Traffic Engineering, Transportation Planning & Design

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



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

July 20, 2020

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

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-feet (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 rightin/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.

Traffic Impact Studies - Transportation Planning - Access Permitting - Traffic Signal Design - Noise & Air Quality Evaluations - Parking Studies & Design Eminent Domain Consulting - Roadway Improvement Plans - Municipal Traffic Consulting & Reviews - Vehicle Turning Analysis - Safety Evaluations Master Planning - Data Collection - Accident Analysis - Lighting Design - Design Alternatives - Use Variance Analysis - Expert Testimony

(via email:ewilkes@waremalcomb.com)



**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 threephase 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*, *10<sup>th</sup> 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.

ITE Tri	p Gener	Table ation – S		rage Fac	ility	
Development	PN In	l Peak H Out	our Total	SA In	FPeak H Out	lour 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.

L	Table 2 evel of Service Criter.	ia
Level of Service	Unsignalized Delay	Signalized Delay
Level of Service	(sec)	(sec)
A	≤ 10	≤ 10
В	> 10 and ≤ 15	> 10 and ≤ 20
С	> 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

SA Project No.20004 July 20, 2020 Page 4 of 5



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 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

SA Project No.20004 July 20, 2020 Page 5 of 5



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/rightout only driveway along southbound Route 130. The driveway will be stop-controlled along the eastbound site driveway approach. The eastbound site driveway stopcontrolled 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 stopcontrolled 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 stopcontrolled 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.

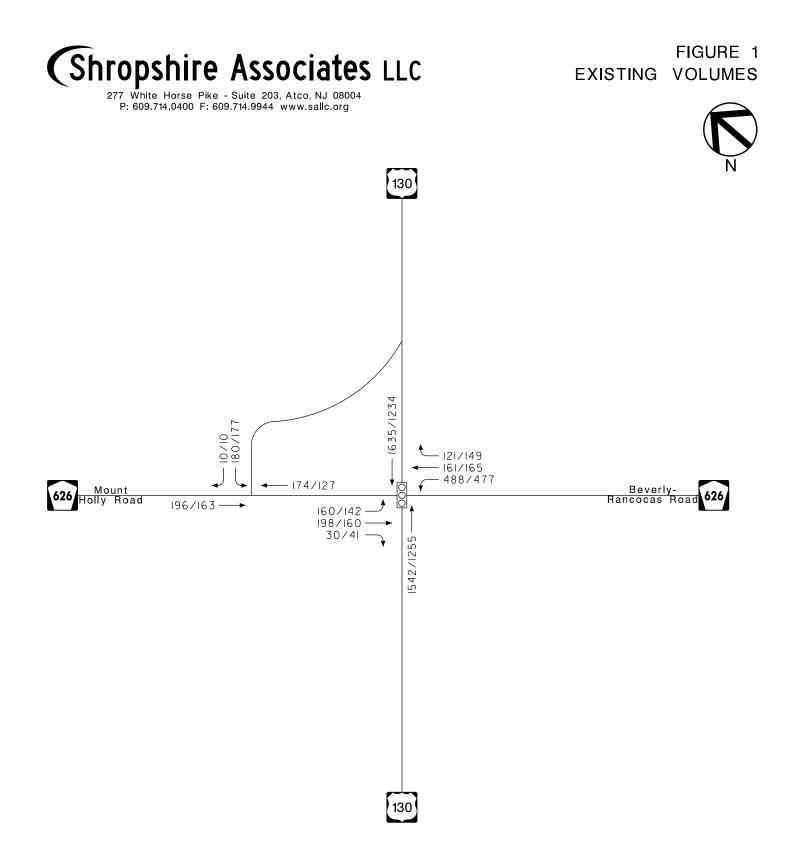
Sincerely, Shropshire Associates LLC

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

cc: Wendy Berger

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

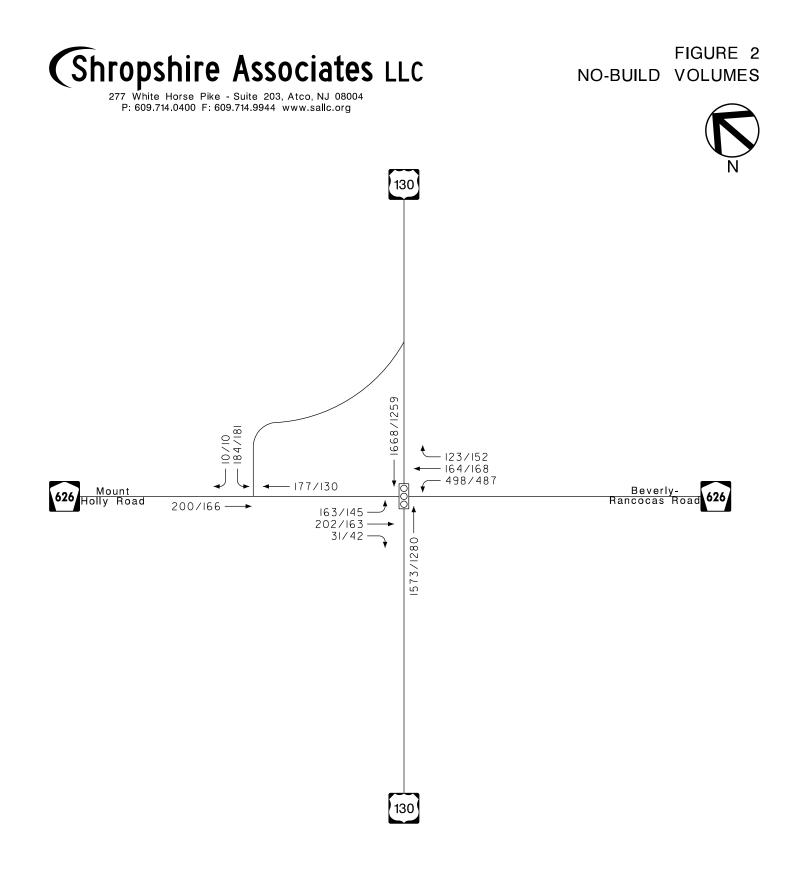
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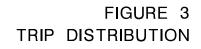
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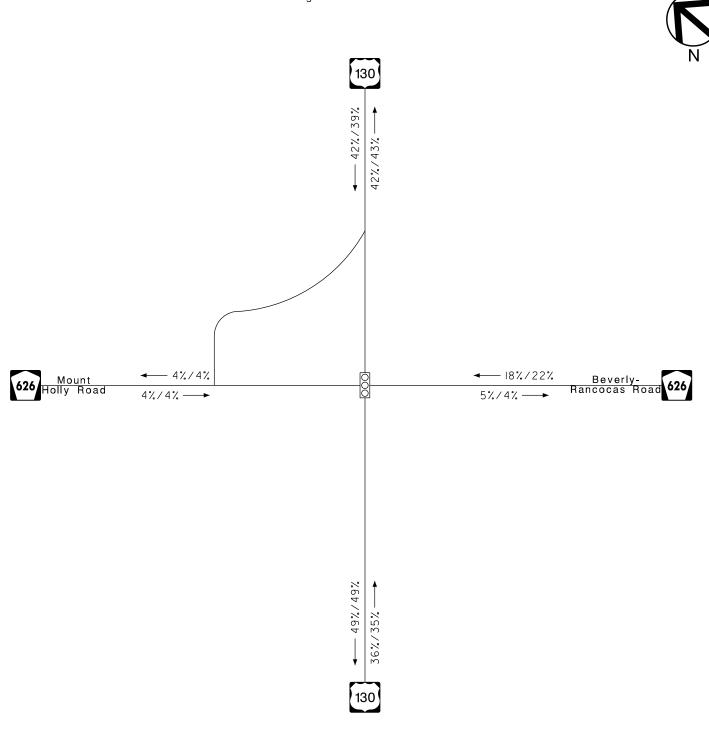
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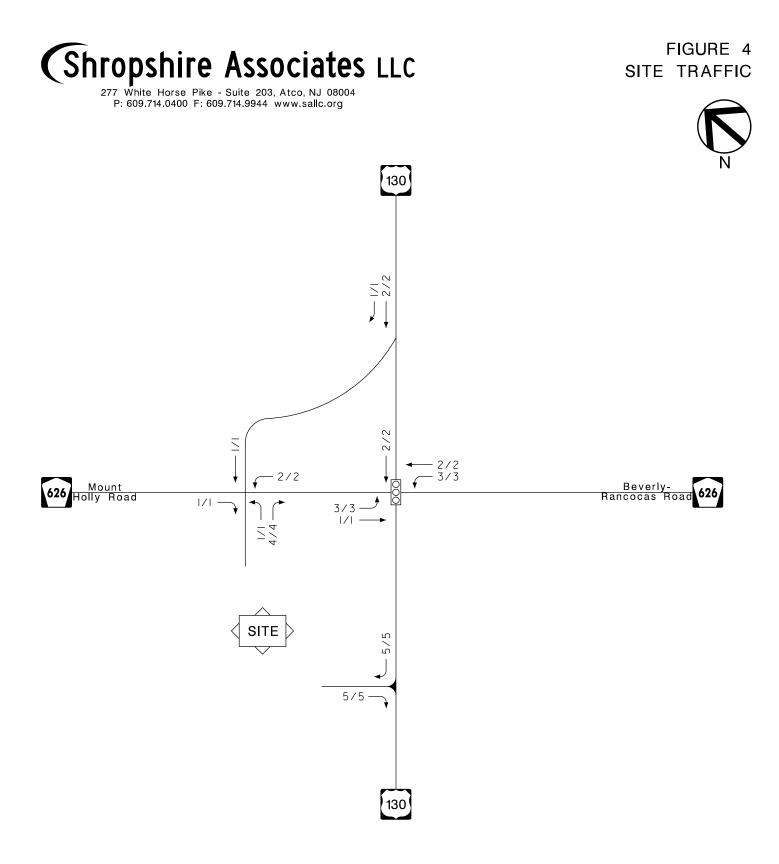




