

TRUMPSTREET CASINO  
CITY OF PHILADELPHIA  
PHILADELPHIA COUNTY, PA

TRAFFIC IMPACT STUDY

*Submitted to:*  
Pennsylvania Gaming Control Board

*Prepared for:*  
Trump Entertainment Resorts

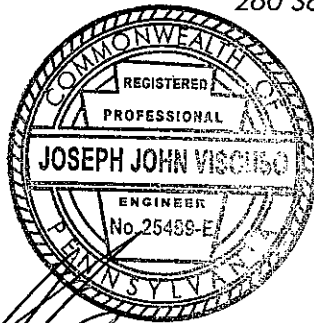
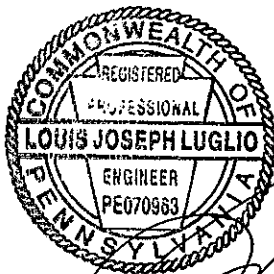
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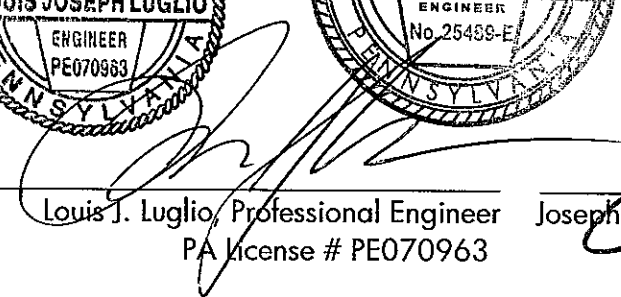


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Date: December 2005  
Revised: October 2006

Vollmer No. 2005-630-73



  
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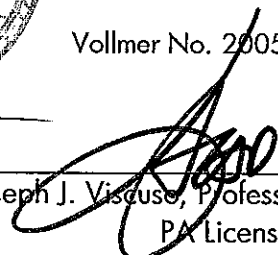
  
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**FOREWORD**

Since the preparation of the original Traffic Impact Study (TIS), a number of changes have occurred with the proposed TrumpStreet Casino development that made it necessary to revise the original study. The site where the proposed casino would be located has been expanded to include the approximately 12-acre parcel of land on the southwest corner of the intersection of Roberts Avenue and Fox Street that is currently the site of Tasty Baking Company's corporate headquarters and distribution center. In addition, numerous meetings have been held with both the Pennsylvania Department of Transportation (PennDOT) and the City of Philadelphia Department of Streets (Streets Department) in order to obtain feedback on the original TIS and input on the mitigation measures required as part of the proposed TrumpStreet Casino. In addition to telephone conversations, conference calls and written correspondence, formal meetings were held with PennDOT and the Streets Department on the following dates:

- February 10, 2006 – PennDOT
- July 12, 2006 – Streets Department
- August 3, 2006 – Streets Department
- August 11, 2006 – PennDOT & Streets Department
- August 28, 2006 – PennDOT
- August 29, 2006 – PennDOT & Streets Department
- September 7, 2006 – Streets Department
- October 3, 2006 – PennDOT & Streets Department

Based on the above mentioned modifications to the site and the comments received during coordination with PennDOT and the Streets Department, a number of changes have been incorporated into this revised TIS including, but not limited to the following:

- The locations of the site driveways have been refined and required improvements at these locations have been defined
- The methodology utilized to generate the trip generation rates for the casino has been revised
- Analysis of a temporary casino facility that would open within approximately 12 months, if the TrumpStreet Casino is awarded a gaming license
- Analysis of the traffic conditions 10 years beyond the opening year of the permanent casino
- Queue analysis has been included in the study
- Additional descriptions of the proposed mitigation measures have been included in the study
- Preliminary plans of the major improvements have been developed and are included with this study

The updated TIS demonstrates that with the implementation of the proposed mitigation measures, the traffic generated by the proposed development can be adequately handled by the surrounding roadway network.

The following letter from the Streets Department dated October 12, 2006 concurs with the above statement. The letter states that "the necessary mitigation measures are feasible and we are accordingly in agreement with the overall concept and design package as presented."



# CITY OF PHILADELPHIA

STREETS DEPARTMENT  
7th Floor - Municipal Services Building  
1401 JFK Boulevard  
Philadelphia, Pennsylvania 19102-1576

CLARENA I. W. TOLSON  
Commissioner

October 12, 2006

Joseph J. Viscuso, P.E.  
Partner  
Vollmer Associates LLP  
Longwood Corporate Center South  
425 McFarlan Road  
Suite 205  
Kennett Square, PA 19348-2412

**Subject: Trump Street Casino Site  
Traffic Impact Analysis**

Dear Mr. Viscuso,

As you are aware, we have been working with Vollmer staff in the development and review of the Traffic Impact Study and related conceptual improvement plans for the referenced site. There have been proposals to effect revisions at specific locations and intersections on the roadway network adjacent to the site that will no doubt be impactful to the surrounding community. The public process for the Gaming Commission's site selection review has clearly demonstrated this community concern.

