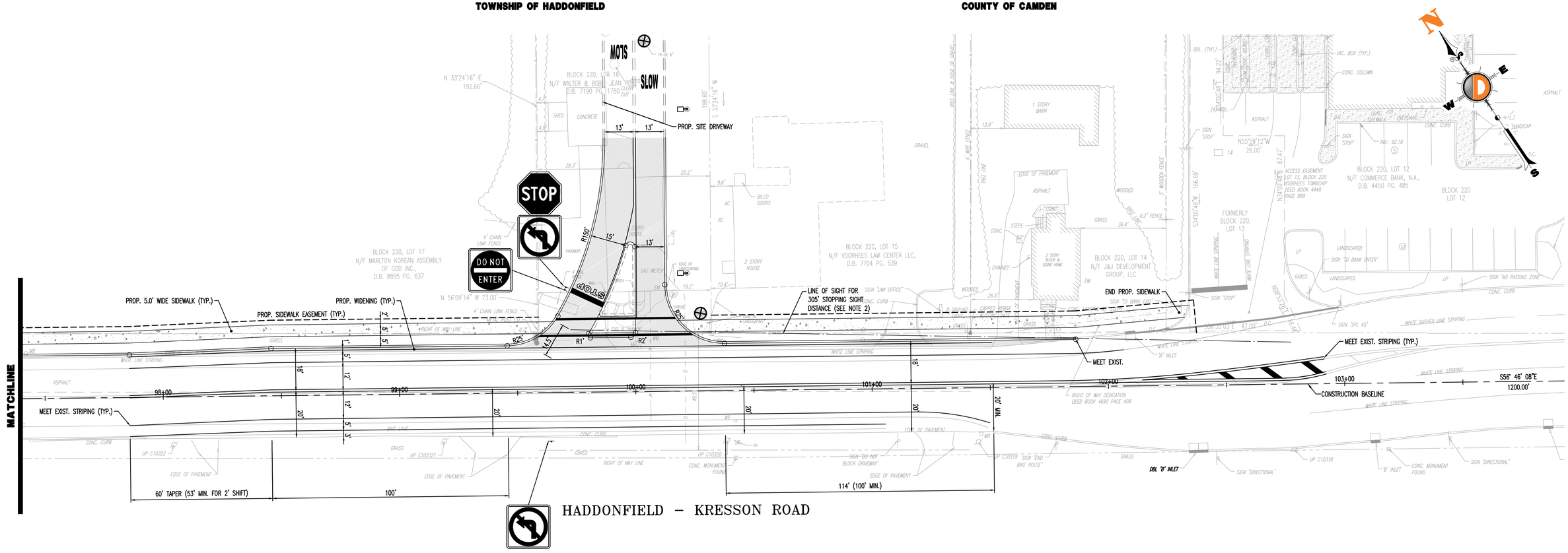
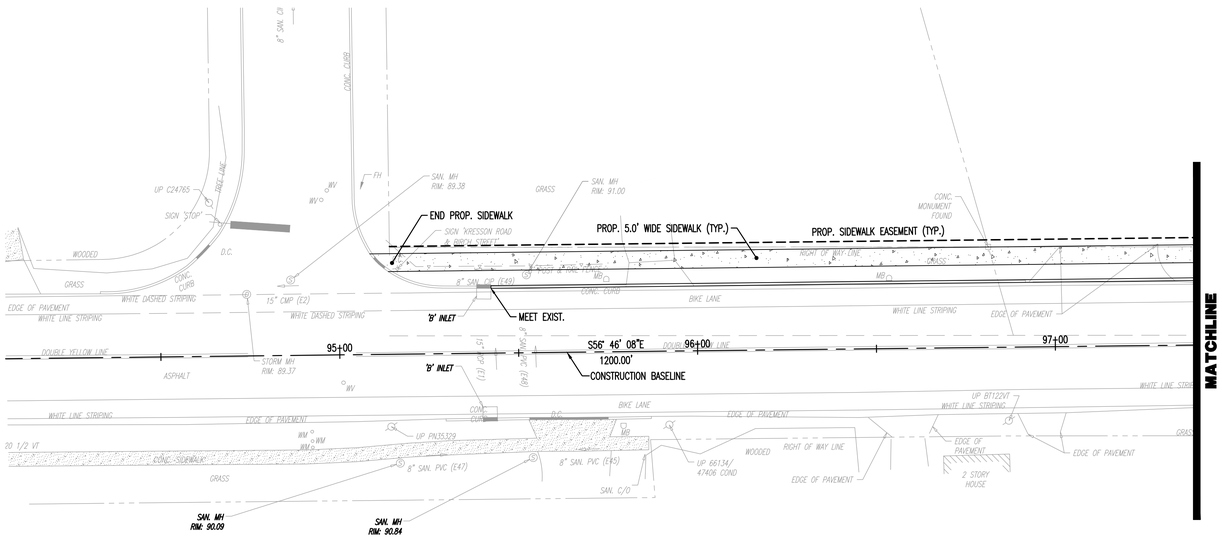
TOWNSHIP OF HADDONFIELD

COUNTY OF CAMDEN





GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:

   SITE PLAN: PRELIMINARY AND FINAL SITE PLAN FOR VOORHEES ROUTE 73 DEVELOPMENT GROUP, LLC
   PROPOSED WAWA FOOD MARKET & FUELING STATION
   BLOCK 36, LOT 11 & BLOCK 220, LOTS 9 & 16;
   TAX MAP SHEETS #6.01 DATED 12/19/2014 & #26.03 DATED 10/01/2006
   NJSH ROUTE 73 AND KRESSON ROAD (CR 671)
   TOWNSHIP OF EVESHAM 08053 & TOWNSHIP OF VOORHEES 08043
   BURLINGTON COUNTY & CAMDEN COUNTY, NEW JERSEY
   PREPARED BY: DYNAMIC ENGINEERING
   REVISED: 08/03/2020

   SURVEY: ATLA/NSPS LAND TITLE SURVEY FOR VOORHEES KRESSON, LLC
   BLOCK 220; LOTS 9 & 16; TOWNSHIP OF VOORHEES; CAMDEN COUNTY, NEW JERSEY
   BLOCK 36; LOT 11; TOWNSHIP OF EVESHAM; BURLINGTON COUNTY, NEW JERSEY
   PREPARED BY: MASER CONSULTING
   DATED: 02/25/2019

2. EXISTING SPEED LIMIT: 45 MPH
   PROPOSED SPEED LIMIT: 35 MPH
   REQUIRED STOPPING SIGHT DISTANCE = 305' (DESIGN SPEED = 40 MPH)

GRAPHIC SCALE

-20 0 10 20 40 80

(IN FEET)
1 INCH = 20 FT.

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

REV	DATE	COMMENTS	BY

811 Know what's below. Call before you dig.
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www.dynamictraffic.com

NICK VERDERESE
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 38991

VOORHEES ROUTE 73 DEVELOPMENT GROUP, LLC

CONCEPT 'A'
DRIVEWAY ACCESS AND BYPASS LANE PLAN
HADDONFIELD - KRESSON ROAD
HADDONFIELD TOWNSHIP, CAMDEN COUNTY, NEW JERSEY

SCALE:	DRAWN BY:	DESIGNED BY:	CHECKED BY:
1"=20'	PCP	PCP	ADJ

PROJECT NUMBER:	DATE:	REV. #:
0744-99-0101	06/24/2021	0

SHEET NUMBER: 1 OF 1

Plotted: 06/24/21 - 11:07 AM, By: ppark, - Product Ver: 24.0a (LMS Tech)
File: T:\TRAFFIC PROJECTS\0744 J&J Development\12-0101 Evesham-Voorhees\Dwg\Concept_Exhibits\By-Pass Lane Concept\0744120100ConceptA0.dwg, ---> CONCEPT 'A'

TRAFFIC STUDY FOR MAJOR ACCESS APPLICATION WITH PLANNING REVIEW

For

Proposed Wawa Food Market and Fueling Station

Property Located at:

Township of Evesham, Burlington County, NJ
Block 36 – Lot 11

Township of Voorhees, Camden County, NJ
Block 220 – Lots 9 & 16

Prepared by:

DYNAMIC TRAFFIC

1904 Main Street
Lake Como, NJ 07719

245 Main Street, Suite #110
Chester, NJ 07930

(732) 681-0760

Nick Verderese, PE
NJ PE License #38991

Patrick Downey, PE
NJ PE License #55686

June 22, 2021

0744-12-010T

MJB

INTRODUCTION

It is proposed to construct a 5,051 SF Wawa Food Market & Fueling Station (The Project), in the Township of Evesham, Burlington County and the Township of Voorhees, Camden County, New Jersey. The site is located along Route 73 southbound with an additional driveway extending to Kresson Road (CR 671) and is designated as Block 36 – Lot 11 on the Evesham Township Tax Maps and Block 220 – Lots 9 & 16 on the Voorhees Township Tax Maps. The property is currently developed with a single-family dwelling fronting Kresson Road and undeveloped along Route 73. It is proposed to raze the existing site and construct a 5,051 SF Wawa Food Market & Fueling Station. Access to the site is proposed via a new right turn in/right turn out driveway along Route 73 southbound and a new left turn in/right turn in/right turn out driveway along Kresson Road. Left turns out of the Kresson Road driveway will be prohibited.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data collected by Maser Consulting and Dolan & Dean via manual turning movement (MTM) counts during the weekday AM, weekday PM, and Saturday midday peak periods at the following intersections was utilized:
    - Route 73 & Kresson Road (CR 671)/Braddock Mill Road
    - Kresson Road (CR 671) & Kresson Gibbsboro Road (CR 685)
    - Kresson Road (CR 671) & Proposed Site Driveway
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the New Jersey Department of Transportation.
- Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution. The directional distribution for the Project was developed using a gravity model prepared for the anticipated three-mile retail market area.
- Passby trip assignments were prepared based upon the prevailing traffic flow on the adjacent roadway system in accordance with the methodologies defined by the Institute of Transportation Engineers in the publication *Trip Generation Handbook*, *3rd Edition.*
- Capacity analyses were conducted for No Build and Build conditions for the study intersections.
- The results of the No Build and Build analyses were compared to the NJDOT levels of service standards as defined in NJAC 16:47 Appendix F-1.8. Where violations of levels of service standards are noted, appropriate mitigation was identified and new analyses prepared.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

NJ Route 73 is an Urban Principal Arterial roadway under NJDOT jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 55 MPH and the roadway provides two travel lanes in each direction. On-street parking is not permitted. Curb is provided along both sides of the roadway and no sidewalk is provided. Route 73 provides a straight horizontal alignment along the site frontage with a curve just south of the intersection with Kresson Road. Route 73 provides a relatively flat vertical alignment. The land uses along Route 73 in the vicinity of The Project are primarily commercial.

Kresson Road (CR 671) is an Urban Minor Arterial roadway under County jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one travel lane in each direction. Note that per direction by Camden County it is proposed to reduce the speed limit along the site frontage to 35 MPH as part of the Project. On-street parking is not permitted. Curb is intermediately provided and sidewalk is generally not provided. Kresson Road provides a straight horizontal alignment along the site frontage and provides a crest vertical curve west of Kresson Gibbsboro Road in the vicinity of the proposed site driveway. The land uses along Kresson Road in the vicinity of The Project are mixed commercial and residential.

Braddock Mill Road is an Urban Local roadway under municipal jurisdiction with a general east/west orientation. The posted speed limit is 40 MPH and the roadway provides one travel lane in each direction. On-street parking is not permitted. Neither curb nor sidewalk are provided along the roadway. Braddock Mill Road provides a straight horizontal alignment and an upgrade approaching Route 73. The land uses along Braddock Mill Road in the vicinity of The Project are primarily residential.

Kresson Gibbsboro Road (CR 685) is an Urban Major Collector roadway under County jurisdiction designated as an east/west roadway. However, in order to avoid confusion with Kresson Road it will be referred to as running north/south hereafter. In the vicinity of the site the posted speed limit is 40 MPH and provides one travel lane in each direction. On-street parking is not permitted. Neither curb nor sidewalk are provided along roadway. Kresson Gibbsboro Road provides a straight horizontal alignment along the site frontage and provides a relatively flat vertical alignment. The land uses along Kresson Gibbsboro Road in the vicinity of The Project are primarily residential.

Existing Traffic Volumes

Due to the COVID-19 pandemic, traffic counts collected at this time may not be an accurate representation of typical traffic conditions. Therefore, a review of historical traffic count data collected in the vicinity of the site was conducted. Specifically, traffic data was from the following three sources

were considered, two of which are previously prepared traffic impact studies for this subject development.

- Peak hour manual turning movement (MTM) traffic counts at the study intersections contained in the *Traffic Impact Study for Tractor Supply Co. and Wawa* prepared by Maser Consulting, dated 10/10/17.

- Peak hour MTM counts along Kresson Road in the vicinity of the proposed site driveway contained in the *Traffic Impact Analysis for Proposed Wawa* prepared by Dolan & Dean, dated 12/10/19.

- Streetlight traffic data representing average conditions during 2019 along the Route 73 and Kresson Road site frontages on a typical weekday and a Saturday.

Table I below summarizes a comparison of the three sets of traffic data during the weekday AM, weekday PM, and Saturday midday peak hours. All traffic counts are contained in Appendix B.

Table I
Traffic Count Comparison

Location	Traffic Counts	AM PSH	PM PSH	SAT PSH
Route 73 *(Southbound)*	2017 Maser[1]	**1,156**	**1,795**	1,426
	2019 Dolan & Dean[2]	-	-	-
	2019 StreetLight	917	1,692	**1,705**
Kresson Road *(Total)*	2017 Maser[1]	729	763	667
	2019 Dolan & Dean	**825**	**845**	681
	2019 StreetLight	630	768	**699**

[1] 2017 data increased by 1.0% per NJDOT Annual Background Growth Rate Table compounded annually for two years.
[2] Traffic volumes along Route 73 not published.

Based on a review of the collected traffic data, it was determined that the most conservative traffic volumes during the weekday AM and PM peak street hours (PSH) were those contained in the Maser report for Route 73 and those contained om the Dolan & Dean report along Kresson Road. Additionally, the Streetlight volumes were found to be the most conservative during the Saturday midday peak street hour along both roadways. As such, those volumes were utilized herein in order provide a conservative analysis.

Note that the traffic volumes were subsequently increased to better represent 2021 "existing conditions" by applying background growth rates of 1.0% per year for Route 73, Kresson Road, and Braddock Mill Road and a growth rate of 2.25% per year for Kresson Gibbsboro Road obtained from the NJDOT Annual Background Growth Rate Table

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the 2023 No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.0% per year for Route 73, Kresson Road, and Braddock Mill Road and a growth rate of 2.25% per year for Kresson Gibbsboro Road.

Through consultation with the Townships of Evesham and Voorhees Planning Board staff, there are no other developments in the vicinity of the site that have been approved but not yet constructed that are identified as significant traffic generators.

Future 2023 No Build traffic volumes were developed by applying the background growth rates noted above for two (2) years to the study area roadways existing traffic volumes. Figure 3, in Appendix A, shows the 2023 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published by the New Jersey Department of Transportation under Land Use Code 960 – Super Convenience Market with Gasoline Pumps.

According to studies conducted by ITE, traffic associated with LUC 960 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the Wawa is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. The NJDOT accepted passby rates of 76% for the AM and PM peak hours and 50% for the weekend peak hours were applied. Table II below details the traffic volumes associated with the subject project taking into account the passby credits.

Table II
Trip Generation Considering Passby Traffic

Trip Type		AM PSH			PM PSH			SAT PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
5,051 SF Wawa	Total	210	210	420	175	175	350	161	161	322
	Passby	160	159	319	133	133	266	81	80	161
	New (Primary)	**50**	**51**	**101**	**42**	**42**	**84**	**80**	**81**	**161**

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The Wawa site traffic distribution is based upon a detailed gravity model prepared for a 3-mile radius. In preparing the direction distributions, the location of primary arterial highways, major signalized intersections, adjacent shopping areas and existing travel patterns on the roadways adjacent to The Project were reviewed to establish the travel routes. A detailed breakdown

of the trip distribution is contained within the *Traffic Impact Study Area Determination*, located in Section E of the Appendix. The site-generated traffic was then applied to the adjacent roadway system as shown on figures 4-8 in Appendix A. The total Site generated trips were surcharged onto the No Build Traffic Volumes to generate the Build Traffic Volumes shown in Figure 9.

ANALYSES

Capacity Analyses

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a "qualitative" evaluation of capacity based upon certain "quantitative" calculations related to empirical values, such as traffic volume and intersection control.

At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table III describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table IV describes the level of service ranges for unsignalized (stop controlled) intersections.

Table III
Level of Service Criteria
for Signalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

Table IV
Level of Service Criteria
for Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	greater than 50.0

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements. This may not be the case if an adjacent traffic signal is present that platoons vehicles, such as the signalized intersection of Route 73 and Kresson Road/Braddock Mill Road which provides additional gaps for traffic from Kresson Gibbsboro Road and the site driveway to exit onto Kresson Road.

All capacity analyses were performed utilizing Synchro 11. All capacity analysis calculation worksheets are contained in Appendix D.

Capacity Analysis Findings

The following discussions pertain to levels of service, levels of delay and volume to capacity ratios at each of the study locations. Listed below is a summary of the findings for each location. Note that all capacity analyses worksheets are contained in Section D of the Appendix.

The site driveway is proposed to intersect Route 73 to form an unsignalized T-intersection with the eastbound approach of the site driveway operating under stop control. The southbound approach of Route 73 is proposed to provide two dedicated through lanes and a shared through/right turn lane. The eastbound approach of the site driveway is proposed to provide a right turn lane. The following tables summarize the morning, evening and Saturday peak hour levels of service.

Table V
Route 73 and Site Driveway
NJDOT LOS Violation Criteria Review
Morning Peak Hour

Movement		Allowable Delay (v/c)	Build			Violation
			LOS	Delay	V/C	
EB	Right	49.9	C	23.1	0.44	No

Table VI
Route 73 and Site Driveway
NJDOT LOS Violation Criteria Review
Evening Peak Hour

Movement		Allowable Delay (v/c)	Build			Violation
			LOS	Delay	V/C	
EB	Right	49.9	E	41	0.58	No

Table VII
Route 73 and Site Driveway
NJDOT LOS Violation Criteria Review
Saturday Peak Hour

Movement		Allowable Delay (v/c)	Build			Violation
			LOS	Delay	V/C	
EB	Right	49.9	D	30.1	0.41	No

The site driveway is proposed to intersect Kresson Road to form an unsignalized T-intersection with the southbound approach of the site driveway operating under stop control. The eastbound approach of Kresson Road is proposed to provide a shared left turn/through lane. The westbound approach of Kresson Road is proposed to provide a shared through/right turn lane. The southbound approach of the site driveway is proposed to provide a right turn lane. The following tables summarize the morning, evening and Saturday peak hour levels of service.

Table VIII
Kresson Road (CR 671) and Site Driveway
NJDOT LOS Violation Criteria Review
Morning Peak Hour

Movement		Allowable Delay (v/c)	Build			Violation
			LOS	Delay	V/C	
EB	Left	49.9	A	8.8	0.05	No
SB	Right	49.9	B	12.8	0.14	No

Table IX
Kresson Road (CR 671) and Site Driveway
NJDOT LOS Violation Criteria Review
Evening Peak Hour

Movement		Allowable Delay (v/c)	Build			Violation
			LOS	Delay	V/C	
EB	Left	49.9	A	8.4	0.04	No
SB	Right	49.9	B	11.4	0.10	No

Table X
Kresson Road (CR 671) and Site Driveway
NJDOT LOS Violation Criteria Review
Saturday Peak Hour

Movement		Allowable Delay (v/c)	Build			Violation
			LOS	Delay	V/C	
EB	Left	49.9	A	8.4	0.05	No
SB	Right	49.9	B	11.7	0.13	No

Additional Intersection Analysis

While there are no off-site intersections that qualify as study locations per the State Highway Access Code, the nearby intersections of Route 73 with Kresson Road/Braddock Mill Road, and Kresson Road with Kresson Gibbsboro Road have been analyzed for reference. Operational conditions were analyzed under the No Build and Build conditions and are summarized in the following table. As shown, both intersections are expected to operate similarly to the No Build condition, with minimal increase in delay from the proposed development.

Table XI
Additional Intersections
Future Levels of Service

Intersection	Direction/ Movement		AM PSH			PM PSH			SAT PSH		
			No Build	Build	Build w/ Mit. [1]	No Build	Build	Build w/ Mit. [2]	No Build	Build	Build w/ Mit. [3]
Route 73 & Kresson Road/ Braddock Mill Road	EB	L	D (43)	D (43)	D (47)	D (48)	D (48)	-	D (45)	D (45)	D (44)
		T	D (40)	D (40)	D (41)	D (50)	D (50)	-	D (42)	D (41)	D (41)
		R	B (19)	B (19)	B (18)	B (17)	B (16)	-	A (8)	A (8)	A (6)
	WB	LTR	F (149)	F (151)	F (151)	F (91)	F (91)	-	F (91)	F (92)	F (90)
	NB	L	F (142)	F (148)	F (127)	E (78)	E (78)	-	E (78)	E (79)	E (78)
		T	D (51)	E (66)	E (57)	C (27)	C (27)	-	C (33)	C (34)	C (34)
	SB	L	E (74)	E (80)	E (80)	F (82)	F (84) [2]	-	F (81)	F (83)	F (83)
		TR	C (32)	C (33)	C (32)	C (34)	C (35)	-	D (36)	D (37)	D (37)
	Overall		**E (59)**	**E (66)**	**E (60)**	**D (37)**	**D (38)**	**-**	**D (39)**	**D (40)**	**D (40)**
Kresson Road & Kresson Gibbsboro Road	WB	L	b (11)	b (11)	-	b (15)	b (14)	-	b (11)	b (11)	-
	NB	LR	c (17)	c (19)	-	c (24)	d (28)	-	b (14)	c (16)	-

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)
A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

[1] Signal timing adjustment to reallocate two seconds of green time from the Kresson Road eastbound advance phase; one to the Route 73 protected left turns phase and one to the Route 73 ROW phase.