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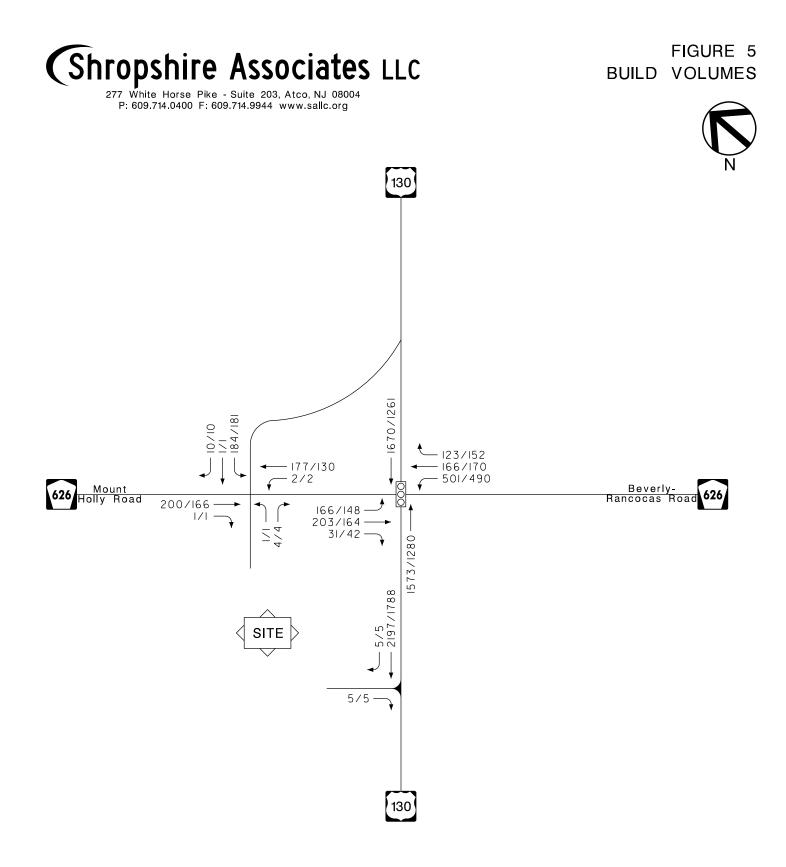
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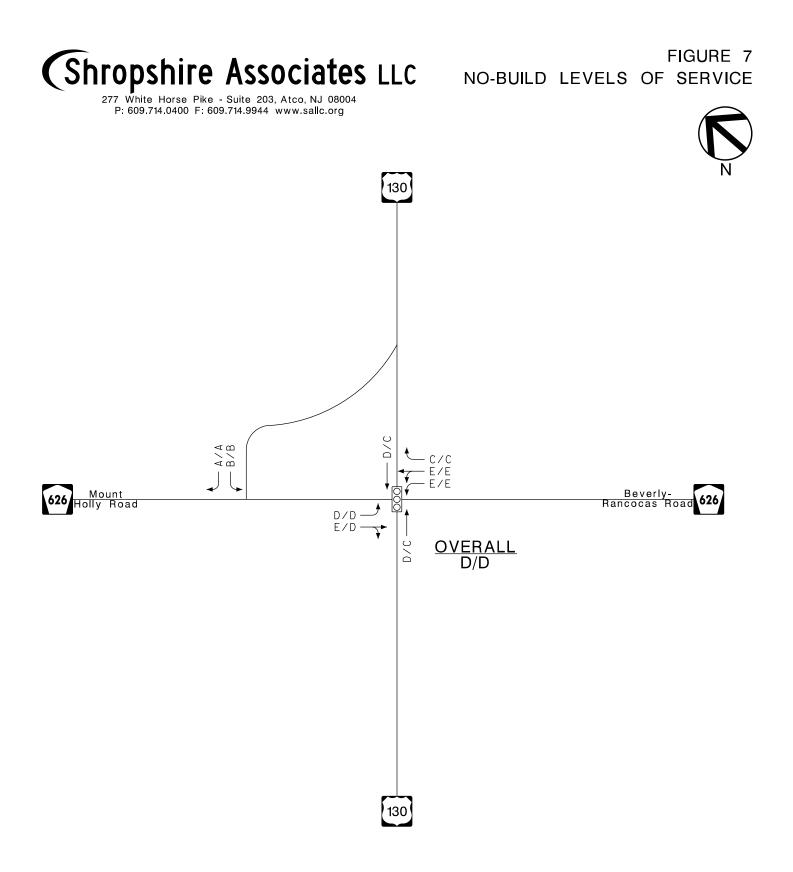
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Shropshire Associates LLC FIGURE 8 BUILD LEVELS OF SERVICE 277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org 130 B/A C/C D/C C/C E/E -E/E A/A Beverly-Rancocas Road <u>Mount</u> Holly Road 626 D/D· E/D 7► A/A D/C **OVERALL** D/D SITE D/C 130

# **Edgewater Park Redevelopment**

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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

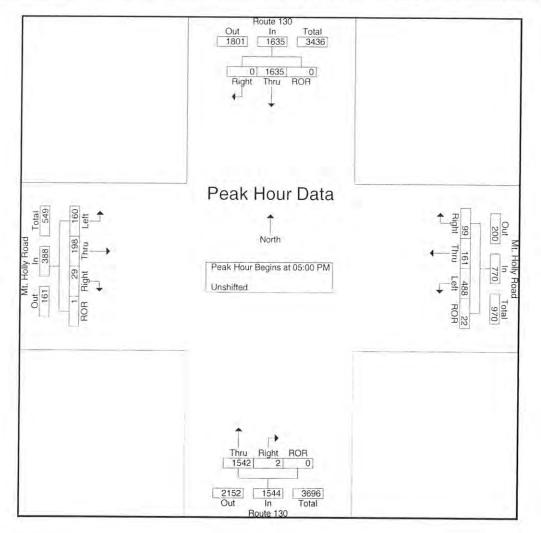
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N/S Route: Route 130 E/W Route: Mt.Holly Road Edgewater Park Twp/Burlington County/NJ Thursday/clear/ECW&PA/3142&2585

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

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05:30 PM	0	392	0	392	38	47	147	12	244	2	391	0	393	8	59	45	Ő	112	1141
05:45 PM	0	421	0	421	28	40	114	5	187	0	383	0	383	8	42	38	1	89	1080
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PHF	.000	.931	.000	.931	.651	.856	.830	.458	.789	.250	.914	.000	.915	.906	.839	.889	.250	.866	.950



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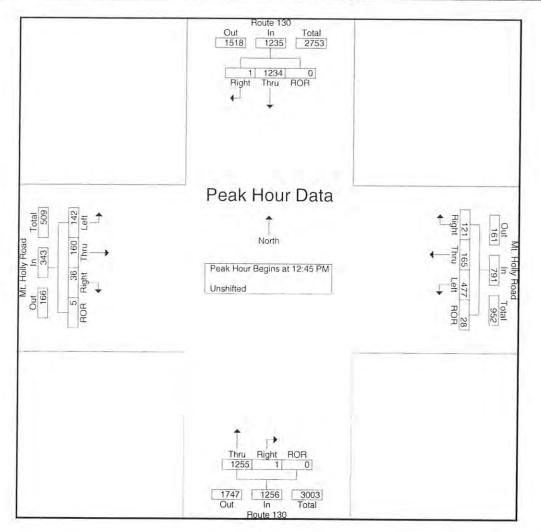
N/S Route: Route 130 E/W Route: Mt. Holly Road Edgewater Park Twp/Burlington County/NJ Saturday/clear/ECM&PA/3142&2585 File Name : 19114\_003&4mod Site Code : 19114004 Start Date : 9/14/2019 Page No : 1

								ifted	- Unst	s Printec	Groups								
1		Road	Holly F	Mt.			e 130		1			Holly I				te 130			
		Ind	astbou	E			bound	North			und	estbo	N		_	nbound	South		
Int. Tota	App Total	ROR	Left	Thru	Right	App Total	ROR	Thru	Right	App Total	ROR	Left	Thru	Right	App Total	ROR	Thru	Right	Start Time
818	88	2	32	44	10	280	0	280	0	181	6	112	45	18	269	0	269	0	11:00 AM
90	117	1	56	50	10	250	0	250	0	216	9	134	38	35	318	0	318	0	11:15 AM
823	81	4	31	34	12	224	0	224	0	182	2	107	35	38	336	0	334	2	11:30 AM
90	92	2	33	42	15	322	0	320	2	185	3	123	38	21	308	0	308	0	11:45 AM
344	378	9	152	170	47	1076	0	1074	2	764	20	476	156	112	1231	0	1229	2	Total
888	110	2	50	50	8	268	0	268	0	194	4	121	44	25	316	0	316	0	12:00 PM
883	95	2	36	38	19	301	0	301	0	223	10	143	42	28	264	0	264	0	12:15 PM
832	98	3	30	44	21	246	0	246	0	195	10	120	35	30	293	0	293	0	12:30 PM
959	105	0	48	45	12	351	0	350	1	220	8	128	52	32	283	0	283	0	12:45 PM
3562	408	7	164	177	60	1166	0	1165	1	832	32	512	173	115	1156	0	1156	0	Total
92	92	4	37	42	9	288	0	288	0	217	4	133	48	32	324	0	324	0	01:00 PM
912	69	0	25	37	7	310	0	310	0	182	4	109	40	29	351	0	350	1	01:15 PM
833	77	1	32	36	8	307	0	307	0	172	12	107	25	28	277	0	277	0	01:30 PM
805	87	3	37	39	8	254	0	254	0	177	0	131	29	17	287	0	287	0	01:45 PM
3471	325	8	131	154	32	1159	0	1159	0	748	20	480	142	106	1239	0	1238	1	Total
10482	1111	24	447	501	139	3401	0	3398	3	2344	72	1468	471	333	3626	0	3623	3	Grand Total
		2.2	40.2	45.1	12.5	1220	0	99.9	0.1	12.00	3.1	62.6	20.1	14.2	1.5	0	99.9	0.1	Apprch %
	10.6	0.2	4.3	4.8	1.3	32.4	0	32.4	0	22.4	0.7	14	4.5	3.2	34.6	0	34.6	0	Total %

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 Saturday/clear/ECM&PA/3142&2585 File Name : 19114\_003&4mod Site Code : 19114004 Start Date : 9/14/2019 Page No : 2

