



BOROUGH OF OCEANPORT

PLANNING/ZONING BOARD

AGENDA • SEPTEMBER 12, 2023

Regular

Clement V. Sommers Municipal Building

7:00 PM

910 Oceanport Way, Oceanport, NJ 07757

I. Call to Order

II. Open Public Meetings Statement

This meeting complies with the Open Public Meetings Act by adequate and electronic notification on Feb. 10, 2023 of this meeting and its location, date and time to the Asbury Park Press, Star Ledger and Two River Times and by the posting of same on the municipal bulletin board and Borough's Web Site.

III. Flag Salute

IV. Board Policy

- It is Board Policy that no application will be opened after 9:30 P.M.
- No new testimony will be taken after 10:00 P.M., except at the discretion of the Board.

V. Roll Call

VI. Board Business

1. Report of Pending Applications

VII. Capital Improvement Presentation

Pursuant to N.J.S.A. 40:55D-31, whenever the planning board shall have adopted any portion of the master plan, the governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditure of any public funds, incidental to the location, character or extent of such project, shall refer the action involving such specific project to the planning board for review and recommendation in conjunction with such master plan and shall not act thereon, without such recommendation or until 45 days have elapsed after such reference without receiving such recommendation. This requirement shall apply to action by a housing, parking, highway, special district, or other authority, redevelopment agency, school board or other similar public agency, State, county or municipal.

1. PB2023-13 Monmouth Park / MBD Development LLC

New Jersey Sports and Exposition Authority

MBD Development LLC

Monmouth Park

175 Oceanport Avenue

Block 122, Lot 30

Block 127, Lot 1

New Jersey Sports and Exposition Authority

MBD Development LLC

Monmouth Park

175 Oceanport Avenue

Block 122, Lot 30

Block 127, Lot 1

VIII. Old Business

1. PR-23-15 Resolution of Approval - Signal Point LLC
2. PR-23-16 Resolution of Approval - 111 Sagamore Ave
3. PR-23-17 Resolution of Approval - 10 Riverside Ave - *To Be Provided*

IX. Petitions from the Public

X. Adjournment

**Planning/Zoning Combined Board**

PO Box 370
Oceanport, NJ 07757

SCHEDULED**PLANNING BOARD APPLICATION (ID # 2938)**

Meeting: 09/12/23 07:00 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 2938

PB2023-13 Monmouth Park / MBD Development LLC

New Jersey Sports and Exposition Authority
MBD Development LLC
Monmouth Park
175 Oceanport Avenue
Block 122, Lot 30
Block 127, Lot 1

COMMENTS - Current Meeting:

New Jersey Sports and Exposition Authority
MBD Development LLC
Monmouth Park
175 Oceanport Avenue
Block 122, Lot 30
Block 127, Lot 1



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 klelie@kylemcmamus.com

To: Oceanport Borough Council

From: Kendra Lelie, PP, AICP, LLA

Re: **NJSEA Site Plan Submission**
Monmouth Park
Proposed Mixed Use Project

Date: July 18, 2023

Pursuant to the Mayor's request, I reviewed the site plan submission from the NJ Sports and Exposition Authority (NJSEA) for a proposed mixed-use project at Monmouth Park. Please find below a brief description of the project based upon the information presented in the site plan set of documents and my comments of the proposed development as it relates to the overall design, community compatibility, conformance with the Borough's 2016 Master Plan and the Borough's 2020 Housing Element and Fair Share Plan.

1.0 Project Description

The NJSEA is proposing a mixed-use development on a portion of the property known as Monmouth Park. The development is proposed in several phases and includes the following uses:

- Phase 1
 - 388 residential units located on a portion of the southwestern corner of the site encompassing approximately 30 acres to include:
 - 12 three-story apartment buildings containing one-, two- and three-bedroom units;
 - 97 one-bedroom units (of which 18 will be affordable)
 - 271 two-bedroom units (of which 44 will be affordable)
 - 20 three-bedroom units (of which 15 will be affordable)
 - 20% setaside of units for affordable housing;
 - 15,000 square foot clubhouse;
 - Outdoor pool;
 - Tot lot;
 - Dog park;
 - Tennis courts; and
 - Picnic area
 - Hotel including 200 rooms at 8 stories located to the southwest of the existing restaurant



and mini-golf area.

- Phase 1 parking (total of 2,961 spaces) to including the following:
 - 2,085 spaces for the existing racetrack
 - 676 spaces for the residential apartments (2 spaces/du)
 - 200 spaces for the hotel (1 space/room)
- Phase 2
 - Mixed use development located to the west of the main grandstand including:
 - Entertainment use;
 - Retail; and
 - Office.
 - Phase 2 parking is not quantified and indicated as “to be determined” in the submitted site plan. However, a parking garage is proposed to the southeast of the main grandstand in this phase.
 - Phase 2 also includes a green triangular area located to the south of the existing train stop. The use of this area is not labeled.

2.0 Residential Development

- a. **Building Height/Stories and Neighborhood Compatibility. The proposed development is not consistent with the overall Oceanport Borough character and specifically the surrounding neighborhood character.**

NJSEA is proposing 12 three-story apartment buildings located directly across Port-Au-Peck Avenue from the existing Jockey Club neighborhood. The Jockey Club is an existing age-restricted community containing 1.5 to 2 story single family dwelling units. The closest three-story building is located within 150 feet of the Jockey Club neighborhood. The proposed layout of the three-story apartment buildings contrasts with the existing architectural fabric of the neighborhood. As an alternative, the developer should to consider the inclusion of single family detached and attached dwelling units in lieu of the larger apartment buildings to create consistency and compatibility with the surrounding neighborhood.

- b. **Unit Count and Bedroom Distribution is too dense.**

As noted above, the proposed development includes approximately 25% one-bedroom units, 70% two-bedroom units and 5% three-bedroom units. First, it is rare to see three-bedroom units in an age-restricted community and three-bedroom units are not required for the affordable units as it is an age-restricted community. Typically, in an age-restricted community, there is a larger percentage of one-bedroom units and a lesser percentage of two-bedroom units. If the NJSEA



insists on apartment buildings, the building mass can be reduced if the bedroom distribution includes more one-bedroom units and less two-bedroom units.

c. Amenity Layout is Inadequate.

The tot lot and dog park are located very close to the intersection of Port-Au-Peck Avenue and Oceanport Avenue. These amenities should be relocated away from this busy intersection and more centrally located so that all residents have easy access to them.

d. Planting Buffer should be Required and Significant

Given the proximity of existing residential neighborhoods and public open space to proposed development, the building and parking improvements should be located outside of a 100-foot buffer. A planted buffer should be provided as a screen of the proposed development from any adjacent residential or public open space area to adequately protect the quality of life for the existing residents and users of the public open space.

e. Affordable Housing Implications creates Need for Additional Development in Borough.

For this proposed development a 20% set aside of age-restricted units represents 78 affordable housing units and a density of 13 dwelling units per acre. In accordance with the Council on Affordable Housing (COAH) regulations because Oceanport is what is known as a vacant land town, this development would impose a Realistic Development Potential (RDP) obligation of 78 affordable housing units but due to the cap of 25% on age-restricted units, the Borough would only be able to take a credit of 19 units ($78 \times .25 = 19.5$ and round down). This would leave the Borough in a deficit of affordable housing units and the need to create a plan to provide 59 affordable housing units ($78 - 19 = 59$) elsewhere in the Borough. Given the lack of land to support an inclusionary development (which would require approximately 5 times the number of affordable units) that would provide 59 affordable housing units, it is very unlikely that the Borough would be able to meet this obligation.

3.0 General Site Plan Comments

a. Parking is Inadequate.

Given that the residential development is located on over 30 acres of area currently devoted to overflow parking for special racetrack events and the site plan does not provide another location for that overflow parking, it can be assumed that there would not be enough parking for special events at the racetrack and that negative parking implications within on County and Borough streets would result.

b. Traffic Impacts are Unknown.

A traffic impact analysis should be provided to adequately assess the traffic impacts on the surrounding road network and provide the necessary recommendations regarding off-track improvements required due to the proposed development.



4.0 Development is Not Consistent with the Master Plan

The Borough adopted a Land Use Element Plan of the Master Plan in 2016. There are several goals and objectives within the Master Plan that support the use of Monmouth Park land for emergency operations and housing in the case of a natural disaster. A recommended policy to reduce human vulnerability to emergencies and natural disasters is provided on pages 28-29 and reads:

“The Borough and County do not have the necessary resources to help residents that are in need of longer term housing (beyond 30 days) while the damage to their dwellings is being addressed. The State and Federal government usually help to provide longer term emergency housing. While the Borough has limited capacity to help with the longer term housing, adequate plans should be in place that address the preferred location for longer term housing within the Borough. As part of the Monmouth Park Racetrack Redevelopment Plan, the Borough is providing a locational and schematic layout addressing longer term housing, parking, food and medical distribution services and other service needs.”

And

“Monmouth Park Redevelopment Plan - Provide emergency long-term emergency housing location and layout plan at Monmouth Park Racetrack’s west parking lot for State and Federal officials use in the setup of long-term emergency shelter.”

As indicated, the NJSEA development plan for the west parking lot includes permanent residential housing and would not be available for a long-term emergency shelter or housing. As part of any development plan for Monmouth Park it is recommended that it include accommodations for emergency operations and housing in the case of natural disasters.

Should you have any questions regarding this review memorandum, please contact me directly as I am not available for the July 20, 2023 Borough Council meeting.

C. Jeanne Smith, Borough Clerk
Andrew Bayer, Esquire, Borough Attorney

MBD Development LLC

September 1, 2023

Kendra Lelie, PP, AICP, LLA
 Kyle + McManus Associates
 2 East Broad Street, 2nd Floor
 Hopewell, NJ 08525

Re: Monmouth Park
 Proposed Mix Use Project

Dear Kendra,

With regard to the above-referenced project, we are in receipt of a review report prepared by Kyle + McManus Associates on behalf of Oceanport Borough. We have reviewed the letter with architect Minno-Wasko and Colliers Engineering.

The project team has revised the development proposal in response to this letter, as well as in response to comments and concerns raised by the Borough Council at the July 25, 2023 meeting.

Specifically, we offer the following responses:

1.0 Project Description

Informational, no response necessary.

2.0 Residential Development

a. Building Height/Stories and Neighborhood Compatibility.

OCEANPORT COMMENT: NJSEA is proposing 12 three-story apartment buildings located directly across Port-Au-Peck Avenue from the existing Jockey Club neighborhood. The Jockey Club is an existing age-restricted community containing 1.5 to 2 story single family dwelling units. The closest three-story building is located within 150 feet of the Jockey Club neighborhood. The proposed layout of the three story apartment buildings contrasts with the existing architectural fabric of the neighborhood. As an alternative, the developer should consider the inclusion of single family detached and attached dwelling units in lieu of the larger apartment buildings to create consistency and compatibility with the surrounding neighborhood.

RESPONSE: The development proposal has been revised to reduce the height of the three (3) closest buildings to the Jockey Club development to two stories. The other multifamily buildings remain at three stories. We believe this is a fair compromise to address the concern of building height in proximity to the surrounding developments. We note that the 3-story commercial building across East Main Street is 125' away from the Jockey Club homes along Main Street. The adjacent property Oceanport Gardens is six stories and 260' away. The proposed buildings are located at greater distances than these two existing structures. We

also note that the Monmouth Park Age Restricted Affordable Housing Overlay District, although not applicable to this property, allows 3-story buildings.

b. Unit Count and Bedroom Distribution

OCEANPORT COMMENT: As noted above, the proposed development includes approximately 25% one-bedroom units, 70% two-bedroom units and 5% three-bedroom units. First, it is rare to see three-bedroom units in an age-restricted community and three-bedroom units are not required for the affordable units as it is an age-restricted community. Typically, in an age-restricted community, there is a larger percentage of one-bedroom units and a lesser percentage of two-bedroom units. If the NJSEA insists on apartment buildings, the building mass can be reduced if the bedroom distribution includes more one-bedroom units and less two-bedroom units.

RESPONSE: The development proposal has been revised to eliminate 3-bedroom units and replace them with 2-bedroom den units. We will defer to our Marketing consultants to determine the ultimate unit mix, but in general the age restricted market targets people who are downsizing from larger homes and desire larger units. We note that if State regulations ultimately require the inclusion of 3-bedroom units to meet the bedroom requirements for affordable housing units, we reserve the right to include 3-bedroom units for that purpose.

With regard to density, the proposal has been reduced to 306 units on the 38.338 acre site, which equates to 7.92 units per acre. The 306 units is inclusive of 61 affordable units. It is our professional opinion that this density is not out of character with nearby zoning, where the adjacent RMO Zone permits 6 units per acre, the VC Zone permits 16 units per acre, and the Monmouth Park Age Restricted Overlay Zone allows for a density of 12 units/acre.

c. Amenity Layout

OCEANPORT COMMENT: The tot lot and dog park are located very close to the intersection of Port-Au-Peck Avenue and Oceanport Avenue. These amenities should be relocated away from this busy intersection and more centrally located so that all residents have easy access to them.

RESPONSE: The plans have been revised so that the play area is now near the tennis court. The dog run has been relocated to the southeast corner of the site.

d. Planting Buffer

OCEANPORT COMMENT: Given the proximity of existing residential neighborhoods and public open space to proposed development, the building and parking improvements should be located outside of a 100-foot buffer. A planted buffer should be provided as a screen of the proposed development from any adjacent residential or public open space area to adequately protect the quality of life for the existing residents and users of the public open space.

RESPONSE: The plans include significant buffering including undulating berms and dense landscaping around the entire perimeter of the site.

e. Affordable Housing Implications

OCEANPORT COMMENT: For this proposed development a 20% set aside of age-restricted units represents 78 affordable housing units and a density of 13 dwelling units per acre. In accordance with the Council on Affordable Housing (COAH) regulations because Oceanport is what is known as a vacant land town, this development would impose a Realistic Development Potential (RDP) obligation of 78 affordable housing units but due to the cap of 25% on age-restricted units, the Borough would only be able to take a credit of 19 units ($78 \times .25 = 19.5$ and round down). This would leave the Borough in a deficit of affordable housing units and the need to create a plan to provide 59 affordable housing units ($78 - 19 = 59$) elsewhere in the Borough. Given the lack of land to support an inclusionary development (which would require approximately 5 times the number of affordable units) that would provide 59 affordable housing units, it is very unlikely that the Borough would be able to meet this obligation.

RESPONSE: An analysis of the Borough's Housing Element and Fair Share Plan ("Housing Element") yields a different result. The Housing Element, which was approved by the court as part of a settlement agreement with Fair Share Housing Center, states that the Borough's Prior Round and Third Round obligation totals 291 units. Of those units, the Borough has a Realistic Development Potential ("RDP") of only 33 units, with the remaining 258 units being considered unmet need.

When calculating the Borough's RDP, the Borough explicitly excluded all land within Monmouth Park through a vacant land adjustment. The Housing Element states:

Similar to Fort Monmouth, the Borough does not have jurisdiction over the zoning of the lands under control of the Sports and Exposition Authority (SEA). These lands consist of the Monmouth Park Racetrack along Oceanport Avenue, as well as surrounding streets. The Monmouth Racetrack recently, in 2012, signed a 40-year lease with the SEA for the continued use of the site. The statute that created the SEA speaks directly to the power to zone. Specifically, the powers of the authority (5:10-5 Powers of Authority) states the following:

To determine the location, type and character of a project or any part thereof and all other matters in connection with all or any part of a project, notwithstanding any land use plan, zoning regulation, building code or similar regulation heretofore or hereafter adopted by the State, any municipality, county, public body politic and corporate...

The Housing Element also states that "[d]ue to this lack of jurisdiction, all lands under the jurisdiction of the SEA have been excluded from the vacant land adjustment."

The development of Monmouth Park, in part, with age-restricted housing does not change the fact that the land remains under the jurisdiction of the New Jersey Sports and Exposition Authority and is not subject to local zoning. As such, if a

vacant land adjustment excluded Monmouth Park from Oceanport's RDP previously, the Borough could continue to exclude Monmouth Park from its RDP going forward.

By the logic of Oceanport's own Housing Element, any affordable housing created at Monmouth Park would go towards potentially satisfying some of Oceanport's unmet needs and would not increase its RDP. As an example, Oceanport's Housing Element already assumed that 37 age-restricted affordable housing units might be built on a portion of Monmouth Park and that those units would assist the Borough with fulfilling its unmet need, without increasing the Borough's RDP.

3.0 General Site Plan Comments

a. Parking

OCEANPORT COMMENT: Given that the residential development is located on over 30 acres of area currently devoted to overflow parking for special racetrack events and the site plan does not provide another location for that overflow parking, it can be assumed that there would not be enough parking for special events at the racetrack and that negative parking implications within on County and Borough streets would result.

RESPONSE: The development proposal provides parking for the residential use in excess of RSIS requirements, and for the commercial uses in accordance with ITE recommended parking supply figures. Monmouth Park racetrack will be left with approximately 5,600 on-site parking spaces which is sufficient for the vast majority of operating days.

As they have in the past, Monmouth Park will continue the practice of securing off-site parking and providing transportation accommodations for those patrons who park off-site.

b. Traffic Impacts

OCEANPORT COMMENT: A traffic impact analysis should be provided to adequately assess the traffic impacts on the surrounding road network and provide the necessary recommendations regarding off-tract improvements required due to the proposed development.

RESPONSE: A Traffic Impact Study has previously been prepared and is currently being revised to reflect the updates to the development proposal. A copy of the revised report will be submitted upon completion.

4.0 Master Plan

OCEANPORT COMMENT: The Borough adopted a Land Use Element Plan of the Master Plan in 2016. There are several goals and objectives within the Master Plan that support the use of Monmouth Park land for emergency operations and housing in the case of a natural disaster. A recommended policy to reduce human vulnerability to emergencies and natural disasters is provided on pages 28-29 and reads:

"The Borough and County do not have the necessary resources to help residents that are in need of longer term housing (beyond 30 days) while the damage to their dwellings is being addressed. The State and Federal government usually help to

provide longer term emergency housing. While the Borough has limited capacity to help with the longer term housing, adequate plans should be in place that address the preferred location for longer term housing within the Borough. As part of the Monmouth Park Racetrack Redevelopment Plan, the Borough is providing a locational and schematic layout addressing longer term housing, parking, food and medical distribution services and other service needs."

And

"Monmouth Park Redevelopment Plan - Provide emergency long-term emergency housing location and layout plan at Monmouth Park Racetrack's west parking lot for State and Federal officials use in the setup of long-term emergency shelter."

As indicated, the NJSEA development plan for the west parking lot includes permanent residential housing and would not be available for a long-term emergency shelter or housing. As part of any development plan for Monmouth Park it is recommended that it include accommodations for emergency operations and housing in the case of natural disasters.

RESPONSE: The Land Use Element Plan of the Master Plan for 2016 requires that part of Monmouth Park be set aside for emergency long term housing. This element cannot be binding upon the property because the Borough has no right to encumber property which it does not own or control.

A municipal Master Plan, or for that matter, any land use ordinance, cannot burden or encumber property for emergency housing on property the municipality does not own or control. There is no authority under the Municipal Land Use Law or any other law for a local government to designate property for a public use absent ownership or control of that property by the local government. In this case, Oceanport does not have ownership or control of Monmouth Park.

All previous accommodations that Monmouth Park have made with regard to disaster relief were in the spirit of being a good member of the community, and it will continue to be a good neighbor and will consider requests for accommodations when the need arises.

Please do not hesitate to reach out if you have any questions or comments on these items.

Sincerely,

MBD DEVELOPMENT LLC

Morris B. Jerome

Morris B. Jerome
Principal

CC: Jeanne Smith, Planning Board Secretary
Kevin Evans; Gibbons P.C.
Jennifer Phillips Smith, Gibbons P.C.
Nicholas Talvacchia; Cooper Levenson



Engineering
& Design

Traffic Impact Study

September 1, 2023

Monmouth Park

Block 127, Lot 1 and Block 122, Lot 30

Borough of Oceanport, Monmouth County, New Jersey

Prepared for:

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Prepared by:

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Project No. 21004125A

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Introduction

The following report has been prepared for JEMB Realty Corporation ("Applicant") in association with Phase 1 of a proposed mixed-use development ("The Project") in the Borough of Oceanport, Monmouth County, New Jersey. The subject property is bounded by Port Au Peck Avenue to the northwest, commercial land uses to the east, and recreational land uses to the south. The property is bisected by Oceanport Avenue (CR 11) and is currently developed with a parking lot. Under Phase I, it is proposed to construct a mixed-use development consisting of 306 age-restricted residential units and a 200-room hotel. The property is designated as Block 127, Lot 1 and Block 122, Lot 30 on the Borough of Oceanport tax maps and is located in the General & Recreational Commercial (B-2) Zoning District. A site location map is included as **Figure 1 in Appendix A**.

Access to the site will be maintained at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway and at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue. Additionally, it is proposed to provide access via two (2) full-movement driveways along Oceanport Avenue (CR 11). **Figures 2 in Appendix A** illustrates the proposed Site Plan.

This study presents an evaluation of the current and future traffic conditions in the vicinity of the site. Specific elements included in this study are:

- An inventory of the roadway facilities in the vicinity of the project, including the existing physical and traffic operating characteristics;
- Determination of the Existing Conditions;
- Site Generated Trips as described in the ITE Trip Generation Manual, 11th Edition;
- Trip Distribution and Assignment;
- Forecast of 2024 No-Build Traffic Volumes;
- Peak Hour Capacity Analysis for the 2024 No-Build Conditions;
- Forecast of the 2024 Build Traffic Volumes;
- Peak Hour Capacity Analysis for the 2024 Build Conditions;
- Site Access Assessment; and
- Summary and Conclusions.

Existing Roadway Conditions

A field investigation was conducted adjacent to the project site to obtain an inventory of existing roadway conditions, posted traffic controls, adjacent land uses, lane configurations, and existing vehicular/pedestrian traffic patterns.

Roadways

Oceanport Avenue (CR 11) is an urban minor major collector roadway under Monmouth County jurisdiction with a general east-west orientation within the vicinity of the site. The roadway provides one (1) travel lane in each direction with a posted speed limit of 40 mph. Land uses along Oceanport Avenue (CR 11) are primarily commercial and residential.

Port Au Peck Avenue is an urban major collector roadway under the Borough of Oceanport jurisdiction with a general north-south orientation. The roadway provides one (1) travel lane in each direction with a posted speed limit of 40 mph. Land uses along Port Au Peck Avenue are primarily residential and commercial.

East Main Street is an urban minor arterial roadway under the Borough of Oceanport jurisdiction with a general east-west orientation. The roadway provides one (1) travel lane in each direction separated by a grass median with a posted speed limit of 25 mph. Land uses along East Main Street are primarily residential and commercial.

Crescent Place is a local roadway under the Borough of Oceanport jurisdiction with a general north-south orientation. The roadway provides one (1) travel lane in each direction with a posted speed limit of 35 mph. Land uses along Crescent Place are primarily commercial and recreational.

Unsignalized Intersections

Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway is an unsignalized four-leg intersection with the northbound approach of Crescent Place and the southbound approach of Monmouth Park Driveway under stop control. Each intersection approach provides one (1) shared lane for all turning movements.

Signalized Intersections

Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue is a signalized four-leg intersection operating on a fixed cycle length. The northbound and southbound approaches of Port Au Peck Avenue each provide one (1) shared left-turn/through lane and one (1) shared through/right-turn lane. The eastbound approach of Oceanport Avenue (CR 11) provides one (1) dedicated left-turn lane and one (1) shared through/right-turn lane. The westbound approach of Monmouth Park Parking Lot provides one (1) shared lane for all turning movements.



Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue is a signalized four-leg intersection operating on a variable cycle length. The northbound and southbound approaches of Port Au Peck Avenue each provide one (1) dedicated left-turn lane and one (1) shared through/right-turn lane. The eastbound approach of East Main Street provides one (1) shared lane for all turning movements. The westbound approach of Oceanport Avenue (CR 11) provides one (1) shared lane for all turning movements with a channelized right turn onto Park Road. It is noted the southwest-bound approach of the Monmouth Park Entrance (Park Road) forms the fifth leg of the intersection and provides one (1) lane shared left-turn/through lane with a channelized right turn onto Port Au Peck Avenue. However, the Monmouth Park Entrance (Park Road) operates independently of the signal and is manually controlled by police when the racetrack is open. Therefore, it was not included as part of the analysis.

Existing Traffic Conditions

Turning Movement Counts

Traffic volume data for the roadway network adjacent to the subject property was obtained through turning movement counts (“TMC”) conducted on Saturday, November 13, 2021, from 11:00 AM to 2:00 PM, and on Tuesday, November 16, 2021, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, at the following intersections:

- Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue;
- Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue; and
- Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway.

The data collection efforts are detailed in **Table 1**. The processed count data is provided in **Appendix B**.

Table 1 – Data Collection Efforts and Established Network Peak Hours

Peak Period	Date Collected	Traffic Count Time Frame	Established Network Peak Hour
Weekday Morning	Tuesday, November 16, 2021	7:00 AM – 9:00 AM	7:45 AM – 8:45 AM
Weekday Evening		4:00 PM – 6:00 PM	4:15 PM – 5:15 PM
Saturday Midday	Saturday, November 13, 2021	11:00 AM – 2:00 PM	11:30 AM – 12:30 PM

Automatic Traffic Recorder

Automatic Traffic Recorders (“ATR”) were installed within the vicinity of the existing site driveways along Oceanport Avenue (CR 11) and along Port Au Peck Avenue from November 10, 2021 to November 17, 2021 to capture a week of traffic data. The processed count data is provided in **Appendix B**.

Existing Traffic Volumes

COVID-19 Pandemic

The TMC data was cross-referenced with two existing NJDOT ATRs from 2018 along Oceanport Avenue (CR 11) within close proximity to the site due to the on-going COVID-19 pandemic. The observed traffic volumes were found to be approximately 15% lower in the weekday morning peak hour and 20% lower in the weekday evening peak hours than historically reported. To provide a conservative analysis, the existing 2021 traffic volumes from all three (3) intersections were adjusted accordingly during the weekday morning and weekday evening peak hours. The TMC summary sheets are provided in **Appendix B**. A Volume Flow Diagram illustrating the Existing Conditions is provided as **Figure 3**, located in **Appendix A**. A detailed comparison is provided in **Table 2**.

Table 2 – COVID-19 Traffic Volume Comparison – Oceanport Avenue (CR 11)

Data Source	Collection Date	Traffic Volume	
		AM Peak	PM Peak
NJDOT ATR	Wednesday, May 30, 2018	315	414
Turning Movement Counts	Tuesday, November 16, 2021	284	347
Difference	Percentage	-16%	-22%
	Trips	-55	-99

Race Days

The TMC data collected during the Saturday midday peak hours was adjusted to account for the anticipated increase in traffic on race weekends during the summer months. The existing traffic volumes from 2021 were compared to a Monmouth County ATR from 2018 along Oceanport Avenue (CR 11), within close proximity to the site. The 2021 traffic volumes were roughly 20% lower than historically reported. To provide a conservative analysis, the existing 2021 traffic volumes at all three (3) intersections were adjusted accordingly during the Saturday midday peak hour. The comparison accounts for an increase in traffic during race weekends in the summer months. The Monmouth County ATR data is provided in **Appendix B**. A detailed comparison is provided in **Table 3**.

Table 3 – Race Day Traffic Volume Comparison – Oceanport Avenue (CR 11)

Data Source	Collection Date	Traffic Volume
		Saturday Midday Peak
Monmouth County ATR	Saturday, August 18, 2018	1,026
Turning Movement Counts	Saturday, November 13, 2021	834
Difference	Percentage	-19%
	Trips	-192

Trip Generation and Distribution

Trip Generation

The ability of any roadway network to serve anticipated traffic volumes is measured by comparing peak hour traffic volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the Project and add them to the No-Build traffic volumes for the peak hours.

Trip generation estimates for the development of the Project were made utilizing data published under Land Use Codes 252 – Senior Adult Housing – Multifamily and 310 – Hotel in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, Eleventh Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. Although the distance between the residential site entrance and the closest rail transit entrance is less than 0.5 miles, the train station only stops there on race days; therefore, a transit credit was not applied to the trip generation estimates. **Table 4** details the anticipated trips for the Project. The trip generation calculation worksheets are provided in **Appendix C**.

Table 4 – Site Generated Trips

Land Use	Size	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
LUC 252 – Senior Adult Housing – Multifamily	306 Units	21	40	61	43	34	77	53	45	98
LUC 310 – Hotel	200 Rooms	52	41	93	61	59	120	81	63	144
Total Primary Trips		73	81	154	104	93	197	134	108	242

Trip Distribution

Trip distribution methodology is developed based on a variety of factors. These factors include the existing travel patterns within the adjacent roadway network, adjacent land uses, proposed land use, development locations, driveway locations, and the proximity of major arterials within the project vicinity.

The following trip distribution patterns were established based upon a review of the existing roadway volumes, adjacent land uses, and anticipated travel patterns. **Table 5** details the anticipated trip distributions for the Project.

Table 5 – Trip Distribution

To/From	Distribution
Port Au Peck Avenue – North of Site	30%
Port Au Peck Avenue – South of Site	30%
Oceanport Avenue (CR 11) – East of Site	25%
Oceanport Avenue (CR 11) – West of Site	10%
East Main Street – West of Site	5%
Total	100%

Volume Flow Diagrams illustrating the Trip Distribution and the Site Generated Trips are provided as **Figures 4 and 5** in **Appendix A**.

Future Traffic Conditions

To determine the traffic impact of the development, an estimation of the traffic operational characteristics at the Build date, without the construction of the project (or “No-Build” condition), is made. The existing volumes have been projected to the Build year of 2024.

2024 Base Conditions

The NJDOT Annual Background Growth Rate Table recommends a rate of 1.00% for local roadways, 1.00% for urban minor arterial roadways, and 2.50% for urban major collector roadways within Monmouth County. This forecast accounts for general increases in local traffic volumes each year in the study area. A growth rate of 2.50% was applied to the traffic volumes to provide a conservative analysis.

Adjacent Developments

Colliers Engineering & Design contacted the Borough of Oceanport to determine if there are any planned or approved developments in the vicinity of the project site. No such projects have been planned or approved.

2024 No-Build Conditions

The 2024 No Build traffic volumes equate to the 2024 Base traffic volumes, as there are no planned developments within the vicinity of the project site. A Volume Flow Diagram illustrating the 2024 No-Build Conditions is provided as **Figure 6** in **Appendix A**.

2024 Build Conditions

The 2024 Build traffic volumes were forecasted by adding the total site generated traffic of the proposed development to the 2024 No-Build traffic volumes within the roadway network. The 2024 Build Conditions are illustrated as **Figure 7** in **Appendix A**.

HCM Capacity Analysis

The peak hour traffic operations within the project vicinity were evaluated at the study intersections. The analyses were performed using the latest version of *Synchro Trafficware*, a traffic analysis and simulation program. The results of these analyses provide Levels of Service (LOS), volume/capacity descriptions, and average seconds of delay for the intersection movements.

The efficiency with which an intersection operates is a function of volume and capacity. The capacity of an intersection is the volume of vehicles it can accommodate during a given time period. LOS is a qualitative measure describing operational conditions within a traffic stream in terms of traffic characteristics such as freedom to maneuver, traffic interruption, comfort, and convenience. Six LOS are defined for each type of facility with analysis procedures available. Levels of Service range from "A" through "F," with Level "A" representing excellent conditions with no delays, and failure and deficient operations denoted by Level "F." The HCM LOS criteria for signalized and unsignalized intersections is summarized in **Table 6**.

Table 6 – HCM LOS/Delay Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

The Levels of Service for the 2024 No-Build and Build Conditions are detailed in **Table 7**. The capacity analysis calculation worksheets are provided in **Appendix D**.

Table 7 – Level of Service Summary

Intersection	Movement		2024 No-Build Conditions						2024 Build Conditions					
			AM Peak		PM Peak		SAT Peak		AM Peak		PM Peak		SAT Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Oceanport Avenue (CR 11) (EB)/Monmouth Park Parking Lot (WB) & Port Au Peck Avenue (NB/SB)	EB	L	B	12.8	B	13.6	B	13.3	B	12.6	B	13.3	B	13.0
		TR	B	13.0	B	13.0	B	13.0	B	13.1	B	13.1	B	13.2
	WB	LTR	B	11.6	B	11.6	B	11.6	B	12.0	B	12.1	B	12.2
	NB	LT	C	22.3	C	27.8	B	19.9	C	22.3	C	28.5	C	20.0
		TR	B	15.2	B	18.7	B	15.8	B	15.6	B	19.3	B	16.4
	SB	LT	B	15.5	B	15.6	B	14.9	B	15.5	B	15.6	B	14.9
		TR	B	16.0	B	16.2	B	15.3	B	16.0	B	16.2	B	15.4
	Overall		B	16.1	B	18.4	B	15.7	B	16.1	B	16.6	B	15.8
Oceanport Avenue (CR 11) (EB)/East Main Street (WB) & Port Au Peck Avenue (NB/SB)	EB	LTR	B	15.7	C	21.1	B	17.4	B	15.8	C	21.9	B	18.5
	WB	LTR	B	18.7	C	21.5	B	18.7	B	19.3	C	22.4	C	20.2
	NB	L	D	39.3	C	35.0	C	30.9	D	39.5	D	35.3	C	30.8
		TR	B	18.2	C	28.6	C	21.4	B	18.3	C	29.1	C	21.3
	SB	L	C	26.4	D	50.4	C	33.2	C	27.2	E	79.4	D	39.5
		TR	D	44.5	C	29.8	C	24.2	D	45.4	C	30.3	C	24.1
	Overall		C	29.3	C	27.6	C	22.1	C	29.6	C	30.3	C	23.1
Oceanport Avenue (CR 11) (EB/WB) & Crescent Place (NB)/Monmouth Park Driveway (SB)	EB	L	a	8.0	a	8.3	a	8.1	a	8.1	a	8.3	a	8.1
	WB	L	a	7.8	a	8.2	a	8.2	a	7.9	a	8.3	a	8.3
	NB	LTR	b	12.1	c	23.0	c	21.5	b	12.8	d	25.5	c	24.6
	SB	LTR	b	13.7	c	18.9	c	22.3	b	14.2	d	20.3	d	25.2
Oceanport Avenue (CR 11) (EB/WB) & Western Site Driveway (NB)	WB	L	-	-	-	-	-	-	b	7.9	a	8.4	a	8.4
	NB	LR	-	-	-	-	-	-	b	13.1	c	17.2	c	16.5
Oceanport Avenue (CR 11) (EB/WB) & Eastern Site Driveway (NB)	WB	L	-	-	-	-	-	-	a	7.8	a	8.3	a	8.3
	NB	LR	-	-	-	-	-	-	b	10.6	b	12.1	b	11.9

*Note: Uppercase indicates signalized intersections, lowercase indicates unsignalized intersections.

Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue

2024 No-Build Analysis

Under the No-Build condition, all intersection movements will operate at Levels of Service "C" or better during all peak hours studied. The intersection will operate at an overall Level of Service "B" during all peak hours studied.

2024 Build Analysis

Under the Build condition, all intersection movements will continue to operate at or near No-Build levels of service. The intersection will continue to operate at an overall Level of Service "B" during all peak hours studied.

Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue

2024 No-Build Analysis

Under the No-Build condition, all intersection movements will operate at Levels of Service "D" or better during all peak hours studied. The intersection will operate at an overall Level of Service "C" during all peak hours studied.

2024 Build Analysis

Under the Build condition, all intersection movements will continue to operate at or near No-Build levels of service with the exception of the southbound left-turn movement which will operate at a Level of Service "E" during the weekday evening peak hour. The intersection will continue to operate at an overall Level of Service "C" during all peak hours studied. Additionally, **Table 8** illustrates that the site generated traffic at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue is approximately 4% or less of the overall traffic; therefore, the impact of the site generated traffic at the intersection is negligible.

