Shropshire Associates LLC

SBE Certified

Traffic Engineering, Transportation Planning & Design

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June 19, 2025

Mr. Ryan Sutherland (via email: rsutherland@amsacquisitions.com)
AMS Acquisitions
One Bridge Plaza North, Suite 840
Fort Lee, NJ 07024

Re: **Traffic Engineering Assessment**
Marlton Crossing
Block 24.21, Lot 3
Centre Boulevard
Evesham Township, Burlington County, NJ
SA Project No. 25074

Dear Ryan:

In response to your request, Shropshire Associates LLC has prepared a Traffic Engineering Assessment report to evaluate the impact of the traffic to be generated by the proposed Marlton Crossing residential development along northbound Centre Boulevard in Evesham Township, Burlington County, New Jersey.

The property currently contains the existing Marlton Crossing office development, which contains approximately 76,800 square feet (SF) of general office space within multiple buildings. Access to the existing office development is provided via one (1) full-movement driveway along northbound Centre Boulevard, opposite James Court, one (1) full-movement driveway along westbound Lippincott Drive, and two (2) cross-access easements / internal connections to the adjacent Marlton Crossing shopping center.

Based upon the current information provided, the proposal for the redevelopment of the existing office buildings to construct a four-story residential development that will contain a total of 325 residential dwelling units. Access to the proposed residential development will continue to be provided via the existing driveways along Centre Boulevard, Lippincott Drive, and to / from Old Marlton Pike (CR 600) via the existing internal connections to the adjacent shopping center.

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.

Along the site's frontage, **Centre Boulevard** is a two-lane median-divided local roadway that is under the jurisdiction of Evesham Township. Centre Boulevard has an approximate cartway width of 68', consisting of two (2) 24' travel lanes and a 20' grass median. The posted speed limit along Centre Boulevard is 35 MPH and for the purpose of this assessment, is assumed to extend in a general north-south direction.

Along the site's frontage, **Old Marlton Pike (CR 600)** is a three-lane undivided roadway that is classified as an Urban Minor Arterial and is under the jurisdiction of Burlington County. Old Marlton Pike has an approximate cartway width of 47', consisting of two (2) 11' travel lanes, an 11' center two-way left-turn lane, and 7' shoulders. Old Marlton Pike has a posted speed limit of 35 MPH and for the purpose of this assessment, is assumed to extend in a general east-west direction.

South of the site, **Lippincott Drive** is a two-lane undivided local roadway that is under the jurisdiction of Evesham Township. Lippincott Drive has an approximate cartway width of 44' and a posted speed limit of 35 MPH. For the purpose of this assessment, Lippincott Drive is assumed to extend in a general east-west direction.

In the vicinity of the site, **Lindsey Court** is a two-lane undivided local roadway under the jurisdiction of Evesham Township. Lindsey Court provides access to the Marlton Meeting residential development. Lindsey Court has an approximate cartway width of 24' and has an assumed speed limit of 25 MPH. For the purpose of this assessment, Lindsey Court is assumed to extend in a general east-west direction.

In the vicinity of the site, **James Court** is a two-lane undivided local roadway under the jurisdiction of Evesham Township. Lindsey Court provides access to The Meadows at Marlton residential development. James Court has an approximate cartway width of 28' and has an assumed speed limit of 25 MPH. For the purpose of this assessment, James Court is assumed to extend in a general east-west direction.

The four-legged **Old Marlton Pike (CR 600) and Centre Boulevard** intersection is controlled by a four-phase traffic signal operating on a time-of-day operation. All approaches consist of one (1) dedicated left-turn lane and a shared through/right-turn lane.

The four-legged **Old Marlton Pike (CR 600) and Existing Shopping Center Driveway / Highway 90 Driveway** intersection is stop-controlled along the northbound shopping center and southbound Highway 90 approaches. All approaches consist of a single shared lane providing for all permitted movements.

The four-legged **Centre Boulevard and Lippincott Drive / Lindsey Court** intersection is stop-controlled along the eastbound Lindsey Court and westbound Lippincott Drive approaches. Both the northbound and southbound Centre Boulevard approaches consist of one (1) dedicated left-turn lane and a shared through/right-turn lane. Both the eastbound Lindsey Court and westbound Lippincott Drive approaches consist of a single shared lane providing for all permitted movements.

The four-legged **Centre Boulevard and James Court / Existing Marlton Crossing Driveway** intersection is stop-controlled along the eastbound James Court and westbound Marlton Crossing driveway approaches. Both the northbound and southbound Centre Boulevard approaches consist of one (1) dedicated left-turn lane and a shared through/right-turn lane. Both the eastbound James Court and westbound Marlton Crossing driveway approaches consist of a single shared lane providing for all permitted movements.

The T-shaped **Lippincott Drive and Existing Marlton Crossing Driveway** intersection is stop-controlled along the southbound Marlton Crossing driveway approach. All approaches consist of a single shared lane providing 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, March 25, 2025, and on Saturday, March 22, 2025. The counts were conducted during the weekday morning (7:00 AM to 9:00 AM), weekday afternoon (2:00 PM to 6:00 PM) and Saturday midday (11:00 AM to 2:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing weekday AM, weekday PM, and Saturday midday peak hour volumes are illustrated on Figure 1.

Based upon the collected MTMC data, the current weekday AM, weekday PM, and Saturday midday peak hours in the vicinity of the site are as follows:

- Weekday AM Peak Hour = 8:00 AM to 9:00 AM
- Weekday PM Peak Hour = 4:45 PM to 5:45 PM
- Saturday Midday Peak Hour = 12:45 PM to 1:45 PM

Future Conditions

As indicated above, the proposal is for the redevelopment of the existing office buildings to construct a four-story residential development, containing 325 residential dwelling units. 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.

Based on the *Annual Background Growth Table* prepared by the New Jersey Department of Transportation, a 3.00% annual traffic growth will occur along the adjacent roadway network 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 complied data from thousands of studies for various land uses, independent variables, and study periods and published the results in *Trip Generation, 11th Edition.* In order to provide a conservative analysis, the proposed use is most similar to ITE Land Use 221: Multifamily Housing (Mid-Rise). Table 1 indicates the weekday AM, weekday PM, and Saturday midday peak hour trips based upon the current ITE trip generation rates, with the trip generation worksheets attached for your review.

Table 1
ITE Trip Generation

Development	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing (325 Units)	30	101	131	78	49	127	67	64	131

Trip Generation Comparison

As indicated above, the proposed Marlton Crossing residential development will replace the existing 76,800 SF Marlton Crossing office development. Therefore, a peak hour trip generation comparison has been prepared between the proposed residential development and the existing office development based upon the current ITE trip generation rates. The existing office development is most similar to ITE Land Use 710: General Office Building. Table 2 indicates the peak hour trip generation of the existing office development as compared to the anticipated peak hour trips for the proposed residential development, based upon the current ITE trip generation rates.

Table 2
ITE Trip Generation

Development	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
General Office (76,800 SF)	117	16	133	23	110	133	22	19	41

As indicated in Table 2, the proposed residential development will generate approximately 2 less trips during the weekday AM peak hour, 6 less trips during the weekday PM peak hour, and 90 more trips during the Saturday midday peak hour.

Trip Distribution

The traffic to be generated by the proposed residential development must be distributed to the adjacent roadway network in a manner in which the residents can reasonably be expected to travel. The site traffic was assigned to the roadway network based on the routes that residents will take to and from the development. The anticipated trip distribution is shown on Figure 3, with the resulting site traffic assignment on Figure 4. The site traffic was then added to the No-Build volumes (Figure 2) to determine the Build volumes, which are illustrated in 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 *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. Levels of Service 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 LOS for signalized intersections is 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 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 Level of Service criteria for signalized and unsignalized intersections is summarized below in Table 3.

Table 3
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.

Old Marlton Pike (CR 600) and Centre Boulevard Intersection

Under existing conditions, the Old Marlton Pike and Centre Boulevard signalized intersection operates at an overall LOS B during the weekday AM peak hour and LOS C during both the weekday PM and Saturday midday peak hours. All individual movements operate at a LOS D or better during all peak hours.

Under the future No-Build conditions, the Old Marlton Pike and Centre Boulevard signalized intersection will continue to operate at an overall LOS B during the weekday AM peak hour and LOS C during both the weekday PM and Saturday midday peak hours. All individual movements will continue to operate at existing levels of service during all peak hours.

Under the future Build conditions, the Old Marlton Pike and Centre Boulevard signalized intersection will operate at an overall LOS C during all peak hours. All individual movements will continue to operate at LOS D or better during all peak hours.

Old Marlton Pike (CR 600) and Existing Shopping Center / Highway 90 Driveways

Under existing conditions, the northbound shopping center driveway stop-controlled approach operates at a LOS B during the weekday AM peak hour and LOS C during both the weekday PM and Saturday midday peak hours. The southbound Highway 90 driveway stop-controlled approach operates at a LOS A during the weekday AM peak hour, LOS B during the weekday PM peak hour, and LOS A during the Saturday midday peak hour. In addition, both the eastbound and westbound Old Marlton Pike conflicting left-turn movements operate at a LOS A during all peak hours.

Under the future No-Build conditions, all individual movements will continue to operate at existing levels of service during all peak hours.

Under the future Build conditions, access to the future residential development will be provided via the existing shopping center driveway along eastbound Old Marlton Pike. Based upon this configuration, all individual movements will continue to operate at No-Build levels of service, with the exception of the northbound shopping center driveway stop-controlled approach, which will operate at a LOS D during the Saturday midday peak hour.

Centre Boulevard and Lindsey Court / Lippincott Drive Intersection

Under existing conditions, the eastbound Lindsey Court stop-controlled approach operates at a LOS B during all peak hours. The westbound Lippincott Drive stop-controlled approach operates at a LOS A during all peak hours. Both the northbound and southbound Centre Boulevard conflicting left-turn movements operate at a LOS A during all peak hours.

Under both future No-Build and Build conditions, all individual movements will continue to operate at existing levels of service during all peak hours.

Centre Boulevard and James Court / Existing Marlton Crossing Driveway

Under existing conditions, the eastbound James Court stop-controlled approach operates at a LOS B during all peak hours. The westbound Marlton Crossing driveway stop-controlled approach operates at a LOS A during the weekday AM peak hour, LOS B during the weekday PM peak hour, and LOS A during the Saturday midday peak hour. Both the northbound and southbound Centre Boulevard conflicting left-turn movements operate at a LOS A during all peak hours.

Under future No-Build conditions, all individual movements will continue to operate at existing levels of service during all peak hours.

Under future Build conditions, access to the future residential development will be provided via the existing Marlton Crossing driveway along northbound Centre Boulevard. Based upon this configuration, all individual movements will continue to operate at No-Build levels of service, with the exception of the westbound site driveway approach, which will operate at a LOS B during the Saturday midday peak hour.

Lippincott Drive and Existing Marlton Crossing Driveway Intersection

Under existing conditions, the southbound Marlton Crossing driveway stop-controlled approach operates at a LOS A during all peak hours. In addition, the eastbound Lippincott Drive conflicting left-turn movements operate at a LOS A during all peak hours.

Under future No-Build conditions, all individual movements will continue to operate at existing levels of service during all peak hours.

Under future Build conditions, access to the future residential development will be provided via the existing Marlton Crossing driveway along westbound Lippincott Drive. Based upon this configuration, all individual movements will continue to operate at existing levels of service during all peak hours.

Conclusion

Based on the traffic analysis and evaluation provided in this traffic engineering assessment report, the traffic resulting from the proposed residential development will have a minimal impact on the adjacent roadway network and can be safely and efficiently accommodated based upon the following conclusions:

- Based upon the ITE trip generation rates, the proposed residential development will generate a total of 131 total trips during the AM peak hour, 127 total trips during the PM peak hour, and 131 total trips during the Saturday midday peak hour.

- When compared to the existing Marlton Crossing office development, the proposed residential development will generate approximately 2 less trips during the weekday AM peak hour, 6 less trips during the weekday PM peak hour, and 90 more trips during the Saturday midday peak hour.

- Access to the proposed residential development will continue to be provided via the existing driveways along Centre Boulevard, Lippincott Drive, and Old Marlton Pike.

- The traffic resulting from the proposed residential development will cause minimal changes in the levels of service at the Old Marlton Pike and Centre Boulevard signalized intersection. Overall, the intersection will operate at a LOS C during all peak hours. All individual movements will continue to operate at LOS D or better during all peak hours.

- Access to the future residential development will be provided via the existing shopping center driveway along eastbound Old Marlton Pike. Based upon this configuration, all individual movements will continue to operate at No-Build levels of service, with the exception of the northbound shopping center driveway stop-controlled approach, which will operate at a LOS D during the Saturday midday peak hour.

- Under the future Build conditions, all individual movements at the Centre Boulevard and Lindsey Court / Lippincott Drive stop-controlled intersection will continue to operate at existing levels of service during all peak hours.

- Under future Build conditions, access to the future residential development will be provided via the existing Marlton Crossing driveway along northbound Centre Boulevard. Based upon this configuration, all individual movements will continue to operate at No-Build levels of service, with the exception of the westbound site driveway approach, which will operate at a LOS B during the Saturday midday peak hour.

- Under future Build conditions, access to the future residential development will be provided via the existing Marlton Crossing driveway along westbound Lippincott Drive. Based upon this configuration, all individual movements will continue to operate at existing levels of service during all peak hours.

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

Sincerely,
Shropshire Associates LLC

Nathan B. Mosley, P.E., C.M.E.
Professional Engineer
N.J. License No. 48698

Christopher R. Campbell, P.E.
Professional Engineer
N.J. License No. 61090

NBM/jab
Attachments

cc: Vlad Koldomasov (5 copies via UPS and email: koldomasov@taylorwiseman.com)
Gary Vecchio (via email: vecchio@taylorwiseman.com)
Victor Smith (via email: smithv@taylorwiseman.com)

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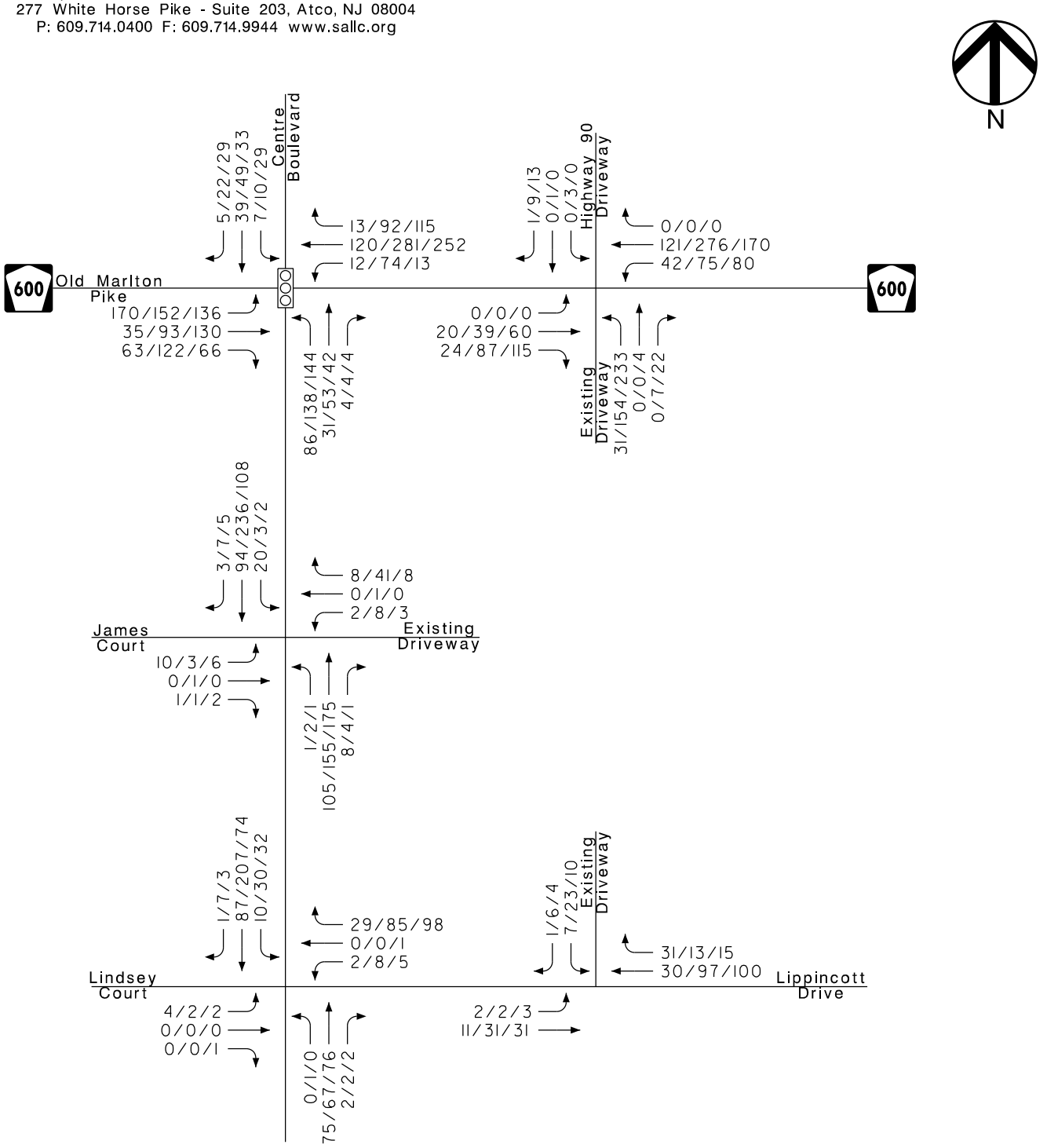
FIGURE 1
EXISTING VOLUMES



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

SA Project No. 25074

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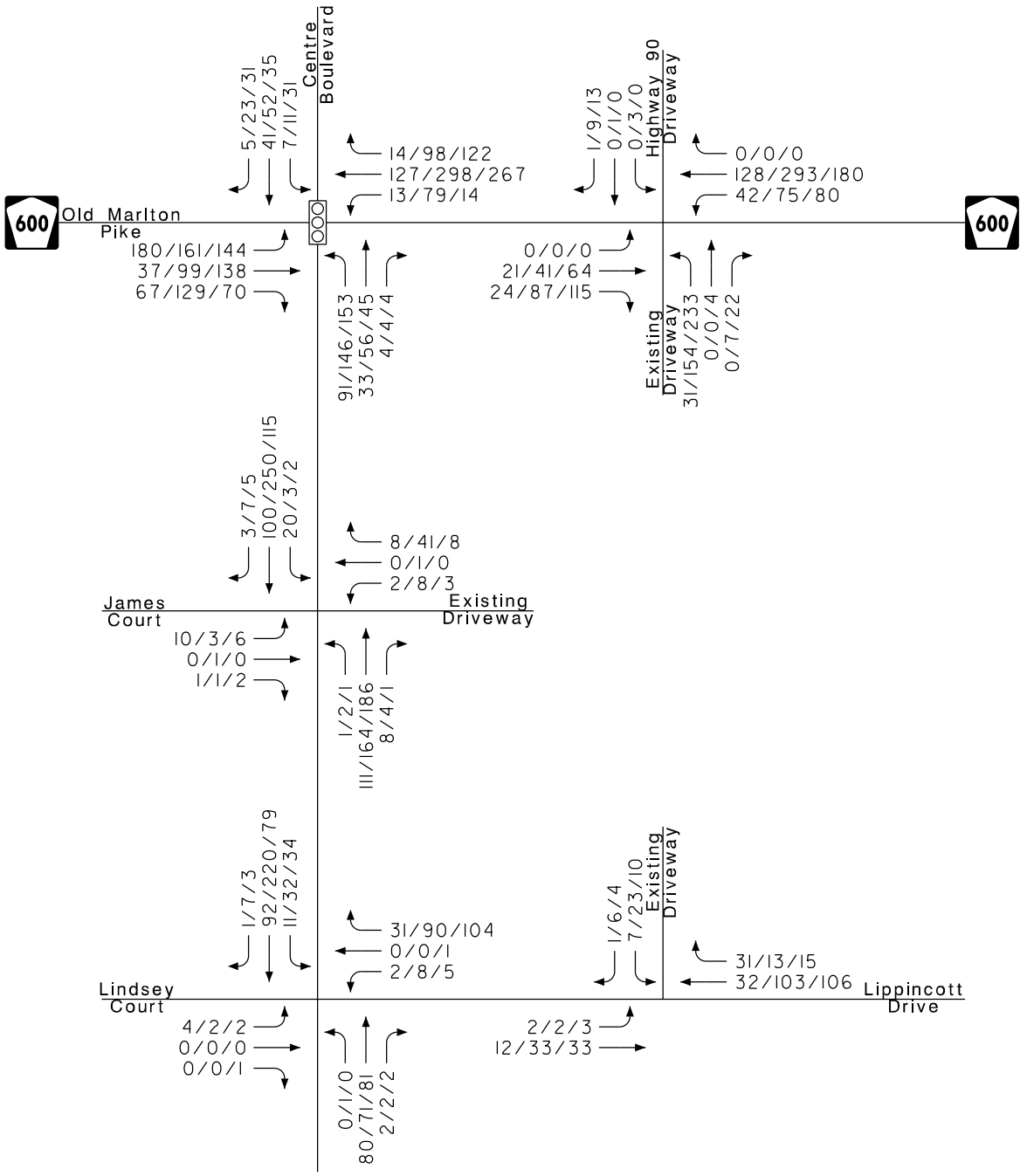
FIGURE 2
NO-BUILD VOLUMES



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

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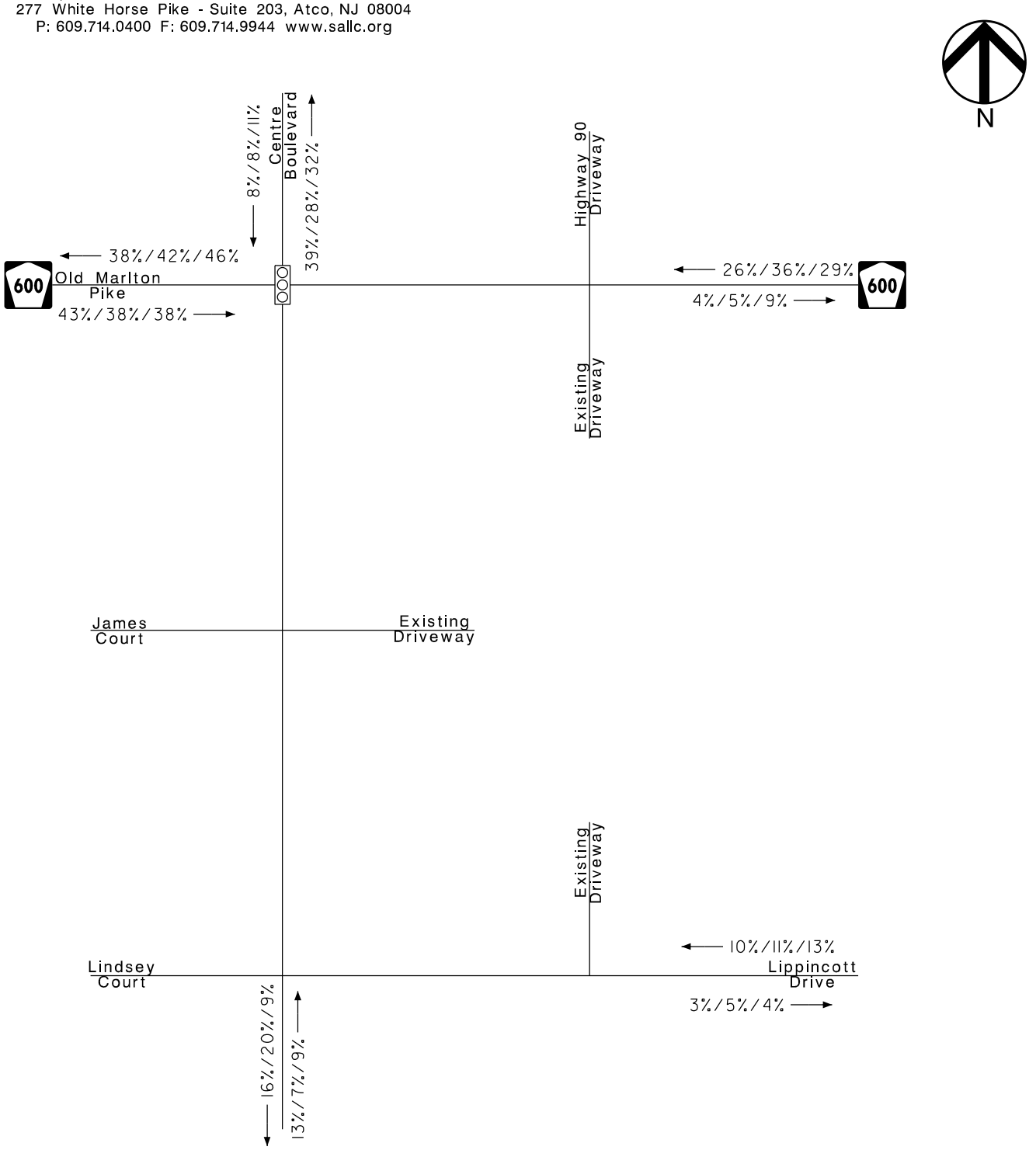
FIGURE 3
TRIP DISTRIBUTION



Marlton Crossing

Evesham Township, Burlington County, NJ
June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

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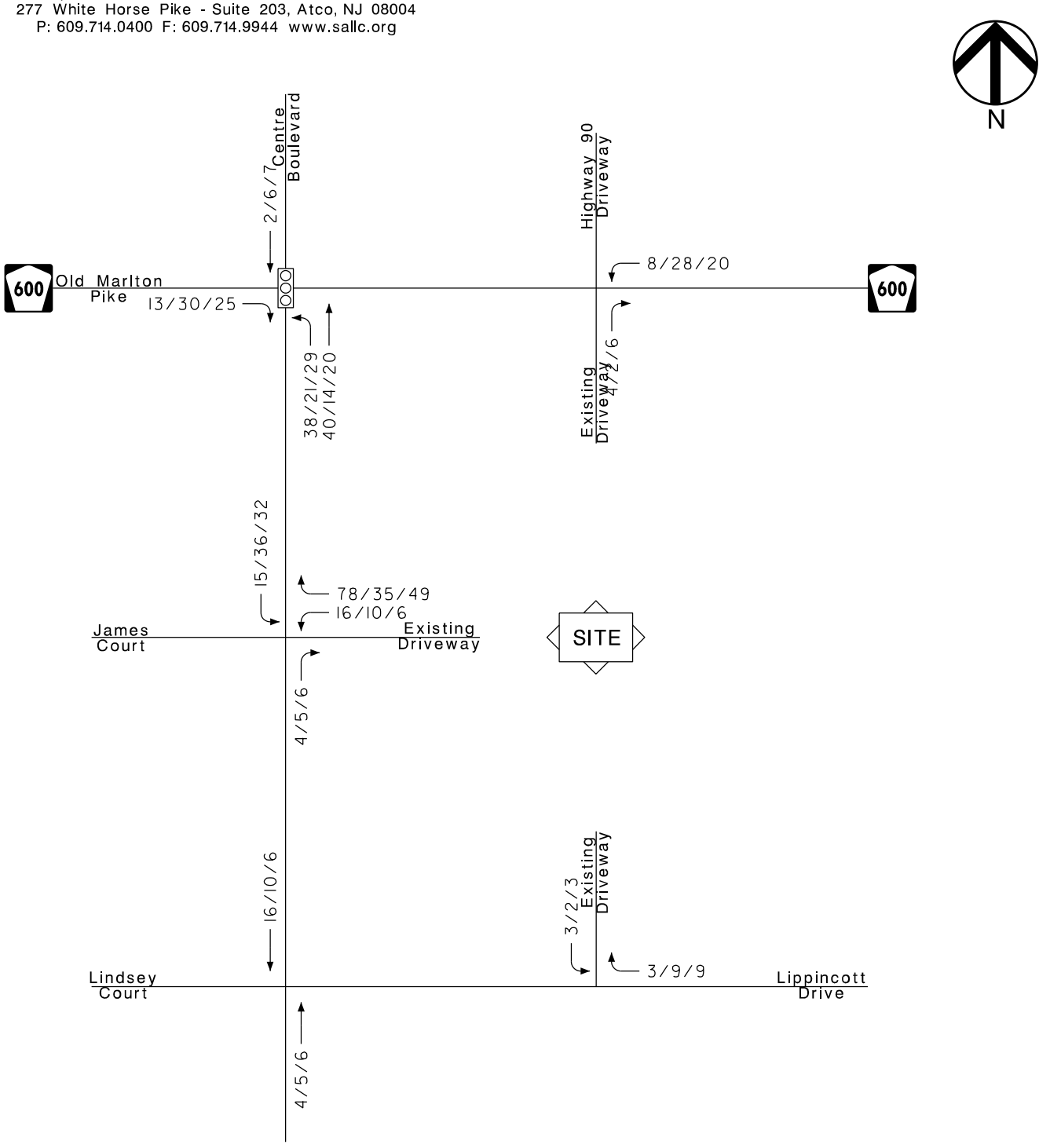
FIGURE 4
SITE TRAFFIC



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

SA Project No. 25074

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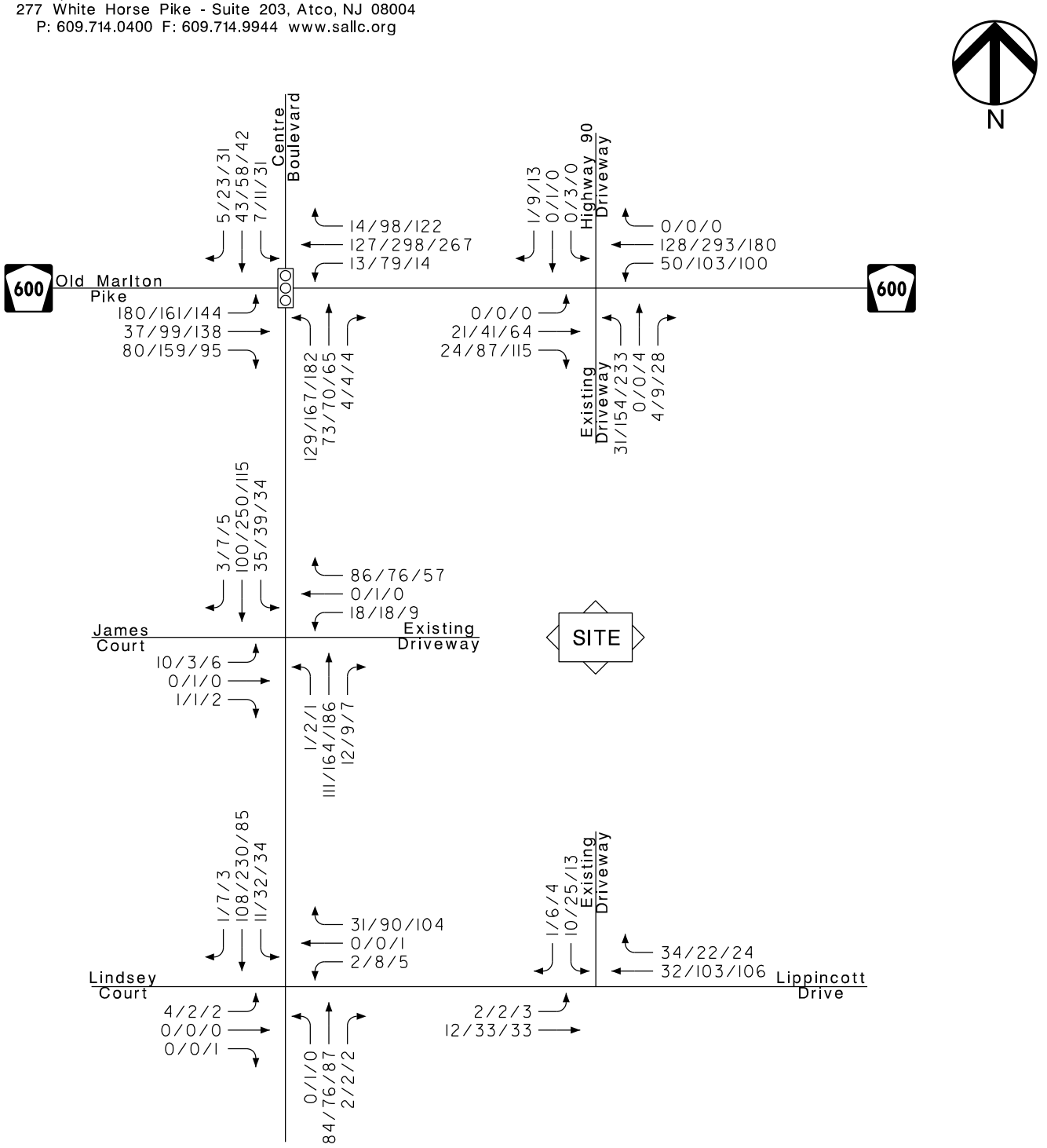
FIGURE 5
BUILD VOLUMES