[2] Note that the southbound left turn movement does not call all available green time utilizing the existing signal timing, therefore delay cannot be mitigated by a timing adjustment.

[3] Signal timing adjustment to reallocate two seconds of green time from the Route 73 ROW phase; one to the Route 73 protected left turns phase and one to the Kresson Road / Braddock Mill Road ROW phase.

Route 73 and Kresson Road (CR 671)/Braddock Mill Road

Kresson Road and Braddock Mill Road intersect Route 73 to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New Jersey Department of Transportation which indicates that a four-phase 150 second background cycle is utilized (the traffic signal timing directive is included in Appendix C). The southbound approach of Route 73 provides one left turn lane, two dedicated through lanes, and one shared through/right turn lane. The northbound approach of Route 73 provides two left turn lanes, two dedicated through lanes, and one right turn lane. The eastbound approach of Kresson Road provides one left turn lane, one dedicated

through lane, and one right turn lane. The westbound approach of Braddock Mill Road provides one full movement lane.

As shown in the table above, the westbound approach, and northbound and southbound left turn lanes currently operate at levels of service "E" or "F" during the analyzed peak hours. With the addition of site generated traffic through the intersection, those movements are anticipated to further degrade. While the intersection is not considered a study location and therefore is not subject to NJDOT level of service criteria, the Build with Mitigation analysis reveals that minor signal timing adjustments at the intersection could result in improved level of service for these movements.

Kresson Road (CR 671) and Kresson Gibbsboro Road (CR 685)

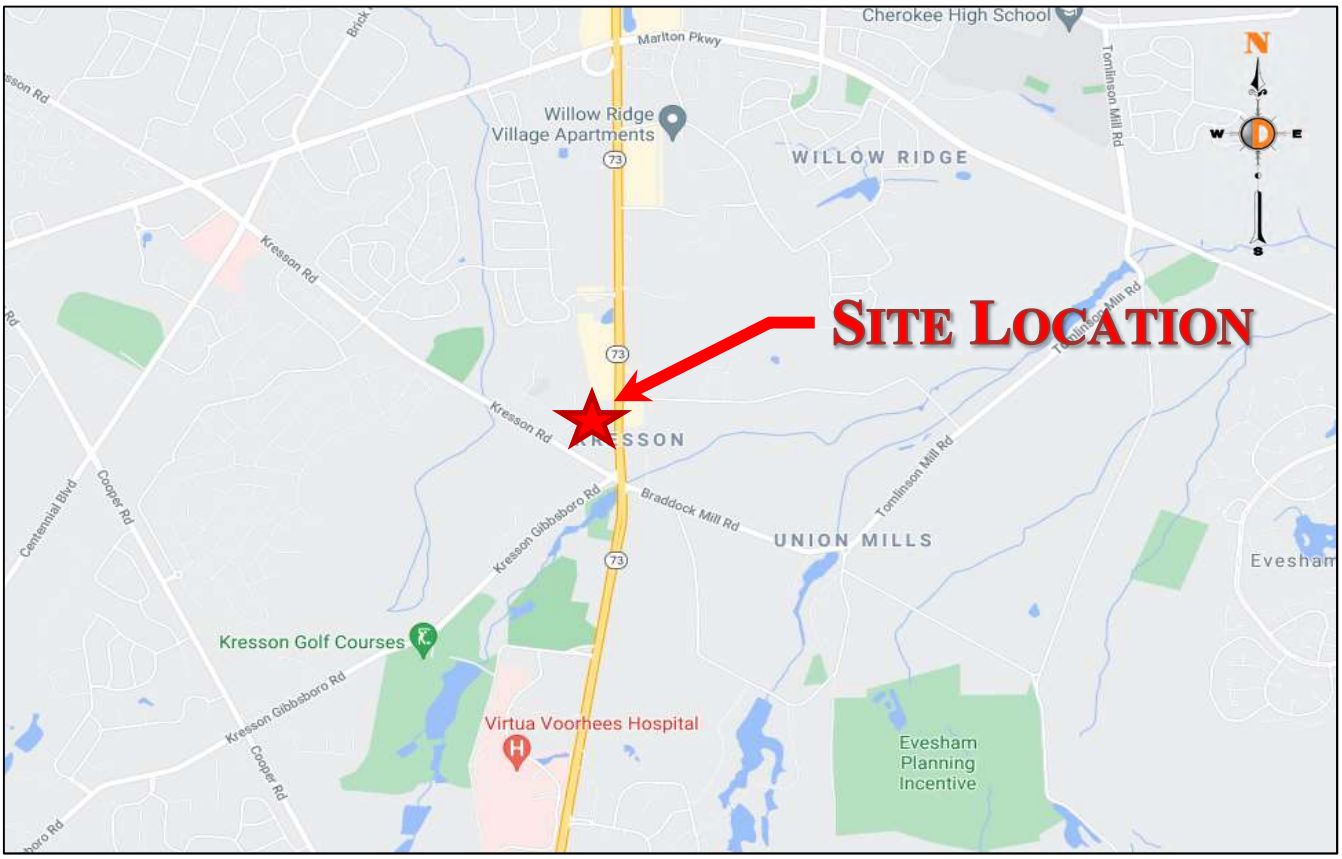
Kresson Gibbsboro Road intersects Kresson Road to form an unsignalized T-intersection with the northbound approach operating under stop control. The eastbound approach of Kresson Road provides two dedicated through lanes and one shared through/right turn lane. The westbound approach of Kresson road provides two dedicated through lanes. The northbound approach of Kresson Gibbsboro Road provides one left turn/right turn lane.

With the addition of the site generated traffic, the intersection is anticipated to operate at levels of service "D" or better.

CONCLUSIONS

As determined from the analyses performed herein, it is the professional opinion of Dynamic Traffic that the proposed right turn in/right turn out driveway along Route 73 southbound and the left turn in/right turn in/right turn out driveway along Kresson Road (CR 671) provide safe and efficient access to the site and meet NJDOT access criteria. The proposed access driveways provide for safe and efficient access to the site while maintaining efficient traffic flow along the State Highway.

Appendix A
Traffic Volume Figures



Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Site Location Map

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 2

Existing Traffic Volumes

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 3

No Build Traffic Volumes

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 4

Percent Distribution (Primary Trips)

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 5

Primary Site Generated Trips

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 6

Percent Distribution (Passby Trips)

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 7

Passby Site Generated Trips

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 8

Total Site Generated Trips

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study
0744-12-010T
6/22/2021

Figure 9

Build Traffic Volumes

Appendix B
Traffic Counts

Maser Consulting Traffic Counts
"Traffic Impact Study" date 10/10/17

Rt. 73/Kresson Rd - Tues - TMC
Tue Jan 31, 2017
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380165, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd							Braddock Mill Rd					
Direction	Eastbound							Westbound					
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*
2017-01-31 7:00AM	29	8	35	0	18	**90**	0	15	27	12	0	**54**	0
7:15AM	24	9	28	0	20	**81**	0	27	23	15	0	**65**	0
7:30AM	17	6	43	0	31	**97**	0	20	45	11	0	**76**	0
7:45AM	25	16	40	0	26	**107**	0	37	51	11	0	**99**	0
Hourly Total	95	39	146	0	95	**375**	0	99	146	49	0	**294**	0
8:00AM	20	10	23	0	40	**93**	0	26	41	13	0	**80**	0
8:15AM	17	11	38	0	31	**97**	0	21	35	10	0	**66**	0
8:30AM	27	16	36	0	25	**104**	0	16	39	5	0	**60**	0
8:45AM	26	5	53	0	14	**98**	0	13	36	4	0	**53**	0
Hourly Total	90	42	150	0	110	**392**	0	76	151	32	0	**259**	0
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0
4:00PM	28	38	61	0	11	**138**	0	19	13	4	0	**36**	0
4:15PM	23	34	65	0	4	**126**	0	23	23	4	0	**50**	0
4:30PM	24	37	74	0	2	**137**	0	21	18	5	0	**44**	0
4:45PM	33	40	51	0	11	**135**	0	17	18	5	0	**40**	0
Hourly Total	108	149	251	0	28	**536**	0	80	72	18	0	**170**	0
5:00PM	34	43	41	0	22	**140**	0	18	27	1	0	**46**	0
5:15PM	38	46	56	0	17	**157**	0	15	22	3	0	**40**	0
5:30PM	38	42	47	0	29	**156**	0	17	24	7	0	**48**	0
5:45PM	40	41	43	0	2	**126**	0	17	23	4	0	**44**	0
Hourly Total	150	172	187	0	70	**579**	0	67	96	15	0	**178**	0
6:00PM	0	1	1	0	0	**2**	0	0	0	0	0	**0**	0
Hourly Total	0	1	1	0	0	**2**	0	0	0	0	0	**0**	0
Total	443	403	735	0	303	**1884**	0	322	465	114	0	**901**	0
% Approach	23.5%	21.4%	39.0%	0%	16.1%	-	-	35.7%	51.6%	12.7%	0%	-	-
% Total	3.0%	2.8%	5.0%	0%	2.1%	**12.9%**	-	2.2%	3.2%	0.8%	0%	**6.2%**	-
Lights	437	389	705	0	301	**1832**	-	321	458	106	0	**885**	-
% Lights	98.6%	96.5%	95.9%	0%	99.3%	**97.2%**	-	99.7%	98.5%	93.0%	0%	**98.2%**	-
Articulated Trucks and Single-Unit Trucks	5	4	9	0	1	**19**	-	1	5	3	0	**9**	-
% Articulated Trucks and Single-Unit Trucks	1.1%	1.0%	1.2%	0%	0.3%	**1.0%**	-	0.3%	1.1%	2.6%	0%	**1.0%**	-
Buses	1	10	21	0	1	**33**	-	0	2	5	0	**7**	-
% Buses	0.2%	2.5%	2.9%	0%	0.3%	**1.8%**	-	0%	0.4%	4.4%	0%	**0.8%**	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Tues - TMC
Tue Jan 31, 2017
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380165, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 73							Rt. 73							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2017-01-31 7:00AM	43	501	9	1	7	**561**	0	3	191	0	0	0	**194**	0	**899**
7:15AM	74	481	10	0	5	**570**	0	2	256	0	0	0	**258**	0	**974**
7:30AM	81	411	13	0	5	**510**	0	2	262	0	0	0	**264**	0	**947**
7:45AM	106	382	8	0	5	**501**	0	3	294	0	0	0	**297**	0	**1004**
Hourly Total	304	1775	40	1	22	**2142**	0	10	1003	0	0	0	**1013**	0	**3824**
8:00AM	66	357	7	0	5	**435**	0	3	226	0	0	0	**229**	0	**837**
8:15AM	73	368	9	0	1	**451**	0	0	247	0	0	0	**247**	0	**861**
8:30AM	71	357	6	0	1	**435**	0	4	226	0	0	0	**230**	0	**829**
8:45AM	58	362	10	0	4	**434**	0	3	207	0	0	0	**210**	0	**795**
Hourly Total	268	1444	32	0	11	**1755**	0	10	906	0	0	0	**916**	0	**3322**
9:00AM	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0	**1**
Hourly Total	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0	**1**
4:00PM	60	317	33	0	2	**412**	0	14	338	0	0	0	**352**	0	**938**
4:15PM	73	306	21	0	9	**409**	0	7	385	0	1	0	**393**	0	**978**
4:30PM	68	298	26	0	12	**404**	0	15	364	0	0	0	**379**	0	**964**
4:45PM	61	265	23	0	5	**354**	0	8	408	0	1	0	**417**	0	**946**
Hourly Total	262	1186	103	0	28	**1579**	0	44	1495	0	2	0	**1541**	0	**3826**
5:00PM	58	300	26	0	7	**391**	0	15	395	0	1	0	**411**	0	**988**
5:15PM	41	252	23	0	7	**323**	0	15	401	0	0	0	**416**	0	**936**
5:30PM	52	277	18	0	3	**350**	0	10	275	0	0	0	**285**	0	**839**
5:45PM	46	211	13	0	9	**279**	0	12	372	0	0	0	**384**	0	**833**
Hourly Total	197	1040	80	0	26	**1343**	0	52	1443	0	1	0	**1496**	0	**3596**
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**2**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**2**
Total	1031	5445	255	1	87	**6819**	0	116	4848	0	3	0	**4967**	0	**14571**
% Approach	15.1%	79.9%	3.7%	0%	1.3%	**-**	-	2.3%	97.6%	0%	0.1%	0%	**-**	-	-
% Total	7.1%	37.4%	1.8%	0%	0.6%	**46.8%**	-	0.8%	33.3%	0%	0%	0%	**34.1%**	-	-
Lights	1010	5304	255	1	86	**6656**	-	108	4682	0	3	0	**4793**	-	14166
% Lights	98.0%	97.4%	100%	100%	98.9%	**97.6%**	-	93.1%	96.6%	0%	100%	0%	**96.5%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	16	127	0	0	1	**144**	-	7	128	0	0	0	**135**	-	307
% Articulated Trucks and Single-Unit Trucks	1.6%	2.3%	0%	0%	1.1%	**2.1%**	-	6.0%	2.6%	0%	0%	0%	**2.7%**	-	2.1%
Buses	5	14	0	0	0	**19**	-	1	38	0	0	0	**39**	-	98
% Buses	0.5%	0.3%	0%	0%	0%	**0.3%**	-	0.9%	0.8%	0%	0%	0%	**0.8%**	-	0.7%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Tues - TMC
Tue Jan 31, 2017
Forced Peak (7:15AM - 8:15AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380165, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd							Braddock Mill Rd					
Direction	Eastbound							Westbound					
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*
2017-01-31 7:15AM	24	9	28	0	20	**81**	0	27	23	15	0	**65**	0
7:30AM	17	6	43	0	31	**97**	0	20	45	11	0	**76**	0
7:45AM	25	16	40	0	26	**107**	0	37	51	11	0	**99**	0
8:00AM	20	10	23	0	40	**93**	0	26	41	13	0	**80**	0
Total	86	41	134	0	117	**378**	0	110	160	50	0	**320**	0
% Approach	22.8%	10.8%	35.4%	0%	31.0%	**-**	-	34.4%	50.0%	15.6%	0%	**-**	-
% Total	2.3%	1.1%	3.6%	0%	3.1%	**10.0%**	-	2.9%	4.3%	1.3%	0%	**8.5%**	-
PHF	0.860	0.641	0.779	-	0.731	**0.883**	-	0.743	0.784	0.833	-	**0.808**	-
Lights	82	40	132	0	116	**370**	-	110	159	47	0	**316**	-
% Lights	95.3%	97.6%	98.5%	0%	99.1%	**97.9%**	-	100%	99.4%	94.0%	0%	**98.8%**	-
Articulated Trucks and Single-Unit Trucks	4	1	1	0	0	**6**	-	0	0	0	0	**0**	-
% Articulated Trucks and Single-Unit Trucks	4.7%	2.4%	0.7%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-
Buses	0	0	1	0	1	**2**	-	0	1	3	0	**4**	-
% Buses	0%	0%	0.7%	0%	0.9%	**0.5%**	-	0%	0.6%	6.0%	0%	**1.3%**	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Tues - TMC
Tue Jan 31, 2017
Forced Peak (7:15AM - 8:15AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380165, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 73							Rt. 73							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2017-01-31 7:15AM	74	481	10	0	5	**570**	0	2	256	0	0	0	**258**	0	**974**
7:30AM	81	411	13	0	5	**510**	0	2	262	0	0	0	**264**	0	**947**
7:45AM	106	382	8	0	5	**501**	0	3	294	0	0	0	**297**	0	**1004**
8:00AM	66	357	7	0	5	**435**	0	3	226	0	0	0	**229**	0	**837**
Total	327	1631	38	0	20	**2016**	0	10	1038	0	0	0	**1048**	0	**3762**
% Approach	16.2%	80.9%	1.9%	0%	1.0%	-	-	1.0%	99.0%	0%	0%	0%	-	-	-
% Total	8.7%	43.4%	1.0%	0%	0.5%	**53.6%**	-	0.3%	27.6%	0%	0%	0%	**27.9%**	-	-
PHF	0.771	0.848	0.731	-	1.000	**0.884**	-	0.833	0.883	-	-	-	**0.882**	-	0.937
Lights	322	1587	38	0	20	**1967**	-	7	988	0	0	0	**995**	-	3648
% Lights	98.5%	97.3%	100%	0%	100%	**97.6%**	-	70.0%	95.2%	0%	0%	0%	**94.9%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	4	41	0	0	0	**45**	-	3	44	0	0	0	**47**	-	98
% Articulated Trucks and Single-Unit Trucks	1.2%	2.5%	0%	0%	0%	**2.2%**	-	30.0%	4.2%	0%	0%	0%	**4.5%**	-	2.6%
Buses	1	3	0	0	0	**4**	-	0	6	0	0	0	**6**	-	16
% Buses	0.3%	0.2%	0%	0%	0%	**0.2%**	-	0%	0.6%	0%	0%	0%	**0.6%**	-	0.4%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Tues - TMC

Tue Jan 31, 2017
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380165, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd							Braddock Mill Rd					
Direction	Eastbound							Westbound					
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*
2017-01-31 4:15PM	23	34	65	0	4	**126**	0	23	23	4	0	**50**	0
4:30PM	24	37	74	0	2	**137**	0	21	18	5	0	**44**	0
4:45PM	33	40	51	0	11	**135**	0	17	18	5	0	**40**	0
5:00PM	34	43	41	0	22	**140**	0	18	27	1	0	**46**	0
Total	114	154	231	0	39	**538**	0	79	86	15	0	**180**	0
% Approach	21.2%	28.6%	42.9%	0%	7.2%	**-**	-	43.9%	47.8%	8.3%	0%	**-**	-
% Total	2.9%	4.0%	6.0%	0%	1.0%	**13.9%**	-	2.0%	2.2%	0.4%	0%	**4.6%**	-
PHF	0.838	0.895	0.780	-	0.443	**0.961**	-	0.859	0.796	0.750	-	**0.900**	-
Lights	114	149	222	0	38	**523**	-	79	83	13	0	**175**	-
% Lights	100%	96.8%	96.1%	0%	97.4%	**97.2%**	-	100%	96.5%	86.7%	0%	**97.2%**	-
Articulated Trucks and Single-Unit Trucks	0	0	2	0	1	**3**	-	0	3	1	0	**4**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0.9%	0%	2.6%	**0.6%**	-	0%	3.5%	6.7%	0%	**2.2%**	-
Buses	0	5	7	0	0	**12**	-	0	0	1	0	**1**	-
% Buses	0%	3.2%	3.0%	0%	0%	**2.2%**	-	0%	0%	6.7%	0%	**0.6%**	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Tues - TMC
Tue Jan 31, 2017
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380165, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 73							Rt. 73							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2017-01-31 4:15PM	73	306	21	0	9	**409**	0	7	385	0	1	0	**393**	0	**978**
4:30PM	68	298	26	0	12	**404**	0	15	364	0	0	0	**379**	0	**964**
4:45PM	61	265	23	0	5	**354**	0	8	408	0	1	0	**417**	0	**946**
5:00PM	58	300	26	0	7	**391**	0	15	395	0	1	0	**411**	0	**988**
Total	260	1169	96	0	33	**1558**	0	45	1552	0	3	0	**1600**	0	**3876**
% Approach	16.7%	75.0%	6.2%	0%	2.1%	-	-	2.8%	97.0%	0%	0.2%	0%	-	-	-
% Total	6.7%	30.2%	2.5%	0%	0.9%	**40.2%**	-	1.2%	40.0%	0%	0.1%	0%	**41.3%**	-	-
PHF	0.890	0.955	0.923	-	0.688	**0.952**	-	0.750	0.951	-	0.750	-	**0.959**	-	0.981
Lights	256	1140	96	0	33	**1525**	-	42	1512	0	3	0	**1557**	-	3780
% Lights	98.5%	97.5%	100%	0%	100%	**97.9%**	-	93.3%	97.4%	0%	100%	0%	**97.3%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	4	24	0	0	0	**28**	-	3	29	0	0	0	**32**	-	67
% Articulated Trucks and Single-Unit Trucks	1.5%	2.1%	0%	0%	0%	**1.8%**	-	6.7%	1.9%	0%	0%	0%	**2.0%**	-	1.7%
Buses	0	5	0	0	0	**5**	-	0	11	0	0	0	**11**	-	29
% Buses	0%	0.4%	0%	0%	0%	**0.3%**	-	0%	0.7%	0%	0%	0%	**0.7%**	-	0.7%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Sat - TMC
Sat Jan 28, 2017
Full Length (11AM-2PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380163, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd							Braddock Mill Rd					
Direction	Eastbound							Westbound					
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*
2017-01-28 11:00AM	18	10	30	0	15	**73**	0	25	18	12	0	**55**	0
11:15AM	32	13	32	0	19	**96**	0	38	14	6	0	**58**	0
11:30AM	31	15	38	0	20	**104**	0	25	13	22	0	**60**	0
11:45AM	33	16	30	0	21	**100**	0	28	12	8	0	**48**	0
Hourly Total	114	54	130	0	75	**373**	0	116	57	48	0	**221**	0
12:00PM	40	15	31	0	29	**115**	0	31	12	9	0	**52**	0
12:15PM	34	22	21	0	27	**104**	0	31	22	10	0	**63**	0
12:30PM	35	17	30	0	31	**113**	0	18	10	9	0	**37**	0
12:45PM	37	15	32	0	28	**112**	0	23	18	11	0	**52**	0
Hourly Total	146	69	114	0	115	**444**	0	103	62	39	0	**204**	0
1:00PM	23	12	44	0	21	**100**	0	29	19	13	0	**61**	0
1:15PM	37	15	28	0	12	**92**	0	17	11	8	0	**36**	0
1:30PM	34	11	39	0	18	**102**	0	27	16	7	0	**50**	0
1:45PM	26	12	25	0	11	**74**	0	24	9	8	0	**41**	0
Hourly Total	120	50	136	0	62	**368**	0	97	55	36	0	**188**	0
2:00PM	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	1	**1**	0	0	0	0	0	**0**	0
Total	380	173	380	0	253	**1186**	0	316	174	123	0	**613**	0
% Approach	32.0%	14.6%	32.0%	0%	21.3%	-	-	51.5%	28.4%	20.1%	0%	-	-
% Total	3.7%	1.7%	3.7%	0%	2.5%	**11.5%**	-	3.1%	1.7%	1.2%	0%	**6.0%**	-
Lights	377	170	375	0	250	**1172**	-	315	170	120	0	**605**	-
% Lights	99.2%	98.3%	98.7%	0%	98.8%	**98.8%**	-	99.7%	97.7%	97.6%	0%	**98.7%**	-
Articulated Trucks and Single-Unit Trucks	3	3	5	0	3	**14**	-	1	3	3	0	**7**	-
% Articulated Trucks and Single-Unit Trucks	0.8%	1.7%	1.3%	0%	1.2%	**1.2%**	-	0.3%	1.7%	2.4%	0%	**1.1%**	-
Buses	0	0	0	0	0	**0**	-	0	1	0	0	**1**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.2%**	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Sat - TMC
Sat Jan 28, 2017
Full Length (11AM-2PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380163, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 73							Rt. 73							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2017-01-28 11:00AM	36	297	18	0	6	**357**	0	7	269	0	0	0	**276**	0	**761**
11:15AM	34	302	16	0	9	**361**	0	10	292	0	0	0	**302**	0	**817**
11:30AM	62	301	12	0	15	**390**	0	13	314	0	0	0	**327**	0	**881**
11:45AM	68	322	18	0	6	**414**	0	6	256	0	1	0	**263**	0	**825**
Hourly Total	200	1222	64	0	36	**1522**	0	36	1131	0	1	0	**1168**	0	**3284**
12:00PM	59	310	20	0	7	**396**	0	7	317	0	2	0	**326**	0	**889**
12:15PM	61	323	14	0	10	**408**	0	7	291	0	0	0	**298**	0	**873**
12:30PM	63	342	22	0	5	**432**	0	6	305	0	3	0	**314**	0	**896**
12:45PM	47	321	21	0	4	**393**	0	15	326	0	0	0	**341**	0	**898**
Hourly Total	230	1296	77	0	26	**1629**	0	35	1239	0	5	0	**1279**	0	**3556**
1:00PM	56	320	31	0	7	**414**	0	6	315	0	0	0	**321**	0	**896**
1:15PM	62	304	23	0	7	**396**	0	7	332	0	1	0	**340**	0	**864**
1:30PM	47	302	20	0	6	**375**	0	9	304	0	0	0	**313**	0	**840**
1:45PM	45	327	20	0	6	**398**	0	4	327	0	1	0	**332**	0	**845**
Hourly Total	210	1253	94	0	26	**1583**	0	26	1278	0	2	0	**1306**	0	**3445**
2:00PM	1	0	0	0	0	**1**	0	0	0	0	0	0	**0**	0	**2**
Hourly Total	1	0	0	0	0	**1**	0	0	0	0	0	0	**0**	0	**2**
Total	641	3771	235	0	88	**4735**	0	97	3648	0	8	0	**3753**	0	**10287**
% Approach	13.5%	79.6%	5.0%	0%	1.9%	-	-	2.6%	97.2%	0%	0.2%	0%	-	-	-
% Total	6.2%	36.7%	2.3%	0%	0.9%	**46.0%**	-	0.9%	35.5%	0%	0.1%	0%	**36.5%**	-	-
Lights	633	3735	234	0	88	**4690**	-	96	3617	0	8	0	**3721**	-	10188
% Lights	98.8%	99.0%	99.6%	0%	100%	**99.0%**	-	99.0%	99.2%	0%	100%	0%	**99.1%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	7	32	1	0	0	**40**	-	1	25	0	0	0	**26**	-	87
% Articulated Trucks and Single-Unit Trucks	1.1%	0.8%	0.4%	0%	0%	**0.8%**	-	1.0%	0.7%	0%	0%	0%	**0.7%**	-	0.8%
Buses	1	4	0	0	0	**5**	-	0	6	0	0	0	**6**	-	12
% Buses	0.2%	0.1%	0%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-	0.1%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Sat - TMC

