

Traffic Engineering, Transportation Planning & Design

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July 20, 2020

Edgewater Park Storage, LLC
c/o Treetop Development
The Glenpointe Centre West
500 Frank W. Burr Boulevard #47
Teaneck, NJ 07666

(via email: ewilkes@waremalcomb.com)

Re: **Traffic Engineering Assessment
Edgewater Park Self Storage
Block 404, Lot 2
Route 130 Southbound and Mount Holly Road (CR 626)
Edgewater Park Township, Burlington County, NJ
SA Project No. 20004**

Dear Ed:

In response to your request, Shropshire Associates, LLC prepared this Traffic Engineering Assessment report to support the Edgewater Park, Burlington County, and New Jersey Department of Transportation (NJDOT) applications for the Edgewater Park Storage, LLC self-storage development. The proposed development is located along southbound Route 130 and eastbound Mount Holly Road (CR 626) in Edgewater Park Township, Burlington County, NJ. The proposal is for the construction of ten (10) separate self-storage buildings on the site providing a total of 112,810 square-foot (SF) of self-storage space, including a 1,300 SF office area.

Primary access to the self-storage development is proposed via one (1) new right-in/right-out only driveway along southbound Route 130, with secondary access proposed via one (1) full-movement driveway to eastbound Mount Holly Road, at its existing intersection with the southbound Route 130 nearside jughandle ramp.

It should be noted that based upon our review of the NJDOT Jurisdictional Maps for this portion of the existing Route 130/Burlington-Mt. Holly Road signalized intersection, it appears that NJDOT has jurisdiction of both site driveway locations.

Existing Conditions

A field reconnaissance was conducted to determine the features of the adjacent roadways in the study area. A brief description of the roads and intersections within the study area are provided below.

Route 130 is a six-lane median-divided roadway under the jurisdiction of the NJDOT and is classified as an Urban Principal Arterial. Route 130 has an approximate cartway width of 88' with three (3) 11' lanes and a 7' shoulder in each direction. The posted speed limit along this section of Route 130 is 50 MPH. For the purpose of this study, Route 130 is assumed to extend in a general north-south direction in the vicinity of the site.



Mount Holly Road (CR 626) is a two-lane undivided roadway under the jurisdiction of Burlington County and is classified as an Urban Minor Arterial. Mount Holly Road has an approximate cartway width of 44' and a posted speed limit of 40 MPH. For the purpose of this study, Mount Holly Road is assumed to extend in a general east-west direction.

The **Southbound Route 130 Jughandle** permits vehicles traveling southbound on Route 130 to make left-turn or right-turn movements on to Mount Holly Road. The jughandle is under the jurisdiction of NJDOT has an approximate cartway width of 24'. For the purpose of this study, the southbound Route 130 jughandle is assumed to extend in a general north-south direction.

The four-legged **Route 130/Mount Holly Road** intersection is controlled by a three-phase traffic signal operating on a 105-second background cycle during the PM peak hour and a 100-second background cycle during the Saturday midday peak hour. The northbound and southbound Route 130 approaches each consist of three (3) through lanes. The eastbound Mount Holly Road approach consists of one (1) dedicated left-turn lane and one (1) shared through/right-turn lane. The westbound Mount Holly Road approach consists of one (1) dedicated left-turn lane, one (1) shared through/left-turn lane, and one (1) dedicated right-turn lane.

The T-shaped **Mount Holly Road/Southbound Route 130 Jughandle** intersection is yield-controlled along the southbound Route 130 Jughandle approach. The southbound Route 130 approach consists of one (1) left-turn lane and one (1) right-turn lane.

Traffic Counts

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections in September 2019 during the weekday PM (4:00 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 volumes are illustrated on Figure 1.

Future Conditions

The traffic resulting from the proposed self-storage facility development will not affect the adjacent roadway network until the development is fully built-out and occupied, which is anticipated to be by the year 2021. It can be expected that the existing traffic volumes on the adjacent roadway network will increase as a result of growth and other developments in the area of the site. Based on the *Annual Background Growth Table* prepared by NJDOT, 1.00% annual traffic growth will occur along the adjacent roadways in the vicinity of the site. Therefore, in order to estimate the No-Build volumes, the NJDOT annual growth rate of 1.00% was applied to the existing traffic volumes, with the No-Build volumes illustrated in Figure 2.

Trip Generation

The site traffic to be generated by the proposed self-storage development was estimated based on data published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 10th Edition*. The proposed self-storage facility is most similar to ITE Land Use 151: Mini-Warehouse. Based upon the ITE trip generation data, the total trips to be generated by the proposed 112,810 SF self-storage facility development are shown in Table 1. It should be noted



that ITE does not have trip generation data for the Saturday midday peak hour. Therefore, the more conservative weekday PM peak hour data was utilized for the Saturday midday peak hour as well.

| Development | PM Peak Hour | | | SAT Peak Hour | | |
|--------------------------------|--------------|-----|-------|---------------|-----|-------|
| | In | Out | Total | In | Out | Total |
| Mini-Warehouse (112,810 SF) | 9 | 10 | 19 | 9 | 10 | 19 |

The site traffic generated by this development was distributed to the adjacent roadway network in a manner in which the employees and patrons are expected to travel. The site traffic was assigned to the roadway network based on the existing flow of traffic along the adjacent roadways (Figure 3). The resulting site traffic assignments are illustrated on Figure 4. In order to project the future Build scenario traffic volumes, the No-Build volumes (Figure 2) were combined with the total site traffic volumes (Figure 4) and 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 level of service for an unsignalized intersection is determined based on 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 unsignalized and signalized intersections are provided in Table 2.

| 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 |

The operating conditions at the study intersection and the proposed site driveways were evaluated using the above-described methodology. The existing, No-Build, and Build levels of service are illustrated on Figures 6, 7 and 8; respectively. The detailed capacity analyses



worksheets for the intersection analyses are attached to this assessment with a description of the operating conditions summarized below.

Route 130 and Mount Holly Road (CR 626) Intersection

Under existing conditions, the Route 130 and Mount Holly Road signalized intersection operates at an overall LOS D during both the weekday PM and Saturday peak hours. The northbound and southbound Route 130 through movements operate at a LOS D during the PM peak hour and LOS C during the Saturday midday peak hour. The westbound Mount Holly Road individual movements operate at a LOS E during both the PM and Saturday peak hours, with the exceptions of the right-turns which currently operate at a LOS C during both peak hours. The eastbound Mount Holly Road left-turn movements operate at a LOS D during both peak hours, while the through/right-turn movements currently operate at a LOS E during the PM peak hour and LOS D during the Saturday midday peak hour.

Under both the future No-Build and Build scenarios, the Route 130 and Mount Holly Road signalized intersection will continue to operate at an overall LOS D during both the weekday PM and Saturday peak hours. All individual movements will continue to operate at existing levels of service. The traffic resulting from the proposed self-storage facility will cause no changes in the future levels of service at this study location during both peak hours.

Mount Holly Road (CR 626) and Southbound Route 130 Jughandle Intersection

Under existing conditions, the southbound Route 130 Jughandle yield-controlled left-turn movements operate at a LOS B during both the PM and Saturday midday peak hours, while the yield-controlled right-turn movements currently operate at a LOS A during both peak hours.

Under the future No-Build scenario, all individual movements at the Mount Holly Road and southbound Route 130 Jughandle intersection will continue to operate at existing levels of service during both the PM and Saturday midday peak hours.

Under the future Build scenario, secondary access to the self-storage facility is proposed via a new full-movement driveway that will create a fourth leg at the existing Mount Holly Road/Route 130 Southbound jughandle intersection. The proposed driveway will be stop-controlled and consist of one (1) inbound and one (1) outbound lane.

Based upon this future configuration, the southbound Route 130 jughandle stop-controlled individual movements will operate at a LOS C or better during both the PM and Saturday midday peak hour. In addition, the northbound site driveway stop-controlled left-turn movements will operate at a LOS A during both the PM and Saturday midday peak hours. The westbound Mount Holly Road conflicting left-turn movements will operate at a LOS A during both the PM and Saturday midday peak hours. Final approval from the NJDOT will be required for this driveway location.

Route 130 and Site Driveway Intersection

Under the future Build conditions, primary access to the self-storage development is proposed via one (1) right-in/right-out only driveway along southbound Route 130. The driveway will be stop-controlled along the eastbound site driveway approach. The eastbound site driveway stop-controlled right-turn movements will operate at a LOS D during the PM peak hour and LOS C



during the Saturday midday peak hour. Final approval from the NJDOT will be required for this driveway location.

Conclusion

Based on the traffic analysis provided in this traffic study, the traffic resulting from the proposed 112,810 SF self-storage facility will have a minimal impact on the adjacent roadway network based on the following:

- Based upon the current ITE trip generation rates, the proposed self-storage facility will generate a total of 19 trips during the PM and Saturday midday peak hours.
- Under the future Build conditions, the traffic resulting from the proposed self-storage facility development will cause no changes in the future levels of service at the Route 130/Mount Holly Road signalized intersection during the weekday PM and Saturday midday peak hours.
- Primary access to the self-storage development is proposed via one (1) right-in/right-out only driveway along southbound Route 130. The driveway will be stop-controlled along the eastbound site driveway approach. The eastbound site driveway stop-controlled right-turn movements will operate at a LOS D during the PM peak hour and LOS C during the Saturday midday peak hour. Final approval from the NJDOT will be required for this driveway location.
- Secondary access to the self-storage facility is proposed via a new full-movement driveway that will create a fourth leg at the existing Mount Holly Road/Route 130 Southbound jughandle intersection. The proposed driveway will be stop-controlled and consist of one (1) inbound and one (1) outbound lane.

Based upon this future configuration, the southbound Route 130 jughandle stop-controlled individual movements will operate at a LOS C or better during both the PM and Saturday midday peak hour. In addition, the northbound site driveway stop-controlled left-turn movements will operate at a LOS A during both the PM and Saturday midday peak hours. The westbound Mount Holly Road conflicting left-turn movements will operate at a LOS A during both the PM and Saturday midday peak hours. Final approval from the NJDOT will be required for this driveway location.

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

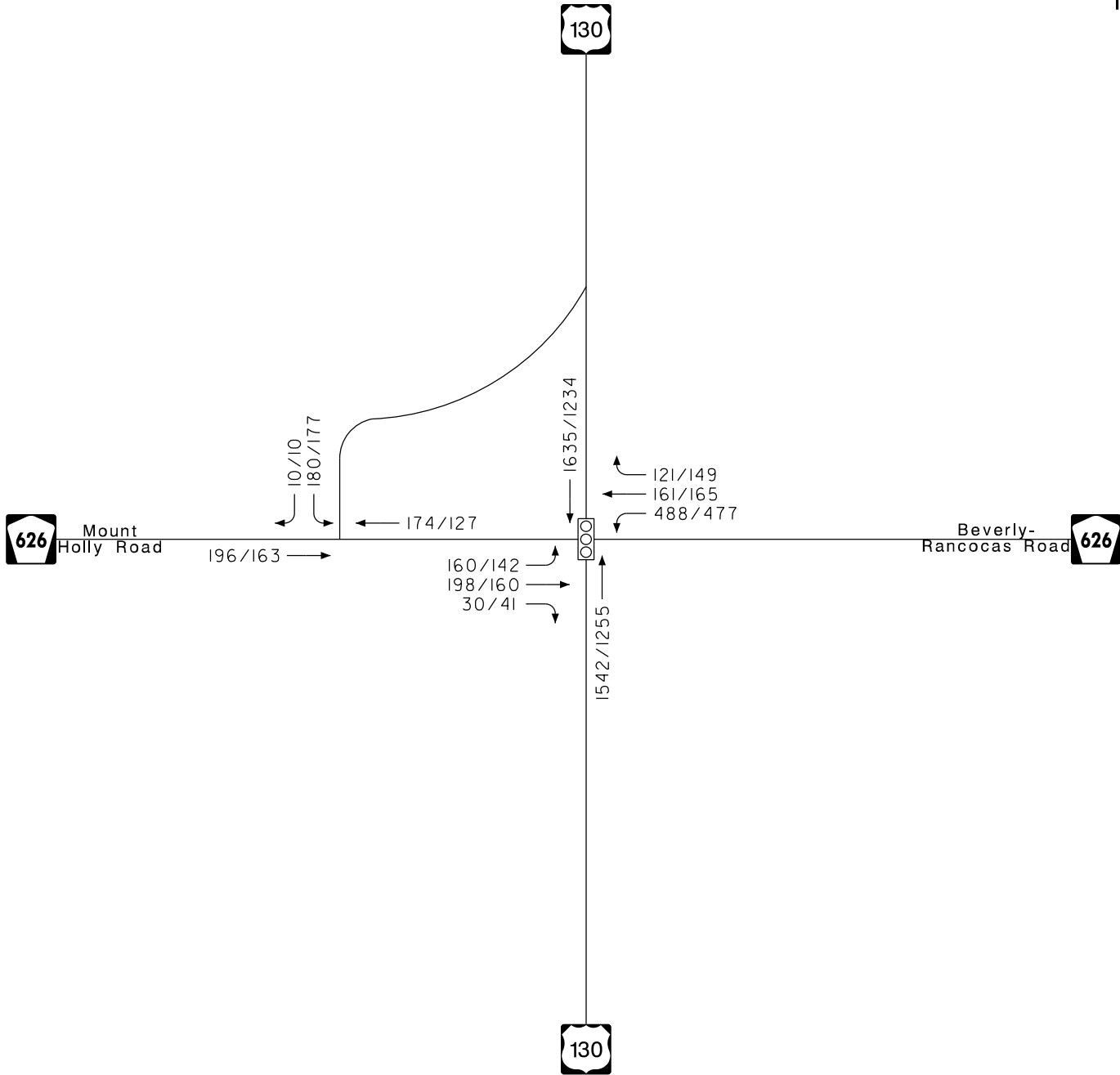
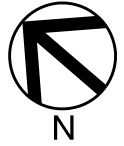
Sincerely,
Shropshire Associates LLC

A handwritten signature in black ink, appearing to read 'Nathan B. Mosley', written over a circular stamp.