		1.07.77	te 130 nbound	1			Holly F estbou			-		te 130 bound				Holly I astbou			
Start Time	Right	Thru	ROR	App Total	Right	Thru	Left	RO R	App Total	Right	Thru	RO R	App Total	Right	Thru	Left	RO	App Total	Int. Tota
Peak Hour Ar							1 of 1				1								
Peak Hour fo	r Entire	Inters	ection I	Begins a	t 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 % App. Total	1	1234	0	1235	121	165	477	28	791	1	1255	0	1256	36	160	142	5	343	3625
PHF	.250	.881	.000	.880	.945	.793	.897	.583	.899	.250	.896	.000	.895	.750	.889	.740	.313	.817	.945



277 Whitehorse Pike, Suite 203 Atco, NJ 08004

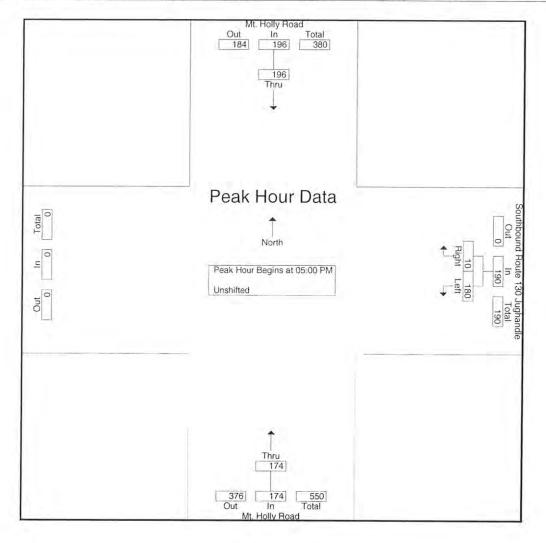
N/S Route: Mt. Holly Road E/W Route: Route 130 Jughandle Edgewater Park Twp/Burlington County/NJ Thursday/clear then rain/BS/4428 File Name : 19114\_007mod Site Code : 19114007 Start Date : 9/12/2019 Page No : 1

					Groups Printe	<b>B</b> 1		
		Mt. Holly Northbe		Route 130 J Vestbound	Southbound V	ound	Mt. Holly Southb	
Int. Total	App. Total	Thru	App. Total	Left	Right	App. Total	Thru	Start Time
152	51	51	40	35	5	61	61	04:00 PM
150	46	46	47	39	8	57	57	04:15 PM
131	37	37	31	30	1	63	63	04:30 PM
116	48	48	29	27	2	39	39	04:45 PM
549	182	182	147	131	16	220	220	Total
140	48	48	40	37	3	52	52	05:00 PM
134	31	31	52	50	2	51	51	05:15 PM
151	45	45	54	51	3	52	52	05:30 PM
135	50	50	44	42	2	41	41	05:45 PM
560	174	174	190	180	10	196	196	Total
1109	356	356	337	311	26	416	416	Grand Total
1946		100		92.3	7.7	1.000	100	Apprch %
	32.1	32.1	30.4	28	2.3	37.5	37.5	Total %

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

	Mt. Holl Southt		Southbound	Route 130 . Nestbound	Jughandle	Mt. Holly Northb		
Start Time	Thru	App. Total	Right	Left	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:0	00 PM to 05:	45 PM - Peak 1	of 1					
Peak Hour for Entire Intersect	ion Begins a	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



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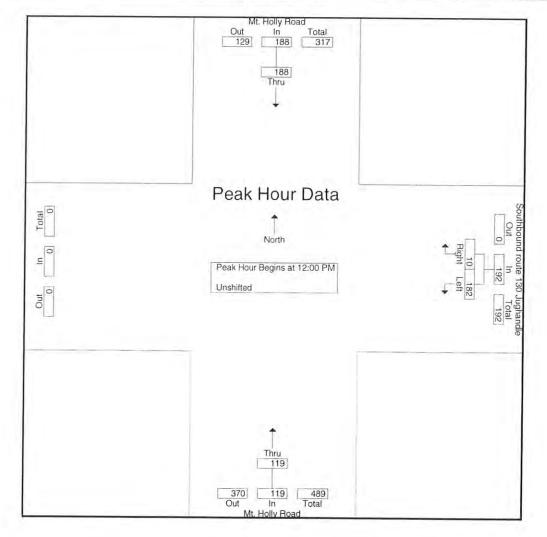
N/S Route: Mt. Holly Road E/W Route: Route 130 Jughandle Edgewater Park Twp/Burlington County/NJ Saturday/clear/BS/4428 File Name : 19114\_008 Site Code : 19114008 Start Date : 9/14/2019 Page No : 1

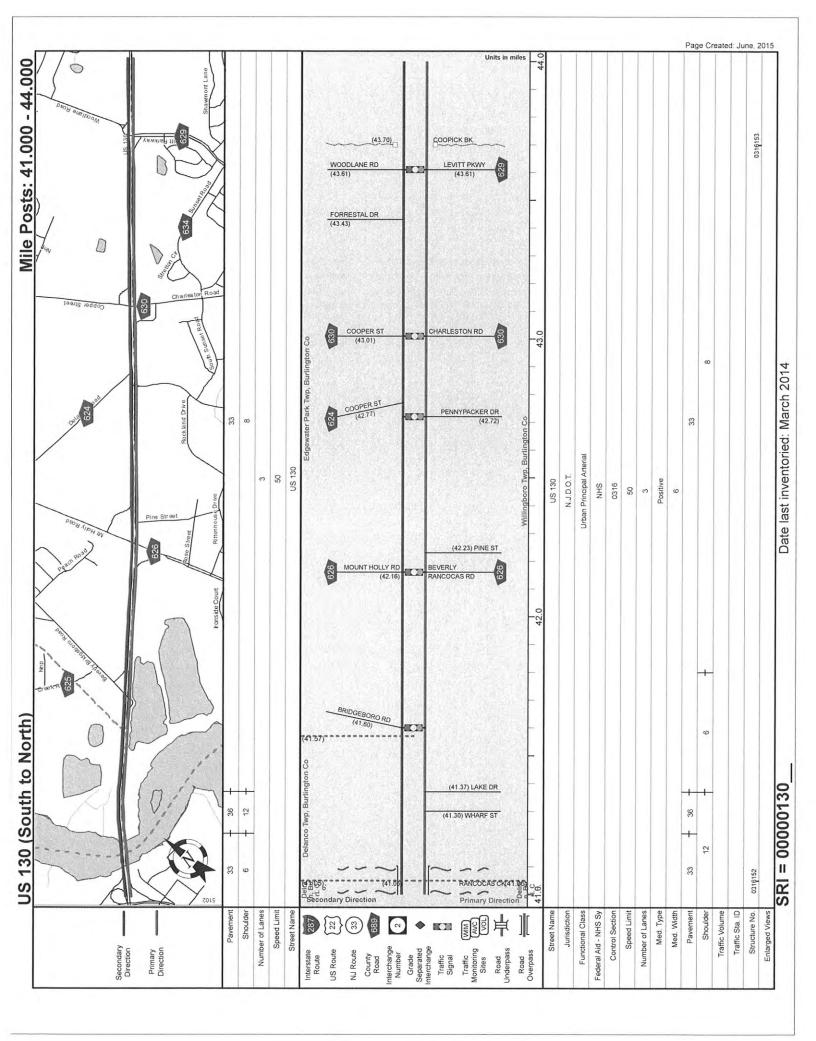
		Mt. Holly Northb	ughandle	route 130 J /estbound	Southbound V	ound	Mt. Holly Southb	
Int. Tota	App. Total	Thru	App. Total	Left	Right	App. Total	Thru	Start Time
104	22	22	40	38	2	42	42	11:00 AM
144	29	29	56	54	2	59	59	11:15 AM
110	33	33	33	31	2	44	44	11:30 AM
107	32	32	37	33	4	38	38	11:45 AM
465	116	116	166	156	10	183	183	Total
124	25	25	54	52	2	45	45	12:00 PM
119	35	35	46	42	4	38	38	12:15 PM
119	25	25	34	32	2	60	60	12:30 PM
137	34	34	58	56	2	45	45	12:45 PM
499	119	119	192	182	10	188	188	Total
117	39	39	39	39	0	39	39	01:00 PM
115	27	27	46	43	0 3 5	42	42	01:15 PM
108	27	27	44	39	5	37	37	01:30 PM
106	29	29	35	34	1	42	42	01:45 PM
446	122	122	164	155	9	160	160	Total
1410	357	357	522	493	29	531	531	Grand Total
	220	100		94.4	5.6		100	Apprch %
	25.3	25.3	37	35	2.1	37.7	37.7	Total %

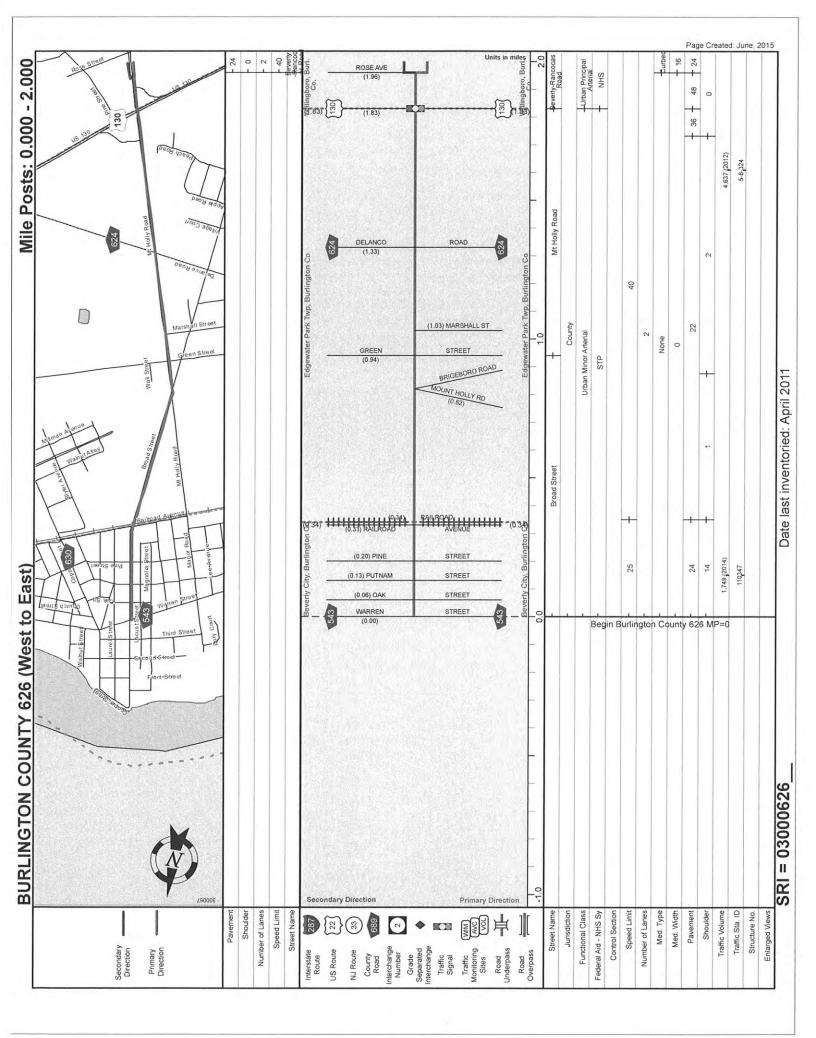
277 Whitehorse Pike, Suite 203 Atco, NJ 08004