Sat Jan 28, 2017
Forced Peak (12PM - 1PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380163, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd							Braddock Mill Rd					
Direction	Eastbound							Westbound					
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*
2017-01-28 12:00PM	40	15	31	0	29	**115**	0	31	12	9	0	**52**	0
12:15PM	34	22	21	0	27	**104**	0	31	22	10	0	**63**	0
12:30PM	35	17	30	0	31	**113**	0	18	10	9	0	**37**	0
12:45PM	37	15	32	0	28	**112**	0	23	18	11	0	**52**	0
Total	146	69	114	0	115	**444**	0	103	62	39	0	**204**	0
% Approach	32.9%	15.5%	25.7%	0%	25.9%	-	-	50.5%	30.4%	19.1%	0%	-	-
% Total	4.1%	1.9%	3.2%	0%	3.2%	**12.5%**	-	2.9%	1.7%	1.1%	0%	**5.7%**	-
PHF	0.913	0.784	0.891	-	0.927	**0.965**	-	0.831	0.705	0.886	-	**0.810**	-
Lights	146	69	114	0	114	**443**	-	102	61	38	0	**201**	-
% Lights	100%	100%	100%	0%	99.1%	**99.8%**	-	99.0%	98.4%	97.4%	0%	**98.5%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	1	**1**	-	1	1	1	0	**3**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0.9%	**0.2%**	-	1.0%	1.6%	2.6%	0%	**1.5%**	-
Buses	0	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Rt. 73/Kresson Rd - Sat - TMC
Sat Jan 28, 2017
Forced Peak (12PM - 1PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380163, Location: 39.855727, -74.921666

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rt. 73							Rt. 73							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2017-01-28 12:00PM	59	310	20	0	7	**396**	0	7	317	0	2	0	**326**	0	**889**
12:15PM	61	323	14	0	10	**408**	0	7	291	0	0	0	**298**	0	**873**
12:30PM	63	342	22	0	5	**432**	0	6	305	0	3	0	**314**	0	**896**
12:45PM	47	321	21	0	4	**393**	0	15	326	0	0	0	**341**	0	**898**
Total	230	1296	77	0	26	**1629**	0	35	1239	0	5	0	**1279**	0	**3556**
% Approach	14.1%	79.6%	4.7%	0%	1.6%	-	-	2.7%	96.9%	0%	0.4%	0%	-	-	-
% Total	6.5%	36.4%	2.2%	0%	0.7%	**45.8%**	-	1.0%	34.8%	0%	0.1%	0%	**36.0%**	-	-
PHF	0.913	0.947	0.875	-	0.650	**0.943**	-	0.583	0.950	-	0.417	-	**0.938**	-	0.990
Lights	228	1280	76	0	26	**1610**	-	34	1228	0	5	0	**1267**	-	3521
% Lights	99.1%	98.8%	98.7%	0%	100%	**98.8%**	-	97.1%	99.1%	0%	100%	0%	**99.1%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	2	16	1	0	0	**19**	-	1	10	0	0	0	**11**	-	34
% Articulated Trucks and Single-Unit Trucks	0.9%	1.2%	1.3%	0%	0%	**1.2%**	-	2.9%	0.8%	0%	0%	0%	**0.9%**	-	1.0%
Buses	0	0	0	0	0	**0**	-	0	1	0	0	0	**1**	-	1
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	0%	**0.1%**	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Kresson Rd/Kresson Gibbsboro Rd - Tues - TMC

Tue Jan 31, 2017
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380169, Location: 39.855952, -74.922118

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd						Kresson Rd						Kresson Gibbsboro Rd						Sb Slip Ramp						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-01-31 7:00AM	0	5	3	0	**8**	0	0	0	0	0	**0**	0	0	0	6	0	**6**	0	0	0	3	0	**3**	0	**17**
7:15AM	0	52	1	0	**53**	0	14	83	0	0	**97**	0	4	0	32	0	**36**	0	0	6	5	0	**11**	0	**197**
7:30AM	0	74	2	0	**76**	0	14	112	0	0	**126**	0	5	0	23	0	**28**	0	0	14	7	0	**21**	0	**251**
7:45AM	0	67	2	0	**69**	0	22	134	0	0	**156**	0	5	0	40	0	**45**	0	0	14	15	0	**29**	0	**299**
Hourly Total	0	198	8	0	**206**	0	50	329	0	0	**379**	0	14	0	101	0	**115**	0	0	34	30	0	**64**	0	**764**
8:00AM	0	66	6	0	**72**	0	22	85	0	0	**107**	0	3	0	28	0	**31**	0	0	13	11	0	**24**	0	**234**
8:15AM	0	62	5	0	**67**	0	18	90	0	0	**108**	0	5	0	30	0	**35**	0	0	13	15	0	**28**	0	**238**
8:30AM	0	81	7	0	**88**	0	23	87	0	0	**110**	0	5	0	26	0	**31**	0	0	11	14	0	**25**	0	**254**
8:45AM	0	71	8	0	**79**	0	14	80	0	0	**94**	0	11	0	33	0	**44**	0	0	18	17	0	**35**	0	**252**
Hourly Total	0	280	26	0	**306**	0	77	342	0	0	**419**	0	24	0	117	0	**141**	0	0	55	57	0	**112**	0	**978**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	0	114	5	0	**119**	0	11	63	0	0	**74**	0	1	0	24	0	**25**	0	1	23	16	0	**40**	0	**258**
4:15PM	0	99	6	0	**105**	0	16	79	0	0	**95**	0	1	0	26	0	**27**	0	1	22	7	0	**30**	0	**257**
4:30PM	0	121	10	0	**131**	0	17	68	0	0	**85**	0	5	0	18	0	**23**	0	0	33	11	0	**44**	0	**283**
4:45PM	0	104	5	0	**109**	0	18	60	0	0	**78**	0	6	0	32	0	**38**	0	1	25	19	0	**45**	0	**270**
Hourly Total	0	438	26	0	**464**	0	62	270	0	0	**332**	0	13	0	100	0	**113**	0	3	103	53	0	**159**	0	**1068**
5:00PM	0	104	7	0	**111**	0	23	60	0	0	**83**	0	2	0	41	0	**43**	0	1	25	18	0	**44**	0	**281**
5:15PM	0	114	10	0	**124**	0	8	55	0	0	**63**	0	3	0	50	0	**53**	0	0	23	10	0	**33**	0	**273**
5:30PM	0	121	5	0	**126**	0	14	62	0	0	**76**	0	0	0	34	0	**34**	0	0	24	17	0	**41**	0	**277**
5:45PM	0	95	6	0	**101**	0	17	52	0	0	**69**	0	5	0	30	0	**35**	0	0	22	10	0	**32**	0	**237**
Hourly Total	0	434	28	0	**462**	0	62	229	0	0	**291**	0	10	0	155	0	**165**	0	1	94	55	0	**150**	0	**1068**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	0	1350	88	0	**1438**	0	251	1170	0	0	**1421**	0	61	0	473	0	**534**	0	4	286	195	0	**485**	0	**3878**
% Approach	0%	93.9%	6.1%	0%	-	-	17.7%	82.3%	0%	0%	-	-	11.4%	0%	88.6%	0%	-	-	0.8%	59.0%	40.2%	0%	-	-	-
% Total	0%	34.8%	2.3%	0%	**37.1%**	-	6.5%	30.2%	0%	0%	**36.6%**	-	1.6%	0%	12.2%	0%	**13.8%**	-	0.1%	7.4%	5.0%	0%	**12.5%**	-	-
Lights	0	1301	84	0	**1385**	-	250	1145	0	0	**1395**	-	59	0	468	0	**527**	-	4	279	192	0	**475**	-	3782
% Lights	0%	96.4%	95.5%	0%	**96.3%**	-	99.6%	97.9%	0%	0%	**98.2%**	-	96.7%	0%	98.9%	0%	**98.7%**	-	100%	97.6%	98.5%	0%	**97.9%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	16	0	0	**16**	-	1	18	0	0	**19**	-	1	0	5	0	**6**	-	0	7	3	0	**10**	-	51
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	**1.1%**	-	0.4%	1.5%	0%	0%	**1.3%**	-	1.6%	0%	1.1%	0%	**1.1%**	-	0%	2.4%	1.5%	0%	**2.1%**	-	1.3%
Buses	0	33	4	0	**37**	-	0	7	0	0	**7**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	45
% Buses	0%	2.4%	4.5%	0%	**2.6%**	-	0%	0.6%	0%	0%	**0.5%**	-	1.6%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	1.2%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Kresson Rd/Kresson Gibbsboro Rd - Tues - TMC

Tue Jan 31, 2017
Forced Peak (7:15AM - 8:15AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380169, Location: 39.855952, -74.922118

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Kresson Rd Eastbound						Kresson Rd Westbound						Kresson Gibbsboro Rd Northbound						Sb Slip Ramp Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-01-31 7:15AM	0	52	1	0	**53**	0	14	83	0	0	**97**	0	4	0	32	0	**36**	0	0	6	5	0	**11**	0	**197**
7:30AM	0	74	2	0	**76**	0	14	112	0	0	**126**	0	5	0	23	0	**28**	0	0	14	7	0	**21**	0	**251**
7:45AM	0	67	2	0	**69**	0	22	134	0	0	**156**	0	5	0	40	0	**45**	0	0	14	15	0	**29**	0	**299**
8:00AM	0	66	6	0	**72**	0	22	85	0	0	**107**	0	3	0	28	0	**31**	0	0	13	11	0	**24**	0	**234**
Total	0	259	11	0	**270**	0	72	414	0	0	**486**	0	17	0	123	0	**140**	0	0	47	38	0	**85**	0	**981**
% Approach	0%	95.9%	4.1%	0%	-	-	14.8%	85.2%	0%	0%	-	-	12.1%	0%	87.9%	0%	-	-	0%	55.3%	44.7%	0%	-	-	-
% Total	0%	26.4%	1.1%	0%	**27.5%**	-	7.3%	42.2%	0%	0%	**49.5%**	-	1.7%	0%	12.5%	0%	**14.3%**	-	0%	4.8%	3.9%	0%	**8.7%**	-	-
PHF	-	0.875	0.458	-	**0.888**	-	0.818	0.772	-	-	**0.779**	-	0.850	-	0.769	-	**0.778**	-	-	0.839	0.633	-	**0.733**	-	0.820
Lights	0	253	10	0	**263**	-	71	409	0	0	**480**	-	16	0	120	0	**136**	-	0	44	35	0	**79**	-	958
% Lights	0%	97.7%	90.9%	0%	**97.4%**	-	98.6%	98.8%	0%	0%	**98.8%**	-	94.1%	0%	97.6%	0%	**97.1%**	-	0%	93.6%	92.1%	0%	**92.9%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	4	0	0	**4**	-	1	3	0	0	**4**	-	0	0	3	0	**3**	-	0	3	3	0	**6**	-	17
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	0%	0%	**1.5%**	-	1.4%	0.7%	0%	0%	**0.8%**	-	0%	0%	2.4%	0%	**2.1%**	-	0%	6.4%	7.9%	0%	**7.1%**	-	1.7%
Buses	0	2	1	0	**3**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	6
% Buses	0%	0.8%	9.1%	0%	**1.1%**	-	0%	0.5%	0%	0%	**0.4%**	-	5.9%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.6%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Kresson Rd/Kresson Gibbsboro Rd - Tues - TMC

Tue Jan 31, 2017
Forced Peak (4:15PM - 5:15PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380169, Location: 39.855952, -74.922118

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd Eastbound						Kresson Rd Westbound						Kresson Gibbsboro Rd Northbound						Sb Slip Ramp Southbound						
Direction																									
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2017-01-31 4:15PM	0	99	6	0	**105**	0	16	79	0	0	**95**	0	1	0	26	0	**27**	0	1	22	7	0	**30**	0	**257**
4:30PM	0	121	10	0	**131**	0	17	68	0	0	**85**	0	5	0	18	0	**23**	0	0	33	11	0	**44**	0	**283**
4:45PM	0	104	5	0	**109**	0	18	60	0	0	**78**	0	6	0	32	0	**38**	0	1	25	19	0	**45**	0	**270**
5:00PM	0	104	7	0	**111**	0	23	60	0	0	**83**	0	2	0	41	0	**43**	0	1	25	18	0	**44**	0	**281**
Total	0	428	28	0	**456**	0	74	267	0	0	**341**	0	14	0	117	0	**131**	0	3	105	55	0	**163**	0	**1091**
% Approach	0%	93.9%	6.1%	0%	**-**	-	21.7%	78.3%	0%	0%	**-**	-	10.7%	0%	89.3%	0%	**-**	-	1.8%	64.4%	33.7%	0%	**-**	-	-
% Total	0%	39.2%	2.6%	0%	**41.8%**	-	6.8%	24.5%	0%	0%	**31.3%**	-	1.3%	0%	10.7%	0%	**12.0%**	-	0.3%	9.6%	5.0%	0%	**14.9%**	-	-
PHF	-	0.884	0.700	-	**0.870**	-	0.804	0.845	-	-	**0.897**	-	0.583	-	0.713	-	**0.762**	-	0.750	0.795	0.724	-	**0.906**	-	0.964
Lights	0	412	28	0	**440**	-	74	261	0	0	**335**	-	14	0	117	0	**131**	-	3	103	55	0	**161**	-	1067
% Lights	0%	96.3%	100%	0%	**96.5%**	-	100%	97.8%	0%	0%	**98.2%**	-	100%	0%	100%	0%	**100%**	-	100%	98.1%	100%	0%	**98.8%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	4	0	0	**4**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	**0.9%**	-	0%	2.2%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	1.9%	0%	0%	**1.2%**	-	1.1%
Buses	0	12	0	0	**12**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	12
% Buses	0%	2.8%	0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Kresson Rd/Kresson Gibbsboro Rd - Sat - TMC

Sat Jan 28, 2017
Full Length (11AM-2PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380167, Location: 39.855952, -74.922118

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd						Kresson Rd						Kresson Gibbsboro Rd						SB Slip Ramp						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-01-28 11:00AM	0	57	4	0	**61**	0	12	43	0	0	**55**	0	5	0	16	0	**21**	0	0	9	12	0	**21**	0	**158**
11:15AM	0	72	4	0	**76**	0	6	40	0	0	**46**	0	2	0	19	0	**21**	0	0	13	12	0	**25**	0	**168**
11:30AM	0	71	1	0	**72**	0	11	62	0	0	**73**	0	4	0	30	0	**34**	0	0	20	17	0	**37**	0	**216**
11:45AM	0	71	5	0	**76**	0	7	72	0	0	**79**	0	4	0	28	0	**32**	0	0	11	19	0	**30**	0	**217**
Hourly Total	0	271	14	0	**285**	0	36	217	0	0	**253**	0	15	0	93	0	**108**	0	0	53	60	0	**113**	0	**759**
12:00PM	0	91	9	0	**100**	0	7	65	0	0	**72**	0	5	0	24	0	**29**	0	0	12	21	0	**33**	0	**234**
12:15PM	0	80	9	0	**89**	0	11	72	0	0	**83**	0	5	0	24	0	**29**	0	1	16	18	0	**35**	0	**236**
12:30PM	0	87	3	0	**90**	0	10	60	0	0	**70**	0	3	0	25	0	**28**	0	0	10	10	0	**20**	0	**208**
12:45PM	0	84	6	0	**90**	0	14	54	0	0	**68**	0	6	0	24	0	**30**	0	3	20	17	0	**40**	0	**228**
Hourly Total	0	342	27	0	**369**	0	42	251	0	0	**293**	0	19	0	97	0	**116**	0	4	58	66	0	**128**	0	**906**
1:00PM	0	80	6	0	**86**	0	15	60	0	0	**75**	0	5	0	24	0	**29**	0	0	18	13	0	**31**	0	**221**
1:15PM	0	63	6	0	**69**	0	7	65	0	0	**72**	0	2	0	29	0	**31**	0	2	17	17	0	**36**	0	**208**
1:30PM	0	85	6	0	**91**	0	12	50	0	0	**62**	0	6	0	15	0	**21**	0	0	9	25	0	**34**	0	**208**
1:45PM	0	54	10	0	**64**	0	8	47	0	0	**55**	0	4	0	21	0	**25**	0	0	14	23	0	**37**	0	**181**
Hourly Total	0	282	28	0	**310**	0	42	222	0	0	**264**	0	17	0	89	0	**106**	0	2	58	78	0	**138**	0	**818**
2:00PM	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
Hourly Total	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
Total	0	895	69	0	**964**	0	120	694	0	0	**814**	0	51	0	279	0	**330**	0	6	169	204	0	**379**	0	**2487**
% Approach	0%	92.8%	7.2%	0%	**-**	-	14.7%	85.3%	0%	0%	**-**	-	15.5%	0%	84.5%	0%	**-**	-	1.6%	44.6%	53.8%	0%	**-**	-	-
% Total	0%	36.0%	2.8%	0%	**38.8%**	-	4.8%	27.9%	0%	0%	**32.7%**	-	2.1%	0%	11.2%	0%	**13.3%**	-	0.2%	6.8%	8.2%	0%	**15.2%**	-	-
Lights	0	883	69	0	**952**	-	113	689	0	0	**802**	-	51	0	277	0	**328**	-	6	168	204	0	**378**	-	2460
% Lights	0%	98.7%	100%	0%	**98.8%**	-	94.2%	99.3%	0%	0%	**98.5%**	-	100%	0%	99.3%	0%	**99.4%**	-	100%	99.4%	100%	0%	**99.7%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	12	0	0	**12**	-	5	5	0	0	**10**	-	0	0	2	0	**2**	-	0	1	0	0	**1**	-	25
% Articulated Trucks and Single-Unit Trucks	0%	1.3%	0%	0%	**1.2%**	-	4.2%	0.7%	0%	0%	**1.2%**	-	0%	0%	0.7%	0%	**0.6%**	-	0%	0.6%	0%	0%	**0.3%**	-	1.0%
Buses	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	1.7%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Kresson Rd/Kresson Gibbsboro Rd - Sat - TMC