Nathan B. Mosley, P.E., C.M.E.
Professional Engineer
N.J. License No. #48698
NBM/jab
Attachments


cc: Wendy Berger

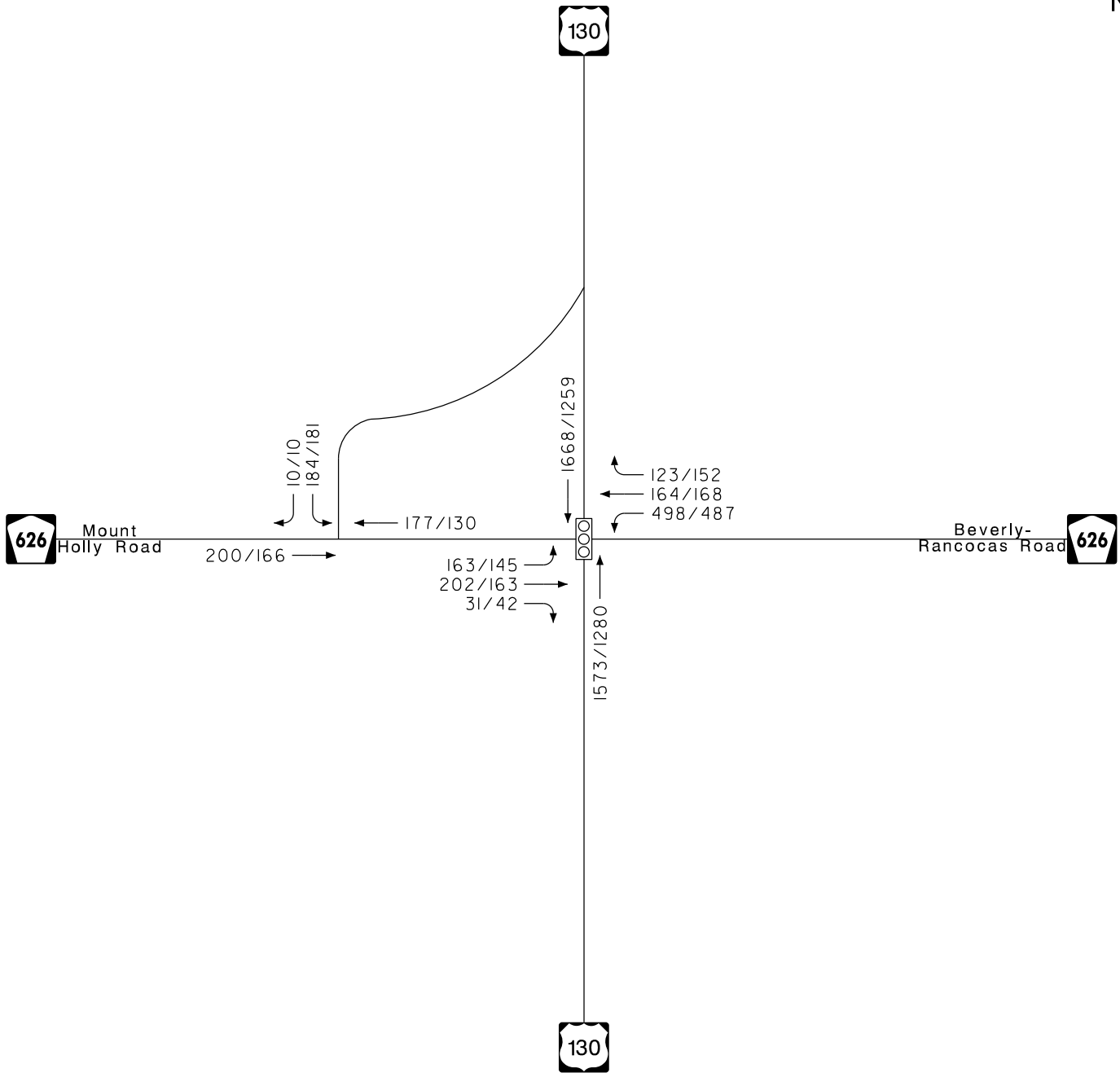
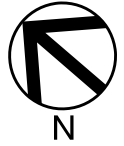
(23 copies via UPS and email: wberger@coleschotz.com)



Edgewater Park Redevelopment


Edgewater Park Township, Burlington County, NJ
 July 2020

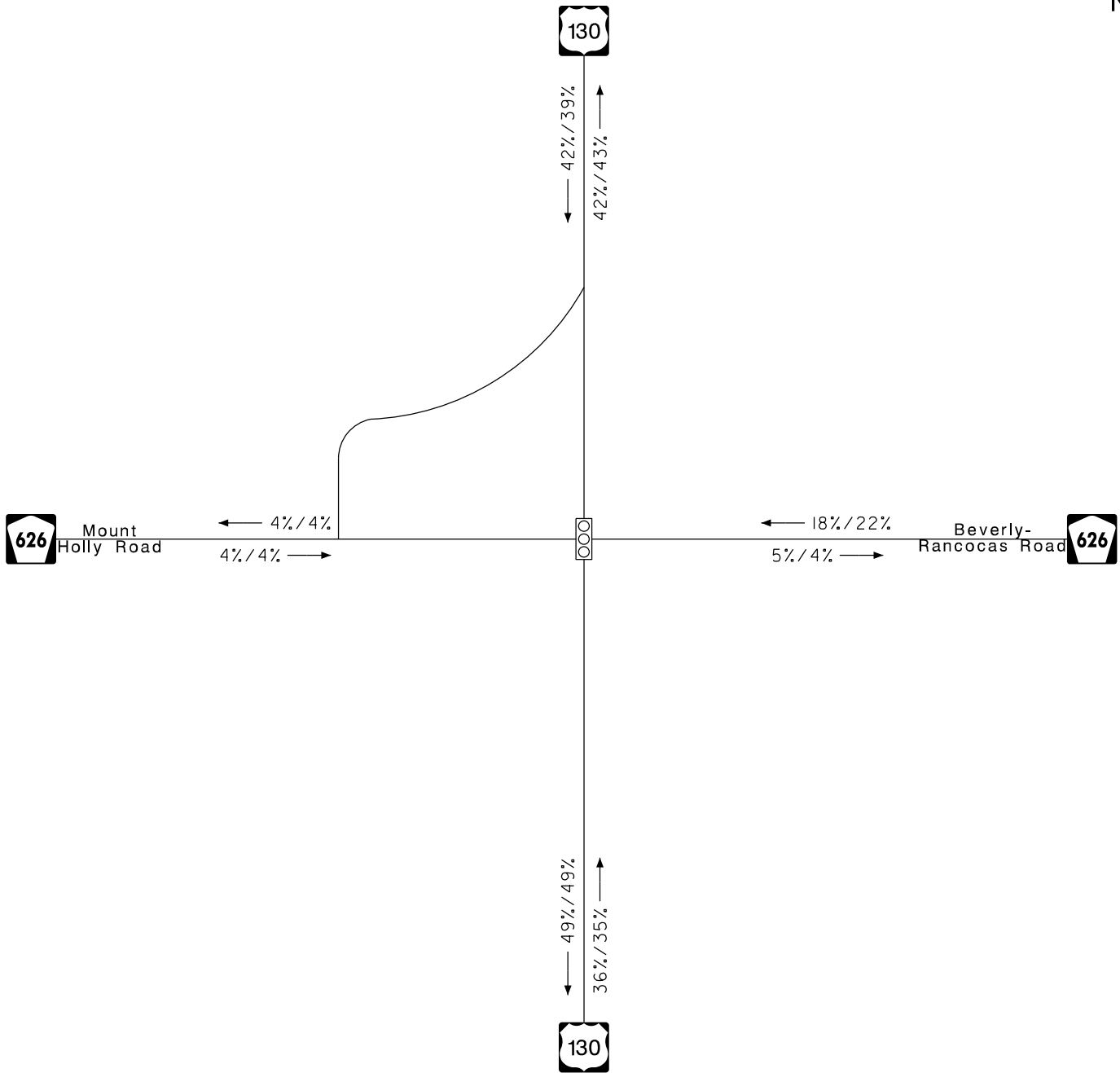
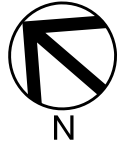
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 PM/SAT PEAK HOUR



