0 | 1 | 252 |  | 0 |  |  |  |  | 548 |
| 11:30 AM |  | 235 | 4 | 0 | 18 |  | 43 | 0 | 3 | 223 |  | 0 |  |  |  |  | 526 |
| 11:45 AM |  | 263 | 1 | 0 | 9 |  | 30 | 0 | 1 | 271 |  | 0 |  |  |  |  | 575 |
| 12:00 PM |  | 257 | 6 | 0 | 9 |  | 27 | 0 | 2 | 247 |  | 0 |  |  |  |  | 548 |
| 12:15 PM |  | 271 | 3 | 0 | 16 |  | 31 | 0 | 2 | 261 |  | 0 |  |  |  |  | 584 |
| 12:30 PM |  | 278 | 3 | 0 | 6 |  | 25 | 0 | 0 | 225 |  | 0 |  |  |  |  | 537 |
| 12:45 PM |  | 280 | 7 | 0 | 5 |  | 24 | 0 | 1 | 202 |  | 0 |  |  |  |  | 519 |
| 1:00 PM |  | 267 | 4 | 0 | 10 |  | 51 | 0 | 1 | 186 |  | 0 |  |  |  |  | 519 |
| 1:15 PM |  | 280 | 0 | 0 | 7 |  | 32 | 0 | 3 | 210 |  | 0 |  |  |  |  | 532 |
| 1:30 PM |  | 283 | 4 | 0 | 8 |  | 20 | 0 | 1 | 201 |  | 0 |  |  |  |  | 517 |
| 1:45 PM |  | 309 | 1 | 0 | 4 |  | 34 | 0 | 1 | 177 |  | 0 |  |  |  |  | 526 |


| NJ 47 Southbound |  |  |  | CO 610 Westbound |  |  |  | NJ 47 Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for | ridor b | at 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM |  | 246 | 3 | 0 | 6 |  | 26 | 0 | 0 | 276 |  | 0 |  |  |  |  | 557 |
| 10:30 AM |  | 267 | 7 | 0 | 9 |  | 43 | 0 | 1 | 271 |  | 0 |  |  |  |  | 598 |
| 10:45 AM |  | 269 | 6 | 0 | 3 |  | 34 | 0 | 0 | 268 |  | 0 |  |  |  |  | 580 |
| 11:00 AM |  | 263 | 2 | 0 | 8 |  | 34 | 0 | 0 | 253 |  | 0 |  |  |  |  | 560 |
| Total Volume | 0 | 1045 | 18 | 0 | 26 | 0 | 137 | 0 | 1 | 1068 | 0 | 0 | 0 | 0 | 0 | 0 | 2295 |
| PHF | 0.00 | 0.97 | 0.64 | 0.00 | 0.72 | 0.00 | 0.80 | 0.00 | 0.25 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 |
| Pr |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 17 $1.6 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 2 $1.5 \%$ | 0 $0.0 \%$ | 0 | $\begin{gathered} 9 \\ 0.8 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | 28 $1.2 \%$ |

# Study Name NJ 47 and CO 610 Sunday 

Start Date 07/10/2016

## Start Time 9:00 AM

Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | CO 610 <br> Westbound |  |  |  | NJ 47 Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 200 | 3 | 0 | 5 |  | 13 | 0 | 1 | 162 |  | 0 |  |  |  |  | 384 |
| 9:15 AM |  | 208 | 9 | 0 | 2 |  | 12 | 0 | 1 | 246 |  | 0 |  |  |  |  | 478 |
| 9:30 AM |  | 224 | 3 | 0 | 5 |  | 22 | 0 | 1 | 270 |  | 0 |  |  |  |  | 525 |
| 9:45 AM |  | 258 | 4 | 0 | 2 |  | 19 | 0 | 2 | 251 |  | 0 |  |  |  |  | 536 |
| 10:00 AM |  | 271 | 7 | 0 | 4 |  | 22 | 0 | 4 | 253 |  | 0 |  |  |  |  | 561 |
| 10:15 AM |  | 265 | 5 | 0 | 4 |  | 13 | 0 | 6 | 288 |  | 0 |  |  |  |  | 581 |
| 10:30 AM |  | 267 | 4 | 0 | 2 |  | 25 | 0 | 0 | 287 |  | 0 |  |  |  |  | 585 |
| 10:45 AM |  | 299 | 7 | 0 | 4 |  | 16 | 0 | 1 | 276 |  | 0 |  |  |  |  | 603 |
| 11:00 AM |  | 253 | 6 | 0 | 5 |  | 24 | 0 | 1 | 244 |  | 0 |  |  |  |  | 533 |
| 11:15 AM |  | 291 | 3 | 0 | 8 |  | 21 | 0 | 6 | 286 |  | 0 |  |  |  |  | 615 |
| 11:30 AM |  | 278 | 3 | 0 | 7 |  | 25 | 0 | 0 | 288 |  | 0 |  |  |  |  | 601 |
| 11:45 AM |  | 289 | 4 | 0 | 5 |  | 22 | 0 | 3 | 263 |  | 0 |  |  |  |  | 586 |
| 12:00 PM |  | 275 | 2 | 0 | 8 |  | 19 | 0 | 2 | 266 |  | 0 |  |  |  |  | 572 |
| 12:15 PM |  | 283 | 6 | 0 | 4 |  | 21 | 0 | 3 | 273 |  | 0 |  |  |  |  | 590 |
| 12:30 PM |  | 267 | 3 | 0 | 8 |  | 44 | 0 | 1 | 251 |  | 0 |  |  |  |  | 574 |
| 12:45 PM |  | 286 | 2 | 0 | 5 |  | 27 | 0 | 2 | 254 |  | 0 |  |  |  |  | 576 |
| 1:00 PM |  | 264 | 5 | 0 | 9 |  | 13 | 0 | 1 | 196 |  | 0 |  |  |  |  | 488 |
| 1:15 PM |  | 298 | 3 | 0 | 7 |  | 15 | 0 | 0 | 245 |  | 0 |  |  |  |  | 568 |
| 1:30 PM |  | 285 | 5 | 0 | 9 |  | 32 | 0 | 0 | 279 |  | 0 |  |  |  |  | 610 |
| 1:45 PM |  | 217 | 8 | 0 | 9 |  | 6 | 0 | 2 | 272 |  | 0 |  |  |  |  | 514 |


| $\text { NJ } 47$ <br> Southbound |  |  |  | $\text { CO } 610$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |



# Study Name NJ 47 and NJ 83 Saturday 

Start Date 07/09/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | NJ 83 Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 225 | 85 | 0 | 91 |  | 3 | 0 | 4 | 135 |  | 0 |  |  |  |  | 543 |
| 9:15 AM |  | 221 | 80 | 0 | 102 |  | 4 | 0 | 5 | 153 |  | 0 |  |  |  |  | 565 |
| 9:30 AM |  | 242 | 65 | 0 | 104 |  | 6 | 0 | 6 | 167 |  | 0 |  |  |  |  | 590 |
| 9:45 AM |  | 254 | 60 | 0 | 118 |  | 2 | 0 | 8 | 195 |  | 0 |  |  |  |  | 637 |
| 10:00 AM |  | 225 | 62 | 0 | 133 |  | 6 | 0 | 8 | 166 |  | 0 |  |  |  |  | 600 |
| 10:15 AM |  | 218 | 65 | 0 | 135 |  | 4 | 1 | 10 | 144 |  | 0 |  |  |  |  | 577 |
| 10:30 AM |  | 245 | 61 | 0 | 160 |  | 5 | 1 | 9 | 157 |  | 0 |  |  |  |  | 638 |
| 10:45 AM |  | 231 | 63 | 0 | 133 |  | 3 | 0 | 4 | 138 |  | 0 |  |  |  |  | 572 |
| 11:00 AM |  | 205 | 82 | 0 | 139 |  | 4 | 0 | 2 | 143 |  | 0 |  |  |  |  | 575 |
| 11:15 AM |  | 219 | 69 | 0 | 116 |  | 5 | 0 | 7 | 159 |  | 0 |  |  |  |  | 575 |
| 11:30 AM |  | 217 | 67 | 0 | 92 |  | 4 | 0 | 14 | 187 |  | 0 |  |  |  |  | 581 |
| 11:45 AM |  | 234 | 57 | 0 | 117 |  | 10 | 0 | 4 | 186 |  | 0 |  |  |  |  | 608 |
| 12:00 PM |  | 207 | 68 | 0 | 107 |  | 5 | 0 | 3 | 178 |  | 0 |  |  |  |  | 568 |
| 12:15 PM |  | 231 | 67 | 0 | 79 |  | 8 | 0 | 11 | 202 |  | 0 |  |  |  |  | 598 |
| 12:30 PM |  | 230 | 68 | 0 | 60 |  | 7 | 0 | 5 | 142 |  | 0 |  |  |  |  | 512 |
| 12:45 PM |  | 231 | 66 | 0 | 70 |  | 9 | 0 | 2 | 147 |  | 0 |  |  |  |  | 525 |
| 1:00 PM |  | 255 | 65 | 0 | 70 |  | 6 | 0 | 13 | 146 |  | 0 |  |  |  |  | 555 |
| 1:15 PM |  | 233 | 71 | 0 | 67 |  | 4 | 0 | 2 | 176 |  | 0 |  |  |  |  | 553 |
| 1:30 PM |  | 235 | 71 | 0 | 69 |  | 4 | 0 | 11 | 157 |  | 0 |  |  |  |  | 547 |
| 1:45 PM |  | 276 | 58 | 0 | 56 |  | 5 | 0 | 8 | 143 |  | 0 |  |  |  |  | 546 |


| $\text { NJ } 47$ <br> Southbound |  |  |  | $\text { NJ } 83$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 10:15AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM |  | 218 | 65 | 0 | 135 |  | 4 | 1 | 10 | 144 |  | 0 |  |  |  |  | 577 |
| 10:30 AM |  | 245 | 61 | 0 | 160 |  | 5 | 1 | 9 | 157 |  | 0 |  |  |  |  | 638 |
| 10:45 AM |  | 231 | 63 | 0 | 133 |  | 3 | 0 | 4 | 138 |  | 0 |  |  |  |  | 572 |
| 11:00 AM |  | 205 | 82 | 0 | 139 |  | 4 | 0 | 2 | 143 |  | 0 |  |  |  |  | 575 |
| Total Volume | 0 | 899 | 271 | 0 | 567 | 0 | 16 | 2 | 25 | 582 | 0 | 0 | 0 | 0 | 0 | 0 | 2362 |
| PHF | 0.00 | 0.92 | 0.83 | 0.00 | 0.89 | 0.00 | 0.80 | 0.50 | 0.63 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 |
|  | 0.96 |  |  |  | 0.88 |  |  |  | 0.91 |  |  |  | 0.00 |  |  |  |  |
| Trucks/Buses | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Truck \% | 0.0\% | 1.8\% | 0.4\% | 0.0\% | 0.2\% | 0.0\% | 0.0\% | 0.0\% | 4.0\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.2\% |

# Study Name NJ 47 and NJ 83 Sunday 

Start Date 07/10/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | NJ 83 Westbound |  |  |  | NJ 47 Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 169 | 39 | 0 | 52 |  | 3 | 0 | 7 | 139 |  | 0 |  |  |  |  | 409 |
| 9:15 AM |  | 187 | 41 | 0 | 87 |  | 3 | 0 | 2 | 217 |  | 0 |  |  |  |  | 537 |
| 9:30 AM |  | 176 | 63 | 0 | 96 |  | 6 | 0 | 4 | 205 |  | 0 |  |  |  |  | 550 |
| 9:45 AM |  | 204 | 61 | 0 | 78 |  | 4 | 0 | 5 | 220 |  | 0 |  |  |  |  | 572 |
| 10:00 AM |  | 226 | 71 | 0 | 86 |  | 7 | 0 | 9 | 188 |  | 0 |  |  |  |  | 587 |
| 10:15 AM |  | 202 | 67 | 0 | 86 |  | 7 | 0 | 6 | 218 |  | 0 |  |  |  |  | 586 |
| 10:30 AM |  | 219 | 67 | 0 | 84 |  | 5 | 0 | 7 | 242 |  | 0 |  |  |  |  | 624 |
| 10:45 AM |  | 238 | 73 | 0 | 81 |  | 6 | 0 | 11 | 222 |  | 0 |  |  |  |  | 631 |
| 11:00 AM |  | 213 | 52 | 0 | 82 |  | 6 | 0 | 4 | 212 |  | 0 |  |  |  |  | 569 |
| 11:15 AM |  | 238 | 78 | 0 | 95 |  | 5 | 0 | 7 | 252 |  | 0 |  |  |  |  | 675 |
| 11:30 AM |  | 230 | 72 | 0 | 87 |  | 10 | 0 | 9 | 203 |  | 0 |  |  |  |  | 611 |
| 11:45 AM |  | 252 | 63 | 0 | 81 |  | 2 | 0 | 6 | 219 |  | 0 |  |  |  |  | 623 |
| 12:00 PM |  | 231 | 48 | 0 | 92 |  | 8 | 0 | 8 | 183 |  | 0 |  |  |  |  | 570 |
| 12:15 PM |  | 242 | 66 | 1 | 85 |  | 13 | 0 | 4 | 222 |  | 0 |  |  |  |  | 633 |
| 12:30 PM |  | 244 | 70 | 0 | 79 |  | 5 | 0 | 6 | 206 |  | 0 |  |  |  |  | 610 |
| 12:45 PM |  | 241 | 62 | 0 | 83 |  | 5 | 0 | 7 | 181 |  | 0 |  |  |  |  | 579 |
| 1:00 PM |  | 244 | 57 | 0 | 64 |  | 10 | 1 | 7 | 154 |  | 0 |  |  |  |  | 537 |
| 1:15 PM |  | 244 | 52 | 0 | 99 |  | 3 | 0 | 10 | 191 |  | 0 |  |  |  |  | 599 |
| 1:30 PM |  | 263 | 54 | 0 | 87 |  | 5 | 0 | 5 | 194 |  | 0 |  |  |  |  | 608 |
| 1:45 PM |  | 175 | 54 | 0 | 88 |  | 6 | 0 | 10 | 217 |  | 0 |  |  |  |  | 550 |


| $\text { NJ } 47$ <br> Southbound |  |  |  | $\text { NJ } 83$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM |  | 252 | 63 | 0 | 81 |  | 2 | 0 | 6 | 219 |  | 0 |  |  |  |  | 623 |
| 12:00 PM |  | 231 | 48 | 0 | 92 |  | 8 | 0 | 8 | 183 |  | 0 |  |  |  |  | 570 |
| 12:15 PM |  | 242 | 66 | 1 | 85 |  | 13 | 0 | 4 | 222 |  | 0 |  |  |  |  | 633 |
| 12:30 PM |  | 244 | 70 | 0 | 79 |  | 5 | 0 | 6 | 206 |  | 0 |  |  |  |  | 610 |
| Total Volume | 0 | 969 | 247 | 1 | 337 | 0 | 28 | 0 | 24 | 830 | 0 | 0 | 0 | 0 | 0 | 0 | 2436 |
| PHF | $0.97$ |  |  |  | 0.92 | 0.91 |  | 0.00 | 0.94 |  |  |  | 0.00 |  |  |  | 0.96 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 8 $0.8 \%$ | 2 $0.8 \%$ | 0 $0.0 \%$ | 3 $0.9 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 7 \\ 0.8 \% \\ \hline \end{gathered}$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | 0 $0.0 \%$ | $\begin{gathered} 0 \\ 0.0 \% \\ \hline \end{gathered}$ | 0 $0.0 \%$ | 20 $0.8 \%$ |

# Study Name NJ 47 and CO 657 Saturday 

Start Date 07/09/2016

## Start Time 9:00 AM

Project 3618

Type Road

|  | NJ 47 <br> Southbound |  |  |  | $\text { CO } 657$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 112 | 117 | 0 | 59 |  | 0 | 0 | 3 | 84 |  | 0 |  |  |  |  | 375 |
| 9:15 AM |  | 89 | 133 | 0 | 81 |  | 1 | 0 | 3 | 70 |  | 0 |  |  |  |  | 377 |
| 9:30 AM |  | 111 | 131 | 0 | 79 |  | 2 | 0 | 4 | 107 |  | 0 |  |  |  |  | 434 |
| 9:45 AM |  | 124 | 141 | 0 | 86 |  | 0 | 0 | 4 | 90 |  | 0 |  |  |  |  | 445 |
| 10:00 AM |  | 114 | 105 | 0 | 108 |  | 2 | 0 | 6 | 104 |  | 0 |  |  |  |  | 439 |
| 10:15 AM |  | 115 | 122 | 0 | 94 |  | 1 | 0 | 8 | 104 |  | 0 |  |  |  |  | 444 |
| 10:30 AM |  | 108 | 121 | 0 | 58 |  | 0 | 0 | 3 | 97 |  | 0 |  |  |  |  | 387 |
| 10:45 AM |  | 110 | 119 | 0 | 71 |  | 1 | 0 | 6 | 80 |  | 0 |  |  |  |  | 387 |
| 11:00 AM |  | 112 | 126 | 0 | 78 |  | 3 | 0 | 12 | 82 |  | 0 |  |  |  |  | 413 |
| 11:15 AM |  | 117 | 103 | 0 | 69 |  | 1 | 0 | 10 | 72 |  | 0 |  |  |  |  | 372 |
| 11:30 AM |  | 112 | 113 | 0 | 75 |  | 1 | 0 | 10 | 124 |  | 0 |  |  |  |  | 435 |
| 11:45 AM |  | 132 | 114 | 0 | 65 |  | 2 | 0 | 13 | 122 |  | 0 |  |  |  |  | 448 |
| 12:00 PM |  | 118 | 93 | 0 | 65 |  | 0 | 0 | 10 | 120 |  | 0 |  |  |  |  | 406 |
| 12:15 PM |  | 115 | 130 | 0 | 58 |  | 1 | 0 | 2 | 97 |  | 0 |  |  |  |  | 403 |
| 12:30 PM |  | 127 | 110 | 0 | 71 |  | 0 | 0 | 5 | 83 |  | 0 |  |  |  |  | 396 |
| 12:45 PM |  | 134 | 96 | 0 | 63 |  | 5 | 0 | 4 | 95 |  | 0 |  |  |  |  | 397 |
| 1:00 PM |  | 154 | 119 | 0 | 64 |  | 0 | 0 | 6 | 87 |  | 0 |  |  |  |  | 430 |
| 1:15 PM |  | 130 | 107 | 0 | 83 |  | 3 | 0 | 4 | 102 |  | 0 |  |  |  |  | 429 |
| 1:30 PM |  | 125 | 118 | 0 | 73 |  | 1 | 0 | 0 | 94 |  | 0 |  |  |  |  | 411 |
| 1:45 PM |  | 167 | 123 | 0 | 61 |  | 4 | 0 | 9 | 81 |  | 0 |  |  |  |  | 445 |


| $\text { NJ } 47$ <br> Southbound |  |  |  | $\text { CO } 657$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for | idor | at 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM |  | 115 | 122 | 0 | 94 |  | 1 | 0 | 8 | 104 |  | 0 |  |  |  |  | 444 |
| 10:30 AM |  | 108 | 121 | 0 | 58 |  | 0 | 0 | 3 | 97 |  | 0 |  |  |  |  | 387 |
| 10:45 AM |  | 110 | 119 | 0 | 71 |  | 1 | 0 | 6 | 80 |  | 0 |  |  |  |  | 387 |
| 11:00 AM |  | 112 | 126 | 0 | 78 |  | 3 | 0 | 12 | 82 |  | 0 |  |  |  |  | 413 |
| Total Volume | 0 | 445 | 488 | 0 | 301 | 0 | 5 | 0 | 29 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 1631 |
| PHF | 0.00 |  | $0.97$ | 0.00 | 0.80 |  |  | 0.00 | 0.60 |  |  | 0.00 | 0.00 |  | 0.00 | 0.00 | 0.92 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 9 $2.0 \%$ | 7 $1.4 \%$ | 0 $0.0 \%$ | 5 $1.7 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 1 3.4 | 5 $1.4 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 27 $1.7 \%$ |

# Study Name NJ 47 and CO 657 Sunday 

Start Date 07/10/2016

## Start Time 9:00 AM

## Project

Type Road

|  | NJ 47 Southbound |  |  |  | $\overline{\mathrm{CO} 657}$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM |  | 67 | 103 | 0 | 65 |  | 0 | 0 | 2 | 86 |  | 0 |  |  |  |  | 323 |
| 9:15 AM |  | 96 | 94 | 0 | 84 |  | 2 | 0 | 2 | 142 |  | 0 |  |  |  |  | 420 |
| 9:30 AM |  | 99 | 80 | 0 | 86 |  | 2 | 0 | 4 | 128 |  | 0 |  |  |  |  | 399 |
| 9:45 AM |  | 85 | 117 | 0 | 94 |  | 3 | 0 | 3 | 127 |  | 0 |  |  |  |  | 429 |
| 10:00 AM |  | 116 | 113 | 0 | 75 |  | 3 | 0 | 0 | 116 |  | 0 |  |  |  |  | 423 |
| 10:15 AM |  | 101 | 110 | 0 | 96 |  | 4 | 0 | 4 | 138 |  | 0 |  |  |  |  | 453 |
| 10:30 AM |  | 115 | 109 | 0 | 97 |  | 0 | 0 | 2 | 133 |  | 0 |  |  |  |  | 456 |
| 10:45 AM |  | 118 | 125 | 0 | 90 |  | 2 | 0 | 3 | 137 |  | 0 |  |  |  |  | 475 |
| 11:00 AM |  | 104 | 125 | 0 | 80 |  | 1 | 0 | 2 | 141 |  | 0 |  |  |  |  | 453 |
| 11:15 AM |  | 114 | 131 | 0 | 100 |  | 0 | 0 | 7 | 150 |  | 0 |  |  |  |  | 502 |
| 11:30 AM |  | 113 | 129 | 0 | 98 |  | 0 | 0 | 5 | 129 |  | 0 |  |  |  |  | 474 |
| 11:45 AM |  | 120 | 132 | 0 | 76 |  | 1 | 0 | 1 | 135 |  | 0 |  |  |  |  | 465 |
| 12:00 PM |  | 113 | 131 | 0 | 81 |  | 3 | 0 | 7 | 117 |  | 0 |  |  |  |  | 452 |
| 12:15 PM |  | 116 | 137 | 0 | 79 |  | 0 | 0 | 0 | 135 |  | 0 |  |  |  |  | 467 |
| 12:30 PM |  | 122 | 131 | 0 | 96 |  | 2 | 0 | 2 | 119 |  | 0 |  |  |  |  | 472 |
| 12:45 PM |  | 128 | 113 | 0 | 92 |  | 1 | 0 | 2 | 96 |  | 0 |  |  |  |  | 432 |
| 1:00 PM |  | 143 | 112 | 0 | 66 |  | 2 | 0 | 4 | 93 |  | 0 |  |  |  |  | 420 |
| 1:15 PM |  | 140 | 111 | 0 | 107 |  | 1 | 0 | 1 | 107 |  | 0 |  |  |  |  | 467 |
| 1:30 PM |  | 134 | 132 | 0 | 94 |  | 3 | 0 | 4 | 87 |  | 0 |  |  |  |  | 454 |
| 1:45 PM |  | 99 | 88 | 0 | 102 |  | 0 | 0 | 4 | 139 |  | 0 |  |  |  |  | 432 |


| $\text { NJ } 47$ <br> Southbound |  |  |  | $\text { CO } 657$ <br> Westbound |  |  |  | NJ 47 <br> Northbound |  |  |  | n/a Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM |  | 120 | 132 | 0 | 76 |  | 1 | 0 | 1 | 135 |  | 0 |  |  |  |  | 465 |
| 12:00 PM |  | 113 | 131 | 0 | 81 |  | 3 | 0 | 7 | 117 |  | 0 |  |  |  |  | 452 |
| 12:15 PM |  | 116 | 137 | 0 | 79 |  | 0 | 0 | 0 | 135 |  | 0 |  |  |  |  | 467 |
| 12:30 PM |  | 122 | 131 | 0 | 96 |  | 2 | 0 | 2 | 119 |  | 0 |  |  |  |  | 472 |
| Total Volume | 0 | 471 | 531 | 0 | 332 | 0 | 6 | 0 | 10 | 506 | 0 | 0 | 0 | 0 | 0 | 0 | 1856 |
| PHF | 0.00 | 0.99 |  | 0.00 | 0.86 |  |  |  | 0.36 |  | 0.00 | 0.00 | 0.00 |  |  | 0.00 | 0.98 |
| Trucks/Buses Truck \% | 0 $0.0 \%$ | 3 $0.6 \%$ | 4 $0.8 \%$ | 0 $0.0 \%$ | 5 $1.5 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 3 $0.6 \%$ | 0 $0.0 \%$ | 0 0 | 0 0 | 0 $0.0 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | 15 $0.8 \%$ |

# Study Name NJ 47 and US 9 Saturday 

Start Date 07/09/2016
Start Time 9:00 AM
Project 3618

Type Road

|  | US 9 Southbound |  |  |  | NJ 47 Westbound |  |  |  | US <br> Northbound |  |  |  | NJ 47 Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 25 | 73 | 63 | 0 | 50 | 111 | 24 | 2 | 33 | 62 | 27 | 0 | 18 | 136 | 29 | 0 | 653 |
| 9:15 AM | 13 | 70 | 80 | 0 | 59 | 121 | 33 | 3 | 33 | 61 | 34 | 0 | 14 | 131 | 25 | 0 | 677 |
| 9:30 AM | 29 | 69 | 81 | 0 | 59 | 122 | 38 | 5 | 22 | 68 | 35 | 0 | 15 | 115 | 31 | 0 | 689 |
| 9:45 AM | 23 | 65 | 73 | 0 | 64 | 142 | 25 | 8 | 37 | 54 | 30 | 0 | 18 | 125 | 29 | 0 | 693 |
| 10:00 AM | 30 | 75 | 77 | 0 | 70 | 127 | 30 | 10 | 38 | 70 | 44 | 0 | 15 | 129 | 23 | 0 | 738 |
| 10:15 AM | 27 | 74 | 78 | 0 | 72 | 126 | 43 | 1 | 21 | 84 | 38 | 0 | 17 | 122 | 25 | 0 | 728 |
| 10:30 AM | 31 | 122 | 84 | 0 | 49 | 122 | 24 | 5 | 42 | 93 | 46 | 0 | 16 | 131 | 26 | 1 | 792 |
| 10:45 AM | 29 | 106 | 75 | 1 | 59 | 138 | 54 | 5 | 33 | 78 | 43 | 0 | 20 | 111 | 44 | 0 | 796 |
| 11:00 AM | 33 | 96 | 86 | 0 | 90 | 135 | 40 | 3 | 31 | 82 | 39 | 0 | 12 | 146 | 33 | 0 | 826 |
| 11:15 AM | 36 | 96 | 90 | 0 | 64 | 134 | 38 | 2 | 39 | 89 | 42 | 0 | 22 | 151 | 35 | 1 | 839 |
| 11:30 AM | 33 | 104 | 78 | 0 | 74 | 129 | 47 | 2 | 47 | 99 | 55 | 0 | 16 | 129 | 32 | 0 | 845 |
| 11:45 AM | 27 | 114 | 80 | 0 | 69 | 108 | 46 | 0 | 27 | 84 | 32 | 0 | 14 | 111 | 36 | 0 | 748 |
| 12:00 PM | 29 | 105 | 86 | 0 | 71 | 123 | 52 | 2 | 32 | 89 | 35 | 0 | 16 | 135 | 48 | 0 | 823 |
| 12:15 PM | 27 | 129 | 92 | 0 | 61 | 115 | 44 | 0 | 33 | 94 | 40 | 0 | 16 | 124 | 35 | 0 | 810 |
| 12:30 PM | 34 | 110 | 87 | 0 | 60 | 141 | 61 | 0 | 42 | 100 | 57 | 0 | 21 | 135 | 40 | 1 | 889 |
| 12:45 PM | 40 | 109 | 81 | 0 | 60 | 129 | 45 | 1 | 46 | 83 | 40 | 0 | 19 | 123 | 33 | 0 | 809 |
| 1:00 PM | 36 | 103 | 74 | 0 | 64 | 152 | 59 | 1 | 32 | 88 | 23 | 0 | 17 | 171 | 44 | 0 | 864 |
| 1:15 PM | 25 | 124 | 87 | 0 | 47 | 148 | 67 | 1 | 41 | 100 | 34 | 0 | 21 | 105 | 34 | 0 | 834 |
| 1:30 PM | 33 | 126 | 85 | 0 | 58 | 141 | 67 | 3 | 39 | 84 | 33 | 0 | 17 | 128 | 22 | 0 | 836 |
| 1:45 PM | 28 | 117 | 81 | 0 | 59 | 124 | 61 | 1 | 39 | 89 | 34 | 0 | 27 | 120 | 29 | 0 | 809 |



| Peak Hour for | rridor | at 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10:15 AM | 27 | 74 | 78 | 0 | 72 | 126 | 43 | 1 | 21 | 84 | 38 | 0 | 17 | 122 | 25 | 0 | 728 |
| 10:30 AM | 31 | 122 | 84 | 0 | 49 | 122 | 24 | 5 | 42 | 93 | 46 | 0 | 16 | 131 | 26 | 1 | 792 |
| 10:45 AM | 29 | 106 | 75 | 1 | 59 | 138 | 54 | 5 | 33 | 78 | 43 | 0 | 20 | 111 | 44 | 0 | 796 |
| 11:00 AM | 33 | 96 | 86 | 0 | 90 | 135 | 40 | 3 | 31 | 82 | 39 | 0 | 12 | 146 | 33 | 0 | 826 |
| Total Volume | 120 | 398 | 323 | 1 | 270 | 521 | 161 | 14 | 127 | 337 | 166 | 0 | 65 | 510 | 128 | 1 | 3142 |
| PHF | 0.91 |  | $0.94$ | 0.25 | 0.75 |  | 0.75 | 0.70 | 0.76 |  | 0.90 | 0.00 | 0.81 |  |  | 0.25 | 0.95 |
| $\begin{gathered} \text { Trucks/Buses } \\ \text { Truck \% } \end{gathered}$ | 2 $1.7 \%$ | 7 $1.8 \%$ | 9 $2.8 \%$ | 0 $0.0 \%$ | 6 $2.2 \%$ | 9 $1.7 \%$ | 1 $0.6 \%$ | 0 $0.0 \%$ | $\begin{gathered} 5 \\ 3.9 \% \\ \hline \end{gathered}$ | 3 $0.9 \%$ | 0 $0.0 \%$ | 0 $0.0 \%$ | $\begin{gathered} 1 \\ 1.5 \% \\ \hline \end{gathered}$ | $\begin{gathered} 9 \\ 1.8 \% \\ \hline \end{gathered}$ | $\begin{gathered} 1 \\ 0.8 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0.0 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.7 \% \\ \hline \end{gathered}$ |

# Study Name NJ 47 and US 9 Sunday 

Start Date 07/10/2016
Start Time 9:00 AM
Project 3816

Type Road

|  | US 9 <br> Southbound |  |  |  | NJ 47 <br> Westbound |  |  |  | US 9 <br> Northbound |  |  |  | NJ 47 <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |
| 9:00 AM | 12 | 34 | 47 | 0 | 47 | 76 | 18 | 3 | 26 | 53 | 24 | 0 | 14 | 107 | 13 | 0 | 474 |
| 9:15 AM | 18 | 43 | 55 | 0 | 59 | 101 | 23 | 4 | 20 | 50 | 29 | 0 | 12 | 99 | 23 | 0 | 536 |
| 9:30 AM | 21 | 47 | 48 | 0 | 52 | 108 | 24 | 2 | 22 | 51 | 27 | 0 | 9 | 127 | 16 | 0 | 554 |
| 9:45 AM | 21 | 41 | 74 | 0 | 55 | 90 | 28 | 2 | 33 | 45 | 36 | 0 | 12 | 142 | 13 | 0 | 592 |
| 10:00 AM | 23 | 66 | 59 | 0 | 53 | 115 | 30 | 0 | 37 | 70 | 32 | 0 | 22 | 111 | 20 | 0 | 638 |
| 10:15 AM | 25 | 81 | 68 | 0 | 57 | 122 | 25 | 1 | 29 | 64 | 35 | 0 | 20 | 135 | 24 | 0 | 686 |
| 10:30 AM | 29 | 73 | 73 | 0 | 63 | 123 | 31 | 8 | 30 | 75 | 33 | 0 | 16 | 145 | 28 | 0 | 727 |
| 10:45 AM | 31 | 76 | 80 | 0 | 81 | 147 | 30 | 1 | 35 | 79 | 32 | 0 | 15 | 151 | 25 | 0 | 783 |
| 11:00 AM | 28 | 71 | 79 | 0 | 67 | 112 | 31 | 2 | 35 | 68 | 42 | 0 | 11 | 137 | 26 | 0 | 709 |
| 11:15 AM | 27 | 109 | 87 | 0 | 59 | 118 | 35 | 5 | 37 | 74 | 34 | 0 | 18 | 141 | 21 | 0 | 765 |
| 11:30 AM | 22 | 77 | 75 | 0 | 60 | 110 | 31 | 1 | 23 | 77 | 48 | 0 | 7 | 124 | 13 | 0 | 668 |
| 11:45 AM | 20 | 85 | 79 | 0 | 62 | 111 | 44 | 0 | 33 | 72 | 34 | 0 | 19 | 150 | 36 | 0 | 745 |
| 12:00 PM | 30 | 77 | 65 | 0 | 62 | 151 | 40 | 2 | 28 | 76 | 35 | 0 | 19 | 139 | 22 | 0 | 746 |
| 12:15 PM | 28 | 81 | 86 | 0 | 46 | 145 | 37 | 1 | 28 | 72 | 44 | 0 | 13 | 137 | 32 | 0 | 750 |
| 12:30 PM | 25 | 93 | 71 | 0 | 60 | 118 | 33 | 2 | 24 | 70 | 29 | 0 | 12 | 142 | 26 | 0 | 705 |
| 12:45 PM | 22 | 103 | 80 | 0 | 60 | 128 | 43 | 0 | 36 | 61 | 32 | 0 | 20 | 144 | 17 | 0 | 746 |
| 1:00 PM | 31 | 87 | 73 | 0 | 64 | 133 | 42 | 2 | 34 | 59 | 31 | 0 | 19 | 119 | 32 | 0 | 726 |
| 1:15 PM | 19 | 91 | 77 | 0 | 66 | 140 | 41 | 0 | 22 | 76 | 36 | 0 | 22 | 160 | 18 | 0 | 768 |
| 1:30 PM | 21 | 79 | 77 | 0 | 78 | 129 | 42 | 0 | 39 | 79 | 41 | 0 | 21 | 127 | 26 | 0 | 759 |
| 1:45 PM | 30 | 82 | 78 | 0 | 66 | 118 | 48 | 1 | 15 | 66 | 34 | 0 | 15 | 130 | 18 | 1 | 702 |


| US 9 <br> Southbound |  |  |  | $\text { NJ } 47$ <br> Westbound |  |  |  | US 9 <br> Northbound |  |  |  | NJ 47 <br> Eastbound |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn | Right | Thru | Left | U-Turn |  |


| Peak Hour for Corridor begins at 11:45AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11:45 AM | 20 | 85 | 79 | 0 | 62 | 111 | 44 | 0 | 33 | 72 | 34 | 0 | 19 | 150 | 36 | 0 | 745 |
| 12:00 PM | 30 | 77 | 65 | 0 | 62 | 151 | 40 | 2 | 28 | 76 | 35 | 0 | 19 | 139 | 22 | 0 | 746 |
| 12:15 PM | 28 | 81 | 86 | 0 | 46 | 145 | 37 | 1 | 28 | 72 | 44 | 0 | 13 | 137 | 32 | 0 | 750 |
| 12:30 PM | 25 | 93 | 71 | 0 | 60 | 118 | 33 | 2 | 24 | 70 | 29 | 0 | 12 | 142 | 26 | 0 | 705 |
| Total Volume | 103 | 336 | 301 | 0 | 230 | 525 | 154 | 5 | 113 | 290 | 142 | 0 | 63 | 568 | 116 | 0 | 2946 |
| PHF | 0.86 | $0.90$ | $0.88$ | 0.00 | 0.93 |  |  | 0.63 | 0.86 |  | 0.81 | 0.00 | 0.83 |  | 0.81 | 0.00 | 0.98 |
| Trucks/Buses Truck \% | 1 $1.0 \%$ | 4 $1.2 \%$ | 3 $1.0 \%$ | 0 $0.0 \%$ | 2 $0.9 \%$ | 6 $1.1 \%$ | 6 $3.9 \%$ | 0 $0.0 \%$ | 2 $1.8 \%$ | 6 $2.1 \%$ | 3 $2.1 \%$ | 0 $0.0 \%$ | 2 $3.2 \%$ | 8 $1.4 \%$ | 5 $4.3 \%$ | 0 $0.0 \%$ | 48 $1.6 \%$ |

Station: ATR\#1
Location: NJ 55 MP 20.4
City: Maurice River Twp, Cumberland County

|  | Monday |  | Tuesday |  | Wednesday |  | Thursday |  | Friday |  | Saturday |  | Sunday |  | Monday |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/11/2016 |  | 7/12/2016 |  | 7/13/2016 |  | 7/14/2016 |  | 7/15/2016 |  | 7/16/2016 |  | 7/17/2016 |  | 7/18/2016 |  |
|  | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM |  |  | 30 | 29 | 37 | 23 | 29 | 29 | 22 | 58 | 53 | 64 | 95 | 33 | 61 | 37 |
| 12:15 AM |  |  | 39 | 29 | 10 | 29 | 21 | 28 | 33 | 36 | 44 | 68 | 54 | 37 | 51 | 19 |
| 12:30 AM |  |  | 28 | 22 | 27 | 20 | 23 | 24 | 34 | 38 | 31 | 45 | 48 | 25 | 50 | 12 |
| 12:45 AM |  |  | 17 | 20 | 12 | 34 | 15 | 29 | 21 | 20 | 33 | 39 | 39 | 23 | 30 | 35 |
| 01:00 AM |  |  | 23 | 16 | 26 | 19 | 15 | 17 | 24 | 36 | 26 | 38 | 33 | 23 | 23 | 27 |
| 01:15 AM |  |  | 16 | 12 | 17 | 38 | 19 | 12 | 17 | 26 | 22 | 33 | 29 | 17 | 29 | 17 |
| 01:30 AM |  |  | 17 | 11 | 10 | 24 | 11 | 7 | 12 | 18 | 16 | 25 | 25 | 18 | 15 | 11 |
| 01:45 AM |  |  | 19 | 8 | 12 | 17 | 7 | 11 | 20 | 37 | 23 | 24 | 29 | 10 | 27 | 15 |
| 02:00 AM |  |  | 15 | 13 | 12 | 21 | 5 | 4 | 13 | 12 | 23 | 7 | 14 | 6 | 17 | 9 |
| 02:15 AM |  |  | 1 | 11 | 13 | 12 | 26 | 13 | 22 | 24 | 9 | 13 | 16 | 6 | 29 | 11 |
| 02:30 AM |  |  | 26 | 11 | 20 | 6 | 13 | 5 | 14 | 25 | 5 | 22 | 12 | 14 | 19 | 10 |
| 02:45 AM |  |  | 12 | 10 | 13 | 9 | 12 | 12 | 18 | 25 | 16 | 16 | 24 | 13 | 9 | 11 |
| 03:00 AM |  |  | 17 | 17 | 12 | 9 | 12 | 12 | 8 | 24 | 11 | 13 | 15 | 7 | 18 | 13 |
| 03:15 AM |  |  | 13 | 15 | 20 | 35 | 14 | 15 | 18 | 15 | 8 | 14 | 18 | 6 | 11 | 25 |
| 03:30 AM |  |  | 20 | 10 | 17 | 15 | 13 | 9 | 17 | 23 | 12 | 11 | 10 | 8 | 46 | 7 |
| 03:45 AM |  |  | 13 | 13 | 17 | 13 | 10 | 13 | 19 | 16 | 14 | 16 | 18 | 10 | 18 | 16 |
| 04:00 AM |  |  | 25 | 12 | 28 | 6 | 19 | 10 | 31 | 16 | 14 | 21 | 12 | 11 | 34 | 9 |
| 04:15 AM |  |  | 30 | 22 | 31 | 10 | 23 | 20 | 18 | 26 | 10 | 18 | 14 | 12 | 49 | 12 |
| 04:30 AM |  |  | 40 | 27 | 39 | 17 | 39 | 28 | 39 | 19 | 14 | 21 | 16 | 14 | 69 | 16 |
| 04:45 AM |  |  | 42 | 26 | 44 | 21 | 38 | 20 | 28 | 26 | 19 | 35 | 16 | 27 | 78 | 29 |
| 05:00 AM |  |  | 63 | 42 | 58 | 26 | 39 | 35 | 35 | 30 | 14 | 27 | 11 | 24 | 117 | 29 |
| 05:15 AM |  |  | 67 | 54 | 53 | 45 | 52 | 59 | 42 | 49 | 30 | 45 | 21 | 38 | 120 | 32 |
| 05:30 AM |  |  | 87 | 75 | 68 | 63 | 49 | 69 | 58 | 90 | 28 | 63 | 22 | 49 | 153 | 63 |
| 05:45 AM |  |  | 95 | 57 | 73 | 63 | 95 | 82 | 79 | 69 | 36 | 58 | 30 | 30 | 185 | 67 |
| 06:00 AM |  |  | 116 | 78 | 90 | 96 | 87 | 83 | 69 | 110 | 57 | 71 | 53 | 39 | 226 | 97 |
| 06:15 AM |  |  | 98 | 93 | 98 | 111 | 63 | 119 | 71 | 130 | 47 | 95 | 36 | 54 | 204 | 110 |
| 06:30 AM |  |  | 110 | 147 | 90 | 145 | 108 | 155 | 83 | 128 | 65 | 102 | 47 | 46 | 233 | 117 |
| 06:45 AM |  |  | 107 | 138 | 94 | 126 | 92 | 151 | 91 | 137 | 71 | 170 | 50 | 68 | 233 | 127 |
| 07:00 AM |  |  | 142 | 117 | 89 | 139 | 106 | 115 | 90 | 142 | 71 | 169 | 56 | 56 | 224 | 107 |
| 07:15 AM |  |  | 119 | 159 | 118 | 147 | 117 | 133 | 91 | 159 | 86 | 244 | 72 | 88 | 235 | 126 |
| 07:30 AM |  |  | 149 | 144 | 134 | 149 | 133 | 128 | 112 | 144 | 99 | 298 | 87 | 82 | 231 | 113 |
| 07:45 AM |  |  | 119 | 143 | 122 | 150 | 109 | 106 | 100 | 148 | 121 | 285 | 93 | 104 | 197 | 130 |
| 08:00 AM |  |  | 117 | 144 | 138 | 141 | 128 | 145 | 135 | 121 | 142 | 273 | 128 | 110 | 164 | 141 |
| 08:15 AM |  |  | 117 | 132 | 135 | 150 | 128 | 136 | 94 | 162 | 162 | 331 | 122 | 139 | 135 | 131 |
| 08:30 AM |  |  | 119 | 119 | 137 | 110 | 127 | 148 | 112 | 186 | 156 | 279 | 150 | 162 | 117 | 122 |
| 08:45 AM |  |  | 150 | 122 | 126 | 120 | 146 | 113 | 138 | 184 | 206 | 273 | 175 | 151 | 155 | 127 |
| 09:00 AM |  |  | 144 | 138 | 125 | 175 | 132 | 142 | 143 | 193 | 196 | 220 | 214 | 189 | 145 | 141 |
| 09:15 AM |  |  | 145 | 142 | 133 | 128 | 112 | 147 | 144 | 237 | 165 | 242 | 186 | 236 | 147 | 137 |
| 09:30 AM |  |  | 194 | 140 | 181 | 169 | 144 | 171 | 133 | 233 | 223 | 190 | 201 | 225 | 197 | 137 |
| 09:45 AM |  |  | 152 | 169 | 143 | 178 | 165 | 142 | 128 | 299 | 252 | 162 | 281 | 235 | 154 | 163 |
| 10:00 AM |  |  | 161 | 171 | 161 | 162 | 148 | 174 | 179 | 281 | 261 | 129 | 272 | 265 | 159 | 175 |
| 10:15 AM |  |  | 180 | 162 | 146 | 183 | 179 | 203 | 154 | 253 | 250 | 130 | 282 | 226 | 180 | 156 |
| 10:30 AM |  |  | 178 | 198 | 150 | 222 | 152 | 220 | 211 | 292 | 239 | 145 | 305 | 173 | 184 | 200 |
| 10:45 AM |  |  | 171 | 218 | 150 | 212 | 160 | 184 | 185 | 279 | 246 | 139 | 278 | 229 | 171 | 221 |
| 11:00 AM |  |  | 187 | 166 | 171 | 230 | 184 | 240 | 152 | 290 | 234 | 128 | 254 | 125 | 184 | 170 |
| 11:15 AM |  |  | 141 | 194 | 127 | 205 | 149 | 235 | 188 | 251 | 239 | 149 | 263 | 261 | 138 | 201 |
| 11:30 AM | 212 | 226 | 172 | 193 | 153 | 162 | 150 | 234 | 162 | 324 | 244 | 152 | 268 | 270 | 174 | 195 |
| 11:45 AM | 218 | 185 | 180 | 192 | 160 | 179 | 170 | 212 | 174 | 307 | 230 | 180 | 259 | 214 | 172 | 196 |
| 12:00 PM | 92 | 198 | 145 | 202 | 150 | 161 | 148 | 211 | 209 | 263 | 245 | 154 | 235 | 238 | 145 | 201 |
| 12:15 PM | 170 | 243 | 135 | 187 | 138 | 161 | 118 | 195 | 148 | 220 | 230 | 193 | 268 | 285 | 129 | 190 |
| 12:30 PM | 225 | 201 | 167 | 175 | 163 | 184 | 101 | 180 | 148 | 232 | 261 | 211 | 241 | 223 | 171 | 178 |
| 12:45 PM | 168 | 198 | 144 | 166 | 150 | 202 | 219 | 197 | 216 | 195 | 171 | 179 | 244 | 184 | 141 | 159 |
| 01:00 PM | 152 | 187 | 120 | 151 | 144 | 190 | 170 | 197 | 153 | 305 | 154 | 183 | 263 | 215 | 119 | 147 |
| 01:15 PM | 156 | 177 | 126 | 194 | 173 | 199 | 138 | 237 | 144 | 247 | 173 | 177 | 270 | 233 | 129 | 185 |
| 01:30 PM | 124 | 196 | 179 | 176 | 147 | 190 | 129 | 213 | 177 | 233 | 170 | 160 | 270 | 244 | 173 | 170 |
| 01:45 PM | 183 | 154 | 168 | 147 | 158 | 157 | 195 | 215 | 137 | 269 | 196 | 226 | 247 | 193 |  |  |
| 02:00 PM | 257 | 175 | 181 | 155 | 191 | 173 | 141 | 213 | 172 | 244 | 190 | 219 | 282 | 236 |  |  |
| 02:15 PM | 219 | 184 | 177 | 173 | 184 | 175 | 153 | 247 | 205 | 241 | 195 | 186 | 283 | 196 |  |  |
| 02:30 PM | 211 | 182 | 189 | 170 | 193 | 177 | 158 | 227 | 155 | 272 | 155 | 188 | 306 | 217 |  |  |
| 02:45 PM | 197 | 139 | 187 | 177 | 155 | 140 | 178 | 215 | 158 | 260 | 190 | 161 | 286 | 212 |  |  |
| 03:00 PM | 175 | 146 | 186 | 148 | 218 | 168 | 166 | 225 | 205 | 287 | 176 | 230 | 285 | 177 |  |  |
| 03:15 PM | 210 | 156 | 189 | 129 | 188 | 162 | 198 | 245 | 172 | 273 | 186 | 214 | 271 | 173 |  |  |
| 03:30 PM | 214 | 192 | 226 | 140 | 239 | 180 | 220 | 225 | 231 | 210 | 210 | 238 | 265 | 160 |  |  |
| 03:45 PM | 174 | 175 | 213 | 149 | 227 | 174 | 216 | 255 | 171 | 284 | 147 | 187 | 264 | 153 |  |  |
| 04:00 PM | 216 | 145 | 184 | 165 | 198 | 163 | 204 | 191 | 231 | 255 | 212 | 225 | 281 | 125 |  |  |
| 04:15 PM | 198 | 133 | 182 | 156 | 175 | 144 | 177 | 194 | 198 | 259 | 164 | 237 | 286 | 122 |  |  |
| 04:30 PM | 192 | 156 | 188 | 137 | 205 | 166 | 169 | 227 | 205 | 244 | 192 | 222 | 218 | 125 |  |  |
| 04:45 PM | 176 | 169 | 203 | 155 | 200 | 167 | 187 | 189 | 214 | 264 | 208 | 175 | 243 | 123 |  |  |
| 05:00 PM | 179 | 124 | 181 | 136 | 170 | 159 | 155 | 228 | 179 | 276 | 197 | 198 | 280 | 118 |  |  |
| 05:15 PM | 158 | 160 | 227 | 148 | 202 | 146 | 183 | 245 | 176 | 300 | 261 | 162 | 274 | 134 |  |  |
| 05:30 PM | 217 | 125 | 194 | 117 | 171 | 125 | 175 | 198 | 143 | 312 | 187 | 174 | 338 | 120 |  |  |
| 05:45 PM | 212 | 130 | 159 | 167 | 126 | 133 | 174 | 195 | 175 | 257 | 220 | 202 | 357 | 123 |  |  |
| 06:00 PM | 214 | 104 | 130 | 149 | 132 | 125 | 156 | 211 | 195 | 245 | 186 | 177 | 344 | 105 |  |  |
| 06:15 PM | 208 | 103 | 156 | 145 | 123 | 139 | 154 | 232 | 142 | 243 | 214 | 148 | 338 | 82 |  |  |
| 06:30 PM | 203 | 106 | 121 | 108 | 93 | 136 | 125 | 218 | 148 | 278 | 202 | 148 | 322 | 101 |  |  |
| 06:45 PM | 197 | 89 | 140 | 117 | 123 | 117 | 122 | 212 | 177 | 298 | 174 | 159 | 304 | 102 |  |  |
| 07:00 PM | 170 | 112 | 151 | 109 | 120 | 109 | 115 | 174 | 146 | 328 | 203 | 136 | 293 | 122 |  |  |
| 07:15 PM | 164 | 86 | 141 | 116 | 80 | 108 | 128 | 220 | 132 | 301 | 156 | 138 | 323 | 87 |  |  |
| 07:30 PM | 172 | 81 | 145 | 108 | 99 | 116 | 99 | 187 | 140 | 338 | 184 | 135 | 305 | 97 |  |  |
| 07:45 PM | 160 | 79 | 128 | 115 | 86 | 110 | 88 | 205 | 117 | 306 | 201 | 152 | 309 | 97 |  |  |
| 08:00 PM | 143 | 104 | 102 | 89 | 80 | 99 | 118 | 213 | 111 | 288 | 246 | 117 | 306 | 90 |  |  |
| 08:15 PM | 159 | 79 | 89 | 104 | 73 | 97 | 120 | 190 | 110 | 266 | 165 | 128 | 306 | 89 |  |  |
| 08:30 PM | 145 | 70 | 93 | 75 | 69 | 115 | 78 | 192 | 92 | 250 | 199 | 111 | 293 | 83 |  |  |
| 08:45 PM | 126 | 57 | 89 | 96 | 47 | 99 | 82 | 197 | 96 | 224 | 197 | 89 | 322 | 73 |  |  |
| 09:00 PM | 101 | 71 | 82 | 84 | 66 | 106 | 107 | 174 | 95 | 200 | 183 | 72 | 327 | 59 |  |  |
| 09:15 PM | 93 | 84 | 89 | 104 | 62 | 103 | 107 | 197 | 87 | 209 | 205 | 116 | 323 | 84 |  |  |
| 09:30 PM | 83 | 86 | 115 | 83 | 76 | 107 | 86 | 208 | 126 | 221 | 206 | 98 | 301 | 85 |  |  |
| 09:45 PM | 83 | 52 | 101 | 58 | 63 | 76 | 87 | 168 | 94 | 234 | 149 | 139 | 288 | 67 |  |  |
| 10:00 PM | 114 | 56 | 117 | 72 | 88 | 64 | 124 | 131 | 98 | 204 | 231 | 61 | 266 | 60 |  |  |
| 10:15 PM | 83 | 42 | 56 | 73 | 66 | 59 | 67 | 115 | 102 | 187 | 154 | 80 | 287 | 42 |  |  |
| 10:30 PM | 70 | 44 | 51 | 60 | 28 | 68 | 76 | 99 | 65 | 185 | 184 | 71 | 253 | 38 |  |  |
| 10:45 PM | 47 | 46 | 43 | 54 | 48 | 44 | 56 | 90 | 63 | 141 | 122 | 75 | 126 | 61 |  |  |
| 11:00 PM | 48 | 28 | 56 | 56 | 44 | 45 | 55 | 93 | 60 | 150 | 121 | 65 | 135 | 41 |  |  |
| 11:15 PM | 38 | 38 | 41 | 32 | 24 | 34 | 48 | 74 | 63 | 108 | 130 | 72 | 97 | 36 |  |  |
| 11:30 PM | 55 | 36 | 34 | 28 | 27 | 26 | 54 | 57 | 70 | 106 | 87 | 57 | 63 | 37 |  |  |
| 11:45 PM | 42 | 33 | 44 | 29 | 32 | 29 | 49 | 48 | 41 | 98 | 109 | 54 | 70 | 32 |  |  |
|  | 7823 | 6142 | 10787 | 10065 | 9854 | 10491 | 10161 | 13468 | 10673 | 17358 | 13471 | 12591 | 17611 | 10307 | 6624 | 5302 |
|  | 13965 |  | 20852 |  | 20345 |  | 23629 |  | 28031 |  | 26062 |  | 27918 |  | 11926 |  |

Station: ATR\#1
Location: NJ 55 MP 20.4
City: Maurice River Twp, Cumberland County

|  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/16/2016 |  |  | 7/17/2016 |  |  |
|  | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 161 | 216 | 377 | 236 | 118 | 354 |
| 1:00 AM | 87 | 120 | 207 | 116 | 68 | 184 |
| 2:00 AM | 53 | 58 | 111 | 66 | 39 | 105 |
| 3:00 AM | 45 | 54 | 99 | 61 | 31 | 92 |
| 4:00 AM | 57 | 95 | 152 | 58 | 64 | 122 |
| 5:00 AM | 108 | 193 | 301 | 84 | 141 | 225 |
| 6:00 AM | 240 | 438 | 678 | 186 | 207 | 393 |
| 7:00 AM | 377 | 996 | 1373 | 308 | 330 | 638 |
| 8:00 AM | 666 | 1156 | 1822 | 575 | 562 | 1137 |
| 9:00 AM | 836 | 814 | 1650 | 882 | 885 | 1767 |
| 10:00 AM | 996 | 543 | 1539 | 1137 | 893 | 2030 |
| 11:00 AM | 947 | 609 | 1556 | 1044 | 870 | 1914 |
| 12:00 PM | 907 | 737 | 1644 | 988 | 930 | 1918 |
| 1:00 PM | 693 | 746 | 1439 | 1050 | 885 | 1935 |
| 2:00 PM | 730 | 754 | 1484 | 1157 | 861 | 2018 |
| 3:00 PM | 719 | 869 | 1588 | 1085 | 663 | 1748 |
| 4:00 PM | 776 | 859 | 1635 | 1028 | 495 | 1523 |
| 5:00 PM | 865 | 736 | 1601 | 1249 | 495 | 1744 |
| 6:00 PM | 776 | 632 | 1408 | 1308 | 390 | 1698 |
| 7:00 PM | 744 | 561 | 1305 | 1230 | 403 | 1633 |
| 8:00 PM | 807 | 445 | 1252 | 1227 | 335 | 1562 |
| 9:00 PM | 743 | 425 | 1168 | 1239 | 295 | 1534 |
| 10:00 PM | 691 | 287 | 978 | 932 | 201 | 1133 |
| 11:00 PM | 447 | 248 | 695 | 365 | 146 | 511 |

Station: ATR\#2
Location: NJ 347 New Stage Road MP 4.0
City: Mauric River Twp, Cumberland Co.

|  | Monday7/11/2016 |  | $\begin{gathered} \hline \text { Tuesday } \\ \hline 7 / 12 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Wednesday } \\ \hline 7 / 13 / 2016 \end{gathered}$ |  | $\begin{aligned} & \hline \text { Thursday } \\ & \hline 7 / 14 / 2016 \end{aligned}$ |  | $\begin{gathered} \hline \text { Friday } \\ \hline 7 / 15 / 2016 \end{gathered}$ |  | $\begin{array}{r\|} \hline \text { Saturday } \\ \hline 7 / 16 / 2016 \end{array}$ |  | $\begin{gathered} \hline \text { Sunday } \\ \hline 7 / 17 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Monday } \\ \hline 7 / 18 / 2016 \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM |  |  | 13 | 23 | 15 | 22 | 15 | 17 | 25 | 43 | 42 | 63 | 67 | 49 | 50 | 34 |
| 12:15 AM |  |  | 23 | 28 | 16 | 20 | 11 | 27 | 18 | 46 | 45 | 63 | 39 | 26 | 49 | 25 |
| 12:30 AM |  |  | 14 | 15 | 11 | 20 | 14 | 17 | 16 | 29 | 31 | 59 | 55 | 22 | 28 | 14 |
| 12:45 AM |  |  | 19 | 14 | 21 | 20 | 12 | 22 | 21 | 30 | 32 | 26 | 31 | 22 | 26 | 12 |
| 01:00 AM |  |  | 5 | 17 | 16 | 15 | 13 | 14 | 14 | 18 | 16 | 38 | 31 | 16 | 24 | 23 |
| 01:15 AM |  |  | 13 | 9 | 16 | 18 | 12 | 5 | 12 | 23 | 19 | 28 | 28 | 24 | 23 | 7 |
| 01:30 AM |  |  | 16 | 8 | 11 | 30 | 6 | 10 | 13 | 19 | 11 | 24 | 26 | 12 | 16 | 9 |
| 01:45 AM |  |  | 9 | 8 | 0 | 11 | 2 | 4 | 9 | 18 | 19 | 23 | 14 | 8 | 13 | 8 |
| 02:00 AM |  |  | 7 | 9 | 8 | 13 | 13 |  |  | 25 | 21 | 12 | 14 | 10 | 10 | 14 |
| 02:15 AM |  |  | 9 | 3 | 13 | 12 | 8 | 7 | 10 | 12 | 7 | 7 | 12 | 3 | 13 | 5 |
| 02:30 AM |  |  | 11 | 6 | 5 | 4 | 8 | 7 | 8 | 20 | 7 | 9 | 21 | 11 | 11 | 6 |
| 02:45 AM |  |  | 11 | 7 | 7 | 2 | 9 | 2 | 9 | 25 | 15 | 16 | 14 | 8 | 14 | 8 |
| 03:00 AM |  |  | 4 | 7 | 7 | 7 | 3 | 12 | 6 | 17 | 10 | 16 | 14 | 11 | 9 | 6 |
| 03:15 AM |  |  | 9 | 7 | 9 | 4 | 7 | 9 | 12 | 13 | 7 | 8 | 11 | 5 | 24 | 5 |
| 03:30 AM |  |  | 11 | 6 | 7 | 11 | 9 | 7 | 12 | 14 | 15 | 10 | 17 | 4 | 22 | 7 |
| 03:45 AM |  |  | 13 | 5 | 12 | 7 | 9 | 9 | 13 | 8 | 13 | 10 | 12 | 5 | 21 | 7 |
| 04:00 AM |  |  | 10 | 4 | 12 | 7 | 12 | 6 | 8 | 13 | 7 | 19 | 8 | 8 | 25 | 12 |
| 04:15 AM |  |  | 16 | 8 | 23 | 6 | 14 | 5 | 11 | 15 | 4 | 12 | 17 | 10 | 45 | 6 |
| 04:30 AM |  |  | 24 | 10 | 29 | 11 | 25 | 12 | 19 | 18 | 21 | 16 | 13 | 11 | 62 | 14 |
| 04:45 AM |  |  | 28 | 17 | 28 | 11 | 24 | 16 | 20 | 16 | 8 | 21 | 10 | 18 | 65 | 7 |
| 05:00 AM |  |  | 30 | 17 | 39 | 15 | 29 | 15 | 26 | 15 | 20 | 27 | 13 | 15 | 111 | 24 |
| 05:15 AM |  |  | 48 | 24 | 39 | 24 | 41 | 23 | 25 | 20 | 26 | 29 | 10 | 18 | 110 | 13 |
| 05:30 AM |  |  | 48 | 40 | 38 | 18 | 37 | 25 | 51 | 41 | 25 | 33 | 20 | 18 | 145 | 27 |
| 05:45 AM |  |  | 55 | 26 | 53 | 22 | 47 | 47 | 46 | 41 | 23 | 44 | 19 | 22 | 132 | 56 |
| 06:00 AM |  |  | 81 | 58 | 60 | 48 | 47 | 40 | 40 | 50 | 30 | 35 | 33 | 23 | 176 | 48 |
| 06:15 AM |  |  | 91 | 73 | 69 | 64 | 65 | 98 | 70 | 108 | 42 | 68 | 35 | 31 | 220 | 72 |
| 06:30 AM |  |  | 77 | 79 | 70 | 82 | 79 | 101 | 49 | 106 | 54 | 92 | 42 | 42 | 212 | 82 |
| 06:45 AM |  |  | 78 | 86 | 68 | 103 | 70 | 94 | 94 | 73 | 61 | 92 | 50 | 34 | 198 | 77 |
| 07:00 AM |  |  | 90 | 116 | 80 | 115 | 75 | 113 | 63 | 128 | 68 | 111 | 54 | 42 | 195 | 83 |
| 07:15 AM |  |  | 111 | 121 | 116 | 94 | 79 | 113 | 80 | 133 | 86 | 150 | 63 | 50 | 196 | 117 |
| 07:30 AM |  |  | 84 | 133 | 97 | 132 | 95 | 121 | 56 | 148 | 85 | 220 | 84 | 65 | 178 | 111 |
| 07:45 AM |  |  | 91 | 104 | 108 | 101 | 100 | 93 | 70 | 91 | 100 | 194 | 99 | 70 | 161 | 83 |
| 08:00 AM |  |  | 101 | 95 | 100 | 84 | 82 | 90 | 64 | 128 | 133 | 245 | 108 | 76 | 142 | 89 |
| 08:15 AM |  |  | 81 | 98 | 108 | 113 | 95 | 93 | 74 | 137 | 128 | 224 | 136 | 87 | 133 | 79 |
| 08:30 AM |  |  | 104 | 102 | 116 | 93 | 82 | 105 | 111 | 118 | 158 | 247 | 154 | 114 | 170 | 108 |
| 08:45 AM |  |  | 121 | 94 | 112 | 77 | 89 | 103 | 95 | 135 | 158 | 223 | 167 | 108 | 147 | 70 |
| 09:00 AM |  |  | 107 | 96 | 106 | 111 | 85 | 109 | 106 | 143 | 173 | 180 | 170 | 135 | 105 | 95 |
| 09:15 AM |  |  | 128 | 120 | 124 | 99 | 111 | 103 | 106 | 160 | 208 | 173 | 211 | 153 | 129 | 114 |
| 09:30 AM |  |  | 139 | 106 | 129 | 82 | 111 | 121 | 88 | 195 | 187 | 180 | 202 | 167 | 141 | 103 |
| 09:45 AM |  |  | 136 | 115 | 129 | 154 | 134 | 129 | 113 | 171 | 253 | 146 | 241 | 158 | 141 | 119 |
| 10:00 AM |  |  | 128 | 104 | 122 | 127 | 108 | 121 | 126 | 227 | 220 | 159 | 247 | 191 | 130 | 107 |
| 10:15 AM |  |  | 142 | 140 | 136 | 131 | 130 | 151 | 190 | 203 | 245 | 124 | 260 | 211 | 138 | 137 |
| 10:30 AM |  |  | 137 | 140 | 129 | 150 | 131 | 137 | 174 | 200 | 220 | 133 | 289 | 167 | 138 | 140 |
| 10:45 AM |  |  | 121 | 151 | 150 | 187 | 152 | 167 | 119 | 216 | 214 | 166 | 267 | 155 | 125 | 155 |
| 11:00 AM | 194 | 141 | 162 | 169 | 132 | 142 | 121 | 172 | 138 | 194 | 194 | 168 | 258 | 161 | 165 | 168 |
| 11:15 AM | 178 | 170 | 136 | 144 | 100 | 154 | 119 | 182 | 170 | 175 | 216 | 143 | 238 | 127 | 131 | 143 |
| 11:30 AM | 177 | 154 | 143 | 163 | 125 | 144 | 143 | 165 | 170 | 192 | 235 | 94 | 273 | 190 | 138 | 159 |
| 11:45 AM | 95 | 128 | 102 | 153 | 123 | 156 | 134 | 168 | 120 | 232 | 203 | 207 | 264 | 183 | 100 | 146 |
| 12:00 PM | 24 | 3 | 137 | 128 | 114 | 140 | 140 | 150 | 179 | 192 | 210 | 147 | 224 | 203 | 142 | 131 |
| 12:15 PM | 11 | 2 | 135 | 142 | 119 | 125 | 46 | 123 | 119 | 146 | 175 | 128 | 220 | 220 | 138 | 146 |
| 12:30 PM | 14 | 0 | 117 | 145 | 134 | 129 | 98 | 139 | 117 | 171 | 130 | 150 | 207 | 206 | 119 | 138 |
| 12:45 PM | 21 | 167 | 102 | 142 | 130 | 119 | 146 | 138 | 139 | 151 | 146 | 148 | 217 | 202 | 106 | 139 |
| 01:00 PM | 85 | 94 | 123 | 122 | 140 | 105 | 98 | 135 | 99 | 185 | 155 | 137 | 198 | 163 | 122 | 121 |
| 01:15 PM | 9 | 135 | 116 | 117 | 113 | 156 | 105 | 133 | 128 | 195 | 123 | 135 | 181 | 155 | 113 | 121 |
| 01:30 PM | 3 | 117 | 133 | 109 | 123 | 137 | 120 | 152 | 112 | 210 | 160 | 137 | 209 | 220 | 136 | 113 |
| 01:45 PM | 269 | 123 | 132 | 113 | 142 | 116 | 112 | 151 | 133 | 208 | 154 | 154 | 177 | 180 | 127 | 115 |
| 02:00 PM | 172 | 101 | 141 | 134 | 131 | 109 | 120 | 150 | 166 | 242 | 157 | 158 | 209 | 170 |  |  |
| 02:15 PM | 117 | 127 | 174 | 126 | 121 | 135 | 113 | 163 | 134 | 171 | 132 | 133 | 218 | 192 |  |  |
| 02:30 PM | 149 | 106 | 162 | 117 | 138 | 129 | 124 | 186 | 133 | 144 | 154 | 142 | 296 | 145 |  |  |
| 02:45 PM | 158 | 105 | 129 | 124 | 179 | 77 | 143 | 152 | 127 | 183 | 152 | 117 | 261 | 153 |  |  |
| 03:00 PM | 162 | 95 | 149 | 102 | 171 | 96 | 149 | 154 | 176 | 176 | 146 | 150 | 235 | 150 |  |  |
| 03:15 PM | 164 | 93 | 168 | 102 | 157 | 146 | 147 | 179 | 179 | 185 | 155 | 146 | 259 | 149 |  |  |
| 03:30 PM | 153 | 115 | 152 | 88 | 169 | 155 | 159 | 181 | 165 | 222 | 148 | 179 | 219 | 127 |  |  |
| 03:45 PM | 172 | 127 | 145 | 113 | 156 | 133 | 129 | 170 | 160 | 183 | 160 | 186 | 251 | 114 |  |  |
| 04:00 PM | 178 | 102 | 178 | 99 | 154 | 117 | 154 | 169 | 194 | 171 | 156 | 152 | 227 | 113 |  |  |
| 04:15 PM | 165 | 102 | 135 | 101 | 145 | 100 | 156 | 136 | 153 | 182 | 147 | 132 | 217 | 99 |  |  |
| 04:30 PM | 188 | 89 | 160 | 112 | 177 | 120 | 126 | 139 | 183 | 137 | 208 | 104 | 224 | 76 |  |  |
| 04:45 PM | 155 | 102 | 157 | 110 | 176 | 97 | 158 | 127 | 180 | 209 | 194 | 157 | 226 | 102 |  |  |
| 05:00 PM | 151 | 112 | 181 | 121 | 180 | 127 | 154 | 153 | 173 | 204 | 207 | 139 | 222 | 81 |  |  |
| 05:15 PM | 183 | 94 | 205 | 87 | 156 | 91 | 138 | 151 | 144 | 231 | 176 | 138 | 229 | 86 |  |  |
| 05:30 PM | 228 | 92 | 145 | 117 | 133 | 134 | 179 | 176 | 139 | 217 | 184 | 158 | 235 | 109 |  |  |
| 05:45 PM | 175 | 79 | 142 | 94 | 96 | 105 | 137 | 147 | 160 | 216 | 178 | 160 | 234 | 90 |  |  |
| 06:00 PM | 180 | 72 | 136 | 105 | 124 | 91 | 134 | 174 | 177 | 192 | 186 | 153 | 255 | 80 |  |  |
| 06:15 PM | 187 | 75 | 137 | 102 | 88 | 97 | 104 | 187 | 115 | 214 | 202 | 119 | 233 | 76 |  |  |
| 06:30 PM | 173 | 68 | 114 | 93 | 105 | 97 | 126 | 177 | 164 | 184 | 188 | 138 | 216 | 66 |  |  |
| 06:45 PM | 163 | 80 | 140 | 72 | 101 | 87 | 103 | 172 | 168 | 186 | 148 | 126 | 227 | 64 |  |  |
| 07:00 PM | 142 | 61 | 135 | 93 | 98 | 87 | 105 | 164 | 117 | 253 | 180 | 116 | 227 | 70 |  |  |
| 07:15 PM | 119 | 78 | 122 | 79 | 78 | 86 | 97 | 147 | 136 | 233 | 157 | 111 | 237 | 71 |  |  |
| 07:30 PM | 155 | 58 | 132 | 79 | 71 | 64 | 67 | 173 | 119 | 224 | 200 | 103 | 245 | 54 |  |  |
| 07:45 PM | 163 | 59 | 106 | 80 | 69 | 85 | 110 | 163 | 101 | 225 | 238 | 96 | 247 | 77 |  |  |
| 08:00 PM | 136 | 69 | 93 | 69 | 64 | 86 | 100 | 152 | 114 | 237 | 157 | 96 | 258 | 51 |  |  |
| 08:15 PM | 132 | 69 | 64 | 67 | 69 | 73 | 82 | 184 | 80 | 205 | 176 | 110 | 237 | 54 |  |  |
| 08:30 PM | 122 | 47 | 93 | 81 | 61 | 85 | 77 | 157 | 107 | 163 | 227 | 83 | 226 | 94 |  |  |
| 08:45 PM | 99 | 55 | 89 | 79 | 64 | 79 | 89 | 156 | 85 | 165 | 159 | 83 | 223 | 58 |  |  |
| 09:00 PM | 98 | 42 | 63 | 75 | 45 | 83 | 93 | 138 | 103 | 183 | 195 | 65 | 206 | 53 |  |  |
| 09:15 PM | 80 | 42 | 79 | 62 | 62 | 71 | 85 | 130 | 89 | 150 | 199 | 59 | 217 | 41 |  |  |
| 09:30 PM | 82 | 48 | 74 | 61 | 58 | 76 | 59 | 167 | 117 | 149 | 175 | 58 | 227 | 50 |  |  |
| 09:45 PM | 70 | 37 | 80 | 57 | 51 | 62 | 72 | 141 | 75 | 189 | 222 | 77 | 241 | 49 |  |  |
| 10:00 PM | 77 | 41 | 52 | 42 | 54 | 51 | 61 | 137 | 71 | 169 | 183 | 75 | 250 | 39 |  |  |
| 10:15 PM | 53 | 42 | 50 | 64 | 45 | 52 | 51 | 123 | 63 | 159 | 151 | 59 | 238 | 43 |  |  |
| 10:30 PM | 29 | 41 | 49 | 52 | 34 | 52 | 61 | 111 | 53 | 151 | 153 | 68 | 145 | 39 |  |  |
| 10:45 PM | 47 | 32 | 46 | 29 | 38 | 41 | 45 | 87 | 53 | 164 | 131 | 37 | 128 | 31 |  |  |
| 11:00 PM | 44 | 28 | 45 | 52 | 24 | 29 | 33 | 76 | 65 | 127 | 123 | 60 | 109 | 40 |  |  |
| 11:15 PM | 43 | 19 | 34 | 34 | 17 | 33 | 56 | 57 | 66 | 121 | 109 | 49 | 76 | 32 |  |  |
| 11:30 PM | 31 | 23 | 33 | 23 | 21 | 27 | 24 | 60 | 42 | 99 | 82 | 48 | 62 | 26 |  |  |
| 11:45 PM | 39 | 27 | 34 | 15 | 23 | 24 | 25 | 51 | 41 | 94 | 106 | 30 | 58 | 20 |  |  |
|  | 6214 | 4088 | 8655 | 7408 | 7962 | 7589 | 7827 | 10146 | 8806 | 12969 | 12069 | 9893 | 14644 | 7879 | 5760 | 3978 |
|  | 10302 |  | 16063 |  | 15551 |  | 17973 |  | 21775 |  | 21962 |  | 22523 |  | 9738 |  |

Station: ATR\#2
Location: NJ 347 New Stage Road MP 4.0 City: Mauric River Twp, Cumberland Co.

|  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/16/2016 |  |  | 7/17/2016 |  |  |
|  | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 150 | 211 | 361 | 192 | 119 | 311 |
| 1:00 AM | 65 | 113 | 178 | 99 | 60 | 159 |
| 2:00 AM | 50 | 44 | 94 | 61 | 32 | 93 |
| 3:00 AM | 45 | 44 | 89 | 54 | 25 | 79 |
| 4:00 AM | 40 | 68 | 108 | 48 | 47 | 95 |
| 5:00 AM | 94 | 133 | 227 | 62 | 73 | 135 |
| 6:00 AM | 187 | 287 | 474 | 160 | 130 | 290 |
| 7:00 AM | 339 | 675 | 1014 | 300 | 227 | 527 |
| 8:00 AM | 577 | 939 | 1516 | 565 | 385 | 950 |
| 9:00 AM | 821 | 679 | 1500 | 824 | 613 | 1437 |
| 10:00 AM | 899 | 582 | 1481 | 1063 | 724 | 1787 |
| 11:00 AM | 848 | 612 | 1460 | 1033 | 661 | 1694 |
| 12:00 PM | 661 | 573 | 1234 | 868 | 831 | 1699 |
| 1:00 PM | 592 | 563 | 1155 | 765 | 718 | 1483 |
| 2:00 PM | 595 | 550 | 1145 | 984 | 660 | 1644 |
| 3:00 PM | 609 | 661 | 1270 | 964 | 540 | 1504 |
| 4:00 PM | 705 | 545 | 1250 | 894 | 390 | 1284 |
| 5:00 PM | 745 | 595 | 1340 | 920 | 366 | 1286 |
| 6:00 PM | 724 | 536 | 1260 | 931 | 286 | 1217 |
| 7:00 PM | 775 | 426 | 1201 | 956 | 272 | 1228 |
| 8:00 PM | 719 | 372 | 1091 | 944 | 257 | 1201 |
| 9:00 PM | 791 | 259 | 1050 | 891 | 193 | 1084 |
| 10:00 PM | 618 | 239 | 857 | 761 | 152 | 913 |
| 11:00 PM | 420 | 187 | 607 | 305 | 118 | 423 |