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

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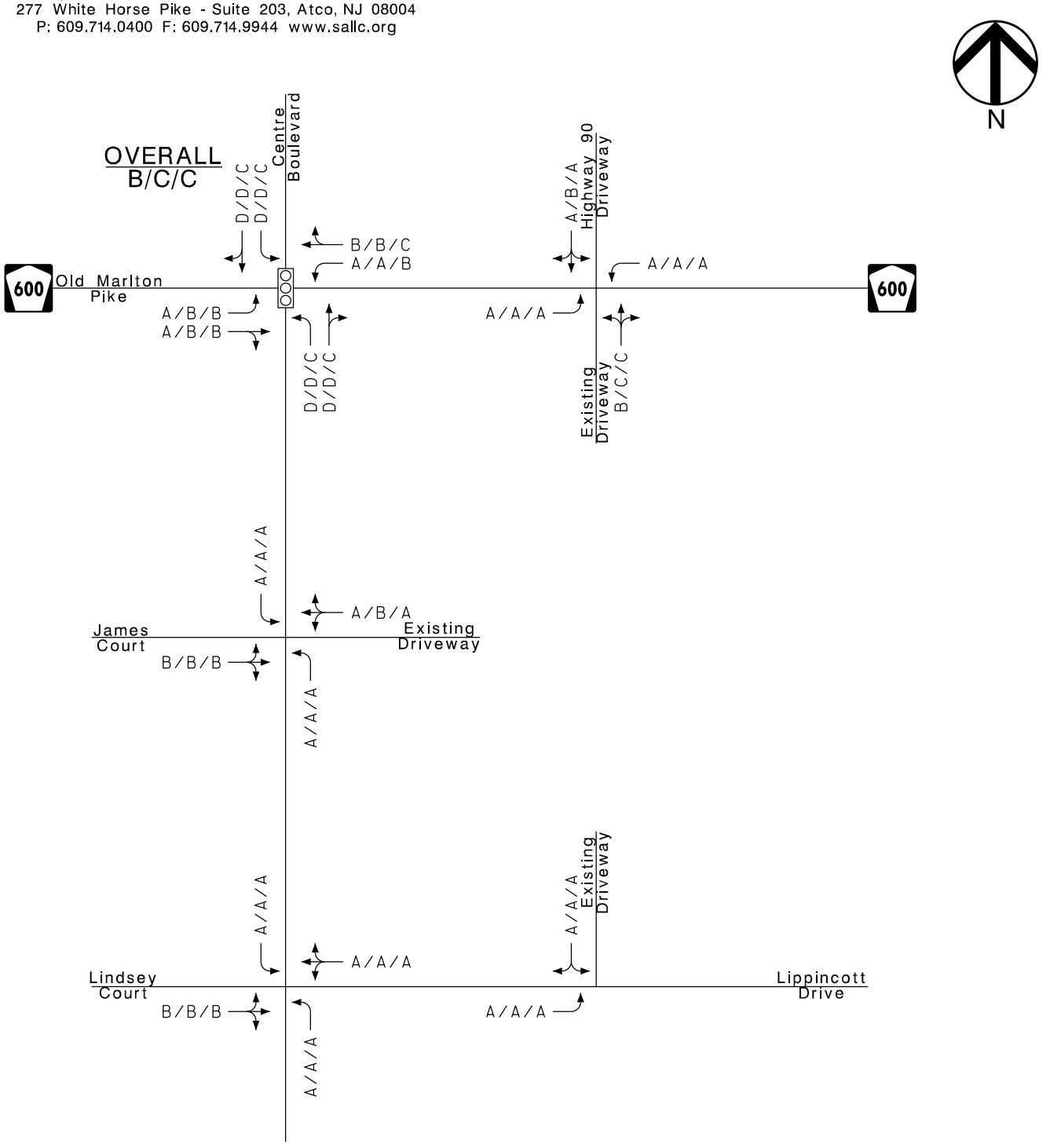
FIGURE 6
EXISTING LEVELS OF SERVICE



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

SA Project No. 25074

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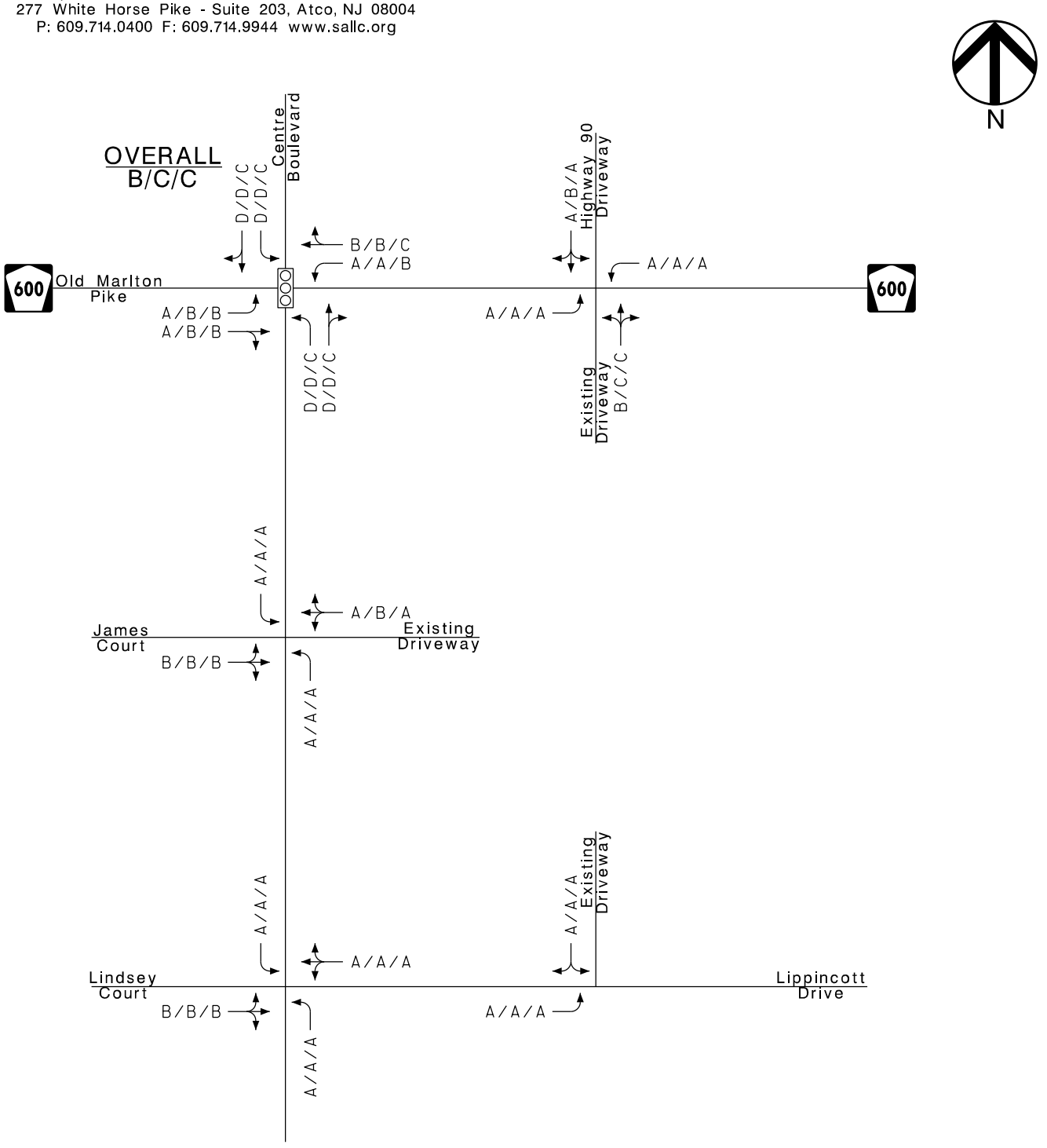
FIGURE 7
NO-BUILD LEVELS OF SERVICE



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

SA Project No. 25074

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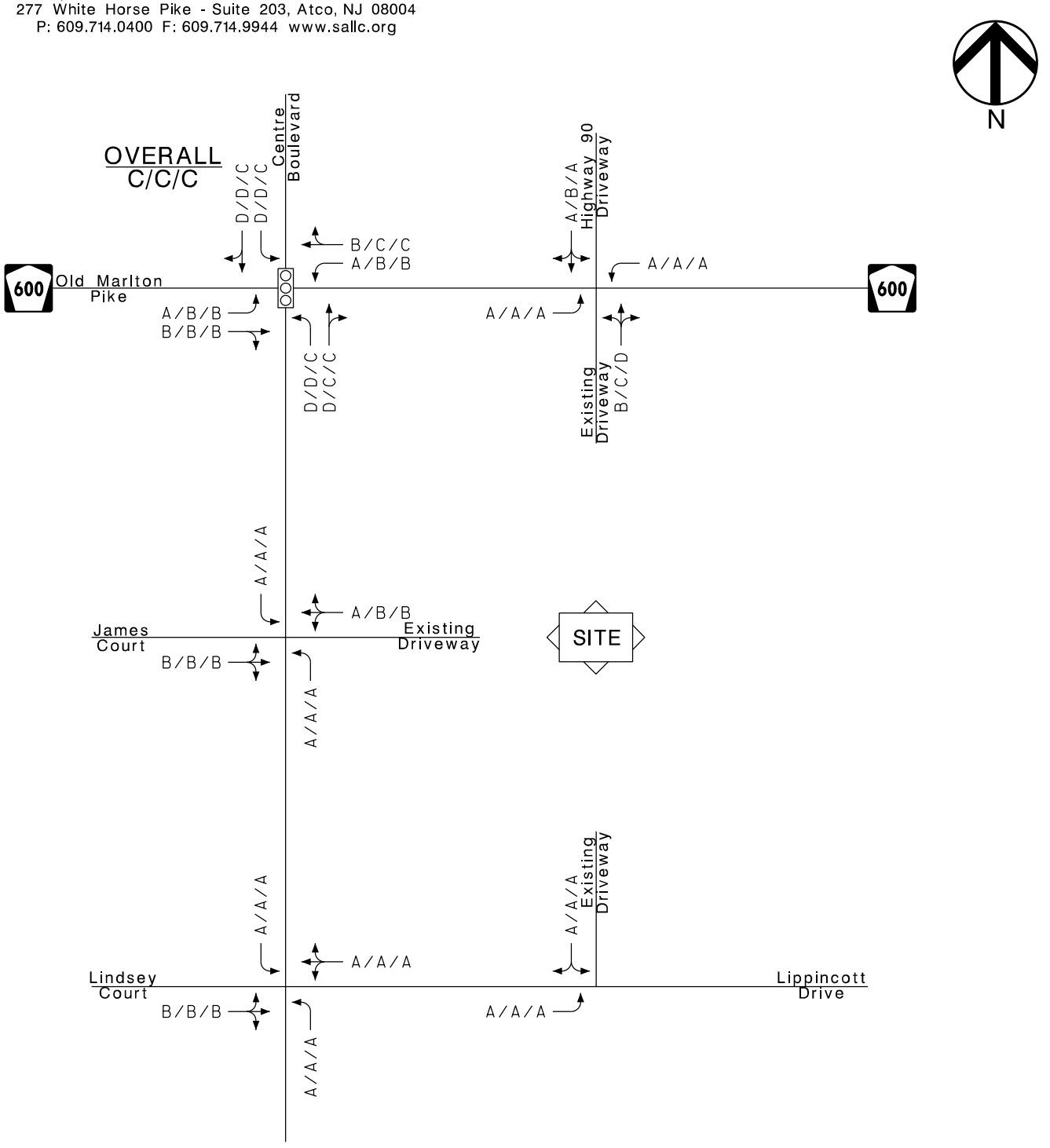
FIGURE 8
BUILD LEVELS OF SERVICE



Marlton Crossing

Evesham Township, Burlington County, NJ

June 2025

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

SA Project No. 25074

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89271, -74.930335

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025

Turning Movement Data

Start Time	Old Marlton Pike Eastbound							Old Marlton Pike Westbound							Centre Boulevard Northbound							Centre Boulevard Southbound							Int. Total
	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	
11:00 AM	0	30	23	12	5	0	70	0	1	45	14	6	0	66	0	27	7	1	0	0	35	0	2	7	3	1	0	13	184
11:15 AM	0	30	29	8	5	0	72	0	0	37	17	7	0	61	0	37	3	1	0	0	41	0	8	9	1	1	0	19	193
11:30 AM	0	38	25	11	6	0	80	0	3	48	17	8	0	76	0	50	8	1	0	0	59	0	1	9	3	6	0	19	234
11:45 AM	0	19	35	10	7	0	71	0	4	50	17	4	0	75	0	29	14	2	1	2	46	0	1	8	5	3	0	17	209
Hourly Total	0	117	112	41	23	0	293	0	8	180	65	25	0	278	0	143	32	5	1	2	181	0	12	33	12	11	0	68	820
12:00 PM	0	25	39	13	5	0	82	0	6	54	16	3	0	79	0	27	9	0	0	0	36	0	6	7	7	0	0	20	217
12:15 PM	0	30	39	17	4	0	90	0	1	53	16	5	0	75	0	25	5	4	2	0	36	0	1	10	7	3	0	21	222
12:30 PM	0	26	26	9	2	2	63	0	2	56	30	6	0	94	0	29	7	2	0	2	38	0	4	9	4	3	0	20	215
12:45 PM	0	34	28	16	7	0	85	0	3	56	22	9	0	90	0	44	14	1	0	0	59	0	10	10	9	0	0	29	263
Hourly Total	0	115	132	55	18	2	320	0	12	219	84	23	0	338	0	125	35	7	2	2	169	0	21	36	27	6	0	90	917
1:00 PM	0	31	33	11	3	0	78	0	2	63	17	11	0	93	0	34	6	1	0	0	41	0	6	10	5	0	0	21	233
1:15 PM	0	30	32	12	4	0	78	0	2	72	20	6	0	100	0	30	10	1	1	0	42	0	5	7	6	0	0	18	238
1:30 PM	0	41	37	10	3	0	91	0	6	61	21	9	0	97	0	36	12	0	0	0	48	0	8	6	5	4	0	23	259
1:45 PM	0	30	29	13	5	0	77	0	2	67	33	5	0	107	0	22	9	1	1	1	33	0	12	13	7	0	0	32	249
Hourly Total	0	132	131	46	15	0	324	0	12	263	91	31	0	397	0	122	37	3	2	1	164	0	31	36	23	4	0	94	979
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	23	1	9	3	0	36	0	2	13	1	1	0	17	0	17	3	0	1	0	21	0	1	4	2	0	0	7	81
7:15 AM	0	31	9	6	1	0	47	0	1	24	1	1	0	27	0	14	5	0	0	0	19	0	0	3	0	0	0	3	96
7:30 AM	0	41	10	14	1	0	66	0	3	21	2	1	0	27	0	22	8	1	0	0	31	0	0	13	0	0	0	13	137
7:45 AM	0	42	7	20	0	0	69	0	2	19	4	1	0	26	0	12	5	2	0	0	19	0	1	5	1	1	0	8	122
Hourly Total	0	137	27	49	5	0	218	0	8	77	8	4	0	97	0	65	21	3	1	0	90	0	2	25	3	1	0	31	436
8:00 AM	0	43	3	18	1	0	65	0	1	21	1	0	0	23	0	26	8	0	1	0	35	0	1	7	0	0	0	8	131
8:15 AM	0	50	15	13	2	0	80	0	2	33	9	0	0	44	0	17	5	0	1	0	23	0	0	9	0	0	0	9	156
8:30 AM	0	43	8	12	3	0	66	0	7	25	1	0	0	33	0	23	12	2	0	0	37	0	3	10	2	1	0	16	152
8:45 AM	0	34	9	11	3	0	57	0	2	41	2	0	0	45	0	20	6	0	0	0	26	0	3	13	2	0	0	18	146
Hourly Total	0	170	35	54	9	0	268	0	12	120	13	0	0	145	0	86	31	2	2	0	121	0	7	39	4	1	0	51	585
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	30	18	14	7	0	69	0	7	54	13	2	0	76	0	35	9	1	0	0	45	0	7	13	3	3	0	26	216
4:15 PM	0	29	32	15	4	0	80	0	11	78	20	3	1	112	0	29	7	1	0	0	37	0	2	10	2	3	0	17	246
4:30 PM	0	30	20	10	9	0	69	0	15	67	16	1	0	99	0	38	9	0	2	0	49	0	7	10	2	3	0	22	239
4:45 PM	0	41	14	17	1	0	73	0	9	59	19	0	0	87	0	32	12	1	0	1	45	0	2	12	7	1	0	22	227
Hourly Total	0	130	84	56	21	0	291	0	42	258	68	6	1	374	0	134	37	3	2	1	176	0	18	45	14	10	0	87	928
5:00 PM	0	42	32	31	5	0	110	0	16	69	16	0	0	101	0	42	21	1	0	0	64	0	4	13	3	0	0	20	295
5:15 PM	0	40	27	25	7	0	99	0	23	83	24	1	0	131	0	35	13	0	0	0	48	0	3	13	4	2	0	22	300
5:30 PM	0	29	20	35	1	0	85	0	26	70	29	3	0	128	0	29	7	0	2	0	38	0	1	11	3	2	0	17	268

5:45 PM	0	29	26	23	0	0	78	0	10	48	26	1	0	85	0	24	9	0	0	0	33	0	4	10	4	3	0	21	217
Hourly Total	0	140	105	114	13	0	372	0	75	270	95	5	0	445	0	130	50	1	2	0	183	0	12	47	14	7	0	80	1080
Grand Total	0	941	626	415	104	2	2086	0	169	1387	424	94	1	2074	0	805	243	24	12	6	1084	0	103	261	97	40	0	501	5745
Approach %	0.0	45.1	30.0	19.9	5.0	-	-	0.0	8.1	66.9	20.4	4.5	-	-	0.0	74.3	22.4	2.2	1.1	-	-	0.0	20.6	52.1	19.4	8.0	-	-	-
Total %	0.0	16.4	10.9	7.2	1.8	-	36.3	0.0	2.9	24.1	7.4	1.6	-	36.1	0.0	14.0	4.2	0.4	0.2	-	18.9	0.0	1.8	4.5	1.7	0.7	-	8.7	-
Lights	0	927	620	410	103	-	2060	0	168	1378	422	94	-	2062	0	796	241	24	12	-	1073	0	101	259	94	39	-	493	5688
% Lights	-	98.5	99.0	98.8	99.0	-	98.8	-	99.4	99.4	99.5	100.0	-	99.4	-	98.9	99.2	100.0	100.0	-	99.0	-	98.1	99.2	96.9	97.5	-	98.4	99.0
Mediums	0	13	6	5	1	-	25	0	0	9	2	0	-	11	0	8	2	0	0	-	10	0	1	2	3	1	-	7	53
% Mediums	-	1.4	1.0	1.2	1.0	-	1.2	-	0.0	0.6	0.5	0.0	-	0.5	-	1.0	0.8	0.0	0.0	-	0.9	-	1.0	0.8	3.1	2.5	-	1.4	0.9
Articulated Trucks	0	1	0	0	0	-	1	0	1	0	0	0	-	1	0	1	0	0	0	-	1	0	1	0	0	0	-	1	4
% Articulated Trucks	-	0.1	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	0.0	-	0.0	-	0.1	0.0	0.0	0.0	-	0.1	-	1.0	0.0	0.0	0.0	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

Imperial Traffic & Data Collection
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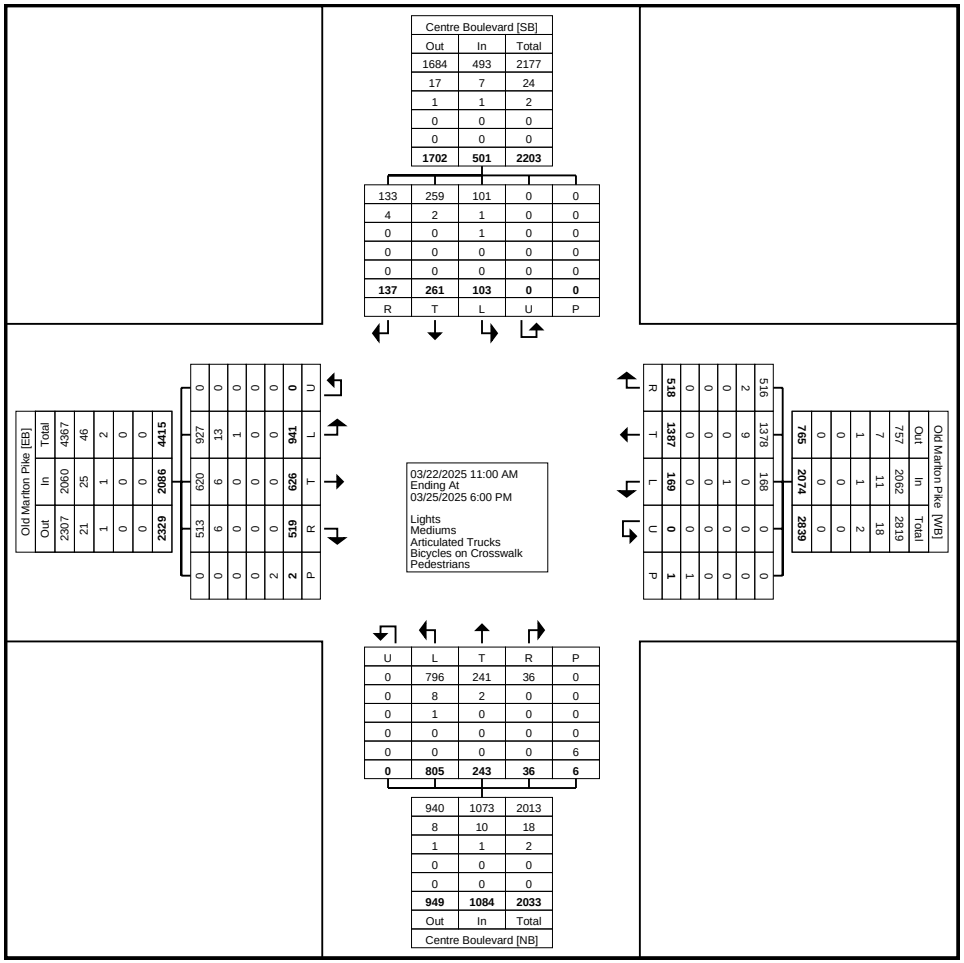
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89271, -74.930335

Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025



Turning Movement Data Plot

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Setup: NR
Location: 39.89271, -74.930335

Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Old Marlton Pike Eastbound							Old Marlton Pike Westbound							Centre Boulevard Northbound							Centre Boulevard Southbound							
	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	Int. Total
12:45 PM	0	34	28	16	7	0	85	0	3	56	22	9	0	90	0	44	14	1	0	0	59	0	10	10	9	0	0	29	263
1:00 PM	0	31	33	11	3	0	78	0	2	63	17	11	0	93	0	34	6	1	0	0	41	0	6	10	5	0	0	21	233
1:15 PM	0	30	32	12	4	0	78	0	2	72	20	6	0	100	0	30	10	1	1	0	42	0	5	7	6	0	0	18	238
1:30 PM	0	41	37	10	3	0	91	0	6	61	21	9	0	97	0	36	12	0	0	0	48	0	8	6	5	4	0	23	259
Total	0	136	130	49	17	0	332	0	13	252	80	35	0	380	0	144	42	3	1	0	190	0	29	33	25	4	0	91	993
Approach %	0.0	41.0	39.2	14.8	5.1	-	-	0.0	3.4	66.3	21.1	9.2	-	-	0.0	75.8	22.1	1.6	0.5	-	-	0.0	31.9	36.3	27.5	4.4	-	-	-
Total %	0.0	13.7	13.1	4.9	1.7	-	33.4	0.0	1.3	25.4	8.1	3.5	-	38.3	0.0	14.5	4.2	0.3	0.1	-	19.1	0.0	2.9	3.3	2.5	0.4	-	9.2	-
PHF	0.000	0.829	0.878	0.766	0.607	-	0.912	0.000	0.542	0.875	0.909	0.795	-	0.950	0.000	0.818	0.750	0.750	0.250	-	0.805	0.000	0.725	0.825	0.694	0.250	-	0.784	0.944
Lights	0	132	130	49	17	-	328	0	13	251	80	35	-	379	0	142	42	3	1	-	188	0	29	32	24	3	-	88	983
% Lights	-	97.1	100.0	100.0	100.0	-	98.8	-	100.0	99.6	100.0	100.0	-	99.7	-	98.6	100.0	100.0	100.0	-	98.9	-	100.0	97.0	96.0	75.0	-	96.7	99.0
Mediums	0	4	0	0	0	-	4	0	0	1	0	0	-	1	0	1	0	0	0	-	1	0	0	1	1	1	-	3	9
% Mediums	-	2.9	0.0	0.0	0.0	-	1.2	-	0.0	0.4	0.0	0.0	-	0.3	-	0.7	0.0	0.0	0.0	-	0.5	-	0.0	3.0	4.0	25.0	-	3.3	0.9
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	0.0	-	0.5	-	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Project: Centre & James
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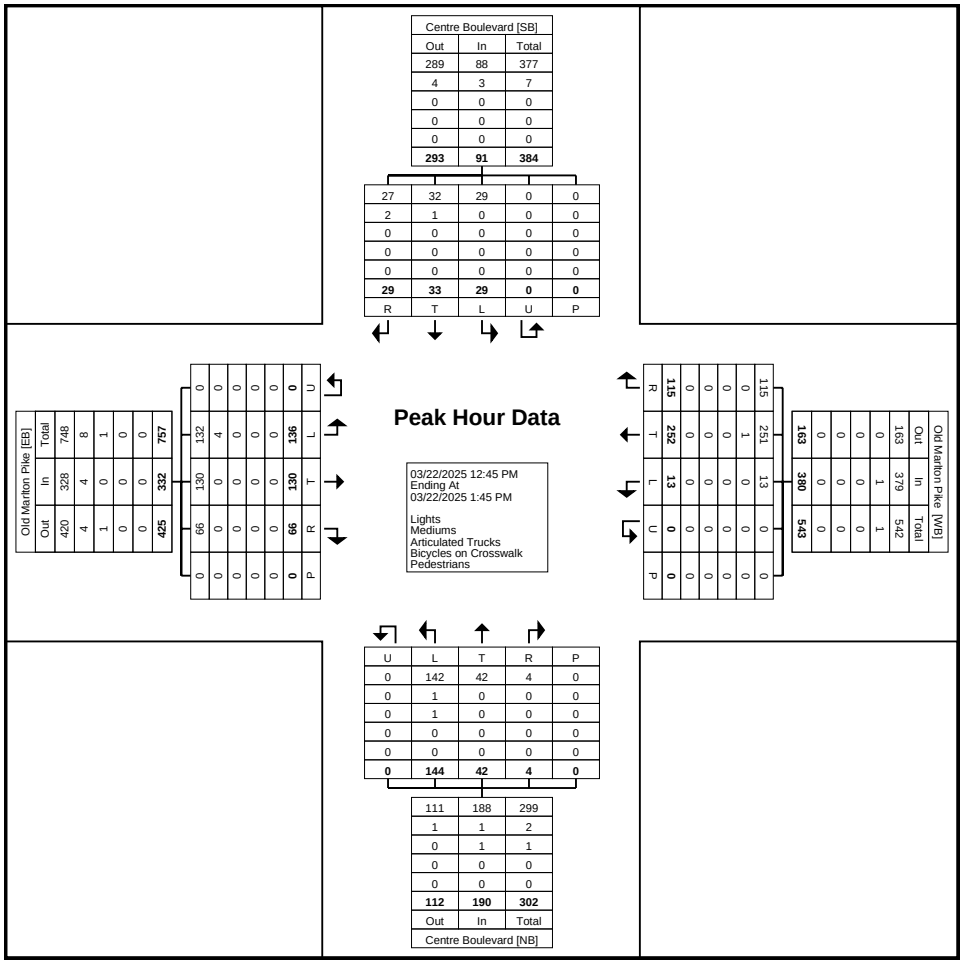
Setup: NR
Location: 39.89271, -74.930335

Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (12:45 PM)

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Setup: NR
Location: 39.89271, -74.930335

Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Old Marlton Pike Eastbound							Old Marlton Pike Westbound							Centre Boulevard Northbound							Centre Boulevard Southbound							
	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	Int. Total
8:00 AM	0	43	3	18	1	0	65	0	1	21	1	0	0	23	0	26	8	0	1	0	35	0	1	7	0	0	0	8	131
8:15 AM	0	50	15	13	2	0	80	0	2	33	9	0	0	44	0	17	5	0	1	0	23	0	0	9	0	0	0	9	156
8:30 AM	0	43	8	12	3	0	66	0	7	25	1	0	0	33	0	23	12	2	0	0	37	0	3	10	2	1	0	16	152
8:45 AM	0	34	9	11	3	0	57	0	2	41	2	0	0	45	0	20	6	0	0	0	26	0	3	13	2	0	0	18	146
Total	0	170	35	54	9	0	268	0	12	120	13	0	0	145	0	86	31	2	2	0	121	0	7	39	4	1	0	51	585
Approach %	0.0	63.4	13.1	20.1	3.4	-	-	0.0	8.3	82.8	9.0	0.0	-	-	0.0	71.1	25.6	1.7	1.7	-	-	0.0	13.7	76.5	7.8	2.0	-	-	-
Total %	0.0	29.1	6.0	9.2	1.5	-	45.8	0.0	2.1	20.5	2.2	0.0	-	24.8	0.0	14.7	5.3	0.3	0.3	-	20.7	0.0	1.2	6.7	0.7	0.2	-	8.7	-
PHF	0.000	0.850	0.583	0.750	0.750	-	0.838	0.000	0.429	0.732	0.361	0.000	-	0.806	0.000	0.827	0.646	0.250	0.500	-	0.818	0.000	0.583	0.750	0.500	0.250	-	0.708	0.938
Lights	0	168	33	54	9	-	264	0	12	119	13	0	-	144	0	85	29	2	2	-	118	0	6	38	4	1	-	49	575
% Lights	-	98.8	94.3	100.0	100.0	-	98.5	-	100.0	99.2	100.0	-	-	99.3	-	98.8	93.5	100.0	100.0	-	97.5	-	85.7	97.4	100.0	100.0	-	96.1	98.3
Mediums	0	2	2	0	0	-	4	0	0	1	0	0	-	1	0	1	2	0	0	-	3	0	1	1	0	0	-	2	10
% Mediums	-	1.2	5.7	0.0	0.0	-	1.5	-	0.0	0.8	0.0	-	-	0.7	-	1.2	6.5	0.0	0.0	-	2.5	-	14.3	2.6	0.0	0.0	-	3.9	1.7
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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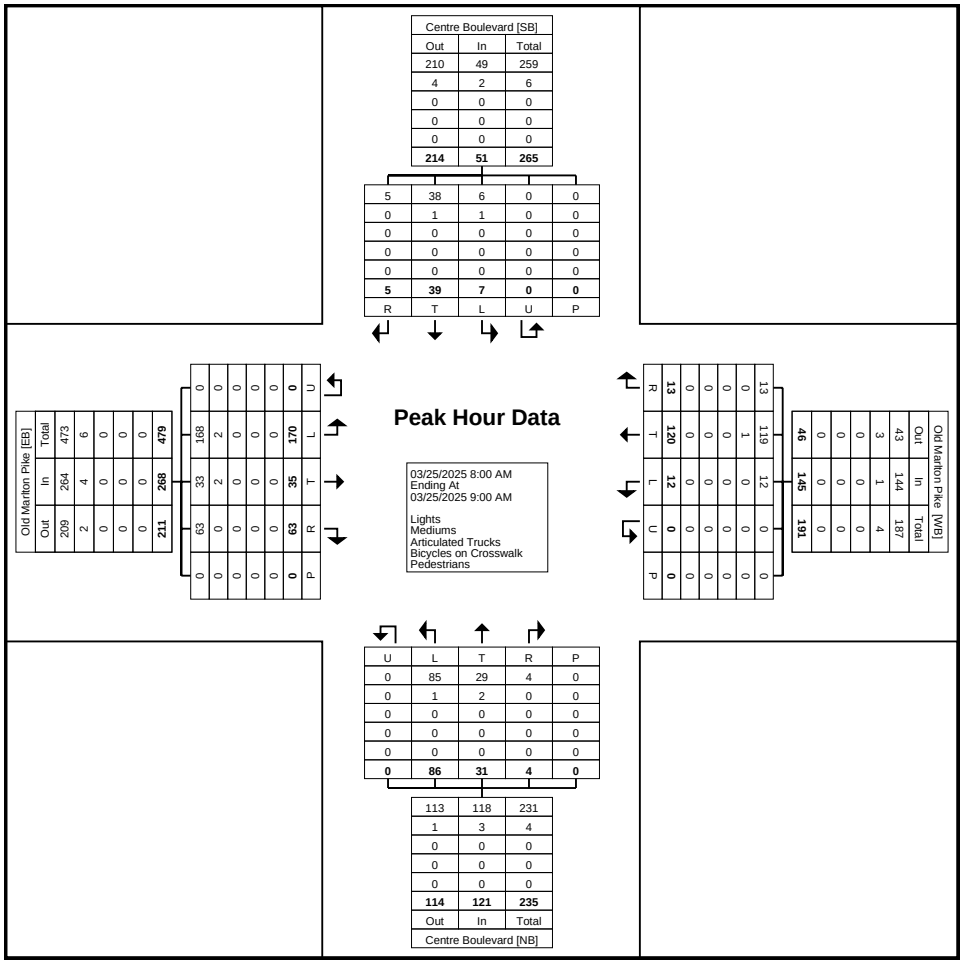
Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89271, -74.930335

Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (8:00 AM)

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89271, -74.930335

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Count Name: 1. Old Marlton Pike & Centre Boulevard
Site Code: 1
Start Date: 03/22/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Old Marlton Pike Eastbound							Old Marlton Pike Westbound							Centre Boulevard Northbound							Centre Boulevard Southbound							Int. Total
	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	U-Turn	Left	Thru	Right	Right on Red	Peds	App. Total	
4:45 PM	0	41	14	17	1	0	73	0	9	59	19	0	0	87	0	32	12	1	0	1	45	0	2	12	7	1	0	22	227
5:00 PM	0	42	32	31	5	0	110	0	16	69	16	0	0	101	0	42	21	1	0	0	64	0	4	13	3	0	0	20	295
5:15 PM	0	40	27	25	7	0	99	0	23	83	24	1	0	131	0	35	13	0	0	0	48	0	3	13	4	2	0	22	300
5:30 PM	0	29	20	35	1	0	85	0	26	70	29	3	0	128	0	29	7	0	2	0	38	0	1	11	3	2	0	17	268
Total	0	152	93	108	14	0	367	0	74	281	88	4	0	447	0	138	53	2	2	1	195	0	10	49	17	5	0	81	1090
Approach %	0.0	41.4	25.3	29.4	3.8	-	-	0.0	16.6	62.9	19.7	0.9	-	-	0.0	70.8	27.2	1.0	1.0	-	-	0.0	12.3	60.5	21.0	6.2	-	-	-
Total %	0.0	13.9	8.5	9.9	1.3	-	33.7	0.0	6.8	25.8	8.1	0.4	-	41.0	0.0	12.7	4.9	0.2	0.2	-	17.9	0.0	0.9	4.5	1.6	0.5	-	7.4	-
PHF	0.000	0.905	0.727	0.771	0.500	-	0.834	0.000	0.712	0.846	0.759	0.333	-	0.853	0.000	0.821	0.631	0.500	0.250	-	0.762	0.000	0.625	0.942	0.607	0.625	-	0.920	0.908
Lights	0	149	93	108	13	-	363	0	73	280	88	4	-	445	0	137	53	2	2	-	194	0	9	49	15	5	-	78	1080
% Lights	-	98.0	100.0	100.0	92.9	-	98.9	-	98.6	99.6	100.0	100.0	-	99.6	-	99.3	100.0	100.0	100.0	-	99.5	-	90.0	100.0	88.2	100.0	-	96.3	99.1
Mediums	0	2	0	0	1	-	3	0	0	1	0	0	-	1	0	1	0	0	0	-	1	0	0	0	2	0	-	2	7
% Mediums	-	1.3	0.0	0.0	7.1	-	0.8	-	0.0	0.4	0.0	0.0	-	0.2	-	0.7	0.0	0.0	0.0	-	0.5	-	0.0	0.0	11.8	0.0	-	2.5	0.6
Articulated Trucks	0	1	0	0	0	-	1	0	1	0	0	0	-	1	0	0	0	0	0	-	0	0	1	0	0	0	-	1	3
% Articulated Trucks	-	0.7	0.0	0.0	0.0	-	0.3	-	1.4	0.0	0.0	0.0	-	0.2	-	0.0	0.0	0.0	0.0	-	0.0	-	10.0	0.0	0.0	0.0	-	1.2	0.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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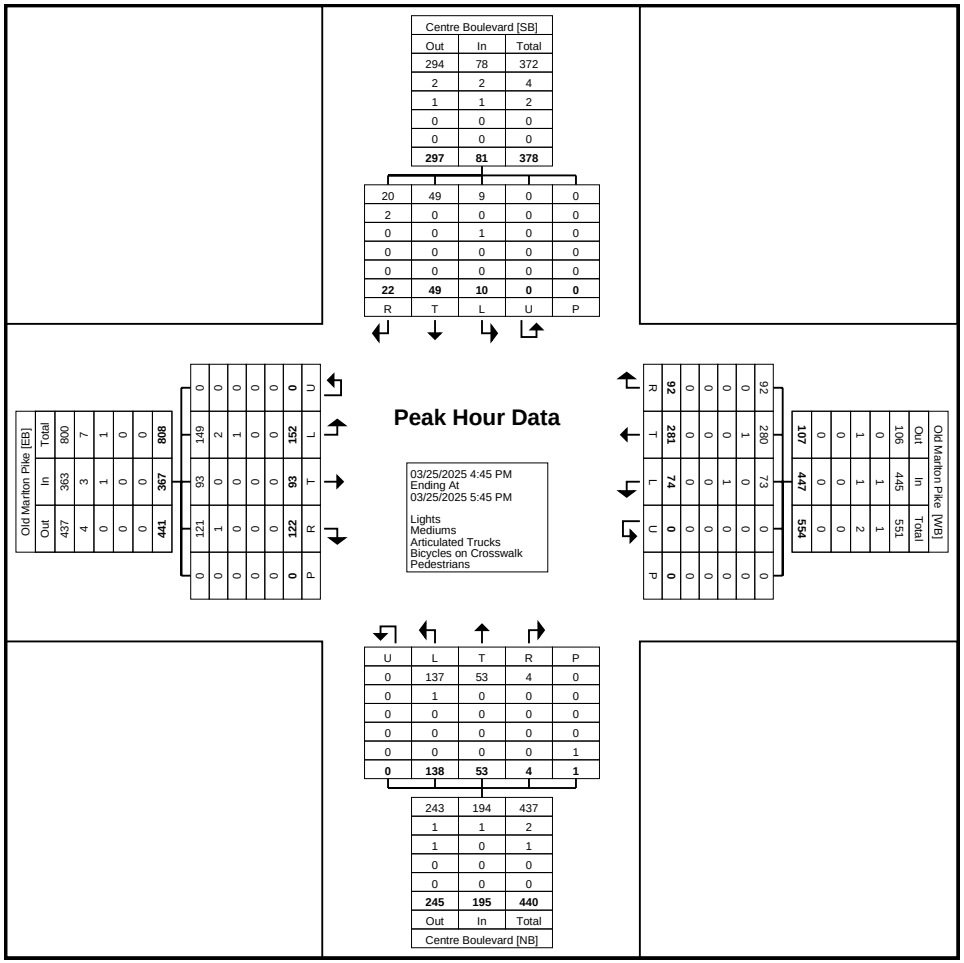
Site Code: 1
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025

Turning Movement Data

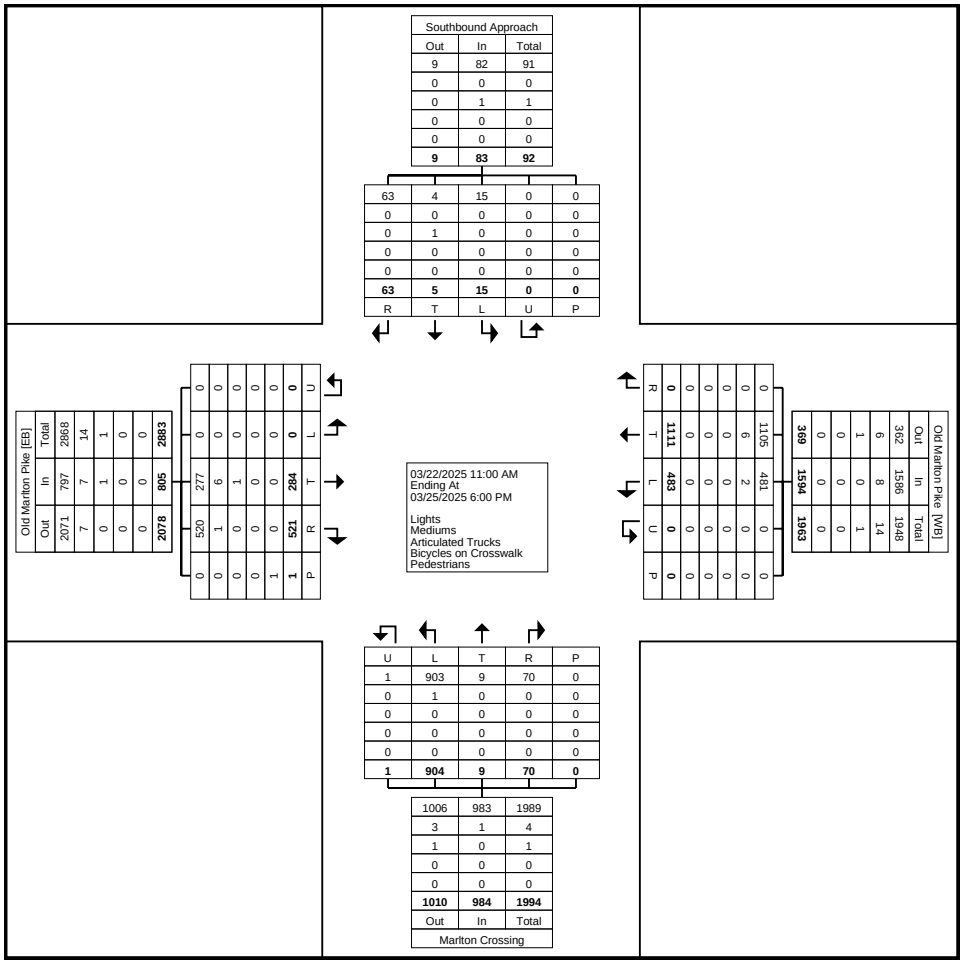
Start Time	Old Marlton Pike Eastbound						Old Marlton Pike Westbound						Marlton Crossing Shopping Center Northbound						Southbound Approach Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	0	4	22	0	26	0	21	33	0	0	54	0	33	0	5	0	38	0	1	0	0	0	1	119
11:15 AM	0	0	15	24	0	39	0	31	21	0	0	52	0	38	1	2	0	41	0	0	0	2	0	2	134
11:30 AM	0	0	7	21	0	28	0	22	29	0	0	51	0	39	0	2	0	41	0	1	0	6	0	7	127
11:45 AM	0	0	9	32	0	41	0	16	31	0	0	47	0	35	0	4	0	39	0	0	0	3	0	3	130
Hourly Total	0	0	35	99	0	134	0	90	114	0	0	204	0	145	1	13	0	159	0	2	0	11	0	13	510
12:00 PM	0	0	15	34	0	49	0	22	37	0	0	59	0	45	0	4	0	49	0	1	0	2	0	3	160
12:15 PM	0	0	20	25	0	45	0	29	30	0	0	59	0	42	2	5	0	49	0	1	1	2	0	4	157
12:30 PM	0	0	11	25	0	36	0	33	34	0	0	67	0	57	0	4	0	61	0	3	0	1	0	4	168
12:45 PM	0	0	18	22	0	40	0	18	34	0	0	52	0	48	0	6	0	54	0	1	1	4	0	6	152
Hourly Total	0	0	64	106	0	170	0	102	135	0	0	237	0	192	2	19	0	213	0	6	2	9	0	17	637
1:00 PM	0	0	15	31	0	46	0	30	46	0	0	76	0	53	0	4	0	57	0	0	0	1	0	1	180
1:15 PM	0	0	12	28	0	40	0	18	47	0	0	65	0	55	0	2	0	57	0	0	0	5	0	5	167
1:30 PM	0	0	14	32	0	46	0	17	34	0	0	51	0	57	1	6	0	64	0	0	0	4	0	4	165
1:45 PM	0	0	19	24	0	43	0	15	43	0	0	58	0	68	3	10	0	81	0	0	0	3	0	3	185
Hourly Total	0	0	60	115	0	175	0	80	170	0	0	250	0	233	4	22	0	259	0	0	0	13	0	13	697
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	3	1	0	4	0	3	17	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	24
7:15 AM	0	0	4	6	0	10	0	11	17	0	0	28	0	9	0	1	0	10	0	0	0	0	0	0	48
7:30 AM	0	0	8	3	0	11	0	6	26	0	0	32	0	4	0	0	0	4	0	0	0	0	0	0	47
7:45 AM	0	0	9	3	0	12	0	3	21	0	0	24	0	4	0	1	0	5	0	0	1	0	0	1	42
Hourly Total	0	0	24	13	0	37	0	23	81	0	0	104	0	17	0	2	0	19	0	0	1	0	0	1	161
8:00 AM	0	0	2	2	0	4	0	14	25	0	0	39	0	5	0	0	0	5	0	0	0	0	0	0	48
8:15 AM	0	0	6	9	0	15	0	7	33	0	0	40	0	13	0	0	0	13	0	0	0	1	0	1	69
8:30 AM	0	0	6	7	0	13	0	11	28	0	0	39	0	4	0	0	0	4	0	0	0	0	0	0	56
8:45 AM	0	0	6	6	1	12	0	10	35	0	0	45	0	9	0	0	0	9	0	0	0	0	0	0	66
Hourly Total	0	0	20	24	1	44	0	42	121	0	0	163	0	31	0	0	0	31	0	0	0	1	0	1	239
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	10	18	0	28	0	23	49	0	0	72	1	27	0	0	0	28	0	2	0	5	0	7	135
4:15 PM	0	0	9	27	0	36	0	21	56	0	0	77	0	42	1	3	0	46	0	0	0	7	0	7	166
4:30 PM	0	0	14	18	0	32	0	18	60	0	0	78	0	33	1	2	0	36	0	1	0	5	0	6	152
4:45 PM	0	0	9	14	0	23	0	9	49	0	0	58	0	30	0	2	0	32	0	1	1	3	0	5	118
Hourly Total	0	0	42	77	0	119	0	71	214	0	0	285	1	132	2	7	0	142	0	4	1	20	0	25	571
5:00 PM	0	0	11	28	0	39	0	12	75	0	0	87	0	30	0	3	0	33	0	0	1	2	0	3	162
5:15 PM	0	0	6	26	0	32	0	18	68	0	0	86	0	56	0	1	0	57	0	0	0	2	0	2	177
5:30 PM	0	0	11	14	0	25	0	21	82	0	0	103	0	38	0	2	0	40	0	1	0	3	0	4	172

5:45 PM	0	0	11	19	0	30	0	24	51	0	0	75	0	30	0	1	0	31	0	2	0	2	0	4	140
Hourly Total	0	0	39	87	0	126	0	75	276	0	0	351	0	154	0	7	0	161	0	3	1	9	0	13	651
Grand Total	0	0	284	521	1	805	0	483	1111	0	0	1594	1	904	9	70	0	984	0	15	5	63	0	83	3466
Approach %	0.0	0.0	35.3	64.7	-	-	0.0	30.3	69.7	0.0	-	-	0.1	91.9	0.9	7.1	-	-	0.0	18.1	6.0	75.9	-	-	-
Total %	0.0	0.0	8.2	15.0	-	23.2	0.0	13.9	32.1	0.0	-	46.0	0.0	26.1	0.3	2.0	-	28.4	0.0	0.4	0.1	1.8	-	2.4	-
Lights	0	0	277	520	-	797	0	481	1105	0	-	1586	1	903	9	70	-	983	0	15	4	63	-	82	3448
% Lights	-	-	97.5	99.8	-	99.0	-	99.6	99.5	-	-	99.5	100.0	99.9	100.0	100.0	-	99.9	-	100.0	80.0	100.0	-	98.8	99.5
Mediums	0	0	6	1	-	7	0	2	6	0	-	8	0	1	0	0	-	1	0	0	0	0	-	0	16
% Mediums	-	-	2.1	0.2	-	0.9	-	0.4	0.5	-	-	0.5	0.0	0.1	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Articulated Trucks	-	-	0.4	0.0	-	0.1	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	20.0	0.0	-	1.2	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025
Page No: 3



Turning Movement Data Plot

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Old Marlton Pike Eastbound						Old Marlton Pike Westbound						Marlton Crossing Shopping Center Northbound						Southbound Approach Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
1:00 PM	0	0	15	31	0	46	0	30	46	0	0	76	0	53	0	4	0	57	0	0	0	1	0	1	180
1:15 PM	0	0	12	28	0	40	0	18	47	0	0	65	0	55	0	2	0	57	0	0	0	5	0	5	167
1:30 PM	0	0	14	32	0	46	0	17	34	0	0	51	0	57	1	6	0	64	0	0	0	4	0	4	165
1:45 PM	0	0	19	24	0	43	0	15	43	0	0	58	0	68	3	10	0	81	0	0	0	3	0	3	185
Total	0	0	60	115	0	175	0	80	170	0	0	250	0	233	4	22	0	259	0	0	0	13	0	13	697
Approach %	0.0	0.0	34.3	65.7	-	-	0.0	32.0	68.0	0.0	-	-	0.0	90.0	1.5	8.5	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	8.6	16.5	-	25.1	0.0	11.5	24.4	0.0	-	35.9	0.0	33.4	0.6	3.2	-	37.2	0.0	0.0	0.0	1.9	-	1.9	-
PHF	0.000	0.000	0.789	0.898	-	0.951	0.000	0.667	0.904	0.000	-	0.822	0.000	0.857	0.333	0.550	-	0.799	0.000	0.000	0.000	0.650	-	0.650	0.942
Lights	0	0	60	115	-	175	0	80	168	0	-	248	0	233	4	22	-	259	0	0	0	13	-	13	695
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	98.8	-	-	99.2	-	100.0	100.0	100.0	-	100.0	-	-	-	100.0	-	100.0	99.7
Mediums	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Mediums	-	-	0.0	0.0	-	0.0	-	0.0	1.2	-	-	0.8	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Imperial
TRAFFIC & DATA COLLECTION

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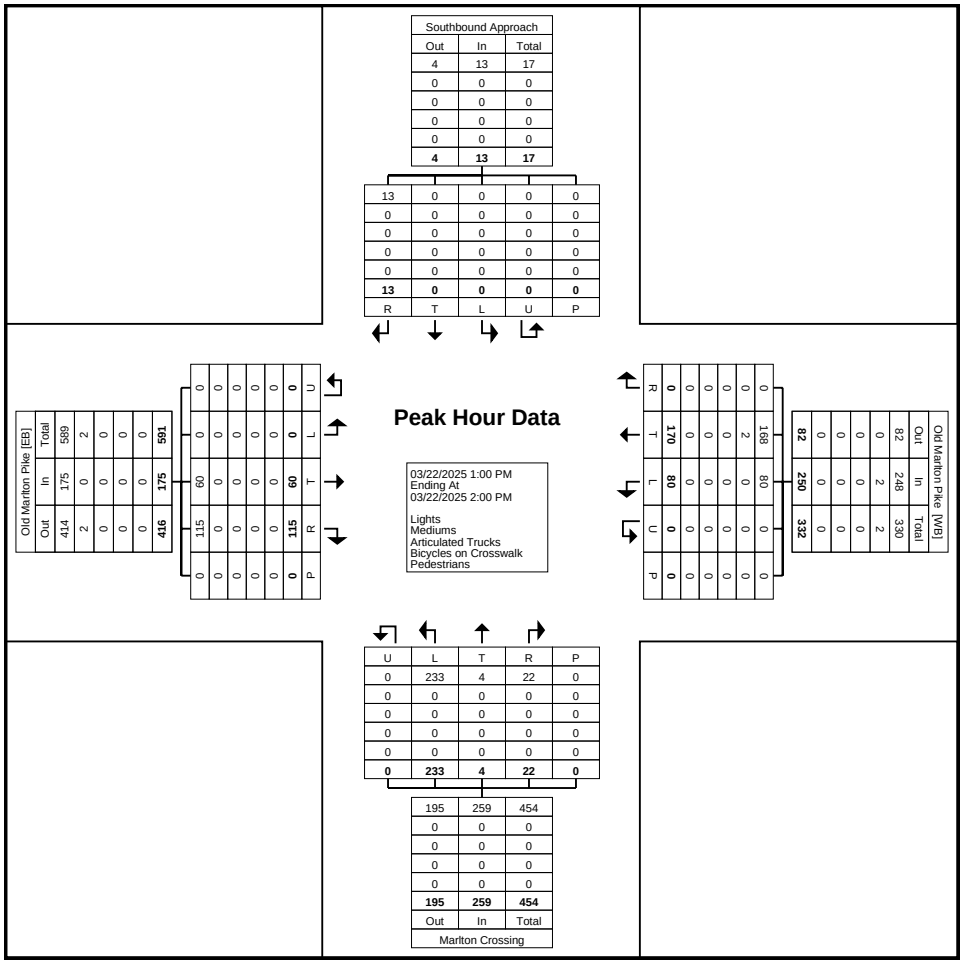
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (1:00 PM)

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Old Marlton Pike Eastbound						Old Marlton Pike Westbound						Marlton Crossing Shopping Center Northbound						Southbound Approach Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	2	2	0	4	0	14	25	0	0	39	0	5	0	0	0	5	0	0	0	0	0	0	48
8:15 AM	0	0	6	9	0	15	0	7	33	0	0	40	0	13	0	0	0	13	0	0	0	1	0	1	69
8:30 AM	0	0	6	7	0	13	0	11	28	0	0	39	0	4	0	0	0	4	0	0	0	0	0	0	56
8:45 AM	0	0	6	6	1	12	0	10	35	0	0	45	0	9	0	0	0	9	0	0	0	0	0	0	66
Total	0	0	20	24	1	44	0	42	121	0	0	163	0	31	0	0	0	31	0	0	0	1	0	1	239
Approach %	0.0	0.0	45.5	54.5	-	-	0.0	25.8	74.2	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	8.4	10.0	-	18.4	0.0	17.6	50.6	0.0	-	68.2	0.0	13.0	0.0	0.0	-	13.0	0.0	0.0	0.0	0.4	-	0.4	-
PHF	0.000	0.000	0.833	0.667	-	0.733	0.000	0.750	0.864	0.000	-	0.906	0.000	0.596	0.000	0.000	-	0.596	0.000	0.000	0.000	0.250	-	0.250	0.866
Lights	0	0	18	23	-	41	0	41	120	0	-	161	0	31	0	0	-	31	0	0	0	1	-	1	234
% Lights	-	-	90.0	95.8	-	93.2	-	97.6	99.2	-	-	98.8	-	100.0	-	-	-	100.0	-	-	-	100.0	-	100.0	97.9
Mediums	0	0	2	1	-	3	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Mediums	-	-	10.0	4.2	-	6.8	-	2.4	0.8	-	-	1.2	-	0.0	-	-	-	0.0	-	-	-	0.0	-	0.0	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	-	-	0.0	-	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Imperial
TRAFFIC & DATA COLLECTION

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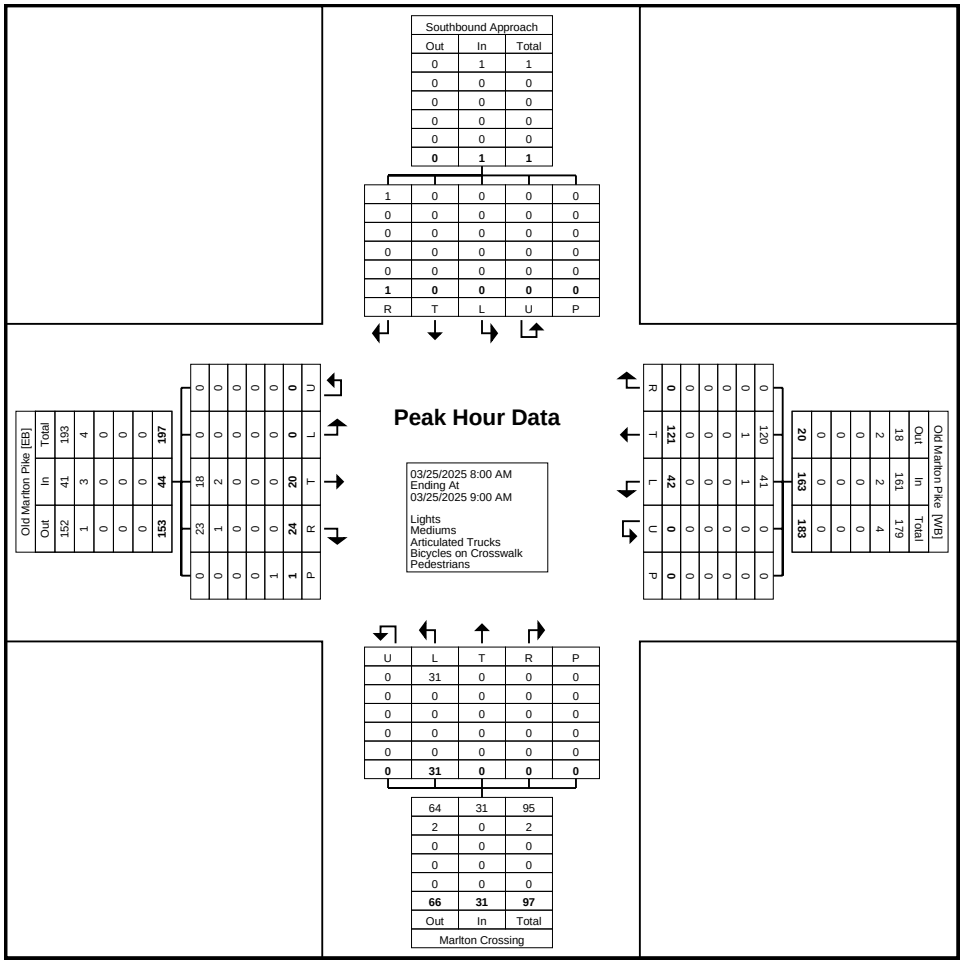
Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (8:00 AM)

Imperial Traffic & Data Collection
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1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025

Turning Movement Peak Hour Data (5:00 PM)