Given this, we have been pleased with your staff's abilities to take this sensitivity into account in the development of the recommended roadway changes. The necessary mitigation measures are feasible and we are accordingly in agreement with the overall concept and design package as presented.

Please contact me (215-686-5538) if you need any additional information in this regard.

Sincerely,

Robert M. Wright, P.E.  
Chief Engineer and Surveyor

RAW/tes

cc: M. O'Donnell, Vollmer  
RMW

CLEAN AND SAFE STREETS

## INTRODUCTION

This Traffic Impact Study (TIS) has been prepared on behalf of Trump Entertainment Resorts, to analyze the potential impacts of the proposed TrumpStreet Casino at the former Budd Plant Site. The proposed development would be located on the south side of Roberts Avenue in the City of Philadelphia, Philadelphia County, Pennsylvania. The closest intersecting streets along Roberts Avenue are Henry Avenue to the west and Fox Street to the east. The subject property for the initial phase of development is proposed on a 18-acre parcel known as Plat 103N4, Lot 1 and Plat 44N24, Lots 16 and 17 and the future phase of development is proposed on an approximately 12-acre parcel known as Plat 44N24 (SEE FIGURE 1- Project Location Map).

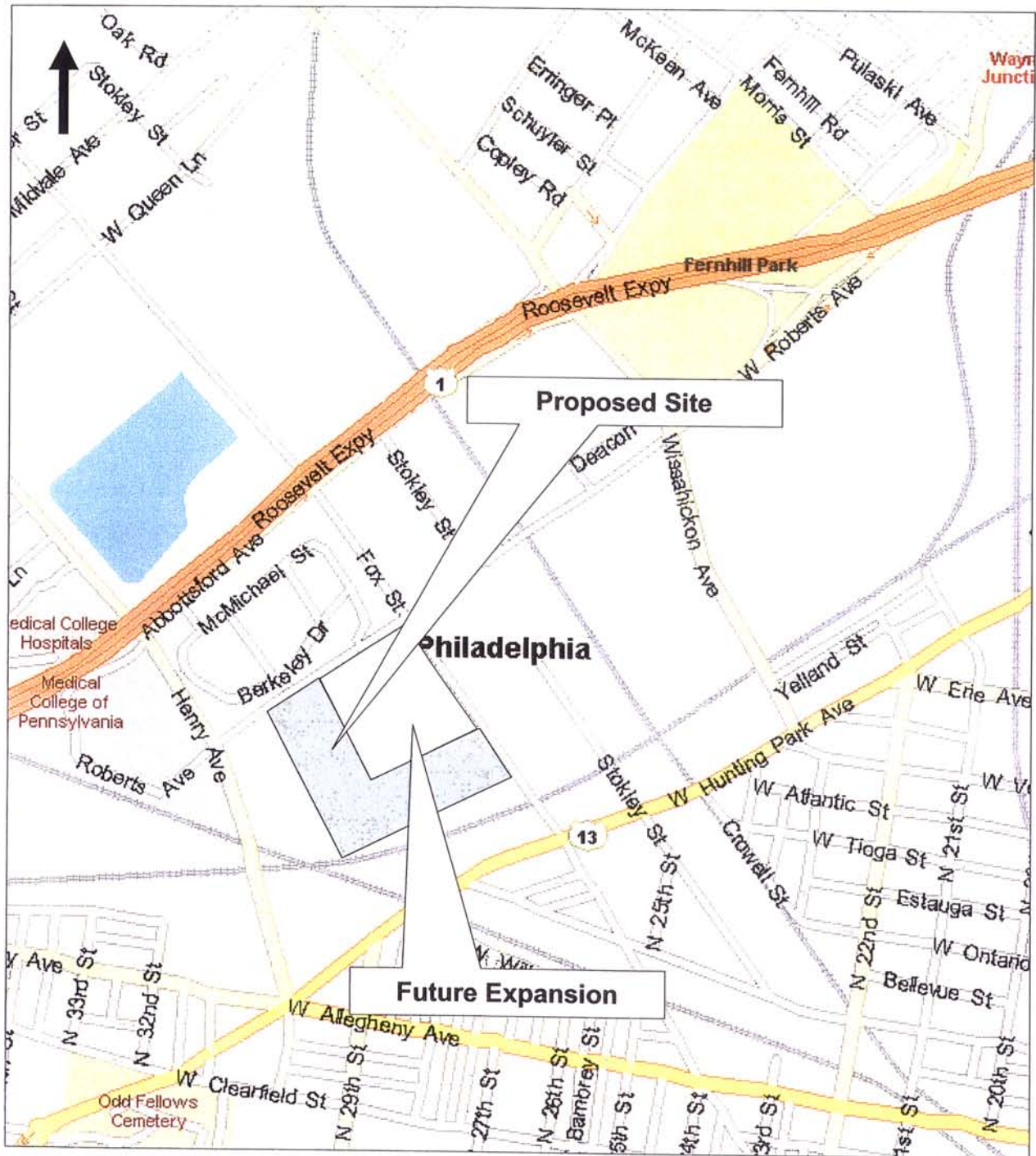
As shown on the site plans (SEE APPENDIX A), the initial phase of the proposed casino would be constructed on an L-shaped parcel of land with frontage on Roberts Avenue and Fox Street (former Budd Plant Site). A temporary casino would be constructed during the initial phase of development.