Station: ATR\#3 NB
City: Middle Twp, Cape May Co

|  | $\begin{gathered} \hline \text { Monday } \\ \hline 7 / 11 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Tuesday } \\ \hline 7 / 12 / 2016 \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline \text { Wednesday } \\ \hline 7 / 13 / 2016 \end{gathered}$ |  | $\begin{array}{\|c\|} \hline \text { Thursday } \\ \hline 7 / 14 / 2016 \end{array}$ |  | $\begin{gathered} \text { Friday } \\ \hline 7 / 15 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Saturday } \\ \hline 7 / 16 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Sunday } \\ \hline 7 / 17 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Monday } \\ \hline 7 / 18 / 2016 \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM |  |  | 81 | 34 | 62 | 34 | 73 | 47 | 77 | 28 | 111 | 53 | 99 | 51 | 67 | 38 |
| 12:15 AM |  |  | 48 | 24 | 74 | 22 | 82 | 25 | 99 | 23 | 101 | 35 | 108 | 39 | 88 | 22 |
| 12:30 AM |  |  | 43 | 23 | 53 | 19 | 63 | 21 | 82 | 24 | 84 | 38 | 119 | 43 | 48 | 20 |
| 12:45 AM |  |  | 47 | 14 | 37 | 15 | 41 | 17 | 54 | 24 | 68 | 22 | 82 | 30 | 38 | 13 |
| 01:00 AM |  |  | 35 | 8 | 35 | 8 | 37 | 12 | 35 | 11 | 65 | 22 | 77 | 20 | 39 | 9 |
| 01:15 AM |  |  | 29 | 14 | 23 | 10 | 35 | 10 | 29 | 16 | 39 | 20 | 63 | 23 | 18 | 6 |
| 01:30 AM |  |  | 20 | 5 | 26 | 14 | 28 | 11 | 23 | 17 | 31 | 21 | 50 | 15 | 35 | 9 |
| 01:45 AM |  |  | 20 | 10 | 12 | 10 | 21 | 10 | 31 | 25 | 43 | 13 | 26 | 11 | 19 | 13 |
| 02:00 AM |  |  | 23 | 10 | 19 | 11 | 12 | 6 | 34 | 17 | 28 | 19 | 37 | 11 | 18 | 11 |
| 02:15 AM |  |  | 15 | 6 | 14 | 8 | 16 | 8 | 18 | 12 | 28 | 18 | 32 | 14 | 21 | 3 |
| 02:30 AM |  |  | 11 | 4 | 13 | 5 | 10 | 5 | 12 | 4 | 23 | 14 | 25 | 8 | 19 | 15 |
| 02:45 AM |  |  | 13 | 8 | 9 | 12 | 15 | 6 | 15 | 10 | 20 | 14 | 26 | 12 | 21 | 5 |
| 03:00 AM |  |  | 14 | 5 | 6 | 12 | 17 | 10 | 18 | 8 | 27 | 9 | 18 | 6 | 14 | 10 |
| 03:15 AM |  |  | 9 | 16 | 10 | 9 | 6 | 8 | 19 | 23 | 31 | 20 | 19 | 16 | 17 | 13 |
| 03:30 AM |  |  | 12 | 11 | 13 | 7 | 12 | 13 | 11 | 9 | 12 | 17 | 15 | 13 | 24 | 16 |
| 03:45 AM |  |  | 20 | 7 | 14 | 12 | 15 | 9 | 21 | 14 | 27 | 13 | 33 | 12 | 14 | 13 |
| 04:00 AM |  |  | 15 | 16 | 11 | 7 | 10 | 9 | 14 | 12 | 16 | 13 | 27 | 13 | 11 | 16 |
| 04:15 AM |  |  | 11 | 17 | 11 | 21 | 13 | 19 | 11 | 30 | 16 | 13 | 14 | 11 | 12 | 17 |
| 04:30 AM |  |  | 13 | 28 | 12 | 28 | 19 | 22 | 16 | 22 | 15 | 19 | 11 | 17 | 20 | 29 |
| 04:45 AM |  |  | 21 | 20 | 16 | 27 | 15 | 22 | 27 | 29 | 18 | 24 | 19 | 18 | 26 | 30 |
| 05:00 AM |  |  | 24 | 12 | 28 | 24 | 20 | 18 | 18 | 33 | 14 | 14 | 7 | 23 | 21 | 28 |
| 05:15 AM |  |  | 22 | 40 | 19 | 30 | 20 | 32 | 28 | 53 | 16 | 35 | 25 | 27 | 30 | 50 |
| 05:30 AM |  |  | 25 | 54 | 25 | 58 | 35 | 63 | 28 | 62 | 27 | 54 | 23 | 42 | 53 | 61 |
| 05:45 AM |  |  | 39 | 64 | 32 | 53 | 24 | 49 | 46 | 73 | 35 | 41 | 24 | 39 | 48 | 60 |
| 06:00 AM |  |  | 45 | 75 | 39 | 57 | 37 | 56 | 55 | 77 | 40 | 50 | 35 | 37 | 45 | 70 |
| 06:15 AM |  |  | 44 | 67 | 62 | 85 | 53 | 76 | 66 | 109 | 55 | 73 | 41 | 45 | 50 | 99 |
| 06:30 AM |  |  | 72 | 122 | 75 | 95 | 60 | 116 | 95 | 135 | 61 | 87 | 48 | 76 | 76 | 117 |
| 06:45 AM |  |  | 97 | 139 | 82 | 133 | 82 | 117 | 107 | 192 | 85 | 111 | 65 | 88 | 96 | 126 |
| 07:00 AM |  |  | 91 | 111 | 93 | 139 | 85 | 143 | 110 | 144 | 69 | 95 | 57 | 92 | 88 | 141 |
| 07:15 AM |  |  | 128 | 145 | 112 | 166 | 111 | 166 | 143 | 170 | 115 | 110 | 95 | 71 | 114 | 166 |
| 07:30 AM |  |  | 125 | 209 | 146 | 214 | 135 | 218 | 157 | 201 | 119 | 158 | 77 | 99 | 146 | 202 |
| 07:45 AM |  |  | 157 | 210 | 147 | 199 | 144 | 205 | 200 | 245 | 169 | 176 | 99 | 118 | 177 | 208 |
| 08:00 AM |  |  | 136 | 206 | 150 | 222 | 162 | 182 | 188 | 213 | 196 | 166 | 137 | 118 | 121 | 198 |
| 08:15 AM |  |  | 175 | 232 | 169 | 206 | 157 | 248 | 213 | 259 | 182 | 229 | 135 | 162 | 172 | 228 |
| 08:30 AM |  |  | 183 | 188 | 177 | 218 | 170 | 180 | 195 | 230 | 147 | 220 | 138 | 170 | 198 | 232 |
| 08:45 AM |  |  | 171 | 226 | 185 | 223 | 176 | 223 | 217 | 247 | 212 | 230 | 155 | 177 | 199 | 223 |
| 09:00 AM | 215 | 190 | 199 | 211 | 195 | 180 | 204 | 165 | 241 | 240 | 217 | 240 | 190 | 190 | 200 | 192 |
| 09:15 AM | 227 | 208 | 207 | 211 | 208 | 195 | 187 | 220 | 255 | 212 | 220 | 266 | 194 | 226 | 216 | 202 |
| 09:30 AM | 235 | 215 | 205 | 204 | 228 | 207 | 218 | 213 | 267 | 234 | 273 | 282 | 180 | 228 | 244 | 238 |
| 09:45 AM | 245 | 218 | 201 | 192 | 226 | 221 | 212 | 207 | 270 | 257 | 248 | 299 | 202 | 247 | 219 | 220 |
| 10:00 AM | 243 | 230 | 196 | 207 | 211 | 235 | 232 | 218 | 277 | 241 | 263 | 283 | 208 | 248 |  |  |
| 10:15 AM | 259 | 239 | 203 | 207 | 243 | 222 | 242 | 227 | 248 | 237 | 271 | 249 | 228 | 254 |  |  |
| 10:30 AM | 235 | 234 | 283 | 238 | 225 | 252 | 255 | 244 | 269 | 265 | 261 | 283 | 249 | 244 |  |  |
| 10:45 AM | 269 | 259 | 211 | 198 | 233 | 204 | 284 | 237 | 280 | 283 | 248 | 302 | 242 | 259 |  |  |
| 11:00 AM | 257 | 254 | 268 | 202 | 257 | 209 | 236 | 244 | 248 | 286 | 268 | 278 | 222 | 278 |  |  |
| 11:15 AM | 272 | 298 | 249 | 205 | 275 | 241 | 244 | 240 | 267 | 272 | 254 | 261 | 219 | 273 |  |  |
| 11:30 AM | 256 | 263 | 237 | 254 | 244 | 239 | 234 | 287 | 251 | 253 | 259 | 280 | 251 | 260 |  |  |
| 11:45 AM | 273 | 254 | 221 | 250 | 273 | 257 | 249 | 258 | 255 | 277 | 226 | 270 | 272 | 236 |  |  |
| 12:00 PM | 248 | 252 | 237 | 247 | 242 | 261 | 257 | 259 | 245 | 269 | 240 | 256 | 218 | 253 |  |  |
| 12:15 PM | 269 | 272 | 233 | 273 | 255 | 225 | 238 | 232 | 288 | 261 | 243 | 272 | 237 | 274 |  |  |
| 12:30 PM | 259 | 264 | 233 | 228 | 239 | 241 | 240 | 229 | 249 | 284 | 271 | 257 | 229 | 272 |  |  |
| 12:45 PM | 259 | 223 | 254 | 239 | 238 | 265 | 246 | 245 | 287 | 264 | 234 | 279 | 247 | 270 |  |  |
| 01:00 PM | 265 | 259 | 257 | 261 | 249 | 265 | 265 | 247 | 293 | 274 | 280 | 266 | 246 | 261 |  |  |
| 01:15 PM | 236 | 262 | 265 | 254 | 283 | 257 | 240 | 232 | 269 | 237 | 271 | 223 | 204 | 248 |  |  |
| 01:30 PM | 266 | 265 | 290 | 238 | 232 | 217 | 260 | 249 | 277 | 262 | 246 | 222 | 199 | 224 |  |  |
| 01:45 PM | 249 | 256 | 235 | 214 | 259 | 232 | 218 | 259 | 253 | 248 | 246 | 246 | 217 | 220 |  |  |
| 02:00 PM | 257 | 236 | 273 | 230 | 263 | 234 | 233 | 237 | 268 | 265 | 254 | 261 | 240 | 237 |  |  |
| 02:15 PM | 265 | 263 | 253 | 249 | 249 | 251 | 257 | 218 | 260 | 265 | 275 | 264 | 239 | 227 |  |  |
| 02:30 PM | 276 | 252 | 251 | 222 | 294 | 231 | 257 | 226 | 291 | 233 | 271 | 256 | 212 | 193 |  |  |
| 02:45 PM | 278 | 227 | 246 | 217 | 288 | 218 | 277 | 223 | 287 | 225 | 219 | 249 | 229 | 223 |  |  |
| 03:00 PM | 261 | 239 | 249 | 231 | 278 | 217 | 276 | 209 | 273 | 240 | 273 | 266 | 247 | 218 |  |  |
| 03:15 PM | 290 | 227 | 228 | 224 | 252 | 228 | 273 | 229 | 285 | 242 | 227 | 271 | 246 | 239 |  |  |
| 03:30 PM | 260 | 227 | 290 | 196 | 263 | 210 | 257 | 230 | 311 | 258 | 302 | 244 | 269 | 219 |  |  |
| 03:45 PM | 282 | 214 | 261 | 226 | 260 | 216 | 237 | 231 | 286 | 230 | 275 | 245 | 245 | 211 |  |  |
| 04:00 PM | 272 | 235 | 270 | 246 | 250 | 219 | 273 | 209 | 273 | 253 | 289 | 258 | 248 | 205 |  |  |
| 04:15 PM | 285 | 232 | 297 | 227 | 296 | 216 | 261 | 221 | 300 | 233 | 245 | 200 | 225 | 178 |  |  |
| 04:30 PM | 280 | 228 | 284 | 214 | 251 | 240 | 273 | 200 | 287 | 249 | 277 | 200 | 229 | 177 |  |  |
| 04:45 PM | 299 | 242 | 264 | 205 | 303 | 237 | 303 | 197 | 300 | 265 | 262 | 240 | 279 | 220 |  |  |
| 05:00 PM | 303 | 238 | 279 | 211 | 268 | 218 | 293 | 217 | 269 | 247 | 281 | 232 | 252 | 192 |  |  |
| 05:15 PM | 290 | 210 | 273 | 205 | 256 | 241 | 240 | 215 | 288 | 208 | 286 | 236 | 236 | 173 |  |  |
| 05:30 PM | 262 | 222 | 234 | 197 | 229 | 218 | 239 | 220 | 246 | 232 | 212 | 211 | 238 | 176 |  |  |
| 05:45 PM | 236 | 214 | 261 | 194 | 207 | 205 | 245 | 189 | 241 | 234 | 253 | 212 | 225 | 208 |  |  |
| 06:00 PM | 242 | 212 | 225 | 184 | 210 | 221 | 229 | 204 | 264 | 238 | 278 | 221 | 234 | 181 |  |  |
| 06:15 PM | 226 | 204 | 228 | 182 | 209 | 193 | 243 | 186 | 234 | 234 | 215 | 206 | 236 | 176 |  |  |
| 06:30 PM | 201 | 163 | 242 | 172 | 185 | 198 | 260 | 190 | 246 | 237 | 236 | 224 | 236 | 219 |  |  |
| 06:45 PM | 212 | 201 | 194 | 194 | 212 | 226 | 208 | 179 | 204 | 185 | 224 | 258 | 219 | 200 |  |  |
| 07:00 PM | 226 | 194 | 200 | 161 | 184 | 174 | 204 | 200 | 225 | 187 | 253 | 219 | 218 | 160 |  |  |
| 07:15 PM | 202 | 171 | 187 | 162 | 205 | 179 | 214 | 172 | 204 | 193 | 245 | 251 | 160 | 176 |  |  |
| 07:30 PM | 201 | 173 | 192 | 158 | 211 | 151 | 199 | 168 | 187 | 180 | 239 | 207 | 218 | 164 |  |  |
| 07:45 PM | 198 | 152 | 168 | 157 | 209 | 135 | 162 | 162 | 215 | 182 | 209 | 204 | 196 | 160 |  |  |
| 08:00 PM | 157 | 151 | 191 | 150 | 167 | 124 | 220 | 187 | 186 | 183 | 207 | 195 | 177 | 170 |  |  |
| 08:15 PM | 174 | 162 | 173 | 164 | 201 | 127 | 200 | 153 | 174 | 197 | 228 | 191 | 167 | 164 |  |  |
| 08:30 PM | 146 | 160 | 171 | 126 | 182 | 148 | 201 | 183 | 192 | 192 | 214 | 204 | 155 | 185 |  |  |
| 08:45 PM | 191 | 162 | 146 | 146 | 190 | 152 | 198 | 180 | 167 | 198 | 199 | 210 | 220 | 192 |  |  |
| 09:00 PM | 174 | 148 | 170 | 161 | 186 | 146 | 171 | 163 | 192 | 231 | 163 | 186 | 179 | 166 |  |  |
| 09:15 PM | 133 | 129 | 139 | 145 | 189 | 172 | 174 | 147 | 193 | 212 | 269 | 201 | 186 | 136 |  |  |
| 09:30 PM | 138 | 103 | 166 | 120 | 146 | 113 | 188 | 127 | 191 | 192 | 241 | 184 | 156 | 125 |  |  |
| 09:45 PM | 137 | 109 | 119 | 118 | 141 | 114 | 164 | 106 | 161 | 170 | 207 | 144 | 132 | 110 |  |  |
| 10:00 PM | 179 | 86 | 133 | 108 | 148 | 79 | 173 | 104 | 142 | 119 | 177 | 107 | 128 | 92 |  |  |
| 10:15 PM | 157 | 64 | 142 | 88 | 163 | 74 | 161 | 99 | 175 | 119 | 198 | 110 | 133 | 79 |  |  |
| 10:30 PM | 140 | 79 | 116 | 68 | 148 | 59 | 208 | 74 | 208 | 99 | 157 | 117 | 140 | 72 |  |  |
| 10:45 PM | 126 | 66 | 115 | 71 | 138 | 89 | 162 | 83 | 208 | 105 | 179 | 97 | 125 | 70 |  |  |
| 11:00 PM | 143 | 46 | 95 | 55 | 107 | 64 | 132 | 67 | 180 | 77 | 158 | 79 | 138 | 58 |  |  |
| 11:15 PM | 100 | 43 | 101 | 57 | 103 | 37 | 142 | 60 | 174 | 69 | 184 | 71 | 114 | 51 |  |  |
| 11:30 PM | 90 | 42 | 78 | 46 | 74 | 40 | 109 | 48 | 156 | 71 | 153 | 73 | 95 | 59 |  |  |
| 11:45 PM | 68 | 50 | 68 | 54 | 64 | 52 | 97 | 34 | 135 | 51 | 113 | 70 | 71 | 45 |  |  |
|  | ${ }_{25085} 13394{ }^{11691}$ |  | 14690 | 13454 | 15005 | 13704 | 15385 | 13841 | 16879 | 15757 | 16531 | 15454 | 14407 | 13238 | 3082 |  |
|  |  |  | 28144 |  | 28709 |  | 29226 |  | 32636 |  | 31985 |  | 27645 |  | ${ }_{6451}{ }^{3369}$ |  |

Station: ATR\#3 NB
Location: NJ 47 MP 3.5
City: Middle Twp, Cape May Co.

|  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/16/2016 |  |  | 7/17/2016 |  |  |
|  | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 364 | 148 | 512 | 408 | 163 | 571 |
| 1:00 AM | 178 | 76 | 254 | 216 | 69 | 285 |
| 2:00 AM | 99 | 65 | 164 | 120 | 45 | 165 |
| 3:00 AM | 97 | 59 | 156 | 85 | 47 | 132 |
| 4:00 AM | 65 | 69 | 134 | 71 | 59 | 130 |
| 5:00 AM | 92 | 144 | 236 | 79 | 131 | 210 |
| 6:00 AM | 241 | 321 | 562 | 189 | 246 | 435 |
| 7:00 AM | 472 | 539 | 1011 | 328 | 380 | 708 |
| 8:00 AM | 737 | 845 | 1582 | 565 | 627 | 1192 |
| 9:00 AM | 958 | 1087 | 2045 | 766 | 891 | 1657 |
| 10:00 AM | 1043 | 1117 | 2160 | 927 | 1005 | 1932 |
| 11:00 AM | 1007 | 1089 | 2096 | 964 | 1047 | 2011 |
| 12:00 PM | 988 | 1064 | 2052 | 931 | 1069 | 2000 |
| 1:00 PM | 1043 | 957 | 2000 | 866 | 953 | 1819 |
| 2:00 PM | 1019 | 1030 | 2049 | 920 | 880 | 1800 |
| 3:00 PM | 1077 | 1026 | 2103 | 1007 | 887 | 1894 |
| 4:00 PM | 1073 | 898 | 1971 | 981 | 780 | 1761 |
| 5:00 PM | 1032 | 891 | 1923 | 951 | 749 | 1700 |
| 6:00 PM | 953 | 909 | 1862 | 925 | 776 | 1701 |
| 7:00 PM | 946 | 881 | 1827 | 792 | 660 | 1452 |
| 8:00 PM | 848 | 800 | 1648 | 719 | 711 | 1430 |
| 9:00 PM | 880 | 715 | 1595 | 653 | 537 | 1190 |
| 10:00 PM | 711 | 431 | 1142 | 526 | 313 | 839 |
| 11:00 PM | 608 | 293 | 901 | 418 | 213 | 631 |

Station: ATR\# 4
Location: NJ 47 MP 100
City: Middle Twp, Cape May Co


Station: ATR\# 4
Location: NJ 47 MP 10.0
City: Middle Twp, Cape May Co

|  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/16/2016 |  |  | 7/17/2016 |  |  |
|  | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 101 | 152 | 253 | 115 | 80 | 195 |
| 1:00 AM | 54 | 83 | 137 | 60 | 47 | 107 |
| 2:00 AM | 25 | 33 | 58 | 49 | 30 | 79 |
| 3:00 AM | 20 | 23 | 43 | 35 | 24 | 59 |
| 4:00 AM | 41 | 37 | 78 | 31 | 8 | 39 |
| 5:00 AM | 64 | 64 | 128 | 62 | 35 | 97 |
| 6:00 AM | 146 | 184 | 330 | 130 | 77 | 207 |
| 7:00 AM | 233 | 314 | 547 | 216 | 167 | 383 |
| 8:00 AM | 330 | 540 | 870 | 403 | 280 | 683 |
| 9:00 AM | 487 | 581 | 1068 | 586 | 392 | 978 |
| 10:00 AM | 568 | 555 | 1123 | 625 | 415 | 1040 |
| 11:00 AM | 484 | 519 | 1003 | 688 | 411 | 1099 |
| 12:00 PM | 418 | 623 | 1041 | 562 | 557 | 1119 |
| 1:00 PM | 412 | 575 | 987 | 532 | 526 | 1058 |
| 2:00 PM | 440 | 608 | 1048 | 543 | 449 | 992 |
| 3:00 PM | 387 | 584 | 971 | 575 | 393 | 968 |
| 4:00 PM | 458 | 551 | 1009 | 528 | 350 | 878 |
| 5:00 PM | 466 | 502 | 968 | 573 | 281 | 854 |
| 6:00 PM | 488 | 372 | 860 | 541 | 268 | 809 |
| 7:00 PM | 453 | 316 | 769 | 507 | 259 | 766 |
| 8:00 PM | 426 | 292 | 718 | 509 | 205 | 714 |
| 9:00 PM | 450 | 189 | 639 | 498 | 146 | 644 |
| 10:00 PM | 341 | 203 | 544 | 262 | 145 | 407 |
| 11:00 PM | 223 | 131 | 354 | 168 | 76 | 244 |

Station: ATR\# 5
Location: NJ 47 MP 20.0
City: Dennis Twp, Cape May Co

|  | $\begin{gathered} \hline \text { Monday } \\ \hline 7 / 11 / 2016 \\ \hline \end{gathered}$ |  | $\begin{array}{c\|} \hline \text { Tuesday } \\ \hline 7 / 12 / 2016 \end{array}$ |  | $\begin{gathered} \hline \text { Wednesday } \\ \hline 7 / 13 / 2016 \end{gathered}$ |  | $\begin{aligned} & \text { Thursday } \\ & \hline 7 / 14 / 2016 \end{aligned}$ |  | $\begin{gathered} \hline \text { Friday } \\ \hline 7 / 15 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Saturday } \\ \hline 7 / 16 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Sunday } \\ \hline 7 / 17 / 2016 \end{gathered}$ |  | $\begin{gathered} \hline \text { Monday } \\ \hline 7 / 18 / 2016 \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM |  |  | 10 | 14 | 24 | 20 | 13 | 20 | 17 | 21 | 22 | 49 | 29 | 20 | 27 | 21 |
| 12:15 AM |  |  | 15 | 18 | 7 | 21 | 8 | 8 | 13 | 26 | 15 | 31 | 31 | 23 | 11 | 15 |
| 12:30 AM |  |  | 10 | 12 | 12 | 24 | 4 | 9 | 13 | 24 | 17 | 29 | 21 | 15 | 22 | 12 |
| 12:45 AM |  |  | 7 | 8 | 6 | 23 | 6 | 5 | 6 | 20 | 24 | 29 | 30 | 13 | 11 | 9 |
| 01:00 AM |  |  | 5 | 5 | 7 | 10 | 14 | 2 | 14 | 26 | 8 | 22 | 12 | 12 | 15 | 15 |
| 01:15 AM |  |  | 15 | 12 | 8 | 19 | 5 | 6 | 6 | 15 | 9 | 6 | 19 | 4 | 14 | 7 |
| 01:30 AM |  |  | 10 | 9 | 12 | 9 | 13 | 11 | 12 | 24 | 17 | 19 | 22 | 12 | 12 | 11 |
| 01:45 AM |  |  | 10 | 12 | 6 | 5 | 5 | 4 | 4 | 20 | 14 | 7 | 18 | 8 | 12 | 9 |
| 02:00 AM |  |  | 8 | 9 | 10 | 7 | 4 | 14 | 10 | 28 | 14 | 14 | 20 | 10 | 18 | 7 |
| 02:15 AM |  |  | 12 | 8 | 8 | 4 | 12 | 8 | 11 | 16 | 12 | 11 | 12 | 7 | 28 | 7 |
| 02:30 AM |  |  | 15 | 7 | 6 | 15 | 9 | 8 | 14 | 14 | 18 | 19 | 15 | 5 | 22 | 9 |
| 02:45 AM |  |  | 11 | 10 | 19 | 8 | 13 | 12 | 17 | 15 | 9 | 8 | 9 | 7 | 24 | 5 |
| 03:00 AM |  |  | 16 | 5 | 18 | 9 | 13 | 5 | 7 | 13 | 6 | 22 | 19 | 9 | 36 | 12 |
| 03:15 AM |  |  | 20 | 11 | 23 | 10 | 21 | 9 | 22 | 17 | 17 | 13 | 13 | 11 | 69 | 6 |
| 03:30 AM |  |  | 32 | 14 | 33 | 15 | 37 | 15 | 19 | 23 | 17 | 14 | 17 | 11 | 61 | 16 |
| 03:45 AM |  |  | 40 | 20 | 52 | 16 | 31 | 22 | 32 | 20 | 16 | 35 | 12 | 20 | 94 | 10 |
| 04:00 AM |  |  | 43 | 20 | 32 | 19 | 36 | 19 | 35 | 19 | 28 | 25 | 17 | 18 | 124 | 29 |
| 04:15 AM |  |  | 69 | 37 | 57 | 30 | 49 | 40 | 56 | 33 | 40 | 41 | 24 | 20 | 149 | 30 |
| 04:30 AM |  |  | 87 | 35 | 69 | 35 | 78 | 30 | 77 | 44 | 35 | 46 | 33 | 33 | 169 | 35 |
| 04:45 AM |  |  | 66 | 49 | 66 | 38 | 54 | 56 | 54 | 65 | 39 | 57 | 42 | 25 | 200 | 36 |
| 05:00 AM |  |  | 95 | 75 | 79 | 61 | 63 | 73 | 63 | 66 | 32 | 75 | 32 | 51 | 195 | 80 |
| 05:15 AM |  |  | 92 | 102 | 72 | 90 | 106 | 108 | 105 | 101 | 58 | 80 | 46 | 36 | 242 | 92 |
| 05:30 AM |  |  | 100 | 117 | 78 | 134 | 86 | 121 | 86 | 152 | 76 | 113 | 54 | 61 | 215 | 136 |
| 05:45 AM |  |  | 97 | 128 | 92 | 112 | 82 | 141 | 89 | 120 | 71 | 97 | 68 | 44 | 232 | 97 |
| 06:00 AM |  |  | 104 | 144 | 94 | 154 | 79 | 165 | 66 | 158 | 88 | 173 | 73 | 59 | 193 | 116 |
| 06:15 AM |  |  | 115 | 154 | 107 | 194 | 110 | 162 | 85 | 193 | 88 | 166 | 95 | 62 | 211 | 150 |
| 06:30 AM |  |  | 124 | 194 | 113 | 206 | 108 | 183 | 76 | 197 | 117 | 242 | 112 | 94 | 183 | 181 |
| 06:45 AM |  |  | 104 | 126 | 105 | 122 | 124 | 130 | 81 | 176 | 122 | 300 | 119 | 89 | 149 | 144 |
| 07:00 AM |  |  | 110 | 151 | 111 | 175 | 96 | 130 | 82 | 170 | 149 | 277 | 121 | 95 | 167 | 125 |
| 07:15 AM |  |  | 128 | 145 | 129 | 167 | 104 | 130 | 136 | 168 | 226 | 246 | 172 | 134 | 182 | 144 |
| 07:30 AM |  |  | 127 | 146 | 117 | 149 | 125 | 137 | 121 | 180 | 195 | 240 | 162 | 141 | 148 | 155 |
| 07:45 AM |  |  | 136 | 136 | 137 | 111 | 110 | 137 | 114 | 168 | 183 | 257 | 217 | 139 | 205 | 110 |
| 08:00 AM |  |  | 137 | 126 | 119 | 133 | 102 | 131 | 113 | 184 | 195 | 246 | 234 | 142 | 207 | 147 |
| 08:15 AM |  |  | 172 | 132 | 156 | 152 | 153 | 141 | 99 | 229 | 248 | 228 | 225 | 211 | 164 | 136 |
| 08:30 AM |  |  | 147 | 154 | 157 | 131 | 143 | 135 | 159 | 222 | 238 | 238 | 269 | 205 | 140 | 156 |
| 08:45 AM |  |  | 143 | 130 | 133 | 176 | 146 | 128 | 154 | 234 | 270 | 228 | 256 | 197 | 147 | 130 |
| 09:00 AM |  |  | 168 | 154 | 131 | 179 | 143 | 172 | 150 | 216 | 265 | 221 | 317 | 256 | 171 | 158 |
| 09:15 AM |  |  | 149 | 179 | 161 | 164 | 153 | 159 | 196 | 324 | 255 | 234 | 295 | 260 | 143 | 173 |
| 09:30 AM | 218 | 179 | 154 | 169 | 140 | 194 | 128 | 200 | 140 | 273 | 240 | 197 | 302 | 209 | 149 | 171 |
| 09:45 AM | 211 | 237 | 158 | 209 | 163 | 240 | 160 | 214 | 141 | 270 | 218 | 210 | 294 | 195 | 152 | 215 |
| 10:00 AM | 188 | 200 | 142 | 238 | 118 | 187 | 164 | 197 | 196 | 255 | 227 | 230 | 281 | 198 | 144 | 227 |
| 10:15 AM | 202 | 230 | 173 | 185 | 131 | 211 | 152 | 233 | 174 | 253 | 225 | 219 | 281 | 142 | 179 | 191 |
| 10:30 AM | 172 | 224 | 137 | 205 | 167 | 199 | 152 | 105 | 157 | 255 | 227 | 210 | 297 | 238 | 141 | 198 |
| 10:45 AM | 226 | 134 | 162 | 146 | 150 | 175 | 144 | 0 | 195 | 257 | 234 | 204 | 293 | 248 | 165 | 140 |
| 11:00 AM | 200 | 68 | 176 | 180 | 117 | 181 | 54 | 258 | 137 | 246 | 202 | 229 | 268 | 251 | 183 | 176 |
| 11:15 AM | 192 | 118 | 142 | 182 | 133 | 168 | 101 | 170 | 130 | 231 | 160 | 193 | 249 | 264 | 142 | 177 |
| 11:30 AM | 185 | 132 | 124 | 194 | 147 | 168 | 207 | 137 | 172 | 260 | 158 | 226 | 260 | 258 | 119 | 201 |
| 11:45 AM | 183 | 156 | 140 | 175 | 132 | 174 | 125 | 191 | 136 | 244 | 163 | 209 | 256 | 267 | 143 | 179 |
| 12:00 PM | 181 | 228 | 154 | 161 | 141 | 168 | 127 | 214 | 145 | 236 | 146 | 206 | 226 | 215 |  |  |
| 12:15 PM | 198 | 219 | 162 | 136 | 144 | 190 | 149 | 213 | 176 | 257 | 162 | 219 | 232 | 224 |  |  |
| 12:30 PM | 199 | 211 | 159 | 180 | 151 | 182 | 137 | 199 | 156 | 265 | 200 | 221 | 263 | 244 |  |  |
| 12:45 PM | 222 | 218 | 155 | 182 | 163 | 170 | 147 | 188 | 170 | 233 | 178 | 188 | 236 | 237 |  |  |
| 01:00 PM | 152 | 182 | 195 | 149 | 171 | 152 | 130 | 221 | 166 | 252 | 176 | 226 | 261 | 220 |  |  |
| 01:15 PM | 175 | 168 | 187 | 166 | 177 | 144 | 133 | 213 | 128 | 257 | 136 | 219 | 297 | 227 |  |  |
| 01:30 PM | 187 | 164 | 189 | 137 | 184 | 170 | 150 | 215 | 157 | 274 | 169 | 238 | 284 | 207 |  |  |
| 01:45 PM | 218 | 168 | 163 | 180 | 196 | 144 | 188 | 207 | 178 | 261 | 184 | 210 | 288 | 214 |  |  |
| 02:00 PM | 196 | 142 | 191 | 139 | 197 | 113 | 168 | 229 | 214 | 246 | 193 | 189 | 293 | 186 |  |  |
| 02:15 PM | 187 | 137 | 192 | 127 | 190 | 178 | 206 | 192 | 217 | 252 | 191 | 214 | 271 | 198 |  |  |
| 02:30 PM | 175 | 169 | 181 | 152 | 196 | 195 | 172 | 225 | 225 | 230 | 138 | 249 | 282 | 174 |  |  |
| 02:45 PM | 214 | 174 | 197 | 139 | 186 | 179 | 193 | 179 | 210 | 219 | 163 | 238 | 258 | 173 |  |  |
| 03:00 PM | 203 | 153 | 189 | 147 | 185 | 166 | 184 | 174 | 173 | 250 | 180 | 218 | 285 | 154 |  |  |
| 03:15 PM | 215 | 118 | 180 | 134 | 202 | 141 | 171 | 169 | 190 | 254 | 180 | 246 | 255 | 124 |  |  |
| 03:30 PM | 185 | 134 | 215 | 113 | 194 | 157 | 185 | 209 | 204 | 228 | 224 | 251 | 294 | 112 |  |  |
| 03:45 PM | 186 | 141 | 219 | 137 | 216 | 130 | 182 | 171 | 233 | 226 | 220 | 260 | 277 | 133 |  |  |
| 04:00 PM | 216 | 131 | 236 | 130 | 236 | 108 | 186 | 215 | 200 | 260 | 235 | 190 | 276 | 114 |  |  |
| 04:15 PM | 253 | 130 | 189 | 153 | 167 | 136 | 193 | 194 | 191 | 278 | 205 | 184 | 307 | 111 |  |  |
| 04:30 PM | 201 | 136 | 169 | 148 | 141 | 153 | 179 | 222 | 175 | 271 | 209 | 179 | 297 | 105 |  |  |
| 04:45 PM | 206 | 112 | 170 | 124 | 150 | 125 | 164 | 192 | 187 | 261 | 210 | 185 | 270 | 141 |  |  |
| 05:00 PM | 196 | 108 | 159 | 131 | 126 | 118 | 167 | 203 | 144 | 256 | 206 | 204 | 279 | 110 |  |  |
| 05:15 PM | 212 | 115 | 118 | 136 | 109 | 130 | 145 | 192 | 154 | 295 | 210 | 168 | 260 | 124 |  |  |
| 05:30 PM | 196 | 83 | 156 | 122 | 118 | 103 | 130 | 220 | 199 | 222 | 200 | 181 | 252 | 107 |  |  |
| 05:45 PM | 174 | 104 | 166 | 111 | 126 | 115 | 135 | 215 | 178 | 258 | 189 | 146 | 288 | 90 |  |  |
| 06:00 PM | 159 | 84 | 166 | 99 | 101 | 101 | 117 | 196 | 129 | 270 | 177 | 152 | 269 | 98 |  |  |
| 06:15 PM | 185 | 86 | 129 | 105 | 97 | 122 | 107 | 171 | 182 | 243 | 188 | 132 | 277 | 101 |  |  |
| 06:30 PM | 175 | 76 | 145 | 86 | 87 | 72 | 129 | 184 | 104 | 290 | 263 | 121 | 310 | 83 |  |  |
| 06:45 PM | 161 | 58 | 106 | 100 | 78 | 98 | 114 | 209 | 136 | 270 | 201 | 145 | 259 | 88 |  |  |
| 07:00 PM | 153 | 94 | 95 | 92 | 86 | 103 | 97 | 191 | 107 | 272 | 193 | 132 | 280 | 88 |  |  |
| 07:15 PM | 162 | 81 | 113 | 62 | 75 | 97 | 103 | 190 | 92 | 263 | 240 | 123 | 276 | 90 |  |  |
| 07:30 PM | 136 | 67 | 106 | 87 | 78 | 81 | 106 | 183 | 128 | 256 | 190 | 112 | 292 | 59 |  |  |
| 07:45 PM | 104 | 68 | 103 | 89 | 68 | 98 | 89 | 186 | 104 | 246 | 186 | 128 | 270 | 55 |  |  |
| 08:00 PM | 101 | 49 | 96 | 73 | 82 | 86 | 106 | 186 | 111 | 262 | 217 | 103 | 251 | 67 |  |  |
| 08:15 PM | 107 | 60 | 101 | 69 | 87 | 94 | 99 | 173 | 143 | 227 | 217 | 72 | 244 | 64 |  |  |
| 08:30 PM | 81 | 56 | 126 | 73 | 67 | 94 | 66 | 192 | 132 | 208 | 234 | 94 | 282 | 66 |  |  |
| 08:45 PM | 85 | 52 | 60 | 86 | 66 | 80 | 88 | 196 | 90 | 213 | 201 | 101 | 289 | 78 |  |  |
| 09:00 PM | 71 | 61 | 63 | 73 | 56 | 76 | 68 | 169 | 84 | 227 | 159 | 120 | 234 | 114 |  |  |
| 09:15 PM | 60 | 50 | 58 | 74 | 43 | 75 | 70 | 140 | 48 | 215 | 210 | 56 | 174 | 79 |  |  |
| 09:30 PM | 52 | 40 | 48 | 68 | 62 | 52 | 74 | 131 | 68 | 180 | 120 | 102 | 140 | 51 |  |  |
| 09:45 PM | 50 | 47 | 65 | 40 | 36 | 61 | 51 | 80 | 86 | 176 | 145 | 60 | 135 | 36 |  |  |
| 10:00 PM | 46 | 31 | 46 | 47 | 30 | 36 | 46 | 101 | 122 | 99 | 127 | 78 | 95 | 43 |  |  |
| 10:15 PM | 51 | 23 | 48 | 44 | 34 | 35 | 52 | 64 | 71 | 147 | 109 | 57 | 66 | 51 |  |  |
| 10:30 PM | 39 | 26 | 36 | 24 | 25 | 31 | 38 | 67 | 51 | 114 | 84 | 65 | 60 | 36 |  |  |
| 10:45 PM | 25 | 29 | 33 | 23 | 20 | 26 | 23 | 67 | 62 | 109 | 101 | 41 | 63 | 22 |  |  |
| 11:00 PM | 35 | 28 | 9 | 23 | 16 | 22 | 33 | 39 | 52 | 83 | 53 | 59 | 51 | 36 |  |  |
| 11:15 PM | 16 | 23 | 22 | 22 | 18 | 30 | 17 | 56 | 39 | 66 | 57 | 30 | 45 | 30 |  |  |
| 11:30 PM | 21 | 24 | 19 | 20 | 7 | 20 | 16 | 36 | 37 | 56 | 47 | 31 | 35 | 17 |  |  |
| 11:45 PM | 10 | 21 | 14 | 23 | 15 | 25 | 22 | 30 | 26 | 38 | 32 | 23 | 28 | 11 |  |  |
|  | 8809 | 6557 | 10355 | 9627 | 9364 | 10026 | 9497 | 12599 | 10566 | 16856 | 13562 | 13451 | 17019 | 10236 | 5929 | 4606 |
|  | 15366 |  | 19982 |  | 19390 |  | 22096 |  | 27422 |  | 27013 |  | 27255 |  | 10535 |  |

Station: ATR\# 5
Location: NJ 47 MP 20.0
City: Dennis Twp, Cape May Co

|  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/16/2016 |  |  | 7/17/2016 |  |  |
|  | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 78 | 138 | 216 | 111 | 71 | 182 |
| 1:00 AM | 48 | 54 | 102 | 71 | 36 | 107 |
| 2:00 AM | 53 | 52 | 105 | 56 | 29 | 85 |
| 3:00 AM | 56 | 84 | 140 | 61 | 51 | 112 |
| 4:00 AM | 142 | 169 | 311 | 116 | 96 | 212 |
| 5:00 AM | 237 | 365 | 602 | 200 | 192 | 392 |
| 6:00 AM | 415 | 881 | 1296 | 399 | 304 | 703 |
| 7:00 AM | 753 | 1020 | 1773 | 672 | 509 | 1181 |
| 8:00 AM | 951 | 940 | 1891 | 984 | 755 | 1739 |
| 9:00 AM | 978 | 862 | 1840 | 1208 | 920 | 2128 |
| 10:00 AM | 913 | 863 | 1776 | 1152 | 826 | 1978 |
| 11:00 AM | 683 | 857 | 1540 | 1033 | 1040 | 2073 |
| 12:00 PM | 686 | 834 | 1520 | 957 | 920 | 1877 |
| 1:00 PM | 665 | 893 | 1558 | 1130 | 868 | 1998 |
| 2:00 PM | 685 | 890 | 1575 | 1104 | 731 | 1835 |
| 3:00 PM | 804 | 975 | 1779 | 1111 | 523 | 1634 |
| 4:00 PM | 859 | 738 | 1597 | 1150 | 471 | 1621 |
| 5:00 PM | 805 | 699 | 1504 | 1079 | 431 | 1510 |
| 6:00 PM | 829 | 550 | 1379 | 1115 | 370 | 1485 |
| 7:00 PM | 809 | 495 | 1304 | 1118 | 292 | 1410 |
| 8:00 PM | 869 | 370 | 1239 | 1066 | 275 | 1341 |
| 9:00 PM | 634 | 338 | 972 | 683 | 280 | 963 |
| 10:00 PM | 421 | 241 | 662 | 284 | 152 | 436 |
| 11:00 PM | 189 | 143 | 332 | 159 | 94 | 253 |

Station: ATR\#6
Location: NJ 47 MP 31.8
City: Maurice River Twp, Cumberland Co

|  | $\begin{gathered} \hline \text { Monday } \\ \hline 7 / 11 / 2016 \\ \hline \end{gathered}$ |  | Tuesday |  | Wednesday |  | Thursday |  | Friday |  | Saturday |  | Sunday |  | Monday |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 7/13/2016 |  | 7/14/2016 |  | 7/15/2016 |  | 7/16/2016 |  | 7/17/2016 |  | 7/18/2016 |  |
|  | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM |  |  | 2 | 6 | 6 | 18 | 5 | 8 | 5 | 12 | 13 | 18 | 15 | 17 | 7 | 14 |
| 12:15 AM |  |  | 6 | 6 | 5 | 4 | 6 | 10 | 5 | 9 | 9 | 13 | 10 | 8 | 6 | 7 |
| 12:30 AM |  |  | 8 | 13 | 7 | 4 | 2 | 4 | 3 | 7 | 7 | 13 | 4 | 13 | 4 | 5 |
| 12:45 AM |  |  | 5 | 3 | 4 | 7 | 3 | 7 | 0 | 3 | 9 | 8 | 4 | 7 | 3 |  |
| 01:00 AM |  |  | 2 | 3 | 2 | 4 | 1 | 0 | 7 | 14 | 5 | 15 | 13 | 4 | 10 | 4 |
| 01:15 AM |  |  | 3 | 6 | 4 | 1 | 1 | 1 | 0 | 8 | 2 | 6 | 4 | 6 | 2 | 2 |
| 01:30 AM |  |  | 0 | 1 | 1 | 7 | 3 | 0 | 5 | 3 | 5 | 7 | 2 | 7 | 3 | 1 |
| 01:45 AM |  |  | 0 | 5 | 2 | 2 | 1 | 2 | 5 | 4 | 6 | 5 | 5 | 5 | 3 | 2 |
| 02:00 AM |  |  | 3 | 3 | 1 | 6 | 0 | 3 | 5 | 4 | 1 | 6 | 3 | 3 | 2 | 3 |
| 02:15 AM |  |  | 3 | 3 | 0 | 10 | 1 | 2 | 6 | 1 | 0 | 7 | 1 | 2 | 2 | 4 |
| 02:30 AM |  |  | 2 | 6 | 2 | 1 | 0 | 2 | 2 | 3 | 3 | 6 | 2 |  | 1 | 4 |
| 02:45 AM |  |  | 0 | 3 | 2 | 2 | 2 | 1 | 2 | 5 | 6 | 5 | 3 | 6 | 3 | 5 |
| 03:00 AM |  |  | 2 | 4 | 7 | 2 | 1 | 2 | 1 | 8 | 4 | 5 | 8 |  | 0 | 7 |
| 03:15 AM |  |  | 2 | 1 | 2 | 3 | 5 | 3 | 1 | 3 | 2 | 2 | 3 | 0 | 1 | 0 |
| 03:30 AM |  |  | 1 | 6 | 4 | 3 | 3 | 5 | 5 | 5 | 2 | 4 | 2 | , | 5 | 2 |
| 03:45 AM |  |  | 4 | 5 | 1 | 6 | 4 | 5 | 2 | 5 | 0 | 2 | 1 |  | 3 | 5 |
| 04:00 AM |  |  | 3 | 8 | 2 | 3 | 4 | 3 | 4 | 1 | 4 | 2 | 3 | 5 | 7 | 2 |
| 04:15 AM |  |  | 7 | 4 | 6 | 3 | 6 | 3 | 4 | 8 | 4 | 8 | 1 | 4 | 10 | 5 |
| 04:30 AM |  |  | 8 | 7 | 11 | 12 | 5 | 8 | 13 | 10 | 2 | 9 | 5 | 3 | 9 | 7 |
| 04:45 AM |  |  | 14 | 14 | 6 | 13 | 9 | 19 | 12 | 17 | 7 | 2 | 9 | 8 | 16 | 15 |
| 05:00 AM |  |  | 13 | 17 | 12 | 12 | 12 | 22 | 11 | 21 | 5 | 19 | 7 | 11 | 20 | 13 |
| 05:15 AM |  |  | 26 | 24 | 27 | 36 | 25 | 41 | 25 | 34 | 11 | 27 | 11 | 22 | 24 | 31 |
| 05:30 AM |  |  | 26 | 85 | 25 | 63 | 35 | 64 | 29 | 80 | 12 | 60 | 11 | 62 | 29 | 64 |
| 05:45 AM |  |  | 46 | 61 | 46 | 68 | 40 | 66 | 48 | 61 | 31 | 55 | 28 | 51 | 44 | 63 |
| 06:00 AM |  |  | 71 | 32 | 56 | 32 | 55 | 28 | 44 | 40 | 47 | 22 | 51 | 17 | 61 | 30 |
| 06:15 AM |  |  | 32 | 47 | 37 | 48 | 27 | 47 | 30 | 42 | 21 | 36 | 11 | 15 | 29 | 51 |
| 06:30 AM |  |  | 45 | 70 | 44 | 74 | 43 | 60 | 38 | 65 | 28 | 35 | 14 | 30 | 46 | 62 |
| 06:45 AM |  |  | 34 | 101 | 34 | 96 | 33 | 97 | 38 | 109 | 27 | 53 | 15 | 37 | 41 | 93 |
| 07:00 AM |  |  | 50 | 57 | 45 | 65 | 36 | 64 | 37 | 50 | 20 | 56 | 10 | 34 | 46 | 45 |
| 07:15 AM |  |  | 41 | 52 | 34 | 60 | 45 | 67 | 34 | 58 | 31 | 55 | 28 | 25 | 44 | 65 |
| 07:30 AM |  |  | 51 | 78 | 46 | 63 | 53 | 71 | 46 | 80 | 30 | 79 | 18 | 41 | 58 | 59 |
| 07:45 AM |  |  | 41 | 73 | 42 | 93 | 33 | 62 | 56 | 80 | 32 | 99 | 31 | 37 | 47 | 81 |
| 08:00 AM |  |  | 36 | 68 | 33 | 65 | 30 | 62 | 40 | 57 | 35 | 103 | 19 | 58 | 41 | 55 |
| 08:15 AM |  |  | 38 | 72 | 33 | 56 | 38 | 53 | 47 | 72 | 37 | 83 | 30 | 54 | 42 | 73 |
| 08:30 AM |  |  | 37 | 62 | 38 | 57 | 44 | 60 | 41 | 64 | 43 | 104 | 36 | 51 | 35 | 62 |
| 08:45 AM |  |  | 33 | 47 | 49 | 54 | 50 | 59 | 40 | 57 | 43 | 104 | 51 | 49 | 33 | 46 |
| 09:00 AM |  |  | 39 | 45 | 39 | 49 | 45 | 51 | 43 | 64 | 39 | 114 | 43 | 66 | 37 | 46 |
| 09:15 AM |  |  | 56 | 50 | 40 | 59 | 35 | 45 | 54 | 67 | 50 | 112 | 50 | 53 | 57 | 52 |
| 09:30 AM |  |  | 42 | 52 | 48 | 62 | 43 | 58 | 51 | 78 | 64 | 88 | 68 | 66 | 43 | 54 |
| 09:45 AM |  |  | 49 | 61 | 46 | 72 | 41 | 59 | 46 | 67 | 59 | 89 | 56 | 67 | 47 | 62 |
| 10:00 AM |  |  | 37 | 62 | 40 | 51 | 52 | 49 | 51 | 94 | 80 | 108 | 54 | 91 | 36 | 63 |
| 10:15 AM |  |  | 62 | 62 | 59 | 50 | 47 | 51 | 44 | 65 | 58 | 126 | 68 | 62 | 64 | 64 |
| 10:30 AM |  |  | 51 | 79 | 55 | 63 | 37 | 58 | 40 | 96 | 57 | 127 | 61 | 71 | 49 | 78 |
| 10:45 AM |  |  | 58 | 65 | 36 | 73 | 48 | 76 | 58 | 89 | 52 | 152 | 88 | 70 | 57 | 67 |
| 11:00 AM |  |  | 61 | 61 | 55 | 63 | 72 | 70 | 42 | 85 | 92 | 204 | 76 | 92 | 61 | 62 |
| 11:15 AM | 36 | 71 | 44 | 68 | 53 | 82 | 43 | 89 | 48 | 92 | 59 | 155 | 65 | 68 | 43 | 69 |
| 11:30 AM | 57 | 65 | 47 | 50 | 53 | 67 | 72 | 58 | 48 | 118 | 60 | 135 | 69 | 87 | 49 | 50 |
| 11:45 AM | 46 | 80 | 54 | 65 | 44 | 48 | 49 | 62 | 52 | 96 | 91 | 148 | 71 | 94 | 52 | 65 |
| 12:00 PM | 77 | 74 | 52 | 79 | 46 | 70 | 60 | 80 | 71 | 87 | 67 | 118 | 112 | 91 | 50 | 81 |
| 12:15 PM | 134 | 98 | 50 | 83 | 41 | 70 | 53 | 72 | 44 | 101 | 60 | 113 | 94 | 77 | 49 | 77 |
| 12:30 PM | 143 | 94 | 43 | 64 | 73 | 63 | 48 | 77 | 63 | 124 | 52 | 118 | 97 | 135 |  |  |
| 12:45 PM | 103 | 85 | 53 | 55 | 52 | 76 | 63 | 78 | 60 | 108 | 43 | 109 | 91 | 92 |  |  |
| 01:00 PM | 118 | 90 | 48 | 80 | 62 | 71 | 64 | 88 | 53 | 107 | 34 | 122 | 92 | 87 |  |  |
| 01:15 PM | 135 | 102 | 51 | 88 | 42 | 91 | 53 | 97 | 41 | 126 | 56 | 134 | 94 | 107 |  |  |
| 01:30 PM | 147 | 125 | 84 | 119 | 79 | 128 | 53 | 127 | 60 | 169 | 51 | 146 | 84 | 136 |  |  |
| 01:45 PM | 135 | 87 | 84 | 61 | 85 | 65 | 82 | 92 | 88 | 94 | 93 | 105 | 95 | 83 |  |  |
| 02:00 PM | 169 | 61 | 82 | 58 | 109 | 53 | 71 | 72 | 97 | 98 | 75 | 116 | 87 | 75 |  |  |
| 02:15 PM | 48 | 75 | 68 | 62 | 51 | 52 | 69 | 61 | 66 | 99 | 54 | 96 | 70 | 83 |  |  |
| 02:30 PM | 70 | 71 | 88 | 60 | 56 | 70 | 48 | 92 | 66 | 110 | 77 | 95 | 58 | 68 |  |  |
| 02:45 PM | 113 | 80 | 77 | 68 | 81 | 58 | 88 | 52 | 75 | 107 | 68 | 96 | 58 | 88 |  |  |
| 03:00 PM | 72 | 75 | 80 | 52 | 71 | 57 | 55 | 58 | 55 | 108 | 54 | 107 | 92 | 50 |  |  |
| 03:15 PM | 67 | 64 | 72 | 70 | 71 | 83 | 63 | 80 | 68 | 106 | 47 | 91 | 89 | 69 |  |  |
| 03:30 PM | 82 | 76 | 97 | 56 | 86 | 60 | 71 | 67 | 79 | 67 | 65 | 97 | 95 | 63 |  |  |
| 03:45 PM | 57 | 60 | 53 | 73 | 61 | 70 | 47 | 68 | 54 | 96 | 74 | 123 | 88 | 68 |  |  |
| 04:00 PM | 66 | 74 | 65 | 62 | 65 | 57 | 67 | 94 | 62 | 104 | 50 | 99 | 62 | 58 |  |  |
| 04:15 PM | 55 | 68 | 55 | 59 | 67 | 63 | 65 | 65 | 62 | 82 | 42 | 138 | 85 | 70 |  |  |
| 04:30 PM | 70 | 60 | 67 | 58 | 60 | 61 | 76 | 67 | 67 | 101 | 57 | 83 | 103 | 44 |  |  |
| 04:45 PM | 54 | 62 | 55 | 64 | 49 | 58 | 64 | 85 | 52 | 101 | 64 | 77 | 90 | 60 |  |  |
| 05:00 PM | 59 | 55 | 78 | 63 | 54 | 69 | 60 | 74 | 65 | 102 | 58 | 72 | 103 | 61 |  |  |
| 05:15 PM | 65 | 58 | 63 | 61 | 54 | 58 | 39 | 70 | 52 | 106 | 55 | 52 | 99 | 59 |  |  |
| 05:30 PM | 64 | 65 | 65 | 53 | 40 | 51 | 58 | 78 | 50 | 105 | 52 | 60 | 105 | 43 |  |  |
| 05:45 PM | 59 | 64 | 48 | 58 | 37 | 47 | 41 | 72 | 43 | 91 | 43 | 67 | 114 | 46 |  |  |
| 06:00 PM | 50 | 56 | 50 | 67 | 40 | 52 | 44 | 72 | 38 | 96 | 52 | 54 | 105 | 41 |  |  |
| 06:15 PM | 57 | 59 | 45 | 51 | 42 | 47 | 57 | 64 | 42 | 80 | 53 | 70 | 112 | 46 |  |  |
| 06:30 PM | 48 | 46 | 40 | 49 | 44 | 40 | 52 | 59 | 35 | 69 | 33 | 48 | 115 | 45 |  |  |
| 06:45 PM | 41 | 35 | 36 | 44 | 31 | 42 | 31 | 35 | 39 | 100 | 54 | 48 | 69 | 40 |  |  |
| 07:00 PM | 48 | 36 | 41 | 47 | 35 | 53 | 43 | 58 | 37 | 97 | 42 | 41 | 81 | 55 |  |  |
| 07:15 PM | 38 | 39 | 35 | 41 | 37 | 40 | 36 | 60 | 35 | 116 | 41 | 50 | 92 | 49 |  |  |
| 07:30 PM | 43 | 40 | 23 | 43 | 41 | 44 | 39 | 62 | 33 | 107 | 40 | 42 | 56 | 38 |  |  |
| 07:45 PM | 31 | 38 | 33 | 43 | 27 | 29 | 26 | 50 | 28 | 95 | 31 | 51 | 66 | 48 |  |  |
| 08:00 PM | 34 | 50 | 29 | 45 | 16 | 39 | 42 | 49 | 32 | 91 | 35 | 54 | 74 | 45 |  |  |
| 08:15 PM | 32 | 43 | 22 | 28 | 18 | 35 | 32 | 53 | 24 | 106 | 44 | 43 | 66 | 47 |  |  |
| 08:30 PM | 42 | 35 | 24 | 34 | 33 | 34 | 22 | 50 | 18 | 112 | 43 | 53 | 89 | 26 |  |  |
| 08:45 PM | 34 | 38 | 21 | 33 | 18 | 49 | 22 | 51 | 26 | 79 | 33 | 34 | 77 | 30 |  |  |
| 09:00 PM | 28 | 26 | 27 | 30 | 28 | 34 | 28 | 49 | 25 | 63 | 46 | 25 | 95 | 23 |  |  |
| 09:15 PM | 27 | 39 | 21 | 43 | 27 | 45 | 30 | 67 | 34 | 79 | 43 | 43 | 73 | 40 |  |  |
| 09:30 PM | 24 | 61 | 36 | 79 | 32 | 71 | 24 | 80 | 28 | 110 | 36 | 61 | 54 | 67 |  |  |
| 09:45 PM | 52 | 34 | 61 | 40 | 57 | 44 | 62 | 63 | 58 | 74 | 63 | 53 | 92 | 39 |  |  |
| 10:00 PM | 67 | 23 | 69 | 29 | 56 | 25 | 67 | 29 | 70 | 59 | 69 | 31 | 88 | 32 |  |  |
| 10:15 PM | 22 | 25 | 25 | 25 | 18 | 23 | 26 | 30 | 22 | 43 | 30 | 31 | 43 | 27 |  |  |
| 10:30 PM | 17 | 23 | 17 | 26 | 14 | 24 | 21 | 27 | 17 | 41 | 25 | 20 | 25 | 16 |  |  |
| 10:45 PM | 11 | 12 | 20 | 19 | 14 | 13 | 18 | 23 | 12 | 35 | 23 | 25 | 16 | 17 |  |  |
| 11:00 PM | 5 | 13 | 16 | 8 | 15 | 19 | 7 | 24 | 15 | 32 | 23 | 21 | 26 | 12 |  |  |
| 11:15 PM | 14 | 12 | 11 | 12 | 6 | 10 | 14 | 17 | 13 | 15 | 9 | 7 | 24 | 22 |  |  |
| 11:30 PM | 7 | 9 | 11 | 8 | 10 | 9 | 15 | 11 | 12 | 23 | 20 | 17 | 9 | 7 |  |  |
| 11:45 PM | 2 | 5 | 11 | 8 | 6 | 8 | 5 | 5 | 14 | 18 | 19 | 16 | 9 | 13 |  |  |
|  | 3075 | 2836 | 3597 | 4231 | 3401 | 4222 | 3466 | 4691 | 3468 | 6350 | 3603 | 6063 | 4951 | 4224 | 1431 | 1878 |
|  | 5911 |  | 7828 |  | 7623 |  | 8157 |  | 9818 |  | 9666 |  | 9175 |  | 3309 |  |

Station: ATR\#6
Location: NJ 47 MP 31.8
City: Maurice River Twp, Cumberland Co

|  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 7/16/2016 |  |  | 7/17/2016 |  |  |
|  | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 38 | 52 | 90 | 33 | 45 | 78 |
| 1:00 AM | 18 | 33 | 51 | 24 | 22 | 46 |
| 2:00 AM | 10 | 24 | 34 | 9 | 11 | 20 |
| 3:00 AM | 8 | 13 | 21 | 14 | 7 | 21 |
| 4:00 AM | 17 | 21 | 38 | 18 | 20 | 38 |
| 5:00 AM | 59 | 161 | 220 | 57 | 146 | 203 |
| 6:00 AM | 123 | 146 | 269 | 91 | 99 | 190 |
| 7:00 AM | 113 | 289 | 402 | 87 | 137 | 224 |
| 8:00 AM | 158 | 394 | 552 | 136 | 212 | 348 |
| 9:00 AM | 212 | 403 | 615 | 217 | 252 | 469 |
| 10:00 AM | 247 | 513 | 760 | 271 | 294 | 565 |
| 11:00 AM | 302 | 642 | 944 | 281 | 341 | 622 |
| 12:00 PM | 222 | 458 | 680 | 394 | 395 | 789 |
| 1:00 PM | 234 | 507 | 741 | 365 | 413 | 778 |
| 2:00 PM | 274 | 403 | 677 | 273 | 314 | 587 |
| 3:00 PM | 240 | 418 | 658 | 364 | 250 | 614 |
| 4:00 PM | 213 | 397 | 610 | 340 | 232 | 572 |
| 5:00 PM | 208 | 251 | 459 | 421 | 209 | 630 |
| 6:00 PM | 192 | 220 | 412 | 401 | 172 | 573 |
| 7:00 PM | 154 | 184 | 338 | 295 | 190 | 485 |
| 8:00 PM | 155 | 184 | 339 | 306 | 148 | 454 |
| 9:00 PM | 188 | 182 | 370 | 314 | 169 | 483 |
| 10:00 PM | 147 | 107 | 254 | 172 | 92 | 264 |
| 11:00 PM | 71 | 61 | 132 | 68 | 54 | 122 |

## Level of Service Summary

## Saturday

2016 Existing \& 2040 Design Years

|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | Delay $(\mathrm{sec})$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
| Rt 55 \& Rt 47 | EB | LT | 81.3 | F | 16 | 85.4 | F | 13 | 81.7 | F | 15 | 100.9 | F | 13 |
|  | Rt 47 | RT | 26.6 | C | 29 | 0.8 | A |  | 26.6 | C | 29 | 0.7 | A |  |
|  | WB <br> Jughandle | LT/TH/RT | 92.1 | F | 146 | 62.0 | E | 121 | 92.9 | F | 156 | 64.2 | E | 146 |
|  | $\begin{gathered} \text { NB } \\ \text { Rt } 47 \end{gathered}$ | TH | 21.6 | C | 1379 | 7.8 | A | 236 | 31.9 | C | 1683 | 6.4 | A | 249 |
|  | SB Rt 55 | TH/RT | 27.6 | C | 1565 | 196.6 | F | 3980 | 34.2 | C | 1742 | 279.5 | F | 5095 |
|  | Overall |  | 29.9 | C | - | 102.2 | F | - | 35.6 | D | - | 138.3 | F | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
|  <br> Mauricetown Rd (CR 670) | EB CR 670 | LT | 102.7 | F | 499 | 108.5 | F | 598 | 108.4 | F | \#643 | 138.0 | F | 662 |
|  |  | RT | 38.9 | D | 179 | 42.4 | D | 197 | 43.8 | D | 228 | 28.3 | C | 187 |
|  | $\begin{gathered} \text { NB } \\ \text { Rt } 347 \end{gathered}$ | LT | 9.0 | A | 46 | 75.7 | E | 140 | 45.4 | D | 120 | 85.5 | F | 152 |
|  |  | TH | 20.6 | C | 922 | 108.9 | F | 579 | 37.5 | D | 1418 | 110.6 | F | 644 |
|  | $\begin{gathered} \hline \text { SB } \\ \text { Rt } 347 \end{gathered}$ | TH/RT | 28.7 | C | 1128 | 52.5 | D | 686 | 67.6 | E | 1785 | 79.6 | E | 964 |
|  | Overall |  | 34.9 | C | - | 83.3 | F | - | 58.4 | E | - | 97.5 | F | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay (sec) | LOS | 95\% Queue <br> (ft) |
|  <br> Mauricetown Rd (CR 670) | $\begin{gathered} \text { EB } \\ \text { CR } 670 \end{gathered}$ | LT/TH | 56.7 | E | 237 | 431.3 | F | 1766 | 59.1 | E | 282 | 1157.3 | F | 5889 |
|  |  | RT | 41.1 | D | 177 | 2.7 | A | 51 | 46.7 | D | 222 | 2.5 | A | 62 |
|  | $\begin{gathered} \text { WB } \\ \text { CR } 670 \end{gathered}$ | LT/TH/RT | 47.8 | D | 112 | 71.2 | E | 175 | 58.1 | E | 137 | 104.5 | F | 218 |
|  | NB | LT | 7.0 | A | 28 | 13.9 | B | 48 | 8.2 | A | 34 | 14.2 | B | 90 |
|  | Rt 47 | TH/RT | 2.1 | A | 24 | 51.4 | D | 120 | 3.6 | A | 47 | 63.4 | E | 171 |
|  | SB | LT | 12.8 | B | 30 | 14.0 | B | 99 | 14.6 | B | 37 | 35.7 | D | 89 |
|  | Rt 47 | TH/RT | 15.2 | B | 262 | 14.8 | B | 196 | 18.6 | B | 346 | 15.7 | B | 212 |
|  | Overall |  | 29.2 | C | - | 116.6 | F | - | 33.0 | C | - | 369.6 | F | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{aligned} & \hline \text { Delay } \\ & (\mathrm{sec}) \\ & \hline \end{aligned}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) |
| Rt 47 \& Rt 347 | $\begin{gathered} \text { EB } \\ \text { Rt } 47 \end{gathered}$ | LT | 73.0 | E | 11 | 41.3 | D | 23 | 70.0 | E | 11 | 73.0 | E | 54 |
|  |  | RT | 18.4 | B | 173 | 205.6 | F | 1204 | 49.6 | D | 409 | 133.2 | F | 683 |
|  | $\begin{gathered} \mathrm{NB} \\ \mathrm{Rt} 47 \end{gathered}$ | LT | 3.4 | A | 40 | 21.8 | C | 92 | 6.4 | A | 51 | 21.6 | C | 91 |
|  |  | TH | 8.6 | A | 690 | 55.9 | E | 407 | 21.9 | C | 1252 | 59.4 | E | 460 |
|  | $\begin{gathered} \hline \text { SB } \\ \text { Rt } 347 \end{gathered}$ | LT/TH/RT | 15.3 | B | 491 | 16.9 | B | 326 | 20.6 | C | 691 | 16.2 | B | 355 |
|  | Overall |  | 12.3 | B | - | 78.5 | E | - | 25.8 | C | - | 60.9 | E | - |

## Level of Service Summary Saturday <br> 2016 Existing \& 2040 Design Years

|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | $\begin{aligned} & \hline 95 \% \text { Queue } \\ & \text { (ft) } \end{aligned}$ | $\begin{aligned} & \hline \text { Delay } \\ & (\mathrm{sec}) \\ & \hline \end{aligned}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) |
| $\begin{gathered} \text { Rt } 47 \text { \& } \\ \text { Tyler Rd (CR 611) } \end{gathered}$ | WB <br> Tyler Rd | LT/RT | 113.5 | F | 238 | 93.8 | F | 261 | 112.1 | F | 275 | 102.3 | F | 311 |
|  | $\begin{gathered} \text { NB } \\ \text { Rt } 47 \end{gathered}$ | TH/RT | 9.6 | A | 584 | 117.1 | F | 2473 | 18.8 | B | 872 | 129.5 | F | 2459 |
|  | SB | LT | 4.4 | A | 12 | 187.6 | F | 79 | 12.4 | B | 23 | 489.8 | F | 133 |
|  | Rt 47 | TH | 11.9 | B | 786 | 50.7 | D | 401 | 24.3 | C | 1773 | 78.3 | E | 2013 |
|  | Overall |  | 17.1 | B | - | 89.5 | F | - | 27.0 | C | - | 109.3 | F | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ \text { (sec) } \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) |
|  <br> Petersburg Rd <br> (CR 610) | WB <br> Tyler Rd | LT/RT | 112.5 | F | 310 | 109.9 | F | 334 | 115.6 | F | 372 | 122.1 | F | 435 |
|  | $\begin{gathered} \mathrm{NB} \\ \text { Rt } 47 \end{gathered}$ | LT/RT | 19.5 | B | 1178 | 52.5 | D | 1293 | 37.2 | D | 2046 | 203.6 | F | 5261 |
|  | SB | LT | 4.4 | A | 7 | 46.7 | D | 55 | 12.7 | B | 9 | 62.4 | E | 81 |
|  | Rt 47 | TH | 14.9 | B | 572 | 67.2 | E | 1413 | 44.6 | D | 2118 | 60.1 | E | 1322 |
|  | Overall |  | 25.4 | C | - | 63.0 | E | - | 47.2 | D | - | 140.3 | F | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
|  <br> Rt 83 | $\begin{gathered} \hline \text { WB } \\ \text { Rt } 83 \end{gathered}$ | LT | 29.6 | C | 27 | 28.0 | C | 27 | 29.8 | C | 32 | 29.8 | C | 34 |
|  |  | RT | 49.8 | D | 343 | 6.0 | A |  | 155.1 | F | 555 | 7.1 | A |  |
|  | $\begin{gathered} \hline \text { NB } \\ \text { Rt } 47 \end{gathered}$ | TH/RT | 21.9 | C | 494 | 64.6 | E | 924 | 56.6 | E | 739 | 229.2 | F | 47 |
|  | SB | LT | 12.5 | B | 91 | 12.4 | B | 164 | 60.1 | E | 317 | 16.0 | B | 3270 |
|  | Rt 47 | TH | 18.3 | B | 644 | 4.8 | A | 234 | 37.4 | D | 938 | 5.2 | A | 186 |
|  | Overall |  | 26.6 | C | - | 23.7 | C | - | 74.6 | E | - | 77.2 | E | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay (sec) | LOS | 95\% Queue <br> (ft) |
|  <br> CourthouseDennisville Rd (CR 657) | WB | LT/RT | 20.4 | C | 55 | 31.7 | C | 226 | 21.0 | C | 58 | 72.0 | E | 619 |
|  | $\begin{array}{r} \hline \text { NB } \\ \text { Rt } 47 \\ \hline \end{array}$ | TH/RT | 6.2 | A | 185 | 77.8 | E | 231 | 7.8 | A | 271 | 97.9 | F | 524 |
|  | SB | LT | 9.6 | A | 157 | 18.4 | B | 225 | 33.6 | C | 434 | 43.5 | D | 100 |
|  | Rt 47 | TH | 4.0 | A | 159 | 31.6 | C | 347 | 5.0 | A | 229 | 226.1 | F | 241 |
|  | Overall |  | 9.6 | A | - | 49.7 | D | - | 17.1 | B | - | 108.0 | F | - |


|  |  |  | Saturday Existing (2016) |  |  |  |  |  | Saturday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | Delay (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay (sec) | LOS | 95\% Queue <br> (ft) |
| Rt 47 \& Rt 9 | EB | LT | 67.7 | E | 181 | 59.4 | E | 302 | 65.4 | E | 166 | 58.3 | E | 229 |
|  | Rt 47 | TH/RT | 42.6 | D | 323 | 94.2 | F | 514 | 39.6 | D | 288 | 51.9 | D | 332 |
|  | WB | LT | 72.3 | E | 261 | 70.1 | E | 558 | 69.4 | E | 224 | 57.4 | E | 251 |
|  | Rt 47 | TH/RT | 46.0 | D | 522 | 88.6 | F | 542 | 40.4 | D | 433 | 52.3 | D | 374 |
|  | NB | LT | 68.6 | E | 225 | 65.7 | E | 491 | 65.4 | E | 205 | 51.3 | D | 206 |
|  | Rt 9 | TH/RT | 51.7 | D | 248 | 86.2 | F | 419 | 50.7 | D | 227 | 50.0 | D | 286 |
|  | SB | LT | 109.2 | F | 556 | 143.4 | F | 461 | 83.4 | F | 489 | 181.6 | F | 579 |
|  | Rt 9 | TH/RT | 44.5 | D | 287 | 86.9 | F | 463 | 42.4 | D | 264 | 96.0 | F | 853 |
|  | Overall |  | 56.1 | E | - | 83.5 | F | - | 50.6 | D | - | 66.7 | E | - |

## Level of Service Summary <br> Sunday <br> 2016 Existing \& 2040 Design Years

|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{aligned} & \hline \text { Delay } \\ & (\mathrm{sec}) \\ & \hline \end{aligned}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
| Rt 55 \& Rt 47 | $\begin{gathered} \mathrm{EB} \\ \mathrm{Rt} 47 \end{gathered}$ | LT | 78.0 | E | 8 | 55.3 | E | 3 | 78.0 | E | 8 | 59.3 | E | 5 |
|  |  | RT | 26.4 | C | 61 | 0.8 | A | - | 26.5 | C | 63 | 0.8 | A | - |
|  | WB <br> Jughandle | LT/TH/RT | 87.4 | F | 135 | 62.6 | E | 115 | 88.2 | F | 142 | 58.6 | E | 115 |
|  | $\begin{gathered} \hline \mathrm{NB} \\ \text { Rt } 47 \end{gathered}$ | TH | 23.2 | C | 1260 | 5.7 | A | 219 | 28.0 | C | 1594 | 5.6 | A | 219 |
|  | SB Rt 55 | TH/RT | 21.3 | C | 1137 | 155.4 | F | 2926 | 31.0 | C | 1581 | 206.0 | F | 2926 |
|  | Overall |  | 24.5 | C | - | 81.8 | F | - | 31.1 | C | - | 105.1 | F | - |


|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
|  <br> Mauricetown Rd (CR 670) | $\begin{gathered} \text { EB } \\ \text { CR } 670 \end{gathered}$ | LT | 105.4 | F | 543 | 114.3 | F | 580 | 125.3 | F | 724 | 180.4 | F | 580 |
|  |  | RT | 39.7 | D | 137 | 30.1 | C | 188 | 44.2 | D | 173 | 30.6 | C | 188 |
|  | $\begin{gathered} \hline \text { NB } \\ \text { Rt } 347 \end{gathered}$ | LT | 10.4 | B | 58 | 57.0 | E | 137 | 25.6 | C | 87 | 76.6 | E | 137 |
|  |  | TH | 17.5 | B | 691 | 96.1 | F | 514 | 25.5 | C | 981 | 107.6 | F | 514 |
|  | $\begin{gathered} \text { SB } \\ \text { Rt } 347 \end{gathered}$ | TH/RT | 29.6 | C | 1015 | 41.3 | D | 583 | 51.1 | D | 1620 | 55.8 | E | 583 |
|  | Overall |  | 36.8 | D | - | 83.3 | F | - | 52.0 | D | - | 95.3 | F | - |


|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | $\qquad$ | $\begin{gathered} \hline \text { Delay } \\ \text { (sec) } \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{aligned} & \hline \text { Delay } \\ & (\mathrm{sec}) \\ & \hline \end{aligned}$ | LOS | $\begin{aligned} & \text { 95\% Queue } \\ & \text { (ft) } \end{aligned}$ |
|  <br> Mauricetown Rd (CR 670) | $\begin{gathered} \text { EB } \\ \text { CR } 670 \end{gathered}$ | LT/TH | 55.0 | F | 192 | 59.4 | E | 244 | 55.9 | E | 225 | 393.1 | F | 244 |
|  |  | RT | 14.9 | B | 46 | 2.1 | A | 58 | 17.2 | B | 59 | 1.8 | A | 58 |
|  | $\begin{gathered} \text { WB } \\ \text { CR } 670 \\ \hline \end{gathered}$ | LT/TH/RT | 57.6 | E | 142 | 47.7 | D | 159 | 71.4 | E | 170 | 45.7 | D | 159 |
|  | NB | LT | 6.0 | A | 52 | 12.0 | B | 82 | 7.5 | A | 68 | 17.8 | B | 82 |
|  | Rt 47 | TH/RT | 1.6 | A | 28 | 67.5 | E | 88 | 1.8 | A | 33 | 108.8 | F | 88 |
|  | SB | LT | 11.6 | B | 21 | 14.0 | B | 59 | 13.5 | B | 26 | 101.1 | F | 59 |
|  | Rt 47 | TH/RT | 14.7 | B | 213 | 13.9 | B | 199 | 18.6 | B | 293 | 18.6 | B | 199 |
|  | Overall |  | 23.2 | C | - | 36.1 | D | - | 26.6 | C | - | 115.3 | F | - |


|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | Delay (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay $(\mathrm{sec})$ | LOS | 95\% Queue <br> (ft) | Delay $(\mathrm{sec})$ | LOS | 95\% Queue <br> (ft) |
| Rt 47 \& Rt 347 | EB | LT | 73.0 | E | 8 | 0.0 | A | 4 | 70.0 | E | 8 | 66.3 | E | 4 |
|  | Rt 47 | RT | 31.0 | C | 213 | 96.1 | F | 349 | 52.0 | D | 375 | 100.6 | F | 349 |
|  | NB | LT | 5.6 | A | 61 | 69.1 | E | 195 | 25.2 | C | 143 | 85.9 | F | 195 |
|  | Rt 47 | TH | 9.0 | A | 686 | 59.4 | E | 437 | 16.9 | B | 1053 | 49.9 | D | 437 |
|  | $\begin{gathered} \hline \text { SB } \\ \text { Rt } 347 \end{gathered}$ | LT/TH/RT | 15.4 | B | 815 | 41.2 | D | 598 | 45.2 | D | 1732 | 67.1 | E | 598 |
|  | Overall |  | 13.9 | B | - | 60.5 | E | - | 32.7 | C | - | 67.6 | E | - |

## Level of Service Summary Sunday <br> 2016 Existing \& 2040 Design Years

|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | $\begin{gathered} \hline 95 \% \text { Queue } \\ (\mathrm{ft}) \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | $\begin{gathered} \text { 95\% Queue } \\ (\mathrm{ft}) \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | $\begin{gathered} \hline \text { 95\% Queue } \\ (\mathrm{ft}) \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | $\begin{gathered} \hline 95 \% \text { Queue } \\ (\mathrm{ft}) \\ \hline \end{gathered}$ |
| $\begin{gathered} \text { Rt } 47 \text { \& } \\ \text { Tyler Rd (CR 611) } \end{gathered}$ | WB <br> Tyler Rd | LT/RT | 114.3 | F | 223 | 90.0 | F | 223 | 113.5 | F | 258 | 110.1 | F | 223 |
|  | $\begin{gathered} \text { NB } \\ \text { Rt } 47 \end{gathered}$ | TH/RT | 8.4 | A | 584 | 26.3 | C | 582 | 13.5 | B | 595 | 39.3 | D | 582 |
|  | SB | LT | 3.7 | A | 8 | 82.6 | F | 67 | 6.6 | A | 12 | 56.5 | E | 67 |
|  | Rt 47 | TH | 12.9 | B | 902 | 54.4 | D | 591 | 30.2 | C | 1984 | 189.0 | F | 591 |
|  | Overall |  | 16.0 | B | - | 43.3 | D | - | 26.4 | C | - | 112.7 | F | - |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
| Rt 47 \& Petersburg Rd (CR 610) | WB <br> Tyler Rd | LT/RT | 112.8 | F | 242 | 105.2 | F | 328 | 115.6 | F | 289 | 152.1 | F | 328 |
|  | $\begin{gathered} \mathrm{NB} \\ \mathrm{Rt} 47 \end{gathered}$ | LT/RT | 19.6 | B | 1188 | 22.9 | C | 492 | 38.0 | D | 2062 | 56.6 | E | 492 |
|  | SB | LT | 4.7 | A | 6 | 36.2 | D | 60 | 8.7 | A | 6 | 63.0 | E | 60 |
|  | Rt 47 | TH | 19.7 | B | 1741 | 87.2 | F | 2132 | 47.9 | D | 2247 | 185.8 | F | 2132 |
|  | Overall |  | 27.4 | C | - | 57.0 | E | - | 48.9 | D | - | 115.2 | F | - |


|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ \text { (sec) } \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay (sec) | LOS | 95\% Queue <br> (ft) | Delay (sec) | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ \text { (sec) } \end{gathered}$ | LOS | 95\% Queue <br> (ft) |
| $\begin{gathered} \text { Rt } 47 \& \\ \text { Rt } 83 \end{gathered}$ | WB | LT | 33.3 | C | 38 | 32.4 | C | 43 | 32.0 | C | 44 | 36.7 | D | 43 |
|  | Rt 83 | RT | 14.2 | B | 83 | 6.2 | A | - | 29.0 | C | 209 | 6.8 | A | - |
|  | $\begin{gathered} \hline \text { NB } \\ \text { Rt } 47 \\ \hline \end{gathered}$ | TH/RT | 30.3 | C | 770 | 229.5 | F | 3162 | 94.1 | F | 998 | 293.8 | F | 3162 |
|  | SB | LT | 29.0 | C | 154 | 18.2 | B | 135 | 39.9 | D | 227 | 20.8 | C | 135 |
|  | Rt 47 | TH | 14.4 | B | 704 | 4.3 | A | 161 | 56.2 | E | 986 | 52.9 | D | 161 |
|  | Overall |  | 21.7 | C | - | 91.0 | F | - | 63.8 | E | - | 144.3 | F | - |


|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | Delay <br> (sec) | LOS | 95\% Queue <br> (ft) |
|  <br> CourthouseDennisville Rd (CR 657) | WB | LT/RT | 20.3 | C | 84 | 41.7 | D | 314 | 40.9 | D | 236 | 271.2 | F | 314 |
|  | $\begin{gathered} \hline \text { NB } \\ \text { Rt } 47 \end{gathered}$ | TH/RT | 6.9 | A | 252 | 89.8 | F | 320 | 11.8 | B | 421 | 147.9 | F | 320 |
| $\begin{aligned} & \text { Dennisville Rd } \\ & \text { (CR 657) } \end{aligned}$ | SB | LT | 18.5 | B | 246 | 36.9 | D | 257 | 192.6 | F | 931 | 79.9 | E | 257 |
|  | Rt 47 | TH | 4.2 | A | 172 | 252.8 | F | 2394 | 8.4 | A | 318 | 828.0 | F | 2394 |
|  | Overall |  | 12.1 | B | - | 102.1 | F | - | 66.5 | E | - | 298.5 | F | - |


|  |  |  | Sunday Existing (2016) |  |  |  |  |  | Sunday Design Year (2040) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Synchro |  |  | SimTraffic |  |  | Synchro |  |  | SimTraffic |  |  |
| Intersection | Approach | Movement | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) | $\begin{gathered} \hline \text { Delay } \\ (\mathrm{sec}) \\ \hline \end{gathered}$ | LOS | 95\% Queue <br> (ft) |
| Rt 47 \& Rt 9 | EB | LT | 62.9 | E | 153 | 59.6 | E | 260 | 60.4 | E | 141 | 57.2 | E | 260 |
|  | Rt 47 | TH/RT | 37.6 | D | 312 | 66.5 | E | 390 | 35.0 | F | 278 | 41.8 | D | 390 |
|  | WB | LT | 67.4 | E | 228 | 74.0 | E | 293 | 64.1 | E | 192 | 53.9 | D | 293 |
|  | Rt 47 | TH/RT | 37.3 | D | 401 | 53.6 | D | 409 | 34.1 | C | 334 | 41.4 | D | 409 |
|  | NB | LT | 60.7 | E | 170 | 48.8 | D | 215 | 59.4 | E | 158 | 48.9 | D | 215 |
|  | Rt 9 | TH/RT | 48.1 | D | 192 | 50.4 | D | 313 | 47.4 | D | 176 | 47.1 | D | 313 |
|  | SB | LT | 77.2 | E | 422 | 156.4 | F | 402 | 63.7 | E | 370 | 133.3 | F | 402 |
|  | Rt 9 | TH/RT | 39.2 | D | 212 | 76.8 | E | 524 | 37.6 | D | 192 | 67.6 | E | 524 |
|  | Overall |  | 46.8 | D | - | 63.4 | E | - | 43.4 | D | - | 51.9 | D | - |


|  | 4 | $\rightarrow$ |  | $\checkmark$ |  |  | 4 | 4 | 1 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ |  | $\stackrel{\square}{1}$ |  | $\uparrow$ |  |  | $\uparrow$ |  |  | F |  |
| Volume (vph) | 3 | 0 | 94 | 0 | 63 | 14 | 0 | 1036 | 0 | 0 | 1031 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1900 | 1900 | 1750 | 1900 |
| Storage Length (ft) | 0 |  | 340 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Storage Lanes | 1 |  | 1 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 25 |  |  | 25 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  | 0.976 |  |  |  |  |  |  |  |
| Flt Protected | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (prot) | 1787 | 0 | 1599 | 0 | 1836 | 0 | 0 | 1733 | 0 | 0 | 1733 | 0 |
| Flt Permitted | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (perm) | 1787 | 0 | 1599 | 0 | 1836 | 0 | 0 | 1733 | 0 | 0 | 1733 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 129 |  | 5 |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 50 |  |  | 30 |  |  | 50 |  |  | 50 |  |
| Link Distance (ft) |  | 2897 |  |  | 545 |  |  | 178 |  |  | 4007 |  |
| Travel Time (s) |  | 39.5 |  |  | 12.4 |  |  | 2.4 |  |  | 54.6 |  |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.69 | 0.69 | 0.69 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 4 | 0 | 129 | 0 | 91 | 20 | 0 | 1091 | 0 | 0 | 1109 | 4 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 4 | 0 | 129 | 0 | 111 | 0 | 0 | 1091 | 0 | 0 | 1113 | 0 |
| Number of Detectors | 1 |  | 1 | 1 | 1 |  |  | 0 |  |  | 0 |  |
| Detector Template |  |  |  | Left |  |  |  |  |  |  |  |  |
| Leading Detector (ft) | 40 |  | 40 | 20 | 40 |  |  | 0 |  |  | 0 |  |
| Trailing Detector (ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Position(ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Size(t) | 50 |  | 50 | 20 | 50 |  |  | 6 |  |  | 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 |  |
| Turn Type | Prot |  | Prot |  | NA |  |  | NA |  |  | NA |  |
| Protected Phases | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 |  | 7.0 | 7.0 | 7.0 |  |  | 128.0 |  |  | 128.0 |  |
| Minimum Split (s) | 14.0 |  | 14.0 | 14.0 | 14.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (s) | 32.0 |  | 32.0 | 32.0 | 32.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (\%) | 16.0\% |  | 16.0\% | 16.0\% | 16.0\% |  |  | 68.0\% |  |  | 68.0\% |  |
| Maximum Green (s) | 25.0 |  | 25.0 | 25.0 | 25.0 |  |  | 128.0 |  |  | 128.0 |  |
| Yellow Time (s) | 4.0 |  | 4.0 | 4.0 | 4.0 |  |  | 6.0 |  |  | 6.0 |  |
| All-Red Time (s) | 3.0 |  | 3.0 | 3.0 | 3.0 |  |  | 2.0 |  |  | 2.0 |  |
| Lost Time Adjust (s) | 0.0 |  | 0.0 |  | 0.0 |  |  | 0.0 |  |  | 0.0 |  |
| Total Lost Time (s) | 7.0 |  | 7.0 |  | 7.0 |  |  | 8.0 |  |  | 8.0 |  |
| Lead/Lag |  |  |  |  |  |  |  |  |  |  |  |  |
| Lead-Lag Optimize? |  |  |  |  |  |  |  |  |  |  |  |  |