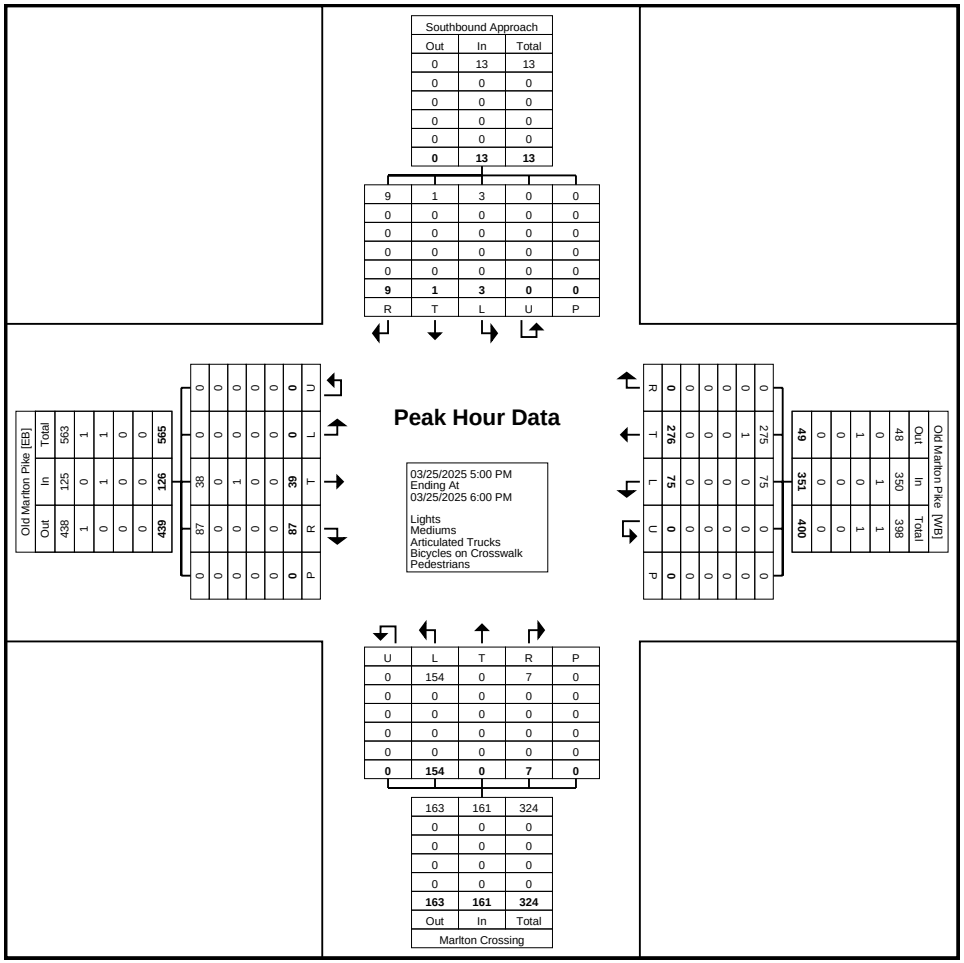
Start Time	Old Marlton Pike Eastbound						Old Marlton Pike Westbound						Marlton Crossing Shopping Center Northbound						Southbound Approach Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	11	28	0	39	0	12	75	0	0	87	0	30	0	3	0	33	0	0	1	2	0	3	162
5:15 PM	0	0	6	26	0	32	0	18	68	0	0	86	0	56	0	1	0	57	0	0	0	2	0	2	177
5:30 PM	0	0	11	14	0	25	0	21	82	0	0	103	0	38	0	2	0	40	0	1	0	3	0	4	172
5:45 PM	0	0	11	19	0	30	0	24	51	0	0	75	0	30	0	1	0	31	0	2	0	2	0	4	140
Total	0	0	39	87	0	126	0	75	276	0	0	351	0	154	0	7	0	161	0	3	1	9	0	13	651
Approach %	0.0	0.0	31.0	69.0	-	-	0.0	21.4	78.6	0.0	-	-	0.0	95.7	0.0	4.3	-	-	0.0	23.1	7.7	69.2	-	-	-
Total %	0.0	0.0	6.0	13.4	-	19.4	0.0	11.5	42.4	0.0	-	53.9	0.0	23.7	0.0	1.1	-	24.7	0.0	0.5	0.2	1.4	-	2.0	-
PHF	0.000	0.000	0.886	0.777	-	0.808	0.000	0.781	0.841	0.000	-	0.852	0.000	0.688	0.000	0.583	-	0.706	0.000	0.375	0.250	0.750	-	0.813	0.919
Lights	0	0	38	87	-	125	0	75	275	0	-	350	0	154	0	7	-	161	0	3	1	9	-	13	649
% Lights	-	-	97.4	100.0	-	99.2	-	100.0	99.6	-	-	99.7	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.7
Mediums	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Mediums	-	-	0.0	0.0	-	0.0	-	0.0	0.4	-	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	2.6	0.0	-	0.8	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Imperial
TRAFFIC & DATA COLLECTION

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89224, -74.927621

Count Name: 2. Old Marlton Pike & Marlton Crossing Shopping Driveway
Site Code: 2
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (5:00 PM)

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025

Turning Movement Data

Start Time	Lindsey Court Eastbound						Lippincott Drive Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	1	1	0	3	2	0	1	0	14	0	15	0	0	16	0	1	16	0	7	21	0	0	28	61
11:15 AM	0	1	0	1	1	2	0	1	0	24	1	25	0	0	16	0	1	16	0	3	18	0	1	21	64
11:30 AM	0	0	0	0	1	0	0	0	0	29	0	29	0	0	25	0	0	25	0	6	19	0	0	25	79
11:45 AM	0	1	1	0	0	2	0	0	1	20	1	21	0	0	24	0	0	24	0	8	21	0	0	29	76
Hourly Total	0	3	2	1	5	6	0	2	1	87	2	90	0	0	81	0	2	81	0	24	79	0	1	103	280
12:00 PM	0	0	0	0	2	0	0	2	0	17	0	19	0	0	15	0	2	15	0	11	14	0	0	25	59
12:15 PM	0	0	0	0	0	0	0	1	0	17	0	18	0	0	20	1	1	21	0	10	23	0	0	33	72
12:30 PM	0	0	0	0	2	0	0	1	0	24	0	25	0	0	16	0	0	16	0	7	15	1	0	23	64
12:45 PM	0	2	0	0	0	2	0	3	0	33	0	36	0	0	20	1	0	21	0	9	20	1	1	30	89
Hourly Total	0	2	0	0	4	2	0	7	0	91	0	98	0	0	71	2	3	73	0	37	72	2	1	111	284
1:00 PM	0	0	0	0	2	0	0	1	0	23	0	24	0	0	17	0	1	17	0	6	21	0	0	27	68
1:15 PM	0	0	0	0	0	0	0	1	1	22	0	24	1	0	18	0	1	19	0	7	18	0	0	25	68
1:30 PM	0	0	0	1	1	1	0	0	0	20	0	20	0	0	21	1	0	22	0	10	15	2	0	27	70
1:45 PM	0	0	1	0	1	1	0	2	0	21	0	23	0	0	11	1	0	12	1	7	23	1	0	32	68
Hourly Total	0	0	1	1	4	2	0	4	1	86	0	91	1	0	67	2	2	70	1	30	77	3	0	111	274
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	2	0	0	0	2	0	0	0	4	0	4	0	0	11	0	0	11	0	2	14	0	0	16	33
7:15 AM	0	1	0	0	0	1	0	1	0	6	0	7	0	0	14	1	0	15	0	2	10	0	0	12	35
7:30 AM	0	3	1	0	0	4	0	0	0	8	0	8	0	0	12	0	0	12	0	3	25	1	0	29	53
7:45 AM	0	3	0	1	3	4	0	0	0	10	0	10	0	0	9	0	0	9	0	1	24	0	0	25	48
Hourly Total	0	9	1	1	3	11	0	1	0	28	0	29	0	0	46	1	0	47	0	8	73	1	0	82	169
8:00 AM	0	1	0	0	0	1	0	1	0	4	0	5	0	0	19	0	0	19	0	2	21	0	0	23	48
8:15 AM	0	0	0	0	0	0	0	0	0	10	0	10	0	0	20	1	0	21	0	2	21	0	0	23	54
8:30 AM	0	2	0	0	0	2	0	0	0	7	0	7	0	0	20	0	0	20	0	5	25	0	0	30	59
8:45 AM	0	1	0	0	0	1	0	1	0	8	0	9	0	0	16	1	0	17	0	1	20	1	0	22	49
Hourly Total	0	4	0	0	0	4	0	2	0	29	0	31	0	0	75	2	0	77	0	10	87	1	0	98	210
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	0	0	0	2	0	0	0	20	0	20	0	0	14	1	0	15	0	7	28	0	0	35	72
4:15 PM	0	0	0	0	0	0	0	1	0	22	0	23	0	1	16	1	0	18	0	8	35	1	0	44	85
4:30 PM	0	2	0	0	0	2	0	0	0	23	0	23	0	0	17	0	0	17	0	6	32	1	0	39	81
4:45 PM	0	2	0	0	0	2	0	2	0	21	1	23	0	0	16	0	1	16	1	8	32	1	0	42	83
Hourly Total	0	6	0	0	0	6	0	3	0	86	1	89	0	1	63	2	1	66	1	29	127	3	0	160	321
5:00 PM	0	0	0	0	0	0	0	2	0	20	0	22	0	1	15	1	0	17	0	10	48	1	0	59	98
5:15 PM	0	0	0	0	0	0	0	2	0	32	0	34	0	0	15	1	0	16	0	6	65	2	1	73	123
5:30 PM	0	0	0	0	4	0	0	2	0	12	0	14	0	0	21	0	2	21	0	6	62	3	0	71	106

5:45 PM	0	0	0	0	5	0	0	0	0	9	0	9	0	0	17	0	0	17	0	8	37	1	0	46	72
Hourly Total	0	0	0	0	9	0	0	6	0	73	0	79	0	1	68	2	2	71	0	30	212	7	1	249	399
Grand Total	0	24	4	3	25	31	0	25	2	480	3	507	1	2	471	11	10	485	2	168	727	17	3	914	1937
Approach %	0.0	77.4	12.9	9.7	-	-	0.0	4.9	0.4	94.7	-	-	0.2	0.4	97.1	2.3	-	-	0.2	18.4	79.5	1.9	-	-	-
Total %	0.0	1.2	0.2	0.2	-	1.6	0.0	1.3	0.1	24.8	-	26.2	0.1	0.1	24.3	0.6	-	25.0	0.1	8.7	37.5	0.9	-	47.2	-
Lights	0	24	4	3	-	31	0	25	2	477	-	504	1	2	461	11	-	475	2	167	722	17	-	908	1918
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	99.4	-	99.4	100.0	100.0	97.9	100.0	-	97.9	100.0	99.4	99.3	100.0	-	99.3	99.0
Mediums	0	0	0	0	-	0	0	0	0	2	-	2	0	0	9	0	-	9	0	1	5	0	-	6	17
% Mediums	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.4	-	0.4	0.0	0.0	1.9	0.0	-	1.9	0.0	0.6	0.7	0.0	-	0.7	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.2	-	0.2	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	25	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Imperial Traffic & Data Collection
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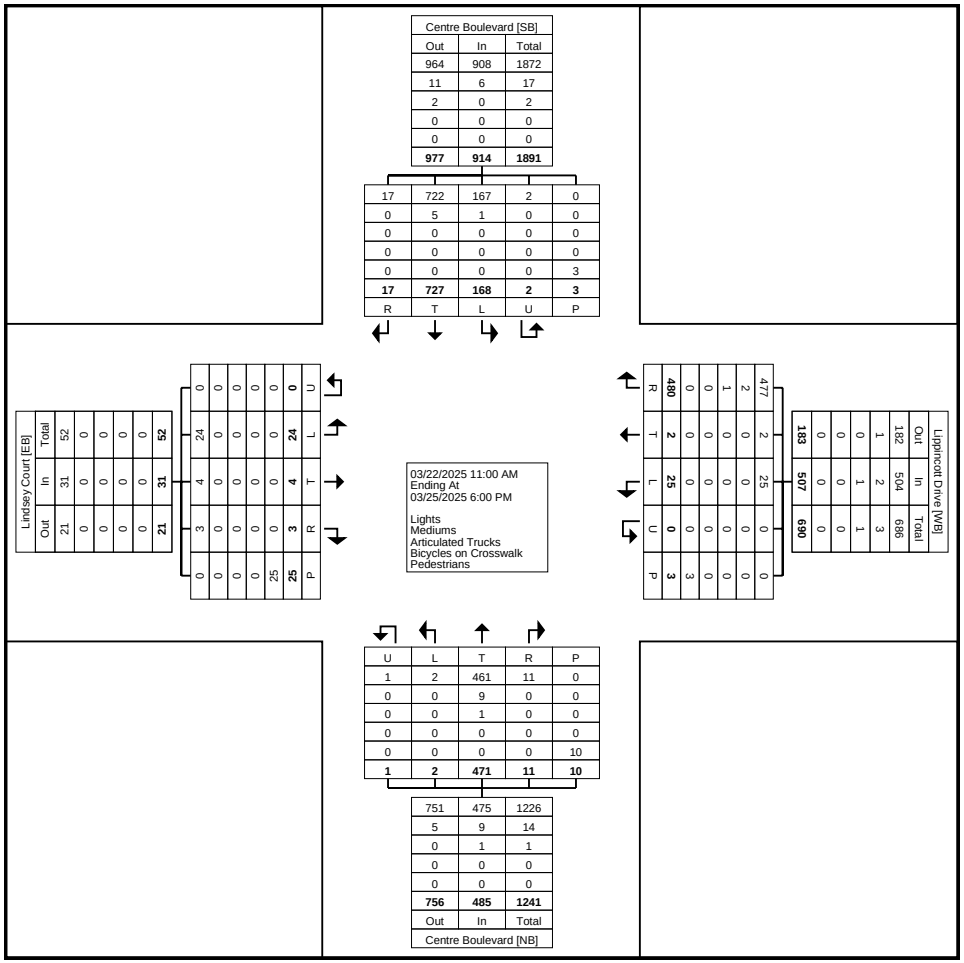
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025
Page No: 3



Turning Movement Data Plot

Imperial
TRAFFIC & DATA COLLECTION

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Lindsey Court Eastbound						Lippincott Drive Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:45 PM	0	2	0	0	0	2	0	3	0	33	0	36	0	0	20	1	0	21	0	9	20	1	1	30	89
1:00 PM	0	0	0	0	2	0	0	1	0	23	0	24	0	0	17	0	1	17	0	6	21	0	0	27	68
1:15 PM	0	0	0	0	0	0	0	1	1	22	0	24	1	0	18	0	1	19	0	7	18	0	0	25	68
1:30 PM	0	0	0	1	1	1	0	0	0	20	0	20	0	0	21	1	0	22	0	10	15	2	0	27	70
Total	0	2	0	1	3	3	0	5	1	98	0	104	1	0	76	2	2	79	0	32	74	3	1	109	295
Approach %	0.0	66.7	0.0	33.3	-	-	0.0	4.8	1.0	94.2	-	-	1.3	0.0	96.2	2.5	-	-	0.0	29.4	67.9	2.8	-	-	-
Total %	0.0	0.7	0.0	0.3	-	1.0	0.0	1.7	0.3	33.2	-	35.3	0.3	0.0	25.8	0.7	-	26.8	0.0	10.8	25.1	1.0	-	36.9	-
PHF	0.000	0.250	0.000	0.250	-	0.375	0.000	0.417	0.250	0.742	-	0.722	0.250	0.000	0.905	0.500	-	0.898	0.000	0.800	0.881	0.375	-	0.908	0.829
Lights	0	2	0	1	-	3	0	5	1	96	-	102	1	0	75	2	-	78	0	31	74	3	-	108	291
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	100.0	98.0	-	98.1	100.0	-	98.7	100.0	-	98.7	-	96.9	100.0	100.0	-	99.1	98.6
Mediums	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Mediums	-	0.0	-	0.0	-	0.0	-	0.0	0.0	1.0	-	1.0	0.0	-	0.0	0.0	-	0.0	-	3.1	0.0	0.0	-	0.9	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	1.0	-	1.0	0.0	-	1.3	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Imperial Traffic & Data Collection
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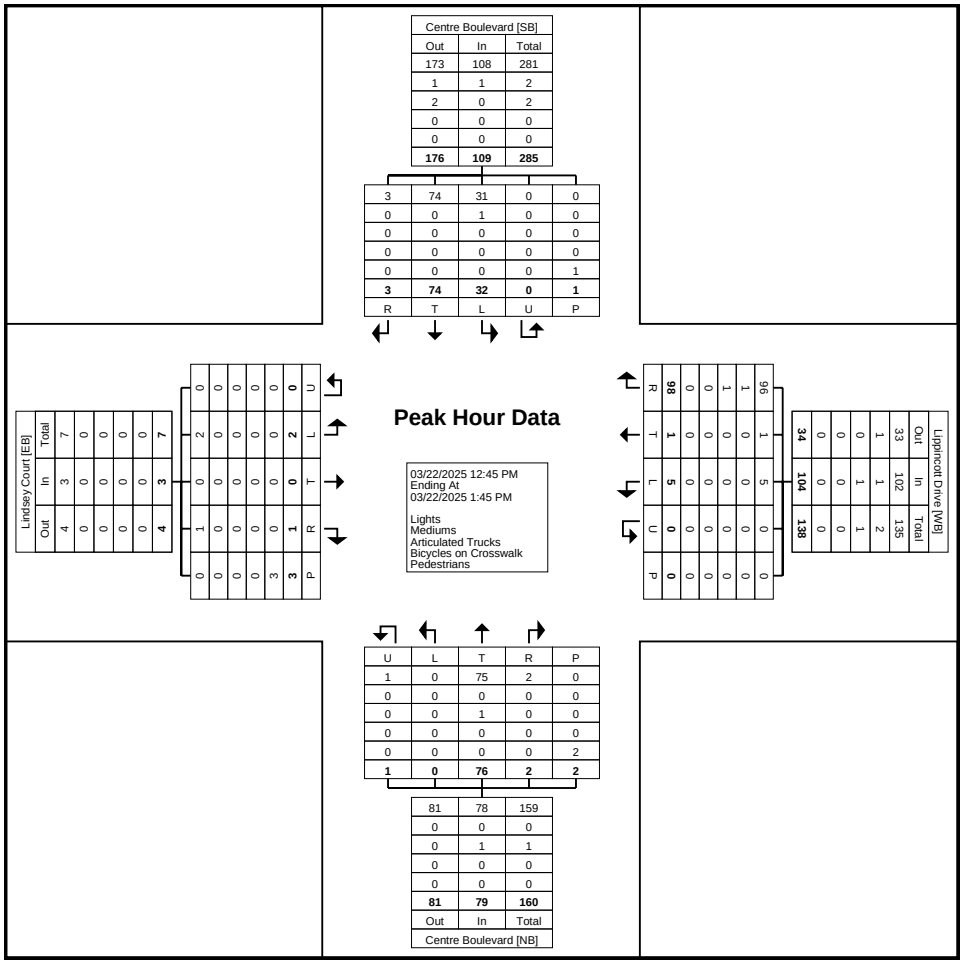
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (12:45 PM)

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TRAFFIC & DATA COLLECTION

Imperial Traffic & Data Collection
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Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Lindsey Court Eastbound						Lippincott Drive Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	1	0	0	0	1	0	1	0	4	0	5	0	0	19	0	0	19	0	2	21	0	0	23	48
8:15 AM	0	0	0	0	0	0	0	0	0	10	0	10	0	0	20	1	0	21	0	2	21	0	0	23	54
8:30 AM	0	2	0	0	0	2	0	0	0	7	0	7	0	0	20	0	0	20	0	5	25	0	0	30	59
8:45 AM	0	1	0	0	0	1	0	1	0	8	0	9	0	0	16	1	0	17	0	1	20	1	0	22	49
Total	0	4	0	0	0	4	0	2	0	29	0	31	0	0	75	2	0	77	0	10	87	1	0	98	210
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	6.5	0.0	93.5	-	-	0.0	0.0	97.4	2.6	-	-	0.0	10.2	88.8	1.0	-	-	-
Total %	0.0	1.9	0.0	0.0	-	1.9	0.0	1.0	0.0	13.8	-	14.8	0.0	0.0	35.7	1.0	-	36.7	0.0	4.8	41.4	0.5	-	46.7	-
PHF	0.000	0.500	0.000	0.000	-	0.500	0.000	0.500	0.000	0.725	-	0.775	0.000	0.000	0.938	0.500	-	0.917	0.000	0.500	0.870	0.250	-	0.817	0.890
Lights	0	4	0	0	-	4	0	2	0	29	-	31	0	0	72	2	-	74	0	10	87	1	-	98	207
% Lights	-	100.0	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	-	96.0	100.0	-	96.1	-	100.0	100.0	100.0	-	100.0	98.6
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	3
% Mediums	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	4.0	0.0	-	3.9	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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TRAFFIC & DATA COLLECTION

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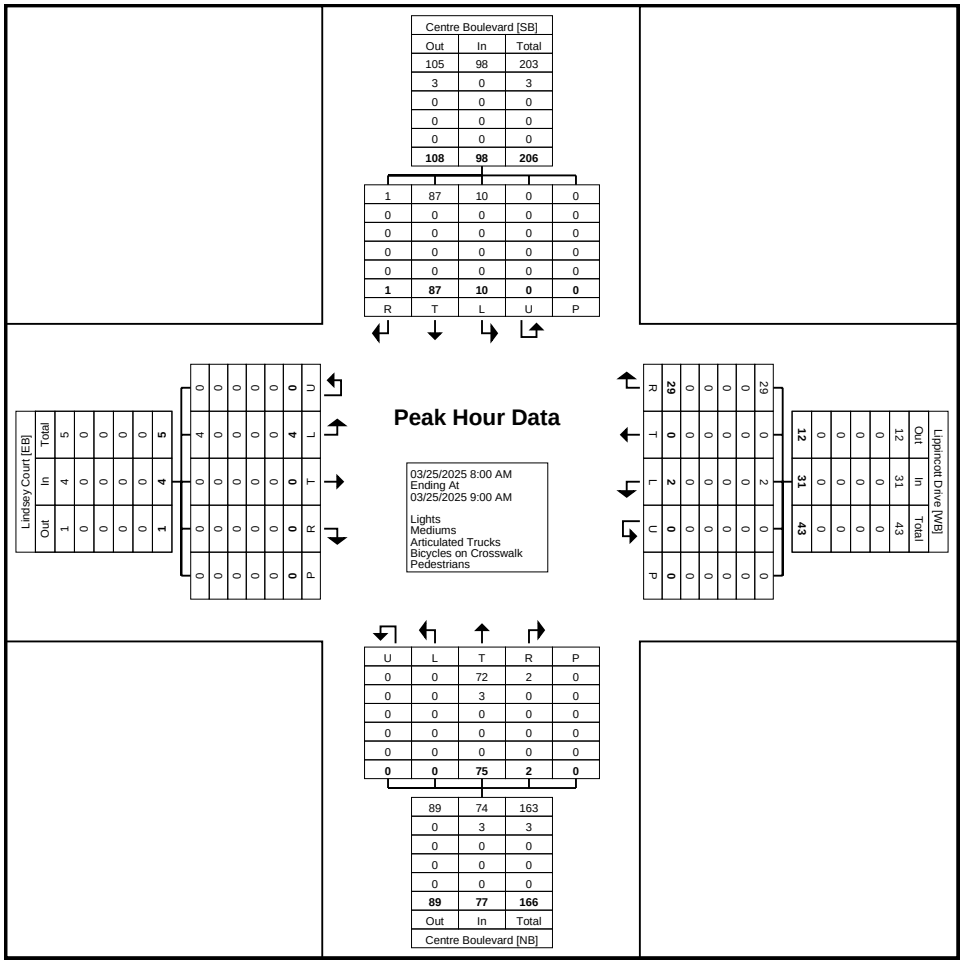
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (8:00 AM)

Imperial Traffic & Data Collection
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1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lindsey Court Eastbound						Lippincott Drive Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	2	0	0	0	2	0	2	0	21	1	23	0	0	16	0	1	16	1	8	32	1	0	42	83
5:00 PM	0	0	0	0	0	0	0	2	0	20	0	22	0	1	15	1	0	17	0	10	48	1	0	59	98
5:15 PM	0	0	0	0	0	0	0	2	0	32	0	34	0	0	15	1	0	16	0	6	65	2	1	73	123
5:30 PM	0	0	0	0	4	0	0	2	0	12	0	14	0	0	21	0	2	21	0	6	62	3	0	71	106
Total	0	2	0	0	4	2	0	8	0	85	1	93	0	1	67	2	3	70	1	30	207	7	1	245	410
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	8.6	0.0	91.4	-	-	0.0	1.4	95.7	2.9	-	-	0.4	12.2	84.5	2.9	-	-	-
Total %	0.0	0.5	0.0	0.0	-	0.5	0.0	2.0	0.0	20.7	-	22.7	0.0	0.2	16.3	0.5	-	17.1	0.2	7.3	50.5	1.7	-	59.8	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.000	1.000	0.000	0.664	-	0.684	0.000	0.250	0.798	0.500	-	0.833	0.250	0.750	0.796	0.583	-	0.839	0.833
Lights	0	2	0	0	-	2	0	8	0	85	-	93	0	1	66	2	-	69	1	30	207	7	-	245	409
% Lights	-	100.0	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.5	100.0	-	98.6	100.0	100.0	100.0	100.0	-	100.0	99.8
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Mediums	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.5	0.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Imperial Traffic & Data Collection
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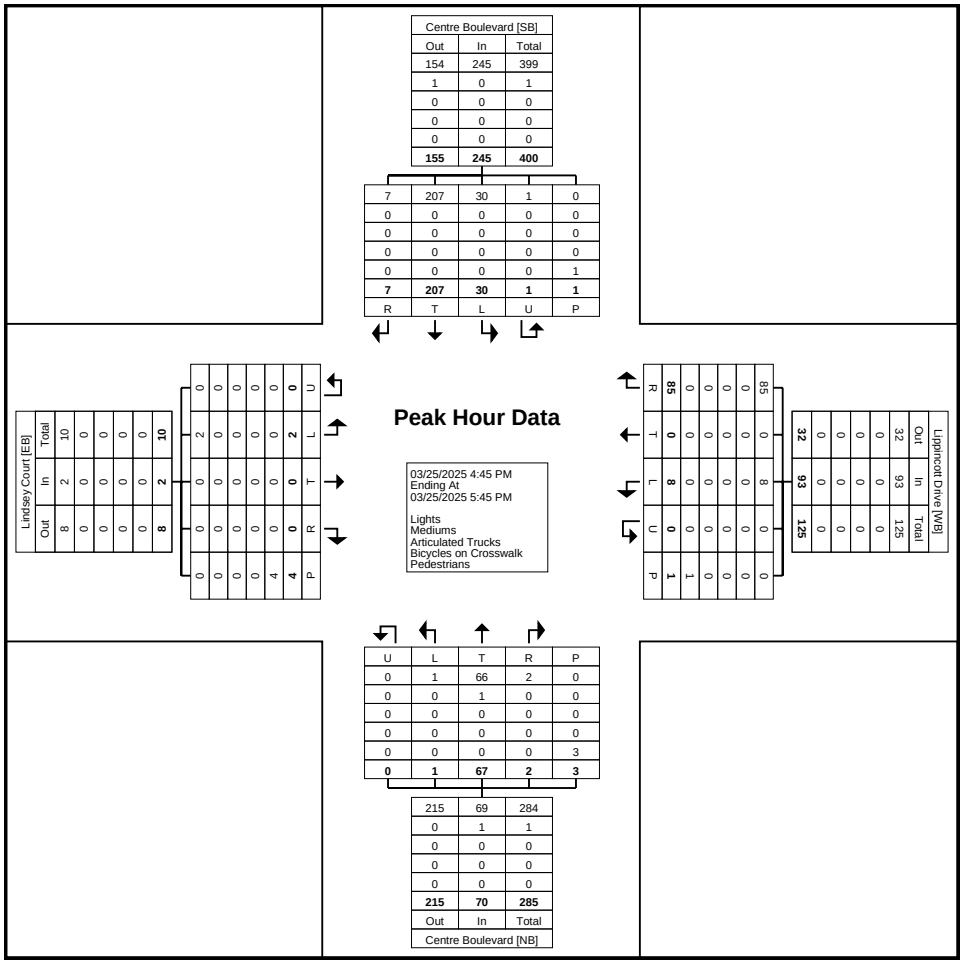
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890081, -74.929815

Count Name: 3. Centre Boulevard & Lippincott Drive/Lindsey Court
Site Code: 3
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025

Turning Movement Data

Start Time	James Court Eastbound						Marlton Crossing Office Driveway Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	1	0	0	2	1	0	2	0	1	0	3	0	0	31	0	0	31	0	0	26	0	0	26	61
11:15 AM	0	2	0	0	2	2	0	0	0	2	0	2	0	0	39	0	0	39	1	0	21	0	0	22	65
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55	0	0	56	0	2	30	1	0	33	89
11:45 AM	0	3	0	0	2	3	0	0	0	1	0	1	0	0	42	1	0	43	0	0	28	1	0	29	76
Hourly Total	0	6	0	0	6	6	0	2	0	4	0	6	0	1	167	1	0	169	1	2	105	2	0	110	291
12:00 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	34	0	0	34	1	0	29	0	0	30	66
12:15 PM	0	0	0	1	2	1	0	0	0	0	0	0	0	0	35	0	0	35	1	1	33	1	2	36	72
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	39	1	0	41	0	0	22	2	0	24	66
12:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	56	0	0	56	0	0	32	1	0	33	91
Hourly Total	0	2	0	1	4	3	0	0	0	3	0	3	0	1	164	1	0	166	2	1	116	4	2	123	295
1:00 PM	0	2	0	0	2	2	0	0	0	2	0	2	0	1	38	1	0	40	0	0	27	2	0	29	73
1:15 PM	0	0	0	1	4	1	0	2	0	1	0	3	0	0	42	0	0	42	0	2	23	1	0	26	72
1:30 PM	0	3	0	1	3	4	0	1	0	4	0	5	0	0	39	0	0	39	0	0	26	1	0	27	75
1:45 PM	0	1	1	0	1	2	0	0	0	0	1	0	0	2	33	0	0	35	1	0	33	0	0	34	71
Hourly Total	0	6	1	2	10	9	0	3	0	7	1	10	0	3	152	1	0	156	1	2	109	4	0	116	291
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	18	1	0	19	40
7:15 AM	0	1	0	1	1	2	0	0	0	0	0	0	0	0	21	0	0	21	0	0	10	0	0	10	33
7:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	26	0	0	26	0	2	28	0	0	30	57
7:45 AM	0	2	0	0	3	2	0	0	0	1	0	1	0	0	20	1	0	21	0	3	25	0	0	28	52
Hourly Total	0	4	0	1	5	5	0	0	0	1	0	1	0	0	88	1	0	89	0	5	81	1	0	87	182
8:00 AM	0	5	0	1	0	6	0	1	0	0	0	1	0	0	28	0	0	28	0	7	22	0	0	29	64
8:15 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	29	3	0	32	0	3	25	0	0	28	62
8:30 AM	0	1	0	0	1	1	0	1	0	4	0	5	0	1	28	1	0	30	0	2	25	2	0	29	65
8:45 AM	0	2	0	0	0	2	0	0	0	4	0	4	1	0	20	4	0	25	0	8	22	1	0	31	62
Hourly Total	0	10	0	1	2	11	0	2	0	8	0	10	1	1	105	8	0	115	0	20	94	3	0	117	253
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	0	0	1	2	0	1	0	5	0	6	0	1	34	1	0	36	0	3	37	2	0	42	86
4:15 PM	0	1	0	0	0	1	0	1	0	5	0	6	0	0	35	2	0	37	0	0	45	1	0	46	90
4:30 PM	0	2	0	3	0	5	0	0	0	2	0	2	0	2	42	0	0	44	1	1	43	1	0	46	97
4:45 PM	0	1	0	0	0	1	0	1	0	9	0	10	0	1	37	2	0	40	0	0	39	2	0	41	92
Hourly Total	0	6	0	3	1	9	0	3	0	21	0	24	0	4	148	5	0	157	1	4	164	6	0	175	365
5:00 PM	0	2	0	0	0	2	0	3	0	22	0	25	0	0	35	0	0	35	0	2	57	2	0	61	123
5:15 PM	0	0	1	0	0	1	0	2	1	8	0	11	0	0	49	1	0	50	0	1	72	0	0	73	135
5:30 PM	0	0	0	1	1	1	0	2	0	2	0	4	0	1	34	1	0	36	0	0	68	3	2	71	112

