

October 20, 2025

Via UPS Ground & E-Mail (zoning.office@hamiltonatlnj.gov)

Deborah Ohnemuller, Zoning Board Secretary
TOWNSHIP OF HAMILTON ZONING BOARD
6101 13th Street
Mays Landing, NJ 08330

RE: Application of 1855 Cates Road Property, LLC for “d” Variance Relief
1855 Cates Road
Block: 1132.01, Lots 41.01 & 42.01
Township of Hamilton, Atlantic County, New Jersey
Our File No. 12998-002

Dear Ms. Ohnemuller:

This firm represents 1855 Cates Road Property, LLC (the “Applicant”) with respect to this application for use variance relief pursuant to N.J.S.A. 40:55D-70(d)(1) to permit the Applicant to develop an approximate 212 unit single-family, attached townhome residential community with a 12 hole golf course and existing club house in place of the existing 18-hole golf course known as the Mays Landing Country Club located in the GA-I Zoning District. Specifically, Applicant proposes to remove 6 of the 18 holes in order to construct the proposed residential community, while maintaining the permitted density under the ordinance. The existing golf course clubhouse will also be renovated. Use variance relief is necessary as the attached townhomes are not permitted and only detached single-family residential units are permitted; further golf courses do not constitute a permitted use.

The proposed number of units is well within the permitted density requirements under the ordinance. An important aspect of the density calculation is the existence of a deed restriction encumbering the property which required the Applicant to maintain an 18-hole golf course. By Court Order, dated September 6, 2023, and filed September 25, 2023, enclosed herewith, that requirement was reduced to permit a maximum 9-hole golf course. Applicant has decided to provide 12 holes of golf, but the court modified deed restriction allows the remaining 9 holes to be used in the density calculation.

Based upon the permitted density, Applicant could construct up to 296 single-family residential units on the property, but only 212 units are being proposed. Applicant will meet the affordable housing set aside requirement under the ordinance of 10%. Ordinance Section 203-187(C)(1).

This is a bifurcated application wherein an application for site plan and/or subdivision approval will be filed at a later date if the use variance relief is granted. N.J.S.A. 40:55D-76b.

In support of this application, enclosed please find the following documents:

1. One (1) original and fifteen (15) copies of the executed Land Use Application form;
2. One (1) original and fifteen (15) copies of the completed Zoning Board of Adjustment Variance Application Checklist;
3. Sixteen (16) copies of Variance Plan, prepared by Dixon Associates Engineering, LLC, dated September 26, 2025;
4. Sixteen (16) copies of the proposed Floor Plans;
5. Sixteen (16) copies of the Traffic Engineering Assessment prepared by Shropshire Associates, LLC, dated September 30, 2025;
6. Sixteen (16) copies of Photos of the Existing Conditions of the Property;
7. Sixteen (16) copies of Photos of the Adjacent Uses to the Property;
8. Sixteen (16) copies of Township of Hamilton Tax Map Sheet 49;
9. Sixteen (16) copies of Atlantic County Superior Court Order, dated September 6, 2025, and filed in Docket No. ATL-C-52-23 on September 25, 2023;
10. One (1) original and fifteen (15) copies of the Ownership Disclosure Statement for 1855 Cates Road Property, LLC;
11. One (1) original and fifteen (15) copies of the Ownership Disclosure Statement for 1855 Cates Road, LLC;
12. One (1) original and fifteen (15) copies of the Political Contribution Statement;
13. One (1) copy of the 200' Property Owners List;
14. One (1) copy of the Applicant's Proof of Payment of Taxes;

15. One (1) original completed Escrow Agreement form; and
16. One (1) original completed W-9 form in the name of the Applicant.

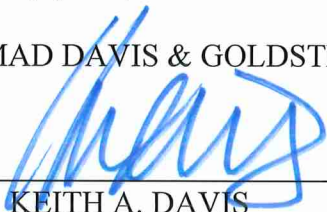
Lastly, the two (2) checks in the amounts of \$400.00 and \$2,500.00, representing the required application fee and escrow deposit, respectively, will be submitted under separate cover letter.

Please do not hesitate to contact me should you require any additional documents or information in order to deem this application complete. Once deemed complete, please notify me as to the date that the Township of Hamilton Zoning Board will consider this application and our firm will, of course, provide the required public notice in advance of that hearing date.

Thank you, as always, for your kind attention and usual courtesies.

Very truly yours,

NEHMAD DAVIS & GOLDSTEIN, P.C.

By: 

KEITH A. DAVIS

ES:jls

Enclosures

cc: Frank Ruocco, Member (w/ encl. via email: 
Mark Benevento, Member (w/ encl. via email: mark@ocnjentertainment.com)
Kevin, Dixon, PE, PP, PTOE, CME (w/ encl. via email: kevin@dixonassociates.com)
Michael Jackson (w/ encl. via email: michael.jackson@dixonassociates.com)
Nathan B. Mosley, PE, CME (w/ encl. via email: nmosley@sallc.org)
Tiffany A. Morrissey, PP, AICP (w/ encl. via email: tamorrissey@comcast.net)
Peter L. Lomax, President (w/ encl. via email: plomax@lomaxconsulting.com)
Emanuel Sanfilippo, III, Esquire (w/ encl. via email: esanfilippo@ndglegal.com)



Department of Community Development
6101 Thirteenth Street, Mays Landing, 08330
609-625-0368 (Phone) 609-909-1348 (Fax)

Email: Planning.Office@HamiltonATLNJ.gov
Zoning.Office@HamiltonATLNJ.gov

LAND USE DEVELOPMENT APPLICATION

FOR OFFICE USE ONLY

Submission Date: 10/21/2025 Application No: ZB25-19A

TAXES PAID? YES/NO _____ (Initial)

FEES \$ _____ PROJ. #: _____

ESCROW: \$ _____

ESCR. #: _____

☐ PLANNING BOARD

☒ ZONING BOARD OF ADJUSTMENT

1. APPLICANT

Name: 1855 Cates Road Property, LLC

Address: _____

City: _____ State: NJ Zip: _____

Phone: () _____ Fax: () _____

Email: _____

2. OWNER

Name: Same as Applicant.

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ Fax: () _____

Email: _____

3. TYPE OF APPLICATION (Check all that apply)

- ☐ Minor Subdivision
- ☐ Preliminary Major Subdivision
- ☐ Final Major Subdivision
- ☐ Minor Site Plan
- ☐ Preliminary Major Site Plan
- ☐ Final Major Site Plan
- ☐ Amended Plan
- ☐ Site Plan Waiver
- ☐ Concept Plan
- ☐ Administrative Review

- ☐ Interpretation (N.J.S.A40:55D-76.a.)
- ☐ Appeal of Administrative Officer's Decision (N.J.S.A40:55D-70.)
- ☐ Certificate of Non-Conformity [N.J.S.A. 40:55D-68]
- ☒ Use (d) Variance [N.J.S.A 40:55-70.d.1 through 6]
- ☐ Bulk C Variance [N.J.S.A 40:55D-70c. (1) or (2)]
- ☐ Conditional Use
- ☐ Street Vacation Request
- ☐ Other: _____

*Legal advertisement and notice are required to all property owners within 200 feet.

4. ZONE (Circle all that apply)

GA-I	GA-M	GA-L	RD/RDG	NC	RC
RD-4	RD-5	FA-10	FA-25	RD-1	RD-2.5
R-22	AG	MV	VC	FA-70	R-9
				GC	DC

5. ATTORNEY (A corporation, partnership, limited liability company or partnership must be represented by a New Jersey Attorney)

Name: Keith A. Davis, Esquire City: Egg Harbor Twp. State: NJ Zip: 08234
Nehmad Davis & Goldstein, P.C.
 Address: 4030 Ocean Heights Avenue Phone: (609) 927-1177 Fax: (609) 926-9721
 Email: kdavis@ndglegal.com Email: _____

6. APPLICANT'S PROFESSIONALS (Engineer, Surveyor, Planner, etc.) Attach additional sheets as necessary.

Name: Kevin J. Dixon, PE, PP, PTOE, CME
Dixon Associates Engineering, LLC
 Profession: Engineering
 Address: 313 E. Jimmie Leeds Road
Suite 102
 City: Galloway State: NJ Zip: 08205
 Phone: (609) 652-7131 Fax: (609) 652-2613
 Email: kevin@dixonassociates.com

Name: Tiffany A. Morrissey, PP, AICP
 Profession: Planning
 Address: 7 Equestrian Drive
 City: Galloway State: NJ Zip: 08205
 Phone: (856) 912-4415 Fax: ()
 Email: tamorrissey@comcast.net

7. LOCATION OF PROPERTY

Street Address: 1855 Cates Road Block(s): 1132.01
 City: Hamilton Township Lot(s): 41.01 & 42.01

8. LAND USE

Existing Land Use: Mays Landing Country Club
 Proposed Project in Detail (be specific):
See Attached Cover Letter

9. PROPERTY

Number of Existing Lots: 2 Tax Map Page: 49
 Number of Proposed Lots: To be determined Tax Map Page: _____

Are there Existing Deed Restrictions or Easements? ☐ No ☒ Yes (Please attach copies)
 Are there Proposed Deed Restrictions or Easements? ☒ No ☐ Yes (Please attach copies)

Easements will be proposed during Site Plan application - only seeking use variance at this time.

10. UTILITIES (Check all that apply):

☒ Public Water ☒ Public Sewer ☐ Private Well ☐ Private Septic System

11. APPLICATION SUBMISSION MATERIALS

List all plans, reports, photos, etc. (use additional sheets if necessary):
 See Application Cover Letter

List all previous or pending applications for this parcel (use additional sheets if necessary):
 None

12. PARKING & LOADING REQUIREMENTS

Number of Parking Spaces REQUIRED: <u>Resid. 2/unit</u> <u>Clubhouse 168</u>	Number of Loading Spaces REQUIRED: <u>N/A</u>
Number of Parking Spaces PROVIDED: <u>2/unit</u> <u>132 (ENC)</u>	Number of Loading Spaces PROVIDED: <u>N/A</u>

13. RELIEF REQUESTED (Check all that apply)

- ☒ Zoning Variances are requested.
- ☐ Exceptions from Municipal Requirements are requested (*N.J.S.A. 40:55D-51*).
- ☐ Exceptions from New Jersey Residential Site Improvement Standards (*R.S.I.S*) are requested (*N.J.A.C. 5:21-3.2*).
- ☐ Waivers from New Jersey Residential Site Improvement Standards (*R.S.I.S*) are requested (*N.J.A.C. 5:21-3.2*). Requires application to and approval of the New Jersey Site Improvement Advisory Board. *For any type of the above relief requested, a separate exhibit should be attached stating the factual basis, legal theory, and/or previous.*

14. ZONING SCHEDULE (Complete all that apply)							
	REQUIRED	EXISTING	PROPOSED		REQUIRED	EXISTING	PROPOSED
Minimum Lot Requirements				Accessory Uses			
Lot Area				Garage Area			
Frontage	See Variance Plan			Garage Height			
Lot Depth				Fence Height			
MINIMUM YARD REQUIREMENTS				Pool Depth			
Front Yard				Shed Area			
Secondary Front Yard				Shed Height			
Rear Yard				Signage Requirement			
Side Yard				Façade Sign Area 1			
Aggregate Side Yard				Façade Sign Area 2			
Building Height				Freestanding Sign Area			
LOT REQUIREMENTS				Freestanding Sign Height			
Residential Buffer Strip				Functional Sign (s) Area			
Open Space				Building Façade Area			
Parking Setbacks				Distance from Driveway			
Parking Setback to non-residential				Distance from R.O.W.			

Is the proposed site on an inside or corner lot?

Inside

Corner

15. SIGNATURE OF APPLICANT	
I certify that the foregoing statements and the materials submitted are true. I further certify that I am the individual applicant, or that I am an Officer of the C-Corporate applicant and authorized to sign the application for the Corporation, or a General Partner of the partnership application.	
Sworn by me and subscribed before me on this <u>3rd</u> day of <u>October</u> in the year <u>2025</u> <u>Jackie L. Smith</u> Notary Signature <u>Stamp and Seal</u>	<u>[Signature]</u> Signature of Applicant <u>FRANK RUOLLO</u> Print Name

JACKIE L SMITH
NOTARY PUBLIC
STATE OF NEW JERSEY
MY COMMISSION EXPIRES JANUARY 12, 2029
COMMISSION: #2309433

16. CONSENT OF OWNER

I certify that I am the Owner of the property, which is the subject of this application, hereby consent to the making of this application and the approval of the plans submitted herewith. I further consent to the Inspection of this property in connection with this application as deemed necessary by the municipal agency (if owned by a corporation, a resolution must be attached authorizing the application and officer signature).

Sworn by me and subscribed before me this

3rd day of October in the year 2025

Jackie L. Smith
Notary Signature

Stamp and Seal

JACKIE L SMITH
NOTARY PUBLIC
STATE OF NEW JERSEY
MY COMMISSION EXPIRES JANUARY 12, 2029
COMMISSION: #2309433

Frank Rocco
Signature of Owner

FRANK ROCCO
Print Name (Owner)

17. DISCLOSURE STATEMENT (CIRCLE ALL THAT APPLY)

Pursuant to N.J.S.A. 40: 55D-48.1 & 48.2, Please answer the following questions:

Is this application to subdivide a parcel of land into six (6) or more lots? YES or ☒ NO
Is this application for a variance to construct a multiple dwelling of twenty-five (25) or more units? ☒ YES or NO
Is this application for approval of a site (or sites) for non-residential purposes? ☒ YES or NO
Is the applicant a corporation? YES or ☒ NO
Is the applicant a limited liability corporation? ☒ YES or NO
Is the applicant a partnership? YES or ☒ NO

If you responded YES to any of the above, please answer the following (use additional sheets if necessary): List the names and addresses of all stockholders or individual partners owning at least 10% in stock or 10% or greater interest in partnership (whichever is applicable). This requirement is to be followed by every corporate stockholder or partnership, until the names and addresses of the non-corporate stockholders and individual partners with 10% or more ownership have been listed.

Signature (applicant): Frank Rocco Date: 10-03-25

18. SURVEY WAIVER

As of the date of this application, I hereby certify that the survey submitted with this application, under the date of July 9, 2025 shows and discloses the premises in its entirety, described as Block(s) 1132.01 Lot(s) 41.01 and 42.01 and I further certify that no buildings, fences, or other facilities have been constructed, installed, or otherwise located on the premises after the date of the survey with the exception of the structures shown.

State of New Jersey; County of Atlantic;

Sworn by me and subscribed before me on this
3rd day of October in the year 2025

Jackie L. Smith
Notary Signature

Frank Rocco
Signature of Owner

FRANK ROCCO
Print Name (Owner)

JACKIE L SMITH
NOTARY PUBLIC
STATE OF NEW JERSEY
MY COMMISSION EXPIRES JANUARY 12, 2029
COMMISSION: #2309433

ZONING BOARD OF ADJUSTMENT VARIANCE APPLICATION CHECKLIST
(A completed checklist must be submitted with the variance application)

Applicant Name: 1855 Cates Road Property LLC Block 1132.01 Lot(s) 41.01 & 42.01

INFORMATION REQUIRED	APPLICATION TYPE					COMPLIANCE (C – Complete; NC – Not Complete; W – Waiver)
	Appeal 40:55D- 70.a	Interp 40:55D- 70.b	Hardship 40:55D- 70.c(1)	Use 40:55D- 70.d	Street 40:55D-34 or 35	
1. Completed Zoning Board Application Form (1 original, 15 copies and 1 digital)	X	X	X	X	X	C
2. Appropriate Application/Escrow Fees: 2 Separate Checks; W9 and Escrow Agreement.	X	X	X	X	X	C
3. Proof that all taxes and MUA fees are current	X	X	X	X	X	C
4. Tax Map showing the property location	X	X	X	X	X	C
5. Plot plan based on a recent survey of the property showing the following information:						
a. Location & dimension of the property boundaries			X	X	X	C
b. All adjacent streets, easements & rights of way			X	X	X	C
c. The minimum building setback lines for the zoning district			X	X		C
d. Location & dimensions of any and all existing buildings & structures on site			X	X		C
e. Footprint of the proposed development			X	X	X	C
f. Setback dimensions of the proposed development			X	X	X	C
g. Location and dimensions of any existing or proposed on-site easements			X	X	X	C
h. Environmental features impacting the site (wetlands, wetland buffers or other environmental restrictions)			X	X		C

INFORMATION REQUIRED (CON'T)						COMPLIANCE (C – Complete; NC – Not Complete; W – Waiver)
	Appeal 40:55d- 70.a	Interp. 40:55D- 70.b	Hardship 40:55D- 70.c(1)	Use 40:55D- 70.d	Street 40:55d-34 or 35	
i. Existing and proposed limits of site clearing			X	X	X	C
j. Site coverage calculations – existing and proposed building & impermeable coverage			X	X		C
6. Additional information/documents						
a. Photographs showing existing conditions at the location of the proposed development			X	X	X	C
b. Photos of adjacent uses as seen from the location of the proposed use			X	X	X	C
c. Plans & elevations of the proposed structure(s) or building addition(s)			X	X		C
d. For site/lot coverage variances, a stormwater impact report prepared by a Professional Engineer			X			N/A
7. Narrative identifying any of the sections above from which a waiver is being requested and an explanation why the applicant is entitled to such waiver	X	X	X	X	X	N/A

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004
P: 609-714-0400 F: 609-714-9944 www.sallc.org

David R. Shropshire, PE, PP
A Andrew Feranda, PE, PTOE, CME
Randal C. Barranger, PE
Nathan B. Mosley, PE, CME

September 30, 2025

Mr. Kevin Dixon
Dixon Associates Engineering, LLC
313 E. Jimmie Leads Road, Suite 102
Galloway, New Jersey 08205

(via email: kevin@dixonassociates.com)

Re: **Traffic Engineering Assessment**
Mays Landing Country Club
Block 1132.01, Lots 41.01 & 42.01
Cates Road
Hamilton Township, Atlantic County, NJ
SA Project No. 24204

Dear Kevin:

In response to your request, Shropshire Associates LLC has prepared a Traffic Engineering Assessment report for the above-referenced residential development to be located along southbound Cates Road just south of its intersection with Monet Drive/Baltusrol Drive in Hamilton Township, Atlantic County, NJ. The existing property is currently the Mays Landing Country Club.

The proposal is for the construction of a 215-unit residential development. These units will be located in the area of the existing golf course. The existing golf course will be downsized to contain 12 holes. Access is proposed via a new full-movement driveway along southbound Cates Road and the existing Golf course driveway. Final approval will be required from Hamilton Township with regards to the design, location, and operation of the driveways.

Existing Conditions

A field reconnaissance was conducted to determine features of the adjacent roadway network, roadways and intersections within the study area. Descriptions of the roadways and intersections within the study area are provided below.

Existing Roadways

Northeast of the site, **McKee Avenue** is a two-lane undivided local roadway. McKee Avenue has a cartway width of 24' consisting of a 12' travel lane in both the northbound and southbound directions. McKee Avenue has an assumed speed limit of 25 MPH. For this assessment, McKee Avenue is assumed to extend in a general north-south direction.

North of the site, the **Black Horse Pike (Route 40)** is a four-lane median divided roadway that is under the jurisdiction of the NJDOT and is classified as an Urban Principal Arterial roadway. In the vicinity of the site, the Black Horse Pike has a variable cartway width and consists of two (2) 12' travel lanes and an variable shoulder width in each direction. The posted speed limit on the Black Horse Pike is 50 MPH. For this assessment, the Black Horse Pike is assumed to extend in a general east-west direction.



Along the site's frontage, **Cates Road** is a two-lane undivided local roadway. Cates Road has a cartway width of 38' consisting of a 19' travel lane in both the northbound and southbound directions. Cates Road has a posted speed limit of 25 MPH. For this assessment, Cates Road is assumed to extend in a general north-south direction.

North of the site, **Monet Drive** is a two-lane median divided local roadway. Monet Drive has a cartway width of 46' consisting of a 20' travel lane in both the eastbound and westbound directions and a 6' center median. Monet Drive has an assumed speed limit of 25 MPH. For this assessment, Monet Drive is assumed to extend in a general east-west direction.

North of the site, **Baltusrol Drive** is a two-lane undivided local roadway. Baltusrol Drive has a cartway width of 28' consisting of a 14' travel lane in both the eastbound and westbound directions. Baltusrol Drive has an assumed speed limit of 25 MPH. For this assessment, Baltusrol Drive is assumed to extend in a general east-west direction.

South of the site, **Reega Avenue** is a two-lane undivided local roadway. In the vicinity of the site, Reega Avenue has a cartway width of 26' and consists of a 13' travel lane in each direction. The posted speed limit on Reega Avenue is 35 MPH. For this assessment, Reega Avenue is assumed to extend in a general east-west direction.

Existing Intersections

The four-legged **Black Horse Pike (Route 40) and McKee Avenue** signalized intersection is controlled by a four-phase actuated-coordinated traffic signal that operates at a 120-second cycle length during the weekday AM and the weekday PM peak periods. Both the eastbound and westbound Black Horse Pike approaches consist of an exclusive left-turn lane, a single through lane, and a shared through/right-turn lane. The southbound McKee Avenue approach consists of an exclusive left-turn lane, a shared left-turn/through lane, and a channelized right turn lane. The northbound McKee Avenue approach consists of an exclusive left-turn lane and a shared through/right-turn lane.

The four-legged **Cates Road and Monet Drive/Baltusrol Drive** intersection is stop-controlled along both the eastbound and westbound Monet Drive/Baltusrol Drive approaches. All approaches consist of a single lane for all permitted movements.

The four-legged **Cates Road and Reega Avenue** intersection is an all way stop controlled intersection. All approaches are stop-controlled and consist of a single lane for all permitted movements.

Traffic Count Data

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Tuesday, August 13, 2025. The counts were conducted during the weekday morning (7:00 AM to 9:00 AM) and the weekday afternoon (2:00 PM to 6:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing weekday AM and weekday PM peak hour volumes are illustrated on Figure 1.



Future Conditions

As indicated above, the proposal is to construct a new residential development containing 215-units and to downsize the existing golf course. The traffic resulting from the proposed development will not affect the adjacent roadway network until the development is fully built-out, which is anticipated to be by the year 2027. It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the *Annual Background Growth Table* prepared by the New Jersey Department of Transportation, a 2.00% annual traffic growth will occur along Urban Principal Arterial Roadways and a 1.00% annual traffic growth will occur on all local roadways in the vicinity of the site. By applying the applicable annual growth rates to the existing roadway volumes, the 2027 No-Build volumes were estimated and are illustrated on Figure 2.

Trip Generation

The amount of traffic to be generated by the proposed residential development can best be estimated by using data published by the Institute of Transportation Engineers (ITE). ITE has compiled data from thousands of studies for various land uses, independent variables, and study periods and published the results in *Trip Generation, 12th Edition*. The development uses are most similar to ITE Land Use 215: Single Family Attached Housing and ITE Land Use 430: Golf Course. The total amount of traffic generated by the proposed development is summarized below in Table 1.

Table 1 ITE Trip Generation						
Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Single Family Attached Housing (215 Units)	28	84	112	65	50	115
Golf Course (12 Holes)	18	4	22	24	20	44
Total	46	88	134	89	70	159

The traffic to be generated by the proposed development must then be distributed to the adjacent roadway network in a manner in which we can reasonably expect the residents, employees and patrons to travel. The site traffic was assigned to the roadway network based on the existing distribution of traffic along the adjacent roadway network (Figure 3). The passenger vehicle and bus site traffic assignments are illustrated on Figure 4. The site traffic was then added to the No-Build volumes to project the Build traffic volumes, which are illustrated on Figure 5.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *2010 Highway Capacity Manual*. Capacity analysis is a procedure



used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. LOS are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The determination for the LOS for an unsignalized intersection is based upon the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio. The Level of Service criteria for signalized and unsignalized intersections is summarized below in Table 2.

Table 2 Level of Service Criteria		
Level of Service	Unsignalized Delay (sec)	Signalized Delay (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

In order to assess the traffic impact of the proposed development, the roadway network was evaluated under the Existing, No-Build, and Build conditions using the above-described methodology and the latest Synchro software. A detailed description of the study intersections' operations under the three scenarios is provided below, with the resulting Existing, No-Build, and Build Levels of Service illustrated on Figures 6, 7, and 8; respectively. The capacity analysis worksheets are attached for reference.

Black Horse Pike (Route 40) and McKee Avenue Intersection

Overall, the existing Black Horse Pike (Route 40) and McKee Avenue signalized intersection currently operates at a LOS D during the weekday AM peak hour and a LOS F during the weekday PM peak hour. The eastbound Black Horse Pike left-turn lane operates at a LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. The eastbound Black Horse Pike through/right-turn lane operates at a LOS D during both peak hours. The westbound Black Horse Pike left-turn lane operates at a LOS C during both peak hours. The westbound Black Horse Pike through/right-turn lane operates at a LOS C during the weekday AM peak hour and a LOS F during the weekday PM peak hour. The northbound McKee Avenue left-turn lane operates at a LOS F during both peak hours. The northbound McKee Avenue through/right-turn lane operates at a LOS B during both peak hours. The southbound McKee Avenue left-turn lane operates at a LOS E during the weekday AM peak hour and a LOS F during the weekday PM peak hour. The southbound McKee Avenue left-



turn/through lane operates at a LOS E during the weekday AM peak hour and a LOS F during the weekday PM peak hour. The southbound McKee Avenue channelized right-turn lane operates at a LOS A during both peak hours.

In the future No-Build conditions, the Black Horse Pike (Route 40) and McKee Avenue signalized intersection will continue to operate at an overall LOS D during the weekday AM peak hour and a LOS F during the weekday PM peak hour. All individual approaches will operate at existing levels of service.

In the future Build conditions, the Black Horse Pike (Route 40) and McKee Avenue signalized intersection will operate at an overall LOS E during the weekday AM peak hour and a LOS F during the weekday PM peak hour. All individual approaches will operate at existing levels of service or better with the exception of the westbound Black Horse Pike left-turn lane, which will operate at a LOS C during the weekday AM peak hour and a LOS D during the weekday PM peak hour.

The traffic resulting from the proposed development will account for approximately 4.3% and 3.5% of the total future Build scenario peak hour volumes at this study location during the weekday AM and weekday PM peak hours, respectively.

Cates Road and Monet Drive/Baltusrol Drive Intersection

Under the existing conditions, the eastbound Monet Drive stop-controlled approach operates at LOS B during both the weekday AM and the weekday PM peak hours. The westbound Baltusrol Drive approach operates at a LOS B during the weekday AM peak hour and a LOS A during the weekday PM peak hour. Both the northbound and southbound Cates Road conflicting left-turn movements operate at LOS A during both peak hours.

In the future No-Build scenario, all stop-controlled and conflicting left-turn movements will continue to operate at existing levels of service.

In the future Build conditions, the eastbound Monet Drive stop-controlled approach will operate at LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. The westbound Baltusrol Drive approach operates at a LOS B during both peak hours. Both the northbound and southbound Cates Road conflicting left-turn movements will operate at LOS A during both peak hours.

Cates Road and Reega Avenue Intersection

Under the existing conditions, both the northbound and southbound Cates Road stop-controlled approaches will operate at a LOS A during the weekday AM peak hour and a LOS B during the weekday PM peak hour. Both the eastbound and westbound Reega Avenue stop-controlled approaches will operate at a LOS A during the weekday AM peak hour and a LOS B during the weekday PM peak hour.

In the future No-Build scenario, all movements will continue to operate at existing levels of service with the exception of the westbound Reega Avenue approach which will operate at a LOS C during the weekday PM peak hour.

In the future Build scenario, all stop-controlled movements will continue to operate at No-Build levels of service.



Cates Road and Residential Site Driveway Intersection

In the future Build scenario, an access is proposed to the 215 residential units via a full-movement driveway along southbound Cates Road, just south of its intersection with Monet Drive. The eastbound site driveway approach will consist of an exclusive left-turn lane and an exclusive right-turn lane. All other approaches consist of a single lane for all permitted movements.

Based upon this configuration, the eastbound site driveway left-turn lane will operate at a LOS B during both peak hours. The eastbound site driveway right-turn lane will operate at a LOS A during the weekday AM and a LOS B during the weekday PM peak hours. The northbound Cates Road conflicting left-turn lane will operate at a LOS A during both peak hours.

A left-turn lane warrant analysis was performed for northbound Cates Road at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **not warranted** for the residential driveway location along northbound Cates Road during the peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.

Cates Road and Golf Course Site Driveway Intersection

In the future Build scenario, access to the golf course will remain via the existing full-movement driveway along southbound Cates Road. All approaches will continue to consist of one lane for all permitted movements.