Sat Jan 28, 2017
Midday Peak (WKND), Forced Peak (12PM - 1PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 380167, Location: 39.855952, -74.922118

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Kresson Rd Eastbound						Kresson Rd Westbound						Kresson Gibbsboro Rd Northbound						SB Slip Ramp Southbound						
Direction																									
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2017-01-28 12:00PM	0	91	9	0	**100**	0	7	65	0	0	**72**	0	5	0	24	0	**29**	0	0	12	21	0	**33**	0	**234**
12:15PM	0	80	9	0	**89**	0	11	72	0	0	**83**	0	5	0	24	0	**29**	0	1	16	18	0	**35**	0	**236**
12:30PM	0	87	3	0	**90**	0	10	60	0	0	**70**	0	3	0	25	0	**28**	0	0	10	10	0	**20**	0	**208**
12:45PM	0	84	6	0	**90**	0	14	54	0	0	**68**	0	6	0	24	0	**30**	0	3	20	17	0	**40**	0	**228**
Total	0	342	27	0	**369**	0	42	251	0	0	**293**	0	19	0	97	0	**116**	0	4	58	66	0	**128**	0	**906**
% Approach	0%	92.7%	7.3%	0%	-	-	14.3%	85.7%	0%	0%	-	-	16.4%	0%	83.6%	0%	-	-	3.1%	45.3%	51.6%	0%	-	-	-
% Total	0%	37.7%	3.0%	0%	**40.7%**	-	4.6%	27.7%	0%	0%	**32.3%**	-	2.1%	0%	10.7%	0%	**12.8%**	-	0.4%	6.4%	7.3%	0%	**14.1%**	-	-
PHF	-	0.940	0.750	-	**0.923**	-	0.750	0.872	-	-	**0.883**	-	0.792	-	0.970	-	**0.967**	-	0.333	0.725	0.786	-	**0.800**	-	0.960
Lights	0	342	27	0	**369**	-	40	250	0	0	**290**	-	19	0	96	0	**115**	-	4	58	66	0	**128**	-	902
% Lights	0%	100%	100%	0%	**100%**	-	95.2%	99.6%	0%	0%	**99.0%**	-	100%	0%	99.0%	0%	**99.1%**	-	100%	100%	100%	0%	**100%**	-	99.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	2	1	0	0	**3**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	4.8%	0.4%	0%	0%	**1.0%**	-	0%	0%	1.0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Dolan & Dean Traffic Counts
"Traffic Impact Analysis" date 12/10/19

Kresson Road at proposed site driveway

Tuesday, October 29, 2019 from 7:00 Am to 8:30 Am, and from 4:00 Pm to 5:30 Pm

	Passenger Vehicles		Heavy Vehicles			
	EB	WB	EB	WB	Total	Hour total
7:00 AM	45	90	1	2	138	
7:15 AM	70	102	0	5	177	
7:30 AM	77	90	0	8	175	
7:45 AM	81	127	3	3	214	704
8:00 AM	85	122	5	7	219	785
8:15 AM	78	134	4	1	217	825
Peak	321	473	12	19		
PHF	0.94					
HV%	4%					

	Passenger Vehicles		Heavy Vehicles			
	EB	WB	EB	WB	Total	Hour total
4:00 PM	82	95	10	3	190	
4:15 PM	150	83	4	2	239	
4:30 PM	130	86	6	1	223	
4:45 PM	122	67	3	1	193	845
5:00 PM	113	71	6	0	190	845
5:15 PM	127	82	2	1	212	818
Peak	515	307	19	4		
PHF	0.88					
HV%	3%					

Saturday, October 26, 2019 from 11:45 Am to 1:15 Pm

	Passenger Vehicles		Heavy Vehicles			
	EB	WB	EB	WB	Total	Hour total
11:45 AM	72	90	1	0	163	
12:00 PM	92	89	1	2	184	
12:15 PM	90	73	5	2	170	
12:30 PM	61	102	0	1	164	681
12:45 PM	77	76	0	0	153	671
1:00 PM	77	65	2	2	146	633
Peak	315	354	7	5		
PHF	0.93					
HV%	2%					

2019 StreetLight Traffic Counts

Location: Route 73
Cross Street: North of Kresson Road (CR 671)
Town/County: Voorhees/Evesham
Data Period: 2019 (All Months)
Date Downloaded: 5/20/2021

STREETLIGHT DATA

0744-12-010T
NED

2019 Average Daily Traffic Volumes						
TIME	Weekday			Saturday		
	NB	SB	Total	NB	SB	Total
12:00 AM		96	96		187	187
01:00 AM		50	50		111	111
02:00 AM		33	33		54	54
03:00 AM		30	30		34	34
04:00 AM		55	55		45	45
05:00 AM		205	205		104	104
06:00 AM		615	615		354	354
07:00 AM		825	825		606	606
08:00 AM		917	917		919	919
09:00 AM		958	958		1135	1135
10:00 AM		975	975		1524	1524
11:00 AM		1002	1002		1680	1680
12:00 PM		1062	1062		1683	1683
01:00 PM		1116	1116		1705	1705
02:00 PM		1285	1285		1694	1694
03:00 PM		1494	1494		1682	1682
04:00 PM		1636	1636		1530	1530
05:00 PM		1692	1692		1481	1481
06:00 PM		1528	1528		1368	1368
07:00 PM		1146	1146		1145	1145
08:00 PM		854	854		1038	1038
09:00 PM		642	642		804	804
10:00 PM		354	354		609	609
11:00 PM		226	226		386	386
Total	**0**	**18796**	**18796**	**0**	**21878**	**21878**
% Splits	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%

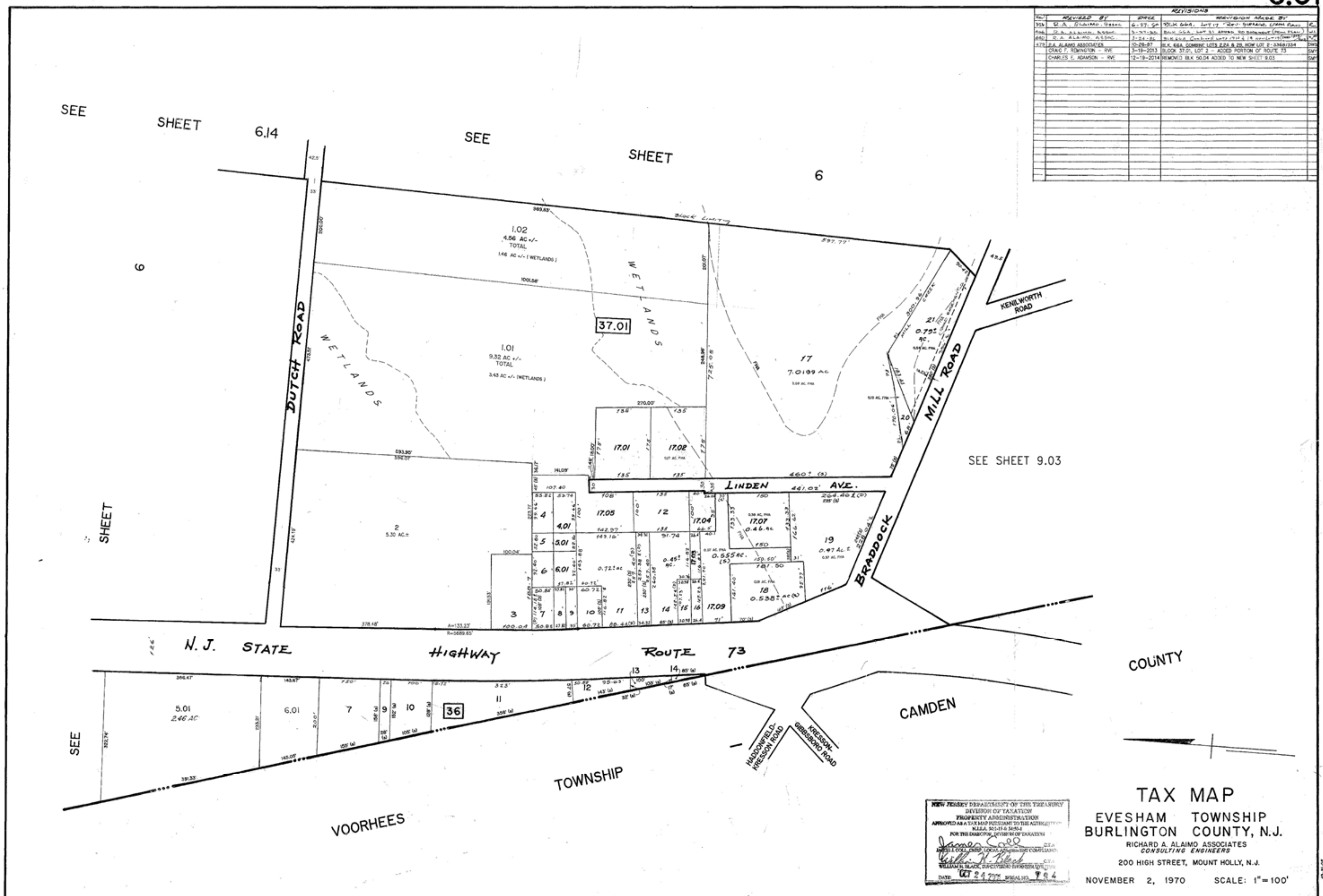
Location: Kresson Road (CR 671)
Cross Street: West of Route 73
Town/County: Voorhees/Evesham
Data Period: 2019 (All Months)
Date Downloaded: 5/20/2021

STREETLIGHT DATA

0744-12-010T
NED

2019 Average Daily Traffic Volumes						
TIME	Weekday			Saturday		
	EB	WB	Total	EB	WB	Total
12:00 AM	12	13	25	27	41	68
01:00 AM	6	9	15	16	13	29
02:00 AM	4	8	12	13	7	20
03:00 AM	3	6	9	7	4	11
04:00 AM	12	5	17	16	9	25
05:00 AM	63	44	107	11	23	34
06:00 AM	178	101	279	104	57	161
07:00 AM	301	318	619	178	107	285
08:00 AM	329	301	630	218	122	340
09:00 AM	299	202	501	246	171	417
10:00 AM	245	203	448	303	222	525
11:00 AM	256	215	471	337	290	627
12:00 PM	270	233	503	373	299	672
01:00 PM	252	245	497	372	327	699
02:00 PM	284	284	568	335	324	659
03:00 PM	373	303	676	279	329	608
04:00 PM	414	354	768	283	293	576
05:00 PM	426	336	762	264	286	550
06:00 PM	357	257	614	306	258	564
07:00 PM	221	275	496	202	259	461
08:00 PM	150	225	375	144	186	330
09:00 PM	86	115	201	105	155	260
10:00 PM	64	62	126	111	124	235
11:00 PM	31	31	62	66	82	148
Total	**4636**	**4145**	**8781**	**4316**	**3988**	**8304**
% Splits	52.8%	47.2%	100.0%	52.0%	48.0%	100.0%

Appendix C
Project Information



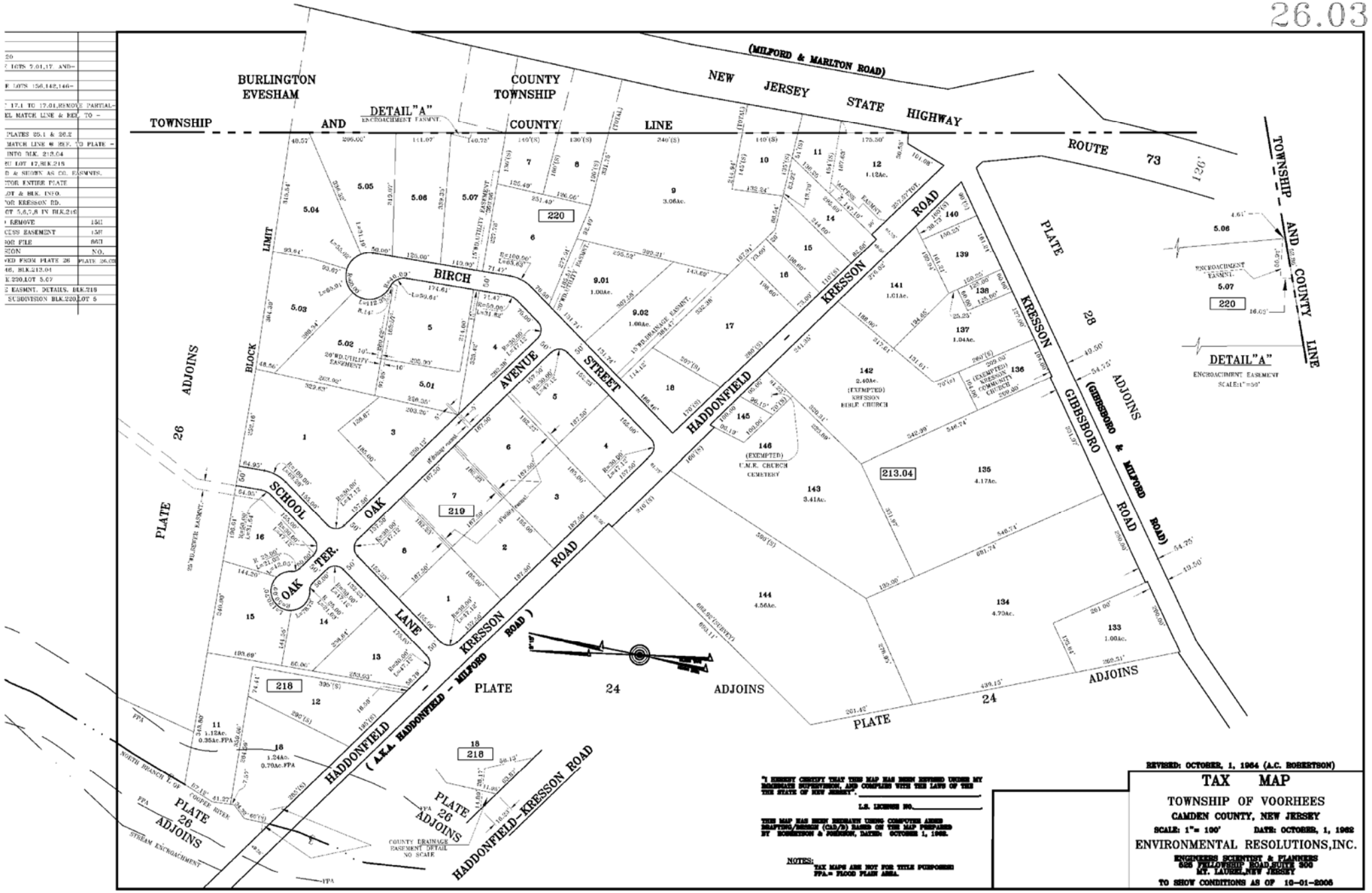
NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
PROPERTY ADMINISTRATION

TAX MAP

EVESHAM TOWNSHIP
BURLINGTON COUNTY, N.J.

RICHARD A. ALAIMO ASSOCIATES
CONSULTING ENGINEERS
200 HIGH STREET, MOUNT HOLLY, N.J.

NOVEMBER 2, 1970 SCALE: 1" = 100'



26	
LOTS 7.01,17. AND-	
LOTS 156,142,146-	
17.1 TO 17.01,REMOVE PARTIAL-	
EL MATCH LINE & REF. TO -	
PLATES 25.1 & 26.2	
MATCH LINE @ REF. TO PLATE -	
INTO BLK. 213.04	
SU LOT 17,BLK.218	
D & SHOWN AS CO. EASMNTS.	
TOR ENTIRE PLATE	
OT & BLK. INFO.	
OR KRESSON RD.	
OT 5,6,7,8 IN BLK.219	
REMOVE	15'
CESS EASEMENT	15'
OR FILE	667
SION	NO.
VED FROM PLATE 26	PLATE 26.03
46, BLK.213.04	
K 220,LOT 5.07	
2 EASMT. DETAILS, BLK.218	
SUBDIVISION BLK.220,LOT 5	

"I HEREBY CERTIFY THAT THIS MAP HAS BEEN REVISED UNDER MY IMMEDIATE SUPERVISION, AND COMPLIES WITH THE LAWS OF THE THE STATE OF NEW JERSEY."

L.S. LICENSE NO._____

THIS MAP HAS BEEN PREPARED USING COMPUTER AIDED DRAFTING/DESIGN (CAD/D) BASED ON THE MAP PREPARED BY ROBERTSON & FOREMAN, DATED: OCTOBER 1, 1982.

NOTES:
TAX MAPS ARE NOT FOR TITLE PURPOSES
FPA.= FLOOD PLAIN AREA.

REVISED: OCTOBER, 1, 1984 (A.C. ROBERTSON)

TAX MAP

TOWNSHIP OF VOORHEES

CAMDEN COUNTY, NEW JERSEY

SCALE: 1"= 100' DATE: OCTOBER, 1, 1982

ENVIRONMENTAL RESOLUTIONS,INC.

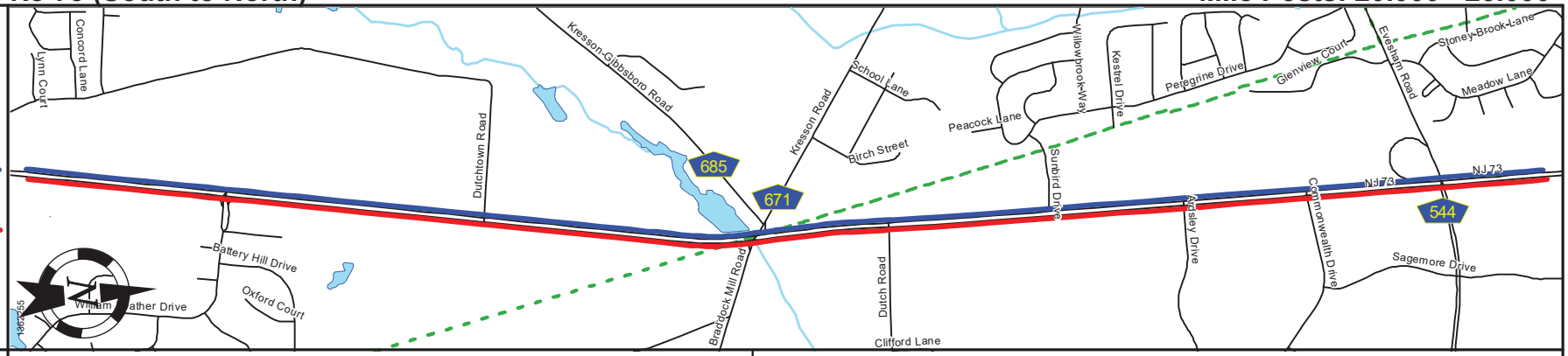
ENGINEERS SCIENTIST & PLANNERS
625 FELLOWSHIP ROAD,SUITE 205
MT. LAUREL,NEW JERSEY

TO SHOW CONDITIONS AS OF 10-01-2006

INFORMATION SHOWN IS COMPILED AS OF OCTOBER 1,_____;PRINTED-_____.