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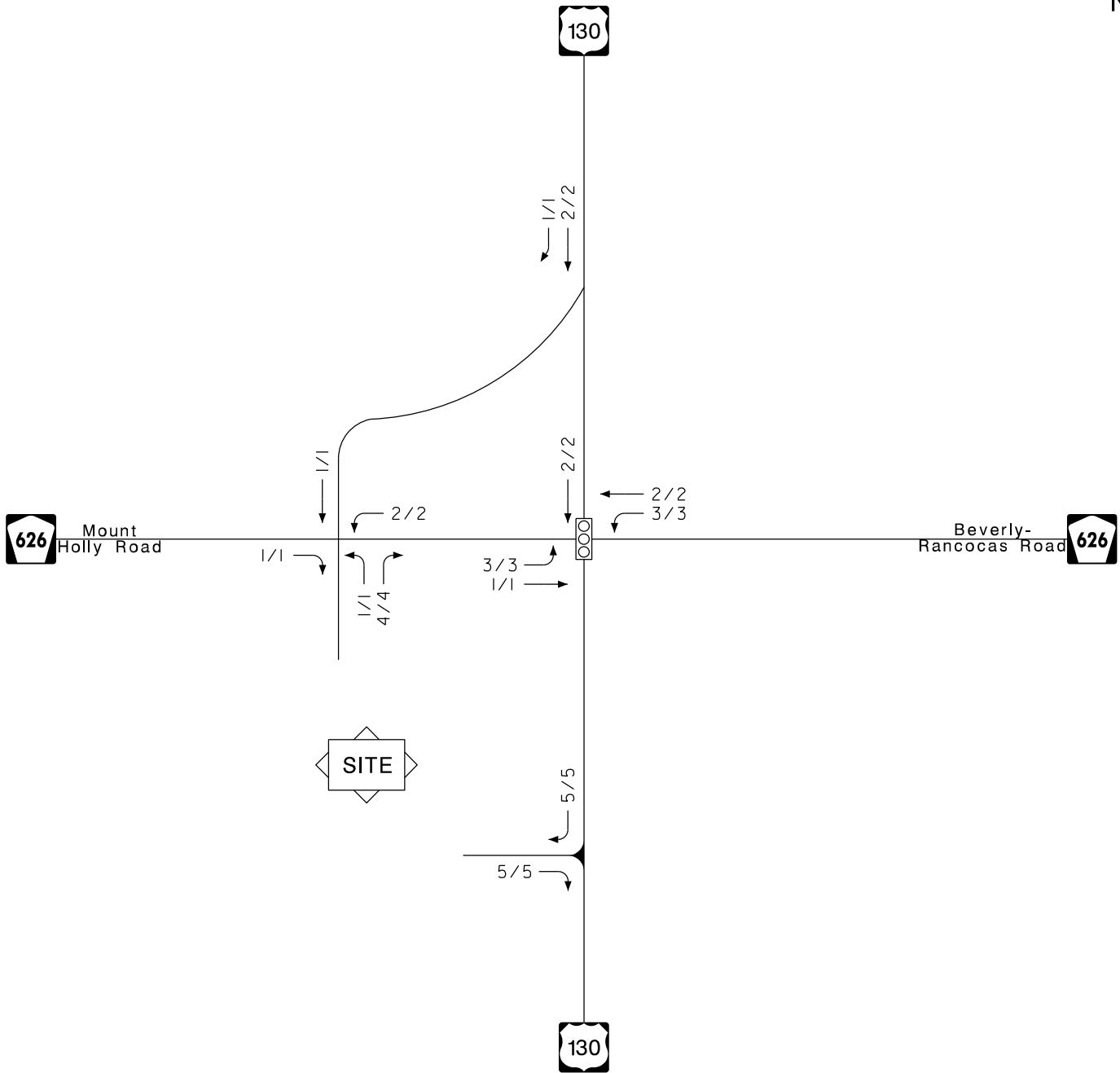
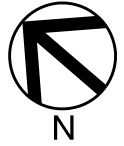
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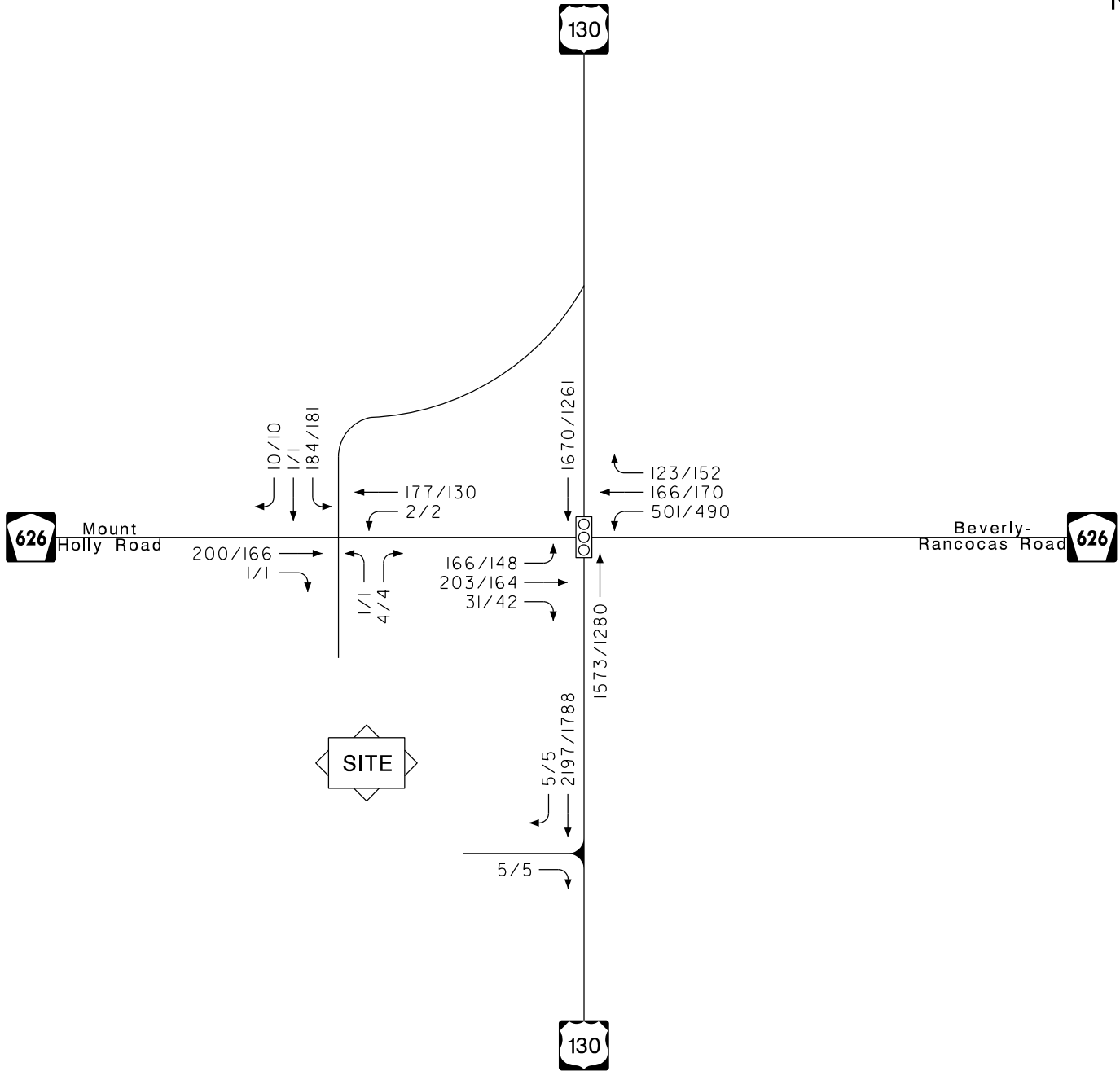
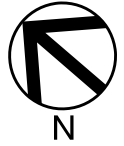
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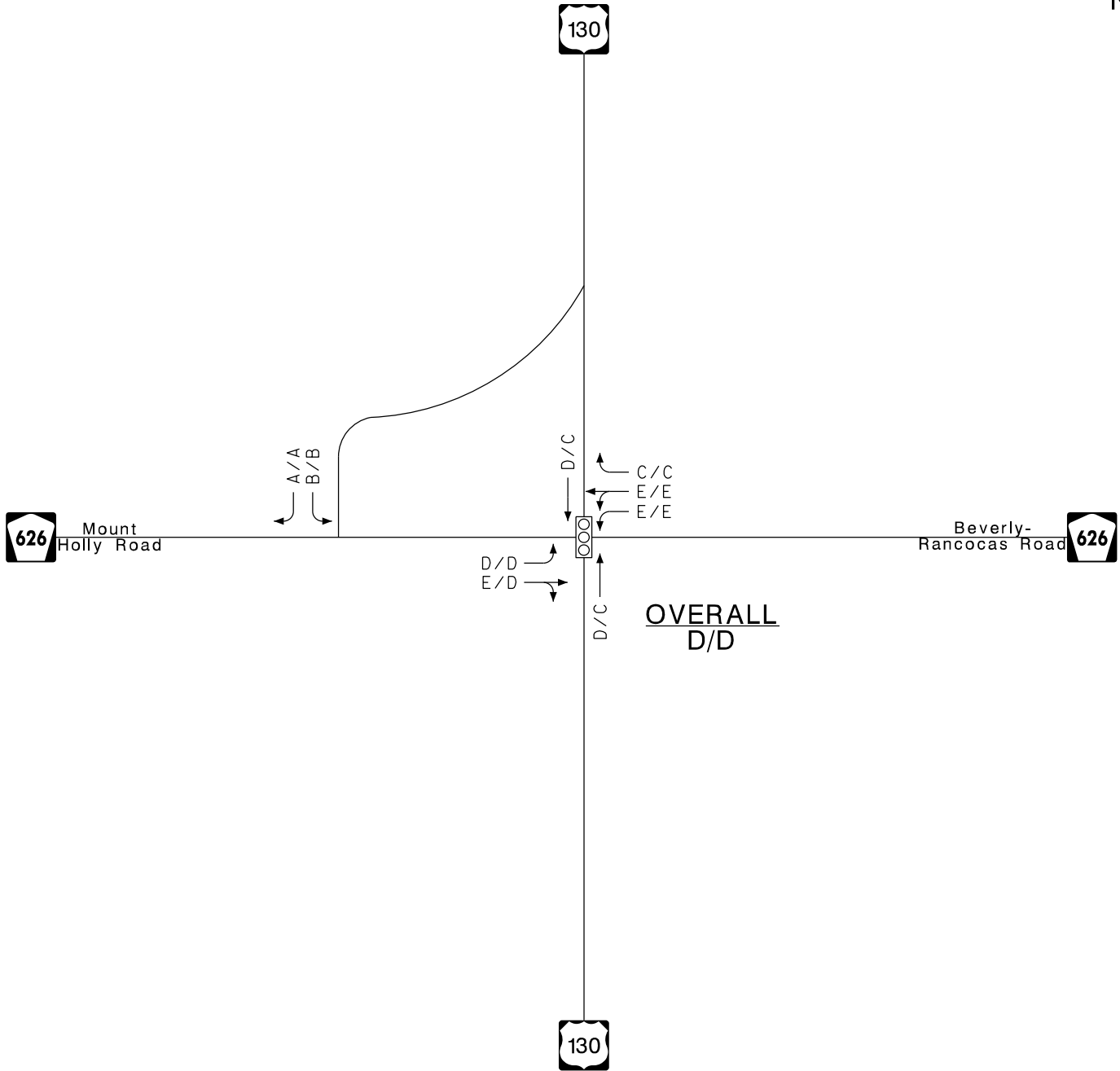
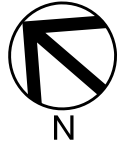
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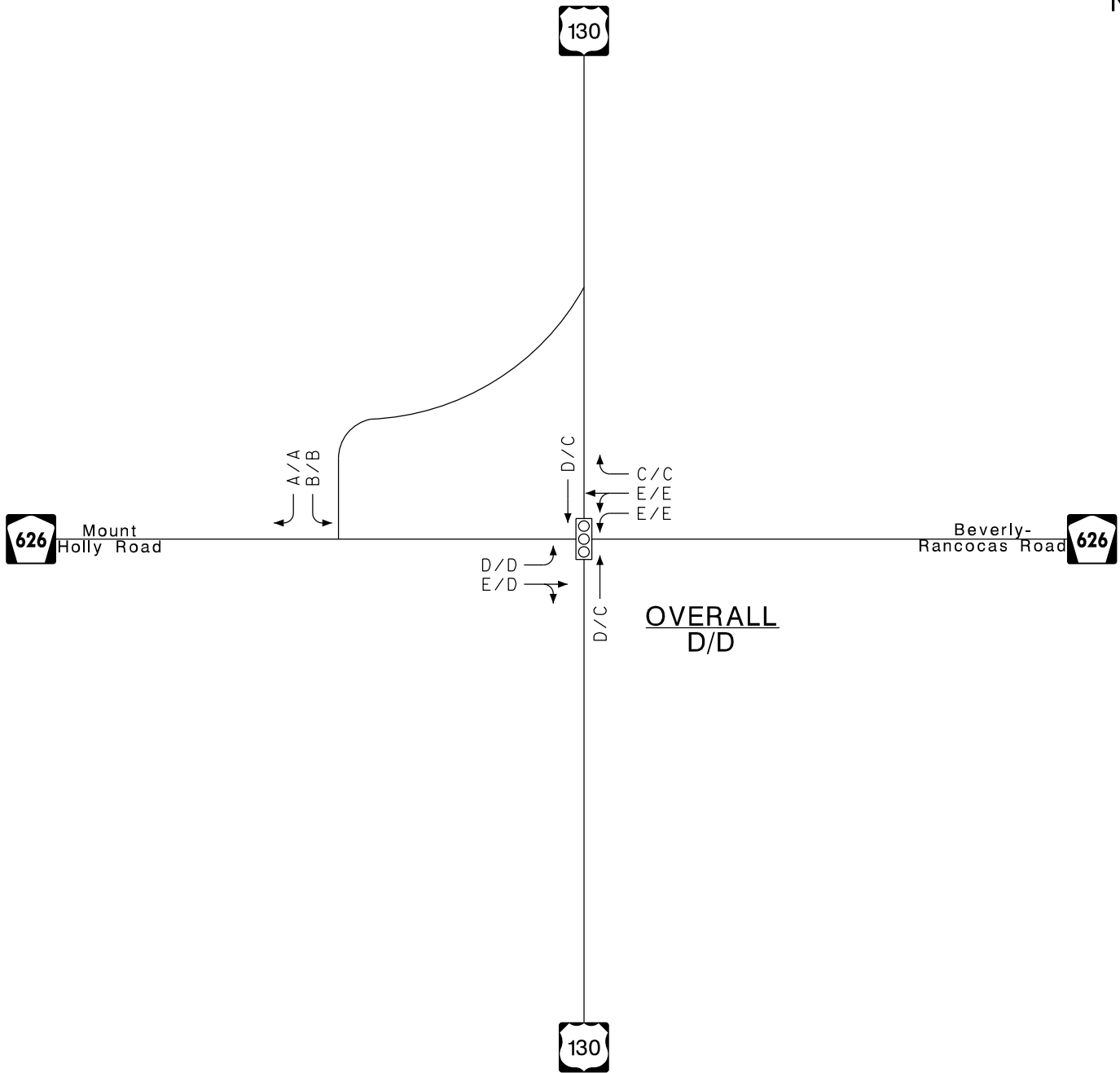
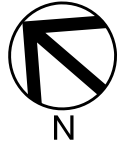
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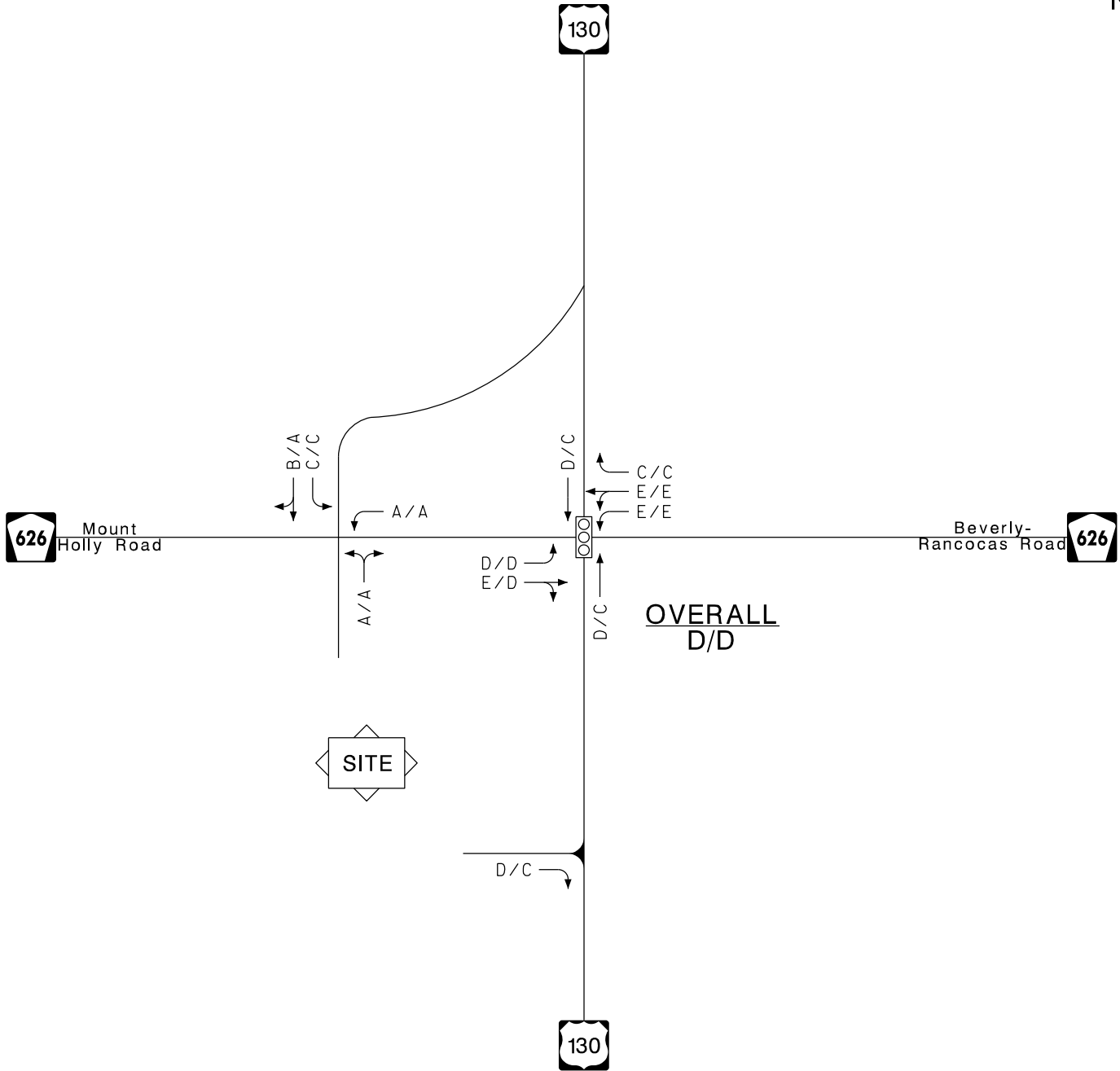
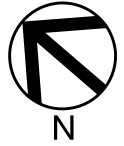
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Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Route 130
E/W Route: Mt.Holly Road
Edgewater Park Twp/Burlington County/NJ
Thursday/clear/ECW&PA/3142&2585

File Name : 19114001&2mod
Site Code : 19114001
Start Date : 9/12/2019
Page No : 1

Groups Printed- Unshifted

| Start Time | Route 130 Southbound | | | | Mt. Holly Road Westbound | | | | | Route 130 Northbound | | | | Mt. Holly Road Eastbound | | | | | Int. Total |
|-------------|----------------------|------|-----|------------|--------------------------|------|------|-----|------------|----------------------|------|-----|------------|--------------------------|------|------|-----|------------|------------|
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| 04:30 PM | 0 | 384 | 0 | 384 | 27 | 44 | 117 | 14 | 202 | 0 | 301 | 0 | 301 | 4 | 60 | 31 | 1 | 96 | 983 |
| 04:45 PM | 0 | 328 | 1 | 329 | 17 | 39 | 91 | 8 | 155 | 2 | 323 | 0 | 325 | 5 | 56 | 40 | 0 | 101 | 910 |
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| 05:45 PM | 0 | 421 | 0 | 421 | 28 | 40 | 114 | 5 | 187 | 0 | 383 | 0 | 383 | 8 | 42 | 38 | 1 | 89 | 1080 |
| Total | 0 | 1635 | 0 | 1635 | 99 | 161 | 488 | 22 | 770 | 2 | 1542 | 0 | 1544 | 29 | 198 | 160 | 1 | 388 | 4337 |
| Grand Total | 23 | 3132 | 1 | 3156 | 193 | 348 | 904 | 62 | 1507 | 5 | 2867 | 0 | 2872 | 57 | 422 | 324 | 3 | 806 | 8341 |
| Apprch % | 0.7 | 99.2 | 0 | | 12.8 | 23.1 | 60 | 4.1 | | 0.2 | 99.8 | 0 | | 7.1 | 52.4 | 40.2 | 0.4 | | |
| Total % | 0.3 | 37.5 | 0 | 37.8 | 2.3 | 4.2 | 10.8 | 0.7 | 18.1 | 0.1 | 34.4 | 0 | 34.4 | 0.7 | 5.1 | 3.9 | 0 | 9.7 | |

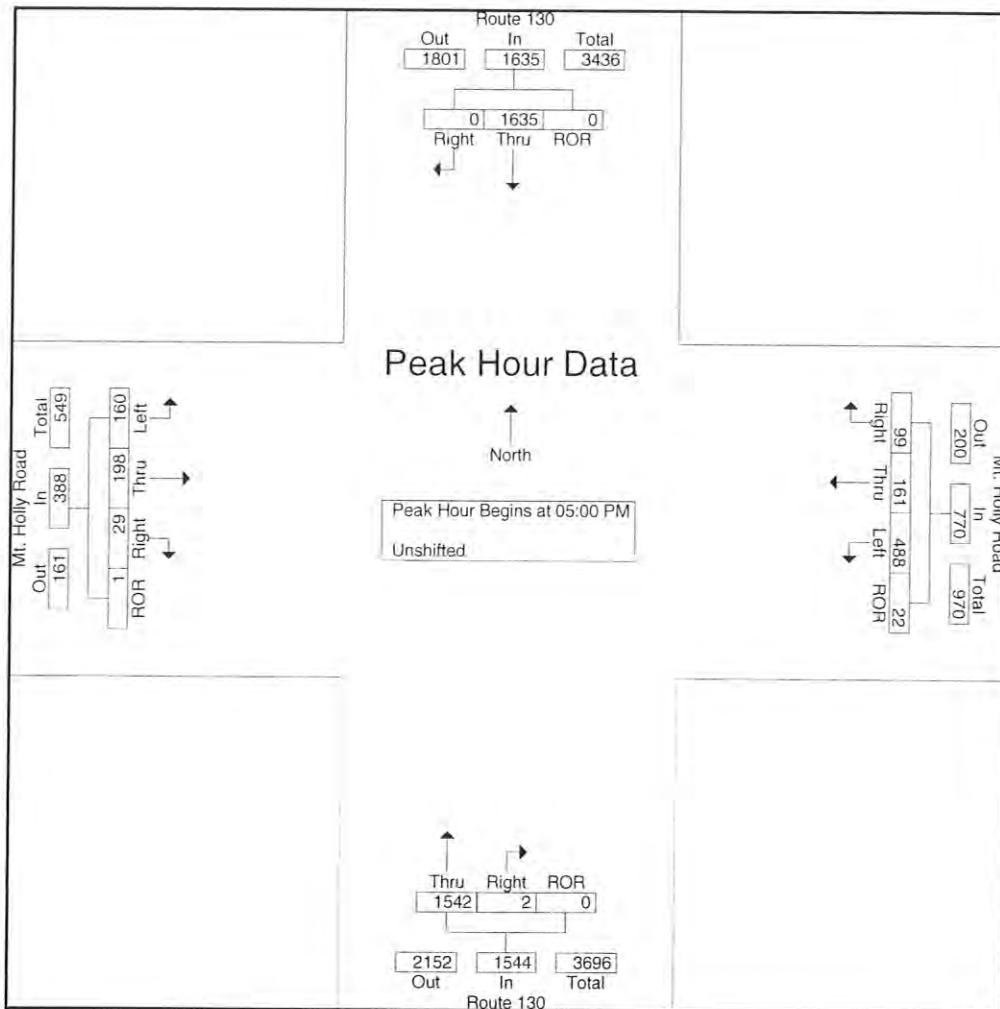
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Route 130
E/W Route: Mt. Holly Road
Edgewater Park Twp/Burlington County/NJ
Thursday/clear/ECW&PA/3142&2585