Table 8 – Volume Comparison – Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue

Peak Period	2024 No-Build Volumes	Site Generated Trips	2024 Build Volumes	Percent Impact
Weekday AM Peak	1,673	53	1,726	3.07%
Weekday PM Peak	2,179	68	2,247	3.03%
Saturday Midday Peak	1,850	84	1,934	4.34%

Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway

2024 No-Build Analysis

Under the No-Build condition, all intersection movements will operate at Levels of Service "C" or better during all peak hours studied.

2024 Build Analysis

Under the Build condition, all intersection movements will operate at Levels of Service "D" or better with calculated 95th percentile queue lengths of two (2) vehicles or less during all peak hours studied.

Oceanport Avenue (CR 11) & Western Site Driveway

2024 Build Analysis

Under the Build condition, all intersection movements will operate at Levels of Service "C" or better with calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied.

Oceanport Avenue (CR 11) & Eastern Site Driveway

2024 Build Analysis

Under the Build condition, all intersection movements will operate at Levels of Service "B" or better with calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied.

Site Access & Parking Assessment

Site Access

Access to the site will be maintained at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway and at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue. Additionally, it is proposed to provide access via two (2) full-movement driveways along Oceanport Avenue (CR 11).

Parking Assessment

It is noted the Project is not subject to local zoning; therefore, there is no parking requirement for the hotel portion of the site. However, per the ITE *Park Generation Manual, 5th Edition*, the 85th percentile parking demand for a hotel is 0.99 spaces per room, which equates to 198 spaces. It is proposed to provide one (1) space per hotel room for a total of 200 spaces.

The New Jersey Residential Site Improvement Standards (RSIS) sets forth a parking requirement of 1.8 spaces per each one-bedroom apartment and 2.0 spaces per each two-bedroom apartment. For the proposed residential development consisting of 306 age-restricted multifamily residential units, this equates to a parking requirement of 592 spaces. Currently, the existing racetrack provides 2,085 parking spaces. It is proposed to provide 876 additional parking spaces for a total of 2,961 parking spaces; thus, the proposed parking supply satisfies both the RSIS requirement and published industry standards. **Table 9** further details the parking calculations.

Table 9 – Parking Requirements

Land Use	Size	Rate	Requirement	Proposed Parking Supply
Residential (RSIS)	104 units	1.8 spaces per one-bedroom unit	188 spaces	2,961 spaces
	202 units	2.0 spaces per two-bedroom unit	404 spaces	
Hotel (ITE)	200 rooms	0.99 spaces per room	198 spaces	
Total			790 spaces	

Summary and Conclusions

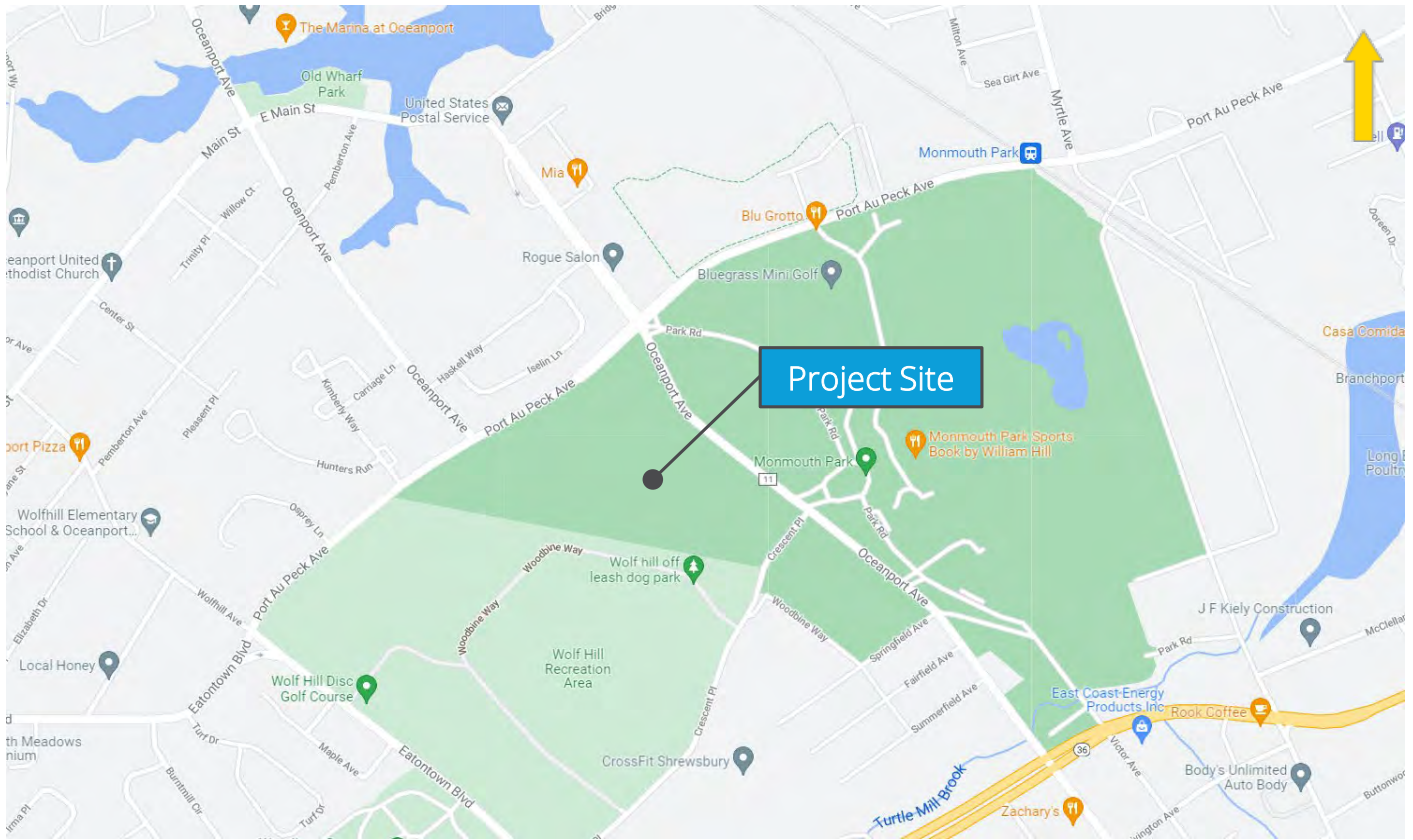
The Traffic Impact Study evaluated Phase 1 of the proposed mixed-used development within the Borough of Oceanport, Monmouth County, New Jersey. The findings of the Traffic Impact Study are summarized as follows:

1. Under Phase 1, it is proposed to construct a mixed-use development consisting of 306 age-restricted multifamily residential units and a 200-room hotel.
2. Access to the site will be maintained at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway and at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue. Additionally, it is proposed to provide access via two (2) full-movement driveways along Oceanport Avenue (CR 11).
3. Under the Build condition, all movements at the intersection of Oceanport Avenue (CR 11)/Monmouth Park Parking Lot & Port Au Peck Avenue will continue to operate at or near No-Build levels of service during all peak hours studied. The intersection will continue to operate at an overall Level of Service "B" during all peak hours studied.
4. Under the Build condition, all movements at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue will continue to operate at or near No-Build Levels of Service during all peak hours studied, with the exception of the southbound left-turn movement which will operate at a Level of Service "E" during the weekday evening peak hour. The intersection will continue to operate at an overall Level of Service "C" during all peak hours studied. Additionally, the site generated traffic at the intersection of Oceanport Avenue (CR 11)/East Main Street & Port Au Peck Avenue is approximately 4% or less of the overall traffic; therefore, the impact of the site generated traffic at the intersection is negligible.
5. Under the Build condition, all intersection movements at the intersection of Oceanport Avenue (CR 11) & Crescent Place/Monmouth Park Driveway will operate at Levels of Service "D" or better with calculated 95th percentile queue lengths of two (2) vehicles or less during all peak hours studied.
6. Under the Build condition, all movements at the Western Site Driveway along Oceanport Avenue (CR 11) will operate at Levels of Service "C" or better during all peak hours studied. The calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied can be accommodated within the layout of the site.
7. Under the Build condition, all movements at the Eastern Site Driveway along Oceanport Avenue (CR 11) will operate at Levels of Service "B" or better during all peak hours studied. The calculated 95th percentile queue lengths of one (1) vehicle or less during all peak hours studied can be accommodated within the layout of the site.

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Traffic Impact Study

Appendix A | Traffic Figures





01 ARCHITECTURAL SITE PLAN
SCALE: 1" = 100'-0"

PARKING CALCULATIONS:
TOTAL PROPOSED PHASE 1A PARKING:
RESIDENTIAL: 476 SPACES (2.0 SPACES/DU)
HOTEL: 200 SPACES (1 SPACES/ROOM)
PHASE 1A PARKING:
EXISTING SPACES: 2,085 SPACES
PROPOSED SPACES: 876 SPACES
TOTAL PARKING: 2,961 SPACES

REFER TO CIVIL DRAWINGS/ TRAFFIC ANALYSIS FOR TOTAL PROPOSED PARKING/ SHARED PARKING ANALYSIS

SITE NOTES:
1. REFER TO CIVIL DRAWINGS FOR ALL UNDERGROUND UTILITY LOCATIONS, SIZES AND DETAILING.
2. REFER TO CIVIL DRAWINGS FOR ALL STORM WATER RUNOFF AND RETENTION INFORMATION.
3. REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR SITE DETAILS, CONDITIONS, AND LANDSCAPING DETAILS.

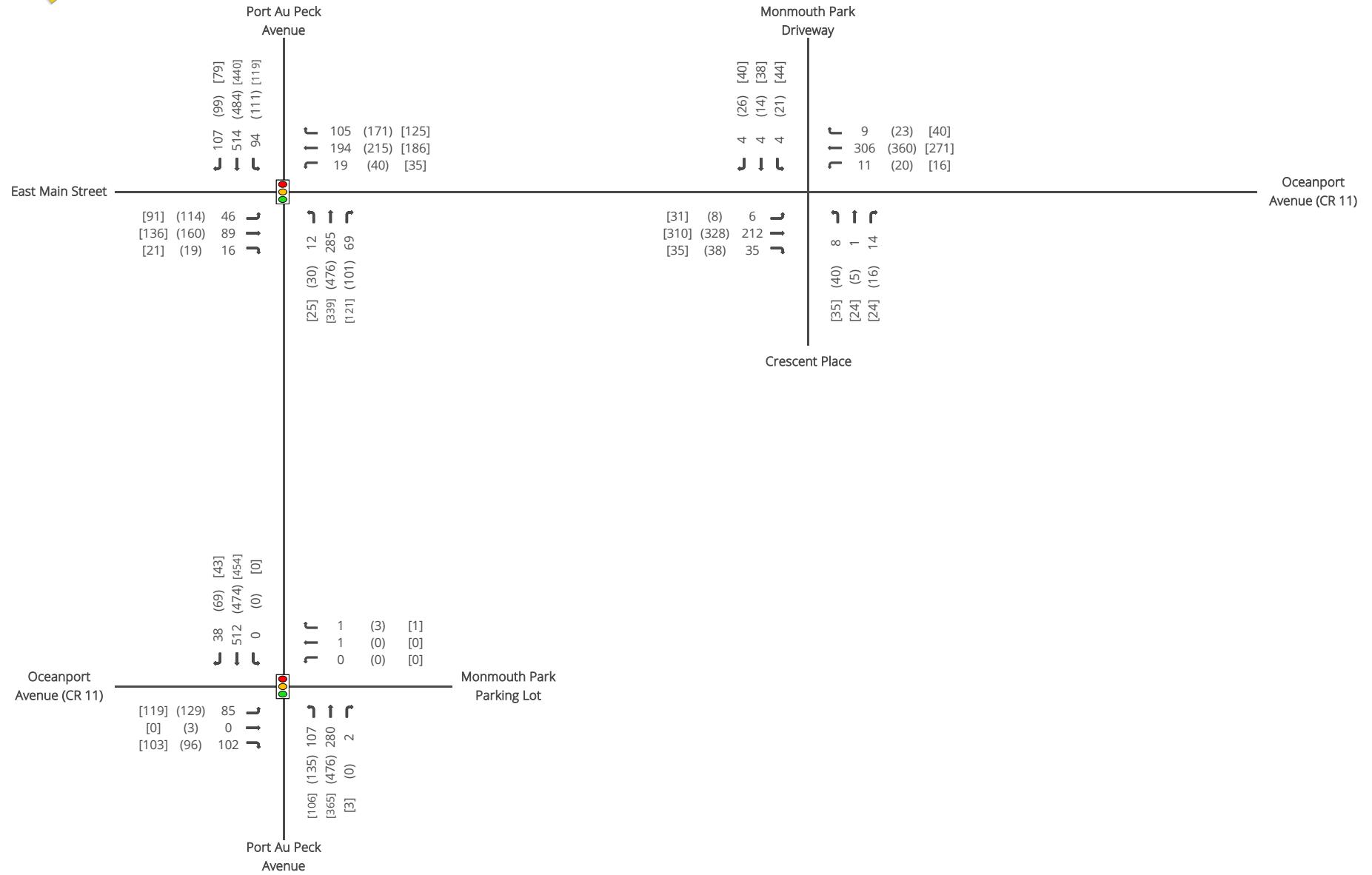
PREPARED BY:
MINNO WASKO
ARCHITECTS AND PLANNERS
80 LAKESHORE LANE, SUITE 100, LAKESIDE, NEW JERSEY 07036
PH: 908.467.1100 FAX: 908.467.1101 WWW.MINNOWASKO.COM

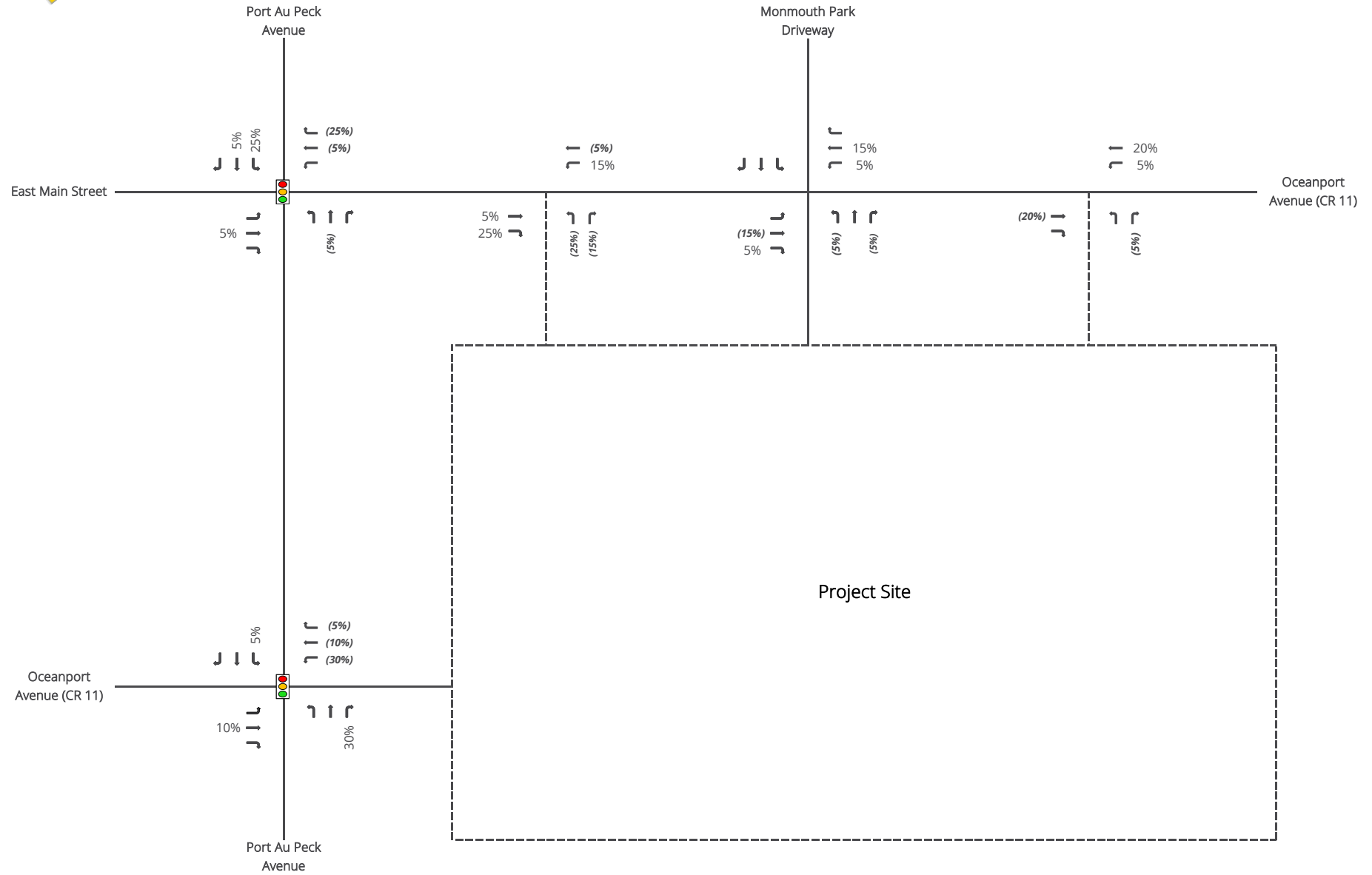
MONMOUTH PARK
OCEANPORT, MONMOUTH COUNTY, NEW JERSEY

PREPARED FOR:
JEMB
REALTY

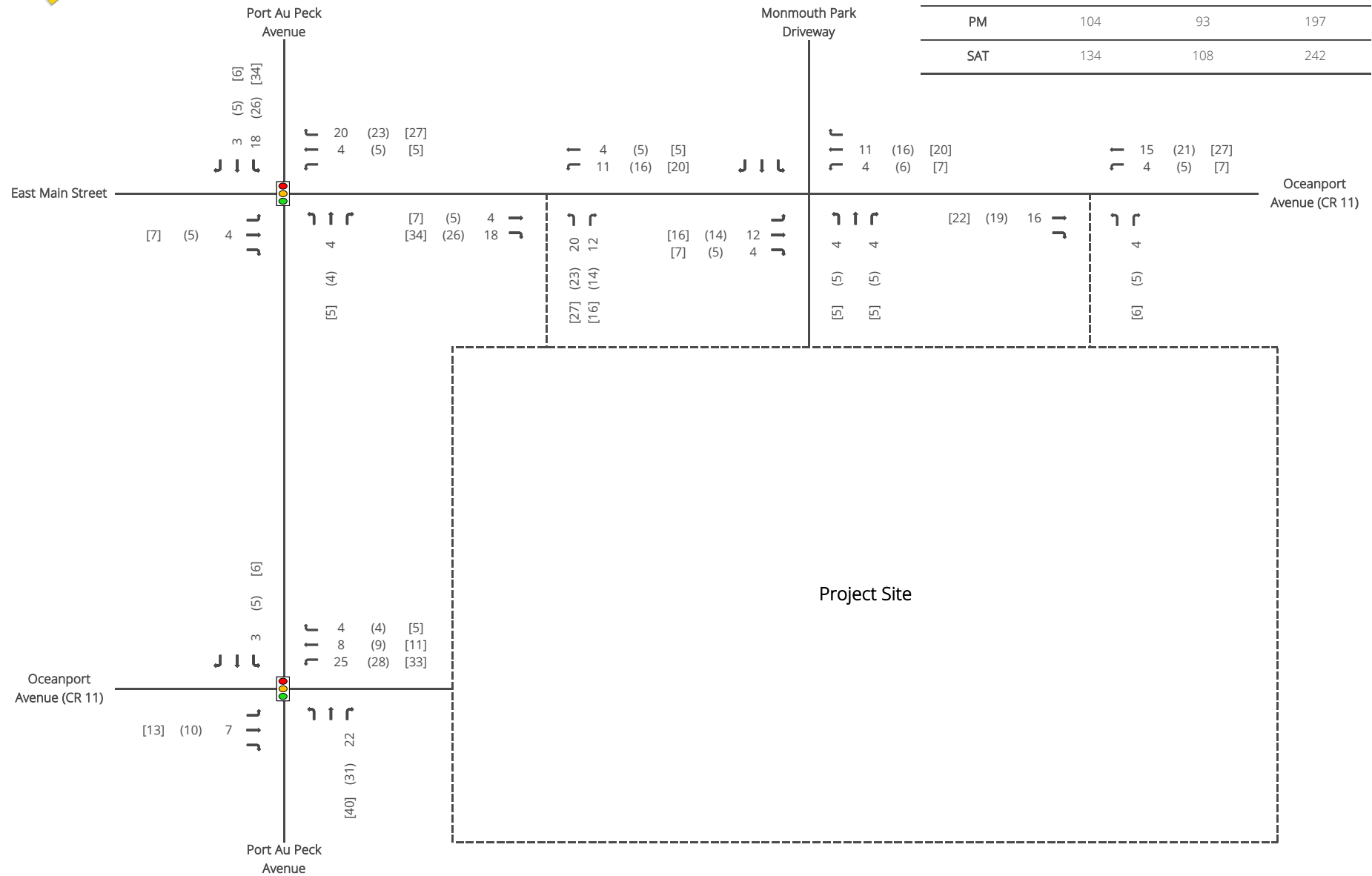
ISSUE:	FOR:
DATE:	
11/23/2022	NJSEA SUBMISSION - SITE PLAN

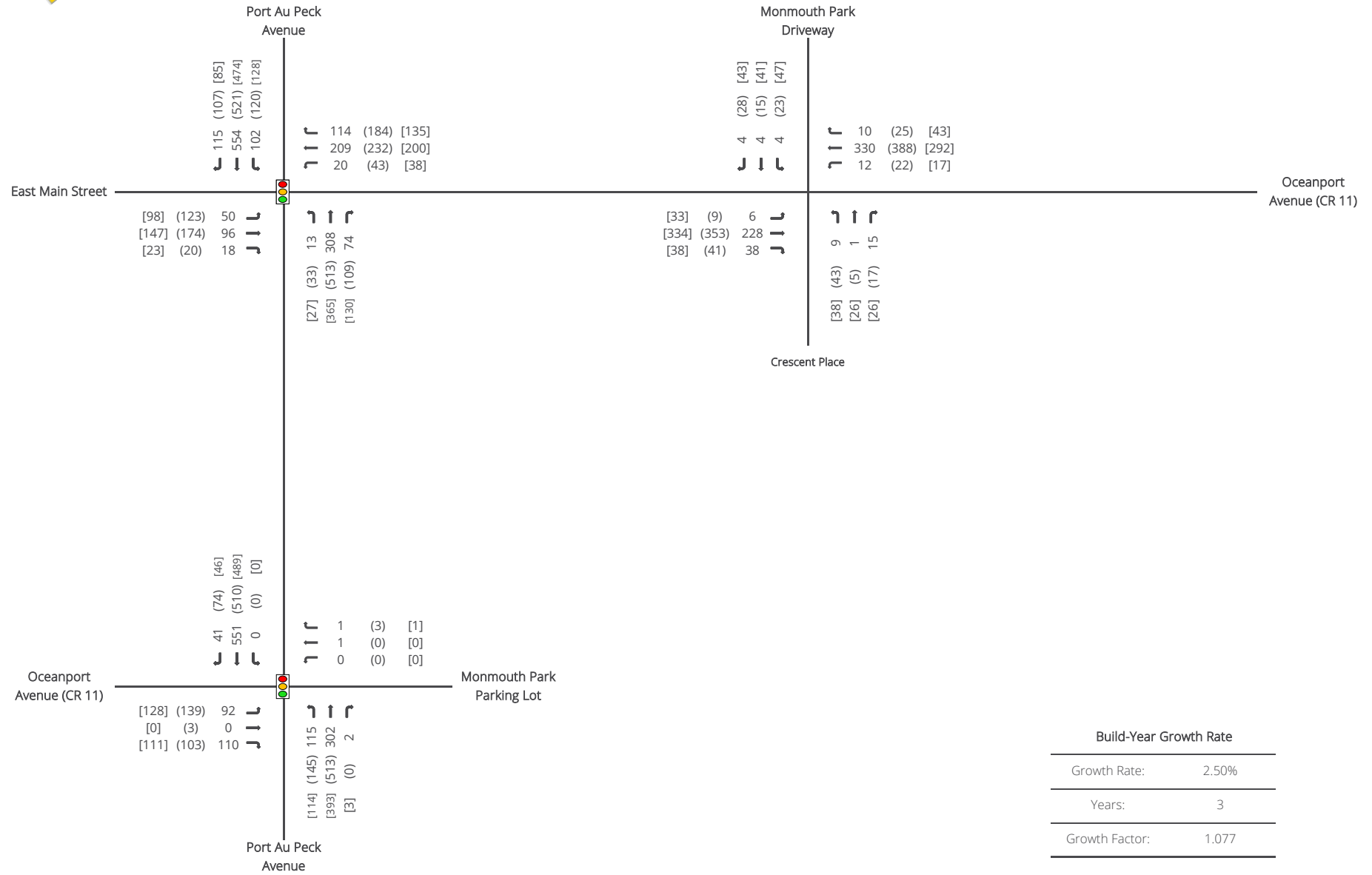
A-01
SITE PLAN
20-1005-01
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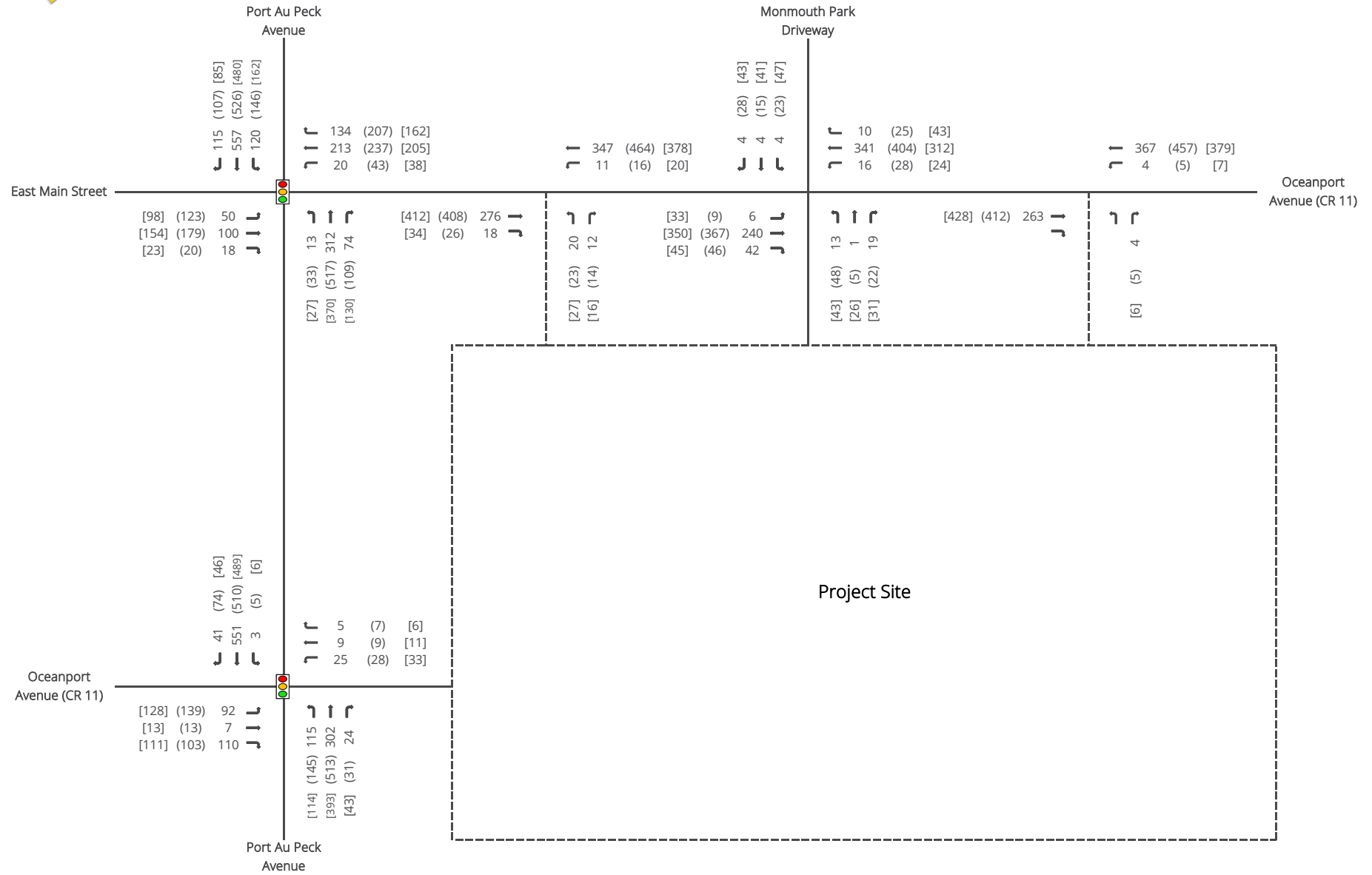


Peak Hour	Enter	Exit	Total
AM	73	81	154
PM	104	93	197
SAT	134	108	242





Build-Year Growth Rate	
Growth Rate:	2.50%
Years:	3
Growth Factor:	1.077



Traffic Impact Study

Appendix B | Traffic Count Data



Oceanport, NJ
Port Au Peck Ave & Oceanport Ave
Tuesday, November 16, 2021
Location: 40.308791, -74.026515

www.TSTData.com
184 Baker Rd

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

Count Name: Port Au Peck Avenue & Oceanport Avenue (11/16)
Site Code:
Start Date: 11/16/2021
Page No: 1

Turning Movement Data

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	17	0	3	6	0	2	26	0	0	0	0	0	0	0	5	48	0	0	0	0	53	0	81	5	0	0	0	86	165
7:15 AM	10	0	8	6	0	2	24	0	0	0	0	2	0	2	15	44	0	0	0	0	59	0	123	5	2	0	0	130	215
7:30 AM	12	0	0	12	2	2	26	0	0	0	0	0	0	0	27	70	0	0	0	0	97	0	109	12	1	0	0	122	245
7:45 AM	18	0	4	13	0	0	35	0	1	0	0	0	0	1	23	60	0	0	0	0	83	0	109	8	3	0	0	120	239
Hourly Total	57	0	15	37	2	6	111	0	1	0	0	2	0	3	70	222	0	0	0	0	292	0	422	30	6	0	0	458	864
8:00 AM	12	0	16	8	1	3	37	0	0	0	0	0	0	0	23	54	0	0	0	0	77	0	118	1	0	0	0	119	233
8:15 AM	19	0	17	7	1	0	44	0	0	0	0	1	0	1	27	54	1	0	1	0	83	0	92	10	2	0	0	104	232
8:30 AM	23	0	15	5	0	0	43	0	0	0	0	0	0	0	18	70	0	0	0	0	88	0	111	7	1	0	0	119	250
8:45 AM	15	0	18	3	0	3	36	0	0	0	0	0	0	0	19	55	0	0	0	0	74	0	88	9	4	0	0	101	211
Hourly Total	69	0	66	23	2	6	160	0	0	0	0	1	0	1	87	233	1	0	1	0	322	0	409	27	7	0	0	443	926
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	36	3	20	8	0	3	67	0	0	0	0	0	0	0	18	111	0	0	0	0	129	0	100	4	2	0	0	106	302
4:15 PM	19	1	14	5	0	2	39	0	0	0	0	0	0	0	37	89	0	0	0	0	126	0	74	11	4	0	0	89	254
4:30 PM	27	0	17	9	0	0	53	0	0	0	0	0	0	0	29	85	0	0	0	0	114	0	116	4	2	0	0	122	289
4:45 PM	31	0	11	2	0	0	44	0	0	0	0	1	0	1	22	90	0	0	0	0	112	0	86	12	4	0	0	102	259
Hourly Total	113	4	62	24	0	5	203	0	0	0	0	1	0	1	106	375	0	0	0	0	481	0	376	31	12	0	0	419	1104
5:00 PM	26	1	17	2	0	0	46	0	0	0	0	1	0	1	20	117	0	0	0	0	137	0	101	8	1	0	0	110	294
5:15 PM	32	0	21	6	0	0	59	0	0	0	0	0	0	0	24	89	0	0	0	0	113	0	88	4	1	0	0	93	265
5:30 PM	30	1	8	4	0	0	43	0	0	0	0	0	0	0	12	87	0	0	0	0	99	0	86	5	0	0	0	91	233
5:45 PM	16	0	15	2	2	0	35	0	0	0	0	0	0	0	15	79	0	0	0	0	94	0	67	11	1	0	0	79	208
Hourly Total	104	2	61	14	2	0	183	0	0	0	0	1	0	1	71	372	0	0	0	0	443	0	342	28	3	0	0	373	1000
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	343	6	204	98	6	17	657	0	1	0	0	5	0	6	334	1202	1	0	1	1	1538	0	1549	116	28	0	0	1693	3894
Approach %	52.2	0.9	31.1	14.9	0.9	-	-	0.0	16.7	0.0	0.0	83.3	-	-	21.7	78.2	0.1	0.0	0.1	-	-	0.0	91.5	6.9	1.7	0.0	-	-	-
Total %	8.8	0.2	5.2	2.5	0.2	-	16.9	0.0	0.0	0.0	0.0	0.1	-	0.2	8.6	30.9	0.0	0.0	0.0	-	39.5	0.0	39.8	3.0	0.7	0.0	-	43.5	-
Lights	335	6	197	95	6	-	639	0	1	0	0	4	-	5	326	1182	1	0	1	-	1510	0	1502	111	27	0	-	1640	3794
% Lights	97.7	100.0	96.6	96.9	100.0	-	97.3	-	100.0	-	-	80.0	-	83.3	97.6	98.3	100.0	-	100.0	-	98.2	-	97.0	95.7	96.4	-	-	96.9	97.4
Buses	1	0	3	0	0	-	4	0	0	0	0	0	-	0	1	5	0	0	0	-	6	0	8	0	0	0	-	8	18
% Buses	0.3	0.0	1.5	0.0	0.0	-	0.6	-	0.0	-	-	0.0	-	0.0	0.3	0.4	0.0	-	0.0	-	0.4	-	0.5	0.0	0.0	-	-	0.5	0.5
Trucks	7	0	4	3	0	-	14	0	0	0	0	1	-	1	7	15	0	0	0	-	22	0	39	5	1	0	-	45	82
% Trucks	2.0	0.0	2.0	3.1	0.0	-	2.1	-	0.0	-	-	20.0	-	16.7	2.1	1.2	0.0	-	0.0	-	1.4	-	2.5	4.3	3.6	-	-	2.7	2.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	11.8	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	88.2	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-



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Count Name: Port Au Peck Avenue & Oceanport Avenue (11/16)
Site Code:
Start Date: 11/16/2021
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total	
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total		
7:45 AM	18	0	4	13	0	0	35	0	1	0	0	0	0	1	23	60	0	0	0	0	83	0	109	8	3	0	0	120	239	
8:00 AM	12	0	16	8	1	3	37	0	0	0	0	0	0	0	23	54	0	0	0	0	77	0	118	1	0	0	0	119	233	
8:15 AM	19	0	17	7	1	0	44	0	0	0	0	1	0	1	27	54	1	0	1	0	83	0	92	10	2	0	0	104	232	
8:30 AM	23	0	15	5	0	0	43	0	0	0	0	0	0	0	18	70	0	0	0	0	88	0	111	7	1	0	0	119	250	
Total	72	0	52	33	2	3	159	0	1	0	0	1	0	2	91	238	1	0	1	0	331	0	430	26	6	0	0	462	954	
Approach %	45.3	0.0	32.7	20.8	1.3	-	-	0.0	50.0	0.0	0.0	50.0	-	-	27.5	71.9	0.3	0.0	0.3	-	-	0.0	93.1	5.6	1.3	0.0	-	-	-	-
Total %	7.5	0.0	5.5	3.5	0.2	-	16.7	0.0	0.1	0.0	0.0	0.1	-	0.2	9.5	24.9	0.1	0.0	0.1	-	34.7	0.0	45.1	2.7	0.6	0.0	-	48.4	-	-
PHF	0.783	0.000	0.765	0.635	0.500	-	0.903	0.000	0.250	0.000	0.000	0.250	-	0.500	0.843	0.850	0.250	0.000	0.250	-	0.940	0.000	0.911	0.650	0.500	0.000	-	0.963	0.954	0.954
Lights	69	0	50	32	2	-	153	0	1	0	0	1	-	2	87	224	1	0	1	-	313	0	411	24	6	0	-	441	909	909
% Lights	95.8	-	96.2	97.0	100.0	-	96.2	-	100.0	-	-	100.0	-	100.0	95.6	94.1	100.0	-	100.0	-	94.6	-	95.6	92.3	100.0	-	-	95.5	95.3	95.3
Buses	1	0	2	0	0	-	3	0	0	0	0	0	-	0	0	2	0	0	0	-	2	0	6	0	0	0	-	6	11	11
% Buses	1.4	-	3.8	0.0	0.0	-	1.9	-	0.0	-	-	0.0	-	0.0	0.0	0.8	0.0	-	0.0	-	0.6	-	1.4	0.0	0.0	-	-	1.3	1.2	1.2
Trucks	2	0	0	1	0	-	3	0	0	0	0	0	-	0	4	12	0	0	0	-	16	0	13	2	0	0	-	15	34	34
% Trucks	2.8	-	0.0	3.0	0.0	-	1.9	-	0.0	-	-	0.0	-	0.0	4.4	5.0	0.0	-	0.0	-	4.8	-	3.0	7.7	0.0	-	-	3.2	3.6	3.6
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Oceanport, NJ
Port Au Peck Ave & Oceanport Ave
Tuesday, November 16, 2021
Location: 40.308791, -74.026515

www.TSTData.com
184 Baker Rd

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

Count Name: Port Au Peck Avenue & Oceanport Avenue (11/16)
Site Code:
Start Date: 11/16/2021
Page No: 5