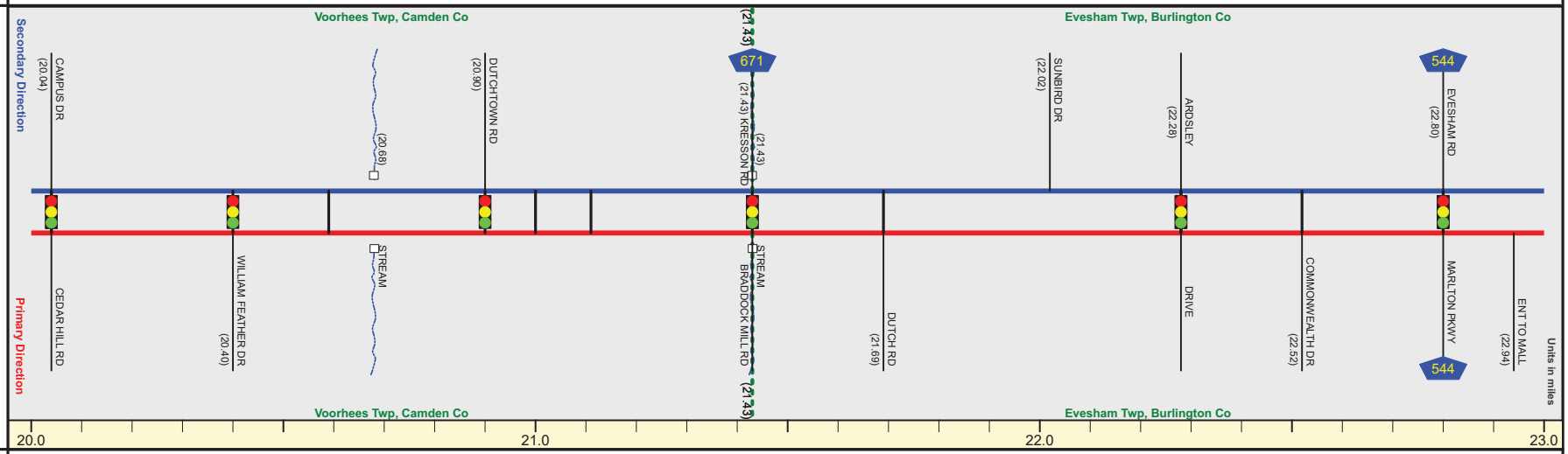
NJ 73 (South to North)

Mile Posts: 20.000 - 23.000



Pavement	24 | 20
Shoulder	10 | 13
Number of Lanes	2
Speed Limit	55 | 50
Street Name	NJ 73

Interstate Route 287 | US Route 22 | NJ Route 33 | County Road 689 | Interchange Number 2 | Grade Separated Interchange | Traffic Signal | Traffic Monitoring Sites WIM AVC VOL | Road Underpass | Road Overpass



Street Name	NJ 73
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	0415 | 0313
Speed Limit	55 | 50
Number of Lanes	2
Med. Type	Curbed | Unprotected
Med. Width	24 | 20
Pavement	24
Shoulder	10 | 15 | 10 | 15
Traffic Volume	41,679 (2017) | 43,784 (2017)
Traffic Sta. ID	7-9-422 | 7-5-169
Structure No.	0313150
Enlarged Views	

SRI = 00000073__

Date last inventoried: April 2016

Page Created: March, 2019

Directive No. 291-14

Route NJ-73 and Haddonfield-Kresson Road/Braddock Mill Road
Voorhees Township, Camden County

135 AND 150 SECOND BACKGROUND AND VARIABLE CYCLES

Phase	Signal Faces						Time (Seconds)				
	1,2, 6,21	3-5, 7-10	11-13 20	14,15	16,17	18,19	I 150 sec Cycle	II 150 sec Cycle	III 150 sec Cycle	IV 93-141 sec Cycle	V 135 sec Cycle
						NORMAL OPERATION					
A) Route NJ-73 Left Turns	←G	R	R	R	R	DW	7-16	7-20	7-18	7-20	7-14
Change	←Y	R	R	R	R	DW	3	3	3	3	3
Clearance	←R	R	R	R	R	DW	4	4	4	4	4
B) Route NJ-73 ROW	←R	G	R	R	R	DW	104-68	104-67	104-66	47	89-69
Change	←R	Y	R	R	R	DW	6*	6*	6*	6	6*
Clearance	←R	R	R	R	R	DW	2	2	2	2	2
C) Haddonfield-Kresson Road EB Lead	←R	R	R	G/←G	G	DW	5-7	5-7	5-7	5-7	5-7
Change	←R	R	R	G/←Y	G	DW	3	3	3	3	3
D) Haddonfield-Kresson Road/ Braddock Mill Road ROW	←R	R	G	G	G	DW	8-33	8-30	8-33	8-33	8-19
Change	←R	R	Y	Y	Y	DW	4	4	4	4	4
Clearance	←R	R	R	R	R	DW	4	4	4	4	4
Emergency Flash	←R	Y	R	R	R	DARK	-	-	-	-	-

Route NJ-73 and Haddonfield-Kresson Road/Braddock Mill Road
Voorhees Township, Camden County

Phase	Signal Faces						Time (Seconds)				
	1,2, 6,21	3-5, 7-10	11-13 20	14,15	16,17	18,19	I 150 sec Cycle	II 150 sec Cycle	III 150 sec Cycle	IV 93-141 sec Cycle	V 135 sec Cycle
						PEDESTRIAN ACTUATION					
A) Route NJ-73 Left Turns	←G	R	R	R	R	DW	7-16	7-20	7-18	7-20	7-14
Change	←Y	R	R	R	R	DW	3	3	3	3	3
Clearance	←R	R	R	R	R	DW	4	4	4	4	4
B) Route NJ-73 ROW	←R	G	R	R	R	DW	69-60	69-56	69-58	47	54-47
Change	←R	Y	R	R	R	DW	6*	6*	6*	6	6*
Clearance	←R	R	R	R	R	DW	2	2	2	2	2
C) Haddonfield-Kresson Road EB Lead	←R	R	R	G/←G	G	W	7	7	7	7	7
Change	←R	R	R	G/←Y	G	W	3	3	3	3	3
D) Haddonfield-Kresson Road/ Braddock Mill Road ROW	←R	R	G	G	G	W	8	8	8	8	8
Pedestrian Clearance	←R	R	G	G	G	FDW	33**	33**	33**	33	33**
Change	←R	R	Y	Y	Y	DW	4	4	4	4	4
Clearance	←R	R	R	R	R	DW	4	4	4	4	4
Emergency Flash	←R	Y	R	R	R	DARK	-	-	-	-	-

170 AND 220 SECOND INCIDENT MANAGEMENT TIMINGS

Phase	Signal Faces						Time (Seconds)			
	1,2, 6,21	3-5, 7-10	11-13 20	14,15	16,17	18,19	XI 170 sec Cycle	XII 220 sec Cycle	XIII 170 sec Cycle	XIV 220 sec Cycle
					NORMAL OPERATION					
A) Route NJ-73 Left Turns	←G	R	R	R	R	DW	7-16	7-16	7-20	7-20
Change	←Y	R	R	R	R	DW	3	3	3	3
Clearance	←R	R	R	R	R	DW	4	4	4	4
B) Route NJ-73 ROW	←R	G	R	R	R	DW	124-88	174-138	124-87	174-137
Change	←R	Y	R	R	R	DW	6*	6*	6*	6*
Clearance	←R	R	R	R	R	DW	2	2	2	2
C) Haddonfield-Kresson Road EB Lead	←R	R	R	G/←G	G	DW	5-7	5-7	5-7	5-7
Change	←R	R	R	G/←Y	G	DW	3	3	3	3
D) Haddonfield-Kresson Road/ Braddock Mill Road ROW	←R	R	G	G	G	DW	8-33	8-33	8-30	8-30
Change	←R	R	Y	Y	Y	DW	4	4	4	4
Clearance	←R	R	R	R	R	DW	4	4	4	4
Emergency Flash	←R	Y	R	R	R	DARK	-	-	-	-

Route NJ-73 and Haddonfield-Kresson Road/Braddock Mill Road
Voorhees Township, Camden County

Phase	Signal Faces						Time (Seconds)			
	1,2, 6,21	3-5, 7-10	11-13 20	14,15	16,17	18,19	XI 170 sec Cycle	XII 220 sec Cycle	XIII 170 sec Cycle	XIV 220 sec Cycle
						PEDESTRIAN ACTUATION				
A) Route NJ-73 Left Turns	←G	R	R	R	R	DW	7-16	7-16	7-20	7-20
Change	←Y	R	R	R	R	DW	3	3	3	3
Clearance	←R	R	R	R	R	DW	4	4	4	4
B) Route NJ-73 ROW	←R	G	R	R	R	DW	89-80	139-130	89-76	139-126
Change	←R	Y	R	R	R	DW	6*	6*	6*	6*
Clearance	←R	R	R	R	R	DW	2	2	2	2
C) Haddonfield-Kresson Road/ Braddock Mill Road ROW	←R	R	R	G/←G	G	W	7	7	7	7
Change	←R	R	R	G/←Y	G	W	3	3	3	3
D) Haddonfield-Kresson Road/ Braddock Mill Road ROW	←R	R	G	G	G	W	8	8	8	8
Pedestrian Clearance	←R	R	G	G	G	FDW	33**	33**	33**	33**
Change	←R	R	Y	Y	Y	DW	4	4	4	4
Clearance	←R	R	R	R	R	DW	4	4	4	4
Emergency Flash	←R	Y	R	R	R	DARK	-	-	-	-

	Hours of Operation	Cycle	Offset (Seconds)
Plan I	5:30 AM - 9:00 AM Monday - Friday	150 sec	16
Plan II	2:00 PM - 8:00 PM Monday - Friday	150 sec	30
Plan III	7:30 AM - 9:00 PM Saturday 9:00 AM – 7:30 PM Sunday	150 sec	77
Plan IV	All Other Times	93-141 sec	-
Plan V	9:00 AM - 2:00 PM Monday - Friday	135 sec	33
Plan XI	NB Progression Soft Diversion	170 sec	136
Plan XII	NB Progression Hard Diversion	220 sec	167
Plan XIII	SB Progression Soft Diversion	170 sec	20
Plan XIV	SB Progression Hard Diversion	220 sec	70

NOTES:

1. *Offsets (in seconds) are measured from the beginning of yellow to Route NJ-73 traffic at Cooper Road to the beginning of yellow to Route NJ-73 traffic at this intersection.
2. **During Plan I, Plan II, Plan III, Plan V, Plan XI, Plan XII, Plan XIII, and Plan XIV, the controller may use the pedestrian override feature as the cycle length may be exceeded during pedestrian actuation.
3. The memory circuits are to be off.
4. The vehicle intervals shall be set at 2 seconds.
5. The manual control is to be disconnected.
6. Any unactuated phase shall be skipped.
7. Phase D must follow Phase C.
8. The Phase A and Phase C left-turn slots are to operate simultaneously and independently. Upon termination of any left-turn phase due to the lack of vehicle demand, the opposing non-conflicting movements shall commence.
9. Detector switching shall be provided such that the Phase C left-turn loops can extend the Phase D through movement.
10. The detection in the right turn lane of Haddonfield-Kresson Road approach is to employ 5 seconds delay before accepting a vehicle actuation.

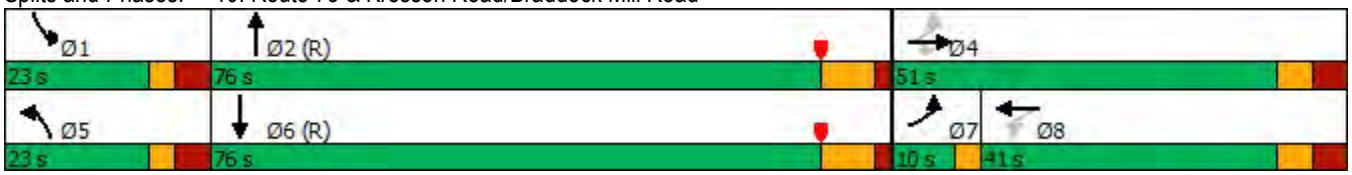
Appendix D
Capacity Analysis

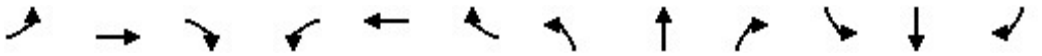
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	51	316	116	176	53	361	1731	61	10	1102	94
Future Volume (vph)	106	51	316	116	176	53	361	1731	61	10	1102	94
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		45			40			55			55	
Link Distance (ft)		171			1316			1916			1965	
Travel Time (s)		2.6			22.4			23.8			24.4	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	2%	1%	0%	0%	0%	1%	3%	0%	30%	4%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	58	359	0	425	0	410	1967	69	11	1359	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	68.0		7.0	68.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	76.0		14.0	76.0	
Total Split (s)	10.0	51.0	51.0	41.0	41.0		23.0	76.0		23.0	76.0	
Total Split (%)	6.7%	34.0%	34.0%	27.3%	27.3%		15.3%	50.7%		15.3%	50.7%	
Maximum Green (s)	7.0	43.0	43.0	33.0	33.0		16.0	68.0		16.0	68.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	48.0	43.0	43.0		33.0		16.0	85.2	150.0	7.2	68.0	
Actuated g/C Ratio	0.32	0.29	0.29		0.22		0.11	0.57	1.00	0.05	0.45	
v/c Ratio	0.44	0.10	0.56		1.16		1.12	1.00	0.04	0.17	0.61	
Control Delay	43.3	40.1	19.4		148.8		142.3	51.3	0.0	74.3	32.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.3	40.1	19.4		148.8		142.3	51.3	0.0	74.3	32.2	
LOS	D	D	B		F		F	D	A	E	C	
Approach Delay		27.0			148.8			65.1			32.5	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	86	42	104		~491		~237	877	0	11	360	
Queue Length 95th (ft)	136	78	201		#600		#335	#1243	0	32	398	
Internal Link Dist (ft)		91			1236			1836			1885	
Turn Bay Length (ft)												
Base Capacity (vph)	273	553	638		366		366	1974	1602	146	2217	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.10	0.56		1.16		1.12	1.00	0.04	0.08	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 16 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 58.9		Intersection LOS: E	
Intersection Capacity Utilization 114.2%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road



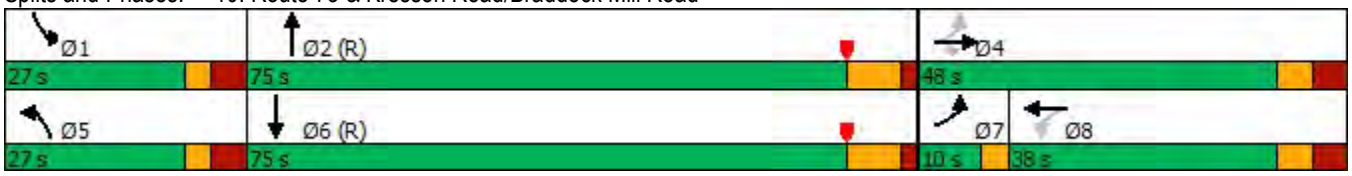


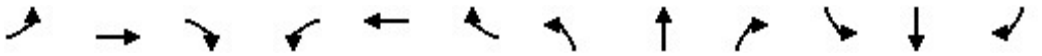
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	184	333	84	95	16	281	1240	137	48	1647	183
Future Volume (vph)	137	184	333	84	95	16	281	1240	137	48	1647	183
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		45			40			55			55	
Link Distance (ft)		171			1316			1916			1965	
Travel Time (s)		2.6			22.4			23.8			24.4	
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	4%	7%	2%	2%	0%	7%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	192	347	0	217	0	296	1305	144	50	1907	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	67.0		7.0	67.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	75.0		14.0	75.0	
Total Split (s)	10.0	48.0	48.0	38.0	38.0		27.0	75.0		27.0	75.0	
Total Split (%)	6.7%	32.0%	32.0%	25.3%	25.3%		18.0%	50.0%		18.0%	50.0%	
Maximum Green (s)	7.0	40.0	40.0	30.0	30.0		20.0	67.0		20.0	67.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	40.6	35.6	35.6		25.6		17.0	84.8	150.0	9.4	74.4	
Actuated g/C Ratio	0.27	0.24	0.24		0.17		0.11	0.57	1.00	0.06	0.50	
v/c Ratio	0.46	0.41	0.59		0.87		0.77	0.66	0.09	0.48	0.77	
Control Delay	47.7	50.3	17.2		91.1		78.0	26.6	0.1	82.4	34.4	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.7	50.3	17.2		91.1		78.0	26.6	0.1	82.4	34.4	
LOS	D	D	B		F		E	C	A	F	C	
Approach Delay		32.9			91.1			33.1			35.6	
Approach LOS		C			F			C			D	
Queue Length 50th (ft)	110	158	73		207		146	478	0	48	557	
Queue Length 95th (ft)	167	230	175		#315		196	621	0	93	668	
Internal Link Dist (ft)		91			1236			1836			1885	
Turn Bay Length (ft)												
Base Capacity (vph)	313	525	629		293		454	1984	1602	223	2475	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.37	0.55		0.74		0.65	0.66	0.09	0.22	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 30 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 36.9		Intersection LOS: D	
Intersection Capacity Utilization 109.3%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road



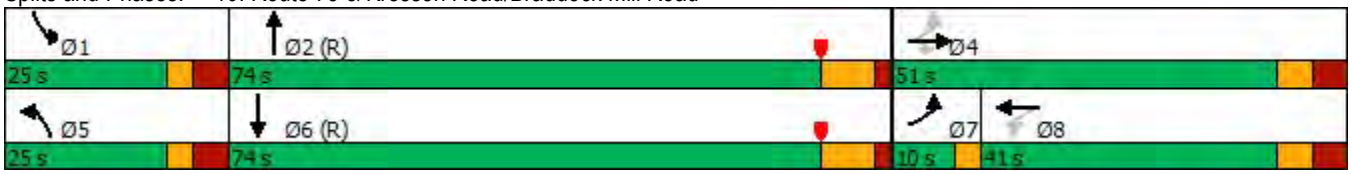


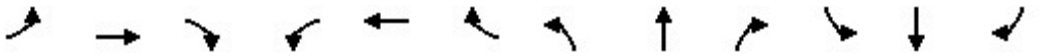
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	73	248	109	72	42	247	1376	109	44	1563	167
Future Volume (vph)	158	73	248	109	72	42	247	1376	109	44	1563	167
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		45			40			55			55	
Link Distance (ft)		171			1316			1916			1965	
Travel Time (s)		2.6			22.4			23.8			24.4	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	2%	3%	1%	1%	1%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	75	256	0	276	0	263	1464	116	47	1841	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	66.0		7.0	66.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	74.0		14.0	74.0	
Total Split (s)	10.0	51.0	51.0	41.0	41.0		25.0	74.0		25.0	74.0	
Total Split (%)	6.7%	34.0%	34.0%	27.3%	27.3%		16.7%	49.3%		16.7%	49.3%	
Maximum Green (s)	7.0	43.0	43.0	33.0	33.0		18.0	66.0		18.0	66.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	45.0	40.0	40.0		30.0		15.4	80.8	150.0	9.0	71.6	
Actuated g/C Ratio	0.30	0.27	0.27		0.20		0.10	0.54	1.00	0.06	0.48	
v/c Ratio	0.46	0.14	0.41		0.91		0.75	0.77	0.07	0.45	0.77	
Control Delay	44.8	41.6	8.2		91.0		78.4	32.5	0.1	81.3	35.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.8	41.6	8.2		91.0		78.4	32.5	0.1	81.3	35.6	
LOS	D	D	A		F		E	C	A	F	D	
Approach Delay		25.4			91.0			37.0			36.8	
Approach LOS		C			F			D			D	
Queue Length 50th (ft)	119	55	13		261		130	622	0	45	554	
Queue Length 95th (ft)	183	98	84		328		178	765	0	89	636	
Internal Link Dist (ft)		91			1236			1836			1885	
Turn Bay Length (ft)												
Base Capacity (vph)	351	564	649		334		412	1910	1586	208	2404	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.13	0.39		0.83		0.64	0.77	0.07	0.23	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 39.0		Intersection LOS: D	
Intersection Capacity Utilization 102.0%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road





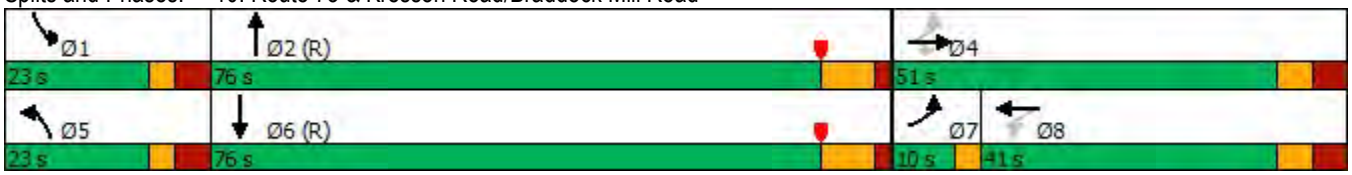
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	43	308	116	180	53	367	1731	61	21	1122	94
Future Volume (vph)	106	43	308	116	180	53	367	1731	61	21	1122	94
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			40			55			55	
Link Distance (ft)		171			1316			1916			703	
Travel Time (s)		3.3			22.4			23.8			8.7	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	2%	1%	0%	0%	0%	1%	3%	0%	30%	4%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	49	350	0	430	0	417	1967	69	24	1382	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	68.0		7.0	68.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	76.0		14.0	76.0	
Total Split (s)	10.0	51.0	51.0	41.0	41.0		23.0	76.0		23.0	76.0	
Total Split (%)	6.7%	34.0%	34.0%	27.3%	27.3%		15.3%	50.7%		15.3%	50.7%	
Maximum Green (s)	7.0	43.0	43.0	33.0	33.0		16.0	68.0		16.0	68.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	48.0	43.0	43.0		33.0		16.0	81.6	150.0	8.0	68.0	
Actuated g/C Ratio	0.32	0.29	0.29		0.22		0.11	0.54	1.00	0.05	0.45	
v/c Ratio	0.44	0.09	0.55		1.17		1.14	1.04	0.04	0.33	0.62	
Control Delay	43.4	39.9	18.7		151.1		148.1	65.6	0.0	79.7	32.5	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	39.9	18.7		151.1		148.1	65.6	0.0	79.7	32.5	
LOS	D	D	B		F		F	E	A	E	C	
Approach Delay		26.4			151.1			77.8			33.3	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	86	35	97		~499		~244	~1148	0	23	369	
Queue Length 95th (ft)	136	68	192		#608		#343	#1273	0	53	407	
Internal Link Dist (ft)		91			1236			1836			623	
Turn Bay Length (ft)												
Base Capacity (vph)	271	553	637		368		366	1891	1602	146	2217	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.09	0.55		1.17		1.14	1.04	0.04	0.16	0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 16 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 65.8		Intersection LOS: E	
Intersection Capacity Utilization 113.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road