File Name : 19114001&2mod
Site Code : 19114001
Start Date : 9/12/2019
Page No : 2

| Start Time | Route 130 Southbound | | | | Mt. Holly Road Westbound | | | | Route 130 Northbound | | | | Mt. Holly Road Eastbound | | | | | Int. Total | |
|--|----------------------|------|---------|------------|--------------------------|------|------|---------|----------------------|-------|------|---------|--------------------------|-------|------|------|---------|------------|------------|
| | Right | Thru | RO R | App. Total | Right | Thru | Left | RO R | App. Total | Right | Thru | RO R | App. Total | Right | Thru | Left | RO R | | App. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 383 | 0 | 383 | 11 | 42 | 119 | 4 | 176 | 0 | 346 | 0 | 346 | 6 | 53 | 41 | 0 | 100 | 1005 |
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| 05:30 PM | 0 | 392 | 0 | 392 | 38 | 47 | 147 | 12 | 244 | 2 | 391 | 0 | 393 | 8 | 59 | 45 | 0 | 112 | 1141 |
| 05:45 PM | 0 | 421 | 0 | 421 | 28 | 40 | 114 | 5 | 187 | 0 | 383 | 0 | 383 | 8 | 42 | 38 | 1 | 89 | 1080 |
| Total Volume | 0 | 1635 | 0 | 1635 | 99 | 161 | 488 | 22 | 770 | 2 | 1542 | 0 | 1544 | 29 | 198 | 160 | 1 | 388 | 4337 |
| % App. Total | | | | | | | | | | | | | | | | | | | |
| PHF | .000 | .931 | .000 | .931 | .651 | .856 | .830 | .458 | .789 | .250 | .914 | .000 | .915 | .906 | .839 | .889 | .250 | .866 | .950 |



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277 Whitehorse Pike, Suite 203
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N/S Route: Route 130
E/W Route: Mt. Holly Road
Edgewater Park Twp/Burlington County/NJ
Saturday/clear/ECM&PA/3142&2585

File Name : 19114_003&4mod
Site Code : 19114004
Start Date : 9/14/2019
Page No : 1

Groups Printed- Unshifted

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|-------------|----------------------|------|-----|------------|--------------------------|------|------|-----|------------|----------------------|------|-----|------------|--------------------------|------|------|-----|------------|------------|
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| 11:15 AM | 0 | 318 | 0 | 318 | 35 | 38 | 134 | 9 | 216 | 0 | 250 | 0 | 250 | 10 | 50 | 56 | 1 | 117 | 901 |
| 11:30 AM | 2 | 334 | 0 | 336 | 38 | 35 | 107 | 2 | 182 | 0 | 224 | 0 | 224 | 12 | 34 | 31 | 4 | 81 | 823 |
| 11:45 AM | 0 | 308 | 0 | 308 | 21 | 38 | 123 | 3 | 185 | 2 | 320 | 0 | 322 | 15 | 42 | 33 | 2 | 92 | 907 |
| Total | 2 | 1229 | 0 | 1231 | 112 | 156 | 476 | 20 | 764 | 2 | 1074 | 0 | 1076 | 47 | 170 | 152 | 9 | 378 | 3449 |
| 12:00 PM | 0 | 316 | 0 | 316 | 25 | 44 | 121 | 4 | 194 | 0 | 268 | 0 | 268 | 8 | 50 | 50 | 2 | 110 | 888 |
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| 12:30 PM | 0 | 293 | 0 | 293 | 30 | 35 | 120 | 10 | 195 | 0 | 246 | 0 | 246 | 21 | 44 | 30 | 3 | 98 | 832 |
| 12:45 PM | 0 | 283 | 0 | 283 | 32 | 52 | 128 | 8 | 220 | 1 | 350 | 0 | 351 | 12 | 45 | 48 | 0 | 105 | 959 |
| Total | 0 | 1156 | 0 | 1156 | 115 | 173 | 512 | 32 | 832 | 1 | 1165 | 0 | 1166 | 60 | 177 | 164 | 7 | 408 | 3562 |
| 01:00 PM | 0 | 324 | 0 | 324 | 32 | 48 | 133 | 4 | 217 | 0 | 288 | 0 | 288 | 9 | 42 | 37 | 4 | 92 | 921 |
| 01:15 PM | 1 | 350 | 0 | 351 | 29 | 40 | 109 | 4 | 182 | 0 | 310 | 0 | 310 | 7 | 37 | 25 | 0 | 69 | 912 |
| 01:30 PM | 0 | 277 | 0 | 277 | 28 | 25 | 107 | 12 | 172 | 0 | 307 | 0 | 307 | 8 | 36 | 32 | 1 | 77 | 833 |
| 01:45 PM | 0 | 287 | 0 | 287 | 17 | 29 | 131 | 0 | 177 | 0 | 254 | 0 | 254 | 8 | 39 | 37 | 3 | 87 | 805 |
| Total | 1 | 1238 | 0 | 1239 | 106 | 142 | 480 | 20 | 748 | 0 | 1159 | 0 | 1159 | 32 | 154 | 131 | 8 | 325 | 3471 |
| Grand Total | 3 | 3623 | 0 | 3626 | 333 | 471 | 1468 | 72 | 2344 | 3 | 3398 | 0 | 3401 | 139 | 501 | 447 | 24 | 1111 | 10482 |
| Apprch % | 0.1 | 99.9 | 0 | | 14.2 | 20.1 | 62.6 | 3.1 | | 0.1 | 99.9 | 0 | | 12.5 | 45.1 | 40.2 | 2.2 | | |
| Total % | 0 | 34.6 | 0 | 34.6 | 3.2 | 4.5 | 14 | 0.7 | 22.4 | 0 | 32.4 | 0 | 32.4 | 1.3 | 4.8 | 4.3 | 0.2 | 10.6 | |

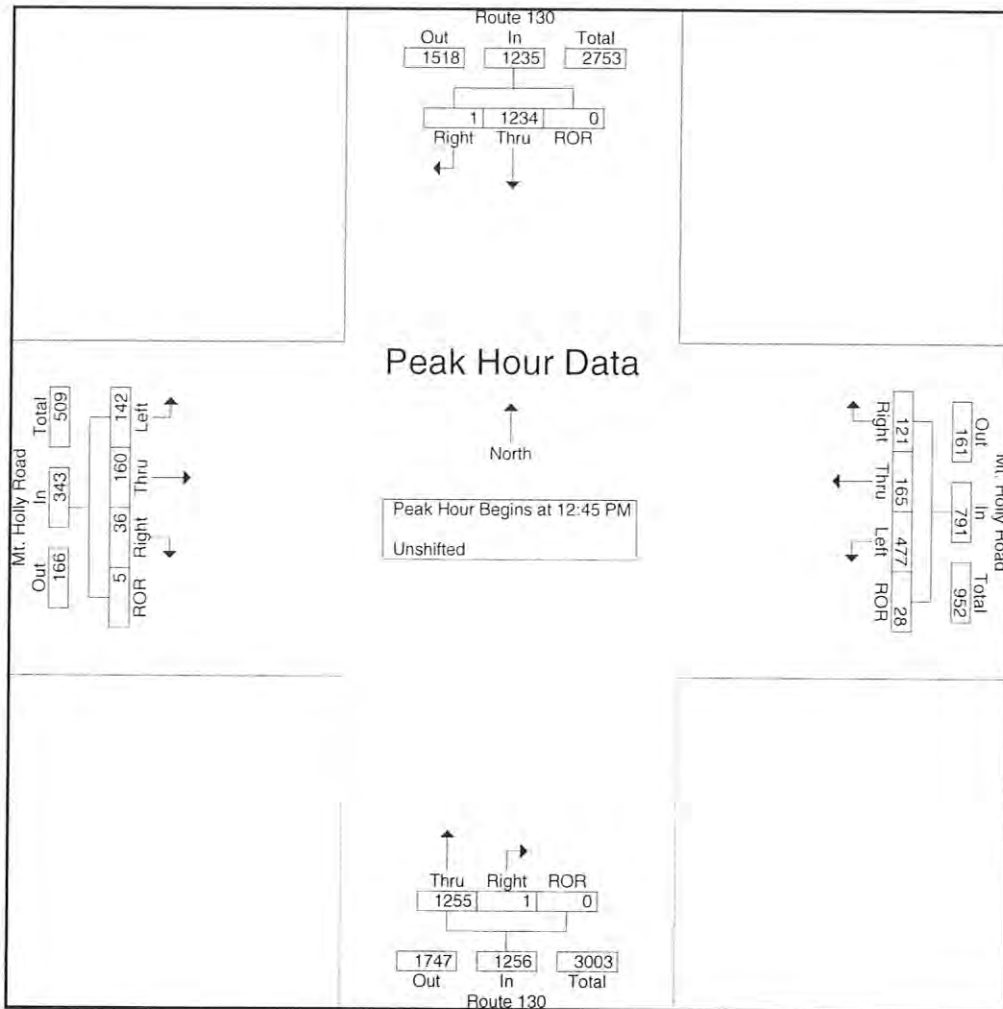
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| Start Time | Route 130 Southbound | | | | Mt. Holly Road Westbound | | | | | Route 130 Northbound | | | | Mt. Holly Road Eastbound | | | | | Int. Total |
|--|----------------------|------|---------|-----------|--------------------------|------|------|---------|-----------|----------------------|------|---------|-----------|--------------------------|------|------|---------|-----------|------------|
| | Right | Thru | RO R | App Total | Right | Thru | Left | RO R | App Total | Right | Thru | RO R | App Total | Right | Thru | Left | RO R | App Total | |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | | | | | | | |
| 12:45 PM | 0 | 283 | 0 | 283 | 32 | 52 | 128 | 8 | 220 | 1 | 350 | 0 | 351 | 12 | 45 | 48 | 0 | 105 | 959 |
| 01:00 PM | 0 | 324 | 0 | 324 | 32 | 48 | 133 | 4 | 217 | 0 | 288 | 0 | 288 | 9 | 42 | 37 | 4 | 92 | 921 |
| 01:15 PM | 1 | 350 | 0 | 351 | 29 | 40 | 109 | 4 | 182 | 0 | 310 | 0 | 310 | 7 | 37 | 25 | 0 | 69 | 912 |
| 01:30 PM | 0 | 277 | 0 | 277 | 28 | 25 | 107 | 12 | 172 | 0 | 307 | 0 | 307 | 8 | 36 | 32 | 1 | 77 | 833 |
| Total Volume | 1 | 1234 | 0 | 1235 | 121 | 165 | 477 | 28 | 791 | 1 | 1255 | 0 | 1256 | 36 | 160 | 142 | 5 | 343 | 3625 |
| % App. Total | | | | | | | | | | | | | | | | | | | |
| PHF | .250 | .881 | .000 | .880 | .945 | .793 | .897 | .583 | .899 | .250 | .896 | .000 | .895 | .750 | .889 | .740 | .313 | .817 | .945 |



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Mt. Holly Road
E/W Route: Route 130 Jughandle
Edgewater Park Twp/Burlington County/NJ
Thursday/clear then rain/BS/4428

File Name : 19114_007mod
Site Code : 19114007
Start Date : 9/12/2019
Page No : 1

Groups Printed- Unshifted

| Start Time | Mt. Holly Road Southbound | | Southbound Route 130 Jughandle | | | Mt. Holly Road Northbound | | Int. Total |
|-------------|---------------------------|------------|--------------------------------|------|------------|---------------------------|------------|------------|
| | Thru | App. Total | Right | Left | App. Total | Thru | App. Total | |
| 04:00 PM | 61 | 61 | 5 | 35 | 40 | 51 | 51 | 152 |
| 04:15 PM | 57 | 57 | 8 | 39 | 47 | 46 | 46 | 150 |
| 04:30 PM | 63 | 63 | 1 | 30 | 31 | 37 | 37 | 131 |
| 04:45 PM | 39 | 39 | 2 | 27 | 29 | 48 | 48 | 116 |
| Total | 220 | 220 | 16 | 131 | 147 | 182 | 182 | 549 |
| 05:00 PM | 52 | 52 | 3 | 37 | 40 | 48 | 48 | 140 |
| 05:15 PM | 51 | 51 | 2 | 50 | 52 | 31 | 31 | 134 |
| 05:30 PM | 52 | 52 | 3 | 51 | 54 | 45 | 45 | 151 |
| 05:45 PM | 41 | 41 | 2 | 42 | 44 | 50 | 50 | 135 |
| Total | 196 | 196 | 10 | 180 | 190 | 174 | 174 | 560 |
| Grand Total | 416 | 416 | 26 | 311 | 337 | 356 | 356 | 1109 |
| Apprch % | 100 | | 7.7 | 92.3 | | 100 | | |
| Total % | 37.5 | 37.5 | 2.3 | 28 | 30.4 | 32.1 | 32.1 | |

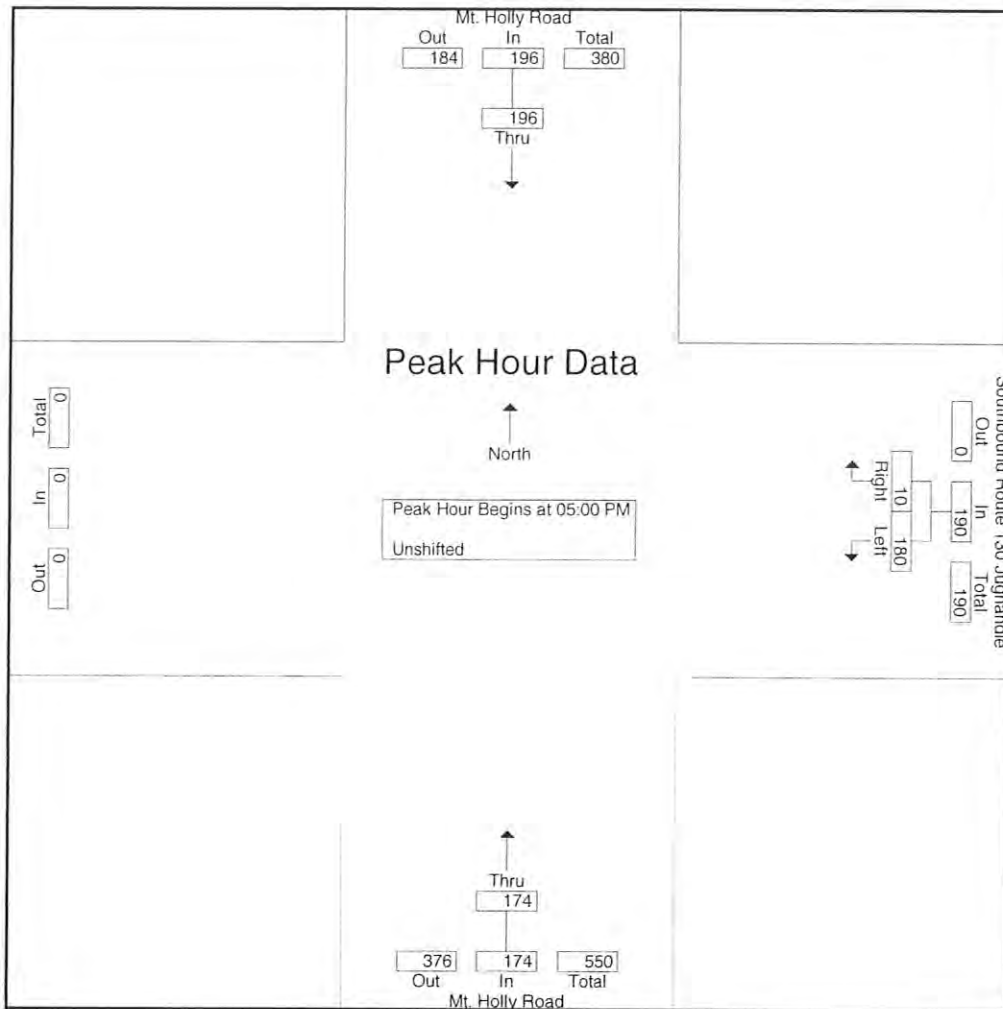
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Mt. Holly Road
E/W Route: Route 130 Jughandle
Edgewater Park Twp/Burlington County/NJ
Thursday/clear then rain/BS/4428