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

	Mt. Holly Southb			l route 130 J Vestbound	lughandle	Mt. Holl Northb		
Start Time	Thru	App. Total	Right	Left	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:0	00 AM to 01:4	5 PM - Peak 1 (	of 1					inter rotai
Peak Hour for Entire Intersect	ion 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	3.6	100		400
PHF	.783	.783	.625	.813	.828	.850	.850	.911







#### Directive No. 138 - 10

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 I	ndication	15		Time (S	econds)	
		<u>1-4, 9, 10</u>	<u>5, 6</u>	<u>7, 8</u>	<u>Plan I</u> (100)	<u>Plan II</u> (105)	<u>Plan III</u> (70 - 94)	<u>Plan IV</u> (100)
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
Em	ergency Flash	Y	R	R		4		

#### NOTES:

- 1. \*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.
- 2. \*\*Pedestrian actuation shall guarantee 26 seconds of green time to Phase C.
- 3. \*\*\*The Phase B Plan III maximum-green time will be exceeded during pedestrian actuation using the pedestrian override feature.
- 4. The manual-control cord is to be removed.
- 5. The vehicle-extension interval is to be set at 4 seconds.
- 6. The memory circuit is to be on.

#### HOURS OF OPERATION

- Plan I: Monday thru Friday, 6:00 A.M. 9:00 A.M
- Plan II: Monday thru Friday, 3:30 P.M. 6:30 P.M.
- Plan III: Monday thru Sunday, 11:00 P.M. 6:00 A.M.
- Plan IV: All Other Times

#### CYCLE LENGTH

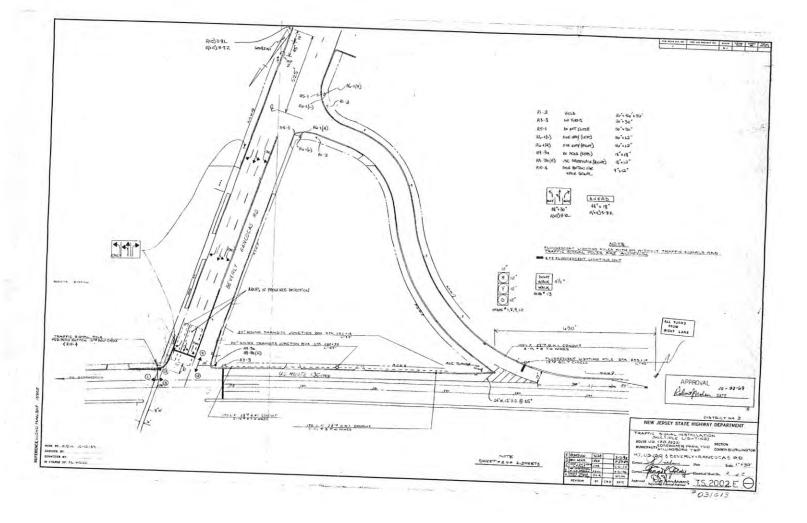
- 100 Second Background Cycle
- 105 Second Background Cycle
- 70 94 Second Variable Cycle
- 100 Second Background Cycle

58 Seconds

\*OFFSETS

42 Seconds

48 Seconds

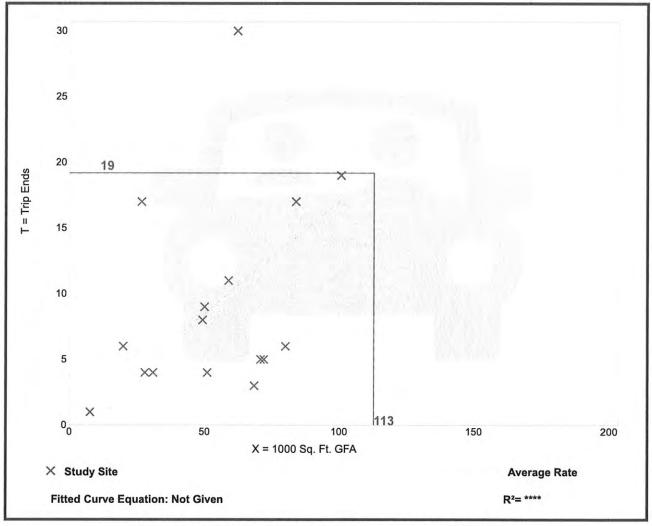


(1	51)
Vehicle Trip Ends vs:	1000 Sq. Ft. GFA
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	16
Avg. 1000 Sq. Ft. GFA:	54
Directional Distribution:	47% entering, 53% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.04 - 0.64	0.14

# **Data Plot and Equation**



Trip Gen Manual, 10th Ed + Supplement 

Institute of Transportation Engineers

IBL           1           4488           4488           900           0           1           255           950           681           950           681	NBT 4 161 161 1900 0.95 0.974 1724 0.974 1724	NBR 121 121 1900 0 1 1.00 0.850 1583	SBL 160 160 1900 150 1 40 1.00 0.950	SBT Ĵ→ 198 198 1900 1.00 0.982	SBR 30 30 1900 0 0 1.00	NEL 0 1900 0 0 25	NET <b>↑↑↑</b> 1542 1542 1900	NER 0 0 1900 0 0	SWL 0 1900 0	SWT 1635 1635 1900	SWR 0 1900 0
488 488 900 0 1 25 950 550 581 950	161 161 1900 0.95 0.974 1724 0.974	121 121 1900 0 1 1.00 0.850	160 160 1900 150 1 40 1.00	198 198 1900	30 1900 0 0	0 1900 0 0	1542 1542	0 1900 0	0 1900 0	1635 1635	0 0 1900
488 900 0 1 25 950 681 950	161 161 1900 0.95 0.974 1724 0.974	121 121 1900 0 1 1.00 0.850	160 1900 150 1 40 1.00	198 198 1900	30 1900 0 0	0 1900 0 0	1542 1542	0 1900 0	0 1900 0	1635 1635	0 1900
900 0 1 25 .95 950 681 950	161 1900 0.95 0.974 1724 0.974	1900 0 1 1.00 0.850	160 1900 150 1 40 1.00	198 1900 1.00	30 1900 0 0	0 1900 0 0	1542	1900 0	0 1900 0	1635	0 1900
900 0 1 25 .95 950 681 950	1900 0.95 0.974 1724 0.974	1900 0 1 1.00 0.850	1900 150 1 40 1.00	1900	1900 0 0	1900 0 0		1900 0	1900 0		
0 1 25 .95 950 681 950	0.95 0.974 1724 0.974	0 1 1.00 0.850	150 1 40 1.00	1.00	0	0 0		0	0	1000	
25 .95 950 681 950	0.974 1724 0.974	1 1.00 0.850	1 40 1.00		0	0					
950 950 950 950	0.974 1724 0.974	0.850	40 1.00					-	COLOR DA		0
950 950 950 950	0.974 1724 0.974	0.850	1.00		1.00				25		U
950 681 950	0.974 1724 0.974	0.850			1.00	1.00	0.91	1.00	1.00	0.91	1.00
581 950	1724 0.974		0.950				0.01	1.00	1.00	0.01	1.00
581 950	1724 0.974	1583		0100L							
950	0.974	1000	1770	1829	0	0	5085	0	0	5085	0
C-9-20-7			0.950	TOLO	ALC: NO.	CONTRACTOR OF	0000			0000	CONSCIENT.
501		1583	1770	1829	0	0	5085	0	0	5085	0
		Yes	1110	TOLO	Yes	Sin the	0000	Yes	A TRANSPORTATION	5005	Yes
		*22		*1	103			163			165
	40	77		40			50			50	
	702			525			951			757	
	12.0			8.9			13.0				
.83	0.86	0.65	0.89	0.84	0.91	0.92	0.91	0.00	0.00	10.3	0.00
.03 588	187	186	180	236	33			0.92	0.92	0.93	0.92
	107	100	100	230	33	0	1695	0	0	1758	0
5%	000	100	100	000	•	0	1005	•		1750	
882	393	186	180	269	0	0	1695	0	0	1758	0
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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	
plit	NA	Perm	Split	NA			NA			NA	
2	2		6	6			4			8	
		2									
2	2	2	6	6			4			8	
				Section.						alle Ser	
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	14.0	and the second second second	14.0	14.0							
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	No .eft .00 15 1 .eft 40 .10 .10 .50 .Ex .0.0 0.0 0.0 plit 2	No         No           .eft         Left           12         0           16         16           .00         1.00           15         1           1         1           .eft         Thru           40         40           .10         -10           .10         -10           .10         -10           .00         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           2         2           2         2           2         2           3.0         8.0	No         No         No           .eft         Left         Right           12         0           16         12           0         16           .00         1.00           15         9           1         1           .eft         Thru           A0         40           40         40           40         40           -10         -10           -10         -10           -10         -10           50         50           Ex         Cl+Ex           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           0.0         2           2         2           2         2           2         2           2         2           3.0         8.0	NoNoNoNo.eftLeftRightLeft12016.001.001.001.00169151111.eftThruRightLeft40404040.10-10-10-10.10-10-10-10.10-10-10-10.10-10-10-10.10-10-10-10.10-10-10-10.10-10-10-10.10-10-10-10.000.0.01NAPermSplit2226.2226.308.08.08.0	No         No         No         No         No           Left         Right         Left         Left         Left           12         12         12         12           0         0         16         16         16           .00         1.00         1.00         1.00         1.00         1.00           15         9         15         1         1         1         1           1         1         1         1         1         1         1           40         40         40         40         40         40           10         -10         -10         -10         -10         -10           10         -10         -10         -10         -10         -10           50         50         50         50         50         50           Ex         Cl+Ex         Cl+Ex         Cl+Ex         Cl+Ex         Cl+Ex           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 <td>No         No         No         No         No         No         No           Left         Left         Right         Left         Left         Right           12         12         12         12           0         0         16         16           .00         1.00         1.00         1.00         1.00           15         9         15         9           1         1         1         1         1           40         40         40         40         40           40         40         40         40         40           -10         -10         -10         -10         -10           -10         -10         -10         -10         -10           -10         -10         -10         -10         -10           50         50         50         50         50           Ex         Cl+Ex         Cl+Ex         Cl+Ex         Cl+Ex           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&lt;</td> <td>No         No         So         So         So         So</td> <td>No         No         Left         I<!--</td--><td><math display="block"> \begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td><td>NoNoNoNoNoNoNoNoNoNo.eftLeftRightLeftLeftRightLeftRightLeft121200000161616.001.001.001.001.001.001.00159159159151111101.001.00.eftThruRightLeftThruThru4040404000.10-10-10-100.10-10-10-100.10-10-10-100.10-10-10-100.1000.00.00.0.1000.00.00.0.1000.00.00.0.10-10-10-100.10-10-10-100.100.00.00.00.0.100.00.00.00.0.100.00.00.00.0.100.00.00.00.0.11NAPermSplitNA.122664.13.14.14.14.14.15.14.14.15.15.14.14.16.10.10<td><math display="block"> \begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td></td></td>	No         No         No         No         No         No         No           Left         Left         Right         Left         Left         Right           12         12         12         12           0         0         16         16           .00         1.00         1.00         1.00         1.00           15         9         15         9           1         1         1         1         1           40         40         40         40         40           40         40         40         40         40           -10         -10         -10         -10         -10           -10         -10         -10         -10         -10           -10         -10         -10         -10         -10           50         50         50         50         50           Ex         Cl+Ex         Cl+Ex         Cl+Ex         Cl+Ex           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<	No         So         So         So         So	No         Left         I </td <td><math display="block"> \begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td> <td>NoNoNoNoNoNoNoNoNoNo.eftLeftRightLeftLeftRightLeftRightLeft121200000161616.001.001.001.001.001.001.00159159159151111101.001.00.eftThruRightLeftThruThru4040404000.10-10-10-100.10-10-10-100.10-10-10-100.10-10-10-100.1000.00.00.0.1000.00.00.0.1000.00.00.0.10-10-10-100.10-10-10-100.100.00.00.00.0.100.00.00.00.0.100.00.00.00.0.100.00.00.00.0.11NAPermSplitNA.122664.13.14.14.14.14.15.14.14.15.15.14.14.16.10.10<td><math display="block"> \begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td></td>	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	NoNoNoNoNoNoNoNoNoNo.eftLeftRightLeftLeftRightLeftRightLeft121200000161616.001.001.001.001.001.001.00159159159151111101.001.00.eftThruRightLeftThruThru4040404000.10-10-10-100.10-10-10-100.10-10-10-100.10-10-10-100.1000.00.00.0.1000.00.00.0.1000.00.00.0.10-10-10-100.10-10-10-100.100.00.00.00.0.100.00.00.00.0.100.00.00.00.0.100.00.00.00.0.11NAPermSplitNA.122664.13.14.14.14.14.15.14.14.15.15.14.14.16.10.10 <td><math display="block"> \begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td>	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