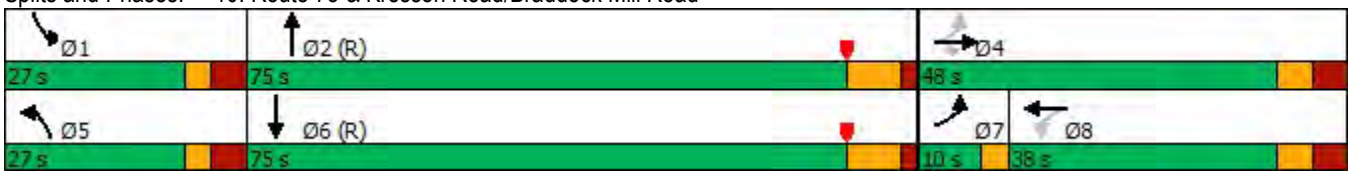


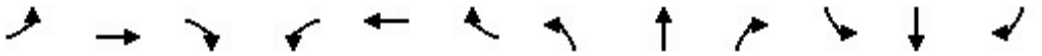
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	178	326	84	98	16	286	1240	137	57	1664	183
Future Volume (vph)	137	178	326	84	98	16	286	1240	137	57	1664	183
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			40			55			55	
Link Distance (ft)		171			1316			1916			703	
Travel Time (s)		3.3			22.4			23.8			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	4%	7%	2%	2%	0%	7%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	185	340	0	220	0	301	1305	144	59	1924	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	67.0		7.0	67.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	75.0		14.0	75.0	
Total Split (s)	10.0	48.0	48.0	38.0	38.0		27.0	75.0		27.0	75.0	
Total Split (%)	6.7%	32.0%	32.0%	25.3%	25.3%		18.0%	50.0%		18.0%	50.0%	
Maximum Green (s)	7.0	40.0	40.0	30.0	30.0		20.0	67.0		20.0	67.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	40.7	35.7	35.7		25.7		17.2	84.0	150.0	10.1	74.1	
Actuated g/C Ratio	0.27	0.24	0.24		0.17		0.11	0.56	1.00	0.07	0.49	
v/c Ratio	0.46	0.39	0.58		0.87		0.77	0.66	0.09	0.53	0.78	
Control Delay	47.7	49.9	16.4		91.1		78.2	27.3	0.1	83.6	34.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.7	49.9	16.4		91.1		78.2	27.3	0.1	83.6	34.9	
LOS	D	D	B		F		E	C	A	F	C	
Approach Delay		32.4			91.1			33.8			36.4	
Approach LOS		C			F			C			D	
Queue Length 50th (ft)	109	151	66		210		149	486	0	57	568	
Queue Length 95th (ft)	167	222	168		#321		199	630	0	105	676	
Internal Link Dist (ft)		91			1236			1836			623	
Turn Bay Length (ft)												
Base Capacity (vph)	311	525	629		295		454	1966	1602	223	2465	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.35	0.54		0.75		0.66	0.66	0.09	0.26	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 30 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 37.4		Intersection LOS: D	
Intersection Capacity Utilization 109.2%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road



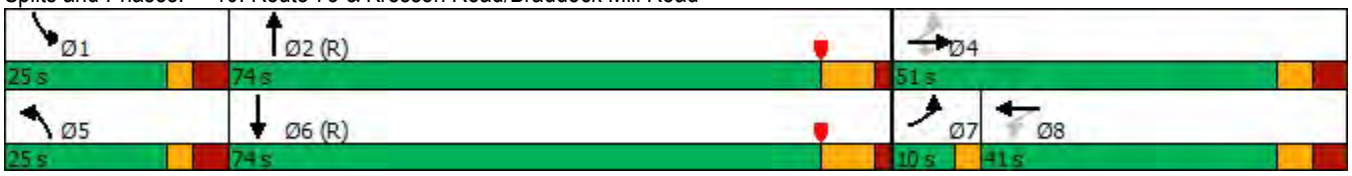


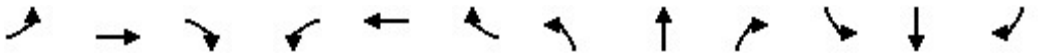
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	69	244	109	78	42	257	1376	109	53	1586	167
Future Volume (vph)	158	69	244	109	78	42	257	1376	109	53	1586	167
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			40			55			55	
Link Distance (ft)		171			1316			1916			703	
Travel Time (s)		3.3			22.4			23.8			8.7	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	2%	3%	1%	1%	1%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	71	252	0	283	0	273	1464	116	56	1865	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	66.0		7.0	66.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	74.0		14.0	74.0	
Total Split (s)	10.0	51.0	51.0	41.0	41.0		25.0	74.0		25.0	74.0	
Total Split (%)	6.7%	34.0%	34.0%	27.3%	27.3%		16.7%	49.3%		16.7%	49.3%	
Maximum Green (s)	7.0	43.0	43.0	33.0	33.0		18.0	66.0		18.0	66.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	45.3	40.3	40.3		30.3		15.7	79.8	150.0	9.6	70.9	
Actuated g/C Ratio	0.30	0.27	0.27		0.20		0.10	0.53	1.00	0.06	0.47	
v/c Ratio	0.47	0.13	0.40		0.92		0.76	0.78	0.07	0.50	0.78	
Control Delay	44.8	41.2	7.9		91.6		79.0	33.5	0.1	82.6	36.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.8	41.2	7.9		91.6		79.0	33.5	0.1	82.6	36.6	
LOS	D	D	A		F		E	C	A	F	D	
Approach Delay		25.1			91.6			38.1			37.9	
Approach LOS		C			F			D			D	
Queue Length 50th (ft)	119	52	10		268		135	631	0	54	570	
Queue Length 95th (ft)	183	94	79		#339		184	777	0	100	649	
Internal Link Dist (ft)		91			1236			1836			623	
Turn Bay Length (ft)												
Base Capacity (vph)	348	564	649		336		412	1886	1586	208	2386	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.47	0.13	0.39		0.84		0.66	0.78	0.07	0.27	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 40.0		Intersection LOS: D	
Intersection Capacity Utilization 102.1%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road



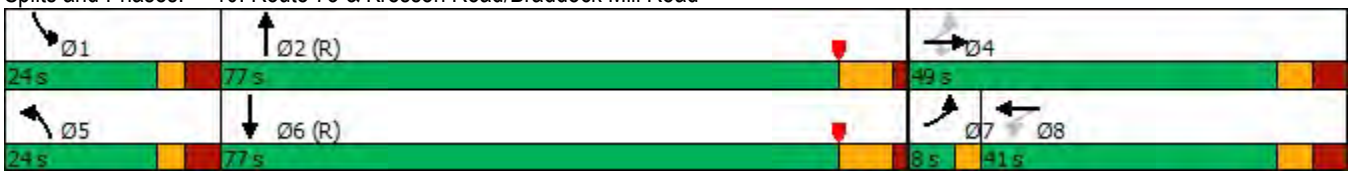


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	43	308	116	180	53	367	1731	61	21	1122	94
Future Volume (vph)	106	43	308	116	180	53	367	1731	61	21	1122	94
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			40			55			55	
Link Distance (ft)		171			1316			1916			703	
Travel Time (s)		3.3			22.4			23.8			8.7	
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	2%	1%	0%	0%	0%	1%	3%	0%	30%	4%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	49	350	0	430	0	417	1967	69	24	1382	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	68.0		7.0	68.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	76.0		14.0	76.0	
Total Split (s)	8.0	49.0	49.0	41.0	41.0		24.0	77.0		24.0	77.0	
Total Split (%)	5.3%	32.7%	32.7%	27.3%	27.3%		16.0%	51.3%		16.0%	51.3%	
Maximum Green (s)	5.0	41.0	41.0	33.0	33.0		17.0	69.0		17.0	69.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	46.0	41.0	41.0		33.0		17.0	83.6	150.0	8.0	69.0	
Actuated g/C Ratio	0.31	0.27	0.27		0.22		0.11	0.56	1.00	0.05	0.46	
v/c Ratio	0.49	0.09	0.56		1.17		1.07	1.02	0.04	0.33	0.61	
Control Delay	47.3	41.4	18.4		151.1		127.0	57.3	0.0	79.7	31.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	47.3	41.4	18.4		151.1		127.0	57.3	0.0	79.7	31.6	
LOS	D	D	B		F		F	E	A	E	C	
Approach Delay		27.2			151.1			67.6			32.5	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	88	36	91		~499		~231	~1123	0	23	364	
Queue Length 95th (ft)	139	69	187		#608		#331	#1248	0	53	401	
Internal Link Dist (ft)		91			1236			1836			623	
Turn Bay Length (ft)												
Base Capacity (vph)	247	527	624		368		389	1937	1602	156	2250	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.49	0.09	0.56		1.17		1.07	1.02	0.04	0.15	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 16 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 60.4		Intersection LOS: E	
Intersection Capacity Utilization 113.9%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road

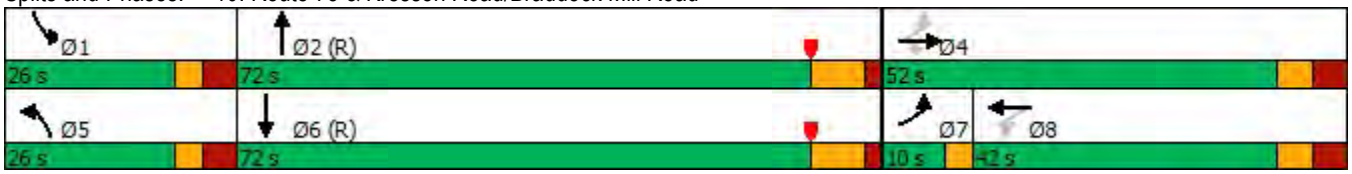


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	69	244	109	78	42	257	1376	109	53	1586	167
Future Volume (vph)	158	69	244	109	78	42	257	1376	109	53	1586	167
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	13	13	13	11	11	11	11	11	11
Grade (%)		-2%			5%			0%			0%	
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			40			55			55	
Link Distance (ft)		171			1316			1916			703	
Travel Time (s)		3.3			22.4			23.8			8.7	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	2%	3%	1%	1%	1%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	71	252	0	283	0	273	1464	116	56	1865	0
Turn Type	pm+pt	NA	Perm	Perm	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8					Free			
Detector Phase	7	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		7.0	66.0		7.0	66.0	
Minimum Split (s)	8.0	16.0	16.0	16.0	16.0		14.0	74.0		14.0	74.0	
Total Split (s)	10.0	52.0	52.0	42.0	42.0		26.0	72.0		26.0	72.0	
Total Split (%)	6.7%	34.7%	34.7%	28.0%	28.0%		17.3%	48.0%		17.3%	48.0%	
Maximum Green (s)	7.0	44.0	44.0	34.0	34.0		19.0	64.0		19.0	64.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	6.0		3.0	6.0	
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	2.0		4.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0	8.0		8.0		7.0	8.0		7.0	8.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0	7.0	7.0			0.0			0.0	
Flash Dont Walk (s)		33.0	33.0	33.0	33.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	45.6	40.6	40.6		30.6		15.9	79.5	150.0	9.6	70.4	
Actuated g/C Ratio	0.30	0.27	0.27		0.20		0.11	0.53	1.00	0.06	0.47	
v/c Ratio	0.47	0.13	0.40		0.91		0.75	0.78	0.07	0.50	0.79	
Control Delay	44.3	40.8	6.3		89.6		77.9	33.9	0.1	82.6	37.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	40.8	6.3		89.6		77.9	33.9	0.1	82.6	37.2	
LOS	D	D	A		F		E	C	A	F	D	
Approach Delay		24.1			89.6			38.3			38.6	
Approach LOS		C			F			D			D	
Queue Length 50th (ft)	119	52	0		268		135	632	0	54	571	
Queue Length 95th (ft)	181	93	66		333		182	787	0	100	665	
Internal Link Dist (ft)		91			1236			1836			623	
Turn Bay Length (ft)												
Base Capacity (vph)	350	577	669		347		435	1880	1586	220	2369	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0		0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0		0		0	0	0	0	0	
Storage Cap Reductn	0	0	0		0		0	0	0	0	0	
Reduced v/c Ratio	0.47	0.12	0.38		0.82		0.63	0.78	0.07	0.25	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 77 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 40.1		Intersection LOS: D	
Intersection Capacity Utilization 102.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 10: Route 73 & Kresson Road/Braddock Mill Road



Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	333	14	126	505	20	140
Future Vol, veh/h	333	14	126	505	20	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	1	-
Peak Hour Factor	89	89	78	78	78	78
Heavy Vehicles, %	2	0	1	1	0	2
Mvmt Flow	374	16	162	647	26	179

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	390	0	1030	195
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	648	-
Critical Hdwy	-	-	5.32	-	6.45	7.24
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.11	-	3.65	3.92
Pot Cap-1 Maneuver	-	-	766	-	251	689
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	766	-	168	689
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	-	-	766	-
HCM Lane V/C Ratio	0.413	-	-	0.211	-
HCM Control Delay (s)	17.2	-	-	11	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	0.8	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	520	36	190	369	16	134
Future Vol, veh/h	520	36	190	369	16	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	1	-
Peak Hour Factor	87	87	90	90	76	76
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	598	41	211	410	21	176

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	639	0	1246	320
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	627	-
Critical Hdwy	-	-	5.3	-	6.45	7.2
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.65	3.9
Pot Cap-1 Maneuver	-	-	589	-	186	576
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	589	-	100	576
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	251	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	382	-	-	589	-
HCM Lane V/C Ratio	0.517	-	-	0.358	-
HCM Control Delay (s)	24.1	-	-	14.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.9	-	-	1.6	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	368	31	106	380	22	111
Future Vol, veh/h	368	31	106	380	22	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	1	-
Peak Hour Factor	92	92	88	88	97	97
Heavy Vehicles, %	0	0	5	1	0	1
Mvmt Flow	400	34	120	432	23	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	434	0	873	217
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	5.4	-	6.45	7.22
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.15	-	3.65	3.91
Pot Cap-1 Maneuver	-	-	716	-	311	669
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	716	-	243	669
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	-	-	716	-
HCM Lane V/C Ratio	0.264	-	-	0.168	-
HCM Control Delay (s)	14.4	-	-	11	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.1	-	-	0.6	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	14	126	515	26	140
Future Vol, veh/h	317	14	126	515	26	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	1	-
Peak Hour Factor	89	89	78	78	78	78
Heavy Vehicles, %	2	0	1	1	0	2
Mvmt Flow	356	16	162	660	33	179

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	372	0	1018	186
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	654	-
Critical Hdwy	-	-	5.32	-	6.45	7.24
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.11	-	3.65	3.92
Pot Cap-1 Maneuver	-	-	781	-	255	698
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	781	-	171	698
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	305	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	-	-	781	-
HCM Lane V/C Ratio	0.452	-	-	0.207	-
HCM Control Delay (s)	18.8	-	-	10.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.3	-	-	0.8	-

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	507	36	190	377	21	134
Future Vol, veh/h	507	36	190	377	21	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	1	-
Peak Hour Factor	87	87	90	90	76	76
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	583	41	211	419	28	176

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	624	0	1236	312
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	632	-
Critical Hdwy	-	-	5.3	-	6.45	7.2
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.1	-	3.65	3.9
Pot Cap-1 Maneuver	-	-	599	-	189	583
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	599	-	102	583
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	252	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	27.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	599	-
HCM Lane V/C Ratio	0.573	-	-	0.352	-
HCM Control Delay (s)	27.8	-	-	14.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.4	-	-	1.6	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	360	31	106	396	32	111
Future Vol, veh/h	360	31	106	396	32	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-1	1	-
Peak Hour Factor	92	92	88	88	97	97
Heavy Vehicles, %	0	0	5	1	0	1
Mvmt Flow	391	34	120	450	33	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	425	0	873	213
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	465	-
Critical Hdwy	-	-	5.4	-	6.45	7.22
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	3.15	-	3.65	3.91
Pot Cap-1 Maneuver	-	-	723	-	311	673
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	723	-	242	673
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	-	-	723	-
HCM Lane V/C Ratio	0.306	-	-	0.167	-
HCM Control Delay (s)	15.8	-	-	11	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.6	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	143	0	0	1094	118
Future Vol, veh/h	0	143	0	0	1094	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	88	88	93	93
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	155	0	0	1176	127

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	652		-	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	352		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	352		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	23.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	352	-	-
HCM Lane V/C Ratio	0.442	-	-
HCM Control Delay (s)	23.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.2	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	119	0	0	1785	98
Future Vol, veh/h	0	119	0	0	1785	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	95	95	99	99
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	129	0	0	1803	99

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	951	-	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	224	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	224	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	41	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	224	-	-
HCM Lane V/C Ratio	0.577	-	-
HCM Control Delay (s)	41	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	3.2	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	89	0	0	1717	67
Future Vol, veh/h	0	89	0	0	1717	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	98	98
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	97	0	0	1752	68

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	910		-	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	238		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	238		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	30.1	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	238	-	-
HCM Lane V/C Ratio	0.406	-	-
HCM Control Delay (s)	30.1	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	1.9	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	331	493	48	0	67
Future Vol, veh/h	44	331	493	48	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	0	-	0	-
Peak Hour Factor	94	94	94	94	92	92
Heavy Vehicles, %	2	4	4	2	0	2
Mvmt Flow	47	352	524	51	0	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	575	0	-	0	-	550
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	998	-	-	-	0	535
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	998	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	998	-	-	-	535
HCM Lane V/C Ratio	0.047	-	-	-	0.136
HCM Control Delay (s)	8.8	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	543	358	40	0	56
Future Vol, veh/h	37	543	358	40	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	0	-	0	-
Peak Hour Factor	88	88	88	88	92	92
Heavy Vehicles, %	2	3	3	2	0	2
Mvmt Flow	42	617	407	45	0	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	452	0	-	0	-	430
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1109	-	-	-	0	625
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1109	-	-	-	-	625
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	625
HCM Lane V/C Ratio	0.038	-	-	-	0.097
HCM Control Delay (s)	8.4	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	391	386	42	0	72
Future Vol, veh/h	53	391	386	42	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	0	-	0	-
Peak Hour Factor	93	93	93	93	92	92
Heavy Vehicles, %	2	2	2	2	0	2
Mvmt Flow	57	420	415	45	0	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	460	0	-	0	-	438
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1101	-	-	-	0	619
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1101	-	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1101	-	-	-	619
HCM Lane V/C Ratio	0.052	-	-	-	0.126
HCM Control Delay (s)	8.4	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Appendix E
Traffic Impact Study Area Determination

TRAFFIC IMPACT
STUDY AREA DETERMINATION

For

Proposed Wawa Food Market & Fueling Station

Property Located at:

Township of Evesham, Burlington County, NJ
Block 36 – Lot 11

Township of Voorhees, Camden County, NJ
Block 220 – Lots 9 & 16

Prepared by:

1904 Main Street
Lake Como, NJ 07719

245 Main Street, Suite #110
Chester, NJ 07930

(732) 681-0760

Nick Verderese, PE
NJ PE License #38991

Patrick Downey, PE
NJ PE License #55686

June 22, 2021

0744-12-010T

JDP:mjb

INTRODUCTION

It is proposed to construct a 5,051 SF Wawa Food Market & Fueling Station (The Project), in the Township of Evesham, Burlington County and the Township of Voorhees, Camden County, New Jersey. The site is located along Route 73 southbound with an additional driveway extending to Kresson Road (CR 671) and is designated as Block 36 – Lot 11 on the Evesham Township Tax Maps and Block 220 – Lots 9 & 16 on the Voorhees Township Tax Maps. The property is currently developed with a single-family dwelling fronting Kresson Road and undeveloped along Route 73. It is proposed to raze the existing site and construct a 5,051 SF Wawa Food Market & Fueling Station. Access to the site is proposed via a new right turn in/right turn out driveway along Route 73 southbound and a new left turn in/right turn in/right turn out driveway along Kresson Road.

It is intended that a Major with Planning Review Driveway Access application will be submitted to the New Jersey Department of Transportation (NJDOT) for the proposed driveway along Route 73. An analysis has been conducted in accordance with methodologies set forth in the New Jersey State Highway Access Management Code to define the traffic impact study area for the proposed site. This report presents the analyses and conclusions in defining the Traffic Impact Study Area.

SCOPE OF STUDY

To define the traffic impact study area, the following scope of study was undertaken:

1. The market area is defined as a three (3) mile radius.

2. Projections of traffic to be generated by The Project were prepared based on the NJDOT published trip generation rates.

3. Population estimates were collected for the census tracts in the defined market area utilizing population data published by the U.S. Census Bureau.

4. A gravity model was developed for the defined market area of the site based upon the methodology recommended by the NJDOT.

5. Site traffic for each census tract was assigned to the roadway network based upon anticipated distribution.

6. All locations on the State highway network that require analysis were identified.

7. A count program was identified.

8. Lot conformance calculations were performed for the property in question.

TRIP GENERATION

In order to determine the traffic impact study area for The Project it is necessary to project the magnitude of traffic volumes to be generated during the peak hour periods.

Trip generation projections for The Project were prepared utilizing the NJDOT published rates found under Land Use Code (LUC) 960 – Super Convenience Market/ Gas Station. Additionally, according to studies conducted by the Institute of Transportation Engineer's (ITE), traffic associated with LUC 960 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. As per the Department's published rates, a 76% passby traffic percentage used during the weekday morning and weekday evening peak hours and a 50% passby traffic percentage during the Saturday midday peak hour for Super Convenience Market/Gas Station. The following table details the anticipated trips for The Project.

Table I
Proposed Trip Generation

Land Use	Trip Type	AM PSH			PM PSH			SAT PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
5,051 SF Wawa	Total	210	210	420	175	175	350	161	161	322
	Passby	160	159	319	133	133	266	81	80	161
	New (Primary)	50	51	101	42	42	84	80	81	161

MARKET AREA

The primary retail market area for The Project is defined using a three (3) mile radius. This market area was selected based upon the convenience nature of the proposed Wawa, as well as the location of other existing Wawa establishments in the vicinity of The Project. A map which graphically identifies the Census Tracts within the market area is appended. The following table lists the census tracts that were identified in the market area and their population.

Table II
Census Tracts in Market Area and Population

Burlington County

Census Tract	Population
Tract 7040.06	2,228
Tract 7040.08	5,283
Tract 7040.09	4,569
Tract 7040.12	5,888

Camden County

Census Tract	Population
Tract 6035.03	4,747
Tract 6035.07	7,081
Tract 6075.02	6,017
Tract 6075.03	6,540
Tract 6075.04	3,692
Tract 6075.05	4,749
Tract 6076	2,274

POPULATION PROJECTIONS & GRAVITY MODEL

Population estimates for each census tract in the defined market area were made based on population data published by the U.S. Census Bureau. These populations were illustrated previously in Table II.