Based upon this configuration, the eastbound site driveway approach will operate at a LOS B during both peak hours. The northbound Cates Road conflicting left-turn lane will operate at a LOS A during both peak hours.

A left-turn lane warrant analysis was performed for northbound Cates Road at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **not warranted** for the golf course driveway location along northbound Cates Road during the peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.

Conclusion

Based on the results presented in this traffic engineering assessment report, the traffic resulting from the proposed development will have the following minimal impacts on the adjacent roadway network:

- Based upon the current ITE trip generation rates, the proposed development will generate a total of 134 trips during the weekday AM peak hour and 159 trips during the weekday PM peak hour.



- Under the future Build conditions, the traffic resulting from the proposed development will cause minor changes in the overall and individual levels of service at the Black Horse Pike (Route 40) and McKee Avenue signalized intersection will operate at an overall LOS E during the weekday AM peak hour and a LOS F during the weekday PM peak hour. All individual approaches will operate at existing levels of service or better with the exception of the westbound Black Horse Pike left-turn lane, which will operate at a LOS C during the weekday AM peak hour and a LOS D during the weekday PM peak hour.

The traffic resulting from the proposed development will account for approximately 4.3% and 3.5% of the total future Build scenario peak hour volumes at this study location during the weekday AM and weekday PM peak hours, respectively.

- The traffic resulting from the proposed development will cause minor changes in the future levels of service at the Cates Road and Monet Drive/Baltusrol Drive Intersection stop-controlled intersection. The eastbound Monet Drive stop-controlled approach will operate at LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. The westbound Baltusrol Drive approach operates at a LOS B during both peak hours. Both the northbound and southbound Cates Road conflicting left-turn movements will operate at LOS A during both peak hours.
- The traffic resulting from the proposed development will cause no changes in the future levels of service at the Cates Road and Reega stop-controlled intersection. In the future Build scenario, all stop-controlled movements will continue to operate at No-Build levels of service.
- In the future Build scenario, an access is proposed to the 215 residential units via a full-movement driveway along southbound Cates Road, just south of its intersection with Monet Drive. The eastbound site driveway approach will consist of an exclusive left-turn lane and an exclusive right-turn lane. All other approaches consist of a single lane for all permitted movements.

Based upon this configuration, the eastbound site driveway left-turn lane will operate at a LOS B during both peak hours. The eastbound site driveway right-turn lane will operate at a LOS A during the weekday AM and a LOS B during the weekday PM peak hours. The northbound Cates Road conflicting left-turn lane will operate at a LOS A during both peak hours.

A left-turn lane warrant analysis was performed for northbound Cates Road at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **not warranted** for the residential driveway location along northbound Cates Road during the peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.



- In the future Build scenario, access to the golf course will remain via the existing full-movement driveway along southbound Cates Road. All approaches will continue to consist of one lane for all permitted movements.

Based upon this configuration, the eastbound site driveway approach will operate at a LOS B during both peak hours. The northbound Cates Road conflicting left-turn lane will operate at a LOS A during both peak hours.

A left-turn lane warrant analysis was performed for northbound Cates Road at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **not warranted** for the golf course driveway location along northbound Cates Road during the peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.

Should you have any questions or require additional information, please feel free to contact us.

Sincerely,
Shropshire Associates LLC

A handwritten signature in black ink, appearing to read 'Nathan B. Mosley', is written over the printed name.

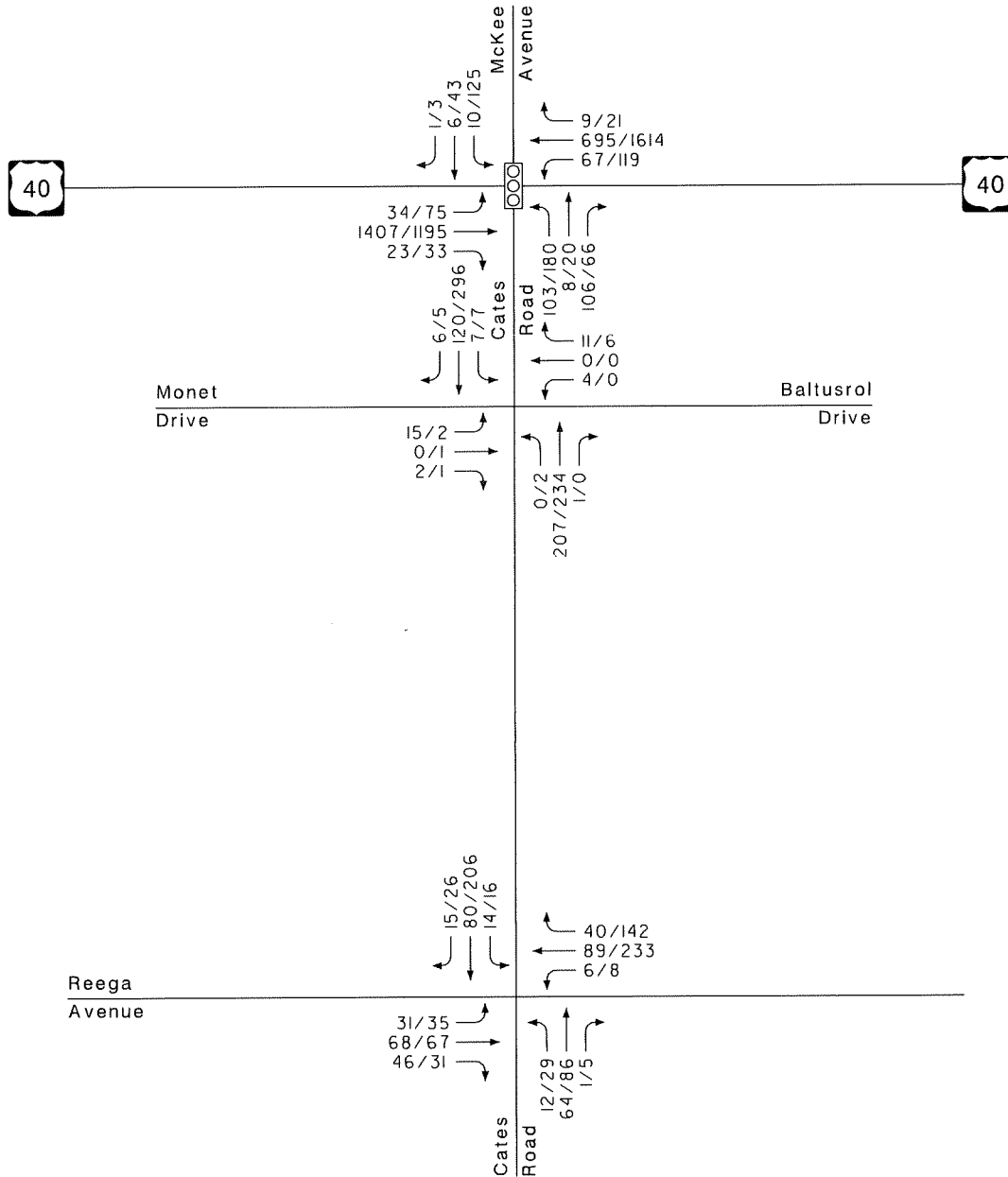
Nathan B. Mosley, P.E., C.M.E.
Professional Engineer

N.J. License No. #48698

NBM/jab

Attachments

cc:	Tiffany Morrissey	(via email: tamorrissey@comcast.net)
	Keith Davis	(via email: kdavis@ndglegal.com)
	Frank Ruocco	(via email: fmrucoco@gmail.com)
	Peter Lomax	(via email: plomax@lomaxconsulting.com)
	Mark Benevento	(via email: mark@ocnjentertainment.com)