5:45 PM	0	1	0	1	8	2	0	2	0	3	0	5	0	0	27	0	0	27	0	2	43	1	0	46	80
Hourly Total	0	3	1	2	9	6	0	9	1	35	0	45	0	1	145	2	0	148	0	5	240	6	2	251	450
Grand Total	0	37	2	10	37	49	0	19	1	79	1	99	1	11	969	19	0	1000	5	39	909	26	4	979	2127
Approach %	0.0	75.5	4.1	20.4	-	-	0.0	19.2	1.0	79.8	-	-	0.1	1.1	96.9	1.9	-	-	0.5	4.0	92.8	2.7	-	-	-
Total %	0.0	1.7	0.1	0.5	-	2.3	0.0	0.9	0.0	3.7	-	4.7	0.0	0.5	45.6	0.9	-	47.0	0.2	1.8	42.7	1.2	-	46.0	-
Lights	0	37	2	9	-	48	0	19	1	79	-	99	1	11	957	19	-	988	5	37	904	25	-	971	2106
% Lights	-	100.0	100.0	90.0	-	98.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	98.8	100.0	-	98.8	100.0	94.9	99.4	96.2	-	99.2	99.0
Mediums	0	0	0	1	-	1	0	0	0	0	-	0	0	0	10	0	-	10	0	2	5	1	-	8	19
% Mediums	-	0.0	0.0	10.0	-	2.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.0	0.0	-	1.0	0.0	5.1	0.6	3.8	-	0.8	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	37	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Imperial Traffic & Data Collection
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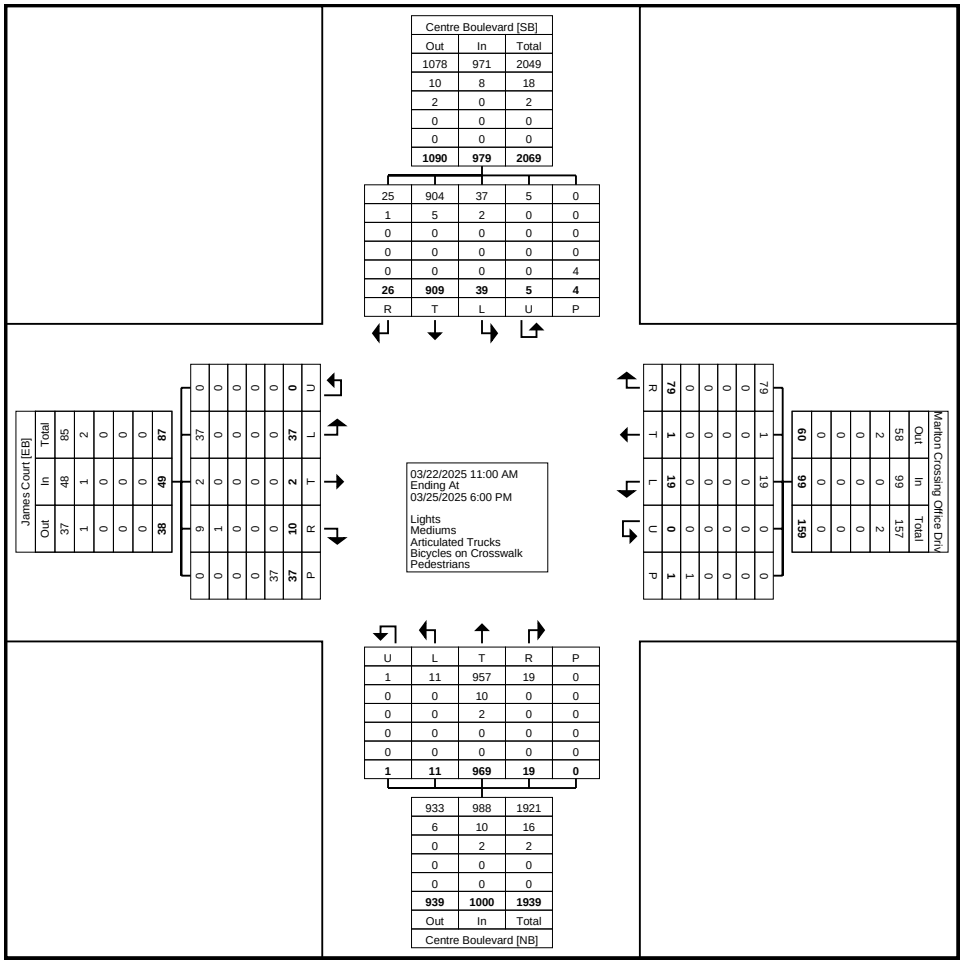
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025



Turning Movement Data Plot

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	James Court Eastbound						Marlton Crossing Office Driveway Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	56	0	0	56	0	0	32	1	0	33	91
1:00 PM	0	2	0	0	2	2	0	0	0	2	0	2	0	1	38	1	0	40	0	0	27	2	0	29	73
1:15 PM	0	0	0	1	4	1	0	2	0	1	0	3	0	0	42	0	0	42	0	2	23	1	0	26	72
1:30 PM	0	3	0	1	3	4	0	1	0	4	0	5	0	0	39	0	0	39	0	0	26	1	0	27	75
Total	0	6	0	2	10	8	0	3	0	8	0	11	0	1	175	1	0	177	0	2	108	5	0	115	311
Approach %	0.0	75.0	0.0	25.0	-	-	0.0	27.3	0.0	72.7	-	-	0.0	0.6	98.9	0.6	-	-	0.0	1.7	93.9	4.3	-	-	-
Total %	0.0	1.9	0.0	0.6	-	2.6	0.0	1.0	0.0	2.6	-	3.5	0.0	0.3	56.3	0.3	-	56.9	0.0	0.6	34.7	1.6	-	37.0	-
PHF	0.000	0.500	0.000	0.500	-	0.500	0.000	0.375	0.000	0.500	-	0.550	0.000	0.250	0.781	0.250	-	0.790	0.000	0.250	0.844	0.625	-	0.871	0.854
Lights	0	6	0	2	-	8	0	3	0	8	-	11	0	1	173	1	-	175	0	2	107	5	-	114	308
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.9	100.0	-	98.9	-	100.0	99.1	100.0	-	99.1	99.0
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Mediums	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.9	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.1	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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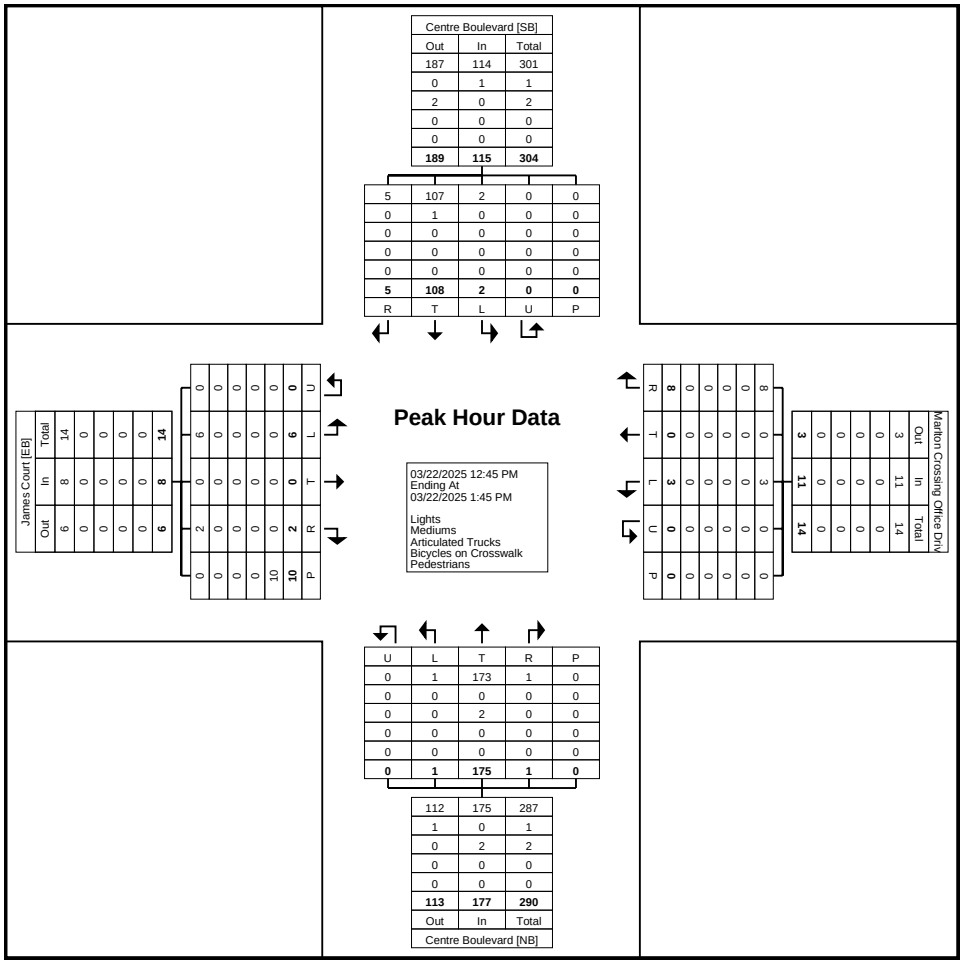
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (12:45 PM)

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Imperial Traffic & Data Collection
www.imperialtdc.com
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Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	James Court Eastbound						Marlton Crossing Office Driveway Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	5	0	1	0	6	0	1	0	0	0	1	0	0	28	0	0	28	0	7	22	0	0	29	64
8:15 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	29	3	0	32	0	3	25	0	0	28	62
8:30 AM	0	1	0	0	1	1	0	1	0	4	0	5	0	1	28	1	0	30	0	2	25	2	0	29	65
8:45 AM	0	2	0	0	0	2	0	0	0	4	0	4	1	0	20	4	0	25	0	8	22	1	0	31	62
Total	0	10	0	1	2	11	0	2	0	8	0	10	1	1	105	8	0	115	0	20	94	3	0	117	253
Approach %	0.0	90.9	0.0	9.1	-	-	0.0	20.0	0.0	80.0	-	-	0.9	0.9	91.3	7.0	-	-	0.0	17.1	80.3	2.6	-	-	-
Total %	0.0	4.0	0.0	0.4	-	4.3	0.0	0.8	0.0	3.2	-	4.0	0.4	0.4	41.5	3.2	-	45.5	0.0	7.9	37.2	1.2	-	46.2	-
PHF	0.000	0.500	0.000	0.250	-	0.458	0.000	0.500	0.000	0.500	-	0.500	0.250	0.250	0.905	0.500	-	0.898	0.000	0.625	0.940	0.375	-	0.944	0.973
Lights	0	10	0	1	-	11	0	2	0	8	-	10	1	1	102	8	-	112	0	19	94	3	-	116	249
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	97.1	100.0	-	97.4	-	95.0	100.0	100.0	-	99.1	98.4
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	1	0	0	-	1	4
% Mediums	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	2.9	0.0	-	2.6	-	5.0	0.0	0.0	-	0.9	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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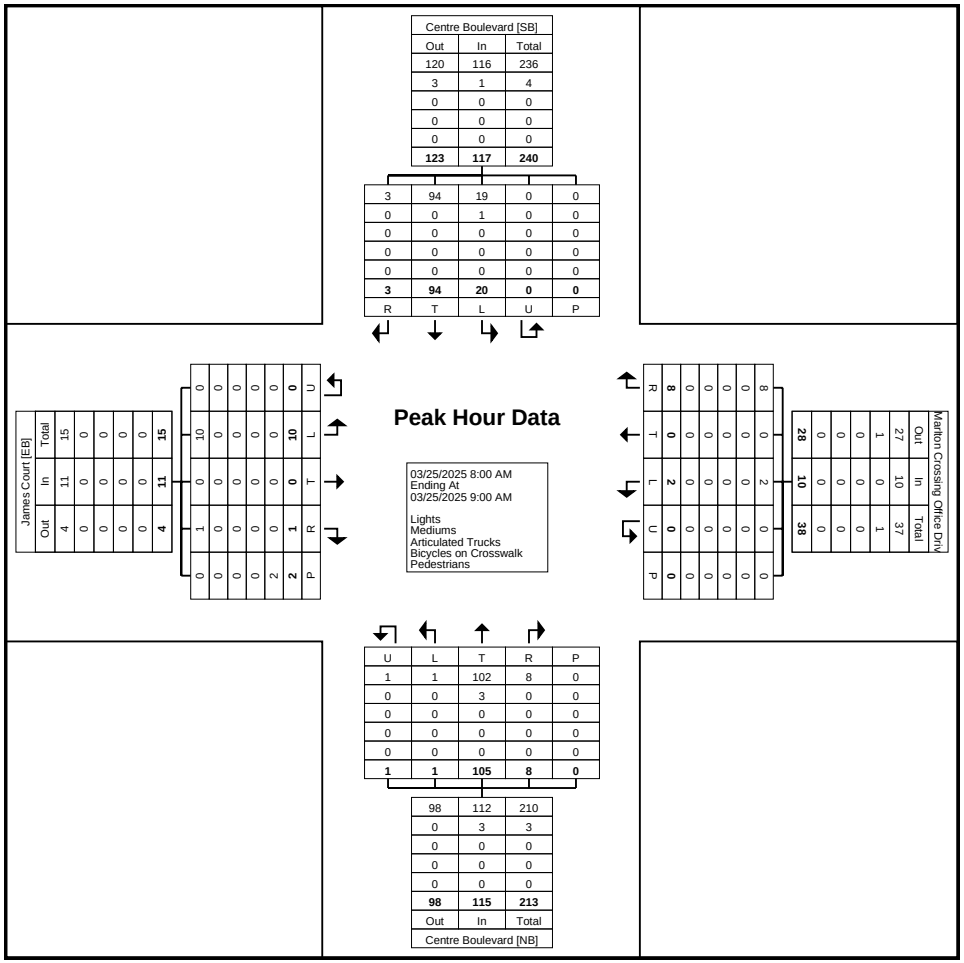
Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (8:00 AM)

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Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	James Court Eastbound						Marlton Crossing Office Driveway Westbound						Centre Boulevard Northbound						Centre Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	1	0	0	0	1	0	1	0	9	0	10	0	1	37	2	0	40	0	0	39	2	0	41	92
5:00 PM	0	2	0	0	0	2	0	3	0	22	0	25	0	0	35	0	0	35	0	2	57	2	0	61	123
5:15 PM	0	0	1	0	0	1	0	2	1	8	0	11	0	0	49	1	0	50	0	1	72	0	0	73	135
5:30 PM	0	0	0	1	1	1	0	2	0	2	0	4	0	1	34	1	0	36	0	0	68	3	2	71	112
Total	0	3	1	1	1	5	0	8	1	41	0	50	0	2	155	4	0	161	0	3	236	7	2	246	462
Approach %	0.0	60.0	20.0	20.0	-	-	0.0	16.0	2.0	82.0	-	-	0.0	1.2	96.3	2.5	-	-	0.0	1.2	95.9	2.8	-	-	-
Total %	0.0	0.6	0.2	0.2	-	1.1	0.0	1.7	0.2	8.9	-	10.8	0.0	0.4	33.5	0.9	-	34.8	0.0	0.6	51.1	1.5	-	53.2	-
PHF	0.000	0.375	0.250	0.250	-	0.625	0.000	0.667	0.250	0.466	-	0.500	0.000	0.500	0.791	0.500	-	0.805	0.000	0.375	0.819	0.583	-	0.842	0.856
Lights	0	3	1	1	-	5	0	8	1	41	-	50	0	2	154	4	-	160	0	2	236	7	-	245	460
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	99.4	100.0	-	99.4	-	66.7	100.0	100.0	-	99.6	99.6
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	2
% Mediums	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	-	33.3	0.0	0.0	-	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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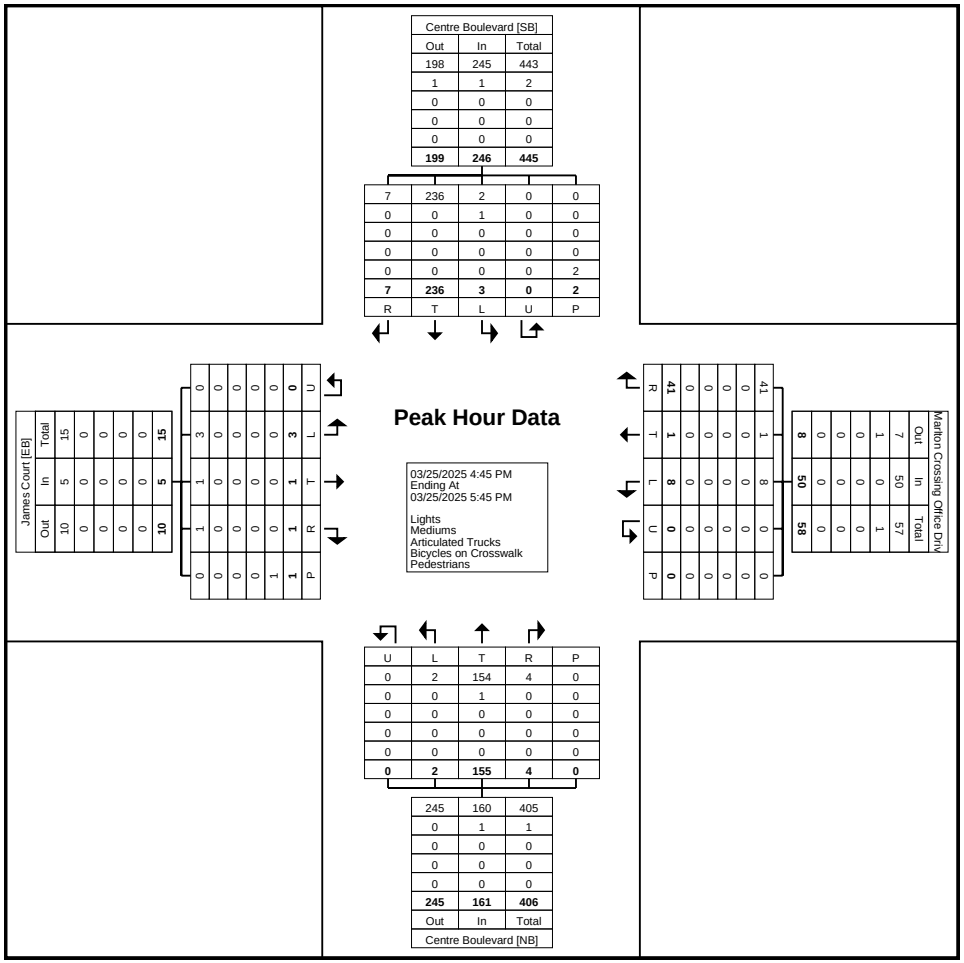
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.89146, -74.930102

Count Name: 4. Centre Boulevard & James Court/Marlton Crossing Office Driveway
Site Code: 4
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

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1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025

Turning Movement Data

Start Time	Lippincott Drive Eastbound					Lippincott Drive Westbound					Marlton Crossing Office Driveway Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
11:00 AM	0	2	6	0	8	0	15	4	0	19	0	3	0	0	3	30
11:15 AM	0	0	3	0	3	0	25	4	0	29	0	1	0	0	1	33
11:30 AM	0	0	7	0	7	0	29	1	0	30	0	5	0	0	5	42
11:45 AM	0	2	7	0	9	0	21	9	0	30	0	0	0	0	0	39
Hourly Total	0	4	23	0	27	0	90	18	0	108	0	9	0	0	9	144
12:00 PM	0	0	11	0	11	0	20	2	0	22	0	2	0	0	2	35
12:15 PM	0	1	10	0	11	0	18	9	0	27	0	3	1	1	4	42
12:30 PM	0	1	6	0	7	0	25	4	0	29	0	2	0	0	2	38
12:45 PM	0	1	8	0	9	0	33	1	0	34	0	2	2	0	4	47
Hourly Total	0	3	35	0	38	0	96	16	0	112	0	9	3	1	12	162
1:00 PM	0	0	7	0	7	0	24	1	0	25	0	3	1	0	4	36
1:15 PM	0	0	7	0	7	0	23	3	0	26	0	0	0	0	0	33
1:30 PM	0	1	10	0	11	0	19	3	0	22	0	5	2	0	7	40
1:45 PM	0	0	9	0	9	0	21	8	0	29	0	2	2	1	4	42
Hourly Total	0	1	33	0	34	0	87	15	0	102	0	10	5	1	15	151
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	2	0	2	0	5	0	0	5	0	1	0	0	1	8
7:15 AM	0	1	2	0	3	0	6	2	0	8	0	0	0	0	0	11
7:30 AM	0	0	4	0	4	0	8	1	0	9	0	0	0	0	0	13
7:45 AM	0	0	1	0	1	0	9	2	0	11	0	1	1	0	2	14
Hourly Total	0	1	9	0	10	0	28	5	0	33	0	2	1	0	3	46
8:00 AM	0	0	2	0	2	0	5	5	0	10	0	0	0	0	0	12
8:15 AM	0	1	2	0	3	0	9	5	0	14	0	2	1	0	3	20
8:30 AM	0	1	4	0	5	0	8	3	0	11	0	2	0	0	2	18
8:45 AM	0	0	3	0	3	0	8	8	0	16	0	3	0	0	3	22
Hourly Total	0	2	11	0	13	0	30	21	0	51	0	7	1	0	8	72
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	7	1	8	0	20	1	0	21	0	3	0	0	3	32
4:15 PM	0	1	8	1	9	0	22	5	0	27	0	3	1	0	4	40
4:30 PM	0	1	6	0	7	0	23	4	0	27	0	2	2	1	4	38
4:45 PM	0	0	8	0	8	0	22	2	0	24	0	2	0	0	2	34
Hourly Total	0	3	29	2	32	0	87	12	0	99	0	10	3	1	13	144
5:00 PM	0	1	9	0	10	0	18	2	0	20	0	13	4	0	17	47
5:15 PM	0	0	8	0	8	0	34	5	0	39	0	6	0	1	6	53
5:30 PM	0	0	6	0	6	0	14	2	0	16	0	3	0	0	3	25
5:45 PM	0	1	7	1	8	0	9	1	0	10	0	1	0	1	1	19

Hourly Total	0	2	30	1	32	0	75	10	0	85	0	23	4	2	27	144
Grand Total	0	16	170	3	186	0	493	97	0	590	0	70	17	5	87	863
Approach %	0.0	8.6	91.4	-	-	0.0	83.6	16.4	-	-	0.0	80.5	19.5	-	-	-
Total %	0.0	1.9	19.7	-	21.6	0.0	57.1	11.2	-	68.4	0.0	8.1	2.0	-	10.1	-
Lights	0	16	169	-	185	0	490	95	-	585	0	65	17	-	82	852
% Lights	-	100.0	99.4	-	99.5	-	99.4	97.9	-	99.2	-	92.9	100.0	-	94.3	98.7
Mediums	0	0	1	-	1	0	2	1	-	3	0	5	0	-	5	9
% Mediums	-	0.0	0.6	-	0.5	-	0.4	1.0	-	0.5	-	7.1	0.0	-	5.7	1.0
Articulated Trucks	0	0	0	-	0	0	1	1	-	2	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.2	1.0	-	0.3	-	0.0	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Imperial Traffic & Data Collection
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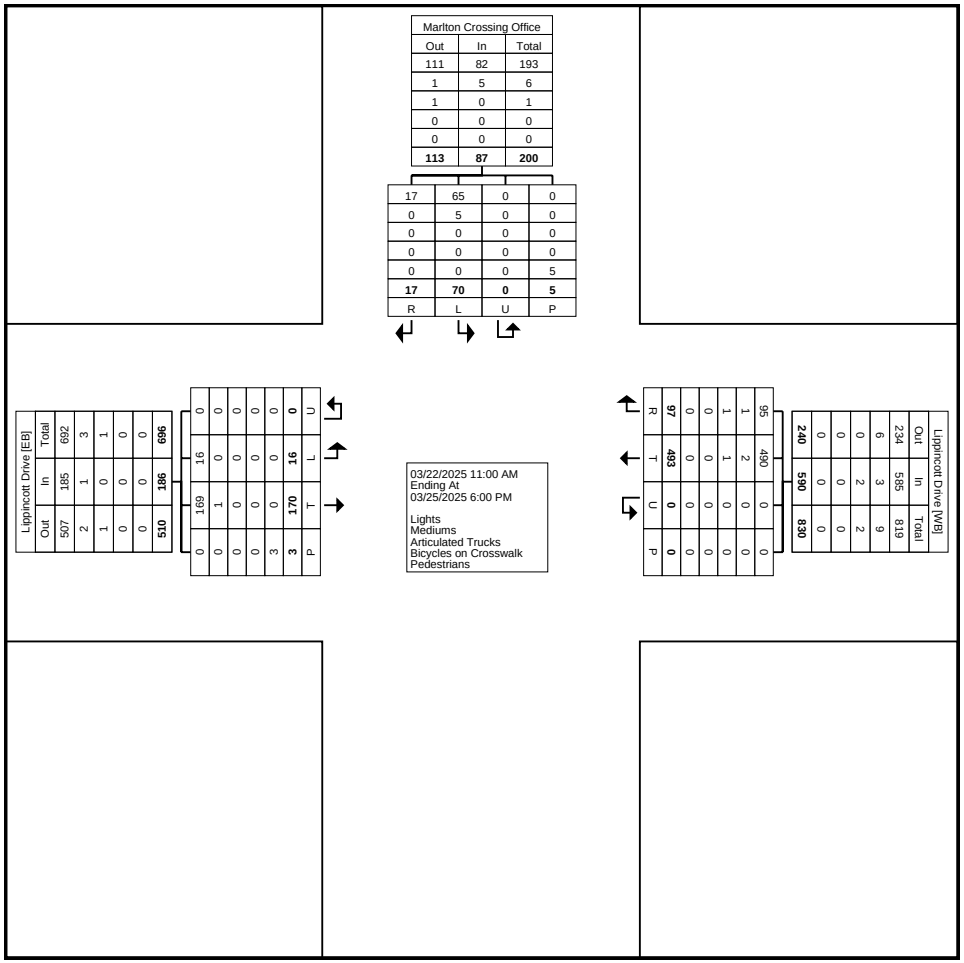
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025



Turning Movement Data Plot

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Lippincott Drive Eastbound					Lippincott Drive Westbound					Marlton Crossing Office Driveway Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:15 PM	0	1	10	0	11	0	18	9	0	27	0	3	1	1	4	42
12:30 PM	0	1	6	0	7	0	25	4	0	29	0	2	0	0	2	38
12:45 PM	0	1	8	0	9	0	33	1	0	34	0	2	2	0	4	47
1:00 PM	0	0	7	0	7	0	24	1	0	25	0	3	1	0	4	36
Total	0	3	31	0	34	0	100	15	0	115	0	10	4	1	14	163
Approach %	0.0	8.8	91.2	-	-	0.0	87.0	13.0	-	-	0.0	71.4	28.6	-	-	-
Total %	0.0	1.8	19.0	-	20.9	0.0	61.3	9.2	-	70.6	0.0	6.1	2.5	-	8.6	-
PHF	0.000	0.750	0.775	-	0.773	0.000	0.758	0.417	-	0.846	0.000	0.833	0.500	-	0.875	0.867
Lights	0	3	30	-	33	0	98	14	-	112	0	9	4	-	13	158
% Lights	-	100.0	96.8	-	97.1	-	98.0	93.3	-	97.4	-	90.0	100.0	-	92.9	96.9
Mediums	0	0	1	-	1	0	1	0	-	1	0	1	0	-	1	3
% Mediums	-	0.0	3.2	-	2.9	-	1.0	0.0	-	0.9	-	10.0	0.0	-	7.1	1.8
Articulated Trucks	0	0	0	-	0	0	1	1	-	2	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.0	6.7	-	1.7	-	0.0	0.0	-	0.0	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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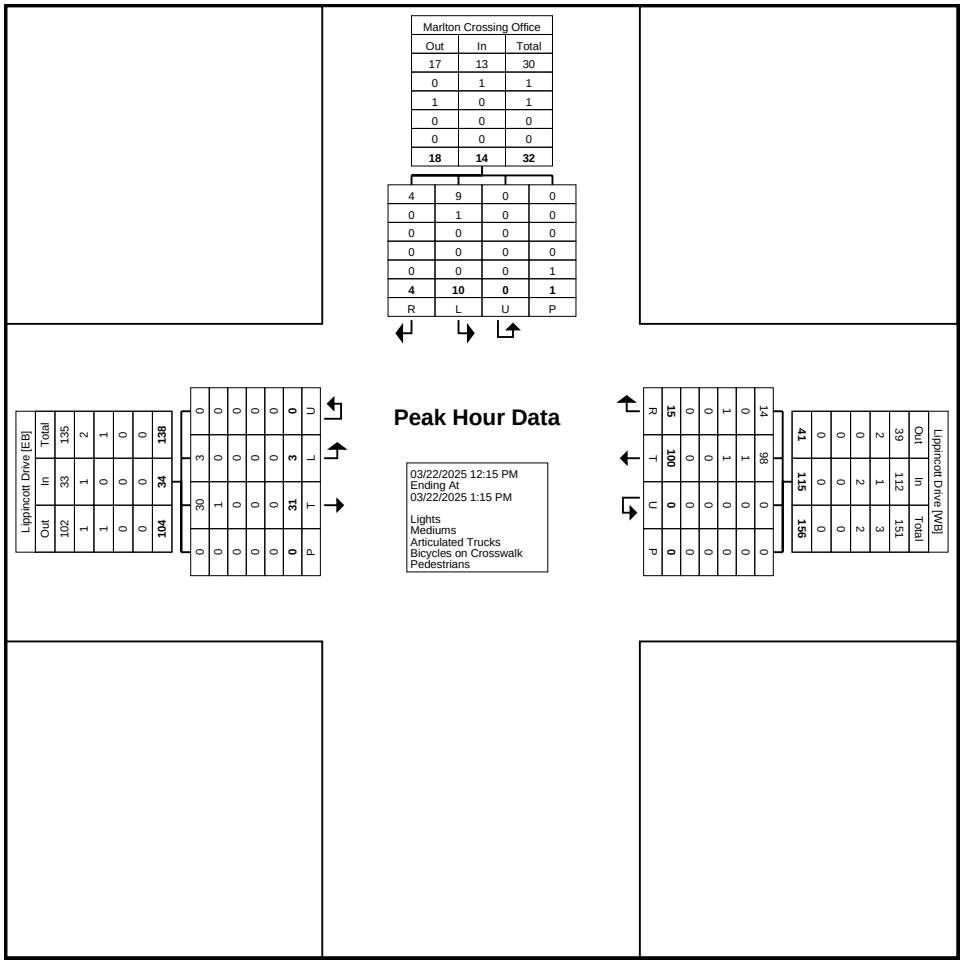
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (12:15 PM)