Splits and Phases: 100: Route 47 \& Jughandle \& Route 55



|  | $\rangle$ |  | 4 | $\dagger$ |  | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | Max | Max |  |
| Act Effct Green (s) | 36.3 | 36.3 | 142.2 | 140.2 | 127.7 |  |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.75 | 0.74 | 0.67 |  |
| v/c Ratio | 0.89 | 0.45 | 0.25 | 0.75 | 0.78 |  |
| Control Delay | 102.5 | 38.9 | 9.0 | 20.6 | 28.7 |  |
| Queue Delay | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 102.7 | 38.9 | 9.0 | 20.6 | 28.7 |  |
| LOS | F | D | A | C | C |  |
| Approach Delay | 80.2 |  |  | 19.7 | 28.7 |  |
| Approach LOS | F |  |  | B | C |  |
| Queue Length 50th (ft) | 375 | 98 | 23 | 660 | 733 |  |
| Queue Length 95th (ft) | 499 | 179 | 46 | 922 | 1128 |  |
| Internal Link Dist (ft) | 554 |  |  | 41111 | 932 |  |
| Turn Bay Length (ft) |  | 125 | 100 |  |  |  |
| Base Capacity (vph) | 443 | 455 | 369 | 1282 | 1161 |  |
| Starvation Cap Reductn | 6 | 0 | 0 | 0 | 0 |  |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Reduced v/c Ratio | 0.70 | 0.36 | 0.21 | 0.75 | 0.78 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 200 |  |  |  |  |  |  |
| Actuated Cycle Length: 189.5 |  |  |  |  |  |  |
| Natural Cycle: 165 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.89 |  |  |  |  |  |  |
| Intersection Signal Delay: 34.9 |  |  |  |  | ersectio | OS: C |
| Intersection Capacity Utilization 143.4\% |  |  |  | ICU Level of Service H |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |

Splits and Phases: 102: Route 347 \& Mauricetown Rd (CR 670)


|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  |  | $4$ | $\dagger$ | $p$ | $t$ | $\frac{1}{4}$ | $\pm$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ${ }_{*} 1$ | 「' |  | $\uparrow$ |  | ${ }^{7}$ | $\uparrow$ |  | ${ }^{*}$ | $\uparrow$ |  |
| Volume (vph) | 2 | 227 | 223 | 19 | 76 | 1 | 47 | 17 | 180 | 32 | 312 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1900 | 1900 | 1750 | 1900 |
| Storage Length (ft) | 0 |  | 20 | 0 |  | 0 | 125 |  | 0 | 75 |  | 0 |
| Storage Lanes | 0 |  | 1 | 0 |  | 0 | 1 |  | 0 | 1 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 60 |  |  | 60 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  | 0.999 |  |  | 0.863 |  |  | 0.978 |  |
| Flt Protected |  |  |  |  | 0.990 |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 0 | 1881 | 1599 | 0 | 1861 | 0 | 1787 | 1495 | 0 | 1787 | 1695 | 0 |
| Flt Permitted |  | 0.997 |  |  | 0.602 |  | 0.443 |  |  | 0.604 |  |  |
| Satd. Flow (perm) | 0 | 1876 | 1599 | 0 | 1131 | 0 | 833 | 1495 | 0 | 1136 | 1695 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 83 |  |  |  |  | 228 |  |  | 8 |  |
| Link Speed (mph) |  | 50 |  |  | 50 |  |  | 50 |  |  | 25 |  |
| Link Distance (ft) |  | 5207 |  |  | 634 |  |  | 54924 |  |  | 962 |  |
| Travel Time (s) |  | 71.0 |  |  | 8.6 |  |  | 749.0 |  |  | 26.2 |  |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.75 | 0.75 | 0.75 | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 3 | 299 | 293 | 25 | 101 | 1 | 59 | 22 | 228 | 35 | 339 | 58 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 0 | 302 | 293 | 0 | 127 | 0 | 59 | 250 | 0 | 35 | 397 | 0 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template | Left |  | Right | Left |  |  |  |  |  |  |  |  |
| Leading Detector (ft) | 20 | 40 | 40 | 20 | 40 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector (ft) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Position(ft) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Size(ft) | 20 | 50 | 50 | 20 | 50 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl+Ex | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ | Cl+Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| 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 |  |
| Turn Type | Perm | NA | Perm | Perm | NA |  | pm+pt | NA |  | Perm | NA |  |
| Protected Phases |  | 4 |  |  | 8 |  | 5 | 2 |  |  | 6 |  |
| Permitted Phases | 4 |  | 4 | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 4 | 4 | 4 | 8 | 8 |  | 5 | 2 |  | 6 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  | 5.0 | 37.0 |  | 7.0 | 7.0 |  |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |  | 10.0 | 44.0 |  | 23.0 | 23.0 |  |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |  | 30.0 | 78.0 |  | 48.0 | 48.0 |  |
| Total Split (\%) | 33.9\% | 33.9\% | 33.9\% | 33.9\% | 33.9\% |  | 25.4\% | 66.1\% |  | 40.7\% | 40.7\% |  |
| Maximum Green (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |  | 25.0 | 71.0 |  | 41.0 | 41.0 |  |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 0.0 | 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) |  | 7.0 | 7.0 |  | 7.0 |  | 5.0 | 7.0 |  | 7.0 | 7.0 |  |
| Lead/Lag |  |  |  |  |  |  | Lead |  |  | Lag | Lag |  |
| Lead-Lag Optimize? |  |  |  |  |  |  | Yes |  |  | Yes | Yes |  |


|  | $\rangle$ | $\rightarrow$ | $\geqslant$ | 7 | - | 4 | 4 | $\dagger$ | $p$ | $\checkmark$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | None | None |  | None | Max |  | Max | Max |  |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  |  | 5.0 |  | 5.0 | 5.0 |  |
| Flash Dont Walk (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  |  | 7.0 |  | 7.0 | 7.0 |  |
| Pedestrian Calls (\#/hr) | 5 | 5 | 5 | 5 | 5 |  |  | 5 |  | 5 | 5 |  |
| Act Effct Green (s) |  | 21.5 | 21.5 |  | 21.5 |  | 73.2 | 71.2 |  | 62.4 | 62.4 |  |
| Actuated g/C Ratio |  | 0.20 | 0.20 |  | 0.20 |  | 0.69 | 0.67 |  | 0.58 | 0.58 |  |
| $\mathrm{v} / \mathrm{C}$ Ratio |  | 0.80 | 0.76 |  | 0.56 |  | 0.09 | 0.23 |  | 0.05 | 0.40 |  |
| Control Delay |  | 56.7 | 41.1 |  | 47.8 |  | 7.0 | 2.1 |  | 12.8 | 15.2 |  |
| Queue Delay |  | 0.0 | 0.0 |  | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay |  | 56.7 | 41.1 |  | 47.8 |  | 7.0 | 2.1 |  | 12.8 | 15.2 |  |
| LOS |  | E | D |  | D |  | A | A |  | B | B |  |
| Approach Delay |  | 49.0 |  |  | 47.8 |  |  | 3.0 |  |  | 15.0 |  |
| Approach LOS |  | D |  |  | D |  |  | A |  |  | B |  |
| Queue Length 50th (ft) |  | 198 | 137 |  | 79 |  | 12 | 5 |  | 10 | 142 |  |
| Queue Length 95th (ft) |  | 237 | 177 |  | 112 |  | 28 | 24 |  | 30 | 262 |  |
| Internal Link Dist (ft) |  | 5127 |  |  | 554 |  |  | 54844 |  |  | 882 |  |
| Turn Bay Length (ft) |  |  | 20 |  |  |  | 125 |  |  | 75 |  |  |
| Base Capacity (vph) |  | 581 | 552 |  | 350 |  | 795 | 1073 |  | 663 | 993 |  |
| 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 | 0.53 |  | 0.36 |  | 0.07 | 0.23 |  | 0.05 | 0.40 |  |

## Intersection Summary

## Area Type: Other

Cycle Length: 118
Actuated Cycle Length: 106.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 29.2
Intersection Capacity Utilization 71.2\%
Intersection LOS: C
Analysis Period (min) 15
Splits and Phases: 103: Route 47 \& Mauricetown Rd (CR 670)





|  |  |  |  | $p$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR SBL | SBT |  |
| Vehicle Extension (s) | 2.0 |  | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None |  | C-Max | C-Max | C-Max |  |
| Walk Time (s) | 7.0 |  |  |  |  |  |
| Flash Dont Walk (s) | 11.0 |  |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |  |  |
| Act Effct Green (s) | 20.9 |  | 166.1 | 166.1 | 166.1 |  |
| Actuated g/C Ratio | 0.10 |  | 0.83 | 0.83 | 0.83 |  |
| v/c Ratio | 0.78 |  | 0.74 | 0.06 | 0.73 |  |
| Control Delay | 113.5 |  | 9.6 | 4.4 | 11.9 |  |
| Queue Delay | 0.0 |  | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 113.5 |  | 9.6 | 4.4 | 11.9 |  |
| LOS | F |  | A | A | B |  |
| Approach Delay | 113.5 |  | 9.6 |  | 11.8 |  |
| Approach LOS | F |  | A |  | B |  |
| Queue Length 50th (ft) | 189 |  | 397 | 4 | 479 |  |
| Queue Length 95th (ft) | 238 |  | 584 | 12 | 786 |  |
| Internal Link Dist (ft) | 11919 |  | 2218 |  | 10591 |  |
| Turn Bay Length (ft) |  |  |  | 75 |  |  |
| Base Capacity (vph) | 310 |  | 1555 | 279 | 1356 |  |
| Starvation Cap Reductn | 0 |  | 0 | 0 | 0 |  |
| Spillback Cap Reductn | 0 |  | 0 | 0 | 0 |  |
| Storage Cap Reductn | 0 |  | 0 | 0 | 0 |  |
| Reduced v/c Ratio | 0.46 |  | 0.74 | 0.06 | 0.73 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: <br> Cycle Length: 200 |  |  |  |  |  |  |
|  |  |  |  |  |  | Cycle Length: 200 |
| Actuated Cycle Length: 200 |  |  |  |  |  |  |
| Offset: 1 (1\%), Referenced to phase 4:SBTL and 8:NBT, Start of Yellow |  |  |  |  |  |  |
| Natural Cycle: 175 |  |  |  |  |  |  |
| Control Type: Actuated-Coordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.78 |  |  |  |  |  |  |
| Intersection Signal Delay: 17.1 |  |  |  | Intersection LOS: B |  |  |
| Intersection Capacity Utilization 144.1\% |  |  |  | ICU Level of Service H |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| Splits and Phases: 105: Route 47 \& Tyler Rd (CR 611) |  |  |  |  |  |  |
| \%66 | \$ $\square_{\text {4 (R) }}$ |  |  |  |  | $\square$ |
|  | 159 s |  |  |  |  |  |
|  | $\varphi_{08}$ |  |  |  |  |  |
| 41 s | 159 s |  |  |  |  |  |



|  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |

Splits and Phases: 106: Route 47 \& Petersburg Rd (CR 610)



|  | 7 | 4 | 4 | \% |  | $\dagger$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |
| Recall Mode | None | None | Max |  | None | Max |
| Walk Time (s) | 5.0 | 5.0 |  |  |  |  |
| Flash Dont Walk (s) | 15.0 | 15.0 |  |  |  |  |
| Pedestrian Calls (\#hr) | 5 | 5 |  |  |  |  |
| Act Effct Green (s) | 16.0 | 16.0 | 44.8 |  | 62.0 | 58.0 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.51 |  | 0.71 | 0.67 |
| $\mathrm{v} / \mathrm{c}$ Ratio | 0.06 | 1.00 | 0.69 |  | 0.65 | 0.81 |
| Control Delay | 29.6 | 49.8 | 21.9 |  | 12.5 | 18.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 29.6 | 49.8 | 21.9 |  | 12.5 | 18.3 |
| LOS | C | D | C |  | B | B |
| Approach Delay | 49.2 |  | 21.9 |  |  | 16.9 |
| Approach LOS | D |  | C |  |  | B |
| Queue Length 50th (ft) | 9 | ~146 | 248 |  | 43 | 312 |
| Queue Length 95th (tt) | 27 | \#343 | \#494 |  | 91 | \#644 |
| Internal Link Dist (t) | 963 |  | 3418 |  |  | 172 |
| Turn Bay Length (ft) |  |  |  |  | 250 |  |
| Base Capacity (vph) | 327 | 643 | 966 |  | 500 | 1155 |
| 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 | 0.06 | 1.00 | 0.69 |  | 0.56 | 0.81 |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 86 |  |  |  |  |  |  |
| Actuated Cycle Length: 87 |  |  |  |  |  |  |
| Natural Cycle: 90 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 1.00 |  |  |  |  |  |  |
| Intersection Signal Delay: 26.6 |  |  |  |  | rsectio | OS: C |
| Intersection Capacity Utilization 79.3\% |  |  |  |  | Level | Service D |
| 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: 107: Route 47 \& Route 83


|  |  |  |  |  | $t$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | * |  | F |  | ${ }^{1}$ | 4 |
| Volume (vph) | 5 | 301 | 363 | 29 | 488 | 445 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1750 | 1750 |
| Storage Length (ft) | 0 | 0 |  | 0 | 150 |  |
| Storage Lanes | 1 | 0 |  | 0 | 1 |  |
| Taper Length (ft) | 25 |  |  |  | 60 |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.867 |  | 0.990 |  |  |  |
| Flt Protected | 0.999 |  |  |  | 0.950 |  |
| Satd. Flow (prot) | 1613 | 0 | 1844 | 0 | 1630 | 1716 |
| Flt Permitted | 0.999 |  |  |  | 0.473 |  |
| Satd. Flow (perm) | 1613 | 0 | 1844 | 0 | 812 | 1716 |
| Right Turn on Red |  | Yes |  | Yes |  |  |
| Satd. Flow (RTOR) | 372 |  | 6 |  |  |  |
| Link Speed (mph) | 45 |  | 50 |  |  | 30 |
| Link Distance (ft) | 12897 |  | 61484 |  |  | 3498 |
| Travel Time (s) | 195.4 |  | 838.4 |  |  | 79.5 |
| Peak Hour Factor | 0.81 | 0.81 | 0.88 | 0.88 | 0.98 | 0.98 |
| Adj. Flow (vph) | 6 | 372 | 412 | 33 | 498 | 454 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |
| Lane Group Flow (vph) | 378 | 0 | 445 | 0 | 498 | 454 |
| Number of Detectors | 1 |  | 0 |  | 1 | 0 |
| Detector Template |  |  |  |  |  |  |
| Leading Detector (ft) | 40 |  | 0 |  | 40 | 0 |
| Trailing Detector (ft) | -10 |  | 0 |  | -10 | 0 |
| Detector 1 Position(ft) | -10 |  | 0 |  | -10 | 0 |
| Detector 1 Size(ft) | 50 |  | 6 |  | 50 | 6 |
| Detector 1 Type | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl+Ex | Cl+Ex |
| Detector 1 Channel |  |  |  |  |  |  |
| Detector 1 Extend (s) | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Turn Type | Prot |  | NA |  | pm+pt | NA |
| Protected Phases | 3 |  | 2 |  | 1 | 10 |
| Permitted Phases |  |  |  |  | 10 |  |
| Detector Phase | 3 |  | 2 |  | 1 | 10 |
| Switch Phase |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 |  | 80.0 |  | 5.0 | 106.0 |
| Minimum Split (s) | 23.0 |  | 105.0 |  | 8.0 | 113.0 |
| Total Split (s) | 37.0 |  | 105.0 |  | 8.0 | 113.0 |
| Total Split (\%) | 24.7\% |  | 70.0\% |  | 5.3\% | 75.3\% |
| Maximum Green (s) | 30.0 |  | 98.0 |  | 5.0 | 106.0 |
| Yellow Time (s) | 5.0 |  | 5.0 |  | 3.0 | 5.0 |
| All-Red Time (s) | 2.0 |  | 2.0 |  | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 |  | 7.0 |  | 3.0 | 7.0 |
| Lead/Lag |  |  | Lag |  | Lead |  |
| Lead-Lag Optimize? |  |  | Yes |  | Yes |  |
| Vehicle Extension (s) | 2.0 |  | 2.0 |  | 2.0 | 2.0 |


|  | $\dagger$ |  | $\uparrow$ | $>$ |  | $\dagger$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Recall Mode | None |  | Max |  | None | Max |
| Walk Time (s) | 5.0 |  |  |  |  |  |
| Flash Dont Walk (s) | 8.0 |  |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |  |  |
| Act Effct Green (s) | 9.9 |  | 98.1 |  | 110.1 | 106.1 |
| Actuated g/C Ratio | 0.08 |  | 0.75 |  | 0.85 | 0.82 |
| $\mathrm{v} / \mathrm{c}$ Ratio | 0.81 |  | 0.32 |  | 0.69 | 0.32 |
| Control Delay | 20.4 |  | 6.2 |  | 9.6 | 4.0 |
| Queue Delay | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 20.4 |  | 6.2 |  | 9.6 | 4.0 |
| LOS | C |  | A |  | A | A |
| Approach Delay | 20.4 |  | 6.2 |  |  | 6.9 |
| Approach LOS | C |  | A |  |  | A |
| Queue Length 50th (ft) | 5 |  | 92 |  | 55 | 65 |
| Queue Length 95th (ft) | 55 |  | 185 |  | 157 | 159 |
| Internal Link Dist (t) | 12817 |  | 61404 |  |  | 3418 |
| Turn Bay Length (ft) |  |  |  |  | 150 |  |
| Base Capacity (vph) | 658 |  | 1393 |  | 719 | 1400 |
| Starvation Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Spillback Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Storage Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Reduced v/c Ratio | 0.57 |  | 0.32 |  | 0.69 | 0.32 |
| Intersection Summary |  |  |  |  |  |  |

## Area Type: Other

Cycle Length: 150
Actuated Cycle Length: 130
Natural Cycle: 140
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 129.9\% ICU Level of Service H
Analysis Period (min) 15
Splits and Phases: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)


|  | 4 |  |  | 7 |  |  | $4$ | $\dagger$ | $p$ |  |  | $\pm$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  | \％ | 中 ${ }^{\text {a }}$ |  | 7 | 中 ${ }^{\text {a }}$ |  | ${ }^{1}$ | 中 ${ }^{\text {a }}$ |  |
| Volume（vph） | 129 | 510 | 65 | 175 | 521 | 270 | 166 | 337 | 127 | 324 | 398 | 120 |
| Ideal Flow（vphpl） | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length（ft） | 185 |  | 0 | 360 |  | 0 | 125 |  | 0 | 425 |  | 0 |
| Storage Lanes | 1 |  | 0 | 1 |  | 0 | 1 |  | 0 | 1 |  | 0 |
| Taper Length（ft） | 60 |  |  | 60 |  |  | 60 |  |  | 60 |  |  |
| Lane Util．Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.983 |  |  | 0.949 |  |  | 0.959 |  |  | 0.965 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（prot） | 1770 | 3479 | 0 | 1770 | 3359 | 0 | 1770 | 3394 | 0 | 1770 | 3415 | 0 |
| Flt Permitted | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（perm） | 1770 | 3479 | 0 | 1770 | 3359 | 0 | 1770 | 3394 | 0 | 1770 | 3415 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd．Flow（RTOR） |  | 10 |  |  | 67 |  |  | 40 |  |  | 29 |  |
| Link Speed（mph） |  | 35 |  |  | 35 |  |  | 40 |  |  | 40 |  |
| Link Distance（ft） |  | 637 |  |  | 540 |  |  | 435 |  |  | 425 |  |
| Travel Time（s） |  | 12.4 |  |  | 10.5 |  |  | 7.4 |  |  | 7.2 |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 |
| Adj．Flow（vph） | 140 | 554 | 71 | 194 | 579 | 300 | 191 | 387 | 146 | 364 | 447 | 135 |
| Shared Lane Traffic（\％） |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow（vph） | 140 | 625 | 0 | 194 | 879 | 0 | 191 | 533 | 0 | 364 | 582 | 0 |
| Number of Detectors | 1 | 0 |  | 1 | 0 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template |  |  |  |  |  |  |  |  |  |  |  |  |
| Leading Detector（ft） | 40 | 0 |  | 40 | 0 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Position（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Size（ft） | 50 | 6 |  | 50 | 6 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| 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 |  |
| Turn Type | Prot | NA |  | Prot | NA |  | Prot | NA |  | Prot | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial（s） | 5.0 | 31.0 |  | 5.0 | 31.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| Minimum Split（s） | 10.0 | 38.0 |  | 10.0 | 38.0 |  | 10.0 | 12.0 |  | 10.0 | 12.0 |  |
| Total Split（s） | 25.0 | 38.0 |  | 25.0 | 38.0 |  | 28.0 | 39.0 |  | 28.0 | 39.0 |  |
| Total Split（\％） | 19．2\％ | 29．2\％ |  | 19．2\％ | 29．2\％ |  | 21．5\％ | 30．0\％ |  | 21．5\％ | 30．0\％ |  |
| Maximum Green（s） | 20.0 | 31.0 |  | 20.0 | 31.0 |  | 23.0 | 32.0 |  | 23.0 | 32.0 |  |
| Yellow Time（s） | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  |
| All－Red Time（s） | 2.0 | 2.0 |  | 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 | 0.0 |  |
| Total Lost Time（s） | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  |
| Lead／Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead－Lag Optimize？ | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Vehicle Extension（s） | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |


|  | $\rangle$ |  |  | 7 |  |  | 4 | $\dagger$ | $p$ | $\downarrow$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Recall Mode | None | Max |  | None | Max |  | None | None |  | None | None |  |
| Walk Time (s) |  | 5.0 |  |  |  |  |  |  |  |  |  |  |
| Flash Dont Walk (s) |  | 27.0 |  |  |  |  |  |  |  |  |  |  |
| Pedestrian Calls (\#hr) |  | 5 |  |  |  |  |  |  |  |  |  |  |
| Act Effct Green (s) | 13.8 | 32.2 |  | 16.5 | 34.9 |  | 16.8 | 22.2 |  | 23.1 | 28.5 |  |
| Actuated g/C Ratio | 0.12 | 0.27 |  | 0.14 | 0.30 |  | 0.14 | 0.19 |  | 0.20 | 0.24 |  |
| v/c Ratio | 0.68 | 0.66 |  | 0.79 | 0.85 |  | 0.76 | 0.79 |  | 1.05 | 0.69 |  |
| Control Delay | 67.7 | 42.6 |  | 72.3 | 46.0 |  | 68.6 | 51.7 |  | 109.2 | 44.5 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 67.7 | 42.6 |  | 72.3 | 46.0 |  | 68.6 | 51.7 |  | 109.2 | 44.5 |  |
| LOS | E | D |  | E | D |  | E | D |  | F | D |  |
| Approach Delay |  | 47.2 |  |  | 50.7 |  |  | 56.2 |  |  | 69.4 |  |
| Approach LOS |  | D |  |  | D |  |  | E |  |  | E |  |
| Queue Length 50th (ft) | 104 | 220 |  | 144 | 306 |  | 142 | 192 |  | ~306 | 206 |  |
| Queue Length 95th (ft) | 181 | 323 |  | \#261 | \#522 |  | 225 | 248 |  | \#556 | 287 |  |
| Internal Link Dist (ft) |  | 557 |  |  | 460 |  |  | 355 |  |  | 345 |  |
| Turn Bay Length ( f ) | 185 |  |  | 360 |  |  | 125 |  |  | 425 |  |  |
| Base Capacity (vph) | 301 | 954 |  | 301 | 1038 |  | 346 | 953 |  | 346 | 951 |  |
| 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 | 0.47 | 0.66 |  | 0.64 | 0.85 |  | 0.55 | 0.56 |  | 1.05 | 0.61 |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |  |  |  |  |  |  |
| Cycle Length: 130 |  |  |  |  |  |  |  |  |  |  |  |  |
| Actuated Cycle Length: 118.2 |  |  |  |  |  |  |  |  |  |  |  |  |
| Natural Cycle: 90 |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Type: Semi Act-Uncoord |  |  |  |  |  |  |  |  |  |  |  |  |
| Maximum v/c Ratio: 1.05 |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Signal Delay: 56.1 |  |  |  | Intersection LOS: E |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization 86.9\% |  |  |  | ICU Level of Service E |  |  |  |  |  |  |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |  |  |  |  |  |  |
| $\sim$ Volume exceeds capacity, queue is theoretically infinite. |  |  |  |  |  |  |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |

Splits and Phases: 109: Route 9 \& Route 47


|  | 4 | $\rightarrow$ |  | $\checkmark$ |  |  | 4 | 4 | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% |  | \% |  | $\uparrow$ |  |  | 个 |  |  | $\uparrow$ |  |
| Volume (vph) | 1 | 0 | 103 | 0 | 53 | 13 | 0 | 1056 | 0 | 0 | 1008 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1900 | 1900 | 1750 | 1900 |
| Storage Length (t) | 0 |  | 340 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Storage Lanes | 1 |  | 1 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 25 |  |  | 25 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  | 0.974 |  |  |  |  |  |  |  |
| Flt Protected | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (prot) | 1770 | 0 | 1583 | 0 | 1814 | 0 | 0 | 1716 | 0 | 0 | 1716 | 0 |
| Flt Permitted | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (perm) | 1770 | 0 | 1583 | 0 | 1814 | 0 | 0 | 1716 | 0 | 0 | 1716 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 120 |  | 5 |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 50 |  |  | 30 |  |  | 50 |  |  | 50 |  |
| Link Distance (ft) |  | 2897 |  |  | 545 |  |  | 178 |  |  | 4007 |  |
| Travel Time (s) |  | 39.5 |  |  | 12.4 |  |  | 2.4 |  |  | 54.6 |  |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1 | 0 | 120 | 0 | 58 | 14 | 0 | 1089 | 0 | 0 | 1050 | 1 |
| Shared Lane Trafic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 1 | 0 | 120 | 0 | 72 | 0 | 0 | 1089 | 0 | 0 | 1051 | 0 |
| Number of Detectors | 1 |  | 1 | 1 | 1 |  |  | 0 |  |  | 0 |  |
| Detector Template |  |  |  | Left |  |  |  |  |  |  |  |  |
| Leading Detector (ft) | 40 |  | 40 | 20 | 40 |  |  | 0 |  |  | 0 |  |
| Trailing Detector (ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Position(ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Size(ft) | 50 |  | 50 | 20 | 50 |  |  | 6 |  |  | 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 |  |
| Turn Type | Prot |  | Prot |  | NA |  |  | NA |  |  | NA |  |
| Protected Phases | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 |  | 7.0 | 7.0 | 7.0 |  |  | 128.0 |  |  | 128.0 |  |
| Minimum Split (s) | 14.0 |  | 14.0 | 14.0 | 14.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (s) | 32.0 |  | 32.0 | 32.0 | 32.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (\%) | 16.0\% |  | 16.0\% | 16.0\% | 16.0\% |  |  | 68.0\% |  |  | 68.0\% |  |
| Maximum Green (s) | 25.0 |  | 25.0 | 25.0 | 25.0 |  |  | 128.0 |  |  | 128.0 |  |
| Yellow Time (s) | 4.0 |  | 4.0 | 4.0 | 4.0 |  |  | 6.0 |  |  | 6.0 |  |
| All-Red Time (s) | 3.0 |  | 3.0 | 3.0 | 3.0 |  |  | 2.0 |  |  | 2.0 |  |
| Lost Time Adjust (s) | 0.0 |  | 0.0 |  | 0.0 |  |  | 0.0 |  |  | 0.0 |  |
| Total Lost Time (s) | 7.0 |  | 7.0 |  | 7.0 |  |  | 8.0 |  |  | 8.0 |  |
| Lead/Lag |  |  |  |  |  |  |  |  |  |  |  |  |
| Lead-Lag Optimize? |  |  |  |  |  |  |  |  |  |  |  |  |
| Vehicle Extension (s) | 3.0 |  | 3.0 | 3.0 | 3.0 |  |  | 3.0 |  |  | 3.0 |  |


|  | 4 |  |  | 7 |  |  |  | $\uparrow$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Recall Mode | None |  | None | None | None |  |  | Max |  |  | Max |  |
| Walk Time (s) | 5.0 |  | 5.0 | 5.0 | 5.0 |  |  | 5.0 |  |  | 5.0 |  |
| Flash Dont Walk (s) | 11.0 |  | 11.0 | 11.0 | 11.0 |  |  | 11.0 |  |  | 11.0 |  |
| Pedestrian Calls (\#hr) | 0 |  | 0 | 0 | 0 |  |  | 0 |  |  | 0 |  |
| Act Effct Green (s) | 8.4 |  | 8.4 |  | 11.9 |  |  | 128.1 |  |  | 128.1 |  |
| Actuated g/C Ratio | 0.05 |  | 0.05 |  | 0.07 |  |  | 0.75 |  |  | 0.75 |  |
| $\mathrm{v} / \mathrm{c}$ Ratio | 0.01 |  | 0.62 |  | 0.55 |  |  | 0.84 |  |  | 0.81 |  |
| Control Delay | 78.0 |  | 26.4 |  | 87.4 |  |  | 23.2 |  |  | 21.3 |  |
| Queue Delay | 0.0 |  | 0.0 |  | 0.0 |  |  | 0.0 |  |  | 0.0 |  |
| Total Delay | 78.0 |  | 26.4 |  | 87.4 |  |  | 23.2 |  |  | 21.3 |  |
| LOS | E |  | C |  | F |  |  | C |  |  | C |  |
| Approach Delay |  |  |  |  | 87.4 |  |  | 23.2 |  |  | 21.3 |  |
| Approach LOS |  |  |  |  | F |  |  | C |  |  | C |  |
| Queue Length 50th (ft) | 1 |  | 0 |  | 73 |  |  | 720 |  |  | 657 |  |
| Queue Length 95th (ft) | 8 |  | 61 |  | 135 |  |  | 1260 |  |  | 1137 |  |
| Internal Link Dist (tt) |  | 2817 |  |  | 465 |  |  | 98 |  |  | 3927 |  |
| Turn Bay Length (ft) |  |  | 340 |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 259 |  | 334 |  | 270 |  |  | 1290 |  |  | 1290 |  |
| 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 | 0.00 |  | 0.36 |  | 0.27 |  |  | 0.84 |  |  | 0.81 |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |

## Area Type: Other

Cycle Length: 200
Actuated Cycle Length: 170.4
Natural Cycle: 165
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: $24.5 \quad$ Intersection LOS: C
Intersection Capacity Utilization 137.2\% ICU Level of Service H
Analysis Period (min) 15
Splits and Phases: 100: Route 47 \& Jughandle \& Route 55


|  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
|  |  |  |  |  |  |  |


|  | 4 | $7$ | 4 |  | $\frac{1}{\square}$ | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ${ }^{1}$ | F | ${ }^{*}$ | 4 | $\uparrow$ |  |
| Volume (vph) | 298 | 106 | 90 | 747 | 750 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1750 | 1750 | 1900 |
| Storage Length (ft) | 0 | 125 | 100 |  |  | 0 |
| Storage Lanes | 1 | 1 | 1 |  |  | 0 |
| Taper Length (ft) | 25 |  | 60 |  |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  | 0.850 |  |  | 0.995 |  |
| Flt Protected | 0.950 |  | 0.950 |  |  |  |
| Satd. Flow (prot) | 1787 | 1599 | 1787 | 1733 | 1724 | 0 |
| Flt Permitted | 0.950 |  | 0.193 |  |  |  |
| Satd. Flow (perm) | 1787 | 1599 | 363 | 1733 | 1724 | 0 |
| Right Turn on Red |  | Yes |  |  |  | Yes |
| Satd. Flow (RTOR) |  | 50 |  |  | 2 |  |
| Link Speed (mph) | 50 |  |  | 50 | 50 |  |
| Link Distance (ft) | 634 |  |  | 41191 | 1012 |  |
| Travel Time (s) | 8.6 |  |  | 561.7 | 13.8 |  |
| Peak Hour Factor | 0.86 | 0.86 | 0.94 | 0.94 | 0.91 | 0.91 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 347 | 123 | 96 | 795 | 824 | 30 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |
| Lane Group Flow (vph) | 347 | 123 | 96 | 795 | 854 | 0 |
| Number of Detectors | 1 | 1 | 1 | 0 | 0 |  |
| Detector Template |  | Right |  |  |  |  |
| Leading Detector (ft) | 40 | 40 | 40 | 0 | 0 |  |
| Trailing Detector (ft) | -10 | -10 | -10 | 0 | 0 |  |
| Detector 1 Position(ft) | -10 | -10 | -10 | 0 | 0 |  |
| Detector 1 Size(ft) | 50 | 50 | 50 | 6 | 6 |  |
| Detector 1 Type | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| Detector 1 Channel |  |  |  |  |  |  |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Turn Type | Prot | Perm | pm+pt | NA | NA |  |
| Protected Phases | 4 |  | 5 | 2 | 6 |  |
| Permitted Phases |  | 4 | 2 |  |  |  |
| Detector Phase | 4 | 4 | 5 | 2 | 6 |  |
| Switch Phase |  |  |  |  |  |  |
| Minimum Initial (s) | 10.0 | 10.0 | 7.0 | 140.0 | 120.0 |  |
| Minimum Split (s) | 16.0 | 16.0 | 12.0 | 147.0 | 127.0 |  |
| Total Split (s) | 53.0 | 53.0 | 20.0 | 147.0 | 127.0 |  |
| Total Split (\%) | 26.5\% | 26.5\% | 10.0\% | 73.5\% | 63.5\% |  |
| Maximum Green (s) | 47.0 | 47.0 | 15.0 | 140.0 | 120.0 |  |
| Yellow Time (s) | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 |  |
| All-Red Time (s) | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Total Lost Time (s) | 6.0 | 6.0 | 5.0 | 7.0 | 7.0 |  |
| Lead/Lag |  |  | Lead |  | Lag |  |
| Lead-Lag Optimize? |  |  | Yes |  | Yes |  |


|  | $\stackrel{ }{*}$ |  | 4 | 4 |  | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | Max | Max |  |
| Act Effict Green (s) | 40.9 | 40.9 | 142.2 | 140.2 | 127.1 |  |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.73 | 0.72 | 0.65 |  |
| v/c Ratio | 0.92 | 0.33 | 0.30 | 0.64 | 0.76 |  |
| Control Delay | 105.0 | 39.7 | 10.4 | 17.5 | 29.6 |  |
| Queue Delay | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 105.4 | 39.7 | 10.4 | 17.5 | 29.6 |  |
| LOS | F | D | B | B | C |  |
| Approach Delay | 88.2 |  |  | 16.7 | 29.6 |  |
| Approach LOS | F |  |  | B | C |  |
| Queue Length 50th (ft) | 440 | 78 | 34 | 512 | 737 |  |
| Queue Length 95th (ft) | 543 | 137 | 58 | 691 | 1015 |  |
| Internal Link Dist (ft) | 554 |  |  | 41111 | 932 |  |
| Turn Bay Length (ft) |  | 125 | 100 |  |  |  |
| Base Capacity (vph) | 433 | 425 | 376 | 1251 | 1129 |  |
| Starvation Cap Reductn | 6 | 0 | 0 | 0 | 0 |  |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Reduced v/c Ratio | 0.81 | 0.29 | 0.26 | 0.64 | 0.76 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 200 |  |  |  |  |  |  |
| Actuated Cycle Length: 194.1 |  |  |  |  |  |  |
| Natural Cycle: 165 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.92 |  |  |  |  |  |  |
| Intersection Signal Delay: 36.8 |  |  |  | Intersection LOS: D |  |  |
| Intersection Capacity Utilization 144.0\% |  |  |  | ICU Level of Service H |  |  |

Analysis Period (min) 15
Splits and Phases: 102: Route 347 \& Mauricetown Rd (CR 670)


|  | 4 | $\rightarrow$ | $\checkmark$ | $\downarrow$ |  | 4 | 4 | 4 | $p$ | ( | $\frac{1}{\square}$ | $\pm$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 「' |  | $\uparrow$ |  | ${ }^{7}$ | $\uparrow$ |  | ${ }^{1 /}$ | 个 |  |
| Volume (vph) | 1 | 181 | 85 | 19 | 103 | 0 | 122 | 13 | 206 | 22 | 261 | 71 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1800 | 1900 | 1750 | 1900 |
| Storage Length (ft) | 0 |  | 20 | 0 |  | 0 | 125 |  | 0 | 75 |  | 0 |
| Storage Lanes | 0 |  | 1 | 0 |  | 0 | 1 |  | 0 | 1 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 60 |  |  | 60 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  |  |  |  | 0.859 |  |  | 0.968 |  |
| Flt Protected |  |  |  |  | 0.992 |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 0 | 1881 | 1599 | 0 | 1866 | 0 | 1787 | 1488 | 0 | 1787 | 1677 | 0 |
| Flt Permitted |  | 0.999 |  |  | 0.699 |  | 0.422 |  |  | 0.605 |  |  |
| Satd. Flow (perm) | 0 | 1879 | 1599 | 0 | 1315 | 0 | 794 | 1488 | 0 | 1138 | 1677 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 83 |  |  |  |  | 234 |  |  | 13 |  |
| Link Speed (mph) |  | 50 |  |  | 50 |  |  | 50 |  |  | 25 |  |
| Link Distance (ft) |  | 5207 |  |  | 634 |  |  | 54924 |  |  | 962 |  |
| Travel Time (s) |  | 71.0 |  |  | 8.6 |  |  | 749.0 |  |  | 26.2 |  |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.88 | 0.88 | 0.88 | 0.78 | 0.78 | 0.78 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 1 | 229 | 108 | 24 | 129 | 0 | 139 | 15 | 234 | 28 | 335 | 91 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 0 | 230 | 108 | 0 | 153 | 0 | 139 | 249 | 0 | 28 | 426 | 0 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template | Left |  | Right | Left |  |  |  |  |  |  |  |  |
| Leading Detector (ft) | 20 | 40 | 40 | 20 | 40 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector (ft) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Position(ft) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Size(ft) | 20 | 50 | 50 | 20 | 50 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ | Cl+Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl+Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| 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 |  |
| Turn Type | Perm | NA | Perm | Perm | NA |  | pm+pt | NA |  | Perm | NA |  |
| Protected Phases |  | 4 |  |  | 8 |  | 5 | 2 |  |  | 6 |  |
| Permitted Phases | 4 |  | 4 | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 4 | 4 | 4 | 8 | 8 |  | 5 | 2 |  | 6 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  | 5.0 | 37.0 |  | 7.0 | 7.0 |  |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |  | 10.0 | 44.0 |  | 23.0 | 23.0 |  |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |  | 30.0 | 78.0 |  | 48.0 | 48.0 |  |
| Total Split (\%) | 33.9\% | 33.9\% | 33.9\% | 33.9\% | 33.9\% |  | 25.4\% | 66.1\% |  | 40.7\% | 40.7\% |  |
| Maximum Green (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |  | 25.0 | 71.0 |  | 41.0 | 41.0 |  |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 0.0 | 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) |  | 7.0 | 7.0 |  | 7.0 |  | 5.0 | 7.0 |  | 7.0 | 7.0 |  |
| Lead/Lag |  |  |  |  |  |  | Lead |  |  | Lag | Lag |  |
| Lead-Lag Optimize? |  |  |  |  |  |  | Yes |  |  | Yes | Yes |  |


|  | 4 | $\rightarrow$ | $\geqslant$ | 7 |  |  | 4 | 4 |  |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | None | None |  | None | Max |  | Max | Max |  |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  |  | 5.0 |  | 5.0 | 5.0 |  |
| Flash Dont Walk (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  |  | 7.0 |  | 7.0 | 7.0 |  |
| Pedestrian Calls (\#hr) | 5 | 5 | 5 | 5 | 5 |  |  | 5 |  | 5 | 5 |  |
| Act Efftt Green (s) |  | 16.9 | 16.9 |  | 16.9 |  | 73.2 | 71.1 |  | 58.9 | 58.9 |  |
| Actuated g/C Ratio |  | 0.17 | 0.17 |  | 0.17 |  | 0.72 | 0.70 |  | 0.58 | 0.58 |  |
| v/c Ratio |  | 0.74 | 0.32 |  | 0.70 |  | 0.22 | 0.22 |  | 0.04 | 0.44 |  |
| Control Delay |  | 55.0 | 14.9 |  | 57.6 |  | 6.0 | 1.6 |  | 11.6 | 14.7 |  |
| Queue Delay |  | 0.0 | 0.0 |  | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay |  | 55.0 | 14.9 |  | 57.6 |  | 6.0 | 1.6 |  | 11.6 | 14.7 |  |
| LOS |  | E | B |  | E |  | A | A |  | B | B |  |
| Approach Delay |  | 42.2 |  |  | 57.6 |  |  | 3.2 |  |  | 14.5 |  |
| Approach LOS |  | D |  |  | E |  |  | A |  |  | B |  |
| Queue Length 50th (ft) |  | 144 | 14 |  | 95 |  | 24 | 3 |  | 7 | 142 |  |
| Queue Length 95th (ft) |  | 192 | 46 |  | 142 |  | 52 | 28 |  | 21 | 213 |  |
| Internal Link Dist (ft) |  | 5127 |  |  | 554 |  |  | 54844 |  |  | 882 |  |
| Turn Bay Length (ft) |  |  | 20 |  |  |  | 125 |  |  | 75 |  |  |
| Base Capacity (vph) |  | 608 | 573 |  | 425 |  | 812 | 1107 |  | 656 | 972 |  |
| 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 |  | 0.38 | 0.19 |  | 0.36 |  | 0.17 | 0.22 |  | 0.04 | 0.44 |  |

## Intersection Summary

## Area Type: Other

Cycle Length: 118
Actuated Cycle Length: 102.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 23.2
Intersection Capacity Utilization 75.8\%
Intersection LOS: C
Analysis Period (min) 15
Splits and Phases: 103: Route 47 \& Mauricetown Rd (CR 670)


|  | 4 |  | 4 | 4 | $\dagger$ | $\downarrow$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |  |
| Lane Configurations | \% | 「 | \% | $\uparrow$ | $\uparrow$ |  |  |
| Volume (vph) | 1 | 248 | 143 | 883 | 833 | 1 |  |
| Ideal Flow (vphpl) | 1900 | 1750 | 1750 | 1750 | 1750 | 1750 |  |
| Storage Length (ft) | 60 | 0 | 470 |  |  | 0 |  |
| Storage Lanes | 1 | 1 | 1 |  |  | 0 |  |
| Taper Length (ft) | 60 |  | 60 |  |  |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |
| Frt |  | 0.850 |  |  |  |  |  |
| Flt Protected | 0.950 |  | 0.950 |  |  |  |  |
| Satd. Flow (prot) | 1787 | 1473 | 1646 | 1733 | 1733 | 0 |  |
| Flt Permitted | 0.950 |  | 0.237 |  |  |  |  |
| Satd. Flow (perm) | 1787 | 1473 | 411 | 1733 | 1733 | 0 |  |
| Right Turn on Red |  | Yes |  |  |  | No |  |
| Satd. Flow (RTOR) |  | 182 |  |  |  |  |  |
| Link Speed (mph) | 50 |  |  | 30 | 50 |  |  |
| Link Distance (ft) | 54924 |  |  | 10671 | 2119 |  |  |
| Travel Time (s) | 749.0 |  |  | 242.5 | 28.9 |  |  |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.94 | 0.94 |  |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |  |
| Adj. Flow (vph) | 1 | 273 | 157 | 970 | 886 | 1 |  |
| Shared Lane Trafic (\%) |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 1 | 273 | 157 | 970 | 887 | 0 |  |
| Number of Detectors | 1 | 1 | 1 | 0 | 0 |  |  |
| Detector Template |  |  |  |  |  |  |  |
| Leading Detector (tt) | 40 | 40 | 40 | 0 | 0 |  |  |
| Trailing Detector (ft) | -10 | -10 | -10 | 0 | 0 |  |  |
| Detector 1 Position(ft) | -10 | -10 | -10 | 0 | 0 |  |  |
| Detector 1 Size(ft) | 50 | 50 | 50 | 6 | 6 |  |  |
| Detector 1 Type Cl+Ex Cl+Ex Cl+Ex Cl+Ex <br> Detector 1 Channel     |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |  |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |  |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |  |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA |  |  |
| Protected Phases | 4 | 45 | 5 | 2 | 6 |  |  |
| Permitted Phases |  |  | 2 |  |  |  |  |
| Detector Phase | 4 | 45 | 5 | 2 | 6 |  |  |
| Switch Phase |  |  |  |  |  |  |  |
| Minimum Initial (s) | 10.0 |  | 10.0 | 10.0 | 10.0 |  |  |
| Minimum Split (s) | 16.0 |  | 15.0 | 161.0 | 16.0 |  |  |
| Total Split (s) | 39.0 |  | 25.0 | 161.0 | 136.0 |  |  |
| Total Split (\%) | 19.5\% |  | 12.5\% | 80.5\% | 68.0\% |  |  |
| Maximum Green (s) | 33.0 |  | 20.0 | 155.0 | 130.0 |  |  |
| Yellow Time (s) | 5.0 |  | 5.0 | 5.0 | 5.0 |  |  |
| All-Red Time (s) | 1.0 |  | 0.0 | 1.0 | 1.0 |  |  |
| Lost Time Adjust (s) | 0.0 |  | 0.0 | 0.0 | 0.0 |  |  |
| Total Lost Time (s) | 6.0 |  | 5.0 | 6.0 | 6.0 |  |  |
| Lead/Lag |  |  | Lead |  | Lag |  |  |
| Lead-Lag Optimize? |  |  | Yes |  | Yes |  |  |




|  |  |  |  | $\%$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR SBL | SBT |  |
| Vehicle Extension (s) | 2.0 |  | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None |  | C-Max | C-Max | C-Max |  |
| Walk Time (s) | 7.0 |  |  |  |  |  |
| Flash Dont Walk (s) | 11.0 |  |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |  |  |
| Act Effct Green (s) | 18.8 |  | 168.2 | 168.2 | 168.2 |  |
| Actuated g/C Ratio | 0.09 |  | 0.84 | 0.84 | 0.84 |  |
| v/c Ratio | 0.75 |  | 0.73 | 0.04 | 0.77 |  |
| Control Delay | 114.3 |  | 8.4 | 3.7 | 12.9 |  |
| Queue Delay | 0.0 |  | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 114.3 |  | 8.4 | 3.7 | 12.9 |  |
| LOS | F |  | A | A | B |  |
| Approach Delay | 114.3 |  | 8.4 |  | 12.8 |  |
| Approach LOS | F |  | A |  | B |  |
| Queue Length 50th (ft) | 162 |  | 392 | 2 | 540 |  |
| Queue Length 95th (ft) | 223 |  | 584 | 8 | 902 |  |
| Internal Link Dist (ft) | 11919 |  | 2218 |  | 10591 |  |
| Turn Bay Length (ft) |  |  |  | 75 |  |  |
| Base Capacity (vph) | 307 |  | 1574 | 297 | 1374 |  |
| Starvation Cap Reductn | 0 |  | 0 | 0 | 0 |  |
| Spillback Cap Reductn | 0 |  | 0 | 0 | 0 |  |
| Storage Cap Reductn | 0 |  | 0 | 0 | 0 |  |
| Reduced v/c Ratio | 0.40 |  | 0.73 | 0.04 | 0.77 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other <br> Cycle Length: 200  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Actuated Cycle Length: 200 |  |  |  |  |  |  |
| Offset: 1 (1\%), Referenced to phase 4:SBTL and 8:NBT, Start of Yellow |  |  |  |  |  |  |
| Natural Cycle: 175 |  |  |  |  |  |  |
| Control Type: Actuated-Coordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.77 |  |  |  |  |  |  |
| Intersection Signal Delay: 16.0 |  |  |  | Intersection LOS: B |  |  |
| Intersection Capacity Utilization 143.4\% |  |  |  | ICU Level of Service H |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| Splits and Phases: 105: Route 47 \& Tyler Rd (CR 611) |  |  |  |  |  |  |
| 106 | \% $¢ 4(\mathrm{R})$ |  |  |  |  | $\square$ |
|  | 159 s |  |  |  |  |  |
|  | $\varphi_{08}$ |  |  |  |  |  |
| 41 s | 159 s |  |  |  |  |  |



|  | $\dagger$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |  |
| Vehicle Extension (s) | 2.0 |  | 2.0 |  | 2.0 | 2.0 |  |
| Recall Mode | None |  | C-Max |  | None | C-Max |  |
| Walk Time (s) | 7.0 |  |  |  |  |  |  |
| Flash Dont Walk (s) | 11.0 |  |  |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |  |  |  |
| Act Efft Green (s) | 27.8 |  | 153.4 |  | 162.2 | 158.2 |  |
| Actuated g/C Ratio | 0.14 |  | 0.77 |  | 0.81 | 0.79 |  |
| v/c Ratio | 0.85 |  | 0.77 |  | 0.06 | 0.90 |  |
| Control Delay | 112.8 |  | 19.6 |  | 4.7 | 19.7 |  |
| Queue Delay | 0.0 |  | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 112.8 |  | 19.6 |  | 4.7 | 19.7 |  |
| LOS | F |  | B |  | A | B |  |
| Approach Delay | 112.8 |  | 19.6 |  |  | 19.5 |  |
| Approach LOS | F |  | B |  |  | B |  |
| Queue Length 50th (ft) | 272 |  | 826 |  | 3 | 532 |  |
| Queue Length 95th (ft) | 242 |  | 1188 |  | m6 | \#1741 |  |
| Internal Link Dist (ft) | 12819 |  | 4473 |  |  | 2218 |  |
| Turn Bay Length ( t ) |  |  |  |  | 100 |  |  |
| Base Capacity (vph) | 308 |  | 1441 |  | 260 | 1292 |  |
| Starvation Cap Reductn | 0 |  | 0 |  | 0 | 0 |  |
| Spillback Cap Reductn | 0 |  | 0 |  | 0 | 0 |  |
| Storage Cap Reductn | 0 |  | 0 |  | 0 | 0 |  |
| Reduced v/c Ratio | 0.68 |  | 0.77 |  | 0.06 | 0.90 |  |
| Intersection Summary |  |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |  |
| Cycle Length: 200 |  |  |  |  |  |  |  |
| Actuated Cycle Length: 200 |  |  |  |  |  |  |  |
| Offset: 0 (0\%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow, Master Intersection |  |  |  |  |  |  |  |
| Natural Cycle: 175 |  |  |  |  |  |  |  |
| Control Type: Actuated-Coordinated |  |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.90 |  |  |  |  |  |  |  |
| Intersection Signal Delay: 27.4 |  |  |  | Intersection LOS: C |  |  |  |
| Intersection Capacity Utilization 144.9\% |  |  |  | ICU Level of Service H |  |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |  |
| m Volume for 95 th percentile queue is metered by upstream signal. |  |  |  |  |  |  |  |
| Splits and Phases: 106: Route 47 \& Petersburg Rd (CR 610) |  |  |  |  |  |  |  |
| $\psi_{\varnothing 2(R)}$ |  |  |  |  |  |  | ${ }_{68}$ |
|  |  |  |  |  |  |  | 42 s |
| $\frac{\downarrow}{158 \mathrm{~s}}$ (R) |  |  |  |  |  |  | $\square$ |



|  | $\checkmark$ |  |  | $>$ |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |
| Recall Mode | None | None | Max |  | None | Max |
| Act Effct Green (s) | 9.0 | 9.0 | 44.0 |  | 62.1 | 58.1 |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.55 |  | 0.78 | 0.73 |
| v/c Ratio | 0.16 | 0.74 | 0.88 |  | 0.76 | 0.79 |
| Control Delay | 33.3 | 14.2 | 30.3 |  | 29.0 | 14.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 33.3 | 14.2 | 30.3 |  | 29.0 | 14.4 |
| LOS | C | B | C |  | C | B |
| Approach Delay | 15.7 |  | 30.3 |  |  | 17.3 |
| Approach LOS | B |  | C |  |  | B |
| Queue Length 50th (ft) | 14 | 4 | 348 |  | 56 | 230 |
| Queue Length 95th (ft) | 38 | 83 | \#770 |  | \#154 | \#704 |
| Internal Link Dist (ft) | 963 |  | 3418 |  |  | 312 |
| Turn Bay Length ( t ) |  |  |  |  | 250 |  |
| Base Capacity (vph) | 335 | 593 | 1030 |  | 410 | 1257 |
| 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 | 0.09 | 0.62 | 0.88 |  | 0.62 | 0.79 |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 86 |  |  |  |  |  |  |
| Actuated Cycle Length: 80.1 |  |  |  |  |  |  |
| Natural Cycle: 80 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.88 |  |  |  |  |  |  |
| Intersection Signal Delay: 21.7 |  |  |  | Intersection LOS: C |  |  |
| Intersection Capacity Utilization 80.1\% |  |  |  | ICU Level of Service D |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |

Splits and Phases: 107: Route 47 \& Route 83



|  |  |  |  |  |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Vehicle Extension (s) | 2.0 |  | 2.0 |  | 2.0 | 2.0 |
| Recall Mode | None |  | Max |  | None | Max |
| Walk Time (s) | 5.0 |  |  |  |  |  |
| Flash Dont Walk (s) | 8.0 |  |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |  |  |
| Act Effct Green (s) | 10.0 |  | 98.2 |  | 110.2 | 106.2 |
| Actuated g/C Ratio | 0.08 |  | 0.75 |  | 0.85 | 0.82 |
| v/c Ratio | 0.82 |  | 0.38 |  | 0.83 | 0.34 |
| Control Delay | 20.3 |  | 6.9 |  | 18.5 | 4.2 |
| Queue Delay | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 20.3 |  | 6.9 |  | 18.5 | 4.2 |
| LOS | C |  | A |  | B | A |
| Approach Delay | 20.3 |  | 6.9 |  |  | 11.7 |
| Approach LOS | C |  | A |  |  | B |
| Queue Length 50th (ft) | 6 |  | 122 |  | 61 | 69 |
| Queue Length 95th (ft) | 84 |  | 252 |  | \#246 | 172 |
| Internal Link Dist (ft) | 12817 |  | 61404 |  |  | 3418 |
| Turn Bay Length (ft) |  |  |  |  | 150 |  |
| Base Capacity (vph) | 672 |  | 1414 |  | 645 | 1413 |
| Starvation Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Spillback Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Storage Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Reduced v/c Ratio | 0.58 |  | 0.38 |  | 0.83 | 0.34 |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 150 |  |  |  |  |  |  |
| Actuated Cycle Length: 130.2 |  |  |  |  |  |  |
| Natural Cycle: 140 |  |  |  |  |  |  |
| Control Type: Semi Act-Uncoord |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.83 |  |  |  |  |  |  |
| Intersection Signal Delay: 12.1 |  |  |  | Intersection LOS: B |  |  |
| Intersection Capacity Utilization 134.5\% |  |  |  | ICU Level of Service H |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |

Splits and Phases: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)


|  | 4 |  |  | 7 |  |  |  | $\dagger$ | \％ | $V$ | $\dagger$ | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ＊ | 中 ${ }^{\text {a }}$ |  | ${ }^{1}$ | 中 ${ }^{\text {F }}$ |  | ${ }^{*}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{*}$ | 中t |  |
| Volume（vph） | 116 | 568 | 63 | 159 | 525 | 230 | 142 | 290 | 113 | 301 | 336 | 103 |
| Ideal Flow（vphpl） | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length（ft） | 185 |  | 0 | 360 |  | 0 | 125 |  | 0 | 425 |  | 0 |
| Storage Lanes | 1 |  | 0 | 1 |  | 0 | 1 |  | 0 | 1 |  | 0 |
| Taper Length（ft） | 60 |  |  | 60 |  |  | 60 |  |  | 60 |  |  |
| Lane Util．Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.985 |  |  | 0.954 |  |  | 0.958 |  |  | 0.965 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（prot） | 1770 | 3486 | 0 | 1770 | 3376 | 0 | 1770 | 3391 | 0 | 1770 | 3415 | 0 |
| Flt Permitted | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（perm） | 1770 | 3486 | 0 | 1770 | 3376 | 0 | 1770 | 3391 | 0 | 1770 | 3415 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd．Flow（RTOR） |  | 9 |  |  | 53 |  |  | 44 |  |  | 31 |  |
| Link Speed（mph） |  | 35 |  |  | 35 |  |  | 40 |  |  | 40 |  |
| Link Distance（ft） |  | 637 |  |  | 540 |  |  | 435 |  |  | 425 |  |
| Travel Time（s） |  | 12.4 |  |  | 10.5 |  |  | 7.4 |  |  | 7.2 |  |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj．Flow（vph） | 127 | 624 | 69 | 177 | 583 | 256 | 149 | 305 | 119 | 317 | 354 | 108 |
| Shared Lane Traffic（\％） |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow（vph） | 127 | 693 | 0 | 177 | 839 | 0 | 149 | 424 | 0 | 317 | 462 | 0 |
| Number of Detectors | 1 | 0 |  | 1 | 0 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template |  |  |  |  |  |  |  |  |  |  |  |  |
| Leading Detector（ft） | 40 | 0 |  | 40 | 0 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Position（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Size（ft） | 50 | 6 |  | 50 | 6 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| 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 |  |
| Turn Type | Prot | NA |  | Prot | NA |  | Prot | NA |  | Prot | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial（s） | 5.0 | 31.0 |  | 5.0 | 31.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| Minimum Split（s） | 10.0 | 39.0 |  | 10.0 | 39.0 |  | 10.0 | 12.0 |  | 10.0 | 12.0 |  |
| Total Split（s） | 21.0 | 39.0 |  | 21.0 | 39.0 |  | 26.0 | 39.0 |  | 26.0 | 39.0 |  |
| Total Split（\％） | 16．8\％ | 31．2\％ |  | 16．8\％ | 31．2\％ |  | 20．8\％ | 31．2\％ |  | 20．8\％ | 31．2\％ |  |
| Maximum Green（s） | 16.0 | 32.0 |  | 16.0 | 32.0 |  | 21.0 | 32.0 |  | 21.0 | 32.0 |  |
| Yellow Time（s） | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  |
| All－Red Time（s） | 2.0 | 2.0 |  | 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 | 0.0 |  |
| Total Lost Time（s） | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  |
| Lead／Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead－Lag Optimize？ | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Vehicle Extension（s） | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |




|  | 4 | $\rightarrow$ |  | $\checkmark$ |  |  | 4 | 4 | 1 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ |  | F |  | $\uparrow$ |  |  | $\uparrow$ |  |  | $\hat{F}$ |  |
| Volume (vph) | 3 | 0 | 99 | 0 | 67 | 15 | 0 | 1095 | 0 | 0 | 1089 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1900 | 1900 | 1750 | 1900 |
| Storage Length (ft) | 0 |  | 340 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Storage Lanes | 1 |  | 1 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 25 |  |  | 25 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  | 0.975 |  |  |  |  |  |  |  |
| Flt Protected | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (prot) | 1787 | 0 | 1599 | 0 | 1834 | 0 | 0 | 1733 | 0 | 0 | 1733 | 0 |
| Flt Permitted | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (perm) | 1787 | 0 | 1599 | 0 | 1834 | 0 | 0 | 1733 | 0 | 0 | 1733 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 136 |  | 5 |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 50 |  |  | 30 |  |  | 50 |  |  | 50 |  |
| Link Distance (ft) |  | 2897 |  |  | 545 |  |  | 178 |  |  | 4007 |  |
| Travel Time (s) |  | 39.5 |  |  | 12.4 |  |  | 2.4 |  |  | 54.6 |  |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.69 | 0.69 | 0.69 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 4 | 0 | 136 | 0 | 97 | 22 | 0 | 1153 | 0 | 0 | 1171 | 4 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 4 | 0 | 136 | 0 | 119 | 0 | 0 | 1153 | 0 | 0 | 1175 | 0 |
| Number of Detectors | 1 |  | 1 | 1 | 1 |  |  | 0 |  |  | 0 |  |
| Detector Template |  |  |  | Left |  |  |  |  |  |  |  |  |
| Leading Detector (ft) | 40 |  | 40 | 20 | 40 |  |  | 0 |  |  | 0 |  |
| Trailing Detector (ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Position(ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Size(ft) | 50 |  | 50 | 20 | 50 |  |  | 6 |  |  | 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 |  |
| Turn Type | Prot |  | Prot |  | NA |  |  | NA |  |  | NA |  |
| Protected Phases | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 |  | 7.0 | 7.0 | 7.0 |  |  | 128.0 |  |  | 128.0 |  |
| Minimum Split (s) | 14.0 |  | 14.0 | 14.0 | 14.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (s) | 32.0 |  | 32.0 | 32.0 | 32.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (\%) | 16.0\% |  | 16.0\% | 16.0\% | 16.0\% |  |  | 68.0\% |  |  | 68.0\% |  |
| Maximum Green (s) | 25.0 |  | 25.0 | 25.0 | 25.0 |  |  | 128.0 |  |  | 128.0 |  |
| Yellow Time (s) | 4.0 |  | 4.0 | 4.0 | 4.0 |  |  | 6.0 |  |  | 6.0 |  |
| All-Red Time (s) | 3.0 |  | 3.0 | 3.0 | 3.0 |  |  | 2.0 |  |  | 2.0 |  |
| Lost Time Adjust (s) | 0.0 |  | 0.0 |  | 0.0 |  |  | 0.0 |  |  | 0.0 |  |
| Total Lost Time (s) | 7.0 |  | 7.0 |  | 7.0 |  |  | 8.0 |  |  | 8.0 |  |
| Lead/Lag |  |  |  |  |  |  |  |  |  |  |  |  |
| Lead-Lag Optimize? |  |  |  |  |  |  |  |  |  |  |  |  |



Splits and Phases: 100: Route 47 \& Jughandle \& Route 55


|  | $\cdots$ | $0^{4}$ | 4 |  | 7 | $k$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | NBL | NBR | SET | SER | NWL | NWT |
| Lane Configurations |  | 「 | F | 4 |  |  |
| Volume (vph) | 0 | 0 | 965 | 472 | 0 | 1326 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.956 |  |  |  |
| Flt Protected |  |  |  |  |  |  |
| Satd. Flow (prot) | 0 | 1863 | 1640 | 0 | 0 | 1716 |
| Flt Permitted |  |  |  |  |  |  |
| Satd. Flow (perm) | 0 | 1863 | 1640 | 0 | 0 | 1716 |
| Link Speed (mph) | 30 |  | 50 |  |  | 50 |
| Link Distance (ft) | 962 |  | 15086 |  |  | 1012 |
| Travel Time (s) | 21.9 |  | 205.7 |  |  | 13.8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.90 | 0.92 | 0.86 | 0.86 |
| Adj. Flow (vph) | 0 | 0 | 1072 | 513 | 0 | 1542 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |
| Lane Group Flow (vph) | 0 | 0 | 1585 | 0 | 0 | 1542 |
| Sign Control | Stop |  | Free |  |  | Free |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: |  |  |  |  |  |  |
| Control Type: Unsignaliz |  |  |  |  |  |  |
| Intersection Capacity Uti | 89.7\% |  |  |  | Level | Service E |
| Analysis Period (min) 15 |  |  |  |  |  |  |



|  | $\rangle$ |  | 4 | 4 |  | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None | None | Max | Max | Max |  |
| Act Effct Green (s) | 42.5 | 42.5 | 142.1 | 140.1 | 120.1 |  |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.73 | 0.72 | 0.61 |  |
| v/c Ratio | 0.94 | 0.48 | 0.51 | 0.92 | 1.01 |  |
| Control Delay | 106.8 | 43.8 | 45.4 | 37.5 | 67.6 |  |
| Queue Delay | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 108.4 | 43.8 | 45.4 | 37.5 | 67.6 |  |
| LOS | F | D | D | D | E |  |
| Approach Delay | 85.7 |  |  | 38.1 | 67.6 |  |
| Approach LOS | F |  |  | D | E |  |
| Queue Length 50th (ft) | 465 | 136 | 57 | 1243 | -1497 |  |
| Queue Length 95th (ft) | \#643 | 228 | 120 | 1418 | \#1785 |  |
| Internal Link Dist (t) | 554 |  |  | 41111 | 932 |  |
| Turn Bay Length ( t ) |  | 125 | 100 |  |  |  |
| Base Capacity (vph) | 429 | 443 | 179 | 1241 | 1059 |  |
| Starvation Cap Reductn | 14 | 0 | 0 | 0 | 0 |  |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Reduced v/c Ratio | 0.87 | 0.44 | 0.51 | 0.92 | 1.01 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 200 |  |  |  |  |  |  |
| Actuated Cycle Length: 195.6 |  |  |  |  |  |  |
| Natural Cycle: 165 |  |  |  |  |  |  |
| Control Type: Semi Act-Uncoord |  |  |  |  |  |  |
| Maximum v/c Ratio: 1.01 |  |  |  |  |  |  |
| Intersection Signal Delay: 58.4 |  |  |  |  | rsectio | LOS: |
| Intersection Capacity Utilization 146.4\% |  |  |  |  | Level | Servic |
| 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: 102: Route 347 \& Mauricetown Rd (CR 670)


|  | $\rangle$ | $\rightarrow$ | 7 | 7 |  |  | 4 | $\dagger$ | $p$ |  | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | " |  | $\uparrow$ |  | \% | $\stackrel{\rightharpoonup}{1}$ |  | \% | $\uparrow$ |  |
| Volume (vph) | 2 | 270 | 265 | 23 | 90 | 1 | 56 | 20 | 214 | 38 | 371 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1900 |
| Storage Length (t) | 0 |  | 20 | 0 |  | 0 | 125 |  | 0 | 75 |  | 0 |
| Storage Lanes | 0 |  | 1 | 0 |  | 0 | 1 |  | 0 | 1 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 60 |  |  | 60 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  | 0.999 |  |  | 0.863 |  |  | 0.978 |  |
| Flt Protected |  |  |  |  | 0.990 |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 0 | 1881 | 1599 | 0 | 1861 | 0 | 1787 | 1623 | 0 | 1787 | 1695 | 0 |
| Flt Permitted |  | 0.998 |  |  | 0.502 |  | 0.380 |  |  | 0.579 |  |  |
| Satd. Flow (perm) | 0 | 1877 | 1599 | 0 | 943 | 0 | 715 | 1623 | 0 | 1089 | 1695 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 83 |  |  |  |  | 207 |  |  | 8 |  |
| Link Speed (mph) |  | 50 |  |  | 50 |  |  | 50 |  |  | 25 |  |
| Link Distance ( ft ) |  | 5207 |  |  | 634 |  |  | 54924 |  |  | 962 |  |
| Travel Time (s) |  | 71.0 |  |  | 8.6 |  |  | 749.0 |  |  | 26.2 |  |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.75 | 0.75 | 0.75 | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 3 | 355 | 349 | 31 | 120 | 1 | 71 | 25 | 271 | 41 | 403 | 68 |
| Shared Lane Trafic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 0 | 358 | 349 | 0 | 152 | 0 | 71 | 296 | 0 | 41 | 471 | 0 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template | Left |  | Right | Left |  |  |  |  |  |  |  |  |
| Leading Detector (tt) | 20 | 40 | 40 | 20 | 40 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector ( t ) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Position(ft) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Size(ft) | 20 | 50 | 50 | 20 | 50 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |  | Cl+Ex | Cl+Ex |  | Cl+Ex | Cl+Ex |  |
| Detector 1 Channel 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 |  |
| Turn Type | Perm | NA | Perm | Perm | NA |  | pm+pt | NA |  | Perm | NA |  |
| Protected Phases |  | 4 |  |  | 8 |  | 5 | 2 |  |  | 6 |  |
| Permitted Phases | 4 |  | 4 | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 4 | 4 | 4 | 8 | 8 |  | 5 | 2 |  | 6 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  | 5.0 | 37.0 |  | 7.0 | 7.0 |  |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |  | 10.0 | 44.0 |  | 23.0 | 23.0 |  |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |  | 30.0 | 78.0 |  | 48.0 | 48.0 |  |
| Total Split (\%) | 33.9\% | 33.9\% | 33.9\% | 33.9\% | 33.9\% |  | 25.4\% | 66.1\% |  | 40.7\% | 40.7\% |  |
| Maximum Green (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |  | 25.0 | 71.0 |  | 41.0 | 41.0 |  |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 0.0 | 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) |  | 7.0 | 7.0 |  | 7.0 |  | 5.0 | 7.0 |  | 7.0 | 7.0 |  |
| Lead/Lag |  |  |  |  |  |  | Lead |  |  | Lag | Lag |  |
| Lead-Lag Optimize? |  |  |  |  |  |  | Yes |  |  | Yes | Yes |  |


|  | 4 | $\rightarrow$ | $\checkmark$ | 6 |  |  | 4 | 4 | \% |  | $\frac{1}{1}$ | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | None | None |  | None | Max |  | Max | Max |  |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  |  | 5.0 |  | 5.0 | 5.0 |  |
| Flash Dont Walk (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  |  | 7.0 |  | 7.0 | 7.0 |  |
| Pedestrian Calls (\#/hr) | 5 | 5 | 5 | 5 | 5 |  |  | 5 |  | 5 | 5 |  |
| Act Effct Green (s) |  | 24.9 | 24.9 |  | 24.9 |  | 73.2 | 71.2 |  | 62.0 | 62.0 |  |
| Actuated g/C Ratio |  | 0.23 | 0.23 |  | 0.23 |  | 0.66 | 0.65 |  | 0.56 | 0.56 |  |
| v/c Ratio |  | 0.84 | 0.82 |  | 0.71 |  | 0.13 | 0.26 |  | 0.07 | 0.49 |  |
| Control Delay |  | 59.1 | 46.7 |  | 58.1 |  | 8.2 | 3.6 |  | 14.6 | 18.6 |  |
| Queue Delay |  | 0.0 | 0.0 |  | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay |  | 59.1 | 46.7 |  | 58.1 |  | 8.2 | 3.6 |  | 14.6 | 18.6 |  |
| LOS |  | E | D |  | E |  | A | A |  | B | B |  |
| Approach Delay |  | 53.0 |  |  | 58.1 |  |  | 4.5 |  |  | 18.3 |  |
| Approach LOS |  | D |  |  | E |  |  | A |  |  | B |  |
| Queue Length 50th (ft) |  | 243 | 182 |  | 99 |  | 16 | 22 |  | 13 | 198 |  |
| Queue Length 95th (ft) |  | 282 | 222 |  | 137 |  | 34 | 47 |  | 37 | 346 |  |
| Internal Link Dist (ft) |  | 5127 |  |  | 554 |  |  | 54844 |  |  | 882 |  |
| Turn Bay Length (ft) |  |  | 20 |  |  |  | 125 |  |  | 75 |  |  |
| Base Capacity (vph) |  | 563 | 538 |  | 283 |  | 719 | 1122 |  | 613 | 957 |  |
| 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 |  | 0.64 | 0.65 |  | 0.54 |  | 0.10 | 0.26 |  | 0.07 | 0.49 |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |  |  |  |  |  |  |
| Cycle Length: 118 |  |  |  |  |  |  |  |  |  |  |  |  |
| Actuated Cycle Length: 110.1 |  |  |  |  |  |  |  |  |  |  |  |  |
| Natural Cycle: 70 |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.84 |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Signal Delay: 33.0 |  |  |  | Intersection LOS: C |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization 78.9\% |  |  |  | ICU Level of Service D |  |  |  |  |  |  |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |  |  |  |  |  |  |

Splits and Phases: 103: Route 47 \& Mauricetown Rd (CR 670)





|  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
|  |  |  |  |  |  |

Splits and Phases: 105: Route 47 \& Tyler Rd (CR 611)





|  |  | 4 |  |  |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |
| Recall Mode | None | None | Max |  | None | Max |
| Walk Time (s) | 5.0 | 5.0 |  |  |  |  |
| Flash Dont Walk (s) | 15.0 | 15.0 |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 | 5 |  |  |  |  |
| Act Effct Green (s) | 16.0 | 16.0 | 40.6 |  | 62.0 | 58.0 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.47 |  | 0.71 | 0.67 |
| v/c Ratio | 0.08 | 1.28 | 1.00 |  | 0.95 | 0.98 |
| Control Delay | 29.8 | 155.1 | 56.6 |  | 60.1 | 37.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 29.8 | 155.1 | 56.6 |  | 60.1 | 37.4 |
| LOS | C | F | E |  | E | D |
| Approach Delay | 151.1 |  | 56.6 |  |  | 42.7 |
| Approach LOS | F |  | E |  |  | D |
| Queue Length 50th ( ft ) | 11 | ~358 | $\sim 417$ |  | 129 | 495 |
| Queue Length 95th (ft) | 32 | \#555 | \#739 |  | \#317 | \#938 |
| Internal Link Dist (ft) | 963 |  | 3418 |  |  | 172 |
| Turn Bay Length (ft) |  |  |  |  | 250 |  |
| Base Capacity (vph) | 327 | 608 | 805 |  | 369 | 1155 |
| 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 | 0.08 | 1.28 | 1.00 |  | 0.92 | 0.98 |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 86 |  |  |  |  |  |  |
| Actuated Cycle Length: 87 |  |  |  |  |  |  |
| Natural Cycle: 120 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 1.28 |  |  |  |  |  |  |
| Intersection Signal Delay: 74.6 |  |  |  | Intersection LOS: E |  |  |
| Intersection Capacity Utilization 95.2\% |  |  |  | ICU Level of Service F |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| ~ Volume exceeds capacity, queue is theoretically infinite. |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |

Splits and Phases: 107: Route 47 \& Route 83



|  | $\dagger$ |  | $\dagger$ |  |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Recall Mode | None |  | Max |  | None | Max |
| Walk Time (s) | 5.0 |  |  |  |  |  |
| Flash Dont Walk (s) | 8.0 |  |  |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |  |  |
| Act Effct Green (s) | 10.8 |  | 98.2 |  | 110.2 | 106.2 |
| Actuated g/C Ratio | 0.08 |  | 0.75 |  | 0.84 | 0.81 |
| $\mathrm{v} / \mathrm{C}$ Ratio | 0.85 |  | 0.42 |  | 0.94 | 0.39 |
| Control Delay | 21.0 |  | 7.8 |  | 33.6 | 5.0 |
| Queue Delay | 0.0 |  | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 21.0 |  | 7.8 |  | 33.6 | 5.0 |
| LOS | C |  | A |  | C | A |
| Approach Delay | 21.0 |  | 7.8 |  |  | 20.0 |
| Approach LOS | C |  | A |  |  | B |
| Queue Length 50th (ft) | 10 |  | 124 |  | 73 | 84 |
| Queue Length 95th (ft) | 58 |  | 271 |  | \#434 | 229 |
| Internal Link Dist (ft) | 12817 |  | 61404 |  |  | 3418 |
| Turn Bay Length ( t ) |  |  |  |  | 150 |  |
| Base Capacity (vph) | 710 |  | 1274 |  | 637 | 1390 |
| Starvation Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Spillback Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Storage Cap Reductn | 0 |  | 0 |  | 0 | 0 |
| Reduced v/c Ratio | 0.64 |  | 0.42 |  | 0.94 | 0.39 |
| Intersection Summary |  |  |  |  |  |  |