19114 - Dollar General & Self Storage 12:00 pm 09/23/2019 Baseline CRC

Synchro 9 Report Page 1

1	1	1	4	↓	1	*	*	4	÷	*	t
NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
30.5%	30.5%	30.5%	26.7%	26.7%		1	42.9%	est former	10 N 20 10		
26.0	26.0	26.0	22.0	22.0			38.0				
4.0	4.0	4.0	4.0	4.0			5.0				
2.0	2.0	2.0	2.0	2.0			2.0				
0.0	0.0	0.0	0.0	0.0							
6.0	6.0	6.0	6.0	6.0			7.0				
4.0	4.0	4.0	4.0	4.0			4.0			4.0	
None	None	None	None	None			C-Min				
25.8	25.8	25.8	19.8	19.8							
0.25	0.25	0.25	0.19	0.19							
0.92	0.93	0.46	0.54	0.78							
68.5	68.8	33.7	44.4	56.0							
0.0	0.0	0.0	0.0	0.0							
68.5	68.8	33.7	44.4	56.0			36.4				
Е	Е	С	D	Е			D				
	61.9			51.3			36.4				
	E			D			D			D	
Other	n weige	1987						Star N			
5											
to phase 4:	NET and	8:SWT, 5	Start of Ye	ellow, Mast	ter Interse	ection					
ordinated											
43.6			In	tersection	LOS: D						
ation 77.5%			IC	U Level o	f Service	D					
	30.5% 26.0 4.0 2.0 0.0 6.0 4.0 None 25.8 0.25 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.92 68.5 0.0 68.5 E	30.5%       30.5%         26.0       26.0         4.0       4.0         2.0       2.0         0.0       0.0         6.0       6.0         4.0       4.0         None       None         25.8       25.8         0.25       0.25         0.92       0.93         68.5       68.8         0.0       0.0         68.5       68.8         E       E         61.9       E         Other       5         1 to phase 4:NET and ordinated         43.6       43.6	30.5%       30.5%       30.5%         26.0       26.0       26.0         4.0       4.0       4.0         2.0       2.0       2.0         0.0       0.0       0.0         6.0       6.0       6.0         4.0       4.0       4.0         2.0       2.0       2.0         0.0       0.0       0.0         6.0       6.0       6.0         4.0       4.0       4.0         0.0       0.0       0.0         6.0       6.0       6.0         4.0       4.0       4.0         None       None       None         25.8       25.8       25.8         0.25       0.25       0.25         0.92       0.93       0.46         68.5       68.8       33.7         0.0       0.0       0.0         68.5       68.8       33.7         E       E       C         61.9       E       C         1 to phase 4:NET and 8:SWT, S       S         ordinated       43.6	30.5%       30.5%       30.5%       26.7%         26.0       26.0       22.0         4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0         0.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0         None       None       None       None         0.25       0.25       0.25       0.19         0.92       0.93       0.46       0.54         68.5       68.8       33.7       44.4         E       E       C       D         61.9       C       C </td <td>30.5%       30.5%       30.5%       26.7%       26.7%         26.0       26.0       22.0       22.0         4.0       4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0       0.0         0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0         None       None       None       None       None         0.25       0.25       0.25       0.19       0.19         0.92       0.93       0.46       0.54       0.78         68.5       68.8       33.7       44.4       56.0         0.0       0.0       0.0       0.0       0.0         68.5       68.8       33.7       44.4       56.0         E       E       D       D</td> <td>30.5%       30.5%       30.5%       26.7%       26.7%         26.0       26.0       22.0       22.0         4.0       4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0         4.0       4.0       4.0       4.0       4.0         4.0       4.0       4.0       4.0       4.0         4.0       4.0       4.0       4.0       4.0         9.2       0.25       0.25       0.19       0.19         0.92       0.93       0.46       0.54       0.78         68.5       68.8       33.7       44.4       56.0         0       0       0.0       0.0       0.0</td> <td>30.5%       30.5%       30.5%       26.7%       26.7%         26.0       26.0       22.0       22.0         4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0         0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0         A.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         92       0.93       0.46       0.54       0.78         68.5       68.8       33.7       44.4       56.0         0       0.0       0.0       0.0       0.0         68.5       68.8       33.7       44.4       56.0         E       C       D       E       5         10       51.3       E       D         5       10       phase 4:NET and 8:SWT, Start of Yellow, Master Int</td> <td>30.5%         30.5%         26.7%         26.7%         42.9%           26.0         26.0         26.0         22.0         22.0         38.0           4.0         4.0         4.0         4.0         4.0         5.0           2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0           0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         7.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0           None         None         None         None         C-Min           25.8         25.8         19.8         19.8         40.3           0.25         0.25         0.19         0.19         0.38           0.92         0.93         0.46         0.54         0.78         0.44           0.0         0.0         0.0         &lt;</td> <td>30.5%         30.5%         26.7%         26.7%         42.9%           26.0         26.0         26.0         22.0         22.0         38.0           4.0         4.0         4.0         4.0         4.0         5.0           2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0           None         None         None         None         C-Min           25.8         25.8         25.8         19.8         19.8         40.3           0.25         0.25         0.19         0.19         0.38         0.92           0.92         0.93         0.46         0.54         0.78         0.87           68.5         68.8         33.7         44.4         56.0         36.4           0.0         0.0         0.0         0.0         66.4         0.64.4           E         C         D         E         D         D           68.5</td> <td>30.5%       30.5%       26.7%       26.7%       42.9%         26.0       26.0       26.0       22.0       22.0       38.0         4.0       4.0       4.0       4.0       4.0       5.0         2.0       2.0       2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0       7.0         4.0       4.0       4.0       4.0       4.0       4.0         None       None       None       None       C-Min         25.8       25.8       19.8       19.8       40.3         0.25       0.25       0.19       0.19       0.38         0.92       0.93       0.46       0.54       0.78       0.87         68.5       68.8       33.7       44.4       56.0       36.4         0.0       0.0       0.0       0.0       0.0       60.0         68.5       68.8       33.7       44.4       56.0       36.4         E       D       D       D       D       0          51.3       36.4</td> <td>30.5%         30.5%         26.7%         26.7%         42.9%         42.9%           26.0         26.0         26.0         22.0         22.0         38.0         38.0           4.0         4.0         4.0         4.0         4.0         5.0         5.0           2.0         2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         6.0         7.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0           None         None         None         None         None         C-Min         C-Min           25.8         25.8         19.8         19.8         40.3         40.3         40.3           0.25         0.25         0.25         0.19         0.19         0.38         0.38         0.38           0.92         0.93         0.46         0.54         0.78         0.87         0.90           68.5         68.8         33.7         44.4         56.0</td>	30.5%       30.5%       30.5%       26.7%       26.7%         26.0       26.0       22.0       22.0         4.0       4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0       0.0         0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0         None       None       None       None       None         0.25       0.25       0.25       0.19       0.19         0.92       0.93       0.46       0.54       0.78         68.5       68.8       33.7       44.4       56.0         0.0       0.0       0.0       0.0       0.0         68.5       68.8       33.7       44.4       56.0         E       E       D       D	30.5%       30.5%       30.5%       26.7%       26.7%         26.0       26.0       22.0       22.0         4.0       4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0       4.0         4.0       4.0       4.0       4.0       4.0         4.0       4.0       4.0       4.0       4.0         4.0       4.0       4.0       4.0       4.0         9.2       0.25       0.25       0.19       0.19         0.92       0.93       0.46       0.54       0.78         68.5       68.8       33.7       44.4       56.0         0       0       0.0       0.0       0.0	30.5%       30.5%       30.5%       26.7%       26.7%         26.0       26.0       22.0       22.0         4.0       4.0       4.0       4.0         2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0         0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0         0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         4.0       4.0       4.0       4.0         A.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0         92       0.93       0.46       0.54       0.78         68.5       68.8       33.7       44.4       56.0         0       0.0       0.0       0.0       0.0         68.5       68.8       33.7       44.4       56.0         E       C       D       E       5         10       51.3       E       D         5       10       phase 4:NET and 8:SWT, Start of Yellow, Master Int	30.5%         30.5%         26.7%         26.7%         42.9%           26.0         26.0         26.0         22.0         22.0         38.0           4.0         4.0         4.0         4.0         4.0         5.0           2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0           0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         7.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0           None         None         None         None         C-Min           25.8         25.8         19.8         19.8         40.3           0.25         0.25         0.19         0.19         0.38           0.92         0.93         0.46         0.54         0.78         0.44           0.0         0.0         0.0         <	30.5%         30.5%         26.7%         26.7%         42.9%           26.0         26.0         26.0         22.0         22.0         38.0           4.0         4.0         4.0         4.0         4.0         5.0           2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0           None         None         None         None         C-Min           25.8         25.8         25.8         19.8         19.8         40.3           0.25         0.25         0.19         0.19         0.38         0.92           0.92         0.93         0.46         0.54         0.78         0.87           68.5         68.8         33.7         44.4         56.0         36.4           0.0         0.0         0.0         0.0         66.4         0.64.4           E         C         D         E         D         D           68.5	30.5%       30.5%       26.7%       26.7%       42.9%         26.0       26.0       26.0       22.0       22.0       38.0         4.0       4.0       4.0       4.0       4.0       5.0         2.0       2.0       2.0       2.0       2.0       2.0         0.0       0.0       0.0       0.0       0.0       0.0         6.0       6.0       6.0       6.0       6.0       7.0         4.0       4.0       4.0       4.0       4.0       4.0         None       None       None       None       C-Min         25.8       25.8       19.8       19.8       40.3         0.25       0.25       0.19       0.19       0.38         0.92       0.93       0.46       0.54       0.78       0.87         68.5       68.8       33.7       44.4       56.0       36.4         0.0       0.0       0.0       0.0       0.0       60.0         68.5       68.8       33.7       44.4       56.0       36.4         E       D       D       D       D       0          51.3       36.4	30.5%         30.5%         26.7%         26.7%         42.9%         42.9%           26.0         26.0         26.0         22.0         22.0         38.0         38.0           4.0         4.0         4.0         4.0         4.0         5.0         5.0           2.0         2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         6.0         6.0         7.0         7.0           4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0           None         None         None         None         None         C-Min         C-Min           25.8         25.8         19.8         19.8         40.3         40.3         40.3           0.25         0.25         0.25         0.19         0.19         0.38         0.38         0.38           0.92         0.93         0.46         0.54         0.78         0.87         0.90           68.5         68.8         33.7         44.4         56.0