A gravity model for The Project was then prepared in accordance with the NJDOT requirements for establishing distribution. The gravity model methodology was based on the National Cooperative Highway Research Program Report 187, *Quick Urban Response Travel Estimation Techniques and Transferable Parameters*. This methodology assumes that the distribution is proportional to population densities and distance within a given radius from the site. The gravity model worksheet is appended.

TRAFFIC ASSIGNMENT & TRAFFIC IMPACT STUDY AREA

The result of the gravity model was used to assign the site generated traffic to the adjacent roadway network. Assignments were based on the location of primary arterial roadways, major signalized intersections and interchanges. The passby site traffic distribution is based upon the prevailing traffic flow on the adjacent roadway network in accordance with the methodologies defined by the Institute of Transportation Engineers in the publication *Trip Generation Handbook, 3rd Edition*. See the attached figures in the Appendix of this report for the arrival and departure distribution.

As previously stated, as part of The Project it is proposed to provide a new right turn in/right turn out driveway along Route 73 SB and a new left turn in/right turn in/right turn out driveway along Kresson Road. Candidate intersections for analysis for the Major with Planning Review Driveway Access Application are identified as those locations along the state highway that are impacted by 100 or more half-trips during a peak period as well as the site access points. These are as follows:

1. Route 73 & Site Driveway (AM, PM, & Saturday peak hours)
2. Kresson Road (CR 671) & Site Driveway (AM, PM, & Saturday peak hours)

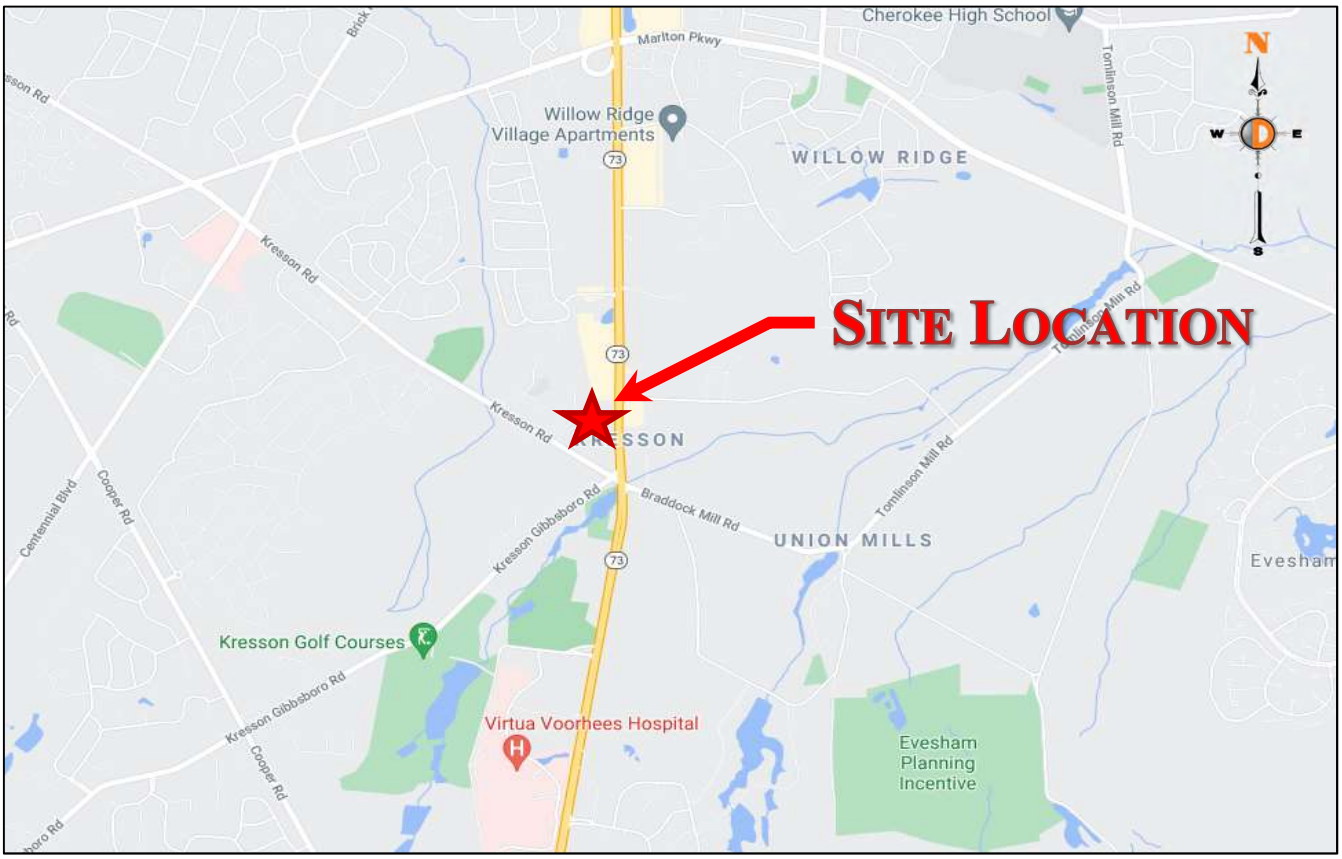
PROPOSED TRAFFIC COUNT PROGRAM

It is proposed to conduct peak period manual turning movement (MTM) traffic counts at the following locations:

1. Route 73 & Kresson Road (CR 671)/Braddock Mill Road (Signalized) (AM, PM, & Saturday peak hours)
2. Kresson Road (CR 671) & Kresson Gibbsboro Road (CR 685) (Unsignalized) (AM, PM, & Saturday peak hours)

Note that no automatic traffic recorder (ATR) counts are proposed due to the fact that there are no signalized study locations.

Appendix



Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study Area Determination
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6/22/2021

Site Location Map

REVISIONS				
[illegible]	REVISED BY	DATE	REVISION MADE BY	
396	R.A. ALAIMO, ASSOC.	6-27-[illegible]	BLK 66A, LOT 17 [illegible]	[illegible]
406	R.A. ALAIMO, ASSOC.	[illegible]	BLK 66A, LOT 31 [illegible]	[illegible]
440	R.A. ALAIMO, ASSOC.	3-24-[illegible]	BLK 66A Combined lots 17 [illegible] & 19 [illegible]	[illegible]
479	R.A. ALAIMO ASSOCIATES	10-26-87	BLK. 66A COMBINE LOTS 2,24 & 28, NOW LOT 2 - 3368/334	DWS
	CRAIG F. REMINGTON - RVE	3-19-2013	BLOCK 37.01, LOT 2 - ADDED PORTION OF ROUTE 73	SMY
	CHARLES E. ADAMSON - RVE	12-19-2014	REMOVED BLK 50.04 ADDED TO NEW SHEET 9.03	SMY

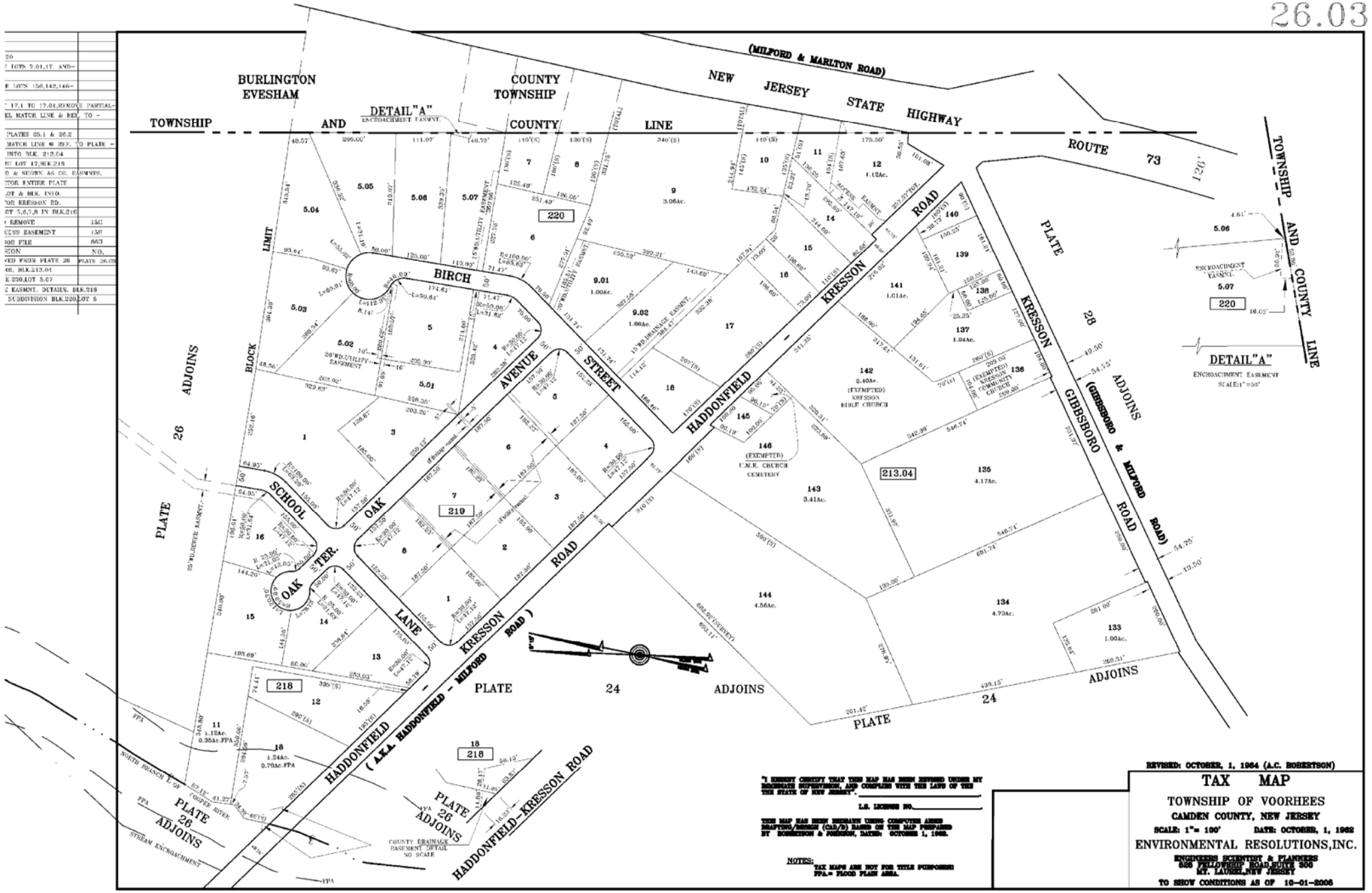
NEW JERSEY DEPARTMENT OF THE TREASURY
DIVISION OF TAXATION
PROPERTY ADMINISTRATION
APPROVED AS A TAX MAP PURSUANT TO THE AUTHORITY OF N.J.S.A. 54:1-15 & 54:50-1
FOR THE DIRECTOR, DIVISION OF TAXATION
James Coll C.T.A.
JAMES J. COLL, CHIEF, LOCAL ASSESSMENT COMPLIANCE
William H. Black C.T.A.
WILLIAM H. BLACK, SUPERVISING ENGINEER
DATE OCT 24 [illegible] SERIAL NO. [illegible]94

TAX MAP

EVESHAM TOWNSHIP
BURLINGTON COUNTY, N.J.

RICHARD A. ALAIMO ASSOCIATES
CONSULTING ENGINEERS
200 HIGH STREET, MOUNT HOLLY, N.J.

NOVEMBER 2, 1970 SCALE: 1" = 100'



26	
LOTS 7.01,17. AND-	
LOTS 156,142,146-	
17.1 TO 17.01,REMOVE PARTIAL-	
EL MATCH LINE & REF. TO -	
PLATES 25.1 & 26.2	
MATCH LINE @ REF. TO PLATE -	
INTO BLK. 213.04	
SU LOT 17,BLK.218	
D & SHOWN AS CO. EASMNTS.	
TOR ENTIRE PLATE	
OT & BLK. INFO.	
OR KRESSON RD.	
OT 5,6,7,8 IN BLK.219	
REMOVE	15'
CESS EASEMENT	15'
OR FILE	667
SION	NO.
VED FROM PLATE 26	PLATE 26.03
46, BLK.213.04	
K 220,LOT 5.07	
2 EASMT. DETAILS, BLK.218	
SUBDIVISION BLK.220,LOT 5	

"I HEREBY CERTIFY THAT THIS MAP HAS BEEN REVISED UNDER MY IMMEDIATE SUPERVISION, AND COMPLIES WITH THE LAWS OF THE THE STATE OF NEW JERSEY."

L.S. LICENSE NO._____

THIS MAP HAS BEEN PREPARED USING COMPUTER AIDED DRAFTING/DESIGN (CAD/D) BASED ON THE MAP PREPARED BY ROBERTSON & FOREMAN, DATED: OCTOBER 1, 1982.

NOTES:
TAX MAPS ARE NOT FOR TITLE PURPOSES
FPA.= FLOOD PLAIN AREA.

REVISED: OCTOBER, 1, 1984 (A.C. ROBERTSON)

TAX MAP

TOWNSHIP OF VOORHEES

CAMDEN COUNTY, NEW JERSEY

SCALE: 1"= 100' DATE: OCTOBER, 1, 1982

ENVIRONMENTAL RESOLUTIONS,INC.

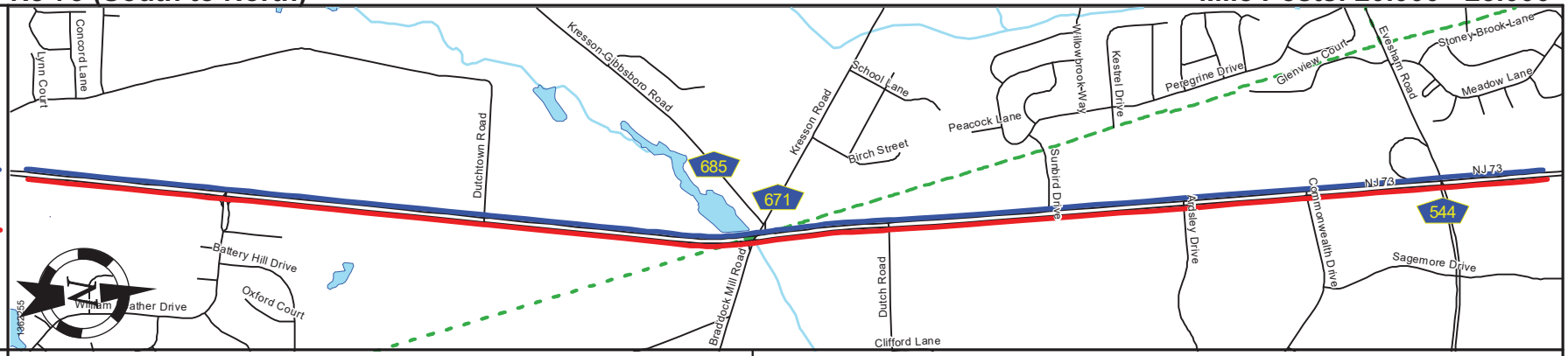
ENGINEERS SCIENTIST & PLANNERS
625 FELLOWSHIP ROAD,SUITE 205
MT. LAUREL,NEW JERSEY

TO SHOW CONDITIONS AS OF 10-01-2006

INFORMATION SHOWN IS COMPILED AS OF OCTOBER 1,_____;PRINTED-_____.

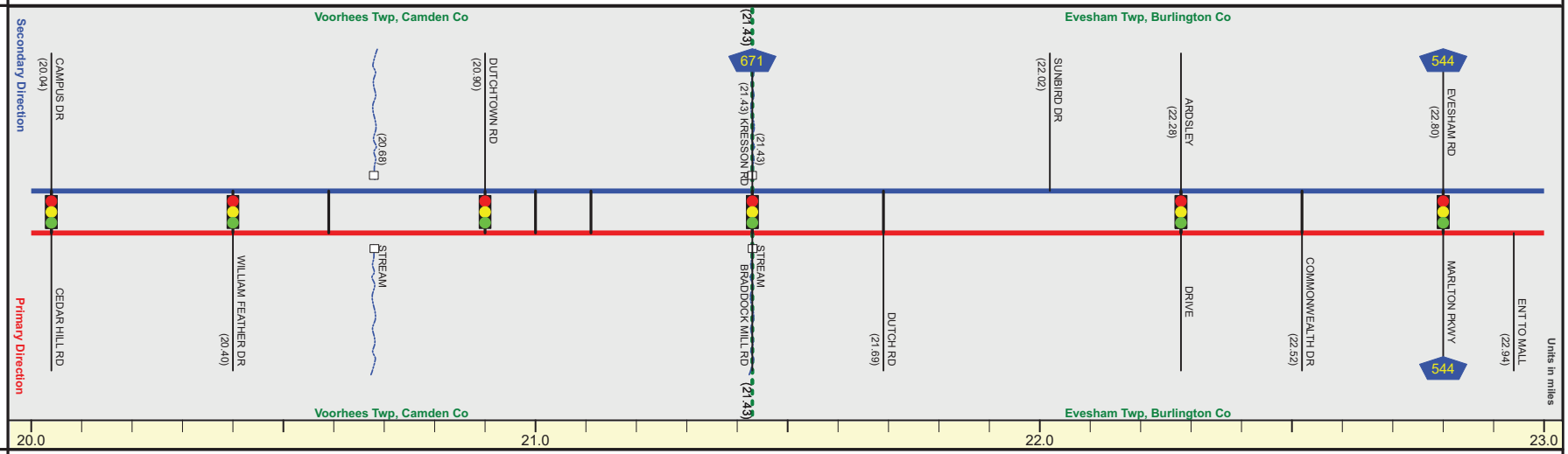
NJ 73 (South to North)

Mile Posts: 20.000 - 23.000



Pavement	24 | 20
Shoulder	10 | 13
Number of Lanes	2
Speed Limit	55 | 50
Street Name	NJ 73

Interstate Route 287 | US Route 22 | NJ Route 33 | County Road 689 | Interchange Number 2 | Grade Separated Interchange | Traffic Signal | Traffic Monitoring Sites WIM AVC VOL | Road Underpass | Road Overpass



Street Name	NJ 73
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	0415 | 0313
Speed Limit	55 | 50
Number of Lanes	2
Med. Type	Curbed | Unprotected
Med. Width	24 | 20
Pavement	24
Shoulder	10 | 15 | 10 | 15
Traffic Volume	41,679 (2017) | 43,784 (2017)
Traffic Sta. ID	7-9-422 | 7-5-169
Structure No.	0313150
Enlarged Views	

SRI = 00000073__

Date last inventoried: April 2016

Page Created: March, 2019

Proposed Wawa Food Market & Fueling Station
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Figure 4

Percent Distribution (Primary Trips)

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study Area Determination
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Figure 5

Primary Site Generated Trips

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study Area Determination
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6/22/2021

Figure 6

Percent Distribution (Passby Trips)

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study Area Determination
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6/22/2021

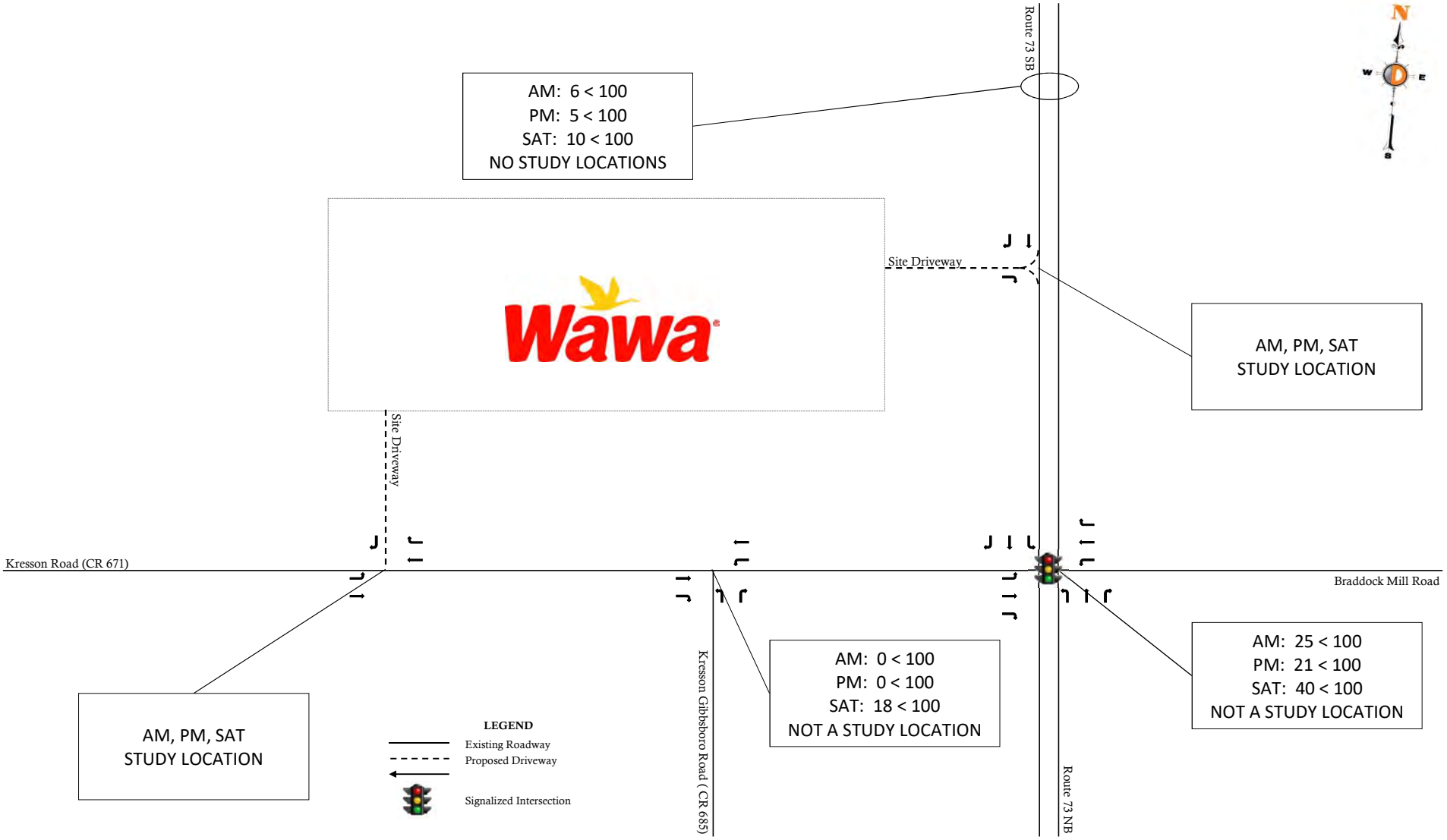
Figure 7

Passby Site Generated Trips

Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study Area Determination
0744-12-010T
6/22/2021