The temporary facility would house approximately 1,500 slot machines and provide limited food and beverage services. Access to this facility would be provided via two (2) one-way driveways on Fox Street. It is assumed that this facility would be operational within approximately 12 months of the award of the license (End of 2007). The permanent casino would be constructed as part of the second phase of development. The permanent casino facility would be located primarily on the approximately 12-acre parcel of land on the southwest corner of the intersection of Roberts Avenue and Fox Street that is currently the site of Tasty Baking Company's corporate headquarters and distribution center. This phase of development would include 3,000 slot machines, full food and beverage services, small retail shops, a 10,500 square foot special events area and a three (3) screen, 450-seat movie theater. A parking structure would also be constructed during this phase of the project. Access to the permanent facility would be provided via signalized full access driveways on both Roberts Avenue and Fox Street and a one-way entrance to the parking garage from Roberts Avenue (located to the west of the signalized access point). It is assumed that the permanent casino would be open in 2009. The final phase of the development would add 2,000 slot machines, a performance hall (estimated to have seating for 400) and a 400-room hotel. For the purposes of this study, it has been assumed that all site-generated traffic for the full-build condition will be present when the permanent facility opens in 2009.

## SCOPE OF STUDY

This TIS analyzes the projected impacts of the proposed casino on the adjoining roadways and intersections. As part of this study, Vollmer Associates (VA) has:

- Performed a field inventory of the existing roadway geometry and surrounding land uses
- Collected current traffic data (manual counts and ATR data)
- Obtained traffic signal timings from the Philadelphia Streets Department, Traffic Engineering Division
- Determined the projected Site Generated Traffic (SGT) and the projected distribution
- Assessed the impacts that the proposed development would have on the adjacent roadways and intersections
- Developed mitigation measures to address the impacts of the proposed development



<p><b>Figure 1 – Project Location Map</b></p>	<p><b>Scale:</b> NTS <b>Source:</b> MSN Maps</p>
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## EXISTING CONDITIONS

### ROADWAY NETWORK

A field investigation was performed to inventory the surrounding roadways and intersections and observe the surrounding land uses.

The intersection of *Allegheny Avenue, Hunting Park Avenue, Hunting Park Avenue, 30th Street, and Henry Avenue* is a six-legged intersection. The Allegheny Avenue eastbound and westbound approaches provide one lane for left-turn movements and one shared lane for through and right-turn movements. The Hunting Park Avenue eastbound approach provides one lane for left-turn movements, one lane for through movements, and one lane for right-turn movements. The Hunting Park Avenue westbound approach provides two lanes for through movements, and one lane for right-turn movements; left turns are prohibited at this approach. The 30<sup>th</sup> Street northbound approach provides one shared lane for all movements. The Henry Street southbound approach provides one lane for left-turn movements, one lane for through movements, two lanes for right-turn movements.

The intersection of Allegheny Avenue, Hunting Park Avenue, 30th Street, and Henry Avenue is a designated school crossing and controlled by a five-phase pre-timed traffic signal. The Allegheny Avenue approaches operate concurrently. The Hunting Park Avenue eastbound approach has a lead-green phase that is followed by all east-west movements. Henry Street southbound operates as a protected phase, which is followed by the 30th Street approach operating concurrently with the Henry Street approach. Right turns on red are permitted on all approaches to the intersection.

Under the current operation of the intersection, motorists consistently violate the lane designations. Left-turning traffic often fails to relinquish control of the intersection at the completion of the protected left-turn phases and motorists consistently proceed through the intersection during the all-red phases. The most frequent violation of the lane designations occurs on the Hunting Park Avenue eastbound approach where motorists customarily utilize the through lane as a second left turn lane. This unauthorized double left-turn movement is made both during the protected left-turn phase as well as during the permissive portion of the Hunting Park Avenue right-of-way. The left-turn lanes on the Allegheny Avenue approaches are striped with skip lines through the intersection. Since there is no advance left-turn phase on this approach, several left-turning vehicles from each approach will typically enter and queue within the intersection during the green phase and then exit the intersection during the all-red clearance interval. The all-red clearance times and the pedestrian crossing times provided for the intersection are also significantly below standards.

The intersection of *Henry Avenue and Roberts Avenue* is a three-legged intersection. The Henry Avenue southbound approach provides one exclusive left-turn lane and two through lanes. The Henry Avenue northbound approach provides two lanes for through movements and one lane for exclusive right-turn movements. The Roberts Avenue westbound approach provides one shared lane for left-turn and right-turn movements.

The intersection of Henry Avenue and Roberts Avenue is controlled by a two-phase pre-timed traffic signal. The Henry Avenue approaches operate concurrently and the Roberts Avenue approach has a separate phase. Right turns on red are permitted at the intersection on all three approaches.