File Name : 19114_007mod
Site Code : 19114007
Start Date : 9/12/2019
Page No : 2

| Start Time | Mt. Holly Road Southbound | | Southbound Route 130 Jughandle Westbound | | | Mt. Holly Road Northbound | | Int. Total |
|--|---------------------------|------------|--|------|------------|---------------------------|------------|------------|
| | Thru | App. Total | Right | Left | App. Total | Thru | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | |
| 05:00 PM | 52 | 52 | 3 | 37 | 40 | 48 | 48 | 140 |
| 05:15 PM | 51 | 51 | 2 | 50 | 52 | 31 | 31 | 134 |
| 05:30 PM | 52 | 52 | 3 | 51 | 54 | 45 | 45 | 151 |
| 05:45 PM | 41 | 41 | 2 | 42 | 44 | 50 | 50 | 135 |
| Total Volume | 196 | 196 | 10 | 180 | 190 | 174 | 174 | 560 |
| % App. Total | 100 | | 5.3 | 94.7 | | 100 | | |
| PHF | .942 | .942 | .833 | .882 | .880 | .870 | .870 | .927 |



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Mt. Holly Road
 E/W Route: Route 130 Jughandle
 Edgewater Park Twp/Burlington County/NJ
 Saturday/clear/BS/4428

File Name : 19114_008
 Site Code : 19114008
 Start Date : 9/14/2019
 Page No : 1

Groups Printed- Unshifted

| Start Time | Mt. Holly Road Southbound | | Southbound route 130 Jughandle Westbound | | | Mt. Holly Road Northbound | | Int. Total |
|-------------|---------------------------|------------|--|------|------------|---------------------------|------------|------------|
| | Thru | App. Total | Right | Left | App. Total | Thru | App. Total | |
| 11:00 AM | 42 | 42 | 2 | 38 | 40 | 22 | 22 | 104 |
| 11:15 AM | 59 | 59 | 2 | 54 | 56 | 29 | 29 | 144 |
| 11:30 AM | 44 | 44 | 2 | 31 | 33 | 33 | 33 | 110 |
| 11:45 AM | 38 | 38 | 4 | 33 | 37 | 32 | 32 | 107 |
| Total | 183 | 183 | 10 | 156 | 166 | 116 | 116 | 465 |
| 12:00 PM | 45 | 45 | 2 | 52 | 54 | 25 | 25 | 124 |
| 12:15 PM | 38 | 38 | 4 | 42 | 46 | 35 | 35 | 119 |
| 12:30 PM | 60 | 60 | 2 | 32 | 34 | 25 | 25 | 119 |
| 12:45 PM | 45 | 45 | 2 | 56 | 58 | 34 | 34 | 137 |
| Total | 188 | 188 | 10 | 182 | 192 | 119 | 119 | 499 |
| 01:00 PM | 39 | 39 | 0 | 39 | 39 | 39 | 39 | 117 |
| 01:15 PM | 42 | 42 | 3 | 43 | 46 | 27 | 27 | 115 |
| 01:30 PM | 37 | 37 | 5 | 39 | 44 | 27 | 27 | 108 |
| 01:45 PM | 42 | 42 | 1 | 34 | 35 | 29 | 29 | 106 |
| Total | 160 | 160 | 9 | 155 | 164 | 122 | 122 | 446 |
| Grand Total | 531 | 531 | 29 | 493 | 522 | 357 | 357 | 1410 |
| Apprch % | 100 | | 5.6 | 94.4 | | 100 | | |
| Total % | 37.7 | 37.7 | 2.1 | 35 | 37 | 25.3 | 25.3 | |

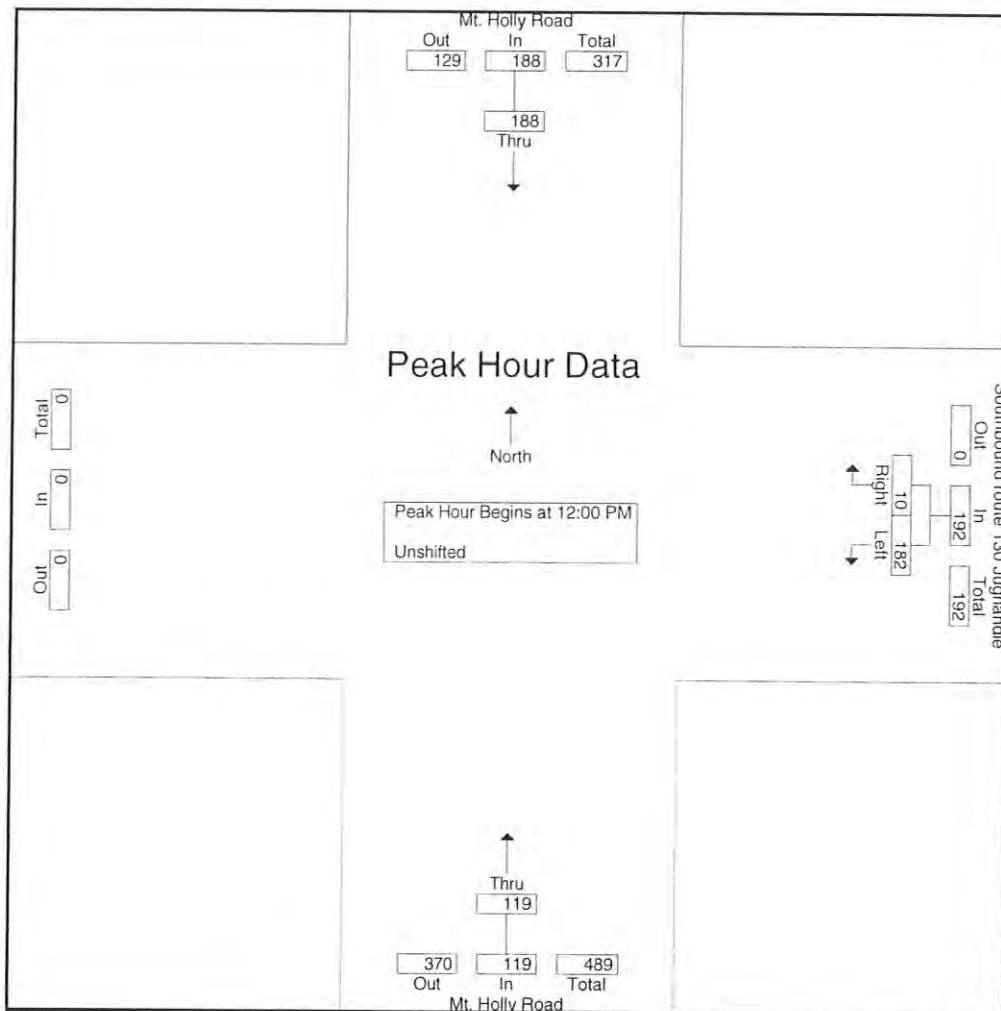
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Mt. Holly Road
E/W Route: Route 130 Jughandle
Edgewater Park Twp/Burlington County/NJ
Saturday/clear/BS/4428

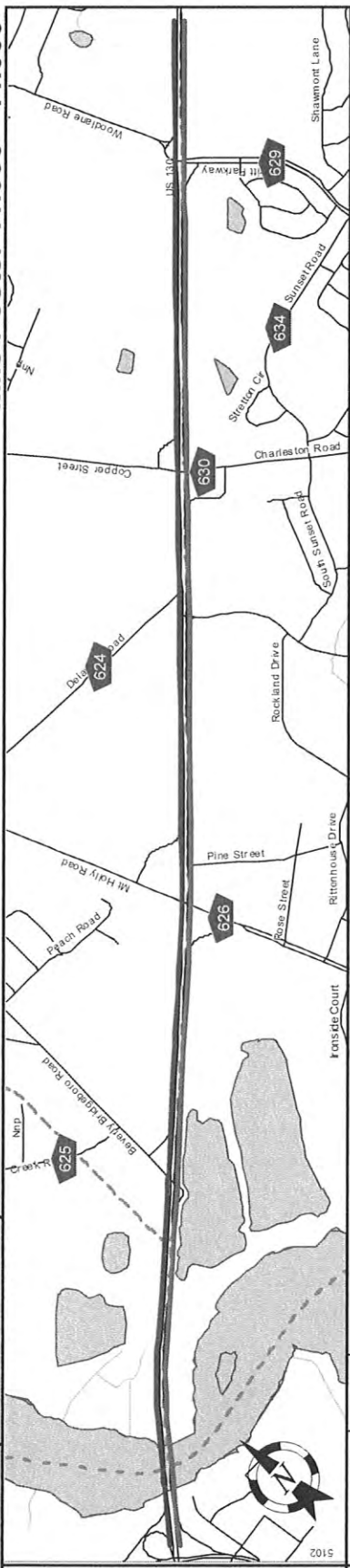
File Name : 19114_008
Site Code : 19114008
Start Date : 9/14/2019
Page No : 2

| Start Time | Mt. Holly Road Southbound | | Southbound route 130 Jughandle Westbound | | | Mt. Holly Road Northbound | | Int. Total |
|--|---------------------------|------------|--|------|------------|---------------------------|------------|------------|
| | Thru | App. Total | Right | Left | App. Total | Thru | App. Total | |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | |
| 12:00 PM | 45 | 45 | 2 | 52 | 54 | 25 | 25 | 124 |
| 12:15 PM | 38 | 38 | 4 | 42 | 46 | 35 | 35 | 119 |
| 12:30 PM | 60 | 60 | 2 | 32 | 34 | 25 | 25 | 119 |
| 12:45 PM | 45 | 45 | 2 | 56 | 58 | 34 | 34 | 137 |
| Total Volume | 188 | 188 | 10 | 182 | 192 | 119 | 119 | 499 |
| % App. Total | 100 | | 5.2 | 94.8 | | 100 | | |
| PHF | .783 | .783 | .625 | .813 | .828 | .850 | .850 | .911 |



Mile Posts: 41.000 - 44.000

US 130 (South to North)

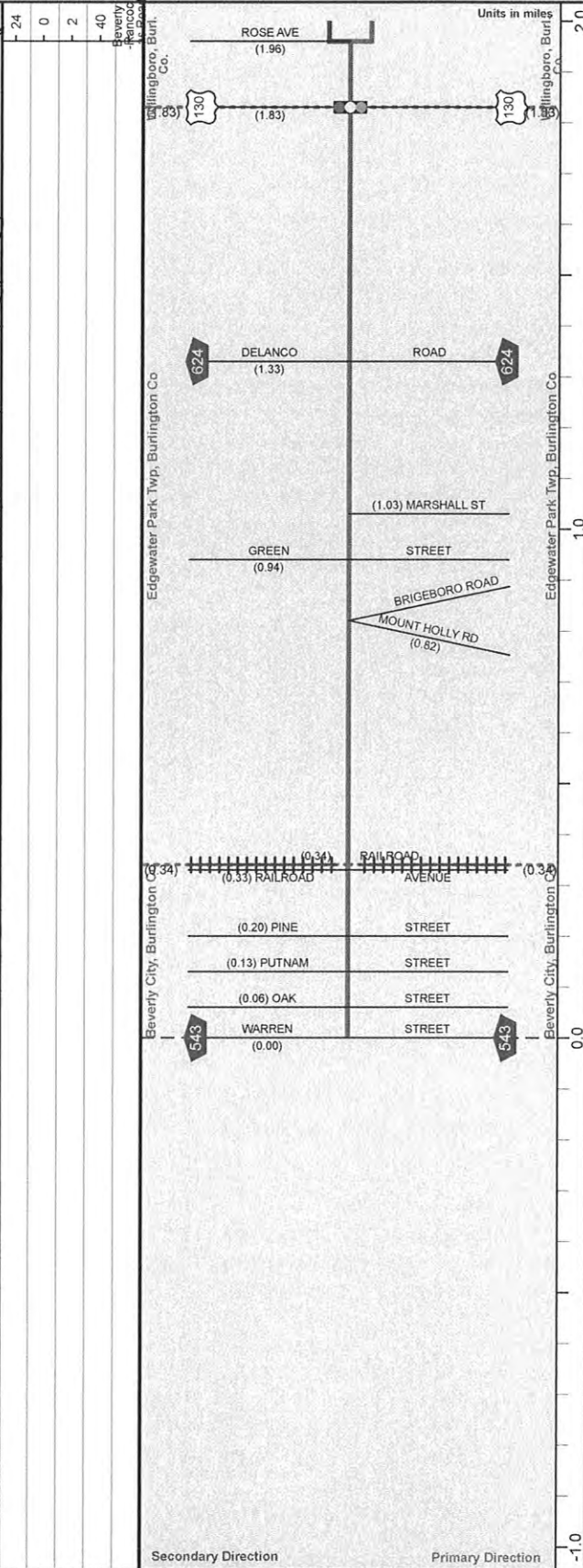
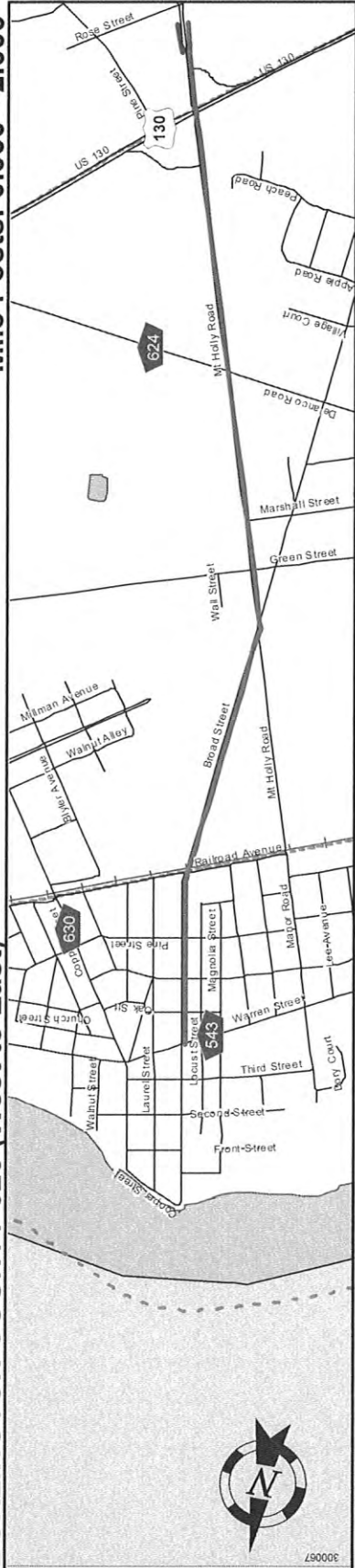


| | | | |
|--------------------------|----------------|----|----|
| Pavement | 33 | 36 | 12 |
| Shoulder | 6 | 12 | |
| Number of Lanes | 3 | 50 | 8 |
| Speed Limit | 33 | 50 | 33 |
| Street Name | US 130 | | |
| Interstate Route | 287 | | |
| US Route | 22 | | |
| NJ Route | 33 | | |
| County Road | 688 | | |
| Interchange Number | 2 | | |
| Grade | Diamond | | |
| Separated Interchange | Separated | | |
| Traffic Signal | Traffic Signal | | |
| Traffic Monitoring Sites | WMM, AVC, LVO | | |
| Road Underpass | Road Underpass | | |
| Road Overpass | Road Overpass | | |

| | |
|----------------------|--------------------------|
| Street Name | US 130 |
| Jurisdiction | N.J.D.O.T. |
| Functional Class | Urban Principal Arterial |
| Federal Aid - NHS Sy | NHS |
| Control Section | 0316 |
| Speed Limit | 50 |
| Number of Lanes | 3 |
| Med. Type | Positive |
| Med. Width | 6 |
| Pavement | 33 |
| Shoulder | 12 |
| Traffic Volume | 6 |
| Traffic Sta. ID | 33 |
| Structure No. | 0316152 |
| Enlarged Views | 0316153 |