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total	
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total		
4:15 PM	19	1	14	5	0	2	39	0	0	0	0	0	0	0	37	89	0	0	0	0	126	0	74	11	4	0	0	89	254	
4:30 PM	27	0	17	9	0	0	53	0	0	0	0	0	0	0	29	85	0	0	0	1	114	0	116	4	2	0	0	122	289	
4:45 PM	31	0	11	2	0	0	44	0	0	0	0	1	0	1	22	90	0	0	0	0	112	0	86	12	4	0	0	102	259	
5:00 PM	26	1	17	2	0	0	46	0	0	0	0	1	0	1	20	117	0	0	0	0	137	0	101	8	1	0	0	110	294	
Total	103	2	59	18	0	2	182	0	0	0	0	2	0	2	108	381	0	0	0	1	489	0	377	35	11	0	0	423	1096	
Approach %	56.6	1.1	32.4	9.9	0.0	-	-	0.0	0.0	0.0	0.0	100.0	-	-	22.1	77.9	0.0	0.0	0.0	-	-	0.0	89.1	8.3	2.6	0.0	-	-	-	-
Total %	9.4	0.2	5.4	1.6	0.0	-	16.6	0.0	0.0	0.0	0.0	0.2	-	0.2	9.9	34.8	0.0	0.0	0.0	-	44.6	0.0	34.4	3.2	1.0	0.0	-	38.6	-	-
PHF	0.831	0.500	0.868	0.500	0.000	-	0.858	0.000	0.000	0.000	0.000	0.500	-	0.500	0.730	0.814	0.000	0.000	0.000	-	0.892	0.000	0.813	0.729	0.688	0.000	-	0.867	0.932	-
Lights	101	2	58	17	0	-	178	0	0	0	0	2	-	2	106	381	0	0	0	-	487	0	368	34	11	0	-	413	1080	
% Lights	98.1	100.0	98.3	94.4	-	-	97.8	-	-	-	-	100.0	-	100.0	98.1	100.0	-	-	-	-	99.6	-	97.6	97.1	100.0	-	-	97.6	98.5	-
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	-
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	-	-	-	-	0.0	-	0.0	0.0	0.0	-	-	-	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	-
Trucks	2	0	1	1	0	-	4	0	0	0	0	0	-	0	2	0	0	0	0	-	2	0	9	1	0	0	-	10	16	-
% Trucks	1.9	0.0	1.7	5.6	-	-	2.2	-	-	-	-	0.0	-	0.0	1.9	0.0	-	-	-	-	0.4	-	2.4	2.9	0.0	-	-	2.4	1.5	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-



Oceanport, NJ
Port Au Peck Ave & Oceanport Ave/
Saturday, November 13, 2021
Location: 40.308791, -74.026515

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184 Baker Rd

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610-466-1469
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Count Name: Port Au Peck Avenue & Oceanport Avenue
Site Code:
Start Date: 11/13/2021
Page No: 1

Turning Movement Data

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total	
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total		
11:00 AM	20	0	8	8	0	1	36	0	0	0	0	0	0	0	13	60	0	0	0	0	73	0	89	9	0	0	0	98	207	
11:15 AM	20	0	15	5	0	1	40	0	0	0	0	0	0	0	12	71	0	0	0	0	83	0	79	7	3	0	0	89	212	
11:30 AM	22	0	17	3	0	0	42	0	0	1	0	0	0	1	23	70	1	0	0	0	94	0	86	5	6	0	0	97	234	
11:45 AM	20	0	12	6	0	0	38	0	0	0	0	0	0	0	20	72	0	0	0	0	92	0	107	6	3	0	1	116	246	
Hourly Total	82	0	52	22	0	2	156	0	0	1	0	0	0	1	68	273	1	0	0	0	342	0	361	27	12	0	1	400	899	
12:00 PM	27	0	16	3	0	0	46	0	0	0	0	0	0	0	21	67	0	0	0	0	88	0	90	5	1	0	0	96	230	
12:15 PM	26	0	13	12	0	1	51	0	0	0	0	0	0	0	21	83	0	0	1	0	105	0	80	7	1	0	0	88	244	
12:30 PM	27	0	15	9	0	0	51	0	0	0	0	0	0	0	23	83	0	0	0	0	106	0	75	3	2	0	1	80	237	
12:45 PM	24	0	18	5	0	0	47	0	0	1	0	0	0	1	19	84	1	0	0	0	104	0	93	9	4	0	0	106	258	
Hourly Total	104	0	62	29	0	1	195	0	0	1	0	0	0	1	84	317	1	0	1	0	403	0	338	24	8	0	1	370	969	
1:00 PM	20	0	19	3	0	2	42	0	0	0	0	0	0	0	15	76	0	0	0	0	91	0	69	7	1	0	0	77	210	
1:15 PM	29	0	11	2	0	0	42	0	0	0	0	0	0	0	21	83	0	0	0	0	104	0	74	7	1	0	0	82	228	
1:30 PM	18	0	11	3	0	2	32	0	0	0	0	0	0	0	10	65	0	0	0	0	75	0	88	8	0	0	0	96	203	
1:45 PM	19	0	20	6	0	0	45	0	0	0	0	0	0	0	24	84	0	0	1	0	109	0	78	5	0	0	0	83	237	
Hourly Total	86	0	61	14	0	4	161	0	0	0	0	0	0	0	70	308	0	0	1	0	379	0	309	27	2	0	0	338	878	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	272	0	175	65	0	7	512	0	0	2	0	0	0	2	222	898	2	0	2	0	1124	0	1008	78	22	0	2	1108	2746	
Approach %	53.1	0.0	34.2	12.7	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	19.8	79.9	0.2	0.0	0.2	-	-	0.0	91.0	7.0	2.0	0.0	-	-	-	-
Total %	9.9	0.0	6.4	2.4	0.0	-	18.6	0.0	0.0	0.1	0.0	0.0	-	0.1	8.1	32.7	0.1	0.0	0.1	-	40.9	0.0	36.7	2.8	0.8	0.0	-	40.3	-	
Lights	271	0	173	65	0	-	509	0	0	2	0	0	-	2	217	894	2	0	2	-	1115	0	995	78	21	0	-	1094	2720	
% Lights	99.6	-	98.9	100.0	-	-	99.4	-	-	100.0	-	-	-	100.0	97.7	99.6	100.0	-	100.0	-	99.2	-	98.7	100.0	95.5	-	-	98.7	99.1	
Buses	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	0	-	1	2	
% Buses	0.0	-	0.6	0.0	-	-	0.2	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.1	0.0	0.0	-	-	0.1	0.1	
Trucks	1	0	1	0	0	-	2	0	0	0	0	0	-	0	5	4	0	0	0	-	9	0	12	0	1	0	-	13	24	
% Trucks	0.4	-	0.6	0.0	-	-	0.4	-	-	0.0	-	-	-	0.0	2.3	0.4	0.0	-	0.0	-	0.8	-	1.2	0.0	4.5	-	-	1.2	0.9	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	14.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-	85.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	



Oceanport, NJ
Port Au Peck Ave & Oceanport Ave/
Saturday, November 13, 2021
Location: 40.308791, -74.026515

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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
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Count Name: Port Au Peck Avenue & Oceanport Avenue
Site Code:
Start Date: 11/13/2021
Page No: 3

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Oceanport Ave Eastbound							Oceanport Ave Westbound							Port Au Peck Ave Northbound							Port Au Peck Ave Southbound							Int. Total	
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total		
11:30 AM	22	0	17	3	0	0	42	0	0	1	0	0	0	1	23	70	1	0	0	0	94	0	86	5	6	0	0	97	234	
11:45 AM	20	0	12	6	0	0	38	0	0	0	0	0	0	0	20	72	0	0	0	0	92	0	107	6	3	0	1	116	246	
12:00 PM	27	0	16	3	0	0	46	0	0	0	0	0	0	0	21	67	0	0	0	0	88	0	90	5	1	0	0	96	230	
12:15 PM	26	0	13	12	0	1	51	0	0	0	0	0	0	0	21	83	0	0	1	0	105	0	80	7	1	0	0	88	244	
Total	95	0	58	24	0	1	177	0	0	1	0	0	0	1	85	292	1	0	1	0	379	0	363	23	11	0	1	397	954	
Approach %	53.7	0.0	32.8	13.6	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	22.4	77.0	0.3	0.0	0.3	-	-	0.0	91.4	5.8	2.8	0.0	-	-	-	-
Total %	10.0	0.0	6.1	2.5	0.0	-	18.6	0.0	0.0	0.1	0.0	0.0	-	0.1	8.9	30.6	0.1	0.0	0.1	-	39.7	0.0	38.1	2.4	1.2	0.0	-	41.6	-	
PHF	0.880	0.000	0.853	0.500	0.000	-	0.868	0.000	0.000	0.250	0.000	0.000	-	0.250	0.924	0.880	0.250	0.000	0.250	-	0.902	0.000	0.848	0.821	0.458	0.000	-	0.856	0.970	
Lights	95	0	57	24	0	-	176	0	0	1	0	0	-	1	82	290	1	0	1	-	374	0	356	23	11	0	-	390	941	
% Lights	100.0	-	98.3	100.0	-	-	99.4	-	-	100.0	-	-	-	100.0	96.5	99.3	100.0	-	100.0	-	98.7	-	98.1	100.0	100.0	-	-	98.2	98.6	
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	
% Buses	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	
Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	3	2	0	0	0	-	5	0	7	0	0	0	-	7	13	
% Trucks	0.0	-	1.7	0.0	-	-	0.6	-	-	0.0	-	-	-	0.0	3.5	0.7	0.0	-	0.0	-	1.3	-	1.9	0.0	0.0	-	-	1.8	1.4	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 900027, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	E Main St Eastbound								E Main St Westbound								Port Au Peck Ave Northbound							
Time	L	BL	T	R	U	RR	App	Ped*	L	T	R	HR	U	HRR	App	Ped*	L	T	BR	R	U	RR	App	Ped*
2021-11-16 7:00AM	7	0	21	2	0	0	30	4	8	29	15	0	0	0	52	0	1	47	0	8	0	5	61	0
7:15AM	6	0	21	3	0	1	31	3	7	38	20	0	0	0	65	0	2	44	0	3	0	5	54	0
7:30AM	12	0	12	2	0	0	26	0	6	49	29	0	0	0	84	0	4	65	0	5	0	4	78	0
7:45AM	11	0	13	1	0	0	25	0	4	55	28	0	0	0	87	0	3	67	0	11	0	1	82	0
Hourly Total	36	0	67	8	0	1	112	7	25	171	92	0	0	0	288	0	10	223	0	27	0	15	275	0
8:00AM	12	0	25	2	0	0	39	2	4	38	23	0	0	0	65	0	2	47	0	9	0	3	61	0
8:15AM	9	0	17	2	0	0	28	0	4	31	20	0	0	0	55	0	1	54	0	10	0	5	70	0
8:30AM	7	0	21	6	0	3	37	0	4	38	18	0	0	0	60	0	4	67	0	11	0	6	88	0
8:45AM	15	0	20	2	0	0	37	0	3	35	23	0	0	0	61	0	4	48	0	11	0	3	66	0
Hourly Total	43	0	83	12	0	3	141	2	15	142	84	0	0	0	241	0	11	216	0	41	0	17	285	0
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00PM	15	0	28	4	0	0	47	0	9	39	29	0	0	0	77	0	4	101	0	18	0	3	126	0
4:15PM	22	0	33	1	0	0	56	0	7	39	32	0	0	0	78	0	8	93	0	10	0	9	120	0
4:30PM	24	0	30	2	0	1	57	0	5	35	22	0	0	0	62	0	3	89	0	19	0	3	114	0
4:45PM	27	0	30	6	0	3	66	0	7	58	43	0	0	0	108	0	6	91	0	9	0	5	111	0
Hourly Total	88	0	121	13	0	4	226	0	28	171	126	0	0	0	325	0	21	374	0	56	0	20	471	0
5:00PM	18	0	32	2	0	0	52	0	13	40	40	0	0	0	93	0	6	100	0	17	0	6	129	0
5:15PM	14	0	23	1	0	0	38	0	5	52	22	0	0	0	79	0	2	112	0	16	0	5	135	0
5:30PM	17	0	23	4	0	0	44	0	4	28	27	0	0	0	59	0	4	114	0	19	0	3	140	0
5:45PM	15	0	24	1	0	1	41	1	6	16	33	0	0	0	55	0	4	85	0	10	0	4	103	0
Hourly Total	64	0	102	8	0	1	175	1	28	136	122	0	0	0	286	0	16	411	0	62	0	18	507	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	231	0	373	41	0	9	654	10	96	620	424	0	0	0	1140	0	58	1224	0	186	0	70	1538	0
% Approach	35.3%	0%	57.0%	6.3%	0%	1.4%	-	-	8.4%	54.4%	37.2%	0%	0%	0%	-	-	3.8%	79.6%	0%	12.1%	0%	4.6%	-	-
% Total	4.2%	0%	6.8%	0.7%	0%	0.2%	11.9%	-	1.7%	11.3%	7.7%	0%	0%	0%	20.7%	-	1.1%	22.2%	0%	3.4%	0%	1.3%	27.9%	-
Lights	225	0	361	40	0	9	635	-	91	610	400	0	0	0	1101	-	56	1201	0	183	0	67	1507	-
% Lights	97.4%	0%	96.8%	97.6%	0%	100%	97.1%	-	94.8%	98.4%	94.3%	0%	0%	0%	96.6%	-	96.6%	98.1%	0%	98.4%	0%	95.7%	98.0%	-
Articulated Trucks and Single-Unit Trucks	3	0	8	1	0	0	12	-	3	6	22	0	0	0	31	-	2	19	0	2	0	3	26	-
% Articulated Trucks and Single-Unit Trucks	1.3%	0%	2.1%	2.4%	0%	0%	1.8%	-	3.1%	1.0%	5.2%	0%	0%	0%	2.7%	-	3.4%	1.6%	0%	1.1%	0%	4.3%	1.7%	-
Buses	3	0	4	0	0	0	7	-	2	4	2	0	0	0	8	-	0	4	0	1	0	0	5	-
% Buses	1.3%	0%	1.1%	0%	0%	0%	1.1%	-	2.1%	0.6%	0.5%	0%	0%	0%	0.7%	-	0%	0.3%	0%	0.5%	0%	0%	0.3%	-
Pedestrians	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	90.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	10.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 900027, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Port Au Peck Ave Southbound									Monmouth Park Entrance Southwestbound									
Time	HL	L	T	R	U	RR	App	Ped*		HL	BL	BR	HR	U	App	Ped*		Int	
2021-11-16 7:00AM	0	17	76	10	0	1	104	0		0	0	0	0	0	0	0		247	
7:15AM	0	31	117	7	0	1	156	0		0	0	0	0	0	0	0		306	
7:30AM	0	13	113	11	0	1	138	0		0	0	0	0	0	0	0		326	
7:45AM	0	22	116	19	0	3	160	0		0	0	0	0	0	0	0		354	
Hourly Total	0	83	422	47	0	6	558	0		0	0	0	0	0	0	0		1233	
8:00AM	0	21	117	15	0	2	155	0		0	0	0	0	0	0	0		320	
8:15AM	0	13	98	20	0	1	132	0		0	0	0	0	0	0	0		285	
8:30AM	0	24	106	30	0	1	161	0		0	0	0	0	0	0	0		346	
8:45AM	0	26	91	20	0	3	140	0		0	0	0	0	0	0	0		304	
Hourly Total	0	84	412	85	0	7	588	0		0	0	0	0	0	0	0		1255	
9:00AM	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
Hourly Total	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
4:00PM	0	32	94	12	0	3	141	0		0	0	0	0	0	0	0		391	
4:15PM	1	30	80	10	0	4	125	0		1	0	0	0	0	1	0		380	
4:30PM	0	19	117	19	0	5	160	0		0	0	0	0	0	0	0		393	
4:45PM	0	22	91	17	0	3	133	0		0	0	0	0	0	0	0		418	
Hourly Total	1	103	382	58	0	15	559	0		1	0	0	0	0	1	0		1582	
5:00PM	0	16	99	13	0	8	136	0		0	0	0	0	0	0	0		410	
5:15PM	0	18	89	12	0	3	122	0		0	0	0	0	0	0	0		374	
5:30PM	0	17	81	8	0	2	108	0		0	0	0	0	0	0	0		351	
5:45PM	0	11	73	12	0	4	100	0		0	0	0	0	0	0	0		299	
Hourly Total	0	62	342	45	0	17	466	0		0	0	0	0	0	0	0		1434	
6:00PM	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
Hourly Total	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	
Total	1	332	1558	235	0	45	2171	0		1	0	0	0	0	1	0		5504	
% Approach	0%	15.3%	71.8%	10.8%	0%	2.1%	-	-		100%	0%	0%	0%	0%	-	-		-	
% Total	0%	6.0%	28.3%	4.3%	0%	0.8%	39.4%	-		0%	0%	0%	0%	0%	0%	-		-	
Lights	1	331	1503	234	0	43	2112	-		1	0	0	0	0	1	-		5356	
% Lights	100%	99.7%	96.5%	99.6%	0%	95.6%	97.3%	-		100%	0%	0%	0%	0%	100%	-		97.3%	
Articulated Trucks and Single-Unit Trucks	0	1	49	0	0	1	51	-		0	0	0	0	0	0	-		120	
% Articulated Trucks and Single-Unit Trucks	0%	0.3%	3.1%	0%	0%	2.2%	2.3%	-		0%	0%	0%	0%	0%	0%	-		2.2%	
Buses	0	0	6	1	0	1	8	-		0	0	0	0	0	0	-		28	
% Buses	0%	0%	0.4%	0.4%	0%	2.2%	0.4%	-		0%	0%	0%	0%	0%	0%	-		0.5%	
Pedestrians	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		-	
% Pedestrians	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-		-	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-		-	

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021

Forced Peak (7:45 AM - 8:45 AM)

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

All Movements

ID: 900027, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	E Main St Eastbound								E Main St Westbound								Port Au Peck Ave Northbound							
Time	L	BL	T	R	U	RR	App	Ped*	L	T	R	HR	U	HRR	App	Ped*	L	T	BR	R	U	RR	App	Ped*
2021-11-16 7:45AM	11	0	13	1	0	0	25	0	4	55	28	0	0	0	87	0	3	67	0	11	0	1	82	0
8:00AM	12	0	25	2	0	0	39	2	4	38	23	0	0	0	65	0	2	47	0	9	0	3	61	0
8:15AM	9	0	17	2	0	0	28	0	4	31	20	0	0	0	55	0	1	54	0	10	0	5	70	0
8:30AM	7	0	21	6	0	3	37	0	4	38	18	0	0	0	60	0	4	67	0	11	0	6	88	0
Total	39	0	76	11	0	3	129	2	16	162	89	0	0	0	267	0	10	235	0	41	0	15	301	0
% Approach	30.2%	0%	58.9%	8.5%	0%	2.3%	-	-	6.0%	60.7%	33.3%	0%	0%	0%	-	-	3.3%	78.1%	0%	13.6%	0%	5.0%	-	-
% Total	3.0%	0%	5.8%	0.8%	0%	0.2%	9.9%	-	1.2%	12.4%	6.8%	0%	0%	0%	20.5%	-	0.8%	18.0%	0%	3.1%	0%	1.1%	23.1%	-
PHF	0.813	-	0.760	0.458	-	0.250	0.827	-	1.000	0.736	0.795	-	-	-	0.767	-	0.625	0.877	-	0.932	-	0.625	0.855	-
Lights	34	0	72	11	0	3	120	-	14	159	81	0	0	0	254	-	9	222	0	39	0	15	285	-
% Lights	87.2%	0%	94.7%	100%	0%	100%	93.0%	-	87.5%	98.1%	91.0%	0%	0%	0%	95.1%	-	90.0%	94.5%	0%	95.1%	0%	100%	94.7%	-
Articulated Trucks and Single-Unit Trucks	3	0	2	0	0	0	5	-	1	2	8	0	0	0	11	-	1	11	0	1	0	0	13	-
% Articulated Trucks and Single-Unit Trucks	7.7%	0%	2.6%	0%	0%	0%	3.9%	-	6.3%	1.2%	9.0%	0%	0%	0%	4.1%	-	10.0%	4.7%	0%	2.4%	0%	0%	4.3%	-
Buses	2	0	2	0	0	0	4	-	1	1	0	0	0	0	2	-	0	2	0	1	0	0	3	-
% Buses	5.1%	0%	2.6%	0%	0%	0%	3.1%	-	6.3%	0.6%	0%	0%	0%	0%	0.7%	-	0%	0.9%	0%	2.4%	0%	0%	1.0%	-
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021

Forced Peak (7:45 AM - 8:45 AM)

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

All Movements

ID: 900027, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Port Au Peck Ave Southbound									Monmouth Park Entrance Southwestbound								
Time	HL	L	T	R	U	RR	App	Ped*		HL	BL	BR	HR	U	App	Ped*		Int
2021-11-16 7:45AM	0	22	116	19	0	3	160	0		0	0	0	0	0	0	0		354
8:00AM	0	21	117	15	0	2	155	0		0	0	0	0	0	0	0		320
8:15AM	0	13	98	20	0	1	132	0		0	0	0	0	0	0	0		285
8:30AM	0	24	106	30	0	1	161	0		0	0	0	0	0	0	0		346
Total	0	80	437	84	0	7	608	0		0	0	0	0	0	0	0		1305
% Approach	0%	13.2%	71.9%	13.8%	0%	1.2%	-	-		0%	0%	0%	0%	0%	-	-		-
% Total	0%	6.1%	33.5%	6.4%	0%	0.5%	46.6%	-		0%	0%	0%	0%	0%	0%	-		-
PHF	-	0.833	0.934	0.700	-	0.583	0.944	-		-	-	-	-	-	-	-		0.922
Lights	0	80	418	83	0	7	588	-		0	0	0	0	0	0	-		1247
% Lights	0%	100%	95.7%	98.8%	0%	100%	96.7%	-		0%	0%	0%	0%	0%	-	-		95.6%
Articulated Trucks and Single-Unit Trucks	0	0	14	0	0	0	14	-		0	0	0	0	0	0	-		43
% Articulated Trucks and Single-Unit Trucks	0%	0%	3.2%	0%	0%	0%	2.3%	-		0%	0%	0%	0%	0%	-	-		3.3%
Buses	0	0	5	1	0	0	6	-		0	0	0	0	0	0	-		15
% Buses	0%	0%	1.1%	1.2%	0%	0%	1.0%	-		0%	0%	0%	0%	0%	-	-		1.1%
Pedestrians	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		-
% Pedestrians	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-		-

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 900027, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	E Main St Eastbound							E Main St Westbound							Port Au Peck Ave Northbound						
Time	L	BL	T	R	U	RR	App Ped*	L	T	R	HR	U	HRR	App Ped*	L	T	BR	R	U	RR	App Ped*
2021-11-16 4:15PM	22	0	33	1	0	0	56	7	39	32	0	0	0	78	8	93	0	10	0	9	120
4:30PM	24	0	30	2	0	1	57	5	35	22	0	0	0	62	3	89	0	19	0	3	114
4:45PM	27	0	30	6	0	3	66	7	58	43	0	0	0	108	6	91	0	9	0	5	111
5:00PM	18	0	32	2	0	0	52	13	40	40	0	0	0	93	6	100	0	17	0	6	129
Total	91	0	125	11	0	4	231	32	172	137	0	0	0	341	23	373	0	55	0	23	474
% Approach	39.4%	0%	54.1%	4.8%	0%	1.7%	-	9.4%	50.4%	40.2%	0%	0%	0%	-	4.9%	78.7%	0%	11.6%	0%	4.9%	-
% Total	5.7%	0%	7.8%	0.7%	0%	0.2%	14.4%	2.0%	10.7%	8.6%	0%	0%	0%	21.3%	1.4%	23.3%	0%	3.4%	0%	1.4%	29.6%
PHF	0.843	-	0.947	0.458	-	0.333	0.875	0.615	0.741	0.797	-	-	-	0.789	0.719	0.933	-	0.724	-	0.639	0.919
Lights	91	0	123	11	0	4	229	32	172	134	0	0	0	338	23	371	0	54	0	23	471
% Lights	100%	0%	98.4%	100%	0%	100%	99.1%	100%	100%	97.8%	0%	0%	0%	99.1%	100%	99.5%	0%	98.2%	0%	100%	99.4%
Articulated Trucks and Single-Unit Trucks	0	0	2	0	0	0	2	0	0	3	0	0	0	3	0	1	0	1	0	0	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	1.6%	0%	0%	0%	0.9%	0%	0%	2.2%	0%	0%	0%	0.9%	0%	0.3%	0%	1.8%	0%	0%	0.4%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0%	0%	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Tue Nov 16, 2021

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 900027, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Port Au Peck Ave Southbound									Monmouth Park Entrance Southwestbound								
Time	HL	L	T	R	U	RR	App	Ped*		HL	BL	BR	HR	U	App	Ped*	Int	
2021-11-16 4:15PM	1	30	80	10	0	4	125	0		1	0	0	0	0	1	0	380	
4:30PM	0	19	117	19	0	5	160	0		0	0	0	0	0	0	0	393	
4:45PM	0	22	91	17	0	3	133	0		0	0	0	0	0	0	0	418	
5:00PM	0	16	99	13	0	8	136	0		0	0	0	0	0	0	0	410	
Total	1	87	387	59	0	20	554	0		1	0	0	0	0	1	0	1601	
% Approach	0.2%	15.7%	69.9%	10.6%	0%	3.6%	-	-		100%	0%	0%	0%	0%	-	-	-	
% Total	0.1%	5.4%	24.2%	3.7%	0%	1.2%	34.6%	-		0.1%	0%	0%	0%	0%	0.1%	-	-	
PHF	0.250	0.725	0.827	0.776	-	0.625	0.866	-		0.250	-	-	-	-	0.250	-	0.958	
Lights	1	87	374	59	0	18	539	-		1	0	0	0	0	1	-	1578	
% Lights	100%	100%	96.6%	100%	0%	90.0%	97.3%	-		100%	0%	0%	0%	0%	100%	-	98.6%	
Articulated Trucks and Single-Unit Trucks	0	0	13	0	0	1	14	-		0	0	0	0	0	0	-	21	
% Articulated Trucks and Single-Unit Trucks	0%	0%	3.4%	0%	0%	5.0%	2.5%	-		0%	0%	0%	0%	0%	0%	-	1.3%	
Buses	0	0	0	0	0	1	1	-		0	0	0	0	0	0	-	2	
% Buses	0%	0%	0%	0%	0%	5.0%	0.2%	-		0%	0%	0%	0%	0%	0%	-	0.1%	
Pedestrians	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021

Full Length (11 AM-2 PM)

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

All Movements

ID: 900023, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	E Main St Eastbound								E Main St Westbound								Port Au Peck Ave Northbound							
Time	L	BL	T	R	U	RR	App	Ped*	L	T	R	HR	U	HRR	App	Ped*	L	T	BR	R	U	RR	App	Ped*
2021-11-13 11:00AM	10	0	34	5	0	1	50	0	6	26	26	0	0	0	58	0	4	59	0	15	0	7	85	0
11:15AM	19	0	24	5	0	0	48	0	8	36	24	0	0	0	68	0	7	59	0	18	0	6	90	0
11:30AM	14	0	28	0	0	0	42	0	7	33	18	0	0	0	58	0	0	56	0	23	0	5	84	0
11:45AM	21	0	24	1	0	0	46	0	6	40	30	0	0	0	76	0	4	69	0	16	0	4	93	0
Hourly Total	64	0	110	11	0	1	186	0	27	135	98	0	0	0	260	0	15	243	0	72	0	22	352	0
12:00PM	18	0	26	5	0	4	53	0	9	37	30	0	0	0	76	0	4	58	0	15	0	8	85	0
12:15PM	20	0	31	1	0	1	53	0	6	37	22	0	0	0	65	0	11	79	0	16	0	7	113	1
12:30PM	16	0	27	3	0	1	47	0	5	21	28	0	0	0	54	0	5	70	0	17	0	5	97	0
12:45PM	15	0	25	2	0	0	42	0	8	30	21	0	0	0	59	0	5	84	0	21	0	0	110	0
Hourly Total	69	0	109	11	0	6	195	0	28	125	101	0	0	0	254	0	25	291	0	69	0	20	405	1
1:00PM	17	0	23	1	0	1	42	2	8	43	18	0	0	0	69	0	2	73	0	17	0	1	93	0
1:15PM	14	0	29	1	0	1	45	0	8	31	23	0	0	0	62	0	4	88	0	17	0	8	117	0
1:30PM	11	0	21	3	0	0	35	0	5	22	22	0	0	0	49	0	6	60	0	11	0	2	79	0
1:45PM	5	0	16	2	0	0	23	0	4	37	30	0	0	0	71	0	3	80	0	14	0	2	99	0
Hourly Total	47	0	89	7	0	2	145	2	25	133	93	0	0	0	251	0	15	301	0	59	0	13	388	0
2:00PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	0	308	30	0	9	527	2	80	393	292	0	0	0	765	0	55	835	0	200	0	55	1145	1
% Approach	34.2%	0%	58.4%	5.7%	0%	1.7%	-	-	10.5%	51.4%	38.2%	0%	0%	0%	0%	-	4.8%	72.9%	0%	17.5%	0%	4.8%	-	-
% Total	4.7%	0%	8.1%	0.8%	0%	0.2%	13.8%	-	2.1%	10.3%	7.6%	0%	0%	0%	20.0%	-	1.4%	21.8%	0%	5.2%	0%	1.4%	29.9%	-
Lights	176	0	305	30	0	9	520	-	80	389	284	0	0	0	753	-	55	829	0	200	0	53	1137	-
% Lights	97.8%	0%	99.0%	100%	0%	100%	98.7%	-	100%	99.0%	97.3%	0%	0%	0%	98.4%	-	100%	99.3%	0%	100%	0%	96.4%	99.3%	-
Articulated Trucks and Single-Unit Trucks	4	0	1	0	0	0	5	-	0	2	8	0	0	0	10	-	0	5	0	0	0	2	7	-
% Articulated Trucks and Single-Unit Trucks	2.2%	0%	0.3%	0%	0%	0%	0.9%	-	0%	0.5%	2.7%	0%	0%	0%	1.3%	-	0%	0.6%	0%	0%	0%	3.6%	0.6%	-
Buses	0	0	2	0	0	0	2	-	0	2	0	0	0	0	2	-	0	1	0	0	0	0	1	-
% Buses	0%	0%	0.6%	0%	0%	0%	0.4%	-	0%	0.5%	0%	0%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0%	0%	0.1%	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021

Full Length (11 AM-2 PM)

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

All Movements

ID: 900023, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Port Au Peck Ave Southbound								Monmouth Park Entrance Southwestbound								
Time	HL	L	T	R	U	RR	App	Ped*	HL	BL	BR	HR	U	App	Ped*	Int	
2021-11-13 11:00AM	0	22	89	16	0	3	130	0	0	0	0	0	0	0	0	323	
11:15AM	0	33	69	6	0	4	112	0	0	0	0	0	0	0	0	318	
11:30AM	0	28	92	16	0	5	141	0	0	0	0	0	0	0	0	325	
11:45AM	0	23	100	11	0	4	138	0	0	0	0	0	0	0	0	353	
Hourly Total	0	106	350	49	0	16	521	0	0	0	0	0	0	0	0	1319	
12:00PM	0	22	79	12	0	0	113	0	0	0	0	0	0	0	0	327	
12:15PM	0	22	67	11	0	4	104	0	0	0	0	0	0	0	0	335	
12:30PM	0	23	77	6	0	3	109	0	0	0	0	0	0	0	0	307	
12:45PM	0	17	87	14	0	2	120	0	0	0	0	0	0	0	0	331	
Hourly Total	0	84	310	43	0	9	446	0	0	0	0	0	0	0	0	1300	
1:00PM	0	21	66	12	0	0	99	0	0	0	0	0	0	0	0	303	
1:15PM	0	14	71	12	0	2	99	0	0	0	0	0	0	0	0	323	
1:30PM	0	17	88	10	0	0	115	0	0	0	0	0	0	0	0	278	
1:45PM	0	13	80	14	0	1	108	0	0	0	0	0	0	0	0	301	
Hourly Total	0	65	305	48	0	3	421	0	0	0	0	0	0	0	0	1205	
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	255	965	140	0	28	1388	0	0	0	0	0	0	0	0	3825	
% Approach	0%	18.4%	69.5%	10.1%	0%	2.0%	-	-	0%	0%	0%	0%	0%	-	-	-	
% Total	0%	6.7%	25.2%	3.7%	0%	0.7%	36.3%	-	0%	0%	0%	0%	0%	0%	-	-	
Lights	0	253	952	134	0	28	1367	-	0	0	0	0	0	0	-	3777	
% Lights	0%	99.2%	98.7%	95.7%	0%	100%	98.5%	-	0%	0%	0%	0%	0%	-	-	98.7%	
Articulated Trucks and Single-Unit Trucks	0	2	12	6	0	0	20	-	0	0	0	0	0	0	-	42	
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	1.2%	4.3%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	-	1.1%	
Buses	0	0	1	0	0	0	1	-	0	0	0	0	0	0	-	6	
% Buses	0%	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	-	0.2%	
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021

Midday Peak (WKND), Forced Peak (11:30 AM - 12:30 PM) - Overall Peak Hour

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

All Movements

ID: 900023, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	E Main St Eastbound							E Main St Westbound							Port Au Peck Ave Northbound						
Time	L	BL	T	R	U	RR	App Ped*	L	T	R	HR	U	HRR	App Ped*	L	T	BR	R	U	RR	App Ped*
2021-11-13 11:30AM	14	0	28	0	0	0	42 0	7	33	18	0	0	0	58 0	0	56	0	23	0	5	84 0
11:45AM	21	0	24	1	0	0	46 0	6	40	30	0	0	0	76 0	4	69	0	16	0	4	93 0
12:00PM	18	0	26	5	0	4	53 0	9	37	30	0	0	0	76 0	4	58	0	15	0	8	85 0
12:15PM	20	0	31	1	0	1	53 0	6	37	22	0	0	0	65 0	11	79	0	16	0	7	113 1
Total	73	0	109	7	0	5	194 0	28	147	100	0	0	0	275 0	19	262	0	70	0	24	375 1
% Approach	37.6%	0%	56.2%	3.6%	0%	2.6%	-	10.2%	53.5%	36.4%	0%	0%	0%	-	5.1%	69.9%	0%	18.7%	0%	6.4%	-
% Total	5.4%	0%	8.1%	0.5%	0%	0.4%	14.5%	2.1%	11.0%	7.5%	0%	0%	0%	20.5%	1.4%	19.6%	0%	5.2%	0%	1.8%	28.0%
PHF	0.869	-	0.879	0.350	-	0.313	0.915	0.778	0.919	0.833	-	-	-	0.905	0.432	0.829	-	0.761	-	0.750	0.830
Lights	71	0	108	7	0	5	191	28	144	99	0	0	0	271	19	258	0	70	0	24	371
% Lights	97.3%	0%	99.1%	100%	0%	100%	98.5%	100%	98.0%	99.0%	0%	0%	0%	98.5%	100%	98.5%	0%	100%	0%	100%	98.9%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	0	2	0	2	1	0	0	0	3	0	4	0	0	0	0	4
% Articulated Trucks and Single-Unit Trucks	2.7%	0%	0%	0%	0%	0%	1.0%	0%	1.4%	1.0%	0%	0%	0%	1.1%	0%	1.5%	0%	0%	0%	0%	1.1%
Buses	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
% Buses	0%	0%	0.9%	0%	0%	0%	0.5%	0%	0.7%	0%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