## Area Type: Other

Cycle Length: 150
Actuated Cycle Length: 131.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.94
Intersection Signal Delay: $17.1 \quad$ Intersection LOS: B
Intersection Capacity Utilization 139.8\% 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.


|  | 4 |  |  | 7 |  |  | $4$ | $\dagger$ | $p$ |  |  | $\pm$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{7}$ | 中 ${ }^{\text {c }}$ |  | \％ | 中 ${ }^{\text {a }}$ |  | \％ | 中 ${ }^{\text {a }}$ |  |
| Volume（vph） | 119 | 471 | 60 | 162 | 481 | 249 | 153 | 311 | 117 | 299 | 368 | 111 |
| Ideal Flow（vphpl） | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length（ft） | 185 |  | 0 | 360 |  | 0 | 125 |  | 0 | 425 |  | 425 |
| Storage Lanes | 1 |  | 0 | 1 |  | 0 | 1 |  | 0 | 1 |  | 1 |
| Taper Length（ft） | 60 |  |  | 60 |  |  | 60 |  |  | 60 |  |  |
| Lane Util．Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.983 |  |  | 0.949 |  |  | 0.959 |  |  | 0.965 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（prot） | 1770 | 3479 | 0 | 1770 | 3359 | 0 | 1770 | 3394 | 0 | 1770 | 3415 | 0 |
| Flt Permitted | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（perm） | 1770 | 3479 | 0 | 1770 | 3359 | 0 | 1770 | 3394 | 0 | 1770 | 3415 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd．Flow（RTOR） |  | 10 |  |  | 67 |  |  | 40 |  |  | 29 |  |
| Link Speed（mph） |  | 35 |  |  | 35 |  |  | 40 |  |  | 40 |  |
| Link Distance（ft） |  | 637 |  |  | 540 |  |  | 435 |  |  | 676 |  |
| Travel Time（s） |  | 12.4 |  |  | 10.5 |  |  | 7.4 |  |  | 11.5 |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 |
| Adj．Flow（vph） | 129 | 512 | 65 | 180 | 534 | 277 | 176 | 357 | 134 | 336 | 413 | 125 |
| Shared Lane Traffic（\％） |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow（vph） | 129 | 577 | 0 | 180 | 811 | 0 | 176 | 491 | 0 | 336 | 538 | 0 |
| Number of Detectors | 1 | 0 |  | 1 | 0 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template |  |  |  |  |  |  |  |  |  |  |  |  |
| Leading Detector（ft） | 40 | 0 |  | 40 | 0 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Position（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Size（ft） | 50 | 6 |  | 50 | 6 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | $\mathrm{Cl}+\mathrm{Ex}$ | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| 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 |  |
| Turn Type | Prot | NA |  | Prot | NA |  | Prot | NA |  | Prot | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial（s） | 5.0 | 31.0 |  | 5.0 | 31.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| Minimum Split（s） | 10.0 | 38.0 |  | 10.0 | 38.0 |  | 10.0 | 12.0 |  | 10.0 | 12.0 |  |
| Total Split（s） | 25.0 | 38.0 |  | 25.0 | 38.0 |  | 28.0 | 39.0 |  | 28.0 | 39.0 |  |
| Total Split（\％） | 19．2\％ | 29．2\％ |  | 19．2\％ | 29．2\％ |  | 21．5\％ | 30．0\％ |  | 21．5\％ | 30．0\％ |  |
| Maximum Green（s） | 20.0 | 31.0 |  | 20.0 | 31.0 |  | 23.0 | 32.0 |  | 23.0 | 32.0 |  |
| Yellow Time（s） | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  |
| All－Red Time（s） | 2.0 | 2.0 |  | 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 | 0.0 |  |
| Total Lost Time（s） | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  |
| Lead／Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead－Lag Optimize？ | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Vehicle Extension（s） | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |




|  | 4 | $\rightarrow$ |  | $\checkmark$ |  |  | 4 | 4 | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% |  | ${ }^{7}$ |  | $\uparrow$ |  |  | 个 |  |  | $\uparrow$ |  |
| Volume (vph) | 1 | 0 | 109 | 0 | 56 | 14 | 0 | 1116 | 0 | 0 | 1065 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1900 | 1900 | 1650 | 1900 |
| Storage Length (t) | 0 |  | 340 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Storage Lanes | 1 |  | 1 | 0 |  | 0 | 0 |  | 0 | 0 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 25 |  |  | 25 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  | 0.973 |  |  |  |  |  |  |  |
| Flt Protected | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (prot) | 1770 | 0 | 1583 | 0 | 1812 | 0 | 0 | 1716 | 0 | 0 | 1618 | 0 |
| Flt Permitted | 0.950 |  |  |  |  |  |  |  |  |  |  |  |
| Satd. Flow (perm) | 1770 | 0 | 1583 | 0 | 1812 | 0 | 0 | 1716 | 0 | 0 | 1618 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 127 |  | 5 |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 50 |  |  | 30 |  |  | 50 |  |  | 50 |  |
| Link Distance (ft) |  | 2897 |  |  | 545 |  |  | 178 |  |  | 4007 |  |
| Travel Time (s) |  | 39.5 |  |  | 12.4 |  |  | 2.4 |  |  | 54.6 |  |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 1 | 0 | 127 | 0 | 61 | 15 | 0 | 1151 | 0 | 0 | 1109 | 1 |
| Shared Lane Trafic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 1 | 0 | 127 | 0 | 76 | 0 | 0 | 1151 | 0 | 0 | 1110 | 0 |
| Number of Detectors | 1 |  | 1 | 1 | 1 |  |  | 0 |  |  | 0 |  |
| Detector Template |  |  |  | Left |  |  |  |  |  |  |  |  |
| Leading Detector (ft) | 40 |  | 40 | 20 | 40 |  |  | 0 |  |  | 0 |  |
| Trailing Detector (ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Position(ft) | -10 |  | -10 | 0 | -10 |  |  | 0 |  |  | 0 |  |
| Detector 1 Size(ft) | 50 |  | 50 | 20 | 50 |  |  | 6 |  |  | 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 |  |
| Turn Type | Prot |  | Prot |  | NA |  |  | NA |  |  | NA |  |
| Protected Phases | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 10 |  | 10 | 4 | 4 |  |  | 2 |  |  | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 |  | 7.0 | 7.0 | 7.0 |  |  | 128.0 |  |  | 128.0 |  |
| Minimum Split (s) | 14.0 |  | 14.0 | 14.0 | 14.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (s) | 32.0 |  | 32.0 | 32.0 | 32.0 |  |  | 136.0 |  |  | 136.0 |  |
| Total Split (\%) | 16.0\% |  | 16.0\% | 16.0\% | 16.0\% |  |  | 68.0\% |  |  | 68.0\% |  |
| Maximum Green (s) | 25.0 |  | 25.0 | 25.0 | 25.0 |  |  | 128.0 |  |  | 128.0 |  |
| Yellow Time (s) | 4.0 |  | 4.0 | 4.0 | 4.0 |  |  | 6.0 |  |  | 6.0 |  |
| All-Red Time (s) | 3.0 |  | 3.0 | 3.0 | 3.0 |  |  | 2.0 |  |  | 2.0 |  |
| Lost Time Adjust (s) | 0.0 |  | 0.0 |  | 0.0 |  |  | 0.0 |  |  | 0.0 |  |
| Total Lost Time (s) | 7.0 |  | 7.0 |  | 7.0 |  |  | 8.0 |  |  | 8.0 |  |
| Lead/Lag |  |  |  |  |  |  |  |  |  |  |  |  |
| Lead-Lag Optimize? |  |  |  |  |  |  |  |  |  |  |  |  |
| Vehicle Extension (s) | 3.0 |  | 3.0 | 3.0 | 3.0 |  |  | 3.0 |  |  | 3.0 |  |



Splits and Phases: 100: Route 47 \& Jughandle \& Route 55


|  | ${ }^{1}$ | pron | - | $\downarrow$ | $\square$ | $k$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | NBL | NBR | SET | SER | NWL | NWT |
| Lane Configurations |  | 「 | F |  |  | $\uparrow$ |
| Volume (vph) | 0 | 0 | 923 | 420 | 0 | 1241 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt 0.953 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Satd. Flow (prot) | 0 | 1881 | 1651 | 0 | 0 | 1733 |
| Flt Permitted |  |  |  |  |  |  |
| $\begin{array}{llllllll}\text { Satd. Flow (perm) } & 0 & 1881 & 1651 & 0 & 0 & 1733\end{array}$ |  |  |  |  |  |  |
| Link Speed (mph) | 30 |  | 50 |  |  | 50 |
| Link Distance ( ft ) | 962 |  | 15086 |  |  | 1012 |
| Travel Time (s) | 21.9 |  | 205.7 |  |  | 13.8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.91 | 0.78 | 0.94 | 0.94 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 0 | 0 | 1014 | 538 | 0 | 1320 |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |
| Lane Group Flow (vph) | 0 | 0 | 1552 | 0 | 0 | 1320 |
| Sign Control | Stop |  | Free |  |  | Free |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Control Type: Unsignalized |  |  |  |  |  |  |
| Intersection Capacity Utilization 83.9\% ICU Level of Service E |  | ICU Level of Service E |  |  |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |



|  | 4 |  | 4 |  |  | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | Max | Max |  |
| Act Effct Green (s) | 47.0 | 47.0 | 142.0 | 140.0 | 124.8 |  |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.71 | 0.70 | 0.62 |  |
| v/c Ratio | 0.98 | 0.36 | 0.60 | 0.78 | 0.94 |  |
| Control Delay | 113.8 | 44.2 | 25.6 | 25.5 | 51.1 |  |
| Queue Delay | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 125.3 | 44.2 | 25.6 | 25.5 | 51.1 |  |
| LOS | F | D | C | C | D |  |
| Approach Delay | 104.0 |  |  | 25.5 | 51.1 |  |
| Approach LOS | F |  |  | C | D |  |
| Queue Length 50th (ft) | 547 | 107 | 44 | 777 | 1164 |  |
| Queue Length 95th (ft) | \#724 | 173 | 87 | 981 | \#1620 |  |
| Internal Link Dist (t) | 554 |  |  | 41111 | 932 |  |
| Turn Bay Length ( t ) |  | 125 | 100 |  |  |  |
| Base Capacity (vph) | 419 | 414 | 229 | 1213 | 1077 |  |
| Starvation Cap Reductn | 18 | 0 | 0 | 0 | 0 |  |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |  |
| Reduced v/c Ratio | 1.03 | 0.36 | 0.50 | 0.78 | 0.94 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 200 |  |  |  |  |  |  |
| Actuated Cycle Length: 200 |  |  |  |  |  |  |
| Natural Cycle: 165 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.98 |  |  |  |  |  |  |
| Intersection Signal Delay: 52.0 |  |  |  | Intersection LOS: D |  |  |
| Intersection Capacity Utilization 147.1\% |  |  |  | ICU Level of Service H |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |

Splits and Phases: 102: Route 347 \& Mauricetown Rd (CR 670)


|  | $\rangle$ | $\rightarrow$ | 7 | 7 |  |  | 4 | $\dagger$ | $p$ |  | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | \# |  | $\uparrow$ |  | \% | $\stackrel{\rightharpoonup}{1}$ |  | \% | $\hat{1}$ |  |
| Volume (vph) | 1 | 215 | 101 | 23 | 122 | 0 | 145 | 15 | 245 | 26 | 310 | 84 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1750 | 1750 | 1900 | 1750 | 1900 |
| Storage Length (t) | 0 |  | 20 | 0 |  | 0 | 125 |  | 0 | 75 |  | 0 |
| Storage Lanes | 0 |  | 1 | 0 |  | 0 | 1 |  | 0 | 1 |  | 0 |
| Taper Length (ft) | 25 |  |  | 25 |  |  | 60 |  |  | 60 |  |  |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt |  |  | 0.850 |  |  |  |  | 0.859 |  |  | 0.968 |  |
| Flt Protected |  |  |  |  | 0.992 |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 0 | 1881 | 1599 | 0 | 1866 | 0 | 1787 | 1488 | 0 | 1787 | 1677 | 0 |
| Flt Permitted |  | 0.999 |  |  | 0.616 |  | 0.355 |  |  | 0.580 |  |  |
| Satd. Flow (perm) | 0 | 1879 | 1599 | 0 | 1159 | 0 | 668 | 1488 | 0 | 1091 | 1677 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd. Flow (RTOR) |  |  | 83 |  |  |  |  | 278 |  |  | 13 |  |
| Link Speed (mph) |  | 50 |  |  | 50 |  |  | 50 |  |  | 25 |  |
| Link Distance ( ft ) |  | 5207 |  |  | 634 |  |  | 54924 |  |  | 962 |  |
| Travel Time (s) |  | 71.0 |  |  | 8.6 |  |  | 749.0 |  |  | 26.2 |  |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.88 | 0.88 | 0.88 | 0.78 | 0.78 | 0.78 |
| Heavy Vehicles (\%) | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Adj. Flow (vph) | 1 | 272 | 128 | 29 | 152 | 0 | 165 | 17 | 278 | 33 | 397 | 108 |
| Shared Lane Trafic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 0 | 273 | 128 | 0 | 181 | 0 | 165 | 295 | 0 | 33 | 505 | 0 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template | Left |  | Right | Left |  |  |  |  |  |  |  |  |
| Leading Detector (tt) | 20 | 40 | 40 | 20 | 40 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector ( t ) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Position(ft) | 0 | -10 | -10 | 0 | -10 |  | -10 | -10 |  | -10 | -10 |  |
| Detector 1 Size(ft) | 20 | 50 | 50 | 20 | 50 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |  | Cl+Ex | Cl+Ex |  | Cl+Ex | Cl+Ex |  |
| Detector 1 Channel 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 |  |
| Turn Type | Perm | NA | Perm | Perm | NA |  | pm+pt | NA |  | Perm | NA |  |
| Protected Phases |  | 4 |  |  | 8 |  | 5 | 2 |  |  | 6 |  |
| Permitted Phases | 4 |  | 4 | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 4 | 4 | 4 | 8 | 8 |  | 5 | 2 |  | 6 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  | 5.0 | 37.0 |  | 7.0 | 7.0 |  |
| Minimum Split (s) | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |  | 10.0 | 44.0 |  | 23.0 | 23.0 |  |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |  | 30.0 | 78.0 |  | 48.0 | 48.0 |  |
| Total Split (\%) | 33.9\% | 33.9\% | 33.9\% | 33.9\% | 33.9\% |  | 25.4\% | 66.1\% |  | 40.7\% | 40.7\% |  |
| Maximum Green (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |  | 25.0 | 71.0 |  | 41.0 | 41.0 |  |
| Yellow Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 0.0 | 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) |  | 7.0 | 7.0 |  | 7.0 |  | 5.0 | 7.0 |  | 7.0 | 7.0 |  |
| Lead/Lag |  |  |  |  |  |  | Lead |  |  | Lag | Lag |  |
| Lead-Lag Optimize? |  |  |  |  |  |  | Yes |  |  | Yes | Yes |  |


|  | $\rangle$ | $\rightarrow$ | $\geqslant$ | 7 |  |  | 4 | $\dagger$ |  |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |
| Recall Mode | None | None | None | None | None |  | None | Max |  | Max | Max |  |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |  |  | 5.0 |  | 5.0 | 5.0 |  |
| Flash Dont Walk (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |  |  | 7.0 |  | 7.0 | 7.0 |  |
| Pedestrian Calls (\#/hr) | 5 | 5 | 5 | 5 | 5 |  |  | 5 |  | 5 | 5 |  |
| Act Effict Green (s) |  | 19.6 | 19.6 |  | 19.6 |  | 73.2 | 71.2 |  | 58.1 | 58.1 |  |
| Actuated g/C Ratio |  | 0.19 | 0.19 |  | 0.19 |  | 0.70 | 0.68 |  | 0.55 | 0.55 |  |
| v/c Ratio |  | 0.78 | 0.35 |  | 0.84 |  | 0.30 | 0.27 |  | 0.05 | 0.54 |  |
| Control Delay |  | 55.9 | 17.2 |  | 71.4 |  | 7.5 | 1.8 |  | 13.5 | 18.6 |  |
| Queue Delay |  | 0.0 | 0.0 |  | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay |  | 55.9 | 17.2 |  | 71.4 |  | 7.5 | 1.8 |  | 13.5 | 18.6 |  |
| LOS |  | E | B |  | E |  | A | A |  | B | B |  |
| Approach Delay |  | 43.6 |  |  | 71.4 |  |  | 3.9 |  |  | 18.3 |  |
| Approach LOS |  | D |  |  | E |  |  | A |  |  | B |  |
| Queue Length 50th (ft) |  | 175 | 25 |  | 118 |  | 32 | 3 |  | 10 | 197 |  |
| Queue Length 95th (ft) |  | 225 | 59 |  | 170 |  | 68 | 33 |  | 26 | 293 |  |
| Internal Link Dist (tt) |  | 5127 |  |  | 554 |  |  | 54844 |  |  | 882 |  |
| Turn Bay Length (tt) |  |  | 20 |  |  |  | 125 |  |  | 75 |  |  |
| Base Capacity (vph) |  | 593 | 561 |  | 365 |  | 734 | 1099 |  | 604 | 934 |  |
| 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 |  | 0.46 | 0.23 |  | 0.50 |  | 0.22 | 0.27 |  | 0.05 | 0.54 |  |

## Intersection Summary

## Area Type: Other

Cycle Length: 118
Actuated Cycle Length: 104.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 26.6
Intersection Capacity Utilization 79.1\%
Intersection LOS: C
Analysis Period (min) 15
Splits and Phases: 103: Route 47 \& Mauricetown Rd (CR 670)



|  | 4 |  | 4 |  |  | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Vehicle Extension (s) | 2.0 |  | 2.0 | 2.0 | 2.0 |  |
| Recall Mode | None |  | None | Max | Max |  |
| Walk Time (s) | 5.0 |  |  |  | 5.0 |  |
| Flash Dont Walk (s) | 11.0 |  |  |  | 14.0 |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  | 5 |  |
| Act Effct Green (s) | 28.8 | 48.5 | 156.1 | 155.1 | 135.4 |  |
| Actuated g/C Ratio | 0.15 | 0.25 | 0.80 | 0.79 | 0.69 |  |
| v/c Ratio | 0.00 | 0.75 | 0.68 | 0.79 | 0.95 |  |
| Control Delay | 70.0 | 52.0 | 25.2 | 16.9 | 45.3 |  |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Total Delay | 70.0 | 52.0 | 25.2 | 16.9 | 45.3 |  |
| LOS | E | D | C | B | D |  |
| Approach Delay | 52.0 |  |  | 18.1 | 45.3 |  |
| Approach LOS | D |  |  | B | D |  |
| Queue Length 50th ( ft ) | 1 | 255 | 56 | 837 | 1265 |  |
| Queue Length 95th (ft) | 8 | 375 | 143 | 1053 | \#1732 |  |
| Internal Link Dist (ft) | 54844 |  |  | 10591 | 2039 |  |
| Turn Bay Length (ft) | 60 |  | 470 |  |  |  |
| Base Capacity (vph) | 277 | 471 | 321 | 1489 | 1128 |  |
| 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 | 0.00 | 0.70 | 0.59 | 0.79 | 0.95 |  |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 200 |  |  |  |  |  |  |
| Actuated Cycle Length: 195.9 |  |  |  |  |  |  |
| Natural Cycle: 180 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.95 |  |  |  |  |  |  |
| Intersection Signal Delay: 32.7 |  |  |  |  | rsectio | OS: C |
| Intersection Capacity Utilization 92.9\% |  |  |  |  | Level | Service F |
| Analysis Period (min) 15 |  |  |  |  |  |  |
| \# 95th percentile volume exceeds capacity, queue may be longer. |  |  |  |  |  |  |
| Queue shown is maximum after two cycles. |  |  |  |  |  |  |

Splits and Phases: $\quad$ 104: Route 47 \& Route 347



|  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
|  |  |  |  |  |  |

Splits and Phases: 105: Route 47 \& Tyler Rd (CR 611)



|  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |

Splits and Phases: 106: Route 47 \& Petersburg Rd (CR 610)



|  | $t$ | 4 | 4 | $p$ |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 |  | 2.0 | 2.0 |
| Recall Mode | None | None | Max |  | None | Max |
| Act Efft Green (s) | 11.5 | 11.5 | 42.8 |  | 62.1 | 58.1 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.52 |  | 0.75 | 0.70 |
| v/c Ratio | 0.15 | 0.87 | 1.13 |  | 0.85 | 1.05 |
| Control Delay | 32.0 | 29.0 | 94.1 |  | 39.9 | 56.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 |  | 0.0 | 0.0 |
| Total Delay | 32.0 | 29.0 | 94.1 |  | 39.9 | 56.2 |
| LOS | C | C | F |  | D | E |
| Approach Delay | 29.2 |  | 94.1 |  |  | 52.9 |
| Approach LOS | C |  | F |  |  | D |
| Queue Length 50th (ft) | 17 | 54 | $\sim 718$ |  | 99 | ~711 |
| Queue Length 95th (ft) | 44 | \#209 | \#998 |  | \#227 | \#986 |
| Internal Link Dist (tt) | 963 |  | 3418 |  |  | 352 |
| Turn Bay Length ( t ) |  |  |  |  | 250 |  |
| Base Capacity (vph) | 324 | 563 | 971 |  | 418 | 1149 |
| Starvation Cap Reductn | 0 | 0 | 0 |  | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |  | 0 | 0 |
| Storage Cap Reductn |  | 0 | 0 |  | 0 | 0 |
| Reduced v/c Ratio | 0.11 | 0.79 | 1.13 |  | 0.74 | 1.05 |
| Intersection Summary |  |  |  |  |  |  |
| Area Type: Other |  |  |  |  |  |  |
| Cycle Length: 86 |  |  |  |  |  |  |
| Actuated Cycle Length: 82.6 |  |  |  |  |  |  |
| Natural Cycle: 90 |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |
| Maximum v/c Ratio: 1.13 |  |  |  |  |  |  |
| Intersection Signal Delay: 63.8 |  |  |  | Intersection LOS: E |  |  |
| Intersection Capacity Utilization 91.0\% |  |  |  | ICU Level of Service E |  |  |
| 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. |  |  |  |  |  |  |




|  |  | $4 \quad 4$ | $p$ * | $\dagger$ |
| :---: | :---: | :---: | :---: | :---: |
| Lane Group | WBL | WBR NBT | NBR SBL | SBT |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | None | Max | None | Max |
| Walk Time (s) | 5.0 |  |  |  |
| Flash Dont Walk (s) | 8.0 |  |  |  |
| Pedestrian Calls (\#/hr) | 5 |  |  |  |
| Act Effct Green (s) | 18.3 | 98.4 | 110.4 | 106.4 |
| Actuated g/C Ratio | 0.13 | 0.71 | 0.80 | 0.77 |
| v/c Ratio | 0.92 | 0.49 | 1.36 | 0.46 |
| Control Delay | 40.9 | 11.8 | 192.6 | 8.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 40.9 | 11.8 | 192.6 | 8.4 |
| LOS | D | B | F | A |
| Approach Delay | 40.9 | 11.8 |  | 105.7 |
| Approach LOS | D | B |  | F |
| Queue Length 50th (ft) | 125 | 243 | $\sim 401$ | 167 |
| Queue Length 95th (ft) | 236 | 421 | \#931 | 318 |
| Internal Link Dist (ft) | 12817 | 61404 |  | 3418 |
| Turn Bay Length (ft) |  |  | 150 |  |
| Base Capacity (vph) | 621 | 1329 | 475 | 1252 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.49 | 1.36 | 0.46 |
| Intersection Summary |  |  |  |  |
| Area Type: Other |  |  |  |  |
| Cycle Length: 150 |  |  |  |  |
| Actuated Cycle Length: 138.8 |  |  |  |  |
| Natural Cycle: 150 |  |  |  |  |
| Control Type: Semi Act-Uncoord |  |  |  |  |
| Maximum v/c Ratio: 1.36 |  |  |  |  |
| Intersection Signal Delay: 66.5 |  |  | Intersectio | LOS: E |
| Intersection Capacity Utilization 147.6\% |  |  | ICU Level | Servic |
| 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: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)


|  | 4 | $\rightarrow$ |  | 7 |  |  | $4$ | $\dagger$ | $p$ |  |  | $\pm$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | 中 ${ }^{\text {b }}$ |  | ${ }^{7}$ | 的 |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{7}$ | 虫 |  |
| Volume（vph） | 107 | 525 | 58 | 147 | 485 | 212 | 131 | 268 | 104 | 278 | 310 | 95 |
| Ideal Flow（vphpl） | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length（ft） | 185 |  | 0 | 360 |  | 0 | 125 |  | 0 | 425 |  | 425 |
| Storage Lanes | 1 |  | 0 | 1 |  | 0 | 1 |  | 0 | 1 |  | 1 |
| Taper Length（ft） | 60 |  |  | 60 |  |  | 60 |  |  | 60 |  |  |
| Lane Util．Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.985 |  |  | 0.954 |  |  | 0.958 |  |  | 0.965 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（prot） | 1770 | 3486 | 0 | 1770 | 3376 | 0 | 1770 | 3391 | 0 | 1770 | 3415 | 0 |
| Flt Permitted | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd．Flow（perm） | 1770 | 3486 | 0 | 1770 | 3376 | 0 | 1770 | 3391 | 0 | 1770 | 3415 | 0 |
| Right Turn on Red |  |  | Yes |  |  | Yes |  |  | Yes |  |  | Yes |
| Satd．Flow（RTOR） |  | 9 |  |  | 53 |  |  | 43 |  |  | 31 |  |
| Link Speed（mph） |  | 35 |  |  | 35 |  |  | 40 |  |  | 40 |  |
| Link Distance（ft） |  | 637 |  |  | 540 |  |  | 435 |  |  | 655 |  |
| Travel Time（s） |  | 12.4 |  |  | 10.5 |  |  | 7.4 |  |  | 11.2 |  |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj．Flow（vph） | 118 | 577 | 64 | 163 | 539 | 236 | 138 | 282 | 109 | 293 | 326 | 100 |
| Shared Lane Traffic（\％） |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow（vph） | 118 | 641 | 0 | 163 | 775 | 0 | 138 | 391 | 0 | 293 | 426 | 0 |
| Number of Detectors | 1 | 0 |  | 1 | 0 |  | 1 | 1 |  | 1 | 1 |  |
| Detector Template |  |  |  |  |  |  |  |  |  |  |  |  |
| Leading Detector（ft） | 40 | 0 |  | 40 | 0 |  | 40 | 40 |  | 40 | 40 |  |
| Trailing Detector（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Position（ft） | －10 | 0 |  | －10 | 0 |  | －10 | －10 |  | －10 | －10 |  |
| Detector 1 Size（ft） | 50 | 6 |  | 50 | 6 |  | 50 | 50 |  | 50 | 50 |  |
| Detector 1 Type | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  | Cl＋Ex | $\mathrm{Cl}+\mathrm{Ex}$ |  |
| 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 |  |
| Turn Type | Prot | NA |  | Prot | NA |  | Prot | NA |  | Prot | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases |  |  |  |  |  |  |  |  |  |  |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial（s） | 5.0 | 31.0 |  | 5.0 | 31.0 |  | 5.0 | 5.0 |  | 5.0 | 5.0 |  |
| Minimum Split（s） | 10.0 | 39.0 |  | 10.0 | 39.0 |  | 10.0 | 12.0 |  | 10.0 | 12.0 |  |
| Total Split（s） | 21.0 | 39.0 |  | 21.0 | 39.0 |  | 26.0 | 39.0 |  | 26.0 | 39.0 |  |
| Total Split（\％） | 16．8\％ | 31．2\％ |  | 16．8\％ | 31．2\％ |  | 20．8\％ | 31．2\％ |  | 20．8\％ | 31．2\％ |  |
| Maximum Green（s） | 16.0 | 32.0 |  | 16.0 | 32.0 |  | 21.0 | 32.0 |  | 21.0 | 32.0 |  |
| Yellow Time（s） | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  | 3.0 | 5.0 |  |
| All－Red Time（s） | 2.0 | 2.0 |  | 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 | 0.0 |  |
| Total Lost Time（s） | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  | 5.0 | 7.0 |  |
| Lead／Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead－Lag Optimize？ | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Vehicle Extension（s） | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  | 2.0 | 2.0 |  |




100: Route 47 \& Jughandle \& Route 55 Performance by lane

| Lane | EB | EB | WB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | LTR | T | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  | 3.8 |
| Total Del/Veh (s) | 85.4 | 0.8 | 62.0 | 7.8 | 196.6 | 102.2 |

101: Route 47 \& Route 347 Performance by lane

| Lane | NB | SE | NW | All |
| :--- | ---: | ---: | ---: | ---: |
| Movements Served | R | TR | T |  |
| Denied Del/Veh (s) |  |  |  | 1.8 |
| Total Del/Veh (s) | 1.4 | 159.5 | 10.4 | 92.7 |

102: Route 347 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ | 108.5 | 42.4 | 75.7 | 108.9 | 52.5 | 83.3 |

103: Route 47 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | WB | NB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LT | R | LTR | L | TR | L | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  |  |  | 0.3 |
| Total Del/Veh (s) | 431.3 | 2.7 | 71.2 | 13.9 | 51.4 | 14.0 | 14.8 | 116.6 |

104: Route 47 \& Route 347 Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ |  | 21.3 | 205.6 | 21.8 | 55.9 | 16.9 |
| Total Del/Veh $(\mathrm{s})$ | 78.5 |  |  |  |  |  |

105: Route 47 \& Tyler Rd (CR 611) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh $(\mathrm{s})$ |  | 117.1 | 187.6 | 50.7 | 89.5 |

## 106: Route 47 \& Petersburg Rd (CR 610) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 1.2 |
| Total Del/Veh (s) | 109.9 | 52.5 | 46.7 | 67.2 | 63.0 |

107: Route 47 \& Route 83 Performance by lane

| Lane | WB | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  |  | 0.0 |
| Total Del/Veh (s) | 28.0 | 6.0 | 64.6 | 12.4 | 4.8 | 23.7 |

108: Route 47 \& Courthouse-Dennisville Rd (CR 657) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 0.1 |
| Total Del/Veh (s) | 31.7 | 77.8 | 18.4 | 31.6 | 49.7 |

109: Route 9 \& Route 47 Performance by lane

| Lane | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | T | TR | L | T | TR | L | T | TR | L | T | TR |
| Denied Del/Veh (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Del/Veh (s) | 59.4 | 94.2 | 86.4 | 70.1 | 88.6 | 61.5 | 65.7 | 86.2 | 51.7 | 143.4 | 86.9 | 54.3 |

109: Route 9 \& Route 47 Performance by lane

| Lane | All |
| :--- | ---: |
| Movements Served |  |
| Denied Del/Veh (s) | 3.9 |
| Total Del/Veh (s) | 83.5 |

Total Network Performance

|  |  |
| :--- | ---: |
| Denied Del/Veh (s) | 5.9 |
| Total Del/Veh (s) | 310.7 |

Intersection: 29: Bend

| Movement | EB |
| :--- | ---: |
| Directions Served | T |
| Maximum Queue (ft) | 166 |
| Average Queue (ft) | 6 |
| 95th Queue (ft) | 95 |
| Link Distance (ft) | 463 |
| Upstream Blk Time (\%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) |  |
| Storage Blk Time (\%) |  |
| Queuing Penalty (veh) |  |

Intersection: 100: Route 47 \& Jughandle \& Route 55

| Movement | EB | WB | NB | B1 | SB | B11 | B11 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | LTR | T | T | TR | T |  |
| Maximum Queue (ft) | 20 | 140 | 207 | 211 | 3379 | 363 | 340 |
| Average Queue (ft) | 3 | 66 | 140 | 40 | 1933 | 121 | 28 |
| 95th Queue (ft) | 13 | 121 | 236 | 142 | 3980 | 614 | 275 |
| Link Distance (ft) | 2861 | 506 | 126 | 15026 | 3939 | 3756 | 3756 |
| Upstream Blk Time (\%) |  |  | 10 |  | 11 |  |  |
| Queuing Penalty (veh) |  |  | 96 |  | 0 |  |  |
| Storage Bay Dist (ft) |  |  |  |  |  |  |  |
| Storage Blk Time (\%) |  |  |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |  |  |

Intersection: 101: Route 47 \& Route 347

| Movement | SE | B1 | B1 |
| :--- | ---: | ---: | ---: |
| Directions Served | TR | T |  |
| Maximum Queue (ft) | 49 | 203 | 73 |
| Average Queue (ft) | 2 | 32 | 6 |
| 95th Queue (ft) | 28 | 138 | 35 |
| Link Distance (ft) | 15026 | 126 | 126 |
| Upstream Blk Time (\%) |  | 1 |  |
| Queuing Penalty (veh) |  | 8 |  |
| Storage Bay Dist (ft) |  |  |  |
| Storage Blk Time (\%) |  |  |  |
| Queuing Penalty (veh) |  |  |  |

Intersection: 102: Route 347 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | $R$ | L | T | TR |
| Maximum Queue (ft) | 568 | 150 | 159 | 585 | 731 |
| Average Queue (ft) | 367 | 118 | 69 | 313 | 427 |
| 95th Queue (ft) | 598 | 197 | 140 | 579 | 686 |
| Link Distance (ft) | 560 |  |  | 41146 | 900 |
| Upstream Blk Time (\%) | 3 |  |  |  |  |
| Queuing Penalty (veh) | 16 |  |  |  |  |
| Storage Bay Dist (ft) |  | 125 | 100 |  |  |
| Storage Blk Time (\%) | 49 | 7 | 4 | 23 |  |
| Queuing Penalty (veh) | 78 | 22 | 33 | 16 |  |

Intersection: 103: Route 47 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | WB | NB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LT | R | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 1402 | 56 | 228 | 57 | 193 | 134 | 238 |
| Average Queue (ft) | 913 | 44 | 78 | 20 | 44 | 32 | 118 |
| 95th Queue (ft) | 1766 | 51 | 175 | 48 | 120 | 99 | 196 |
| Link Distance (ft) | 5156 |  | 560 |  | 54813 |  | 850 |
| Upstream Blk Time (\%) |  |  |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |  |  |
| Storage Bay Dist (ft) |  | 20 |  | 125 |  | 75 |  |
| Storage Blk Time (\%) | 69 | 21 |  |  | 2 | 0 | 20 |
| Queuing Penalty (veh) | 167 | 51 |  |  | 1 | 0 | 7 |

Intersection: 104: Route 47 \& Route 347

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 40 | 1085 | 121 | 453 | 330 |
| Average Queue (ft) | 1 | 729 | 47 | 202 | 189 |
| 95th Queue (ft) | 23 | 1204 | 92 | 407 | 326 |
| Link Distance (ft) |  | 54813 |  | 10622 | 2036 |
| Upstream Blk Time (\%) |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |
| Storage Bay Dist (ft) | 60 |  | 470 |  |  |
| Storage Blk Time (\%) |  | 96 |  | 0 |  |
| Queuing Penalty (veh) |  | 2 |  | 0 |  |

Intersection: 105: Route 47 \& Tyler Rd (CR 611)

| Movement | WB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | L | T |
| Maximum Queue (ft) | 273 | 2237 | 121 | 439 |
| Average Queue (ft) | 158 | 1380 | 32 | 201 |
| 95th Queue (ft) | 261 | 2473 | 79 | 401 |
| Link Distance (ft) | 11964 | 2248 |  | 10622 |
| Upstream Blk Time (\%) |  | 0 |  |  |
| Queuing Penalty (veh) |  | 1 |  |  |
| Storage Bay Dist (ft) |  |  | 75 |  |
| Storage Blk Time (\%) |  |  | 7 | 16 |
| Queuing Penalty (veh) |  |  | 66 | 3 |

Intersection: 106: Route 47 \& Petersburg Rd (CR 610)

| Movement | WB | NB | B2 | B2 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T |  | L | T |
| Maximum Queue (ft) | 360 | 1436 | 290 | 292 | 74 | 1413 |
| Average Queue (ft) | 209 | 646 | 237 | 146 | 11 | 611 |
| 95th Queue (ft) | 334 | 1293 | 339 | 290 | 55 | 1413 |
| Link Distance (ft) | 12857 | 4572 | 218 | 218 |  | 2248 |
| Upstream Blk Time (\%) |  |  | 13 | 3 |  |  |
| Queuing Penalty (veh) |  |  | 79 | 18 |  |  |
| Storage Bay Dist (ft) |  |  |  |  | 100 |  |
| Storage Blk Time (\%) |  |  |  |  |  | 20 |
| Queuing Penalty (veh) |  |  |  |  |  | 4 |

Intersection: 107: Route 47 \& Route 83

| Movement | WB | NB | SB | SB | B2 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | TR | L | T | T |
| Maximum Queue (ft) | 33 | 771 | 213 | 267 | 17 |
| Average Queue (ft) | 9 | 417 | 81 | 85 | 1 |
| 95th Queue (ft) | 27 | 924 | 164 | 234 | 8 |
| Link Distance (ft) | 962 | 3425 |  | 218 | 4572 |
| Upstream Blk Time (\%) |  |  | 0 | 1 |  |
| Queuing Penalty (veh) |  |  | 0 | 10 |  |
| Storage Bay Dist (ft) |  |  | 250 |  |  |
| Storage Blk Time (\%) |  |  | 0 | 1 |  |
| Queuing Penalty (veh) |  |  | 0 | 2 |  |

Intersection: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)

| Movement | WB | NB | B26 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T | L | T |
| Maximum Queue (ft) | 308 | 339 | 542 | 210 | 440 |
| Average Queue (ft) | 129 | 92 | 33 | 132 | 122 |
| 95th Queue (ft) | 226 | 231 | 248 | 225 | 347 |
| Link Distance (ft) | 12862 | 61432 | 556 |  | 3425 |
| Upstream Blk Time (\%) |  |  | 0 |  |  |
| Queuing Penalty (veh) |  |  | 1 |  |  |
| Storage Bay Dist (ft) |  |  |  | 150 |  |
| Storage Blk Time (\%) |  |  |  | 13 | 1 |
| Queuing Penalty (veh) |  |  |  | 57 | 5 |

Intersection: 109: Route 9 \& Route 47

| Movement | EB | EB | EB | WB | WB | WB | B29 | NB | NB | NB | B27 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SB |  |  |  |  |  |  |  |  |  |  |  |
| Directions Served | L | T | TR | L | T | TR | T | L | T | TR | T |
| Maximum Queue (ft) | 245 | 506 | 464 | 420 | 535 | 509 | 542 | 185 | 431 | 395 | 515 |
| Average Queue (ft) | 150 | 305 | 248 | 216 | 366 | 336 | 76 | 170 | 308 | 218 | 108 |
| 95th Queue (ft) | 302 | 514 | 489 | 434 | 558 | 542 | 433 | 216 | 491 | 419 | 470 |
| Link Distance (ft) |  | 556 | 556 |  | 463 | 463 | 14667 |  | 353 | 353 | 8558 |
| Upstream Blk Time (\%) |  | 0 | 0 |  | 7 | 2 |  |  | 21 | 3 |  |
| Queuing Penalty (veh) |  | 1 | 0 |  | 0 | 0 |  |  | 0 | 0 | 25 |
| Storage Bay Dist (ft) | 185 |  |  | 360 |  |  |  | 125 |  | 0 |  |
| Storage Blk Time (\%) | 1 | 48 |  |  | 19 |  |  | 30 | 48 |  | 425 |
| Queuing Penalty (veh) | 3 | 63 |  |  | 35 |  |  | 52 | 83 |  | 25 |

Intersection: 109: Route 9 \& Route 47

| Movement | SB | SB | B28 |
| :--- | ---: | ---: | ---: |
| Directions Served | T | TR | T |
| Maximum Queue (ft) | 432 | 376 | 5325 |
| Average Queue (ft) | 416 | 227 | 2297 |
| 95th Queue (ft) | 461 | 463 | 5011 |
| Link Distance (ft) | 348 | 348 | 7317 |
| Upstream Blk Time (\%) | 52 | 2 |  |
| Queuing Penalty (veh) | 0 | 0 |  |
| Storage Bay Dist (ft) |  |  |  |
| Storage Blk Time (\%) | 52 |  |  |
| Queuing Penalty (veh) | 172 |  |  |

## Network Summary

Network wide Queuing Penalty: 1203

100: Route 47 \& Jughandle \& Route 55 Performance by lane

| Lane | EB | EB | WB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | LTR | T | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  | 0.3 |
| Total Del/Veh (s) | 55.3 | 0.8 | 62.6 | 5.7 | 155.4 | 81.8 |

101: Route 47 \& Route 347 Performance by lane

| Lane | NB | SE | NW | All |
| :--- | ---: | ---: | ---: | ---: |
| Movements Served | R | TR | T |  |
| Denied Del/Veh (s) |  |  |  | 2.4 |
| Total Del/Veh (s) | 1.0 | 160.8 | 11.4 | 97.2 |

102: Route 347 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ | 114.3 | 30.1 | 57.0 | 96.1 | 41.3 | 73.9 |

103: Route 47 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | WB | NB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LT | R | LTR | L | TR | L | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  |  |  | 0.2 |
| Total Del/Veh (s) | 59.4 | 2.1 | 47.7 | 12.0 | 67.5 | 14.0 | 13.9 | 36.1 |

104: Route 47 \& Route 347 Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | :---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ |  | 96.1 | 69.1 | 59.4 | 41.2 | 60.5 |

105: Route 47 \& Tyler Rd (CR 611) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh $(\mathrm{s})$ |  |  |  | 0.0 |  |
| Total Del/Veh $(\mathrm{s})$ | 90.0 | 26.3 | 82.6 | 54.4 | 43.3 |

## 106: Route 47 \& Petersburg Rd (CR 610) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 1.4 |
| Total Del/Veh (s) | 105.2 | 22.9 | 36.2 | 87.2 | 57.0 |

107: Route 47 \& Route 83 Performance by lane

| Lane | WB | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  |  | 2.1 |
| Total Del/Veh (s) | 32.4 | 6.2 | 229.5 | 18.2 | 4.3 | 91.0 |

108: Route 47 \& Courthouse-Dennisville Rd (CR 657) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | :---: | :---: | ---: | :---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 0.7 |
| Total Del/Veh (s) | 41.7 | 89.8 | 36.9 | 252.8 | 102.1 |

109: Route 9 \& Route 47 Performance by lane

| Lane | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
| :--- | :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | T | TR | L | T | TR | L | T | TR | L | T | TR |
| Denied Del/Veh (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Del/Veh (s) | 59.6 | 66.5 | 48.7 | 74.0 | 53.6 | 33.2 | 48.8 | 50.4 | 23.5 | 156.4 | 76.8 | 32.7 |

109: Route 9 \& Route 47 Performance by lane

| Lane | All |
| :--- | ---: |
| Movements Served |  |
| Denied Del/Veh (s) | 0.5 |
| Total Del/Veh (s) | 63.4 |

## Total Network Performance

| Denied Del/Veh (s) | 3.9 |
| :--- | ---: |
| Total Del/Veh (s) | 319.5 |

Intersection: 29: Bend

| Movement | EB |
| :--- | ---: |
| Directions Served | T |
| Maximum Queue (ft) | 318 |
| Average Queue (ft) | 11 |
| 95th Queue (ft) | 131 |
| Link Distance (ft) | 463 |
| Upstream Blk Time (\%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) |  |
| Storage Blk Time (\%) |  |
| Queuing Penalty (veh) |  |

Intersection: 100: Route 47 \& Jughandle \& Route 55

| Movement | EB | WB | NB | B1 | SB | B11 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | LTR | T | T | TR | T |
| Maximum Queue (ft) | 6 | 140 | 194 | 164 | 2325 | 10 |
| Average Queue (ft) | 0 | 57 | 110 | 20 | 1430 | 0 |
| 95th Queue (ft) | 3 | 115 | 219 | 99 | 2926 | 6 |
| Link Distance (ft) | 2861 | 506 | 126 | 15026 | 3939 | 3756 |
| Upstream Blk Time (\%) |  |  | 6 |  |  |  |
| Queuing Penalty (veh) |  |  | 65 |  |  |  |
| Storage Bay Dist (ft) |  |  |  |  |  |  |
| Storage Blk Time (\%) |  |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |  |

Intersection: 101: Route 47 \& Route 347

| Movement | B1 | B1 |
| :--- | ---: | ---: |
| Directions Served | T |  |
| Maximum Queue (ft) | 193 | 54 |
| Average Queue (ft) | 29 | 4 |
| 95th Queue (ft) | 131 | 25 |
| Link Distance (ft) | 126 | 126 |
| Upstream Blk Time (\%) | 1 |  |
| Queuing Penalty (veh) | 6 |  |
| Storage Bay Dist (ft) |  |  |
| Storage Blk Time (\%) |  |  |
| Queuing Penalty (veh) |  |  |

Intersection: 102: Route 347 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | $R$ | L | T | TR |
| Maximum Queue (ft) | 560 | 150 | 159 | 550 | 674 |
| Average Queue (ft) | 367 | 93 | 69 | 240 | 341 |
| 95th Queue (ft) | 580 | 188 | 137 | 514 | 583 |
| Link Distance (ft) | 560 |  |  | 41146 | 900 |
| Upstream Blk Time (\%) | 3 |  |  |  |  |
| Queuing Penalty (veh) | 10 |  |  |  |  |
| Storage Bay Dist (ft) |  | 125 | 100 | 19 |  |
| Storage Blk Time (\%) | 56 | 0 | 6 | 19 |  |
| Queuing Penalty (veh) | 61 | 0 | 45 | 17 |  |

Intersection: 103: Route 47 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | WB | NB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LT | R | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 292 | 52 | 216 | 100 | 128 | 65 | 217 |
| Average Queue (ft) | 135 | 36 | 80 | 39 | 32 | 15 | 118 |
| 95th Queue (ft) | 244 | 58 | 159 | 82 | 88 | 59 | 199 |
| Link Distance (ft) | 5156 |  | 560 |  | 54813 |  | 850 |
| Upstream Blk Time (\%) |  |  |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |  |  |
| Storage Bay Dist (ft) |  | 20 |  | 125 |  | 75 |  |
| Storage Blk Time (\%) | 60 | 7 |  | 0 | 1 |  | 20 |
| Queuing Penalty (veh) | 55 | 13 |  | 0 | 1 |  | 5 |

Intersection: 104: Route 47 \& Route 347

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 6 | 378 | 218 | 419 | 600 |
| Average Queue (ft) | 0 | 199 | 112 | 217 | 353 |
| 95th Queue (ft) | 4 | 349 | 195 | 437 | 598 |
| Link Distance (ft) |  | 54813 |  | 10622 | 2036 |
| Upstream Blk Time (\%) |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |
| Storage Bay Dist (ft) | 60 |  | 470 |  |  |
| Storage Blk Time (\%) |  | 65 |  | 0 |  |
| Queuing Penalty (veh) |  | 1 |  | 0 |  |

Intersection: 105: Route 47 \& Tyler Rd (CR 611)

| Movement | WB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | L | T |
| Maximum Queue (ft) | 251 | 583 | 108 | 622 |
| Average Queue (ft) | 120 | 305 | 21 | 254 |
| 95th Queue (ft) | 223 | 582 | 67 | 591 |
| Link Distance (ft) | 11964 | 2248 |  | 10622 |
| Upstream Blk Time (\%) |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |
| Storage Bay Dist (ft) |  |  | 75 |  |
| Storage Blk Time (\%) |  |  |  | 15 |
| Queuing Penalty (veh) |  |  |  | 2 |

Intersection: 106: Route 47 \& Petersburg Rd (CR 610)

| Movement | WB | NB | B2 | B2 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T |  | L | T |
| Maximum Queue (ft) | 398 | 541 | 382 | 375 | 95 | 1867 |
| Average Queue (ft) | 171 | 257 | 222 | 71 | 13 | 1008 |
| 95th Queue (ft) | 328 | 492 | 503 | 288 | 60 | 2132 |
| Link Distance (ft) | 12860 | 4487 | 356 | 356 |  | 2248 |
| Upstream Blk Time (\%) |  |  | 2 | 0 |  | 0 |
| Queuing Penalty (veh) |  |  | 14 | 2 |  | 0 |
| Storage Bay Dist (ft) |  |  |  |  | 100 |  |
| Storage Blk Time (\%) |  |  |  |  |  | 20 |
| Queuing Penalty (veh) |  |  |  |  |  | 3 |

Intersection: 107: Route 47 \& Route 83

| Movement | WB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: |
| Directions Served | L | TR | L | T |
| Maximum Queue (ft) | 54 | 2802 | 163 | 178 |
| Average Queue (ft) | 17 | 1647 | 84 | 68 |
| 95th Queue (ft) | 43 | 3162 | 135 | 161 |
| Link Distance (ft) | 962 | 3425 |  | 356 |
| Upstream Blk Time (\%) |  | 0 |  |  |
| Queuing Penalty (veh) |  | 1 |  |  |
| Storage Bay Dist (ft) |  |  | 250 |  |
| Storage Blk Time (\%) |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |

Intersection: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)

| Movement | WB | NB | B26 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T | L | T |
| Maximum Queue (ft) | 400 | 383 | 570 | 210 | 2429 |
| Average Queue (ft) | 164 | 139 | 33 | 188 | 1087 |
| 95th Queue (ft) | 314 | 320 | 251 | 257 | 2394 |
| Link Distance (ft) | 12862 | 61432 | 556 |  | 3425 |
| Upstream Blk Time (\%) |  |  | 0 |  |  |
| Queuing Penalty (veh) |  |  | 1 |  |  |
| Storage Bay Dist (ft) |  |  |  | 150 |  |
| Storage Blk Time (\%) |  |  |  | 49 | 4 |
| Queuing Penalty (veh) |  |  |  | 234 | 20 |

Intersection: 109: Route 9 \& Route 47

| Movement | EB | EB | EB | B26 | WB | WB | WB | B29 | NB | NB | NB | B27 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Directions Served | L | T | TR | T | L | T | TR | T | L | T | TR | T |
| Maximum Queue (ft) | 245 | 445 | 382 | 18 | 420 | 488 | 487 | 64 | 184 | 355 | 302 | 11 |
| Average Queue (ft) | 109 | 241 | 182 | 0 | 165 | 263 | 221 | 5 | 126 | 196 | 111 | 0 |
| 95th Queue (ft) | 260 | 390 | 343 | 0 | 293 | 409 | 386 | 52 | 215 | 313 | 242 | 6 |
| Link Distance (ft) |  | 556 | 556 | 5695 |  | 463 | 463 | 14667 |  | 353 | 353 | 8558 |
| Upstream Blk Time (\%) |  | 0 |  |  |  | 0 | 1 |  |  | 0 | 0 |  |
| Queuing Penalty (veh) |  | 1 |  |  |  | 0 | 0 |  |  | 0 | 0 |  |
| Storage Bay Dist (ft) | 185 |  |  |  | 360 |  |  |  | 125 |  |  |  |
| Storage Blk Time (\%) | 1 | 34 |  |  |  | 3 |  |  | 9 | 30 |  |  |
| Queuing Penalty (veh) | 1 | 40 |  |  |  | 5 |  |  | 13 | 43 |  |  |

Intersection: 109: Route 9 \& Route 47

| Movement | SB | SB | SB | B28 |
| :--- | ---: | ---: | ---: | ---: |
| Directions Served | L | T | TR | T |
| Maximum Queue (ft) | 348 | 452 | 367 | 3188 |
| Average Queue (ft) | 328 | 388 | 183 | 1685 |
| 95th Queue (ft) | 402 | 524 | 430 | 3845 |
| Link Distance (ft) |  | 348 | 348 | 7317 |
| Upstream Blk Time (\%) | 32 | 50 | 2 |  |
| Queuing Penalty (veh) | 0 | 0 | 0 |  |
| Storage Bay Dist (ft) | 425 |  |  |  |
| Storage Blk Time (\%) | 32 | 50 |  |  |
| Queuing Penalty (veh) | 54 | 153 |  |  |

## Network Summary

## Network wide Queuing Penalty: 868

100: Route 47 \& Jughandle \& Route 55 Performance by lane

| Lane | EB | EB | WB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | LTR | T | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  | 0.1 |
| Total Del/Veh (s) | 100.9 | 0.7 | 64.2 | 6.4 | 279.5 | 138.3 |

101: Route 47 \& Route 347 Performance by lane

| Lane | NB | SE | NW | All |
| :--- | ---: | ---: | ---: | ---: |
| Movements Served | R | TR | T |  |
| Denied Del/Veh (s) |  |  |  | 127.3 |
| Total Del/Veh (s) | 1.6 | 327.1 | 14.0 | 186.9 |

102: Route 347 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ | 138.0 | 28.3 | 85.5 | 110.6 | 79.6 | 97.5 |

103: Route 47 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | WB | NB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LT | R | LTR | L | TR | L | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  |  |  | 2.5 |
| Total Del/Veh (s) | 1157.3 | 2.5 | 104.5 | 14.2 | 63.4 | 35.7 | 15.7 | 369.6 |

104: Route 47 \& Route 347 Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  | 0.0 |
| Total Del/Veh (s) | 73.0 | 133.2 | 21.6 | 59.4 | 16.2 | 60.9 |

105: Route 47 \& Tyler Rd (CR 611) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  | 1.7 |  |
| Total DelVeh (s) | 102.3 | 129.5 | 489.8 | 78.3 | 109.3 |

## 106: Route 47 \& Petersburg Rd (CR 610) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 1.5 |
| Total Del/Veh (s) | 122.1 | 203.6 | 62.4 | 60.1 | 140.3 |

107: Route 47 \& Route 83 Performance by lane

| Lane | WB | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  |  | 0.0 |
| Total Del/Veh (s) | 29.8 | 7.1 | 229.2 | 16.0 | 5.2 | 77.2 |

108: Route 47 \& Courthouse-Dennisville Rd (CR 657) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | :---: | :---: | ---: | ---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 1.8 |
| Total Del/Veh (s) | 72.0 | 97.9 | 43.5 | 226.1 | 108.0 |

109: Route 9 \& Route 47 Performance by lane

| Lane | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
| :--- | :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | T | TR | L | T | TR | L | T | TR | L | T | TR |
| Denied Del/Veh (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Del/Veh (s) | 58.3 | 51.9 | 39.4 | 57.4 | 52.3 | 33.4 | 51.3 | 50.0 | 25.9 | 181.6 | 96.0 | 37.4 |

109: Route 9 \& Route 47 Performance by lane

| Lane | All |
| :--- | ---: |
| Movements Served |  |
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 66.7 |

## Total Network Performance

| Denied Del/Veh (s) | 51.0 |
| :--- | ---: |
| Total Del/Veh (s) | 440.7 |

Intersection: 100: Route 47 \& Jughandle \& Route 55

| Movement | EB | WB | NB | B1 | SB | B11 | B11 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | LTR | T | T | TR | T |  |
| Maximum Queue (ft) | 20 | 162 | 211 | 436 | 4047 | 2353 | 1342 |
| Average Queue (ft) | 3 | 73 | 149 | 78 | 3036 | 803 | 270 |
| 95th Queue (ft) | 13 | 146 | 249 | 280 | 5095 | 2399 | 1108 |
| Link Distance (ft) | 2861 | 506 | 126 | 15026 | 3939 | 3756 | 3756 |
| Upstream Blk Time (\%) |  |  | 10 |  | 44 |  |  |
| Queuing Penalty (veh) |  |  | 138 |  | 0 |  |  |
| Storage Bay Dist (ft) |  |  |  |  |  |  |  |
| Storage Blk Time (\%) |  |  |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |  |  |

Intersection: 101: Route 47 \& Route 347

| Movement | SE | B1 | B1 |
| :--- | ---: | ---: | ---: |
| Directions Served | TR | T |  |
| Maximum Queue (ft) | 4636 | 177 | 34 |
| Average Queue (ft) | 1042 | 16 | 2 |
| 95th Queue (ft) | 3951 | 84 | 19 |
| Link Distance (ft) | 15026 | 126 | 126 |
| Upstream Blk Time (\%) |  | 1 |  |
| Queuing Penalty (veh) |  | 3 |  |
| Storage Bay Dist (ft) |  |  |  |
| Storage Blk Time (\%) |  |  |  |
| Queuing Penalty (veh) |  |  |  |

Intersection: 102: Route 347 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 576 | 150 | 160 | 719 | 909 |
| Average Queue (ft) | 467 | 93 | 76 | 343 | 668 |
| 95th Queue (ft) | 662 | 187 | 152 | 644 | 964 |
| Link Distance (ft) | 560 |  |  | 41146 | 900 |
| Upstream Blk Time (\%) | 13 |  |  |  | 1 |
| Queuing Penalty (veh) | 71 |  |  |  | 7 |
| Storage Bay Dist (ft) |  | 125 | 100 |  |  |
| Storage Blk Time (\%) | 59 | 3 | 11 | 24 |  |
| Queuing Penalty (veh) | 110 | 12 | 107 | 20 |  |

Intersection: 103: Route 47 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | WB | NB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LT | R | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 5187 | 63 | 218 | 119 | 208 | 134 | 241 |
| Average Queue (ft) | 3446 | 42 | 106 | 30 | 69 | 30 | 124 |
| 95th Queue (ft) | 5889 | 62 | 218 | 90 | 171 | 89 | 212 |
| Link Distance (ft) | 5156 |  | 560 |  | 54813 |  | 850 |
| Upstream Blk Time (\%) | 15 |  |  |  |  |  |  |
| Queuing Penalty (veh) | 0 |  |  |  |  |  |  |
| Storage Bay Dist (ft) |  | 20 |  | 125 |  | 75 |  |
| Storage Blk Time (\%) | 72 | 18 |  |  | 7 | 2 | 21 |
| Queuing Penalty (veh) | 206 | 53 |  |  | 4 | 7 | 8 |

Intersection: 104: Route 47 \& Route 347

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 86 | 719 | 112 | 438 | 354 |
| Average Queue (ft) | 7 | 430 | 49 | 243 | 182 |
| 95th Queue (ft) | 54 | 683 | 91 | 460 | 355 |
| Link Distance (ft) |  | 54813 |  | 10622 | 2036 |
| Upstream Blk Time (\%) |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |
| Storage Bay Dist (ft) | 60 |  | 470 |  |  |
| Storage Blk Time (\%) |  | 87 |  | 0 |  |
| Queuing Penalty (veh) |  | 2 |  | 0 |  |

Intersection: 105: Route 47 \& Tyler Rd (CR 611)

| Movement | WB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | L | T |
| Maximum Queue (ft) | 361 | 2240 | 133 | 1613 |
| Average Queue (ft) | 174 | 1496 | 68 | 548 |
| 95th Queue (ft) | 311 | 2459 | 133 | 2013 |
| Link Distance (ft) | 11964 | 2248 |  | 10622 |
| Upstream Blk Time (\%) |  | 0 |  |  |
| Queuing Penalty (veh) |  | 2 |  |  |
| Storage Bay Dist (ft) |  |  | 75 |  |
| Storage Blk Time (\%) |  |  | 42 | 15 |
| Queuing Penalty (veh) |  |  | 474 | 3 |

Intersection: 106: Route 47 \& Petersburg Rd (CR 610)

| Movement | WB | NB | B2 | B2 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T |  | L | T |
| Maximum Queue (ft) | 457 | 4655 | 298 | 329 | 155 | 1510 |
| Average Queue (ft) | 255 | 2741 | 264 | 160 | 23 | 576 |
| 95th Queue (ft) | 435 | 5261 | 321 | 349 | 81 | 1322 |
| Link Distance (ft) | 12857 | 4572 | 218 | 218 |  | 2248 |
| Upstream Blk Time (\%) |  | 9 | 23 | 13 |  |  |
| Queuing Penalty (veh) |  | 125 | 161 | 93 |  |  |
| Storage Bay Dist (ft) |  |  |  |  | 100 |  |
| Storage Blk Time (\%) |  |  |  |  |  | 21 |
| Queuing Penalty (veh) |  |  |  |  |  | 5 |

Intersection: 107: Route 47 \& Route 83

| Movement | WB | WB | NB | SB | SB | B2 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | R | TR | L | T | T |
| Maximum Queue (ft) | 48 | 83 | 3436 | 217 | 291 | 121 |
| Average Queue (ft) | 11 | 3 | 1501 | 93 | 94 | 5 |
| 95th Queue (ft) | 34 | 47 | 3270 | 186 | 238 | 52 |
| Link Distance (ft) | 962 | 962 | 3425 |  | 218 | 4572 |
| Upstream Blk Time (\%) |  |  | 2 | 0 | 1 |  |
| Queuing Penalty (veh) |  |  | 13 | 0 | 20 |  |
| Storage Bay Dist (ft) |  |  |  | 250 |  |  |
| Storage Blk Time (\%) |  |  |  | 0 | 1 |  |
| Queuing Penalty (veh) |  |  |  | 4 | 5 |  |

Intersection: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)

| Movement | WB | NB | B26 | B26 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T |  | L | T |
| Maximum Queue (ft) | 769 | 609 | 542 | 174 | 210 | 1813 |
| Average Queue (ft) | 260 | 192 | 19 | 6 | 201 | 1125 |
| 95th Queue (ft) | 619 | 524 | 178 | 100 | 241 | 2450 |
| Link Distance (ft) | 12862 | 61432 | 556 | 556 |  | 3425 |
| Upstream Blk Time (\%) |  |  | 0 |  |  |  |
| Queuing Penalty (veh) |  |  | 0 |  |  |  |
| Storage Bay Dist (ft) |  |  |  |  | 50 |  |
| Storage Blk Time (\%) |  |  |  | 59 | 4 |  |
| Queuing Penalty (veh) |  |  |  |  | 318 | 25 |

Intersection: 109: Route 9 \& Route 47

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Directions Served | L | T | TR | L | T | TR | L | T | TR | L | T | TR |
| Maximum Queue (ft) | 244 | 369 | 318 | 325 | 432 | 393 | 185 | 322 | 295 | 485 | 696 | 485 |
| Average Queue (ft) | 100 | 179 | 122 | 136 | 248 | 203 | 124 | 174 | 115 | 438 | 543 | 274 |
| 95th Queue (ft) | 229 | 332 | 265 | 251 | 374 | 331 | 206 | 286 | 225 | 579 | 853 | 588 |
| Link Distance (ft) |  | 556 | 556 |  | 462 | 462 |  | 353 | 353 |  | 598 |  |
| Upstream Blk Time (\%) |  |  |  |  | 0 | 0 |  | 0 | 0 |  | 33 |  |
| Queuing Penalty (veh) |  |  |  |  | 0 | 0 |  | 0 | 0 |  | 0 |  |
| Storage Bay Dist (ft) | 185 |  |  | 360 |  |  | 125 |  |  | 425 |  | 425 |
| Storage Blk Time (\%) | 0 | 16 |  |  | 2 |  | 11 | 20 |  | 55 | 12 | 2 |
| Queuing Penalty (veh) | 0 | 19 |  |  |  |  | 17 | 32 |  | 268 | 76 | 7 |

Intersection: 109: Route 9 \& Route 47

| Movement | B6 |
| :--- | ---: |
| Directions Served | T |
| Maximum Queue (ft) | 2194 |
| Average Queue (ft) | 971 |
| 95th Queue (ft) | 3029 |
| Link Distance (ft) | 7200 |
| Upstream Blk Time (\%) |  |
| Queuing Penalty (veh) |  |
| Storage Bay Dist (ft) |  |
| Storage Blk Time (\%) |  |
| Queuing Penalty (veh) |  |
| Network Summary |  |

[^5]100: Route 47 \& Jughandle \& Route 55 Performance by lane

| Lane | EB | EB | WB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | LTR | T | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  | 0.2 |
| Total Del/Veh (s) | 59.3 | 0.8 | 58.6 | 5.6 | 206.0 | 105.1 |

101: Route 47 \& Route 347 Performance by lane

| Lane | NB | SE | NW | All |
| :--- | ---: | ---: | ---: | ---: |
| Movements Served | R | TR | T |  |
| Denied Del/Veh (s) |  |  |  | 53.9 |
| Total Del/Veh (s) | 2.0 | 278.5 | 13.6 | 166.7 |

102: Route 347 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ |  | 180.4 | 30.6 | 76.6 | 107.6 | 55.8 |
| Total Del/Veh $(\mathrm{s})$ | 05.0 |  |  |  |  |  |

103: Route 47 \& Mauricetown Rd (CR 670) Performance by lane

| Lane | EB | EB | WB | NB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LT | R | LTR | L | TR | L | TR |  |
| Denied Del/Veh (s) |  |  |  |  |  |  |  | 0.3 |
| Total Del/Veh (s) | 393.1 | 1.8 | 45.7 | 17.8 | 108.8 | 101.1 | 18.6 | 115.3 |

104: Route 47 \& Route 347 Performance by lane

| Lane | EB | EB | NB | NB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | L | T | TR |  |
| Denied Del/Veh $(\mathrm{s})$ |  | 100.6 | 85.9 | 49.9 | 67.1 | 67.6 |

105: Route 47 \& Tyler Rd (CR 611) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | :---: | ---: | :---: | ---: | :---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) | 110.1 | 39.3 | 56.5 | 189.0 | 112.7 |

## 106: Route 47 \& Petersburg Rd (CR 610) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 6.4 |
| Total Del/Veh (s) | 152.1 | 56.6 | 63.0 | 185.8 | 115.2 |

107: Route 47 \& Route 83 Performance by lane

| Lane | WB | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | R | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  |  | 2.9 |
| Total Del/Veh (s) | 36.7 | 6.8 | 293.8 | 20.8 | 52.9 | 144.3 |

108: Route 47 \& Courthouse-Dennisville Rd (CR 657) Performance by lane

| Lane | WB | NB | SB | SB | All |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Movements Served | LR | TR | L | T |  |
| Denied Del/Veh (s) |  |  |  |  | 3.5 |
| Total Del/Veh (s) | 271.2 | 147.9 | 79.9 | 828.0 | 298.5 |

109: Route 9 \& Route 47 Performance by lane

| Lane | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
| :--- | :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Movements Served | L | T | TR | L | T | TR | L | T | TR | L | T | TR |
| Denied Del/Veh (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Del/Veh (s) | 57.2 | 41.8 | 25.4 | 53.9 | 41.4 | 22.0 | 48.9 | 47.1 | 21.4 | 133.3 | 67.6 | 21.0 |

109: Route 9 \& Route 47 Performance by lane

| Lane | All |
| :--- | ---: |
| Movements Served |  |
| Denied Del/Veh $(\mathrm{s})$ | 0.1 |
| Total Del/Veh $(\mathrm{s})$ | 51.9 |

## Total Network Performance

| Denied Del/Veh (s) | 28.8 |
| :--- | ---: |
| Total Del/Veh (s) | 491.4 |

Intersection: 29: Bend

| Movement | EB |
| :--- | ---: |
| Directions Served | T |
| Maximum Queue (ft) | 188 |
| Average Queue (ft) | 19 |
| 95th Queue (ft) | 182 |
| Link Distance (ft) | 463 |
| Upstream Blk Time (\%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) |  |
| Storage Blk Time (\%) |  |
| Queuing Penalty (veh) |  |

Intersection: 100: Route 47 \& Jughandle \& Route 55

| Movement | EB | WB | NB | B1 | SB | B11 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | LTR | T | T | TR | T |
| Maximum Queue (ft) | 6 | 150 | 194 | 159 | 3596 | 391 |
| Average Queue (ft) | 1 | 56 | 125 | 25 | 2115 | 48 |
| 95th Queue (ft) | 5 | 118 | 233 | 111 | 4143 | 262 |
| Link Distance (ft) | 2861 | 506 | 126 | 15026 | 3939 | 3756 |
| Upstream Blk Time (\%) |  |  | 7 |  | 11 |  |
| Queuing Penalty (veh) |  |  | 86 |  | 0 |  |
| Storage Bay Dist (ft) |  |  |  |  |  |  |
| Storage Blk Time (\%) |  |  |  |  |  |  |

Intersection: 101: Route 47 \& Route 347

| Movement | SE | B1 | B1 |
| :--- | ---: | ---: | ---: |
| Directions Served | TR | T |  |
| Maximum Queue (ft) | 1055 | 211 | 62 |
| Average Queue (ft) | 90 | 32 | 5 |
| 95th Queue (ft) | 647 | 139 | 33 |
| Link Distance (ft) | 15026 | 126 | 126 |
| Upstream Blk Time (\%) |  | 1 |  |
| Queuing Penalty (veh) |  | 8 |  |
| Storage Bay Dist (ft) |  |  |  |
| Storage Blk Time (\%) |  |  |  |

Intersection: 102: Route 347 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | NB | NB | SB |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 578 | 150 | 160 | 666 | 856 |
| Average Queue (ft) | 525 | 94 | 95 | 338 | 482 |
| 95th Queue (ft) | 670 | 196 | 171 | 650 | 817 |
| Link Distance (ft) | 560 |  |  | 41146 | 900 |
| Upstream Blk Time (\%) | 31 |  |  |  | 0 |
| Queuing Penalty (veh) | 155 |  |  |  | 3 |
| Storage Bay Dist (ft) |  | 125 | 100 |  |  |
| Storage Bik Time (\%) | 71 | 0 | 16 | 22 |  |
| Queuing Penalty (veh) | 93 | 0 | 146 | 24 |  |

Intersection: 103: Route 47 \& Mauricetown Rd (CR 670)

| Movement | EB | EB | WB | NB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LT | R | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 1673 | 48 | 194 | 184 | 468 | 134 | 252 |
| Average Queue (ft) | 711 | 34 | 80 | 81 | 160 | 35 | 141 |
| 95th Queue (ft) | 1634 | 61 | 153 | 181 | 413 | 102 | 240 |
| ink Distance (ft) | 5156 |  | 560 |  | 54813 |  | 850 |
| Upstream Blk Time (\%) |  |  |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |  |  |
| Storage Bay Dist (ft) |  | 20 |  | 125 |  | 75 |  |
| Storage Blk Time (\%) | 78 | 6 |  | 1 | 23 | 7 | 25 |
| Queuing Penalty (veh) | 84 | 15 |  | 2 | 34 | 27 | 7 |

Intersection: 104: Route 47 \& Route 347

| Movement | EB | EB | NB | NB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | R | L | T | TR |
| Maximum Queue (ft) | 12 | 442 | 362 | 481 | 896 |
| Average Queue (ft) | 0 | 218 | 150 | 193 | 605 |
| 95th Queue (ft) | 5 | 382 | 266 | 428 | 1095 |
| Link Distance (ft) |  | 54813 |  | 10622 | 2036 |
| Upstream Blk Time (\%) |  |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |  |
| Storage Bay Dist (ft) | 60 |  | 470 |  |  |
| Storage Blk Time (\%) |  | 54 |  | 1 |  |
| Queuing Penalty (veh) |  | 1 |  | 2 |  |

Intersection: 105: Route 47 \& Tyler Rd (CR 611)

| Movement | WB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | L | T |
| Maximum Queue (ft) | 287 | 695 | 113 | 4755 |
| Average Queue (ft) | 156 | 354 | 16 | 1291 |
| 95th Queue (ft) | 264 | 665 | 59 | 3924 |
| Link Distance (ft) | 11964 | 2248 |  | 10622 |
| Upstream Blk Time (\%) |  |  |  |  |
| Queuing Penalty (veh) |  |  |  |  |
| Storage Bay Dist (ft) |  |  | 75 |  |
| Storage Blk Time (\%) |  |  | 1 | 37 |
| Queuing Penalty (veh) |  |  | 11 | 5 |

Intersection: 106: Route 47 \& Petersburg Rd (CR 610)

| Movement | WB | NB | B2 | B2 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T |  | L | T |
| Maximum Queue (ft) | 553 | 1121 | 458 | 369 | 156 | 2260 |
| Average Queue (ft) | 286 | 587 | 196 | 32 | 21 | 1586 |
| 95th Queue (ft) | 506 | 1127 | 521 | 195 | 88 | 2876 |
| Link Distance (ft) | 12860 | 4454 | 396 | 396 |  | 2248 |
| Upstream Blk Time (\%) |  |  | 2 | 0 |  | 5 |
| Queuing Penalty (veh) |  |  | 14 | 0 |  | 64 |
| Storage Bay Dist (ft) |  |  |  |  | 100 |  |
| Storage Blk Time (\%) |  |  |  |  |  | 41 |
| Queuing Penalty (veh) |  |  |  |  |  | 7 |

Intersection: 107: Route 47 \& Route 83

| Movement | WB | NB | SB | SB | B2 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | L | TR | L | T | T |
| Maximum Queue (ft) | 62 | 3447 | 370 | 499 | 4465 |
| Average Queue (ft) | 18 | 2530 | 244 | 324 | 1975 |
| 95th Queue (ft) | 48 | 4348 | 485 | 645 | 5179 |
| Link Distance (ft) | 962 | 3425 |  | 396 | 4454 |
| Upstream Blk Time (\%) |  | 3 |  | 44 | 4 |
| Queuing Penalty (veh) |  | 34 |  | 655 | 55 |
| Storage Bay Dist (ft) |  |  | 250 |  |  |
| Storage Blk Time (\%) |  |  |  | 53 |  |
| Queuing Penalty (veh) |  |  |  | 160 |  |

Intersection: 108: Route 47 \& Courthouse-Dennisville Rd (CR 657)

| Movement | WB | NB | B26 | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Directions Served | LR | TR | T | L | T |
| Maximum Queue (ft) | 2229 | 1258 | 384 | 210 | 3441 |
| Average Queue (ft) | 891 | 468 | 14 | 208 | 2831 |
| 95th Queue (ft) | 1960 | 1095 | 158 | 236 | 4426 |
| Link Distance (ft) | 12862 | 61432 | 556 |  | 3425 |
| Upstream Blk Time (\%) |  |  | 0 |  | 11 |
| Queuing Penalty (veh) |  |  | 0 |  | 132 |
| Storage Bay Dist (ft) |  |  |  | 150 |  |
| Storage Blk Time (\%) |  |  |  | 87 | 3 |
| Queuing Penalty (veh) |  |  |  | 496 | 19 |

Intersection: 109: Route 9 \& Route 47

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SB |  |  |  |  |  |  |  |  |  |  |  |
| Directions Served | L | T | TR | L | T | TR | L | T | TR | L | T |
| TR |  |  |  |  |  |  |  |  |  |  |  |
| Maximum Queue (ft) | 244 | 310 | 282 | 269 | 378 | 352 | 184 | 269 | 245 | 446 | 458 |
| Average Queue (ft) | 65 | 150 | 95 | 116 | 211 | 153 | 103 | 129 | 86 | 320 | 341 |
| 95th Queue (ft) | 158 | 274 | 224 | 210 | 325 | 273 | 177 | 211 | 174 | 547 | 718 |
| Link Distance (ft) |  | 556 | 556 |  | 463 | 463 |  | 353 | 353 | 394 |  |
| Upstream Blk Time (\%) |  |  |  |  |  | 0 |  | 0 | 0 | 578 | 19 |
| Queuing Penalty (veh) |  |  |  |  |  | 0 |  | 0 | 0 |  | 0 |
| Storage Bay Dist (ft) | 185 |  |  | 360 |  |  | 125 |  | 425 |  | 425 |
| Storage Blk Time (\%) | 0 | 7 |  |  | 1 |  | 7 | 11 |  | 29 | 6 |
| Queuing Penalty (veh) | 0 | 8 |  |  | 2 |  | 10 | 14 | 117 | 31 | 0 |

Intersection: 109: Route 9 \& Route 47

| Movement | B6 |
| :--- | ---: |
| Directions Served | T |
| Maximum Queue (ft) | 620 |
| Average Queue (ft) | 228 |
| 95th Queue (ft) | 923 |
| Link Distance (ft) | 6702 |
| Upstream Blk Time (\%) |  |
| Queuing Penalty (veh) |  |
| Storage Bay Dist (ft) |  |
| Storage Blk Time (\%) |  |
| Queuing Penalty (veh) |  |
| Network Summary |  |
| Network wide Queuing Penalty: 2522 |  |

## APPENDIX D

## TRAVEL TIME STUDY RESULTS




## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies

|  | Route 47 |  |  | ${ }^{1} \text { of } \frac{2}{\text { Direction: }}$ |  | NB |  | Project \# <br> Performed By <br> Data Entry By |  | 5796-01 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Project: NJ 55/47/347 |  |  | Date: <br> Day of Week: <br> Start Time: |  | $\begin{gathered} \hline 7 / 10 / 2016 \\ \hline \text { Sunday } \\ \hline \end{gathered}$ |  |  |  |  |  |  |
|  | Location: Cape May/Cumberland |  |  |  |  |  |  |  |  |  |
|  | Weather: |  |  |  |  | 1:30 PM | Checked By: |  |  |  |  |
| \# | Control Point | Posted Speed (mph) | $\begin{aligned} & \text { Dist. } \\ & \hline \text { (mi) } \\ & \hline \hline \end{aligned}$ | Recorded Travel Time |  |  |  | Stop Delay |  | Running Speed (mph) | Travel Speed (mph) | Delay Factors |  |  |
|  |  |  |  | (min) | (sec) | (min) | : $(\mathrm{sec})$ | \#1 | \#2 \#3 |  |  |  |
| 1) | Route 9intersection | 45 | 0.00 | 0 | : 00 | $\underset{\sim}{\text { ¢ }}$ |  | $>$ | $\xrightarrow{3}$ |  | - |  |
| 2) | yshore Roadintersectio, | 45 | 2.86 | 4 | 31 | 0 | 10 | 39.45 | 37.99 | TS |  |  |
| 3) | CR 657 intersection | 45 | 10.20 | 17 | 12 | 0 | 00 | 48.25 | 48.25 |  |  |  |
| 4) | Route 83 intersection | 45 | 0.72 | 18 | 31 | 0 | 10 | 37.57 | 32.81 | TS |  |  |
| 5) | CR 610 intersection | 45 | 0.90 | 20 | 27 | 0 | 20 | 33.75 | 27.93 | TS |  |  |
| 6) | CR 611 intersection | 45 | 0.42 | 21 | 14 | 0 | 00 | 32.17 | 32.17 |  |  |  |
| 7) | 47/347-southintersectic | 50 | 2.05 | 24 | 08 | 0 | 00 | 42.41 | 42.41 |  |  |  |
| 8) | 47/CR 670 intersection | 50 | 10.93 | 36 | 45 | 0 | 15 | 53.03 | 51.98 | TS |  |  |
| 9) | Port Elizabeth Rd | 50 | 1.60 | 39 | 55 | 1 | 20 | 52.36 | 30.32 | TS |  |  |
| 10) | Route 55/47intersection | 50 | 1.64 | 42 | 12 | 0 | 22 | 51.34 | 43.09 | TS |  |  |
| 11) |  |  |  |  | : |  |  |  |  |  |  |  |
| 12) |  |  |  |  | : |  |  |  |  |  |  |  |
| 13) |  |  |  |  | : |  | : |  |  |  |  |  |
| 14) |  |  |  |  | : |  |  |  |  |  |  |  |
| 15) |  |  |  |  | : |  |  |  |  |  |  |  |
| 16) |  |  |  |  | : |  |  |  |  |  |  |  |
| 17) |  |  |  |  | : |  |  |  |  |  |  |  |
| 18) |  |  |  |  | : |  |  |  |  |  |  |  |
| 19) |  |  |  |  | : |  |  |  |  |  |  |  |
| $20)$ |  |  |  |  | : |  |  |  |  |  |  |  |
|  | tals/Averages |  | 31.32 | 42 | : 12 | 02 | : 37 | 47.47 | 44.53 |  |  |  |

Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| :--- | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies

|  | Road: Route 47 |  |  | $\begin{array}{r} 1 \text { of } \frac{2}{\text { Direction: }} . \end{array}$ |  | SB |  | Project \# <br> Performed By <br> Data Entry By |  | 5796-01 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Project: NJ 55 | 5/47/347 |  |  | Date: | 7/10/ | 2016 |  |  |  |  |  |
|  | Location: Cape May/Cumberland |  |  | Day of Week: Start Time: |  | $\begin{gathered} \hline \text { Sunday } \\ \hline \text { 12:14 PM } \\ \hline \end{gathered}$ |  |  |  |  |  |  |
|  |  |  |  | Checked By: |  |  |  |  |
|  | Control Point | Posted Speed | Dist. |  |  | Recorded Travel Time |  | Stop Delay |  | Running Speed | Travel Speed | Delay Factors |  |  |
| \# |  | (mph) | (mi) | (min) | (sec) | (min) | : $(\mathrm{sec})$ | (mph) | (mph) | \#1 | \#2 | \#3 |
| 1) | Route 55/47intersection | 50 | 0.00 | 0 | : 00 | 3 | $\checkmark$ | $>$ | $\xrightarrow{3}$ | 3 | ${ }^{+}$ |  |
| 2) | Port Elizabeth Rd | 50 | 1.64 | 3 | 58 | 1 | 40 | 42.78 | 24.81 | GC | TS |  |
| 3) | 47/CR 670 intersection | 50 | 1.60 | 6 | 08 | 0 | 00 | 44.31 | 44.31 |  |  |  |
| 4) | 47/347-southintersectic | 50 | 10.93 | 21 | 20 | 3 | 00 | 53.75 | 43.14 | TS |  |  |
| 5) | CR 611 intersection | 45 | 2.05 | 30 | 10 | 5 | 00 | 32.09 | 13.92 | GC | TS |  |
| 6) | CR 610 intersection | 45 | 0.42 | 31 | 05 | 0 | 00 | 27.49 | 27.49 |  |  |  |
| 7) | Route 83 intersection | 45 | 0.90 | 32 | 10 | 0 | 00 | 49.85 | 49.85 |  |  |  |
| 8) | CR 657 intersection | 45 | 0.72 | 33 | 00 | 0 | 00 | 51.84 | 51.84 |  |  |  |
| 9) | yshore Roadintersectio, | 45 | 10.20 | 44 | 35 | 0 | 00 | 52.83 | 52.83 |  |  |  |
| 10) | Route 9intersection | 45 | 2.86 | 50 | 05 | 1 | 20 | 41.18 | 31.20 | TS |  |  |
| 11) |  |  |  |  | : |  |  |  |  |  |  |  |
| 12) |  |  |  |  | : |  |  |  |  |  |  |  |
| 13) |  |  |  |  | : |  | : |  |  |  |  |  |
| 14) |  |  |  |  | . |  |  |  |  |  |  |  |
| 15) |  |  |  |  | : |  |  |  |  |  |  |  |
| 16) |  |  |  |  | : |  |  |  |  |  |  |  |
| 17) |  |  |  |  | : |  |  |  |  |  |  |  |
| 18) |  |  |  |  | : |  |  |  |  |  |  |  |
| 19) |  |  |  |  | : |  |  |  |  |  |  |  |
| $20)$ |  |  |  |  | : |  |  |  |  |  |  |  |
| Totals/Averages |  | 31.32 |  | 50 | : 05 | 11 | : 00 | 48.08 | 37.52 |  |  |  |

Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies

| Route 47 R |  |  |  | $\frac{1}{} \quad \text { of } \frac{2}{\text { Direction: }}$ |  | SB |  | Project \# Performed By |  | 5796-01 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Project: NJ 55/47/347 |  |  |  | Date: <br> Day of Week: <br> Start Time: |  | 7/16/2016 |  |  |  |  |  |  |
|  | Location: Cape May/Cumberland |  |  |  |  | Satur | urday | Data Entry By: Checked By: |  |  |  |  |
|  | Weather: |  |  |  |  | 11:4 | 2 AM |  |  |  |  |  |
| \# | Control Point | Posted Speed | Dist. | Recorded Travel Time |  | Stop Delay |  | Running Speed | Travel Speed | Delay Factors |  |  |
|  |  | (mph) | (mi) | (min) | : $(\mathrm{sec})$ | (min) | $:(\mathrm{sec})$ | (mph) | (mph) | \#1 | \#2 | \#3 |
| 1) | Route 55/47intersection | 50 | 0.00 | 0 | 00 | S |  | $\xrightarrow{+}$ | $\xrightarrow{\sim}$ | $\bigcirc$ |  |  |
| 2) | Port Elizabeth Rd | 50 | 1.64 | 4 | 02 | 1 | 35 | 40.16 | 24.40 | GC |  |  |
| 3) | 47/CR 670 intersection | 50 | 1.60 | 6 | 41 | 0 | 39 | 48.00 | 36.23 | TS |  |  |
| 4) | 47/347-southintersectic | 50 | 10.93 | 45 | 04 | 27 | 11 | 58.55 | 17.09 | TS |  |  |
| 5) | CR 611 intersection | 45 | 2.05 | 56 | 20 | 9 | 37 | 74.55 | 10.92 | TS |  |  |
| 6) | CR 610 intersection | 45 | 0.42 | 58 | 22 | 1 | 30 | 47.25 | 12.39 | TS |  |  |
| 7) | Route 83 intersection | 45 | 0.90 | 59 | 48 | 0 | 00 | 37.67 | 37.67 |  |  |  |
| 8) | CR 657 intersection | 45 | 0.72 | 61 | 02 | 0 | 00 | 35.03 | 35.03 |  |  |  |
| 9) | yshore Roadintersectio | 45 | 10.20 | 77 | 20 | 4 | 03 | 49.96 | 37.55 | TS | GC |  |
| 10) | Route 9intersection | 45 | 2.86 | 84 | 12 | 2 | 02 | 35.50 | 24.99 | TS |  |  |
| 11) |  |  |  |  | : |  | : |  |  |  |  |  |
| 12) |  |  |  |  | : |  | : |  |  |  |  |  |
| 13) |  |  |  |  | : |  | : |  |  |  |  |  |
| 14) |  |  |  |  | : |  | . |  |  |  |  |  |
| 15) |  |  |  |  | : |  | . |  |  |  |  |  |
| 16) |  |  |  |  | : |  | . |  |  |  |  |  |
| 17) |  |  |  |  | : |  | . |  |  |  |  |  |
| 18) |  |  |  |  | : |  | . |  |  |  |  |  |
| 19) |  |  |  |  | : |  | . |  |  |  |  |  |
| $20)$ |  |  |  |  | : |  | : |  |  |  |  |  |
| Totals/Averages |  |  | 31.32 | 84 | : 12 | 46 | 37 | 50.00 | 22.32 |  |  |  |

Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies

|  | Road: $\quad$ Route 47 ${ }^{\text {R }}$ |  |  | $\frac{\mathbf{2} \text { of } \frac{2}{\text { Direction: }} .}{\text {. }}$ |  |  | SB |  | Project \# <br> Performed By: <br> Data Entry By: |  | 5796-01 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Project: $\quad$ NJ 55/47/347 |  |  |  |  | Date: | 7/16/ | 2016 |  |  |  |  |  |
|  | Location: Cape May/Cumberland |  |  | Day of Week: Start Time: |  |  | Saturday |  |  |  |  |  |  |
|  |  |  |  | 2:04 | PM | Checked By: |  |  |  |  |
|  | Control Point | Posted Speed | Dist. |  |  |  | Recorded Travel Time |  |  | Stop Delay |  | Running Speed | Travel Speed | Delay Factors |  |  |
| \# |  | (mph) | (mi) | (min) |  | $(\mathrm{sec})$ | (min) | (sec) | (mph) | (mph) | \#1\#2 \#3 |  |  |
| 1) | Route 55/47intersection | 50 | 0.00 | 0 | : | 00 | $\underset{\sim}{\text { ¢ }}$ |  | $\sum_{52.25}$ | 3 | 3 |  |  |
| 2) | Port Elizabeth Rd | 50 | 1.64 | 4 |  | 33 | 2 | 40 | 52.25 | 21.63 | GC | TS |  |
| 3) | 147/CR 670 intersection | 50 | 1.60 | 7 |  | 06 | 0 | 00 | 37.65 | 37.65 |  |  |  |
| 4) | 47/347-southintersectic | 50 | 10.93 | 22 |  | 14 | 3 | 05 | 54.42 | 43.33 | TS |  |  |
| 5) | CR 611 intersection | 45 | 2.05 | 31 |  | 36 | 7 | 39 | 71.65 | 13.13 | TS | GC |  |
| 6) | CR 610 intersection | 45 | 0.42 | 33 | : | 45 | 1 | 30 | 38.77 | 11.72 | TS |  |  |
| 7) | Route 83 intersection | 45 | 0.90 | 35 |  | 26 | 0 | 30 | 45.63 | 32.08 | TS |  |  |
| 8) | CR 657 intersection | 45 | 0.72 | 36 |  | 20 | 0 | 00 | 48.00 | 48.00 |  |  |  |
| 9) | yshore Roadintersectio, | 45 | 10.20 |  | . |  | 0 | 00 | \#VALUE! | \#VALUE! |  |  |  |
| 10) | Route 9intersection | 45 | 2.86 |  | : |  | 0 | 00 | \#VALUE! | \#VALUE! |  |  |  |
| 11) |  |  |  |  | : |  |  |  |  |  |  |  |  |
| 12) |  |  |  |  | . |  |  |  |  |  |  |  |  |
| 13) |  |  |  |  | : |  |  |  |  |  |  |  |  |
| 14) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15) |  |  |  |  | . |  |  |  |  |  |  |  |  |
| 16) |  |  |  |  | : |  |  |  |  |  |  |  |  |
| 17) |  |  |  |  | : |  |  |  |  |  |  |  |  |
| 18) |  |  |  |  | : |  |  |  |  |  |  |  |  |
| 19) |  |  |  |  | . |  |  |  |  |  |  |  |  |
| 20) |  |  |  |  | . |  |  |  |  |  |  |  |  |
| Totals/Averages |  | 31.32 |  |  |  |  | 15 | 24 | \#VALUE! | \#VALUE! |  |  |  |

Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies


Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## TRAVEL TIME \& DELAY STUDY

Based on ITE Manual of Transportation Engineering Studies

|  | Road: $\quad$ Route 347 RUN |  |  | $1 \quad \text { of } \frac{1}{\text { Direction: }}$ |  | SB |  | Project \#: Performed By Data Entry By Checked By: |  | 5796-01 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Project: NJ 55/47/347 |  |  |  | Date: | 7/16 | /2016 |  |  |  |  |
|  | Location: Cape May/Cumberland |  |  | Day of Week: Start Time: |  | Saturday |  |  |  |  |  |
|  | Weather: |  |  |  |  | 3:00 PM |  |  |  |  |  |
|  | Control Point | Posted Speed | Dist. | Recorded Travel Time |  | Stop Delay |  | Running Speed | Travel Speed | Delay Factors |  |
| \# |  | (mph) | (mi) | $(\mathrm{min})$ | (sec) | (min) | $:(\mathrm{sec})$ | (mph) | (mph) | \#1 | \#2 \#3 |
| 1) | 347/CR 670 intersectio |  | 0.00 | 0 | 00 | $\underset{\sim}{\text { \% }}$ |  | $\xrightarrow{>}$ | $\xrightarrow{<}$ | $\xrightarrow{\square}$ |  |
| 2) | 47/347 - southintersectic |  | 8.33 | 19 | 37 | 12 | 35 | 71.06 | 25.48 | TS |  |
| 3) |  |  |  |  |  |  | . |  |  |  |  |
| 4) |  |  |  |  |  |  | : |  |  |  |  |
| 5) |  |  |  |  |  |  | : |  |  |  |  |
| 6) |  |  |  |  |  |  | : |  |  |  |  |
| 7) |  |  |  |  |  |  | : |  |  |  |  |
| 8) |  |  |  |  |  |  | : |  |  |  |  |
| 9) |  |  |  |  |  |  | : |  |  |  |  |
| 10) |  |  |  |  |  |  | : |  |  |  |  |
| 11) |  |  |  |  |  |  | : |  |  |  |  |
| 12) |  |  |  |  |  |  | . |  |  |  |  |
| 13) |  |  |  |  |  |  | : |  |  |  |  |
| 14) |  |  |  |  |  |  | . |  |  |  |  |
| 15) |  |  |  |  |  |  | : |  |  |  |  |
| 16) |  |  |  |  |  |  | : |  |  |  |  |
| 17) |  |  |  |  |  |  | : |  |  |  |  |
| 18) |  |  |  |  |  |  | . |  |  |  |  |
| 19) |  |  |  |  |  |  | : |  |  |  |  |
| 20) |  |  |  |  |  |  | : |  |  |  |  |
| Totals/Averages |  | 8.33 |  | 19 | : 37 | 12 : 35 |  | 71.06 | 25.48 |  |  |

Delay Factor Codes

| BS | Bus Loading/Unloading |
| ---: | :--- |
| DP | Double Parking |
| EV | Emergency Vehicle |
| GC | General Congestion |
| LT | Left Turns |
| OT | Other |

Delay Factor Codes (Cont.)

| PK | Parked Cars |
| :--- | :--- |
| PD | Pedestrians |
| RR | Railroad Crossing |
| SS | Stop Sign |
| TK | Truck |
| TS | Traffic Signal |

## APPENDIX E

 STRAIGHT LINE DIAGRAM












## APPENDIX F

## LIMITED ENVIRONMENTAL SCREENING REPORT

# Route 55, Route 47, and Route 347 Corridor Cumberland and Cape May Counties 

## Environmental Screening

The South Jersey Transportation Planning Organization (SJTPO) has requested that McCormick Taylor prepare a Purpose and Need Statement to address significant congestion and safety issues that occur within the NJ Route 55, Route 47, and Route 347 corridor. The project corridor is located in the City of Millville and Maurice River Township, Cumberland County, and Dennis Township and Middle Township, Cape May County (see Site Location Map in Appendix A). The project corridor extends through the Pinelands Area and Pinelands Natural Reserve; as well as within the Coastal Area Facility Review Act (CAFRA) boundary (see Environmental Constraints Map-1 in Appendix B).

McCormick Taylor has prepared this Environmental Screening to provide baseline environmental and land-use conditions, as well as agency regulatory jurisdictions, for consideration during the development of the project Purpose and Need Statement.

This Environmental Screening was limited to desktop background research utilizing NJ Geoweb and other available, pertinent information sources and encompassed all areas generally within 300 feet of the existing pavement edge of the corridor roadways.

Air / Noise Sensitive Receptors: The proposed project corridor extends through western Cumberland and Cape May Counties through some suburban and commercially developed areas, but mostly through rural, forested areas and tidal marshlands. Potential air/noise sensitive receptors identified within the project corridor include:

- Maurice River Township Elementary School
- Port Elizabeth Church of the Nazarene
- East Creek Manor Health Care
- Delmont United Methodist Church
- Cape May Bird Observatory
- St. Elizabeth Roman Catholic Church
- Immanuel Baptist Church
- Goshen United Methodist Church
- Hideaway Beach Campground
- King Nummy Trail Campground
- Delsea Woods Trailer Park
- Green Creek Bethel United Methodist Church
- Acorn Campground
- Green Creek Community Church
- Cape May National Wildlife Refuge
- Heislerville Wildlife Management Area
- Dennis Creek Wildlife Management Area
- Lizard Tail Swamp Preserve
- Circle T Ranch

There is also an animal hospital, a motel property (currently vacant), and numerous residential developments or individual residences along the project corridor roadways.

Depending on the scope of the proposed improvements for the project corridor, the use of Federal or NJDOT funding may require a noise study in accordance with the NJDOT Traffic Noise Management Policy and Noise Wall Design Guidelines (7/1/11), including potential consideration of noise barriers or other noise attenuation strategies.

Air quality monitoring/modeling and quantitative analysis is not required per the current USEPA Transportation Conformity Rule and USEPA Green Book, since the entire project area is in attainment for carbon monoxide (CO) and particulate matter (PM-2.5 and PM-10), and there are no CO or PM Maintenance Areas in the project area. However, a qualitative discussion of Mobile Source Air Toxics (MSATs) should be prepared during PE for NEPA documentation purposes.

Socioeconomics: The project corridor may involve a variety of socioeconomic issues including access, safety, emergency services, community facilities, property values, tax revenues, displacement/relocation of residents, changes in land use patterns, property isolation, visual/aesthetic impacts, air/noise/vibration impacts, and Environmental Justice impacts. Direct impacts, indirect/secondary and cumulative impacts, both positive and negative, may be realized through implementation of the proposed corridor improvements. As part of the NEPA process and in accordance with NJDOT procedures, socioeconomic studies should be performed focusing on Community Impact Assessment (CIA), which evaluates the effects of a transportation project on a community and its quality of life. The CIA process will provide documentation of the current and anticipated socioeconomic condition of the geographic area, with and without implementation of the alternative under consideration.

Environmental Justice: The USEPA EJSCREEN online program was run for the entire project corridor with a 0.25 mile buffer. A copy of the data for the project corridor is provided in Appendix $\boldsymbol{C}$ of this Environmental Screening.

All populations are reported to speak only English or speak English "very well" and there are no Linguistically Isolated Populations. Thus, special linguistic provisions may not be necessary during public outreach. During CD/PE all disadvantaged populations should be identified and provided with opportunities during public outreach efforts for meaningful input on the development of the project Purpose and Need project alternative, and assessment of socioeconomic and environmental impacts.

Cultural Resources: Potential Federal funding for the project would require compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP). NJDEP permit requirements anticipated for the project would also require that the project not adversely affect a property that is listed in or eligible for listing in the NRHP or New Jersey Register of Historic Places unless the project avoids or minimizes impacts (effects) to the maximum extent practicable and any unavoidable adverse impact is mitigated. The above processes are conducted in consultation with the NJ Historic Preservation Office (NJHPO).

This environmental screening included the identification of known Individual Historic Sites, Historic Districts, and Archaeological Grid locations within the project corridor. Although not listed in this screening, numerous individual structures are documented throughout the project corridor that were previously identified as Listed, Eligible, or Potentially Eligible for listing in the NRHP. In addition, the following eight Historic Districts are currently located within or immediately adjacent to the project corridor:

- Port Elizabeth Historic District
- Bricksboro Historic District
- Delmont Historic District
- Eldora Historic District
- Dennisville Historic District
- Atlantic City Railroad Cape May Division Historic District
- Goshen Historic District
- Garden State Parkway Historic District

At least 20 Archaeological Grid Sites with National Register Listed Sites, Eligible Sites, and Identified Sites are located within or immediately adjacent to the project corridor. The Archaeological Sites are listed as follows:

BH275, BI278, BI279, BI280, BJ279, BJ280, BJ281, BJ282, BK282, BL284, BK288, BK289, BT293, BQ294, BR294, BS295, CZ297, CA297, CA298, CA299

Based on the above information, it is anticipated that Phase 1A and 1B Archaeological Surveys would be required for this project to determine archaeological sensitivities and the presence/absence of archaeological resources within the project corridor during CD/PE. A Phase IA Historic and Archaeological Survey is a screening-level effort to determine the potential to encounter significant archaeological resources within an alternative's Area of Potential Effect (APE). For archaeology, the APE includes the area that would be directly disturbed by an alternative. Phase 1A includes background research, field reconnaissance, archaeological sensitivity assessments, management recommendations, and reporting. Phase 1 A concludes with recommendations for areas to be further examined (via shovel test pits) to determine the presence/absence of potentially significant archaeology deposits (i.e., Phase 1B). Phase 1B archaeological surveys are typically recommended for areas of high sensitivity for prehistoric and historic archaeological sites.

Section 4(f)/Green Acres Properties: Section 4(f) provides regulations governing the "use" of land from publicly-owned parks, recreation areas, wildlife and waterfowl refuges, and public or privately owned historic sites for FHWA (USDOT) projects.

Green Acres Encumbered Properties: The City of Millville, Maurice River Township, Dennis Township, and Middle Township have all received funding from the NJDEP Green Acres Program (GAP); therefore, all municipal parks and open space will be encumbered by Green Acres regulations. Project involvement with Green Acres encumbered parcels would require coordination with the NJDEP Green Acres Program and a possible diversion/disposal application to the NJDEP GAP and NJ State House Commission.

State Open Space: There are currently four State Open Space parcels identified within or adjacent to the project corridor:

- Heislerville Wildlife Management Area
- Belleplain State Forest
- Dennis Creek Wildlife Management Area
- Cape May National Wildlife Refuge

County Open Space: There are currently two County Open Space parcels identified within or adjacent to the project corridor:

- Lizard Tail Swamp Preserve
- Circle T Ranch

Historic Sites: Section 4(f) applies to the use of significant public or privately owned historic sites, which includes above-ground historic properties and subsurface archaeology. Such properties are considered "significant" if they are listed in or eligible for listing in the NRHP, which is typically determined through consultation with the NJHPO during the Section 106 Process. Any ROW takes/permanent easements, adverse temporary easements, or adverse proximity/viewshed impacts by the project will trigger Section 4(f).

As stated above under Cultural Resources, numerous individual structures located throughout the project corridor were identified as Listed, Eligible, or Potentially Eligible for listing in the NRHP; and eight Historic Districts were identified within or adjacent to the project corridor. In addition, 20 Archaeological Grid Sites were identified within or adjacent to the project corridor.

## Waterways and Floodplains:

The proposed project corridor is located within two counties and crosses multiple waterways and 100year floodplains of these waterways (see Environmental Constraints Map-2 in Appendix B). Waterways within the project corridor are mostly tidal and include the following waterways:

| Waterway |  |
| :--- | :--- |
| Menantico Creek*(**) | Old Robins Branch |
| Unnamed Maurice River Tributaries | Riggins Ditch and tributaries** |
| Manumuskin River* | Dennis Creek and tributaries** |
| Muskee Creek* | Sluice Creek |
| Little Mill Creek and tributaries | Crow Creek** |
| Clear Run | Goshen Creek |
| Crowder Run | Bidwell Creek and tributaries |
| West Creek and tributaries** | Dias Creek and tributaries |
| East Creek and tributaries** | Green Creek |
| Wilsons Run | Fishing Creek and tributaries |

*The Maurice River was designated as a National Wild and Scenic River System in December 1993. The segment extends from the U.S. Geological Survey Station at Shellpile to the south side of the Millville sewage treatment plant. Tributaries designated include: Menantico Creek from its confluence with the Maurice River to the base of the impoundment at Menantico Lake; the Manumuskin River from its confluence with the Maurice River to its headwaters near Route 557; and Muskee Creek from its confluence with the Maurice River to the Pennsylvania Reading Seashore Line Railroad Bridge.

## ** Water Quality Classification = Category One

The NJDEP Flood Hazard Area (FHA) Control Act Rules (NJAC 7:13) will regulate activities affecting the floodway (the channel and land adjacent to the channel that conveys 100 -year floodwaters) and the flood fringe (the remainder of the 100 -year floodplain $+25 \%$ ) of "regulated waters" including perennial/intermittent streams.

The NJDEP FHA Rules also apply to the Riparian Zones associated with "regulated waters". The riparian zone includes the waterway itself and all vegetation within a certain distance of top-of-bank (i.e., the riparian buffer) The NJDEP FHA Rules allow a limited amount of vegetation along regulated waters to be removed, and mitigation is required for vegetation removal exceeding those allowances. However, C1 Waters will have 300 foot riparian zones and the FHA Rules will require mitigation for all vegetation impacts generally.

Tidelands: The majority of waters within the project corridor are tidal. Therefore, it is likely that tidelands claims exist associated with tidal waterways throughout the project corridor. Disturbances/ROW affecting any historic Tidelands Claims or up to the current mean high water line will require Tidelands Licenses and/or Grants from the NJDEP Bureau of Tidelands Management.

If any Tidelands legal instruments are required, a NJDEP Waterfront Development Permit will also be required. If the NJDEP no longer asserts a claim to a formerly flowed tidal area, a Statement of No Interest should be obtained.

Wetlands: Freshwater wetlands and NJDEP-Mapped Coastal wetlands are mapped extensively throughout the project corridor associated with the numerous tidal waterways that are located within southwestern Cumberland and western Cape May Counties (see Environmental Constraints Map-2 in Appendix B).

NJDEP-mapped Coastal Wetlands are regulated under the Wetlands Act of 1970. Per the NJDEP Coastal Zone Management (CZM) Rules (NJAC 7:7), all "mapped" (delineated and species annotated) coastal wetlands located waterward of the NJDEP Upper Wetland Boundary (UWB) will be regulated by the NJDEP CZM Rules, with maximum 300-foot transition areas (buffers).

All other wetlands located landward of the NJDEP UWB or that are otherwise "unmapped" wetlands in the project study area will be regulated by the NJDEP Freshwater Wetland Protection Act (FWPA) Rules (NJAC 7:7A).

Freshwater wetlands will have transition areas ranging from 0-150 feet depending on NJDEP Resource Value Classification (NJAC 7:7A-2.4):

- Freshwater wetlands associated with T\&E species/habitat (based on NJDEP Landscape Project mapping) will be considered Exceptional Resource Value with 150 foot transition areas.
- Most other freshwater wetlands not associated with T\&E species/habitat will be considered Intermediate Resource Value with 50 foot transition areas.
- Certain wetlands might be classified as Ordinary Value with no transition areas, including drainage ditches, swales, detention facilities, and "isolated" wetlands.

Threatened \& Endangered Species (State and Federal): US Fish \& Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) System data was generated for the project on January 11, 2017. Seven T\&E species were identified that should be considered in an effects analysis for the project:

- Red Knot (Calidris canutus rufa) - Threatened
- American Chaffseed (Schwalbea American) - Endangered
- Knieskern's Beaked-rush (Rhynchospora knieskernii) - Threatened
- Seabeach Amaranth (Amaranthus pumilus) - Threatened
- Sensitive joint-vetch (Aeschynomene virginica) - Threatened
- Swamp pink (Helonias bullata) - Threatened
- Northern long-eared bat (Myotis septentrionalis) - Threatened

The USFWS identified no critical habitats or fish hatcheries in the project area.
The USFWS IPaC System also identified the Cape May National Wildlife Refuge near the project corridor. According to USFWS, the refuge was established in 1989, Cape May National Wildlife Refuge provides critical habitat to a wide variety of migratory birds and other wildlife. It supports 317 bird
species, 42 mammal species, 55 reptile and amphibian species, and numerous fish, shellfish and other invertebrates.

In addition, the Heislerville Wildlife Management Area, Belleplain State Forest, Dennis Creek Wildlife Management Area, and Lizard Tail Swamp Preserve are located within the project corridor.

The USFWS IPaC System also reported 32 Migratory Birds of Conservation Concern for the project area:

| Common Name | Scientific Name | Seasonal Occurrence <br> in Project Area |
| :--- | :--- | :--- |
| American Oystercatcher | Haematopus palliatus | Year-round |
| American Bittern | Botaurus lentiginosus | Wintering |
| Bald Eagle | Haliaeetus leucocephalus | Year-round |
| Black Rail | Laterallus jamaicensis | Breeding |
| Black Skimmer | Rynchops niger | Breeding |
| Black-billed Cuckoo | Coccyzus erythropthalmus | Breeding |
| Blue-winged Warbler | Vermivora pinus | Breeding |
| Fox Sparrow | Passerella liaca | Wintering |
| Gull-billed Tern | Gelochelidon nilotica | Breeding |
| Hudsonian Godwit | Limosa haemastica | Migrating |
| Kentucky Warbler | Oporonis formosus | Breeding |
| Least Bittern | Ixobrychus exilis | Breeding |
| Least Tern | Sterna antillarum | Breeding |
| Lesser Yellowlegs | Tringa flavipes | Wintering |
| Marbled Godwit | Limosa fedoa | Wintering |
| Peregrine Falcon | Falco peregrinus | Wintering |
| Pied-billed Grebe | Podilymbus podiceps | Year-round |
| Prairie Warbler | Dendroica discolor | Breeding |
| Prothonotary Warbler | Protonotaria citrea | Breeding |
| Purple Sandpiper | Calidris maritima | Wintering |
| Red Knot | Calidris canutus rufa | Wintering |
| Red-headed Woodpecker | Melanerpes erythrocephalus | Year-round |
| Rusty Blackbird | Euphagus carolinus | Wintering |
| Saltmarsh Sparrow | Ammodramus caudacutus | Year-round |
| Seaside Sparrow | Ammodramus maritimus | Year-round |
| Short-billed Dowitcher | Limnodromus griseus | Wintering |
| Short-eared Owl | Asio flammeus | Wintering |
| Snowy Egret | Egretta thula | Breeding |
| Upland Sandpiper | Bartramia longicauda | Breeding |
| Willow Flycatcher | Empidonax traillii | Breeding |
| Wood Thrush | Hylocichla mustelina | Breeding |
| Worm eating Warbler | Helmitheros vermivorum | Breeding |
|  |  |  |

Forested Areas: The majority of the project corridor is surrounded by forested uplands and forested wetlands. Much of these forested areas are associated with Belleplain State forested or one of the aforementioned Wildlife Management Areas. In accordance with P.L. 2001, Chapter 10 - Reforestation, a reforestation plan is required for the deforestation of State-owned land (greater than one-half acre in size). Therefore, if the scope of the proposed NJDOT project results in the deforestation of over one-half acre of State-owned land, a Reforestation Plan will be required.

USEPA Sole Source Aquifers: The project study area occurs within the New Jersey Coastal Plain Sole Source Aquifer (SSA). Section 1424(e) of the Safe Drinking Water Act of 1974 provides USEPA authority to designate aquifers that are the sole or principal drinking water source for an area, and which, if contaminated, would create a significant hazard to public health. After a SSA is designated, no commitment for Federal financial assistance may be provided for any project that the USEPA determines may contaminate the aquifer through its recharge area, so as to create a significant hazard to public health.

The NJDOT conforms to a 1984 Memorandum of Understanding (MOU) between FHWA, Region I and USEPA, Region 2. Per this MOU, the FHWA will provide early notification to the USEPA (i.e., during the NEPA process) of proposed Federally financially-assisted projects for which one of the following criteria apply:

- Construction of additional through-traffic lanes, interchanges, or rotaries on existing roadways
- Construction of a two or more lane highway on new alignment
- Construction of rest areas with on-site sewage disposal facilities
- Other projects which, in the opinion of FHWA, may affect the water quality of the aquifer to the extent that the project might contaminate its recharge zone, thereby creating a significant hazard to public health

Applicable projects require preparation of a groundwater assessment to determine project impacts on groundwater quality. This study is normally included in a project's NEPA EIS or EA. During PE, depending on the scope of the proposed improvements, coordination should occur with FHWA and USEPA to determine the applicability of the MOU to the project.

## Hazardous Waste/Contaminated Sites

A review of NJDEP Known Contaminated Sites (KCS), Historic Fill areas, Dead Notice areas, and Classification Exemption Areas (CEA) for Groundwater Contamination was conducted using the NJDEP GeoWeb website. 15 NJDEP KCS were identified along the project corridor. Four of the 15 sites have CEAs for groundwater contamination associated with the sites. The sites are listed as follows:

| Site | Location | CEA for Groundwater <br> Contamination |
| :--- | :--- | :---: |
| Ocean Food \& Fuel | 3890 Rt-47, Maurice River Twp. | No |
| Browns Getty Station | Rt-47, Maurice River Twp. | No |
| Hartley's Fuel | 4433 Rt-47, Maurice River Twp. | No |
| Pineland Village | 2210 Rt-47, Dennis Twp. | Yes |
| Café 47 | 1414 Rt-47, Dennis Twp. | No |
| Iaconnis Residence | 1162 Rt-47, Dennis Twp. | No |
| Tommy's Service Center | Rt-47, Dennis Twp. | No |
| Snyder Trucking | 794 Rt-47, Dennis Twp. | No |


| DOT Rt-47 Section 1C | Middle Twp. | No |
| :--- | :--- | :---: |
| Gary's Gas \& Go | 200 South Rt-47, Middle Twp. | No |
| Szathmary Supply Co. | 416 Rt-47, Middle Twp. | No |
| Green Creek Gas Station | Rt-47 \& Bayshore Ave., Middle Twp. | No |
| Terry Dale Inc. | 540 Rt-47, Middle Twp. | Yes |
| Rio Grande Exxon | Rt-47 \& Rt-9, Middle Twp. | Yes |
| Village Shops | 1304 Rt-47, Middle Twp. | No |
| Soun US Gas Station | 1402 Rt-47 South, Middle Twp. | Yes |

In addition to the NJDEP KCS sites identified above, several other properties of potential environmental concern such as gas stations, auto repair facilities, nurseries, agricultural (farms), boat repair, etc. are located within the project corridor.

Further investigation via NJDEP file review and/or site investigation (sampling) activities may be required at any of the above locations if right-of-way acquisition or excavation activities are proposed during construction for the proposed project.

Summary of Potential Permits and Approvals:

- NJDEP CAFRA, Waterfront Development, and Coastal Wetlands
- NJDEP Freshwater Wetlands
- NJDEP Flood Hazard Areas and Riparian Zones
- NJDEP Tidelands
- NJDEP Green Acres Program
- NJ No Net Loss Reforestation Act
- NJ Pinelands Commission
- NJ Soil Erosion and Sediment Control Act
- Wild \& Scenic Rivers
- US Army Corps of Engineers
- US Coast Guard


## Appendix F-1

## Project Location Map



## Appendix F-2

## Environmental Constraints Maps




## Appendix F-3

## USEPA EJSCREEN DATA



## EJSCREEN ACS Summary Report

Location: User-specified linear location
Ring (buffer): 0.25 -mile radius
Description: Rt 55/47/347 Corridor Study

|  | 2010-2014 <br> ACS Estimates | Percent | MOE ( $\pm$ ) |
| :---: | :---: | :---: | :---: |
| Population 25+ by Educational Attainment |  |  |  |
| Total | 1,814 | 100\% | 379 |
| Less than 9th Grade | 151 | 8\% | 97 |
| 9th - 12th Grade, No Diploma | 185 | 10\% | 185 |
| High School Graduate | 638 | 35\% | 278 |
| Some College, No Degree | 566 | 31\% | 158 |
| Associate Degree | 214 | 12\% | 106 |
| Bachelor's Degree or more | 274 | 15\% | 143 |
| Population Age 5+ Years by Ability to Speak English |  |  |  |
| Total | 2,512 | 100\% | 498 |
| Speak only English | 2,275 | 91\% | 419 |
| Non-English at Home ${ }^{1+2+3+4}$ | 237 | 9\% | 285 |
| ${ }^{1}$ Speak English "very well" | 103 | 4\% | 137 |
| ${ }^{2}$ Speak English "well" | 59 | 2\% | 149 |
| ${ }^{3}$ Speak English "not well" | 74 | 3\% | 117 |
| ${ }^{4}$ Speak English "not at all" | 1 | 0\% | 57 |
| ${ }^{3+4}$ Speak English "less than well" | 76 | 3\% | 117 |
| ${ }^{2+3+4}$ Speak English "less than very well" | 134 | 5\% | 163 |
| Linguistically Isolated Households* |  |  |  |
| Total | 6 | 100\% | 82 |
| Speak Spanish | 0 | 3\% | 80 |
| Speak Other Indo-European Languages | 5 | 80\% | 51 |
| Speak Asian-Pacific Island Languages | 1 | 17\% | 20 |
| Speak Other Languages | 0 | 0\% | 12 |
| Households by Household Income |  |  |  |
| Household Income Base | 979 | 100\% | 193 |
| < \$15,000 | 64 | 7\% | 89 |
| \$15,000-\$25,000 | 56 | 6\% | 82 |
| \$25,000-\$50,000 | 251 | 26\% | 97 |
| \$50,000-\$75,000 | 189 | 19\% | 91 |
| \$75,000 + | 418 | 43\% | 195 |
| Occupied Housing Units by Tenure |  |  |  |
| Total | 979 | 100\% | 193 |
| Owner Occupied | 827 | 84\% | 186 |
| Renter Occupied | 152 | 16\% | 77 |
| Employed Population Age 16+ Years |  |  |  |
| Total | 2,200 | 100\% | 375 |
| In Labor Force | 1,501 | 68\% | 299 |
| Civilian Unemployed in Labor Force | 136 | 6\% | 74 |
| Not In Labor Force | 699 | 32\% | 375 |

[^6]Location: User-specified linear location
Ring (buffer): 0.25 -mile radius
Description: Rt 55/47/347 Corridor Study

|  | 2010-2014 <br> ACS Estimates | Percent | MOE ( $\pm$ ) |
| :---: | :---: | :---: | :---: |
| Population by Language Spoken at Home* |  |  |  |
| Total (persons age 5 and above) | 2,512 | 100\% | 498 |
| English | N/A | N/A | N/A |
| Spanish | N/A | N/A | N/A |
| French | N/A | N/A | N/A |
| French Creole | N/A | N/A | N/A |
| Italian | N/A | N/A | N/A |
| Portuguese | N/A | N/A | N/A |
| German | N/A | N/A | N/A |
| Yiddish | N/A | N/A | N/A |
| Other West Germanic | N/A | N/A | N/A |
| Scandinavian | N/A | N/A | N/A |
| Greek | N/A | N/A | N/A |
| Russian | N/A | N/A | N/A |
| Polish | N/A | N/A | N/A |
| Serbo-Croatian | N/A | N/A | N/A |
| Other Slavic | N/A | N/A | N/A |
| Armenian | N/A | N/A | N/A |
| Persian | N/A | N/A | N/A |
| Gujarathi | N/A | N/A | N/A |
| Hindi | N/A | N/A | N/A |
| Urdu | N/A | N/A | N/A |
| Other Indic | N/A | N/A | N/A |
| Other Indo-European | N/A | N/A | N/A |
| Chinese | N/A | N/A | N/A |
| Japanese | N/A | N/A | N/A |
| Korean | N/A | N/A | N/A |
| Mon-Khmer, Cambodian | N/A | N/A | N/A |
| Hmong | N/A | N/A | N/A |
| Thai | N/A | N/A | N/A |
| Laotian | N/A | N/A | N/A |
| Vietnamese | N/A | N/A | N/A |
| Other Asian | N/A | N/A | N/A |
| Tagalog | N/A | N/A | N/A |
| Other Pacific Island | N/A | N/A | N/A |
| Navajo | N/A | N/A | N/A |
| Other Native American | N/A | N/A | N/A |
| Hungarian | N/A | N/A | N/A |
| Arabic | N/A | N/A | N/A |
| Hebrew | N/A | N/A | N/A |
| African | N/A | N/A | N/A |
| Other and non-specified | N/A | N/A | N/A |
| Total Non-English | N/A | N/A | N/A |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2010-2014.
*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified linear location
Ring (buffer): 0.25-mile radius
Description: Rt 55/47/347 Corridor Study

| Summary |  | Census 2010 |
| :---: | :---: | :---: |
| Population |  | 2,702 |
| Population Density (per sq. mile) |  | 479 |
| Minority Population |  | 317 |
| \% Minority |  | 12\% |
| Households |  | 984 |
| Housing Units |  | 1,169 |
| Land Area (sq. miles) |  | 5.64 |
| \% Land Area |  | 98\% |
| Water Area (sq. miles) |  | 0.14 |
| \% Water Area |  | 2\% |
|  |  |  |
| Population by Race | Number | Percent |
| Total | 2,702 | ------- |
| Population Reporting One Race | 2,658 | 98\% |
| White | 2,465 | 91\% |
| Black | 101 | 4\% |
| American Indian | 4 | 0\% |
| Asian | 31 | 1\% |
| Pacific Islander | 1 | 0\% |
| Some Other Race | 56 | 2\% |
| Population Reporting Two or More Races | 44 | 2\% |
| Total Hispanic Population | 143 | 5\% |
| Total Non-Hispanic Population | 2,559 | 95\% |
| White Alone | 2,385 | 88\% |
| Black Alone | 96 | 4\% |
| American Indian Alone | 3 | 0\% |
| Non-Hispanic Asian Alone | 31 | 1\% |
| Pacific Islander Alone | 0 | 0\% |
| Other Race Alone | 10 | 0\% |
| Two or More Races Alone | 35 | 1\% |
|  |  |  |
| Population by Sex | Number | Percent |
| Male | 1,340 | 50\% |
| Female | 1,362 | 50\% |
|  |  |  |
| Population by Age | Number | Percent |
| Age 0-4 | 145 | 5\% |
| Age 0-17 | 586 | 22\% |
| Age 18+ | 2,116 | 78\% |
| Age 65+ | 395 | 15\% |
|  |  |  |
| Households by Tenure | Number | Percent |
| Total | 984 |  |
| Owner Occupied | 826 | 84\% |
| Renter Occupied | 158 | 16\% |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

United States
Environmental Protection Environm
Agency

### 0.25 mile Ring around the Corridor, NEW JERSEY, EPA Region 2

Approximate Population: 2,679
Input Area (sq. miles): 19.05
Rt 55/47/347 Corridor Study

| Selected Variables | State <br> Percentile |  | EPA Region <br> Percentile |  | USA <br> Percentile |
| :--- | :---: | :---: | :---: | :---: | :---: |
| EJ Indexes | 35 | 29 | 30 |  |  |
| EJ Index for PM2.5 | 28 | 22 | 23 |  |  |
| EJ Index for Ozone | 52 | 42 | 36 |  |  |
| EJ Index for NATA* Diesel PM | 45 | 37 | 35 |  |  |
| EJ Index for NATA* Air Toxics Cancer Risk | 52 | 43 | 41 |  |  |
| EJ Index for NATA* Respiratory Hazard Index | 42 | 38 | 30 |  |  |
| EJ Index for Traffic Proximity and Volume | 31 | 34 | 18 |  |  |
| EJ Index for Lead Paint Indicator | 39 | 26 | 13 |  |  |
| EJ Index for Superfund Proximity | 29 | 25 | 31 |  |  |
| EJ Index for RMP Proximity | $\mathrm{N} / \mathrm{A}$ | $\mathrm{N} / \mathrm{A}$ | 17 |  |  |
| EJ Index for Hazardous Waste Proximity ${ }^{+}$ | 17 | 17 | N/A |  |  |
| EJ Index for Water Discharger Proximity |  | 12 |  |  |  |

EJ Index for the Selected Area Compared to All People's Blockgroups in the State/Region/US


## State Percentile $\square$ Regional Percentile $\square$ USA Percentile

This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

## EJSCREEN Report (Version 2016)

0.25 mile Ring around the Corridor, NEW JERSEY, EPA Region 2

Approximate Population: 2,679
Input Area (sq. miles): 19.05
Rt 55/47/347 Corridor Study


| Sites reporting to EPA |  |  |
| :--- | :--- | :--- |
| Superfund NPL | 0 |  |
| Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF) | 0 |  |
| National Pollutant Discharge Elimination System (NPDES) | 0 |  |

### 0.25 mile Ring around the Corridor, NEW JERSEY, EPA Region 2

Approximate Population: 2,679
Input Area (sq. miles): 19.05
Rt 55/47/347 Corridor Study

| Selected Variables | Value | State <br> Avg. | \%ile in State |  | \%ile in EPA <br> Region | USA <br> Avg. | \%ile in USA |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environmental Indicators |  |  |  |  |  |  |  |
| Particulate Matter (PM 2.5 in $\mu \mathrm{g} / \mathrm{m}^{3}$ ) | 7.93 | 9.26 | 5 | 9.13 | 9 | 9.32 | 20 |
| Ozone (ppb) | 52.8 | 47.6 | 99 | 46.2 | 99 | 47.4 | 79 |
| NATA ${ }^{*}$ Diesel PM ( $\mu \mathrm{g} / \mathrm{m}^{3}$ ) | 0.373 | 1.31 | 3 | 1.87 | <50th | 0.937 | <50th |
| NATA* Cancer Risk (lifetime risk per million) | 25 | 42 | 0 | 44 | <50th | 40 | <50th |
| NATA* Respiratory Hazard Index | 0.72 | 2.1 | 0 | 2.4 | <50th | 1.8 | <50th |
| Traffic Proximity and Volume (daily traffic count/distance to road) | 36 | 660 | 24 | 1800 | 22 | 590 | 35 |
| Lead Paint Indicator (\% Pre-1960 Housing) | 0.27 | 0.42 | 35 | 0.52 | 23 | 0.3 | 57 |
| Superfund Proximity (site count/km distance) | 0.12 | 0.44 | 21 | 0.29 | 38 | 0.13 | 72 |
| RMP Proximity (facility count/km distance) | 0.15 | 0.33 | 53 | 0.24 | 65 | 0.43 | 43 |
| Hazardous Waste Proximity ${ }^{+}$(facility count/km distance) | N/A | 0.14 | N/A | 0.13 | N/A | 0.11 | N/A |
| Water Discharger Proximity (facility count/km distance) | 0.51 | 0.42 | 74 | 0.53 | 71 | 0.31 | 84 |
| Demographic Indicators |  |  |  |  |  |  |  |
| Demographic Index | 20\% | 33\% | 38 | 36\% | 36 | 36\% | 30 |
| Minority Population | 15\% | 42\% | 24 | 43\% | 29 | 37\% | 32 |
| Low Income Population | 26\% | 25\% | 63 | 30\% | 51 | 35\% | 40 |
| Linguistically Isolated Population | 1\% | 7\% | 30 | 8\% | 33 | 5\% | 45 |
| Population With Less Than High School Education | 19\% | 12\% | 79 | 14\% | 72 | 14\% | 72 |
| Population Under 5 years of age | 6\% | 6\% | 58 | 6\% | 58 | 6\% | 53 |
| Population over 64 years of age | 14\% | 14\% | 61 | 14\% | 59 | 14\% | 60 |

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.
+ The hazardous waste environmental indicator and the corresponding EJ index will appear as N/A if there are no hazardous waste facilities within 50 km of a selected location.

For additional information, see: www.epa.gov/environmentaljustice

[^7]
## APPENDIX G

NJDOT MANAGEMENT SYSTEMS

| From: | Powell, Joseph [Joseph.Powell@dot.nj.gov](mailto:Joseph.Powell@dot.nj.gov) |
| :--- | :--- |
| Sent: | Monday, August 08, 2016 9:17 AM |
| To: | Sokalski, Amy |
| Cc: | Maniar, Nipa |
| Subject: | FW: NJ 55/47/347 Purpose \& Need Statement - Management Systems Data Request |

From: Maniar, Nipa
Sent: Monday, August 08, 2016 8:46 AM
To: Powell, Joseph
Subject: RE: NJ 55/47/347 Purpose \& Need Statement - Management Systems Data Request
Amy:
Please see the below Pedestrian Safety Management System (PSMS) and Bicycle list rankings per request.

There are no rankings for Route 55 or 347.
Route 47 (MP 3.2 - 5.2) ranked 63 out of 230 on Pedestrian Safety Management System (PSMS).
Route 47 (MP 15.9 - 17.9) ranked 165 out of 230 on PSMS.
Route 47 (MP $34.8-36.8$ ) ranked 211 out of 230 on PSMS.
Route 47 (MP 7.8 - 9.8 ) ranked 224 out of 230 on PSMS.

Route 47 (MP 6.4 - 8.4) ranked 177 out of 375 on our Bike list.
Route 47 (MP 19.9-21.9) ranked 235 out of 375 on our Bike list.
Thank you.

From: Sokalski, Amy [mailto:ASokalski@mccormicktaylor.com]
Sent: Friday, August 05, 2016 11:36 AM
To: Powell, Joseph
Subject: FW: NJ 55/47/347 Purpose \& Need Statement - Management Systems Data Request
Good morning, Joe. I originally sent the email below to Debbie Kingsland but didn’t realize she was retired! Perhaps you can assist me in this request, or let me know who I can send it to in the Commuter Mobility group.

Thanks!
Amy

From: Sokalski, Amy
Sent: Friday, August 05, 2016 11:29 AM
To: sophia.azam@dot.nj.gov; 'JohnB.Evans@dot.nj.gov'; 'Harjit.Bal@dot.nj.gov'; 'Sudhir.Joshi@dot.nj.gov';
'Sim.Liu@dot.nj.gov'; 'Urvi.Dave@dot.nj.gov'; 'Susan.Gresavage@dot.nj.gov'; 'Philip.Bertucci@dot.nj.gov';
'Chris.Zacaj@dot.nj.gov'; Kingsland, Debbie (Debbie.Kingsland@dot.nj.gov); Chris Barretts (chris.barretts@dot.nj.gov)
Subject: NJ 55/47/347 Purpose \& Need Statement - Management Systems Data Request
Good morning. McCormick Taylor is currently working with the South Jersey Transportation Planning Organization (SJTPO) on a Purpose \& Need Statement for the NJ 55/47/347 corridor in Cumberland and Cape May Counties,

NJ. Attached is a request for management systems data for the study, including Straight Line Diagrams depicting the project limits.

Any input you can provide would be greatly appreciated. If possible, we could like to receive your input by Friday, August 26, 2016.

Thank you in advance for your assistance. Please feel free to contact me with any questions regarding this request.

Thanks,
Amy

Amy Sokalski, P.E., PTOE, PTP | Senior Project Engineer
O 856.793.0800 | F 856.793.0819 | asokalski@mccormicktaylor.com

## New Jersey Department of Transportation

Bureau of Commuter and Mobility Strategies
CMS Priority Scoring and Rating

NJ 55-NJ 47 to past Schooner Landing Rd. (MP 20.00-21.75),
Cumberland County

| CMS <br> Link Number | Route | Begin Milepost | End Milepost | 24 Hr 2-Way <br> Volume (Year 2012) | Function Class | No. of Lanes (NB/EB) | No. of Lanes (SB/WB) | $\begin{gathered} \text { Max } \\ \text { V/C AM } \end{gathered}$ | $\begin{gathered} \text { Max } \\ \text { V/C PM } \end{gathered}$ | Overall Score | Priority Rating | $\begin{gathered} \text { System } \\ \text { Top } \\ \text { Percentile } \end{gathered}$ | County | MPO |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3694 | NJ-55 | 20.00 | 20.07 | 15425 | 2 | 1 | 1 | 0.60 | 0.51 | 4.21 | Med-Low | 70 | Cumberland | SJTPO |
| 3696 | NJ-55 | 20.07 | 20.79 | 15416 | 2 | 1 | 1 | 0.60 | 0.51 | 4.20 | Med-Low | 70 | Cumberland | SJTPO |

This section of roadway is "Not Congested" most of the year, but VPP shows congestion in the Summer.
$\square$ - Highest Score in this section

The Overall Score shown above considers AM and PM V/C ratios, 24 hour 2-way volumes and function class. The AM V/C, PM V/C and the 24 hour volumes are each weighted $30 \%$ and the function class is weighted $\mathbf{1 0 \%}$.

Priority Ratings are based on the Overall Score of 0 to 10, as follows:

New Jersey Department of Transportation
Bureau of Commuter and Mobility Strategies
CMS Priority Scoring and Rating
NJ 47 - Atlantic Ave. to NJ 55 (MP 0.00-35.20),
Cape May \& Cumberland Counties

| CMS <br> Link <br> Number | Route | Begin Milepost | End Milepost | 24 Hr 2-Way Volume (Year 2012) | Function Class | No. of Lanes (NB/EB) | No. of Lanes (SB/WB) | $\begin{gathered} \text { Max } \\ \text { V/C AM } \end{gathered}$ | $\begin{gathered} \text { Max } \\ \text { V/C PM } \end{gathered}$ | Overall Score | Priority Rating | $\begin{gathered} \text { System } \\ \text { Top } \\ \text { Percentile } \\ \hline \end{gathered}$ | County | MPO |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3386 | NJ-47 | 0.00 | 0.26 | 17660 | 14 | 2 | 2 | 0.31 | 0.35 | 3.59 | Low | 82 | Cape May | SJTPO |
| 3388 | NJ-47 | 0.26 | 0.72 | 22713 | 14 | 2 | 2 | 0.40 | 0.45 | 3.93 | Low | 75 | Cape May | SJTPO |
| 3390 | NJ-47 | 0.72 | 1.16 | 27886 | 14 | 2 | 2 | 0.27 | 0.31 | 3.74 | Low | 79 | Cape May | SJTPO |
| 3392 | NJ-47 | 1.16 | 3.08 | 22387 | 14 | 2 | 2 | 0.22 | 0.30 | 3.46 | Low | 84 | Cape May | SJTPO |
| 3394 | NJ-47 | 3.08 | 3.36 | 21073 | 16 | 3 | 1 | 0.52 | 0.50 | 3.91 | Low | 76 | Cape May | SJTPO |
| 3396 | NJ-47 | 3.36 | 3.76 | 21501 | 16 | 2 | 1 | 0.84 | 0.78 | 5.13 | Medium | 52 | Cape May | SJTPO |
| 3398 | NJ-47 | 3.76 | 4.08 | 19259 | 16 | 2 | 1 | 0.59 | 0.56 | 4.12 | Med-Low | 72 | Cape May | SJTPO |
| 3400 | NJ-47 | 4.08 | 4.45 | 18395 | 16 | 1 | 1 | 0.62 | 0.76 | 4.55 | Med-Low | 63 | Cape May | SJTPO |
| 3402 | NJ-47 | 4.45 | 5.50 | 16783 | 16 | 1 | 1 | 0.60 | 0.73 | 4.38 | Med-Low | 67 | Cape May | SJTPO |
| 3404 | NJ-47 | 5.50 | 6.44 | 13534 | 16 | 1 | 1 | 0.59 | 0.70 | 4.19 | Med-Low | 71 | Cape May | SJTPO |
| 3406 | NJ-47 | 6.44 | 6.82 | 11944 | 6 | 1 | 1 | 0.50 | 0.59 | 3.70 | Low | 79 | Cape May | SJTPO |
| 3408 | NJ-47 | 6.82 | 7.15 | 10630 | 6 | 1 | 1 | 0.45 | 0.52 | 3.43 | Low | 84 | Cape May | SJTPO |
| 3410 | NJ-47 | 7.15 | 13.25 | 8294 | 6 | 1 | 1 | 0.32 | 0.39 | 2.79 | Low | 93 | Cape May | SJTPO |
| 3412 | NJ-47 | 13.25 | 14.71 | 7636 | 6 | 1 | 1 | 0.30 | 0.35 | 2.64 | Low | 94 | Cape May | SJTPO |
| 3414 | NJ-47 | 14.71 | 16.80 | 7060 | 6 | 1 | 1 | 0.29 | 0.33 | 2.55 | Low | 94 | Cape May | SJTPO |
| 3416 | NJ-47 | 16.80 | 17.54 | 15167 | 16 | 1 | 1 | 0.61 | 0.45 | 3.79 | Low | 78 | Cape May | SJTPO |
| 3418 | NJ-47 | 17.54 | 18.46 | 15953 | 14 | 1 | 1 | 0.64 | 0.52 | 4.32 | Med-Low | 68 | Cape May | SJTPO |
| 3420 | NJ-47 | 18.46 | 20.20 | 16944 | 2 | 1 | 1 | 0.68 | 0.51 | 4.42 | Med-Low | 66 | Cape May | SJTPO |
| 3422 | NJ-47 | 20.20 | 20.91 | 12299 | 2 | 1 | 1 | 0.48 | 0.48 | 3.78 | Low | 78 | Cape May | SJTPO |
| 3424 | NJ-47 | 20.91 | 24.51 | 3189 | 6 | 1 | 1 | 0.12 | 0.12 | 1.52 | Low | 99 | Cape May | SJTPO |
| 3426 | NJ-47 | 24.51 | 25.55 | 2674 | 6 | 1 | 1 | 0.07 | 0.06 | 1.25 | Low | 100 | Cumberland | SJTPO |
| 3428 | NJ-47 | 25.55 | 25.99 | 2775 | 6 | 1 | 1 | 0.07 | 0.07 | 1.28 | Low | 100 | Cumberland | SJTPO |
| 3430 | NJ-47 | 25.99 | 26.82 | 2986 | 16 | 1 | 1 | 0.08 | 0.09 | 1.36 | Low | 100 | Cumberland | SJTPO |
| 3432 | NJ-47 | 26.82 | 29.53 | 2386 | 16 | 1 | 1 | 0.08 | 0.10 | 1.31 | Low | 100 | Cumberland | SJTPO |
| 3434 | NJ-47 | 29.53 | 31.95 | 6535 | 6 | 1 | 1 | 0.24 | 0.31 | 2.36 | Low | 96 | Cumberland | SJTPO |
| 3436 | NJ-47 | 31.95 | 32.92 | 19669 | 2 | 1 | 1 | 0.92 | 0.76 | 5.49 | Medium | 46 | Cumberland | SJTPO |
| 3438 | NJ-47 | 32.92 | 34.23 | 20121 | 2 | 1 | 1 | 0.56 | 0.42 | 4.10 | Med-Low | 72 | Cumberland | SJTPO |
| 3440 | NJ-47 | 34.23 | 34.79 | 19504 | 2 | 1 | 1 | 0.53 | 0.41 | 4.01 | Med-Low | 74 | Cumberland | SJTPO |
| 3442 | NJ-47 | 34.79 | 35.08 | 19503 | 2 | 1 | 1 | 0.91 | 0.69 | 5.33 | Medium | 48 | Cumberland | SJTPO |
| 3444 | NJ-47 | 35.08 | 36.08 | 3147 | 6 | 1 | 1 | 0.09 | 0.12 | 1.46 | Low | 100 | Cumberland | SJTPO |

Parts of this section of roadway are "Moderately Congested" for most of the year, but VPP shows severe congestion in the Summer.

## - Highest Score in this section

The Overall Score shown above considers AM and PM V/C ratios, 24 hour 2-way volumes and function class. The AM V/C, PM V/C and the 24 hour volumes are each weighted $30 \%$ and the function class is weighted $10 \%$.
Priority Ratings are based on the Overall Score of 0 to 10, as follows:
High= 7.00+
Med-High = 6-6.99
Medium $=5.00-5.99$

## New Jersey Department of Transportation

Bureau of Commuter and Mobility Strategies
CMS Priority Scoring and Rating

NJ 347 - NJ 47 to NJ 47 / NJ $47 Z$ / CR 670 (MP 0.00-8.33),
Cape May and Cumberland Counties

| CMS <br> Link Number | Route | Begin Milepost | End Milepost | 24 Hr 2-Way <br> Volume (Year 2012) | Function Class | No. of Lanes (NB/EB) | No. of Lanes (SB/WB) | $\begin{gathered} \text { Max } \\ \text { V/C AM } \end{gathered}$ | $\begin{gathered} \text { Max } \\ \text { V/C PM } \end{gathered}$ | Overall Score | Priority <br> Rating | System Top Percentile | County | MPO |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 6076 | NJ-347 | 0.00 | 0.43 | 9703 | 2 | 1 | 1 | 0.23 | 0.26 | 2.70 | Low | 93 | Cape May | SJTPO |
| 6078 | NJ-347 | 0.43 | 2.70 | 8651 | 2 | 1 | 1 | 0.19 | 0.24 | 2.53 | Low | 95 | Cape May | SJTPO |
| 6080 | NJ-347 | 2.70 | 4.67 | 10344 | 2 | 1 | 1 | 0.23 | 0.27 | 2.77 | Low | 93 | Cumberland | SJTPO |
| 6082 | NJ-347 | 4.67 | 5.23 | 10219 | 14 | 1 | 1 | 0.28 | 0.32 | 2.97 | Low | 91 | Cumberland | SJTPO |
| 6084 | NJ-347 | 5.23 | 8.58 | 10101 | 2 | 1 | 1 | 0.25 | 0.32 | 2.90 | Low | 92 | Cumberland | SJTPO |

This section of roadway is "Not Congested" most of the year, but VPP shows congestion in the Summer.
Note: NJ 347 serves as a more direct route for NJ 47 from MP 20.91 to MP 31.95.
$\square$ - Highest Score in this section

The Overall Score shown above considers AM and PM V/C ratios, 24 hour 2-way volumes and function class. The AM V/C, PM V/C and the $\mathbf{2 4}$ hour volumes are each weighted $\mathbf{3 0 \%}$ and the function class is weighted $\mathbf{1 0 \%}$.

Priority Ratings are based on the Overall Score of 0 to 10, as follows:
High= 7.00+ Med-High $=6-6.99 \quad$ Medium $=5.00-5.99 \quad$ Medium-Low $=4.00-4.99 \quad$ Low $<4.00$

NJ 55 - [NJ 47 (MP 20.00) to past Schooner Landing Road (MP 21.75)]
Cumberland County VPP Suite* Congestion Scan Analysis

## VPP TTI Scan for the July \& August 2015

Travel time index on NJ-55 between NJ-47 and Schooner Landing Rd/Exit 21 using INRIX data Averaged by 1 hour for July 2015 through August 2015


Assessment for Travel Time on NJ 55 section:

Averaged by 1 hour for July-Aug 2015:

- Travel Time Indices (TTIs) of 2.11 were recorded within this section of NJ 55 in the southbound direction going towards NJ 47 during the afternoon period. This indicates that travel within this section generally takes 2.11 times longer than travel under uncongested conditions indicating significant congestion in that section.
- TTIs of 1.17 were recorded within this section of NJ 55 in the northbound direction near NJ 47 during the afternoon period indicating some congestion in that section.
* The Vehicle Probe Project (VPP) Suite is developed by the University of Maryland for the I-95 Corridor Coalition.


## NJ 55 - [ NJ 47 (MP 20.00) to past Schooner Landing Road (MP 21.75)] <br> Cumberland and Gloucester County VPP Suite* Congestion Scan Analysis

## VPP PTI Scan for July \& August 2015

Planning time index on $\mathrm{NJ}-55$ between $\mathrm{NJ}-47$ and Schooner Landing Rd/Exit 21 using INRIX data
*Southbound *
Averaged by 1 hour for July 2015 through August 2015


## Assessment for Average Planning Time on NJ 55 section:

Averaged by 1 hour for July-Aug 2015:

- Planning Time Indices (PTIs) of 10.67 were recorded within this section of NJ 55 in the southbound direction going towards NJ 47 during the afternoon period. This indicates that travel within this section generally takes more than 10.67 times longer than travel under uncongested conditions, for the slowest 5\% of the traffic during the afternoon period in the southbound direction indicating severe congestion at that location heading to the shore on peak shore-bound days.

PTIs of 1.33 were recorded on NJ 55 near NJ 47 in the northbound direction during the afternoon period indicating some congestion in that section.

NJ 47 - [GSP (MP 3.08) to NJ 55 (MP 35.08)]
Cape May and Cumberland Counties VPP Suite* Congestion Scan Analysis

## VPP TTI Scan for July \& August 2015

Travel time index on NJ-47 between Garden State Pkwy and NJ-55 (MILLVILLE) using INRIX data Averaged by 1 hour for July 2015 through August 2015


## Assessment for Travel Time on NJ 47 section:

## Averaged by 1 hour for

July-Aug 2015:

- Travel Time Indices (TTIs) of 2.21 were recorded within this section of NJ 47 in the northbound direction approaching US 9 during the PM peak period. This indicates that travel within this section generally takes 2.21 times longer than travel under uncongested conditions indicating significant congestion in that section.

TTIs of 1.82 were recorded within this section of NJ 47 in the southbound direction approaching the GSP during the afternoon period indicating considerable congestion in that section.

* The Vehicle Probe Project (VPP) Suite is developed by the University of Maryland for the I-95 Corridor Coalition.


## NJ 47 - [GSP (MP 3.08) to NJ 55 (MP 35.08)]

## Cape May and Cumberland Counties

 VPP Suite* Congestion Scan Analysis
## VPP PTI Scan for July \& August 2015

Planning time index on NJ-47 between Garden State Pkwy and NJ-55 (MILLVILLE) using INRIX data
Averaged by 1 hour for July 2015 through August 2015


Assessment for Average Planning Time on NJ 47 section:

Averaged by 1 hour for July-Aug 2015:

- Planning Time Indices (PTIs) of 4.50 were recorded within this section of NJ 47 in the northbound direction near the GSP during the PM peak period. This indicates that travel within this section generally takes more than 4.50 times longer than travel under uncongested conditions, for the slowest 5\% of the traffic during the PM peak period in the northbound direction indicating severe congestion at that location heading to the shore on peak shore-bound days.

PTIs of 2.56 were recorded on NJ 47 in the southbound direction near the GSP during the PM period indicating severe congestion in that section.

## VPP TTI Scan for July \& August 2015



Assessment for Travel Time on NJ 347 section:

## Averaged by 1 hour for

 July-Aug 2015:- Travel Time Indices (TTIs) of 1.81 were recorded within this section of NJ 347 in the southbound direction by $\mathbf{N J}$ 47 during the afternoon period. This indicates that travel within this section generally takes 1.81 times longer than travel under uncongested conditions indicating considerable congestion in that section.
- TTIs of 1.11 were recorded within this section of NJ 347 in the northbound direction approaching NJ 47 during the afternoon period indicating light congestion in that section.

VPP PTI Scan for July \& August 2015

Planning time index on CR-670 using INRIX data Averaged by 1 hour for July 2015 through August 2015


## Assessment for Average Planning Time on NJ 347 section:

Averaged by 1 hour for July-Aug 2015:

- Planning Time Indices (PTIs) of 6.00 were recorded within this section of NJ 347 in the southbound direction near NJ 47 during the afternoon period. This indicates that travel within this section generally takes more than 6.00 times longer than travel under uncongested conditions, for the slowest $5 \%$ of the traffic during the afternoon period in the southbound direction indicating severe congestion at that location heading to the shore on peak shore-bound days.

PTIs of 1.26 were recorded on NJ 347 in the northbound direction near NJ 47 during the afternoon period indicating that this section is not congested.


# State of $\mathfrak{Z 2 d} \mathfrak{J d e r s e y}$ 

DEPARTMENT OF TRANSPORTATION<br>P.O. Box 600<br>Trenton, New Jersey 08625-0600

RICHARD T. HAMMER
Commissioner

KIM GUADAGNO
Lt. Governor
From: Drainage Management Unit
Division of Highway and Traffic Design
$6^{\text {th }}$ Floor E \& O Building New Jersey Department of Transportation

1035 Parkway Avenue, Trenton, N.J. 08625

## To: McCormick Taylor

700 East Gate Drive, Suite 201 Mount Laurel, NJ 08054

Attention: Amy Sokalski, P.E., PTOE, PTP | Senior Project Engineer
Subject: South Jersey Transportation Planning Organization (SJTPO)

NJ 55/47/347 Purpose and Need Statement Management Systems Data Request

Date: August 10, 2016
In response to your request dated August 08, 2016 for the above subject, Rt. $55 \mathrm{M} . \mathrm{P} .20 .-21.75$ and Rt. 347 MP 0.0-8.33 do not rank in Drainage Management Unit's DMS Ranking list. Rt. 47 MP 0.5-3.20 ranks 57 and MP 8.30-9.0 ranks 151 in Drainage Management Unit's DMS Ranking List.

Flooding, Icing and Maintenance Crew Expenditure for the project limits are attached.
Thanks,

Raj Patel
Drainage Management Unit

New Jersey Department of Transportation
Cc: Kiong Chan, Zhao La file

| Date_Of_Incident | Type_Of_Call | Region | County | Municipality | Route | Direction | MilePoint | Limits | Lanes_Affected | Description | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5/6/2016 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 | w | 0.65 | susquehaOnna st |  | Flooding | per local pd comments, water starting to come up around george reeding bridge. |
| 5/6/2016 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 |  | 0.92 | George Redding Bridge | All | Flooding | Per PD: Coastal flooding - ALL LANES CLOSED IN BOTH DIRECTIONS / Mike STMC notified // |
| 5/5/2016 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 | E\&W | 0.92 | George Redding Bridge | All | Flooding | Per Local PD: Bridge becoming impassable due to coastal flooding - requesting DOT shut down bridge. Moses STMC notified // 4281 on location, 428 advised ALL LANES STILL CLOSED -- Est clearing time: 1hour Moses STMC updated (23:00 dpc) // |
| 2/8/2016 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 |  | 0.92 | George Reading bridge |  | Flooding | Lower twp PD called and said Wildwood PD (Hennesey) notified them that the roadway is closed both directions on the bridge due to flooding. Requested maintenace to go out. TOC S Brian adv (2155) MD //Advised Carol SREOC Wildwood PD called DOT CA and advised they do not need DOT assistance as this time (2200) MD SREOC OPEN |
| 1/23/2016 | Maintenance | South | CAPE MAY | LOWER TWP. | 47 | N\&S | 1 | GEORGE READING BRIDGE |  | Flooding | REQUEST THE BRIDGE BE SHUT DOWN DUE TO FLOODING. REOC OPEN TOC S DOUG ADVISED road open |
| 1/23/2016 | Maintenance | South | CUMBERLAN D | MAURICE RIVER TWP. | 47 | N\&S | 33 |  |  | Flooding | REOC OPEN crew responding Crew reported the flooding had not find |
| 1/23/2016 | Maintenance | South | CUMBERLAN <br> D | MAURICE RIVER TWP. | 47 | N\&S | 33.09 | union st |  | Flooding | sreoc openCrew is notifyed Crew is reported there is no flooding found |
| 1/10/2016 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | E | 3.15 | GSP |  | Flooding |  |
| 1/10/2016 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 | N\&S | 0.74-1.00 | george reading bridge |  | Flooding | per local pd comments: we are closing the bridge do to flooding we don't need dot assistance. Stmc aris notf. Per lower twp pd-09:18- we need dot to respond. all lanes opened stmc sammit notified |
| 12/23/2015 | Maintenance | South | CAPE MAY | DENNIS TWP. | 47 | N\&S | 17.54 | Rt 83 |  | Flooding | PD advised no lanes closed.. 428 already on scene and is closing 83w Partial RL closed (0.0) at Rt 43 - TOC S Evan adv (1850) MD DUP CALL See record \#161294 |
| 12/23/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | 8.3-8.4 |  |  | Flooding | per local pd comments: all lanes open, need signs out here. |
| 10/3/2015 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 | N\&S | 0.92 | George redding bridge |  | Flooding | Flooding / Gave call to 428 at 01:29. STMC/Mike adv'd by VM |
| 10/3/2015 | Maintenance | South | CAPE MAY | LOWER TWP. | 47 | N\&S | 0.74-1.00 | george reading |  | Flooding | per local pd comments: we have rt 47 shut down in both directions, stmc samit notf.nb all lanes opened stmc aries notified.. |
| 10/2/2015 | Maintenance | South | CAPE MAY | LOWER TWP. | 47 | N\&S | 0.75-1.00 | george reading bridge | All | Flooding | per local pd comments: all lanes closed in both directions, need signs. Duplicate call see el \#154757. toc-s pete notf. Nb |
| 7/27/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | S | 9.36 | Dias creek |  | Flooding | 428 advised there is no flooding in a 4 mile stretch from there, close call (0817) MD |
| 6/26/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | S | 8.1 |  |  | Flooding | Gave call to \#428 @ 01:36 a.m. - CRA |
| 4/20/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 6.5-8.8 | $\begin{aligned} & \text { INDIAN TRAIL -CR } \\ & 618 \text { / BURLY RD - } \\ & \text { CR } 603 \end{aligned}$ |  | Flooding |  |
| 1/18/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 8 | N/A |  | Flooding | Asst. Crew super(Breton Palmer) Will be responding. REOC OPEN |
| 12/9/2014 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | 7.5 |  |  | Flooding |  |
| 11/17/2014 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | W | 6.62 | burleigh | Right | Flooding |  |
| 9/25/2014 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | 8.4 |  |  | Flooding |  |
| 9/10/2014 | Maintenance | South | GLOUCESTER | WESTVILLE BORO | 47 | N\&S | 75 | Timber Ave |  | Flooding | BY GATEWAY DINER\II |
| 8/12/2014 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | S | 8.4 |  |  | Flooding | 428 ER 2208 HRS (NC) |
| 4/30/2014 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | E | 3 | mp 3.0 |  | Flooding | 4231 handle for 428 |
| 3/30/2014 | Maintenance | South | CAPE MAY | DENNIS TWP. | 47 |  | 17.54 | 83 |  | Flooding | RETENSION POND IS OVER FLOWING TO THE ROAD WAY- 428 PER COMMENT. CREW PUT FLOODING SIGN LAST NIGHT AND WILL PUMP OUT THE POND MONDAY |
| 2/13/2014 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | E\&W |  |  | All | Flooding | REOC OPEN work competed |
| 10/12/2013 | Maintenance | South | CAPE MAY | LOWER TWP. | 47 | E | $\begin{aligned} & \text { Approx } \\ & 1.16 \\ & \hline \end{aligned}$ | shaw crest rd |  | Flooding | need road flooded signs. |
| 7/12/2013 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 3.36-3.62 | 2nd ave -5th ave | All | Flooding | enrte 1707/toc-s adv mike s/sb all flooded,nb slow lane flooded, traffic getting through |
| 6/10/2013 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 8.5-8.7 |  |  | Flooding |  |


| Date_Of_Incident | Type_Of_Call | Region | County | Municipality | Route | Direction | MilePoint | Limits | Lanes_Affected | Description | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5/13/2013 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | 11.4 | reeds beach turnoff |  | Clogged <br> Storm <br> Drain/Floodi <br> ng | drainage ditch is clogged is causing flooding on her property ifo 102 rt 47 north// per 428 looked through entire area and did not find any clogs, he will contact citizen to get better location-leave open changing to nonemergency 11:54:54 AM (LM)428 investigated homeowner turned in to mosquito commision waiting for outcome. |
| 3/9/2013 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 | N\&S | 0.7 | W RIO GRANDE | None | Flooding | 428 enr. At 0843 hrs. ollie STMC ADVISED OZ//09:30 428 update: $47 n \& s$ left Ins openright Ins closed-stmc oz adv-mc// |
| 12/21/2012 | Maintenance | South | CUMBERLAN D | MAURICE RIVER TWP. | 47 | N\&S | 32.6 |  | All | Flooding | CALLED IN BY NJSP SGT. MCMANN |
| 12/21/2012 | Maintenance | South | $\begin{aligned} & \text { CUMBERLAN } \\ & \mathrm{D} \end{aligned}$ | MAURICE RIVER TWP. | 47 | N\&S | 33.93 | MANUMUSKIN RIV | None | Flooding | DUP CALL |
| 10/30/2012 | Maintenance | South | CUMBERLAN D | MAURICE RIVER TWP. | 47 |  | 32.79 | Musky Creek Bridge |  | Flooding | SREOC OPEN Road closed by crew 426 @ 12:00 (T Ambrosio) |
| 10/30/2012 | Maintenance | South | CAPE MAY | DENNIS TWP. | 47 |  | 22-24 |  |  | Flooding | reoc open 428 was already aware of flooding at this location |
| 10/30/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 3.0-3.1 | by pkwy | All | Flooding | REOC OPEN-not passable-req flooding closed signs-tocs kelly adv-mc// |
| 10/29/2012 | Maintenance | South | CUMBERLAN D | MAURICE RIVER TWP. | 47 | N\&S | 27.5 | ifo southern state prison | All | Flooding | REOC OPEN-flooding-shortly will not be passable-tocs scott adv-mc// D. Middleton will assess (T Ambrosio)Dave put signs and cones. No further action |
| 10/2/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 8.3 |  |  | Flooding |  |
| 9/3/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 8.4 | 8.4------------mp |  | Flooding | MIDDLE TWP CALLED BACK TO DISR BECAUS E A CITZ UN CLOGGED THE DRAIN (SEWER) ADV 428 - DISRG |
|  |  |  |  |  |  |  |  |  |  |  |  |
| JN |  |  |  |  |  |  |  |  |  |  |  |
| 8/26/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 3.6 | 2nd St |  | Flooding | stmc was called about lane closed..0148 ry |
| 8/11/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | 14.5 |  |  | Flooding | no lanes closed at this time |
| 7/20/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 3.36 | FIFTH ST. | All | Flooding | no lanes close |
| 6/4/2012 | Maintenance | South | CAPE MAY | LOWER TWP. | 47 |  | 1 | Geogre Reading <br> Bridge |  | Flooding | Offc needs to be relieved as per PD - tidal flooding -no lanes affc. $\ \backslash$ all lanes closed on bridge both direction... stmc moses notified... |
| 4/22/2012 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | $\begin{aligned} & \hline \text { Approx } \\ & 8.82 \end{aligned}$ | just south of indian trail |  | Flooding | flooding - no lanes closed |
| 11/23/2011 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 3.15 | From GSP | Ramp | Flooding | Gave to 428 at 08:13 |
| 9/23/2011 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 3.36 | 5th st |  | Flooding | no lanes closed the water has subsided, all clear.(hcw) adv toc-s bill |
| 9/23/2011 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 8.0-8.4 | high's beach rd |  | Flooding | no lanes closed |
| 8/19/2011 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N | 3.08 |  | Ramp | Flooding | ramp to GSP |
| 8/31/2011 | Maintenance | South | GLOUCESTER | WESTVILLE BORO | 47 | N\&S | 7.75 | Brooklawn Circle | Multiple | Flooding |  |
| 4/16/2011 | Maintenance | South | CUMBERLAN D | MAURICE RIVER TWP. | 47 | N\&S | 32.7 |  | All | Flooding |  |
| 2/25/2011 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | S | 8.5 | highs beach rd | Multiple | Flooding | in front of \#247...no lanes closed..toc-s adv dennis |


| Date_Of_Incident | Type_Of_Call | Region | County | Municipality | Route | Direction | MilePoint | Limits | Lanes_Affected | Description | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 3/1/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 1.57-15.98 | through entire section | All | Icing Conditions | sreoc open. |
| 2/26/2015 | Maintenance | South | CAPE MAY | WILDWOOD CITY | 47 | N\&S | 0.65 | susquehanna \& entire bridge | All | Icing Conditions | per local pd comments: the bridge into wilwood city is getting coverd with snow. Sreoc open. |
| 2/20/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 4.98 | FULLING MILL RD (654) | Multiple | Icing Conditions | Police car spin out due to ICE need salt / REOC OPEN CREWS PATTROLLING AND SPREADING |
| 2/20/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 |  | 14.3-14.4 |  |  | Icing Conditions | REOC OPEN |
| 2/19/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | w | 10 | mp 10 |  | Icing Conditions | SREOC OPEN - SB SIDE ICY \IICREWS OUT patrolung and spreading |
| 2/19/2015 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | w | 0.0-GSP | rio grand section |  | Icing Conditions | wind driven snow has made left lane impassable |
| 4/16/2014 | Maintenance | South | CAPE MAY | DENNIS TWP. | 47 | N\&S | 17.5 | RT. 83 | All | Icing Conditions | 428 OFF ::: 4231 COVERING |
| 12/7/2013 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 15.4 | SOUTH OF DENNIS RD | None | Icing Conditions | AS PER LOCAL PD: THERE IS AN MVA AT this location on the sb side. no assistance needed for mva at this TIME. PD REQUESTED SALT TRUCK FOR BOTH DIRECTIONS AT THIS TIME. STMC brian notifed at 0734 |
| 2/9/2011 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | N\&S | 6.87 | Lomurno Lane |  | Icing Conditions | Water put down by fire CO. Road is closed to 6.6 to 9.0 @ 2331 HRS as per 4281 STMC ADV MOSES - Both Directions - Fire Trucks and PD using lanes too |
| JN -0004 HRS - CREW HAS TO CALL BACK WHEN ROAD OPENS (salted down) ALL LANES OPEN @ 1222 HRS - TOC-S KALVIN ADV |  |  |  |  |  |  |  |  |  |  |  |
| 12/27/2010 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | 5 | 10.74 | Hand Ave | None | Icing Conditions | Snow drifting; Snow Room Open |
| 12/16/2010 | Maintenance | South | CAPE MAY | MIDDLE TWP. | 47 | s | 16 |  |  | Icing Conditions | SREOC |
| 12/16/2010 | Maintenance | South | CAPE MAY | DENNIS TWP. | 47 | N | 19.47 | HOLLY LN |  | Icing Conditions | ICY-REQ BE SALTED-NO LNS CLOSED-MC// |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 1/12/2011 | Maintenance | South | CUMBERLAND | MAURICE RIVER TWP. | 347 | N\&S | 7.7 |  | All | İing Conditions | responsibility.//adv sp//15:30//ro |