SRI = 00000130

Date last inventoried: March 2014



| Street Name | Jurisdiction | Functional Class | Federal Aid - NHS Sy | Control Section | Speed Limit | Number of Lanes | Med. Type | Med. Width | Pavement | Shoulder | Traffic Volume | Traffic Sta. ID | Structure No. | Enlarged Views |
|-----------------|------------------------------------|------------------|----------------------|-----------------|-------------|-----------------|-----------|------------|----------|----------|----------------|-----------------|---------------|----------------|
| Warren Street | Beverly City, Burlington Co. | Street | | | 25 | 2 | None | 0 | 22 | 1 | 2 | 1,749 (2014) | 110247 | |
| Oak Street | Beverly City, Burlington Co. | Street | | | | | | | | | | | | |
| Putnam Street | Beverly City, Burlington Co. | Street | | | | | | | | | | | | |
| Pine Street | Beverly City, Burlington Co. | Street | | | | | | | | | | | | |
| Railroad Avenue | Beverly City, Burlington Co. | Street | | | | | | | | | | | | |
| Mount Holly Rd | Edgewater Park Twp, Burlington Co. | Street | | | | | | | | | | | | |
| Briggboro Road | Edgewater Park Twp, Burlington Co. | Street | | | | | | | | | | | | |
| Green Street | Edgewater Park Twp, Burlington Co. | Street | | | | | | | | | | | | |
| Marshall St | Edgewater Park Twp, Burlington Co. | Street | | | | | | | | | | | | |
| Delanco Road | Edgewater Park Twp, Burlington Co. | Street | | | | | | | | | | | | |
| Rose Ave | Beverly/Rancocas Road | Street | | | | | | | | | | | | |

Route US 130 and Mount Holly Road (CR 626) /
Beverly-Rancocas Road
Edgewater Park Twp. / Willingboro Twp.,
Burlington Co.

100 & 105 – SECOND BACKGROUND AND 70 – 94 SECOND VARIABLE CYCLES

| Phase | Signal Indications | | | Time (Seconds) | | | |
|---------------------------------|---------------------|-------------|-------------|-------------------------|--------------------------|-------------------------------|--------------------------|
| | <u>1 – 4, 9, 10</u> | <u>5, 6</u> | <u>7, 8</u> | <u>Plan I (100)</u> | <u>Plan II (105)</u> | <u>Plan III (70 - 94)</u> | <u>Plan IV (100)</u> |
| A) Route US 130 ROW | G | R | R | 65 – 33 | 70 – 38 | 35 Min. | 65 – 33 |
| Change | Y | R | R | 5* | 5* | 5 | 5* |
| Clearance | R | R | R | 2 | 2 | 2 | 2 |
| B) Beverly-Rancocas Road WB ROW | R | G | R | 8 – 26** | 8 – 26** | 8 – 26** | 8 – 26** |
| Change | R | Y | R | 4 | 4 | 4 | 4 |
| Clearance | R | R | R | 2 | 2 | 2 | 2 |
| C) Beverly-Rancocas Road EB ROW | R | R | G | 8 – 22 | 8 – 22 | 8 – 14 | 8 – 22 |
| Change | R | R | Y | 4 | 4 | 4 | 4 |
| Clearance | R | R | R | 2 | 2 | 2 | 2 |
| Emergency Flash | Y | R | R | - | - | - | - |

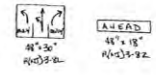
NOTES:

- *Offsets are measured from the beginning of yellow to Route US 130 traffic at Van Sciver Parkway to the beginning of yellow to Route US 130 traffic at this intersection.
- **Pedestrian actuation shall guarantee 26 seconds of green time to Phase C.
- ***The Phase B Plan III maximum-green time will be exceeded during pedestrian actuation using the pedestrian override feature.
- The manual-control cord is to be removed.
- The vehicle-extension interval is to be set at 4 seconds.
- The memory circuit is to be on.

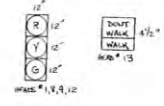
| | <u>HOURS OF OPERATION</u> | <u>CYCLE LENGTH</u> | <u>*OFFSETS</u> |
|------------------|--|-------------------------------|-----------------|
| <u>Plan I:</u> | Monday thru Friday, 6:00 A.M. – 9:00 A.M | 100 – Second Background Cycle | 42 Seconds |
| <u>Plan II:</u> | Monday thru Friday, 3:30 P.M. – 6:30 P.M. | 105 – Second Background Cycle | 58 Seconds |
| <u>Plan III:</u> | Monday thru Sunday, 11:00 P.M. – 6:00 A.M. | 70 – 94 Second Variable Cycle | - |
| <u>Plan IV:</u> | All Other Times | 100 – Second Background Cycle | 48 Seconds |

| NO. | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| | | | |

- R1-2 40'x40' 30" x 30"
- R3-3 40'x40' 30" x 30"
- R5-1 40'x40' 30" x 30"
- R1-1(a) 40'x40' 30" x 30"
- R1-1(b) 40'x40' 30" x 30"
- R1-2 40'x40' 30" x 30"
- R1-3 40'x40' 30" x 30"
- R1-3(a) 40'x40' 30" x 30"
- R1-3(b) 40'x40' 30" x 30"
- R1-4 40'x40' 30" x 30"



NOTE
 FLUORESCENT LIGHTING POLES WITH OR WITHOUT TRAFFIC SIGNALS AND TRAFFIC SIGNAL POLES, ARE INDICATED BY THE FOLLOWING SYMBOLS:
 40'x40' 30'x30' FLUORESCENT LIGHTING UNIT

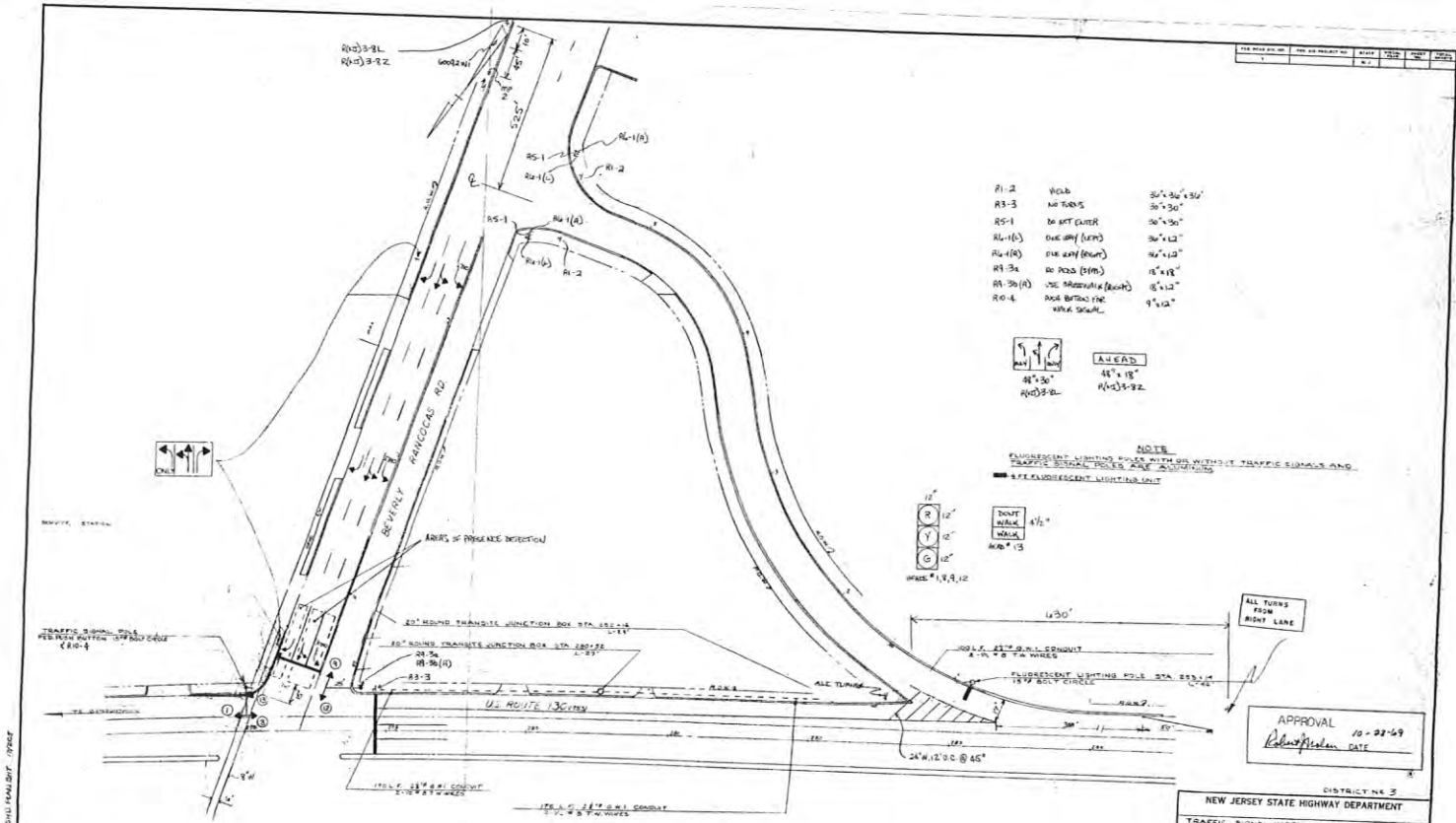


APPROVAL
Robert P. ...
 DATE 10-22-69

DISTRICT NO. 3
 NEW JERSEY STATE HIGHWAY DEPARTMENT
 TRAFFIC SIGNAL INSTALLATION
 MULTIPLE LIGHTING
 ROUTE US 130 BR20
 ADDRESS: DEERLY PARK, TOWN OF DEERLY, MIDDLESEX COUNTY
 SECTION DEERLY BOUNDING BOX
 PROJECT NO. 130 BR20
 SHEET NO. 2 OF 2
 DATE 10-22-69
 DESIGNED BY
 CHECKED BY
 APPROVED BY
 DISTRICT ENGINEER

| NO. | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| | | | |

NOTE
 SHEET 2 OF 2 SHEETS






















REFERENCE: INCH/FOOT 1/8" = 1'

NAME OF C.O. NO. 10-15-54
 CHECKED BY
 DESIGNED BY
 IN CHARGE OF PL. WORK

03/613

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Existing PM
07/20/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 488 | 161 | 121 | 160 | 198 | 30 | 0 | 1542 | 0 | 0 | 1635 | 0 |
| Future Volume (vph) | 488 | 161 | 121 | 160 | 198 | 30 | 0 | 1542 | 0 | 0 | 1635 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 150 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 40 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frnt | | | 0.850 | | 0.982 | | | | | | | |
| Flt Protected | 0.950 | 0.974 | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1681 | 1724 | 1583 | 1770 | 1829 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Flt Permitted | 0.950 | 0.974 | | 0.950 | | | | | | | | |
| Satd. Flow (perm) | 1681 | 1724 | 1583 | 1770 | 1829 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | *22 | | *1 | | | | | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 50 | | | 50 | |
| Link Distance (ft) | | 702 | | | 525 | | | 951 | | | 757 | |
| Travel Time (s) | | 12.0 | | | 8.9 | | | 13.0 | | | 10.3 | |
| Peak Hour Factor | 0.83 | 0.86 | 0.65 | 0.89 | 0.84 | 0.91 | 0.92 | 0.91 | 0.92 | 0.92 | 0.93 | 0.92 |
| Adj. Flow (vph) | 588 | 187 | 186 | 180 | 236 | 33 | 0 | 1695 | 0 | 0 | 1758 | 0 |
| Shared Lane Traffic (%) | 35% | | | | | | | | | | | |
| Lane Group Flow (vph) | 382 | 393 | 186 | 180 | 269 | 0 | 0 | 1695 | 0 | 0 | 1758 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | | 0 | | | 0 | |
| Detector Template | Left | Thru | Right | Left | Thru | | | Thru | | | Thru | |
| Leading Detector (ft) | 40 | 40 | 40 | 40 | 40 | | | 0 | | | 0 | |
| Trailing Detector (ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Position(ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | | | 6 | | | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Split | NA | Perm | Split | NA | | | NA | | | NA | |
| Protected Phases | 2 | 2 | | 6 | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | | 4 | | | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | 38.0 | | | 38.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 45.0 | | | 45.0 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 28.0 | 28.0 | | | 45.0 | | | 45.0 | |

Lanes, Volumes, Timings
 3: Route 130 & Mount Holly Road

Existing PM
 07/20/2020



| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------|-------|-------|-------|-------|-------|-----|-----|-------|-----|-----|-------|-----|
| Total Split (%) | 30.5% | 30.5% | 30.5% | 26.7% | 26.7% | | | 42.9% | | | 42.9% | |
| Maximum Green (s) | 26.0 | 26.0 | 26.0 | 22.0 | 22.0 | | | 38.0 | | | 38.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 5.0 | | | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Recall Mode | None | None | None | None | None | | | C-Min | | | C-Min | |
| Act Effct Green (s) | 25.8 | 25.8 | 25.8 | 19.8 | 19.8 | | | 40.3 | | | 40.3 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.19 | 0.19 | | | 0.38 | | | 0.38 | |
| v/c Ratio | 0.92 | 0.93 | 0.46 | 0.54 | 0.78 | | | 0.87 | | | 0.90 | |
| Control Delay | 68.5 | 68.8 | 33.7 | 44.4 | 56.0 | | | 36.4 | | | 38.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 68.5 | 68.8 | 33.7 | 44.4 | 56.0 | | | 36.4 | | | 38.6 | |
| LOS | E | E | C | D | E | | | D | | | D | |
| Approach Delay | | 61.9 | | | 51.3 | | | 36.4 | | | 38.6 | |
| Approach LOS | | E | | | D | | | D | | | D | |

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 43.6
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15
 * User Entered Value