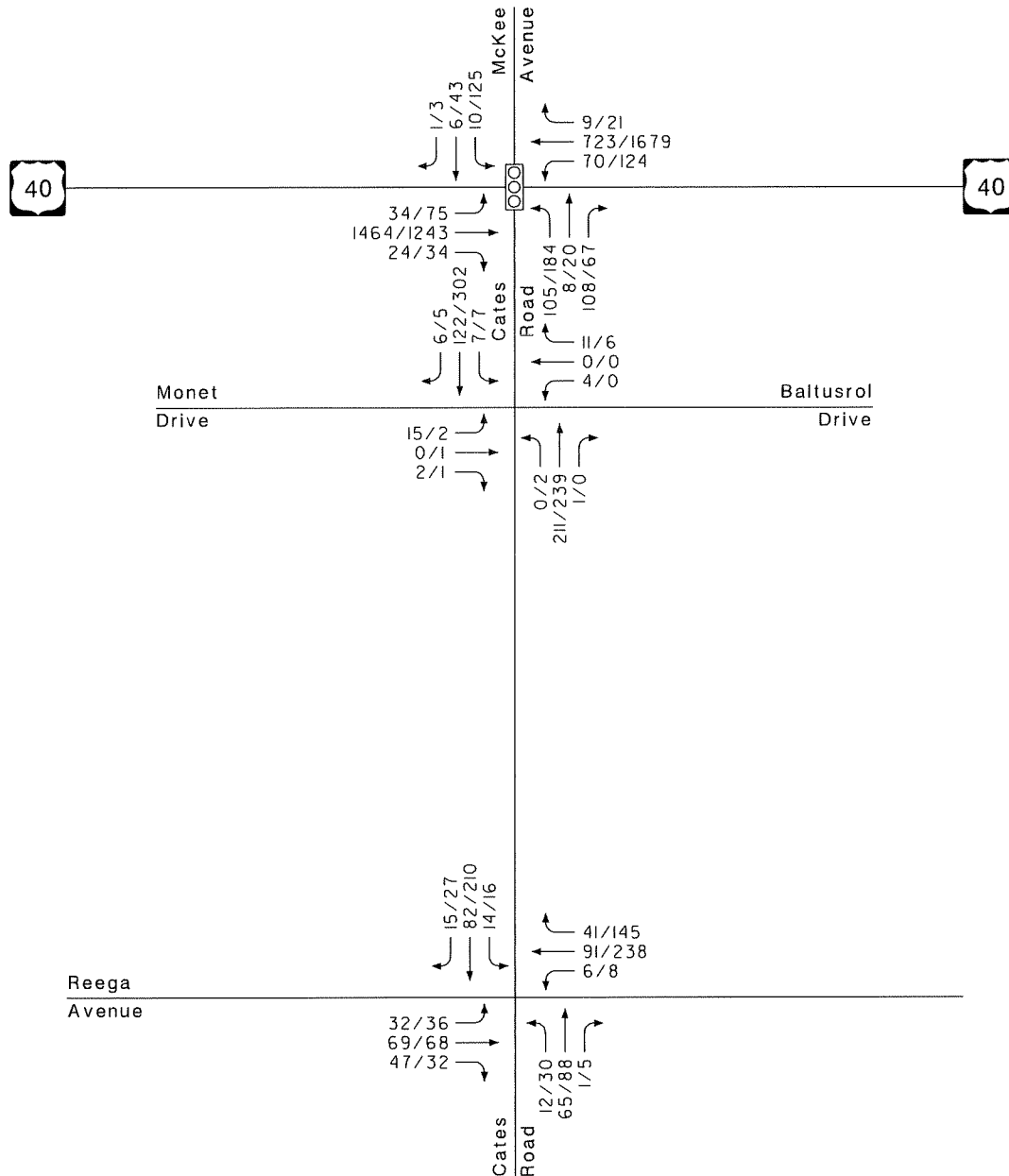


Mays Landing Country Club

Hamilton Township, Atlantic County, NJ

September 2025

 TRAFFIC SIGNAL
AM/PM PEAK HOUR

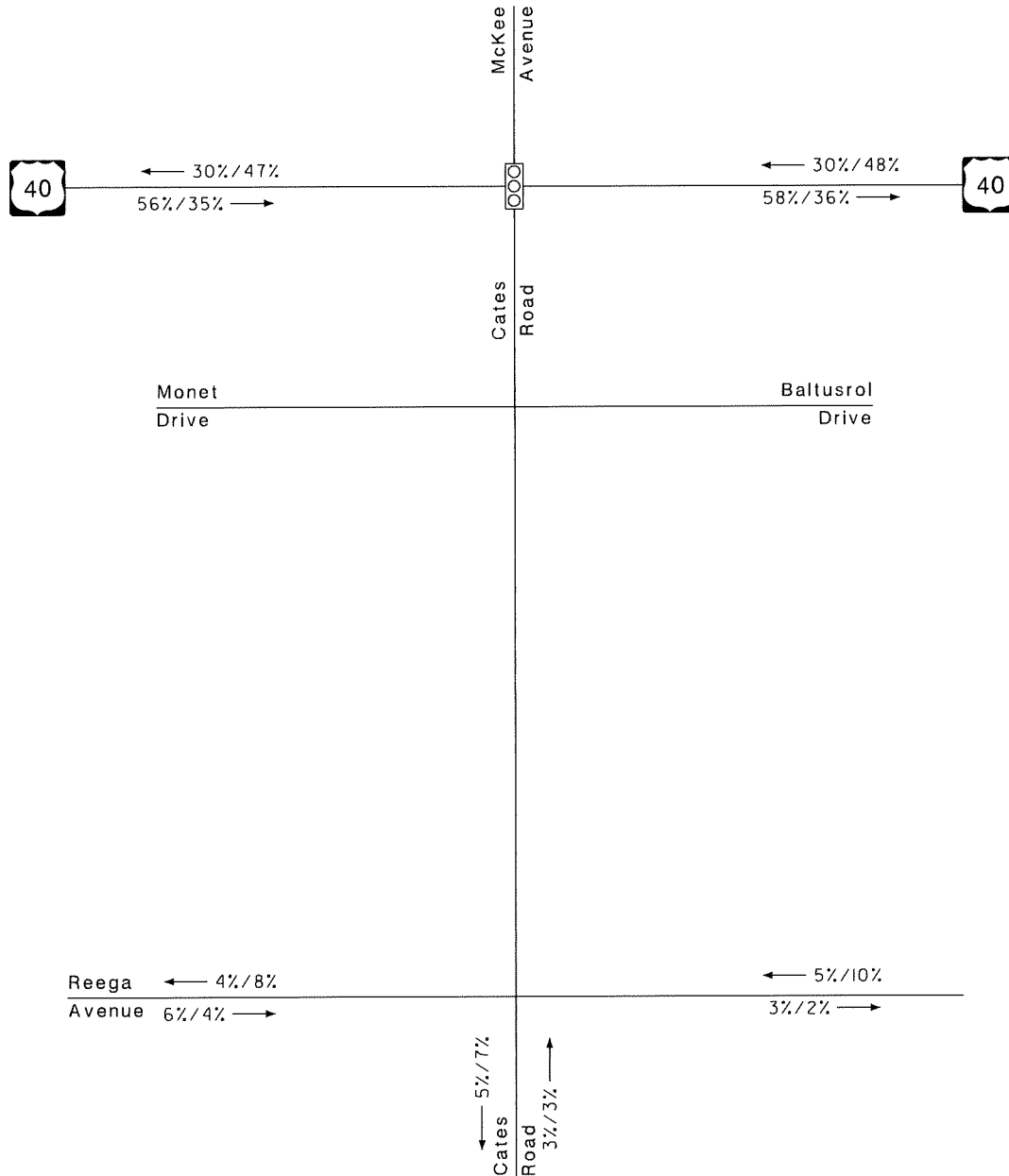


Mays Landing Country Club

Hamilton Township, Atlantic County, NJ
September 2025

 TRAFFIC SIGNAL
AM/PM PEAK HOUR

SA Project No. 24204

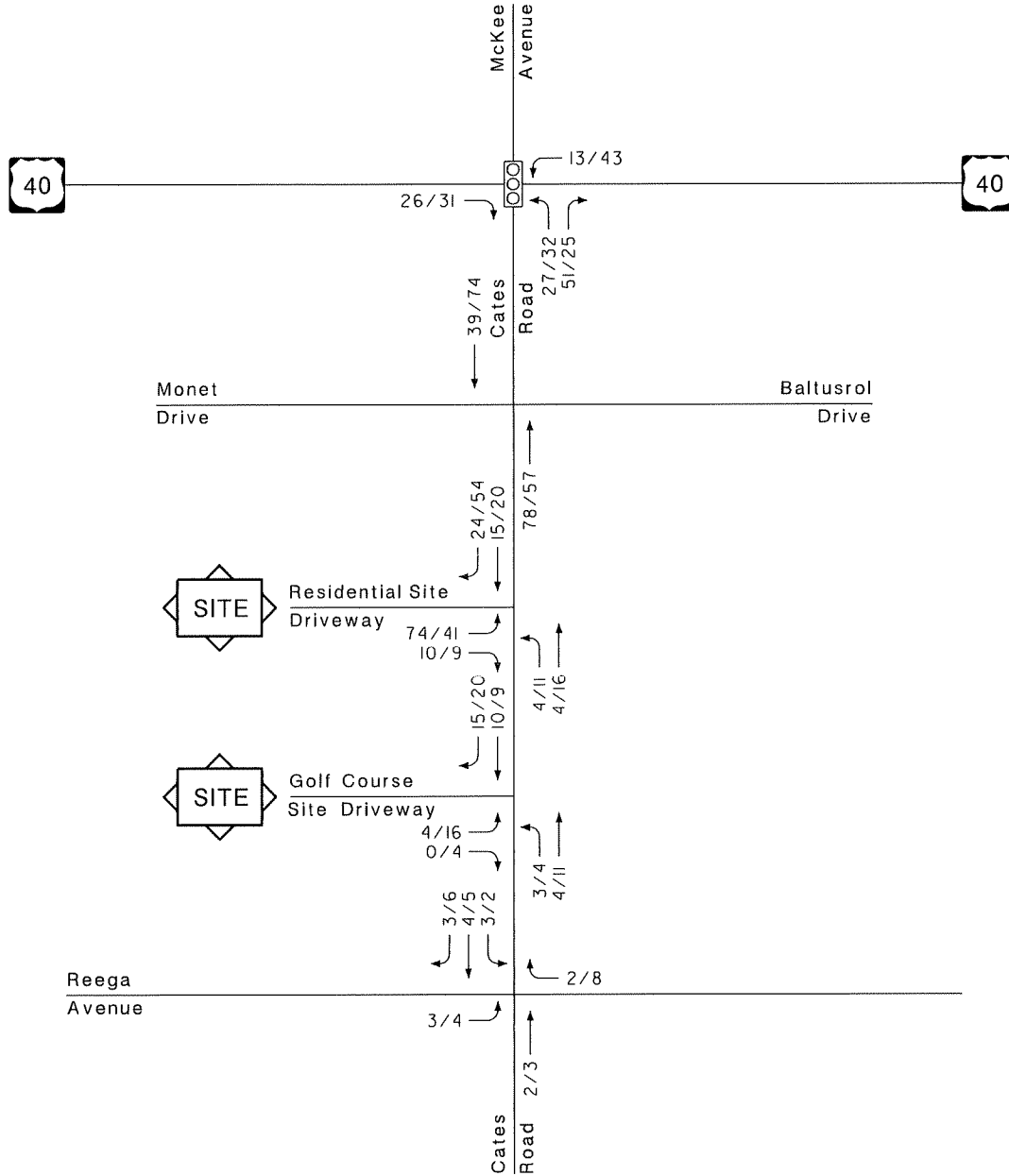


Mays Landing Country Club

Hamilton Township, Atlantic County, NJ

September 2025

 TRAFFIC SIGNAL
AM/PM PEAK HOUR

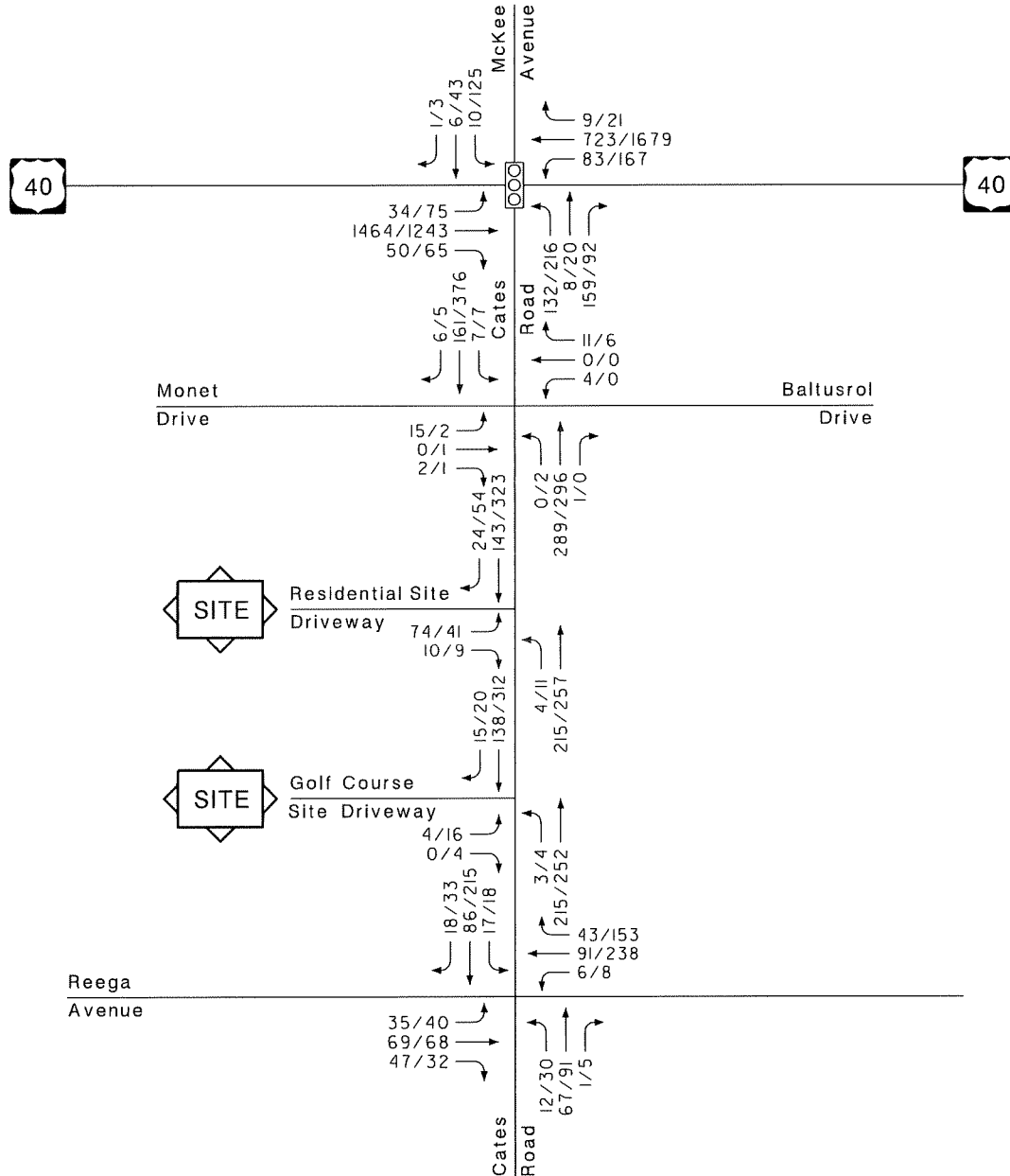


Mays Landing Country Club

Hamilton Township, Atlantic County, NJ

September 2025

 TRAFFIC SIGNAL
AM/PM PEAK HOUR

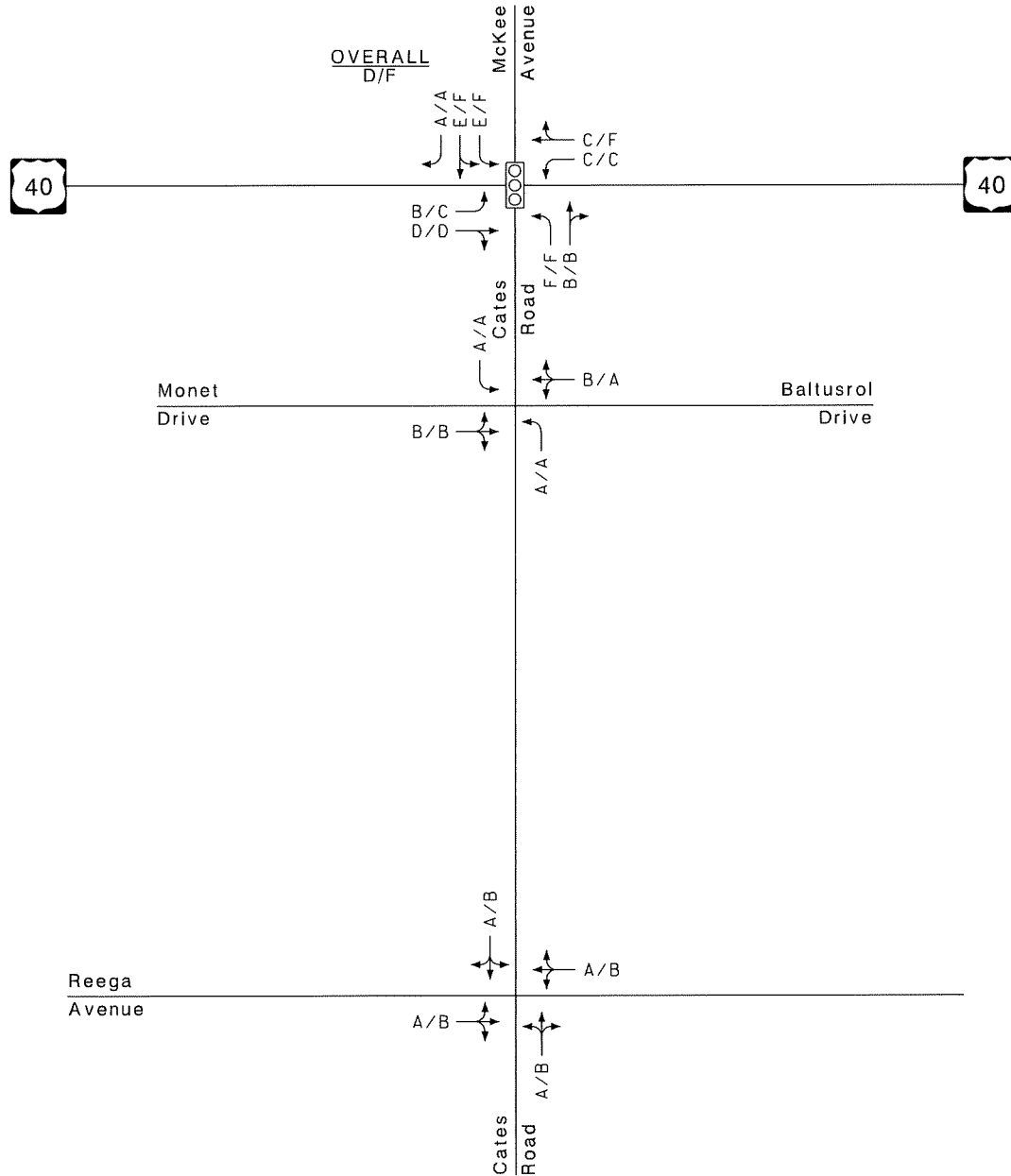


Mays Landing Country Club

Hamilton Township, Atlantic County, NJ
September 2025

TRAFFIC SIGNAL
AM/PM PEAK HOUR

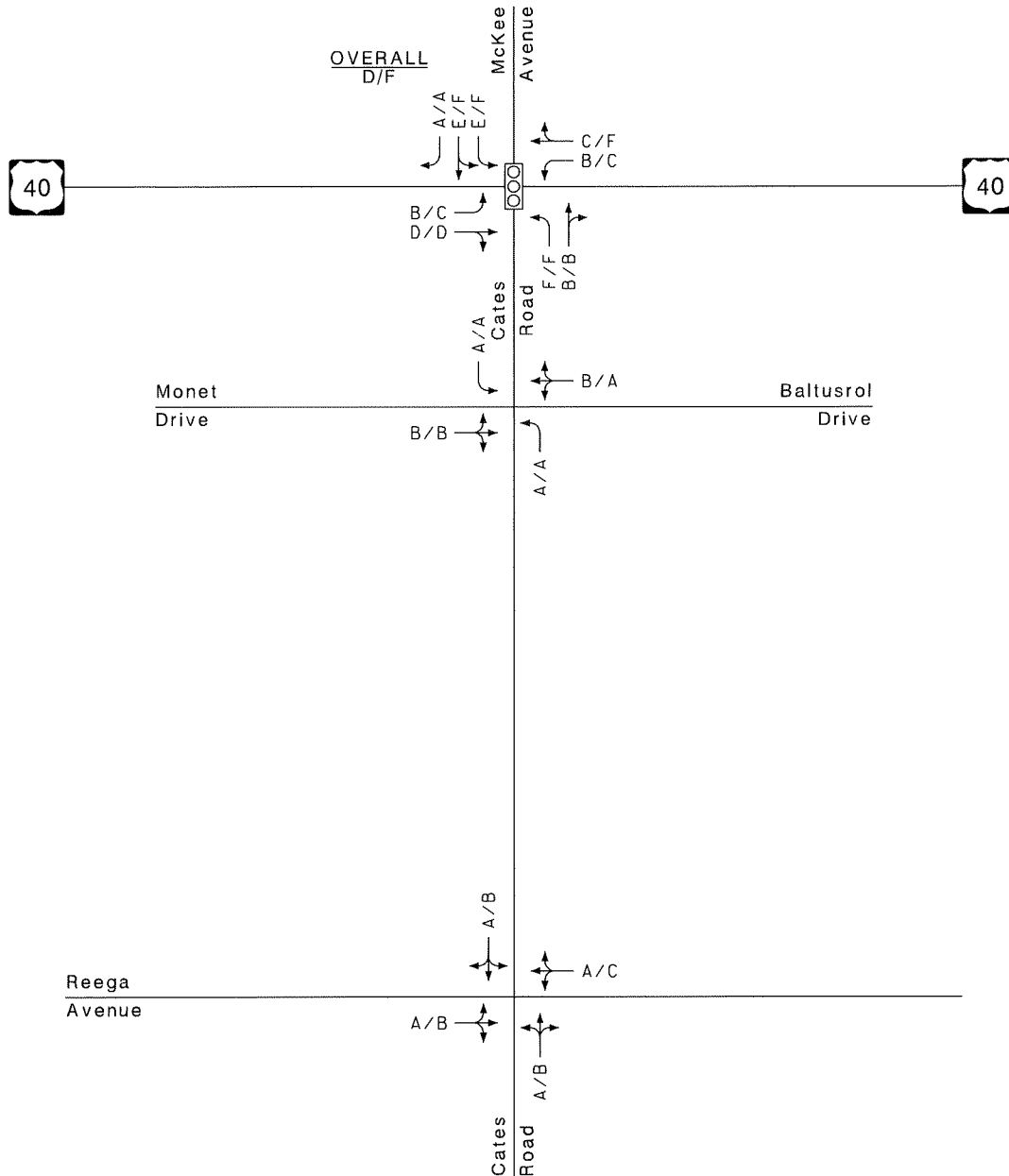
SA Project No. 24204



Mays Landing Country Club

Hamilton Township, Atlantic County, NJ
September 2025

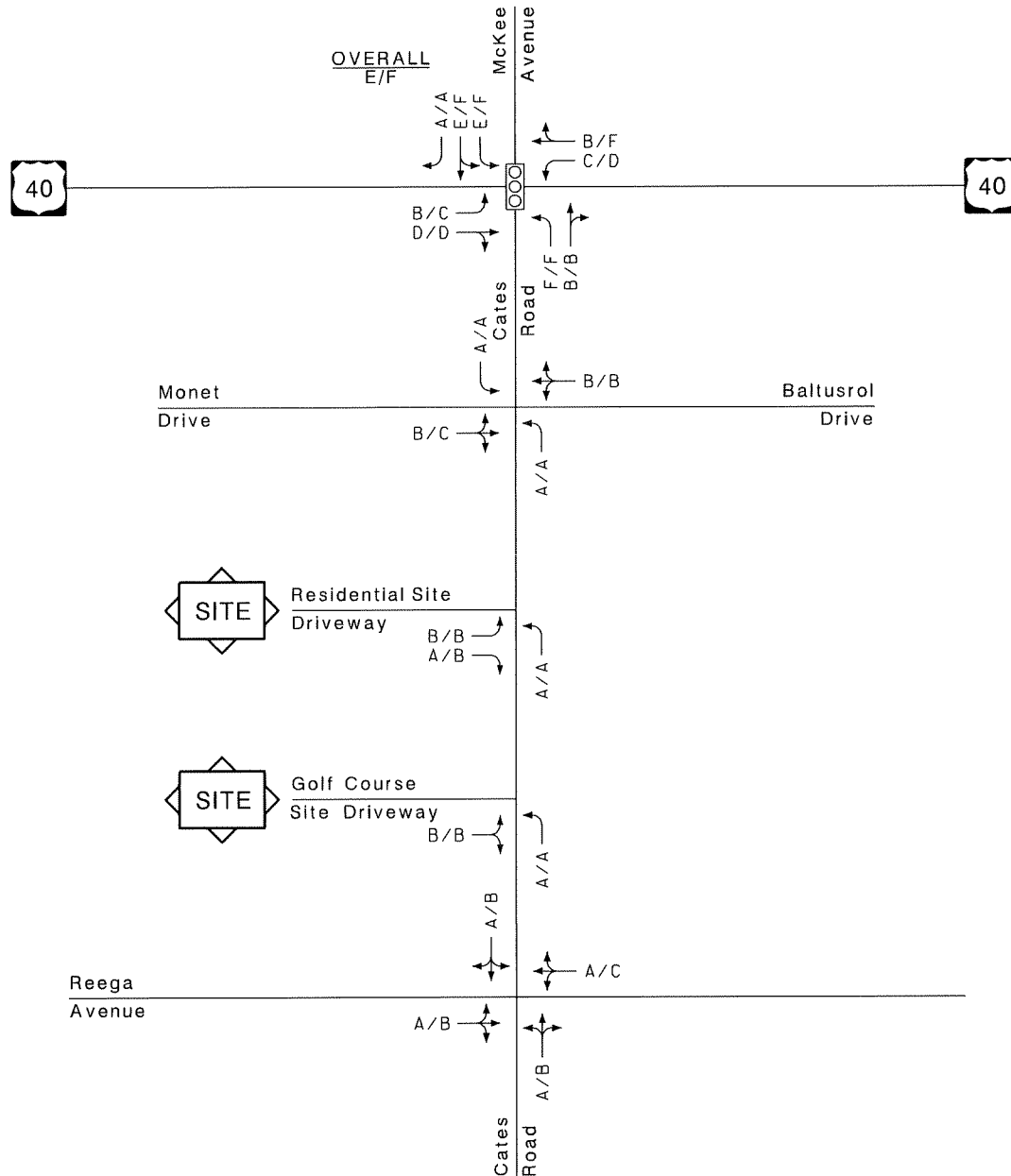
 TRAFFIC SIGNAL
AM/PM PEAK HOUR



Mays Landing Country Club

Hamilton Township, Atlantic County, NJ
September 2025

 TRAFFIC SIGNAL
AM/PM PEAK HOUR



Mays Landing Country Club

Hamilton Township, Atlantic County, NJ

September 2025

TRAFFIC SIGNAL
AM/PM PEAK HOUR

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: McKee Ave.

E/W Route: NJ-40 (Black Horse Pike)

Hamilton Township/Atlantic County/NJ

Tuesday/Clear/LW/D4-2870

File Name : 24204001

Site Code : 24204001

Start Date : 8/13/2024

Page No : 1

Groups Printed- Unshifted - Tractor Trailers

Start Time	McKee Ave. Southbound					Westbound					McKee Ave. Northbound					NJ-40 (Black Horse Pike) Eastbound					Int. Total
	Right	Thru	Left	App. Total		Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	0	2	4		0	108	8	0	116	6	1	27	7	41	2	248	10	0	260	421
07:15 AM	0	0	2	2		1	137	10	0	148	15	1	26	9	51	4	324	6	0	334	535
07:30 AM	0	0	3	3		4	176	9	0	189	15	1	32	10	58	5	366	5	0	376	626
07:45 AM	1	0	0	1		1	159	12	0	172	16	3	33	12	64	5	379	9	1	394	631
Total	3	0	7	10		6	580	39	0	625	52	6	118	38	214	16	1317	30	1	1364	2213
08:00 AM	0	1	1	2		2	118	14	0	134	17	2	29	10	58	6	344	7	0	357	551
08:15 AM	0	2	6	8		2	178	14	0	194	17	3	24	5	49	7	345	6	0	358	609
08:30 AM	1	2	0	3		2	198	19	0	219	13	1	21	14	49	5	353	15	0	373	644
08:45 AM	0	1	3	4		3	201	20	0	224	18	2	29	12	61	5	365	6	0	376	665
Total	1	6	10	17		9	695	67	0	771	65	8	103	41	217	23	1407	34	0	1464	2469
*** BREAK ***																					
02:00 PM	0	11	34	45		8	318	31	2	359	4	1	39	1	45	5	294	14	0	313	762
02:15 PM	3	11	35	49		9	345	26	0	380	9	5	38	6	58	13	302	7	0	322	809
02:30 PM	0	8	38	46		5	340	24	1	370	20	1	35	9	65	8	318	15	0	341	822
02:45 PM	1	6	19	26		9	404	21	0	434	19	3	49	6	77	10	329	13	0	352	889
Total	4	36	126	166		31	1407	102	3	1543	52	10	161	22	245	36	1243	49	0	1328	3282
03:00 PM	1	5	38	44		8	359	27	0	394	11	5	33	5	54	5	321	17	0	343	835
03:15 PM	0	6	41	47		2	343	23	0	368	14	2	35	3	54	8	344	21	0	373	842
03:30 PM	0	3	36	39		1	371	23	0	395	14	5	28	7	54	8	276	25	1	310	798
03:45 PM	3	4	18	25		7	413	27	0	447	9	8	40	6	63	9	316	14	0	339	874
Total	4	18	133	155		18	1486	100	0	1604	48	20	136	21	225	30	1257	77	1	1365	3349
04:00 PM	1	14	31	46		7	348	30	0	385	8	1	29	12	50	4	283	9	0	296	777
04:15 PM	5	9	38	52		0	388	28	0	416	15	3	38	13	69	7	327	16	0	350	887
04:30 PM	1	5	32	38		2	404	30	0	436	14	1	46	7	68	10	298	11	1	320	862
04:45 PM	0	5	25	30		8	402	27	0	437	9	7	44	2	62	11	308	28	0	347	876
Total	7	33	126	166		17	1542	115	0	1674	46	12	157	34	249	32	1216	64	1	1313	3402
05:00 PM	0	12	37	49		2	390	32	0	424	10	4	46	4	64	3	292	16	0	311	848
05:15 PM	1	11	27	39		1	412	26	1	440	14	4	50	8	76	12	312	18	0	342	897
05:30 PM	2	15	36	53		3	410	34	6	453	12	5	40	7	64	7	283	13	0	303	873
05:45 PM	0	13	33	46		4	370	32	0	406	14	5	55	7	81	7	281	22	0	310	843
Total	3	51	133	187		10	1582	124	7	1723	50	18	191	26	285	29	1168	69	0	1266	3461
Grand Total	22	144	535	701		91	7292	547	10	7940	313	74	866	182	1435	166	7608	323	3	8100	18176
Apprch %	3.1	20.5	76.3			1.1	91.8	6.9	0.1		21.8	5.2	60.3	12.7		2	93.9	4	0		
Total %	0.1	0.8	2.9	3.9		0.5	40.1	3	0.1	43.7	1.7	0.4	4.8	1	7.9	0.9	41.9	1.8	0	44.6	
Unshifted	21	144	534	699		89	7272	547	10	7918	313	74	864	182	1433	166	7596	322	3	8087	18137
% Unshifted	95.5	100	99.8	99.7		97.8	99.7	100	100	99.7	100	100	99.8	100	99.9	100	99.8	99.7	100	99.8	99.8
Tractor Trailers																					
% Tractor Trailers	4.5	0	0.2	0.3		2.2	0.3	0	0	0.3	0	0	0.2	0	0.1	0	0.2	0.3	0	0.2	0.2

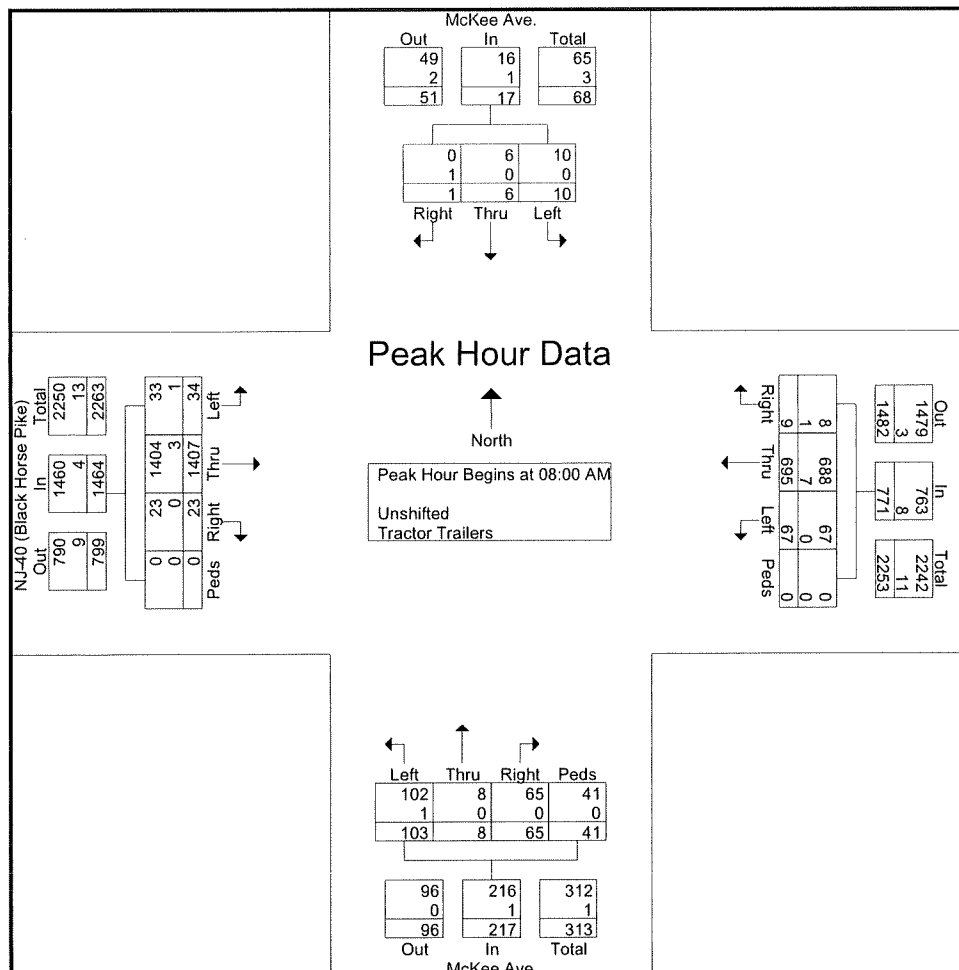
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: McKee Ave.
E/W Route: NJ-40 (Black Horse Pike)
Hamilton Township/Atlantic County/NJ
Tuesday/Clear/LW/D4-2870

File Name : 24204001
Site Code : 24204001
Start Date : 8/13/2024
Page No : 2

	McKee Ave. Southbound				Westbound					McKee Ave. Northbound					NJ-40 (Black Horse Pike) Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	0	1	1	2	2	118	14	0	134	17	2	29	10	58	6	344	7	0	357	551
08:15 AM	0	2	6	8	2	178	14	0	194	17	3	24	5	49	7	345	6	0	358	609
08:30 AM	1	2	0	3	2	198	19	0	219	13	1	21	14	49	5	353	15	0	373	644
08:45 AM	0	1	3	4	3	201	20	0	224	18	2	29	12	61	5	365	6	0	376	665
Total Volume	1	6	10	17	9	695	67	0	771	65	8	103	41	217	23	1407	34	0	1464	2469
% App. Total	5.9	35.3	58.8		1.2	90.1	8.7	0		30	3.7	47.5	18.9		1.6	96.1	2.3	0		
PHF	.250	.750	.417	.531	.750	.864	.838	.000	.860	.903	.667	.888	.732	.889	.821	.964	.567	.000	.973	.928
Unshifted	0	6	10	16	8	688	67	0	763	65	8	102	41	216	23	1404	33	0	1460	2455
% Unshifted	0	100	100	94.1	88.9	99.0	100	0	99.0	100	100	99.0	100	99.5	100	99.8	97.1	0	99.7	99.4
Tractor Trailers	1	0	0	1	1	7	0	0	8	0	0	1	0	1	0	3	1	0	4	14
% Tractor Trailers	100	0	0	5.9	11.1	1.0	0	0	1.0	0	0	1.0	0	0.5	0	0.2	2.9	0	0.3	0.6



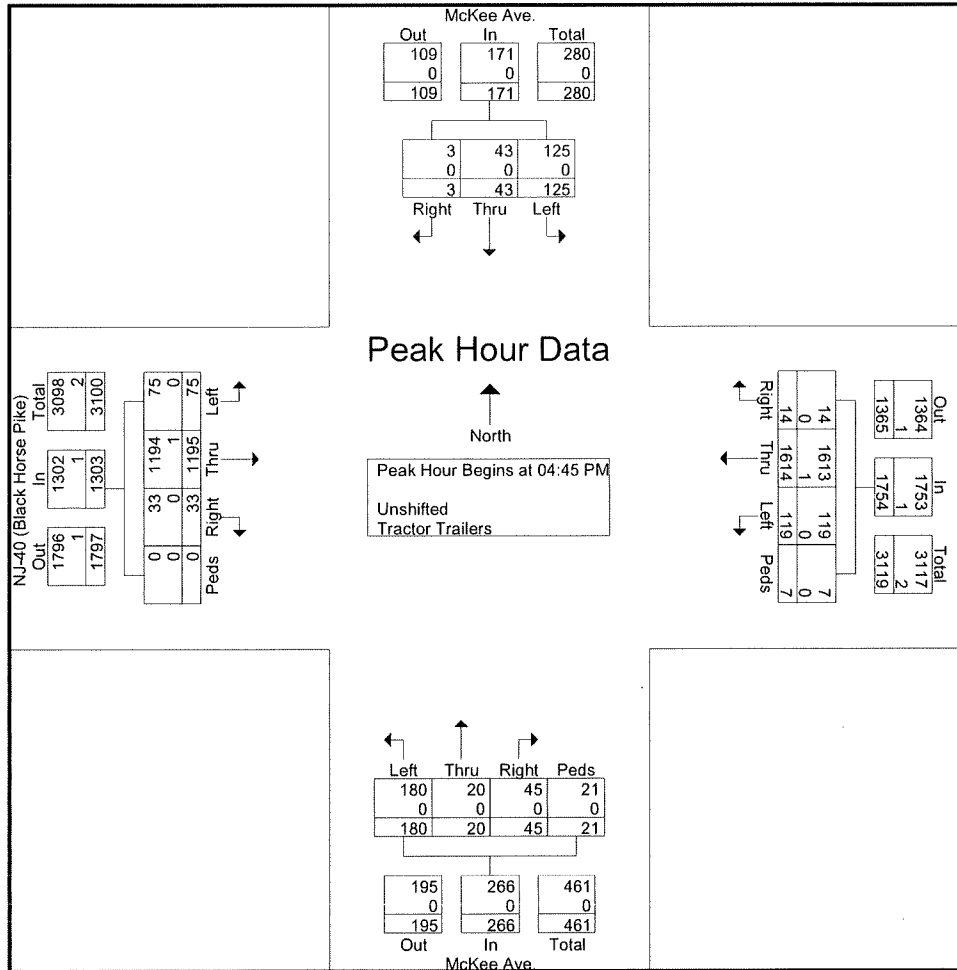
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: McKee Ave.
E/W Route: NJ-40 (Black Horse Pike)
Hamilton Township/Atlantic County/NJ
Tuesday/Clear/LW/D4-2870

File Name : 24204001
Site Code : 24204001
Start Date : 8/13/2024
Page No : 3

	McKee Ave. Southbound				Westbound					McKee Ave. Northbound					NJ-40 (Black Horse Pike) Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	0	5	25	30	4	402	27	0	437	9	7	44	2	62	11	308	28	0	347	876
05:00 PM	0	12	37	49	2	390	32	0	424	10	4	46	4	64	3	292	16	0	311	848
05:15 PM	1	11	27	39	1	412	26	1	440	14	4	50	8	76	12	312	18	0	342	897
05:30 PM	2	15	36	53	3	410	34	6	453	12	5	40	7	64	7	283	13	0	303	873
Total Volume	3	43	125	171	14	1614	119	7	1754	45	20	180	21	266	33	1195	75	0	1303	3494
% App. Total	1.8	25.1	73.1		0.8	92	6.8	0.4		16.9	7.5	67.7	7.9		2.5	91.7	5.8	0		
PHF	.375	.717	.845	.807	.438	.979	.875	.292	.968	.804	.714	.900	.656	.875	.688	.958	.670	.000	.939	.974
Unshifted	3	43	125	171	14	1613	119	7	1753	45	20	180	21	266	33	1194	75	0	1302	3492
% Unshifted	100	100	100	100	100	99.9	100	100	99.9	100	100	100	100	100	100	99.9	100	0	99.9	99.9
Tractor Trailers	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Tractor Trailers	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Crates Rd.
E/W Route: Reega Ave.
Hamilton Township/Atlantic County/NJ
Tuesday/Clear/RS/D4-3730

File Name : 24204002
Site Code : 24204002
Start Date : 8/13/2024
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

Start Time	Crates Rd. Southbound				Reega Ave. Westbound				Crates Rd. Northbound				Reega Ave. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	3	13	1	17	5	10	0	15	0	20	4	24	7	9	7	23	79
07:15 AM	0	15	1	16	8	13	0	21	0	10	1	11	9	7	5	21	69
07:30 AM	3	15	1	19	12	19	2	33	0	17	2	19	12	16	9	37	108
07:45 AM	3	22	6	31	4	21	2	27	1	17	3	21	16	21	10	47	126
Total	9	65	9	83	29	63	4	96	1	64	10	75	44	53	31	128	382
08:00 AM	2	26	7	35	11	30	1	42	0	14	4	18	8	14	9	31	126
08:15 AM	7	17	0	24	13	19	1	33	0	16	3	19	10	17	3	30	106
08:30 AM	4	19	2	25	9	22	0	31	0	9	3	12	9	16	2	27	95
08:45 AM	3	25	2	30	15	27	2	44	0	17	0	17	8	10	4	22	113
Total	16	87	11	114	48	98	4	150	0	56	10	66	35	57	18	110	440
*** BREAK ***																	
02:00 PM	10	38	4	52	14	43	1	58	1	20	6	27	4	13	6	23	160
02:15 PM	9	36	3	48	19	38	1	58	1	16	1	18	9	13	12	34	158
02:30 PM	4	50	3	57	25	42	1	68	0	19	4	23	9	11	5	25	173
02:45 PM	8	43	3	54	14	24	1	39	1	18	6	25	7	12	6	25	143
Total	31	167	13	211	72	147	4	223	3	73	17	93	29	49	29	107	634
03:00 PM	4	40	6	50	20	51	1	72	1	13	1	15	6	16	3	25	162
03:15 PM	6	43	1	50	21	40	0	61	0	27	3	30	8	9	7	24	165
03:30 PM	6	48	4	58	22	43	1	66	0	21	11	32	9	10	5	24	180
03:45 PM	11	46	4	61	28	47	1	76	0	20	8	28	5	13	7	25	190
Total	27	177	15	219	91	181	3	275	1	81	23	105	28	48	22	98	697
04:00 PM	12	36	2	50	40	56	1	97	1	25	4	30	5	22	9	36	213
04:15 PM	13	46	6	65	33	54	0	87	0	23	2	25	6	10	7	23	200
04:30 PM	9	51	3	63	36	51	1	88	0	19	7	26	6	15	9	30	207
04:45 PM	7	51	5	63	27	52	2	81	2	25	7	34	4	12	14	30	208
Total	41	184	16	241	136	213	4	353	3	92	20	115	21	59	39	119	828
05:00 PM	6	57	3	66	40	62	0	102	2	22	9	33	10	18	4	32	233
05:15 PM	6	48	4	58	43	66	3	112	1	15	6	22	13	22	8	43	235
05:30 PM	7	50	4	61	32	53	3	88	0	24	7	31	4	15	9	28	208
05:45 PM	8	42	3	53	23	43	0	66	0	16	3	19	8	11	5	24	162
Total	27	197	14	238	138	224	6	368	3	77	25	105	35	66	26	127	838
Grand Total	151	877	78	1106	514	926	25	1465	11	443	105	559	192	332	165	689	3819
Apprch %	13.7	79.3	7.1		35.1	63.2	1.7		2	79.2	18.8		27.9	48.2	23.9		
Total %	4	23	2	29	13.5	24.2	0.7	38.4	0.3	11.6	2.7	14.6	5	8.7	4.3	18	
Unshifted	151	877	78	1106	514	923	25	1462	9	442	105	556	191	332	165	688	3812
% Unshifted	100	100	100	100	100	99.7	100	99.8	81.8	99.8	100	99.5	99.5	100	100	99.9	99.8
Tractor Trailers	0	0	0	0	0	3	0	3	2	1	0	3	1	0	0	1	7
% Tractor Trailers	0	0	0	0	0	0.3	0	0.2	18.2	0.2	0	0.5	0.5	0	0	0.1	0.2

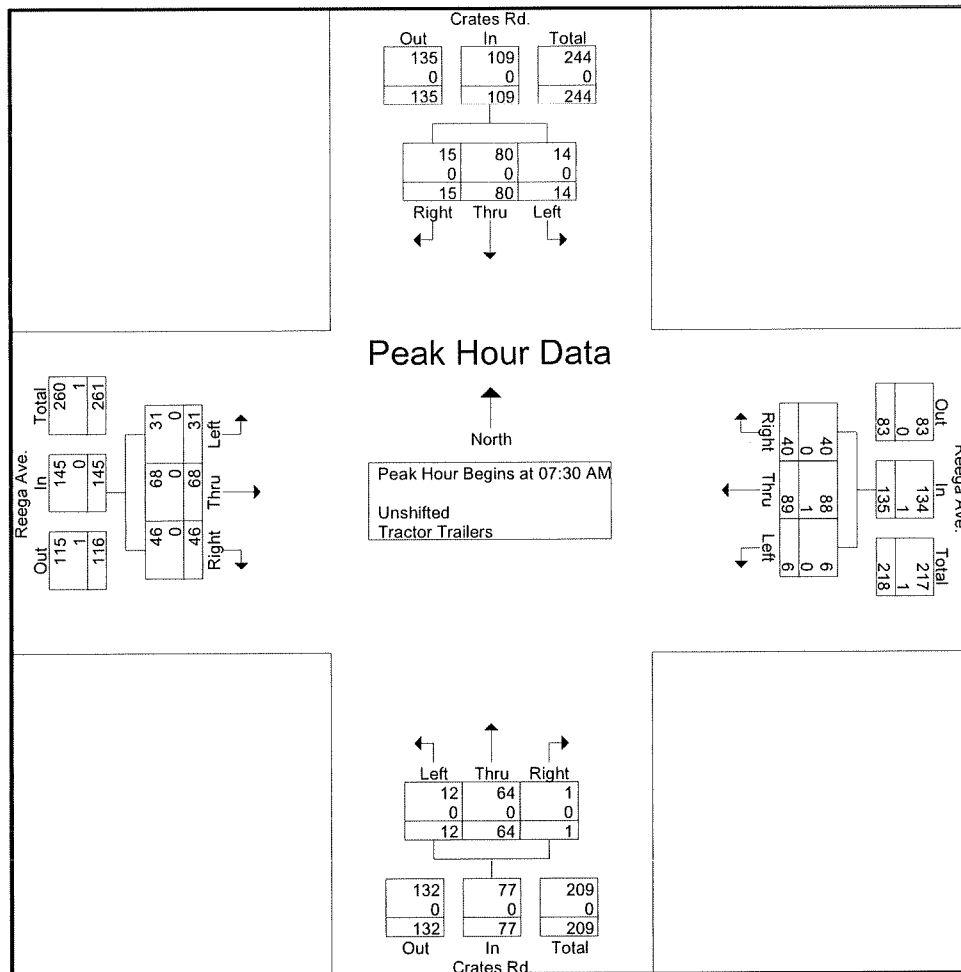
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Crates Rd.
E/W Route: Reega Ave.
Hamilton Township/Atlantic County/NJ
Tuesday/Clear/RS/D4-3730