Port Au Peck Avenue & Oceanport Avenue/East ... - TMC

Sat Nov 13, 2021

Midday Peak (WKND), Forced Peak (11:30 AM - 12:30 PM) - Overall Peak Hour

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

All Movements

ID: 900023, Location: 40.310698, -74.023041



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Port Au Peck Ave Southbound									Monmouth Park Entrance Southwestbound								
Time	HL	L	T	R	U	RR	App	Ped*		HL	BL	BR	HR	U	App	Ped*		Int
2021-11-13 11:30AM	0	28	92	16	0	5	141	0		0	0	0	0	0	0	0		325
11:45AM	0	23	100	11	0	4	138	0		0	0	0	0	0	0	0		353
12:00PM	0	22	79	12	0	0	113	0		0	0	0	0	0	0	0		327
12:15PM	0	22	67	11	0	4	104	0		0	0	0	0	0	0	0		335
Total	0	95	338	50	0	13	496	0		0	0	0	0	0	0	0		1340
% Approach	0%	19.2%	68.1%	10.1%	0%	2.6%	-	-		0%	0%	0%	0%	0%	-	-		-
% Total	0%	7.1%	25.2%	3.7%	0%	1.0%	37.0%	-		0%	0%	0%	0%	0%	0%	-		-
PHF	-	0.848	0.845	0.781	-	0.650	0.879	-		-	-	-	-	-	-	-		0.949
Lights	0	95	331	48	0	13	487	-		0	0	0	0	0	0	-		1320
% Lights	0%	100%	97.9%	96.0%	0%	100%	98.2%	-		0%	0%	0%	0%	0%	-	-		98.5%
Articulated Trucks and Single-Unit Trucks	0	0	7	2	0	0	9	-		0	0	0	0	0	0	-		18
% Articulated Trucks and Single-Unit Trucks	0%	0%	2.1%	4.0%	0%	0%	1.8%	-		0%	0%	0%	0%	0%	-	-		1.3%
Buses	0	0	0	0	0	0	0	-		0	0	0	0	0	0	-		2
% Buses	0%	0%	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	-		0.1%
Pedestrians	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		-
% Pedestrians	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0		-	-	-	-	-	-	0		-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-		-

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



Oceanport, NJ
 Oceanport Ave & Crescent
 Pl/Monmouth Park
 Tuesday, November 16, 2021
 Location: 40.307672, -
 74.019542

www.TSTData.com
 184 Baker Rd

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

Count Name: Oceanport Avenue
 & Crescent Place/Monmouth
 Park Entrance (11/16)
 Site Code:
 Start Date: 11/16/2021
 Page No: 1

Turning Movement Data

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	2	43	10	0	0	55	5	54	4	0	0	63	1	1	0	0	0	2	0	2	0	0	0	2	122
7:15 AM	0	35	26	1	0	62	1	60	0	0	0	61	4	0	1	0	0	5	0	1	0	0	0	1	129
7:30 AM	0	31	5	0	0	36	2	80	1	0	0	83	4	0	4	0	0	8	0	0	0	0	0	0	127
7:45 AM	0	34	4	0	0	38	2	84	2	0	0	88	1	1	3	0	0	5	0	1	1	0	0	2	133
Hourly Total	2	143	45	1	0	191	10	278	7	0	0	295	10	2	8	0	0	20	0	4	1	0	0	5	511
8:00 AM	3	54	7	0	0	64	4	65	1	0	0	70	0	0	2	0	0	2	0	1	1	0	0	2	138
8:15 AM	0	34	9	0	0	43	0	54	1	0	0	55	2	0	5	0	0	7	1	1	0	0	0	2	107
8:30 AM	2	51	8	0	0	61	3	57	4	0	0	64	4	0	2	0	0	6	2	0	1	0	0	3	134
8:45 AM	4	46	10	0	0	60	1	58	5	0	0	64	5	0	2	0	0	7	4	0	1	0	0	5	136
Hourly Total	9	185	34	0	0	228	8	234	11	0	0	253	11	0	11	0	0	22	7	2	3	0	0	12	515
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	68	10	1	0	81	5	61	5	0	0	71	10	1	4	0	0	15	2	4	7	0	0	13	180
4:15 PM	3	70	14	0	0	87	4	67	5	0	0	76	7	1	4	0	0	12	7	4	6	0	0	17	192
4:30 PM	0	61	7	0	1	68	4	53	4	1	0	62	4	2	0	0	0	6	2	3	4	0	0	9	145
4:45 PM	2	64	6	0	0	72	3	89	3	0	0	95	13	0	1	0	0	14	3	2	3	0	0	8	189
Hourly Total	7	263	37	1	1	308	16	270	17	1	0	304	34	4	9	0	0	47	14	13	20	0	0	47	706
5:00 PM	1	67	3	0	0	71	5	73	5	0	0	83	8	1	8	0	0	17	5	2	8	0	1	15	186
5:15 PM	4	55	6	0	0	65	1	70	4	0	0	75	5	0	5	0	0	10	1	2	3	0	0	6	156
5:30 PM	1	64	1	0	0	66	1	59	8	0	0	68	2	0	1	0	0	3	2	0	1	0	0	3	140
5:45 PM	2	54	1	0	0	57	0	51	5	0	0	56	4	3	2	0	0	9	4	6	1	0	0	11	133
Hourly Total	8	240	11	0	0	259	7	253	22	0	0	282	19	4	16	0	0	39	12	10	13	0	1	35	615
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	26	831	127	2	1	986	41	1035	57	1	0	1134	74	10	44	0	0	128	33	29	37	0	1	99	2347
Approach %	2.6	84.3	12.9	0.2	-	-	3.6	91.3	5.0	0.1	-	-	57.8	7.8	34.4	0.0	-	-	33.3	29.3	37.4	0.0	-	-	-
Total %	1.1	35.4	5.4	0.1	-	42.0	1.7	44.1	2.4	0.0	-	48.3	3.2	0.4	1.9	0.0	-	5.5	1.4	1.2	1.6	0.0	-	4.2	-
Lights	26	811	125	2	-	964	41	996	56	1	-	1094	72	10	44	0	-	126	33	29	37	0	-	99	2283
% Lights	100.0	97.6	98.4	100.0	-	97.8	100.0	96.2	98.2	100.0	-	96.5	97.3	100.0	100.0	-	-	98.4	100.0	100.0	100.0	-	-	100.0	97.3
Buses	0	3	0	0	-	3	0	6	0	0	-	6	2	0	0	0	-	2	0	0	0	0	-	0	11
% Buses	0.0	0.4	0.0	0.0	-	0.3	0.0	0.6	0.0	0.0	-	0.5	2.7	0.0	0.0	-	-	1.6	0.0	0.0	0.0	-	-	0.0	0.5
Trucks	0	17	2	0	-	19	0	33	1	0	-	34	0	0	0	0	-	0	0	0	0	0	-	0	53
% Trucks	0.0	2.0	1.6	0.0	-	1.9	0.0	3.2	1.8	0.0	-	3.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	2.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Oceanport, NJ
 Oceanport Ave & Crescent
 Pl/Monmouth Park
 Tuesday, November 16, 2021
 Location: 40.307672, -
 74.019542

www.TSTData.com
 184 Baker Rd

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

Count Name: Oceanport Avenue
 & Crescent Place/Monmouth
 Park Entrance (11/16)
 Site Code:
 Start Date: 11/16/2021
 Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:45 AM	0	34	4	0	0	38	2	84	2	0	0	88	1	1	3	0	0	5	0	1	1	0	0	2	133
8:00 AM	3	54	7	0	0	64	4	65	1	0	0	70	0	0	2	0	0	2	0	1	1	0	0	2	138
8:15 AM	0	34	9	0	0	43	0	54	1	0	0	55	2	0	5	0	0	7	1	1	0	0	0	2	107
8:30 AM	2	51	8	0	0	61	3	57	4	0	0	64	4	0	2	0	0	6	2	0	1	0	0	3	134
Total	5	173	28	0	0	206	9	260	8	0	0	277	7	1	12	0	0	20	3	3	3	0	0	9	512
Approach %	2.4	84.0	13.6	0.0	-	-	3.2	93.9	2.9	0.0	-	-	35.0	5.0	60.0	0.0	-	-	33.3	33.3	33.3	0.0	-	-	-
Total %	1.0	33.8	5.5	0.0	-	40.2	1.8	50.8	1.6	0.0	-	54.1	1.4	0.2	2.3	0.0	-	3.9	0.6	0.6	0.6	0.0	-	1.8	-
PHF	0.417	0.801	0.778	0.000	-	0.805	0.563	0.774	0.500	0.000	-	0.787	0.438	0.250	0.600	0.000	-	0.714	0.375	0.750	0.750	0.000	-	0.750	0.928
Lights	5	167	28	0	-	200	9	245	8	0	-	262	7	1	12	0	-	20	3	3	3	0	-	9	491
% Lights	100.0	96.5	100.0	-	-	97.1	100.0	94.2	100.0	-	-	94.6	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	95.9
Buses	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	0.0	1.2	0.0	-	-	1.0	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.6
Trucks	0	4	0	0	-	4	0	14	0	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	18
% Trucks	0.0	2.3	0.0	-	-	1.9	0.0	5.4	0.0	-	-	5.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	3.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Oceanport, NJ
 Oceanport Ave & Crescent
 Pl/Monmouth Park
 Tuesday, November 16, 2021
 Location: 40.307672, -
 74.019542

www.TSTData.com
 184 Baker Rd

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

Count Name: Oceanport Avenue
 & Crescent Place/Monmouth
 Park Entrance (11/16)
 Site Code:
 Start Date: 11/16/2021
 Page No: 5

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	3	70	14	0	0	87	4	67	5	0	0	76	7	1	4	0	0	12	7	4	6	0	0	17	192
4:30 PM	0	61	7	0	1	68	4	53	4	1	0	62	4	2	0	0	0	6	2	3	4	0	0	9	145
4:45 PM	2	64	6	0	0	72	3	89	3	0	0	95	13	0	1	0	0	14	3	2	3	0	0	8	189
5:00 PM	1	67	3	0	0	71	5	73	5	0	0	83	8	1	8	0	0	17	5	2	8	0	1	15	186
Total	6	262	30	0	1	298	16	282	17	1	0	316	32	4	13	0	0	49	17	11	21	0	1	49	712
Approach %	2.0	87.9	10.1	0.0	-	-	5.1	89.2	5.4	0.3	-	-	65.3	8.2	26.5	0.0	-	-	34.7	22.4	42.9	0.0	-	-	-
Total %	0.8	36.8	4.2	0.0	-	41.9	2.2	39.6	2.4	0.1	-	44.4	4.5	0.6	1.8	0.0	-	6.9	2.4	1.5	2.9	0.0	-	6.9	-
PHF	0.500	0.936	0.536	0.000	-	0.856	0.800	0.792	0.850	0.250	-	0.832	0.615	0.500	0.406	0.000	-	0.721	0.607	0.688	0.656	0.000	-	0.721	0.927
Lights	6	258	30	0	-	294	16	279	17	1	-	313	31	4	13	0	-	48	17	11	21	0	-	49	704
% Lights	100.0	98.5	100.0	-	-	98.7	100.0	98.9	100.0	100.0	-	99.1	96.9	100.0	100.0	-	-	98.0	100.0	100.0	100.0	-	-	100.0	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	3.1	0.0	0.0	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	0	4	0	0	-	4	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Trucks	0.0	1.5	0.0	-	-	1.3	0.0	1.1	0.0	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Oceanport, NJ
 Oceanport Ave & Crescent
 Pl/Monmouth Park
 Saturday, November 13, 2021
 Location: 40.307672, -
 74.019542

www.TSTData.com
 184 Baker Rd

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

Count Name: Oceanport Avenue
 & Crescent Place/Monmouth
 Park Entrance (11/13)
 Site Code:
 Start Date: 11/13/2021
 Page No: 1

Turning Movement Data

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	11	60	6	0	0	77	4	48	10	0	0	62	4	7	1	0	0	12	11	8	7	0	0	26	177
11:15 AM	16	55	12	0	0	83	5	51	5	0	1	61	12	6	4	0	1	22	9	3	7	0	0	19	185
11:30 AM	11	63	11	0	0	85	5	45	16	0	0	66	3	5	6	0	0	14	10	3	8	0	0	21	186
11:45 AM	6	54	6	0	0	66	1	56	5	0	0	62	14	5	3	0	0	22	11	13	11	0	0	35	185
Hourly Total	44	232	35	0	0	311	15	200	36	0	1	251	33	23	14	0	1	70	41	27	33	0	0	101	733
12:00 PM	5	62	3	0	0	70	5	63	7	0	0	75	5	5	5	0	1	15	8	7	10	0	0	25	185
12:15 PM	3	67	8	0	0	78	2	53	4	0	0	59	6	4	5	0	0	15	6	7	3	0	0	16	168
12:30 PM	3	62	9	0	0	74	5	45	5	0	0	55	6	0	1	0	1	7	8	9	3	0	0	20	156
12:45 PM	6	51	7	0	0	64	3	49	11	0	0	63	7	2	5	0	0	14	7	3	2	0	0	12	153
Hourly Total	17	242	27	0	0	286	15	210	27	0	0	252	24	11	16	0	2	51	29	26	18	0	0	73	662
1:00 PM	7	45	7	0	0	59	0	57	9	0	0	66	10	1	1	0	0	12	6	2	9	0	0	17	154
1:15 PM	6	61	4	0	0	71	2	49	8	0	0	59	7	2	3	0	0	12	2	2	3	0	0	7	149
1:30 PM	0	46	4	0	0	50	3	43	8	0	0	54	1	4	3	0	0	8	9	2	6	0	0	17	129
1:45 PM	8	32	4	0	0	44	3	64	13	0	0	80	6	3	5	0	0	14	5	7	3	0	0	15	153
Hourly Total	21	184	19	0	0	224	8	213	38	0	0	259	24	10	12	0	0	46	22	13	21	0	0	56	585
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	82	658	81	0	0	821	38	623	101	0	1	762	81	44	42	0	3	167	92	66	72	0	0	230	1980
Approach %	10.0	80.1	9.9	0.0	-	-	5.0	81.8	13.3	0.0	-	-	48.5	26.3	25.1	0.0	-	-	40.0	28.7	31.3	0.0	-	-	-
Total %	4.1	33.2	4.1	0.0	-	41.5	1.9	31.5	5.1	0.0	-	38.5	4.1	2.2	2.1	0.0	-	8.4	4.6	3.3	3.6	0.0	-	11.6	-
Lights	82	648	81	0	-	811	37	611	101	0	-	749	81	44	42	0	-	167	92	66	72	0	-	230	1957
% Lights	100.0	98.5	100.0	-	-	98.8	97.4	98.1	100.0	-	-	98.3	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	98.8
Buses	0	3	0	0	-	3	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	0.0	0.5	0.0	-	-	0.4	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	0	7	0	0	-	7	1	10	0	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	18
% Trucks	0.0	1.1	0.0	-	-	0.9	2.6	1.6	0.0	-	-	1.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Oceanport, NJ
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 Saturday, November 13, 2021
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Count Name: Oceanport Avenue
 & Crescent Place/Monmouth
 Park Entrance (11/13)
 Site Code:
 Start Date: 11/13/2021
 Page No: 3

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Oceanport Ave Eastbound						Oceanport Ave Westbound						Crescent Place Northbound						Monmouth Park Entrance Southbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
11:30 AM	11	63	11	0	0	85	5	45	16	0	0	66	3	5	6	0	0	14	10	3	8	0	0	21	186	
11:45 AM	6	54	6	0	0	66	1	56	5	0	0	62	14	5	3	0	0	22	11	13	11	0	0	35	185	
12:00 PM	5	62	3	0	0	70	5	63	7	0	0	75	5	5	5	0	1	15	8	7	10	0	0	25	185	
12:15 PM	3	67	8	0	0	78	2	53	4	0	0	59	6	4	5	0	0	15	6	7	3	0	0	16	168	
Total	25	246	28	0	0	299	13	217	32	0	0	262	28	19	19	0	1	66	35	30	32	0	0	97	724	
Approach %	8.4	82.3	9.4	0.0	-	-	5.0	82.8	12.2	0.0	-	-	42.4	28.8	28.8	0.0	-	-	36.1	30.9	33.0	0.0	-	-	-	-
Total %	3.5	34.0	3.9	0.0	-	41.3	1.8	30.0	4.4	0.0	-	36.2	3.9	2.6	2.6	0.0	-	9.1	4.8	4.1	4.4	0.0	-	13.4	-	
PHF	0.568	0.918	0.636	0.000	-	0.879	0.650	0.861	0.500	0.000	-	0.873	0.500	0.950	0.792	0.000	-	0.750	0.795	0.577	0.727	0.000	-	0.693	0.973	
Lights	25	243	28	0	-	296	12	213	32	0	-	257	28	19	19	0	-	66	35	30	32	0	-	97	716	
% Lights	100.0	98.8	100.0	-	-	99.0	92.3	98.2	100.0	-	-	98.1	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	98.9	
Buses	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Buses	0.0	0.4	0.0	-	-	0.3	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3	
Trucks	0	2	0	0	-	2	1	3	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6	
% Trucks	0.0	0.8	0.0	-	-	0.7	7.7	1.4	0.0	-	-	1.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.8	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	

Tri-State Traffic Data, Inc.

www.TSTData.com

610-466-1469

Street: Oceanport Ave
Location: North of Springfield Ave
Weather: Clear
Counter: TSTD

Site Code: 2
Station ID: 2

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

Start Time	08-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	9	14	14	20	12	17	18	36	24	45
01:00	*	*	*	*	*	*	5	7	5	6	5	6	16	12	14	19
02:00	*	*	*	*	*	*	4	5	3	4	4	4	13	14	11	14
03:00	*	*	*	*	*	*	4	2	4	4	4	3	7	10	5	10
04:00	*	*	*	*	*	*	13	9	13	13	13	11	11	3	13	8
05:00	*	*	*	*	*	*	31	27	33	33	32	30	15	11	13	8
06:00	*	*	*	*	*	*	138	85	134	80	136	82	67	35	31	25
07:00	*	*	*	*	*	*	296	149	269	135	282	142	120	62	52	47
08:00	*	*	*	*	*	*	247	197	246	182	246	190	175	125	99	78
09:00	*	*	*	*	*	*	216	158	171	141	194	150	234	174	179	150
10:00	*	*	*	*	*	*	238	202	231	181	234	192	303	225	316	187
11:00	*	*	*	*	*	*	267	213	241	181	254	197	337	287	343	266
12:00 PM	*	*	*	*	*	*	307	271	286	243	296	257	300	292	380	301
01:00	*	*	*	*	*	*	270	224	261	233	266	228	297	230	257	237
02:00	*	*	*	*	302	242	332	243	313	259	316	248	252	223	252	203
03:00	*	*	*	*	324	312	318	306	296	287	313	302	242	225	231	183
04:00	*	*	*	*	318	320	333	329	350	324	334	324	212	229	219	233
05:00	*	*	*	*	278	284	311	318	279	293	289	298	219	232	166	182
06:00	*	*	*	*	202	196	208	218	242	242	217	219	160	177	128	113
07:00	*	*	*	*	137	120	161	143	157	166	152	143	137	116	117	131
08:00	*	*	*	*	93	102	109	121	112	111	105	111	101	96	90	113
09:00	*	*	*	*	64	62	54	89	108	87	75	79	85	97	40	58
10:00	*	*	*	*	31	43	30	60	62	79	41	61	65	71	26	52
11:00	*	*	*	*	24	29	20	36	42	60	29	42	49	76	25	31
Total	0	0	0	0	1773	1710	3921	3426	3872	3364	3849	3336	3435	3058	3031	2694
Day	0	0	0	0	3483	7347	7236	7185	6493	5725						
AM Peak	-	-	-	-	-	-	07:00	11:00	07:00	08:00	07:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	296	213	269	182	282	197	337	287	343	266
PM Peak	-	-	-	-	15:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	12:00	12:00	12:00	12:00
Vol.	-	-	-	-	324	320	333	329	350	324	334	324	300	292	380	301

Tri-State Traffic Data, Inc.

www.TSTData.com

610-466-1469

Street: Oceanport Ave
Location: North of Springfield Ave
Weather: Clear
Counter: TSTD

Site Code: 2
Station ID: 2

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start Time	15-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	14	18	14	11	6	11	*	*	*	*	11	13	*	*	*	*
01:00	6	7	5	8	5	7	*	*	*	*	5	7	*	*	*	*
02:00	2	5	1	4	5	5	*	*	*	*	3	5	*	*	*	*
03:00	3	5	6	2	7	4	*	*	*	*	5	4	*	*	*	*
04:00	17	8	15	8	10	14	*	*	*	*	14	10	*	*	*	*
05:00	38	33	33	28	39	41	*	*	*	*	37	34	*	*	*	*
06:00	130	77	150	78	150	82	*	*	*	*	143	79	*	*	*	*
07:00	271	139	299	156	304	158	*	*	*	*	291	151	*	*	*	*
08:00	234	207	254	203	234	206	*	*	*	*	241	205	*	*	*	*
09:00	190	145	226	166	224	152	*	*	*	*	213	154	*	*	*	*
10:00	227	164	208	170	238	171	*	*	*	*	224	168	*	*	*	*
11:00	247	201	224	211	228	198	*	*	*	*	233	203	*	*	*	*
12:00 PM	263	244	272	219	276	235	*	*	*	*	270	233	*	*	*	*
01:00	255	225	229	232	264	232	*	*	*	*	249	230	*	*	*	*
02:00	297	250	305	250	342	199	*	*	*	*	315	233	*	*	*	*
03:00	301	313	305	324	301	314	*	*	*	*	302	317	*	*	*	*
04:00	317	304	314	308	*	*	*	*	*	*	316	306	*	*	*	*
05:00	265	265	285	289	*	*	*	*	*	*	275	277	*	*	*	*
06:00	191	212	213	203	*	*	*	*	*	*	202	208	*	*	*	*
07:00	138	127	153	140	*	*	*	*	*	*	146	134	*	*	*	*
08:00	98	88	96	105	*	*	*	*	*	*	97	96	*	*	*	*
09:00	61	63	81	55	*	*	*	*	*	*	71	59	*	*	*	*
10:00	43	36	41	36	*	*	*	*	*	*	42	36	*	*	*	*
11:00	19	35	13	26	*	*	*	*	*	*	16	30	*	*	*	*
Total	3627	3171	3742	3232	2633	2029	0	0	0	0	3721	3192	0	0	0	0
Day	6798		6974		4662		0	0	0	0	6913		0	0	0	
AM Peak	07:00	08:00	07:00	11:00	07:00	08:00	-	-	-	-	07:00	08:00	-	-	-	-
Vol.	271	207	299	211	304	206	-	-	-	-	291	205	-	-	-	-
PM Peak	16:00	15:00	16:00	15:00	14:00	15:00	-	-	-	-	16:00	15:00	-	-	-	-
Vol.	317	313	314	324	342	314	-	-	-	-	316	317	-	-	-	-

Comb. Total	6798	6974	8145	7347	7236	14098	6493	5725
ADT	ADT 6,800	AADT 6,800						

Tri-State Traffic Data, Inc.

www.TSTData.com

610-466-1469

Street: Port Au Peck Ave
 Location: West of RR Tracks
 Weather: Clear
 Counter: TSTD

Site Code: 1
 Station ID: 1

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

Start Time	08-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	16	9	26	13	21	11	34	31	34	47
01:00	*	*	*	*	*	*	3	3	3	8	3	6	21	13	25	26
02:00	*	*	*	*	*	*	1	1	1	1	1	1	8	16	9	17
03:00	*	*	*	*	*	*	2	6	3	6	2	6	5	8	8	9
04:00	*	*	*	*	*	*	5	28	4	25	4	26	4	8	9	12
05:00	*	*	*	*	*	*	26	75	20	79	23	77	19	35	10	17
06:00	*	*	*	*	*	*	122	215	133	226	128	220	52	106	25	54
07:00	*	*	*	*	*	*	358	579	335	577	346	578	119	200	82	128
08:00	*	*	*	*	*	*	323	513	315	502	319	508	208	344	120	215
09:00	*	*	*	*	*	*	301	458	264	405	282	432	269	427	212	318
10:00	*	*	*	*	*	*	298	391	267	382	282	386	358	484	295	426
11:00	*	*	*	*	*	*	348	418	298	387	323	402	410	538	357	462
12:00 PM	*	*	*	*	*	*	381	422	336	355	358	388	444	447	439	491
01:00	*	*	*	*	369	417	392	410	356	433	372	420	437	425	390	410
02:00	*	*	*	*	472	465	460	468	452	479	461	471	403	383	355	368
03:00	*	*	*	*	552	577	526	572	517	547	532	565	369	328	375	341
04:00	*	*	*	*	584	563	607	567	600	543	597	558	372	288	387	317
05:00	*	*	*	*	594	484	587	498	573	459	585	480	316	305	291	230
06:00	*	*	*	*	434	255	429	293	346	357	403	302	253	228	234	150
07:00	*	*	*	*	278	185	277	203	273	231	276	206	200	147	167	146
08:00	*	*	*	*	166	119	155	141	155	141	159	134	163	130	131	115
09:00	*	*	*	*	127	89	110	85	165	105	134	93	138	123	72	60
10:00	*	*	*	*	47	36	73	59	95	80	72	58	99	93	36	45
11:00	*	*	*	*	30	15	42	19	57	58	43	31	58	84	32	25
Total	0	0	0	0	3653	3205	5842	6433	5594	6399	5726	6359	4759	5191	4095	4429
Day	0		0		6858		12275		11993		12085		9950		8524	
AM Peak	-	-	-	-	-	-	07:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	358	579	335	577	346	578	410	538	357	462
PM Peak	-	-	-	-	17:00	15:00	16:00	15:00	16:00	15:00	16:00	15:00	12:00	12:00	12:00	12:00
Vol.	-	-	-	-	594	577	607	572	600	547	597	565	444	447	439	491

Tri-State Traffic Data, Inc.

www.TSTData.com

610-466-1469

Street: Port Au Peck Ave
Location: West of RR Tracks
Weather: Clear
Counter: TSTD

Site Code: 1
Station ID: 1

Longitude: 0' 0.0000 Undefined
Latitude: 0' 0.0000 Undefined

Start Time	15-Nov-21		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	14	9	16	12	11	9	*	*	*	*	14	10	*	*	*	*
01:00	8	1	3	4	6	4	*	*	*	*	6	3	*	*	*	*
02:00	6	4	3	1	3	4	*	*	*	*	4	3	*	*	*	*
03:00	0	4	4	6	5	8	*	*	*	*	3	6	*	*	*	*
04:00	7	23	8	24	3	28	*	*	*	*	6	25	*	*	*	*
05:00	28	85	31	99	24	90	*	*	*	*	28	91	*	*	*	*
06:00	123	215	130	231	126	227	*	*	*	*	126	224	*	*	*	*
07:00	313	510	355	600	343	568	*	*	*	*	337	559	*	*	*	*
08:00	312	610	333	567	339	579	*	*	*	*	328	585	*	*	*	*
09:00	286	400	316	377	245	436	*	*	*	*	282	404	*	*	*	*
10:00	286	353	276	372	288	359	*	*	*	*	283	361	*	*	*	*
11:00	320	401	294	380	347	390	*	*	*	*	320	390	*	*	*	*
12:00 PM	396	425	334	427	400	475	*	*	*	*	377	442	*	*	*	*
01:00	339	361	344	402	362	433	*	*	*	*	348	399	*	*	*	*
02:00	410	456	471	508	489	438	*	*	*	*	457	467	*	*	*	*
03:00	449	551	532	547	496	542	*	*	*	*	492	547	*	*	*	*
04:00	572	509	597	562	*	*	*	*	*	*	584	536	*	*	*	*
05:00	530	417	594	472	*	*	*	*	*	*	562	444	*	*	*	*
06:00	356	235	405	301	*	*	*	*	*	*	380	268	*	*	*	*
07:00	221	167	249	167	*	*	*	*	*	*	235	167	*	*	*	*
08:00	142	108	177	152	*	*	*	*	*	*	160	130	*	*	*	*
09:00	92	62	126	74	*	*	*	*	*	*	109	68	*	*	*	*
10:00	44	33	61	44	*	*	*	*	*	*	52	38	*	*	*	*
11:00	19	21	29	20	*	*	*	*	*	*	24	20	*	*	*	*
Total Day	5273	5960	5688	6349	3487	4590	0	0	0	0	5517	6187	0	0	0	0
AM Peak	11:00	08:00	07:00	07:00	11:00	08:00	-	-	-	-	07:00	08:00	-	-	-	-
Vol.	320	610	355	600	347	579	-	-	-	-	337	585	-	-	-	-
PM Peak	16:00	15:00	16:00	16:00	15:00	15:00	-	-	-	-	16:00	15:00	-	-	-	-
Vol.	572	551	597	562	496	542	-	-	-	-	584	547	-	-	-	-

Comb. Total	11233	12037	14935	12275	11993	23789	9950	8524
ADT	ADT 11,188	AADT 11,188						

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 05/29/2018 to 06/01/2018

Site names: 121328,Oceanport Avenue-.23,130000112_
 County: MONMOUTH
 Funct Class: Urban Major Collector
 Location: BET LAKE DR PEMBERTON AVE

Seasonal Factor Grp: rg4_5U
 Daily Factor Grp: rg4_5U
 Axle Factor Grp: rg4_5U
 Growth Factor Grp: rg4_5U

	Sun, May 27, 2018			Mon, May 28, 2018			Tue, May 29, 2018			Wed, May 30, 2018			Thu, May 31, 2018			Fri, Jun 1, 2018			Sat, Jun 2, 2018		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00:00										10	2	8	14	3	11	23	10	13			
01:00										6	2	4	4	3	1	14	4	10			
02:00										4	2	2	5	1	4	11	6	5			
03:00										3	1	2	5	2	3	2	1	1			
04:00										13	4	9	12	5	7	18	6	12			
05:00										33	16	17	54	26	28	33	15	18			
06:00										106	50	56	99	44	55	89	41	48			
07:00										211	96	115	262	125	137	223	110	113			
08:00										315	135	180	289	125	164	304	130	174			
09:00										275	136	139	249	95	154	277	121	156			
10:00										233	94	139	253	104	149						
11:00										276	112	164	263	109	154						
12:00										300	118	182	292	120	172						
13:00							280	101	179	295	123	172	306	115	191						
14:00							313	118	195	308	118	190	306	138	168						
15:00							372	159	213	396	166	230	401	166	235						
16:00							400	190	210	394	161	233	368	160	208						
17:00							408	162	246	414	179	235	431	161	270						
18:00							268	100	168	339	126	213	341	113	228						
19:00							207	74	133	270	95	175	254	91	163						
20:00							141	43	98	176	82	94	150	56	94						
21:00							81	35	46	150	75	75	116	57	59						
22:00							53	20	33	43	20	23	67	25	42						
23:00							27	12	15	36	17	19	30	6	24						
Total							2,550	1,014	1,536	4,606	1,930	2,676	4,571	1,850	2,721	994	444	550			
AM Peak Vol										327	144	193	311	150	168						
AM Peak Fct										.929	.923	.791	.915	.852	.875						
AM Peak Hr										8: 15	7: 30	8: 15	7: 45	7: 30	7: 45						
PM Peak Vol										414	179	243	431	166	270						
PM Peak Fct										.892	.814	.88	.905	.965	.804						
PM Peak Hr										17: 00	17: 00	15: 45	17: 00	15: 00	17: 00						
Seasonal Fct							.988	.988	.988	.988	.988	.988	.988	.988	.988	.887	.887	.887			
Daily Fct							.956	.956	.956	.962	.962	.962	.953	.953	.953	.874	.874	.874			
Axle Fct							.492	.492	.492	.492	.492	.492	.492	.492	.492	.492	.492	.492			
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

7-Day (24 Hour) Automated Traffic Recorder Count
Monmouth County Traffic Safety Engineering
1 E. Main Street, Hall Of Records Annex
Freehold, N.J. 07728

Location: CR 11 (Oceanport Avenue)
 469' South Of East Main Street.
 Municipality: Oceanport Borough
 Counted By: Patrick T Barrett

Page 1

Site Code:

Date Start: 08/16/18

Date End: 08/23/18

2-(V) CR 11 (Oceanport Avenue) South Of East Main Street

Start Time	08/13/18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd	Southbd	Northbd
12:00 AM	*	*	*	*	*	*	*	*	13	12	23	11	0	28	12	17
01:00	*	*	*	*	*	*	*	*	4	8	6	5	2	23	4	12
02:00	*	*	*	*	*	*	*	*	3	1	8	7	0	19	4	9
03:00	*	*	*	*	*	*	*	*	3	2	6	1	0	9	3	4
04:00	*	*	*	*	*	*	*	*	20	8	8	2	0	9	9	6
05:00	*	*	*	*	*	*	*	*	14	9	6	7	0	17	7	11
06:00	*	*	*	*	*	*	*	*	43	41	25	20	0	23	23	28
07:00	*	*	*	*	*	*	*	*	95	92	49	45	0	44	48	60
08:00	*	*	*	*	*	*	*	*	138	125	49	103	2	90	63	106
09:00	*	*	*	*	*	*	163	129	150	127	118	105	0	144	108	126
10:00	*	*	*	*	*	*	181	109	169	118	182	129	1	171	133	132
11:00	*	*	*	*	*	*	201	149	205	114	194	145	2	233	150	160
12:00 PM	*	*	*	*	*	*	281	190	241	146	219	126	0	268	185	182
01:00	*	*	*	*	*	*	252	133	225	133	160	109	0	242	159	154
02:00	*	*	*	*	*	*	181	145	192	153	191	134	0	266	141	174
03:00	*	*	*	*	*	*	197	196	190	194	162	131	1	265	138	196
04:00	*	*	*	*	*	*	215	237	229	204	153	162	0	264	149	217
05:00	*	*	*	*	*	*	256	210	210	192	109	153	0	267	144	206
06:00	*	*	*	*	*	*	221	111	176	106	130	136	0	174	132	132
07:00	*	*	*	*	*	*	171	71	156	87	99	83	0	126	106	92
08:00	*	*	*	*	*	*	101	72	86	58	73	73	0	116	65	80
09:00	*	*	*	*	*	*	80	34	81	52	15	81	0	68	44	59
10:00	*	*	*	*	*	*	45	23	54	23	8	87	0	53	27	46
11:00	*	*	*	*	*	*	23	16	39	8	2	51	0	21	16	24
Lane	0	0	0	0	0	0	2568	1825	2736	2013	1995	1906	8	2940	1870	2233
Day	0	0	0	0	0	0	4393		4749		3901		2948		4103	
AM Peak	-	-	-	-	-	-	11:00	11:00	11:00	09:00	11:00	11:00	01:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	201	149	205	127	194	145	2	233	150	160
PM Peak	-	-	-	-	-	-	12:00	16:00	12:00	16:00	12:00	16:00	15:00	12:00	12:00	16:00
Vol.	-	-	-	-	-	-	281	237	241	204	219	162	1	268	185	217

8/18/18
 ON Saturday A + 9 PM "A" tube stopped counting
 until the "A" tube was replaced on Monday 8/20/18 at 12:39 PM.