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Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Lippincott Drive Eastbound					Lippincott Drive Westbound					Marlton Crossing Office Driveway Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
8:00 AM	0	0	2	0	2	0	5	5	0	10	0	0	0	0	0	12
8:15 AM	0	1	2	0	3	0	9	5	0	14	0	2	1	0	3	20
8:30 AM	0	1	4	0	5	0	8	3	0	11	0	2	0	0	2	18
8:45 AM	0	0	3	0	3	0	8	8	0	16	0	3	0	0	3	22
Total	0	2	11	0	13	0	30	21	0	51	0	7	1	0	8	72
Approach %	0.0	15.4	84.6	-	-	0.0	58.8	41.2	-	-	0.0	87.5	12.5	-	-	-
Total %	0.0	2.8	15.3	-	18.1	0.0	41.7	29.2	-	70.8	0.0	9.7	1.4	-	11.1	-
PHF	0.000	0.500	0.688	-	0.650	0.000	0.833	0.656	-	0.797	0.000	0.583	0.250	-	0.667	0.818
Lights	0	2	11	-	13	0	30	21	-	51	0	6	1	-	7	71
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	85.7	100.0	-	87.5	98.6
Mediums	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Mediums	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	14.3	0.0	-	12.5	1.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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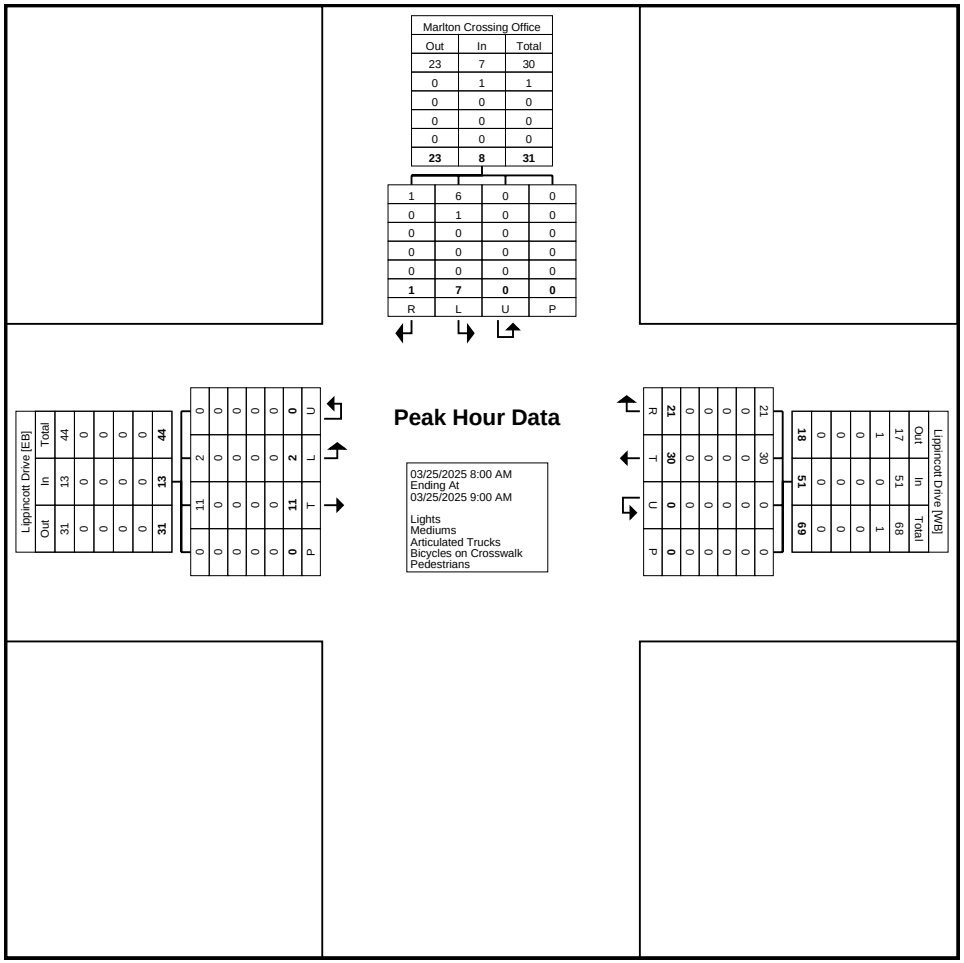
Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025



Turning Movement Peak Hour Data Plot (8:00 AM)

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609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025

Turning Movement Peak Hour Data (4:30 PM)

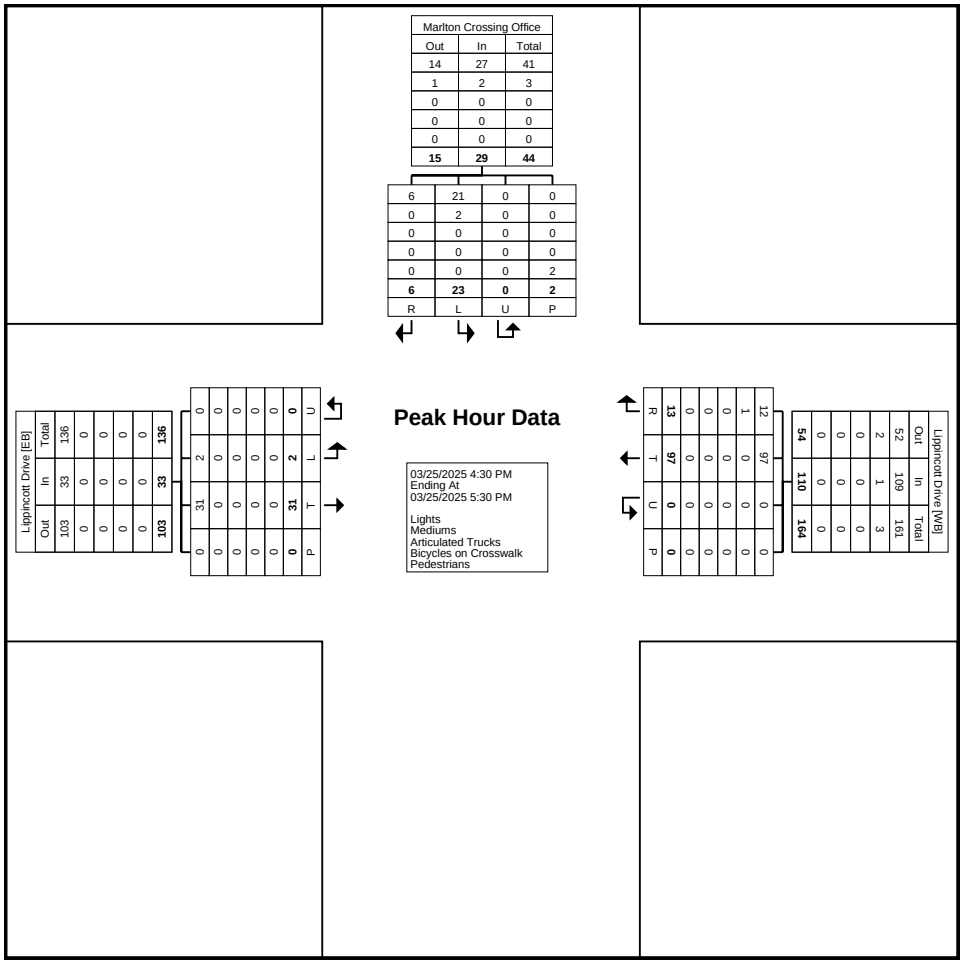
Start Time	Lippincott Drive Eastbound					Lippincott Drive Westbound					Marlton Crossing Office Driveway Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	6	0	7	0	23	4	0	27	0	2	2	1	4	38
4:45 PM	0	0	8	0	8	0	22	2	0	24	0	2	0	0	2	34
5:00 PM	0	1	9	0	10	0	18	2	0	20	0	13	4	0	17	47
5:15 PM	0	0	8	0	8	0	34	5	0	39	0	6	0	1	6	53
Total	0	2	31	0	33	0	97	13	0	110	0	23	6	2	29	172
Approach %	0.0	6.1	93.9	-	-	0.0	88.2	11.8	-	-	0.0	79.3	20.7	-	-	-
Total %	0.0	1.2	18.0	-	19.2	0.0	56.4	7.6	-	64.0	0.0	13.4	3.5	-	16.9	-
PHF	0.000	0.500	0.861	-	0.825	0.000	0.713	0.650	-	0.705	0.000	0.442	0.375	-	0.426	0.811
Lights	0	2	31	-	33	0	97	12	-	109	0	21	6	-	27	169
% Lights	-	100.0	100.0	-	100.0	-	100.0	92.3	-	99.1	-	91.3	100.0	-	93.1	98.3
Mediums	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Mediums	-	0.0	0.0	-	0.0	-	0.0	7.7	-	0.9	-	8.7	0.0	-	6.9	1.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Imperial
TRAFFIC & DATA COLLECTION

Imperial Traffic & Data Collection
www.imperialtdc.com
1804 Haddonfield-Berlin Road
Cherry Hill, New Jersey, United States 08034
609-706-6100

Project: Centre & James
Municipality: Evesham, Burlington County, NJ
Setup: NR
Location: 39.890108, -74.928505

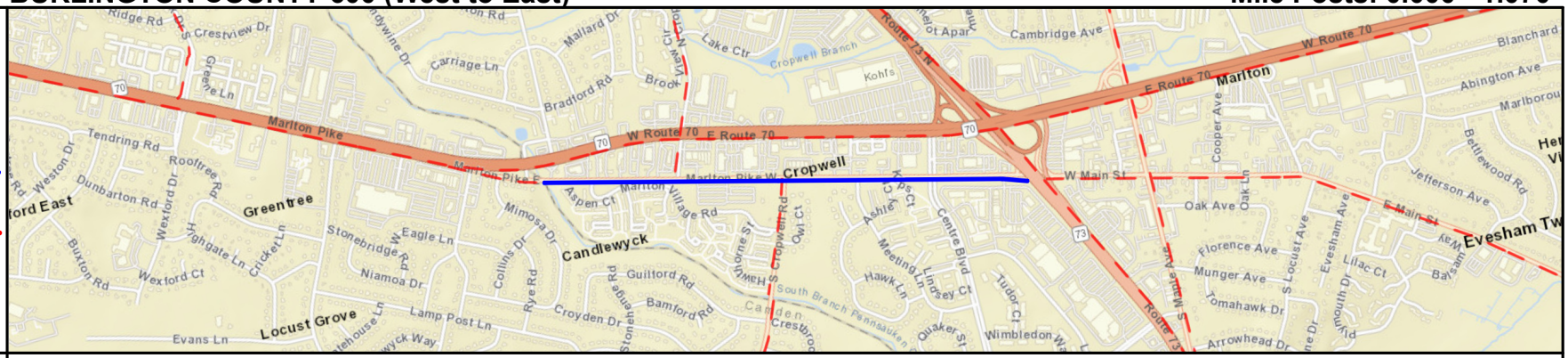
Count Name: 5. Lippincott Drive & Marlton Crossing Office Driveway
Site Code: 5
Start Date: 03/22/2025



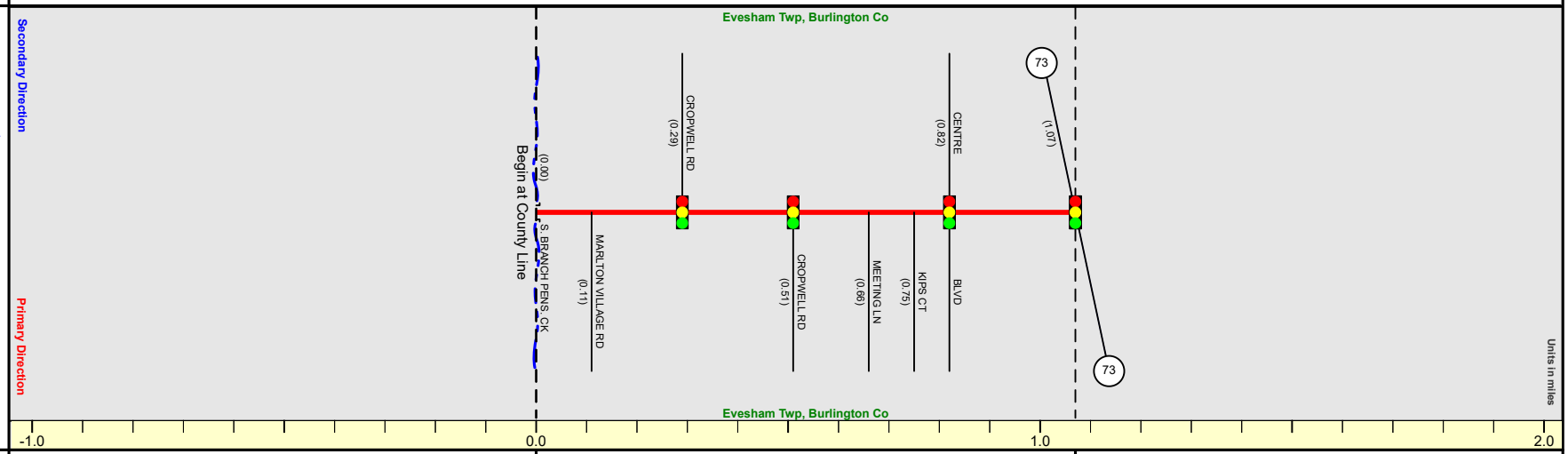
Turning Movement Peak Hour Data Plot (4:30 PM)

BURLINGTON COUNTY 600 (West to East)

Mile Posts: 0.000 - 1.070



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name		Old Marlton Pike	
Jurisdiction		County	
Functional Class		Urban Minor Arterial	
Federal Aid - NHS Sy		STP	
Control Section	Begin Burlington County 600 MP=0.00		End Burlington County 600 MP=1.07
Speed Limit		35	
Number of Lanes		2	
Med. Type		None	
Med. Width			
Pavement		22 | 36 | 24 | 32 | 24	
Shoulder		8 | 14 | 10 | 14 | 6 | 12	
Traffic Volume			
Traffic Sta. ID			
Structure No.		0414151	
Enlarged Views			

SRI = 03000600__

Date last inventoried: April 2011

Page Created: June, 2020

STATE	FEDERAL PROJECT NO.
N.J.	NH - 0015(118)

OLD MARLTON PIKE & CENTRE BOULEVARD

TOWNSHIP OF EVESHAM — COUNTY OF BURLINGTON

NORMAL OPERATION

Phase	R.O.W.	Signal Faces 1,2,4,5	3,6	7,8	9	10,11	12	13,14,15,16	17,18,19,20	Time I (120 sec)	Time II (Free)
A)	Old Marlton Pike										
	Lead Left	<G-/R	R	R	R	R	R	DW	DW	3-6	3-6
	Lead Left Change	<Y-/R	R	R	R	R	R	DW	DW	3	3
B)	Old Marlton Pike	G	G	R	R	R	R	DW	DW	84-46	32
	Change	Y	Y	R	R	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
C)	Centre Boulevard NB	R	R	<G-/G	G	R	R	DW	DW	6-26	6-26
	Change	R	R	Y	Y	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
D)	Centre Boulevard SB	R	R	R	R	<G-/G	G	DW	DW	6-21	6-21
	Change	R	R	R	R	Y	Y	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2

PEDESTRIAN OPERATION

Phase	R.O.W.	Signal Faces 1,2,4,5	3,6	7,8	9	10,11	12	13,14,15,16	17,18,19,20	Time I (120 sec)	Time II (Free)
A)	Old Marlton Pike										
	Lead Left	<G-/R	R	R	R	R	R	DW	DW	3-6	3-6
	Lead Left Change	<Y-/R	R	R	R	R	R	DW	DW	3	3
B)	Old Marlton Pike	G	G	R	R	R	R	DW	W	43-20	6
	Pedestrian Clearance	G	G	R	R	R	R	DW	FDW	26	26
	Change	Y	Y	R	R	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
C)	Centre Boulevard NB	R	R	<G-/G	G	R	R	DW	DW	6-26	6-26
	Change	R	R	Y	Y	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
D)	Centre Boulevard SB	R	R	R	R	G	G	W	DW	6	6
	Pedestrian Clearance	R	R	R	R	G	G	FDW	DW	15	15
	Change	R	R	R	R	Y	Y	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2

NOTES

1. ALL UNACTUATED PHASES SHALL BE SKIPPED
2. MANUAL CONTROL TO BE DISCONNECTED
3. VEHICLE INTERVALS TO BE 2 SECONDS
4. MEMORY CIRCUITS TO BE "OFF"
5. THE LEFT TURN PHASES FOR OLD MARLTON PIKE SHALL HAVE THE CAPABILITY OF TERMINATING OR EXTENDING INDEPENDENTLY AND REVERTING THE GREEN TIME TO THE NEXT NON-CONFLICTING THROUGH MOVEMENT.
6. SIGNAL SHALL REST IN PHASE B GREEN
7. IF PHASE A IS CALLED, PHASE B GREEN SHALL FOLLOW
8. UPON PEDETRIAN ACTUATION OF PHASE D, HEADS #10 AND 11 SHALL OMIT THE GREEN ARROW.

HOURS OF OPERATION:
MONDAY-FRIDAY, 7:00 AM - 9:30 AM: TIME I
MONDAY-FRIDAY, 3:00 PM - 7:00 PM: TIME I
ALL OTHER TIMES: TIME II

E-25
E-25

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ELECTRICAL PLANS

ROUTE 70 SECTION

MUNICIPALITY EVESHAM TOWNSHIP COUNTY BURLINGTON

OLD MARLTON PIKE & CENTRE BOULEVARD

CONTRACT NO. 01950462

URBAN ENGINEERS, INC.

JAY T. ETZEL

N.J.P.E. LIC. NO. 46482

CONTROL SECTION NO. 297

REFERENCE

REVISIONS DESCRIPTION BY DATE

STATE	FEDERAL PROJECT NO
N.J.	NH - 0015(118)

OLD MARLTON PIKE & CENTRE BOULEVARD

TOWNSHIP OF EVESHAM — COUNTY OF BURLINGTON

NORMAL OPERATION

Phase	R.O.W.	Signal Faces 1,2,4,5	3,6	7,8	9	10,11	12	13,14,15,16	17,18,19,20	Time I (120 sec)	Time II (Free)
A)	Old Marlton Pike										
	Lead Left	<G-/R	R	R	R	R	R	DW	DW	3-6	3-6
	Lead Left Change	<Y-/R	R	R	R	R	R	DW	DW	3	~~5~~ 15
B)	Old Marlton Pike	G	G	R	R	R	R	DW	DW	84-46	~~6-32~~ 15-32
	Change	Y	Y	R	R	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
C)	Centre Boulevard NB	R	R	<G-/G	G	R	R	DW	DW	6-26	6-26
	Change	R	R	Y	Y	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
D)	Centre Boulevard SB	R	R	R	R	<G-/G	G	DW	DW	6-21	6-21
	Change	R	R	R	R	Y	Y	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2

PEDESTRIAN OPERATION

Phase	R.O.W.	Signal Faces 1,2,4,5	3,6	7,8	9	10,11	12	13,14,15,16	17,18,19,20	Time I (120 sec)	Time II (Free)
A)	Old Marlton Pike										
	Lead Left	<G-/R	R	R	R	R	R	DW	DW	3-6	3-6
	Lead Left Change	<Y-/R	R	R	R	R	R	DW	DW	3	3
B)	Old Marlton Pike	G	G	R	R	R	R	DW	W	43-20	6
	Pedestrian Clearance	G	G	R	R	R	R	DW	FDW	26	26
	Change	Y	Y	R	R	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
C)	Centre Boulevard NB	R	R	<G-/G	G	R	R	DW	DW	6-26	6-26
	Change	R	R	Y	Y	R	R	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2
D)	Centre Boulevard SB	R	R	R	R	G	G	W	DW	6	6
	Pedestrian Clearance	R	R	R	R	G	G	FDW	DW	15	15
	Change	R	R	R	R	Y	Y	DW	DW	4	4
	Clearance	R	R	R	R	R	R	DW	DW	2	2

NOTES

1. ALL UNACTUATED PHASES SHALL BE SKIPPED
2. MANUAL CONTROL TO BE DISCONNECTED
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MONDAY-FRIDAY, 7:00 AM - 9:30 AM: TIME I
MONDAY-FRIDAY, 3:00 PM - 7:00 PM: TIME I
ALL OTHER TIMES: TIME II

E-25
E-25

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ELECTRICAL PLANS

ROUTE 70 SECTION

MUNICIPALITY EVESHAM TOWNSHIP COUNTY BURLINGTON

OLD MARLTON PIKE & CENTRE BOULEVARD

CONTRACT NO. 011960462

URBAN ENGINEERS, INC.

JAY T. ETZEL

N.J.P.E. LIC. NO. 46492

CONTROL SECTION NO.

297

REFERENCE

BY DATE DESCRIPTION

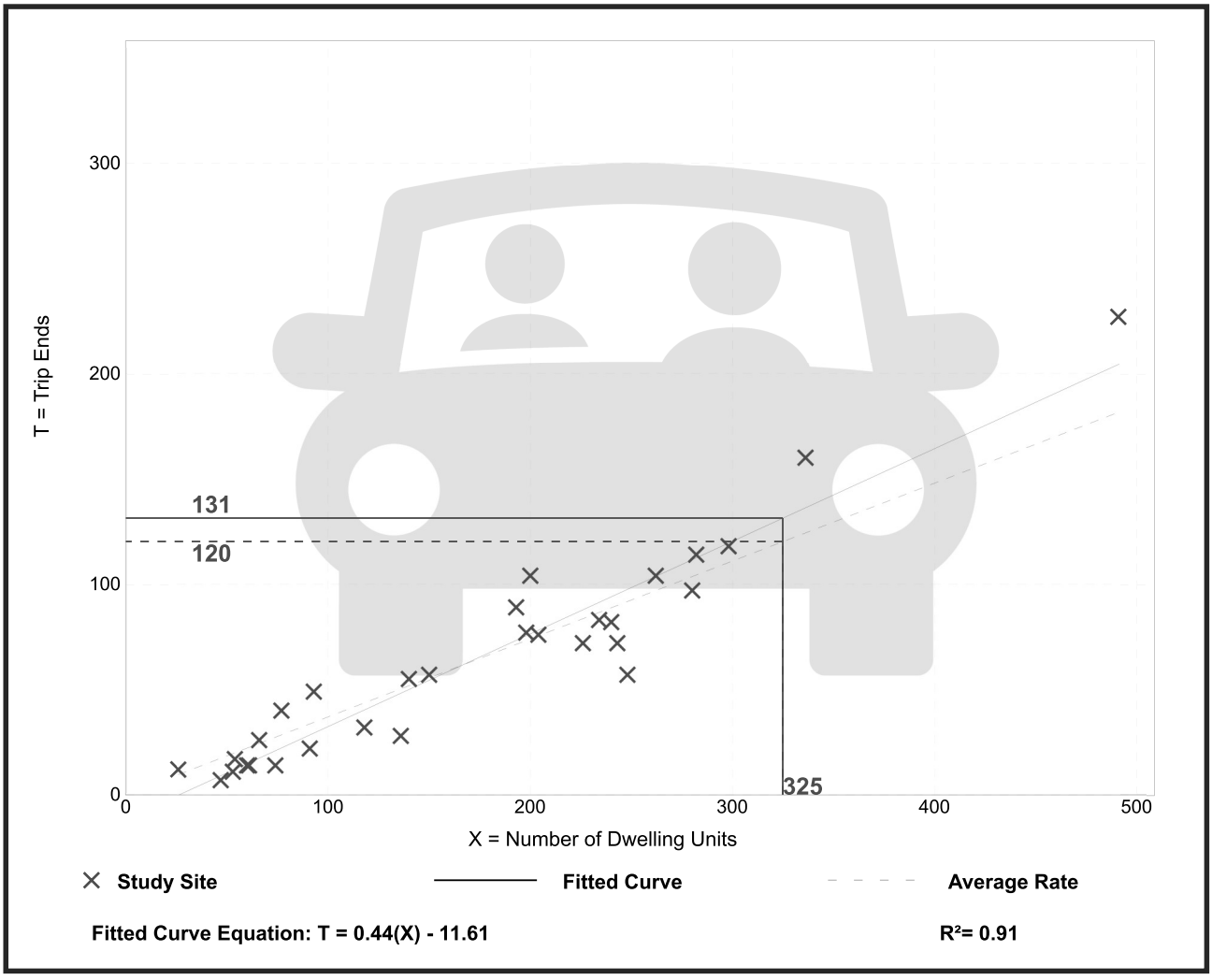
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



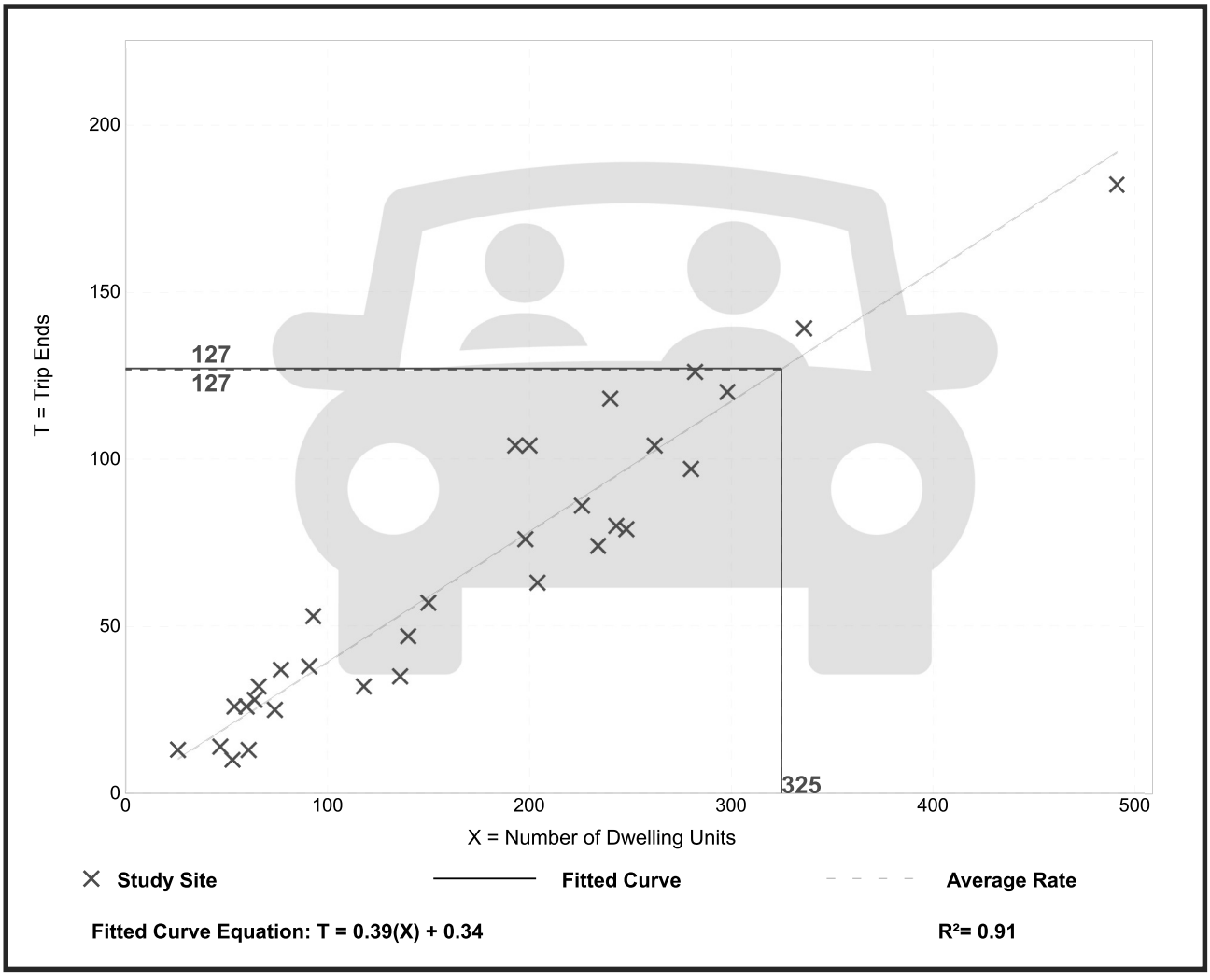
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

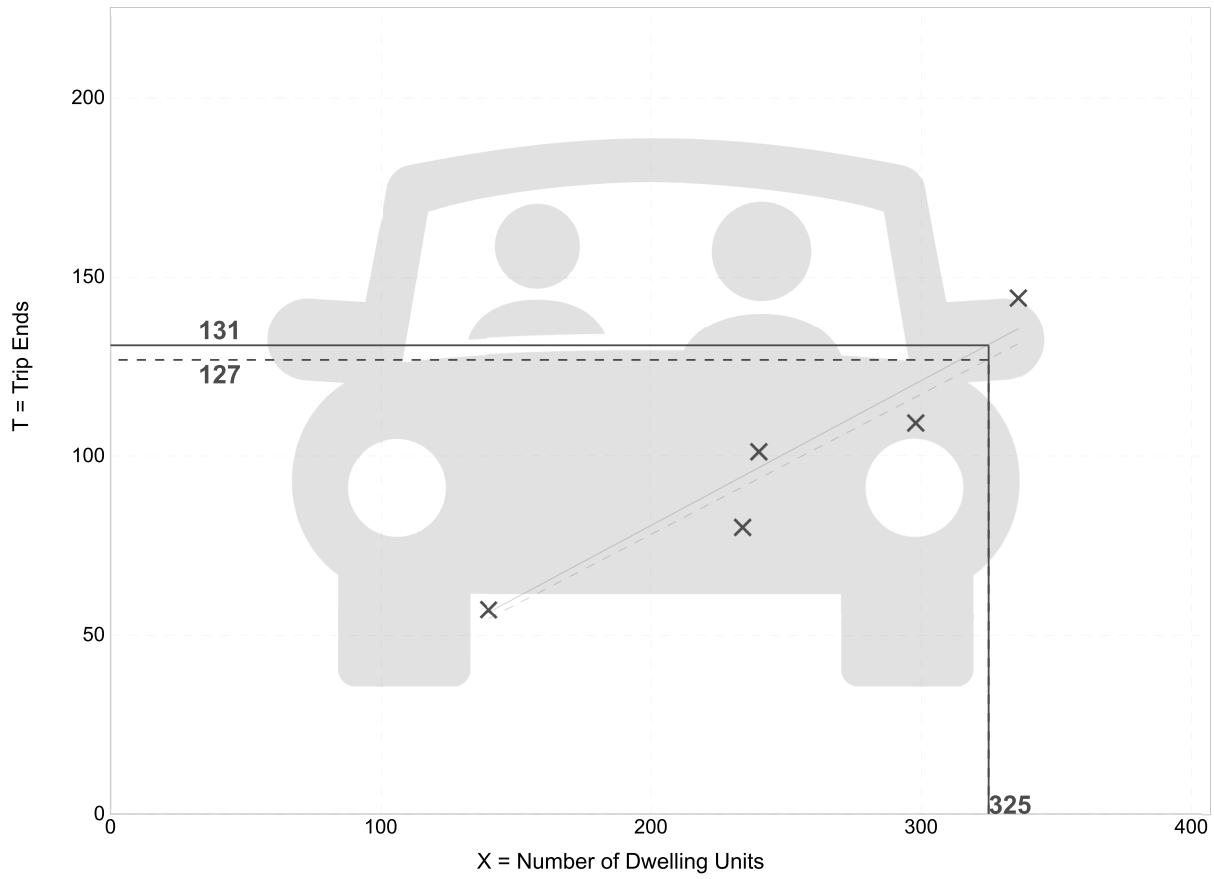
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Dwelling Units: 250
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.34 - 0.43	0.04

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Ln(T) = 1.00 Ln(X) - 0.91 **R^2= 0.92**