File Name : 24204002
Site Code : 24204002
Start Date : 8/13/2024
Page No : 2

	Crates Rd. Southbound				Reega Ave. Westbound				Crates Rd. Northbound				Reega Ave. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	15	1	19	12	19	2	33	0	17	2	19	12	16	9	37	108
07:45 AM	3	22	6	31	4	21	2	27	1	17	3	21	16	21	10	47	126
08:00 AM	2	26	7	35	11	30	1	42	0	14	4	18	8	14	9	31	126
08:15 AM	7	17	0	24	13	19	1	33	0	16	3	19	10	17	3	30	106
Total Volume	15	80	14	109	40	89	6	135	1	64	12	77	46	68	31	145	466
% App. Total	13.8	73.4	12.8		29.6	65.9	4.4		1.3	83.1	15.6		31.7	46.9	21.4		
PHF	.536	.769	.500	.779	.769	.742	.750	.804	.250	.941	.750	.917	.719	.810	.775	.771	.925
Unshifted	15	80	14	109	40	88	6	134	1	64	12	77	46	68	31	145	465
% Unshifted	100	100	100	100	100	98.9	100	99.3	100	100	100	100	100	100	100	100	99.8
Tractor Trailers	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Tractor Trailers	0	0	0	0	0	1.1	0	0.7	0	0	0	0	0	0	0	0	0.2



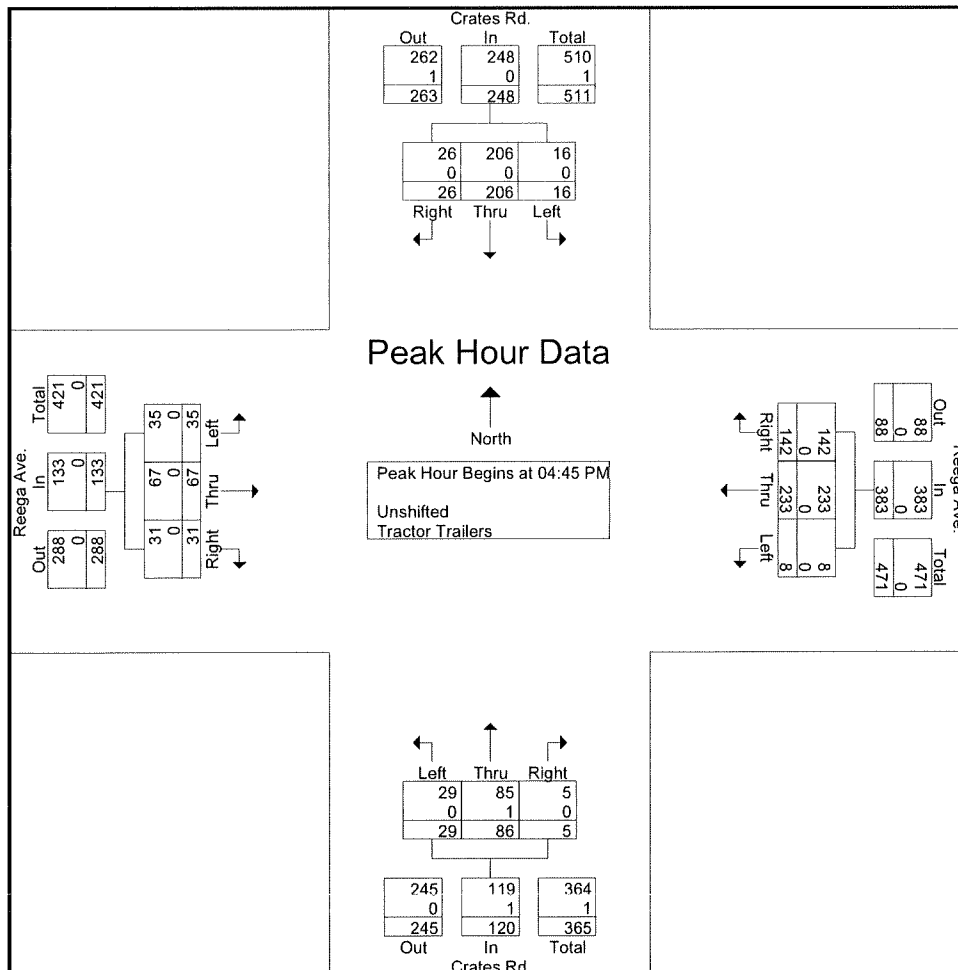
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Crates Rd.
E/W Route: Reega Ave.
Hamilton Township/Atlantic County/NJ
Tuesday/Clear/RS/D4-3730

File Name : 24204002
Site Code : 24204002
Start Date : 8/13/2024
Page No : 3

	Crates Rd. Southbound				Reega Ave. Westbound				Crates Rd. Northbound				Reega Ave. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	51	5	63	27	52	2	81	2	25	7	34	4	12	14	30	208
05:00 PM	6	57	3	66	40	62	0	102	2	22	9	33	10	18	4	32	233
05:15 PM	6	48	4	58	43	66	3	112	1	15	6	22	13	22	8	43	235
05:30 PM	7	50	4	61	32	53	3	88	0	24	7	31	4	15	9	28	208
Total Volume	26	206	16	248	142	233	8	383	5	86	29	120	31	67	35	133	884
% App. Total	10.5	83.1	6.5		37.1	60.8	2.1		4.2	71.7	24.2		23.3	50.4	26.3		
PHF	.929	.904	.800	.939	.826	.883	.667	.855	.625	.860	.806	.882	.596	.761	.625	.773	.940
Unshifted	26	206	16	248	142	233	8	383	5	85	29	119	31	67	35	133	883
% Unshifted	100	100	100	100	100	100	100	100	100	98.8	100	99.2	100	100	100	100	99.9
Tractor Trailers	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% Tractor Trailers	0	0	0	0	0	0	0	0	0	1.2	0	0.8	0	0	0	0	0.1



277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Crates Rd.
E/W Route: Monet Dr. / Baltusrol Dr.
Hamilton Township/Atlantic County/NJ
Tuesday/Clear/RB/D4-2585

File Name : 24204003
Site Code : 24204003
Start Date : 8/13/2024
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	Crates Rd. Southbound				Baltusrol Dr. Westbound				Crates Rd. Northbound				Monet Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	13	0	13	0	0	0	0	0	60	0	60	1	0	2	3	76
07:15 AM	0	23	0	23	1	0	0	1	0	48	1	49	0	0	1	1	74
07:30 AM	1	25	0	26	1	0	0	1	0	59	0	59	1	1	3	5	91
07:45 AM	0	33	1	34	0	0	1	1	0	44	0	44	0	0	6	6	85
Total	1	94	1	96	2	0	1	3	0	211	1	212	2	1	12	15	326
08:00 AM	1	32	2	35	2	0	1	3	0	59	0	59	1	0	5	6	103
08:15 AM	3	28	3	34	4	0	0	4	0	49	0	49	1	0	3	4	91
08:30 AM	2	28	1	31	3	0	2	5	0	52	0	52	0	0	5	5	93
08:45 AM	0	32	1	33	2	0	1	3	1	47	0	48	0	0	2	2	86
Total	6	120	7	133	11	0	4	15	1	207	0	208	2	0	15	17	373
*** BREAK ***																	
02:00 PM	5	49	1	55	0	0	0	0	0	37	3	40	0	0	3	3	98
02:15 PM	3	46	4	53	1	0	0	1	1	45	1	47	0	0	4	4	105
02:30 PM	1	61	2	64	2	1	0	3	0	52	0	52	0	1	2	3	122
02:45 PM	1	50	1	52	2	0	0	2	1	55	0	56	2	0	1	3	113
Total	10	206	8	224	5	1	0	6	2	189	4	195	2	1	10	13	438
03:00 PM	0	36	0	36	2	0	0	2	0	30	0	30	0	0	0	0	68
03:15 PM	1	53	2	56	0	0	0	0	0	53	0	53	0	0	3	3	112
03:30 PM	0	40	0	40	3	0	0	3	0	25	0	25	0	0	0	0	68
03:45 PM	2	46	1	49	1	0	1	2	2	43	0	45	0	0	1	1	97
Total	3	175	3	181	6	0	1	7	2	151	0	153	0	0	4	4	345
04:00 PM	1	39	3	43	3	0	1	4	0	60	2	62	1	0	0	1	110
04:15 PM	1	102	2	105	1	0	0	1	0	57	2	59	1	1	2	4	169
04:30 PM	0	54	2	56	4	0	0	4	0	56	0	56	0	0	0	0	116
04:45 PM	4	82	1	87	0	0	0	0	0	70	0	70	0	0	0	0	157
Total	6	277	8	291	8	0	1	9	0	243	4	247	2	1	2	5	552
05:00 PM	0	58	2	60	1	0	0	1	0	51	0	51	0	0	0	0	112
05:15 PM	4	64	1	69	4	0	0	4	0	49	0	49	0	0	2	2	124
05:30 PM	2	74	5	81	2	0	0	2	2	57	0	59	0	0	1	1	143
05:45 PM	0	62	3	65	1	0	1	2	0	51	0	51	0	0	0	0	118
Total	6	258	11	275	8	0	1	9	2	208	0	210	0	0	3	3	497
Grand Total	32	1130	38	1200	40	1	8	49	7	1209	9	1225	8	3	46	57	2531
Apprch %	2.7	94.2	3.2		81.6	2	16.3		0.6	98.7	0.7		14	5.3	80.7		
Total %	1.3	44.6	1.5	47.4	1.6	0	0.3	1.9	0.3	47.8	0.4	48.4	0.3	0.1	1.8	2.3	
Unshifted	32	1130	38	1200	40	1	8	49	7	1209	9	1225	8	3	46	57	2531
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Crates Rd.

E/W Route: Monet Dr. / Baltusrol Dr.

Hamilton Township/Atlantic County/NJ

Tuesday/Clear/RB/D4-2585

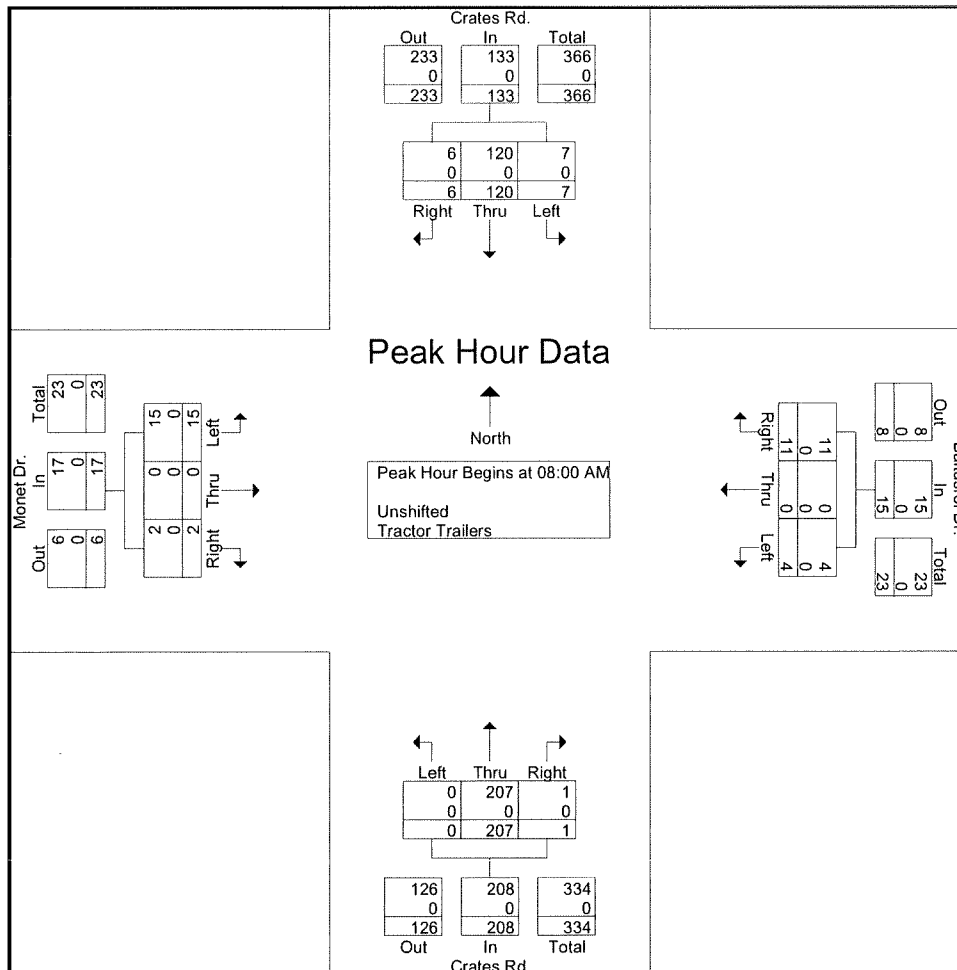
File Name : 24204003

Site Code : 24204003

Start Date : 8/13/2024

Page No : 2

	Crates Rd. Southbound				Baltusrol Dr. Westbound				Crates Rd. Northbound				Monet Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	32	2	35	2	0	1	3	0	59	0	59	1	0	5	6	103
08:15 AM	3	28	3	34	4	0	0	4	0	49	0	49	1	0	3	4	91
08:30 AM	2	28	1	31	3	0	2	5	0	52	0	52	0	0	5	5	93
08:45 AM	0	32	1	33	2	0	1	3	1	47	0	48	0	0	2	2	86
Total Volume	6	120	7	133	11	0	4	15	1	207	0	208	2	0	15	17	373
% App. Total	4.5	90.2	5.3		73.3	0	26.7		0.5	99.5	0		11.8	0	88.2		
PHF	.500	.938	.583	.950	.688	.000	.500	.750	.250	.877	.000	.881	.500	.000	.750	.708	.905
Unshifted	6	120	7	133	11	0	4	15	1	207	0	208	2	0	15	17	373
% Unshifted	100	100	100	100	100	0	100	100	100	100	0	100	100	0	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



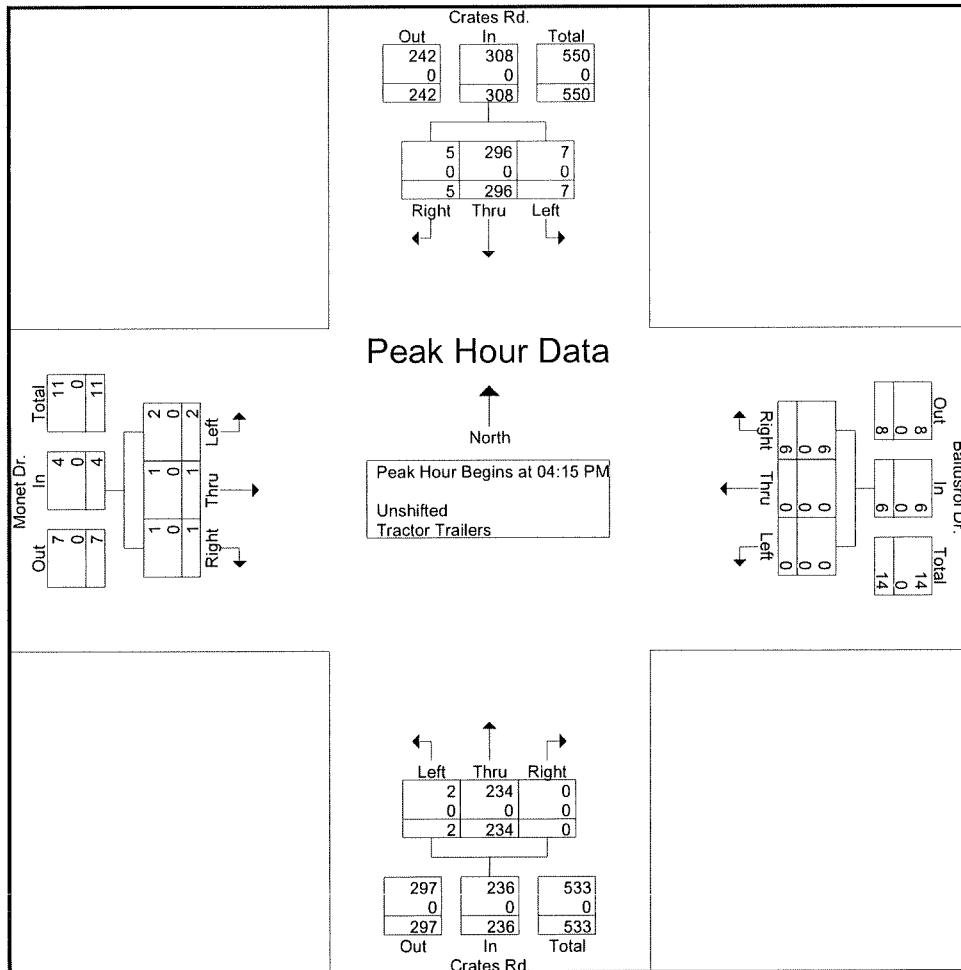
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Crates Rd.
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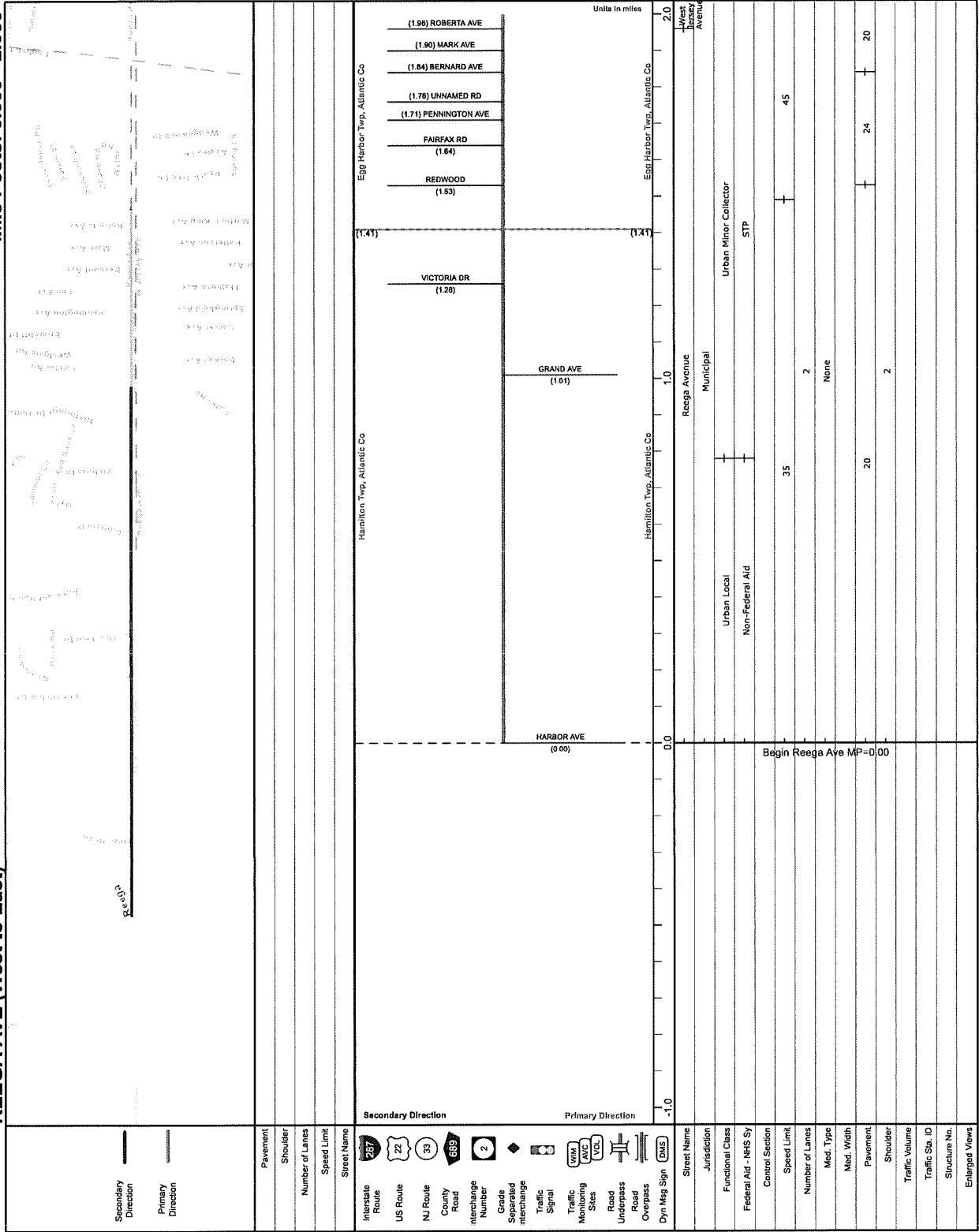
File Name : 24204003
Site Code : 24204003
Start Date : 8/13/2024
Page No : 3

	Crates Rd. Southbound				Baltusrol Dr. Westbound				Crates Rd. Northbound				Monet Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	102	2	105	1	0	0	1	0	57	2	59	1	1	2	4	169
04:30 PM	0	54	2	56	4	0	0	4	0	56	0	56	0	0	0	0	116
04:45 PM	4	82	1	87	0	0	0	0	0	70	0	70	0	0	0	0	157
05:00 PM	0	58	2	60	1	0	0	1	0	51	0	51	0	0	0	0	112
Total Volume	5	296	7	308	6	0	0	6	0	234	2	236	1	1	2	4	554
% App. Total	1.6	96.1	2.3		100	0	0		0	99.2	0.8		25	25	50		
PHF	.313	.725	.875	.733	.375	.000	.000	.375	.000	.836	.250	.843	.250	.250	.250	.250	.820
Unshifted	5	296	7	308	6	0	0	6	0	234	2	236	1	1	2	4	554
% Unshifted	100	100	100	100	100	0	0	100	0	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



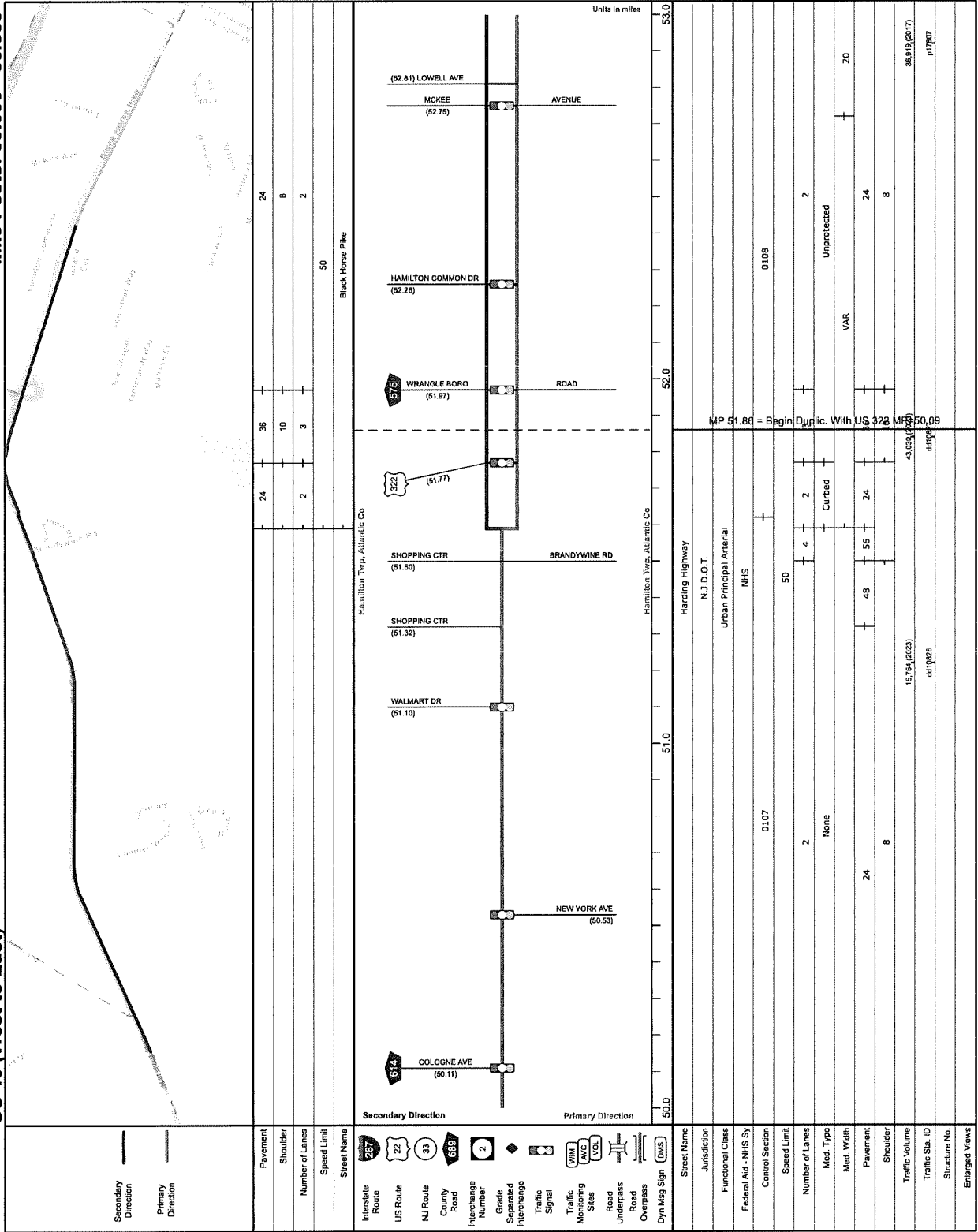
REEGA AVE (West to East)

Mile Posts: 0.000 - 2.000



Mile Posts: 50.000 - 53.000

US 40 (West to East)



Date last inventoried: April 2019

SRI = 00000040

0108113p

Directive No. 040-16

Route US 40/322 and McKee Avenue
Hamilton Township
Atlantic County

NON-SUMMER TIMINGS (SEPTEMBER 4 THROUGH JUNE 14)

PHASE	NORMAL OPERATION										TIME (SECONDS)				
	SIGNAL INDICATIONS										PLAN I (120)	PLAN II (120)	PLAN III (120)	PLAN IV (120)	PLAN V (104-120)
	2, 3	4-6	8, 9	10-12	15, 16	17-19	14, 20	1, 13	7, 21						
A) Route US 40/322 Lefts Change Clearance	<G- <Y- <R-	R R R	<G- <Y- <R-	R R R	R R R	R R R	DW DW DW	DW DW DW	DW DW DW	5-9 3 3	5-11 3 3	5-16 3 3	5-11 3 3	5-11 3 3	
B) Route US 40/322 ROW Pedestrian Clearance Change Clearance	<R- <R- <R- <R-	G G Y R	<R- <R- <Y- <R-	G G Y R	R R R R	R R R R	DW DW DW DW	DW FDW DW DW	W FDW DW DW	50-38 19 5 3	51-35 19 5 3	51-29 19 5 3	51-35 19 5 3	35 19 5 3	
C) McKee Avenue N/B ROW Change Clearance	<R- <R- <R-	R R R	<R- <R- <R-	R R R	G/-G- Y R	G Y R	DW DW DW	DW DW DW	DW DW DW	7-15 3 6	7-15 3 6	7-16 3 6	7-15 3 6	7-15 3 6	
D) McKee Avenue S/B ROW Change Clearance	<R- <R- <R-	R R R	<R- <R- <R-	R R R	R R R	G/-G- Y R	DW DW DW	DW DW DW	DW DW DW	8 3 5	7-9 3 5	7-9 3 5	7-9 3 5	7-9 3 5	
Emergency Flash	<R-	Y	<R-	Y	R	R	Dark	Dark	Dark	-	-	-	-	-	

PEDESTRIAN ACTUATION

PHASE	SIGNAL INDICATIONS							TIME (SECONDS)							
	SIGNAL INDICATIONS							PLAN I (120)	PLAN II (120)	PLAN III (120)	PLAN IV (120)	PLAN V (126-140)			
	2, 3	4-6	8, 9	10-12	15, 16	17-19	14, 20	1, 13	7, 21						
A) Route US 40/322 Lefts Change Clearance	<G- <Y- <R-	R R R	<G- <Y- <R-	R R R	R R R	R R R	DW DW DW	DW DW DW	DW DW DW	5-9 3 3	5-11 3 3	5-16 3 3	5-11 3 3	5-11 3 3	
B) Route US 40/322 ROW Pedestrian Clearance Change Clearance	<R- <R- <R- <R-	G G Y R	<R- <R- <Y- <R-	G G Y R	R R R R	R R R R	DW DW DW DW	W FDW DW DW	W FDW DW DW	28-18 19 5 3	28-14 19 5 3	28-8 19 5 3	28-14 19 5 3	33 19 5 3	
C) McKee Avenue N/B ROW Change Clearance	<R- <R- <R-	R R R	<R- <R- <R-	R R R	G/-G- Y R	R R R	DW DW DW	DW DW DW	DW DW DW	7-13 3 6	7-15 3 6	7-16 3 6	7-15 3 6	7-15 3 6	
D) McKee Avenue S/B ROW Pedestrian Clearance Change/Pedestrian Clearance Clearance	<R- <R- <R- <R-	R R R R	<R- <R- <R- <R-	R R R R	R R R R	G/-G- G/-G- Y R	W FDW DW DW	DW DW DW DW	DW DW DW DW	7 23 3 5	7 23 3 5	7 23 3 5	7 23 3 5	7 23 3 5	
Emergency Flash	<R-	Y	<R-	Y	R	R	Dark	Dark	Dark	-	-	-	-	-	