Mø2	₩ø6	<b>≭</b> Ø4 (R)	ų
32 s	28 s	45 s	
		ØS (R)	ų
		45 s	

# HCM Unsignalized Intersection Capacity Analysis 6: Mount Holly Road

	1	*	1	1	1	ŧ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	7	7	Ť			1	
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	В	Α					
Approach Delay (s)	13.8		0.0	0.0			
Approach LOS	В						
Intersection Summary							
Average Delay			4.8			William 2	
Intersection Capacity Utiliza	tion		27.0%	IC	U Level o	of Service	Α
Analysis Period (min)			15				

	4	1	۲	4	ŧ	J.	•	*	4	4	*	t
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	éÎ	7	ሻ	Þ			***			ተተተ	
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		ALCOND.
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		0.965							
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				N. S. S. S.			A CARLEY (D	100
Satd. Flow (perm)	1681	1731	1583	1770	1798	0	0	5085	0	0	5085	0
Right Turn on Red	1995.978	Section 1	Yes	A SAME		Yes		12:00	Yes	1745-1124	Sec. Sec.	Yes
Satd. Flow (RTOR)			*28		*5							
Link Speed (mph)		40	an Flam		40			50			50	
Link Distance (ft)		702	essering within		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%	200	100		,			1001		Ű	TICE	
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)	Lon	12	ingit	Lon	12	rugin	Lon	0	rugite	Lon	0	rugitt
Link Offset(ft)		0			0			Ő			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10						10			10	
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	nu vi	9	15		9	15		9	15	1100	9
Number of Detectors	1	1	1	1	1	1		0		10	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	CI+Ex	CI+Ex	CI+Ex	Cl+Ex			CI+Ex			CI+Ex	
Detector 1 Channel	OHEA	OTTER	OTTER	OTTER	OTTER			OTTER			OTTEX	
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	i onn	6	6			4			8	
Permitted Phases	Research R.	-	2	THEAD	Section 1			avolateo			6310310 10	
Detector Phase	2	2	2	6	6			4			8	
Switch Phase		-	-	U.S.	U.C.M.			- 			0	
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		(internet)	40.0	
the second se				A Market Market Advector								
Total Split (s)	32.0	32.0	32.0	28.0	28.0	and a second second		40.0		a consection of the section of the	40.0	

19114 - Dollar General & Self Storage 12:00 pm 09/23/2019 Baseline CRC

Synchro 9 Report Page 1

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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%		Charles -	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		Sec. Sec.	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	Е	С	D	D			С			С	
Approach Delay		52.3			46.7			30.5			30.6	
Approach LOS		D			D			С			С	
Intersection Summary												
Area Type:	Other	194.615						and diseases		1.18		
Cycle Length: 100												
Actuated Cycle Length: 10												
Offset: 0 (0%), Referenced	to phase 4	NET and	8:SWT, 8	Start of Ye	ellow, Mas	ter Interse	ection					
Natural Cycle: 80	A Sala											
Control Type: Actuated-Co	oordinated											
Maximum v/c Ratio: 0.87												
Intersection Signal Delay:					ntersection							
Intersection Capacity Utiliz	ation 71.8%	1000		10	CU Level o	f Service	С					
Analysis Period (min) 15												
* User Entered Value												

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

<b>№</b> Ø2	Ø6	<b>≯</b> Ø4 (R)	U.S.
32 s	28 s	40 s	
		Ø8 (R)	
		40 s	

# HCM Unsignalized Intersection Capacity Analysis 6: Mount Holly Road

	1	*	1	1	5	ŧ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	5	*	<b>↑</b>			Ť	
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)							1. 在外的公司的基本的公式的特别的。 第1日前,19日前,19日前,19日前,19日前,19日前,19日前,19日前,1
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	В	А					
Approach Delay (s)	13.2		0.0	0.0			
Approach LOS	В						
Intersection Summary							
Average Delay			5.2				
	tersection Capacity Utilization		25.1%	IC	U Level of	of Service	A
Analysis Period (min)			15				

	*	1	۲	4	ţ	J.	*	*	4	4	×	t
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	÷,	7	ሻ	Þ			***			***	
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	10000000000000000000000000000000000000	0	0	2017 IL 12 20 20 20 20 20 20 20 20 20 20 20 20 20	0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			40		In the reaction	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	and the second of		0.850	011-0200-0205-9	0.981	00012-002-02-00		1110341454-4		111.2.2.1		
Flt Protected	0.950	0.974	and the second	0.950	(c) (c) (c)							N'SSIGE I
Satd. Flow (prot)	1681	1724	1583	1770	1827	0	0	5085	0	0	5085	0
Flt Permitted	0.950	0.974	1000	0.950	TOLY	<b>MARKAN</b>	STATES.	0000	R.C. B.C. P.C.	1001306070	0000	E-mail
Satd. Flow (perm)	1681	1724	1583	1770	1827	0	0	5085	0	0	5085	0
Right Turn on Red	1001	1724	Yes	1110	1021	Yes	U.S.	5005	Yes	U.C.	5005	Yes
Satd. Flow (RTOR)			*22		*1	163			165			165
Link Speed (mph)		40	22		40			50			50	
Link Distance (ft)		702			525			951			757	
Travel Time (s)		12.0			8.9							1.01598.04
And the state of t	0.00		0.65	0.00		0.01	0.00	13.0	0.00	0.00	10.3	0.00
Peak Hour Factor	0.83	0.86		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%	101	400	100	074			1700			170.4	
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	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
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	Sec. 5	5-55			- 100 L			Slightley	
Detector Phase	2	2	2	6	6			4			8	
Switch Phase	1. T. 19.	0.38603		and the	, in the second s			AL 190				
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	7.745 MSR		45.0	
	1 1.0	11.0	14.0	14.0	0.71			10.0			10.0	