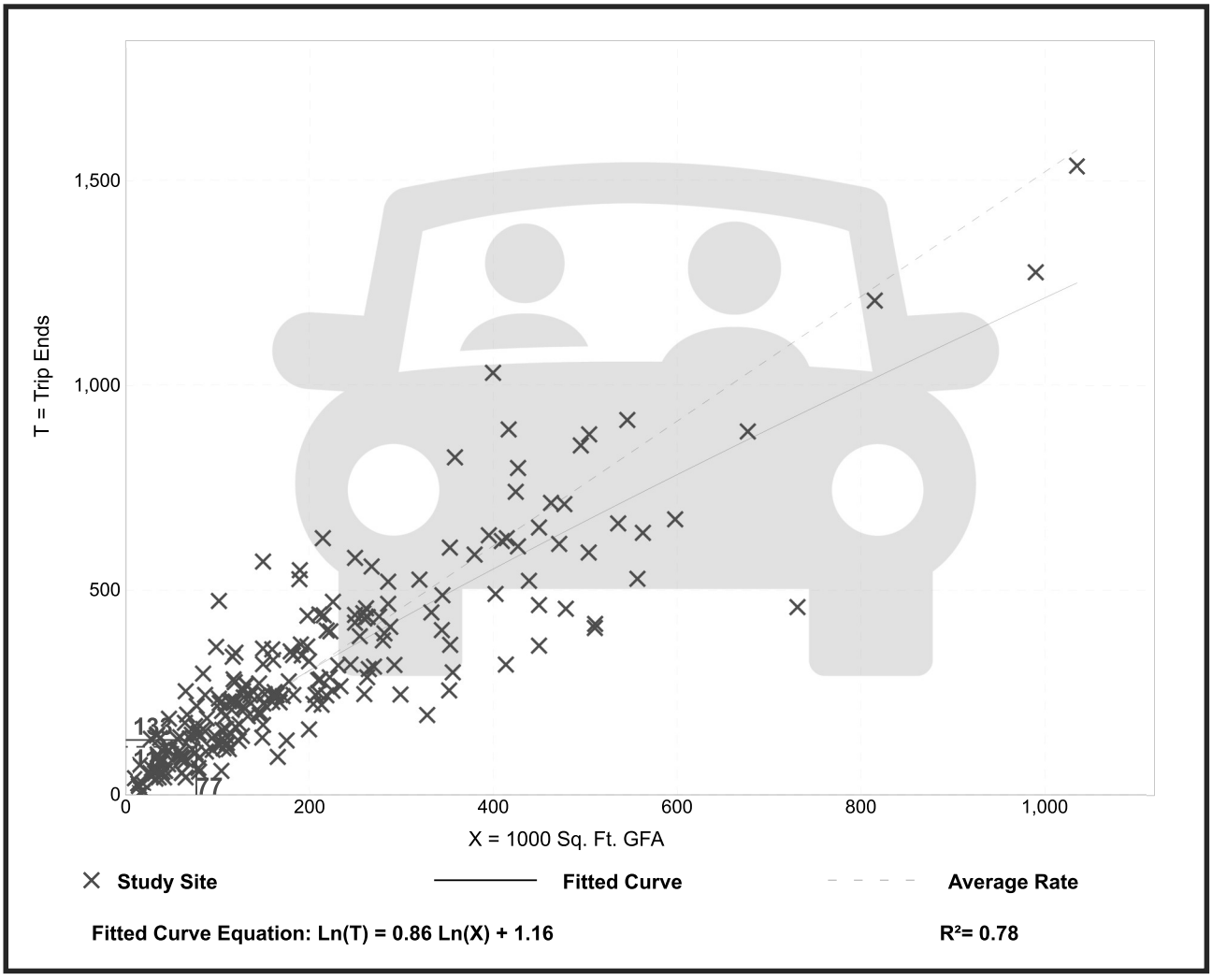
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



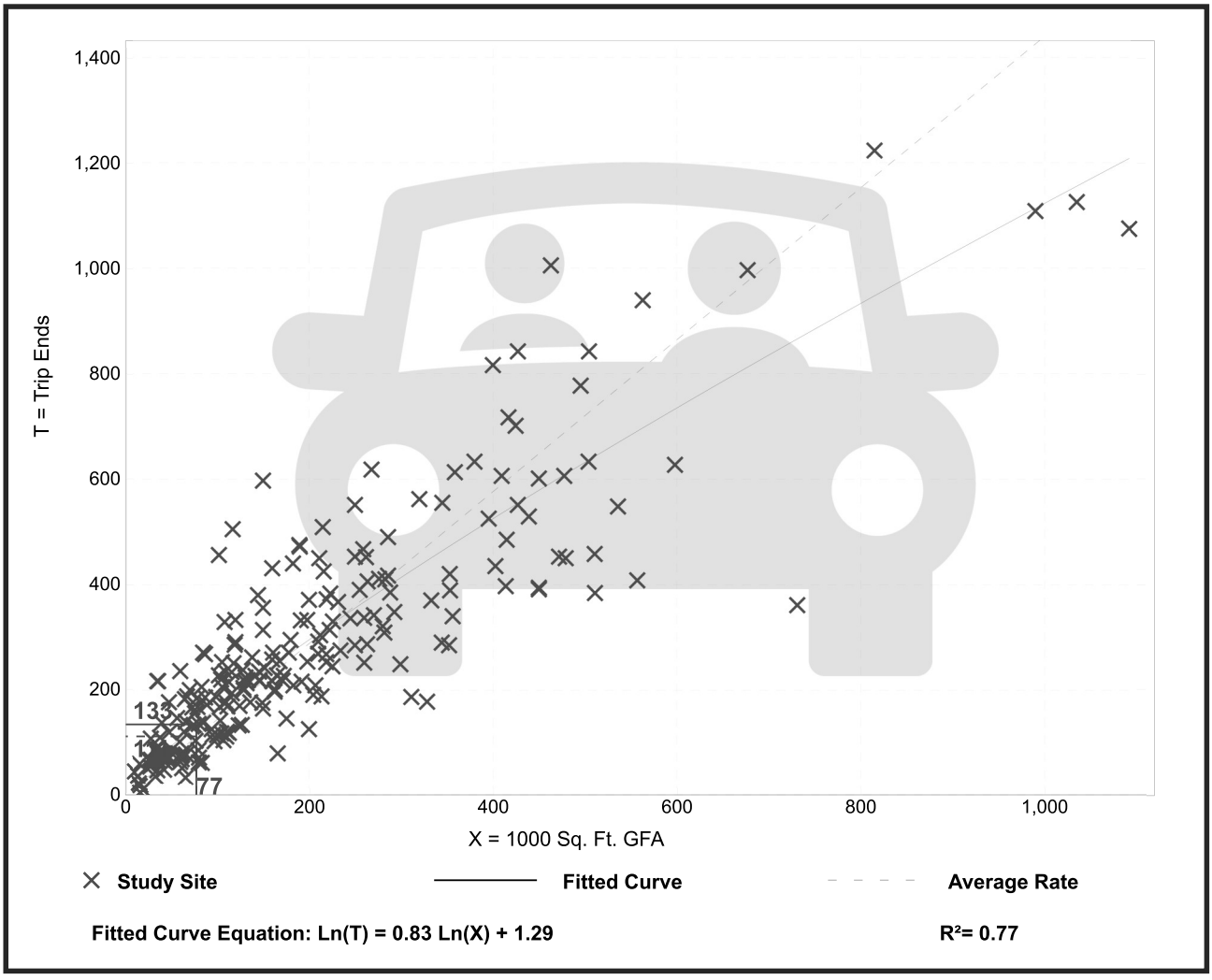
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

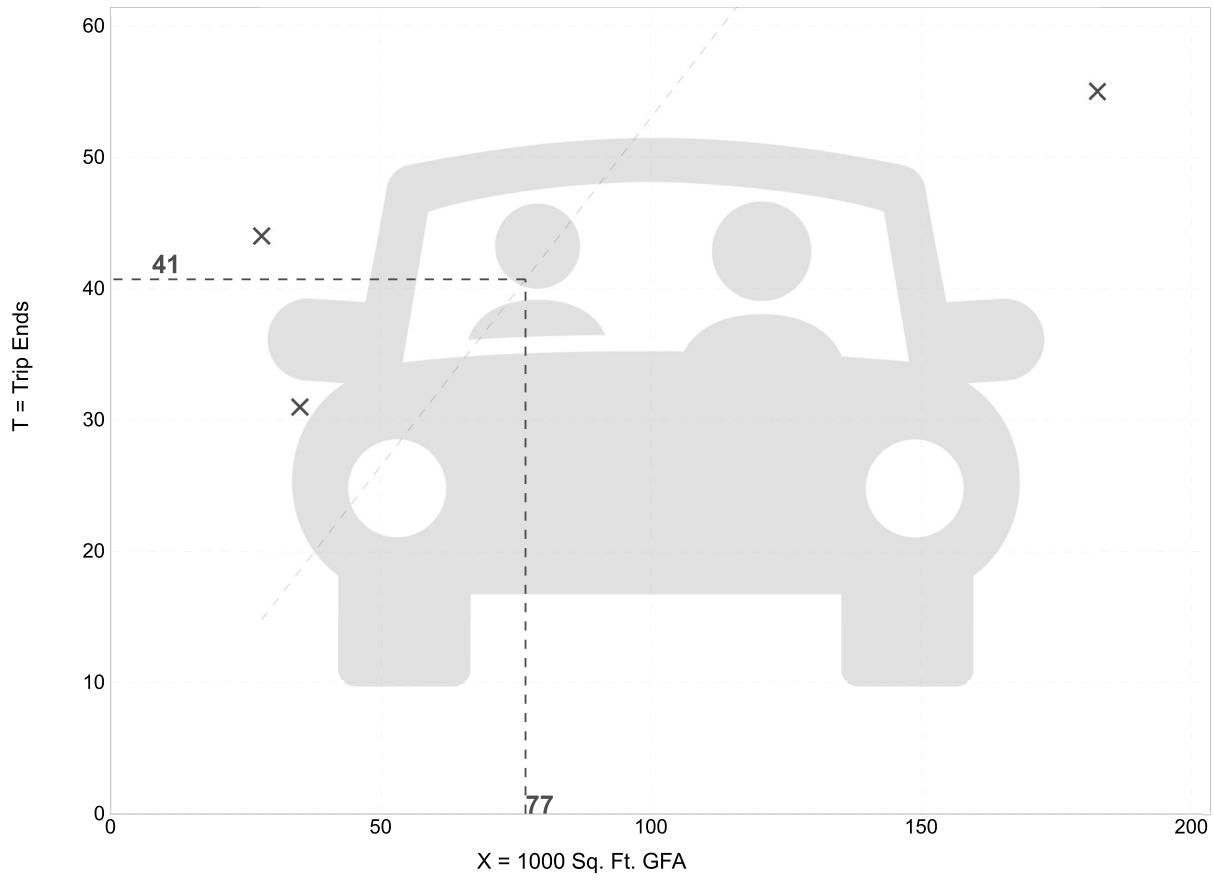
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.53	0.30 - 1.57	0.52

Data Plot and Equation

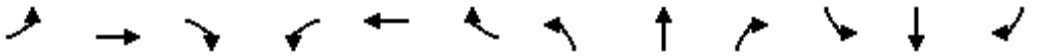
Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

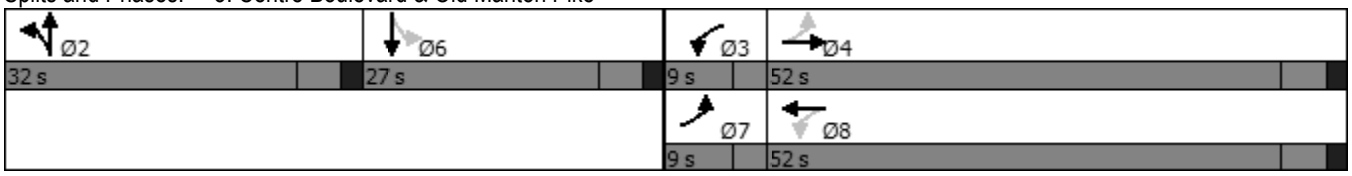


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	35	63	12	120	13	86	31	4	7	39	5
Future Volume (vph)	170	35	63	12	120	13	86	31	4	7	39	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.903			0.985			0.984			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1716	0	1805	1872	0	1805	1870	0	1805	1870	0
Flt Permitted	0.629			0.690			0.950			0.930		
Satd. Flow (perm)	1195	1716	0	1311	1872	0	1805	1870	0	1767	1870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*9						*2			*1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
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%	0%	0%	0%	0%	0%
Adj. Flow (vph)	181	37	67	13	128	14	91	33	4	7	41	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	104	0	13	142	0	91	37	0	7	46	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	46.0		3.0	46.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	52.0		6.0	52.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	52.0		9.0	52.0		32.0	32.0		27.0	27.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		26.7%	26.7%		22.5%	22.5%	
Maximum Green (s)	6.0	46.0		6.0	46.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	59.0	56.5		55.5	47.3		9.1	9.1		7.2	7.2	
Actuated g/C Ratio	0.72	0.69		0.68	0.58		0.11	0.11		0.09	0.09	
v/c Ratio	0.20	0.09		0.01	0.13		0.46	0.18		0.05	0.28	
Control Delay	6.7	8.7		6.8	11.8		45.0	36.8		39.4	42.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.7	8.7		6.8	11.8		45.0	36.8		39.4	42.8	
LOS	A	A		A	B		D	D		D	D	
Approach Delay		7.4			11.4			42.6			42.3	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 82			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	20	24	42	121	0	31	0	0	0	0	1
Future Vol, veh/h	0	20	24	42	121	0	31	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	23	28	48	139	0	36	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	139	0	0	51	0	0	273	272	37	272	286	139
Stage 1	-	-	-	-	-	-	37	37	-	235	235	-
Stage 2	-	-	-	-	-	-	236	235	-	37	51	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1457	-	-	1568	-	-	684	638	1041	685	627	915
Stage 1	-	-	-	-	-	-	984	868	-	773	714	-
Stage 2	-	-	-	-	-	-	772	714	-	984	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1457	-	-	1568	-	-	666	617	1041	668	606	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	666	617	-	668	606	-
Stage 1	-	-	-	-	-	-	984	868	-	773	690	-
Stage 2	-	-	-	-	-	-	746	690	-	984	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	10.7	8.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	1457	-	-	1568	-	-	915
HCM Lane V/C Ratio	0.054	-	-	-	0.031	-	-	0.001
HCM Control Delay (s)	10.7	0	-	-	7.4	0	-	8.9
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	4	0	0	2	0	29	0	75	2	10	87	1
Future Vol, veh/h	4	0	0	2	0	29	0	75	2	10	87	1
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	2	0	33	0	84	2	11	98	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	207	99	206	206	85	99	0	0	86	0	0
Stage 1	121	121	-	85	85	-	-	-	-	-	-	-
Stage 2	102	86	-	121	121	-	-	-	-	-	-	-
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	737	693	962	756	694	980	1507	-	-	1523	-	-
Stage 1	888	800	-	928	828	-	-	-	-	-	-	-
Stage 2	909	827	-	888	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	708	688	962	751	689	980	1507	-	-	1523	-	-
Mov Cap-2 Maneuver	708	688	-	751	689	-	-	-	-	-	-	-
Stage 1	888	794	-	928	828	-	-	-	-	-	-	-
Stage 2	879	827	-	882	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	8.9	0	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1507	-	-	708	961	1523	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.036	0.007	-	-
HCM Control Delay (s)	0	-	-	10.1	8.9	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	10	0	1	2	0	8	1	105	8	20	94	3
Future Vol, veh/h	10	0	1	2	0	8	1	105	8	20	94	3
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	1	2	0	8	1	108	8	21	97	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	259	259	99	255	256	112	100	0	0	116	0	0
Stage 1	141	141	-	114	114	-	-	-	-	-	-	-
Stage 2	118	118	-	141	142	-	-	-	-	-	-	-
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	698	649	962	702	651	947	1505	-	-	1485	-	-
Stage 1	867	784	-	896	805	-	-	-	-	-	-	-
Stage 2	891	802	-	867	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	684	639	962	694	641	947	1505	-	-	1485	-	-
Mov Cap-2 Maneuver	684	639	-	694	641	-	-	-	-	-	-	-
Stage 1	866	773	-	895	804	-	-	-	-	-	-	-
Stage 2	883	801	-	854	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.1	0.1	1.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	702	883	1485	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.012	0.014	-	-
HCM Control Delay (s)	7.4	-	-	10.2	9.1	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

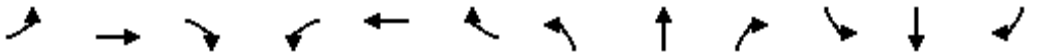
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	11	30	21	7	1
Future Vol, veh/h	2	11	30	21	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	13	37	26	9	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	67	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	943	1024
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	942	1024
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	952
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

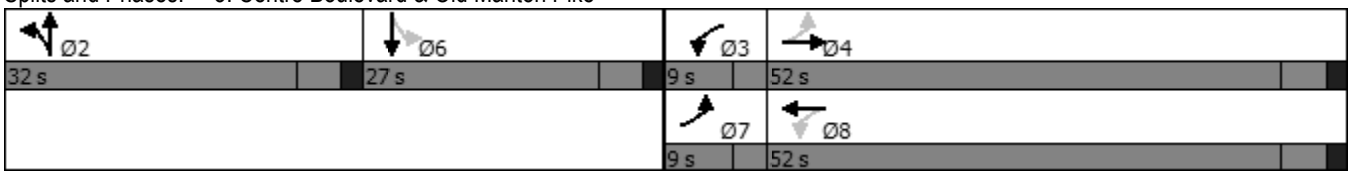


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	93	122	74	281	92	138	53	5	10	49	22
Future Volume (vph)	152	93	122	74	281	92	138	53	5	10	49	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.915			0.963			0.988			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1738	0	1787	1830	0	1805	1877	0	1641	1813	0
Flt Permitted	0.423			0.612			0.950			0.716		
Satd. Flow (perm)	804	1738	0	1151	1830	0	1805	1877	0	1237	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*14			*4			*2			*5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	10%	0%	0%
Adj. Flow (vph)	167	102	134	81	309	101	152	58	5	11	54	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	236	0	81	410	0	152	63	0	11	78	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	46.0		3.0	46.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	52.0		6.0	52.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	52.0		9.0	52.0		32.0	32.0		27.0	27.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		26.7%	26.7%		22.5%	22.5%	
Maximum Green (s)	6.0	46.0		6.0	46.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	56.5	48.8		55.3	46.6		12.3	12.3		8.6	8.6	
Actuated g/C Ratio	0.62	0.53		0.60	0.51		0.13	0.13		0.09	0.09	
v/c Ratio	0.30	0.25		0.11	0.44		0.63	0.25		0.10	0.45	
Control Delay	10.3	14.9		9.1	18.2		50.8	38.4		42.2	47.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	14.9		9.1	18.2		50.8	38.4		42.2	47.8	
LOS	B	B		A	B		D	D		D	D	
Approach Delay		13.0			16.7			47.2			47.1	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 91.8			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 74.4%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	39	87	75	276	0	154	0	7	3	1	9
Future Vol, veh/h	0	39	87	75	276	0	154	0	7	3	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	42	95	82	300	0	167	0	8	3	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	300	0	0	137	0	0	560	554	90	558	601	300
Stage 1	-	-	-	-	-	-	90	90	-	464	464	-
Stage 2	-	-	-	-	-	-	470	464	-	94	137	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1273	-	-	1459	-	-	442	443	973	443	417	744
Stage 1	-	-	-	-	-	-	922	824	-	582	567	-
Stage 2	-	-	-	-	-	-	578	567	-	918	787	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1459	-	-	413	413	973	417	389	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	413	-	417	389	-
Stage 1	-	-	-	-	-	-	922	824	-	582	529	-
Stage 2	-	-	-	-	-	-	531	529	-	911	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.6	19.3	11.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	1273	-	-	1459	-	-	595
HCM Lane V/C Ratio	0.413	-	-	-	0.056	-	-	0.024
HCM Control Delay (s)	19.3	0	-	-	7.6	0	-	11.2
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	2	0	0	8	0	85	1	67	2	30	207	7
Future Vol, veh/h	2	0	0	8	0	85	1	67	2	30	207	7
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	10	0	102	1	81	2	36	249	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	460	410	253	409	413	82	257	0	0	83	0	0
Stage 1	325	325	-	84	84	-	-	-	-	-	-	-
Stage 2	135	85	-	325	329	-	-	-	-	-	-	-
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	515	534	791	556	532	983	1320	-	-	1527	-	-
Stage 1	692	653	-	929	829	-	-	-	-	-	-	-
Stage 2	873	828	-	692	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	521	791	545	519	983	1320	-	-	1527	-	-
Mov Cap-2 Maneuver	453	521	-	545	519	-	-	-	-	-	-	-
Stage 1	691	637	-	928	828	-	-	-	-	-	-	-
Stage 2	781	827	-	676	634	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	9.5	0.1	0.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	453	919	1527	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.122	0.024	-	-
HCM Control Delay (s)	7.7	-	-	13	9.5	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	1	8	1	41	2	155	4	3	236	7
Future Vol, veh/h	3	1	1	8	1	41	2	155	4	3	236	7
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1	1	9	1	48	2	180	5	3	274	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	495	473	278	472	475	183	282	0	0	185	0	0
Stage 1	284	284	-	187	187	-	-	-	-	-	-	-
Stage 2	211	189	-	285	288	-	-	-	-	-	-	-
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	488	493	766	506	491	865	1292	-	-	1402	-	-
Stage 1	727	680	-	819	749	-	-	-	-	-	-	-
Stage 2	796	748	-	727	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	459	491	766	503	489	865	1292	-	-	1402	-	-
Mov Cap-2 Maneuver	459	491	-	503	489	-	-	-	-	-	-	-
Stage 1	726	679	-	817	748	-	-	-	-	-	-	-
Stage 2	750	747	-	723	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	10.1	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	506	765	1402	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.076	0.002	-	-
HCM Control Delay (s)	7.8	-	-	12.2	10.1	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	31	97	13	23	6
Future Vol, veh/h	2	31	97	13	23	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	38	120	16	28	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	136	0	-	0	170	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1461	-	-	-	825	927
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1461	-	-	-	824	927
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.5
HCM LOS			A

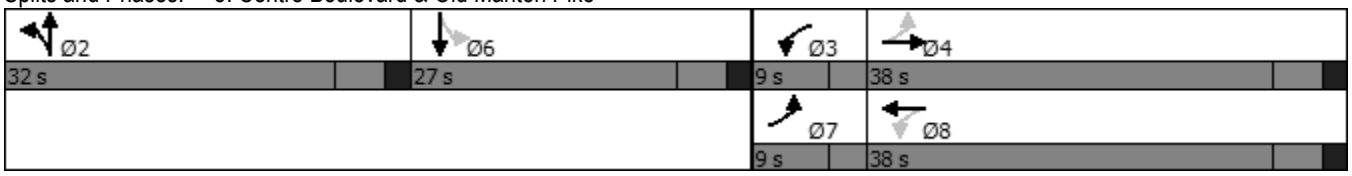
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1461	-	-	-	843
HCM Lane V/C Ratio	0.002	-	-	-	0.042
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	130	66	13	252	115	144	42	4	29	33	29
Future Volume (vph)	136	130	66	13	252	115	144	42	4	29	33	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.953			0.988			0.930	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1805	0	1805	1811	0	1805	1877	0	1805	1767	0
Flt Permitted	0.380			0.628			0.950			0.725		
Satd. Flow (perm)	722	1805	0	1193	1811	0	1805	1877	0	1377	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*17			*35			*1			*4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
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%	0%	0%	0%	0%	0%
Adj. Flow (vph)	145	138	70	14	268	122	153	45	4	31	35	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	208	0	14	390	0	153	49	0	31	66	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	21.0		6.0	21.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	38.0		9.0	38.0		32.0	32.0		27.0	27.0	
Total Split (%)	8.5%	35.8%		8.5%	35.8%		30.2%	30.2%		25.5%	25.5%	
Maximum Green (s)	6.0	32.0		6.0	32.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	32.4	30.7		29.9	25.6		10.9	10.9		8.3	8.3	
Actuated g/C Ratio	0.55	0.52		0.51	0.44		0.19	0.19		0.14	0.14	
v/c Ratio	0.28	0.22		0.02	0.48		0.46	0.14		0.16	0.26	
Control Delay	12.0	14.1		10.3	20.6		30.6	25.3		30.8	30.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.0	14.1		10.3	20.6		30.6	25.3		30.8	30.1	
LOS	B	B		B	C		C	C		C	C	
Approach Delay		13.2			20.2			29.3			30.3	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106			
Actuated Cycle Length: 58.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	60	115	80	170	0	233	4	22	0	0	13
Future Vol, veh/h	0	60	115	80	170	0	233	4	22	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	64	122	85	181	0	248	4	23	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	186	0	0	483	476	125	490	537	181
Stage 1	-	-	-	-	-	-	125	125	-	351	351	-
Stage 2	-	-	-	-	-	-	358	351	-	139	186	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1407	-	-	1401	-	-	497	491	931	492	453	867
Stage 1	-	-	-	-	-	-	884	796	-	670	636	-
Stage 2	-	-	-	-	-	-	664	636	-	869	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1401	-	-	464	458	931	452	423	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	458	-	452	423	-
Stage 1	-	-	-	-	-	-	884	796	-	670	593	-
Stage 2	-	-	-	-	-	-	610	593	-	843	750	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	21.7	9.2
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	485	1407	-	-	1401	-	-	867
HCM Lane V/C Ratio	0.568	-	-	-	0.061	-	-	0.016
HCM Control Delay (s)	21.7	0	-	-	7.7	0	-	9.2
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	3.5	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	2	0	1	5	1	98	0	76	2	32	74	3
Future Vol, veh/h	2	0	1	5	1	98	0	76	2	32	74	3
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	2	0	1	6	1	118	0	92	2	39	89	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	322	263	91	263	264	93	93	0	0	94	0	0
Stage 1	169	169	-	93	93	-	-	-	-	-	-	-
Stage 2	153	94	-	170	171	-	-	-	-	-	-	-
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	635	646	972	694	645	970	1514	-	-	1513	-	-
Stage 1	838	763	-	919	822	-	-	-	-	-	-	-
Stage 2	854	821	-	837	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	546	629	972	679	628	970	1514	-	-	1513	-	-
Mov Cap-2 Maneuver	546	629	-	679	628	-	-	-	-	-	-	-
Stage 1	838	743	-	919	822	-	-	-	-	-	-	-
Stage 2	749	821	-	814	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	9.4	0	2.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	639	946	1513	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.132	0.025	-	-
HCM Control Delay (s)	0	-	-	10.7	9.4	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	6	0	2	3	0	8	1	175	1	2	108	5
Future Vol, veh/h	6	0	2	3	0	8	1	175	1	2	108	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	7	0	2	4	0	9	1	206	1	2	127	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	347	343	130	344	346	207	133	0	0	207	0	0
Stage 1	134	134	-	209	209	-	-	-	-	-	-	-
Stage 2	213	209	-	135	137	-	-	-	-	-	-	-
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	611	583	925	614	580	839	1464	-	-	1376	-	-
Stage 1	874	789	-	798	733	-	-	-	-	-	-	-
Stage 2	794	733	-	873	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	603	582	925	612	579	839	1464	-	-	1376	-	-
Mov Cap-2 Maneuver	603	582	-	612	579	-	-	-	-	-	-	-
Stage 1	873	788	-	797	732	-	-	-	-	-	-	-
Stage 2	785	732	-	870	786	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	9.8	0	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	660	762	1376	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.017	0.002	-	-
HCM Control Delay (s)	7.5	-	-	10.5	9.8	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

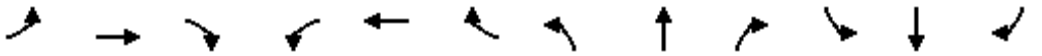
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	100	15	10	4
Future Vol, veh/h	3	31	100	15	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	7	0	0
Mvmt Flow	3	36	115	17	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	132	0	-	0	166	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1466	-	-	-	829	932
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1466	-	-	-	827	932
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1466	-	-	-	855
HCM Lane V/C Ratio	0.002	-	-	-	0.019
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

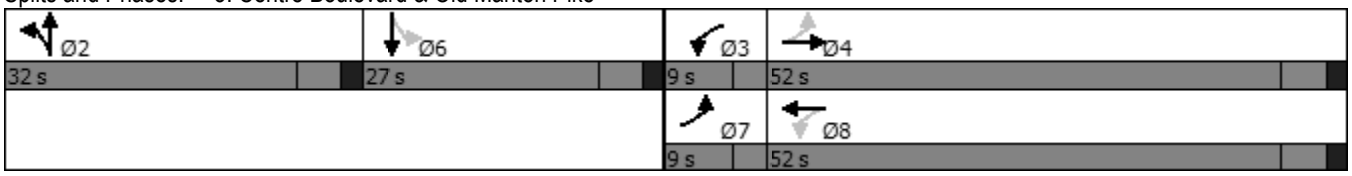


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	37	67	13	127	14	91	33	4	7	41	5
Future Volume (vph)	180	37	67	13	127	14	91	33	4	7	41	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.903			0.985			0.985			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1716	0	1805	1872	0	1805	1872	0	1805	1872	0
Flt Permitted	0.624			0.686			0.950			0.909		
Satd. Flow (perm)	1186	1716	0	1303	1872	0	1805	1872	0	1727	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*9						*2			*1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
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%	0%	0%	0%	0%	0%
Adj. Flow (vph)	191	39	71	14	135	15	97	35	4	7	44	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	110	0	14	150	0	97	39	0	7	49	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	46.0		3.0	46.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	52.0		6.0	52.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	52.0		9.0	52.0		32.0	32.0		27.0	27.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		26.7%	26.7%		22.5%	22.5%	
Maximum Green (s)	6.0	46.0		6.0	46.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	59.2	56.7		55.5	47.3		9.4	9.4		7.3	7.3	
Actuated g/C Ratio	0.72	0.69		0.67	0.57		0.11	0.11		0.09	0.09	
v/c Ratio	0.21	0.09		0.02	0.14		0.48	0.18		0.05	0.30	
Control Delay	7.0	8.9		7.0	12.0		45.4	36.9		39.6	43.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.0	8.9		7.0	12.0		45.4	36.9		39.6	43.3	
LOS	A	A		A	B		D	D		D	D	
Approach Delay		7.7			11.6			42.9			42.8	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 82.6			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	24	42	128	0	31	0	0	0	0	1
Future Vol, veh/h	0	21	24	42	128	0	31	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	24	28	48	147	0	36	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	52	0	0	282	281	38	281	295	147
Stage 1	-	-	-	-	-	-	38	38	-	243	243	-
Stage 2	-	-	-	-	-	-	244	243	-	38	52	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1447	-	-	1567	-	-	674	631	1040	675	620	905
Stage 1	-	-	-	-	-	-	982	867	-	765	708	-
Stage 2	-	-	-	-	-	-	764	708	-	982	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1447	-	-	1567	-	-	656	610	1040	658	600	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	610	-	658	600	-
Stage 1	-	-	-	-	-	-	982	867	-	765	685	-
Stage 2	-	-	-	-	-	-	738	685	-	982	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	10.8	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	656	1447	-	-	1567	-	-	905
HCM Lane V/C Ratio	0.054	-	-	-	0.031	-	-	0.001
HCM Control Delay (s)	10.8	0	-	-	7.4	0	-	9
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	4	0	0	2	0	31	0	80	2	10	92	1
Future Vol, veh/h	4	0	0	2	0	31	0	80	2	10	92	1
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	2	0	35	0	90	2	11	103	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	235	218	104	217	217	91	104	0	0	92	0	0
Stage 1	126	126	-	91	91	-	-	-	-	-	-	-
Stage 2	109	92	-	126	126	-	-	-	-	-	-	-
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	724	684	956	744	685	972	1500	-	-	1515	-	-
Stage 1	883	796	-	921	823	-	-	-	-	-	-	-
Stage 2	901	823	-	883	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	679	956	740	680	972	1500	-	-	1515	-	-
Mov Cap-2 Maneuver	694	679	-	740	680	-	-	-	-	-	-	-
Stage 1	883	790	-	921	823	-	-	-	-	-	-	-
Stage 2	869	823	-	877	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	8.9	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1500	-	-	694	954	1515	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.039	0.007	-	-
HCM Control Delay (s)	0	-	-	10.2	8.9	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	10	0	1	2	0	8	1	111	8	20	100	3
Future Vol, veh/h	10	0	1	2	0	8	1	111	8	20	100	3
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	1	2	0	8	1	114	8	21	103	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	271	271	105	267	268	118	106	0	0	122	0	0
Stage 1	147	147	-	120	120	-	-	-	-	-	-	-
Stage 2	124	124	-	147	148	-	-	-	-	-	-	-
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	686	639	955	690	641	939	1498	-	-	1478	-	-
Stage 1	860	779	-	889	800	-	-	-	-	-	-	-
Stage 2	885	797	-	860	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	672	629	955	682	631	939	1498	-	-	1478	-	-
Mov Cap-2 Maneuver	672	629	-	682	631	-	-	-	-	-	-	-
Stage 1	859	768	-	888	799	-	-	-	-	-	-	-
Stage 2	877	796	-	847	768	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	9.2	0.1	1.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	691	873	1478	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.012	0.014	-	-
HCM Control Delay (s)	7.4	-	-	10.3	9.2	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	32	31	7	1
Future Vol, veh/h	2	12	32	31	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	15	39	38	9	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	77	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1535	-	-	-	931	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	930	1014
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.9
HCM LOS			A