Route US 40/322 and McKee Avenue
Hamilton Township
Atlantic County

SUMMER TIMINGS (JUNE 15 THROUGH SEPTEMBER 3)

PHASE	NORMAL OPERATION									
	SIGNAL INDICATIONS									
	2, 3	4-6	8, 9	10-12	15, 16	17-19	14, 20	1, 13	7, 21	
A) Route US 40/322 Lefts Change Clearance	<G- <Y- <R-	R R R	<G- <Y- <R-	R R R	R R R	R R R	DW DW DW	DW DW DW	DW DW DW	PLAN I (120) 5-9 3 PLAN II (120) 5-12 3 PLAN III (120) 5-16 3 PLAN IV (120) 5-16 3 PLAN V (96-120) 5-16 3
B) Route US 40/322 ROW Pedestrian Clearance Change	<R- <R- <R- <R-	G G Y R	<R- <R- <R- <R-	G G Y R	R R R R	R R R R	DW DW DW DW	W FDW DW DW	W FDW DW DW	50-38 19 3 51-34 19 3 51-29 19 3 51-30 19 3 27 19 3 27 19 3 27 19 3 27 19 3
C) McKee Avenue N/B ROW Change Clearance	<R- <R- <R-	R R R	<R- <R- <R-	R R R	G/<-G- Y R	R R R	DW DW DW	DW DW DW	DW DW DW	7-15 7-15 7-16 7-16 7-16 7-16 7-16 7-16
D) McKee Avenue S/B ROW Change Clearance	<R- <R- <R-	R R R	<R- <R- <R-	R R R	G/<-G- Y R	R R R	DW DW DW	DW DW DW	DW DW DW	8 7-9 7-9 7-9 7-9 7-9 7-9 7-11
Emergency Flash	<R-	Y	<R-	Y	R	R	Dark	Dark	Dark	-

PEDESTRIAN ACTUATION

PHASE	SIGNAL INDICATIONS									
	TIME (SECONDS)									
	2, 3	4-6	8, 9	10-12	15, 16	17-19	14, 20	1, 13	7, 21	
A) Route US 40/322 Lefts Change Clearance	<G- <Y- <R-	R R R	<G- <Y- <R-	R R R	R R R	R R R	DW DW DW	DW DW DW	DW DW DW	PLAN I (120) 5-9 3 PLAN II (120) 5-12 3 PLAN III (120) 5-16 3 PLAN IV (120) 5-16 3 PLAN V (118-138) 5-16 3
B) Route US 40/322 ROW Pedestrian Clearance Change	<R- <R- <R- <R-	G G Y R	<R- <R- <R- <R-	G G Y R	R R R R	R R R R	DW DW DW DW	W FDW DW DW	W FDW DW DW	28-16 19 3 28-13 19 3 28-8 19 3 28-8 19 3 26 19 3 26 19 3 26 19 3 26 19 3
C) McKee Avenue N/B ROW Change Clearance	<R- <R- <R-	R R R	<R- <R- <R-	R R R	G/<-G- Y R	R R R	DW DW DW	DW DW DW	DW DW DW	7-15 7-15 7-16 7-16 7-16 7-16 7-16 7-16
D) McKee Avenue S/B ROW Pedestrian Clearance Change/Pedestrian Clearance	<R- <R- <R- <R-	R R R R	<R- <R- <R- <R-	R R R R	G/<-G- Y R	R R R R	DW DW DW DW	W FDW DW DW	W FDW DW DW	7 23 23 23 23 23 23 23
Emergency Flash	<R-	Y	<R-	Y	R	R	Dark	Dark	Dark	-

0108113p

Directive No. 040-16
Route US 40/322 and McKee Avenue
Hamilton Township
Atlantic County

TIME OF DAY PLANS

NON-SUMMER TIMINGS (SEPTEMBER 4 THROUGH JUNE 14)

	HOURS OF OPERATION	CYCLE LENGTH (SECONDS)		OFFSET (SECONDS)	
		120	39*	12*	94*
PLAN I:	Monday thru Friday	6:30 A.M. - 10:00 A.M.			
PLAN II:	Monday thru Friday	10:00 A.M. - 3:00 P.M.			
PLAN III:	Monday thru Friday	3:00 P.M. - 10:00 P.M.			
PLAN IV:	Saturday Sunday	8:30 A.M. - 11:00 P.M. 10:00 A.M. - 8:30 P.M.			
PLAN V:	All other times		104-140		

SUMMER TIMINGS (JUNE 15 THROUGH SEPTEMBER 3)

	HOURS OF OPERATION	CYCLE LENGTH (SECONDS)		OFFSET (SECONDS)	
		120	76*	16*	85*
PLAN I:	Monday thru Friday	6:30 A.M. - 10:00 A.M.			
PLAN II:	Monday thru Thursday Friday Saturday Sunday	10:00 A.M. - 3:00 P.M. 10:00 A.M. - 2:00 P.M. 8:30 A.M. - 3:00 P.M. 10:00 A.M. - 2:00 P.M.			
PLAN III:	Monday thru Thursday Sunday	3:00 P.M. - 10:00 P.M. 2:00 P.M. - 10:00 P.M.			
PLAN IV:	Friday Sunday	2:00 P.M. - 10:00 P.M. 3:00 P.M. - 11:00 P.M.			
PLAN V:	All other times		96-138		

0108113p

Directive No. 040-16

Route US 40/322 and McKee Avenue
Hamilton Township
Atlantic County

NOTES:

1. *Offsets are measured from the beginning of yellow to Route US 40/322 traffic at English Creek Road to the beginning of yellow to Route US 40/322 traffic at this intersection.
2. The Route US 40/322 left-turn slots are to be wired separately but concurrently timed if actuation occurs in both slots. Each left-turn slot shall have the capability of terminating or extending independently of the other, thereby reverting the timing to the non-conflicting through movements.
3. The memory circuits for Phases A, C, and D are to remain disconnected and the vehicle intervals are to remain 2 seconds.
4. The manual control is to remain connected.

Single-Family Attached Housing (215)

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: 26

Avg. Num. of Dwelling Units: 129

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

0.47

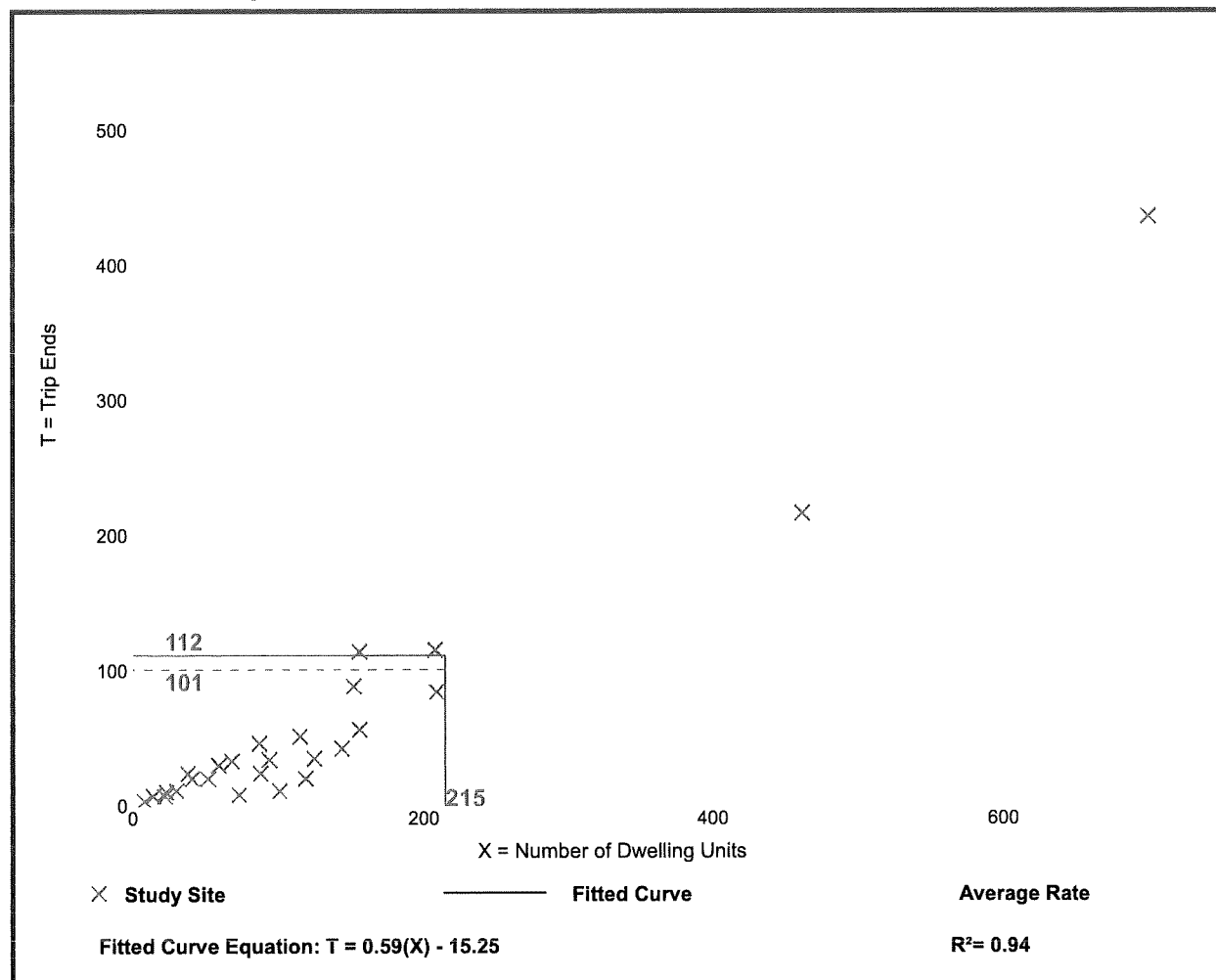
Range of Rates

0.12 - 0.74

Standard Deviation

0.16

Data Plot and Equation



Single-Family Attached Housing (215)

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: 31

Avg. Num. of Dwelling Units: 131

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate

0.51

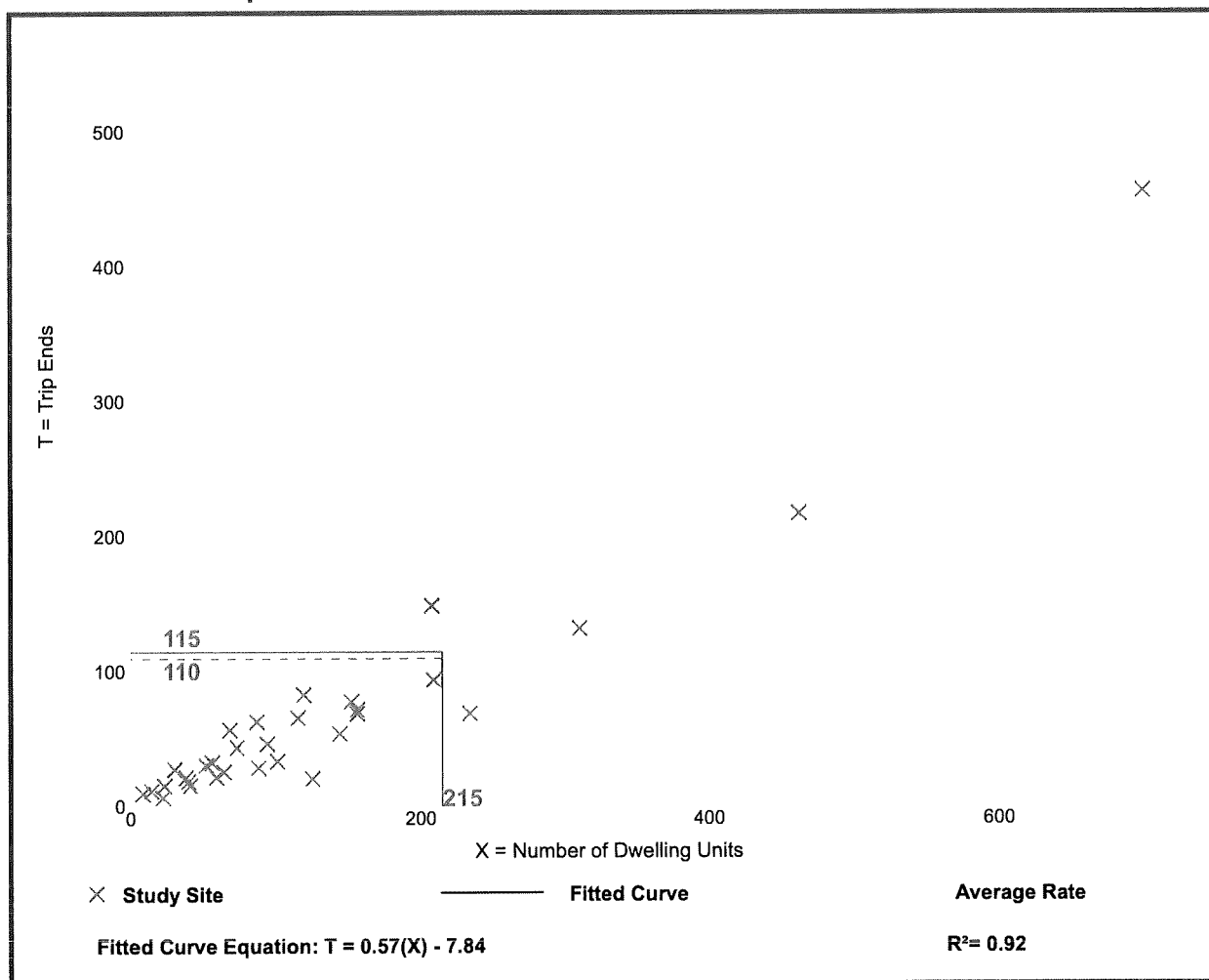
Range of Rates

0.17 - 1.25

Standard Deviation

0.16

Data Plot and Equation



Golf Course (430)

Vehicle Trip Ends vs: Holes

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: 14

Avg. Num. of Holes: 18

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per Hole

Average Rate

1.68

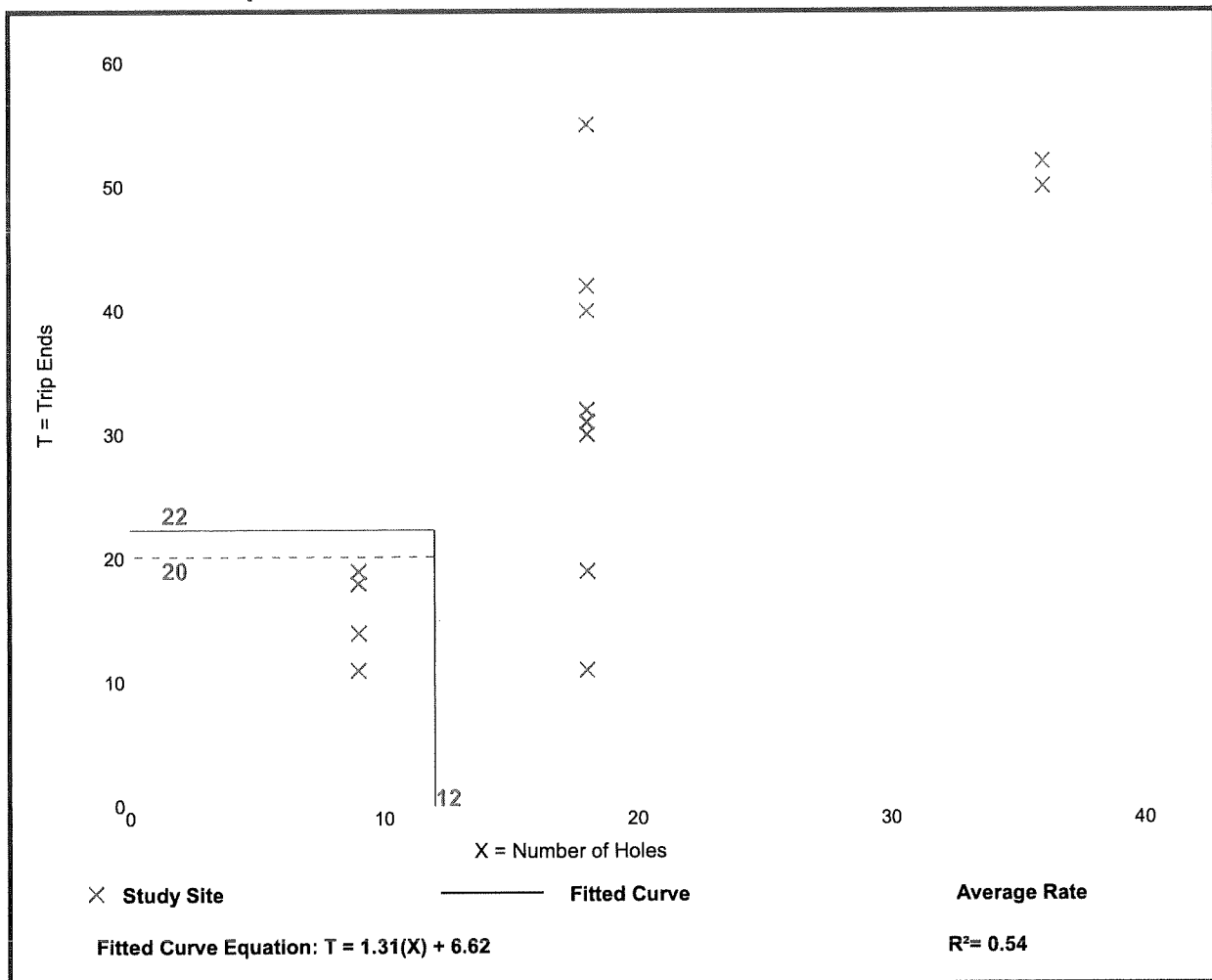
Range of Rates

0.61 - 3.06

Standard Deviation

0.60

Data Plot and Equation



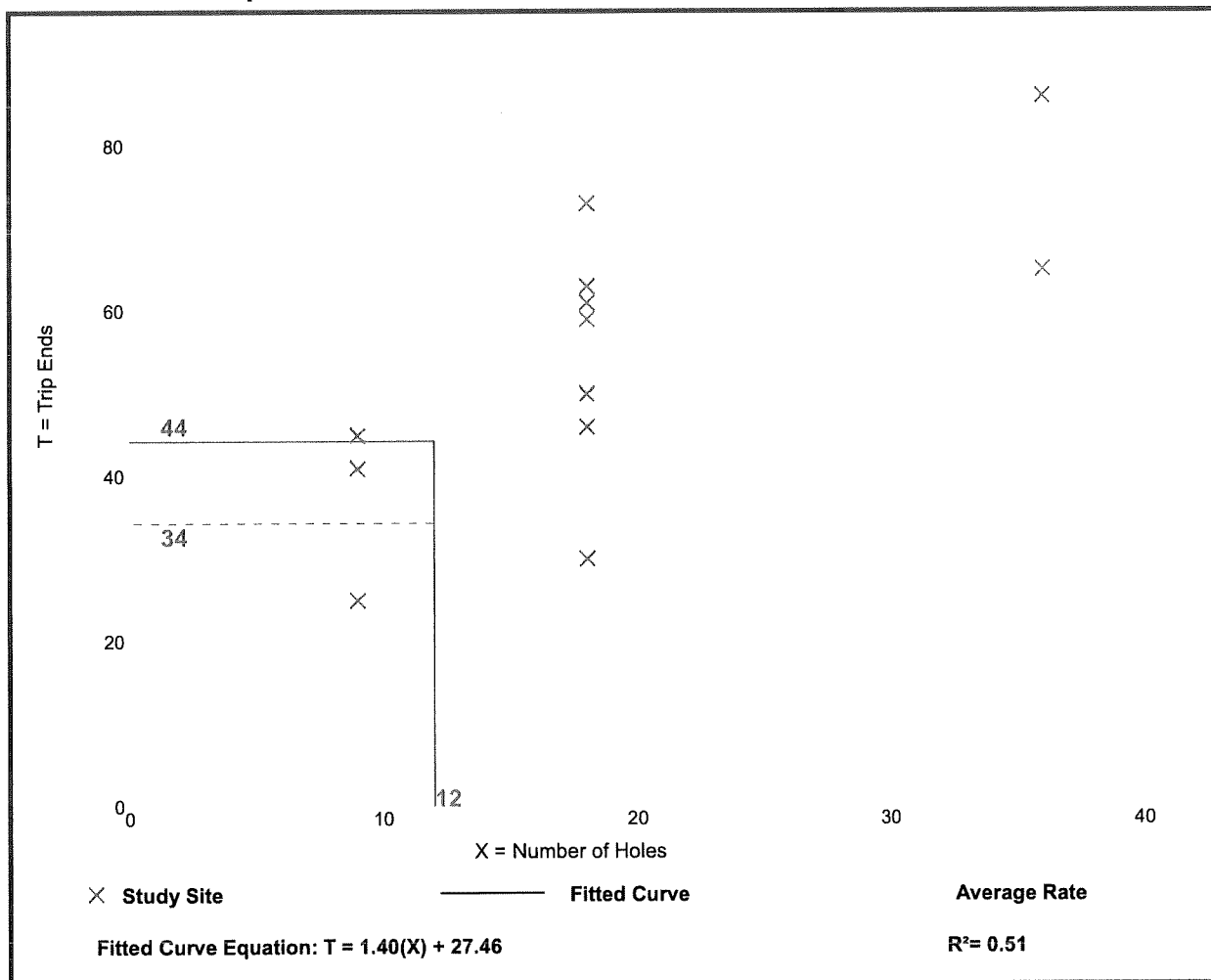
Golf Course (430)

Vehicle Trip Ends vs: Holes
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: 12
Avg. Num. of Holes: 19
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Hole

Average Rate	Range of Rates	Standard Deviation
2.86	1.67 - 5.00	0.94

Data Plot and Equation



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	AM (Build)	Analyzed Roadway	Cates Road	Analyzed Roadway Speed Limit (MPH):	25
SA Project No.	24204	Intersecting Roadway	Golf Course Site Driveway		
Date	9/23/25	Municipality	Hamilton Township		
Analyst	BMC	County	Atlantic		

Highway Research Record, Number 217, Table 27

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)			
	5%	10%	15%	20%
800	330	235	200	180
700	370	270	225	200
600	410	300	250	225
500	460	335	280	250
400	510	375	310	275
300	570	415	350	310
200	635	460	390	345
100	720	515	440	390

Inputs

Advancing Traffic Volume (V _A) - Veh / Hr	218
Left-Turning Vehicles in V _A - Veh / Hr	3
Opposing Traffic Volume (V _O) - Veh / Hr	153

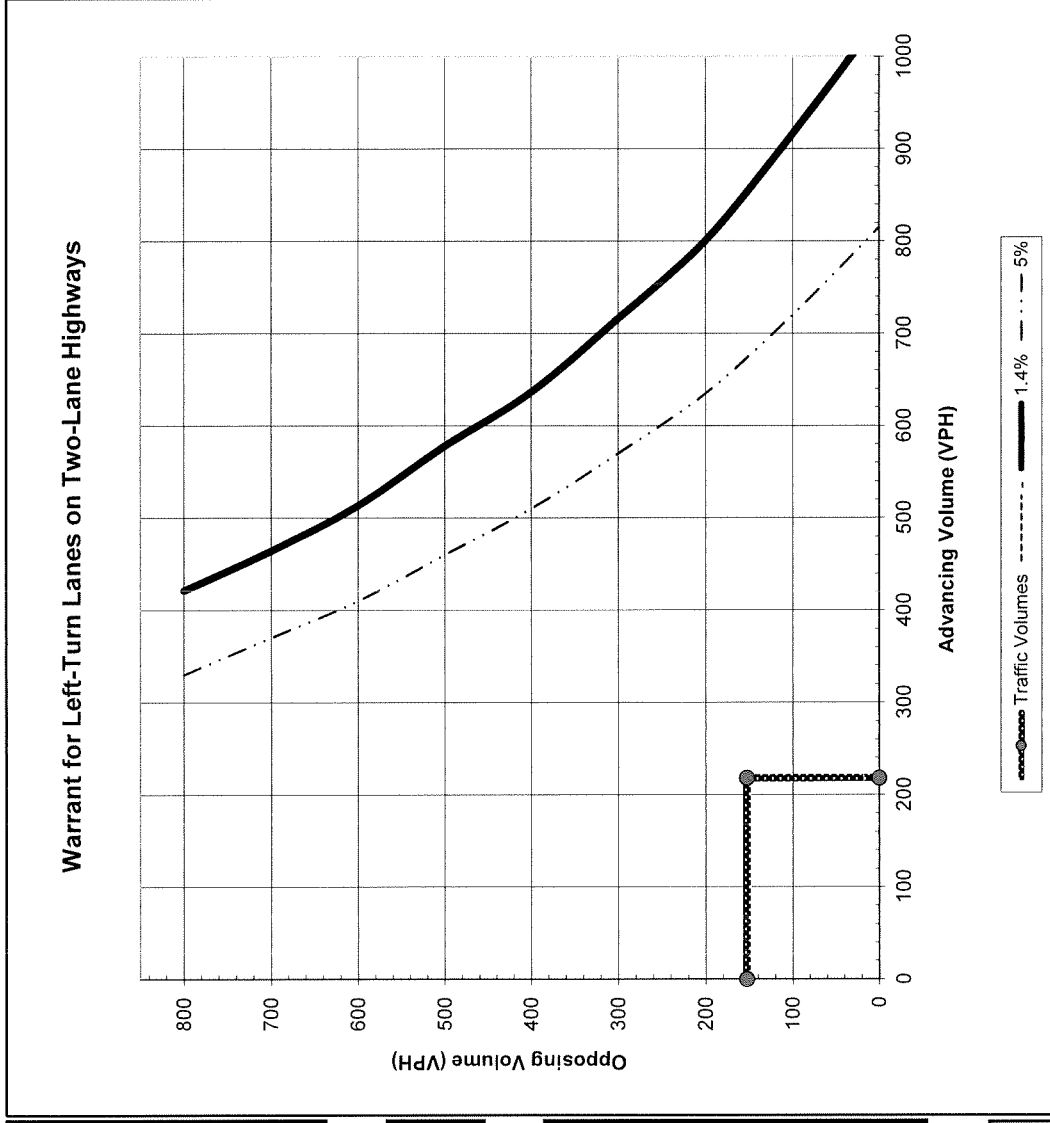
Analyses

Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant			
	Next Lower Range	Calculated	% Left-Turns	Next Higher Range
	-	1.4%		5%
800		421		330
700		464		370
600		513		410
500		578		460
400		636		510
300		716		570
200		801		635
100		916		720

Conclusion

Left-Turn Lane Not Warranted

Note: Percent Left-Turns in Advancing Volume Less Than 5% - Results Extrapolated



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	AM (Build)	Analyzed Roadway	Analyzed Roadway Speed Limit (MPH):
SA Project No.	24204	Intersecting Roadway Municipality	25
Date	9/23/25	Cates Road	
Analyst	BMC	Residential Site Driveway	
		Hamilton Township	
		Atlantic	

Highway Research Record, Number 217, Table 27

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)			
	5%	10%	15%	20%
800	330	235	200	180
700	370	270	225	200
600	410	300	250	220
500	460	335	280	250
400	510	375	310	275
300	570	415	350	310
200	635	460	390	345
100	720	515	440	390

Inputs

Advancing Traffic Volume (V _A) - Veh / Hr	219
Left-Turning Vehicles in V _A - Veh / Hr	4
Opposing Traffic Volume (V _O) - Veh / Hr	167