19114 - Dollar General & Self Storage 12:00 pm 09/23/2019 Baseline CRC

Synchro 9 Report Page 1

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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%	Sales and		42.9%	1000		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	Sec.
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	Е	С	D	E			D			D	
Approach Delay		63.8			51.6			38.3			41.4	
Approach LOS		Е			D			D			D	
Intersection Summary												
Area Type:	Other								PP NW			
Cycle Length: 105												
Actuated Cycle Length: 10												
Offset: 0 (0%), Referenced	d to phase 4:	NET and	8:SWT, 5	Start of Ye	ellow, Mas	ter Interse	ection					
Natural Cycle: 90												
Control Type: Actuated-Co	oordinated											
Maximum v/c Ratio: 0.94												
Intersection Signal Delay:					ntersection							
Intersection Capacity Utiliz	ation 78.7%			IC	CU Level o	f Service	D					
Analysis Period (min) 15												
* User Entered Value												

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

M @2	Ø6	≠Ø4(R)	
32 s	28 s	45 s	
		🖌 ØS (R)	
		45 s	

	4	*	1	1	1	+	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	1			1	
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) Pedestrians	209	12	203	0	0	213	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)			6126987				
Median type			None			None	
Median storage veh)							
Upstream signal (ft)			525				
pX, platoon unblocked		000			000		
vC, conflicting volume	416	203			203		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	440	000			000		
vCu, unblocked vol	416	203			203		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	0.5	0.0			0.0		
tF (s)	3.5 65	3.3 99			2.2		
p0 queue free %		838			100		
cM capacity (veh/h)	593		al bierente total orton		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	В	A					
Approach Delay (s)	14.1		0.0	0.0			
Approach LOS	В						
Intersection Summary							
Average Delay Intersection Capacity Utilizat Analysis Period (min)	tion		4.9 27.4% 15	IC	U Level o	of Service	A

	4	Ť	۲	4	ŧ	J.	•	*	4	¥	*	t
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	éÎ.	7	ሻ	Þ			***			***	
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
Frt	1		0.850		0.965					and the state		0.000000000
Flt Protected	0.950	0.978	Rieser MA	0.950		出版了的资料						
Satd. Flow (prot)	1681	1731	1583	1770	1798	0	0	5085	0	0	5085	0
Flt Permitted	0.950	0.978	Desiration of	0.950	en antipation			INVACUA	EV. SSE	1010013	Walter of	and the second
Satd. Flow (perm)	1681	1731	1583	1770	1798	0	0	5085	0	0	5085	0
Right Turn on Red	1001	HER STREET	Yes		distant de	Yes	A REAL		Yes	CALIFICATI		Yes
Satd. Flow (RTOR)			*28		*5							
Link Speed (mph)		40	1000123		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	0.02
Shared Lane Traffic (%)	31%	210	TUL	100	100	00	U	TTEE	U.S.	A D STOR	1401	
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)	Lon	12	rugin	Lon	12	rugin	Lon	0	rugni	Lon	0	rugin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	10.12.101
Two way Left Turn Lane		10			10			10			10	
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)	1.00	1.00	9	1.00	1.00	9	1.00	1.00	9	1.00	1.00	1.00
Number of Detectors	10	1	1	1	1	3	15	0	9	15	0	3
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	40	40	Hight 40	40	40			0			0	
	-10	-10	-10	-10	-10			0			0	
Trailing Detector (ft) 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	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel	OI+EX	CITEX	OFEX	CITEX	UITEX			UI+LX			CITEX	
	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0 0.0			0.0 0.0	
Detector 1 Queue (s)	0.0 0.0	0.0	0.0 0.0	0.0 0.0	0.0 0.0			0.0			0.0	
Detector 1 Delay (s)		0.0	Perm								NA	
Turn Type Protected Phases	Split	NA	Feim	Split	NA			NA				
	2	2	0	6	6			4			8	
Permitted Phases	•	0	2	6	0			4			0	
Detector Phase	2	2	2	6	6			4			8	
Switch Phase		0.0		0.0	0.0			00.0			00.0	
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	

19114 - Dollar General & Self Storage 12:00 pm 09/23/2019 Baseline CRC

Synchro 9 Report Page 1

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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	Е	E	С	D	D			С			С	
Approach Delay		53.0			47.1			31.3			31.4	
Approach LOS		D			D			С			С	
Intersection Summary												1.57
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 1			1. (1 <sup>11</sup> -1)			1.	1.					
Offset: 0 (0%), Reference	ed to phase 4:	NET and	8:SWT, 8	Start of Ye	ellow, Mas	ter Inters	ection					
Natural Cycle: 80												
Control Type: Actuated-C	oordinated											
Maximum v/c Ratio: 0.88						1 Sec.						
Intersection Signal Delay:					ntersection							
Intersection Capacity Utili	ization 72.4%			10	CU Level c	of Service	С					
Analysis Period (min) 15												
* User Entered Value												
Splits and Phases: 3: F	Route 130 & N	Nount Hol	lv Road									

M @2	Ø6	<b>≯</b> Ø4(R)	
32 s	28 s	40 s	
		₩ <sub>Ø8 (R)</sub>	
		40 s	The second se

	•	*	1	1	1	÷.	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	٢	7	<b>↑</b>			<b>↑</b>	
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		and the second			E TRACE		
vC2, stage 2 conf vol							
vCu, unblocked vol	366	153			153		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)		San San			1238514		
tF (s)	3.5	3.3			2.2		
p0 queue free %	65	98			100		
cM capacity (veh/h)	634	893			1428		
			NB 1	SB 1			
Direction, Lane # Volume Total	WB 1	WB 2			15.00		
	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	В	A					
Approach Delay (s)	13.4		0.0	0.0			
Approach LOS	В						
Intersection Summary							
Average Delay	C SALES		5.3	10		4 Comiles	
Intersection Capacity Utilization Analysis Period (min)	<b>)</b> (1965) 1975 - 1960 (19		25.4% 15	IC	U Level (	of Service	A

	2	1	۲	4	ŧ	k	*	*	4	4	*	t
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ή	ę.	7	ሻ	Þ			***			<u> </u>	
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	1000	0	150	1000	0	0	1000	0	0	1000	0
Storage Lanes	i i		Ť	1		Ő	0		0	0		0
Taper Length (ft)	25		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40		KIS WITT MARKE	25		Contrast in	25		J
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		0.982	11-10-11-2000	.,	0.01			0.01	1.00
Flt Protected	0.950	0.975	0.000	0.950	UIUUE							001740159
Satd. Flow (prot)	1681	1725	1583	1770	1829	0	0	5085	0	0	5085	0
Flt Permitted	0.950	0.975	1000	0.950	1020			0000		Sections.	5005	and the second
Satd. Flow (perm)	1681	1725	1583	1770	1829	0	0	5085	0	0	5085	0
Right Turn on Red	1001	1725	Yes	1110	1025	Yes	U.S.	5005	Yes	CENTRA AND	5005	Yes
Satd. Flow (RTOR)			*22		*1	165			163			165
Link Speed (mph)		40	22		40			50			50	
Link Distance (ft)		702										
Travel Time (s)					525			439			757	
Care and a second s	0.00	12.0	0.05	0.00	8.9	0.01	0.00	6.0	0.00	0.00	10.3	0.00
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%	101	100	107	070			1700				
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	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
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	- Constant Office	6	6			4			8	
Permitted Phases	Segural V	10.00	2		122.004			N. S. M.			1	
Detector Phase	2	2	2	6	6			4			8	
Switch Phase	in an El	NUT WERE	and a Ma					in and				
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	
	02.0	02.0	02.0	20.0	20.0	_		40.0			40.0	

19114 - Dollar General & Self Storage 12:00 pm 09/23/2019 Baseline CRC

Synchro 9 Report Page 1

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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%		1.5.5	42.9%	( second	and the second	42.9%	120.5
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	Е	С	D	Е			D			D	
Approach Delay		64.8			51.7			38.4			41.6	
Approach LOS		Е			D			D			D	
Intersection Summary						1 Marchel	A.S. S.			aller aller		
Area Type:	Other	1.20					Sec.				1. A. S. V.	
Cycle Length: 105												
Actuated Cycle Length: 10				Not in	19 M 1.2	" sal						
Offset: 0 (0%), Reference	d to phase 4:	NET and	8:SWT, 5	Start of Ye	ellow, Mas	ter Interse	ection					
Natural Cycle: 90												
Control Type: Actuated-Co	pordinated											
Maximum v/c Ratio: 0.95						14 M						
Intersection Signal Delay:					tersection							
Intersection Capacity Utiliz	zation 78.9%			10	CU Level o	f Service	D					
Analysis Period (min) 15 * User Entered Value												
User Entered value												

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

M @2	<b>₩</b> Ø6	≠Ø4(R)	
32 s	28 s	45 s	
		Ø8 (R)	
		45 s	

Intersection Int Delay, s/veh	5.4										10.00	and have been also		and the second second	
•		_													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
ane Configurations		4		ሻ	ĥ			֔			Þ				
Fraffic 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			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized			None			None			None			None			
Storage Length			-	0	-	-	-	•	-		-	-			
eh in Median Storag	e,# -	0	- 1. C		0	- 11 C	16.00	0			0				
Grade, %	-	0	-	-	0	-	-	0	-	•	0				
Peak Hour Factor	92	92	92	88	92	83	92	87	92	92	94	92			
leavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2			
Nvmt Flow	1	0	4	209	1	12	2	203	0	0	213	1			
Major/Minor	Minor2			Minor1	50		Major1	in the	N IN	Najor2			10-10-23		
Conflicting Flow All	428	421	214	423	421	203	214	0		najorz		0		110	
Stage 1	214	214	214	207	207	200	214	U C			1000	U			
Stage 2	214	214		207	207	1000 15	Menual X-	-	1000	i deveni i	nte 👘	6. (19) ( <del>*</del> 17.)			
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12		-		1. 200				
Critical Hdwy Stg 1	6.12	5.52	0.22	6.12	5.52	0.22	4.12	1	01 000 <del>-</del> 30		1	6 S 17 0 3			
and and the literal distribution in the desired as a first second on the literature of the literature	6.12	5.52	. 15.	6.12	5.52	o lu	-			-					
Critical Hdwy Stg 2			-			0.010	0.010				1051	64			
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		5 F	*	0	0					
latoon blocked, %							1050	-			-	-			
Nov Cap-1 Maneuver	528	523	826	537	523	838	1356			•					
Nov Cap-2 Maneuver	528	523	-	537	523	-	-		-	-	-	•			
Stage 1	786	725	() ÷	793	730	-		1							
Stage 2	774	730		782	725	-	-	•	-	-	-	-			
pproach	EB			WB			NB			SB					
ICM Control Delay, s	9.9			15.5			0.1			0					
ICM LOS	A			С											
/linor Lane/Major Mvn	nt	NBL	NBT	FBI n1	WBLn1V	VBI n2	SBT	SBR							
Capacity (veh/h)		1356	1.01	742	537	798	001	ODIT						1.16.19	
CM Lane V/C Ratio					0.389		984V8-								
		0.002	-												
CM Control Delay (s)	- NOW	7.7	0	9.9	15.9	9.6	2 10 162								
ICM Lane LOS	e dan Disante	A	A	A	C	A	-								
HCM 95th %tile Q(veh	)	0	100	0	1.8	0.1	and the								