All of the signals at this intersection are pedestal-mounted signals. Since the width of Henry Avenue in the vicinity of this intersection is approximately 80-90', there are safety concerns associated with

not having overhead signals at this intersection.

The intersection of **Henry Avenue and Abbotsford Avenue** is a three-legged intersection. The Henry Avenue southbound approach provides one exclusive left-turn lane and two through lanes. The Henry Avenue northbound approach provides one exclusive through lane and a shared lane for through movements and right-turn movements. Abbotsford Avenue is one-way away from the intersection.

All of the signals at this intersection, with the exception of a left-turn signal mounted on the cantilever sign support, are pedestal-mounted signals. Since the width of Henry Avenue in the vicinity of this intersection is approximately 80', there are safety concerns associated with not having overhead signals throughout this intersection.

The intersection of **Fox Street and Hunting Park Avenue** is a four-legged intersection. The Fox Street southbound approach provides one exclusive left-turn lane and one shared through and right-turn lane. The Fox Street northbound approach provides three lanes: one lane for each movement. The Hunting Park Avenue eastbound and westbound approaches provide one exclusive left-turn lane, one lane for through movements, and one shared lane for through and right-turn movements.

The intersection of Fox Street and Hunting Park Avenue is controlled by a three-phase pre-timed traffic signal. The Fox Street approaches operate concurrently. Hunting Park Avenue eastbound left-turn movements have a protected lead-green phase followed by all east-west movements. Right turns on red are permitted at the intersection on all approaches.

The intersection of **Fox Street and Roberts Avenue** is a four-legged intersection. The Fox Street northbound and southbound approaches provide one lane for all movements. The Roberts Avenue eastbound and westbound approaches provide one exclusive left-turn lane and one shared through and right-turn lane.

The intersection of Fox Street and Roberts Avenue is controlled by a two-phase pre-timed traffic signal. The Fox Street northbound and southbound approaches operate concurrently. The Roberts Avenue northbound and southbound approaches operate concurrently. Right turns on red are permitted at the intersection.

The southern intersection of **Fox Street and Abbotsford Avenue** is a four-legged intersection with the east-west legs being one way eastbound. The Fox Street southbound approach provides one left-turn lane and one lane for through movements. The Fox Street northbound approach provides one through lane and one shared lane for through and right-turn movements. The Abbotsford Avenue eastbound approach provides one shared lane for left-turn and through movements and one shared lane for through and right-turn movements.

The southern intersection of Fox Street and Abbotsford Avenue is controlled by a three-phase pre-timed traffic signal. The Fox Street southbound left-turn movement has a protected lead-green phase followed by all north-south movements. Movements on the Abbotsford Avenue approach have a separate phase in the signal plan. Right turns on red are permitted at the intersection except at the Fox Street northbound approach.

The northern intersection of **Fox Street and Abbotsford Avenue (Southbound Route 1 Off-Ramp)/Southbound Route 1 On-Ramp** is a four-legged intersection with the east-west legs being



one way westbound. The Fox Street southbound approach provides one through lane and shared through and right-turn lane. The Fox Street northbound approach provides one left-turn lane and one lane for through movements. The westerly leg of the intersection, the Southbound Route 1 On-Ramp is one-way outbound from the intersection. The lane designations are not clearly defined on the Abbottsford Avenue (Southbound Route 1 Off-Ramp) approach. The lanes are utilized as a through/left-turn lane and a through/right-turn lane.

The intersection of Fox Street and the Southbound Route 1 Off-Ramp is controlled by a three-phase pre-timed traffic signal. The Fox Street northbound left-turn movement has a protected lead-green phase followed by all north-south movements. Movements on the Southbound Route 1 Off-Ramp approach have a separate phase in the signal plan. Right turns on red are permitted at the intersection except at the Fox Street southbound approach.

No acceleration lane is provided at the point where the Southbound Route 1 On-Ramp from Fox Street merges with Route 1. It should be noted that this ramp currently operates without significant delays since many motorists on Route 1 have adapted to this condition and will shift to the left or middle lane to allow vehicles to enter onto Route 1. In addition, motorists on the ramp will often utilize a portion of the shoulder as an acceleration lane.

At the point where the Southbound Route 1 Off-Ramp merges with Abbottsford Avenue, Abbottsford Avenue is stop controlled. Numerous motorists do not anticipate this atypical stop control condition and violate the stop control. This creates a potentially unsafe condition since the motorists exiting the highway are uncontrolled. In addition, at times during peak periods of traffic, queuing at the intersection extends onto the Southbound Route 1 Off-Ramp and at times onto the Route 1 mainline creating an obvious safety concern.

The intersection of **Stokley Street and Roberts Avenue** is a three-legged intersection. Both the eastbound and westbound Roberts Avenue approaches provide one-lane for through and turning movements. The Stokley Street southbound approach provides one lane for right and left-turn movements. This intersection is controlled by a stop sign for Stokley Street.