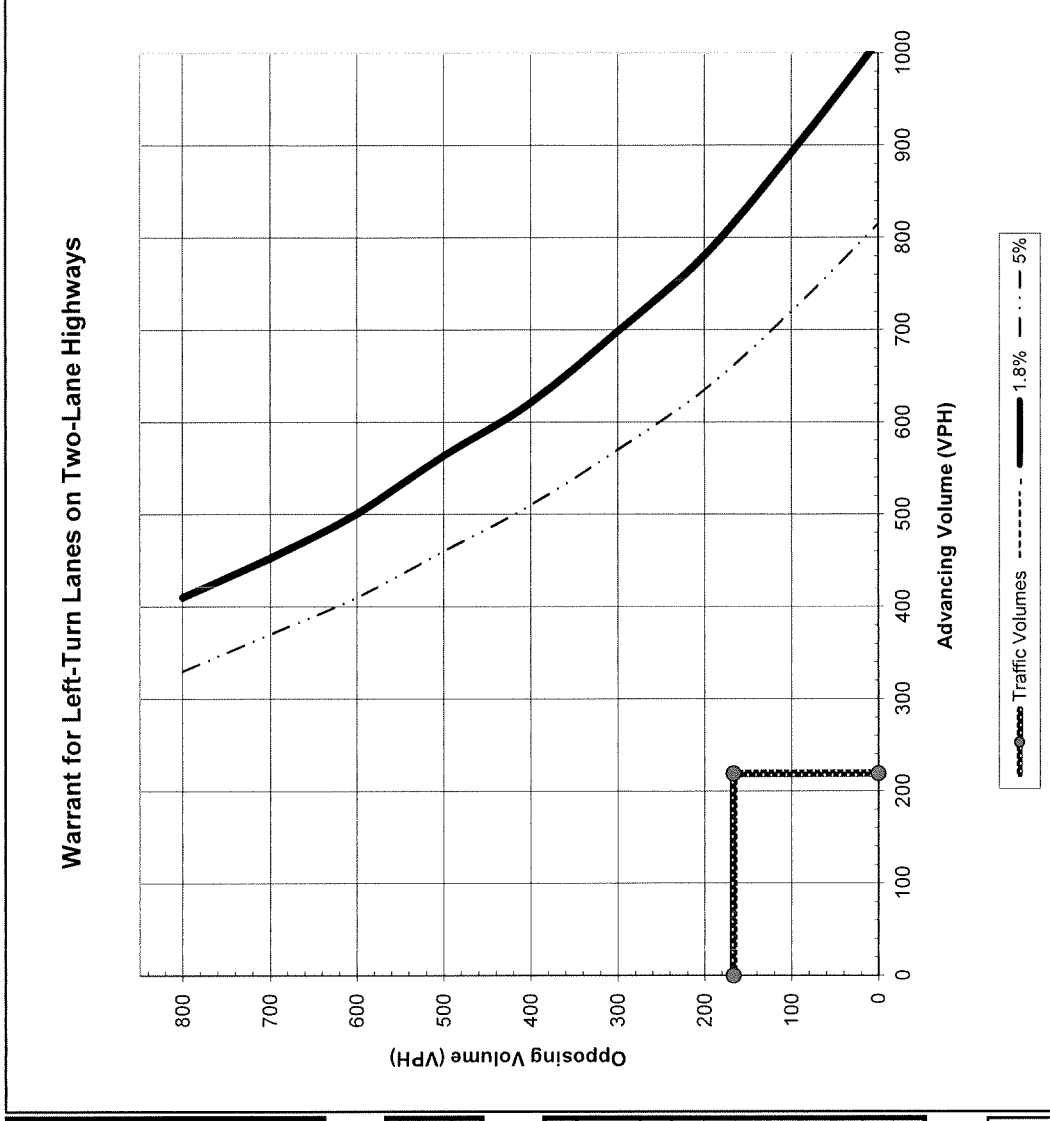
Analyses

Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	-	1.8%	5%
800		410	330
700		453	370
600		501	410
500		564	460
400		621	510
300		698	570
200		781	635
100		892	720

Conclusion

Left-Turn Lane Not Warranted

Note: Percent Left-Turns in Advancing Volume Less Than 5% - Results Extrapolated



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	PM (Build)	Analyzed Roadway	Cates Road	Analyzed Roadway Speed Limit (MPH):	25
SA Project No.	24204	Intersecting Roadway	Golf Course Site Driveway		
Date	9/23/25	Municipality	Hamilton Township		
Analyst	BMC	County	Atlantic		

Highway Research Record, Number 211, Table 21

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)				
	5%	10%	15%	20%	40%
800	330	235	200	180	165
700	370	270	225	200	180
600	410	300	250	225	200
500	460	335	280	250	220
400	510	375	310	275	245
300	570	415	350	310	275
200	635	460	390	345	305
100	720	515	440	390	335

Inputs

Advancing Traffic Volume (V _A) - Veh / Hr	256
Left-Turning Vehicles in V _A - Veh / Hr	4
Opposing Traffic Volume (V _O) - Veh / Hr	332

Analyses

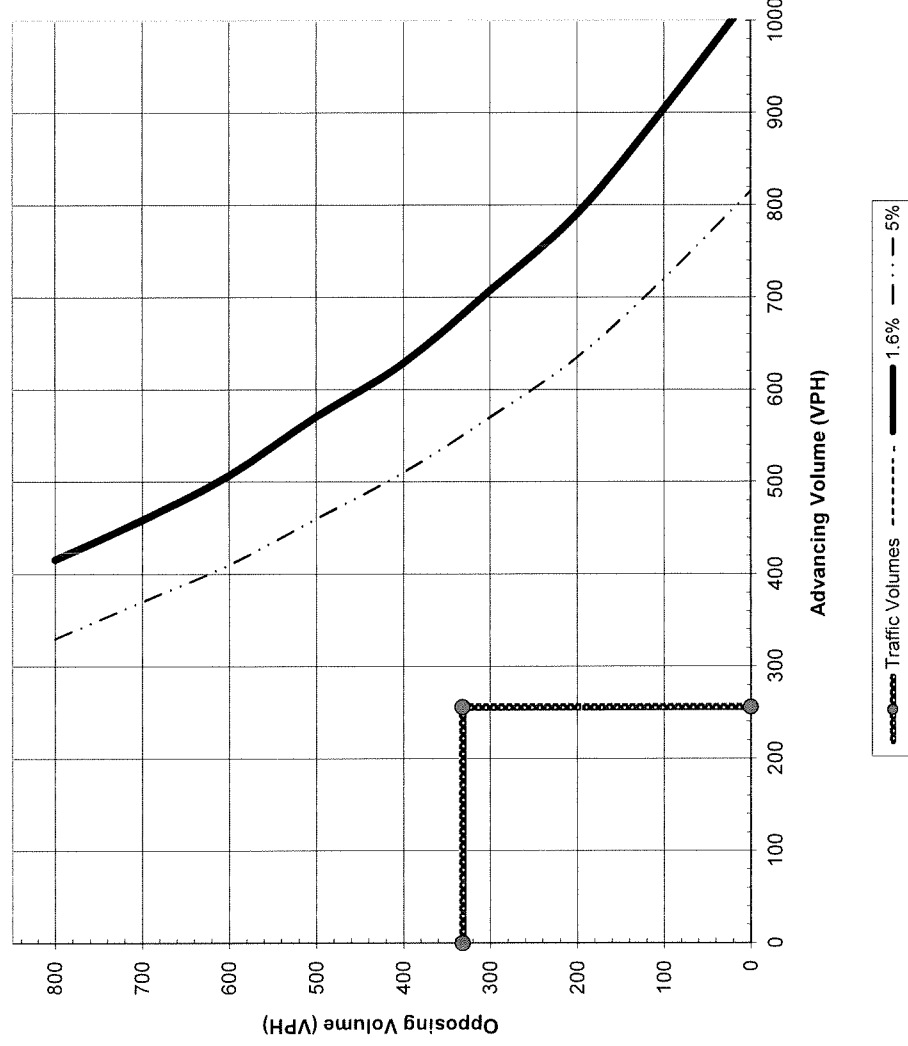
Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	-	1.6%	5%
800		416	330
700		458	370
600		507	410
500		571	460
400		629	510
300		707	570
200		791	635
100		904	720

Conclusion

Left-Turn Lane Not Warranted

Note: Percent Left-Turns in Advancing Volume Less Than 5% - Results Extrapolated

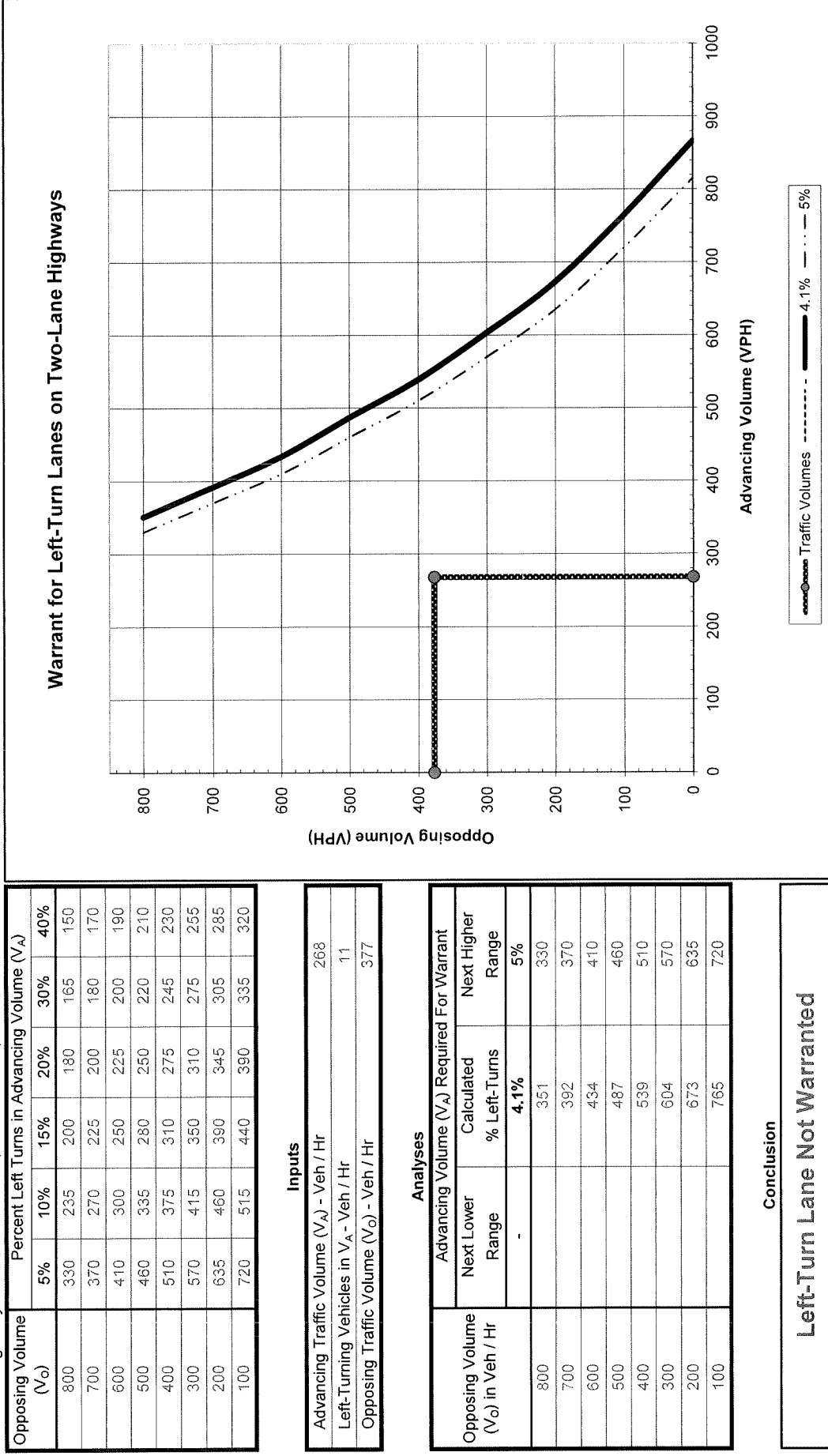
Warrant for Left-Turn Lanes on Two-Lane Highways



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	PM (Build)	Analyzed Roadway	Analyzed Roadway Speed Limit (MPH):
SA Project No.	24204	Intersecting Roadway Municipality	25
Date	9/23/25	Cates Road	
Analyst	BMC	Residential Site Driveway	
		Hamilton Township	
		Atlantic	

Highway Research Record, Number 211, Table 21



Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Existing AM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	103	8	106	10	6	1	34	1407	23	67	695	9
Future Volume (vph)	103	8	106	10	6	1	34	1407	23	67	695	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		300	300		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			100			150			115		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861				0.850		0.998			0.998	
Flt Protected	0.950			0.950	0.984		0.950			0.950		
Satd. Flow (prot)	1787	1636	0	1715	1776	808	1752	3568	0	1805	3562	0
Flt Permitted	0.233			0.950	0.984		0.321			0.066		
Satd. Flow (perm)	438	1636	0	1715	1776	808	592	3568	0	125	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114				182		2			1	
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1420			1542			925			1118	
Travel Time (s)		38.7			42.1			12.6			15.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	100%	3%	1%	0%	0%	1%	11%
Adj. Flow (vph)	111	9	114	11	6	1	37	1513	25	72	747	10
Shared Lane Traffic (%)				24%								
Lane Group Flow (vph)	111	123	0	8	9	1	37	1538	0	72	757	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		2		6	6		7	4		3	8	

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Existing AM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2					6	4			8		
Detector Phase	2	2		6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	57.0		5.0	57.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	11.0	65.0		11.0	65.0	
Total Split (s)	24.0	24.0		16.0	16.0	16.0	15.0	65.0		15.0	65.0	
Total Split (%)	20.0%	20.0%		13.3%	13.3%	13.3%	12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	15.0	15.0		7.0	7.0	7.0	9.0	57.0		9.0	57.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0		9.0	9.0	9.0	6.0	8.0		6.0	8.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	19.6	19.6		7.0	7.0	7.0	63.6	57.0		66.6	60.2	
Actuated g/C Ratio	0.16	0.16		0.06	0.06	0.06	0.53	0.48		0.56	0.50	
v/c Ratio	1.56	0.34		0.08	0.09	0.00	0.10	0.91		0.45	0.42	
Control Delay	345.8	13.1		55.4	55.5	0.0	10.5	38.1		21.3	20.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	345.8	13.1		55.4	55.5	0.0	10.5	38.1		21.3	20.0	
LOS	F	B		E	E	A	B	D		C	C	
Approach Delay		170.9			52.4			37.5			20.1	
Approach LOS		F			D			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 39 (33%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.56

Intersection Signal Delay: 43.9

Intersection Capacity Utilization 82.2%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 3: McKee Avenue & Route 40

			
Q2 (R)	Q6	Q3	Q4
24 s	16 s	15 s	65 s
			
		Q7	Q8
		15 s	65 s

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	15	0	2	4	0	11	0	207	1	7	120	6
Future Vol, veh/h	15	0	2	4	0	11	0	207	1	7	120	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	0	2	4	0	12	0	227	1	8	132	7

Major/Minor	Minor2		Minor1		Major1		Major2				
Conflicting Flow All	386	380	136	381	383	228	139	0	228	0	0
Stage 1	152	152	-	228	228	-	-	-	-	-	-
Stage 2	234	228	-	153	155	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-
Pot Cap-1 Maneuver	576	556	918	581	553	816	1457	-	-	1352	-
Stage 1	855	775	-	779	719	-	-	-	-	-	-
Stage 2	774	719	-	854	773	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-
Mov Cap-1 Maneuver	565	553	918	577	550	816	1457	-	-	1352	-
Mov Cap-2 Maneuver	565	553	-	577	550	-	-	-	-	-	-
Stage 1	855	770	-	779	719	-	-	-	-	-	-
Stage 2	763	719	-	847	768	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	10	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	592 735	1352	-	-
HCM Lane V/C Ratio	-	-	-	0.032 0.022	0.006	-	-
HCM Control Delay (s)	0	-	-	11.3 10	7.7	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0	-	-

Intersection

Intersection Delay, s/veh 8.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	68	46	6	89	40	12	64	1	14	80	15
Future Vol, veh/h	31	68	46	6	89	40	12	64	1	14	80	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	33	73	49	6	96	43	13	69	1	15	86	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	21%	4%	13%
Vol Thru, %	83%	47%	66%	73%
Vol Right, %	1%	32%	30%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	145	135	109
LT Vol	12	31	6	14
Through Vol	64	68	89	80
RT Vol	1	46	40	15
Lane Flow Rate	83	156	145	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.109	0.19	0.177	0.15
Departure Headway (Hd)	4.738	4.389	4.381	4.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	817	819	776
Service Time	2.773	2.418	2.409	2.651
HCM Lane V/C Ratio	0.11	0.191	0.177	0.151
HCM Control Delay	8.4	8.5	8.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.6	0.5

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Existing PM

09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	180	20	66	125	43	3	75	1195	33	119	1614	21
Future Volume (vph)	180	20	66	125	43	3	75	1195	33	119	1614	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		300	300		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			100			150			115		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.885				0.850		0.996			0.998	
Flt Protected	0.950			0.950	0.976		0.950			0.950		
Satd. Flow (prot)	1805	1682	0	1715	1762	1615	1805	3561	0	1805	3568	0
Flt Permitted	0.183			0.950	0.976		0.081			0.077		
Satd. Flow (perm)	348	1682	0	1715	1762	1615	154	3561	0	146	3568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68				182		3			1	
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1420			1542			925			1118	
Travel Time (s)		38.7			42.1			12.6			15.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	186	21	68	129	44	3	77	1232	34	123	1664	22
Shared Lane Traffic (%)				34%								
Lane Group Flow (vph)	186	89	0	85	88	3	77	1266	0	123	1686	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		2		6	6		7	4		3	8	

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Existing PM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2					6	4			8		
Detector Phase	2	2		6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	48.0		5.0	48.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	11.0	56.0		11.0	56.0	
Total Split (s)	25.0	25.0		17.0	17.0	17.0	22.0	56.0		22.0	56.0	
Total Split (%)	20.8%	20.8%		14.2%	14.2%	14.2%	18.3%	46.7%		18.3%	46.7%	
Maximum Green (s)	16.0	16.0		8.0	8.0	8.0	16.0	48.0		16.0	48.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0		9.0	9.0	9.0	6.0	8.0		6.0	8.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	23.1	23.1		8.0	8.0	8.0	57.0	48.0		61.9	52.2	
Actuated g/C Ratio	0.19	0.19		0.07	0.07	0.07	0.48	0.40		0.52	0.44	
v/c Ratio	2.82	0.24		0.75	0.75	0.01	0.46	0.89		0.62	1.09	
Control Delay	870.6	16.5		91.0	91.1	0.0	23.7	42.4		32.7	83.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	870.6	16.5		91.0	91.1	0.0	23.7	42.4		32.7	83.8	
LOS	F	B		F	F	A	C	D		C	F	
Approach Delay		594.2			89.5			41.4			80.3	
Approach LOS		F			F			D			F	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 39 (33%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.82

Intersection Signal Delay: 105.5

Intersection Capacity Utilization 85.3%

Analysis Period (min) 15

Intersection LOS: F
ICU Level of Service E

Splits and Phases: 3: McKee Avenue & Route 40

 Ø2 (R)	 Ø6	 Ø3	 Ø4
25 s	17 s	22 s	56 s
		 Ø7	 Ø8
		22 s	56 s

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	0	0	6	2	234	0	7	296	5
Future Vol, veh/h	2	1	1	0	0	6	2	234	0	7	296	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	1	0	0	7	2	285	0	9	361	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	675	671	364	672	674	285	367	0	0	285	0	0
Stage 1	382	382	-	289	289	-	-	-	-	-	-	-
Stage 2	293	289	-	383	385	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	371	380	685	372	379	759	1203	-	-	1289	-	-
Stage 1	645	616	-	723	677	-	-	-	-	-	-	-
Stage 2	719	677	-	644	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	364	376	685	367	375	759	1203	-	-	1289	-	-
Mov Cap-2 Maneuver	364	376	-	367	375	-	-	-	-	-	-	-
Stage 1	644	610	-	722	676	-	-	-	-	-	-	-
Stage 2	711	676	-	636	608	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	9.8	0.1	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1203	-	-	416	759	1289	-
HCM Lane V/C Ratio	0.002	-	-	0.012	0.01	0.007	-
HCM Control Delay (s)	8	0	-	13.8	9.8	7.8	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	67	31	8	233	142	29	86	5	16	206	26
Future Vol, veh/h	35	67	31	8	233	142	29	86	5	16	206	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	37	71	33	9	248	151	31	91	5	17	219	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	14.6	10.4	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	26%	2%	6%
Vol Thru, %	72%	50%	61%	83%
Vol Right, %	4%	23%	37%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	133	383	248
LT Vol	29	35	8	16
Through Vol	86	67	233	206
RT Vol	5	31	142	26
Lane Flow Rate	128	141	407	264
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.219	0.57	0.405
Departure Headway (Hd)	5.849	5.569	5.036	5.529
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	642	713	649
Service Time	3.909	3.626	3.079	3.578
HCM Lane V/C Ratio	0.209	0.22	0.571	0.407
HCM Control Delay	10.4	10.2	14.6	12.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	0.8	3.6	2

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

No-Build AM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	105	8	108	10	6	1	34	1464	24	40	723	9
Future Volume (vph)	105	8	108	10	6	1	34	1464	24	40	723	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		300	300		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			100			150			115		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.861				0.850		0.998			0.998	
Flt Protected	0.950			0.950	0.984		0.950			0.950		
Satd. Flow (prot)	1787	1636	0	1715	1776	808	1752	3568	0	1805	3563	0
Flt Permitted	0.222			0.950	0.984		0.299			0.067		
Satd. Flow (perm)	418	1636	0	1715	1776	808	552	3568	0	127	3563	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		116				182		2			1	
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1420			1542			925			1118	
Travel Time (s)		38.7			42.1			12.6			15.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	100%	3%	1%	0%	0%	1%	11%
Adj. Flow (vph)	113	9	116	11	6	1	37	1574	26	43	777	10
Shared Lane Traffic (%)				24%								
Lane Group Flow (vph)	113	125	0	8	9	1	37	1600	0	43	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		2		6	6		7	4		3	8	

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

No-Build AM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2					6	4			8		
Detector Phase	2	2		6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	57.0		5.0	57.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	11.0	65.0		11.0	65.0	
Total Split (s)	24.0	24.0		16.0	16.0	16.0	15.0	65.0		15.0	65.0	
Total Split (%)	20.0%	20.0%		13.3%	13.3%	13.3%	12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	15.0	15.0		7.0	7.0	7.0	9.0	57.0		9.0	57.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0		9.0	9.0	9.0	6.0	8.0		6.0	8.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	20.4	20.4		7.0	7.0	7.0	63.7	57.0		65.1	59.3	
Actuated g/C Ratio	0.17	0.17		0.06	0.06	0.06	0.53	0.48		0.54	0.49	
v/c Ratio	1.59	0.33		0.08	0.09	0.00	0.11	0.94		0.29	0.45	
Control Delay	360.5	12.5		55.4	55.5	0.0	11.0	42.5		15.4	21.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	360.5	12.5		55.4	55.5	0.0	11.0	42.5		15.4	21.0	
LOS	F	B		E	E	A	B	D		B	C	
Approach Delay		177.8			52.4			41.8			20.7	
Approach LOS		F			D			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 39 (33%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 47.3

Intersection LOS: D

Intersection Capacity Utilization 82.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: McKee Avenue & Route 40

 Ø2 (R)	 Ø6	 Ø3	 Ø4
24 s	16 s	15 s	65 s
		 Ø7	 Ø8
		15 s	65 s

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	15	0	2	4	0	11	0	211	1	7	122	6
Future Vol, veh/h	15	0	2	4	0	11	0	211	1	7	122	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	0	2	4	0	12	0	232	1	8	134	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	393	387	138	388	390	233	141	0	0	233	0	0
Stage 1	154	154	-	233	233	-	-	-	-	-	-	-
Stage 2	239	233	-	155	157	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	570	551	916	574	548	811	1455	-	-	1346	-	-
Stage 1	853	774	-	775	716	-	-	-	-	-	-	-
Stage 2	769	716	-	852	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	559	548	916	570	545	811	1455	-	-	1346	-	-
Mov Cap-2 Maneuver	559	548	-	570	545	-	-	-	-	-	-	-
Stage 1	853	769	-	775	716	-	-	-	-	-	-	-
Stage 2	758	716	-	845	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	10.1	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	586 729	1346	-	-
HCM Lane V/C Ratio	-	-	-	0.032 0.023	0.006	-	-
HCM Control Delay (s)	0	-	-	11.3 10.1	7.7	0	-
HCM Lane LOS	A	-	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	69	47	6	91	41	12	65	1	14	82	15
Future Vol, veh/h	32	69	47	6	91	41	12	65	1	14	82	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	34	74	51	6	98	44	13	70	1	15	88	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	22%	4%	13%
Vol Thru, %	83%	47%	66%	74%
Vol Right, %	1%	32%	30%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	148	138	111
LT Vol	12	32	6	14
Through Vol	65	69	91	82
RT Vol	1	47	41	15
Lane Flow Rate	84	159	148	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.111	0.195	0.181	0.154
Departure Headway (Hd)	4.757	4.403	4.394	4.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	815	816	772
Service Time	2.795	2.434	2.425	2.671
HCM Lane V/C Ratio	0.112	0.195	0.181	0.154
HCM Control Delay	8.4	8.5	8.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.7	0.5

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

No-Build PM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	184	20	67	125	43	3	75	1243	34	124	1679	21
Future Volume (vph)	184	20	67	125	43	3	75	1243	34	124	1679	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		300	300		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			100			150			115		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.885				0.850		0.996			0.998	
Flt Protected	0.950			0.950	0.976		0.950			0.950		
Satd. Flow (prot)	1805	1682	0	1715	1762	1615	1805	3561	0	1805	3568	0
Flt Permitted	0.185			0.950	0.976		0.081			0.076		
Satd. Flow (perm)	352	1682	0	1715	1762	1615	154	3561	0	144	3568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69				182		3			1	
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1420			1542			925			1118	
Travel Time (s)		38.7			42.1			12.6			15.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	190	21	69	129	44	3	77	1281	35	128	1731	22
Shared Lane Traffic (%)				34%								
Lane Group Flow (vph)	190	90	0	85	88	3	77	1316	0	128	1753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		2		6	6		7	4		3	8	

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

No-Build PM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2					6	4			8		
Detector Phase	2	2		6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	48.0		5.0	48.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	11.0	56.0		11.0	56.0	
Total Split (s)	25.0	25.0		17.0	17.0	17.0	22.0	56.0		22.0	56.0	
Total Split (%)	20.8%	20.8%		14.2%	14.2%	14.2%	18.3%	46.7%		18.3%	46.7%	
Maximum Green (s)	16.0	16.0		8.0	8.0	8.0	16.0	48.0		16.0	48.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0		9.0	9.0	9.0	6.0	8.0		6.0	8.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	22.8	22.8		8.0	8.0	8.0	57.0	48.0		62.4	52.4	
Actuated g/C Ratio	0.19	0.19		0.07	0.07	0.07	0.48	0.40		0.52	0.44	
v/c Ratio	2.88	0.24		0.75	0.75	0.01	0.46	0.92		0.63	1.12	
Control Delay	897.0	16.6		91.0	91.1	0.0	23.7	46.0		33.7	97.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	897.0	16.6		91.0	91.1	0.0	23.7	46.0		33.7	97.8	
LOS	F	B		F	F	A	C	D		C	F	
Approach Delay		614.0			89.5			44.7			93.5	
Approach LOS		F			F			D			F	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 39 (33%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.88

Intersection Signal Delay: 114.2

Intersection LOS: F

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: McKee Avenue & Route 40

 Ø2 (R)	 Ø6	 Ø3	 Ø4
25 s	17 s	22 s	56 s
		 Ø7	 Ø8
		22 s	56 s

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	0	0	6	2	239	0	7	302	5
Future Vol, veh/h	2	1	1	0	0	6	2	239	0	7	302	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	1	0	0	7	2	291	0	9	368	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	688	684	371	685	687	291	374	0	0	291	0	0
Stage 1	389	389	-	295	295	-	-	-	-	-	-	-
Stage 2	299	295	-	390	392	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	363	374	679	365	372	753	1196	-	-	1282	-	-
Stage 1	639	612	-	718	673	-	-	-	-	-	-	-
Stage 2	714	673	-	638	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	356	370	679	360	368	753	1196	-	-	1282	-	-
Mov Cap-2 Maneuver	356	370	-	360	368	-	-	-	-	-	-	-
Stage 1	638	606	-	717	672	-	-	-	-	-	-	-
Stage 2	706	672	-	630	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	9.8	0.1	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	408	753	1282	-
HCM Lane V/C Ratio	0.002	-	-	0.012	0.01	0.007	-
HCM Control Delay (s)	8	0	-	13.9	9.8	7.8	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	68	32	8	238	145	30	88	5	16	210	27
Future Vol, veh/h	36	68	32	8	238	145	30	88	5	16	210	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	38	72	34	9	253	154	32	94	5	17	223	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	15.1	10.6	12.6
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	26%	2%	6%
Vol Thru, %	72%	50%	61%	83%
Vol Right, %	4%	24%	37%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	136	391	253
LT Vol	30	36	8	16
Through Vol	88	68	238	210
RT Vol	5	32	145	27
Lane Flow Rate	131	145	416	269
Geometry Grp	1	1	1	1
Degree of Util (X)	0.215	0.226	0.587	0.417
Departure Headway (Hd)	5.911	5.626	5.079	5.58
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	635	707	643
Service Time	3.975	3.688	3.125	3.632
HCM Lane V/C Ratio	0.217	0.228	0.588	0.418
HCM Control Delay	10.6	10.3	15.1	12.6
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.8	0.9	3.9	2.1