## HMMS - DRAINAGE REALTE D ACTIVITIES - 2011-2015

| DATE | CREW\# | WSC\# | WSC NAME | RTE PREFIX | ROUTE | RTE SUFFIX | BEGIN MP | END MP | LABOR \$ | EQUIPMENT \$ | MATERIAL \$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07-Feb-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$353 | \$38 | \$0 |
| 10-Mar-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$0 | \$0 | \$0 |
| 10-Mar-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$294 | \$35 | \$0 |
| 11-Mar-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$335 | \$25 | \$0 |
| 21-Mar-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$149 | \$0 | \$0 |
| 28-Apr-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$54 | \$5 | \$0 |
| 04-May-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$198 | \$11 | \$0 |
| 13-May-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$115 | \$0 | \$0 |
| 02-Sep-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$139 | \$13 | \$0 |
| 06-Sep-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$271 | \$0 | \$0 |
| 08-Sep-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$40 | \$0 | \$0 |
| 13-Oct-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$46 | \$0 | \$0 |
| 17-Nov-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$145 | \$14 | \$0 |
| 29-Nov-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$124 | \$16 | \$0 |
| 23-Dec-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$235 | \$0 | \$0 |
| 27-Dec-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$212 | \$19 | \$0 |
| 17-Jan-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$187 | \$0 | \$0 |
| 29-Feb-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$122 | \$12 | \$0 |
| 26-Apr-12 | 4230 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$146 | \$25 | \$0 |
| 15-May-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$52 | \$9 | \$0 |
| 30-May-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$87 | \$0 | \$0 |
| 01-Aug-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$57 | \$5 | \$0 |
| 06-Aug-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$108 | \$0 | \$0 |
| 04-Sep-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$40 | \$0 | \$0 |
| 09-Oct-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$88 | \$0 | \$0 |
| 26-Oct-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$75 | \$13 | \$0 |
| 07-Dec-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$66 | \$0 | \$0 |
| 17-Dec-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$107 | \$19 | \$0 |
| 21-Dec-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$108 | \$13 | \$0 |
| 15-Jan-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$162 | \$10 | \$0 |
| 16-Jan-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$70 | \$6 | \$0 |
| 27-Feb-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$65 | \$0 | \$0 |
| 28-Feb-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$74 | \$6 | \$0 |
| 06-Mar-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$123 | \$0 | \$0 |
| 12-Mar-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$132 | \$0 | \$0 |
| 12-Apr-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$134 | \$0 | \$0 |
| 06-Jun-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$32 | \$4 | \$0 |
| 10-Jun-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$109 | \$16 | \$0 |
| 13-Jun-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$45 | \$0 | \$0 |
| 07-Aug-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$173 | \$29 | \$0 |
| 28-Aug-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$63 | \$9 | \$0 |
| 09-Oct-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$43 | \$0 | \$0 |
| 11-Oct-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$166 | \$21 | \$0 |
| 26-Nov-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$148 | \$12 | \$0 |
| 27-Nov-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | \$113 | \$0 | \$0 |
| 05-Feb-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | 47 | 13 | 0 |
| 04-Apr-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.51 | 84 | 14 | 0 |
| 15-Apr-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.5 | 311 | 34 | 0 |
| 30-Apr-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.5 | 110 | 20 | 0 |
| 16-May-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24.5 | 132 | 18 | 0 |
| 11-Jun-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 11 | 32 | 9 | 0 |
| 15-Jul-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 24 | 93 | 16 | 0 |
| 06-Nov-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0 | 18.3 | \$175 | \$25 | \$0 |
| 27-Jan-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0.1 | 24 | \$194 | \$26 | \$0 |
| 23-Nov-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0.7 | 14 | \$173 | \$13 | \$0 |
| 02-Oct-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0.88 | 9.6 | \$74 | \$0 | \$0 |
| 29-Apr-13 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 0.88 | 24.51 | \$27 | \$0 | \$0 |


| DATE | CREW\# | WSC\# | WSC NAME | RTE PREFIX | ROUTE | RTE SUFFIX | BEGIN MP | END MP | LABOR \$ | EQUIPMENT \$ | MATERIAL \$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07-Apr-15 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 1.5 | 1.5 | \$106 | \$0 | \$0 |
| 18-Mar-11 | 4560 | 414 | RECONSTRUCT INLET/MANHOLE | NJ | 47 | 0 | 1.8 | 1.8 | \$320 | \$38 | \$10 |
| 18-Mar-11 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 3.1 | 3.1 | \$352 | \$38 | \$146 |
| 24-Jul-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 3.5 | 18 | 83 | 0 | 0 |
| 21-Sep-11 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 3.61 | 3.61 | \$196 | \$19 | \$94 |
| 07-Aug-14 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 3.84 | 3.84 | \$168 | \$26 | \$94 |
| 20-Jun-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 4 | 14 | \$140 | \$0 | \$0 |
| 04-Aug-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 4 | 11 | \$95 | \$0 | \$0 |
| 15-Aug-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 4 | 24.5 | \$150 | \$0 | \$0 |
| 23-Aug-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 4.35 | 4.35 | \$132 | \$17 | \$0 |
| 07-May-14 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 4.5 | 4.5 | 416 | 51 | 154 |
| 08-May-14 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 4.5 | 4.5 | 251 | 38 | 161 |
| 17-May-11 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 5 | 17 | \$99 | \$10 | \$0 |
| 11-Apr-11 | 4280 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 7.5 | 21.3 | \$196 | \$25 | \$0 |
| 11-Apr-11 | 4280 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 7.5 | 21.3 | \$236 | \$29 | \$0 |
| 21-Dec-11 | 4560 | 748 | INSTALL/REPAIR UNDERDRAIN | NJ | 47 | 0 | 9.35 | 9.35 | \$758 | \$0 | \$27 |
| 15-Dec-14 | 4560 | 749 | INSTALL/REPAIR PIPES | NJ | 47 | 0 | 10.66 | 10.66 | \$790 | \$129 | \$90 |
| 10-Dec-14 | 4560 | 412 | CONSTRUCT INLET/MANHOLE | NJ | 47 | 0 | 10.68 | 10.68 | \$802 | \$0 | \$710 |
| 11-Dec-14 | 4560 | 749 | INSTALL/REPAIR PIPES | NJ | 47 | 0 | 10.68 | 10.68 | \$559 | \$164 | \$407 |
| 15-Oct-13 | 4280 | 744 | CLEAN PIPES | NJ | 47 | 0 | 14.5 | 14.5 | \$487 | \$121 | \$0 |
| 02-Apr-14 | 4560 | 414 | RECONSTRUCT INLET/MANHOLE | NJ | 47 | 0 | 14.5 | 14.5 | 492 | 75 | 74 |
| 17-Jul-12 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 14.67 | 14.67 | \$358 | \$51 | \$0 |
| 16-Jul-13 | 4280 | 744 | CLEAN PIPES | NJ | 47 | 0 | 16.5 | 16.5 | \$438 | \$140 | \$0 |
| 17-Jul-13 | 4280 | 744 | CLEAN PIPES | NJ | 47 | 0 | 16.5 | 16.5 | \$435 | \$48 | \$0 |
| 17-Jun-13 | 4560 | 412 | CONSTRUCT INLET/MANHOLE | NJ | 47 | 0 | 20.7 | 20.7 | \$346 | \$108 | \$623 |
| 18-Jun-13 | 4560 | 412 | CONSTRUCT INLET/MANHOLE | NJ | 47 | 0 | 20.7 | 20.7 | \$279 | \$78 | \$565 |
| 19-Jun-13 | 4560 | 749 | INSTALL/REPAIR PIPES | NJ | 47 | 0 | 20.7 | 20.7 | \$516 | \$119 | \$760 |
| 12-Apr-11 | 4280 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 21.4 | 24.2 | \$278 | \$50 | \$0 |
| 13-Apr-11 | 4280 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 21.5 | 21.5 | \$101 | \$18 | \$0 |
| 12-Apr-11 | 4280 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 23.5 | 24.2 | \$127 | \$23 | \$0 |
| 28-Feb-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35.5 | \$93 | \$0 | \$0 |
| 10-Mar-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35.5 | \$130 | \$11 | \$0 |
| 21-Mar-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35.5 | \$348 | \$25 | \$0 |
| 30-Mar-11 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 24.51 | 31.2 | \$193 | \$38 | \$0 |
| 01-Jul-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35.5 | \$138 | \$26 | \$0 |
| 12-Oct-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35.5 | \$205 | \$21 | \$0 |
| 16-Nov-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35 | \$164 | \$18 | \$0 |
| 17-Nov-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 34 | \$349 | \$54 | \$0 |
| 09-Mar-12 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 24.51 | \$110 | \$0 | \$0 |
| 13-Dec-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35 | \$176 | \$0 | \$0 |
| 12-Mar-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35 | \$78 | \$0 | \$0 |
| 10-Oct-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 40 | \$171 | \$29 | \$0 |
| 27-Nov-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 35.5 | \$61 | \$12 | \$0 |
| 10-Mar-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 40 | 108 | 17 | 0 |
| 04-Apr-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 40 | 244 | 19 | 0 |
| 15-Apr-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 40 | 151 | 0 | 0 |
| 30-Apr-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 40 | 117 | 0 | 0 |
| 30-Apr-14 | 4280 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.51 | 40.2 | 121 | 19 | 0 |
| 31-Oct-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 24.6 | 34.5 | \$217 | \$28 | \$0 |
| 07-Jun-13 | 4200 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 25 | 45 | \$95 | \$9 | \$0 |
| 07-Jun-12 | 4200 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 25.58 | 25.58 | \$71 | \$18 | \$0 |
| 10-Aug-12 | 4200 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 26 | 36 | \$73 | \$0 | \$0 |
| 05-Apr-13 | 4560 | 749 | INSTALL/REPAIR PIPES | NJ | 47 | 0 | 27.14 | 27.14 | \$218 | \$44 | \$48 |
| 29-Mar-11 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 27.2 | 31.7 | \$193 | \$38 | \$0 |
| 29-Mar-11 | 4260 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 28 | 32.5 | \$401 | \$75 | \$0 |
| 30-Mar-11 | 4260 | 744 | CLEAN PIPES | NJ | 47 | 0 | 30.05 | 30.05 | \$652 | \$93 | \$0 |
| 07-Apr-14 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 32 | 32 | 242 | 29 | 20 |
| 26-Nov-13 | 4560 | 747 | REPAIR INLET/MANHOLE | NJ | 47 | 0 | 33.4 | 33.4 | \$111 | \$17 | \$0 |
| 20-Jun-13 | 4200 | 745 | CLEAN INLETS AND MANHOLES | NJ | 47 | 0 | 34.74 | 35 | \$71 | \$37 | \$0 |
| 29-Aug-14 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 35 | 38 | \$572 | \$89 | \$0 |


| DATE | CREW\# | WSC\# | WSC NAME | RTE PREFIX | ROUTE | RTE SUFFIX | BEGIN MP | END MP | LABOR \$ | EQUIPMENT \$ | MATERIAL \$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02-Sep-14 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 47 | 0 | 35 | 38 | \$343 | \$89 | \$0 |
| 01-Feb-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$371 | \$86 | \$0 |
| 28-Feb-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 35 | \$233 | \$0 | \$0 |
| 10-Mar-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$261 | \$23 | \$0 |
| 31-Mar-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$530 | \$51 | \$0 |
| 08-Apr-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 35 | \$262 | \$25 | \$0 |
| 04-May-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 32 | \$374 | \$58 | \$0 |
| 17-May-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$468 | \$96 | \$0 |
| 20-Jun-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$171 | \$51 | \$0 |
| 01-Jul-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 28 | \$138 | \$26 | \$0 |
| 15-Aug-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$360 | \$43 | \$0 |
| 09-Sep-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 35 | \$402 | \$51 | \$0 |
| 20-Sep-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$323 | \$51 | \$0 |
| 19-Oct-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$381 | \$38 | \$0 |
| 27-Oct-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$382 | \$51 | \$0 |
| 16-Nov-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$328 | \$36 | \$0 |
| 22-Nov-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$180 | \$18 | \$0 |
| 07-Dec-11 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$218 | \$14 | \$0 |
| 06-Jan-12 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 55 | 0 | 20 | 26.3 | \$200 | \$38 | \$0 |
| 09-Jan-12 | 4560 | 746 | CLEAN DITCHES/CHANNELS | NJ | 55 | 0 | 20 | 26.8 | \$200 | \$89 | \$0 |
| 12-Jan-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$200 | \$20 | \$0 |
| 17-Jan-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$313 | \$0 | \$0 |
| 27-Jan-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$151 | \$0 | \$0 |
| 14-Feb-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 32 | \$260 | \$51 | \$0 |
| 17-Feb-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$349 | \$42 | \$0 |
| 12-Mar-12 | 4260 | 746 | CLEAN DITCHES/CHANNELS | NJ | 55 | 0 | 20 | 38 | \$463 | \$51 | \$0 |
| 26-Apr-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$251 | \$38 | \$0 |
| 15-May-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 30 | \$231 | \$25 | \$0 |
| 12-Jun-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 35 | \$178 | \$40 | \$0 |
| 04-Sep-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$251 | \$38 | \$0 |
| 31-Oct-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$435 | \$57 | \$0 |
| 01-Nov-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 25 | \$235 | \$0 | \$0 |
| 21-Nov-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 28 | \$273 | \$42 | \$0 |
| 10-Dec-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 33 | \$323 | \$14 | \$0 |
| 02-Jan-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 35 | \$213 | \$0 | \$0 |
| 16-Jan-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$436 | \$0 | \$0 |
| 27-Feb-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$330 | \$42 | \$0 |
| 12-Mar-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$258 | \$0 | \$0 |
| 05-Apr-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$142 | \$25 | \$0 |
| 12-Apr-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$165 | \$13 | \$0 |
| 29-Apr-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$219 | \$0 | \$0 |
| 03-Jun-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$224 | \$25 | \$0 |
| 07-Jun-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$240 | \$36 | \$0 |
| 13-Jun-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$512 | \$51 | \$0 |
| 10-Oct-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$257 | \$43 | \$0 |
| 27-Nov-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$122 | \$23 | \$0 |
| 23-Dec-13 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$487 | \$51 | \$0 |
| 12-Mar-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | 78 | 13 | 0 |
| 20-Mar-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | 119 | 13 | 0 |
| 31-Mar-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | 187 | 0 | 0 |
| 04-Apr-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | 244 | 19 | 0 |
| 30-Apr-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | 117 | 0 | 0 |
| 16-May-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | 222 | 36 | 0 |
| 18-Nov-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$242 | \$26 | \$0 |
| 23-Dec-14 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 20 | 38 | \$245 | \$25 | \$0 |
| 31-Jul-12 | 4260 | 745 | CLEAN INLETS AND MANHOLES | NJ | 55 | 0 | 21 | 32 | \$53 | \$8 | \$0 |
| 14-Mar-11 | 4560 | 414 | RECONSTRUCT INLET/MANHOLE | NJ | 55 |  | 21.6 | 21.6 | \$264 | \$38 | \$106 |

## Pavement Management \& Technology Unit Skid/Roughness/Surface Distress/Rut Data

## Route 55 Mileposts 20.0 to 21.8

Note: here are no planned pavement projects in this area.
Note: IRI = International Roughness Index (in/mile); SDI = Surface Distress Index (0-5 scale)

| Route | Dir | MP Start | MP End | Speed <br> Limit | Skid Test Date | Skid <br> Value (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 055 | N | 20.0 | 20.1 | 50 | 3/20/2012 | 40 | 6/8/2015 | 203 | 4.88 | 0.3 |
| 055 | N | 20.1 | 20.2 | 50 | 3/20/2012 | 40 | 6/8/2015 | 136 | 4.98 | 0.2 |
| 055 | N | 20.2 | 20.3 | 50 | 3/20/2012 | 40 | 6/8/2015 | 150 | 4.70 | 0.3 |
| 055 | N | 20.3 | 20.4 | 50 | 3/20/2012 | 39 | 6/8/2015 | 115 | 3.43 | 0.4 |
| 055 | N | 20.4 | 20.5 | 50 | 3/20/2012 | 39 | 6/8/2015 | 112 | 3.52 | 0.4 |
| 055 | N | 20.5 | 20.6 | 50 | 3/20/2012 | 40 | 6/8/2015 | 107 | 3.48 | 0.4 |
| 055 | N | 20.6 | 20.7 | 50 | 3/20/2012 | 40 | 6/8/2015 | 95 | 3.66 | 0.3 |
| 055 | N | 20.7 | 20.8 | 50 | 3/20/2012 | 42 | 6/8/2015 | 159 | 3.69 | 0.3 |
| 055 | N | 20.8 | 20.9 | 50 | 3/20/2012 | 42 | 6/8/2015 | 118 | 3.88 | 0.1 |
| 055 | N | 20.9 | 21.0 | 50 | 3/20/2012 | 50 | 6/8/2015 | 95 | 3.88 | 0.2 |
| 055 | N | 21.0 | 21.1 | 50 | 3/20/2012 | 50 | 6/8/2015 | 90 | 3.88 | 0.1 |
| 055 | N | 21.1 | 21.2 | 50 | 3/20/2012 | 58 | 6/8/2015 | 78 | 3.88 | 0.1 |
| 055 | N | 21.2 | 21.3 | 50 | 3/20/2012 | 58 | 6/8/2015 | 75 | 3.88 | 0.2 |
| 055 | N | 21.3 | 21.4 | 50 | 3/20/2012 | 52 | 6/8/2015 | 131 | 3.88 | 0.2 |
| 055 | N | 21.4 | 21.5 | 50 | 3/20/2012 | 52 | 6/8/2015 | 104 | 3.88 | 0.2 |
| 055 | N | 21.5 | 21.6 | 65 | 3/20/2012 | 47 | 6/8/2015 | 105 | 3.80 | 0.2 |
| 055 | N | 21.6 | 21.7 | 65 | 3/20/2012 | 47 | 6/8/2015 | 127 | 3.84 | 0.2 |
| 055 | N | 21.7 | 21.8 | 65 | 3/20/2012 | 46 | 6/8/2015 | 120 | 3.79 | 0.3 |
| 055 | S | 20.0 | 20.1 | 50 | 4/18/2008 | * | 6/8/2015 | 124 | 3.72 | 0.2 |
| 055 | S | 20.1 | 20.2 | 50 | 4/18/2008 | * | 6/8/2015 | 110 | 3.63 | 0.3 |
| 055 | S | 20.2 | 20.3 | 50 | 4/18/2008 | * | 6/8/2015 | 186 | 3.52 | 0.3 |
| 055 | S | 20.3 | 20.4 | 50 | 2/27/2012 | 41 | 6/8/2015 | 99 | 3.66 | 0.3 |
| 055 | S | 20.4 | 20.5 | 50 | 2/27/2012 | 41 | 6/8/2015 | 88 | 3.69 | 0.3 |
| 055 | S | 20.5 | 20.6 | 50 | 2/27/2012 | 41 | 6/8/2015 | 87 | 3.63 | 0.3 |
| 055 | S | 20.6 | 20.7 | 50 | 2/27/2012 | 41 | 6/8/2015 | 97 | 3.63 | 0.3 |
| 055 | S | 20.7 | 20.8 | 50 | 2/27/2012 | 55 | 6/8/2015 | 146 | 4.02 | 0.3 |
| 055 | S | 20.8 | 20.9 | 50 | 2/27/2012 | 55 | 6/8/2015 | 145 | 3.74 | 0.2 |
| 055 | S | 20.9 | 21.0 | 50 | 2/27/2012 | 51 | 6/8/2015 | 96 | 2.68 | 0.2 |
| 055 | S | 21.0 | 21.1 | 50 | 2/27/2012 | 51 | 6/8/2015 | 76 | 2.68 | 0.2 |
| 055 | S | 21.1 | 21.2 | 50 | 2/27/2012 | 44 | 6/8/2015 | 74 | 2.67 | 0.2 |
| 055 | S | 21.2 | 21.3 | 50 | 2/27/2012 | 44 | 6/8/2015 | 97 | 2.95 | 0.2 |
| 055 | S | 21.3 | 21.4 | 50 | 2/27/2012 | 48 | 6/8/2015 | 88 | 2.72 | 0.2 |
| 055 | S | 21.4 | 21.5 | 50 | 2/27/2012 | 48 | 6/8/2015 | 75 | 2.67 | 0.2 |
| 055 | S | 21.5 | 21.6 | 65 | 2/27/2012 | 51 | 6/8/2015 | 97 | 2.68 | 0.2 |
| 055 | S | 21.6 | 21.7 | 65 | 2/27/2012 | 51 | 6/8/2015 | 97 | 2.08 | 0.2 |
| 055 | S | 21.7 | 21.8 | 65 | 2/27/2012 | 50 | 6/8/2015 | 82 | 1.37 | 0.2 |


| Mileposts 20.0 to 21.8 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Dir | Avg IRI | Rating | Avg SDI | Rating |
| N | 118 | Fair | 3.94 | Good |
| S | 104 | Fair | 3.10 | Fair |


| Color Code |  |
| :--- | :--- |
|  | Substandard Skid Value (speed dependent) |
|  | Deficient Roughness (IRI) $>170$ in $/ \mathrm{mi}$ |
|  | Deficient Surface Distress (SDI) $\leq 2.4$ |
|  | Excessive Rut $\geq 0.5$ in |

Pavement Management \& Technology Unit Skid/Roughness/Surface Distress/Rut Data

## Route 47 Mileposts 0.0 to 35.2

Note: There is a planned pavement project in this area but it will probably not go to construction for 3 or 4 more years. It is UPC \#153600 which will resurface Rt 47 Both Dir's MP 0.66-0.7, NB MP 3.0-4.3, SB MP 1.0-4.3.

## Note: IRI = International Roughness Index (in/mile); SDI = Surface Distress Index (0-5 scale)

| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | $\begin{gathered} \text { Skid } \\ \text { Value } \\ \text { (SN40R) } \\ \hline \end{gathered}$ | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 0.0 | 0.1 | 25 | 6/24/2004 | * | 10/19/2015 | 586 | 4.63 | 0.4 |
| 047 | N | 0.1 | 0.2 | 25 | 6/24/2004 | * | 10/19/2015 | 628 | 4.42 | 0.4 |
| 047 | N | 0.2 | 0.3 | 25 | 6/24/2004 | * | 10/19/2015 | 407 | 4.73 | 0.3 |
| 047 | N | 0.3 | 0.4 | 25 | 6/24/2004 | * | 10/19/2015 | 335 | 5.00 | 0.2 |
| 047 | N | 0.4 | 0.5 | 25 | 6/24/2004 | * | 10/19/2015 | 242 | 5.00 | 0.2 |
| 047 | N | 0.5 | 0.6 | 25 | 6/24/2004 | * | 10/19/2015 | 250 | 4.95 | 0.2 |
| 047 | N | 0.6 | 0.7 | 25 | 6/24/2004 | * | 10/19/2015 | 354 | 3.95 | 0.3 |
| 047 | N | 0.7 | 0.8 | 35 | 6/24/2004 | * | 10/19/2015 | 197 | 4.08 | 0.2 |
| 047 | N | 0.8 | 0.9 | 35 | 6/24/2004 | * | 10/19/2015 | 130 | 5.00 | 0.1 |
| 047 | N | 0.9 | 1.0 | 35 | 6/24/2004 | * | 10/19/2015 | 271 | 5.00 | 0.1 |
| 047 | N | 1.0 | 1.1 | 35 | 6/24/2004 | * | 10/19/2015 | 101 | 5.00 | 0.1 |
| 047 | N | 1.1 | 1.2 | 35 | 6/24/2004 | * | 10/19/2015 | 111 | 5.00 | 0.1 |
| 047 | N | 1.2 | 1.3 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 5.00 | 0.2 |
| 047 | N | 1.3 | 1.4 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 5.00 | 0.1 |
| 047 | N | 1.4 | 1.5 | 50 | 6/24/2004 | * | 10/19/2015 | 182 | 5.00 | 0.2 |
| 047 | N | 1.5 | 1.6 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 5.00 | 0.2 |
| 047 | N | 1.6 | 1.7 | 50 | 6/24/2004 | * | 10/19/2015 | 96 | 5.00 | 0.1 |
| 047 | N | 1.7 | 1.8 | 50 | 6/24/2004 | * | 10/19/2015 | 68 | 5.00 | 0.1 |
| 047 | N | 1.8 | 1.9 | 50 | 6/24/2004 | * | 10/19/2015 | 78 | 5.00 | 0.1 |
| 047 | N | 1.9 | 2.0 | 50 | 6/24/2004 | * | 10/19/2015 | 87 | 5.00 | 0.1 |
| 047 | N | 2.0 | 2.1 | 50 | 6/24/2004 | * | 10/19/2015 | 78 | 5.00 | 0.1 |
| 047 | N | 2.1 | 2.2 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 5.00 | 0.1 |
| 047 | N | 2.2 | 2.3 | 50 | 6/24/2004 | * | 10/19/2015 | 72 | 5.00 | 0.1 |
| 047 | N | 2.3 | 2.4 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 5.00 | 0.2 |
| 047 | N | 2.4 | 2.5 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 4.95 | 0.2 |
| 047 | N | 2.5 | 2.6 | 50 | 6/24/2004 | * | 10/19/2015 | 97 | 4.82 | 0.3 |
| 047 | N | 2.6 | 2.7 | 50 | 6/24/2004 | * | 10/19/2015 | 92 | 4.98 | 0.2 |
| 047 | N | 2.7 | 2.8 | 50 | 6/24/2004 | * | 10/19/2015 | 108 | 5.00 | 0.1 |
| 047 | N | 2.8 | 2.9 | 50 | 6/24/2004 | * | 10/19/2015 | 92 | 5.00 | 0.1 |
| 047 | N | 2.9 | 3.0 | 50 | 6/24/2004 | * | 10/19/2015 | 148 | 5.00 | 0.1 |
| 047 | N | 3.0 | 3.1 | 50 | 6/24/2004 | * | 10/19/2015 | 115 | 5.00 | 0.1 |
| 047 | N | 3.1 | 3.2 | 40 | 6/24/2004 | * | 10/19/2015 | 121 | 4.72 | 0.1 |
| 047 | N | 3.2 | 3.3 | 40 | 6/24/2004 | * | 10/19/2015 | 170 | 3.75 | 0.2 |
| 047 | N | 3.3 | 3.4 | 40 | 6/24/2004 | * | 10/19/2015 | 148 | 3.68 | 0.2 |
| 047 | N | 3.4 | 3.5 | 40 | 6/24/2004 | * | 10/19/2015 | 142 | 3.88 | 0.1 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid Value (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 3.5 | 3.6 | 40 | 6/24/2004 | * | 10/19/2015 | 136 | 4.07 | 0.1 |
| 047 | N | 3.6 | 3.7 | 40 | 6/24/2004 | * | 10/19/2015 | 155 | 3.73 | 0.1 |
| 047 | N | 3.7 | 3.8 | 40 | 6/24/2004 | * | 10/19/2015 | 305 | 3.72 | 0.2 |
| 047 | N | 3.8 | 3.9 | 40 | 6/24/2004 | * | 10/19/2015 | 182 | 3.01 | 0.1 |
| 047 | N | 3.9 | 4.0 | 40 | 7/17/2008 | * | 10/19/2015 | 218 | 2.68 | 0.2 |
| 047 | N | 4.0 | 4.1 | 40 | 7/17/2008 | * | 10/19/2015 | 142 | 3.33 | 0.2 |
| 047 | N | 4.1 | 4.2 | 50 | 7/17/2008 | * | 10/19/2015 | 172 | 3.53 | 0.2 |
| 047 | N | 4.2 | 4.3 | 50 | 7/17/2008 | * | 10/19/2015 | 163 | 2.54 | 0.2 |
| 047 | N | 4.3 | 4.4 | 50 | 7/17/2008 | * | 10/19/2015 | 145 | 4.90 | 0.2 |
| 047 | N | 4.4 | 4.5 | 50 | 7/17/2008 | * | 10/19/2015 | 99 | 4.88 | 0.3 |
| 047 | N | 4.5 | 4.6 | 50 | 7/17/2008 | * | 10/19/2015 | 115 | 5.00 | 0.2 |
| 047 | N | 4.6 | 4.7 | 50 | 7/17/2008 | * | 10/19/2015 | 124 | 4.25 | 0.2 |
| 047 | N | 4.7 | 4.8 | 50 | 7/17/2008 | * | 10/19/2015 | 130 | 3.22 | 0.2 |
| 047 | N | 4.8 | 4.9 | 50 | 7/17/2008 | * | 10/19/2015 | 139 | 2.76 | 0.2 |
| 047 | N | 4.9 | 5.0 | 50 | 7/17/2008 | * | 10/19/2015 | 172 | 4.64 | 0.1 |
| 047 | N | 5.0 | 5.1 | 50 | 7/17/2008 | * | 10/19/2015 | 126 | 5.00 | 0.2 |
| 047 | N | 5.1 | 5.2 | 50 | 7/17/2008 | * | 10/19/2015 | 104 | 5.00 | 0.2 |
| 047 | N | 5.2 | 5.3 | 50 | 7/17/2008 | * | 10/19/2015 | 206 | 4.95 | 0.2 |
| 047 | N | 5.3 | 5.4 | 50 | 7/17/2008 | * | 10/19/2015 | 110 | 4.95 | 0.2 |
| 047 | N | 5.4 | 5.5 | 50 | 7/17/2008 | * | 10/19/2015 | 141 | 5.00 | 0.2 |
| 047 | N | 5.5 | 5.6 | 50 | 7/17/2008 | * | 10/19/2015 | 175 | 4.37 | 0.2 |
| 047 | N | 5.6 | 5.7 | 50 | 7/17/2008 | * | 10/19/2015 | 159 | 2.76 | 0.2 |
| 047 | N | 5.7 | 5.8 | 50 | 7/17/2008 | * | 10/19/2015 | 151 | 2.76 | 0.2 |
| 047 | N | 5.8 | 5.9 | 50 | 7/17/2008 | * | 10/19/2015 | 139 | 2.76 | 0.2 |
| 047 | N | 5.9 | 6.0 | 50 | 7/17/2008 | * | 10/19/2015 | 170 | 2.73 | 0.2 |
| 047 | N | 6.0 | 6.1 | 50 | 7/17/2008 | * | 10/19/2015 | 149 | 2.73 | 0.2 |
| 047 | N | 6.1 | 6.2 | 50 | 7/17/2008 | * | 10/19/2015 | 133 | 2.76 | 0.2 |
| 047 | N | 6.2 | 6.3 | 50 | 7/17/2008 | * | 10/19/2015 | 112 | 2.76 | 0.2 |
| 047 | N | 6.3 | 6.4 | 50 | 7/17/2008 | * | 10/19/2015 | 140 | 2.76 | 0.2 |
| 047 | N | 6.4 | 6.5 | 50 | 7/17/2008 | * | 10/19/2015 | 128 | 2.72 | 0.2 |
| 047 | N | 6.5 | 6.6 | 50 | 7/17/2008 | * | 10/19/2015 | 130 | 2.76 | 0.2 |
| 047 | N | 6.6 | 6.7 | 50 | 7/17/2008 | * | 10/19/2015 | 289 | 2.76 | 0.2 |
| 047 | N | 6.7 | 6.8 | 50 | 7/17/2008 | * | 10/19/2015 | 186 | 2.69 | 0.3 |
| 047 | N | 6.8 | 6.9 | 50 | 7/17/2008 | * | 10/19/2015 | 139 | 2.68 | 0.3 |
| 047 | N | 6.9 | 7.0 | 50 | 7/17/2008 | * | 10/19/2015 | 160 | 2.76 | 0.2 |
| 047 | N | 7.0 | 7.1 | 50 | 7/17/2008 | * | 10/19/2015 | 161 | 2.76 | 0.2 |
| 047 | N | 7.1 | 7.2 | 50 | 7/17/2008 | * | 10/19/2015 | 179 | 2.75 | 0.2 |
| 047 | N | 7.2 | 7.3 | 50 | 7/17/2008 | * | 10/19/2015 | 155 | 2.70 | 0.2 |
| 047 | N | 7.3 | 7.4 | 50 | 7/17/2008 | * | 10/19/2015 | 132 | 2.70 | 0.2 |
| 047 | N | 7.4 | 7.5 | 50 | 7/17/2008 | * | 10/19/2015 | 148 | 2.73 | 0.2 |
| 047 | N | 7.5 | 7.6 | 50 | 7/17/2008 | * | 10/19/2015 | 158 | 2.72 | 0.2 |
| 047 | N | 7.6 | 7.7 | 50 | 7/17/2008 | * | 10/19/2015 | 124 | 2.75 | 0.2 |
| 047 | N | 7.7 | 7.8 | 50 | 7/17/2008 | * | 10/19/2015 | 150 | 2.75 | 0.2 |
| 047 | N | 7.8 | 7.9 | 50 | 7/17/2008 | * | 10/19/2015 | 185 | 2.76 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 7.9 | 8.0 | 50 | 7/17/2008 | * | 10/19/2015 | 135 | 2.76 | 0.1 |
| 047 | N | 8.0 | 8.1 | 50 | 7/17/2008 | * | 10/19/2015 | 130 | 2.76 | 0.2 |
| 047 | N | 8.1 | 8.2 | 50 | 7/17/2008 | * | 10/19/2015 | 144 | 2.68 | 0.3 |
| 047 | N | 8.2 | 8.3 | 50 | 7/17/2008 | * | 10/19/2015 | 128 | 2.76 | 0.2 |
| 047 | N | 8.3 | 8.4 | 50 | 7/17/2008 | * | 10/19/2015 | 160 | 2.76 | 0.2 |
| 047 | N | 8.4 | 8.5 | 50 | 7/17/2008 | * | 10/19/2015 | 137 | 2.76 | 0.2 |
| 047 | N | 8.5 | 8.6 | 50 | 7/17/2008 | * | 10/19/2015 | 148 | 2.73 | 0.2 |
| 047 | N | 8.6 | 8.7 | 50 | 7/17/2008 | * | 10/19/2015 | 139 | 2.76 | 0.2 |
| 047 | N | 8.7 | 8.8 | 50 | 7/17/2008 | * | 10/19/2015 | 144 | 2.76 | 0.2 |
| 047 | N | 8.8 | 8.9 | 50 | 7/17/2008 | * | 10/19/2015 | 238 | 2.72 | 0.2 |
| 047 | N | 8.9 | 9.0 | 50 | 7/17/2008 | * | 10/19/2015 | 154 | 2.73 | 0.2 |
| 047 | N | 9.0 | 9.1 | 50 | 7/17/2008 | * | 10/19/2015 | 162 | 2.65 | 0.3 |
| 047 | N | 9.1 | 9.2 | 50 | 7/17/2008 | * | 10/19/2015 | 164 | 2.65 | 0.3 |
| 047 | N | 9.2 | 9.3 | 50 | 7/17/2008 | * | 10/19/2015 | 140 | 2.68 | 0.3 |
| 047 | N | 9.3 | 9.4 | 50 | 7/17/2008 | * | 10/19/2015 | 250 | 2.66 | 0.3 |
| 047 | N | 9.4 | 9.5 | 50 | 7/17/2008 | * | 10/19/2015 | 201 | 2.70 | 0.2 |
| 047 | N | 9.5 | 9.6 | 50 | 7/17/2008 | * | 10/19/2015 | 158 | 2.69 | 0.3 |
| 047 | N | 9.6 | 9.7 | 50 | 7/17/2008 | * | 10/19/2015 | 150 | 2.72 | 0.2 |
| 047 | N | 9.7 | 9.8 | 50 | 7/17/2008 | * | 10/19/2015 | 126 | 2.59 | 0.3 |
| 047 | N | 9.8 | 9.9 | 50 | 7/17/2008 | * | 10/19/2015 | 166 | 2.69 | 0.3 |
| 047 | N | 9.9 | 10.0 | 50 | 7/17/2008 | * | 10/19/2015 | 218 | 2.68 | 0.3 |
| 047 | N | 10.0 | 10.1 | 50 | 7/17/2008 | * | 10/19/2015 | 205 | 2.65 | 0.3 |
| 047 | N | 10.1 | 10.2 | 50 | 7/17/2008 | * | 10/19/2015 | 131 | 2.61 | 0.3 |
| 047 | N | 10.2 | 10.3 | 50 | 7/17/2008 | * | 10/19/2015 | 166 | 2.73 | 0.2 |
| 047 | N | 10.3 | 10.4 | 50 | 7/17/2008 | * | 10/19/2015 | 101 | 2.57 | 0.3 |
| 047 | N | 10.4 | 10.5 | 50 | 7/17/2008 | * | 10/19/2015 | 79 | 4.44 | 0.3 |
| 047 | N | 10.5 | 10.6 | 50 | 7/17/2008 | * | 10/19/2015 | 83 | 4.88 | 0.3 |
| 047 | N | 10.6 | 10.7 | 50 | 7/17/2008 | * | 10/19/2015 | 93 | 4.85 | 0.3 |
| 047 | N | 10.7 | 10.8 | 50 | 7/17/2008 | * | 10/19/2015 | 113 | 4.88 | 0.3 |
| 047 | N | 10.8 | 10.9 | 50 | 7/17/2008 | * | 10/19/2015 | 97 | 4.78 | 0.3 |
| 047 | N | 10.9 | 11.0 | 50 | 7/17/2008 | * | 10/19/2015 | 95 | 4.70 | 0.3 |
| 047 | N | 11.0 | 11.1 | 50 | 7/17/2008 | * | 10/19/2015 | 92 | 4.88 | 0.3 |
| 047 | N | 11.1 | 11.2 | 50 | 7/17/2008 | * | 10/19/2015 | 102 | 4.78 | 0.3 |
| 047 | N | 11.2 | 11.3 | 50 | 7/17/2008 | * | 10/19/2015 | 91 | 4.98 | 0.2 |
| 047 | N | 11.3 | 11.4 | 50 | 7/17/2008 | * | 10/19/2015 | 92 | 4.95 | 0.2 |
| 047 | N | 11.4 | 11.5 | 50 | 7/17/2008 | * | 10/19/2015 | 126 | 4.70 | 0.3 |
| 047 | N | 11.5 | 11.6 | 50 | 7/17/2008 | * | 10/19/2015 | 82 | 4.85 | 0.3 |
| 047 | N | 11.6 | 11.7 | 50 | 7/17/2008 | * | 10/19/2015 | 68 | 4.80 | 0.3 |
| 047 | N | 11.7 | 11.8 | 50 | 7/17/2008 | * | 10/19/2015 | 71 | 5.00 | 0.2 |
| 047 | N | 11.8 | 11.9 | 50 | 7/17/2008 | * | 10/19/2015 | 81 | 5.00 | 0.2 |
| 047 | N | 11.9 | 12.0 | 50 | 7/17/2008 | * | 10/19/2015 | 76 | 4.78 | 0.3 |
| 047 | N | 12.0 | 12.1 | 50 | 7/17/2008 | * | 10/19/2015 | 150 | 4.32 | 0.3 |
| 047 | N | 12.1 | 12.2 | 50 | 7/17/2008 | * | 10/19/2015 | 233 | 3.79 | 0.3 |
| 047 | N | 12.2 | 12.3 | 50 | 7/17/2008 | * | 10/19/2015 | 109 | 3.41 | 0.4 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 12.3 | 12.4 | 50 | 7/17/2008 | * | 10/19/2015 | 82 | 3.45 | 0.4 |
| 047 | N | 12.4 | 12.5 | 50 | 7/17/2008 | * | 10/19/2015 | 78 | 3.45 | 0.4 |
| 047 | N | 12.5 | 12.6 | 50 | 7/17/2008 | * | 10/19/2015 | 93 | 3.43 | 0.4 |
| 047 | N | 12.6 | 12.7 | 50 | 7/17/2008 | * | 10/19/2015 | 83 | 3.59 | 0.4 |
| 047 | N | 12.7 | 12.8 | 50 | 7/17/2008 | * | 10/19/2015 | 71 | 3.86 | 0.2 |
| 047 | N | 12.8 | 12.9 | 50 | 7/17/2008 | * | 10/19/2015 | 75 | 3.84 | 0.2 |
| 047 | N | 12.9 | 13.0 | 50 | 7/17/2008 | * | 10/19/2015 | 75 | 3.82 | 0.2 |
| 047 | N | 13.0 | 13.1 | 50 | 7/17/2008 | * | 10/19/2015 | 88 | 3.61 | 0.3 |
| 047 | N | 13.1 | 13.2 | 50 | 7/17/2008 | * | 10/19/2015 | 75 | 3.82 | 0.2 |
| 047 | N | 13.2 | 13.3 | 50 | 7/17/2008 | * | 10/19/2015 | 67 | 3.80 | 0.2 |
| 047 | N | 13.3 | 13.4 | 50 | 7/17/2008 | * | 10/19/2015 | 66 | 3.71 | 0.3 |
| 047 | N | 13.4 | 13.5 | 50 | 7/17/2008 | * | 10/19/2015 | 74 | 3.71 | 0.3 |
| 047 | N | 13.5 | 13.6 | 50 | 7/17/2008 | * | 10/19/2015 | 86 | 3.76 | 0.3 |
| 047 | N | 13.6 | 13.7 | 50 | 7/17/2008 | * | 10/19/2015 | 70 | 3.59 | 0.4 |
| 047 | N | 13.7 | 13.8 | 50 | 7/17/2008 | * | 10/19/2015 | 90 | 3.71 | 0.3 |
| 047 | N | 13.8 | 13.9 | 50 | 7/17/2008 | * | 10/19/2015 | 110 | 3.62 | 0.3 |
| 047 | N | 13.9 | 14.0 | 50 | 7/17/2008 | * | 10/19/2015 | 82 | 3.86 | 0.2 |
| 047 | N | 14.0 | 14.1 | 50 | 7/17/2008 | * | 10/19/2015 | 118 | 3.86 | 0.2 |
| 047 | N | 14.1 | 14.2 | 50 | 7/17/2008 | * | 10/19/2015 | 114 | 3.88 | 0.1 |
| 047 | N | 14.2 | 14.3 | 50 | 7/17/2008 | * | 10/19/2015 | 82 | 4.24 | 0.2 |
| 047 | N | 14.3 | 14.4 | 50 | 7/17/2008 | * | 10/19/2015 | 99 | 4.01 | 0.1 |
| 047 | N | 14.4 | 14.5 | 50 | 7/17/2008 | * | 10/19/2015 | 76 | 3.88 | 0.2 |
| 047 | N | 14.5 | 14.6 | 50 | 7/17/2008 | * | 10/19/2015 | 73 | 3.88 | 0.2 |
| 047 | N | 14.6 | 14.7 | 50 | 7/17/2008 | * | 10/19/2015 | 73 | 3.88 | 0.1 |
| 047 | N | 14.7 | 14.8 | 50 | 7/17/2008 | * | 10/19/2015 | 96 | 3.88 | 0.1 |
| 047 | N | 14.8 | 14.9 | 50 | 7/17/2008 | * | 10/19/2015 | 97 | 3.88 | 0.1 |
| 047 | N | 14.9 | 15.0 | 50 | 7/17/2008 | * | 10/19/2015 | 58 | 3.88 | 0.1 |
| 047 | N | 15.0 | 15.1 | 50 | 7/17/2008 | * | 10/19/2015 | 64 | 3.88 | 0.1 |
| 047 | N | 15.1 | 15.2 | 50 | 7/17/2008 | * | 10/19/2015 | 62 | 3.88 | 0.1 |
| 047 | N | 15.2 | 15.3 | 50 | 7/17/2008 | * | 10/19/2015 | 81 | 3.88 | 0.1 |
| 047 | N | 15.3 | 15.4 | 50 | 7/17/2008 | * | 10/19/2015 | 77 | 3.88 | 0.1 |
| 047 | N | 15.4 | 15.5 | 50 | 7/17/2008 | * | 10/19/2015 | 115 | 3.88 | 0.1 |
| 047 | N | 15.5 | 15.6 | 50 | 7/17/2008 | * | 10/19/2015 | 92 | 3.88 | 0.1 |
| 047 | N | 15.6 | 15.7 | 50 | 7/17/2008 | * | 10/19/2015 | 75 | 3.88 | 0.1 |
| 047 | N | 15.7 | 15.8 | 50 | 7/17/2008 | * | 10/19/2015 | 75 | 3.88 | 0.1 |
| 047 | N | 15.8 | 15.9 | 50 | 7/17/2008 | * | 10/19/2015 | 74 | 3.88 | 0.1 |
| 047 | N | 15.9 | 16.0 | 50 | 7/17/2008 | * | 10/19/2015 | 175 | 3.88 | 0.1 |
| 047 | N | 16.0 | 16.1 | 50 | 7/17/2008 | * | 10/19/2015 | 87 | 3.88 | 0.1 |
| 047 | N | 16.1 | 16.2 | 50 | 6/24/2004 | * | 10/19/2015 | 91 | 4.36 | 0.1 |
| 047 | N | 16.2 | 16.3 | 50 | 6/24/2004 | * | 10/19/2015 | 80 | 5.00 | 0.1 |
| 047 | N | 16.3 | 16.4 | 50 | 6/24/2004 | * | 10/19/2015 | 63 | 5.00 | 0.1 |
| 047 | N | 16.4 | 16.5 | 50 | 6/24/2004 | * | 10/19/2015 | 80 | 5.00 | 0.2 |
| 047 | N | 16.5 | 16.6 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 4.98 | 0.2 |
| 047 | N | 16.6 | 16.7 | 50 | 6/24/2004 | * | 10/19/2015 | 76 | 5.00 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 16.7 | 16.8 | 50 | 6/24/2004 | * | 10/19/2015 | 92 | 4.88 | 0.3 |
| 047 | N | 16.8 | 16.9 | 50 | 6/24/2004 | * | 10/19/2015 | 136 | 5.00 | 0.1 |
| 047 | N | 16.9 | 17.0 | 50 | 6/24/2004 | * | 10/19/2015 | 132 | 5.00 | 0.1 |
| 047 | N | 17.0 | 17.1 | 50 | 6/24/2004 | * | 10/19/2015 | 130 | 4.36 | 0.2 |
| 047 | N | 17.1 | 17.2 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 3.88 | 0.2 |
| 047 | N | 17.2 | 17.3 | 50 | 6/24/2004 | * | 10/19/2015 | 118 | 3.78 | 0.2 |
| 047 | N | 17.3 | 17.4 | 50 | 6/24/2004 | * | 10/19/2015 | 129 | 3.74 | 0.1 |
| 047 | N | 17.4 | 17.5 | 50 | 6/24/2004 | * | 10/19/2015 | 142 | 3.29 | 0.1 |
| 047 | N | 17.5 | 17.6 | 50 | 6/24/2004 | * | 10/19/2015 | 91 | 2.54 | 0.1 |
| 047 | N | 17.6 | 17.7 | 50 | 6/24/2004 | * | 10/19/2015 | 148 | 2.54 | 0.1 |
| 047 | N | 17.7 | 17.8 | 50 | 6/24/2004 | * | 10/19/2015 | 162 | 2.54 | 0.1 |
| 047 | N | 17.8 | 17.9 | 50 | 6/24/2004 | * | 10/19/2015 | 131 | 2.68 | 0.2 |
| 047 | N | 17.9 | 18.0 | 50 | 6/24/2004 | * | 10/19/2015 | 227 | 2.53 | 0.3 |
| 047 | N | 18.0 | 18.1 | 50 | 6/24/2004 | * | 10/19/2015 | 179 | 3.01 | 0.3 |
| 047 | N | 18.1 | 18.2 | 50 | 6/24/2004 | * | 10/19/2015 | 239 | 2.63 | 0.3 |
| 047 | N | 18.2 | 18.3 | 50 | 6/24/2004 | * | 10/19/2015 | 125 | 2.53 | 0.3 |
| 047 | N | 18.3 | 18.4 | 50 | 6/24/2004 | * | 10/19/2015 | 117 | 4.35 | 0.2 |
| 047 | N | 18.4 | 18.5 | 50 | 6/24/2004 | * | 10/19/2015 | 147 | 4.74 | 0.2 |
| 047 | N | 18.5 | 18.6 | 50 | 6/24/2004 | * | 10/19/2015 | 197 | 3.26 | 0.3 |
| 047 | N | 18.6 | 18.7 | 50 | 6/24/2004 | * | 10/19/2015 | 118 | 2.65 | 0.3 |
| 047 | N | 18.7 | 18.8 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 2.70 | 0.2 |
| 047 | N | 18.8 | 18.9 | 50 | 6/24/2004 | * | 10/19/2015 | 130 | 3.56 | 0.2 |
| 047 | N | 18.9 | 19.0 | 50 | 6/24/2004 | * | 10/19/2015 | 148 | 5.00 | 0.2 |
| 047 | N | 19.0 | 19.1 | 50 | 6/24/2004 | * | 10/19/2015 | 97 | 4.92 | 0.2 |
| 047 | N | 19.1 | 19.2 | 50 | 6/24/2004 | * | 10/19/2015 | 128 | 4.80 | 0.3 |
| 047 | N | 19.2 | 19.3 | 50 | 6/24/2004 | * | 10/19/2015 | 141 | 4.85 | 0.3 |
| 047 | N | 19.3 | 19.4 | 50 | 6/24/2004 | * | 10/19/2015 | 150 | 4.92 | 0.2 |
| 047 | N | 19.4 | 19.5 | 50 | 6/24/2004 | * | 10/19/2015 | 115 | 4.90 | 0.2 |
| 047 | N | 19.5 | 19.6 | 50 | 6/24/2004 | * | 10/19/2015 | 129 | 4.92 | 0.2 |
| 047 | N | 19.6 | 19.7 | 50 | 6/24/2004 | * | 10/19/2015 | 96 | 4.85 | 0.3 |
| 047 | N | 19.7 | 19.8 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 4.90 | 0.2 |
| 047 | N | 19.8 | 19.9 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 4.88 | 0.3 |
| 047 | N | 19.9 | 20.0 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 4.90 | 0.2 |
| 047 | N | 20.0 | 20.1 | 50 | 6/24/2004 | * | 10/19/2015 | 87 | 4.90 | 0.2 |
| 047 | N | 20.1 | 20.2 | 50 | 6/24/2004 | * | 10/19/2015 | 94 | 4.80 | 0.3 |
| 047 | N | 20.2 | 20.3 | 50 | 6/24/2004 | * | 10/19/2015 | 87 | 4.82 | 0.3 |
| 047 | N | 20.3 | 20.4 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 4.02 | 0.3 |
| 047 | N | 20.4 | 20.5 | 50 | 6/24/2004 | * | 10/19/2015 | 93 | 3.71 | 0.3 |
| 047 | N | 20.5 | 20.6 | 50 | 6/24/2004 | * | 10/19/2015 | 124 | 3.71 | 0.3 |
| 047 | N | 20.6 | 20.7 | 50 | 6/24/2004 | * | 10/19/2015 | 153 | 3.76 | 0.3 |
| 047 | N | 20.7 | 20.8 | 50 | 6/24/2004 | * | 10/19/2015 | 134 | 3.85 | 0.2 |
| 047 | N | 20.8 | 20.9 | 50 | 6/24/2004 | * | 10/19/2015 | 259 | 2.73 | 0.2 |
| 047 | N | 20.9 | 21.0 | 50 | 6/24/2004 | * | 10/19/2015 | 269 | 4.36 | 0.2 |
| 047 | N | 21.0 | 21.1 | 50 | 6/24/2004 | * | 10/19/2015 | 99 | 3.76 | 0.3 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 21.1 | 21.2 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 3.88 | 0.2 |
| 047 | N | 21.2 | 21.3 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 3.88 | 0.2 |
| 047 | N | 21.3 | 21.4 | 50 | 6/24/2004 | * | 10/19/2015 | 98 | 3.88 | 0.2 |
| 047 | N | 21.4 | 21.5 | 50 | 6/24/2004 | * | 10/19/2015 | 92 | 3.88 | 0.2 |
| 047 | N | 21.5 | 21.6 | 50 | 6/24/2004 | * | 10/19/2015 | 81 | 3.88 | 0.2 |
| 047 | N | 21.6 | 21.7 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 3.88 | 0.2 |
| 047 | N | 21.7 | 21.8 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 3.88 | 0.2 |
| 047 | N | 21.8 | 21.9 | 50 | 6/24/2004 | * | 10/19/2015 | 90 | 3.88 | 0.2 |
| 047 | N | 21.9 | 22.0 | 50 | 6/24/2004 | * | 10/19/2015 | 73 | 3.88 | 0.2 |
| 047 | N | 22.0 | 22.1 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 3.88 | 0.2 |
| 047 | N | 22.1 | 22.2 | 50 | 6/24/2004 | * | 10/19/2015 | 163 | 3.88 | 0.2 |
| 047 | N | 22.2 | 22.3 | 50 | 6/24/2004 | * | 10/19/2015 | 89 | 3.88 | 0.2 |
| 047 | N | 22.3 | 22.4 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 3.88 | 0.1 |
| 047 | N | 22.4 | 22.5 | 50 | 6/24/2004 | * | 10/19/2015 | 86 | 3.88 | 0.1 |
| 047 | N | 22.5 | 22.6 | 50 | 6/24/2004 | * | 10/19/2015 | 81 | 3.88 | 0.1 |
| 047 | N | 22.6 | 22.7 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 3.88 | 0.1 |
| 047 | N | 22.7 | 22.8 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 3.88 | 0.1 |
| 047 | N | 22.8 | 22.9 | 50 | 6/24/2004 | * | 10/19/2015 | 98 | 3.88 | 0.1 |
| 047 | N | 22.9 | 23.0 | 50 | 6/24/2004 | * | 10/19/2015 | 132 | 3.88 | 0.1 |
| 047 | N | 23.0 | 23.1 | 50 | 6/24/2004 | * | 10/19/2015 | 41 | 3.88 | 0.1 |
| 047 | N | 23.1 | 23.2 | 50 | 6/24/2004 | * | 10/19/2015 | 43 | 3.88 | 0.1 |
| 047 | N | 23.2 | 23.3 | 50 | 6/24/2004 | * | 10/19/2015 | 37 | 3.88 | 0.1 |
| 047 | N | 23.3 | 23.4 | 50 | 6/24/2004 | * | 10/19/2015 | 45 | 3.88 | 0.1 |
| 047 | N | 23.4 | 23.5 | 50 | 6/24/2004 | * | 10/19/2015 | 45 | 4.89 | 0.2 |
| 047 | N | 23.5 | 23.6 | 50 | 6/24/2004 | * | 10/19/2015 | 39 | 5.00 | 0.1 |
| 047 | N | 23.6 | 23.7 | 50 | 6/24/2004 | * | 10/19/2015 | 40 | 5.00 | 0.1 |
| 047 | N | 23.7 | 23.8 | 50 | 6/24/2004 | * | 10/19/2015 | 43 | 5.00 | 0.1 |
| 047 | N | 23.8 | 23.9 | 50 | 6/24/2004 | * | 10/19/2015 | 36 | 5.00 | 0.1 |
| 047 | N | 23.9 | 24.0 | 50 | 6/24/2004 | * | 10/19/2015 | 41 | 5.00 | 0.1 |
| 047 | N | 24.0 | 24.1 | 50 | 6/24/2004 | * | 10/19/2015 | 38 | 5.00 | 0.1 |
| 047 | N | 24.1 | 24.2 | 50 | 6/24/2004 | * | 10/19/2015 | 49 | 5.00 | 0.1 |
| 047 | N | 24.2 | 24.3 | 50 | 6/24/2004 | * | 10/19/2015 | 49 | 5.00 | 0.1 |
| 047 | N | 24.3 | 24.4 | 50 | 6/24/2004 | * | 10/19/2015 | 42 | 5.00 | 0.1 |
| 047 | N | 24.4 | 24.5 | 50 | 6/24/2004 | * | 10/19/2015 | 182 | 5.00 | 0.1 |
| 047 | N | 24.5 | 24.6 | 45 | 6/24/2004 | * | 10/19/2015 | 171 | 4.95 | 0.2 |
| 047 | N | 24.6 | 24.7 | 45 | 6/24/2004 | * | 10/19/2015 | 87 | 4.98 | 0.2 |
| 047 | N | 24.7 | 24.8 | 45 | 6/24/2004 | * | 10/19/2015 | 92 | 5.00 | 0.2 |
| 047 | N | 24.8 | 24.9 | 45 | 6/24/2004 | * | 10/19/2015 | 91 | 5.00 | 0.1 |
| 047 | N | 24.9 | 25.0 | 45 | 6/24/2004 | * | 10/19/2015 | 95 | 5.00 | 0.1 |
| 047 | N | 25.0 | 25.1 | 45 | 6/24/2004 | * | 10/19/2015 | 96 | 5.00 | 0.2 |
| 047 | N | 25.1 | 25.2 | 45 | 6/24/2004 | * | 10/19/2015 | 98 | 4.98 | 0.2 |
| 047 | N | 25.2 | 25.3 | 45 | 6/24/2004 | * | 10/19/2015 | 89 | 5.00 | 0.2 |
| 047 | N | 25.3 | 25.4 | 45 | 6/24/2004 | * | 10/19/2015 | 124 | 5.00 | 0.2 |
| 047 | N | 25.4 | 25.5 | 45 | 6/24/2004 | * | 10/19/2015 | 96 | 5.00 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 25.5 | 25.6 | 45 | 6/24/2004 | * | 10/19/2015 | 106 | 4.98 | 0.2 |
| 047 | N | 25.6 | 25.7 | 45 | 6/24/2004 | * | 10/19/2015 | 86 | 4.98 | 0.2 |
| 047 | N | 25.7 | 25.8 | 45 | 6/24/2004 | * | 10/19/2015 | 74 | 5.00 | 0.2 |
| 047 | N | 25.8 | 25.9 | 45 | 6/24/2004 | * | 10/19/2015 | 84 | 5.00 | 0.2 |
| 047 | N | 25.9 | 26.0 | 45 | 6/24/2004 | * | 10/19/2015 | 92 | 5.00 | 0.2 |
| 047 | N | 26.0 | 26.1 | 45 | 6/24/2004 | * | 10/19/2015 | 99 | 3.92 | 0.1 |
| 047 | N | 26.1 | 26.2 | 45 | 6/24/2004 | * | 10/19/2015 | 98 | 3.94 | 0.2 |
| 047 | N | 26.2 | 26.3 | 45 | 6/24/2004 | * | 10/19/2015 | 93 | 4.96 | 0.2 |
| 047 | N | 26.3 | 26.4 | 45 | 6/24/2004 | * | 10/19/2015 | 125 | 3.88 | 0.2 |
| 047 | N | 26.4 | 26.5 | 45 | 6/24/2004 | * | 10/19/2015 | 98 | 3.88 | 0.2 |
| 047 | N | 26.5 | 26.6 | 45 | 6/24/2004 | * | 10/19/2015 | 158 | 3.88 | 0.1 |
| 047 | N | 26.6 | 26.7 | 45 | 6/24/2004 | * | 10/19/2015 | 91 | 3.88 | 0.1 |
| 047 | N | 26.7 | 26.8 | 45 | 6/24/2004 | * | 10/19/2015 | 100 | 3.88 | 0.2 |
| 047 | N | 26.8 | 26.9 | 45 | 6/24/2004 | * | 10/19/2015 | 89 | 3.88 | 0.2 |
| 047 | N | 26.9 | 27.0 | 45 | 6/24/2004 | * | 10/19/2015 | 85 | 3.88 | 0.1 |
| 047 | N | 27.0 | 27.1 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 3.88 | 0.2 |
| 047 | N | 27.1 | 27.2 | 50 | 6/24/2004 | * | 10/19/2015 | 78 | 3.88 | 0.2 |
| 047 | N | 27.2 | 27.3 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 3.88 | 0.1 |
| 047 | N | 27.3 | 27.4 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 3.88 | 0.1 |
| 047 | N | 27.4 | 27.5 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 3.88 | 0.2 |
| 047 | N | 27.5 | 27.6 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 3.88 | 0.2 |
| 047 | N | 27.6 | 27.7 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 3.84 | 0.2 |
| 047 | N | 27.7 | 27.8 | 50 | 6/24/2004 | * | 10/19/2015 | 92 | 3.88 | 0.2 |
| 047 | N | 27.8 | 27.9 | 50 | 6/24/2004 | * | 10/19/2015 | 95 | 3.88 | 0.2 |
| 047 | N | 27.9 | 28.0 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 3.88 | 0.1 |
| 047 | N | 28.0 | 28.1 | 50 | 6/24/2004 | * | 10/19/2015 | 150 | 3.88 | 0.2 |
| 047 | N | 28.1 | 28.2 | 50 | 6/24/2004 | * | 10/19/2015 | 126 | 3.88 | 0.1 |
| 047 | N | 28.2 | 28.3 | 50 | 6/24/2004 | * | 10/19/2015 | 115 | 3.88 | 0.2 |
| 047 | N | 28.3 | 28.4 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 3.86 | 0.2 |
| 047 | N | 28.4 | 28.5 | 50 | 6/24/2004 | * | 10/19/2015 | 94 | 3.88 | 0.2 |
| 047 | N | 28.5 | 28.6 | 50 | 6/24/2004 | * | 10/19/2015 | 94 | 3.88 | 0.2 |
| 047 | N | 28.6 | 28.7 | 50 | 6/24/2004 | * | 10/19/2015 | 87 | 3.88 | 0.2 |
| 047 | N | 28.7 | 28.8 | 50 | 6/24/2004 | * | 10/19/2015 | 90 | 3.88 | 0.2 |
| 047 | N | 28.8 | 28.9 | 50 | 6/24/2004 | * | 10/19/2015 | 81 | 3.84 | 0.2 |
| 047 | N | 28.9 | 29.0 | 50 | 6/24/2004 | * | 10/19/2015 | 96 | 3.88 | 0.2 |
| 047 | N | 29.0 | 29.1 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 3.88 | 0.2 |
| 047 | N | 29.1 | 29.2 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 3.88 | 0.2 |
| 047 | N | 29.2 | 29.3 | 50 | 6/24/2004 | * | 10/19/2015 | 123 | 3.88 | 0.2 |
| 047 | N | 29.3 | 29.4 | 50 | 6/24/2004 | * | 10/19/2015 | 86 | 3.88 | 0.2 |
| 047 | N | 29.4 | 29.5 | 50 | 6/24/2004 | * | 10/19/2015 | 73 | 3.88 | 0.2 |
| 047 | N | 29.5 | 29.6 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 3.88 | 0.2 |
| 047 | N | 29.6 | 29.7 | 50 | 6/24/2004 | * | 10/19/2015 | 93 | 3.86 | 0.2 |
| 047 | N | 29.7 | 29.8 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 3.88 | 0.2 |
| 047 | N | 29.8 | 29.9 | 50 | 6/24/2004 | * | 10/19/2015 | 94 | 3.88 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 29.9 | 30.0 | 50 | 6/24/2004 | * | 10/19/2015 | 116 | 3.88 | 0.2 |
| 047 | N | 30.0 | 30.1 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 3.88 | 0.2 |
| 047 | N | 30.1 | 30.2 | 50 | 6/24/2004 | * | 10/19/2015 | 122 | 3.88 | 0.2 |
| 047 | N | 30.2 | 30.3 | 50 | 6/24/2004 | * | 10/19/2015 | 85 | 3.88 | 0.2 |
| 047 | N | 30.3 | 30.4 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 3.88 | 0.2 |
| 047 | N | 30.4 | 30.5 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 3.88 | 0.2 |
| 047 | N | 30.5 | 30.6 | 50 | 6/24/2004 | * | 10/19/2015 | 81 | 3.88 | 0.2 |
| 047 | N | 30.6 | 30.7 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 3.88 | 0.2 |
| 047 | N | 30.7 | 30.8 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 3.88 | 0.2 |
| 047 | N | 30.8 | 30.9 | 50 | 6/24/2004 | * | 10/19/2015 | 109 | 3.88 | 0.2 |
| 047 | N | 30.9 | 31.0 | 50 | 6/24/2004 | * | 10/19/2015 | 117 | 3.88 | 0.2 |
| 047 | N | 31.0 | 31.1 | 50 | 6/24/2004 | * | 10/19/2015 | 101 | 3.84 | 0.2 |
| 047 | N | 31.1 | 31.2 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 3.84 | 0.2 |
| 047 | N | 31.2 | 31.3 | 50 | 6/24/2004 | * | 10/19/2015 | 109 | 3.88 | 0.2 |
| 047 | N | 31.3 | 31.4 | 50 | 6/24/2004 | * | 10/19/2015 | 126 | 3.88 | 0.2 |
| 047 | N | 31.4 | 31.5 | 50 | 6/24/2004 | * | 10/19/2015 | 87 | 3.76 | 0.3 |
| 047 | N | 31.5 | 31.6 | 50 | 6/24/2004 | * | 10/19/2015 | 103 | 3.88 | 0.2 |
| 047 | N | 31.6 | 31.7 | 50 | 6/24/2004 | * | 10/19/2015 | 133 | 3.76 | 0.3 |
| 047 | N | 31.7 | 31.8 | 50 | 6/24/2004 | * | 10/19/2015 | 184 | 3.72 | 0.3 |
| 047 | N | 31.8 | 31.9 | 50 | 6/24/2004 | * | 10/19/2015 | 226 | 3.82 | 0.2 |
| 047 | N | 31.9 | 32.0 | 50 | 6/24/2004 | * | 10/19/2015 | 326 | 3.24 | 0.5 |
| 047 | N | 32.0 | 32.1 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 3.22 | 0.5 |
| 047 | N | 32.1 | 32.2 | 50 | 6/24/2004 | * | 10/19/2015 | 104 | 3.59 | 0.4 |
| 047 | N | 32.2 | 32.3 | 50 | 6/24/2004 | * | 10/19/2015 | 170 | 3.55 | 0.4 |
| 047 | N | 32.3 | 32.4 | 50 | 6/24/2004 | * | 10/19/2015 | 132 | 3.52 | 0.4 |
| 047 | N | 32.4 | 32.5 | 50 | 6/24/2004 | * | 10/19/2015 | 144 | 3.61 | 0.3 |
| 047 | N | 32.5 | 32.6 | 50 | 6/24/2004 | * | 10/19/2015 | 125 | 3.59 | 0.4 |
| 047 | N | 32.6 | 32.7 | 50 | 6/24/2004 | * | 10/19/2015 | 168 | 3.84 | 0.2 |
| 047 | N | 32.7 | 32.8 | 50 | 6/24/2004 | * | 10/19/2015 | 203 | 3.88 | 0.1 |
| 047 | N | 32.8 | 32.9 | 50 | 6/24/2004 | * | 10/19/2015 | 156 | 3.69 | 0.3 |
| 047 | N | 32.9 | 33.0 | 50 | 6/24/2004 | * | 10/19/2015 | 125 | 3.40 | 0.5 |
| 047 | N | 33.0 | 33.1 | 45 | 6/24/2004 | * | 10/19/2015 | 116 | 3.48 | 0.4 |
| 047 | N | 33.1 | 33.2 | 45 | 6/24/2004 | * | 10/19/2015 | 133 | 3.52 | 0.4 |
| 047 | N | 33.2 | 33.3 | 45 | 6/24/2004 | * | 10/19/2015 | 157 | 3.65 | 0.3 |
| 047 | N | 33.3 | 33.4 | 45 | 6/24/2004 | * | 10/19/2015 | 123 | 3.88 | 0.2 |
| 047 | N | 33.4 | 33.5 | 45 | 6/24/2004 | * | 10/19/2015 | 139 | 3.87 | 0.2 |
| 047 | N | 33.5 | 33.6 | 45 | 6/24/2004 | * | 10/19/2015 | 148 | 3.64 | 0.2 |
| 047 | N | 33.6 | 33.7 | 45 | 6/24/2004 | * | 10/19/2015 | 138 | 3.40 | 0.3 |
| 047 | N | 33.7 | 33.8 | 45 | 6/24/2004 | * | 10/19/2015 | 135 | 3.40 | 0.3 |
| 047 | N | 33.8 | 33.9 | 45 | 6/24/2004 | * | 10/19/2015 | 245 | 3.64 | 0.1 |
| 047 | N | 33.9 | 34.0 | 45 | 6/24/2004 | * | 10/19/2015 | 129 | 3.64 | 0.2 |
| 047 | N | 34.0 | 34.1 | 45 | 6/24/2004 | * | 10/19/2015 | 164 | 3.37 | 0.4 |
| 047 | N | 34.1 | 34.2 | 45 | 6/24/2004 | * | 10/19/2015 | 113 | 2.97 | 0.6 |
| 047 | N | 34.2 | 34.3 | 45 | 6/24/2004 | * | 10/19/2015 | 119 | 2.78 | 0.7 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | N | 34.3 | 34.4 | 45 | 6/24/2004 | * | 10/19/2015 | 93 | 2.77 | 0.7 |
| 047 | N | 34.4 | 34.5 | 45 | 6/24/2004 | * | 10/19/2015 | 117 | 2.78 | 0.7 |
| 047 | N | 34.5 | 34.6 | 45 | 6/24/2004 | * | 10/19/2015 | 146 | 2.95 | 0.6 |
| 047 | N | 34.6 | 34.7 | 45 | 6/24/2004 | * | 10/19/2015 | 105 | 3.22 | 0.4 |
| 047 | N | 34.7 | 34.8 | 45 | 6/24/2004 | * | 10/19/2015 | 139 | 3.17 | 0.5 |
| 047 | N | 34.8 | 34.9 | 50 | 6/24/2004 | * | 10/19/2015 | 184 | 3.02 | 0.5 |
| 047 | N | 34.9 | 35.0 | 50 | 6/24/2004 | * | 10/19/2015 | 162 | 3.58 | 0.2 |
| 047 | N | 35.0 | 35.1 | 50 | 10/10/2006 | * | 10/19/2015 | 494 | 3.64 | 0.2 |
| 047 | N | 35.1 | 35.2 | 50 | 10/10/2006 | * | 10/19/2015 | 165 | 3.73 | 0.2 |
| 047 | S | 0.0 | 0.1 | 25 | 6/24/2004 | * | 10/19/2015 | 592 | 4.88 | 0.3 |
| 047 | S | 0.1 | 0.2 | 25 | 6/24/2004 | * | 10/19/2015 | 388 | 4.67 | 0.3 |
| 047 | S | 0.2 | 0.3 | 25 | 6/24/2004 | * | 10/19/2015 | 392 | 4.42 | 0.4 |
| 047 | S | 0.3 | 0.4 | 25 | 6/24/2004 | * | 10/19/2015 | 377 | 4.98 | 0.2 |
| 047 | S | 0.4 | 0.5 | 25 | 6/24/2004 | * | 10/19/2015 | 340 | 4.74 | 0.1 |
| 047 | S | 0.5 | 0.6 | 25 | 6/24/2004 | * | 10/19/2015 | 457 | 4.60 | 0.2 |
| 047 | S | 0.6 | 0.7 | 25 | 6/24/2004 | * | 10/19/2015 | 157 | 3.64 | 0.2 |
| 047 | S | 0.7 | 0.8 | 40 | 6/24/2004 | * | 10/19/2015 | 439 | 3.82 | 0.6 |
| 047 | S | 0.8 | 0.9 | 40 | 6/24/2004 | * | 10/19/2015 | 135 | 5.00 | 0.1 |
| 047 | S | 0.9 | 1.0 | 40 | 6/24/2004 | * | 10/19/2015 | 193 | 5.00 | 0.1 |
| 047 | S | 1.0 | 1.1 | 40 | 6/24/2004 | * | 10/19/2015 | 325 | 4.90 | 0.2 |
| 047 | S | 1.1 | 1.2 | 50 | 6/24/2004 | * | 10/19/2015 | 128 | 3.89 | 0.2 |
| 047 | S | 1.2 | 1.3 | 50 | 6/24/2004 | * | 10/19/2015 | 135 | 2.03 | 0.2 |
| 047 | S | 1.3 | 1.4 | 50 | 6/24/2004 | * | 10/19/2015 | 131 | 2.66 | 0.2 |
| 047 | S | 1.4 | 1.5 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 2.76 | 0.2 |
| 047 | S | 1.5 | 1.6 | 50 | 6/24/2004 | * | 10/19/2015 | 125 | 2.72 | 0.2 |
| 047 | S | 1.6 | 1.7 | 50 | 6/24/2004 | * | 10/19/2015 | 118 | 2.38 | 0.5 |
| 047 | S | 1.7 | 1.8 | 50 | 6/24/2004 | * | 10/19/2015 | 116 | 2.50 | 0.4 |
| 047 | S | 1.8 | 1.9 | 50 | 6/24/2004 | * | 10/19/2015 | 203 | 2.66 | 0.3 |
| 047 | S | 1.9 | 2.0 | 50 | 6/24/2004 | * | 10/19/2015 | 149 | 2.54 | 0.4 |
| 047 | S | 2.0 | 2.1 | 50 | 6/24/2004 | * | 10/19/2015 | 132 | 2.64 | 0.3 |
| 047 | S | 2.1 | 2.2 | 50 | 6/24/2004 | * | 10/19/2015 | 171 | 2.68 | 0.3 |
| 047 | S | 2.2 | 2.3 | 50 | 6/24/2004 | * | 10/19/2015 | 169 | 2.68 | 0.3 |
| 047 | S | 2.3 | 2.4 | 50 | 6/24/2004 | * | 10/19/2015 | 156 | 2.50 | 0.4 |
| 047 | S | 2.4 | 2.5 | 50 | 6/24/2004 | * | 10/19/2015 | 133 | 2.39 | 0.5 |
| 047 | S | 2.5 | 2.6 | 50 | 6/24/2004 | * | 10/19/2015 | 187 | 2.32 | 0.5 |
| 047 | S | 2.6 | 2.7 | 50 | 6/24/2004 | * | 10/19/2015 | 152 | 2.50 | 0.4 |
| 047 | S | 2.7 | 2.8 | 50 | 6/24/2004 | * | 10/19/2015 | 171 | 2.51 | 0.4 |
| 047 | S | 2.8 | 2.9 | 50 | 6/24/2004 | * | 10/19/2015 | 143 | 2.56 | 0.4 |
| 047 | S | 2.9 | 3.0 | 50 | 6/24/2004 | * | 10/19/2015 | 132 | 3.02 | 0.3 |
| 047 | S | 3.0 | 3.1 | 50 | 6/24/2004 | * | 10/19/2015 | 171 | 3.06 | 0.3 |
| 047 | S | 3.1 | 3.2 | 40 | 6/24/2004 | * | 10/19/2015 | 116 | 3.32 | 0.1 |
| 047 | S | 3.2 | 3.3 | 40 | 6/24/2004 | * | 10/19/2015 | 160 | 2.72 | 0.1 |
| 047 | S | 3.3 | 3.4 | 40 | 6/24/2004 | * | 10/19/2015 | 153 | 2.42 | 0.2 |
| 047 | S | 3.4 | 3.5 | 40 | 6/24/2004 | * | 10/19/2015 | 131 | 2.54 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 3.5 | 3.6 | 40 | 6/24/2004 | * | 10/19/2015 | 178 | 2.96 | 0.2 |
| 047 | S | 3.6 | 3.7 | 40 | 6/24/2004 | * | 10/19/2015 | 123 | 2.80 | 0.2 |
| 047 | S | 3.7 | 3.8 | 40 | 6/24/2004 | * | 10/19/2015 | 136 | 2.54 | 0.2 |
| 047 | S | 3.8 | 3.9 | 40 | 6/24/2004 | * | 10/19/2015 | 251 | 4.19 | 0.2 |
| 047 | S | 3.9 | 4.0 | 40 | 7/17/2008 | * | 10/19/2015 | 123 | 3.65 | 0.1 |
| 047 | S | 4.0 | 4.1 | 40 | 7/17/2008 | * | 10/19/2015 | 228 | 3.65 | 0.2 |
| 047 | S | 4.1 | 4.2 | 50 | 7/17/2008 | * | 10/19/2015 | 423 | 3.39 | 0.2 |
| 047 | S | 4.2 | 4.3 | 50 | 7/17/2008 | * | 10/19/2015 | 130 | 2.82 | 0.2 |
| 047 | S | 4.3 | 4.4 | 50 | 7/17/2008 | * | 10/19/2015 | 181 | 1.94 | 0.2 |
| 047 | S | 4.4 | 4.5 | 50 | 7/17/2008 | * | 10/19/2015 | 102 | 3.62 | 0.3 |
| 047 | S | 4.5 | 4.6 | 50 | 7/17/2008 | * | 10/19/2015 | 115 | 3.88 | 0.2 |
| 047 | S | 4.6 | 4.7 | 50 | 7/17/2008 | * | 10/19/2015 | 129 | 3.86 | 0.2 |
| 047 | S | 4.7 | 4.8 | 50 | 7/17/2008 | * | 10/19/2015 | 166 | 4.54 | 0.3 |
| 047 | S | 4.8 | 4.9 | 50 | 7/17/2008 | * | 10/19/2015 | 121 | 5.00 | 0.2 |
| 047 | S | 4.9 | 5.0 | 50 | 7/17/2008 | * | 10/19/2015 | 152 | 4.04 | 0.2 |
| 047 | S | 5.0 | 5.1 | 50 | 7/17/2008 | * | 10/19/2015 | 345 | 4.88 | 0.3 |
| 047 | S | 5.1 | 5.2 | 50 | 7/17/2008 | * | 10/19/2015 | 104 | 4.99 | 0.2 |
| 047 | S | 5.2 | 5.3 | 50 | 7/17/2008 | * | 10/19/2015 | 114 | 4.74 | 0.2 |
| 047 | S | 5.3 | 5.4 | 50 | 7/17/2008 | * | 10/19/2015 | 201 | 4.40 | 0.4 |
| 047 | S | 5.4 | 5.5 | 50 | 7/17/2008 | * | 10/19/2015 | 139 | 4.85 | 0.2 |
| 047 | S | 5.5 | 5.6 | 50 | 7/17/2008 | * | 10/19/2015 | 141 | 3.88 | 0.2 |
| 047 | S | 5.6 | 5.7 | 50 | 7/17/2008 | * | 10/19/2015 | 170 | 3.88 | 0.2 |
| 047 | S | 5.7 | 5.8 | 50 | 7/17/2008 | * | 10/19/2015 | 113 | 3.88 | 0.1 |
| 047 | S | 5.8 | 5.9 | 50 | 7/17/2008 | * | 10/19/2015 | 155 | 3.33 | 0.1 |
| 047 | S | 5.9 | 6.0 | 50 | 7/17/2008 | * | 10/19/2015 | 127 | 2.75 | 0.1 |
| 047 | S | 6.0 | 6.1 | 50 | 7/17/2008 | * | 10/19/2015 | 176 | 2.76 | 0.2 |
| 047 | S | 6.1 | 6.2 | 50 | 7/17/2008 | * | 10/19/2015 | 107 | 2.76 | 0.1 |
| 047 | S | 6.2 | 6.3 | 50 | 7/17/2008 | * | 10/19/2015 | 178 | 2.76 | 0.1 |
| 047 | S | 6.3 | 6.4 | 50 | 7/17/2008 | * | 10/19/2015 | 157 | 3.33 | 0.2 |
| 047 | S | 6.4 | 6.5 | 50 | 7/17/2008 | * | 10/19/2015 | 161 | 3.88 | 0.2 |
| 047 | S | 6.5 | 6.6 | 50 | 7/17/2008 | * | 10/19/2015 | 155 | 3.88 | 0.2 |
| 047 | S | 6.6 | 6.7 | 50 | 7/17/2008 | * | 10/19/2015 | 185 | 3.88 | 0.2 |
| 047 | S | 6.7 | 6.8 | 50 | 7/17/2008 | * | 10/19/2015 | 204 | 3.88 | 0.2 |
| 047 | S | 6.8 | 6.9 | 50 | 7/17/2008 | * | 10/19/2015 | 170 | 3.86 | 0.2 |
| 047 | S | 6.9 | 7.0 | 50 | 7/17/2008 | * | 10/19/2015 | 178 | 3.88 | 0.2 |
| 047 | S | 7.0 | 7.1 | 50 | 7/17/2008 | * | 10/19/2015 | 144 | 3.88 | 0.2 |
| 047 | S | 7.1 | 7.2 | 50 | 7/17/2008 | * | 10/19/2015 | 136 | 3.88 | 0.2 |
| 047 | S | 7.2 | 7.3 | 50 | 7/17/2008 | * | 10/19/2015 | 141 | 3.88 | 0.1 |
| 047 | S | 7.3 | 7.4 | 50 | 7/17/2008 | * | 10/19/2015 | 140 | 3.88 | 0.1 |
| 047 | S | 7.4 | 7.5 | 50 | 7/17/2008 | * | 10/19/2015 | 122 | 3.88 | 0.1 |
| 047 | S | 7.5 | 7.6 | 50 | 7/17/2008 | * | 10/19/2015 | 142 | 3.88 | 0.1 |
| 047 | S | 7.6 | 7.7 | 50 | 7/17/2008 | * | 10/19/2015 | 124 | 3.88 | 0.2 |
| 047 | S | 7.7 | 7.8 | 50 | 7/17/2008 | * | 10/19/2015 | 134 | 3.88 | 0.2 |
| 047 | S | 7.8 | 7.9 | 50 | 7/17/2008 | * | 10/19/2015 | 155 | 3.88 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 7.9 | 8.0 | 50 | 7/17/2008 | * | 10/19/2015 | 179 | 3.88 | 0.2 |
| 047 | S | 8.0 | 8.1 | 50 | 7/17/2008 | * | 10/19/2015 | 121 | 3.88 | 0.1 |
| 047 | S | 8.1 | 8.2 | 50 | 7/17/2008 | * | 10/19/2015 | 179 | 3.88 | 0.2 |
| 047 | S | 8.2 | 8.3 | 50 | 7/17/2008 | * | 10/19/2015 | 132 | 3.90 | 0.2 |
| 047 | S | 8.3 | 8.4 | 50 | 7/17/2008 | * | 10/19/2015 | 121 | 4.66 | 0.1 |
| 047 | S | 8.4 | 8.5 | 50 | 7/17/2008 | * | 10/19/2015 | 127 | 2.89 | 0.2 |
| 047 | S | 8.5 | 8.6 | 50 | 7/17/2008 | * | 10/19/2015 | 148 | 3.88 | 0.2 |
| 047 | S | 8.6 | 8.7 | 50 | 7/17/2008 | * | 10/19/2015 | 140 | 4.20 | 0.2 |
| 047 | S | 8.7 | 8.8 | 50 | 7/17/2008 | * | 10/19/2015 | 113 | 5.00 | 0.2 |
| 047 | S | 8.8 | 8.9 | 50 | 7/17/2008 | * | 10/19/2015 | 134 | 4.36 | 0.2 |
| 047 | S | 8.9 | 9.0 | 50 | 7/17/2008 | * | 10/19/2015 | 145 | 3.88 | 0.2 |
| 047 | S | 9.0 | 9.1 | 50 | 7/17/2008 | * | 10/19/2015 | 145 | 3.88 | 0.2 |
| 047 | S | 9.1 | 9.2 | 50 | 7/17/2008 | * | 10/19/2015 | 141 | 3.86 | 0.2 |
| 047 | S | 9.2 | 9.3 | 50 | 7/17/2008 | * | 10/19/2015 | 148 | 3.84 | 0.2 |
| 047 | S | 9.3 | 9.4 | 50 | 7/17/2008 | * | 10/19/2015 | 154 | 3.84 | 0.2 |
| 047 | S | 9.4 | 9.5 | 50 | 7/17/2008 | * | 10/19/2015 | 174 | 3.88 | 0.2 |
| 047 | S | 9.5 | 9.6 | 50 | 7/17/2008 | * | 10/19/2015 | 177 | 3.88 | 0.1 |
| 047 | S | 9.6 | 9.7 | 50 | 7/17/2008 | * | 10/19/2015 | 144 | 3.88 | 0.2 |
| 047 | S | 9.7 | 9.8 | 50 | 7/17/2008 | * | 10/19/2015 | 130 | 3.86 | 0.2 |
| 047 | S | 9.8 | 9.9 | 50 | 7/17/2008 | * | 10/19/2015 | 172 | 3.82 | 0.2 |
| 047 | S | 9.9 | 10.0 | 50 | 7/17/2008 | * | 10/19/2015 | 136 | 3.82 | 0.2 |
| 047 | S | 10.0 | 10.1 | 50 | 7/17/2008 | * | 10/19/2015 | 155 | 3.82 | 0.2 |
| 047 | S | 10.1 | 10.2 | 50 | 7/17/2008 | * | 10/19/2015 | 132 | 3.84 | 0.2 |
| 047 | S | 10.2 | 10.3 | 50 | 7/17/2008 | * | 10/19/2015 | 142 | 3.84 | 0.2 |
| 047 | S | 10.3 | 10.4 | 50 | 7/17/2008 | * | 10/19/2015 | 168 | 4.13 | 0.3 |
| 047 | S | 10.4 | 10.5 | 50 | 7/17/2008 | * | 10/19/2015 | 102 | 4.55 | 0.4 |
| 047 | S | 10.5 | 10.6 | 50 | 7/17/2008 | * | 10/19/2015 | 82 | 4.72 | 0.3 |
| 047 | S | 10.6 | 10.7 | 50 | 7/17/2008 | * | 10/19/2015 | 92 | 4.72 | 0.3 |
| 047 | S | 10.7 | 10.8 | 50 | 7/17/2008 | * | 10/19/2015 | 101 | 4.71 | 0.3 |
| 047 | S | 10.8 | 10.9 | 50 | 7/17/2008 | * | 10/19/2015 | 108 | 4.72 | 0.3 |
| 047 | S | 10.9 | 11.0 | 50 | 7/17/2008 | * | 10/19/2015 | 118 | 4.65 | 0.3 |
| 047 | S | 11.0 | 11.1 | 50 | 7/17/2008 | * | 10/19/2015 | 126 | 4.88 | 0.3 |
| 047 | S | 11.1 | 11.2 | 50 | 7/17/2008 | * | 10/19/2015 | 107 | 4.72 | 0.3 |
| 047 | S | 11.2 | 11.3 | 50 | 7/17/2008 | * | 10/19/2015 | 83 | 4.75 | 0.3 |
| 047 | S | 11.3 | 11.4 | 50 | 7/17/2008 | * | 10/19/2015 | 135 | 4.75 | 0.3 |
| 047 | S | 11.4 | 11.5 | 50 | 7/17/2008 | * | 10/19/2015 | 125 | 4.65 | 0.3 |
| 047 | S | 11.5 | 11.6 | 50 | 7/17/2008 | * | 10/19/2015 | 104 | 4.75 | 0.3 |
| 047 | S | 11.6 | 11.7 | 50 | 7/17/2008 | * | 10/19/2015 | 88 | 4.67 | 0.3 |
| 047 | S | 11.7 | 11.8 | 50 | 7/17/2008 | * | 10/19/2015 | 88 | 4.65 | 0.3 |
| 047 | S | 11.8 | 11.9 | 50 | 7/17/2008 | * | 10/19/2015 | 77 | 4.80 | 0.3 |
| 047 | S | 11.9 | 12.0 | 50 | 7/17/2008 | * | 10/19/2015 | 78 | 4.67 | 0.3 |
| 047 | S | 12.0 | 12.1 | 50 | 7/17/2008 | * | 10/19/2015 | 95 | 4.80 | 0.3 |
| 047 | S | 12.1 | 12.2 | 50 | 7/17/2008 | * | 10/19/2015 | 146 | 4.80 | 0.3 |
| 047 | S | 12.2 | 12.3 | 50 | 7/17/2008 | * | 10/19/2015 | 204 | 4.80 | 0.3 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 12.3 | 12.4 | 50 | 7/17/2008 | * | 10/19/2015 | 100 | 4.50 | 0.4 |
| 047 | S | 12.4 | 12.5 | 50 | 7/17/2008 | * | 10/19/2015 | 75 | 4.70 | 0.3 |
| 047 | S | 12.5 | 12.6 | 50 | 7/17/2008 | * | 10/19/2015 | 90 | 4.53 | 0.4 |
| 047 | S | 12.6 | 12.7 | 50 | 7/17/2008 | * | 10/19/2015 | 104 | 4.40 | 0.4 |
| 047 | S | 12.7 | 12.8 | 50 | 7/17/2008 | * | 10/19/2015 | 81 | 4.85 | 0.3 |
| 047 | S | 12.8 | 12.9 | 50 | 7/17/2008 | * | 10/19/2015 | 95 | 4.78 | 0.3 |
| 047 | S | 12.9 | 13.0 | 50 | 7/17/2008 | * | 10/19/2015 | 90 | 4.40 | 0.4 |
| 047 | S | 13.0 | 13.1 | 50 | 7/17/2008 | * | 10/19/2015 | 82 | 4.92 | 0.2 |
| 047 | S | 13.1 | 13.2 | 50 | 7/17/2008 | * | 10/19/2015 | 77 | 4.80 | 0.3 |
| 047 | S | 13.2 | 13.3 | 50 | 7/17/2008 | * | 10/19/2015 | 73 | 4.90 | 0.2 |
| 047 | S | 13.3 | 13.4 | 50 | 7/17/2008 | * | 10/19/2015 | 76 | 4.60 | 0.4 |
| 047 | S | 13.4 | 13.5 | 50 | 7/17/2008 | * | 10/19/2015 | 73 | 4.95 | 0.2 |
| 047 | S | 13.5 | 13.6 | 50 | 7/17/2008 | * | 10/19/2015 | 81 | 4.60 | 0.4 |
| 047 | S | 13.6 | 13.7 | 50 | 7/17/2008 | * | 10/19/2015 | 72 | 4.72 | 0.3 |
| 047 | S | 13.7 | 13.8 | 50 | 7/17/2008 | * | 10/19/2015 | 73 | 4.82 | 0.3 |
| 047 | S | 13.8 | 13.9 | 50 | 7/17/2008 | * | 10/19/2015 | 89 | 4.72 | 0.3 |
| 047 | S | 13.9 | 14.0 | 50 | 7/17/2008 | * | 10/19/2015 | 78 | 4.70 | 0.3 |
| 047 | S | 14.0 | 14.1 | 50 | 7/17/2008 | * | 10/19/2015 | 67 | 4.98 | 0.2 |
| 047 | S | 14.1 | 14.2 | 50 | 7/17/2008 | * | 10/19/2015 | 101 | 5.00 | 0.2 |
| 047 | S | 14.2 | 14.3 | 50 | 7/17/2008 | * | 10/19/2015 | 141 | 5.00 | 0.2 |
| 047 | S | 14.3 | 14.4 | 50 | 7/17/2008 | * | 10/19/2015 | 78 | 3.59 | 0.2 |
| 047 | S | 14.4 | 14.5 | 50 | 7/17/2008 | * | 10/19/2015 | 107 | 2.76 | 0.2 |
| 047 | S | 14.5 | 14.6 | 50 | 7/17/2008 | * | 10/19/2015 | 122 | 2.76 | 0.1 |
| 047 | S | 14.6 | 14.7 | 50 | 7/17/2008 | * | 10/19/2015 | 68 | 2.76 | 0.1 |
| 047 | S | 14.7 | 14.8 | 50 | 7/17/2008 | * | 10/19/2015 | 106 | 2.98 | 0.1 |
| 047 | S | 14.8 | 14.9 | 50 | 7/17/2008 | * | 10/19/2015 | 80 | 4.98 | 0.1 |
| 047 | S | 14.9 | 15.0 | 50 | 7/17/2008 | * | 10/19/2015 | 81 | 5.00 | 0.2 |
| 047 | S | 15.0 | 15.1 | 50 | 7/17/2008 | * | 10/19/2015 | 89 | 5.00 | 0.2 |
| 047 | S | 15.1 | 15.2 | 50 | 7/17/2008 | * | 10/19/2015 | 89 | 5.00 | 0.2 |
| 047 | S | 15.2 | 15.3 | 50 | 7/17/2008 | * | 10/19/2015 | 84 | 5.00 | 0.2 |
| 047 | S | 15.3 | 15.4 | 50 | 7/17/2008 | * | 10/19/2015 | 80 | 5.00 | 0.2 |
| 047 | S | 15.4 | 15.5 | 50 | 7/17/2008 | * | 10/19/2015 | 87 | 5.00 | 0.2 |
| 047 | S | 15.5 | 15.6 | 50 | 7/17/2008 | * | 10/19/2015 | 115 | 5.00 | 0.2 |
| 047 | S | 15.6 | 15.7 | 50 | 7/17/2008 | * | 10/19/2015 | 87 | 5.00 | 0.1 |
| 047 | S | 15.7 | 15.8 | 50 | 7/17/2008 | * | 10/19/2015 | 99 | 5.00 | 0.2 |
| 047 | S | 15.8 | 15.9 | 50 | 7/17/2008 | * | 10/19/2015 | 84 | 5.00 | 0.2 |
| 047 | S | 15.9 | 16.0 | 50 | 7/17/2008 | * | 10/19/2015 | 67 | 4.92 | 0.2 |
| 047 | S | 16.0 | 16.1 | 50 | 7/17/2008 | * | 10/19/2015 | 184 | 5.00 | 0.2 |
| 047 | S | 16.1 | 16.2 | 50 | 6/24/2004 | * | 10/19/2015 | 120 | 4.55 | 0.1 |
| 047 | S | 16.2 | 16.3 | 50 | 6/24/2004 | * | 10/19/2015 | 75 | 5.00 | 0.1 |
| 047 | S | 16.3 | 16.4 | 50 | 6/24/2004 | * | 10/19/2015 | 84 | 4.98 | 0.2 |
| 047 | S | 16.4 | 16.5 | 50 | 6/24/2004 | * | 10/19/2015 | 75 | 5.00 | 0.1 |
| 047 | S | 16.5 | 16.6 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 5.00 | 0.2 |
| 047 | S | 16.6 | 16.7 | 50 | 6/24/2004 | * | 10/19/2015 | 82 | 5.00 | 0.1 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid Value (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 16.7 | 16.8 | 50 | 6/24/2004 | * | 10/19/2015 | 69 | 5.00 | 0.1 |
| 047 | S | 16.8 | 16.9 | 50 | 6/24/2004 | * | 10/19/2015 | 199 | 5.00 | 0.2 |
| 047 | S | 16.9 | 17.0 | 50 | 6/24/2004 | * | 10/19/2015 | 140 | 5.00 | 0.2 |
| 047 | S | 17.0 | 17.1 | 50 | 6/24/2004 | * | 10/19/2015 | 166 | 4.99 | 0.2 |
| 047 | S | 17.1 | 17.2 | 50 | 6/24/2004 | * | 10/19/2015 | 131 | 3.88 | 0.1 |
| 047 | S | 17.2 | 17.3 | 50 | 6/24/2004 | * | 10/19/2015 | 122 | 4.98 | 0.2 |
| 047 | S | 17.3 | 17.4 | 50 | 6/24/2004 | * | 10/19/2015 | 126 | 5.00 | 0.1 |
| 047 | S | 17.4 | 17.5 | 50 | 6/24/2004 | * | 10/19/2015 | 154 | 3.90 | 0.2 |
| 047 | S | 17.5 | 17.6 | 50 | 6/24/2004 | * | 10/19/2015 | 154 | 1.97 | 0.2 |
| 047 | S | 17.6 | 17.7 | 50 | 6/24/2004 | * | 10/19/2015 | 137 | 2.48 | 0.1 |
| 047 | S | 17.7 | 17.8 | 50 | 6/24/2004 | * | 10/19/2015 | 210 | 2.48 | 0.2 |
| 047 | S | 17.8 | 17.9 | 50 | 6/24/2004 | * | 10/19/2015 | 143 | 2.48 | 0.1 |
| 047 | S | 17.9 | 18.0 | 50 | 6/24/2004 | * | 10/19/2015 | 141 | 2.48 | 0.2 |
| 047 | S | 18.0 | 18.1 | 50 | 6/24/2004 | * | 10/19/2015 | 192 | 2.56 | 0.2 |
| 047 | S | 18.1 | 18.2 | 50 | 6/24/2004 | * | 10/19/2015 | 197 | 2.61 | 0.2 |
| 047 | S | 18.2 | 18.3 | 50 | 6/24/2004 | * | 10/19/2015 | 157 | 2.67 | 0.2 |
| 047 | S | 18.3 | 18.4 | 50 | 6/24/2004 | * | 10/19/2015 | 177 | 2.76 | 0.2 |
| 047 | S | 18.4 | 18.5 | 50 | 6/24/2004 | * | 10/19/2015 | 110 | 2.76 | 0.2 |
| 047 | S | 18.5 | 18.6 | 50 | 6/24/2004 | * | 10/19/2015 | 200 | 2.72 | 0.2 |
| 047 | S | 18.6 | 18.7 | 50 | 6/24/2004 | * | 10/19/2015 | 189 | 2.69 | 0.3 |
| 047 | S | 18.7 | 18.8 | 50 | 6/24/2004 | * | 10/19/2015 | 89 | 3.30 | 0.2 |
| 047 | S | 18.8 | 18.9 | 50 | 6/24/2004 | * | 10/19/2015 | 117 | 4.79 | 0.2 |
| 047 | S | 18.9 | 19.0 | 50 | 6/24/2004 | * | 10/19/2015 | 179 | 5.00 | 0.2 |
| 047 | S | 19.0 | 19.1 | 50 | 6/24/2004 | * | 10/19/2015 | 97 | 4.85 | 0.3 |
| 047 | S | 19.1 | 19.2 | 50 | 6/24/2004 | * | 10/19/2015 | 117 | 4.78 | 0.3 |
| 047 | S | 19.2 | 19.3 | 50 | 6/24/2004 | * | 10/19/2015 | 110 | 4.26 | 0.2 |
| 047 | S | 19.3 | 19.4 | 50 | 6/24/2004 | * | 10/19/2015 | 139 | 3.59 | 0.4 |
| 047 | S | 19.4 | 19.5 | 50 | 6/24/2004 | * | 10/19/2015 | 165 | 3.72 | 0.3 |
| 047 | S | 19.5 | 19.6 | 50 | 6/24/2004 | * | 10/19/2015 | 160 | 3.88 | 0.2 |
| 047 | S | 19.6 | 19.7 | 50 | 6/24/2004 | * | 10/19/2015 | 108 | 3.88 | 0.2 |
| 047 | S | 19.7 | 19.8 | 50 | 6/24/2004 | * | 10/19/2015 | 122 | 4.56 | 0.2 |
| 047 | S | 19.8 | 19.9 | 50 | 6/24/2004 | * | 10/19/2015 | 95 | 4.98 | 0.2 |
| 047 | S | 19.9 | 20.0 | 50 | 6/24/2004 | * | 10/19/2015 | 112 | 4.92 | 0.2 |
| 047 | S | 20.0 | 20.1 | 50 | 6/24/2004 | * | 10/19/2015 | 93 | 4.98 | 0.2 |
| 047 | S | 20.1 | 20.2 | 50 | 6/24/2004 | * | 10/19/2015 | 86 | 5.00 | 0.2 |
| 047 | S | 20.2 | 20.3 | 50 | 6/24/2004 | * | 10/19/2015 | 109 | 4.88 | 0.3 |
| 047 | S | 20.3 | 20.4 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 4.92 | 0.2 |
| 047 | S | 20.4 | 20.5 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 4.85 | 0.3 |
| 047 | S | 20.5 | 20.6 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 4.95 | 0.2 |
| 047 | S | 20.6 | 20.7 | 50 | 6/24/2004 | * | 10/19/2015 | 159 | 4.74 | 0.2 |
| 047 | S | 20.7 | 20.8 | 50 | 6/24/2004 | * | 10/19/2015 | 118 | 4.65 | 0.3 |
| 047 | S | 20.8 | 20.9 | 50 | 6/24/2004 | * | 10/19/2015 | 147 | 4.82 | 0.3 |
| 047 | S | 20.9 | 21.0 | 50 | 6/24/2004 | * | 10/19/2015 | 277 | 3.88 | 0.3 |
| 047 | S | 21.0 | 21.1 | 50 | 6/24/2004 | * | 10/19/2015 | 203 | 3.67 | 0.3 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid Value (SN40R) | Profiler <br> Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 21.1 | 21.2 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 3.72 | 0.3 |
| 047 | S | 21.2 | 21.3 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 4.16 | 0.2 |
| 047 | S | 21.3 | 21.4 | 50 | 6/24/2004 | * | 10/19/2015 | 96 | 4.98 | 0.2 |
| 047 | S | 21.4 | 21.5 | 50 | 6/24/2004 | * | 10/19/2015 | 79 | 5.00 | 0.2 |
| 047 | S | 21.5 | 21.6 | 50 | 6/24/2004 | * | 10/19/2015 | 93 | 4.98 | 0.2 |
| 047 | S | 21.6 | 21.7 | 50 | 6/24/2004 | * | 10/19/2015 | 86 | 5.00 | 0.2 |
| 047 | S | 21.7 | 21.8 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 4.46 | 0.2 |
| 047 | S | 21.8 | 21.9 | 50 | 6/24/2004 | * | 10/19/2015 | 91 | 4.90 | 0.2 |
| 047 | S | 21.9 | 22.0 | 50 | 6/24/2004 | * | 10/19/2015 | 79 | 4.95 | 0.2 |
| 047 | S | 22.0 | 22.1 | 50 | 6/24/2004 | * | 10/19/2015 | 88 | 5.00 | 0.2 |
| 047 | S | 22.1 | 22.2 | 50 | 6/24/2004 | * | 10/19/2015 | 112 | 5.00 | 0.2 |
| 047 | S | 22.2 | 22.3 | 50 | 6/24/2004 | * | 10/19/2015 | 146 | 5.00 | 0.2 |
| 047 | S | 22.3 | 22.4 | 50 | 6/24/2004 | * | 10/19/2015 | 84 | 4.98 | 0.2 |
| 047 | S | 22.4 | 22.5 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 3.95 | 0.2 |
| 047 | S | 22.5 | 22.6 | 50 | 6/24/2004 | * | 10/19/2015 | 130 | 3.88 | 0.2 |
| 047 | S | 22.6 | 22.7 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 3.88 | 0.2 |
| 047 | S | 22.7 | 22.8 | 50 | 6/24/2004 | * | 10/19/2015 | 112 | 4.09 | 0.2 |
| 047 | S | 22.8 | 22.9 | 50 | 6/24/2004 | * | 10/19/2015 | 124 | 4.98 | 0.2 |
| 047 | S | 22.9 | 23.0 | 50 | 6/24/2004 | * | 10/19/2015 | 53 | 4.76 | 0.1 |
| 047 | S | 23.0 | 23.1 | 50 | 6/24/2004 | * | 10/19/2015 | 155 | 5.00 | 0.1 |
| 047 | S | 23.1 | 23.2 | 50 | 6/24/2004 | * | 10/19/2015 | 46 | 5.00 | 0.1 |
| 047 | S | 23.2 | 23.3 | 50 | 6/24/2004 | * | 10/19/2015 | 39 | 5.00 | 0.1 |
| 047 | S | 23.3 | 23.4 | 50 | 6/24/2004 | * | 10/19/2015 | 56 | 5.00 | 0.1 |
| 047 | S | 23.4 | 23.5 | 50 | 6/24/2004 | * | 10/19/2015 | 51 | 5.00 | 0.1 |
| 047 | S | 23.5 | 23.6 | 50 | 6/24/2004 | * | 10/19/2015 | 49 | 5.00 | 0.1 |
| 047 | S | 23.6 | 23.7 | 50 | 6/24/2004 | * | 10/19/2015 | 40 | 5.00 | 0.1 |
| 047 | S | 23.7 | 23.8 | 50 | 6/24/2004 | * | 10/19/2015 | 46 | 5.00 | 0.1 |
| 047 | S | 23.8 | 23.9 | 50 | 6/24/2004 | * | 10/19/2015 | 44 | 5.00 | 0.1 |
| 047 | S | 23.9 | 24.0 | 50 | 6/24/2004 | * | 10/19/2015 | 42 | 5.00 | 0.1 |
| 047 | S | 24.0 | 24.1 | 50 | 6/24/2004 | * | 10/19/2015 | 40 | 5.00 | 0.1 |
| 047 | S | 24.1 | 24.2 | 50 | 6/24/2004 | * | 10/19/2015 | 47 | 5.00 | 0.1 |
| 047 | S | 24.2 | 24.3 | 50 | 6/24/2004 | * | 10/19/2015 | 49 | 5.00 | 0.1 |
| 047 | S | 24.3 | 24.4 | 50 | 6/24/2004 | * | 10/19/2015 | 45 | 5.00 | 0.1 |
| 047 | S | 24.4 | 24.5 | 50 | 6/24/2004 | * | 10/19/2015 | 45 | 5.00 | 0.1 |
| 047 | S | 24.5 | 24.6 | 45 | 6/24/2004 | * | 10/19/2015 | 191 | 5.00 | 0.1 |
| 047 | S | 24.6 | 24.7 | 45 | 6/24/2004 | * | 10/19/2015 | 109 | 5.00 | 0.2 |
| 047 | S | 24.7 | 24.8 | 45 | 6/24/2004 | * | 10/19/2015 | 94 | 5.00 | 0.2 |
| 047 | S | 24.8 | 24.9 | 45 | 6/24/2004 | * | 10/19/2015 | 102 | 5.00 | 0.2 |
| 047 | S | 24.9 | 25.0 | 45 | 6/24/2004 | * | 10/19/2015 | 117 | 5.00 | 0.2 |
| 047 | S | 25.0 | 25.1 | 45 | 6/24/2004 | * | 10/19/2015 | 104 | 5.00 | 0.2 |
| 047 | S | 25.1 | 25.2 | 45 | 6/24/2004 | * | 10/19/2015 | 95 | 5.00 | 0.2 |
| 047 | S | 25.2 | 25.3 | 45 | 6/24/2004 | * | 10/19/2015 | 94 | 5.00 | 0.2 |
| 047 | S | 25.3 | 25.4 | 45 | 6/24/2004 | * | 10/19/2015 | 88 | 5.00 | 0.2 |
| 047 | S | 25.4 | 25.5 | 45 | 6/24/2004 | * | 10/19/2015 | 97 | 5.00 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date |  | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 25.5 | 25.6 | 45 | 6/24/2004 | * | 10/19/2015 | 86 | 5.00 | 0.2 |
| 047 | S | 25.6 | 25.7 | 45 | 6/24/2004 | * | 10/19/2015 | 79 | 5.00 | 0.2 |
| 047 | S | 25.7 | 25.8 | 45 | 6/24/2004 | * | 10/19/2015 | 93 | 5.00 | 0.2 |
| 047 | S | 25.8 | 25.9 | 45 | 6/24/2004 | * | 10/19/2015 | 102 | 5.00 | 0.2 |
| 047 | S | 25.9 | 26.0 | 45 | 6/24/2004 | * | 10/19/2015 | 103 | 5.00 | 0.2 |
| 047 | S | 26.0 | 26.1 | 45 | 6/24/2004 | * | 10/19/2015 | 105 | 5.00 | 0.2 |
| 047 | S | 26.1 | 26.2 | 45 | 6/24/2004 | * | 10/19/2015 | 102 | 5.00 | 0.2 |
| 047 | S | 26.2 | 26.3 | 45 | 6/24/2004 | * | 10/19/2015 | 80 | 5.00 | 0.1 |
| 047 | S | 26.3 | 26.4 | 45 | 6/24/2004 | * | 10/19/2015 | 132 | 3.93 | 0.2 |
| 047 | S | 26.4 | 26.5 | 45 | 6/24/2004 | * | 10/19/2015 | 119 | 3.88 | 0.2 |
| 047 | S | 26.5 | 26.6 | 45 | 6/24/2004 | * | 10/19/2015 | 122 | 3.80 | 0.2 |
| 047 | S | 26.6 | 26.7 | 45 | 6/24/2004 | * | 10/19/2015 | 93 | 3.88 | 0.2 |
| 047 | S | 26.7 | 26.8 | 45 | 6/24/2004 | * | 10/19/2015 | 107 | 3.86 | 0.2 |
| 047 | S | 26.8 | 26.9 | 45 | 6/24/2004 | * | 10/19/2015 | 100 | 3.88 | 0.2 |
| 047 | S | 26.9 | 27.0 | 45 | 6/24/2004 | * | 10/19/2015 | 106 | 3.84 | 0.2 |
| 047 | S | 27.0 | 27.1 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 3.88 | 0.2 |
| 047 | S | 27.1 | 27.2 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 3.88 | 0.2 |
| 047 | S | 27.2 | 27.3 | 50 | 6/24/2004 | * | 10/19/2015 | 115 | 3.88 | 0.2 |
| 047 | S | 27.3 | 27.4 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 3.88 | 0.2 |
| 047 | S | 27.4 | 27.5 | 50 | 6/24/2004 | * | 10/19/2015 | 110 | 3.84 | 0.2 |
| 047 | S | 27.5 | 27.6 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 3.76 | 0.3 |
| 047 | S | 27.6 | 27.7 | 50 | 6/24/2004 | * | 10/19/2015 | 104 | 3.88 | 0.2 |
| 047 | S | 27.7 | 27.8 | 50 | 6/24/2004 | * | 10/19/2015 | 109 | 3.88 | 0.2 |
| 047 | S | 27.8 | 27.9 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 3.80 | 0.2 |
| 047 | S | 27.9 | 28.0 | 50 | 6/24/2004 | * | 10/19/2015 | 101 | 3.88 | 0.2 |
| 047 | S | 28.0 | 28.1 | 50 | 6/24/2004 | * | 10/19/2015 | 106 | 3.88 | 0.2 |
| 047 | S | 28.1 | 28.2 | 50 | 6/24/2004 | * | 10/19/2015 | 144 | 3.88 | 0.2 |
| 047 | S | 28.2 | 28.3 | 50 | 6/24/2004 | * | 10/19/2015 | 145 | 3.88 | 0.2 |
| 047 | S | 28.3 | 28.4 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 3.88 | 0.2 |
| 047 | S | 28.4 | 28.5 | 50 | 6/24/2004 | * | 10/19/2015 | 126 | 4.63 | 0.2 |
| 047 | S | 28.5 | 28.6 | 50 | 6/24/2004 | * | 10/19/2015 | 87 | 5.00 | 0.2 |
| 047 | S | 28.6 | 28.7 | 50 | 6/24/2004 | * | 10/19/2015 | 92 | 5.00 | 0.2 |
| 047 | S | 28.7 | 28.8 | 50 | 6/24/2004 | * | 10/19/2015 | 105 | 5.00 | 0.2 |
| 047 | S | 28.8 | 28.9 | 50 | 6/24/2004 | * | 10/19/2015 | 102 | 5.00 | 0.2 |
| 047 | S | 28.9 | 29.0 | 50 | 6/24/2004 | * | 10/19/2015 | 95 | 5.00 | 0.2 |
| 047 | S | 29.0 | 29.1 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 5.00 | 0.2 |
| 047 | S | 29.1 | 29.2 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 5.00 | 0.2 |
| 047 | S | 29.2 | 29.3 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 5.00 | 0.2 |
| 047 | S | 29.3 | 29.4 | 50 | 6/24/2004 | * | 10/19/2015 | 100 | 5.00 | 0.1 |
| 047 | S | 29.4 | 29.5 | 50 | 6/24/2004 | * | 10/19/2015 | 98 | 5.00 | 0.1 |
| 047 | S | 29.5 | 29.6 | 50 | 6/24/2004 | * | 10/19/2015 | 107 | 5.00 | 0.2 |
| 047 | S | 29.6 | 29.7 | 50 | 6/24/2004 | * | 10/19/2015 | 72 | 5.00 | 0.2 |
| 047 | S | 29.7 | 29.8 | 50 | 6/24/2004 | * | 10/19/2015 | 79 | 5.00 | 0.1 |
| 047 | S | 29.8 | 29.9 | 50 | 6/24/2004 | * | 10/19/2015 | 65 | 5.00 | 0.1 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid Value (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 29.9 | 30.0 | 50 | 6/24/2004 | * | 10/19/2015 | 58 | 5.00 | 0.1 |
| 047 | S | 30.0 | 30.1 | 50 | 6/24/2004 | * | 10/19/2015 | 81 | 5.00 | 0.1 |
| 047 | S | 30.1 | 30.2 | 50 | 6/24/2004 | * | 10/19/2015 | 69 | 5.00 | 0.1 |
| 047 | S | 30.2 | 30.3 | 50 | 6/24/2004 | * | 10/19/2015 | 93 | 5.00 | 0.1 |
| 047 | S | 30.3 | 30.4 | 50 | 6/24/2004 | * | 10/19/2015 | 94 | 4.88 | 0.2 |
| 047 | S | 30.4 | 30.5 | 50 | 6/24/2004 | * | 10/19/2015 | 113 | 3.78 | 0.2 |
| 047 | S | 30.5 | 30.6 | 50 | 6/24/2004 | * | 10/19/2015 | 148 | 3.78 | 0.2 |
| 047 | S | 30.6 | 30.7 | 50 | 6/24/2004 | * | 10/19/2015 | 155 | 3.78 | 0.2 |
| 047 | S | 30.7 | 30.8 | 50 | 6/24/2004 | * | 10/19/2015 | 114 | 4.32 | 0.2 |
| 047 | S | 30.8 | 30.9 | 50 | 6/24/2004 | * | 10/19/2015 | 95 | 3.27 | 0.2 |
| 047 | S | 30.9 | 31.0 | 50 | 6/24/2004 | * | 10/19/2015 | 122 | 3.74 | 0.3 |
| 047 | S | 31.0 | 31.1 | 50 | 6/24/2004 | * | 10/19/2015 | 117 | 3.88 | 0.2 |
| 047 | S | 31.1 | 31.2 | 50 | 6/24/2004 | * | 10/19/2015 | 83 | 3.86 | 0.2 |
| 047 | S | 31.2 | 31.3 | 50 | 6/24/2004 | * | 10/19/2015 | 119 | 3.80 | 0.2 |
| 047 | S | 31.3 | 31.4 | 50 | 6/24/2004 | * | 10/19/2015 | 130 | 3.80 | 0.2 |
| 047 | S | 31.4 | 31.5 | 50 | 6/24/2004 | * | 10/19/2015 | 116 | 3.84 | 0.2 |
| 047 | S | 31.5 | 31.6 | 50 | 6/24/2004 | * | 10/19/2015 | 110 | 3.80 | 0.2 |
| 047 | S | 31.6 | 31.7 | 50 | 6/24/2004 | * | 10/19/2015 | 124 | 3.82 | 0.2 |
| 047 | S | 31.7 | 31.8 | 50 | 6/24/2004 | * | 10/19/2015 | 125 | 3.69 | 0.3 |
| 047 | S | 31.8 | 31.9 | 50 | 6/24/2004 | * | 10/19/2015 | 229 | 3.85 | 0.3 |
| 047 | S | 31.9 | 32.0 | 50 | 6/24/2004 | * | 10/19/2015 | 358 | 4.65 | 0.3 |
| 047 | S | 32.0 | 32.1 | 50 | 6/24/2004 | * | 10/19/2015 | 226 | 4.42 | 0.4 |
| 047 | S | 32.1 | 32.2 | 50 | 6/24/2004 | * | 10/19/2015 | 158 | 4.75 | 0.3 |
| 047 | S | 32.2 | 32.3 | 50 | 6/24/2004 | * | 10/19/2015 | 165 | 4.40 | 0.4 |
| 047 | S | 32.3 | 32.4 | 50 | 6/24/2004 | * | 10/19/2015 | 170 | 4.00 | 0.3 |
| 047 | S | 32.4 | 32.5 | 50 | 6/24/2004 | * | 10/19/2015 | 162 | 3.61 | 0.3 |
| 047 | S | 32.5 | 32.6 | 50 | 6/24/2004 | * | 10/19/2015 | 166 | 3.66 | 0.3 |
| 047 | S | 32.6 | 32.7 | 50 | 6/24/2004 | * | 10/19/2015 | 212 | 3.79 | 0.3 |
| 047 | S | 32.7 | 32.8 | 50 | 6/24/2004 | * | 10/19/2015 | 223 | 3.88 | 0.1 |
| 047 | S | 32.8 | 32.9 | 50 | 6/24/2004 | * | 10/19/2015 | 127 | 3.82 | 0.2 |
| 047 | S | 32.9 | 33.0 | 50 | 6/24/2004 | * | 10/19/2015 | 145 | 3.40 | 0.5 |
| 047 | S | 33.0 | 33.1 | 45 | 6/24/2004 | * | 10/19/2015 | 142 | 3.53 | 0.4 |
| 047 | S | 33.1 | 33.2 | 45 | 6/24/2004 | * | 10/19/2015 | 129 | 3.59 | 0.4 |
| 047 | S | 33.2 | 33.3 | 45 | 6/24/2004 | * | 10/19/2015 | 167 | 3.36 | 0.5 |
| 047 | S | 33.3 | 33.4 | 45 | 6/24/2004 | * | 10/19/2015 | 150 | 3.88 | 0.2 |
| 047 | S | 33.4 | 33.5 | 45 | 6/24/2004 | * | 10/19/2015 | 125 | 3.88 | 0.2 |
| 047 | S | 33.5 | 33.6 | 45 | 6/24/2004 | * | 10/19/2015 | 145 | 3.88 | 0.1 |
| 047 | S | 33.6 | 33.7 | 45 | 6/24/2004 | * | 10/19/2015 | 127 | 3.62 | 0.3 |
| 047 | S | 33.7 | 33.8 | 45 | 6/24/2004 | * | 10/19/2015 | 135 | 3.41 | 0.4 |
| 047 | S | 33.8 | 33.9 | 45 | 6/24/2004 | * | 10/19/2015 | 139 | 3.88 | 0.2 |
| 047 | S | 33.9 | 34.0 | 45 | 6/24/2004 | * | 10/19/2015 | 226 | 3.88 | 0.2 |
| 047 | S | 34.0 | 34.1 | 45 | 6/24/2004 | * | 10/19/2015 | 146 | 3.86 | 0.2 |
| 047 | S | 34.1 | 34.2 | 45 | 6/24/2004 | * | 10/19/2015 | 117 | 3.45 | 0.4 |
| 047 | S | 34.2 | 34.3 | 45 | 6/24/2004 | * | 10/19/2015 | 111 | 3.74 | 0.3 |