The intersection of **Stokley Street and Abbottsford Avenue** is a three-legged intersection. Abbottsford Avenue is a one-way eastbound roadway. Between the intersection of Abbottsford Avenue/Fox Street and the eastbound Abbottsford Avenue approach to this intersection, motorists generally merge from two lanes of travel down to one lane prior to the Route 1 Northbound Off-Ramp merge with Abbottsford Avenue. However, there is no signing or striping along Abbottsford Avenue guiding the motorists to merge into one lane. The Stokley Street northbound approach provides one lane for right-turn movements. This intersection is controlled by a stop sign for Stokley Street.

The **Route 1 Northbound On-Ramp and Northbound Off-Ramp** are uncontrolled ramps that merge with Abbottsford Avenue. Both the On-Ramp and the Off-Ramp provide one lane for through movements. Abbottsford Avenue is wide enough to provide two lanes for through movements. No signage or other traffic control measures are present for this weave. It was assumed that traffic on both the On-Ramp and Off-Ramp yields to traffic on Abbottsford Avenue.

The intersection of **Wissahickon Avenue and Hunting Park Avenue** is a four-legged intersection. The Wissahickon Avenue southbound approach provides one left-turn lane, one through lane, and one right-turn lane. The Wissahickon Avenue northbound approach provides one shared through and left-turn lane and one shared through and right-turn lane. The Hunting Park Avenue eastbound

approach provides one exclusive left-turn lane and two through lanes. Prior to the intersection, a channelized right-turn lane at the Hunting Park Avenue northbound approach exists. The Hunting Park Avenue westbound approach provides one exclusive through lane and one shared lane for through and right-turn movements. Left-turn movements are prohibited on this approach.

The intersection of Wissahickon Avenue and Hunting Park Avenue is controlled by a four-phase pre-timed traffic signal. The Wissahickon Avenue southbound left-turn movement has a protected lead-green phase followed by all north-south movements. Hunting Park Avenue eastbound left-turn movements have a protected lead-green phase followed by all east-west movements. Right turns on red are permitted at the intersection except from the Wissahickon Avenue northbound approach. The intersection of **Wissahickon Avenue and Roberts Avenue** is a four-legged intersection. The Wissahickon Avenue northbound and southbound approaches provide one left-turn lane, one through lane, and one shared lane for through and right-turn movements. The Roberts Avenue eastbound approach provides one exclusive left-turn lane and one shared through and right-turn lane. The Roberts Avenue westbound approach provides three lanes: one for each movement.

The intersection of Wissahickon Avenue and Roberts Avenue is controlled by a two-phase pre-timed traffic signal. The Wissahickon Avenue northbound and southbound approaches operate concurrently. The Roberts Avenue eastbound and westbound approaches operate concurrently. Right turns on red are permitted at the intersection.

The intersection of **Wissahickon Avenue and Abbottsford Avenue** is a three-legged intersection. Both Wissahickon Avenue northbound and southbound approaches provide two-lanes for through movements. Wissahickon Avenue northbound and southbound approaches are separated by a raised median. The Abbottsford Avenue eastbound approach provides one lane for right-turn movements. These movements are for vehicles to turn onto Wissahickon Avenue southbound. Vehicles cannot access Wissahickon Avenue westbound from this intersection. This intersection is controlled by a stop sign for Abbottsford Avenue.