classifications were also effected on these days 8/18/18 to 8/20/18
 9:00 PM 12:39 PM

Traffic Impact Study

Appendix C | Trip Generation Calculations

Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

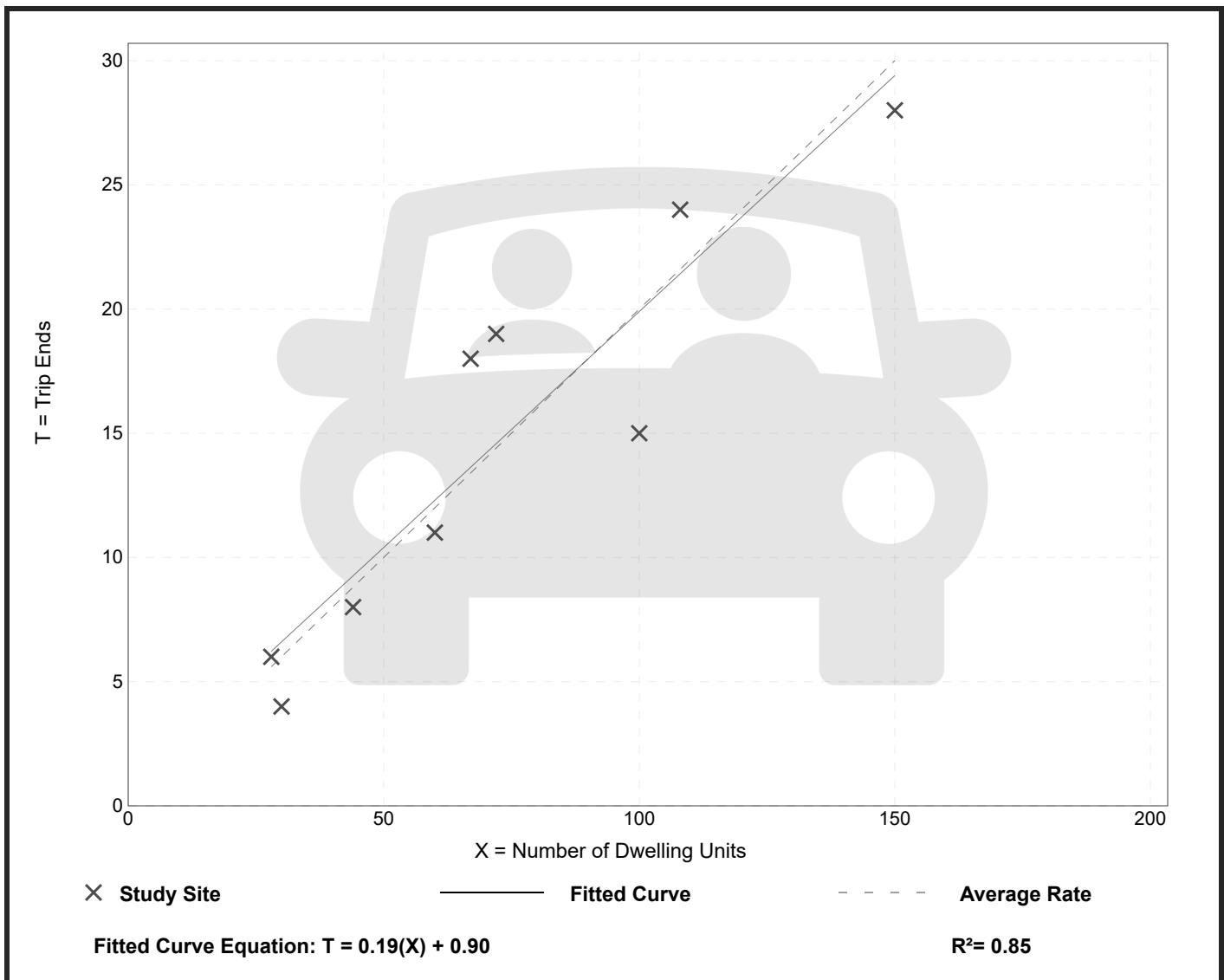
Avg. Num. of Dwelling Units: 73

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

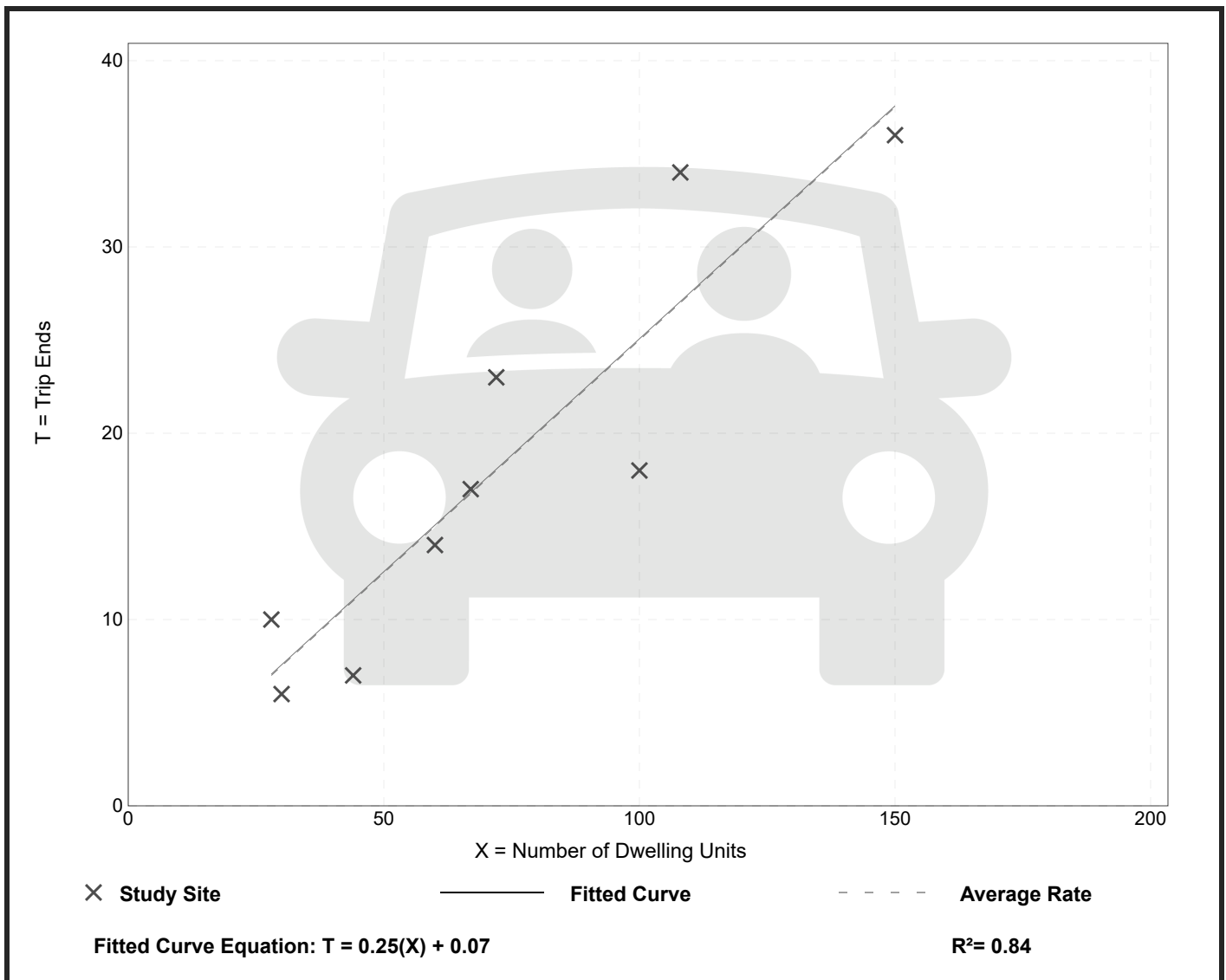
Avg. Num. of Dwelling Units: 73

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

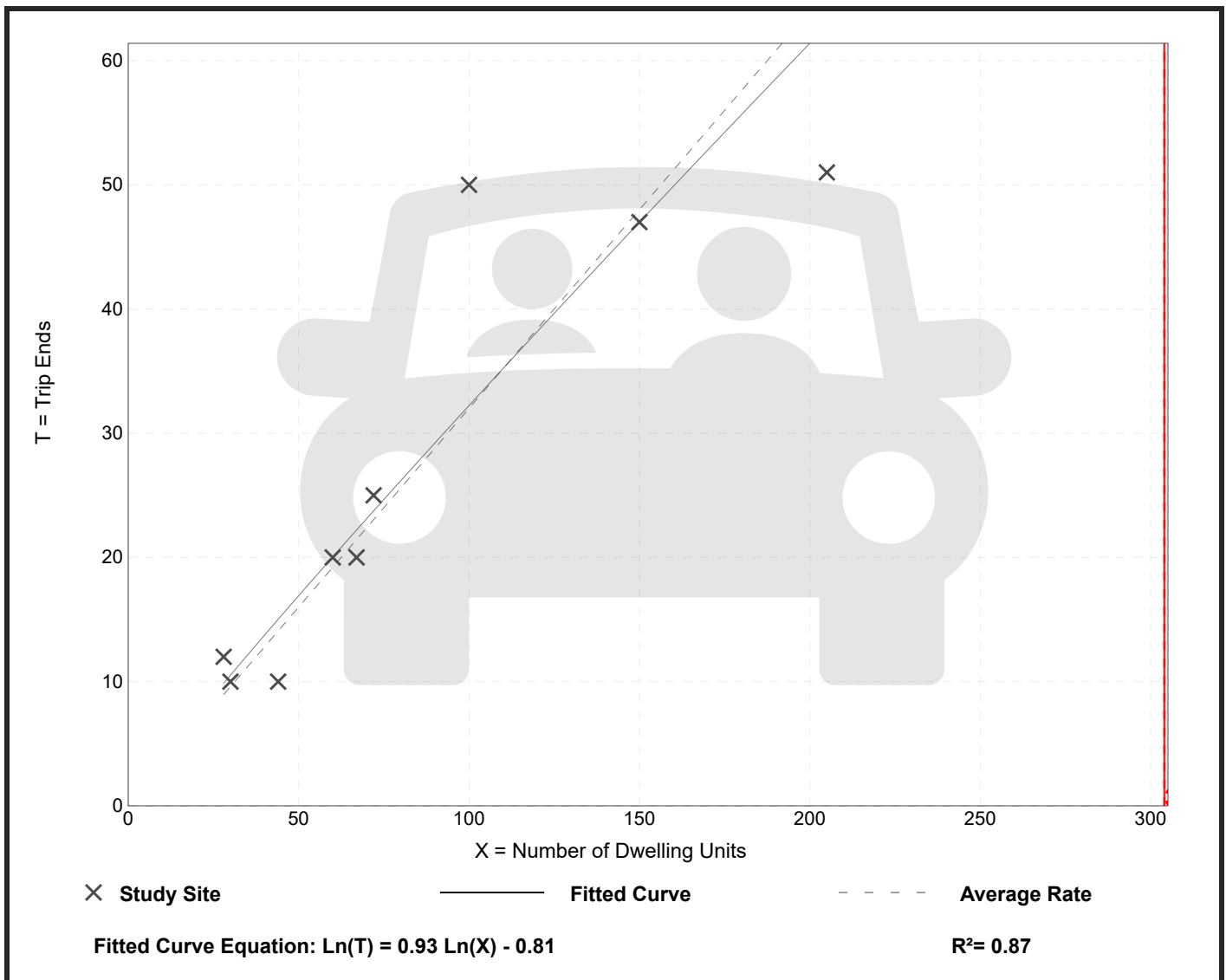
Avg. Num. of Dwelling Units: 84

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 0.50	0.09

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

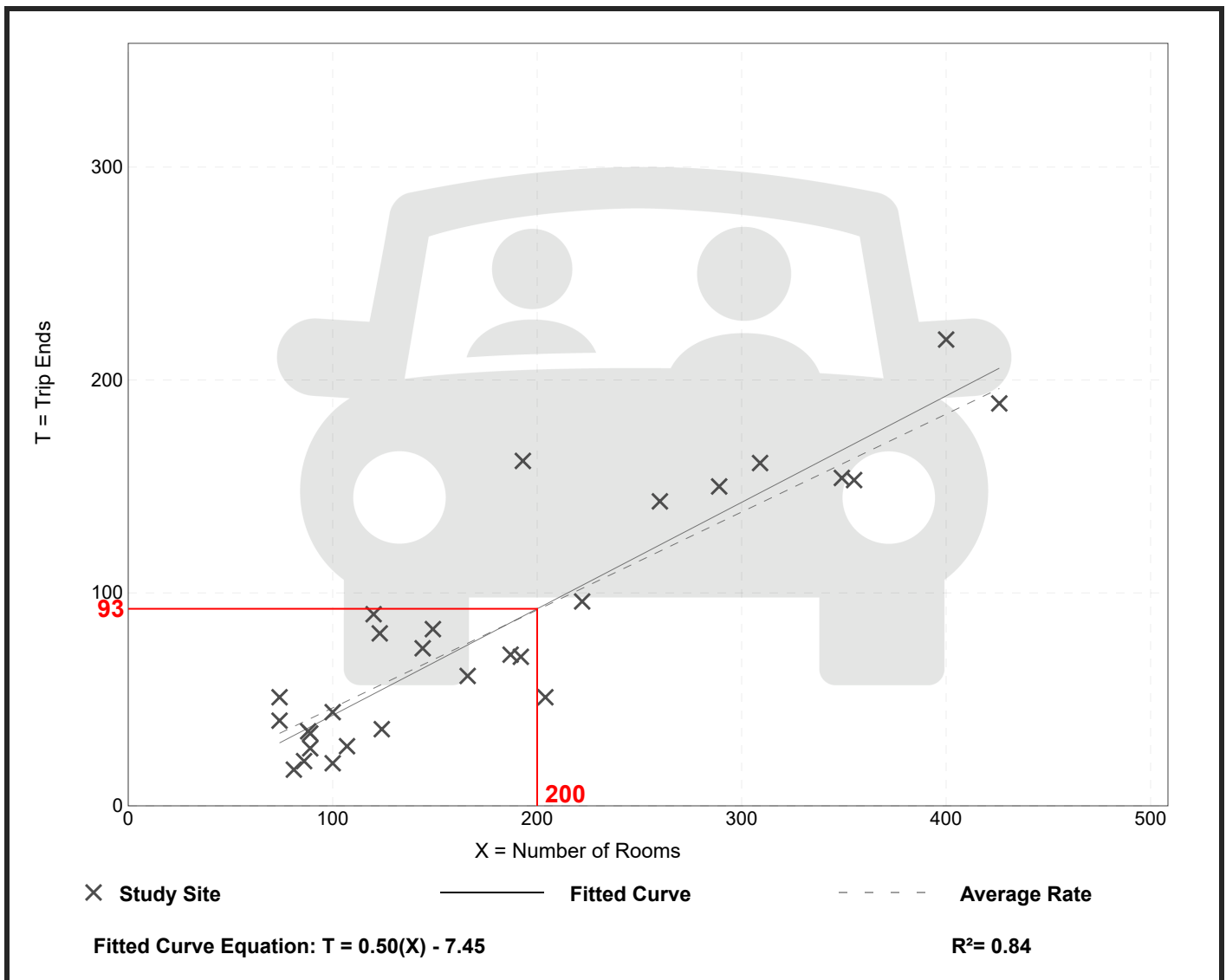
Setting/Location: General Urban/Suburban

Number of Studies: 28
 Avg. Num. of Rooms: 182
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



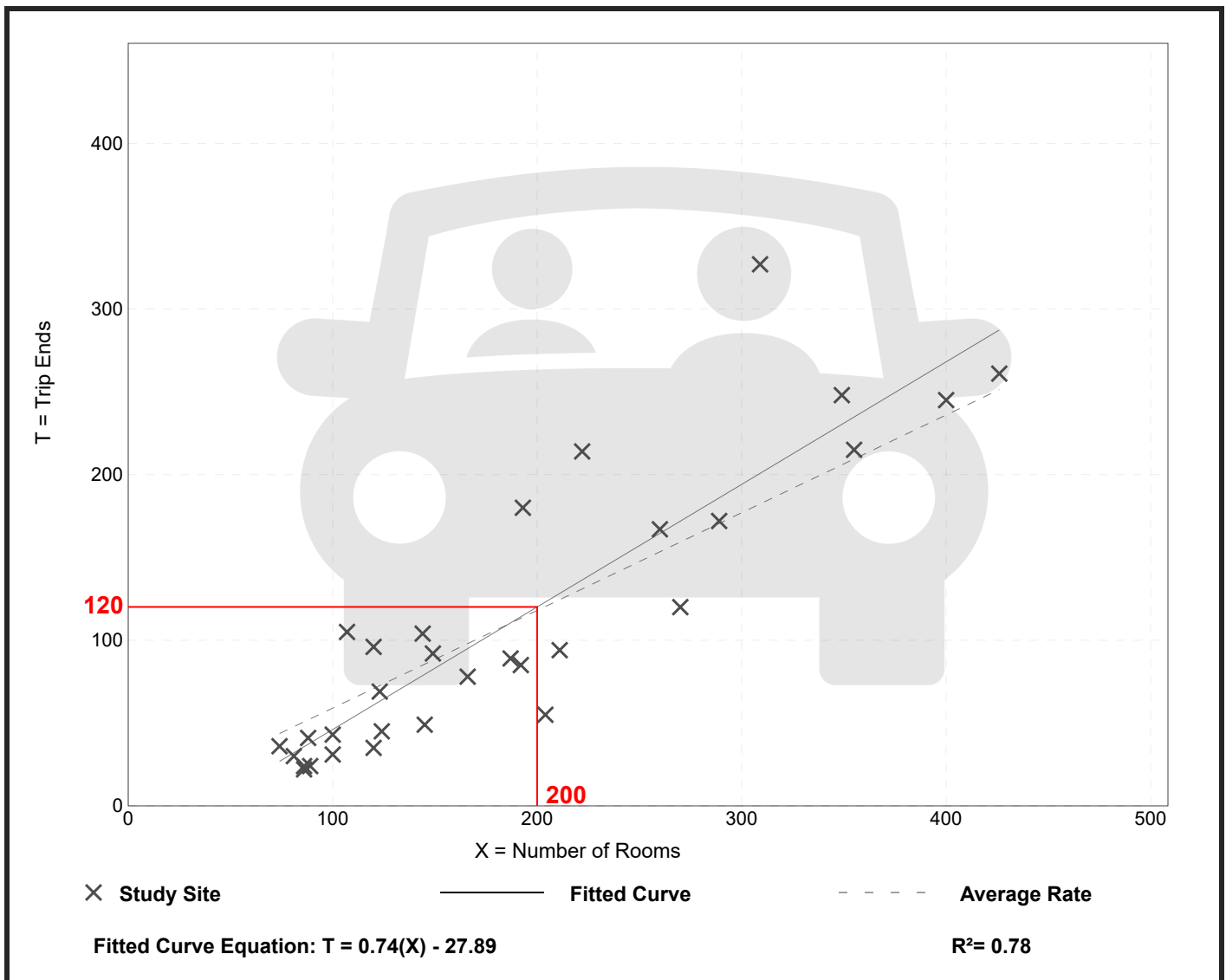
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Rooms: 186
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Hotel (310)

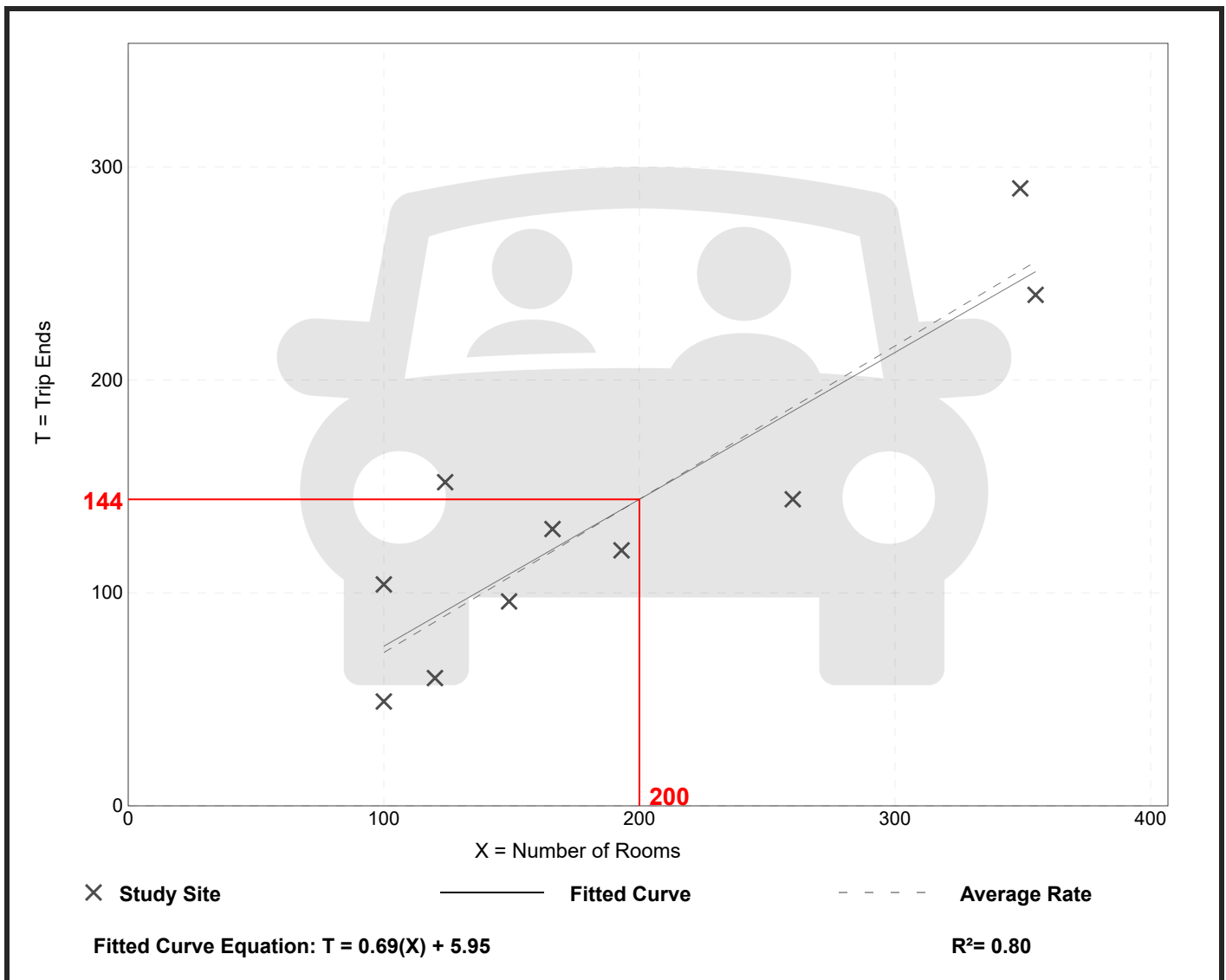
Vehicle Trip Ends vs: Rooms
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. Num. of Rooms: 192
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.72	0.49 - 1.23	0.20

Data Plot and Equation



Traffic Impact Study

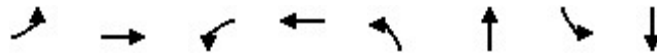
Appendix D | Capacity Analysis

21004125A - Monmouth Park

2024 No-Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	1	1	1	115	302	1	551
Future Volume (vph)	92	1	1	1	115	302	1	551
Lane Group Flow (vph)	97	117	0	3	0	441	0	624
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.17	0.17		0.00		0.49		0.45
Control Delay	13.5	3.6		10.7		16.7		15.1
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	13.5	3.6		10.7		16.7		15.1
Queue Length 50th (ft)	24	0		1		66		90
Queue Length 95th (ft)	52	26		5		105		131
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	564	704		788		900		1372
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	0.17	0.17		0.00		0.49		0.45

Intersection Summary

Cycle Length: 66

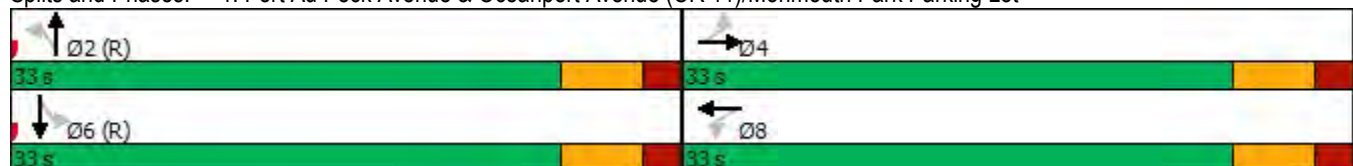
Actuated Cycle Length: 66

Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot



21004125A - Monmouth Park

2024 No-Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

AM Peak

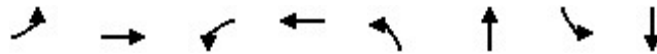
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1	110	1	1	1	115	302	2	1	551	41
Future Volume (veh/h)	92	1	110	1	1	1	115	302	2	1	551	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1870	1841	1870	1945	1870	1841	1811	1870	1841	1870	1811
Adj Flow Rate, veh/h	97	1	116	1	1	1	121	318	2	1	580	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	4	2	2	2	4	6	2	4	2	6
Cap, veh/h	679	6	644	259	260	223	268	794	5	55	1344	99
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1393	14	1574	455	635	545	434	1940	13	1	3285	243
Grp Volume(v), veh/h	97	0	117	3	0	0	186	0	255	330	0	294
Grp Sat Flow(s),veh/h/ln	1393	0	1587	1635	0	0	741	0	1646	1870	0	1658
Q Serve(g_s), s	2.8	0.0	3.1	0.0	0.0	0.0	8.8	0.0	7.1	0.0	0.0	8.4
Cycle Q Clear(g_c), s	2.9	0.0	3.1	0.1	0.0	0.0	17.2	0.0	7.1	8.4	0.0	8.4
Prop In Lane	1.00		0.99	0.33		0.33	0.65		0.01	0.00		0.15
Lane Grp Cap(c), veh/h	679	0	649	742	0	0	393	0	673	820	0	678
V/C Ratio(X)	0.14	0.00	0.18	0.00	0.00	0.00	0.47	0.00	0.38	0.40	0.00	0.43
Avail Cap(c_a), veh/h	679	0	649	742	0	0	393	0	673	820	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	12.4	11.5	0.0	0.0	18.2	0.0	13.6	14.0	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.0	0.0	0.0	4.1	0.0	1.6	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	0.0	0.0	0.0	2.6	0.0	2.6	3.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	0.0	13.0	11.6	0.0	0.0	22.3	0.0	15.2	15.5	0.0	16.0
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h	214			3			441			624		
Approach Delay, s/veh	12.9			11.6			18.2			15.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			33.0			33.0			33.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	27.0			27.0			27.0			27.0		
Max Q Clear Time (g_c+I1), s	19.2			5.1			10.4			2.1		
Green Ext Time (p_c), s	0.4			0.1			0.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	16.1											
HCM 6th LOS	B											

21004125A - Monmouth Park

2024 No-Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↖	↗
Traffic Volume (vph)	50	96	20	209	13	308	102	554
Future Volume (vph)	50	96	20	209	13	308	102	554
Lane Group Flow (vph)	0	178	0	373	14	415	111	727
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	33.0	33.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.25		0.43	0.16	0.56	0.36	0.96
Control Delay		15.3		16.4	20.4	20.5	20.2	49.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		15.3		16.4	20.4	20.5	20.2	49.0
Queue Length 50th (ft)		53		116	4	147	37	340
Queue Length 95th (ft)		97		188	19	234	80	#577
Internal Link Dist (ft)		1441		660		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		708		870	88	767	319	783
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.25		0.43	0.16	0.54	0.35	0.93

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 80.8

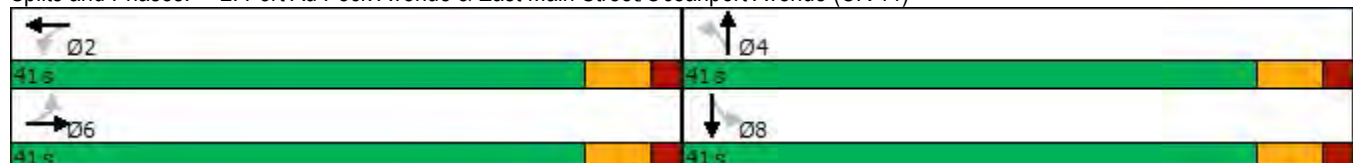
Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

Timings
SMP

Synchro 11 Report

21004125A - Monmouth Park

2024 No-Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	96	18	20	209	114	13	308	74	102	554	115
Future Volume (veh/h)	50	96	18	20	209	114	13	308	74	102	554	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1899	1870	1707	1945	1870	1752	1811	1841	1870	1841	1870
Adj Flow Rate, veh/h	54	104	20	22	227	124	14	335	80	111	602	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	5	2	13	2	2	10	6	4	2	4	2
Cap, veh/h	225	415	74	68	495	257	110	603	144	329	631	131
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	392	972	173	51	1159	603	681	1413	337	971	1478	307
Grp Volume(v), veh/h	178	0	0	373	0	0	14	0	415	111	0	727
Grp Sat Flow(s),veh/h/ln	1537	0	0	1812	0	0	681	0	1750	971	0	1785
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	14.6	7.9	0.0	32.3
Cycle Q Clear(g_c), s	5.1	0.0	0.0	12.0	0.0	0.0	33.9	0.0	14.6	22.6	0.0	32.3
Prop In Lane	0.30		0.11	0.06		0.33	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	713	0	0	820	0	0	110	0	747	329	0	762
V/C Ratio(X)	0.25	0.00	0.00	0.45	0.00	0.00	0.13	0.00	0.56	0.34	0.00	0.95
Avail Cap(c_a), veh/h	713	0	0	820	0	0	110	0	747	329	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	16.9	0.0	0.0	39.1	0.0	17.7	26.1	0.0	22.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.8	0.0	0.0	0.2	0.0	0.5	0.2	0.0	21.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	5.0	0.0	0.0	0.3	0.0	5.4	1.7	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	0.0	18.7	0.0	0.0	39.3	0.0	18.2	26.4	0.0	44.5
LnGrp LOS	B	A	A	B	A	A	D	A	B	C	A	D
Approach Vol, veh/h		178			373			429			838	
Approach Delay, s/veh		15.7			18.7			18.9			42.1	
Approach LOS		B			B			B			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		14.0		35.9		7.1		34.3				
Green Ext Time (p_c), s		1.3		0.0		0.8		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				29.3								
HCM 6th LOS				C								

21004125A - Monmouth Park

2024 No-Build Conditions

3: Crescent Place/Monmouth Park Driveway & Oceanport Avenue (CR 11)

AM Peak

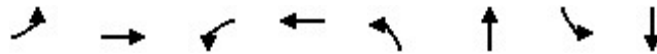
Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	228	38	12	330	10	9	1	15	4	4	4
Future Vol, veh/h	6	228	38	12	330	10	9	1	15	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	6	245	41	13	355	11	10	1	16	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	286	0	0	669	670	266	673	685	361
Stage 1	-	-	-	-	-	-	278	278	-	387	387	-
Stage 2	-	-	-	-	-	-	391	392	-	286	298	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1193	-	-	1276	-	-	371	378	773	369	371	684
Stage 1	-	-	-	-	-	-	728	680	-	637	610	-
Stage 2	-	-	-	-	-	-	633	606	-	721	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1276	-	-	360	371	773	355	364	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	371	-	355	364	-
Stage 1	-	-	-	-	-	-	724	676	-	633	602	-
Stage 2	-	-	-	-	-	-	616	598	-	701	663	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			12.1			13.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	531	1193	-	-	1276	-	-	427				
HCM Lane V/C Ratio	0.051	0.005	-	-	0.01	-	-	0.03				
HCM Control Delay (s)	12.1	8	0	-	7.8	0	-	13.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

21004125A - Monmouth Park

2024 No-Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	1	1	1	114	393	1	489
Future Volume (vph)	128	1	1	1	114	393	1	489
Lane Group Flow (vph)	132	115	0	3	0	526	0	552
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.23	0.16		0.00		0.52		0.40
Control Delay	15.7	3.5		15.7		28.6		16.2
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	15.7	3.5		15.7		28.6		16.2
Queue Length 50th (ft)	33	0		1		80		76
Queue Length 95th (ft)	68	26		5		124		114
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	576	715		788		1002		1374
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	0.23	0.16		0.00		0.52		0.40

Intersection Summary

Cycle Length: 66

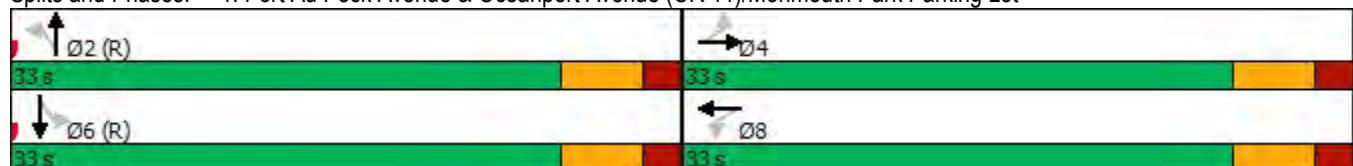
Actuated Cycle Length: 66

Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot



21004125A - Monmouth Park

2024 No-Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

PM Peak

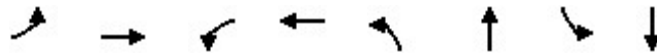
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Future Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1841	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1	114	1	1	1	118	405	3	1	504	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	4	2	2	2	2	2
Cap, veh/h	688	6	644	259	260	223	258	917	7	55	1317	122
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1415	14	1573	455	636	545	431	2242	17	1	3218	299
Grp Volume(v), veh/h	132	0	115	3	0	0	234	0	292	293	0	259
Grp Sat Flow(s),veh/h/ln	1415	0	1587	1636	0	0	992	0	1699	1870	0	1648
Q Serve(g_s), s	3.9	0.0	3.0	0.0	0.0	0.0	7.6	0.0	8.1	0.0	0.0	7.3
Cycle Q Clear(g_c), s	4.0	0.0	3.0	0.1	0.0	0.0	14.9	0.0	8.1	7.2	0.0	7.3
Prop In Lane	1.00		0.99	0.33		0.33	0.50		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
V/C Ratio(X)	0.19	0.00	0.18	0.00	0.00	0.00	0.48	0.00	0.42	0.36	0.00	0.38
Avail Cap(c_a), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	12.4	11.5	0.0	0.0	16.5	0.0	13.9	13.7	0.0	13.7
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.0	0.0	0.0	3.4	0.0	1.9	1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.0	0.0	0.0	3.0	0.0	3.0	2.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.0	11.6	0.0	0.0	19.9	0.0	15.8	14.9	0.0	15.3
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h	247			3			526			552		
Approach Delay, s/veh	13.2			11.6			17.6			15.1		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			33.0			33.0			33.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	27.0			27.0			27.0			27.0		
Max Q Clear Time (g_c+I1), s	16.9			6.0			9.3			2.1		
Green Ext Time (p_c), s	0.5			0.1			0.4			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	15.7											
HCM 6th LOS	B											

21004125A - Monmouth Park

2024 No-Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↖	↗
Traffic Volume (vph)	98	147	38	200	27	365	128	474
Future Volume (vph)	98	147	38	200	27	365	128	474
Lane Group Flow (vph)	0	282	0	393	28	521	135	588
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.40		0.44	0.20	0.73	0.71	0.82
Control Delay		26.5		22.9	28.5	42.4	110.9	39.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		26.5		22.9	28.5	42.4	110.9	39.6
Queue Length 50th (ft)		81		105	9	197	53	241
Queue Length 95th (ft)		161		200	28	308	#143	371
Internal Link Dist (ft)		1441		660		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		703		886	164	830	223	835
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.40		0.44	0.17	0.63	0.61	0.70