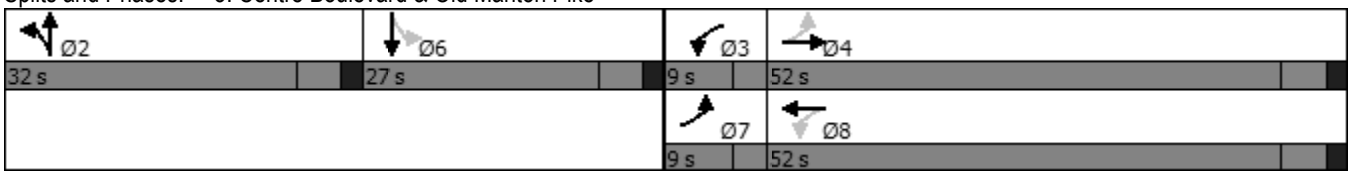
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	940
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	99	129	79	298	98	146	56	4	11	52	23
Future Volume (vph)	161	99	129	79	298	98	146	56	4	11	52	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.915			0.963			0.991			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1738	0	1787	1830	0	1805	1883	0	1641	1813	0
Flt Permitted	0.399			0.603			0.950			0.714		
Satd. Flow (perm)	758	1738	0	1134	1830	0	1805	1883	0	1233	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*14			*4			*2			*5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	10%	0%	0%
Adj. Flow (vph)	177	109	142	87	327	108	160	62	4	12	57	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	251	0	87	435	0	160	66	0	12	82	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	46.0		3.0	46.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	52.0		6.0	52.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	52.0		9.0	52.0		32.0	32.0		27.0	27.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		26.7%	26.7%		22.5%	22.5%	
Maximum Green (s)	6.0	46.0		6.0	46.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	56.5	48.9		55.4	46.6		12.8	12.8		8.8	8.8	
Actuated g/C Ratio	0.61	0.53		0.60	0.50		0.14	0.14		0.10	0.10	
v/c Ratio	0.33	0.27		0.12	0.47		0.64	0.25		0.10	0.46	
Control Delay	11.1	15.4		9.4	19.1		51.2	38.4		42.5	48.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	15.4		9.4	19.1		51.2	38.4		42.5	48.4	
LOS	B	B		A	B		D	D		D	D	
Approach Delay		13.6			17.5			47.4			47.7	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 92.6			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	41	87	75	293	0	154	0	7	3	1	9
Future Vol, veh/h	0	41	87	75	293	0	154	0	7	3	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	45	95	82	318	0	167	0	8	3	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	140	0	0	581	575	93	579	622	318
Stage 1	-	-	-	-	-	-	93	93	-	482	482	-
Stage 2	-	-	-	-	-	-	488	482	-	97	140	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1456	-	-	428	431	970	429	405	727
Stage 1	-	-	-	-	-	-	919	822	-	569	557	-
Stage 2	-	-	-	-	-	-	565	557	-	914	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1456	-	-	399	402	970	404	377	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	402	-	404	377	-
Stage 1	-	-	-	-	-	-	919	822	-	569	519	-
Stage 2	-	-	-	-	-	-	518	519	-	907	785	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.6	20.2	11.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	409	1253	-	-	1456	-	-	579
HCM Lane V/C Ratio	0.428	-	-	-	0.056	-	-	0.024
HCM Control Delay (s)	20.2	0	-	-	7.6	0	-	11.4
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	2	0	0	8	0	90	1	71	2	32	220	7
Future Vol, veh/h	2	0	0	8	0	90	1	71	2	32	220	7
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	10	0	108	1	86	2	39	265	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	490	437	269	436	440	87	273	0	0	88	0	0
Stage 1	347	347	-	89	89	-	-	-	-	-	-	-
Stage 2	143	90	-	347	351	-	-	-	-	-	-	-
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	492	516	775	534	514	977	1302	-	-	1520	-	-
Stage 1	673	638	-	923	825	-	-	-	-	-	-	-
Stage 2	865	824	-	673	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	429	502	775	523	500	977	1302	-	-	1520	-	-
Mov Cap-2 Maneuver	429	502	-	523	500	-	-	-	-	-	-	-
Stage 1	672	621	-	922	824	-	-	-	-	-	-	-
Stage 2	768	823	-	656	619	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	9.5	0.1	0.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1302	-	-	429	912	1520	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.129	0.025	-	-
HCM Control Delay (s)	7.8	-	-	13.4	9.5	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	1	8	1	41	2	164	4	3	250	7
Future Vol, veh/h	3	1	1	8	1	41	2	164	4	3	250	7
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1	1	9	1	48	2	191	5	3	291	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	523	501	295	500	503	194	299	0	0	196	0	0
Stage 1	301	301	-	198	198	-	-	-	-	-	-	-
Stage 2	222	200	-	302	305	-	-	-	-	-	-	-
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	475	749	484	474	853	1274	-	-	1389	-	-
Stage 1	712	669	-	808	741	-	-	-	-	-	-	-
Stage 2	785	739	-	712	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	440	473	749	481	472	853	1274	-	-	1389	-	-
Mov Cap-2 Maneuver	440	473	-	481	472	-	-	-	-	-	-	-
Stage 1	711	668	-	806	740	-	-	-	-	-	-	-
Stage 2	739	738	-	708	665	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	10.2	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	487	748	1389	-	-
HCM Lane V/C Ratio	0.002	-	-	0.012	0.078	0.003	-	-
HCM Control Delay (s)	7.8	-	-	12.5	10.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	33	103	13	23	6
Future Vol, veh/h	2	33	103	13	23	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	41	127	16	28	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	180	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1452	-	-	-	814	919
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1452	-	-	-	813	919
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

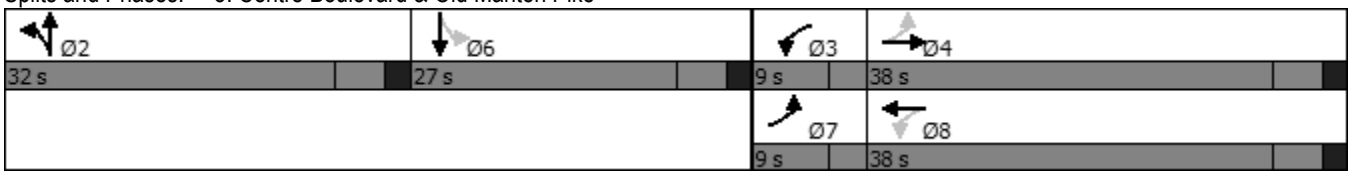
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1452	-	-	-	833
HCM Lane V/C Ratio	0.002	-	-	-	0.043
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	138	70	14	267	122	153	45	4	31	35	31
Future Volume (vph)	144	138	70	14	267	122	153	45	4	31	35	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.953			0.988			0.929	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1805	0	1805	1811	0	1805	1877	0	1805	1765	0
Flt Permitted	0.321			0.620			0.950			0.723		
Satd. Flow (perm)	610	1805	0	1178	1811	0	1805	1877	0	1374	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*17			*35			*1			*4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
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%	0%	0%	0%	0%	0%
Adj. Flow (vph)	153	147	74	15	284	130	163	48	4	33	37	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	221	0	15	414	0	163	52	0	33	70	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	21.0		6.0	21.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	38.0		9.0	38.0		32.0	32.0		27.0	27.0	
Total Split (%)	8.5%	35.8%		8.5%	35.8%		30.2%	30.2%		25.5%	25.5%	
Maximum Green (s)	6.0	32.0		6.0	32.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	30.1	25.9		27.7	20.6		11.1	11.1		8.1	8.1	
Actuated g/C Ratio	0.49	0.42		0.45	0.33		0.18	0.18		0.13	0.13	
v/c Ratio	0.36	0.29		0.03	0.66		0.50	0.15		0.18	0.30	
Control Delay	13.4	14.8		10.4	24.7		32.5	26.2		32.4	32.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.4	14.8		10.4	24.7		32.5	26.2		32.4	32.0	
LOS	B	B		B	C		C	C		C	C	
Approach Delay		14.2			24.2			31.0			32.1	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106			
Actuated Cycle Length: 61.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	64	115	80	180	0	233	4	22	0	0	13
Future Vol, veh/h	0	64	115	80	180	0	233	4	22	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	68	122	85	191	0	248	4	23	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	190	0	0	497	490	129	504	551	191
Stage 1	-	-	-	-	-	-	129	129	-	361	361	-
Stage 2	-	-	-	-	-	-	368	361	-	143	190	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1395	-	-	1396	-	-	487	482	926	482	445	856
Stage 1	-	-	-	-	-	-	880	793	-	662	629	-
Stage 2	-	-	-	-	-	-	656	629	-	865	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1396	-	-	454	449	926	442	415	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	454	449	-	442	415	-
Stage 1	-	-	-	-	-	-	880	793	-	662	586	-
Stage 2	-	-	-	-	-	-	602	586	-	839	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	22.6	9.3
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	474	1395	-	-	1396	-	-	856
HCM Lane V/C Ratio	0.581	-	-	-	0.061	-	-	0.016
HCM Control Delay (s)	22.6	0	-	-	7.7	0	-	9.3
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	3.6	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	2	0	1	5	1	104	0	81	2	34	79	3
Future Vol, veh/h	2	0	1	5	1	104	0	81	2	34	79	3
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	2	0	1	6	1	125	0	98	2	41	95	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	279	97	279	280	99	99	0	0	100	0	0
Stage 1	179	179	-	99	99	-	-	-	-	-	-	-
Stage 2	162	100	-	180	181	-	-	-	-	-	-	-
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	617	632	965	677	632	962	1507	-	-	1505	-	-
Stage 1	827	755	-	912	817	-	-	-	-	-	-	-
Stage 2	845	816	-	826	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	524	615	965	662	615	962	1507	-	-	1505	-	-
Mov Cap-2 Maneuver	524	615	-	662	615	-	-	-	-	-	-	-
Stage 1	827	735	-	912	817	-	-	-	-	-	-	-
Stage 2	734	816	-	802	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	9.5	0	2.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1507	-	-	618	938	1505	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.141	0.027	-	-
HCM Control Delay (s)	0	-	-	10.9	9.5	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	6	0	2	3	0	8	1	186	1	2	115	5
Future Vol, veh/h	6	0	2	3	0	8	1	186	1	2	115	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	7	0	2	4	0	9	1	219	1	2	135	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	368	364	138	365	367	220	141	0	0	220	0	0
Stage 1	142	142	-	222	222	-	-	-	-	-	-	-
Stage 2	226	222	-	143	145	-	-	-	-	-	-	-
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	592	567	916	595	565	825	1455	-	-	1361	-	-
Stage 1	866	783	-	785	723	-	-	-	-	-	-	-
Stage 2	781	723	-	865	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	566	916	593	564	825	1455	-	-	1361	-	-
Mov Cap-2 Maneuver	584	566	-	593	564	-	-	-	-	-	-	-
Stage 1	865	782	-	784	722	-	-	-	-	-	-	-
Stage 2	772	722	-	862	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	9.9	0	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	642	745	1361	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.017	0.002	-	-
HCM Control Delay (s)	7.5	-	-	10.7	9.9	7.7	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	33	106	15	10	4
Future Vol, veh/h	3	33	106	15	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	7	0	0
Mvmt Flow	3	38	122	17	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	139	0	-	0	175	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1457	-	-	-	819	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	817	924
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

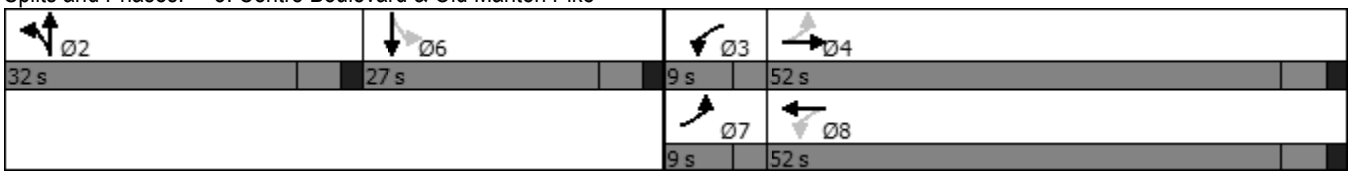
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	845
HCM Lane V/C Ratio	0.002	-	-	-	0.019
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	37	80	13	127	14	129	73	4	7	43	5
Future Volume (vph)	180	37	80	13	127	14	129	73	4	7	43	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.897			0.985			0.993			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1805	1872	0	1805	1887	0	1805	1872	0
Flt Permitted	0.623			0.677			0.950			0.704		
Satd. Flow (perm)	1184	1704	0	1286	1872	0	1805	1887	0	1338	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*9						*2			*1	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
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%	0%	0%	0%	0%	0%
Adj. Flow (vph)	191	39	85	14	135	15	137	78	4	7	46	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	124	0	14	150	0	137	82	0	7	51	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	46.0		3.0	46.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	52.0		6.0	52.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	52.0		9.0	52.0		32.0	32.0		27.0	27.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		26.7%	26.7%		22.5%	22.5%	
Maximum Green (s)	6.0	46.0		6.0	46.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	58.1	54.0		54.5	46.5		11.4	11.4		7.4	7.4	
Actuated g/C Ratio	0.65	0.60		0.61	0.52		0.13	0.13		0.08	0.08	
v/c Ratio	0.24	0.12		0.02	0.15		0.60	0.34		0.06	0.33	
Control Delay	8.6	10.2		7.9	13.9		49.3	40.0		41.6	46.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.6	10.2		7.9	13.9		49.3	40.0		41.6	46.3	
LOS	A	B		A	B		D	D		D	D	
Approach Delay		9.3			13.4			45.8			45.7	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 89.6			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	24	50	128	0	31	0	4	0	0	1
Future Vol, veh/h	0	21	24	50	128	0	31	0	4	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	24	28	57	147	0	36	0	5	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	52	0	0	300	299	38	302	313	147
Stage 1	-	-	-	-	-	-	38	38	-	261	261	-
Stage 2	-	-	-	-	-	-	262	261	-	41	52	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1447	-	-	1567	-	-	656	616	1040	654	606	905
Stage 1	-	-	-	-	-	-	982	867	-	748	696	-
Stage 2	-	-	-	-	-	-	747	696	-	979	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1447	-	-	1567	-	-	635	591	1040	631	582	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	635	591	-	631	582	-
Stage 1	-	-	-	-	-	-	982	867	-	748	668	-
Stage 2	-	-	-	-	-	-	716	668	-	975	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.1	10.8	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	665	1447	-	-	1567	-	-	905
HCM Lane V/C Ratio	0.06	-	-	-	0.037	-	-	0.001
HCM Control Delay (s)	10.8	0	-	-	7.4	0	-	9
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	4	0	0	2	0	31	0	84	2	11	108	1
Future Vol, veh/h	4	0	0	2	0	31	0	84	2	11	108	1
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	2	0	35	0	94	2	12	121	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	259	242	122	241	241	95	122	0	0	96	0	0
Stage 1	146	146	-	95	95	-	-	-	-	-	-	-
Stage 2	113	96	-	146	146	-	-	-	-	-	-	-
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	698	663	935	717	664	967	1478	-	-	1510	-	-
Stage 1	861	780	-	917	820	-	-	-	-	-	-	-
Stage 2	897	819	-	861	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	669	658	935	713	659	967	1478	-	-	1510	-	-
Mov Cap-2 Maneuver	669	658	-	713	659	-	-	-	-	-	-	-
Stage 1	861	774	-	917	820	-	-	-	-	-	-	-
Stage 2	865	819	-	854	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	9	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	669	947	1510	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.039	0.008	-	-
HCM Control Delay (s)	0	-	-	10.4	9	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	10	0	1	18	0	86	1	111	12	35	100	3
Future Vol, veh/h	10	0	1	18	0	86	1	111	12	35	100	3
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	1	19	0	89	1	114	12	36	103	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	344	305	105	299	300	120	106	0	0	126	0	0
Stage 1	177	177	-	122	122	-	-	-	-	-	-	-
Stage 2	167	128	-	177	178	-	-	-	-	-	-	-
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	614	612	955	657	616	937	1498	-	-	1473	-	-
Stage 1	829	756	-	887	799	-	-	-	-	-	-	-
Stage 2	840	794	-	829	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	545	597	955	644	601	937	1498	-	-	1473	-	-
Mov Cap-2 Maneuver	545	597	-	644	601	-	-	-	-	-	-	-
Stage 1	828	738	-	886	798	-	-	-	-	-	-	-
Stage 2	760	793	-	808	738	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	9.7	0.1	1.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	567	869	1473	-	-
HCM Lane V/C Ratio	0.001	-	-	0.02	0.123	0.024	-	-
HCM Control Delay (s)	7.4	-	-	11.5	9.7	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	32	34	10	1
Future Vol, veh/h	2	12	32	34	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	15	39	41	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	79	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1531	-	-	-	929	1011
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	928	1011
Mov Cap-2 Maneuver	-	-	-	-	928	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.9
HCM LOS			A

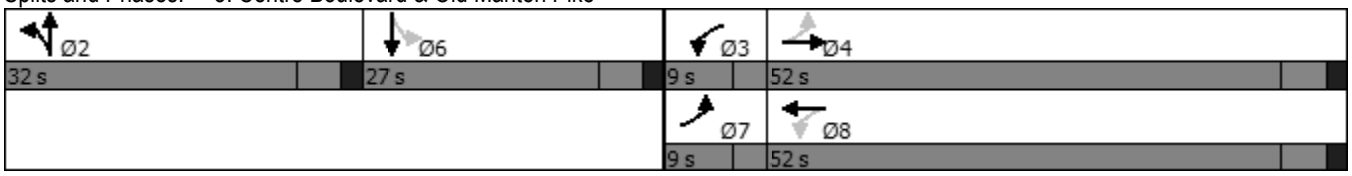
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1531	-	-	-	935
HCM Lane V/C Ratio	0.002	-	-	-	0.014
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	99	159	79	298	98	167	7	4	11	58	23
Future Volume (vph)	161	99	159	79	298	98	167	7	4	11	58	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.908			0.963			0.950			0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1725	0	1787	1830	0	1805	1805	0	1641	1820	0
Flt Permitted	0.393			0.570			0.950			0.750		
Satd. Flow (perm)	747	1725	0	1072	1830	0	1805	1805	0	1295	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*14			*4			*2			*5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	10%	0%	0%
Adj. Flow (vph)	177	109	175	87	327	108	184	8	4	12	64	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	284	0	87	435	0	184	12	0	12	89	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	46.0		3.0	46.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	52.0		6.0	52.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	52.0		9.0	52.0		32.0	32.0		27.0	27.0	
Total Split (%)	7.5%	43.3%		7.5%	43.3%		26.7%	26.7%		22.5%	22.5%	
Maximum Green (s)	6.0	46.0		6.0	46.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	56.6	49.0		55.5	46.7		14.1	14.1		9.2	9.2	
Actuated g/C Ratio	0.60	0.52		0.59	0.49		0.15	0.15		0.10	0.10	
v/c Ratio	0.34	0.32		0.13	0.48		0.68	0.04		0.10	0.49	
Control Delay	12.1	17.0		10.3	20.3		52.3	32.3		42.9	49.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.1	17.0		10.3	20.3		52.3	32.3		42.9	49.6	
LOS	B	B		B	C		D	C		D	D	
Approach Delay		15.1			18.6			51.1			48.8	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 94.4			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	41	87	103	293	0	154	0	9	3	1	9
Future Vol, veh/h	0	41	87	103	293	0	154	0	9	3	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	45	95	112	318	0	167	0	10	3	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	140	0	0	641	635	93	640	682	318
Stage 1	-	-	-	-	-	-	93	93	-	542	542	-
Stage 2	-	-	-	-	-	-	548	542	-	98	140	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1456	-	-	390	399	970	391	375	727
Stage 1	-	-	-	-	-	-	919	822	-	528	523	-
Stage 2	-	-	-	-	-	-	524	523	-	913	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1456	-	-	356	362	970	359	340	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	362	-	359	340	-
Stage 1	-	-	-	-	-	-	919	822	-	528	474	-
Stage 2	-	-	-	-	-	-	468	474	-	904	785	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	23.4	11.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	369	1253	-	-	1456	-	-	549
HCM Lane V/C Ratio	0.48	-	-	-	0.077	-	-	0.026
HCM Control Delay (s)	23.4	0	-	-	7.7	0	-	11.7
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	2.5	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	2	0	0	8	0	90	1	76	2	32	230	7
Future Vol, veh/h	2	0	0	8	0	90	1	76	2	32	230	7
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	10	0	108	1	92	2	39	277	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	455	281	454	458	93	285	0	0	94	0	0
Stage 1	359	359	-	95	95	-	-	-	-	-	-	-
Stage 2	149	96	-	359	363	-	-	-	-	-	-	-
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	479	504	763	520	502	970	1289	-	-	1513	-	-
Stage 1	663	631	-	917	820	-	-	-	-	-	-	-
Stage 2	858	819	-	663	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	417	490	763	510	488	970	1289	-	-	1513	-	-
Mov Cap-2 Maneuver	417	490	-	510	488	-	-	-	-	-	-	-
Stage 1	662	615	-	916	819	-	-	-	-	-	-	-
Stage 2	761	818	-	646	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	9.6	0.1	0.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1289	-	-	417	903	1513	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.131	0.025	-	-
HCM Control Delay (s)	7.8	-	-	13.7	9.6	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	1	18	1	76	2	164	9	39	250	7
Future Vol, veh/h	3	1	1	18	1	76	2	164	9	39	250	7
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1	1	21	1	88	2	191	10	45	291	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	630	590	295	586	589	196	299	0	0	201	0	0
Stage 1	385	385	-	200	200	-	-	-	-	-	-	-
Stage 2	245	205	-	386	389	-	-	-	-	-	-	-
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	397	423	749	425	423	850	1274	-	-	1383	-	-
Stage 1	642	614	-	806	739	-	-	-	-	-	-	-
Stage 2	763	736	-	641	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	346	408	749	412	408	850	1274	-	-	1383	-	-
Mov Cap-2 Maneuver	346	408	-	412	408	-	-	-	-	-	-	-
Stage 1	641	594	-	804	738	-	-	-	-	-	-	-
Stage 2	682	735	-	618	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	11.1	0.1	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	401	701	1383	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.158	0.033	-	-
HCM Control Delay (s)	7.8	-	-	14.1	11.1	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.1	-	-

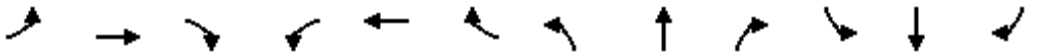
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	33	103	22	25	6
Future Vol, veh/h	2	33	103	22	25	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	41	127	27	31	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	154	0	-	0	186	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1439	-	-	-	808	912
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1439	-	-	-	807	912
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1439	-	-	-	825
HCM Lane V/C Ratio	0.002	-	-	-	0.046
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

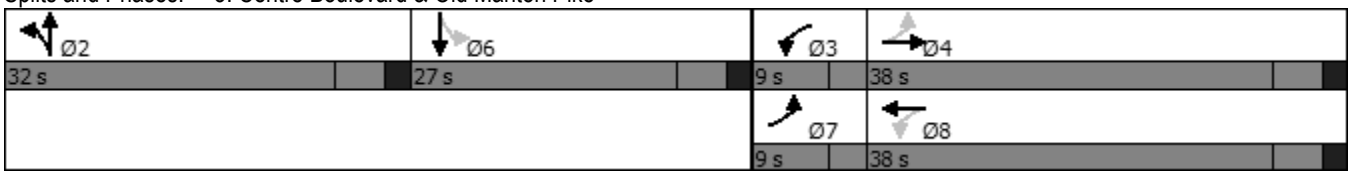


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	138	95	14	267	122	182	65	4	31	42	31
Future Volume (vph)	144	138	95	14	267	122	182	65	4	31	42	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			60			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.953			0.992			0.937	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1784	0	1805	1811	0	1805	1885	0	1805	1780	0
Flt Permitted	0.316			0.605			0.950			0.709		
Satd. Flow (perm)	600	1784	0	1150	1811	0	1805	1885	0	1347	1780	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		*17			*35			*1			*4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		348			793			230			221	
Travel Time (s)		6.8			15.4			4.5			4.3	
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%	0%	0%	0%	0%	0%
Adj. Flow (vph)	153	147	101	15	284	130	194	69	4	33	45	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	248	0	15	414	0	194	73	0	33	78	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)		20			20			20			20	
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	0		1	0		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	0		40	0		40	40		40	40	
Trailing Detector (ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	0		-10	0		-10	-10		-10	-10	
Detector 1 Size(ft)	50	6		50	6		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	
Protected Phases	7	4		3	8		2	2			6	
Permitted Phases	4			8						6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	6.0	21.0		6.0	21.0		12.0	12.0		12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	9.0	38.0		9.0	38.0		32.0	32.0		27.0	27.0	
Total Split (%)	8.5%	35.8%		8.5%	35.8%		30.2%	30.2%		25.5%	25.5%	
Maximum Green (s)	6.0	32.0		6.0	32.0		26.0	26.0		21.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	30.7	26.5		28.2	21.1		12.5	12.5		8.5	8.5	
Actuated g/C Ratio	0.48	0.41		0.44	0.33		0.19	0.19		0.13	0.13	
v/c Ratio	0.38	0.33		0.03	0.67		0.55	0.20		0.19	0.33	
Control Delay	14.6	16.2		11.4	25.9		33.5	26.8		33.7	33.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.6	16.2		11.4	25.9		33.5	26.8		33.7	33.7	
LOS	B	B		B	C		C	C		C	C	
Approach Delay		15.6			25.4			31.6			33.7	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 106			
Actuated Cycle Length: 64.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Centre Boulevard & Old Marlton Pike



Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	64	115	100	180	0	233	4	28	0	0	13
Future Vol, veh/h	0	64	115	100	180	0	233	4	28	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	68	122	106	191	0	248	4	30	0	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	190	0	0	539	532	129	549	593	191
Stage 1	-	-	-	-	-	-	129	129	-	403	403	-
Stage 2	-	-	-	-	-	-	410	403	-	146	190	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1395	-	-	1396	-	-	456	456	926	450	421	856
Stage 1	-	-	-	-	-	-	880	793	-	628	603	-
Stage 2	-	-	-	-	-	-	623	603	-	861	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1396	-	-	420	417	926	404	385	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	417	-	404	385	-
Stage 1	-	-	-	-	-	-	880	793	-	628	552	-
Stage 2	-	-	-	-	-	-	561	552	-	829	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.8	25.9	9.3
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	1395	-	-	1396	-	-	856
HCM Lane V/C Ratio	0.632	-	-	-	0.076	-	-	0.016
HCM Control Delay (s)	25.9	0	-	-	7.8	0	-	9.3
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	4.3	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	2	0	1	5	1	104	0	87	2	34	85	3
Future Vol, veh/h	2	0	1	5	1	104	0	87	2	34	85	3
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	-	-	-	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	2	0	1	6	1	125	0	105	2	41	102	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	355	293	104	293	294	106	106	0	0	107	0	0
Stage 1	186	186	-	106	106	-	-	-	-	-	-	-
Stage 2	169	107	-	187	188	-	-	-	-	-	-	-
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	604	621	956	663	620	954	1498	-	-	1497	-	-
Stage 1	820	750	-	905	811	-	-	-	-	-	-	-
Stage 2	838	811	-	819	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	513	604	956	648	603	954	1498	-	-	1497	-	-
Mov Cap-2 Maneuver	513	604	-	648	603	-	-	-	-	-	-	-
Stage 1	820	730	-	905	811	-	-	-	-	-	-	-
Stage 2	727	811	-	796	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	9.5	0	2.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	607	929	1497	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.143	0.027	-	-
HCM Control Delay (s)	0	-	-	11	9.5	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	6	0	2	9	0	57	1	186	7	34	115	5
Future Vol, veh/h	6	0	2	9	0	57	1	186	7	34	115	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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	7	0	2	11	0	67	1	219	8	40	135	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	477	447	138	444	446	223	141	0	0	227	0	0
Stage 1	218	218	-	225	225	-	-	-	-	-	-	-
Stage 2	259	229	-	219	221	-	-	-	-	-	-	-
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	502	509	916	528	510	822	1455	-	-	1353	-	-
Stage 1	789	726	-	782	721	-	-	-	-	-	-	-
Stage 2	750	718	-	788	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	450	493	916	514	494	822	1455	-	-	1353	-	-
Mov Cap-2 Maneuver	450	493	-	514	494	-	-	-	-	-	-	-
Stage 1	788	704	-	781	720	-	-	-	-	-	-	-
Stage 2	688	717	-	763	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	10.3	0	1.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	516	760	1353	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.102	0.03	-	-
HCM Control Delay (s)	7.5	-	-	12.1	10.3	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	33	106	24	13	4
Future Vol, veh/h	3	33	106	24	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	7	0	0
Mvmt Flow	3	38	122	28	15	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	150	0	-	0	180	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1444	-	-	-	814	918
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1444	-	-	-	812	918
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1444	-	-	-	835
HCM Lane V/C Ratio	0.002	-	-	-	0.023
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1