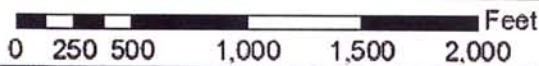
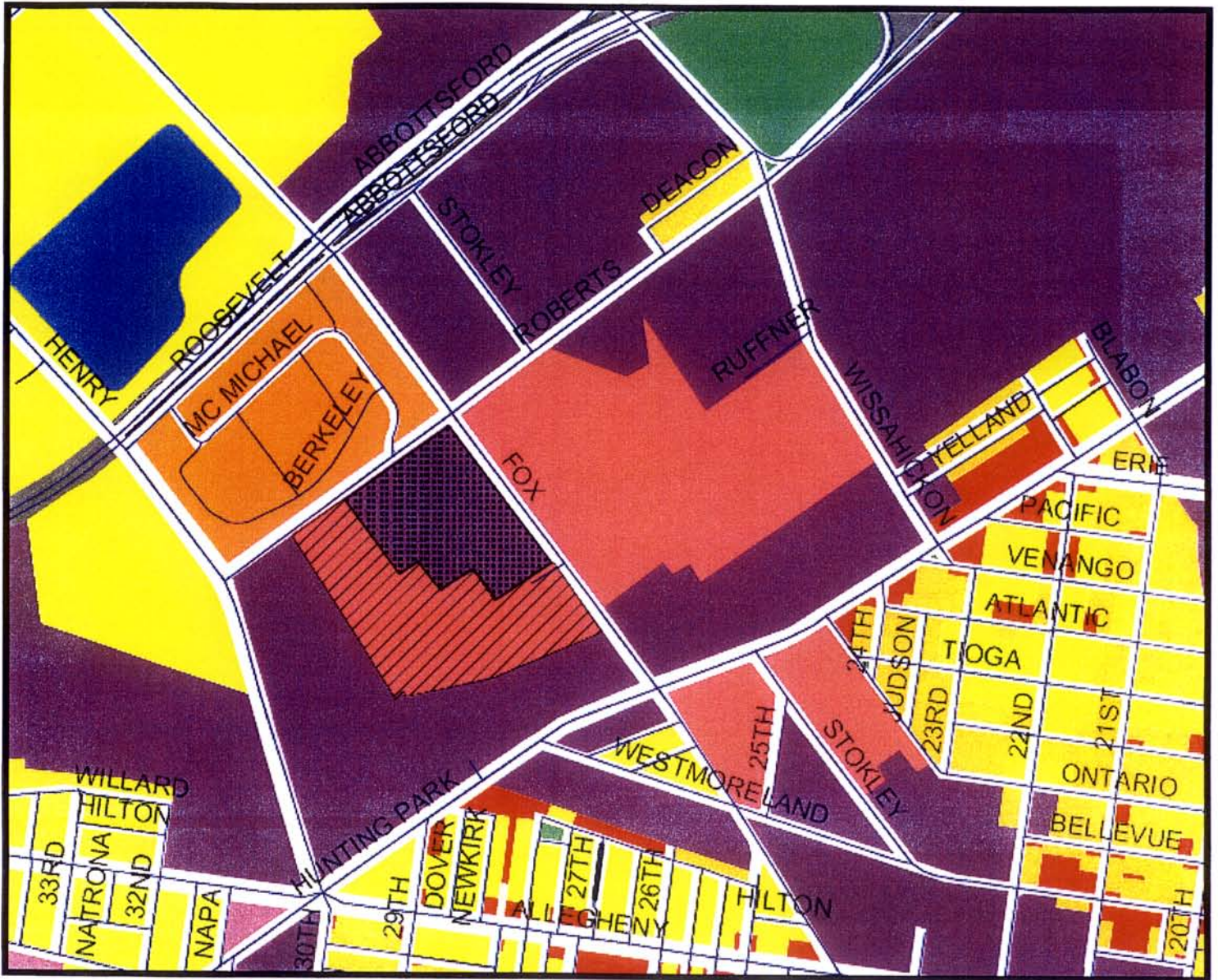
#### ZONING

**FIGURE 2** depicts the zoning in the vicinity of the TrumpStreet site. The majority of land surrounding the site is zoned G2- Heavy Industrial. The site itself and several parcels directly to the east and south-east of the site were designated C3 – Multi-Story Office in June 2006. The area directly to the north of the site across Roberts Street, is zoned for Low Density Multi-Family development, and is currently being redeveloped. Single Family Twin/Row and Commercial zoned lands are located to the south of Hunting Park at Wissahickon and Westmoreland. Land zoned as Multi Family is located to the north of Roberts Street between Henry and Fox. Areas to the west of the site across Henry Avenue are zoned for Single Family development, though they currently contain vacant Medical College of Pennsylvania facilities and parking. All remaining areas are zoned for Heavy Industrial development.

#### LAND USE

The area surrounding the TrumpStreet site includes active and inactive industrial, limited residential and commercial uses. Adjacent to the site to the west is a technical school. The Tastykake working facility is to the south and a vacant Tastykake parcel is to the north. The Medical College of Pennsylvania owns the mostly-vacant hospital facilities to the west and northwest of the site west of Henry Avenue. South of Hunting Park Avenue, the land use is mixed residential, industrial, and institutional. Specific uses include a school, a PECO facility, Temple Hospital facilities and parking, and a future Federal Credit Union.

# Philadelphia Zoning Designation- TrumpStreet Site



## Philadelphia City Zoning Code Designation

	Shopping Center (ASC,NSC)		Hydrology (HY,HYD)
	Commercial (C1,C2)		Industrial Dev District (IDD)
	Multi Story Office (C3,C4,C5)		Limited Industrial (L1,L2,L3,L4,L5)
	Commercial w. Parking (C6,C7)		Least Restricted (LR)
	Residential/Commercial (RC1-RC4)		Multi Family Twin/Row (R5A,R7,R8,R9,R10,R10B)
	General Industrial (G1,FDC)		Single Family Twin/Row (R3,R4,R5,R6,R9A,R10A,R20)
	Heavy Industrial (G2)		Low Density Multi Family (R11,R11A,R12,R13)
	Recreation (REC)		Multi Family (R14,R15,R16,R18,R19)
	Future TrumpStreet Site/Tastykake		TrumpStreet Site

N



Source: Philadelphia Zoning Code. Vollmer Associates Analysis, October 2006.

Note: C3 Zoning on TrumpStreet site and adjacent properties was designated in June 2006 but not updated on official City zoning GIS map. Approximate boundaries are drawn here.

FIGURE 2



The land use on the east side of Fox Street between Roberts and Hunting Park includes inactive and active industrial and vacant land. The Fresius Dialysis Center is being developed on a site facing Fox Street. The remainder of the block includes the Budd Plant and other vacant industrial space.

Across Roberts Avenue, north of the site is an inward-oriented multi-family housing development. Uses to the north-east of the site include a PWD maintenance facility, a small area of row homes, heavy industrial uses, and several vacant lots.