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Build AM
09/18/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	132	8	159	10	6	1	34	1464	50	83	723	9
Future Volume (vph)	132	8	159	10	6	1	34	1464	50	83	723	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		300	300		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			100			150			115		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.857				0.850		0.995			0.998	
Flt Protected	0.950			0.950	0.984		0.950			0.950		
Satd. Flow (prot)	1787	1628	0	1715	1776	808	1752	3558	0	1805	3563	0
Flt Permitted	0.272			0.950	0.984		0.320			0.064		
Satd. Flow (perm)	512	1628	0	1715	1776	808	590	3558	0	122	3563	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		171				182		4			1	
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1420			1542			925			1118	
Travel Time (s)		38.7			42.1			12.6			15.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	100%	3%	1%	0%	0%	1%	11%
Adj. Flow (vph)	142	9	171	11	6	1	37	1574	54	89	777	10
Shared Lane Traffic (%)				24%								
Lane Group Flow (vph)	142	180	0	8	9	1	37	1628	0	89	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		2		6	6		7	4		3	8	

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Build AM
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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2					6	4			8		
Detector Phase	2	2		6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	57.0		5.0	57.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	11.0	65.0		11.0	65.0	
Total Split (s)	24.0	24.0		16.0	16.0	16.0	15.0	65.0		15.0	65.0	
Total Split (%)	20.0%	20.0%		13.3%	13.3%	13.3%	12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	15.0	15.0		7.0	7.0	7.0	9.0	57.0		9.0	57.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0		9.0	9.0	9.0	6.0	8.0		6.0	8.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	17.0	17.0		7.0	7.0	7.0	64.6	57.0		69.5	62.7	
Actuated g/C Ratio	0.14	0.14		0.06	0.06	0.06	0.54	0.48		0.58	0.52	
v/c Ratio	1.97	0.48		0.08	0.09	0.00	0.10	0.96		0.53	0.42	
Control Delay	511.6	12.8		55.4	55.5	0.0	10.4	45.4		26.3	19.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	511.6	12.8		55.4	55.5	0.0	10.4	45.4		26.3	19.0	
LOS	F	B		E	E	A	B	D		C	B	
Approach Delay		232.8			52.4			44.6			19.8	
Approach LOS		F			D			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 39 (33%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.97

Intersection Signal Delay: 58.1

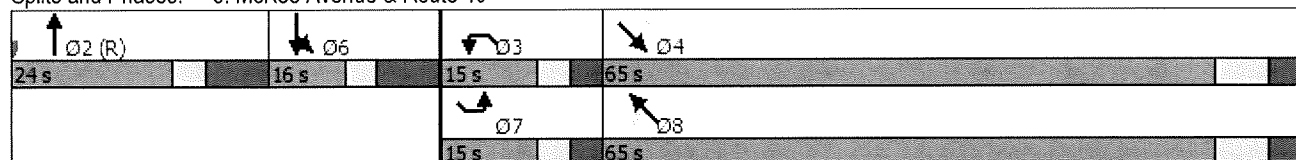
Intersection LOS: E

Intersection Capacity Utilization 85.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: McKee Avenue & Route 40



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	4	0	3	215	138	15
Future Vol, veh/h	4	0	3	215	138	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	0	0	0	0	0	0
Mvmt Flow	4	0	3	234	150	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	398	158	166
Stage 1	158	-	-
Stage 2	240	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	611	893	1424
Stage 1	875	-	-
Stage 2	805	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	610	893	1424
Mov Cap-2 Maneuver	610	-	-
Stage 1	873	-	-
Stage 2	805	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	610	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	7.5	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	15	0	2	4	0	11	0	289	1	7	161	6
Future Vol, veh/h	15	0	2	4	0	11	0	289	1	7	161	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	0	2	4	0	12	0	318	1	8	177	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	522	516	181	517	519	319	184	0	0	319	0	0
Stage 1	197	197	-	319	319	-	-	-	-	-	-	-
Stage 2	325	319	-	198	200	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	468	466	867	472	464	726	1403	-	-	1252	-	-
Stage 1	809	742	-	697	657	-	-	-	-	-	-	-
Stage 2	692	657	-	808	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	458	463	867	468	461	726	1403	-	-	1252	-	-
Mov Cap-2 Maneuver	458	463	-	468	461	-	-	-	-	-	-	-
Stage 1	809	737	-	697	657	-	-	-	-	-	-	-
Stage 2	680	657	-	800	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	10.8	0	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	485 633	1252	-	-
HCM Lane V/C Ratio	-	-	-	0.039 0.026	0.006	-	-
HCM Control Delay (s)	0	-	-	12.7 10.8	7.9	0	-
HCM Lane LOS	A	-	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	69	47	6	91	43	12	67	1	17	86	18
Future Vol, veh/h	35	69	47	6	91	43	12	67	1	17	86	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	38	74	51	6	98	46	13	72	1	18	92	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.5	8.4	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	23%	4%	14%
Vol Thru, %	84%	46%	65%	71%
Vol Right, %	1%	31%	31%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	151	140	121
LT Vol	12	35	6	17
Through Vol	67	69	91	86
RT Vol	1	47	43	18
Lane Flow Rate	86	162	151	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.201	0.185	0.168
Departure Headway (Hd)	4.788	4.447	4.426	4.65
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	807	810	770
Service Time	2.828	2.478	2.458	2.687
HCM Lane V/C Ratio	0.115	0.201	0.186	0.169
HCM Control Delay	8.4	8.6	8.5	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.7	0.6

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱		↰	↱	
Traffic Vol, veh/h	74	10	4	215	143	24
Future Vol, veh/h	74	10	4	215	143	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	11	4	234	155	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	410	168	181
Stage 1	168	-	-
Stage 2	242	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	602	881	1407
Stage 1	867	-	-
Stage 2	803	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	600	881	1407
Mov Cap-2 Maneuver	600	-	-
Stage 1	864	-	-
Stage 2	803	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1407	-	600	881	-	-
HCM Lane V/C Ratio	0.003	-	0.134	0.012	-	-
HCM Control Delay (s)	7.6	0	11.9	9.1	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0	-	-

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Build PM
09/22/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	216	20	92	125	43	3	75	1243	65	167	1679	21
Future Volume (vph)	216	20	92	125	43	3	75	1243	65	167	1679	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	300		300	300		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			100			150			115		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr t		0.877				0.850		0.993			0.998	
Flt Protected	0.950			0.950	0.976		0.950			0.950		
Satd. Flow (prot)	1805	1666	0	1715	1762	1615	1805	3551	0	1805	3568	0
Flt Permitted	0.204			0.950	0.976		0.081			0.073		
Satd. Flow (perm)	388	1666	0	1715	1762	1615	154	3551	0	139	3568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95				182		5			1	
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1420			1542			925			1118	
Travel Time (s)		38.7			42.1			12.6			15.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	223	21	95	129	44	3	77	1281	67	172	1731	22
Shared Lane Traffic (%)				34%								
Lane Group Flow (vph)	223	116	0	85	88	3	77	1348	0	172	1753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		2		6	6		7	4		3	8	

Lanes, Volumes, Timings
3: McKee Avenue & Route 40

Build PM
09/22/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2					6	4			8		
Detector Phase	2	2		6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	48.0		5.0	48.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	11.0	56.0		11.0	56.0	
Total Split (s)	25.0	25.0		17.0	17.0	17.0	22.0	56.0		22.0	56.0	
Total Split (%)	20.8%	20.8%		14.2%	14.2%	14.2%	18.3%	46.7%		18.3%	46.7%	
Maximum Green (s)	16.0	16.0		8.0	8.0	8.0	16.0	48.0		16.0	48.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0		3.0	5.0	
All-Red Time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0		9.0	9.0	9.0	6.0	8.0		6.0	8.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	20.8	20.8		8.0	8.0	8.0	56.9	48.0		66.2	54.5	
Actuated g/C Ratio	0.17	0.17		0.07	0.07	0.07	0.47	0.40		0.55	0.45	
v/c Ratio	3.38	0.32		0.75	0.75	0.01	0.46	0.95		0.74	1.08	
Control Delay	1115.5	15.7		91.0	91.1	0.0	23.9	49.3		42.8	80.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	1115.5	15.7		91.0	91.1	0.0	23.9	49.3		42.8	80.3	
LOS	F	B		F	F	A	C	D		D	F	
Approach Delay		739.2			89.5			47.9			76.9	
Approach LOS		F			F			D			E	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 39 (33%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 3.38
 Intersection Signal Delay: 124.9
 Intersection Capacity Utilization 89.0%
 Analysis Period (min) 15

Intersection LOS: F
ICU Level of Service E

Splits and Phases: 3: McKee Avenue & Route 40

 Ø2 (R)	 Ø6	 Ø3	 Ø4
25 s	17 s	22 s	56 s
		 Ø7	 Ø8
		22 s	56 s

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	16	4	4	252	312	20
Future Vol, veh/h	16	4	4	252	312	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	17	4	4	274	339	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	632	350	361
Stage 1	350	-	-
Stage 2	282	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	444	693	1198
Stage 1	713	-	-
Stage 2	766	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	442	693	1198
Mov Cap-2 Maneuver	442	-	-
Stage 1	710	-	-
Stage 2	766	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1198	-	477	-	-
HCM Lane V/C Ratio	0.004	-	0.046	-	-
HCM Control Delay (s)	8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	0	0	6	2	296	0	7	376	5
Future Vol, veh/h	2	1	1	0	0	6	2	296	0	7	376	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	1	0	0	7	2	361	0	9	459	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	849	845	462	846	848	361	465	0	0	361	0	0
Stage 1	480	480	-	365	365	-	-	-	-	-	-	-
Stage 2	369	365	-	481	483	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	283	302	604	284	301	688	1107	-	-	1209	-	-
Stage 1	571	558	-	658	627	-	-	-	-	-	-	-
Stage 2	655	627	-	570	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	298	604	280	297	688	1107	-	-	1209	-	-
Mov Cap-2 Maneuver	277	298	-	280	297	-	-	-	-	-	-	-
Stage 1	570	552	-	657	626	-	-	-	-	-	-	-
Stage 2	647	626	-	562	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	10.3	0.1	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1107	-	-	327	688	1209	-	-
HCM Lane V/C Ratio	0.002	-	-	0.015	0.011	0.007	-	-
HCM Control Delay (s)	8.3	0	-	16.2	10.3	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	68	32	8	238	153	30	91	5	18	215	33
Future Vol, veh/h	40	68	32	8	238	153	30	91	5	18	215	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	43	72	34	9	253	163	32	97	5	19	229	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	15.9	10.8	13.1
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	29%	2%	7%
Vol Thru, %	72%	49%	60%	81%
Vol Right, %	4%	23%	38%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	140	399	266
LT Vol	30	40	8	18
Through Vol	91	68	238	215
RT Vol	5	32	153	33
Lane Flow Rate	134	149	424	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.237	0.606	0.442
Departure Headway (Hd)	5.995	5.722	5.142	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	624	700	637
Service Time	4.069	3.792	3.195	3.69
HCM Lane V/C Ratio	0.225	0.239	0.606	0.444
HCM Control Delay	10.8	10.6	15.9	13.1
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.8	0.9	4.1	2.3

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	9	11	257	323	54
Future Vol, veh/h	41	9	11	257	323	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	10	12	279	351	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	684	381	410	0	-	0
Stage 1	381	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	417	671	1160	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	412	671	1160	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1160	-	412	671	-	-
HCM Lane V/C Ratio	0.01	-	0.108	0.015	-	-
HCM Control Delay (s)	8.1	0	14.8	10.4	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-	-

1855 Cates Road Property LLC
Existing Conditions



1855 Cates Road Property LLC
Existing Conditions



1855 Cates Road Property LLC
Existing Conditions



1855 Cates Road Property LLC
Existing Conditions

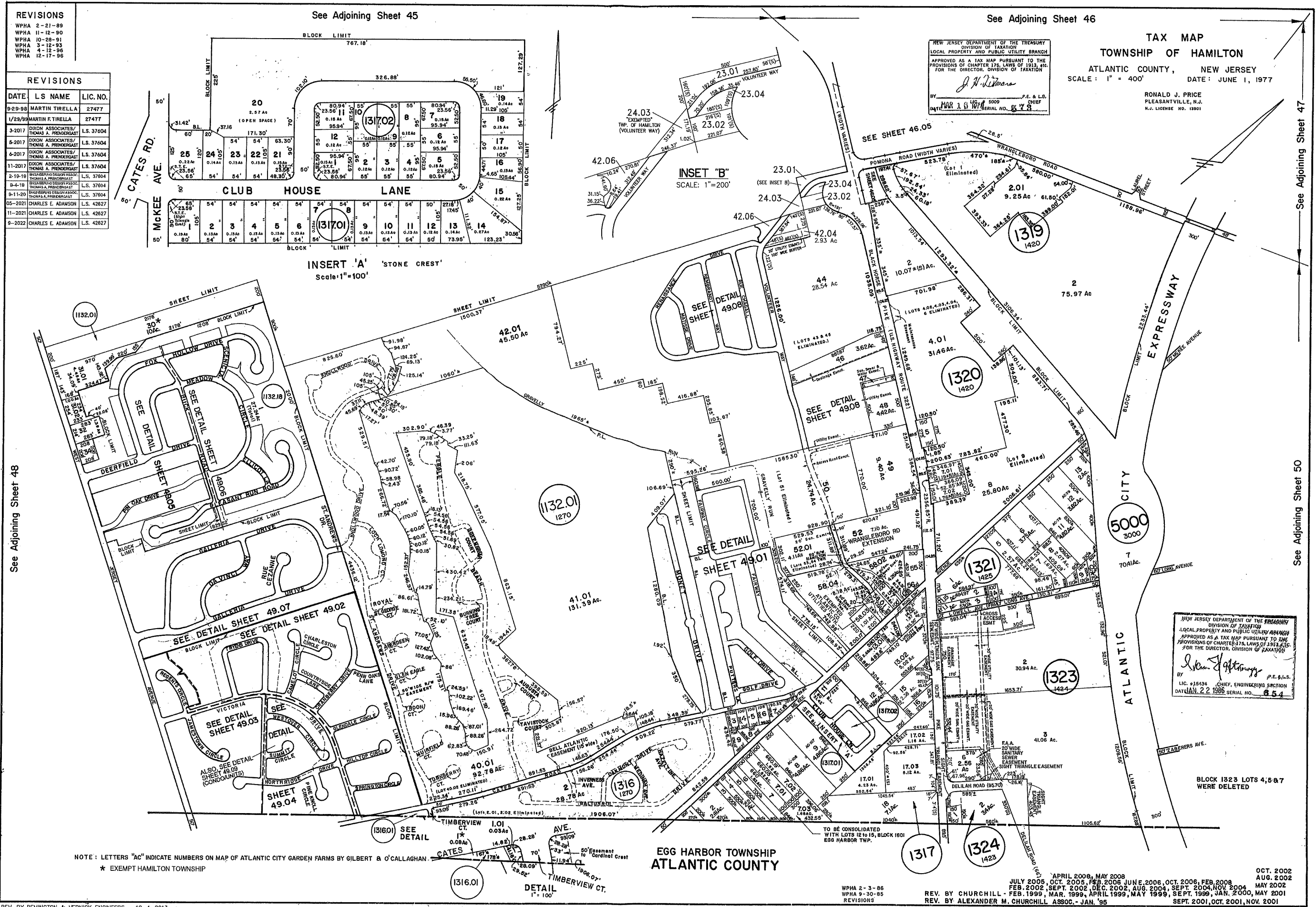


1855 Cates Road Property LLC
Adjacent Uses



1855 Cates Road Property LLC
Adjacent Uses





William S. Donio, Esquire (Attorney ID No. 021641995)
COOPER LEVENSON, P.A.
1125 Atlantic Avenue - 3rd Floor
Atlantic City, NJ 08401
Telephone: (609) 344-3161
Facsimile: (609) 572-7610
Email: wdonio@cooperlevenson.com
Attorneys for Movant, Frank Ruocco

SEP 25 2023

IN RE:

The Township of Hamilton, Atlantic County, Tax
Lots 41.01 and 42.02 in Block 1132.01

SUPERIOR COURT OF NEW JERSEY
~~LAW DIVISION~~ Chancery Division
ATLANTIC COUNTY

DOCKET NO.: ATL-C-52-23

Civil Action

PROPOSED ORDER

THIS matter having been opened to the Court by way of Complaint for Declaratory Judgment by William S. Donio, Esquire, of Cooper Levenson, P.A., attorneys for Movant appearing; and the Court having considered the papers submitted in support herein; along with any opposition submitted hereto, and the oral argument of counsel, if any, and for good cause shown;

IT IS on this 6 day of Sep 2023 ORDERED that:

1. There is no genuine issue as to any material fact;
2. The Court renders final judgment in favor of the Movant;
3. Movant's Complaint for Declaratory Judgment is hereby **GRANTED**; and

IT IS FURTHER ORDERED that

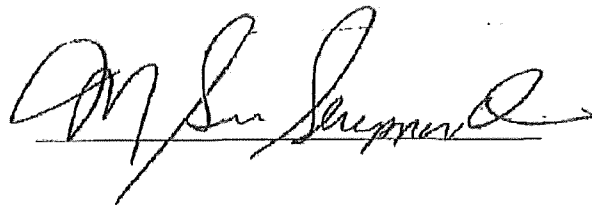
4. The Agreement between Lord Land Development International, N.V. and Leo Fraser, The Estate of John J. Nugent, deceased, William Rafferty, The Estate of Bruce Coltart, William Christensen and Robert Christensen, dated April 10, 1981, recorded

February 14, 1985 in the Office of the Clerk of Atlantic County in Book 3095, page 214, CNFN# 0051118 (the "1981 Mortgage Restriction Agreement and the Purported Restrictions") is extinguished, null, void, and unenforceable, having no affect at all with regards to the development of the Property or the modification, construction, or operation of the golf course; and

5. The Purported Restrictions are an unreasonable restraint on alienation;
6. There are no restrictions on converting the golf course located on the Property from eighteen (18) holes to a nine (9) hole course; and

IT IS FURTHER ORDERED that

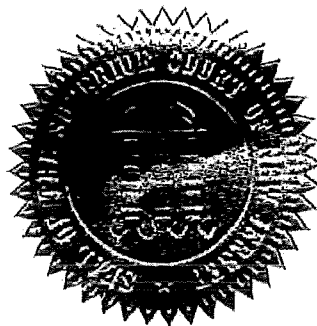
7. The Clerk of Atlantic County is hereby authorized, empowered and directed to discharge, cancel and make null and void the shall extinguish the 1981 Mortgage Restriction Agreement and the Purported dated April 10, 1981, recorded February 14, 1985 in the Office of the Clerk of Atlantic County in Book 3095, page 214, CNFN# 0051118, and for so doing, this shall be sufficient warrant.



CLAC 7527078.1

2

CERTIFIED TO BE A TRUE COPY



OWNERSHIP DISCLOSURE STATEMENT

**NAME OF CORPORATION, PARTNERSHIP, LLC, OR
LLP:** 1855 Cates Road Property, LLC

Listed below are the names and addresses of all owners of 10% or more of the stock/Interest* in the above referenced corporation, partnership, limited liability corporation (LLC) or limited liability partnership (LLP):

NAME	ADDRESS
1. Frank Ruocco	[REDACTED]
2. Richard Riccitelli	[REDACTED]
3. The Gilbert Trust	[REDACTED]
4. 1855 Cates Road, LLC	[REDACTED]
5.	
6.	
7.	
8.	
9.	
10.	

*If a corporation or a partnership owns 10% or more of the stock of a corporation, or 10% or greater interest in a partnership, that corporation or partnership shall list the names and addresses of its stockholders holding 10% or more of its stock or of 10% or greater interest in the partnership, and this requirement shall be followed until the names and addresses of the non-corporate stockholders and individual partners, exceeding the 10% ownership criterion established have been listed.

SWORN & SUBSCRIBED to before me this

3rd Day of October, 2025

(Month) (Year)

Jackie L. Smith
(Notary)

[Signature]

SIGNATURE (OFFICER/PARTNER)

10/3/25

DATE

Member

TITLE

JACKIE L SMITH
NOTARY PUBLIC
STATE OF NEW JERSEY
MY COMMISSION EXPIRES JANUARY 12, 2029
COMMISSION: #2309433

OWNERSHIP DISCLOSURE STATEMENT**NAME OF CORPORATION, PARTNERSHIP, LLC, OR****LLP:** 1855 Cates Road, LLC

Listed below are the names and addresses of all owners of 10% or more of the stock/Interest* in the above referenced corporation, partnership, limited liability corporation (LLC) or limited liability partnership (LLP):

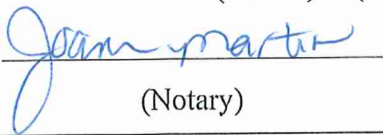
NAME	ADDRESS
1. <u>Mark Benevento</u>	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

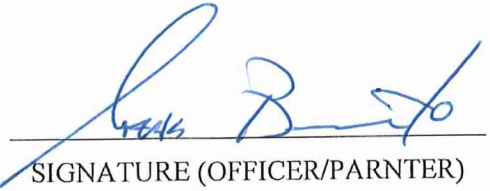
*If a corporation or a partnership owns 10% or more of the stock of a corporation, or 10% or greater interest in a partnership, that corporation or partnership shall list the names and addresses of its stockholders holding 10% or more of its stock or of 10% or greater interest in the partnership, and this requirement shall be followed until the names and addresses of the non-corporate stockholders and individual partners, exceeding the 10% ownership criterion established have been listed.

SWORN & SUBSCRIBED to before me this

8 Day of October, 2025

(Month) (Year)


 (Notary)


 SIGNATURE (OFFICER/PARTNER)
10/8/25
DATE

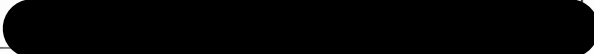
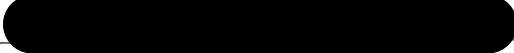
TITLE

JOANN E MARTIN
 Commission # 2416644
 Notary Public, State of New Jersey
 My Commission Expires
 January 30, 2027

OWNERSHIP DISCLOSURE STATEMENT

**NAME OF CORPORATION, PARTNERSHIP, LLC, OR
LLP:** 1855 Cates Road, LLC

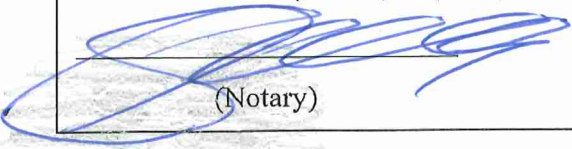
Listed below are the names and addresses of all owners of 10% or more of the stock/Interest* in the above referenced corporation, partnership, limited liability corporation (LLC) or limited liability partnership (LLP):

NAME	ADDRESS
1. <u>Richard Preccitelli</u>	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

*If a corporation or a partnership owns 10% or more of the stock of a corporation, or 10% or greater interest in a partnership, that corporation or partnership shall list the names and addresses of its stockholders holding 10% or more of its stock or of 10% or greater interest in the partnership, and this requirement shall be followed until the names and addresses of the non-corporate stockholders and individual partners, exceeding the 10% ownership criterion established have been listed.

SWORN & SUBSCRIBED to before me this

BH Day of October, 2025
(Month) (Year)


(Notary)


SIGNATURE (OFFICER/PARTNER)

10/8/25
DATE

TITLE

STEVEN CIARDIELLO, ESQ.
NOTARY PUBLIC #70165
STATE OF CONNECTICUT
MY COMMISSION EXPIRE JULY 31, 2029

OWNERSHIP DISCLOSURE STATEMENT

**NAME OF CORPORATION, PARTNERSHIP, LLC, OR
LLP:** 1855 Cates Road, LLC

Listed below are the names and addresses of all owners of 10% or more of the stock/Interest* in the above referenced corporation, partnership, limited liability corporation (LLC) or limited liability partnership (LLP):

NAME	ADDRESS
1. <u>Richard Ciardello</u>	[REDACTED]
2.	[REDACTED]
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

*If a corporation or a partnership owns 10% or more of the stock of a corporation, or 10% or greater interest in a partnership, that corporation or partnership shall list the names and addresses of its stockholders holding 10% or more of its stock or of 10% or greater interest in the partnership, and this requirement shall be followed until the names and addresses of the non-corporate stockholders and individual partners, exceeding the 10% ownership criterion established have been listed.

SWORN & SUBSCRIBED to before me this

8th Day of October, 2025
(Month) (Year)

(Notary)

SIGNATURE (OFFICER/PARTNER)

10/8/25

DATE

TITLE

STEVEN CIARDIELLO, ESQ.
NOTARY PUBLIC #70165
STATE OF CONNECTICUT
MY COMMISSION EXPIRE JULY 31, 2029

- Listed below are the date, amount, and the recipient of any and all contributions made to or on behalf of any Township of Hamilton candidate, candidate committee, joint candidate committee or political party committee of, or pertaining to, made up to one year prior to filling the application subject to disclosure and/or during the pendency of this application process, and required to be reported pursuant to N.J.S.A. 19: 44A-16(f).

Name of Individual

Name of Individual

Name of Business

POLITICAL CONTRIBUTION RECIPIENT	DATE	AMOUNT
1.		
2.		
3.		
4.		
5.		

By signing below, I understand and certify to the above and have reviewed the requirements and am aware that if I have misrepresented in whole or in part of the certification, I and/or the business entity, will be liable for any penalty permitted under the law. ***PLEASE SIGN, REGARDLESS OF POLITICAL CONTRIBUTION***

*Signature (Applicant, Owner, or Developer)

Dat

200 FOOT LIST REQUEST

I am requesting a list of property owners within two hundred (200') feet of the following subject property:

DATE: 9/29/25

ADDRESS: 1855 cates

OWNER: ML Country Club / 1855 cates ed. prop

BLOCK(S): 1132.01 LOT(S): 41.01 & 42.01

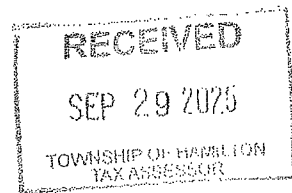
APPLICATION NUMBER: _____

REQUESTOR'S NAME: Keith Davis

ADDRESS: Nehmad Davis & Goldstein

MAIL THE LIST TO THIS ADDRESS: _____

EMAIL TO EMAIL ADDRESS: K.Davis@ndglegal.com

200 Foot List Request

I am requesting a list of property owners within two hundred (200') feet of the following subject property:

Address: 1855 Cates Road

Owner: Mays Landing Country Club

Block(s): 1132.01 Lot (s): 41.01 & 42.01

Application Number: N/A

Date: 9/25/25

Requestor's Name: Keith A. Davis, Esquire

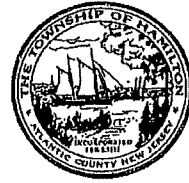
Address: 4030 Ocean Heights Avenue, Egg Harbor Township, NJ 08234

Please Mail the List to this address: 4030 Ocean Heights Avenue, Egg Harbor Township, NJ 08234

Please Email the List to this email address: kmerryfield@ndglegal.com

William M. Johnson, CTA
Tax Assessor
Office: (609)625-1671
Fax: (609) 909-0246

Township of Hamilton
Office of the Tax Assessor
6101 Thirteenth Street
Mays Landing, New Jersey 08330
www.townshipofhamilton.com



*New Jersey's Largest
Municipality*

September 30, 2025

200 FOOT PROPERTY OWNERS LIST

I hereby certify that the following is an accurate and complete list of properties within 200 feet of property known as **Block1132.01, Lot(s) 41.01, & 42.01** as shown on the current **tax map page(s) #49** of the **TOWNSHIP of HAMILTON** and that the names and addresses of the assessed owners as indicated have been obtained from the current tax duplicate of the **TOWNSHIP of HAMILTON**. Notice must be given to all property owners within 200 feet of the subject property pursuant to the requirements of N.J.S.A. 40:55d-12.