	the second second	the set over the set		autowara -		
Intersection	-				90 - 9 <u>1</u>	
Int Delay, s/veh	0					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	4	7		<b>*††</b>	朴朴	
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,			1000	0	0	-
Grade, %	0	-	in an	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
Concerning and the second s	Ainor2		Major1		Major2	
Conflicting Flow All		1184	•	0	-	0
Stage 1		1997 <del>-</del> 1	-		-	
Stage 2	-	-	-	•	-	-
Critical Hdwy	-	7.14			-	
Critical Hdwy Stg 1	-	-	-	•	•	-
Critical Hdwy Stg 2		S	-			1.45
Follow-up Hdwy	-	3.92	-			•
Pot Cap-1 Maneuver	0	156	0			Will Asy
Stage 1	0	-	0	•	-	
Stage 2	0	181 (S=	0	•	-	-1
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	÷.	156	6		1 1 1 1 1	
Mov Cap-2 Maneuver		-	-	•		-
Stage 1	1. A.	NY ST	100	2		1.
Stage 2				-		
Approach	SE		NE		SW	
HCM Control Delay, s	28.9		0		0	
HCM LOS	D					
Party and the state of the stat						
		NET S	SELn1	SWT	SWR	
Minor Lane/Major Mvmt	t .	NET S	and source testands	SWT	SWR	
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	:	1	156	SWT -	SWR -	
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		1	156 0.035	SWT - -	SWR - -	
Minor Lane/Major Mvmt Capacity (veh/h)		1	156	<u>SWT</u> - - -	SWR - - -	

	4	Ť	۲	4	ŧ	J.	*	*	4	4	*	t
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ካ	et.	1	ሻ	Þ			***			***	
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	1.1.7.7.7.1.1.1	0	150	0.000.000	0	0	100.000	0	0		0
Storage Lanes	1		1	1		0	0		0	Ő		Ő
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	0.00	0.00	0.850	1.00	0.965		1.00	0.01	1.00	1.00	0.01	1.00
Flt Protected	0.950	0.978	0.000	0.950	0.000							
Satd. Flow (prot)	1681	1731	1583	1770	1798	0	0	5085	0	0	5085	0
Flt Permitted	0.950	0.978	1000	0.950	WE WOOD	n an cuin	in children	0000	In the second	NU AND	0000	
Satd. Flow (perm)	1681	1731	1583	1770	1798	0	0	5085	0	0	5085	0
Right Turn on Red	1001	1701	Yes	1110	1750	Yes	U.S.	5005	Yes	STORE AND IN	5005	Yes
Satd. Flow (RTOR)			*28		*5	103			163			165
Link Speed (mph)		40	20		40			50			50	
Link Distance (ft)		702			525			379			757	
Travel Time (s)		12.0			8.9	10/5828190		5.2				
A REAL PROPERTY AND ADDRESS OF A DESCRIPTION OF A DESCRIP	0.00		0.04	0.74		0.75	0.00		0.00	0.00	10.3	0.00
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%	004	100	000	0.40	•	•	1100	•	0	1100	
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	1.00											
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	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
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	N. N.	NO LANG	NE DEM	1				578.9759			, Verila	
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	

19114 - Dollar General & Self Storage 12:00 am 09/23/2019 Baseline CRC

Synchro 9 Report Page 1

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWF
Total Split (%)	32.0%	32.0%	32.0%	28.0%	28.0%		1. 1.	40.0%	W WARE		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	С	D	D			С			С	
Approach Delay		53.5			47.2			31.4			31.6	
Approach LOS		D			D			С			С	
Intersection Summary								in the second	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			
Area Type: Cycle Length: 100 Actuated Cycle Length: 10 Offset: 0 (0%), Reference		NET and	8:SWT, 5	Start of Ye	ellow, Mas	ter Interse	ection					
Natural Cycle: 80												
Control Type: Actuated-Co	oordinated											
Maximum v/c Ratio: 0.88												
Intersection Signal Delay:	37.9			Ir	tersection	LOS: D						
Intersection Capacity Utiliz	zation 72.6%			10	CU Level o	f Service	С					
Analysis Period (min) 15												
* User Entered Value												
Splits and Phases: 3: R	oute 130 & N	/lount Hol	ly Road									

	≠ø4(R)	₩Ø6	M @2
	40 s	28 s	32 s
Ų	ØS (R)		
0X020	Ø8 (R) 40 s		

Intersection							- 1		an Albanda	1944 Cart				
Intersection Int Delay, s/veh	5.8		di serie di sel		d Second Ca	a shere								1.11.12
		CDT	EDD		MOT			NIDT		001	ODT	000		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	$q = -m_{\rm eff} + m_{\rm eff} +$	
Lane Configurations	1	4	The second	٦	ĥ	10	•	<del>أ</del> ب			Ĵ₽ ↓	ASSESSION OF TAXAB		
Traffic Vol, veh/h	Constant.	0	4	181	1	10	2	130	0	0	166	Section 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		
Sign Control	Stop	Stop	Stop	Stop		Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	- 10 A A A A	19.00.00	None	1.494		None	the set	•	None	1.17		None		
Storage Length			- Tricentificty	0	-	minista com	- deservation	notatero		-	- Sentregi	-		
Veh in Median Storag	e,# -	0	1999 - P.		0	201	0.002	0	1. (n. 19	11.92	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		٨	lajor2	5			
Conflicting Flow All	380	371	214	373	371	153	214	0	-	-	-	0		
Stage 1	214	214		157	157	100	2225010		1990	the fields	Network)	NAME OF		
Stage 2	166	157	-	216	214	-	CHOOLON'S	eellinoons	-			-		
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	10000-53	a anna	10. 20		1992		
Critical Hdwy Stg 1	6.12	5.52	0.22	6.12	5.52	0.22	7.12	1000000	10001600	P=10/150	1.000			
Critical Hdwy Stg 2	6.12	5.52		6.12	5.52		- 2		an in the	1.51	1			
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	CURINCE!	100 200			5		
Pot Cap-1 Maneuver	578	559	826	584	559	893	1356	1.1	0	0		100 326-		
Stage 1	788	725	020	845	768	030	1550	10 12	0	0	-			
Stage 2	836	768		786	725		n - Sa		0	0				
Platoon blocked, %	000	700		100	125	-	-		0	U		-		
and the same of a street of the	FCC	FEO	000	500	FEO	000	1050	an Ve				1		
Mov Cap-1 Maneuver		558	826	580	558	893	1356							
Mov Cap-2 Maneuver	566	558	intra	580	558	( note		-	0.00	-	-			
Stage 1	786	725	- (E) - B	843	766	Care S				-	10	1. 44		
Stage 2	818	766		782	725	-	-	•	-		- de da	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, s	9.8	New York		14.6			0.1			0	229-277			
HCM LOS	А			В										
Minor Lane/Major Mvr	nt	NBL	NPT		WBLn1V	VBI n2	SBT	SBR						
	ut		NDI				SDI	JON						
Capacity (veh/h)		1356		756	580	860	SICS No.	1000						
HCM Lane V/C Ratio		0.002			0.385	0.02	-							
HCM Control Delay (s	)	7.7	0	9.8	15	9.3	Sec. S	10.05						
HCM Lane LOS		A	A	Α	С	Α	-	•						
HCM 95th %tile Q(veh	)	0		0	1.8	0.1		TV/ F						

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		7			朴朴	
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	0.0021
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 N	Ainor2	Ν	Major1		Major2	
Conflicting Flow All	-	974	-	0	-	0
Stage 1	10112	-	24. T 2		a an an	1
Stage 2	-	-	a.2980.996	ICROBINATED	CS SPIRE	1275.000 October 1
Critical Hdwy	102.024	7.14	nderta	autor <u>a</u>	analan a	10%020
Critical Hdwy Stg 1	-	-	-		5741827890	- 
Critical Hdwy Stg 2		1	157.5	01.12	1979.8	1440723
Follow-up Hdwy		3.92	-	-		-
Pot Cap-1 Maneuver	0	216	0	111272	1.11	1
Stage 1	0		0			
Stage 2	0	1	0	in the second	condita	-
Platoon blocked, %	0		U	1000		0101050
Nov Cap-1 Maneuver	1.54	216	4	12 I.		
Nov Cap-2 Maneuver		210			2015 - 11 <u>7</u> -	0000
Stage 1	1000		90.48	thue was	Net rie.	115824
Stage 2		0.000 - 2	20-11-1	1		1. 1. 1. 1. 1.
Slaye 2		100 1.5	With Series	- 8529/900	- Byzaładi	19486
Approach	SE		NE		SW	
HCM Control Delay, s			0		0	
HCM LOS	С					
Minor Lane/Major Mvmt		NET S	SELn1	SWT	SWR	
Capacity (veh/h)			216		-	
HCM Lane V/C Ratio			0.025	ACTENENS -	40-11-0-0-0-0-	
HCM Control Delay (s)		12.22	22.1	Station of		
HCM Lane LOS		HENRY W SAM	C	1960 A 196	1000320	
HCM 95th %tile Q(veh)			0.1			