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 77

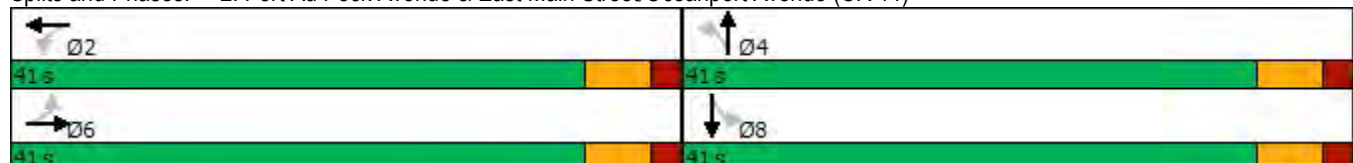
Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

Timings
SMP

Synchro 11 Report

21004125A - Monmouth Park

2024 No-Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Future Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	103	155	24	40	211	142	28	384	137	135	499	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	3
Cap, veh/h	264	381	54	96	442	277	207	552	197	248	648	116
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	470	882	126	108	1023	640	828	1316	470	881	1545	276
Grp Volume(v), veh/h	282	0	0	393	0	0	28	0	521	135	0	588
Grp Sat Flow(s),veh/h/ln	1478	0	0	1771	0	0	828	0	1786	881	0	1821
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	19.4	12.0	0.0	22.4
Cycle Q Clear(g_c), s	10.6	0.0	0.0	12.6	0.0	0.0	24.8	0.0	19.4	31.4	0.0	22.4
Prop In Lane	0.37		0.09	0.10		0.36	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	700	0	0	815	0	0	207	0	749	248	0	763
V/C Ratio(X)	0.40	0.00	0.00	0.48	0.00	0.00	0.14	0.00	0.70	0.55	0.00	0.77
Avail Cap(c_a), veh/h	700	0	0	815	0	0	218	0	772	259	0	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	16.6	0.0	0.0	30.8	0.0	19.3	32.1	0.0	20.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.2	1.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	5.2	0.0	0.0	0.5	0.0	7.6	2.5	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	18.7	0.0	0.0	30.9	0.0	21.4	33.2	0.0	24.2
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		282			393			549			723	
Approach Delay, s/veh		17.4			18.7			21.9			25.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		39.9		41.0		39.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		14.6		26.8		12.6		33.4				
Green Ext Time (p_c), s		1.5		1.5		1.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

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2024 No-Build Conditions

3: Crescent Place/Monmouth Park Driveway & Oceanport Avenue (CR 11)

PM Peak

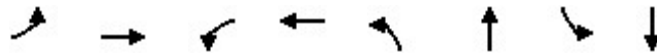
Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Future Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	8	2	2	2	2	2	2	2	2
Mvmt Flow	34	344	39	18	301	44	39	27	27	48	42	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	383	0	0	834	813	364	818	810	323
Stage 1	-	-	-	-	-	-	432	432	-	359	359	-
Stage 2	-	-	-	-	-	-	402	381	-	459	451	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1214	-	-	1143	-	-	288	313	681	295	314	718
Stage 1	-	-	-	-	-	-	602	582	-	659	627	-
Stage 2	-	-	-	-	-	-	625	613	-	582	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1143	-	-	231	296	681	253	297	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	296	-	253	297	-
Stage 1	-	-	-	-	-	-	580	561	-	635	614	-
Stage 2	-	-	-	-	-	-	535	601	-	513	550	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			21.5			22.3		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	310	1214	-	-	1143	-	-	341				
HCM Lane V/C Ratio	0.299	0.028	-	-	0.015	-	-	0.396				
HCM Control Delay (s)	21.5	8.1	0	-	8.2	0	-	22.3				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	1.8				

21004125A - Monmouth Park

2024 No-Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

SAT Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	1	1	1	114	393	1	489
Future Volume (vph)	128	1	1	1	114	393	1	489
Lane Group Flow (vph)	132	115	0	3	0	526	0	552
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.23	0.16		0.00		0.52		0.40
Control Delay	14.1	3.6		10.7		17.0		14.4
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	14.1	3.6		10.7		17.0		14.4
Queue Length 50th (ft)	33	0		1		80		76
Queue Length 95th (ft)	68	26		5		124		114
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	576	715		788		1002		1374
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	0.23	0.16		0.00		0.52		0.40

Intersection Summary

Cycle Length: 66

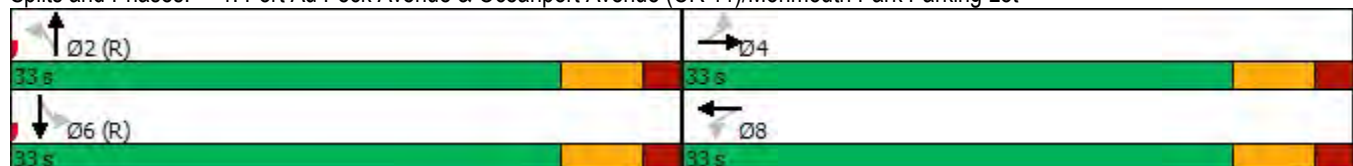
Actuated Cycle Length: 66

Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot



21004125A - Monmouth Park

2024 No-Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

SAT Peak

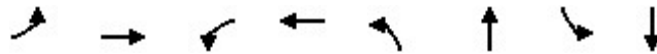
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Future Volume (veh/h)	128	1	111	1	1	1	114	393	3	1	489	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1841	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1	114	1	1	1	118	405	3	1	504	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	4	2	2	2	2	2
Cap, veh/h	688	6	644	259	260	223	258	917	7	55	1317	122
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1415	14	1573	455	636	545	431	2242	17	1	3218	299
Grp Volume(v), veh/h	132	0	115	3	0	0	234	0	292	293	0	259
Grp Sat Flow(s),veh/h/ln	1415	0	1587	1636	0	0	992	0	1699	1870	0	1648
Q Serve(g_s), s	3.9	0.0	3.0	0.0	0.0	0.0	7.6	0.0	8.1	0.0	0.0	7.3
Cycle Q Clear(g_c), s	4.0	0.0	3.0	0.1	0.0	0.0	14.9	0.0	8.1	7.2	0.0	7.3
Prop In Lane	1.00		0.99	0.33		0.33	0.50		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
V/C Ratio(X)	0.19	0.00	0.18	0.00	0.00	0.00	0.48	0.00	0.42	0.36	0.00	0.38
Avail Cap(c_a), veh/h	688	0	649	742	0	0	488	0	695	820	0	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	12.4	11.5	0.0	0.0	16.5	0.0	13.9	13.7	0.0	13.7
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.0	0.0	0.0	3.4	0.0	1.9	1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.0	0.0	0.0	3.0	0.0	3.0	2.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.0	11.6	0.0	0.0	19.9	0.0	15.8	14.9	0.0	15.3
LnGrp LOS	B	A	B	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		247			3			526			552	
Approach Delay, s/veh		13.2			11.6			17.6			15.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		16.9		6.0		9.3		2.1				
Green Ext Time (p_c), s		0.5		0.1		0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				15.7								
HCM 6th LOS				B								

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2024 No-Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

SAT Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↗	↙	↗
Traffic Volume (vph)	98	147	38	200	27	365	128	474
Future Volume (vph)	98	147	38	200	27	365	128	474
Lane Group Flow (vph)	0	282	0	393	28	521	135	588
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.40		0.44	0.20	0.73	0.71	0.82
Control Delay		16.6		15.2	19.5	25.9	42.8	31.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		16.6		15.2	19.5	25.9	42.8	31.6
Queue Length 50th (ft)		81		105	9	197	53	241
Queue Length 95th (ft)		161		200	28	308	#143	371
Internal Link Dist (ft)		1441		660		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		703		886	164	830	223	835
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.40		0.44	0.17	0.63	0.61	0.70

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 77

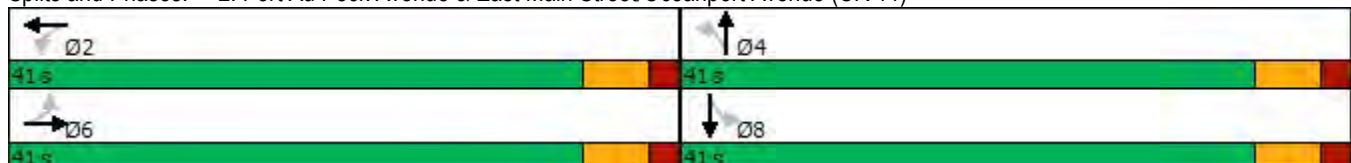
Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

Timings
SMP

Synchro 11 Report

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2024 No-Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

SAT Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Future Volume (veh/h)	98	147	23	38	200	135	27	365	130	128	474	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	103	155	24	40	211	142	28	384	137	135	499	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	3
Cap, veh/h	264	381	54	96	442	277	207	552	197	248	648	116
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	470	882	126	108	1023	640	828	1316	470	881	1545	276
Grp Volume(v), veh/h	282	0	0	393	0	0	28	0	521	135	0	588
Grp Sat Flow(s),veh/h/ln	1478	0	0	1771	0	0	828	0	1786	881	0	1821
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	19.4	12.0	0.0	22.4
Cycle Q Clear(g_c), s	10.6	0.0	0.0	12.6	0.0	0.0	24.8	0.0	19.4	31.4	0.0	22.4
Prop In Lane	0.37		0.09	0.10		0.36	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	700	0	0	815	0	0	207	0	749	248	0	763
V/C Ratio(X)	0.40	0.00	0.00	0.48	0.00	0.00	0.14	0.00	0.70	0.55	0.00	0.77
Avail Cap(c_a), veh/h	700	0	0	815	0	0	218	0	772	259	0	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	16.6	0.0	0.0	30.8	0.0	19.3	32.1	0.0	20.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.2	1.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	5.2	0.0	0.0	0.5	0.0	7.6	2.5	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	18.7	0.0	0.0	30.9	0.0	21.4	33.2	0.0	24.2
LnGrp LOS	B	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		282			393			549			723	
Approach Delay, s/veh		17.4			18.7			21.9			25.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		39.9		41.0		39.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		14.6		26.8		12.6		33.4				
Green Ext Time (p_c), s		1.5		1.5		1.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

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2024 No-Build Conditions

3: Crescent Place/Monmouth Park Driveway & Oceanport Avenue (CR 11)

SAT Peak

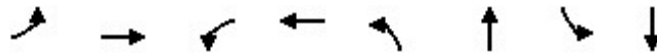
Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Future Vol, veh/h	33	334	38	17	292	43	38	26	26	47	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	8	2	2	2	2	2	2	2	2
Mvmt Flow	34	344	39	18	301	44	39	27	27	48	42	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	383	0	0	834	813	364	818	810	323
Stage 1	-	-	-	-	-	-	432	432	-	359	359	-
Stage 2	-	-	-	-	-	-	402	381	-	459	451	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1214	-	-	1143	-	-	288	313	681	295	314	718
Stage 1	-	-	-	-	-	-	602	582	-	659	627	-
Stage 2	-	-	-	-	-	-	625	613	-	582	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1143	-	-	231	296	681	253	297	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	296	-	253	297	-
Stage 1	-	-	-	-	-	-	580	561	-	635	614	-
Stage 2	-	-	-	-	-	-	535	601	-	513	550	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			21.5			22.3		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	310	1214	-	-	1143	-	-	341				
HCM Lane V/C Ratio	0.299	0.028	-	-	0.015	-	-	0.396				
HCM Control Delay (s)	21.5	8.1	0	-	8.2	0	-	22.3				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	1.8				

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2024 Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	7	25	9	115	302	3	551
Future Volume (vph)	92	7	25	9	115	302	3	551
Lane Group Flow (vph)	97	123	0	40	0	464	0	626
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.18	0.17		0.06		0.51		0.46
Control Delay	13.6	3.9		11.1		16.7		15.2
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	13.6	3.9		11.1		16.7		15.2
Queue Length 50th (ft)	24	2		8		68		90
Queue Length 95th (ft)	52	29		24		110		132
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	546	711		705		906		1370
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	0.18	0.17		0.06		0.51		0.46

Intersection Summary

Cycle Length: 66

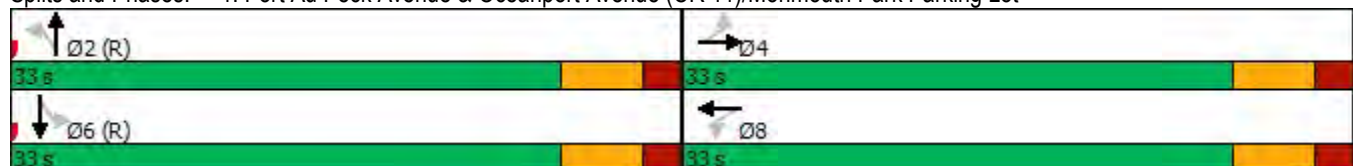
Actuated Cycle Length: 66

Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot



21004125A - Monmouth Park

2024 Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

AM Peak

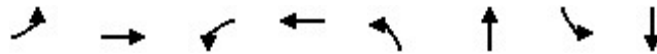
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	7	110	25	9	5	115	302	24	3	551	41
Future Volume (veh/h)	92	7	110	25	9	5	115	302	24	3	551	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1870	1841	1870	1945	1870	1841	1811	1870	1841	1870	1811
Adj Flow Rate, veh/h	97	7	116	26	9	5	121	318	25	3	580	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	4	2	2	2	4	6	2	4	2	6
Cap, veh/h	691	37	617	432	145	70	259	746	62	56	1342	99
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1378	91	1508	835	356	170	419	1823	153	3	3282	242
Grp Volume(v), veh/h	97	0	123	40	0	0	199	0	265	331	0	295
Grp Sat Flow(s),veh/h/ln	1378	0	1599	1361	0	0	773	0	1621	1868	0	1658
Q Serve(g_s), s	0.0	0.0	3.3	0.1	0.0	0.0	8.9	0.0	7.6	0.0	0.0	8.4
Cycle Q Clear(g_c), s	2.3	0.0	3.3	3.3	0.0	0.0	17.3	0.0	7.6	8.4	0.0	8.4
Prop In Lane	1.00		0.94	0.65		0.12	0.61		0.09	0.01		0.15
Lane Grp Cap(c), veh/h	691	0	654	647	0	0	404	0	663	819	0	678
V/C Ratio(X)	0.14	0.00	0.19	0.06	0.00	0.00	0.49	0.00	0.40	0.40	0.00	0.43
Avail Cap(c_a), veh/h	691	0	654	647	0	0	404	0	663	819	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	12.5	11.8	0.0	0.0	18.1	0.0	13.8	14.0	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.2	0.0	0.0	4.2	0.0	1.8	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.1	0.4	0.0	0.0	2.8	0.0	2.7	3.3	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	13.1	12.0	0.0	0.0	22.3	0.0	15.6	15.5	0.0	16.0
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h	220			40			464			626		
Approach Delay, s/veh	12.9			12.0			18.5			15.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.0			33.0			33.0			33.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	27.0			27.0			27.0			27.0		
Max Q Clear Time (g_c+I1), s	19.3			5.3			10.4			5.3		
Green Ext Time (p_c), s	0.5			0.1			0.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	16.1											
HCM 6th LOS	B											

21004125A - Monmouth Park

2024 Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↖	↗
Traffic Volume (vph)	50	100	20	213	13	312	120	557
Future Volume (vph)	50	100	20	213	13	312	120	557
Lane Group Flow (vph)	0	183	0	400	14	419	130	730
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.26		0.46	0.16	0.57	0.43	0.97
Control Delay		15.5		16.7	20.4	20.6	21.9	49.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		15.5		16.7	20.4	20.6	21.9	49.5
Queue Length 50th (ft)		56		125	4	149	45	343
Queue Length 95th (ft)		100		201	19	238	95	#580
Internal Link Dist (ft)		1441		658		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		709		871	88	766	315	782
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.26		0.46	0.16	0.55	0.41	0.93

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 80.9

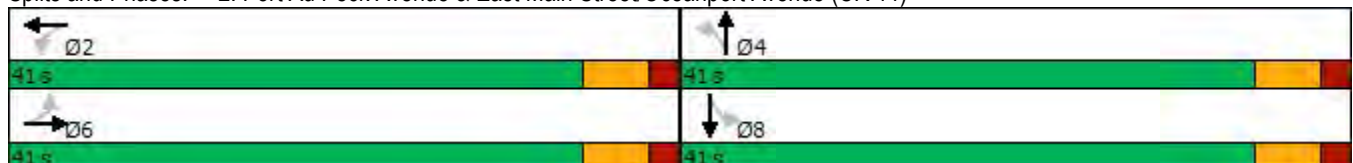
Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

Timings
SMP

Synchro 11 Report

21004125A - Monmouth Park

2024 Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	100	18	20	213	134	13	312	74	120	557	115
Future Volume (veh/h)	50	100	18	20	213	134	13	312	74	120	557	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1899	1870	1707	1945	1870	1752	1811	1841	1870	1841	1870
Adj Flow Rate, veh/h	54	109	20	22	232	146	14	339	80	130	605	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	5	2	13	2	2	10	6	4	2	4	2
Cap, veh/h	216	417	71	67	469	281	109	605	143	326	632	131
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	373	978	166	47	1098	658	680	1417	334	968	1480	306
Grp Volume(v), veh/h	183	0	0	400	0	0	14	0	419	130	0	730
Grp Sat Flow(s),veh/h/ln	1516	0	0	1804	0	0	680	0	1751	968	0	1786
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	14.8	9.6	0.0	32.5
Cycle Q Clear(g_c), s	5.3	0.0	0.0	13.2	0.0	0.0	34.2	0.0	14.8	24.4	0.0	32.5
Prop In Lane	0.30		0.11	0.05		0.36	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	704	0	0	816	0	0	109	0	747	326	0	762
V/C Ratio(X)	0.26	0.00	0.00	0.49	0.00	0.00	0.13	0.00	0.56	0.40	0.00	0.96
Avail Cap(c_a), veh/h	704	0	0	816	0	0	109	0	747	326	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	17.2	0.0	0.0	39.3	0.0	17.7	26.9	0.0	22.8
Incr Delay (d2), s/veh	0.9	0.0	0.0	2.1	0.0	0.0	0.2	0.0	0.6	0.3	0.0	22.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	5.5	0.0	0.0	0.3	0.0	5.5	2.1	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	19.3	0.0	0.0	39.5	0.0	18.3	27.2	0.0	45.4
LnGrp LOS	B	A	A	B	A	A	D	A	B	C	A	D
Approach Vol, veh/h		183			400			433			860	
Approach Delay, s/veh		15.8			19.3			19.0			42.6	
Approach LOS		B			B			B			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		15.2		36.2		7.3		34.5				
Green Ext Time (p_c), s		1.5		0.0		0.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				29.6								
HCM 6th LOS				C								

21004125A - Monmouth Park

2024 Build Conditions

3: Crescent Place/Monmouth Park Driveway & Oceanport Avenue (CR 11)

AM Peak

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	240	42	16	341	10	13	1	19	4	4	4
Future Vol, veh/h	6	240	42	16	341	10	13	1	19	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	6	258	45	17	367	11	14	1	20	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	303	0	0	704	705	281	710	722	373
Stage 1	-	-	-	-	-	-	293	293	-	407	407	-
Stage 2	-	-	-	-	-	-	411	412	-	303	315	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1180	-	-	1258	-	-	352	361	758	348	353	673
Stage 1	-	-	-	-	-	-	715	670	-	621	597	-
Stage 2	-	-	-	-	-	-	618	594	-	706	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1258	-	-	340	353	758	332	345	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	353	-	332	345	-
Stage 1	-	-	-	-	-	-	711	666	-	617	587	-
Stage 2	-	-	-	-	-	-	599	584	-	682	652	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			12.8			14.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	499	1180	-	-	1258	-	-	406				
HCM Lane V/C Ratio	0.071	0.005	-	-	0.014	-	-	0.032				
HCM Control Delay (s)	12.8	8.1	0	-	7.9	0	-	14.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

21004125A - Monmouth Park
4: Western Site Driveway & Oceanport Avenue (CR 11)

2024 Build Conditions
AM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	18	11	347	20	12
Future Vol, veh/h	276	18	11	347	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	20	12	377	22	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	320	0	711	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1240	-	400	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	395	730
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	668	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		13.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	477	-	-	1240	-	
HCM Lane V/C Ratio	0.073	-	-	0.01	-	
HCM Control Delay (s)	13.1	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

21004125A - Monmouth Park
5: Eastern Site Driveway & Oceanport Avenue (CR 11)

2024 Build Conditions
AM Peak

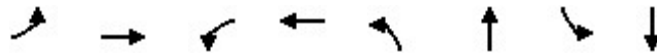
Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	1	4	367	1	4
Future Vol, veh/h	263	1	4	367	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	1	4	399	1	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	287	0	694	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1275	-	409	752
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1275	-	407	752
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	669	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		10.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	643	-	-	1275	-	
HCM Lane V/C Ratio	0.008	-	-	0.003	-	
HCM Control Delay (s)	10.6	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

21004125A - Monmouth Park

2024 Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	139	13	28	9	145	513	5	510
Future Volume (vph)	139	13	28	9	145	513	5	510
Lane Group Flow (vph)	149	125	0	48	0	741	0	633
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.27	0.17		0.07		0.77		0.46
Control Delay	14.7	4.3		10.8		23.3		14.9
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	14.7	4.3		10.8		23.3		14.9
Queue Length 50th (ft)	38	3		9		128		89
Queue Length 95th (ft)	76	31		27		195		131
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	553	720		700		965		1365
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	0.27	0.17		0.07		0.77		0.46

Intersection Summary

Cycle Length: 66

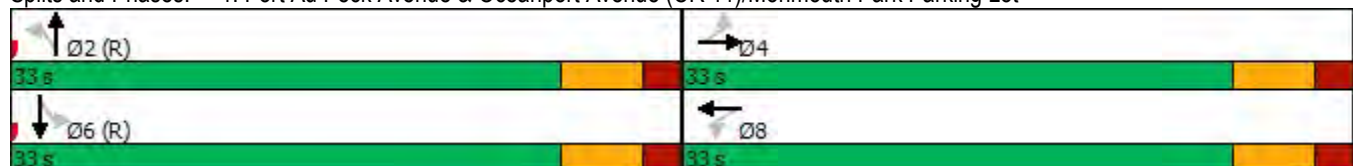
Actuated Cycle Length: 66

Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot



21004125A - Monmouth Park

2024 Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

PM Peak

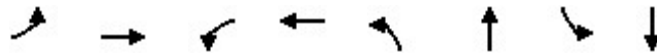
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	13	103	28	9	7	145	513	31	5	510	74
Future Volume (veh/h)	139	13	103	28	9	7	145	513	31	5	510	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	14	111	30	10	8	156	552	33	5	548	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	699	74	586	418	138	93	233	855	54	58	1244	180
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1395	181	1432	804	338	228	372	2091	132	6	3040	440
Grp Volume(v), veh/h	149	0	125	48	0	0	323	0	418	338	0	295
Grp Sat Flow(s),veh/h/ln	1395	0	1613	1370	0	0	917	0	1678	1863	0	1623
Q Serve(g_s), s	0.3	0.0	3.3	0.1	0.0	0.0	14.0	0.0	13.0	0.0	0.0	8.7
Cycle Q Clear(g_c), s	3.6	0.0	3.3	3.3	0.0	0.0	22.7	0.0	13.0	8.6	0.0	8.7
Prop In Lane	1.00		0.89	0.62		0.17	0.48		0.08	0.01		0.27
Lane Grp Cap(c), veh/h	699	0	660	649	0	0	456	0	687	817	0	664
V/C Ratio(X)	0.21	0.00	0.19	0.07	0.00	0.00	0.71	0.00	0.61	0.41	0.00	0.44
Avail Cap(c_a), veh/h	699	0	660	649	0	0	456	0	687	817	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	12.5	11.9	0.0	0.0	19.5	0.0	15.3	14.1	0.0	14.1
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.2	0.0	0.0	8.9	0.0	4.0	1.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.1	0.4	0.0	0.0	5.1	0.0	4.9	3.4	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.1	12.1	0.0	0.0	28.5	0.0	19.3	15.6	0.0	16.2
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		274			48			741			633	
Approach Delay, s/veh		13.2			12.1			23.3			15.9	
Approach LOS		B			B			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		24.7		5.6		10.7		5.3				
Green Ext Time (p_c), s		0.4		0.1		0.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.6								
HCM 6th LOS				B								

21004125A - Monmouth Park

2024 Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↖	↗
Traffic Volume (vph)	123	179	43	237	33	517	146	526
Future Volume (vph)	123	179	43	237	33	517	146	526
Lane Group Flow (vph)	0	335	0	508	34	653	152	659
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.63		0.61	0.26	0.83	1.13	0.85
Control Delay		24.6		19.8	21.8	31.9	143.8	33.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		24.6		19.8	21.8	31.9	143.8	33.1
Queue Length 50th (ft)		129		173	11	283	~91	288
Queue Length 95th (ft)		221		274	35	#481	#205	#492
Internal Link Dist (ft)		1441		658		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		532		832	130	783	135	777
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.63		0.61	0.26	0.83	1.13	0.85

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 82

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

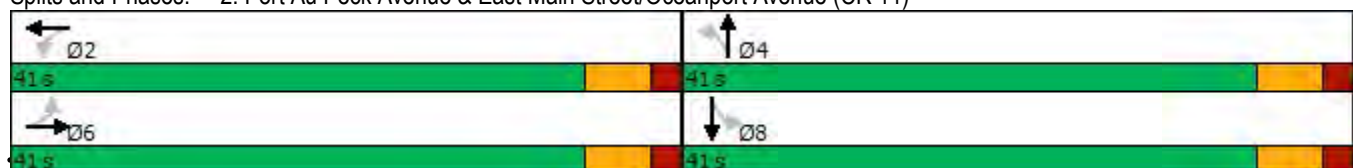
~ Volume exceeds capacity, queue is theoretically infinite.

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: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

Timings
SMP

Synchro 11 Report

21004125A - Monmouth Park

2024 Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	179	20	43	237	207	33	517	109	146	526	107
Future Volume (veh/h)	123	179	20	43	237	207	33	517	109	146	526	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	128	186	21	45	247	216	34	539	114	152	548	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	3
Cap, veh/h	238	328	34	90	394	323	162	639	135	169	639	129
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	415	769	79	100	922	756	775	1497	317	779	1498	303
Grp Volume(v), veh/h	335	0	0	508	0	0	34	0	653	152	0	659
Grp Sat Flow(s),veh/h/ln	1263	0	0	1779	0	0	775	0	1813	779	0	1801
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	26.4	8.6	0.0	27.1
Cycle Q Clear(g_c), s	19.2	0.0	0.0	18.2	0.0	0.0	30.5	0.0	26.4	35.0	0.0	27.1
Prop In Lane	0.38		0.06	0.09		0.43	1.00		0.17	1.00		0.17
Lane Grp Cap(c), veh/h	600	0	0	807	0	0	162	0	774	169	0	769
V/C Ratio(X)	0.56	0.00	0.00	0.63	0.00	0.00	0.21	0.00	0.84	0.90	0.00	0.86
Avail Cap(c_a), veh/h	600	0	0	807	0	0	162	0	774	169	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	18.7	0.0	0.0	35.0	0.0	21.0	38.7	0.0	21.2
Incr Delay (d2), s/veh	3.7	0.0	0.0	3.7	0.0	0.0	0.2	0.0	8.0	40.7	0.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	7.7	0.0	0.0	0.6	0.0	11.6	4.9	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	0.0	22.4	0.0	0.0	35.3	0.0	29.1	79.4	0.0	30.3
LnGrp LOS	C	A	A	C	A	A	D	A	C	E	A	C
Approach Vol, veh/h		335			508			687			811	
Approach Delay, s/veh		21.9			22.4			29.4			39.5	
Approach LOS		C			C			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		20.2		32.5		21.2		37.0				
Green Ext Time (p_c), s		1.8		0.8		1.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				30.3								
HCM 6th LOS				C								

21004125A - Monmouth Park

2024 Build Conditions

3: Crescent Place/Monmouth Park Driveway & Oceanport Avenue (CR 11)

PM Peak

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	367	46	28	404	25	48	5	22	23	15	28
Future Vol, veh/h	9	367	46	28	404	25	48	5	22	23	15	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	10	395	49	30	434	27	52	5	24	25	16	30
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	461	0	0	444	0	0	971	961	420	962	972	448
Stage 1	-	-	-	-	-	-	440	440	-	508	508	-
Stage 2	-	-	-	-	-	-	531	521	-	454	464	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1100	-	-	1116	-	-	231	256	633	235	252	611
Stage 1	-	-	-	-	-	-	594	578	-	547	539	-
Stage 2	-	-	-	-	-	-	530	532	-	586	564	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	1116	-	-	201	244	633	214	240	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	244	-	214	240	-
Stage 1	-	-	-	-	-	-	587	571	-	540	520	-
Stage 2	-	-	-	-	-	-	471	513	-	552	557	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			25.5			20.3		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	255	1100	-	-	1116	-	-	306				
HCM Lane V/C Ratio	0.316	0.009	-	-	0.027	-	-	0.232				
HCM Control Delay (s)	25.5	8.3	0	-	8.3	0	-	20.3				
HCM Lane LOS	D	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.9				

21004125A - Monmouth Park
4: Western Site Driveway & Oceanport Avenue (CR 11)

2024 Build Conditions

PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	408	26	16	464	23	14
Future Vol, veh/h	408	26	16	464	23	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	443	28	17	504	25	15
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	471	0	995	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1091	-	271	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1091	-	265	604
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	572	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		17.2	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	336	-	-	1091	-	
HCM Lane V/C Ratio	0.12	-	-	0.016	-	
HCM Control Delay (s)	17.2	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

21004125A - Monmouth Park
5: Eastern Site Driveway & Oceanport Avenue (CR 11)

2024 Build Conditions
PM Peak

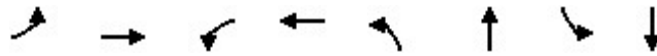
Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	412	1	5	457	1	5
Future Vol, veh/h	412	1	5	457	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	448	1	5	497	1	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	449	0	956	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1111	-	286	610
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1111	-	284	610
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	601	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	512	-	-	1111	-	
HCM Lane V/C Ratio	0.013	-	-	0.005	-	
HCM Control Delay (s)	12.1	-	-	8.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

21004125A - Monmouth Park

2024 Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

SAT Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	13	33	11	114	393	6	489
Future Volume (vph)	128	13	33	11	114	393	6	489
Lane Group Flow (vph)	132	127	0	51	0	567	0	557
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
v/c Ratio	0.24	0.17		0.07		0.56		0.41
Control Delay	14.3	4.2		11.2		17.2		14.5
Queue Delay	0.0	0.0		0.0		0.0		0.0
Total Delay	14.3	4.2		11.2		17.2		14.5
Queue Length 50th (ft)	34	3		11		86		77
Queue Length 95th (ft)	69	31		29		132		115
Internal Link Dist (ft)		1585		542		1602		1119
Turn Bay Length (ft)	150							
Base Capacity (vph)	551	726		690		1010		1366
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	0.24	0.17		0.07		0.56		0.41

Intersection Summary

Cycle Length: 66

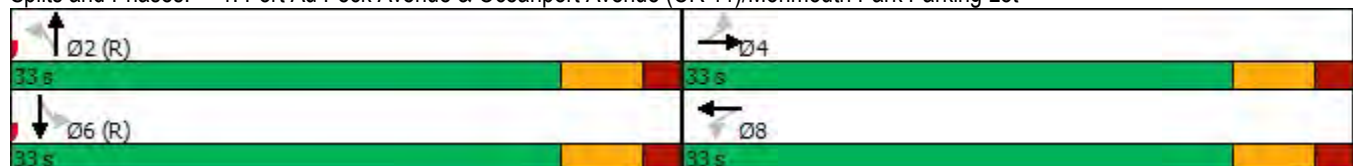
Actuated Cycle Length: 66

Offset: 22.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot



21004125A - Monmouth Park

2024 Build Conditions

1: Port Au Peck Avenue & Oceanport Avenue (CR 11)/Monmouth Park Parking Lot

SAT Peak

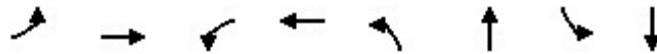
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	13	111	33	11	6	114	393	43	6	489	46
Future Volume (veh/h)	128	13	111	33	11	6	114	393	43	6	489	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1841	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	13	114	34	11	6	118	405	44	6	504	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	4	2	2	2	2	2
Cap, veh/h	701	67	591	437	138	65	245	845	97	59	1311	121
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1396	165	1445	847	336	158	404	2066	236	9	3206	296
Grp Volume(v), veh/h	132	0	127	51	0	0	258	0	309	295	0	262
Grp Sat Flow(s),veh/h/ln	1396	0	1610	1341	0	0	1046	0	1660	1862	0	1649
Q Serve(g_s), s	0.0	0.0	3.3	0.2	0.0	0.0	7.9	0.0	8.9	0.0	0.0	7.4
Cycle Q Clear(g_c), s	3.1	0.0	3.3	3.5	0.0	0.0	15.2	0.0	8.9	7.3	0.0	7.4
Prop In Lane	1.00		0.90	0.67		0.12	0.46		0.14	0.02		0.18
Lane Grp Cap(c), veh/h	701	0	659	640	0	0	508	0	679	817	0	675
V/C Ratio(X)	0.19	0.00	0.19	0.08	0.00	0.00	0.51	0.00	0.46	0.36	0.00	0.39
Avail Cap(c_a), veh/h	701	0	659	640	0	0	508	0	679	817	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	12.5	12.0	0.0	0.0	16.4	0.0	14.2	13.7	0.0	13.7
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.2	0.0	0.0	3.6	0.0	2.2	1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.5	0.0	0.0	3.3	0.0	3.3	2.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	13.2	12.2	0.0	0.0	20.0	0.0	16.4	14.9	0.0	15.4
LnGrp LOS	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		259			51			567			557	
Approach Delay, s/veh		13.1			12.2			18.0			15.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		33.0		33.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		27.0		27.0		27.0				
Max Q Clear Time (g_c+I1), s		17.2		5.3		9.4		5.5				
Green Ext Time (p_c), s		0.6		0.1		0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								

21004125A - Monmouth Park

2024 Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

SAT Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↖	↗
Traffic Volume (vph)	98	154	38	205	27	370	162	480
Future Volume (vph)	98	154	38	205	27	370	162	480
Lane Group Flow (vph)	0	289	0	427	28	526	171	594
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Min	Min	Min	Min
v/c Ratio		0.43		0.48	0.20	0.73	0.89	0.82
Control Delay		17.4		16.0	19.2	25.7	66.7	31.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		17.4		16.0	19.2	25.7	66.7	31.3
Queue Length 50th (ft)		91		124	9	200	75	245
Queue Length 95th (ft)		167		218	28	311	#193	377
Internal Link Dist (ft)		1441		658		1119		1506
Turn Bay Length (ft)					150		175	
Base Capacity (vph)		679		882	162	823	221	828
Starvation Cap Reductn		0		0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.43		0.48	0.17	0.64	0.77	0.72

Intersection Summary

Cycle Length: 82

Actuated Cycle Length: 77.7

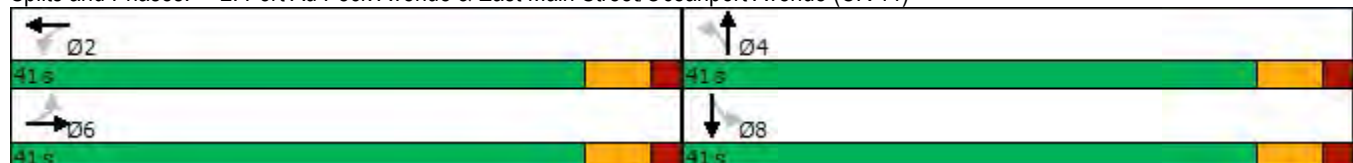
Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

Timings
SMP

Synchro 11 Report

21004125A - Monmouth Park

2024 Build Conditions

2: Port Au Peck Avenue & East Main Street/Oceanport Avenue (CR 11)

SAT Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	154	23	38	205	162	27	370	130	162	480	85
Future Volume (veh/h)	98	154	23	38	205	162	27	370	130	162	480	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	103	162	24	40	216	171	28	389	137	171	505	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	3
Cap, veh/h	247	372	51	90	409	301	211	564	199	252	661	116
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	439	871	119	99	957	706	823	1321	465	877	1548	273
Grp Volume(v), veh/h	289	0	0	427	0	0	28	0	526	171	0	594
Grp Sat Flow(s),veh/h/ln	1428	0	0	1762	0	0	823	0	1787	877	0	1821
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	2.5	0.0	19.6	15.4	0.0	22.7
Cycle Q Clear(g_c), s	12.1	0.0	0.0	14.5	0.0	0.0	25.2	0.0	19.6	35.0	0.0	22.7
Prop In Lane	0.36		0.08	0.09		0.40	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	669	0	0	800	0	0	211	0	763	252	0	777
V/C Ratio(X)	0.43	0.00	0.00	0.53	0.00	0.00	0.13	0.00	0.69	0.68	0.00	0.76
Avail Cap(c_a), veh/h	669	0	0	800	0	0	211	0	763	252	0	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	17.6	0.0	0.0	30.7	0.0	19.1	33.6	0.0	20.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	2.5	0.0	0.0	0.1	0.0	2.2	5.9	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	6.0	0.0	0.0	0.5	0.0	7.7	3.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	0.0	20.2	0.0	0.0	30.8	0.0	21.3	39.5	0.0	24.1
LnGrp LOS	B	A	A	C	A	A	C	A	C	D	A	C
Approach Vol, veh/h		289			427			554			765	
Approach Delay, s/veh		18.5			20.2			21.8			27.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		41.0		41.0		41.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		35.0		35.0		35.0				
Max Q Clear Time (g_c+I1), s		16.5		27.2		14.1		37.0				
Green Ext Time (p_c), s		1.6		1.4		1.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

21004125A - Monmouth Park

2024 Build Conditions

3: Crescent Place/Monmouth Park Driveway & Oceanport Avenue (CR 11)

SAT Peak

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	350	45	24	312	43	43	26	31	47	41	43
Future Vol, veh/h	33	350	45	24	312	43	43	26	31	47	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	8	2	2	2	2	2	2	2	2
Mvmt Flow	34	361	46	25	322	44	44	27	32	48	42	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	407	0	0	889	868	384	876	869	344
Stage 1	-	-	-	-	-	-	452	452	-	394	394	-
Stage 2	-	-	-	-	-	-	437	416	-	482	475	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1193	-	-	1120	-	-	264	290	664	269	290	699
Stage 1	-	-	-	-	-	-	587	570	-	631	605	-
Stage 2	-	-	-	-	-	-	598	592	-	565	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1120	-	-	207	271	664	225	271	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	271	-	225	271	-
Stage 1	-	-	-	-	-	-	565	549	-	608	588	-
Stage 2	-	-	-	-	-	-	505	575	-	493	536	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.5			24.6			25.2		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	285	1193	-	-	1120	-	-	311				
HCM Lane V/C Ratio	0.362	0.029	-	-	0.022	-	-	0.434				
HCM Control Delay (s)	24.6	8.1	0	-	8.3	0	-	25.2				
HCM Lane LOS	C	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.1	-	-	2.1				

21004125A - Monmouth Park
4: Western Site Driveway & Oceanport Avenue (CR 11)

2024 Build Conditions
SAT Peak

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	412	34	20	378	27	16
Future Vol, veh/h	412	34	20	378	27	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	448	37	22	411	29	17
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	485	0	922	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1078	-	300	596
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	292	596
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	622	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.4		16.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	360	-	-	1078	-	
HCM Lane V/C Ratio	0.13	-	-	0.02	-	
HCM Control Delay (s)	16.5	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

21004125A - Monmouth Park
5: Eastern Site Driveway & Oceanport Avenue (CR 11)

2024 Build Conditions
SAT Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	428	1	7	379	1	6
Future Vol, veh/h	428	1	7	379	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	465	1	8	412	1	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	894	466
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1095	-	312	597
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1095	-	309	597
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	651	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		11.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	527	-	-	1095	-	
HCM Lane V/C Ratio	0.014	-	-	0.007	-	
HCM Control Delay (s)	11.9	-	-	8.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	



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FILE NO. 55716-44

September 1, 2023

Via E-Mail

Jeanne Smith, Board Secretary
Borough of Oceanport
910 Oceanport Way
PO Box 370
Oceanport, NJ 07757

Re: MBD Development LLC

Dear Ms. Smith:

On behalf of MBD Development LLC, we are providing the following items:

1. Letter from MBD Development LLC dated September 1, 2023 in response to the letter from Kyle + McManus Associates dated July 18, 2023;
2. Plans prepared by Colliers Engineering consisting of 53 sheets, revised to August 31, 2023;
3. Traffic Impact Study prepared by Colliers Engineering dated September 1, 2023; and
4. Architectural plans prepared by Minno + Wasko consisting of 25 sheets, revised to September 1, 2023.