#### PROPOSED IMPROVEMENT PROJECTS

VA researched planned roadway and intersection projects in and around the project study area. PennDOT directed VA to two bridge rehabilitation projects programmed in the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP). MPMS# 69915 includes minor rehabilitation to the Roosevelt Expressway (Twin Bridge) Parapets. Design, utility and right-of-way funds are programmed in FY2008, and construction funds are to be determined. MPMS#17817 includes bridge rehabilitation of the Henry Avenue Bridge over the SEPTA R6 line. Construction is planned for FY2008 and FY2009. The City of Philadelphia Department of Streets has also been contacted in an effort to determine current or planned improvements. To date, the Streets Department has not provided any additional information beyond what's included in the TIP.

#### EXISTING TRAFFIC VOLUMES

Traffic volumes were measured by Tri-State Traffic Data and VA during May 2005, November/December 2005 and August/September 2006. This work included the installation of Automated Traffic Recorders (ATRs) and manual turning movement counts at the following intersections:

- Hunting Park Avenue / Henry Avenue / Allegheny Avenue / 30th Street (Intersection 10)
- Roberts Avenue / Henry Avenue (Intersection 20)
- Abbottsford Avenue / Henry Avenue (Intersection 30)
- Roberts Avenue / McMichael Street (Intersection 55)
- Hunting Park Avenue / Fox Street (Intersection 60)
- Roberts Avenue / Fox Street (Intersection 80)
- Abbottsford Avenue / Fox Street (Intersection 90 – Southern Intersection)
- Abbottsford Avenue / Fox Street (Intersection 100 – Northern Intersection)
- Roberts Avenue / Stokley Street (Intersection 110)
- Abbottsford Avenue / Stokley Street (Intersection 120)
- Abbottsford Avenue / US 1 SB Off-Ramp (Intersection 130)
- Abbottsford Avenue / US 1 NB Off-Ramp (Intersection 140)
- Abbottsford Avenue / US 1 NB On-Ramp (Intersection 150)
- Hunting Park Avenue / Wissahickon Avenue (Intersection 160)
- Roberts Avenue / Wissahickon Avenue (Intersection 170)
- Abbottsford Avenue / Wissahickon Avenue (Intersection 180)

In addition, a combination of manual turning movement counts and ATRs were utilized to establish traffic volumes at the following locations on Route 1 in August/September 2006:

- Route 1 SB On-Ramp – from Fox Street / Rt 1 SB (Manual Count)
- Route 1 SB On-Ramp – from Fox Street (ATR)
- Route 1 SB On-Ramp – from W Abbottsford Avenue (East of Wissahickon Avenue) (ATR)
- Route 1 NB On-Ramp – from Abbottsford Avenue/ Rt 1 NB (Manual Count)
- Route 1 NB Off-Ramp – to Roberts Avenue and Wissahickon Avenue / Rt 1 NB (Manual Count)
- Route 1 NB Off-Ramp – to Roberts Avenue (ATR)
- Route 1 NB Off-Ramp – to Wissahickon Avenue (ATR)
- Roberts Avenue WB (East of Wissahickon Avenue) (ATR)
- Route 1 NB (ATR)
- Route 1 SB (ATR)

This study focuses on analyzing the maximum traffic impact to the adjacent roadway network. Manual turning movement counts were performed in May 2005, November/December 2005 and August/September 2006 during the PM peak period (4:00 PM to 6:00 PM). All counts were performed on a typical weekday: Tuesday, Wednesday or Thursday. Automated Traffic Recorders (ATRs) were installed on Saturday, November 5, 2005 to determine the period that the Casino would have the peak impact on the adjacent roadway network. These ATRs were placed on Henry Avenue, Hunting Park Avenue, Roberts Avenue and Fox Street. Based on the ATR data (**SEE APPENDIX B** for this ATR data and a map showing the locations of these ATRs), manual turning movement counts were performed on Saturday, November 12, 2005 during the period of peak impact (2:00 PM to 6:00 PM). The manual traffic count and ATR raw data sheets are included in **APPENDIX B**.

The weekday PM network peak hour was found to be 4:45 PM to 5:45 PM, and the Saturday network peak hour was found to be 3:15 PM to 4:15 PM (**SEE APPENDIX B** for a Network Peak table). The 2005 existing weekday PM and Saturday peak hour traffic volumes are shown on **FIGURES 3 and 4** respectively. All count data has been balanced to account for data having been collected on various days. Please note that, to be conservative, although some of the counts were performed in 2006 all of the existing volumes were viewed as 2005 volumes when growing the existing volumes to the no build conditions.

#### PROJECTED GROWTH RATES

The DVRPC is a metropolitan planning organization that provides comprehensive planning for the growth of the Delaware Valley region. The Delaware Valley region is comprised of five counties within Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia) and four counties within New Jersey (Burlington, Camden, Gloucester, and Mercer). The study area is situated within the Upper North Philadelphia neighborhood of Philadelphia County. Population projections established by the DVRPC show that population of these neighborhoods would decrease at an average annual rate of 0.4 percent from 2005 to 2010. However, to be conservative, VA has assumed background traffic will grow at 0.5 percent a year; this rate coincides with the average annual rate of population growth in the five nearby counties in Pennsylvania. PennDOT has concurred with this approach for projecting the future volumes.