Figure 8

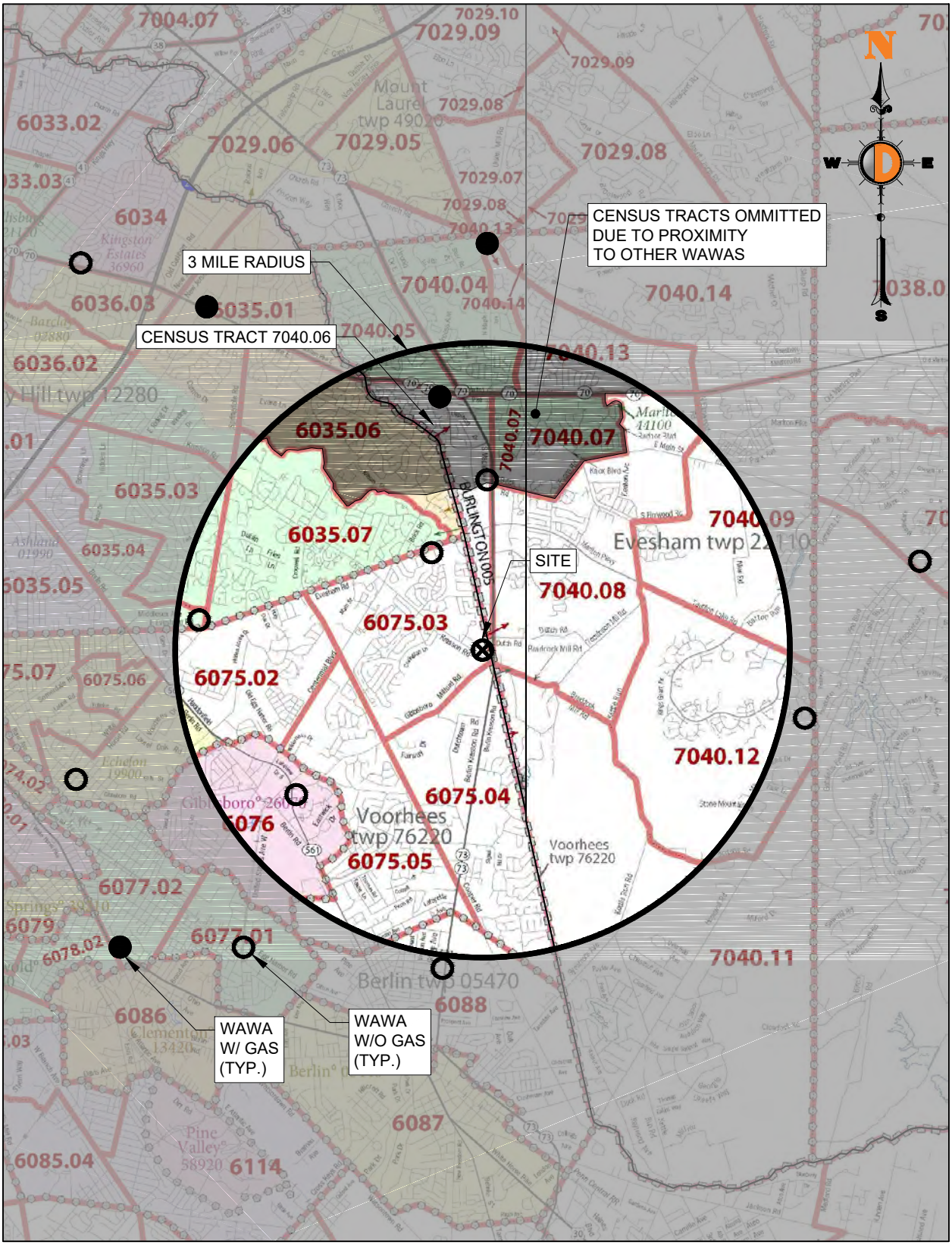
Total Site Generated Trips



Proposed Wawa Food Market & Fueling Station
NJDOT Traffic Impact Study Area Determination
0744-12-010T
6/22/2021

Figure 6

Study Locations



RETAIL MARKET AREA

SCALE: 1" = +/- 7,500'

DYNAMIC TRAFFIC, LLC

DYNAMIC TRAFFIC

GRAVITY MODEL - 3 MILE RADIUS
Proposed Wawa Food Market & Fueling Station
Township of Evesham (Burlington County) & Township of Voorhees (Camden County) NJ

County	Census Tract	2010 Population	% Population Within Study Area	Study Area Population (Ai)	Roadway Distance (d)	Ai / d^2	Trip Percent (Tij)
Burlington	7040.06	2,228	30%	668	2.0	167.00	2.24%
Burlington	7040.08	5,283	100%	5,283	2.7	724.69	9.70%
Burlington	7040.09	4,569	40%	1,828	2.5	292.48	3.91%
Burlington	7040.12	5,888	85%	5,005	4.0	312.81	4.19%
Camden	6035.03	4,747	10%	475	4.0	29.69	0.40%
Camden	6035.07	7,081	100%	7,081	3.0	786.78	10.53%
Camden	6075.02	6,017	90%	5,415	3.5	442.04	5.92%
Camden	6075.03	6,540	100%	6,540	1.5	2906.67	38.90%
Camden	6075.04	3,692	100%	3,692	2.0	923.00	12.35%
Camden	6075.05	4,749	100%	4,749	2.5	759.84	10.17%
Camden	6076	2,274	50%	1,137	3.0	126.33	1.69%
					Sum of Ai / d^2 =	7471.33	100.00%

Google Maps

225-201 Woodbine Dr, Evesham, NJ 08053 to TD Bank

Drive 1.8 miles, 5 min

Burlington County Census Tract - 7040.06 In

225-201 Woodbine Dr

Evesham, NJ 08053

1. Head south on Woodbine Dr toward Stoney Brook Ln

0.1 mi

2. Turn left onto Stoney Brook Ln

374 ft

3. Turn right onto Meadow Ln

292 ft

4. Turn left at the 1st cross street onto Evesham Rd

0.3 mi

5. Turn right onto NJ-73 S

1.3 mi

6. Turn right

Destination will be on the right

167 ft

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 225-201 Woodbine Dr, Evesham, NJ 08053

Drive 2.0 miles, 5 min

Burlington County Census Tract - 7040.06 Out

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

279 ft

2. Turn left onto Kresson Rd

387 ft

3. Turn left onto NJ-73 N

1.4 mi

4. Turn left onto Evesham Rd

0.3 mi

5. Turn right onto Meadow Ln

292 ft

6. Turn left onto Stoney Brook Ln

374 ft

7. Turn right onto Woodbine Dr

0.1 mi

225-201 Woodbine Dr

Evesham, NJ 08053

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

32 Yale Rd, Marlton, NJ 08053 to TD Bank
Burlington County Census Tract - 7040.08 In

Drive 2.2 miles, 6 min

32 Yale Rd
Marlton, NJ 08053

1. Head northwest on Yale Rd toward Tylor Ln
   0.2 mi
2. Turn left onto Waverly Rd
   272 ft
3. Turn left onto Evans Rd
   0.1 mi
4. Turn right onto Marlton Pkwy
   0.6 mi
5. Turn left onto NJ-73 S
   1.3 mi
6. Turn right
   Destination will be on the right
   167 ft

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 32 Yale Rd, Marlton, NJ 08053
Burlington County Census Tract - 7040.08 Out

Drive 2.3 miles, 6 min

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd
279 ft
2. Turn left onto Kresson Rd
387 ft
3. Turn left onto NJ-73 N
1.1 mi
4. Turn right onto Commonwealth Dr
0.3 mi
5. Turn left onto Evans Rd
0.5 mi
6. Turn right onto Waverly Rd
272 ft
7. Turn right onto Yale Rd
0.2 mi

32 Yale Rd
Marlton, NJ 08053

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

12 Country Squire Ln, Marlton, NJ 08053 to TD Bank
Burlington County Census Tract - 7040.09 In

Drive 2.7 miles, 7 min

12 Country Squire Ln
Marlton, NJ 08053

Take Washington Dr to Tomlinson Mill Rd

1 min (0.3 mi)

1. Head southwest on Country Squire Ln toward Washington Dr

0.1 mi

2. Turn right onto Washington Dr

0.2 mi

Follow Tomlinson Mill Rd and Braddock Mill Rd to Voorhees Township

6 min (2.4 mi)

3. Turn left onto Tomlinson Mill Rd

0.5 mi

4. Slight right to stay on Tomlinson Mill Rd

1.1 mi

5. Slight right toward Braddock Mill Rd

272 ft

6. Merge onto Braddock Mill Rd

0.6 mi

7. Continue onto Kresson Rd

463 ft

8. Turn right

Destination will be on the left

43 s (279 ft)

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 12 Country Squire Ln, Marlton, NJ 08053

Burlington County Census Tract - 7040.09 Out

Drive 2.7 miles, 7 min

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd
279 ft
2. Turn left onto Kresson Rd
387 ft
3. Continue onto Braddock Mill Rd
0.7 mi
4. Continue straight
272 ft
5. Slight left onto Tomlinson Mill Rd
1.6 mi
6. Turn right onto Washington Dr
0.2 mi
7. Turn left onto Country Squire Ln
0.1 mi

12 Country Squire Ln

Marlton, NJ 08053

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps 150 Five Crown Royal, Marlton, NJ 08053 to TD Bank Drive 4.8 miles, 9 min
Burlington County Census Tract - 7040.12 In

150 Five Crown Royal
Marlton, NJ 08053

Follow Crown Royal Pkwy S and Kings Grant Dr to Taunton Lake Rd

3 min (1.6 mi)

1. Head southeast on 5 Crown Royal Cir toward Crown Royal Pkwy S

177 ft

2. Turn right at the 1st cross street onto Crown Royal Pkwy S

0.7 mi

3. Continue onto Kings Grant Dr

0.8 mi

Follow Taunton Lake Rd, Tomlinson Mill Rd and Braddock Mill Rd to Voorhees Township

6 min (3.2 mi)

4. Turn left onto Taunton Lake Rd

1.1 mi

5. Turn left onto Tomlinson Mill Rd

0.2 mi

6. Slight right to stay on Tomlinson Mill Rd

1.1 mi

7. Slight right toward Braddock Mill Rd

272 ft

8. Merge onto Braddock Mill Rd

0.6 mi

9. Continue onto Kresson Rd

463 ft

10. Turn right

Destination will be on the left

43 s (279 ft)

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan

your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 150 Five Crown Royal, Marlton, NJ 08053

Burlington County Census Tract - 7040.12 Out

Drive 4.8 miles, 9 min

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

23 s (279 ft)

Follow Braddock Mill Rd, Tomlinson Mill Rd and Taunton Lake Rd to Kings Grant Dr in Evesham

6 min (3.1 mi)

2. Turn left onto Kresson Rd

387 ft

3. Continue onto Braddock Mill Rd

0.7 mi

4. Continue straight

272 ft

5. Slight left onto Tomlinson Mill Rd

1.3 mi

6. Turn right onto Taunton Lake Rd

1.0 mi

Follow Kings Grant Dr and Crown Royal Pkwy N to 5 Crown Royal Cir

3 min (1.6 mi)

7. Turn right onto Kings Grant Dr

1.0 mi

8. Continue onto Crown Royal Pkwy N

0.6 mi

9. Turn left onto 5 Crown Royal Cir

210 ft

150 Five Crown Royal

Marlton, NJ 08053

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

500-536 Kings Dr, Cherry Hill, NJ 08003 to TD Bank
Camden County Census Tract - 6035.03 In

Drive 4.0 miles, 9 min

500-536 Kings Dr
Cherry Hill, NJ 08003

1. Head west on Kings Dr toward Brian Dr
   0.1 mi
2. Turn left onto Brian Dr
   0.3 mi
3. Turn left onto Morris Dr
   213 ft
4. Turn right onto Springdale Rd
   0.4 mi
5. Turn left onto E Evesham Rd/Evesham Clements Br Rd
   1.7 mi
6. Turn right onto Kresson Rd
   1.4 mi
7. Turn left
   Destination will be on the left
   279 ft

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Measure distance
Total distance: 3.16 mi (5.09 km)

Google Maps

TD Bank to 500-536 Kings Dr, Cherry Hill, NJ 08003
Camden County Census Tract - 6035.03 Out

Drive 4.0 miles, 9 min

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd
279 ft
2. Turn right onto Kresson Rd
1.4 mi
3. Turn left onto E Evesham Rd/Evesham Clements Br Rd
1.7 mi
4. Turn right onto Springdale Rd
0.4 mi
5. Turn left onto Morris Dr
246 ft
6. Turn right onto Brian Dr
0.2 mi
7. Turn right onto Kings Dr
0.2 mi

500-536 Kings Dr
Cherry Hill, NJ 08003

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Measure distance
Total distance: 3.16 mi (5.09 km)

Google Maps

1-49 Thoreau Ct, Cherry Hill, NJ 08003 to TD Bank
Camden County Census Tract - 6035.07 In

Drive 2.9 miles, 8 min

1-49 Thoreau Ct
Cherry Hill, NJ 08003

1. Head south on Thoreau Ct toward Country Walk
   ⚠ Restricted usage road

344 ft

2. Turn right onto Country Walk
   ⚠ Restricted usage road

0.4 mi

3. Turn right to stay on Country Walk
   ⚠ Restricted usage road

138 ft

4. Turn left to stay on Country Walk
   ⚠ Restricted usage road

233 ft

5. Turn right onto Kresson Rd

2.3 mi

6. Turn left
   ℹ Destination will be on the left

279 ft

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Measure distance
Total distance: 3.16 mi (5.09 km)

Google Maps

TD Bank to 1-49 Thoreau Ct, Cherry Hill, NJ 08003
Camden County Census Tract - 6035.07 Out

Drive 2.8 miles, 7 min

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

279 ft

2. Turn right onto Kresson Rd

2.3 mi

3. Turn left onto Country Walk
⚠ Restricted usage road

233 ft

4. Turn left onto Fairhaven Dr
⚠ Restricted usage road

0.2 mi

5. Turn right onto Country Walk
⚠ Restricted usage road

354 ft

6. Turn right onto Thoreau Ct
⚠ Restricted usage road

344 ft

1-49 Thoreau Ct
Cherry Hill, NJ 08003

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Measure distance
Total distance: 3.16 mi (5.09 km)

Google Maps

31-53 Holly Oak Dr, Voorhees Township, NJ 08043 to TD Bank

Camden County Census Tract - 6075.02 In

Drive 3.3 miles, 8 min

31-53 Holly Oak Dr

Voorhees Township, NJ 08043

1. Head southeast on Holly Oak Dr toward Oak Ridge Dr

0.7 mi

2. Turn right onto E Evesham Rd/Evesham Clements Br Rd

1.1 mi

3. Turn right onto Kresson Rd

1.4 mi

4. Turn left

Destination will be on the left

279 ft

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 31-53 Holly Oak Dr, Voorhees Township, NJ 08043

Drive 3.1 miles, 7 min

Camden County Census Tract - 6075.02 Out

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

23 s (279 ft)

Continue on Kresson Rd. Take Centennial Blvd to E Red Oak Dr

4 min (2.4 mi)

2. Turn right onto Kresson Rd

1.3 mi

3. Turn left onto Centennial Blvd

0.8 mi

4. Turn right onto Cooper Rd

0.3 mi

Continue on E Red Oak Dr. Drive to Holly Oak Dr

2 min (0.7 mi)

5. Turn left onto E Red Oak Dr

0.2 mi

6. Continue onto Acorn Hill Dr

236 ft

7. Continue straight onto E Red Oak Dr

0.3 mi

8. Turn left onto Holly Oak Dr

0.2 mi

31-53 Holly Oak Dr

Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

61-51 Downing Ln, Voorhees Township, NJ 08043 to TD Bank

Drive 1.1 miles, 3 min

Camden County Census Tract - 6075.03 In

61-51 Downing Ln

Voorhees Township, NJ 08043

1. Head northeast on Downing Ln toward Village Dr

217 ft

2. Turn left onto Village Dr

299 ft

3. Turn right onto Town Square Blvd

0.1 mi

4. Turn right at the 1st cross street onto Kresson Rd

0.8 mi

5. Turn left

Destination will be on the left

279 ft

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 61-51 Downing Ln, Voorhees Township, NJ 08043

Drive 1.1 miles, 3 min

Camden County Census Tract - 6075.03 Out

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

279 ft

2. Turn right onto Kresson Rd

0.8 mi

3. Turn left onto Town Square Blvd

0.1 mi

4. Turn left onto Village Dr

299 ft

5. Turn right onto Downing Ln

217 ft

61-51 Downing Ln

Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

42-2 Redstone Ridge, Voorhees Township, NJ 08043 to TD Bank

Drive 2.7 miles, 6 min

Camden County Census Tract - 6075.04 In

42-2 Redstone Ridge

Voorhees Township, NJ 08043

1. Head west on Redstone Ridge toward Tenby Chase Dr

0.1 mi

2. Turn right onto Tenby Chase Dr

492 ft

3. Turn left onto William Feather Dr

367 ft

4. Turn right onto Signal Hill Dr

0.5 mi

5. Turn right onto NJ-73 N

1.8 mi

6. Use the left 2 lanes to turn left onto Kresson Rd

463 ft

7. Turn right

Destination will be on the left

279 ft

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 42-2 Redstone Ridge, Voorhees Township, NJ 08043

Drive 2.7 miles, 7 min

Camden County Census Tract - 6075.04 Out

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

279 ft

2. Turn left onto Kresson Rd

387 ft

3. Turn right onto NJ-73 S

1.8 mi

4. Turn left onto Signal Hill Dr

0.5 mi

5. Turn left onto William Feather Dr

367 ft

6. Turn right onto Tenby Chase Dr

492 ft

7. Turn left onto Redstone Ridge

0.1 mi

42-2 Redstone Ridge

Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

22 Woodhurst Dr to TD Bank
Camden County Census Tract - 6075.05 In

Drive 2.9 miles, 6 min

22 Woodhurst Dr
Voorhees Township, NJ 08043

1. Head southwest on Woodhurst Dr toward Woods Dr

92 ft

2. Turn left onto Woods Dr

197 ft

3. Turn left at the 1st cross street onto Victor Blvd

0.7 mi

4. Turn left onto Cooper Rd

0.8 mi

5. Turn right onto Kresson Gibbsboro Rd

1.3 mi

6. Turn left onto Kresson Rd

262 ft

7. Turn right

Destination will be on the left

279 ft

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 22 Woodhurst Dr
Camden County Census Tract - 6075.05 Out

Drive 3.2 miles, 6 min

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

Take Kresson Rd to NJ-73 S

56 s (0.1 mi)

1. Head southwest toward Kresson Rd

279 ft

2. Turn left onto Kresson Rd

387 ft

3. Turn right onto NJ-73 S

3 min (1.8 mi)

Follow Lakeside Ave, Cooper Rd and Victor Blvd to Woodhurst Dr

3 min (1.3 mi)

4. Turn right onto Lakeside Ave

0.3 mi

5. Turn right onto Cooper Rd

0.3 mi

6. Turn left onto Victor Blvd

0.7 mi

7. Turn right onto Woods Dr

197 ft

8. Turn right onto Woodhurst Dr

Destination will be on the right

92 ft

22 Woodhurst Dr
Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

12-26 Alden Rd, Gibbsboro, NJ 08026 to TD Bank
Camden County Census Tract - 6076 In

Drive 3.3 miles, 8 min

12-26 Alden Rd
Gibbsboro, NJ 08026

Take Lauer Ln to Kirkwood Rd

28 s (0.1 mi)

1. Head south on Alden Rd toward Wedgewood Pl

285 ft

2. Turn left onto Lauer Ln

285 ft

3. Turn left onto Kirkwood Rd

32 s (0.1 mi)

4. Kirkwood Rd turns right and becomes Foster Ave

49 s (0.2 mi)

Drive from Kresson Gibbsboro Rd to Voorhees Township

6 min (2.8 mi)

5. Turn left onto United States Ave W

0.3 mi

6. Turn right onto Lakeview Dr S

400 ft

7. Turn left onto Kresson Gibbsboro Rd

2.4 mi

8. Turn left onto Kresson Rd

262 ft

9. Turn right

Destination will be on the left

43 s (279 ft)

TD Bank
401 NJ-73, Voorhees Township, NJ 08043

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Google Maps

TD Bank to 12-26 Alden Rd, Gibbsboro, NJ 08026

Drive 4.0 miles, 8 - 10 min

Camden County Census Tract - 6076 Out

TD Bank

401 NJ-73, Voorhees Township, NJ 08043

1. Head southwest toward Kresson Rd

279 ft

2. Turn right onto Kresson Rd

1.3 mi

3. Turn left onto Centennial Blvd

1.9 mi

4. Continue onto Clementon Rd E

0.4 mi

5. Turn right onto Kirkwood Rd

0.2 mi

6. Turn right onto Lauer Ln

285 ft

7. Turn right onto Alden Rd

285 ft

12-26 Alden Rd

Gibbsboro, NJ 08026

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.