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 3: Route 130 & Mount Holly Road

| | | | |
|------|------|------|------|
| | | | |
| 32 s | 28 s | 45 s | 45 s |

HCM Unsignalized Intersection Capacity Analysis

6: Mount Holly Road

Existing PM
07/20/2020






















| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 180 | 10 | 174 | 0 | 0 | 196 |
| Future Volume (Veh/h) | 180 | 10 | 174 | 0 | 0 | 196 |
| Sign Control | Yield | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.83 | 0.87 | 0.92 | 0.92 | 0.94 |
| Hourly flow rate (vph) | 205 | 12 | 200 | 0 | 0 | 209 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | 525 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 409 | 200 | | | 200 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 409 | 200 | | | 200 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 66 | 99 | | | 100 | |
| cM capacity (veh/h) | 599 | 841 | | | 1372 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 205 | 12 | 200 | 209 |
| Volume Left | 205 | 0 | 0 | 0 |
| Volume Right | 0 | 12 | 0 | 0 |
| cSH | 599 | 841 | 1700 | 1700 |
| Volume to Capacity | 0.34 | 0.01 | 0.12 | 0.12 |
| Queue Length 95th (ft) | 38 | 1 | 0 | 0 |
| Control Delay (s) | 14.1 | 9.3 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 13.8 | | 0.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 4.8 | |
| Intersection Capacity Utilization | | 27.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Existing SAT
07/20/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 477 | 165 | 149 | 142 | 160 | 41 | 0 | 1255 | 0 | 0 | 1234 | 0 |
| Future Volume (vph) | 477 | 165 | 149 | 142 | 160 | 41 | 0 | 1255 | 0 | 0 | 1234 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 150 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 40 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Fr | | | 0.850 | | 0.965 | | | | | | | |
| Fit Protected | 0.950 | 0.978 | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1681 | 1731 | 1583 | 1770 | 1798 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Fit Permitted | 0.950 | 0.978 | | 0.950 | | | | | | | | |
| Satd. Flow (perm) | 1681 | 1731 | 1583 | 1770 | 1798 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | *28 | | *5 | | | | | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 50 | | | 50 | |
| Link Distance (ft) | | 702 | | | 525 | | | 951 | | | 757 | |
| Travel Time (s) | | 12.0 | | | 8.9 | | | 13.0 | | | 10.3 | |
| Peak Hour Factor | 0.90 | 0.79 | 0.94 | 0.74 | 0.89 | 0.75 | 0.92 | 0.90 | 0.92 | 0.92 | 0.88 | 0.92 |
| Adj. Flow (vph) | 530 | 209 | 159 | 192 | 180 | 55 | 0 | 1394 | 0 | 0 | 1402 | 0 |
| Shared Lane Traffic (%) | 31% | | | | | | | | | | | |
| Lane Group Flow (vph) | 366 | 373 | 159 | 192 | 235 | 0 | 0 | 1394 | 0 | 0 | 1402 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | | 0 | | | 0 | |
| Detector Template | Left | Thru | Right | Left | Thru | | | Thru | | | Thru | |
| Leading Detector (ft) | 40 | 40 | 40 | 40 | 40 | | | 0 | | | 0 | |
| Trailing Detector (ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Position(ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | | | 6 | | | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Split | NA | Perm | Split | NA | | | NA | | | NA | |
| Protected Phases | 2 | 2 | | 6 | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | | 4 | | | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | 33.0 | | | 33.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 40.0 | | | 40.0 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 28.0 | 28.0 | | | 40.0 | | | 40.0 | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Existing SAT
07/20/2020



| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------|-------|-------|-------|-------|-------|-----|-----|-------|-----|-----|-------|-----|
| Total Split (%) | 32.0% | 32.0% | 32.0% | 28.0% | 28.0% | | | 40.0% | | | 40.0% | |
| Maximum Green (s) | 26.0 | 26.0 | 26.0 | 22.0 | 22.0 | | | 33.0 | | | 33.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 5.0 | | | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Recall Mode | None | None | None | None | None | | | C-Min | | | C-Min | |
| Act Effct Green (s) | 24.9 | 24.9 | 24.9 | 18.4 | 18.4 | | | 37.6 | | | 37.6 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.18 | 0.18 | | | 0.38 | | | 0.38 | |
| v/c Ratio | 0.87 | 0.87 | 0.38 | 0.59 | 0.70 | | | 0.73 | | | 0.73 | |
| Control Delay | 58.4 | 56.7 | 28.1 | 44.4 | 48.6 | | | 30.5 | | | 30.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 58.4 | 56.7 | 28.1 | 44.4 | 48.6 | | | 30.5 | | | 30.6 | |
| LOS | E | E | C | D | D | | | C | | | C | |
| Approach Delay | | 52.3 | | | 46.7 | | | 30.5 | | | 30.6 | |
| Approach LOS | | D | | | D | | | C | | | C | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 37.0
 Intersection Capacity Utilization 71.8%
 Analysis Period (min) 15
 * User Entered Value











Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 3: Route 130 & Mount Holly Road

| | | | |
|------|------|--------|--|
| Ø2 | Ø6 | Ø4 (R) | |
| 32 s | 28 s | 40 s | |
| | | Ø8 (R) | |
| | | 40 s | |





















HCM Unsignalized Intersection Capacity Analysis
6: Mount Holly Road

Existing SAT
07/20/2020

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  | | |  |
| Traffic Volume (veh/h) | 177 | 10 | 127 | 0 | 0 | 163 |
| Future Volume (Veh/h) | 177 | 10 | 127 | 0 | 0 | 163 |
| Sign Control | Yield | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.81 | 0.62 | 0.85 | 0.92 | 0.92 | 0.78 |
| Hourly flow rate (vph) | 219 | 16 | 149 | 0 | 0 | 209 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | 525 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 358 | 149 | | | 149 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 358 | 149 | | | 149 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 66 | 98 | | | 100 | |
| cM capacity (veh/h) | 640 | 898 | | | 1432 | |
| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 | | |
| Volume Total | 219 | 16 | 149 | 209 | | |
| Volume Left | 219 | 0 | 0 | 0 | | |
| Volume Right | 0 | 16 | 0 | 0 | | |
| cSH | 640 | 898 | 1700 | 1700 | | |
| Volume to Capacity | 0.34 | 0.02 | 0.09 | 0.12 | | |
| Queue Length 95th (ft) | 38 | 1 | 0 | 0 | | |
| Control Delay (s) | 13.5 | 9.1 | 0.0 | 0.0 | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 13.2 | | 0.0 | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 5.2 | | | |
| Intersection Capacity Utilization | | | 25.1% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

No-Build PM
07/20/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  |  |  |  | | |  | | |  |  |
| Traffic Volume (vph) | 498 | 164 | 123 | 163 | 202 | 31 | 0 | 1573 | 0 | 0 | 1668 | 0 |
| Future Volume (vph) | 498 | 164 | 123 | 163 | 202 | 31 | 0 | 1573 | 0 | 0 | 1668 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 150 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 40 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | 0.850 | | 0.981 | | | | | | | |
| Flt Protected | 0.950 | 0.974 | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1681 | 1724 | 1583 | 1770 | 1827 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Flt Permitted | 0.950 | 0.974 | | 0.950 | | | | | | | | |
| Satd. Flow (perm) | 1681 | 1724 | 1583 | 1770 | 1827 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | *22 | | *1 | | | | | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 50 | | | 50 | |
| Link Distance (ft) | | 702 | | | 525 | | | 951 | | | 757 | |
| Travel Time (s) | | 12.0 | | | 8.9 | | | 13.0 | | | 10.3 | |
| Peak Hour Factor | 0.83 | 0.86 | 0.65 | 0.89 | 0.84 | 0.91 | 0.92 | 0.91 | 0.92 | 0.92 | 0.93 | 0.92 |
| Adj. Flow (vph) | 600 | 191 | 189 | 183 | 240 | 34 | 0 | 1729 | 0 | 0 | 1794 | 0 |
| Shared Lane Traffic (%) | 35% | | | | | | | | | | | |
| Lane Group Flow (vph) | 390 | 401 | 189 | 183 | 274 | 0 | 0 | 1729 | 0 | 0 | 1794 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | | 0 | | | 0 | |
| Detector Template | Left | Thru | Right | Left | Thru | | | Thru | | | Thru | |
| Leading Detector (ft) | 40 | 40 | 40 | 40 | 40 | | | 0 | | | 0 | |
| Trailing Detector (ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Position(ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | | | 6 | | | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Split | NA | Perm | Split | NA | | | NA | | | NA | |
| Protected Phases | 2 | 2 | | 6 | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | | 4 | | | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | 38.0 | | | 38.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 45.0 | | | 45.0 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 28.0 | 28.0 | | | 45.0 | | | 45.0 | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

No-Build PM
07/20/2020



| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------|-------|-------|-------|-------|-------|-----|-----|-------|-----|-----|-------|-----|
| Total Split (%) | 30.5% | 30.5% | 30.5% | 26.7% | 26.7% | | | 42.9% | | | 42.9% | |
| Maximum Green (s) | 26.0 | 26.0 | 26.0 | 22.0 | 22.0 | | | 38.0 | | | 38.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 5.0 | | | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Recall Mode | None | None | None | None | None | | | C-Min | | | C-Min | |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 20.1 | 20.1 | | | 39.9 | | | 39.9 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.19 | 0.19 | | | 0.38 | | | 0.38 | |
| v/c Ratio | 0.94 | 0.94 | 0.46 | 0.54 | 0.79 | | | 0.89 | | | 0.93 | |
| Control Delay | 70.9 | 71.1 | 33.8 | 44.3 | 56.4 | | | 38.3 | | | 41.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 70.9 | 71.1 | 33.8 | 44.3 | 56.4 | | | 38.3 | | | 41.4 | |
| LOS | E | E | C | D | E | | | D | | | D | |
| Approach Delay | | 63.8 | | | 51.6 | | | 38.3 | | | 41.4 | |
| Approach LOS | | E | | | D | | | D | | | D | |

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 45.7
 Intersection Capacity Utilization 78.7%
 Analysis Period (min) 15
 * User Entered Value











Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 3: Route 130 & Mount Holly Road

| | | | |
|------|------|--------|--|
| Ø2 | Ø6 | Ø4 (R) | |
| 32 s | 28 s | 45 s | |
| | | Ø8 (R) | |
| | | 45 s | |





















HCM Unsignalized Intersection Capacity Analysis
6: Mount Holly Road

No-Build PM
07/20/2020

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  | | |  |
| Traffic Volume (veh/h) | 184 | 10 | 177 | 0 | 0 | 200 |
| Future Volume (Veh/h) | 184 | 10 | 177 | 0 | 0 | 200 |
| Sign Control | Yield | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.83 | 0.87 | 0.92 | 0.92 | 0.94 |
| Hourly flow rate (vph) | 209 | 12 | 203 | 0 | 0 | 213 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | | 525 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 416 | 203 | | | 203 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 416 | 203 | | | 203 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 65 | 99 | | | 100 | |
| cM capacity (veh/h) | 593 | 838 | | | 1369 | |
| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 | | |
| Volume Total | 209 | 12 | 203 | 213 | | |
| Volume Left | 209 | 0 | 0 | 0 | | |
| Volume Right | 0 | 12 | 0 | 0 | | |
| cSH | 593 | 838 | 1700 | 1700 | | |
| Volume to Capacity | 0.35 | 0.01 | 0.12 | 0.13 | | |
| Queue Length 95th (ft) | 40 | 1 | 0 | 0 | | |
| Control Delay (s) | 14.3 | 9.4 | 0.0 | 0.0 | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 14.1 | | 0.0 | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 4.9 | | | |
| Intersection Capacity Utilization | | | 27.4% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

No-Build SAT
07/20/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  |  |  |  | | |  | | |  |  |
| Traffic Volume (vph) | 487 | 168 | 152 | 145 | 163 | 42 | 0 | 1280 | 0 | 0 | 1259 | 0 |
| Future Volume (vph) | 487 | 168 | 152 | 145 | 163 | 42 | 0 | 1280 | 0 | 0 | 1259 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 150 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 40 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frnt | | | 0.850 | | 0.965 | | | | | | | |
| Flt Protected | 0.950 | 0.978 | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1681 | 1731 | 1583 | 1770 | 1798 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Flt Permitted | 0.950 | 0.978 | | 0.950 | | | | | | | | |
| Satd. Flow (perm) | 1681 | 1731 | 1583 | 1770 | 1798 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | *28 | | *5 | | | | | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 50 | | | 50 | |
| Link Distance (ft) | | 702 | | | 525 | | | 951 | | | 757 | |
| Travel Time (s) | | 12.0 | | | 8.9 | | | 13.0 | | | 10.3 | |
| Peak Hour Factor | 0.90 | 0.79 | 0.94 | 0.74 | 0.89 | 0.75 | 0.92 | 0.90 | 0.92 | 0.92 | 0.88 | 0.92 |
| Adj. Flow (vph) | 541 | 213 | 162 | 196 | 183 | 56 | 0 | 1422 | 0 | 0 | 1431 | 0 |
| Shared Lane Traffic (%) | 31% | | | | | | | | | | | |
| Lane Group Flow (vph) | 373 | 381 | 162 | 196 | 239 | 0 | 0 | 1422 | 0 | 0 | 1431 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | | 0 | | | 0 | |
| Detector Template | Left | Thru | Right | Left | Thru | | | Thru | | | Thru | |
| Leading Detector (ft) | 40 | 40 | 40 | 40 | 40 | | | 0 | | | 0 | |
| Trailing Detector (ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Position(ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | | | 6 | | | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Split | NA | Perm | Split | NA | | | NA | | | NA | |
| Protected Phases | 2 | 2 | | 6 | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | | 4 | | | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | 33.0 | | | 33.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 40.0 | | | 40.0 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 28.0 | 28.0 | | | 40.0 | | | 40.0 | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

No-Build SAT
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| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------|-------|-------|-------|-------|-------|-----|-----|-------|-----|-----|-------|-----|
| Total Split (%) | 32.0% | 32.0% | 32.0% | 28.0% | 28.0% | | | 40.0% | | | 40.0% | |
| Maximum Green (s) | 26.0 | 26.0 | 26.0 | 22.0 | 22.0 | | | 33.0 | | | 33.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 5.0 | | | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Recall Mode | None | None | None | None | None | | | C-Min | | | C-Min | |
| Act Effct Green (s) | 25.2 | 25.2 | 25.2 | 18.5 | 18.5 | | | 37.3 | | | 37.3 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.18 | 0.18 | | | 0.37 | | | 0.37 | |
| v/c Ratio | 0.88 | 0.87 | 0.39 | 0.60 | 0.71 | | | 0.75 | | | 0.76 | |
| Control Delay | 59.1 | 57.6 | 28.2 | 44.7 | 49.0 | | | 31.3 | | | 31.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 59.1 | 57.6 | 28.2 | 44.7 | 49.0 | | | 31.3 | | | 31.4 | |
| LOS | E | E | C | D | D | | | C | | | C | |
| Approach Delay | | 53.0 | | | 47.1 | | | 31.3 | | | 31.4 | |
| Approach LOS | | D | | | D | | | C | | | C | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 37.7
 Intersection Capacity Utilization 72.4%
 Analysis Period (min) 15
 * User Entered Value











Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 3: Route 130 & Mount Holly Road

| | | | |
|------|------|--------|--|
| 02 | 06 | 04 (R) | |
| 32 s | 28 s | 40 s | |
| | | 08 (R) | |
| | | 40 s | |




















HCM Unsignalized Intersection Capacity Analysis
6: Mount Holly Road

No-Build SAT
07/20/2020

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  | | |  |
| Traffic Volume (veh/h) | 181 | 10 | 130 | 0 | 0 | 166 |
| Future Volume (Veh/h) | 181 | 10 | 130 | 0 | 0 | 166 |
| Sign Control | Yield | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.81 | 0.62 | 0.85 | 0.92 | 0.92 | 0.78 |
| Hourly flow rate (vph) | 223 | 16 | 153 | 0 | 0 | 213 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh | | | | | | |
| Upstream signal (ft) | | | 525 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 366 | 153 | | | 153 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 366 | 153 | | | 153 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 65 | 98 | | | 100 | |
| cM capacity (veh/h) | 634 | 893 | | | 1428 | |
| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 | | |
| Volume Total | 223 | 16 | 153 | 213 | | |
| Volume Left | 223 | 0 | 0 | 0 | | |
| Volume Right | 0 | 16 | 0 | 0 | | |
| cSH | 634 | 893 | 1700 | 1700 | | |
| Volume to Capacity | 0.35 | 0.02 | 0.09 | 0.13 | | |
| Queue Length 95th (ft) | 40 | 1 | 0 | 0 | | |
| Control Delay (s) | 13.7 | 9.1 | 0.0 | 0.0 | | |
| Lane LOS | B | A | | | | |
| Approach Delay (s) | 13.4 | | 0.0 | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 5.3 | | | |
| Intersection Capacity Utilization | | | 25.4% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