| Route | Dir | MP Start | MP End | Speed <br> Limit | Skid Test <br> Date | Skid <br> Value <br> (SN40R) | Profiler <br> Test Date | IRI | SDI | Avg Rut <br> Depth <br> (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 047 | S | 34.3 | 34.4 | 45 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 82 | 3.65 | 0.3 |
| 047 | S | 34.4 | 34.5 | 45 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 104 | 3.62 | 0.4 |
| 047 | S | 34.5 | 34.6 | 45 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 90 | 3.99 | 0.4 |
| 047 | S | 34.6 | 34.7 | 45 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 150 | 3.59 | 0.4 |
| 047 | S | 34.7 | 34.8 | 45 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 113 | 3.72 | 0.3 |
| 047 | S | 34.8 | 34.9 | 50 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 155 | 4.00 | 0.3 |
| 047 | S | 34.9 | 35.0 | 50 | $6 / 24 / 2004$ | $*$ | $10 / 19 / 2015$ | 143 | 4.72 | 0.3 |
| 047 | S | 35.0 | 35.1 | 50 | $10 / 10 / 2006$ | $*$ | $10 / 19 / 2015$ | 188 | 3.55 | 0.3 |
| 047 | S | 35.1 | 35.2 | 50 | $10 / 10 / 2006$ | $*$ | $10 / 19 / 2015$ | 138 | 2.76 | 0.2 |

* Note: Skid values available are too old to be reliable

| Mileposts 0.0 to 35.2 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Dir | Avg IRI | Rating | Avg SDI | Rating |
| N | 125 | Fair | 3.93 | Good |
| S | 131 | Fair | 4.16 | Good |

Color Code
Substandard Skid Value (speed dependent)
Deficient Roughness (IRI) $>170 \mathrm{in} / \mathrm{mi}$
Deficient Surface Distress (SDI) $\leq 2.4$
Excessive Rut $\geq 0.5$ in

## Pavement Management \& Technology Unit Skid/Roughness/Surface Distress/Rut Data

 Route 347 Mileposts 0.0-8.33Note: Route 347 is not NJDOT maintained but was tested because it is part of the National Highway System. NJDOT does not schedule projects on this route.

Note: IRI = International Roughness Index (in/mile); SDI = Surface Distress Index (0-5 scale)

| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid <br> Value (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 347 | N | 0.0 | 0.1 | 45 | Not Tested |  | 10/31/2014 | 192 | 4.07 | 0.2 |
| 347 | N | 0.1 | 0.2 | 45 | Not Tested |  | 10/31/2014 | 185 | 2.13 | 0.2 |
| 347 | N | 0.2 | 0.3 | 45 | Not Tested |  | 10/31/2014 | 108 | 1.56 | 0.2 |
| 347 | N | 0.3 | 0.4 | 45 | Not Tested |  | 10/31/2014 | 106 | 1.56 | 0.2 |
| 347 | N | 0.4 | 0.5 | 50 | Not Tested |  | 10/31/2014 | 129 | 2.20 | 0.2 |
| 347 | N | 0.5 | 0.6 | 50 | Not Tested |  | 10/31/2014 | 92 | 3.03 | 0.1 |
| 347 | N | 0.6 | 0.7 | 50 | Not Tested |  | 10/31/2014 | 129 | 3.80 | 0.1 |
| 347 | N | 0.7 | 0.8 | 50 | Not Tested |  | 10/31/2014 | 118 | 3.80 | 0.1 |
| 347 | N | 0.8 | 0.9 | 50 | Not Tested |  | 10/31/2014 | 108 | 3.80 | 0.2 |
| 347 | N | 0.9 | 1.0 | 50 | Not Tested |  | 10/31/2014 | 104 | 3.52 | 0.1 |
| 347 | N | 1.0 | 1.1 | 50 | Not Tested |  | 10/31/2014 | 108 | 2.68 | 0.1 |
| 347 | N | 1.1 | 1.2 | 50 | Not Tested |  | 10/31/2014 | 111 | 2.68 | 0.2 |
| 347 | N | 1.2 | 1.3 | 50 | Not Tested |  | 10/31/2014 | 93 | 2.68 | 0.2 |
| 347 | N | 1.3 | 1.4 | 50 | Not Tested |  | 10/31/2014 | 106 | 2.67 | 0.2 |
| 347 | N | 1.4 | 1.5 | 50 | Not Tested |  | 10/31/2014 | 123 | 2.67 | 0.2 |
| 347 | N | 1.5 | 1.6 | 50 | Not Tested |  | 10/31/2014 | 111 | 2.64 | 0.2 |
| 347 | N | 1.6 | 1.7 | 50 | Not Tested |  | 10/31/2014 | 131 | 2.68 | 0.2 |
| 347 | N | 1.7 | 1.8 | 50 | Not Tested |  | 10/31/2014 | 189 | 2.68 | 0.2 |
| 347 | N | 1.8 | 1.9 | 50 | Not Tested |  | 10/31/2014 | 118 | 2.68 | 0.2 |
| 347 | N | 1.9 | 2.0 | 50 | Not Tested |  | 10/31/2014 | 108 | 2.68 | 0.2 |
| 347 | N | 2.0 | 2.1 | 50 | Not Tested |  | 10/31/2014 | 112 | 2.65 | 0.2 |
| 347 | N | 2.1 | 2.2 | 50 | Not Tested |  | 10/31/2014 | 129 | 3.20 | 0.2 |
| 347 | N | 2.2 | 2.3 | 50 | Not Tested |  | 10/31/2014 | 117 | 3.80 | 0.2 |
| 347 | N | 2.3 | 2.4 | 50 | Not Tested |  | 10/31/2014 | 123 | 3.76 | 0.2 |
| 347 | N | 2.4 | 2.5 | 50 | Not Tested |  | 10/31/2014 | 96 | 3.80 | 0.2 |
| 347 | N | 2.5 | 2.6 | 50 | Not Tested |  | 10/31/2014 | 107 | 3.80 | 0.2 |
| 347 | N | 2.6 | 2.7 | 50 | Not Tested |  | 10/31/2014 | 136 | 3.80 | 0.1 |
| 347 | N | 2.7 | 2.8 | 50 | Not Tested |  | 10/31/2014 | 176 | 3.75 | 0.2 |
| 347 | N | 2.8 | 2.9 | 50 | Not Tested |  | 10/31/2014 | 113 | 3.31 | 0.2 |
| 347 | N | 2.9 | 3.0 | 50 | Not Tested |  | 10/31/2014 | 122 | 3.14 | 0.1 |
| 347 | N | 3.0 | 3.1 | 50 | Not Tested |  | 10/31/2014 | 123 | 2.99 | 0.2 |
| 347 | N | 3.1 | 3.2 | 50 | Not Tested |  | 10/31/2014 | 116 | 2.68 | 0.2 |
| 347 | N | 3.2 | 3.3 | 50 | Not Tested |  | 10/31/2014 | 161 | 3.20 | 0.2 |
| 347 | N | 3.3 | 3.4 | 50 | Not Tested |  | 10/31/2014 | 175 | 3.80 | 0.2 |
| 347 | N | 3.4 | 3.5 | 50 | Not Tested |  | 10/31/2014 | 118 | 3.80 | 0.2 |
| 347 | N | 3.5 | 3.6 | 50 | Not Tested |  | 10/31/2014 | 86 | 3.80 | 0.2 |
| 347 | N | 3.6 | 3.7 | 50 | Not Tested |  | 10/31/2014 | 68 | 3.80 | 0.2 |
| 347 | N | 3.7 | 3.8 | 50 | Not Tested |  | 10/31/2014 | 75 | 3.80 | 0.1 |
| 347 | N | 3.8 | 3.9 | 50 | Not Tested |  | 10/31/2014 | 85 | 3.80 | 0.1 |
| 347 | N | 3.9 | 4.0 | 50 | Not Tested |  | 10/31/2014 | 71 | 3.80 | 0.1 |
| 347 | N | 4.0 | 4.1 | 50 | Not Tested |  | 10/31/2014 | 69 | 3.80 | 0.1 |
| 347 | N | 4.1 | 4.2 | 50 | Not Tested |  | 10/31/2014 | 78 | 3.80 | 0.1 |
| 347 | N | 4.2 | 4.3 | 50 | Not Tested |  | 10/31/2014 | 72 | 3.80 | 0.1 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid Value (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 347 | N | 4.3 | 4.4 | 50 | Not Tested |  | 10/31/2014 | 83 | 3.80 | 0.1 |
| 347 | N | 4.4 | 4.5 | 50 | Not Tested |  | 10/31/2014 | 69 | 3.80 | 0.2 |
| 347 | N | 4.5 | 4.6 | 50 | Not Tested |  | 10/31/2014 | 81 | 3.80 | 0.1 |
| 347 | N | 4.6 | 4.7 | 50 | Not Tested |  | 10/31/2014 | 74 | 3.80 | 0.2 |
| 347 | N | 4.7 | 4.8 | 50 | Not Tested |  | 10/31/2014 | 76 | 3.80 | 0.2 |
| 347 | N | 4.8 | 4.9 | 50 | Not Tested |  | 10/31/2014 | 76 | 3.80 | 0.2 |
| 347 | N | 4.9 | 5.0 | 50 | Not Tested |  | 10/31/2014 | 69 | 3.80 | 0.1 |
| 347 | N | 5.0 | 5.1 | 50 | Not Tested |  | 10/31/2014 | 67 | 3.80 | 0.1 |
| 347 | N | 5.1 | 5.2 | 50 | Not Tested |  | 10/31/2014 | 84 | 3.80 | 0.1 |
| 347 | N | 5.2 | 5.3 | 50 | Not Tested |  | 10/31/2014 | 66 | 3.80 | 0.2 |
| 347 | N | 5.3 | 5.4 | 50 | Not Tested |  | 10/31/2014 | 101 | 3.80 | 0.1 |
| 347 | N | 5.4 | 5.5 | 50 | Not Tested |  | 10/31/2014 | 94 | 3.56 | 0.1 |
| 347 | N | 5.5 | 5.6 | 50 | Not Tested |  | 10/31/2014 | 87 | 2.68 | 0.1 |
| 347 | N | 5.6 | 5.7 | 50 | Not Tested |  | 10/31/2014 | 64 | 2.79 | 0.1 |
| 347 | N | 5.7 | 5.8 | 50 | Not Tested |  | 10/31/2014 | 77 | 3.64 | 0.1 |
| 347 | N | 5.8 | 5.9 | 50 | Not Tested |  | 10/31/2014 | 74 | 2.68 | 0.1 |
| 347 | N | 5.9 | 6.0 | 50 | Not Tested |  | 10/31/2014 | 61 | 2.68 | 0.1 |
| 347 | N | 6.0 | 6.1 | 50 | Not Tested |  | 10/31/2014 | 80 | 1.45 | 0.1 |
| 347 | N | 6.1 | 6.2 | 50 | Not Tested |  | 10/31/2014 | 67 | 1.17 | 0.1 |
| 347 | N | 6.2 | 6.3 | 50 | Not Tested |  | 10/31/2014 | 52 | 1.38 | 0.1 |
| 347 | N | 6.3 | 6.4 | 50 | Not Tested |  | 10/31/2014 | 64 | 1.41 | 0.1 |
| 347 | N | 6.4 | 6.5 | 50 | Not Tested |  | 10/31/2014 | 56 | 1.41 | 0.1 |
| 347 | N | 6.5 | 6.6 | 50 | Not Tested |  | 10/31/2014 | 64 | 1.41 | 0.2 |
| 347 | N | 6.6 | 6.7 | 50 | Not Tested |  | 10/31/2014 | 69 | 1.41 | 0.2 |
| 347 | N | 6.7 | 6.8 | 50 | Not Tested |  | 10/31/2014 | 54 | 1.41 | 0.1 |
| 347 | N | 6.8 | 6.9 | 50 | Not Tested |  | 10/31/2014 | 66 | 1.41 | 0.1 |
| 347 | N | 6.9 | 7.0 | 50 | Not Tested |  | 10/31/2014 | 74 | 1.41 | 0.1 |
| 347 | N | 7.0 | 7.1 | 50 | Not Tested |  | 10/31/2014 | 85 | 1.41 | 0.2 |
| 347 | N | 7.1 | 7.2 | 50 | Not Tested |  | 10/31/2014 | 88 | 1.36 | 0.1 |
| 347 | N | 7.2 | 7.3 | 50 | Not Tested |  | 10/31/2014 | 82 | 1.41 | 0.1 |
| 347 | N | 7.3 | 7.4 | 50 | Not Tested |  | 10/31/2014 | 111 | 1.41 | 0.2 |
| 347 | N | 7.4 | 7.5 | 50 | Not Tested |  | 10/31/2014 | 102 | 2.60 | 0.1 |
| 347 | N | 7.5 | 7.6 | 50 | Not Tested |  | 10/31/2014 | 83 | 3.16 | 0.1 |
| 347 | N | 7.6 | 7.7 | 50 | Not Tested |  | 10/31/2014 | 90 | 3.80 | 0.2 |
| 347 | N | 7.7 | 7.8 | 50 | Not Tested |  | 10/31/2014 | 87 | 3.80 | 0.1 |
| 347 | N | 7.8 | 7.9 | 50 | Not Tested |  | 10/31/2014 | 91 | 3.80 | 0.2 |
| 347 | N | 7.9 | 8.0 | 50 | Not Tested |  | 10/31/2014 | 95 | 3.80 | 0.2 |
| 347 | N | 8.0 | 8.1 | 50 | Not Tested |  | 10/31/2014 | 94 | 3.80 | 0.1 |
| 347 | N | 8.1 | 8.2 | 50 | Not Tested |  | 10/31/2014 | 113 | 3.39 | 0.2 |
| 347 | N | 8.2 | 8.3 | 50 | Not Tested |  | 10/31/2014 | 151 | 4.17 | 0.4 |
| 347 | S | 0.0 | 0.1 | 45 | Not Tested |  | 10/31/2014 | 200 | 2.58 | 0.3 |
| 347 | S | 0.1 | 0.2 | 45 | Not Tested |  | 10/31/2014 | 135 | 3.02 | 0.2 |
| 347 | S | 0.2 | 0.3 | 45 | Not Tested |  | 10/31/2014 | 100 | 3.88 | 0.2 |
| 347 | S | 0.3 | 0.4 | 45 | Not Tested |  | 10/31/2014 | 108 | 3.88 | 0.2 |
| 347 | S | 0.4 | 0.5 | 50 | Not Tested |  | 10/31/2014 | 121 | 3.88 | 0.2 |
| 347 | S | 0.5 | 0.6 | 50 | Not Tested |  | 10/31/2014 | 118 | 3.88 | 0.1 |
| 347 | S | 0.6 | 0.7 | 50 | Not Tested |  | 10/31/2014 | 134 | 3.88 | 0.1 |
| 347 | S | 0.7 | 0.8 | 50 | Not Tested |  | 10/31/2014 | 112 | 3.88 | 0.2 |
| 347 | S | 0.8 | 0.9 | 50 | Not Tested |  | 10/31/2014 | 105 | 3.88 | 0.2 |
| 347 | S | 0.9 | 1.0 | 50 | Not Tested |  | 10/31/2014 | 123 | 3.88 | 0.2 |
| 347 | S | 1.0 | 1.1 | 50 | Not Tested |  | 10/31/2014 | 137 | 3.88 | 0.2 |


| Route | Dir | MP Start | MP End | Speed Limit | Skid Test Date | Skid <br> Value <br> (SN40R) | Profiler Test Date | IRI | SDI | Avg Rut Depth (In) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 347 | S | 1.1 | 1.2 | 50 | Not Tested |  | 10/31/2014 | 149 | 3.88 | 0.2 |
| 347 | S | 1.2 | 1.3 | 50 | Not Tested |  | 10/31/2014 | 111 | 3.88 | 0.2 |
| 347 | S | 1.3 | 1.4 | 50 | Not Tested |  | 10/31/2014 | 119 | 3.86 | 0.2 |
| 347 | S | 1.4 | 1.5 | 50 | Not Tested |  | 10/31/2014 | 125 | 3.88 | 0.2 |
| 347 | S | 1.5 | 1.6 | 50 | Not Tested |  | 10/31/2014 | 115 | 3.88 | 0.2 |
| 347 | S | 1.6 | 1.7 | 50 | Not Tested |  | 10/31/2014 | 144 | 3.80 | 0.2 |
| 347 | S | 1.7 | 1.8 | 50 | Not Tested |  | 10/31/2014 | 163 | 3.88 | 0.2 |
| 347 | S | 1.8 | 1.9 | 50 | Not Tested |  | 10/31/2014 | 176 | 3.88 | 0.2 |
| 347 | S | 1.9 | 2.0 | 50 | Not Tested |  | 10/31/2014 | 124 | 3.82 | 0.2 |
| 347 | S | 2.0 | 2.1 | 50 | Not Tested |  | 10/31/2014 | 139 | 3.88 | 0.1 |
| 347 | S | 2.1 | 2.2 | 50 | Not Tested |  | 10/31/2014 | 158 | 3.88 | 0.2 |
| 347 | S | 2.2 | 2.3 | 50 | Not Tested |  | 10/31/2014 | 155 | 3.88 | 0.2 |
| 347 | S | 2.3 | 2.4 | 50 | Not Tested |  | 10/31/2014 | 177 | 3.88 | 0.2 |
| 347 | S | 2.4 | 2.5 | 50 | Not Tested |  | 10/31/2014 | 134 | 3.88 | 0.2 |
| 347 | S | 2.5 | 2.6 | 50 | Not Tested |  | 10/31/2014 | 149 | 3.88 | 0.2 |
| 347 | S | 2.6 | 2.7 | 50 | Not Tested |  | 10/31/2014 | 153 | 3.88 | 0.2 |
| 347 | S | 2.7 | 2.8 | 50 | Not Tested |  | 10/31/2014 | 181 | 3.81 | 0.2 |
| 347 | S | 2.8 | 2.9 | 50 | Not Tested |  | 10/31/2014 | 105 | 3.88 | 0.1 |
| 347 | S | 2.9 | 3.0 | 50 | Not Tested |  | 10/31/2014 | 190 | 3.82 | 0.2 |
| 347 | S | 3.0 | 3.1 | 50 | Not Tested |  | 10/31/2014 | 84 | 3.88 | 0.1 |
| 347 | S | 3.1 | 3.2 | 50 | Not Tested |  | 10/31/2014 | 118 | 3.88 | 0.2 |
| 347 | S | 3.2 | 3.3 | 50 | Not Tested |  | 10/31/2014 | 161 | 3.88 | 0.1 |
| 347 | S | 3.3 | 3.4 | 50 | Not Tested |  | 10/31/2014 | 215 | 3.85 | 0.1 |
| 347 | S | 3.4 | 3.5 | 50 | Not Tested |  | 10/31/2014 | 143 | 3.88 | 0.2 |
| 347 | S | 3.5 | 3.6 | 50 | Not Tested |  | 10/31/2014 | 70 | 3.83 | 0.2 |
| 347 | S | 3.6 | 3.7 | 50 | Not Tested |  | 10/31/2014 | 73 | 2.68 | 0.1 |
| 347 | S | 3.7 | 3.8 | 50 | Not Tested |  | 10/31/2014 | 80 | 2.68 | 0.1 |
| 347 | S | 3.8 | 3.9 | 50 | Not Tested |  | 10/31/2014 | 76 | 2.68 | 0.1 |
| 347 | S | 3.9 | 4.0 | 50 | Not Tested |  | 10/31/2014 | 81 | 2.68 | 0.1 |
| 347 | S | 4.0 | 4.1 | 50 | Not Tested |  | 10/31/2014 | 69 | 2.68 | 0.1 |
| 347 | S | 4.1 | 4.2 | 50 | Not Tested |  | 10/31/2014 | 73 | 2.68 | 0.1 |
| 347 | S | 4.2 | 4.3 | 50 | Not Tested |  | 10/31/2014 | 69 | 2.68 | 0.1 |
| 347 | S | 4.3 | 4.4 | 50 | Not Tested |  | 10/31/2014 | 63 | 2.53 | 0.1 |
| 347 | S | 4.4 | 4.5 | 50 | Not Tested |  | 10/31/2014 | 73 | 2.53 | 0.1 |
| 347 | S | 4.5 | 4.6 | 50 | Not Tested |  | 10/31/2014 | 71 | 2.53 | 0.2 |
| 347 | S | 4.6 | 4.7 | 50 | Not Tested |  | 10/31/2014 | 73 | 2.53 | 0.1 |
| 347 | S | 4.7 | 4.8 | 50 | Not Tested |  | 10/31/2014 | 62 | 2.53 | 0.1 |
| 347 | S | 4.8 | 4.9 | 50 | Not Tested |  | 10/31/2014 | 85 | 2.50 | 0.2 |
| 347 | S | 4.9 | 5.0 | 50 | Not Tested |  | 10/31/2014 | 65 | 2.53 | 0.2 |
| 347 | S | 5.0 | 5.1 | 50 | Not Tested |  | 10/31/2014 | 69 | 2.53 | 0.1 |
| 347 | S | 5.1 | 5.2 | 50 | Not Tested |  | 10/31/2014 | 84 | 2.53 | 0.2 |
| 347 | S | 5.2 | 5.3 | 50 | Not Tested |  | 10/31/2014 | 76 | 2.53 | 0.2 |
| 347 | S | 5.3 | 5.4 | 50 | Not Tested |  | 10/31/2014 | 104 | 2.65 | 0.1 |
| 347 | S | 5.4 | 5.5 | 50 | Not Tested |  | 10/31/2014 | 56 | 2.68 | 0.1 |
| 347 | S | 5.5 | 5.6 | 50 | Not Tested |  | 10/31/2014 | 87 | 2.68 | 0.1 |
| 347 | S | 5.6 | 5.7 | 50 | Not Tested |  | 10/31/2014 | 63 | 2.68 | 0.2 |
| 347 | S | 5.7 | 5.8 | 50 | Not Tested |  | 10/31/2014 | 58 | 2.68 | 0.2 |
| 347 | S | 5.8 | 5.9 | 50 | Not Tested |  | 10/31/2014 | 58 | 2.68 | 0.2 |
| 347 | S | 5.9 | 6.0 | 50 | Not Tested |  | 10/31/2014 | 59 | 2.68 | 0.1 |
| 347 | S | 6.0 | 6.1 | 50 | Not Tested |  | 10/31/2014 | 70 | 2.68 | 0.1 |
| 347 | S | 6.1 | 6.2 | 50 | Not Tested |  | 10/31/2014 | 59 | 2.68 | 0.1 |


| Route | Dir | MP Start | MP End | Speed <br> Limit | Skid Test <br> Date | Skid <br> Value <br> (SN40R) | Profiler <br> Test Date | IRI | SDIAvg Rut <br> Depth <br> (In) |  |
| :--- | ---: | ---: | ---: | ---: | :--- | :--- | :--- | ---: | ---: | ---: |
| 347 | S | 6.2 | 6.3 | 50 | Not Tested |  | $10 / 31 / 2014$ | 67 | 2.68 | 0.1 |
| 347 | S | 6.3 | 6.4 | 50 | Not Tested |  | $10 / 31 / 2014$ | 65 | 2.68 | 0.1 |
| 347 | S | 6.4 | 6.5 | 50 | Not Tested |  | $10 / 31 / 2014$ | 59 | 2.68 | 0.1 |
| 347 | S | 6.5 | 6.6 | 50 | Not Tested |  | $10 / 31 / 2014$ | 57 | 3.16 | 0.2 |
| 347 | S | 6.6 | 6.7 | 50 | Not Tested |  | $10 / 31 / 2014$ | 67 | 4.44 | 0.1 |
| 347 | S | 6.7 | 6.8 | 50 | Not Tested |  | $10 / 31 / 2014$ | 81 | 3.80 | 0.1 |
| 347 | S | 6.8 | 6.9 | 50 | Not Tested |  | $10 / 31 / 2014$ | 74 | 3.37 | 0.1 |
| 347 | S | 6.9 | 7.0 | 50 | Not Tested |  | $10 / 31 / 2014$ | 95 | 2.68 | 0.1 |
| 347 | S | 7.0 | 7.1 | 50 | Not Tested |  | $10 / 31 / 2014$ | 82 | 2.68 | 0.1 |
| 347 | S | 7.1 | 7.2 | 50 | Not Tested |  | $10 / 31 / 2014$ | 91 | 2.68 | 0.2 |
| 347 | S | 7.2 | 7.3 | 50 | Not Tested |  | $10 / 31 / 2014$ | 93 | 2.68 | 0.1 |
| 347 | S | 7.3 | 7.4 | 50 | Not Tested |  | $10 / 31 / 2014$ | 90 | 2.68 | 0.1 |
| 347 | S | 7.4 | 7.5 | 50 | Not Tested |  | $10 / 31 / 2014$ | 90 | 2.68 | 0.1 |
| 347 | S | 7.5 | 7.6 | 50 | Not Tested |  | $10 / 31 / 2014$ | 101 | 2.68 | 0.1 |
| 347 | S | 7.6 | 7.7 | 50 | Not Tested |  | $10 / 31 / 2014$ | 68 | 2.68 | 0.1 |
| 347 | S | 7.7 | 7.8 | 50 | Not Tested |  | $10 / 31 / 2014$ | 92 | 2.68 | 0.1 |
| 347 | S | 7.8 | 7.9 | 50 | Not Tested |  | $10 / 31 / 2014$ | 92 | 2.68 | 0.2 |
| 347 | S | 7.9 | 8.0 | 50 | Not Tested |  | $10 / 31 / 2014$ | 87 | 2.68 | 0.1 |
| 347 | S | 8.0 | 8.1 | 50 | Not Tested |  | $10 / 31 / 2014$ | 73 | 2.68 | 0.1 |
| 347 | S | 8.1 | 8.2 | 50 | Not Tested |  | $10 / 31 / 2014$ | 77 | 2.70 | 0.1 |
| 347 | S | 8.2 | 8.3 | 50 | Not Tested |  | $10 / 31 / 2014$ | 149 | 3.36 | 0.5 |



Color Code
Substandard Skid Value (speed dependent)
Deficient Roughness (IRI) > 170 in/mi
Deficient Surface Distress (SDI) $\leq 2.4$
Excessive Rut $\geq 0.5$ in

## From:

Sent:
To:
Cc:
Subject:
Attachments:

Sheth, Pavan [Pavan.Sheth@dot.nj.gov](mailto:Pavan.Sheth@dot.nj.gov)
Thursday, August 18, 2016 10:08 AM
Sokalski, Amy
Azam, Sophia; LiSanti, Daniel; Omer, Marhaba; Bremer-Nei, Elise; Maniar, Nipa FW: NJ 55/47/347 Purpose \& Need Statement - Management Systems Data Request Route 55-47-347 Shotgun Letter (2016-8-5)_SJTPO.pdf

Good Morning Amy,
The Bureau of Transportation Data and Safety has received your Safety Management System Information request dated August 5, 2016. In response to your Safety Management System ranking request for Route 55 MP 20.00 to 21.75,
Route 47 MP 0.0 to 35.20 and Route 347 MP 0.00 to 8.33 , Various Municipalities, Cumberland - Cap May Counties. We have determined that these segments of roadway do not have any locations/areas that appear on any of our current priority crash lists based on 2011 to 2013 ( 3 years) crash data history.
It should be noted that the following milepost ranges are in the Ped/ Bike priority list. Amy please consult with the Office of Commuter Mobility (Elise Bremer-Nei or Nipa Maniar), since it is on their list.

- Route 47 MP 3.20-5.20, Route 47 MP 15.90-17.90, Route 47 MP 34.80-36.80 and Route 47 MP 7.80 9.80 roadway segments are ranked \# 63, \#165, \#211 and \#224, respectively on the Ped/Bike Priority List.

If you have any questions or require additional information, please do not hesitate to contact us.

```
Thanks,
Pavan Sheth, P.E.
Project Engineer, Traffic
Bureau of Transportation Data and Safety, NJDOT
609-530-5563(Work)
609-530-2593(Fax)
```

From: Sokalski, Amy [mailto:ASokalski@mccormicktaylor.com]
Sent: Friday, August 05, 2016 11:29 AM
To: Azam, Sophia; JohnB.Evans@dot.nj.gov; Bal, Harjit; Joshi, Sudhir; Liu, Sim; Dave, Urvi; Gresavage, Susan; Bertucci, Philip; Chris.Zacaj@dot.nj.gov; Kingsland, Debbie; Barretts, Chris
Subject: NJ 55/47/347 Purpose \& Need Statement - Management Systems Data Request
Good morning. McCormick Taylor is currently working with the South Jersey Transportation Planning Organization (SJTPO) on a Purpose \& Need Statement for the NJ 55/47/347 corridor in Cumberland and Cape May Counties, NJ. Attached is a request for management systems data for the study, including Straight Line Diagrams depicting the project limits.

Any input you can provide would be greatly appreciated. If possible, we could like to receive your input by Friday, August 26, 2016.

Thank you in advance for your assistance. Please feel free to contact me with any questions regarding this request. Thanks,

## Amy

Amy Sokalski, P.E., PTOE, PTP | Senior Project Engineer
O 856.793.0800 | F 856.793.0819 | asokalski@mccormicktaylor.com
McCORMICK TAYLOR
McCormick Taylor
700 East Gate Drive, Suite 201
Mount Laurel, NJ 08054
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## APPENDIX H

## STUDY ADVISORY COMMITTEE




Sign-In Sheet
South Jersey Transportation Planning Organization (SJTPO) NJ 55/47/347 Purpose and Need Study Study Advisory Committee Kick-Off Meeting August 11, 2016 2:00 PM


McCORMICK TAYLOR

# South Jersey Transportation Planning Organization (SJTPO) NJ 55/47/347 Purpose and Need Study 

## August 11, 2016 Study Advisory Committee Kick-Off Meeting Summary of Corridor Issues and Concerns

## 1. Safety Issues and Concerns

- Vehicle crashes
- Head-on crashes when vehicles passing
- Passing areas along Rt 47 \& Rt 347 should be evaluated to ensure adequate sight distance
- Slow moving vehicles and limited passing zones due to curving geometry lead to driver frustration. Drivers attempt to make unsafe passing maneuvers.
- Drivers traveling long distances falling asleep at wheel
- Speeding
- No advanced warning of drop in speed limit from 65 MPH to 55 MPH at Route 55 and 47
- Two fatalities have occurred this year at the Route 55 merge (2 lanes to 1 lane) north of Route 47
- Pedestrian deaths have occurred in Rio Grande area on Route 47
- Review the demographics of motorists involved in crashes along the corridor to identify whether any age group is overrepresented
- Local residents in Dennis Township and Woodbine Borough often involved in crashes
- Bayside Prison large employer and traffic generator
- Lack of lighting; especially at intersections
- There is a lack of lighting on the Route 47 and 347 corridors and is very dark at night
- The corridor also can get very foggy, making it difficult to see at night
- Vegetation control at intersections to improve sight lines
- Rumble strips installed on the shoulders of Route 347
- Sight distance concern approaching the Route 47/Broadway (CR 548) intersection due to the existing geometry of Route 47 (Maurice River Twp)
- Review whether Route 47/Hand Ave (CR 658) or Route 47/Dias Creek Rd (CR 612) are high crash locations due to significant side street activity (Middle Twp)
- Turning movements from Paper Mill Road (CR 550S) onto southbound Route 47 do not stop due to acute intersection angle (Dennis Twp)
- Review the northern end of Route 347 to identify whether a substandard horizontal curve exists at approx. MP 1.0 (Maurice River Twp)
- Left-turns from Route 347 onto Leesburg Belleplain Rd (CR 550) are a concern due to high speeds on Rt 347 and limited shoulders to bypass a yielding left-turn vehicle (Maurice River Twp)
- Route 347 curve at Hands Mill Rd has substandard geometry (Maurice River Twp)
- Potential vegetation sight distance obstructions at the Route 347/Lehner Road intersection (Dennis Twp)
- Wildlife
- Many deer crashes on Route 347, which is heavily wooded


## 2. Traffic Congestion/Operations

- Funnel affect caused by reduction in number of lanes
- Increased corridor congestion from people using corridor to avoid tolls
- Construction on parkway causing traffic to divert to corridor
- Port Elizabeth signal causes more traffic
- Traffic on secondary roads from people trying to escape corridor congestion
- Poor signage once vehicles leave highway can cause confusion
- Regional traffic tends to use Route 347, and local traffic uses Route 47
- Congestion on Route 47/347 is reduced south of Route 83
- Variable message sign on SB Route 55 directs motorists onto Route 49 when congestion is bad on Route 47/347 corridor
- Traffic signal at Route 55/Route 47 functions as a traffic calming measure for motorists exiting Route 55 during non-peak times
- Significant queuing along the northbound Route 47 approach to Mauricetown Road and northern merge with Route 347 (Maurice River Twp)
- Rio Grande area is congested central business district with significant activity, pedestrian crossings and numerous driveways (Middle Twp)
- The Route 47 approaches at the signalized intersections of Tyler Rd (CR 611) and Petersburg Rd (CR 610) through Dennisville need more green time (Dennis Twp)
- Motorists turning left from southbound Route 47 onto Courthouse Dennisville Rd (CR 657) can drive aggressively trying to beat the light (Dennis Twp)
- Intersection of Route $47 /$ Goshen Landing Rd (CR 615) is wide with large sweeping radii (Middle Twp)


## 3. Emergency Response/Incident Management

- Concerns of Route 47 as an evacuation route as Route 47 floods
- Cape May County is the $6^{\text {th }}$ most difficult county to evacuate in the nation
- Flooding below Port Elizabeth can inhibit response times
- There is also flooding on Route 47 between Route 38 and Wawa which can impact evacuations
- Flooding on GSP NB around MP 18.00 also impacts evacuation
- Congestion inhibits response to crashes
- 911 information (response times can likely be obtained from Cumberland and Cape May Counties if needed - can contact OEM attendees for this data)
- Fire companies can also provide response times if needed
- Cape May County Chiefs Association can provide NFIRS Report for all fire companies in county
- Cumberland County - contact local fire companies for response times (Heisterville, Port Elizabeth, Leesburg)
- Response for life threatening injuries in crashes is longer as life threatening medical assistance is privatized
- FEMA and state guidance discourages State police and emergency responders from responding to emergencies under conditions when wind speeds exceed 39 MPH
- Cape May County needs to be able to move equipment north when large storms approaching in order to protect it
- Need to have access to emergency shelters in Woodbine and Upper Township
- Many downed trees and traffic signal outages along corridor during storms
- Effectiveness of Sandy evacuations should be evaluated
- NJ State Police can provide any needed information regarding fatal crashes
- Bayside State Prison (on Route 47) evacuates to Bridgeton and uses Route 47
- Cape May County Jail also uses Route 47 for evacuation
- Local populations west of Route 47 (Heisterville, Leesburg, Dorcester) have very few accesses to Route 47, which is their evacuation route
- Routes 49/50 are also used as diversion routes
- Recent improvements along the corridor have not helped evacuation
- Concerned about EMS response during evacuations (ambulance companies in Millville and Belleplain)


## 4. Environmental Constraints

- Environmental constraints present the largest challenge to corridor solutions as any sort of development can impact many sensitive habitats
- Environmental permitting is a challenge
- Idling cars along the corridor produce harmful emissions


## 5. Transit/Pedestrians/Bicycles

- The corridor is unsafe for bicycle and pedestrian activity
- NJDOT Complete Streets policy should be incorporated into any alternative
- High pedestrian activity in Rio Grande area
- Many bus stops
- No marked pedestrian crossings
- Lack of lighting
- There is a lack of transit along the corridor
- Buses or shuttle service can be expanded in Rio Grande area
- One major bus route from Philly to Cape May (6 trips per day, 3 in each direction) - runs same schedule every day
- Although is technically a regional route, it becomes a local bus route for the Cape May County area
- No longer stops inside Bayside State Prison for safety reason, just stops outside the prison
- NJ Transit can provide bus stop information and running time information (contact Beth Waltrip)
- No other consistent transit/shuttle service - there is a senior bus system, but it is ondemand
- Route 552 is also a local bus in Cape May - services Route 47 out of Wildwood to Shore Road. This route has heavy ridership
- Any pedestrian improvements at/near bus stops would be helpful
- There are some safety issues near the shopping centers due to the high pedestrian activity
- The bus stop at Route 47/Delsea Dr and $2^{\text {nd }}$ Street (in front of Family Dollar) is very busy. There is also a safety concern because buses no longer turn left onto Route 9 (due to proximity of the left turn lane, it is not safe for buses to get into the LT lane), so the bus doesn't stop there anymore. People will run across the street to catch the bus when they realize the bus isn't going to stop.