William M. Johnson, C.T.A.
Tax Assessor

ALSO NOTIFY THE FOLLOWING:

ATLANTIC CITY ELECTRIC
ATTN: REAL ESTATE DEPT.
5100 HARDING HIGHWAY
MAYS LANDING, NJ 08330

COMCAST
1 COMCAST CENTER 32ND FLR
PHILADELPHIA, PA 19103

SOUTH JERSEY GAS
ATTN: RAY WENZEL
3800 ATLANTIC AVE
ATLANTIC CITY, NJ 08401

VERIZON ENGINEERING DEPARTMENT
ATTN: DOUGLAS WEBB
10 TANSBORO ROAD
BERLIN, NJ 08009

HAMILTON TOWNSHIP MUA
6101 THIRTEENTH STREET
MAYS LANDING, NJ 08330

MUNICIPAL CLERK
EGG HARBOR TOWNSHIP
3515 BARGAINTOWN ROAD
EGG HARBOR TWP, NJ 08234

VICTORIA CROSSING
C/O CORNER PROPERTY MANAGEMENT
ATTN: DEVON REID - PROPERTY MANAGER
28 S NEW YORK RD - SUITE B6
GALLOWAY, NJ 08205

KARA AT GLEN EYRE II
C/O FOX CHASE BANK
ATTN: MARK EWING
137 N. HIGH ST
WEST CHESTER, PA 19380

EAGLES MERE
C/O DIVERSIFIED PROPERTY MGMT, INC.
ATTN: KEITH SMITH
28 S. NEW YORK RD B-6
GALLOWAY, NJ 08205

VICTORIA POINTE HOMEOWNERS ASSOCIATION
C/O ASSOCIA
ATTN: JENNIFER JOHNSON
14000 HORIZON WAY #200
MOUNT LAUREL, NJ 08054

Block Lot Qual	Property Location Additional Lot Additional Lot	Property Class	Owner Address City, State	Zip Code
1132.01 24.02	1300 NEW YORK AVENUE	15C	STATE OF NEW JERSEY DEPT OF ENV PRO PO BOX 420 TRENTON, NJ	08625
1132.01 50	4246 BLACK HORSE PIKE	1	DELLAH OAKS CONST CO. INC., 604 KINGSLEY DRIVE VENTNOR CITY, NJ	08406
1132.01 59.15	4246 FAIRWAY CIRCLE	2	GENSEL, SEAN & GARRETT, NICOLE 4246 FAIRWAY CIRCLE MAYS LANDING, NJ	08330
1132.01 59.16	4242 FAIRWAY CIRCLE	2	ROBERTS, KENNETH 62 MONET DRIVE MAYS LANDING, NJ	08330
1132.01 59.17	4240 FAIRWAY CIRCLE	2	MERKEL, JENNIFER 4240 FAIRWAY CIRCLE MAYS LANDING, NJ	08330
1132.02 1	4250 FAIRWAY CIRCLE	15C	TOWNSHIP OF HAMILTON 6101 THIRTEENTH STREET MAYS LANDING, NJ	08330
1132.02 12	4243 FAIRWAY CIRCLE	2	ROBERTS, KENNETH J 62 MONET DRIVE MAYS LANDING, NJ	08330
1132.08 1	2 MONET DRIVE OPEN SPACE	15F	GLEN EYRE AT MAYS LANDING HOA PO BOX 197 SOUDERTON, PA	18964
1132.08 2	4 MONET DRIVE	2	LEE, CHIU 4 MONET DRIVE MAYS LANDING, NJ	08330
1132.08 3	6 MONET DRIVE	2	VILLANUEVA, LORETO C. JR. & EDELWINA 6 MONET DRIVE MAYS LANDING, NJ	08330
1132.08 20	40 MONET DRIVE	2	ZULAUF, KEVIN W & SERENA A 40 MONET DR MAYS LANDING, NJ	08330
1132.08 21	42 MONET DRIVE	2	PUTT, MATTHEW & ELIANA R 42 MONET DR MAYS LANDING, NJ	08330
1132.08 22	44 MONET DRIVE	2	IMPERIAL, ANTHONY III 2599 S. BLACK HORSE PIKE WILLIAMSTOWN, NJ	08094

Block Lot Qual	Property Location		Property Class	Owner Address		Zip Code
	Additional Lot	Additional Lot		City, State		
1132.09 1	78 MONET DRIVE		15F	GLEN EYRE AT MAYS LANDING HOA PO BOX 197 SOUDERTON, PA		18964
1132.09 2	76 MONET DRIVE		2	THAMMA, AIR & KHOTAMY 76 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 3	74 MONET DRIVE		2	MIYAKAWA, VONEVILAYLAK 74 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 4	72 MONET DRIVE		2	FELICE, DONALD 72 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 5	70 MONET DRIVE		2	70 MONET DRIVE CO 70 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 6	68 MONET DRIVE		2	BARRON, PETER III & LAURA 68 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 7	66 MONET DRIVE		2	SCHNEIDERMAN, STEPHEN & CAROL TRUST 66 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 8	64 MONET DRIVE		2	HAMBOR, EDWARD P & RENEE L 64 MONET DR MAYS LANDING, NJ		08330
1132.09 9	62 MONET DRIVE		2	ROBERTS, KENNETH & STACIE 62 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 10	60 MONET DRIVE		2	NUNEZ-SANTOS, ADRIAN & ANDY 60 MONET DR MAYS LANDING, NJ		08330
1132.09 11	58 MONET DRIVE		2	THOMPSON, TRACEY 58 MONET DR MAYS LANDING, NJ		08330
1132.09 12	56 MONET DRIVE		2	MITCHELL, AMANDA L & MICHAEL H 56 MONET DRIVE MAYS LANDING, NJ		08330
1132.09 13	54 MONET DRIVE		2	BIEGALSKI, BETH E 54 MONET DR MAYS LANDING, NJ		08330

Block Lot Qual	Property Location Additional Lot Additional Lot	Property Class	Owner Address		Zip Code
			City, State		
1132.09 14	52 MONET DRIVE	2	BOSKOVIC, BOJAN & ENGELINA A TOUW-	52 MONET DR MAYS LANDING, NJ	08330
1132.09 15	50 MONET DRIVE	2	O'KEEFE, BRIAN J	50 MONET DR MAYS LANDING, NJ	08330
1132.09 16	48 MONET DRIVE	2	KISH, JOHN ROBERT & SHARON A	48 MONET DRIVE MAYS LANDING, NJ	08330
1132.09 17	46 MONET DRIVE	15F	CLIFFORD, PAUL CARR & LISA MARIE	46 MONET DRIVE MAYS LANDING, NJ	08330
1132.12 1	VICTORIA DRIVE	15F	VICTORIA CROSSING COMMUNITY ASSOC.	28 S NEW YORK RD - ST B6 GALLOWAY, NJ	08205
1132.12 9	16 SPRINGTON CIRCLE	2	CORTEZ, EDUARDO	16 SPRINGTON CIRCLE MAYS LANDING, NJ	08330
1132.12 10	18 SPRINGTON CIRCLE	2	RUIZ, MIGUEL & ERIDANIA Y	18 SPRINGTON CIRCLE MAYS LANDING, NJ	08330
1132.12 11	20 SPRINGTON CIRCLE	2	TROUNG-TRAN, DARWIN	20 SPRINGTON CIRCLE MAYS LANDING, NJ	08330
1132.12 12	22 SPRINGTON CIRCLE	2	DELANO, VICTORIA J.	22 SPRINGTON CIRCLE MAYS LANDING, NJ	08330
1132.12 27	16 HILLTOP CIRCLE	2	HAY, MICHAEL L. & ALISON	16 HILLTOP CIRCLE MAYS LANDING, NJ	08330
1132.12 28	18 HILLTOP CIRCLE	2	BURNS, TIMOTHY J & MIGUELINA	311 GLEN AVENUE EGG HBR TWP, NJ	08234
1132.12 29	20 HILLTOP CIRCLE	2	THOMAS, IDA & TONI M & M HUTSON	20 HILLTOP CIRCLE MAYS LANDING, NJ	08330
1132.12 30	22 HILLTOP CIRCLE	2	CLAPSADDLE, PETER P	113 NIGHTINGALE SQUARE MAYS LANDING, NJ	08330

Block Lot Qual	Property Location Additional Lot Additional Lot	Property Class	Owner Address City, State	Zip Code
1132.12 43	12 GLENDALE CIRCLE	2	RATHORE, SHILPA 12 GLENDALE CIRCLE MAYS LANDING, NJ	08330
1132.12 44	14 GLENDALE CIRCLE	2	TINT, WIN & LING LIN 14 GLENDALE CIRCLE MAYS LANDING, NJ	08330
1132.12 45	16 GLENDALE CIRCLE	15F	SHINE, KENDRA & MICHAEL 16 GLENDALE CR MAYS LANDING, NJ	08330
1132.12 46	18 GLENDALE CIRCLE	2	AFOLABI, ADEKUNLE KENNETH 18 GLENDALE CR MAYS LANDING, NJ	08330
1132.12 47	20 GLENDALE CIRCLE	2	MCCARTHY, TY R. & KRISTINE D. 20 GLENDALE CIRCLE MAYS LANDING, NJ	08330
1132.12 65	18 PENN OAKS LANE	2	GRACE, JEFFREY S. & LORI A. 18 PENN OAKS LANE MAYS LANDING, NJ	08330
1132.12 66	20 PENN OAKS LANE	2	BALLINGER, JOAN R. & JEFFREY 20 PENN OAKS LANE MAYS LANDING, NJ	08330
1132.12 67	22 PENN OAKS LANE	2	PERALTA, VILLAMINA N. & JULVANNIE N 22 PENN OAKS LANE MAYS LANDING, NJ	08330
1132.13 1	VICTORIA DRIVE	15F	VICTORIA CROSSING COMMUNITY ASSOC. 28 S NEW YORK RD - ST B6 GALLOWAY, NJ	08205
1132.13 2	24 PENN OAKS LANE	2	VALERIO, ANTHONY M 24 PENN OAKS LANE MAYS LANDING, NJ	08330
1132.13 3	26 PENN OAKS LANE	2	CLAPP, KEVIN C. & STACEY M. 26 PENN OAKS LANE MAYS LANDING, NJ	08330
1132.13 4	28 CRANBERRY DRIVE	2	JOSEPH, LAUREN & MARK 153 NEW ORLEANS AVE EGG HARBOR CITY, NJ	08215
1132.13 5	30 CRANBERRY DRIVE	2	BOYCE, SARAH & CARLOS MARQUEZ-ORTEGA 30 CRANBERRY DRIVE MAYS LANDING, NJ	08330

Block Lot Qual	Property Location Additional Lot Additional Lot	Property Class	Owner Address City, State	Zip Code
1132.13 6	32 CRANBERRY DRIVE	2	DUNBAR, KERRY L II 202 HARVARD RD EGG HARBOR TWP, NJ	08234
1132.13 7	34 CRANBERRY DRIVE	2	NGUYEN, CHERRY & TAM BUI 209 E KENNEDY DR EGG HARBOR TWP, NJ	08234
1132.13 8	36 CRANBERRY DRIVE	2	MCMASTER, MARY A 36 CRANBERRY DR MAYS LANDING, NJ	08330
1132.13 9	38 CRANBERRY DRIVE	2	PLOCICA, REGINA 38 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 10	40 CRANBERRY DRIVE	2	EDWARDS, ANTONIQUE 40 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 11	42 CRANBERRY DRIVE	15F	SEPULVEDE, JOSE & MILAGROS RODRIGUEZ 42 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 12	44 CRANBERRY DRIVE	2	GOLEMINOVA, GALABINA P & VENTZISLAV 44 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 13	46 CRANBERRY DRIVE	2	OAKES, PATRICK & LORRAINE 46 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 16	52 CRANBERRY DRIVE	2	BOURNE, FRANNETTE L 52 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 17	54 CRANBERRY DRIVE	2	CAJUSTE, KEIRY & OLES 54 CRANBERRY DRIVE MAYS LANDING, NJ	08330
1132.13 18	56 CRANBERRY DRIVE	2	ORTIZ, FELIX & RESTO, DESERIE 56 CRANBERRY DR MAYS LANDING, NJ	08330
1132.13 19	58 CRANBERRY DRIVE	2	CRANSTON, ROBERT L & VIRGINIA A. 4752 E APPEBY CT GILBERT, AZ	85298
1132.13 20	60 CRANBERRY DRIVE	2	DOMPILES, ALHAZEL DIANNE B & HAZEL B 60 CRANBERRY DRIVE MAYS LANDING, NJ	08330

Block Lot Qual	Property Location Additional Lot Additional Lot	Property Class	Owner Address		Zip Code
			City, State		
1132.18 1	136 MEADOW CIRCLE BASINS	15F	VICTORIA POINT COMM ASSOC % MAMCO 14000 HORIZON WAY #200 MT. LAUREL, NJ		08054
1132.18 39	76 FOX HOLLOW DRIVE	2	FORTNER, LANTZ 76 FOX HOLLOW DR MAYS LANDING, NJ		08330
1132.18 40	78 FOX HOLLOW DRIVE	2	JIMENEZ, SERGIO, M.PONCE & W.RIOS 78 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 41	80 FOX HOLLOW DRIVE	2	GOLDING, RICHARD J, 80 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 42	82 FOX HOLLOW DRIVE	2	NEY, MARTIN F. 82 FOX HOLLOW DR MAYS LANDING, NJ		08330
1132.18 43	84 FOX HOLLOW DRIVE	2	KAMARA, AMINATA 84 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 44	86 FOX HOLLOW DRIVE	2	TABANAS, ALRONE JAY CUEQUIS 86 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 45	88 FOX HOLLOW DRIVE	2	BUSTOS, LEONARDO & BERNADETTE 88 FOX HOLLOW DR MAYS LANDING, NJ		08330
1132.18 46	90 FOX HOLLOW DRIVE	2	WHITE, ASHLEY L & VINCENT J 90 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 47	92 FOX HOLLOW DRIVE	2	MAJORS, LESLIE JOSEPH & CHERYL ROSE 92 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 48	94 FOX HOLLOW DRIVE	2	TROPICHEVA, IRINA & TATYANA ANTONOVA 94 FOX HOLLOW DRIVE MAYS LANDING, NJ		08330
1132.18 85	168 PHEASANT RUN ROAD	2	HEROLD, ISABELLA 168 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 86	170 PHEASANT RUN ROAD	2	J & R NARUTO INC 6106 BLACK HORSE PIKE #B7 EGG HARBOR TOWNSHIP, NJ		08234

Block Lot Qual	Property Location		Property Class	Owner Address		Zip Code
	Additional Lot	Additional Lot		City, State	City, State	
1132.18 90	178 PHEASANT RUN ROAD		2	HIRST, MELISSA J 178 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 91	180 PHEASANT RUN ROAD		2	ROBINSON, JOSEPH M 180 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 92	182 PHEASANT RUN ROAD		2	HARRIS, NANCY L & DOUGLAS F CAMPBELL 182 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 93	184 PHEASANT RUN ROAD		2	WOOD, COLLEEN & TREVOR 184 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 94	186 PHEASANT RUN ROAD		2	NAPPER, MARVIN & WILLIAMS, SHADONNA 186 PHEASANT RUN RD MAYS LANDING, NJ		08330
1132.18 95	188 PHEASANT RUN ROAD		2	FEDELI, NICOLE 188 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 96	190 PHEASANT RUN ROAD		2	MOYER, JAMES R 310 39TH STREET BRIGANTINE, NJ		08203
1132.18 97	192 PHEASANT RUN ROAD		2	KHAN, NAEEM A 192 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 98	194 PHEASANT RUN ROAD		2	PRIOR, CHRISTINE M. 194 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.18 99	196 PHEASANT RUN ROAD		2	NIXON, GLEN & KATHLEEN PAGANO 196 PHEASANT RUN ROAD MAYS LANDING, NJ		08330
1132.28 24	48 RENAISSANCE DRIVE		15F	COAXUM, DENNIS 48 RENAISSANCE DRIVE MAYS LANDING, NJ		08330
1132.28 25	50 RENAISSANCE DRIVE		2	VANDERHEYDEN, SARAH A. & DAVID F. 50 RENAISSANCE DRIVE MAYS LANDING, NJ		08330
1132.28 26	52 RENAISSANCE DRIVE		2	ECHIVARRIA, JORGE & SAEZ, MARIANELA 4455 YORKTOWN PLACE MAYS LANDING, NJ		08330

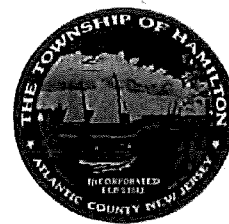
Block Lot Qual	Property Location		Property Class	Owner Address City, State	Zip Code
	Lot	Additional Lot			
1132.28 27	54 RENAISSANCE DRIVE		2	CRUZ, GONZALO & MICHAELA & FERNANDEZ 54 RENAISSANCE DRIVE MAYS LANDING, NJ	08330
1132.28 39	CATES ROAD OPEN SPACE		15F	EAGLES MERE HOMEOWNERS ASSOC, INC 501 ZION RD #8 EGG HARBOR TWP, NJ	08234
1132.29 24	48 GALLERIA DRIVE		2	ALINDADA, ROSARIE A 48 GALLERIA DR MAYS LANDING, NJ	08330
1132.29 25	50 GALLERIA DRIVE		2	CRUZ, CARLOS A & IVELISSE PEREZ 50 GALLERIA DR MAYS LANDING, NJ	08330
1132.29 26	52 GALLERIA DRIVE		2	DESMONE, CHRISTINA & TREVOR ZOMPA 52 GALLERIA DR MAYS LANDING, NJ	08330
1132.29 27	54 GALLERIA DRIVE		2	FATA,FRANCESCO & GEORGIEVA, GERGANA 54 GALLERIA DR MAYS LANDING, NJ	08330
1132.29 28	56 GALLERIA DRIVE		2	NODLER, CHRISTINE B 56 GALLERIA DR MAYS LANDING, NJ	08330
1132.30 1	58 GALLERIA DRIVE		2	RANDOLPH, CHRISTOPHER & GWENDOLYN 58 GALLERIA DR MAYS LANDING, NJ	08330
1132.30 2	60 GALLERIA DRIVE		2	EVANS, TENNILLE CRYSTAL 60 GALLERIA DR MAYS LANDING, NJ	08330
1132.30 3	62 GALLERIA DRIVE		2	COSTANTINI, TARA M & JOSEPH L 62 GALLERIA DR MAYS LANDING, NJ	08330
1132.30 4	64 GALLERIA DRIVE		2	TERRY, SHEDASTIA & DESWIN HAYES JR 64 GALLERIA DRIVE MAYS LANDING, NJ	08330
1132.30 5	66 GALLERIA DRIVE		2	ALBAZ, MICHAEL & ALEXIS MCCLOSKEY 66 GALLERIA DRIVE MAYS LANDING, NJ	08330
1132.30 6	68 GALLERIA DRIVE		2	ARORA, SHIVAM & KAKSHI ARORA 68 GALLERIA DRIVE MAYS LANDING, NJ	08330

Block Lot	Property Location Additional Lot	Property Class	Owner Address City, State	Zip Code
1132.32 18	57 GALLERIA DRIVE	2	GONZALEZ, VERONICA & CASTELLON, CHR 57 GALLERIA DR MAYS LANDING, NJ	08330
1132.32 19	55 GALLERIA DRIVE	2	MOSER, ROBERT & TERESA 55 GALLERIA DR MAYS LANDING, NJ	08330
1132.32 20	53 GALLERIA DRIVE	2	JARRETT, MARIE E & PATRICK 53 GALLERIA DRIVE MAYS LANDING, NJ	08330
1132.32 21	51 GALLERIA DRIVE	2	HOSSAIN, MOHAMMAD S & JUBEDA AKTHER 105 GALLERIA DR MAYS LANDING, NJ	08330
1316 2	1880 CATES ROAD HOME SITES	4A	HOMETOWN MAYS LANDING MHC, L.L.C. 110 NORTH WACKER DR #4500 CHICAGO, IL	60606
1316.01 1	CATES ROAD	15C	TOWNSHIP OF HAMILTON 6101 THIRTEENTH STREET MAYS LANDING, NJ	08330
1316.01 1.01	CATES ROAD	1	THE ESTATES AT THE FAIRWAYS %SOBEL 2385 NW EXEC CTR DR #370 BOCA RATON, FL	33431

Renee DeSalvo, CTC
Tax Collector
Office: (609) 625-2151
Fax: (609) 625-7720

Township of Hamilton

Office of the Tax Collector
6101 Thirteenth Street, Suite 202
Mays Landing, New Jersey
08330



Certification of Taxes Paid

Block: 1132.01 Lot: 42.01 Qual: —

Owner: 1855 Cates Road Property LLC

Property Location: Black Horse Pike

This is to CERTIFY that the REAL ESTATE TAXES on the above referenced property(ies) are paid current as of
the date signed below:

Next payment due 11/1/2025

Renee DeSalvo, CTC

Collector's Office

10/3/2025

Date

Renee DeSalvo, CTC
Tax Collector
Office: (609) 625-2151
Fax: (609) 625-7720

Township of Hamilton
Office of the Tax Collector
6101 Thirteenth Street, Suite 202
Mays Landing, New Jersey
08330



Certification of Taxes Paid

Block: 1132.01 Lot: 41.01 Qual: —

Owner: 1855 Cates Road Property LLC

Property Location: 1855 Cates Road

This is to CERTIFY that the REAL ESTATE TAXES on the above referenced property(ies) are paid current as of
the date signed below:

Next payment due 11/1/2025

Renee DeSalvo, CTC
Collector's Office

10/3/25
Date

ESCROW AGREEMENT**(PLEASE DO NOT MAKE COPIES OF THIS AGREEMENT)**DATE: 10/21/2025 APPLICATION#: ZB25-19A

THIS AGREEMENT made this 21 day of OCTOBER,
1855 Cates Road Property, LLC (Name) is hereinafter referred to as the "Applicant," the
 Planning or Zoning Board of the Township of Hamilton, Atlantic County, is hereinafter referred
 to as "Board." And the Township of Hamilton in the County of Atlantic is hereinafter referred to
 as "Township."

WHEREAS the Applicant is proceeding under Ordinances 167-8 as amended, (hereinafter
 "Ordinance), for approval of Use Variance Relief (describe project);
 and

WHEREAS the Ordinance requires the Applicant to establish and escrow whereby work required
 to be performed by professionals employed by the Board will be paid for by the Applicant as
 required under the provisions of the Ordinances cited above.

NOW, THEREFORE

SECTION 1. PURPOSES

The applicant agrees to pay all reasonable professional fees incurred by the Board for the
 performance of its duties.

SECTION 2. ESCROW ESTABLISHED

The applicant hereby creates an escrow to be established within the Controller of the Township.

SECTION 3: ESCROW FUNDED

The applicant, upon execution of this agreement shall pay to the Township such sums as required
 by Ordinance to be deposited in the repository referred to in Section 3.

SECTION 4: INCREASE IN ESCROW FUND

If, during the existence of this Escrow Agreement, the funds held by the escrow shall be
 insufficient to cover any voucher or bill submitted by the professional staff and reviewed and
 approved by the Director of the Community Development or the Director's designee. The
 Applicant shall, within fourteen (14) days of written notice, deposit additional sums with the
 escrow holder to cover the amount of the deficit referred to above and such additional amount
 reasonably anticipated by the Director needed to complete the application process. Additionally,
 until such funds are fully replenished, no further consideration review, processing of any pending
 application shall be permitted by the Planning and Zoning Board, nor shall any further inspection

be performed by or on behalf of the Township until such additional escrow has been deposited. Failure to post sufficient escrow funds to cover costs incurred or anticipated shall toll the period for action by the approving authority, as required by N.J.S.A 40:55D-1 et seq. and particularly N.J.S.A. 40:55D-51 and N.J.S.A. 40:55D-10.4. The written notice in this paragraph shall be sent to:

PLEASE PRINT AND PROVIDE LEGIBLE INFORMATION

Name: Keith A. Davis, Esquire Phone Number: 609-927-1177
 Address: 4030 Ocean Heights Avenue
 City: Egg Harbor Township
 State: NJ Zip code: 08234 E-Mail: kdavis@ndglegal.com

Unless otherwise shown, receipt shall be presumed to have occurred three (3) days after mailing. The notice required under this paragraph shall be in the form of a Project Account Statement sent from the Office of the Controller.

****Please initial on the line provided below to indicate that you have read the following:****

****After a period of forty-five (45) days from the notice from the Township, the applicant's failure to deposit the additional funds shall be grounds for denial of the application or for dismissal of the application without prejudice. In the event the Board approves the application, the obligation to pay for professional plan review fees by depositing the funds in escrow shall be a condition of the approval granted by the Board. Please initial here:**

FD

If the escrow funds are depleted, after the application is filled or granted, the applicant shall pay additional funds upon demand within the fourteen (14) day period. *Please initial here:

FD

The failure to pay the demanded funds may also result in the voiding of any prior approval upon due notice to the applicant by the Board. In addition to the foregoing, the Applicant hereby agrees that in the event the reasonable and necessary amounts charged by the professionals for review of the application are not paid, the outstanding fees shall be deemed a lien on the above-described property and shall be collectable as in the case of taxes by the adoption of a resolution by the Township governing body upon receipt of a certification that the amounts are due and owing pursuant to this agreement. Negative escrow balances shall incur interest at 1.5% per month. ** Please initial here:

FD

In the event of the sale or transfer of property which is the subject of a development application or a change in identity of the applicant, all funds on deposit pursuant to this agreement shall run with the development application affecting the property in question and shall be considered to be the asset and/or obligation of any subsequent owner or applicant unless the initial owner or applicant provides written notice to the approving authority, and to the professionals providing review services, that the initial owner or applicant has specifically reserved ownership rights of the escrow account. In the event such a notice is received by the Township officials and professionals, no further review shall be undertaken by relevant professionals until the new or subsequent owner or applicant has established an escrow account and signed an escrow agreement.

Section 5. Time of Payment

The professionals referred to in this Agreement, upon the conclusion of their services or periodically during the performance of their services, shall submit vouchers confirming to the requirements established by the Township for vouchers of the type and kind referred to under this paragraph. Said vouchers shall include the amounts of all fees and costs incurred because of the services set forth under Section 1 of this Agreement.

Section 6. Payments from Escrow Funds

The Director or designee shall review the vouchers submitted by the professionals to determine whether the services have been performed in the manner and to the degree required by this Agreement. Upon deciding that said services have been performed properly, the Director or his designee shall process said vouchers in the same manner and under the same terms as are normally employed for vouchers submitted for work performed on behalf of the Township. At the conclusion of this processing, the amounts specified in the said vouchers shall be paid by the escrow holder from the escrow established pursuant to this agreement.

Section 7. Applicant Notification to Dispute Charges

Pursuant to N.J.S.A. 40:55D-53 it seq. applicants shall notify in writing to the Township of Hamilton, Department of Community Development, and the professional whenever applicants dispute the charges made by a professional for service rendered to the municipality in reviewing application for development, review, and designee, shall within a reasonable time attempt to mediate any disputed charges. If the matter is not resolved to the satisfaction of the applicant, the applicant may appeal to the Atlantic County Construction Board of Appeals.

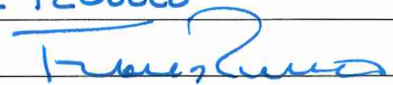
Section 8. Return of Unused Escrow Funds

Escrow funds cannot be refunded for at least one hundred and twenty (120) days from the time of a final decision of the Planning or Zoning Board. After one hundred and twenty days, a request to refund unused escrow may be made by letter.

In Witness Where Of, the parties hereto have set their hands and seals the date first written above.

_____ *If applicant is a corporation, this signature must be attested by an attorney.

Print Name: Frank Ruocco

Signature of Applicant: 

Attorney Witness:

Emanuel Santilippo, III, Esquire
of Nehmad Davis & Goldstein, PC

 10-03-25

**Request for Taxpayer
Identification Number and Certification**

Go to www.irs.gov/FormW9 for instructions and the latest information.

Give form to the
requester. Do not
send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type.
See Specific Instructions on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.) <i>1855 Cates Road Property, LLC</i>	
2 Business name/disregarded entity name, if different from above.	
3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only one of the following seven boxes. ☐ Individual/sole proprietor ☐ C corporation ☐ S corporation ☐ Partnership ☐ Trust/estate ☒ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner. ☐ Other (see instructions) _____	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any) _____ (Applies to accounts maintained outside the United States.)
3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions ☐	
5 Address (number, street, and city, state, and ZIP code) _____	Requester's name and address (optional)
6 City, state, and ZIP code _____	
7 _____	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Social security number									
				-			-		
or									
Employer identification number									

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person <i>[Signature]</i>	Date <i>10/03/25</i>
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they