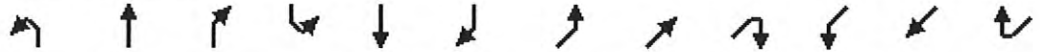
Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Build PM
07/20/2020

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 501 | 166 | 123 | 166 | 203 | 31 | 0 | 1573 | 0 | 0 | 1670 | 0 |
| Future Volume (vph) | 501 | 166 | 123 | 166 | 203 | 31 | 0 | 1573 | 0 | 0 | 1670 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 150 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 40 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frnt | | | 0.850 | | 0.982 | | | | | | | |
| Flt Protected | 0.950 | 0.975 | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1681 | 1725 | 1583 | 1770 | 1829 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Flt Permitted | 0.950 | 0.975 | | 0.950 | | | | | | | | |
| Satd. Flow (perm) | 1681 | 1725 | 1583 | 1770 | 1829 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | *22 | | *1 | | | | | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 50 | | | 50 | |
| Link Distance (ft) | | 702 | | | 525 | | | 439 | | | 757 | |
| Travel Time (s) | | 12.0 | | | 8.9 | | | 6.0 | | | 10.3 | |
| Peak Hour Factor | 0.83 | 0.86 | 0.65 | 0.89 | 0.84 | 0.91 | 0.92 | 0.91 | 0.92 | 0.92 | 0.93 | 0.92 |
| Adj. Flow (vph) | 604 | 193 | 189 | 187 | 242 | 34 | 0 | 1729 | 0 | 0 | 1796 | 0 |
| Shared Lane Traffic (%) | 35% | | | | | | | | | | | |
| Lane Group Flow (vph) | 393 | 404 | 189 | 187 | 276 | 0 | 0 | 1729 | 0 | 0 | 1796 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | | 0 | | | 0 | |
| Detector Template | Left | Thru | Right | Left | Thru | | | Thru | | | Thru | |
| Leading Detector (ft) | 40 | 40 | 40 | 40 | 40 | | | 0 | | | 0 | |
| Trailing Detector (ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Position(ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | | | 6 | | | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Split | NA | Perm | Split | NA | | | NA | | | NA | |
| Protected Phases | 2 | 2 | | 6 | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | | 4 | | | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | 38.0 | | | 38.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 45.0 | | | 45.0 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 28.0 | 28.0 | | | 45.0 | | | 45.0 | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Build PM
07/20/2020



| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------|-------|-------|-------|-------|-------|-----|-----|-------|-----|-----|-------|-----|
| Total Split (%) | 30.5% | 30.5% | 30.5% | 26.7% | 26.7% | | | 42.9% | | | 42.9% | |
| Maximum Green (s) | 26.0 | 26.0 | 26.0 | 22.0 | 22.0 | | | 38.0 | | | 38.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 5.0 | | | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Recall Mode | None | None | None | None | None | | | C-Min | | | C-Min | |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 20.1 | 20.1 | | | 39.9 | | | 39.9 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.19 | 0.19 | | | 0.38 | | | 0.38 | |
| v/c Ratio | 0.94 | 0.95 | 0.46 | 0.55 | 0.79 | | | 0.89 | | | 0.93 | |
| Control Delay | 72.3 | 72.0 | 33.8 | 44.6 | 56.6 | | | 38.4 | | | 41.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 72.3 | 72.0 | 33.8 | 44.6 | 56.6 | | | 38.4 | | | 41.6 | |
| LOS | E | E | C | D | E | | | D | | | D | |
| Approach Delay | | 64.8 | | | 51.7 | | | 38.4 | | | 41.6 | |
| Approach LOS | | E | | | D | | | D | | | D | |

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 46.0
 Intersection Capacity Utilization 78.9%
 Analysis Period (min) 15
 * User Entered Value

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 3: Route 130 & Mount Holly Road

| | | | |
|------|------|--------|--|
| Ø2 | Ø6 | Ø4 (R) | |
| 32 s | 28 s | 45 s | |
| | | Ø8 (R) | |
| | | 45 s | |

Intersection

Int Delay, s/veh 5.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↔ | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 1 | 0 | 4 | 184 | 1 | 10 | 2 | 177 | 0 | 0 | 200 | 1 |
| Future Vol, veh/h | 1 | 0 | 4 | 184 | 1 | 10 | 2 | 177 | 0 | 0 | 200 | 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 | - | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 88 | 92 | 83 | 92 | 87 | 92 | 92 | 94 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 4 | 209 | 1 | 12 | 2 | 203 | 0 | 0 | 213 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|---|---|---|
| Conflicting Flow All | 428 | 421 | 214 | 423 | 421 | 203 | 214 | 0 | - | - | - | 0 |
| Stage 1 | 214 | 214 | - | 207 | 207 | - | - | - | - | - | - | - |
| Stage 2 | 214 | 207 | - | 216 | 214 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 537 | 524 | 826 | 541 | 524 | 838 | 1356 | - | 0 | 0 | - | - |
| Stage 1 | 788 | 725 | - | 795 | 731 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 788 | 731 | - | 786 | 725 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 528 | 523 | 826 | 537 | 523 | 838 | 1356 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 528 | 523 | - | 537 | 523 | - | - | - | - | - | - | - |
| Stage 1 | 786 | 725 | - | 793 | 730 | - | - | - | - | - | - | - |
| Stage 2 | 774 | 730 | - | 782 | 725 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|------|-----|----|
| HCM Control Delay, s | 9.9 | 15.5 | 0.1 | 0 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | WBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1356 | - | 742 | 537 | 798 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.007 | 0.389 | 0.016 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.9 | 15.9 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | 1.8 | 0.1 | - | - |

Intersection

Int Delay, s/veh 0

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↗ | | ↑↑↑ | ↑↑↑ | |
| Traffic Vol, veh/h | 0 | 5 | 0 | 1573 | 2197 | 5 |
| Future Vol, veh/h | 0 | 5 | 0 | 1573 | 2197 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 93 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 0 | 1710 | 2362 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

| | | | |
|----------------------|--------|---|-------|
| Conflicting Flow All | - 1184 | - | 0 - 0 |
| Stage 1 | - | - | - - - |
| Stage 2 | - | - | - - - |
| Critical Hdwy | - 7.14 | - | - - - |
| Critical Hdwy Stg 1 | - | - | - - - |
| Critical Hdwy Stg 2 | - | - | - - - |
| Follow-up Hdwy | - 3.92 | - | - - - |
| Pot Cap-1 Maneuver | 0 156 | 0 | - - - |
| Stage 1 | 0 - | 0 | - - - |
| Stage 2 | 0 - | 0 | - - - |
| Platoon blocked, % | | | - - - |
| Mov Cap-1 Maneuver | - 156 | - | - - - |
| Mov Cap-2 Maneuver | - | - | - - - |
| Stage 1 | - | - | - - - |
| Stage 2 | - | - | - - - |

| Approach | SE | NE | SW |
|----------|----|----|----|
|----------|----|----|----|





















| | | | |
|----------------------|------|---|---|
| HCM Control Delay, s | 28.9 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NET SELn1 | SWT | SWR |
|-----------------------|-----------|-----|-----|
|-----------------------|-----------|-----|-----|

| | | | |
|-----------------------|---------|---|---|
| Capacity (veh/h) | - 156 | - | - |
| HCM Lane V/C Ratio | - 0.035 | - | - |
| HCM Control Delay (s) | - 28.9 | - | - |
| HCM Lane LOS | - D | - | - |
| HCM 95th %tile Q(veh) | - 0.1 | - | - |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Build SAT
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| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  |  |  |  | | |  | | |  |  |
| Traffic Volume (vph) | 490 | 170 | 152 | 148 | 164 | 42 | 0 | 1280 | 0 | 0 | 1261 | 0 |
| Future Volume (vph) | 490 | 170 | 152 | 148 | 164 | 42 | 0 | 1280 | 0 | 0 | 1261 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 150 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 40 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frnt | | | 0.850 | | 0.965 | | | | | | | |
| Fit Protected | 0.950 | 0.978 | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1681 | 1731 | 1583 | 1770 | 1798 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Fit Permitted | 0.950 | 0.978 | | 0.950 | | | | | | | | |
| Satd. Flow (perm) | 1681 | 1731 | 1583 | 1770 | 1798 | 0 | 0 | 5085 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | *28 | | *5 | | | | | | | |
| Link Speed (mph) | | 40 | | | 40 | | | 50 | | | 50 | |
| Link Distance (ft) | | 702 | | | 525 | | | 379 | | | 757 | |
| Travel Time (s) | | 12.0 | | | 8.9 | | | 5.2 | | | 10.3 | |
| Peak Hour Factor | 0.90 | 0.79 | 0.94 | 0.74 | 0.89 | 0.75 | 0.92 | 0.90 | 0.92 | 0.92 | 0.88 | 0.92 |
| Adj. Flow (vph) | 544 | 215 | 162 | 200 | 184 | 56 | 0 | 1422 | 0 | 0 | 1433 | 0 |
| Shared Lane Traffic (%) | 31% | | | | | | | | | | | |
| Lane Group Flow (vph) | 375 | 384 | 162 | 200 | 240 | 0 | 0 | 1422 | 0 | 0 | 1433 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | | 0 | | | 0 | |
| Detector Template | Left | Thru | Right | Left | Thru | | | Thru | | | Thru | |
| Leading Detector (ft) | 40 | 40 | 40 | 40 | 40 | | | 0 | | | 0 | |
| Trailing Detector (ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Position(ft) | -10 | -10 | -10 | -10 | -10 | | | 0 | | | 0 | |
| Detector 1 Size(ft) | 50 | 50 | 50 | 50 | 50 | | | 6 | | | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Split | NA | Perm | Split | NA | | | NA | | | NA | |
| Protected Phases | 2 | 2 | | 6 | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | | 4 | | | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | | 33.0 | | | 33.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 40.0 | | | 40.0 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 28.0 | 28.0 | | | 40.0 | | | 40.0 | |

Lanes, Volumes, Timings
3: Route 130 & Mount Holly Road

Build SAT
07/20/2020



| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-----------------------|-------|-------|-------|-------|-------|-----|-----|-------|-----|-----|-------|-----|
| Total Split (%) | 32.0% | 32.0% | 32.0% | 28.0% | 28.0% | | | 40.0% | | | 40.0% | |
| Maximum Green (s) | 26.0 | 26.0 | 26.0 | 22.0 | 22.0 | | | 33.0 | | | 33.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 5.0 | | | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | 2.0 | | | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | | | 4.0 | |
| Recall Mode | None | None | None | None | None | | | C-Min | | | C-Min | |
| Act Effct Green (s) | 25.2 | 25.2 | 25.2 | 18.6 | 18.6 | | | 37.2 | | | 37.2 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.19 | 0.19 | | | 0.37 | | | 0.37 | |
| v/c Ratio | 0.88 | 0.88 | 0.39 | 0.61 | 0.71 | | | 0.75 | | | 0.76 | |
| Control Delay | 59.5 | 58.3 | 28.2 | 45.0 | 48.9 | | | 31.4 | | | 31.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 59.5 | 58.3 | 28.2 | 45.0 | 48.9 | | | 31.4 | | | 31.6 | |
| LOS | E | E | C | D | D | | | C | | | C | |
| Approach Delay | | 53.5 | | | 47.2 | | | 31.4 | | | 31.6 | |
| Approach LOS | | D | | | D | | | C | | | C | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 37.9
 Intersection Capacity Utilization 72.6%
 Analysis Period (min) 15
 * User Entered Value

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 3: Route 130 & Mount Holly Road

| | | | |
|------|------|--------|--------|
| Ø2 | Ø6 | Ø4 (R) | Ø8 (R) |
| 32 s | 28 s | 40 s | 40 s |

Intersection

Int Delay, s/veh 5.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↔ | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 1 | 0 | 4 | 181 | 1 | 10 | 2 | 130 | 0 | 0 | 166 | 1 |
| Future Vol, veh/h | 1 | 0 | 4 | 181 | 1 | 10 | 2 | 130 | 0 | 0 | 166 | 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 | - | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 81 | 92 | 62 | 92 | 85 | 92 | 92 | 78 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 4 | 223 | 1 | 16 | 2 | 153 | 0 | 0 | 213 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|---|---|---|
| Conflicting Flow All | 380 | 371 | 214 | 373 | 371 | 153 | 214 | 0 | - | - | - | 0 |
| Stage 1 | 214 | 214 | - | 157 | 157 | - | - | - | - | - | - | - |
| Stage 2 | 166 | 157 | - | 216 | 214 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 578 | 559 | 826 | 584 | 559 | 893 | 1356 | - | 0 | 0 | - | - |
| Stage 1 | 788 | 725 | - | 845 | 768 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 836 | 768 | - | 786 | 725 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 566 | 558 | 826 | 580 | 558 | 893 | 1356 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 566 | 558 | - | 580 | 558 | - | - | - | - | - | - | - |
| Stage 1 | 786 | 725 | - | 843 | 766 | - | - | - | - | - | - | - |
| Stage 2 | 818 | 766 | - | 782 | 725 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|------|-----|----|
| HCM Control Delay, s | 9.8 | 14.6 | 0.1 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | WBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1356 | - | 756 | 580 | 860 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.007 | 0.385 | 0.02 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.8 | 15 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | 1.8 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | SEL | SER | NEL | NET | SWT | SWR |
| Lane Configurations | | 7 | | ↑↑↑ | ↑↑↑ | |
| Traffic Vol, veh/h | 0 | 5 | 0 | 1280 | 1788 | 5 |
| Future Vol, veh/h | 0 | 5 | 0 | 1280 | 1788 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 0 | 1391 | 1943 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | - 974 | - 0 | - 0 |
| Stage 1 | - - | - - | - - |
| Stage 2 | - - | - - | - - |
| Critical Hdwy | - 7.14 | - - | - - |
| Critical Hdwy Stg 1 | - - | - - | - - |
| Critical Hdwy Stg 2 | - - | - - | - - |
| Follow-up Hdwy | - 3.92 | - - | - - |
| Pot Cap-1 Maneuver | 0 216 | 0 - | - - |
| Stage 1 | 0 - | 0 - | - - |
| Stage 2 | 0 - | 0 - | - - |
| Platoon blocked, % | - - | - - | - - |
| Mov Cap-1 Maneuver | - 216 | - - | - - |
| Mov Cap-2 Maneuver | - - | - - | - - |
| Stage 1 | - - | - - | - - |
| Stage 2 | - - | - - | - - |

| Approach | SE | NE | SW |
|----------------------|------|----|----|
| HCM Control Delay, s | 22.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NET SELn1 | SWT | SWR |
|-----------------------|-----------|-----|-----|
| Capacity (veh/h) | - 216 | - - | - - |
| HCM Lane V/C Ratio | - 0.025 | - - | - - |
| HCM Control Delay (s) | - 22.1 | - - | - - |
| HCM Lane LOS | - C | - - | - - |
| HCM 95th %tile Q(veh) | - 0.1 | - - | - - |