We are submitting this material in connection with the September 12, 2023 Planning Board review pursuant to N.J.S.A. 40:55D-31.

COOPER LEVENSON APRIL NIEDELMAN & WAGENHEIM, P.A.

Jeanne Smith, Board Secretary
September 1, 2023
Page 2

Please let me know if you have any questions.

Very truly yours,
Cooper Levenson, P.A.



Nicholas F. Talvacchia

NFT/bms
Enclosures

cc: MBD Development LLC (*w/ enclosures via e-mail*)
Dennis Drazin (*w/ enclosures via e-mail*)
Kevin Evans, Esquire (*w/ enclosures via e-mail*)
Jennifer Smith, Esquire (*w/ enclosures via e-mail*)

CLAC 7591934.1



Planning/Zoning Combined Board

PO Box 370
Oceanport, NJ 07757

SCHEDULED

RESOLUTION - PB (ID # 2899)

Meeting: 09/12/23 07:00 PM
Department: Planning/Zoning Board
Category: PB Resolutions
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 2899

8.1

PR-23-15 Resolution of Approval - Signal Point LLC

RESOLUTION

**BOROUGH OF OCEANPORT PLANNING BOARD
APPROVAL OF THE APPLICATION OF SIGNAL POINT, LP
FORT MONMOUTH CAMPUS, BLOCK 110.18, LOT 1
APPROVED JUNE 27, 2023
MEMORIALIZED SEPTEMBER 12, 2023**

INTRODUCTION

WHEREAS, Agents of Signal Point, LP have made Application to the Oceanport Planning Board for the property designated as Block 110.18, Lot 1, Fort Monmouth Campus, Oceanport, New Jersey, within the Borough's Education / Mixed-Use Neighborhood District, within the Fort Monmouth / Oceanport Reuse Area for the following approval: Preliminary and Final Site Plan Approval, Bulk Variance Approval, and Design Waiver / Exception Approval to effectuate the following:

- Renovation of existing buildings 1077 and 1078 which will include 24-apartments (8 1-bedroom apartments and 16 2-bedroom apartments); and
- Construction of 10 new 3-story townhomes; and

PUBLIC HEARING

WHEREAS, the Board held a Public Hearing on June 27, 2023, Applicant's representatives having filed proper Proof of Service and Publication in accordance with Statutory and Ordinance Requirements; and

EVIDENCE / EXHIBITS

WHEREAS, at the said Hearing, the Board reviewed, considered, and analyzed the following:

- *Oceanport Planning Board Development Application, introduced into Evidence as A-1;*
- *Topographic Survey, prepared by 3 Wire Surveying, LLC, last revised October 3, 2022, consisting of 1 sheet, introduced into Evidence as A-2;*
- *Preliminary and Final Major Site Plan, prepared by Shore Point Engineering, dated October 7, 2022, consisting of 14 sheets, introduced into Evidence as A-3;*

PR-23-15

09-12-23

- *Architectural Plans, prepared by Inglese Architecture and Engineering, dated October 31, 2022, consisting of 7 sheets, introduced into Evidence as A-4;*
- *Stormwater Management Report, prepared by Shore Point Engineering, dated October 7, 2022, introduced into Evidence as A-5;*
- *Traffic Impact Statement, prepared by Shore Point Engineering, dated October 7, 2022, introduced into Evidence as A-6;*
- *Operation and Maintenance Manual Stormwater Management Facilities, prepare by Shore Point Engineering, dated November 30, 2022, introduced into Evidence as A-7;*
- *Mandatory Conceptual Review Letter, dated January 24, 2023, introduced into Evidence as A-8;*
- *Review Memorandum, prepared by Colliers Engineering & Design, dated April 26, 2023, introduced into Evidence as A-9;*
- *Review Memorandum from Kyle + McManus Associates, dated June 16, 2023, introduced into Evidence as A-10;*
- *Illustrated Site Rendering, prepared by Shore Point Engineering, dated June 27, 2023, introduced into Evidence as A-11*
- *Illustrated Sketch of Proposed Facade, prepared by Inglese Architecture and Engineering, dated June 12, 2023, introduced into Evidence as A-12;*
- *Image of Existing Building Facades (Nurses Quarters), prepared by Inglese Architecture and Engineering, dated June 12, 2023, introduced into Evidence as A-13;*
- *Affidavit of Service; and*
- *Affidavit of Publication.*

WITNESSES

WHEREAS, sworn testimony in support of the Application was presented by the following:

- Kevin Shelly, P.E.;
- Anthony D'Agosta, Architect;
- Susannah Henschel, Vice President for RPM Development;
- Sal Alfieri, Sr., Esq., appearing;

WHEREAS, William H.R. White, III, P.E., P.P., CME, the Board Engineer, was also sworn with regard to any testimony and information he would provide in connection with the subject Application; and

TESTIMONY AND OTHER EVIDENCE PRESENTED ON BEHALF OF THE APPLICANT'S

REPRESENTATIVES

WHEREAS, testimony and other evidence presented by the Applicant's Representatives revealed the following:

- The Applicant herein is Signal Point, LP, which is a wholly-owned subsidiary of RPM Development.
- The Applicant is the owner or Contract Purchaser of the subject property.
- The subject development site is part of the former Fort Monmouth Complex.
- The development site contains approximately 3.75 acres.
- The subject development site is not located in a flood zone.
- There are currently 2 buildings on the site - identified as Building 1077 and Building 1078.
- Both buildings are currently vacant.
- Both buildings were formerly utilized to house army nurses (and hence, the property is informally known as the "Nurse's Quarters").
- The Applicant's representatives propose to effectuate the following:
 - Renovation of existing buildings 1077 and 1078 which will include 24-apartments (8 1-bedroom apartments and 16 2-bedroom apartments); and
 - Construction of 10 new 3-story townhomes.
- Details pertaining to the proposed development include the following:

Building 1077

Building Street frontage:	Main Street & Stephenson Avenue (private road)
Existing height	Per plans
Proposed height:	Per plans (no change)
Number of stories:	2
Current use:	Vacant
Former use:	Subject building was formerly used as an apartment house for Fort Monmouth Army nurses.
Proposed use:	Residential apartments

Number of residential apartments:	12
Apartment breakdown (bedroom count):	(4) 1-bedroom units (8) 2-bedroom units
Building amenities:	Storage area and community outdoor picnic area
Parking spaces:	There will be 36 combined surface parking spaces for both Building 1077 and Building 1078.
Exterior construction / renovation details:	See Plans
Interior construction details:	See Plans
Exterior building materials:	Asphalt shingled roof Aluminum gutters and leaders Brick veneer (which will remain) (i.e., the same will not be painted over) Cast-stone windowsills Vinyl windows Aluminum entrance Metal covers for heating pipes
Affordable Housing details:	Per prevailing municipal requirements

Building 1078

Building Street frontage:	Main Street & Stephenson Avenue (private road)
Existing height	Per plans
Proposed height:	Per plans (no change)
Number of stories:	2
Current use:	Vacant
Former use:	Subject building was formerly used as an apartment house for Fort Monmouth Army nurses.
Proposed use:	Residential apartments
Number of residential apartments:	12
Apartment breakdown (bedroom count):	(4) 1-bedroom units (8) 2-bedroom units
Building amenities:	Storage area and community outdoor picnic area
Parking spaces:	There will be 36 combined surface parking spaces for both Building 1077 and Building 1078.
Exterior construction / renovation details:	See Plans
Interior construction details:	See Plans
Exterior building materials:	Asphalt shingled roof Aluminum gutters and leaders

	Brick veneer (which will remain) (i.e., the same will not be painted over) Cast-stone windowsills Vinyl windows Aluminum entrance Metal covers for heating pipes
Affordable Housing details:	Per prevailing municipal requirements

Townhomes

Building Street frontage:	Main Street
Existing use:	N/A
Proposed height:	40 ft.
Number of stories:	3
Number of residential dwelling units:	10
Residential unit breakdown:	(10) 3-bedroom units
Parking spaces:	There will be 2 driveway parking spaces for each townhome unit, plus 10 overflow parking spaces.
Floor plans:	<u>Ground floor</u> Mudroom Dining room Kitchen Half-Bathroom Living Area Porch <u>2nd Floor</u> Bedroom Bedroom Bathroom Study Laundry Area <u>3rd Floor</u> Owner suite Bathroom Office Deck
Building amenities:	Community outdoor picnic area
Exterior material:	Standing seam metal roof Fiber cement siding Brick veneer Cast-stone vinyl windows Metal panels Metal railings Aluminum coping Vinyl sliding doors

	Rowlock windowsills
Affordable Housing details:	Per prevailing municipal requirements

- The Applicant's representatives will be utilizing licensed contractors in connection with the renovation / construction process.
- The development will be effectuated in accordance with the timeframes permitted under the FMERA Guidelines.

VARIANCE

WHEREAS, the Application as presented and modified requires potential approval for the following Variance:

Potential Front Setback for a covered porch / stoop: 15 ft is required; whereas only 10 ft. is proposed (should FMERA agree to allow the Applicant to place a roof over the proposed front porch / stoop for the new townhome building)

DESIGN WAIVERS / EXCEPTIONS

WHEREAS, the Application as presented and modified requires approval for the following Design Waivers / Exceptions:

ACCESS AISLE WIDTH IN THE PARKING LOTS: A minimum width of 25 ft. is required for 2-way traffic; whereas, the Applicant herein proposes a 24 ft. wide access aisle in the parking lot;

INDOOR BICYCLE RACKS: The Prevailing Regulations require a Developer to provide indoor bicycle racks in a garage area or within a separate / secured room. In the within situation, Buildings 1077 and 1078 do not meet the aforesaid requirements;

RSIS EXCEPTIONS

WHEREAS, the Application as submitted and modified requires de-minimis exceptions for the following Provisions of the Residential Site Improvement Standards (RSIS):

NONE

PUBLIC COMMENTS

WHEREAS, public comments, questions, objections, and / or concerns associated with the proposal were submitted by the following:

- E.J. Wright
- Edith Bullwinkle
- Daniel Czermak

FINDINGS OF FACT

NOW, THEREFORE, BE IT RESOLVED, by the members of the Oceanport Planning Board, after having considered the aforementioned Application, plans, evidence, and testimony, that the Application is hereby **granted / approved with conditions, as set forth herein**.

In support of its decision, the Oceanport Planning Board makes the following Findings of Fact and Conclusions of Law:

1. The Oceanport Planning Board has proper jurisdiction to hear the within matter.
2. The subject property is identified as Block 110.18, Lot 1, Oceanport, New Jersey, within the Borough's Education / Mixed-Use Neighborhood District, within the Fort Monmouth / Oceanport Reuse Area.
3. The subject property is a 3.75 acre parcel (+/-).
4. The subject property is bordered by Stephenson Avenue to the northeast, Main Street to the south and southeast, and Watson Place (Borough of Eatontown) to the west.
5. The subject property is located within the Oceanport portion of the former Fort Monmouth complex.
6. Pursuant to Prevailing Regulations, the property is subject to the Fort Monmouth Economic Revitalization Authority (FMERA) guidelines.
7. The FMERA regulations have been designed with the intention of providing comprehensive, cohesive, and consistent development of the various portions of the Fort Monmouth

Complex, regardless of whether the particular development site is located in the Borough of Oceanport, the Borough of Eatontown, or the Borough of Tinton Falls.

8. Generally speaking, the FMERA regulations govern the uses at the former Fort Monmouth site, and the various host communities (including the Borough of Oceanport, and the Oceanport Planning Board) govern Site Plan and Bulk Variance – related issues/concerns.

9. The Applicant's representatives herein propose the following:

- Renovation of existing buildings 1077 and 1078 which will include 24-apartments (8 1-bedroom apartments and 16 2-bedroom apartments); and
- Construction of 10 new 3-story townhomes.

10. Details pertaining to a proposal are set forth on the submitted Plans, and are set forth elsewhere herein; and were discussed, at length during the Public Hearing.

11. Such a proposal requires Preliminary and Final Major Site Plan Approval, Bulk Variance Approval, and Design Waiver Approval.

12. The Oceanport Planning Board is statutorily authorized to grant the requested relief and therefore, the matter is properly before the said entity.

13. With regard to the Application, and the requested relief, the Board notes the following:

PARKING

- The parking situation at the site is of critical importance for the Board Members.
- It is imperative that there be sufficient parking for the Applicant's proposed use (in accordance with the specific testimony presented during the Public Hearing).
- The absence of sufficient / appropriate parking for any particular use in the former Fort Monmouth Complex will be detrimental to the Borough of Oceanport, and the other host communities.
- The absence of sufficient / appropriate parking for a particular use in the former Fort Monmouth Complex will compromise overall Fort Monmouth redevelopment efforts.
- Occupants of Building 1077 and Building 1078 will share 36 surface parking spaces on a designated lot, which satisfies, and even exceeds, prevailing requirements.

- Each of the new townhome units will contain sufficient room for 2 driveway parking spaces. Additionally, there will be 10 overflow parking spaces for the new townhome development as well.
- The said parking spaces satisfy, and even exceed, Prevailing Municipal Requirements.
- Pursuant to the Prevailing Regulations, the proposed / entire development is required to have 63 parking spaces; whereas, the Applicant herein is proposing 66 parking spaces.
- The 66 parking spaces are calculated/placed:
 - 36 spaces for Building 1077 / Building 1078
 - 20 driveway spaces for the townhome development
 - 10 overflow parking spaces for the townhome development
- As referenced, the proposed parking exceeds the minimum required parking requirements, and no Parking Variance is required.
- The Board is aware that many times, developers attempt to under-park a site, which does not represent good planning, and consistently leads to quality-of-life concerns for future residents / occupants. The Board recognizes that the within Application is not under-parked but rather, the same contains more than sufficient / more than required parking spaces.
- The existence of sufficient parking is of the utmost importance to the Board Members – and but for the same, the within Application may not have been approved.
- Based upon the testimony and evidence presented, the Board finds that the parking is sufficient for the development site.

TRAFFIC

- The traffic issues associated with the proposal were of paramount importance to the Board Members and other members of the public.
- The Applicant's representatives submitted a Traffic Impact Statement in connection with the Application.
- The Traffic Impact Statement was prepared by Shore Point Engineering, dated October 7, 2022, and was introduced into the Record as A-6.
- The following portions of the A-6 Traffic Impact Statement provide the following:

I. SITE DESCRIPTION

The property, located in the Fort Monmouth section of Oceanport, is known and designated as Block 110.18, Lot 1. The property was subdivided off the overall Block 110, Lot 1 Fort Monmouth parcel in 2020 and assigned the designation of Block 110.18, Lot 1 by the Oceanport Tax Assessor. The property is located at the intersection of Stephenson Avenue and Main Street, about 500 feet to the north of the intersection with Broad Street, also known as State Highway 71 and about 3,500 feet to the south of the intersection with Oceanport Avenue, also known as State Highway 11.

The applicant, Signal Point LP, proposes to rehabilitate the existing 24 apartments, formerly known as the Nurse's Quarters, and proposes to construct 10 additional townhomes along the property frontage on Main Street. Main Street is a 2-lane roadway with a posted speed limit of 35 MPH in the vicinity of the site and Stephenson Avenue is a private roadway within the former Fort Monmouth. Sight distance from the subject site meets or exceeds requirements for prevailing speeds on Main Street.

II. TRIP GENERATION

Estimates of traffic to be generated by the proposed 34 multi-family units were made after consulting the 10th Edition of the ITE Trip Generation Manual. The table below described the anticipated peak traffic volumes:

ITE Trip Generation (34 Multi-Family Units)					
AM Peak Hour			PM Peak Hour		
<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
4	12	16	12	7	19

The preceding table shows the amount of traffic generated by the residential units during the highest one hour of site traffic impact in the weekday AM and weekday PM peak hours. These volumes do not represent all of the traffic generated by the residential units during a 4-hour window in the morning from 6 to 10 am and in the afternoon from 3 to 7 PM but instead, represent the single highest hour of weekday AM and weekday PM peak hour site generated traffic.

Based on the ITE publication "Transportation Impact Analysis for Site Development", "it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways' peak hour or the

development's peak hour." The site trip increases shown in the table above are well short of generating a significant impact to adjoining roadways.

(The proposal is anticipated to result in) 16 total trips during the AM peak hour and 19 trips during the PM peak hour. This equates to one additional vehicle every 3.7 minutes in the morning and one additional vehicle every 3.2 minutes in the evening. These added (new) trips will have a negligible impact on the existing traffic patterns of Main Street and the other roadways in the immediate area.

III. PARKING & CIRCULATION

The proposed site plans exceed the New Jersey Residential Site Improvement Standard (RSIS) requirement for parking, providing 81 spaces, whereas only 71 are required. Each new townhome provides two (2) driveway spaces and additional off-street parking is proposed within the parking lots surrounding each building.

The roads have been designed in accordance with RSIS standards for Major Collector (low intensity), with no on-street parking lanes and a 24-foot traveled way. The internal roadway and parking areas will remain privately owned.

IV. CONCLUSION

Based on the analysis above, it is concluded that the proposed application to rehabilitate 24 existing apartment units and to construct 10 new townhome units can be approved without any detriment to traffic conditions in the area. The site plans have also been designed to provide appropriate parking and circulation for the proposed development in accordance with RSIS standards.

- The Board accepts the findings / conclusions of the Traffic Impact Statement. Moreover, the findings and conclusions of the Traffic Impact Statement are incorporated herein at length.

ADAPTIVE REUSE

- Approval of the within Application will result in the historically appropriate revitalization / renovation of Building #1077, and Building #1078.
- Approval of the within Application will not result in the demolition of existing Building numbers 1077 and 1078.

- Approval of the within Application represents an adaptive reuse of the historically significant / noteworthy Building numbers 1077 and 1078.
- Approval of the within Application will allow the historically significant / noteworthy buildings to be appropriately renovated and utilized for modern purposes.
- Approving a Development Application which allows historically significant / noteworthy buildings to physically remain intact advances a legitimate development goal.
- Other development opportunities for the site/area could potentially result in the physical destruction/demolition of all of the existing buildings (if prevailing FMERA Regulations would so allow), and such destruction/demolition would not necessarily, in and of itself, be in the best interest of the Borough of Oceanport, or the residents thereof.
- Development Applications which encourage/embrace the preservation and utilization of older, historic, and/or historically significant / noteworthy buildings serves a legitimate development goal.
- Approving Applications which encourage/embrace the preservation and utilization of older / historic / unique / noteworthy buildings essentially advances the purposes of the Borough's Master Plan.
- There is a legitimate Borough-related interest in preserving buildings which have significant, historic, or otherwise unique / noteworthy architectural charm.
- The renovation approved herein will allow the historically noteworthy buildings to be preserved, but nonetheless utilized, for modern residential purposes.
- The Board recognizes that existing Buildings 1077 and 1078 are completely vacant right now, and approval of the within Application will restore the said buildings to productive use.

PLANNING / FINDINGS

- The Application as submitted and modified overwhelmingly satisfies prevailing Bulk requirements.
- The project, as initially submitted, did not require approval for any Bulk Variances. However, during the Public Hearing process, the Board representatives requested that the Applicant's representatives incorporate some architectural modifications so as to improve the overall aesthetic appeal of the proposed townhome building. (Among other things, one of the aforesaid architectural requests was to place a roof over the front porches / stoops). The Applicant's representatives advised that while they had no objections to such a request, the same was not specifically authorized by FEMRA, and the same would, in fact, trigger a need for a Front Yard Setback Variance (15ft required versus 10 ft proposed). Thus, the Board recognizes that the only potential

Variance associated with the within Application results from a request from the Board to upgrade the overall architectural /aesthetic design.

- The Board notes that the architectural / aesthetic enhancement associated with the covered porches will improve the overall look / design of the project.
- The Board finds that the aforesaid architectural improvements certainly justify the Variance relief associated with the Front Yard Setback deviation.
- Subject to the conditions set forth herein, the Application satisfies the Borough's Affordable Housing obligations.
- The Board is aware that the prevailing Fort Monmouth Economic Revitalization Authority Regulations permit the granting of Design Waivers / Exceptions when either the literal enforcement of a particular regulation is impractical; or when literal enforcement of the design regulations will exact undue hardship. Upon critical review of the matter, the Board finds that the Design Waiver requested herein, and approved herein, is reasonable, and will not compromise public health or safety.
- The Application requires a Waiver for the 2-way access aisle parking width in the parking lot (25 ft. required, whereas 24 ft. proposed). Per the testimony and evidence presented, the same will not compromise public safety.
- The Board is also aware that the 24 ft. 2-way access aisle parking width satisfies RSIS requirements.
- The Board finds that, under the circumstances, the 2-way access aisle parking width deviation is de-minimus in nature.
- The application as presented also requires a design waiver/exception for the placement of indoor bicycle racks at the site. Per the testimony and evidence presented, there is no room in the existing Nurses Quarter Buildings to host an indoor bicycle rack. Under the circumstances, it is not appropriate to require the Applicant to retrofit existing buildings to accommodate the indoor bike rack requirements.
- Additionally, the Board recognizes that the Applicant has designed the plans to include a sufficient number of outdoor bicycle racks at the site.
- In conjunction with the above points, the Board finds that the indoor bicycle rack requirement can be waived without causing substantial detriment to the public good.
- In the within situation, and because of the prevailing circumstances and the testimony/evidence presented, the intent and purposes of the Reuse Plan will not be compromised with the installation of the outdoor bicycle racks.
- One purpose of the Municipal Land Use Law encourages the approval of Applications which provide for, or otherwise guide, the appropriate use or development of all lands in the State, in manner which promotes the Public Health, Safety, and General Welfare. The Board finds that, subject to the

conditions contained herein, approval of the within Application will advance such a purpose. Specifically, historically appropriate renovation of the historically significant / noteworthy buildings (1077 and 1078), and the adaptive reuse of the same for modern residential purposes, will, in fact advance the general welfare.

- Subject to the conditions set forth herein, the Applicant's representatives have submitted a compliant Stormwater Management Plan.
- One purpose of the Municipal Land Use Law encourages the approval of Applications which provides sufficient space in appropriate locations for a variety of uses – and, subject to the conditions set forth herein, the Board finds that approval of the within Application will advance such a purpose. Specifically, the aesthetically appropriate renovation of the historically significant / noteworthy buildings will be coordinated with new residential construction at the site. Per the testimony and evidence presented, and subject to the conditions contained herein, there is sufficient space to accommodate the Applicant's proposed new residential use on the site (as evidenced by the more than compliant parking, and the overwhelming compliance with other prevailing bulk conditions, etc.).
- Approval of the within Application will provide additional housing options and opportunities for existing and future residents of the Borough of Oceanport, and there are benefits associated therewith.
- As previously set forth, the Board finds that approval of the within Application constitutes an adaptive reuse of some historically significant buildings (namely existing Buildings 1077 and 1078).
- One purpose of the Municipal Land Use Law encourages the approval of Applications which promote the design of transportation routes which encourage the free flow of traffic, with an efficient traffic circulation plan. Subject to the conditions contained therein, the Board finds that approval of the within Application will advance such a purpose. Specifically, the Applicant's representatives provided than sufficient parking spaces to accommodate the Applicant's proposed use which will, in turn, help promote a safe and efficient traffic circulation flow in conjunction with the Applicant's proposed use. Additionally, per the Traffic Impact Statement (A-6), the plan has been designed so as to provide appropriate parking and circulation routes for the proposed development, in accordance with prevailing RSIS Standards.
- One purpose of the Municipal Land Use Law encourages Applications to be approved which promote a desirable visual environment with good civic design standards and arrangements. Subject to the conditions contained herein, the Board finds that approval of the within Application will advance such a purpose. Specifically, existing Building 1077 and Building 1078 will be appropriately renovated / updated to / for modern standards / purposes. Likewise, a brand-new Code-compliant building will be constructed for the 10 new townhomes. The Board finds that the said proposal constitutes, and otherwise represents, good civic design standards and arrangements.

- Moreover, in conjunction with the above point, the Board Members also recognize the many benefits associated with the fact that the historically noteworthy Buildings will be renovated in a historically appropriate fashion.
- Pursuant to the testimony and evidence presented, the brick veneer of existing Buildings 1077 and 1078 will be persevered / updated – but not painted over. The Board finds such a commitment to be appropriate under the circumstances.
- The aforesaid architectural and aesthetic improvements will help beautify the site.
- The Board is also aware that the renovations approved herein will result in buildings which are fully compliant with Prevailing Building / Construction / Fire Code Regulations.
- Based upon the testimony and information presented, the Board finds that approval of the within Application is consistent with the FMERA Reuse Plan.
- In accordance with the FMERA Reuse Plan, the Board finds that, subject to the conditions contained herein, approval of the subject Application will aid FMERA in its efforts to attract suitable ventures / uses / people to the former Fort Monmouth site.
- In accordance with the FMERA Reuse Plan, the Board finds that approval of the within Application will, subject to conditions contained herein, help attract residents to the Fort Monmouth site.
- In accordance with the FMERA Reuse Plan, the Board is aware that approval of the within Application will not preclude the FMERA goal/objective of creating an extensive system of bikeways, pedestrian trails, and sidewalks, circulating throughout the former army base site.
- The landscaping plan approved herein will help beautify the site. Specifically, per the testimony and evidence presented, in conjunction with the within renovation, the Applicant's representatives will be planting significant landscaping for all of the dwelling units which will all help significantly improve the overall aesthetic appeal of the site/property.

MISCELLANEOUS FINDINGS

- The Board is aware that the residential use proposed herein is permitted under the Prevailing FMERA Land Use Regulations.
- The Applicant has a track record of development in the area.
- The Applicant's representatives have expressed a willingness to work with Board representatives regarding potential architectural modifications to the

proposal – and the Board appreciates such efforts (with the understanding that the incorporation of the aforesaid architectural elements will improve the overall aesthetic / visual appeal of the property).

- Throughout the Public Hearing process, the Applicant's representatives have attempted to address a majority of Board concerns, and agreed to revise the Plans (as a condition of the within approval), which will ultimately minimize any adverse impacts associated with the proposal approved herein.
- The Board appreciates the Applicant's ability and willingness to work with the Board.
- In conjunction with the within approval, the Applicant will be maintaining the roadways associated with the within development.
- Subject to the conditions contained herein, the development has been designed to satisfy and even exceed requirements relative to the Borough's Emergency Vehicles successfully accessing the site. That is, subject to the conditions contained herein, there is sufficient room on site for the Borough's first responding vehicles to safely access the site, traverse the site, turn-around on the site, and exit the site.
- The site will be appropriately landscaped (subject to the conditions set forth herein).
- There will be sufficient landscaping surrounding the proposed individual dwelling units, throughout the development site, as necessary / appropriate.
- One purpose of the Municipal Land Use Law encourages the approval of Applications which, under appropriate circumstances, result in the creation of a variety of residential uses, in appropriate locations. Based upon the Prevailing circumstances, and based upon the Prevailing FMERA Regulations/ Reuse Plan (as amended), the Board finds that the subject development site is an appropriate host site for the new proposed Residential Development.
- To a large extent, the renovation associated with the Building 1077 / 1078 aspect of the within Approval will take place on land which has already been developed. Thus, subject to the conditions noted herein, approval of the Building 1077 /1078 portion of the Application will allow appropriate development to occur with little or no adverse impact on the environment.
- The Board recognizes that the Borough's Master Plan essentially (and generally) encourages the approval of Applications which enhance various neighborhoods throughout the Borough by providing for appropriate redevelopment, reinvestment, revitalization, and capital improvements, all designed to strengthen and improve the fabric of each area. For the reasons set forth herein, the Board finds that the approval of the within Application will, essentially, advance such general / presumed Master Plan objectives.
- The Board is also aware that the Borough's Master Plan essentially encourages the approval of Applications which promote a cooperative

approach to economic development and revitalization through investment, maintenance, and reinvestment in existing areas – and, for the reasons set forth herein, the Board finds the approval of the within Application will generally advance such a presumed Master Plan goal / objective.

- Subject to the conditions set forth herein, approval of the within Application will not impair the character of the existing area.
- Subject to the conditions contained herein, approval of the within Application will have no known detrimental impact on adjoining property owners and thus, the Application can be granted without causing substantial detriment to the public good.
- Approval of the within Application will promote various purposes of the Municipal Land Use Law; specifically, the same will provide a desirable visual environment through creative development techniques.
- The Application as presented and modified satisfies the statutory requirements of N.J.S.A. 40:55D-70(C) (Bulk Variances).
- Subject to the conditions contained herein, the Application as presented and modified satisfies the Preliminary and Final Major Site Plan Requirements of the Borough of Oceanport.

Based upon the above, and subject to the conditions contained herein, the Board is of the unanimous opinion that the requested relief can be granted without causing substantial detriment to the public good.

CONDITIONS

During the course of the Hearing, the Board has requested, and the Applicant's representatives have agreed, to comply with the following conditions:

NOTE: Unless otherwise indicated herein, all Plan revisions shall be acceptable to the Board Engineer.

- a. The Applicant shall comply with all commitments, promises, and representations made at or during the Public Hearing process.
- b. The Applicant's representatives shall, in good faith, work with the Board Engineer so as to coordinate the Stormwater Management Improvements, as shown on the approved plans.
- c. The Applicant's representatives, shall perpetually maintain, replace, and replant landscaping at the site.
- d. The approval granted herein shall comply with all applicable Prevailing FMERA Regulations and the FMERA Mandatory Conceptual Review approval.