## 6. Community/Business/Resident Concerns

- Because of congestion, people are not stopping to support local businesses
- Cape May County generates $\$ 6.1 \mathrm{~B}$ in business
- Municipalities must absorb service costs for visitors to area


## McCORMICK TAYLOR

- Quality of life
- Declining property values
- Discourages bike/ped activity
- Exhaust emissions
- Ecotourism is a growing industry and generating more traffic
- Congestion on corridor impacts movements of goods and services and causes an increase in operating costs for businesses
- Many people use the corridor to commute to Philadelphia and Cherry Hill

APPENDIX I PUBLIC SURVEY RESULTS

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#1

How important are the following issues on the Route 55/47/347 corridor?

| Answer Options | Serious Problem <br> (4) | Moderate <br> Problem <br> (3) | Minor Problem <br> (2) | Not a Problem <br> (1) | Don't <br> Know | Response <br> Count | Average Rating |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Too much traffic during summer season | 231 | 48 | 12 | 1 | 1 | 293 | 3.74 |
| Difficult to access corridor from driveways or non- <br> signalized intersections | 170 | 80 | 15 | 10 | 19 | 294 | 3.49 |
| Lack of right- and left-hand turn lanes cause delays <br> and/or safety hazards | 150 | 78 | 35 | 22 | 7 | 292 | 3.25 |
| No designated lanes for bicycles | 58 | 60 | 94 | 55 | 25 | 292 | 2.45 |
| Limited public transit options | 75 | 62 | 68 | 45 | 41 | 291 | 2.67 |
| Limited sidewalks for pedestrians | 69 | 68 | 75 | 53 | 27 | 292 | 2.58 |
| Vehicles speeding | 152 | 77 | 37 | 24 | 2 | 292 | 3.23 |
| Vehicles passing | 174 | 57 | 44 | 15 | 3 | 293 | 3.34 |
| School or transit buses making stops | 43 | 78 | 81 | 65 | 25 | 292 | 2.37 |
| Noise | 23 | 77 | 84 | 71 | 36 | 291 | 2.20 |
| Lack of lighting | 78 | 92 | 60 | 51 | 11 | 292 | 2.70 |
| Road flooding | 30 | 64 | 84 | 77 | 36 | 291 | 2.18 |
| Vegetation impeding sight distances | 36 | 60 | 87 | 95 | 13 | 291 | 2.13 |
| Traffic diverted onto local side streets resulting <br> from people trying to avoid corridor | 100 | 75 | 59 | 25 | 32 | 291 | 2.97 |
| Traffic negatively affecting local corridor <br> businesses or quality of life of residents | 129 | 73 | 41 | 19 | 30 | 292 | 3.19 |



How important are the following issues on the Route 55/47/347 corridor?

| Number | Response Date |  |
| :---: | :---: | :---: |
| 1 | Sep 28, 2016 1:27 PM | The adverse environmental impact of thousands of cars idling and spewing carbon monoxide is a condition that needs to be considered in any solution to the Rt 47 / 347 problems. Also, the 55 / 47 / 347 issues should not be considered as separate from Rt 40 and Rt 49 . |
| 2 | Sep 27, 2016 2:01 PM | I used to work in Cape May and live in Millville. The two major problems I saw was 1. Passing and 2. Congestion being caused by the intersections converging at the Dennisville Wawa. |
| 3 | Sep 27, 2016 1:33 PM | Too much traffic. Shore traffic not following keep right pass left. Speeding. Not following road signs. Residents can't even think about going on either corrifer on the weekends or holidays. |
| 4 | Sep 27, 2016 12:38 PM | Officers working on route 47 at the two prisons having issues getting to work on time due to heavy shore traffic on 47 and the intersection of 47 and 347. |
| 5 | Sep 27, 2016 10:25 AM | Extending 55 in South Jersey would help out of state people get to their destination quicker. However what makes South Jersey great is our wet lands. Widening roads will give our wildlife less land and wider roads to cross. I live off of 47 . My property would not be affected either way. I am against completing 55 for making it easier to visit. We are forest, fields and meadows. I say leave it that way. |
| 6 | Sep 27, 2016 9:37 AM | It takes forever to get home. Especially on the weekends. I live in Millville and my son works in Marmora. We really can't avoid this area. |
| 7 | Sep 27, 2016 3:46 AM | Very dangerous trying to enter your personal driveway to your home. <br> The school bus route is horrible. <br> No sidewalks for the children who have to walk to school. <br> Along with NO crossing guards or proper crosswalks. <br> Speeding is an occurance in the late hours of summer. <br> State Police being pulled from normal duties to direct traffic. <br> The exstension is long over due. <br> We need th get the heavy summer traffic off the local roads for the safety of the community. <br> More air pollution from traffic sitting for hours in summer heat. |
| 8 | Sep 27, 2016 3:45 AM | There are several bottlenecks where route 47 and 347 meet at both south and North ends that cause major congestion during the summer months. Farther south on route 47 there are other traffic issues that need to be addressed. Route 55 south all the way to the parkway with solve these problems in that summer months. It would also need better to evacuate during a hurricane. |
| 9 | Sep 27, 2016 3:44 AM | I grew up on rt 47 at the end if 55 and it has taken multiple minutes just to be able to leave the driveway even on non weekend times. In addition, I have seen multiple accidents and constantly hear sirens in our area. Also, when leaving my house in Leesburg to get to my elderly mother's house in Port Elizabeth, it can take twice as long because of the length of time of the lights. Lastly, I frequently hydroplane on rt 47 due to ruts from tractor trailers that have not been properly fixed. |
| 10 | Sep 27, 2016 2:36 AM | All of the "back roads" that local residents have been using to avoid the summer traffic during their daily commute are now being clogged up by shore traffic trying to avoid other shore traffic. A 15 minute drive to work turns into 45 between Thursday and Sunday. |
| 11 | Sep 27, 2016 1:55 AM | Exit 24 where 55 and 49 meet. When the ramp was redone there was a total disregard for the 7 houses with close to 20 drivers, their guests etc. on Sherman Ave and Hess streets. There is no reasonable or safe way for residents and their guests to exit Sherman Ave onto 49 especially to turn left. It is seriously dangerous especially during summer months. It was a ridiculously poor design which ignored the fact that people live on the streets mentioned. Something horrible is bound to happen sadly. |
| 12 | Sep 26, 2016 11:47 PM | Large number of fatal accidents |



| 23 | Sep 26, 2016 1:50 PM | I believe that the worst problems arise during the summer months when people from out of state cause unnecessary accidents and congestion on 55,347 , and 47 . They do not follow the "keep right except to pass" law on 55 . They refuse to merge and illegally pass on the right where 55 and 47 meet. They speed carelessly on local side streets, cut residents off when turning, and illegally pass on bends. I was almost hit head on this summer by a group of out of state people passing on 47 at the bend just north of Bayside prison. They passed 3 vehicles and came at me head on at the bend. Luckily they moved to the northbound shoulder and missed me by mere inches. The problems in this corridor are minor except for the summer months when our roads become congested due to shore traffic. I am a lifetime resident of Maurice river township and I wish that 55 was extended years ago to relieve this ever growing problem. I know, unfortunately, that is not the goal of this survey, but it should be. |
| :---: | :---: | :---: |
| 24 | Sep 26, 2016 1:08 PM | My children attend the Maurice River Township Elementary School. It's awful trying to get them to and from school safely. Something has got to be done before one of our children are hurt. NO THE NEW LIGHT HAS NOT HELPED! There is also children who live directly across from the school so they have to cross that street Monday thru Friday and I fear for their safety |
| 25 | Sep 26, 2016 11:18 AM | Bottle-necking of traffic at the end of 55 onto 47 for quite a ways in the summer. |
| 26 | Sep 26, 2016 11:14 AM | Local people are tied up in traffic just trying to get home from work. The light on 347 n Crossway Rd is designed for the shore traffic you might have to sit threw 2 light and 10 minutes later to get on to 47 |
| 27 | Sep 26, 2016 10:57 AM | The speed limit needs to be lowered on 55 there are to many accidents and deaths on this road people think it's a speed way |
| 28 | Sep 26, 2016 10:43 AM | Traffic lights add to congestion. They are not timed correctly. |
| 29 | Sep 26, 2016 10:02 AM | I have elderly parents that live in Maurice River Township. The traffic from Spring to Fall is so bad. Coming from out of county to get to their home is near impossible, especially on the weekends. I fear that in an emergency situation, I, nor any emergency vehicles could arrive there in a timely manner. It alsi affects their quality of life. They are afraid to drive on certain days, and cannot get to appointments or weekend events. |
| 30 | Sep 26, 2016 8:09 AM | Traffic problems are only on week ends with shore traffic |
| 31 | Sep 26, 2016 3:56 AM | rt 347 is a rd for the small towns around it , don't ruin that w/ the 55 extension |
| 32 | Sep 26, 2016 3:10 AM | My son and his family live on Rt 47 in Dorchester near 347. The traffics is horrendous even worse in the summer months. It's difficult to get out of their driveway. Often I end up going over mauricetown bridge into Millville to go home to Vineland It is a serious hazard to the local residents and children. Traffic backs up at a stand still. People pull into your driveway to urinate in the woods. The traffics coming out of the Maurice River Diner creates a serious problem. There are often accidents. |
| 33 | Sep 26, 2016 2:39 AM | I'm a member of Port Elizabeth Vol. Fire Co. We see way to many accidents at these intersection's ! Mostly from excess of speed ! I'm all for the environment but I'm more for the humane's that lose their live's at these intersection's! Just getting off my road is very dangerous! And I have to do that at least three time's a day! Spring Garden Rd. Port Elizabeth, NJ 08348 |
| 34 | Sep 22, 2016 2:34 PM | 55 ends in the middle of nowhere, dumping its traffic onto 47 all the way to the shore, causing summer traffic to be far worse than it should be. 55 should go all the way to the shore. |
| 35 | Sep 21, 2016 8:56 PM | This is one of the most beautiful drives I have ever done. I love to see the river, the birds, drive on a small road through forested areas, stop at roadside stands, and enjoy site-seeing along the way. I hope the corridor keeps its rural character. I think many people from the city like driving to shore for this vary reason. |


| 36 | Sep 21, 2016 6:39 PM | More traffic lights are NOT the answer. The traffic lights are a BIGGEST part of the traffic problem we have. They back up traffic badly, which causes people (both local \& out of town) to be aggravated and less likely to let people into the flow of traffic from business, side streets, driveways etc. You've tried adding traffic lights, and they do NOT work! They make things worse. Traffic flows fine on 55 until they hit that first light coming off of 55 heading south then things get backed up quick. Heading north to 55 is nightmare because of all the lights. Once you hit 55 it's smooth sailing. Time to do something different. |
| :---: | :---: | :---: |
| 37 | Sep 20, 2016 10:16 PM | There are too many lights that contributes to the traffic problem. |
| 38 | Sep 20, 2016 8:49 PM | Incredible congestion and serious problem leaving the island in storm situations. It adversely affects our economy by making it so difficult to come to the shore.We can not compete with areas where traffic is managed in a more modern way . |
| 39 | Sep 20, 2016 5:49 PM | Road kill is awful- perhaps fencing might help... |
| 40 | Sep 20, 2016 5:44 PM | During the summer, Friday through Sunday it's a parking lot from Rt. 55 all the way to Wildwood. |
| 41 | Sep 20, 2016 4:02 PM | Traffic delays are merely excess capacity as certain times (changeover and Sunday home bound) Route 55 should be extended to Route 83 as originally planned and a connection to parkway at Rte $83 / 9$ intersection would eliminate some excess capacity. Improved traffic signal light duration to fixed time onlyh at certain times on Route 47 would eliminate stopping traffic flow for 1-2 cars at peak flow |
| 42 | Sep 19, 2016 11:25 PM | Rampant tailgating causing numerous accidents. |
| 43 | Sep 19, 2016 10:50 PM | Rte 47 in Dennis twp major problem if it is some how blocked! |
| 44 | Sep 19, 2016 10:46 PM | Serious queues occur on SH55 southbound from mileposts 20-22 on Fridays and Saturdays while traffic queues on the northbound lane of SH47 from milepost 34-35 and northbound lane of SH347 from milepost 7 to the northern terminus. |
| 45 | Sep 19, 2016 8:17 PM |  |
| 46 | Sep 19, 2016 8:04 PM | When travelling South on 55 there should be better communication via electronic road signs. MAJOR DELAYS should not be the "go to" message. The GSP signs give you mileage and time to specific locations. You can break up traffic by diverting folks onto 47 or 49 . Also during the summer season the traffic lights below the $47 / 347$ merger should be timed to let more cars to come through. The $47 / 347$ merger is the BIGGEST reason for back ups...period. |
| 47 | Sep 19, 2016 7:33 PM | Left turn from 347 onto 550 toward Belleplain needs center turn lane; multiple unsynchronized traffic lights cause backups; |
| 48 | Sep 19, 2016 7:30 PM | I avoid going to the shore during the summer due to traffic. |
| 49 | Sep 19, 2016 7:28 PM | I specifically avoid this corridor during summer months on the weekends because the traffic it is beyond ridiculous. And, that is sad, because the destinations are a unique opportunity for the region. Also, it is frustrating because it is clearly a volume issue. That is clear because at other times of the year and/or other than at peak seasonal travel times, the route is perfectly fine. Furthermore, it is frightening to imagine what would happen in the event of an emergency that required an evacuation. |
| 50 | Sep 19, 2016 7:12 PM | Vehicles moving slowly in left lane on Rt 55 - causing road rage and dangerous right-hand passing. |
| 51 | Sep 19, 2016 7:10 PM | Short exit at 35A south |
| 52 | Sep 19, 2016 7:07 PM | Fix potholes and rough road patches. |
| 53 | Sep 19, 2016 5:58 PM | I have been traveling for 50 years to Cape May and have witnessed a general increase in volume over the years. I lived in Cape May City for 22 years and commute to Cumberland and Salem Counties for work. I only had a few instances in which my travels were impaired -- typically the Fridays of holiday weekends or Wildwoods fireman convention weekends or harley weekends. This is a beautiful ride and I find people would rather slow down, enjoy the ride vs getting a ticket for speeding. I find the above to be minor issues at most. |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#1

How important are the following issues on the Route 55/47/347 corridor?

| 54 | Sep 19, 2016 5:31 PM | The three lights between route 83 and 347 are a terrible traffic congestion issue as well as the WaWa, people trying to get out of the parking lot. I <br> suggest closing the access on 47 at the WaWa and make the traffic exit in the back of the lot and go down to the next intersection, turn left and go <br> back to red light red light to access 47 again. Very tricky coming thru there with people turning, exiting and parking across the street from it. |
| :---: | :---: | :--- |
| 55 | Sep 19, 2016 5:16 PM | Road backs up at the base of 55 going south in the summer.....too many people on this road....too many tragic fatal accidents due to speed and <br> passing. <br> This is a major evacuation route and needs to be a highway that connects to the GSP ...not a road that dumps into a small two lane rural highway! |
| 56 | Sep 19, 2016 1:40 PM | Lack of safe passing zones creates extensive delays caused by slow moving traffic. |
| 57 | Sep 18, 2016 7:30 PM | I drive th55, 47, 347 route every week. Its almost impossible to use this route on the weekends during the summer. I expect the population and <br> businesses of south Jersey suffer from the lack of high speed access by road. |
| 58 | Sep 18, 2016 5:16 PM | Evacuation of the Cape is very limited in the case of an emergency. |
| 59 | Sep 17, 2016 3:14 PM | When the traffic gets heavy, is way to get around the traffic |
| 60 | Sep 17, 2016 2:50 AM | The biggest/most serious issue is the lack of an adequate evacuation route when serious coastal storm/hurricaine threatens. While the traffic lights <br> might seem a solution to traffic flow, those same lights cause a serious impediment to traffic out of Cape May County. The safety issues are <br> obvious. <br> As the spector of more frequent and more serious storms seems likely, to ignore the wellbeing of thousands of visitors and residents is just <br> irresponsible. |
| 61 | Sep 16, 2016 11:12 PM | Traffic lights cause backups |
| 62 | Sep 16, 2016 8:46 PM | Cape May County depends heavily on good roads for our tourist industry. Our very old roads are impediment to our financial success as a tourism <br> industry. <br> Cape May County is prone to potentially deadly storms and requires modern roads for speedy and safe evacuation. Our roads are unsafe and too <br> many people lose their lives accordingly. |
| 63 | Sep 16, 2016 8:37 PM | Sep 16, 2016 8:36 PM |
| 64 | Wording of this questionnaire is automobile centered. Thanks for including questions on bike/ped applications |  |

## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Sep 29, 2016 6:28 PM | 47/347 congestion from traffic signal (both ends) | 47/83 intersection |  |  |  |  |
| 2 | Sep 29, 2016 2:57 AM | Route 55 merge onto Route 47 | Route 347 traffic light at <br> Mauricetown Crossway Road | Route 347 traffic light at Route 47 | Route 47 traffic lights in Dennisville and Route 83 |  |  |
| 3 | Sep 28, 2016 11:55 AM | coming off of route 47 and all of the traffic lights that follow. |  |  |  |  |  |
| 4 | Sep 28, 2016 1:27 AM | 47 \& 610 light | 347 in leesburg | 55 all of it. | 55 ending where it does | Coastal evacuation issues |  |
| 5 | Sep 28, 2016 12:27 AM | Congestion beginning at 47/347 to Route 83 |  |  |  |  |  |
| 6 | Sep 27, 2016 9:45 PM | From 47 and 55 jug handle south to dennisville |  |  |  |  |  |
| 7 | Sep 27, 2016 6:57 PM | 347 and 47 | 5 t to 47 |  |  |  |  |
| 8 | Sep 27, 2016 3:57 PM | All of Dennis two |  |  |  |  |  |
| 9 | Sep 27, 2016 3:33 PM | Dennis Township | Port Elizabeth | Route 347 where it meets 47 |  |  |  |
| 10 | Sep 27, 2016 2:14 PM | Excessive shore bound traffic on Rt. 347 |  |  |  |  |  |
| 11 | Sep 27, 2016 2:01 PM | Intersections near Rt83 and 347. Bottle necks And causes most traffic jams | All of 347. Could a third lane be added ( which would switch direction depending on need) | Passing length of 347 . I've see many near miss head on collisions due to cars passing at curves and passing multiple cars at one time. |  |  |  |
| 12 | Sep 27, 2016 1:33 PM | Route 49 ramp to 55 north blocking resident streets. | Traffic lights seem to make the traffic on route 47 even more backed up. Although they are needed there is just too much of a concentration of traffic on our roadways | Route 49 people passing in no pass zones. The detour for the route 50 bridge made it ALOT worse |  |  |  |
| 13 | Sep 27, 2016 1:22 PM | Rt 47/ Rt 322 Glassboro |  |  |  |  |  |
| 14 | Sep 27, 2016 12:38 PM | Making right turns on 47 at the 47/347 intersection. |  |  |  |  |  |
| 15 | Sep 27, 2016 12:04 PM | 55 south merge onto 47 . Traffic is always backed up to a stop up 55 |  |  |  |  |  |
| 16 | Sep 27, 2016 11:05 AM | 55/47 merge speeding mostly from out of state travelers | 47 and 347 , major holiday weekends local fire departments seem to clog up the roads even more than necessary with coin donation drops |  |  |  |  |
| 17 | Sep 27, 2016 10:50 AM | Maurice River Twp from 55 to 347. Congested traffic makes it difficult to exit driveways. | 47 in area of Dennis Twp. The two traffic lights create serious traffic back ups and accidents. |  |  |  |  |
| 18 | Sep 27, 2016 10:25 AM | New light in PortEizabeth on Route 47 brings things to a stand still even in winter months. |  |  |  |  |  |

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 19 | Sep 27, 2016 10:21 AM | Port Elizabeth congestion causes difficulty for residents daily life |  |  |  |  |  |
| 20 | Sep 27, 2016 10:05 AM | Can not cross the intersection of 347 and leesburg belleplain Rd. | Locals sitting in traffic to and from work | Where 47 and 347 meet in El Dora gets jammed and you'll sit for hours |  |  |  |
| 21 | Sep 27, 2016 9:49 AM | Making a left turn off of 47 onto Broadway St in Port Elizabeth. I'm afraid someone will hit me from behind as I wait to make the turn. | Traffic using Weatherby Rd as an alternate route. They speed as they turn onto Broadway. |  |  |  |  |
| 22 | Sep 27, 2016 9:37 AM | 47 be tween 55 and the split congestion | When 47 \& 347 join together at South end congestion | Speeding on 47 |  |  |  |
| 23 | Sep 27, 2016 8:42 AM | Light on 47 in port elizabeth causing severe back up | Light on 47 in port elizabeth no turn lane or turn signal |  |  |  |  |
| 24 | Sep 27, 2016 4:35 AM | Bumper to bumper traffic from the end of Rte 55 to the shore points |  |  |  |  |  |
| 25 | Sep 27, 2016 4:05 AM | The entire lengths of 55,47 \& 347 are a problem! |  |  |  |  |  |
| 26 | Sep 27, 2016 3:46 AM | Rt 55 and Rt 47 intersection | Rt 47 and Rt 347 .. both ends | Rt 47/347 at Maurice Town Causeway. | Basically anywhere between the end of 55 to the end of $347 / 47$ |  |  |
| 27 | Sep 27, 2016 3:45 AM | Left and right turns off of route 347 on to route 550 | Driving on route 550 Crossing 347 is very dangerous |  |  |  |  |
| 28 | Sep 27, 2016 3:44 AM | Attempting to cross 347 at station Rd | Light at 347 at Mauricetown causeway length of redness | Ruts in rt 47 that hold water during rain | Dim street lights | Inability to get out of driveway on rt 47 at the end of rt 55 | South Jersey autobahn known as rt 347 - so many accidents, speeding and passing |
| 29 | Sep 27, 2016 3:13 AM | 3554 Rt 47, Port Elizabeth, NJ...traffic volume makes it incredibly difficult and dangerous for residents to get in and out of their driveways | Maurice River Twp Elem School busses rely on the State Police at times to control traffic so busses can get in and out | 3554 Rt 47, Port Elizabeth, NJ, my daughter could not cross Rt 47 to get home from school numerous times due to heavy traffic in both directions and had to wait at a friend's house until I could pick her up | No sidewalks or crosswalks or crossing guards for students attending Maurice River Twp Elementary School |  |  |
| 30 | Sep 27, 2016 2:36 AM | Summer traffic on Route 47 \& 347 between Route 55 and Courthouse-Dennisville Road |  |  |  |  |  |

## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 31 | Sep 27, 2016 12:27 AM | 347 at one of the lakes has a very sharp curve. Almost got hit head on by someone speeding on wet road and loss control. |  |  |  |  |  |
| 32 | Sep 27, 2016 12:24 AM | 347 \& Mauricetown Causeway \&47 |  |  |  |  |  |
| 33 | Sep 27, 2016 12:15 AM | Last mile or so of 55 southbound | Where 55 ends and 47 meet. | Light at 47 and 347. |  |  |  |
| 34 | Sep 26, 2016 11:59 PM | Light where 47 \& 347 split- not adequate configuration for amount of traffic | When on 347 making any left turn is almost impossible \& can sit for 20 minutes before you are able to finally make if at all. | No backroads for locals to access to avoid the shoobies \& other shore traffics let alone accidents |  |  |  |
| 35 | Sep 26, 2016 11:48 PM | Vehicles making any left turn without a traffic light causes a lot of accidents in our town. |  |  |  |  |  |
| 36 | Sep 26, 2016 11:47 PM | Fatals on 55 | Fatals on 47 | Fatals on 347 |  |  |  |
| 37 | Sep 26, 2016 11:25 PM | To many accidents on 347. Reason unknown. | To many lights on 47 in DennisVille slowing traffic | Rte 47 MRTES school difficulty getting in and out |  |  |  |
| 38 | Sep 26, 2016 10:43 PM | pt.elizebeth | dennisville |  |  |  |  |
| 39 | Sep 26, 2016 10:21 PM | Speeding all along Route 347 in an effort to be "first" | Speeding from Schooner Land Road Exit on Route 55 to the end of Route 55 | Passing in no passing zones from Schooner Landing Road exit on Route 55 all the way down Route 347 , and then Route 47 | No lighting anywhere. | Road rage drivers everywhere. |  |
| 40 | Sep 26, 2016 10:17 PM | Constant stopping by Maurice river bridge |  |  |  |  |  |
| 41 | Sep 26, 2016 10:16 PM | Making a left turn onto Port Elizabeth Cumberland $\mathrm{Rd} /$ Broadway off of 47 . Safety concern with turn mid bend and right after bridge. | Merge at end of 55. Cars always fighting for first place. |  |  |  |  |
| 42 | Sep 26, 2016 10:04 PM | Making left turn onto lessburgbellplain rd | Light at 347 and Mauricetown causeway stays green too long for people traveling on 347 already those trying to turn onto 347 get stuck then the light at 47 gets backed up and people stuck blocking traffic. |  |  |  |  |
| 43 | Sep 26, 2016 9:22 PM | 47 and Broadway in Port Elizabeth | 47 and at the MRT school | 47 and in front of the MR diner | Some parts of 347 |  |  |
| 44 | Sep 26, 2016 8:45 PM | By the Maurice River School and Port Elixabeth post office |  |  |  |  |  |
| 45 | Sep 26, 2016 8:07 PM | 47 Mauricetown crossing | 55 and 47 | 347 leesburg bellplain rd |  |  |  |

## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 46 | Sep 26, 2016 6:58 PM | Rt 47 and rt 347 Port Elizabeth side |  |  |  |  |  |
| 47 | Sep 26, 2016 6:40 PM | 55\&47 | 347\&47 | 47\& Petersburg rd | 47\&83 | 47\&court house dennisville rd |  |
| 48 | Sep 26, 2016 6:27 PM | Speeding route 47 between Dorchester and delmont | Backed up traffic 47 Dorchester to leesburg | Passing in no passing zone route 47 delmont | Speeding route 47 delmont | Limited sight distance route 47 delmont |  |
| 49 | Sep 26, 2016 6:15 PM | if you took out all the traffic lights wouldnt it create a smooth flow. the back up would occur at the shore where they are making the most money from the summer tourists |  |  |  |  |  |
| 50 | Sep 26, 2016 6:10 PM | The point where it goes from 4 to 2 lanes | It needs to be 4 lanes to the parkway |  |  |  |  |
| 51 | Sep 26, 2016 6:09 PM | Trying to get anywhere along 47 on a weekend | Traffic lights at 47 and 347 |  |  |  |  |
| 52 | Sep 26, 2016 5:49 PM | where rte 47 and 55 meet |  |  |  |  |  |
| 53 | Sep 26, 2016 5:45 PM | Where 47 and 347 meet | The intersection of 47 and Tyler road | Intersection of 47 and Rt 610 | Intersection of 47 and Rt 83 |  |  |
| 54 | Sep 26, 2016 5:23 PM | Rt 47at dennisvile |  |  |  |  |  |
| 55 | Sep 26, 2016 5:20 PM | 55 merge into 47 | Cars turning left into MRT school driveway | Trying to cross 47/347 from Station Rd/ Leesburg Belleplain Rd | 47/347 split | Traffic turning to/from MRT diner very dangerous!! |  |
| 56 | Sep 26, 2016 4:43 PM | All of RT 47 from end of RT 55 to end of RT 347 and RT 47 from wawa light in Dorchester to light in Eldora (old Delsea Dr) |  |  |  |  |  |
| 57 | Sep 26, 2016 3:13 PM | Bridge in Port Elizabeth | Rt 47 south volume from Wawa to 347 light has increased |  |  |  |  |
| 58 | Sep 26, 2016 2:18 PM | 347 making turns | Out of diner making turns | Making turns going north on Friday Saturdays sundays | 34747 people racing in dirt to pass vehicles | Cars racing down country roads to get out of tradfic |  |
| 59 | Sep 26, 2016 1:08 PM | Maurice River school |  |  |  |  |  |
| 60 | Sep 26, 2016 12:42 PM | Route 47 and Broadway in Port Elizabeth. Traffic coming south are surprised when they come over the bridge on 47 to find a vehicle stopped in the road trying to make a left turn onto Broadway. |  |  |  |  |  |
| 61 | Sep 26, 2016 12:32 PM | 55/47 light- congestion | Schooner landing road to avoid 55- congestion | New traffic light at 47/port Cumberland rd | Cars turning into and out of Maurice river diner on 47 | Traffic lights aren't coordinated between Mauricetown causeway/47 and 347 light. Cars trying to get to 347 block 47 because lights to coordinate properly | Speeding/passing is scary and dangerous- on 47 residential areas |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 62 | Sep 26, 2016 11:38 AM | Vehicles making turns into and out of restaurant just before 47 \& 347 meet in Dorchester. Safety concern due to high speeds \& lack of traffic turn lane | Traffic Dow on 47 (between port Elizabeth \& dorchester) does not often allow for residence to enter roadway from side roads or private driveways |  |  |  |  |
| 63 | Sep 26, 2016 11:18 AM | Bottle neck - 55 and 47 | Traffic jams/slow traffic - 55 and 47 |  |  |  |  |
| 64 | Sep 26, 2016 11:14 AM | Where 47 n 347 meets in mauricio river town ship | 347 n 47 meet again I think it's cape may counrty |  |  |  |  |
| 65 | Sep 26, 2016 10:57 AM | 47 near mrt school | Near wawa at the light |  |  |  |  |
| 66 | Sep 26, 2016 10:44 AM | School/firehall in port Elizabeth: difficult to turn out of school |  |  |  |  |  |
| 67 | Sep 26, 2016 10:02 AM | route 47 from Port Elizabeth to Dorchester | Route 55 Through Millville to Port Elizabth |  |  |  |  |
| 68 | Sep 26, 2016 3:58 AM | the very end of 55 where merging occurs due to high speeders trying to get 1 car ahead of others | illegal passing on both route 47 and 347 while trying to get ahead of traffic |  |  |  |  |
| 69 | Sep 26, 2016 3:54 AM | 49 east to 55 | 55 to 47 | 347 to 47 |  |  |  |
| 70 | Sep 26, 2016 3:14 AM | 347 old trees falling across road/entire length | 347 pot holes in need of repair |  |  |  |  |
| 71 | Sep 26, 2016 3:10 AM | Cars getting off Rt 55 onto Rt 47 | Traffic back up at Port Eliz for house and MRT Elementary School | Traffic entering and leaving <br> Maurice River Diner | Difficulty entering and leaving residents driveways on Rt 47 | Back up of traffic going into 347 and immediate area |  |
| 72 | Sep 26, 2016 2:39 AM | Rt. 55 and Rt. 47 Jug handle. | Rt. 347 and Mauricetown cause way | Rt. 47 and Mauricetown cause way | Rt. 47 and Broadway |  |  |
| 73 | Sep 25, 2016 12:28 AM | RT 347 needs better lighting and or more reflective sidemarkers | Rt 347 Needs double yellow line from end to end 45 mph speed limit | More police patrol | RT 47 needs better traffic light sinc. | RT 55 needs longer slow down speed limiting for RT 47 transition | Use Solar panels to provide lighting on RT347 |
| 74 | Sep 23, 2016 8:10 PM | Traffic backup - 83/47 | Dennisville - traffic backup | 347 - dangerous cars passing |  |  |  |
| 75 | Sep 23, 2016 8:04 PM | 47 in Elizabethtown - New Light Causes Summer Traffic Delays | Intersection Route 47 and 347 <br> South End - Traffic Light and Merging Traffic cause significant delays on summer weekends | Route 47 South of 347 - Every Signalized Intersection creates compounding summertime delays | Route 47 Dennisville Wawa Entry and Exit onto 47 and Trucks parking on 47 creates serious safety hazards all year | Route 47-Bridges/Dams in Dennisville are too narrow and cause conflicts between cyclists, pedestrians, wildlife, and vehicles |  |
| 76 | Sep 21, 2016 8:56 PM | Traffic in Port Elizabeth area |  |  |  |  |  |
| 77 | Sep 21, 2016 6:39 PM | Traffic lights all along 347 |  |  |  |  |  |
| 78 | Sep 21, 2016 6:16 PM | 47 between 55 and 347 |  |  |  |  |  |
| 79 | Sep 21, 2016 4:54 PM | back up in season at 47 and 347 | Continued back up on 47 entire way till Rio Grande |  |  |  |  |

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route 347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 80 | Sep 21, 2016 12:35 PM | because of Route 347 traffic congestion -- we chose to travel to Delaware instead of the Jersey Shore during the Spring, Summer and Fall seasons | Route 55 poor lighting at night -Difficulty seeing the road and the signs are hard to read | Route 55 needs to be completed to allow for ease of access to the shore points | Route 40 is congested between Delaware Bridge and Route 55 -many accidents occur on this road because of local farm traffic, etc. The road should include passing lanes in congested areas and in known areas where the farms are preserved -- provide Tractor Access Lanes | No direct highway from the Delaware Memorial Bridge to the Shore points | No direct highway to meet the needs of Eastern Salem and Western Cumberland County! |
| 81 | Sep 20, 2016 5:49 PM | THe intersection after court house- going north- its a 4 watky with only a stop sign and it's ALWAYS scary! |  |  |  |  |  |
| 82 | Sep 20, 2016 5:37 PM | Heavy back up in Cape May County where 47 and 347 meet | Heavy back on 47 due to red lights in Woodbine/Dennisville/ and Goshen | Heavy back on Route 55 south during summer season trying to get to 47 |  |  |  |
| 83 | Sep 20, 2016 5:25 PM | 47 | 347 |  |  |  |  |
| 84 | Sep 20, 2016 4:02 PM | Rte 47 at Court House S. Dennis Road | Rte 47 between Tyler Road and Court House - S Dennis Rd |  |  |  |  |
| 85 | Sep 20, 2016 3:38 PM | Route 347 and 47-congestion | Route 55-speeding | Route 47-sidewalks | All roads--too much congestion |  |  |
| 86 | Sep 20, 2016 9:57 AM | Traffic issues at southern end of Rte. 55 with red light arrangement. |  |  |  |  |  |
| 87 | Sep 19, 2016 11:34 PM | traffic at traffic lights southbound ii on 47 | impatient people passing on curves on 347 | cars turning on 47 with no turn lanes | get stuck in southbound traffic leaving work on 347 (summer) | no room for pedestrians or bikes on 47 or 347 |  |
| 88 | Sep 19, 2016 10:46 PM | 55 SB at milepost 20-22 | 47 NB at milepost 34-35 | 347 NB at milepost 7 to northern terminus |  |  |  |
| 89 | Sep 19, 2016 10:38 PM | Speeding, especially in the warmer months. | Why no 2 lanes in both directions, ad it's mostly forest? | Illegal passing. |  |  |  |
| 90 | Sep 19, 2016 9:15 PM | Every traffic signal backs up traffic during heavy traffic times | Extended red signals on side roads during weekends backs up traffic | Gridlock at north end of 347 \& 47 merge intersections |  |  |  |
| 91 | Sep 19, 2016 8:57 PM | 347 Seasonal Traffic \& Passing a serious problem |  |  |  |  |  |
| 92 | Sep 19, 2016 8:30 PM | Vehicles trying to exit Maurice River Township School in Port Elizabeth. Impossible to make left hand turns on Friday afternoons and Monday mornings. | Vehicles blocking entire intersection of Rt. 47 and Mauricetown Causeway. People block traffic heading south on 47 so then that backs up as well. | Vehicles blocking driveways at new traffic light in Port Elizabeth. Impacted Friday through Sunday all summer long. | Major accidents caused by unsafe speeds and passing on 347. Many ambulance calls each weekend. | Traffic jams at the three most southbound 55 exits. |  |
| 93 | Sep 19, 2016 8:21 PM | dennis township end of 347 |  |  |  |  |  |

## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 94 | Sep 19, 2016 8:17 PM | backups occur on Route 55 from Schooner Landing Road south | two lanes of heavy traffic on Route 55 merging at end onto Route 42 | intersection of Routes 47 and 552 (Sherman Ave) dangerous due to Wawa exits on north side of parking lot |  |  |  |
| 95 | Sep 19, 2016 8:08 PM | Too much congestion at the end of route 55 into route 47 during peak summer months | Too much congestion between the traffic lights on route 47 in Dennisville during peak summer months |  |  |  |  |
| 96 | Sep 19, 2016 8:07 PM | rt 47 and rt 83 |  |  |  |  |  |
| 97 | Sep 19, 2016 8:04 PM | 47/347 merger heading south |  |  |  |  |  |
| 98 | Sep 19, 2016 7:48 PM | 55 All exit ramps are too sharp | 55 Many exit ramps are too close together-particularly Exit 27,29 | Route 47 Speeding and irregular turning Lanes | Cell Phone Use by trucks | 55,47, 347 People do not stay in LANES!! | 55,47,347 |
| 99 | Sep 19, 2016 7:42 PM | Rt.55-all on ramps-cars speeding on and not slowing down to merge onto Hwy. They feel they have right of way and speed onto rd almost causing accidents |  |  |  |  |  |
| 100 | Sep 19, 2016 7:33 PM | 347 at 550 | light at Port Elizabeth |  |  |  |  |
| 101 | Sep 19, 2016 7:33 PM | Rt 55 - need more lighted billboards |  |  |  |  |  |
| 102 | Sep 19, 2016 7:30 PM | getting on 47/347 anywhere |  |  |  |  |  |
| 103 | Sep 19, 2016 7:28 PM | from the end of Rt 55 to Cape May |  |  |  |  |  |
| 104 | Sep 19, 2016 7:15 PM | Vehicles making right-turns from 47 onto 347 at the light. You can sit there for 5-6 light changes during the summer months. |  |  |  |  |  |
| 105 | Sep 19, 2016 7:12 PM | Bend on Rt. 47 in Vineland by Rossi Honda is an accident risk | Narrowing down to one lane at each end of 55 causes major traffic delays. 55NB delays could be eased by keeping two lanes on overpass and dumping right hand lane into RT42 exit 13 | Lack of access to Rt42 South from 55NB causes traffic congestion in Deptford mall area |  |  |  |
| 106 | Sep 19, 2016 7:11 PM | Left turns from Route 347 | Left turns from Route 47 |  |  |  |  |
| 107 | Sep 19, 2016 7:10 PM | Short Exit at 35A southbound must brake on highway itself |  |  |  |  |  |
| 108 | Sep 19, 2016 7:08 PM | curves n 347 - one slow vehicle and traffic is snarled | 347 near wawa at petersburg rd(?) no turning lanes |  |  |  |  |
| 109 | Sep 19, 2016 7:07 PM | Difficulty with being able to see at night on Route 55 | An increase in aggressive drivers in the summer months, especially heading to and from the shore |  |  |  |  |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
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347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 110 | Sep 19, 2016 7:07 PM | Rough road condition from 32A and North | Excessive speeding from exit 39 and North | Police patrol to control speeding, unsafe passing and motorcyclists driving carelessly |  |  |  |
| 111 | Sep 19, 2016 7:06 PM | ROUTE 55 N ONTO ROUTE 42 | ROUTE 55 S ONTO ROUTE 47 |  |  |  |  |
| 112 | Sep 19, 2016 5:31 PM | Route 47-the 3 lights between 347 and 83, slow traffic and back ups | WaWa parking emptiing onto 47, delays and hazards | 347 light not long enough during peak time for people to exit 47 and go south |  |  |  |
| 113 | Sep 19, 2016 5:16 PM | Base of 55 going south | 347 and 47 all have very winding roads......people go too fast....they try to pass! |  |  |  |  |
| 114 | Sep 19, 2016 5:07 PM | Too much traffic: throughout corridor, but particularly evident where there are traffic lights | Limited public transit: again, throughout the corridor. Reviving train service from city to shore points would be helpful |  |  |  |  |
| 115 | Sep 19, 2016 3:53 PM | where rte 55 ends into 47/347 the real issues begin. Roads cannot accommodate the amount of traffic | our office is located on route 47 . Speeding is extreme and accidents are frequent. | Lack of left hand turning lanes in areas of rte 47 cause issues as cards speed by on the right when they shouldn't legally |  |  |  |
| 116 | Sep 19, 2016 3:20 PM | 347, 47 south, speeding and passing traffic | limited sight distance 347 | lack of lighting 347 | too much traffic during summer all areas |  |  |
| 117 | Sep 19, 2016 3:00 PM R | Northbound vehicles making left turns at Lillians Market/Maurice River Diner are a safety concern due to lack of turn lane emerging from the Rt 347 curve. | Southbound vehicles making a left turn onto Route 548 due to lack of turn lane are a safety concern coming over the bridge on a curve in both directions. | Crossing 347 on Leesburg <br> Belleplain Road is dangerous; a traffic light would be helpful. |  |  |  |
| 118 | Sep 19, 2016 2:51 PM | Rt 47 lacks adequate lighting | Rt 47 lacks adequate bike lanes | Rt 47 congestion in general in summer. | Rt 55 needs "get out of left lane if not passing" signage | warning signage should be put-up <br> to alert drivers of stopped/slowed traffice ahead in areas where there is limited vision when approaching (ie. curves in road prior to dense traffick problems) |  |
| 119 | Sep 19, 2016 2:46 PM | speed and passing 347 between 47 N and 47 S intersections | congestion end of rt 55 | congestion through dennisville and at 47/83 |  |  |  |
| 120 | Sep 19, 2016 1:53 PM | End of 55 getting on to 347 major traffic jams |  |  |  |  |  |
| 121 | Sep 19, 2016 1:51 PM | 47/347 traffic signal | 347/ Leesburg / Bellplain Rd. needs traffic signal |  |  |  |  |
| 122 | Sep 19, 2016 1:49 PM | 47/347 traffic signal | 347/ Leesburg / Bellplain Rd. intersection needs traffic signal |  |  |  |  |

## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#2

Please use the space below to describe the corridor locations where you believe any of the above issues are most
predominant.
Note: Please be as specific as possible in your location descriptions. For example: "Vehicles making left-turns from Route
347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes."

| Number | Response Date | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: | Key corridor issue and location: |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 123 | Sep 19, 2016 1:40 PM | 347 Between Mauretown Crossway Road and NJ83 |  |  |  |  |  |
| 124 | Sep 19, 2016 1:28 PM | end of 55, transition to single lane, traffic backs up | traffic backups at Port Elizabeth new traffic light | 347, road curves, no areas to pass slower traffic | limited line of sight, multiple intersections along 47, 347 | no left hand turn lanes creates backups, passing on shoulder | many angles intersections 47, 347 limited line of sight |
| 125 | Sep 19, 2016 12:36 PM | Vehicles making left-turns from Route 347 onto Leesburg Belleplain Road are a safety concern due to high speeds and a lack of turn lanes." | Traffic light at Route 347 and Mauricetown Crossway needs greater capacity so that traffic does not back up. | Traffic light at Routs 47 and 347 need to allow for greater capacity as to not back up traffic. | Add extra lanes to roads to provide greater volumes. If 1 lane was added it could be directional for traffic go to shore on Fridays and Saturdays with the ability to change direction for shore traffic leaving on Sundays. |  |  |
| 126 | Sep 19, 2016 12:28 PM | Rt 55 SB off ramp to Rt 49 - two lane design is poorly designed/signed, traffic signal timing could be improved. | Rt 347 and Rt 47 corridors. The main problems are limited to seasonal traffic. It only a limited number of weekends per year. Lets just live with it, no need for major changes, just some added safety imporvements | Rt 47 and RT 347 - Passing on two lane highways is an issue. Should be elimitied on most sections. |  |  |  |
| 127 | Sep 18, 2016 7:30 PM | Rt 55 is high speed and needs to be pothole free | 55 South below RT 49 exit not that well maintained | 347 is a winding road and dangerous to pass on | 47 has a lot of local lights that back up traffic | Exit 50 AB northbound is a dangerous overlap |  |
| 128 | Sep 18, 2016 9:22 AM | Rt. 49 in Millville | Rt. 49 at intersection with Rt. 50 | Rt 347 and Rt 550 | Left turn light on Rt 50 unto Marmora Rd. | Rt. 47 in Dennisville |  |
| 129 | Sep 17, 2016 3:14 PM | 47 | Through Dennis Township | Traffic lights |  |  |  |
| 130 | Sep 17, 2016 10:20 AM | Hands Mill curve |  |  |  |  |  |
| 131 | Sep 17, 2016 12:51 AM | End of Route 55 to Garden State Parkway |  |  |  |  |  |
| 132 | Sep 16, 2016 11:12 PM | Rt 550 turn off to Belleplain | South Dennis Rd on to Rt 47 |  |  |  |  |
| 133 | Sep 16, 2016 9:06 PM | trafic on 347,47 between wildwood and port noris |  |  |  |  |  |
| 134 | Sep 16, 2016 8:37 PM | All | All | All | All | All | All |
| 135 | Sep 16, 2016 8:36 PM | 55/47 | Flow | 47/347 | Flow | 347 | Rumble strips counter to bicycle safely |
| 136 | Sep 16, 2016 8:14 PM | Heavy raffic congestion the entire length of Route 347 | Vehicles passing on shoulder of road trying to go around congestion | Vehicles making left turns from Route 347 onto Lessburg Belleplain Road are a safety concern due to speeding and no turning lanes |  |  |  |
| 137 | Sep 16, 2016 8:08 PM | 55 merging onto 47 | 47 \& 347 intersection |  |  |  |  |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| ---: | ---: | :---: |
| $\mathbf{1}$ | Sep 29, 2016 6:29 PM | 08094 |
| $\mathbf{2}$ | Sep 29, 2016 2:58 AM | 08204 |
| $\mathbf{3}$ | Sep 28, 2016 1:29 PM | 08210 |
| $\mathbf{4}$ | Sep 28, 2016 11:55 AM |  |
| $\mathbf{5}$ | Sep 28, 2016 1:28 AM | 08332 |
| $\mathbf{6}$ | Sep 28, 2016 12:28 AM | 09270 |
| $\mathbf{7}$ | Sep 27, 2016 10:41 PM | 08302 |
| $\mathbf{8}$ | Sep 27, 2016 9:46 PM | 08332 |
| $\mathbf{9}$ | Sep 27, 2016 9:41 PM | 08361 |
| $\mathbf{1 0}$ | Sep 27, 2016 9:33 PM | 08332 |
| $\mathbf{1 1}$ | Sep 27, 2016 7:54 PM | 08360 |
| $\mathbf{1 2}$ | Sep 27, 2016 4:10 PM | 08332 |
| $\mathbf{1 3}$ | Sep 27, 2016 3:57 PM | 08062 |
| $\mathbf{1 4}$ | Sep 27, 2016 3:34 PM | 08333 |
| $\mathbf{1 5}$ | Sep 27, 2016 3:33 PM | 08210 |
| $\mathbf{1 6}$ | Sep 27, 2016 3:24 PM | 08230 |
| $\mathbf{1 7}$ | Sep 27, 2016 2:39 PM | 08332 |
| $\mathbf{1 8}$ | Sep 27, 2016 2:15 PM | 08349 |
| $\mathbf{1 9}$ | Sep 27, 2016 2:02 PM | 08012 |
| $\mathbf{2 0}$ | Sep 27, 2016 1:34 PM | 08332 |
| $\mathbf{2 1}$ | Sep 27, 2016 1:23 PM | 08332 |
| $\mathbf{2 2}$ | Sep 27, 2016 12:38 PM | 08071 |
| $\mathbf{2 3}$ | Sep 27, 2016 12:05 PM | 08320 |
| $\mathbf{2 5}$ | Sep 27, 2016 11:32 AM | 08315 |
| $\mathbf{2 7}$ | Sep 27, 2016 11:10 AM | 08062 |
| Sep 27, 2016 11:06 AM | 08329 |  |
|  | Sep 27, 2016 11:00 AM | 08210 |
|  |  | 08332 |
|  |  |  |
|  |  |  |
|  |  |  |


| Survey Respondent Zip Codes |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Millville } \\ 08332 \end{gathered}$ | $\begin{aligned} & \text { Leesburg } \\ & 08327 \end{aligned}$ | Vineland 08360 | Cape May Court House 08210 | Vineland 08361 | $\begin{array}{\|c\|} \hline \text { Port } \\ \text { Elizabeth } \\ 08348 \\ \hline \end{array}$ | $\begin{gathered} \text { Woodbine } \\ 08270 \end{gathered}$ | Delmont 08314 | Port Norris 08349 | Other |
| 46 | 16 | 15 | 14 | 13 | 13 | 10 | 8 | 6 | 91 |



SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| :---: | :---: | :---: |
| 28 | Sep 27, 2016 10:55 AM | 08332 |
| 29 | Sep 27, 2016 10:48 AM | 08028 |
| 30 | Sep 27, 2016 10:26 AM | 08270 |
| 31 | Sep 27, 2016 10:23 AM | 08348 |
| 32 | Sep 27, 2016 10:05 AM | 08324 |
| 33 | Sep 27, 2016 9:50 AM | 08062 |
| 34 | Sep 27, 2016 9:50 AM | 08438 |
| 35 | Sep 27, 2016 9:38 AM | 08332 |
| 36 | Sep 27, 2016 9:35 AM | 08322 |
| 37 | Sep 27, 2016 8:01 AM | 08327 |
| 38 | Sep 27, 2016 4:36 AM | 08344 |
| 39 | Sep 27, 2016 4:10 AM | 08270 |
| 40 | Sep 27, 2016 4:08 AM | 08318 |
| 41 | Sep 27, 2016 3:58 AM | 08734 |
| 42 | Sep 27, 2016 3:47 AM | 08348 |
| 43 | Sep 27, 2016 3:46 AM | 08327 |
| 44 | Sep 27, 2016 3:45 AM | 08327 |
| 45 | Sep 27, 2016 3:42 AM | 08094 |
| 46 | Sep 27, 2016 3:17 AM | 08348 |
| 47 | Sep 27, 2016 3:14 AM | 08348 |
| 48 | Sep 27, 2016 3:08 AM | 08210 |
| 49 | Sep 27, 2016 2:37 AM | 08327 |
| 50 | Sep 27, 2016 1:56 AM | 08332 |
| 51 | Sep 27, 2016 1:54 AM | 08314 |
| 52 | Sep 27, 2016 1:28 AM | 08214 |
| 53 | Sep 27, 2016 1:24 AM | 08270 |
| 54 | Sep 27, 2016 12:58 AM | 08332 |
| 55 | Sep 27, 2016 12:33 AM | 08332 |
| 56 | Sep 27, 2016 12:27 AM | 08332 |
| 57 | Sep 27, 2016 12:26 AM | 08332 |
| 58 | Sep 27, 2016 12:16 AM | 08360 |
| 59 | Sep 27, 2016 12:11 AM | 19426 |
| 60 | Sep 27, 2016 12:09 AM | 08349 |
| 61 | Sep 27, 2016 12:00 AM | 08071 |
| 62 | Sep 27, 2016 12:00 AM | 08332 |
| 63 | Sep 26, 2016 11:49 PM | 08327 |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| :---: | :---: | :---: |
| 64 | Sep 26, 2016 11:47 PM | 08332 |
| 65 | Sep 26, 2016 11:26 PM | 08332 |
| 66 | Sep 26, 2016 10:56 PM | 08080 |
| 67 | Sep 26, 2016 10:51 PM | 08214 |
| 68 | Sep 26, 2016 10:44 PM | 08344 |
| 69 | Sep 26, 2016 10:36 PM | 08327 |
| 70 | Sep 26, 2016 10:30 PM | 08349 |
| 71 | Sep 26, 2016 10:17 PM | 08348 |
| 72 | Sep 26, 2016 10:16 PM | 08348 |
| 73 | Sep 26, 2016 10:05 PM | 08329 |
| 74 | Sep 26, 2016 9:52 PM | 08332 |
| 75 | Sep 26, 2016 9:25 PM | 08360 |
| 76 | Sep 26, 2016 9:23 PM | 08348 |
| 77 | Sep 26, 2016 8:45 PM | 08327 |
| 78 | Sep 26, 2016 8:37 PM | 08204 |
| 79 | Sep 26, 2016 8:34 PM | 08332 |
| 80 | Sep 26, 2016 8:30 PM | 08316 |
| 81 | Sep 26, 2016 8:17 PM | 08348 |
| 82 | Sep 26, 2016 8:15 PM | 08345 |
| 83 | Sep 26, 2016 8:12 PM | 08332 |
| 84 | Sep 26, 2016 8:07 PM | 08316 |
| 85 | Sep 26, 2016 7:54 PM | 08332 |
| 86 | Sep 26, 2016 7:23 PM | 08332 |
| 87 | Sep 26, 2016 7:00 PM | 08332 |
| 88 | Sep 26, 2016 6:59 PM | 08348 |
| 89 | Sep 26, 2016 6:35 PM | 08312 |
| 90 | Sep 26, 2016 6:28 PM | 08314 |
| 91 | Sep 26, 2016 6:16 PM | 08314 |
| 92 | Sep 26, 2016 6:11 PM | 08270 |
| 93 | Sep 26, 2016 6:10 PM | 08349 |
| 94 | Sep 26, 2016 5:54 PM | 08251 |
| 95 | Sep 26, 2016 5:52 PM | 08314 |
| 96 | Sep 26, 2016 5:50 PM | 08316 |
| 97 | Sep 26, 2016 5:50 PM | 08332 |
| 98 | Sep 26, 2016 5:45 PM | 08214 |
| 99 | Sep 26, 2016 5:21 PM | 08327 |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| :---: | :---: | :---: |
| 100 | Sep 26, 2016 4:58 PM | 08332 |
| 101 | Sep 26, 2016 4:55 PM | 08332 |
| 102 | Sep 26, 2016 4:44 PM | 08316 |
| 103 | Sep 26, 2016 4:04 PM | 08314 |
| 104 | Sep 26, 2016 4:01 PM | 08327 |
| 105 | Sep 26, 2016 3:32 PM | 08332 |
| 106 | Sep 26, 2016 3:14 PM | 08314 |
| 107 | Sep 26, 2016 3:05 PM | 08844 |
| 108 | Sep 26, 2016 1:51 PM | 08314 |
| 109 | Sep 26, 2016 1:09 PM | 08332 |
| 110 | Sep 26, 2016 12:43 PM | 08314 |
| 111 | Sep 26, 2016 12:39 PM | 08332 |
| 112 | Sep 26, 2016 12:18 PM | 08332 |
| 113 | Sep 26, 2016 12:17 PM | 08332 |
| 114 | Sep 26, 2016 11:55 AM | 08332 |
| 115 | Sep 26, 2016 11:52 AM | 08332 |
| 116 | Sep 26, 2016 11:50 AM | 08327 |
| 117 | Sep 26, 2016 11:19 AM | 08332 |
| 118 | Sep 26, 2016 11:16 AM | 08349 |
| 119 | Sep 26, 2016 10:58 AM | 08327 |
| 120 | Sep 26, 2016 10:45 AM | 08094 |
| 121 | Sep 26, 2016 10:44 AM | 08080 |
| 122 | Sep 26, 2016 10:16 AM | 08332 |
| 123 | Sep 26, 2016 10:08 AM | 08327 |
| 124 | Sep 26, 2016 10:04 AM | 08037 |
| 125 | Sep 26, 2016 9:19 AM | 08332 |
| 126 | Sep 26, 2016 8:41 AM | 08270 |
| 127 | Sep 26, 2016 8:10 AM | 08270 |
| 128 | Sep 26, 2016 3:58 AM | 08324 |
| 129 | Sep 26, 2016 3:56 AM | 08324 |
| 130 | Sep 26, 2016 3:15 AM | 08348 |
| 131 | Sep 26, 2016 3:15 AM | 08210 |
| 132 | Sep 26, 2016 3:12 AM | Currently 08361 but lived on Rt 47 Dorchester for over 15 yrs |
| 133 | Sep 26, 2016 2:40 AM | 08348 |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| :---: | :---: | :---: |
| 134 | Sep 26, 2016 2:33 AM | 08327 |
| 135 | Sep 25, 2016 12:29 AM | 08360 |
| 136 | Sep 24, 2016 4:03 PM | 08096 |
| 137 | Sep 23, 2016 8:11 PM | 08202 |
| 138 | Sep 23, 2016 8:05 PM | 08270 |
| 139 | Sep 23, 2016 11:15 AM | 08226 |
| 140 | Sep 21, 2016 9:26 PM | 19803 |
| 141 | Sep 21, 2016 6:41 PM | 08327 |
| 142 | Sep 21, 2016 6:17 PM | 08348 |
| 143 | Sep 21, 2016 4:54 PM | 08210 |
| 144 | Sep 21, 2016 1:32 AM | 08081 |
| 145 | Sep 20, 2016 11:49 PM | 08230 |
| 146 | Sep 20, 2016 10:17 PM | 08270 |
| 147 | Sep 20, 2016 10:04 PM | 08210 |
| 148 | Sep 20, 2016 9:59 PM | 08210 |
| 149 | Sep 20, 2016 9:18 PM | 08081 |
| 150 | Sep 20, 2016 8:50 PM | 08260 |
| 151 | Sep 20, 2016 8:28 PM | 08349 |
| 152 | Sep 20, 2016 5:51 PM | 08260 |
| 153 | Sep 20, 2016 5:45 PM | 08360 |
| 154 | Sep 20, 2016 5:37 PM | 08210 |
| 155 | Sep 20, 2016 5:28 PM | 08332 |
| 156 | Sep 20, 2016 5:08 PM | 08344 |
| 157 | Sep 20, 2016 4:03 PM | 08214 |
| 158 | Sep 20, 2016 3:38 PM | 08210 |
| 159 | Sep 20, 2016 1:16 PM | 08361 |
| 160 | Sep 20, 2016 1:14 PM | 08361 |
| 161 | Sep 20, 2016 12:57 PM | 08361 |
| 162 | Sep 20, 2016 10:46 AM | 08360 |
| 163 | Sep 20, 2016 2:11 AM | 08210 |
| 164 | Sep 20, 2016 1:32 AM | 08360 |
| 165 | Sep 19, 2016 11:36 PM | 08251 |
| 166 | Sep 19, 2016 11:25 PM | 08332 |
| 167 | Sep 19, 2016 10:51 PM | 08332 |
| 168 | Sep 19, 2016 10:46 PM | 08348 |
| 169 | Sep 19, 2016 10:38 PM | 08204 |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| :---: | :---: | :---: |
| 170 | Sep 19, 2016 9:49 PM | 08341 |
| 171 | Sep 19, 2016 9:30 PM | 08360 |
| 172 | Sep 19, 2016 9:24 PM | 08361 |
| 173 | Sep 19, 2016 9:17 PM | 08324 |
| 174 | Sep 19, 2016 8:58 PM | 08302 |
| 175 | Sep 19, 2016 8:30 PM | 08316 |
| 176 | Sep 19, 2016 8:26 PM | 08360 |
| 177 | Sep 19, 2016 8:18 PM | 08361 |
| 178 | Sep 19, 2016 8:10 PM | 08360 |
| 179 | Sep 19, 2016 8:09 PM | 08332 |
| 180 | Sep 19, 2016 8:07 PM | 08361 |
| 181 | Sep 19, 2016 8:06 PM | 08108 |
| 182 | Sep 19, 2016 7:50 PM | 08322 |
| 183 | Sep 19, 2016 7:49 PM | 08062 |
| 184 | Sep 19, 2016 7:42 PM | 08318 |
| 185 | Sep 19, 2016 7:34 PM | 08360 |
| 186 | Sep 19, 2016 7:34 PM | 08001 |
| 187 | Sep 19, 2016 7:34 PM | 08326 |
| 188 | Sep 19, 2016 7:31 PM | 08360 |
| 189 | Sep 19, 2016 7:23 PM | 08270 |
| 190 | Sep 19, 2016 7:20 PM | 08312 |
| 191 | Sep 19, 2016 7:18 PM | 08360 |
| 192 | Sep 19, 2016 7:16 PM | 08332 |
| 193 | Sep 19, 2016 7:12 PM | 08062 |
| 194 | Sep 19, 2016 7:12 PM | 08361 |
| 195 | Sep 19, 2016 7:11 PM | Glassboro |
| 196 | Sep 19, 2016 7:09 PM | 08234 |
| 197 | Sep 19, 2016 7:08 PM | 08361 |
| 198 | Sep 19, 2016 7:07 PM | 08028 |
| 199 | Sep 19, 2016 7:07 PM | 08361 |
| 200 | Sep 19, 2016 7:07 PM | 08332 |
| 201 | Sep 19, 2016 7:07 PM | 08360 |
| 202 | Sep 19, 2016 7:05 PM | 08361 |
| 203 | Sep 19, 2016 7:03 PM | 08090 |
| 204 | Sep 19, 2016 5:58 PM | 08204 |
| 205 | Sep 19, 2016 5:32 PM | 08332 |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

QUESTION \#3
What is the zip code where you reside?

| Number | Response Date | Response |
| ---: | ---: | :---: |
| $\mathbf{2 0 6}$ | Sep 19, 2016 5:17 PM | 08260 |
| $\mathbf{2 0 7}$ | Sep 19, 2016 5:07 PM | 08210 |
| $\mathbf{2 0 8}$ | Sep 19, 2016 4:09 PM | 08204 |
| $\mathbf{2 0 9}$ | Sep 19, 2016 4:06 PM | 08318 |
| $\mathbf{2 1 0}$ | Sep 19, 2016 3:53 PM | 08361 |
| $\mathbf{2 1 1}$ | Sep 19, 2016 3:24 PM | 08332 |
| $\mathbf{2 1 2}$ | Sep 19, 2016 3:01 PM | 08327 |
| $\mathbf{2 1 3}$ | Sep 19, 2016 2:58 PM | 08002 |
| $\mathbf{2 1 4}$ | Sep 19, 2016 2:56 PM | 08302 |
| $\mathbf{2 1 5}$ | Sep 19, 2016 2:52 PM | 08260 |
| $\mathbf{2 1 6}$ | Sep 19, 2016 2:51 PM | 08270 |
| $\mathbf{2 1 7}$ | Sep 19, 2016 2:47 PM | 08318 |
| $\mathbf{2 1 8}$ | Sep 19, 2016 2:36 PM | 08332 |
| $\mathbf{2 1 9}$ | Sep 19, 2016 1:59 PM | 08260 |
| $\mathbf{2 2 0}$ | Sep 19, 2016 1:53 PM | 08360 |
| $\mathbf{2 2 1}$ | Sep 19, 2016 1:52 PM | 08327 |
| $\mathbf{2 2 2}$ | Sep 19, 2016 1:45 PM | 08210 |
| $\mathbf{2 2 3}$ | Sep 19, 2016 1:41 PM | 19720 |
| $\mathbf{2 2 4}$ | Sep 19, 2016 1:29 PM | 08361 |
| $\mathbf{2 2 5}$ | Sep 19, 2016 1:22 PM | 08302 |
| $\mathbf{2 2 6}$ | Sep 19, 2016 1:16 PM | 08234 |
| $\mathbf{2 2 7}$ | Sep 19, 2016 1:15 PM | 08302 |
| $\mathbf{2 2 8}$ | Sep 19, 2016 12:31 PM | 19810 |
| $\mathbf{2 2 9}$ | Sep 18, 2016 7:31 PM | 08212 |
| $\mathbf{2 3 0}$ | Sep 18, 2016 5:17 PM | 08210 |
| $\mathbf{2 3 1}$ | Sep 17, 2016 3:15 PM | 08098 |
| $\mathbf{2 3 2}$ | Sep 17, 2016 10:45 AM | 08214 |
|  |  |  |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#4

How long have you been a corridor resident (if applicable)?


## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#5

## What are your primary uses of the corridor (select all that apply)?:

| Answer Options | Response Percent | Response Count |
| :--- | :---: | :---: |
| Commute (work/school/other) | $54.7 \%$ | 145 |
| Business travel | $30.2 \%$ | 80 |
| Recreation/leisure | $71.7 \%$ | 190 |
| Day to day errands | $47.9 \%$ | 127 |
| Other (please specify) |  | 25 |
|  | answered question | 265 |
|  | skipped question | 29 |



| Number | Response Date | Other (please specify) |
| :---: | :---: | :---: |
| 1 | Sep 27, 2016 10:26 AM | Kids to school and rec |
| 2 | Sep 27, 2016 9:38 AM | I drive a school bus. We actually need police to get out of the parking lot. |
| 3 | Sep 27, 2016 4:08 AM | If it weren't for the terrible traffic I'd go to the shore. Unfortunately, it would take 3 hours of traffic on a weekend. I work all week so I don't even bother to go to the beach anymore |
| 4 | Sep 27, 2016 3:45 AM | Getting to family |
| 5 | Sep 27, 2016 3:14 AM | Reside there |
| 6 | Sep 27, 2016 1:56 AM | All of the above |
| 7 | Sep 27, 2016 12:11 AM | Visit family |
| 8 | Sep 27, 2016 12:00 AM | Family |
| 9 | Sep 26, 2016 9:23 PM | All of the above |
| 10 | Sep 26, 2016 6:41 PM | I drive 47\&347\&55 daily |
| 11 | Sep 26, 2016 5:50 PM | i deliver papers there every day of the week |
| 12 | Sep 26, 2016 3:32 PM | Family |
| 13 | Sep 26, 2016 12:33 PM | EVERDAY!!!!! |
| 14 | Sep 26, 2016 11:40 AM | My family lives in area. |
| 15 | Sep 26, 2016 11:16 AM | Visit my grandchildren but the traffic is so bad on weekends I don't bother going now |
| 16 | Sep 26, 2016 10:04 AM | To take care of Parents |
| 17 | Sep 26, 2016 3:12 AM | To visit my son and family |
| 18 | Sep 23, 2016 8:05 PM | cycling |
| 19 | Sep 21, 2016 6:41 PM | I use these roads everyday. Pretty much my whole family lives in this area. |
| 20 | Sep 19, 2016 11:36 PM | travel to phila regularly for transit and entertainment |
| 21 | Sep 19, 2016 8:06 PM | I have used this route to commute back and forth to work and now use it to visit family on the weekends. I have now started to use other roadways to eliminate having to use this corridor |
| 22 | Sep 19, 2016 5:32 PM | I work in Cape May Court House |
| 23 | Sep 19, 2016 4:09 PM | visiting family |
| 24 | Sep 19, 2016 12:31 PM | Several family members live at the Jersey shore, I travel the corridors frequently on a year round basis. |
| 25 | Sep 16, 2016 8:47 PM | I avoid the corridor on weekends. |

## SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public Survey

## QUESTION \#6

On average, how many days a week do you travel the corridor:

| Answer Options | Response Percent | Response Count |
| :---: | :---: | :---: |
| 1 | $3.3 \%$ | 9 |
| 2 | $10.6 \%$ | 29 |
| 3 | $8.4 \%$ | 23 |
| 4 | $8.1 \%$ | 22 |
| 5 | $15.8 \%$ | 43 |
| 6 | $7.0 \%$ | 19 |
| 7 | $29.7 \%$ | 81 |
| Less than one day a week | $14.3 \%$ | 39 |
| Other (please specify) | $2.9 \%$ | 8 |
|  | answered question | 273 |
|  | skipped question | 21 |



| Number | Response Date | Other (please specify) |
| :---: | :---: | :--- |
| $\mathbf{1}$ | Sep 27, 2016 4:08 AM | 55 daily |
| $\mathbf{2}$ | Sep 26, 2016 10:56 PM | Once a month |
| 3 | Sep 26, 2016 11:16 AM | There's only 2 ways to get to town from down here |
| 4 | Sep 20, 2016 9:18 PM | Mostly during summer months |
| $\mathbf{5}$ | Sep 20, 2016 5:28 PM | Once a week during spring \& summer months |
| $\mathbf{6}$ | Sep 19, 2016 9:30 PM | summer |
| 7 | Sep 19, 2016 7:31 PM | a couple weekend days during the summer. |
| $\mathbf{8}$ | Sep 19, 2016 2:56 PM | 2-3 times per year |

SJTPO Routes 55, 47 and 347 Safety and Congestion Study Public

## QUESTION \#7

What is your age?

| Answer Options | Response Percent | Response Count |
| :--- | :---: | :---: |
| Under 25 | $3.6 \%$ | 10 |
| 26 to 35 | $17.2 \%$ | 47 |
| 36 to 50 | $37.2 \%$ | 102 |
| 51 to 64 | $32.1 \%$ | 88 |
| 65 or over | $8.4 \%$ | 23 |
| Prefer not to answer | $1.5 \%$ | 4 |
|  | answered question | 274 |
|  | skipped question | 20 |



SJTPO Routes 55, 47 and 347 Safety and Congestion Study

## QUESTION \#8

What is your gender?

| Answer Options | Response Percent | Response Count |
| :--- | :---: | :---: |
| Male | $44.7 \%$ | 123 |
| Female | $53.8 \%$ | 148 |
| Prefer not to answer | $1.5 \%$ | 4 |
|  | answered question | 275 |
|  | skipped question | 19 |



## QUESTION \#9

## Please provide any other general comments on issues and concerns for the NJ 55/47/347 corridor.

| Number | Response Date | Response Text |
| :---: | :---: | :---: |
| 1 | Sep 28, 2016 11:57 AM | A welcome change to diffuse traffic would be welcomed as well as appreciated. |
| 2 | Sep 27, 2016 10:42 PM | Just extend 55 to the shore and quit talking about it. Just do the work! |
| 3 | Sep 27, 2016 3:59 PM | It's been this way for the last 20 years. So it will be this way for the next 20 years |
| 4 | Sep 27, 2016 3:35 PM | This has been discussed since about 1970...fix it...take ACTION. |
| 5 | Sep 27, 2016 1:24 PM | Rt 55/ Rt 47 too heavily traveled local roadways to the shore congested. Rt 55 should be extended to Cape May |
| 6 | Sep 27, 2016 11:08 AM | Traffic seems to flow better after the route 83 traffic light if you are heading south on Fridays and Saturdays (busiest days for southbound traffic) |
| 7 | Sep 27, 2016 9:39 AM | We need a full-on high way that dumps traffic straight from PA to the shore. |
| 8 | Sep 27, 2016 4:37 AM | You need 4 lanes from the end of Rte 55 to the shore |
| 9 | Sep 27, 2016 4:11 AM | Add lanes to 47 \& 347. If not a complete road widening, at least make passing lanes like Delaware has! Also the backup on 55 that lets you off on 47 is terrible |
| 10 | Sep 27, 2016 3:45 AM | It needs to be fixed... There should be a direct extension of rt 55 to cape may |
| 11 | Sep 27, 2016 3:44 AM | People are speeding way over the speed limit |
| 12 | Sep 27, 2016 3:25 AM | The Rt 55 extension is long overdue. More people are commuting further to work or taking day trips to and from the shore using the main artery of Rt 47 . The single lane highway can no longer accommodate the daily let alone seasonal volume. |
| 13 | Sep 26, 2016 10:23 PM | Have no idea what the answer is, but the corridor need attention. |
| 14 | Sep 26, 2016 9:30 PM | Long overdue...... |
| 15 | Sep 26, 2016 9:25 PM | It seems as if people have no respect for other drivers anymore, safe and defensive drive does not exist anymore. Most driver's are in such a hurry to get the the shore I've seen so much tragic deaths recently and even a state trooper who ran a stop street, when will it end? Such a shame!!! |
| 16 | Sep 26, 2016 8:19 PM | It needs to be 55 all the way to cape may |
| 17 | Sep 26, 2016 6:29 PM | There has been 4 accidents in front of my property in the past 5 years 2 of which were fatal. I live on a bend on route 47. |
| 18 | Sep 26, 2016 6:12 PM | Fix it finish it this is ridiculous. It should be finished now. |
| 19 | Sep 26, 2016 5:54 PM | These Roads are very dangerous! People drive entirely too fast and there is no police presence to stop it. And the tourists are the worst of it!! |
| 20 | Sep 26, 2016 5:51 PM | most problems I feel are driver related not road conditions |
| 21 | Sep 26, 2016 4:48 PM | I sopport our community, local businesses, state police ,Ems, and our residence and I would like everyone to stay safe and for community to blossom and be able to come as one together to be able to over come these problems resolve it so local businesses can prosper but yet cut the traffic down so it is safe for residents and our firefighters and EMS and state police and local businesses |
| 22 | Sep 26, 2016 12:34 PM | I hate to leave my house on weekends during summer. Takes an hour to drive 6 miles to wawa |
| 23 | Sep 26, 2016 11:18 AM | Shore traffic should not be going though roral areas. Town people can't go nowhere from Friday to Sunday traffic jam at the whole intersection 47 n 347 and the bypass by wawa on 47 |
| 24 | Sep 26, 2016 10:59 AM | Just need to lower the speed limit on 55 way to many accidents and deaths this year alone |
| 25 | Sep 26, 2016 4:00 AM | I think some information signs along the summer routes would be beneficial with estimated arrival times to shore destinations and general info on road conditions and traffic alerts. |

## QUESTION \#9

## Please provide any other general comments on issues and concerns for the NJ 55/47/347 corridor.

| Number | Response Date | Response Text |
| :---: | :---: | :---: |
| 26 | Sep 26, 2016 3:57 AM | the stop lights are the problem |
| 27 | Sep 26, 2016 3:18 AM | in case of coastal mandatory evacuation, these routes are the only way out of extreme South Jersey. |
| 28 | Sep 26, 2016 3:14 AM | It is dangerous for pedestrians walking along Rt 47 to WaWa, Maurice River Diner, Lillian's Produce, children waiting for school buses, etc. |
| 29 | Sep 26, 2016 2:34 AM | The State Police need to be more active during Friday hours on $55 \& 47$. I had someone pass me going at least $80-85$ and never a cop in sight. Maybe is their presence is more predominant, people will think twice. So many accidents because of people speeding. |
| 30 | Sep 25, 2016 12:35 AM | Poor traffic vision control at major intersections, thru-ways, RT 55-47 juncture, Poor vegetation control along RT 347 and the entire state |
| 31 | Sep 23, 2016 8:08 PM | The existence of traffic lights along this corridor is the single biggest contributor (besides volume) to traffic delays, poor air quality, and reduced quality of life for locals. During peak periods can we turn these lights to blinking yellow north and south and flashing red for the intersecting County roads? |
| 32 | Sep 21, 2016 8:58 PM | Keep it rural and maintain roadside business access. |
| 33 | Sep 21, 2016 6:46 PM | Our community needs traffic to keep flowing. Again, I can not stress enough, traffic lights are NOT the answer. They are the problem. |
| 34 | Sep 21, 2016 6:18 PM | The heavy truck traffic shakes homes which cracks walls, ceilings, and floors. |
| 35 | Sep 20, 2016 10:04 PM | I avoid Route 47 at all costs because of the many accidents and fatalities. |
| 36 | Sep 20, 2016 8:52 PM | This has been studied for years and nothing is done! When will south Jersey make it onto the radar of Trenton politicians ? |
| 37 | Sep 20, 2016 8:29 PM | I do not leave my house due to traffic and accidents on Friday evenings and Sundays |
| 38 | Sep 20, 2016 7:26 PM | Needs to be done asap |
| 39 | Sep 20, 2016 3:38 PM | Route 55 needs to be extended, no question about it. People are getting killed by this not being done. Balance the environment, but people first. |
| 40 | Sep 20, 2016 9:59 AM | GPS programs do not always give most direct routes or tend to channel everyone on the same route, which increases traffic. Improved use of alternate routes needed. |
| 41 | Sep 20, 2016 2:13 AM | largest issue noted is the traffic back up during the summer. It impacts my work and private life greatly. I actually schedule NOT to work on a friday or it would take me too long to get from Cape May to Cumberland counties and I would spend a large portion of my day in the car. |
| 42 | Sep 19, 2016 10:54 PM | Traffic exceeds available capacity most summer weekends from midday Friday through Sunday evening. Traffic has started to use County Route 548 to avoid congestion on SH49 between mileposts 38 and 41 . The intersection of CR548 and SH47 is poorly designed with the highway rising to the Manumuskin Bridge as it curves. CR548 westbound traffic makes a right turn into SH47 northbound. The bigger concern is southbound SH47 traffic stopping to make a left turn onto CR548 eastbound. Traffic backs up or passes on the stopped vehicle's right side. |
| 43 | Sep 19, 2016 10:41 PM | The corridor has been compromised by the completion and beginning of the traffic lights in Port Elizabeth. The backup is dangerous in that the light turns for No One turning. A waste of taxpayers money and time |
| 44 | Sep 19, 2016 10:40 PM | The State of NJ needs to get serious about extending Route 55 southward. Short of that, most of 347 should be, as much as possible, 2 lanes in both directions. |
| 45 | Sep 19, 2016 8:36 PM | During most summer weekends, we have difficulty leaving our home because of how dangerous it is to try to pull out into traffic onto Route 47 . On changeover Saturdays the people leaving the shore are heading north, the daytrippers and new renters are heading south and the intersection of 347 and 47 in Dorchester becomes a congested mess. The traffic backups block most driveways for a 5 mile radius. |

## QUESTION \#9

## Please provide any other general comments on issues and concerns for the NJ 55/47/347 corridor.

| Number | Response Date | Response Text |
| :---: | :---: | :---: |
| 46 | Sep 19, 2016 8:27 PM | extend rt 55 , that will solve most all of the issues. |
| 47 | Sep 19, 2016 8:24 PM | Improve lighting and cut back trees along 347to avoid cars crashing into trees. Or install guard rails around curves. More police patrols. |
| 48 | Sep 19, 2016 8:06 PM | Please help. Visibility is poor, speeding constant, TOO MANY PEDESTRIANS walking in the road debris is constant, no one stays in lanes, FAR too much cell phone usage. Also not your fault-but tinted glass should NOT be allowed. I am horrified by the number of accidents we are witnessing, yet every day surprised there are not more. |
| 49 | Sep 19, 2016 7:55 PM | During heavy usage the convergence of Rt 55 to Rt 47 at where in Millville gets backed up and is a safety concern. This intersection should be corrected for better traffic flow and safety. |
| 50 | Sep 19, 2016 7:35 PM | Of course the issues are seasonal, backups exist in both directions during the season; |
| 51 | Sep 19, 2016 7:18 PM | Hoping they can resolve this problem and make everyone's trip to the Jersey Shore a happier one:) |
| 52 | Sep 19, 2016 7:13 PM | The quality of the road surfaces have gone down dramatically in the last 2 years. |
| 53 | Sep 19, 2016 7:08 PM | Too many vehicles abandoned on the road and blocking shoulder lanes. |
| 54 | Sep 19, 2016 7:07 PM | ROUTE 55N SHOULD BE A CONTINUED 2 LANE THROUGHWAY TO ROUTE 42. |
| 55 | Sep 19, 2016 5:18 PM | I used to travel this road M-F to get to and from work...I now travel 2-3 days per week....and in over 28 years it has only gotten worse...... |
| 56 | Sep 19, 2016 4:10 PM | Just make it safe and stop the LONG lines and wait during the summer, it should be a fast way to getting in and out of the shore, not a driveway during peak season. |
| 57 | Sep 19, 2016 3:04 PM | Maurice River Township is the host community for two large prisons. Employees and visitors use this corridor all year. Safer passage between Rt. 47/55 intersection and 347 is necessary. |
| 58 | Sep 19, 2016 2:57 PM | hard to follow route when you are unfamiliar with it |
| 59 | Sep 19, 2016 2:52 PM | none |
| 60 | Sep 19, 2016 2:51 PM | needs to be upgraded |
| 61 | Sep 19, 2016 1:44 PM | Route 347 is sparsely populated and can easily be widened to 5 lanes while maintaining it current access points. No additional signals are needed. |
| 62 | Sep 19, 2016 1:17 PM | bike lanes need to be wider.... and cleaned |
| 63 | Sep 18, 2016 7:32 PM | Please consider the needs of south jersey with the same vigor as that of north jersey. |
| 64 | Sep 18, 2016 9:25 AM | Why aren't you including Rt. 49. Obviously you have no understanding of the problems in this region. |
| 65 | Sep 17, 2016 3:17 PM | It seems to be getting worse I will travel 49 if I think it's going to be heavy, put that only shifts the problem |
| 66 | Sep 17, 2016 10:46 AM | 55 should be completed to connect southern Cape May County to norther markers and increase employment opportunities. Also, completing 55 will greatly improve the quality of life for those that live on the current 47347 roads. |
| 67 | Sep 17, 2016 2:52 AM | Please fix this glaring safety issue! |
| 68 | Sep 17, 2016 12:52 AM | Let's extend 55 to the Parkway, even if it is a toll road. With EZ passes there is no delays. |
| 69 | Sep 16, 2016 8:17 PM | Zip Code I reside is 08302. It would not let me answer that question. |
| 70 | Sep 16, 2016 8:02 PM | The biggest issue with Cape May County, is how do you evacuate the public if a major disaster occurs. Adding to Route 55 would help on an everyday basis for those commuting but would also provide a viable option to get the public out of harms way should a disaster occur. |


[^0]:    

[^1]:    WILDWOOD CITY

    $$
    \begin{aligned}
    & \text { TUE 18:09 IMPROPER TURN } \\
    & \text { WILDWOOD CITY } \\
    & \text { SAT 14:39 NONE-DRIVER/CYC }
    \end{aligned}
    $$

[^2]:    STATE HWY RT 47
    SAME DIR－REAR 3004036 －RIGHT ANGLE RA 13282622 OPRADA $R A$
    

[^3]:    ${ }^{* *}$ These columns indicate the number of fatal crashes in each accident category. Length of Segment $\quad 16.81$ Number of Years

[^4]:    MP 018.40

[^5]:    Network wide Queuing Penalty: 2419

[^6]:    Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2010-2014.
    *Households in which no one 14 and over speaks English "very well" or speaks English only.

[^7]:    EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