- e. The approval granted herein shall comply with any applicable Prevailing State Historic Preservation Office Renovation Guidelines (so as to ensure that the specified renovations take place in an historically appropriate fashion).
- f. The Applicant's representatives shall cause the Plans to be revised so as to portray and confirm the following:
- Confirmation that the lighting plans comply with all prevailing regulations, as no Variance / Design Waiver relief has been granted herein;
 - Confirmation that the fencing details comply with all prevailing regulations, as no Variance / Design Waiver relief has been granted herein.
 - The inclusion of a note that the only trees to be removed at the site are those trees which need to be removed in order to accommodate the proposed development;
 - Inclusion of details identifying which exact trees are to be removed.
 - Confirmation that the trash enclosures shall be masonry enclosures, with landscaping surrounding the same;
 - Relocation of the new fence (10 ft. from the property line) so as to eliminate the need for any Variance / Waiver relief;
 - The inclusion of a note confirming that garbage shall be collected at the development site / sites via a private hauler, paid for by the Applicant;
 - The inclusion of trash enclosure details;
 - The inclusion of a note confirming that in the event the gate at the emergency exit at Stephenson Avenue is chained with padlocks, the chain lock details shall be specifically reviewed and approved by the Municipal Fire officials; (Additionally, in such an event, the gate padlock code, and any associated updates, shall be provided to the Municipal Fire Officials);
 - The inclusion of a note confirming that the actual lease agreement with proposed tenants shall, at a minimum, contain all of the promises / commitments / restrictions / obligations discussed, on the record, at the June 27, 2023 Oceanport Planning Board Hearing;
 - Confirmation that the lighting poles (location, height, etc.) shall comply with the FMERA's Prevailing Design Standards;
 - Confirmation that the illumination levels associated with the proposed lighting shall comply with the FMERA's Borough's Prevailing Design Standards;

- Confirmation that the lighting shall be dark-side compliant lighting, the details of which shall be specifically reviewed and approved by the Board Engineer;
- Confirmation that the parking charts on the Plans / Reports / Evidence shall be updated so as to provide / confirm 66 off-street parking spaces for the development;
- Confirmation that sidewalks between the 2 nurses quarter buildings shall be connected to the recreation area on the western portion of the site;
- Confirmation that the proposed fence along the west property line shall be a 6 ft. solid vinyl fence;
- The inclusion of a note confirming that the new building height shall comply with Prevailing / Controlling Regulations;
- Confirmation that if the Applicant's representatives do not secure necessary Easement Approval to exit the site from Stephenson Avenue, then, in that event, the Applicant's representatives shall plant additional landscaping along the driveway (and perpetually replace / replant the same, as necessary); (The details for the additional landscaping shall be reviewed and approved by the Board Engineer);
- The inclusion of a note confirming that the plantings / landscaping shall be planted / maintained / replaced / replanted, as necessary, in accordance with the approved landscaping plan / schedule;
- Confirmation that there shall be a so-called Package Drop-Off Area beneath the entranceway of each of the townhome units (which such drop-off areas shall not constitute a fire hazard). (The details shall be reviewed and approved by the Board Engineer);
- Confirmation that the emergency access doors for all buildings shall be serviced by an emergency battery back-up (and the battery back-up system shall be able to operate for at least 48-hours at a time);
- The inclusion of a note confirming that all units in the development site shall be rental units;
- Confirmation that additional landscaping shall be placed a) in the front of the new townhome Building; b) around the air conditioning units; and c) in front of the fencing along Main Street (the collective details of which shall be reviewed and approved by the Board Engineer);
- Confirmation that evergreens shall be planted in front of the proposed porches facing Main Street;

- Confirmation that the air conditioning units shall be surrounded by a 4 ft. fence (on all 3 sides) with landscaping, and an access door;
- Confirmation that landscaping at and around the site shall include year-round species (approved by the Board Engineer and that the additional landscaping (not deciduous trees) shall be placed in front of the Main Street Units, in front of the recessed porches);
- The inclusion of bicycle parking / bicycle racks / storage details (which shall be reviewed and approved by the Board Engineer);
- The inclusion of a community grill area;
- The inclusion of a note confirming that no individual grilling shall be permitted at the development site (rather, individuals shall only be permitted to grill in the approved community grill areas);
- The inclusion of the cluster mail box details;
- Confirmation that the inclusion of a note confirming that a private hauler shall collect garbage at the site at least 2-3 times per week, unless additional pick-up is deemed necessary by the Applicant or Agents of the Borough of Oceanport;
- Confirmation that provided FMERA so allows, the material for the roof over the proposed porches shall be metal;
- Confirmation that, per prevailing regulations (including Ordinance 390-93), at least 10 electric vehicle make-ready parking spaces (with equipment installed in 4 of the aforesaid spaces) shall be included on the site;
- The inclusion of a note confirming that unless otherwise agreed by the Borough of Oceanport, the Applicant (and any successor owner) shall perpetually maintain the roads within the subject property boundaries;
- The inclusion of a note confirming that the streetlights shall be relocated as may be required by the Planning Board Engineer, so as to minimize any light intrusion;
- The inclusion of a note confirming that all Affordable Housing Units shall be appropriately Deed restricted, with the Deed Restrictions being specifically approved by the Borough's Legal / Affordable Housing Representatives;
- The inclusion of a note confirming that the Applicant's representatives shall utilize commercially reasonable and good-faith efforts so as to preserve as many healthy significant trees on the site as possible;

- The inclusion of a note confirming that if requested by the Borough of Oceanport, the Applicant shall provide the Borough of Oceanport with Title 39 Jurisdiction over the property;
 - The inclusion of a note confirming that the building heights shall comply with the 40 ft. Height Requirement as provided in the Re-use Plan and applicable Rules and Regulations for the property, as no Height Variance / Waiver relief is awarded herein;
 - The inclusion of a note confirming that the mechanical equipment shall be appropriately vented, in accordance with Prevailing Building / Construction Code Regulations;
 - Confirmation that a minimum of 7 two-bedroom family rental units shall be dedicated/ restricted as Affordable Housing units, in accordance with prevailing municipal requirements;
 - Confirmation that the Affordable Units shall satisfy the bedroom count requirements associated with the Borough's affordable housing requirements;
 - Confirmation that the plans shall continue to provide for 2 exiting or egress lanes out of the site.
- g. The within approval is contingent upon the Applicant's representatives lawfully de-commissioning / abandoning the geo-thermal wells, in accordance with Prevailing Regulations (and providing confirming documentation to the Board Engineer and Board Secretary). In this regard, the said de-commissioning / abandonment shall be completed on or before the issuance of a Certificate of Occupancy.
- h. The cluster mailbox details / arrangements shall be satisfactorily worked-out / addressed with Municipal Officials and Post Office Officials.
- i. The Applicant's representatives shall work with the Borough of Oceanport to identify an Affordable Housing Administrator, which shall be approved by the Borough of Oceanport.
- j. The Applicant shall comply with all prevailing FMERA and Mandatory Conceptual Review requirements.
- k. The Applicant's representatives shall, in good faith, contact Daniel Czermak (or agents thereof) so as to attempt, in good faith, to obtain an easement over/through Stephenson Avenue Private Road entry point to the site (for emergency vehicular/pedestrian purposes. Within 120 days of the adoption of the within Resolution, the Applicant's representatives shall provide the Board Secretary and Board Engineer with a written status of developments associated therewith. In the event the easement is successfully negotiated, the Applicant's representatives shall provide the Board Engineer and Board Attorney with a copy of the same (prior to recording), so that the Board officials can confirm that the easement terms are not inconsistent with the general representations made during the public hearing. Additionally, if the easement is successfully negotiated, then, in that event, the Applicant's representatives shall provide the Board Secretary with documented proof that the same has been recorded in the office of the Monmouth County Clerk.

- l. If, despite the good faith efforts of the Applicant's Representatives, the aforementioned easement is not successfully negotiated/recorded, then, in that event, the plans shall be further revised to reflect the physical removal of the pavement (in the area of the Stephenson Ave. entrance point) so as to confirm that the subject area is not utilized. Moreover, in such an event, where the easement is not successfully negotiated/recorded, the Plans shall be further revised/modified to reflect the placement of bollards/chains in the Stephenson Ave. entrance point area (so as to further ensure that the subject area is not utilized.)
- m. The Board Members expressed some on-the-record concerns with regard to some elements of the architectural features / details of the new townhome building. Specifically, there was a request to enhance some of the architectural features so as to improve the overall architectural flair / appeal of the proposal. The Applicant's representatives seemed inclined to agree to incorporate some additional architectural features, but the Applicant's representatives were concerned that the same could compromise the previously obtained approval / endorsement from FMERA. Thus, the Applicant's representatives shall, in good faith, petition FMERA representatives to incorporate some enhanced architectural features so as to improve the overall aesthetic appeal of the proposal. Some of the suggested recommended changes include, but are not limited to, the following:

Installation of awnings;

Installation of some type of structure / design over the doors;

Installation of shutters;

Installation of additional landscaping;

Installation of a cover over the front stoop / porch (in conjunction with the 10 ft. covered front porch setback;

Installation on lintels around the windows; and

Installation of a different window treatment on every other unit;

Within 6 months following the adoption of the within Resolution, the Applicant's representatives shall advise the Board Secretary / Board Engineer, in writing, as to updates / developments associated with the aforesaid elements. Provided FMERA endorses such recommended approvals, the amended architectural plans / elevations, as aforesaid, if any, shall be presented to the Board Members, so that the same can be administratively approved by the Planning Board.

- n. The sample Lease Agreement (for all Tenants) shall contain, at a minimum, the following:
 - Confirmation that Tenants / Guests shall not be permitted to store / keep / maintain / place any personal belongings / effects on any front porches, decks, stoops, or balconies (including, but not limited to, such things as grills, equipment, garbage bins, towels, trash,

sports equipment, trash cans, bicycles, etc.) (to be liberally construed);

- Confirmation that Tenants / Guests shall only be able to store / keep / maintain / place one appropriately sized table and 2 appropriately sized chairs on the front porches / decks / stoops / balconies;
- Confirmation that the Tenants / Guests shall not be permitted to store items / personal effects in any outside areas;
- Confirmation that no individual grills shall be permitted on any porch, deck, balcony, stoop, or yard area. Rather, Tenants / Guests shall only be permitted to grill in specifically designated community grill areas, as located on the approved Plans;
- Confirmation that no individual trash cans shall be stored anywhere on site;
- Confirmation that no laundry / towels / clothes / similar materials (to be liberally interpreted) shall be placed over, on, under, the railings / walls of the buildings;
- Confirmation that no Tenants / Guests shall be permitted to place individual trash receptacle at the street.

To some, the within Regulations / Restrictions / Conditions may seem over-reaching, unnecessary, or picayune. However, because of the conditions of other multi-family structures in the Fort Monmouth Complex, given the visibility of the units from the public street, and given the aesthetic / quality of life concerns routinely generated by other similarly situated multi-family structures within the Complex, the Board Members spent a significant amount of time on the referenced issues / concerns. Likewise, because of the aforesaid concerns, and because of prior unrelated problems / issues / nuisances, the Applicant's representatives specifically agreed to the aforesaid Leasing Limitations / Restrictions / Obligations / Conditions.

Per the on-the-record discussion during the Public Hearing, the said Lease Restrictions / Conditions / Obligations / Limitations shall be specifically memorialized and acknowledged by the Tenants.

The Applicant's representatives shall arrange for the aforesaid rules / regulations / restrictions to be drafted in an easily understood and lawfully enforceable manner.

The aforesaid Lease Restrictions / Conditions / Obligations / Limitations shall, in good faith, be routinely enforced, as necessary.

As referenced, Tenants shall be required to routinely acknowledge the aforesaid Lease Restrictions / Conditions / Obligations / Limitations in connection with any Lease or renewal of any Lease.

The said Lease Restrictions / Conditions / Limitations / Obligations shall, in good faith, be routinely enforced by the Applicant's representatives (or Management Company) as necessary, so as to maintain, preserve, and promote the aesthetic

beauty of the development site, and so as to eliminate any potential quality of life issues / concerns for other residents of the community.

The Applicant's representatives shall provide the Board Secretary with a confirming copy of the subject Lease containing the aforesaid Restrictions / Conditions / Limitations / Obligations.

But for the Applicant's commitment to establish and routinely enforce the aforesaid Lease Restrictions / Conditions / Limitations / Obligations, the within Application would not have been approved.

- o. The Applicant's representatives shall, if necessary, secure any and all historic preservation approvals as may be required by any local / county / FMERA / state / national entity, and any other such Agencies having jurisdiction over historic-related matter.
- p. The Applicant shall comply with all prevailing/applicable Affordable Housing Rules, Regulations, Directives, and Contributions, as required by the State of New Jersey, COAH, the Borough of Oceanport, the Court System, and any other Agency having jurisdiction over the matter.
- q. Any Easements required / provided hereunder shall be reviewed and approved by the Board Engineer and Board Attorney. Upon such review and approval, any such required / provided Easements shall be recorded in the Office of the Monmouth County Clerk – and proof of same shall be submitted to the Board Secretary.
- r. If requested by the Borough of Oceanport, the Applicant shall sign a Developer's Agreement – and the said Agreement shall be reviewed and approved by the Borough Attorney, the Borough Engineer, and the Borough Council of the Borough of Oceanport. (The said Agreement shall also address/include any necessary infrastructure installations/obligations/contributions required of the Applicant.) (The said Agreement shall also include any other topics as may be required by the Borough of Oceanport.)
- s. If requested by the Borough of Oceanport, the Applicant shall execute an Affordable Housing Agreement with the Borough, in accordance with Prevailing Borough Regulations (with respect to the affordable housing units to be developed on the property).
- t. The Applicant's representatives shall, in good-faith, meet with the Municipal Bureau of Fire Prevention representatives so as to review / address any fire-related concerns, and so as to confirm review and approval of the project by the Municipal Fire Officials.
- u. The Applicant's representatives shall have a pre-construction meeting with Municipal representatives (including Police representatives) so as to appropriately identify, establish, and enforce mutually agreeable construction access routes, and other construction-related details (so as to minimize / limit any construction disturbance to the other residents in the former Ft. Monmouth Complex.
- v. The Applicant shall comply with any and all applicable Prevailing ADA Requirements.

- w. The Applicants shall obtain any applicable permits/approvals as may be required by the Borough of Oceanport - including, but not limited to, the following:
- Building Permits
 - Plumbing Permits
 - Electric Permits
 - Fire Permits
- x. Unless otherwise waived, in writing, the Applicant shall comply with the terms and conditions of the Collier Engineering & Design Review Memorandum, dated April 26, 2023 and the KMA Review Memorandum, dated June 16 2023 (A-9).
- y. The Applicant shall comply with all Prevailing/applicable FEMA / Flood Regulations.
- z. Unless otherwise waived by the Board Engineer, the Applicant shall submit Grading / Drainage Plans (for the review and approval of the Board Engineer), so as to confirm that the same will have no adverse impact on the site or the surrounding properties
- aa. The construction shall be strictly limited to the Plans which are referenced herein, and which are incorporated herein at length. Additionally, the construction / renovation shall comply with Prevailing Provisions of the Uniform Construction Code.
- bb. The Applicant shall comply with all terms and conditions of the Review Memoranda, if any, issued by the Board Engineer, Borough Engineer, Construction Office, the Municipal Project Assistant, the Department of Public Works, the Bureau of Fire Prevention and Investigation, and/or other agents of the Borough.
- cc. The Applicant shall obtain any and all approvals from applicable outside agencies - including, but not limited to, the Federal Government, the State of New Jersey, the Department of Environmental Protection, the Monmouth County Planning Board, and the Freehold Soil Conservation District, etc. Additionally, to the extent the application materially changes as a result of any of the aforesaid outside approvals, then, in that event, the Applicant shall be required to return to the Board for further review / relief.
- dd. The Applicant shall, to the extent necessary, secure any applicable RSIS Exemption Approvals as may be required by the State of New Jersey.
- ee. The Applicant shall, in conjunction with appropriate Borough Ordinances, pay all appropriate/required fees, taxes, and charges.
- ff. The within conditions / restrictions shall be binding on any successor owners, tenants, operators, etc.

SUMMARY OF VARIANCE RELIEF GRANTED

FRONT YARD SETBACK OFF OF MAIN STREET (15 ft. required; whereas 10 ft. approved), provided FMERA allows the Applicant's representatives to place a roof over the existing porches / stoops of the new townhomes.

BE IT FURTHER RESOLVED, that all representations made under oath by the Applicant's representatives and / or its agents shall be deemed conditions of the approval granted herein, and any mis-representations or actions by the Applicant's representatives contrary to the representations made before the Board shall be deemed a violation of the within approval.

BE IT FURTHER RESOLVED, that the Application is granted only in conjunction with the conditions noted above - and but for the existence of the same, the within Application would not be approved.

BE IT FURTHER RESOLVED, that the granting of the within Application is expressly made subject to and dependent upon the Applicant's compliance with all other appropriate Rules, Regulations, and / or Ordinances of the Borough of Oceanport, County of Monmouth, and State of New Jersey.

BE IT FURTHER RESOLVED, that the action of the Board in approving the within Application shall not relieve the Applicant of responsibility for any damage caused by the subject project, nor does the Planning Board of the Borough of Oceanport, the Borough of Oceanport, or their agents/representatives accept any responsibility for the structural design of the proposed improvements, or for any damage which may be caused by the development / renovation.

PR-23-15

09-12-23

This resolution memorializes an action taken at the regular meeting of the Oceanport Planning Board held on June 27, 2023 on roll call that evening by the following vote:

Offered by: _____

Seconded by: _____

ROLL CALL	YES	NO	ABSTAIN	ABSENT	INELIGIBLE
Whitson	()	()	()	()	()
Kahle	()	()	()	()	()
Cooper	()	()	()	()	()
Foster	()	()	()	()	()
Tvrdik	()	()	()	()	()
Widdis, C.	()	()	()	()	()
Barham-Widds, L.	()	()	()	()	()
Davis	()	()	()	()	()
Dailey	()	()	()	()	()
Calver, K. (Alt. #1)	()	()	()	()	()
Kleiberg, R. (Alt. #2)	()	()	()	()	()

This resolution was offered by _____, seconded by _____, and adopted on roll call by the following vote:

ROLL CALL	YES	NO	ABSTAIN	ABSENT	INELIGIBLE
Whitson	()	()	()	()	()
Kahle	()	()	()	()	()
Cooper	()	()	()	()	()
Foster	()	()	()	()	()
Tvrdik	()	()	()	()	()
Widdis, C.	()	()	()	()	()
Barham-Widds, L.	()	()	()	()	()
Davis	()	()	()	()	()
Dailey	()	()	()	()	()
Calver, K. (Alt. #1)	()	()	()	()	()
Kleiberg, R. (Alt. #2)	()	()	()	()	()

I hereby certify that the foregoing Resolution was adopted by the Planning Board of the Borough of Oceanport at its meeting of September 12, 2023.

Jeanne Smith, Secretary

KEK/dmp

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Planning/Zoning Combined Board

PO Box 370
Oceanport, NJ 07757

SCHEDULED

RESOLUTION - PB (ID # 2937)

Meeting: 09/12/23 07:00 PM
Department: Planning/Zoning Board
Category: PB Resolutions
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 2937

8.2

PR-23-16 Resolution of Approval - 111 Sagamore Ave

RESOLUTION

**BOROUGH OF OCEANPORT PLANNING BOARD
APPROVAL OF THE APPLICATION OF PAUL SCIACCA
111 SAGAMORE AVENUE, BLOCK 12, LOT 25
APPROVED AUGUST 8, 2023
MEMORIALIZED SEPTEMBER 12, 2023**

INTRODUCTION

WHEREAS, Paul Sciacca has made Application to the Oceanport Planning Board for the property designated as Block 12, Lot 25, commonly known as 111 Sagamore Avenue, Oceanport, New Jersey, within the Borough's R-3 Zone, for the following approval: Bulk Variance Relief associated with a request to install a pool, patio and fencing at the site.

PUBLIC HEARINGS

WHEREAS, the Board held Public Hearings on June 27, 2023 and August 8, 2023, Applicant's representatives having filed proper Proof of Service and Publication in accordance with Statutory and Ordinance Requirements; and

EVIDENCE / EXHIBITS

WHEREAS, at the said Hearings, the Board reviewed, considered, and analyzed the following:

- *Development Application, introduced into Evidence as A-1;*
- *Swimming Pool Plan, prepared by MGC Associates, last revised May 1, 2023, consisting of 1 sheet, introduced into Evidence as A-2;*
- *Location Survey, prepared by Land Control Services, dated April 26, 2023, introduced into Evidence as A-3;*
- *Colliers Engineering & Design Review Memorandum, dated May 30, 2023, introduced into Evidence as A-4;*
- *7 photographs of the subject property, taken by the Applicant on or about June 27, 2023, collectively introduced into Evidence as A-5;*
- *Swimming Pool Plan, prepared by MGC Associates, last revised July 23, 2023, consisting of 1 sheet, introduced into Evidence as A-6;*

- *Location and Topographic Survey, prepared by Land Control Services, dated July 19, 2023, introduced into Evidence as A-7;*
- *Colliers Engineering & Design Review Memorandum, dated August 1, 2023, introduced into Evidence as A-8;*
- *Swimming Pool Plan, with Zipper Drain Details, dated August 5, 2023, introduced into Evidence as A-9;*
- *Affidavit of Service; and*
- *Affidavit of Publication.*

WITNESSES

WHEREAS, sworn testimony in support of the Application was presented by the following:

- Paul Sciacca, Applicant, appearing pro se;
- Jackie Sciacca, the Applicant's spouse;
- Gary Chang, Professional Engineer;

WHEREAS, William H.R. White, III, P.E., P.P., CME, the Board Engineer, was also sworn with regard to any testimony and information he would provide in connection with the subject Application; and

TESTIMONY AND OTHER EVIDENCE PRESENTED ON BEHALF OF THE APPLICANT

WHEREAS, testimony and other evidence presented by the Applicant's representatives revealed the following:

- The Applicant is the owner of the subject property.
- The Applicant has owned the subject property for approximately 7 years.
- There is an existing single-family home at the site.
- The Applicant lives at the site.
- The Applicant has expressed a desire to install a pool, patio, and fencing at the site. (The said improvements will be replacing an existing above-ground pool, wood deck, and concrete patio).
- Details pertaining to the proposed pool include the following:
-

Type of Pool:	In-ground Pool
Size of Pool:	32' X 15'
Location:	Northern portion of property, per Plans.
Pool Depth:	Per Plans
Pool Equipment:	Standard pool equipment, including a pump, filter, and heater.
Pool Equipment Location:	The pool equipment will be located in the eastern portion of the property (behind the garage), in a zoning compliant location.

- As indicated, the Applicant's representatives are also proposing to install a patio at the site.
- Details pertaining to the proposed patio include the following:

Location:	Surrounding the pool (generally)
Size:	Per Plans
Materials:	Per Plans

- The Applicant's representatives are also proposing to install a fence at the site.
- Details pertaining to the proposed fence include the following:

Height:	Compliant
Type of Fence:	Compliant
Location:	Per Plans

- The Applicant anticipates having the pool / fence / patio installed in the very near future.

VARIANCE

WHEREAS, the Application as submitted, as amended, requires approval for the following

Variance:

IMPERVIOUS COVERAGE: Maximum 37% allowed; whereas 42% proposed;

PUBLIC COMMENTS

WHEREAS, there were no public comments, questions, statements or objections associated with the subject Application;

FINDINGS OF FACT

NOW, THEREFORE, BE IT RESOLVED, by the members of the Oceanport Planning Board, after having considered the aforementioned Application, plans, evidence, and testimony, that the Application is hereby **granted / approved with conditions**.

In support of its decision, the Oceanport Planning Board makes the following Findings of Fact and Conclusions of Law:

1. The Oceanport Planning Board has proper jurisdiction to hear the within matter.
2. The subject property is located at 111 Sagamore Avenue, Oceanport, New Jersey, within the Borough's R-3 Zone.
3. The site contains a single-family home.
4. The Applicant herein is requesting permission to install a pool, patio and fence at the site. (The said improvements will replace an existing above-ground pool, wood deck, and concrete patio).
5. Such a proposal requires Bulk Variance Approval.
6. The Oceanport Planning Board is statutorily authorized to grant the requested relief and therefore, the matter is properly before the said entity.
7. With regard to the Application, and the requested relief, the Board notes the following:
 - Single-family use is a permitted use in the R-3 Zone.
 - A pool is a permitted accessory use in the Borough's R-3 Zone.
 - The Applicant first appeared at the Planning Board meeting of June 27, 2023.

- At the June 27, 2023 meeting, Board Members expressed several questions, comments, and concerns regarding the subject proposal.
- Some of the Board questions, comments, and concerns (expressed at the first Public Hearing) included the following:
 - A concern regarding the excessive Impervious Coverage as initially proposed (45.9%);
 - A concern that the Impervious Coverage calculations were not necessarily accurate;
 - A concern that sufficient and appropriate water run-off details were not provided;
 - A concern that there was no professional testimony / documentation confirming that the water run-off would be appropriately contained on site;
 - A concern about potential run-off running / draining onto adjacent / neighboring properties;
 - A concern that the existing above-ground pool at the site may not have been included in the initially submitted Impervious Coverage calculations;
 - A concern about the absence of any documented efforts to mitigate potentially adverse drainage issues associated with the proposal;
 - A concern that some type of drainage system needed to be installed to appropriately mitigate any potentially adverse water run-off issues associated with the proposal;
 - A concern that the Survey / Plans were too difficult to read (because of the small size of the print); and
 - A concern about the lack of professional testimony to justify the requested Variance relief.
- Board Members could not, and would not, in good faith, approve a Variance Application without the aforesaid issues being satisfactorily addressed.
- Because of the aforesaid open issues / concerns, Board Members were of the opinion that, at that point, the Applicant had not satisfied the necessary criteria to justify Variance relief.
- As a result of the above, the Public Hearing was adjourned so that the Applicant could attempt to address some of the aforesaid concerns.

- The Applicant arranged for revised Plans to be submitted, and the Public Hearing was continued on August 8, 2023.
- Prior to and at the continued Public Hearing, the Board Members critically reviewed the revised Plans.
- At the continuing Public Hearing, the Applicant's representative advised as to the following:
 - A Professional Engineer was retained to testify at the Public Hearing;
 - The Applicant consulted with some of the neighbors;
 - The Plans were revised to include larger print and so as to be more legible;
 - The size of the proposed patio was reduced;
 - The Impervious Coverage calculation was reduced from 45.9% to 42%; and
 - A Zipper Drainage System was included on the Plans so as to mitigate any potentially adverse water run-off issues associated with the proposal.
- The above-referenced modifications / clarifications assuaged the previously expressed questions, comments, and concerns of the Board Members.
- The revised Plans and supporting professional testimony significantly improved the overall acceptability of the proposal.
- Though the proposal exceeds the otherwise allowable Impervious Coverage, per the testimony / evidence presented, the drainage system to be installed will capture and accommodate all of the water run-off associated with the proposal.
- Subject to the conditions set forth herein, and per the testimony and evidence presented, approval of the within Application will not result in excess water run-off draining onto / over adjacent residential properties.
- As indicated, the Application as presented and modified, requires approval for an Impervious Coverage Variance. The relevant calculations in the said regard include the following:

Maximum allowable Impervious Coverage 37%

Existing Impervious Coverage 34.6%

Initially proposed Impervious Coverage 45.9%

Amended Impervious Coverage 42%

- As referenced above, the Application requires approval for an Impervious Coverage Variance. Specifically, a maximum 37% Impervious Coverage is allowed; whereas 42% (as amended) is proposed.
- Though Board Members typically have concerns about granting Impervious Coverage relief, a drainage system has been installed at the site which will, per the testimony and evidence presented, accommodate the water run-off associated with the proposal. With the inclusion of such a drainage system, and subject to all other conditions set forth herein, the Board is of the belief that the Application can be granted without causing substantial detriment to the public good.
- The Board recognizes that the subject property is an undersized Lot.
- The Board is also aware that there is no Variance required for the pool location, patio location, or fence location. That is, all structures will comply with Prevailing Setback Requirements.
- In the within situation, testimony indicated there is, and will be, sufficient landscaping at the site. The said landscaping / trees shall serve as a visual / noise / aesthetic buffer. The said plantings shall further minimize any adverse impact associated with the within approval.
- In conjunction with the above point, as a condition of the within approval, the said landscaping shall be perpetually maintained / replaced / replanted, as necessary, so that the visual / noise / aesthetic buffer always exists.
- The Applicant considered a number of potential host locations for the pool, patio, and fence, and the proposed location is the most appropriate / desirable.
- The proposed host location of the pool is near the existing home and near the utility hook-ups, etc., further justifying the appropriateness of the proposed pool location.
- The pool complies with all Prevailing Setback Requirements.
- The Applicant's representatives provided extensive and compelling testimony in support of the Application and the requested relief.
- Subject to the conditions set forth herein, the grading and drainage testimony/plans presented (with regard to the amended Plans) satisfies the immediate technical concerns of the Board Engineer.
- Per the testimony and evidence presented, and subject to the conditions contained herein, there will be no adverse drainage impacts associated with the within approval.

- Subject to the conditions contained herein, the Applicant's site can accommodate the Applicant's modified proposal.
- Per the testimony and evidence presented, there are no adverse health / safety / construction issues associated with the pool location approved herein.
- Per the testimony and evidence presented, the installation of the pool / patio / fence approved herein will not compromise the health and safety of the occupants.
- There will be no adverse lighting associated with the placement of the pool / patio / fence in the approved locations.
- The pool will be shielded by shrubbery and/or fencing, further ensuring that the proposed installation will not have an adverse impact on adjacent property owners.
- The pool will be appropriately shielded with landscaping / fencing.
- Subject to conditions contained herein, the location of the pool and landscaping will minimize, to the greatest extent possible, any disturbance to the neighboring property owners.
- Additionally, notwithstanding the Variance relief, the Board notes that the location of the proposed pool is practical, appropriate, and aesthetically pleasing.
- The proposed pool, patio, and fence will be attractive, aesthetically pleasing, and upscale, in accordance with Prevailing Community Standards.
- The Board notes that given the screening / buffering, the proposed pool will not be readily seen from the public street.
- Per the testimony and evidence presented, there is a need for a fence at the site.
- The Board notes that there were no public objections in connection with the subject Application.
- Approval of the within Application will enhance/improve the quality of life for the homeowner.
- The to-be installed pool / patio / fence is specifically designed for residential use.
- Approval of the within Application will not materially intensify the existing and to-be-continued single-family nature of the home/site.

- Sufficiently detailed Plans were submitted.
- Subject to the conditions contained herein, the location of the pool / patio / fence will minimize, to the greatest extent possible, any disturbance to the neighboring properties.
- Subject to the conditions set forth herein, the benefits associated with approving the within Application outweigh any detriments associated therewith.
- Subject to the conditions contained herein, approval of the within Application will have no known detrimental impact on adjoining property owners and thus, the Application can be granted without causing substantial detriment to the public good.
- Approval of the within Application will promote various purposes of the Municipal Land Use Law; specifically, the same will provide a desirable visual environment through creative development techniques.
- The Application as presented satisfied the Statutory Requirements of N.J.S.A. 40:55D-70(C) (Bulk Variance).

Based upon the above, and subject to the conditions contained herein, the Board is of the unanimous opinion that the requested relief can be granted without causing substantial detriment to the public good.

CONDITIONS

During the course of the Hearing, the Board has requested, and the Applicant has agreed, to comply with the following conditions:

- a. The Applicant shall comply with all promises, commitments, and representations made at or during the Public Hearing process.
- b. The Applicant shall cause the Plans to be revised so as to portray and confirm the following:
 - Confirmation that the shed shall be relocated out of the Drainage Easement area;
 - Inclusion of the Zipper Drain details;
 - Confirmation that the 6" channel drain / zipper drain shall run the length of the rear property line;
 - Confirmation that the proposed inlet shall be eliminated (unless otherwise determined by the Board Engineer);

- Confirmation that the zipper drain around the patio edge shall be removed (unless otherwise waived by the Board Engineer);
 - Confirmation that the proposed drain shall appropriately collect water run-off at the site, in a manner approved by the Board Engineer;
 - Confirmation that the channel rail shall be set in concrete;
 - Confirmation that the existing deck shall be removed;
 - Confirmation that the Applicant shall install, utilize, and maintain the zipper drainage system as specifically referenced on the Plans;
 - Confirmation that the Impervious Coverage calculations shall not exceed 42%;
 - Confirmation that the existing above-ground pool shall be removed; and
 - Confirmation that a pool-compliant fence shall be located on the site, in accordance with Prevailing Regulations;
- c. The Applicant shall perpetually maintain, replace, and replant landscaping at the site, as necessary.
- d. The Zipper Drain details shall be reviewed and approved by the Board Engineer.
- e. Unless otherwise waived by the Board Engineer, the Applicant shall provide topographic details for the subject property and the adjacent site.
- f. Upon completion of the improvements, the Applicant's Engineer shall submit a Certification confirming that the improvements have been installed in accordance with the approved Plans, installed in accordance with the testimony presented, and installed in accordance with the terms of the within Resolution.
- g. The Applicant shall submit a final as-built Survey.
- h. Unless otherwise waived by the Board Engineer, the Applicant shall provide spot grades for adjacent Lot 13.
- i. The Applicant shall comply with any / all Prevailing / applicable Flood / FEMA Regulations.
- j. If required, grading and drainage details shall be submitted to the Board Engineer for his review and approval.
- k. There shall be no light spillover onto the adjacent properties.

- I. The Applicant shall obtain any applicable permits / approvals as may be required by the Borough of Oceanport - including, but not limited to, the following:
 - Building Permit
 - Plumbing Permit
 - Electric Permit
 - Fire Permit
- m. The Applicant shall comply with the terms and conditions of the Colliers Engineering & Design Review Memorandum, dated May 30, 2023 (A-4) and August 1, 2023 (A-8).
- n. The Applicant shall comply with any Prevailing Affordable Housing Rules, Regulations, Directives, Contributions as may be required by the State of New Jersey, the Borough of Oceanport, C.O.A.H., the Court System, and any other Agency having jurisdiction over the matter.
- o. The Applicant shall arrange for the pool to be fenced in accordance with Prevailing Building / Construction Code Requirements (including, but not limited to, gate modifications, fence location, etc.)
- p. The Applicant shall ensure that the location / elevation of the pool equipment shall comply with Prevailing Construction Department Regulations (regarding base flood elevation).
- q. The construction / installation shall be strictly limited to the Plans which are referenced herein, and which are incorporated herein at length. Additionally, the installation shall comply with Prevailing Provisions of the Uniform Construction Code.
- r. The Applicant shall comply with all terms and conditions of the Review Memoranda, if any, issued by the Board Engineer, Borough Engineer, Construction Office, the Municipal Project Assistant, the Department of Public Works, the Bureau of Fire Prevention and Investigation, and / or other agents of the Borough.
- s. The Applicant shall obtain any and all approvals (or Letters of No Interest) from applicable outside agencies - including, but not limited to, the Department of Environmental Protection, the Monmouth County Planning Board, and the Freehold Soil Conservation District.
- t. The Applicant shall, in conjunction with appropriate Borough Ordinances, pay all appropriate / required fees and taxes.

BE IT FURTHER RESOLVED, that all representations made under oath by the Applicant and / or his agents shall be deemed conditions of the approval granted herein, and any misrepresentations or actions by the Applicant's representatives contrary to the representations made before the Board shall be deemed a violation of the within approval.

BE IT FURTHER RESOLVED, that the Application is granted only in conjunction with the conditions noted above - and but for the existence of the same, the within Application would not be approved.

BE IT FURTHER RESOLVED, that the granting of the within Application is expressly made subject to and dependent upon the Applicant's compliance with all other appropriate Rules, Regulations, and/or Ordinances of the Borough of Oceanport, County of Monmouth, and State of New Jersey.

BE IT FURTHER RESOLVED, that the action of the Board in approving the within Application shall not relieve the Applicant of responsibility for any damage caused by the subject project, nor does the Planning Board of the Borough of Oceanport, the Borough of Oceanport, or their agents / representatives accept any responsibility for the structural design of the proposed improvements, or for any damage which may be caused by the installation.

SUMMARY OF VARIANCE RELIEF GRANTED

IMPERVIOUS COVERAGE: Maximum 37% permitted;
whereas not to exceed 42% approved.

PR-23-16

09-12-23

This resolution memorializes an action taken at the regular meeting of the Oceanport Planning Board held on August 8, 2023 on roll call that evening by the following vote:

Offered by: _____

Seconded by: _____

ROLL CALL	YES	NO	ABSTAIN	ABSENT	INELIGIBLE
Whitson	()	()	()	()	()
Kahle	()	()	()	()	()
Cooper	()	()	()	()	()
Foster	()	()	()	()	()
Tvrdik	()	()	()	()	()
Widdis, C.	()	()	()	()	()
Widdis, L.	()	()	()	()	()
Davis	()	()	()	()	()
Dailey	()	()	()	()	()
Calver (Alt #1)	()	()	()	()	()
Kleiberg (Alt#2)	()	()	()	()	()

This resolution was offered by _____, seconded by _____, and adopted on roll call by the following vote:

ROLL CALL	YES	NO	ABSTAIN	ABSENT	INELIGIBLE
Whitson	()	()	()	()	()
Kahle	()	()	()	()	()
Cooper	()	()	()	()	()
Foster	()	()	()	()	()
Tvrdik	()	()	()	()	()
Widdis, C.	()	()	()	()	()
Barham-Widds, L.	()	()	()	()	()
Davis	()	()	()	()	()
Dailey	()	()	()	()	()
Calver, K. (Alt. #1)	()	()	()	()	()
Kleiberg, R. (Alt. #2)	()	()	()	()	()

I hereby certify that the foregoing Resolution was adopted by the Planning Board of the Borough of Oceanport at its meeting of September 12, 2023.

Jeanne Smith, Secretary

KEK/dmp
Z:\KevinKennedyLaw\Municipal\Oceanport Planning Board\Sciacca (pool patio fence)\Resolution.docx



Planning/Zoning Combined Board

PO Box 370
Oceanport, NJ 07757

SCHEDULED

RESOLUTION - PB (ID # 2902)

Meeting: 09/12/23 07:00 PM
Department: Planning/Zoning Board
Category: PB Resolutions
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 2902

8.3

PR-23-17 Resolution of Approval - 10 Riverside Ave