2007 was selected as the horizon year for the temporary facility and 2009 was selected as the horizon year for the full build out of the site. After the 2005 volumes were grown to the future conditions, the volumes were increased by an additional 5.0% in order to account for the potential of

additional development within the study area (Please note: the main line Route 1 volumes were not increased by an additional 5.0%). The sum of the future volumes with the additional 5.0% increase is depicted in the No Build figures. (SEE FIGURES 5, 6, 7, 8, 9 and 10 for the No Build Volumes).

**TRIP GENERATION**

Build condition trips were estimated based on the Institute of Transportation Engineers' manual *Trip Generation, 7<sup>th</sup> edition* (ITE Trip Generation) and information collected via sample counts. No trip generation data for a Casino land use exists within the ITE's *Trip Generation*. (Land Use Code 473 – Casino/Video Lottery Establishment is not applicable to the proposed development discussed in this report, because Land Use Code 473 is to be used for small facilities. The sizes of the facilities studied ranged in size from approximately 600 SF to 2,400 SF.) Therefore, sample counts were performed in order to estimate trip generation for the casino facility.

Sample counts were conducted at Dover Downs in Dover, Delaware. This facility consists of similar uses as are currently proposed for the TrumpStreet Casino. The facility consists of 2,700 slot machines, full food and beverage services, 25,000 square feet of meeting space, an 18,000 ballroom that serves as the venue for concerts and shows and a 232 room hotel. Therefore, the trip generation rates developed based on these sample counts are assumed to show the effect of these ancillary uses. The facility also features live horse racing and is adjacent to the Dover International Speedway. The sample counts were conducted at a time when only casino related traffic was present, in order to most closely represent conditions expected at the TrumpStreet site.

The sample counts were conducted on Tuesday, August 29, 2006 from 3:30-6:30 PM, Friday September 1, 2006 from 3:30-6:30 PM and Saturday August 26, 2006 from 1:00-7:00 PM. The data collected from these counts is summarized below and the data from the manual counts is included in **APPENDIX C**. This data was then utilized to develop peak trip generation rates and arrival/departure splits for periods for the casino use. The number of trips generated on Friday was approximately 22% higher than the number of trips generated on Tuesday. To be conservative, the trip generation rate for Friday was utilized to estimate the number of trips generated by the proposed facility. Since there are 2,700 slot machines at Dover Downs, a trip generation rate was developed based on the number of trips generated per slot machine.

**TABLE 1 – Dover Downs Trip Generation Counts**

Count Period	Entering in Peak Hour		Exiting in Peak Hour		Total Number of Vehicles	Trip Generation Rate
	# Vehicles Entering	% Vehicles Entering	# Vehicles Exiting	% Vehicles Exiting		
Tuesday PM	340	63	206	37	546	0.2022
Friday PM	399	60	266	40	665	0.2463
Saturday Mid-Afternoon	436	53	388	47	824	0.3052

Based on the above rates, the number of trips generated by the facility was determined for both the temporary facility and the full build-out of the casino. Based on these rates, the temporary facility

was estimated to generate a total of 369 trips in the PM peak hour (221 IN and 148 OUT) and 462 trips during the Saturday peak hour (245 IN and 217 OUT). The full build-out of the casino was estimated to generate 1606 total trips in the PM peak hour (940 IN and 666 OUT) and 2167 total trips in the Saturday peak hour (1183 IN and 984 OUT). The trip generation for the facility is summarized in TABLE 2.

Vehicle trips were generated for the three (3) screen movie theater using the designation of a movie theater with a matinee (ITE Land Use Code 444). Based on this designation, during the PM peak hour a total of 138 trips (76 in and 62 out) would be generated, and during the Saturday peak period 361 trips (217 in and 144 out) would be generated. It should be noted that to be conservative, the trip generation of the movie theater was developed using the rates for the Friday peak hour of adjacent street traffic.

Although the count data collected at Dover Downs includes the hotel use that is on the site, to be conservative, vehicle trips were generated for the Hotel (ITE Land Use Code 310) with 400 rooms using the data found in the ITE Trip Generation. During the PM peak hour a total of 236 trips (125 IN and 111 OUT) would be generated by the Hotel, and during the Saturday peak period 280 trips (157 IN and 123 OUT) would be generated.

#### TRIP ADJUSTMENTS

The following trip adjustments were applied to the full build-out condition. However, it should be noted that to be conservative, no adjustments were applied to the temporary condition.

##### PASS-BY CREDIT

Although there is no documented data, it is believed that pass-by trips would occur for the proposed facility. However, to be conservative, no pass-by credit was taken.

##### INTERNAL TRIPS

After the number of vehicles to and from the venue was determined, it was necessary to adjust for internally captured trips. Prior to adjustments for internal capture, the entire development site was estimated to generate a total of 1606 trips in the PM peak hour (940 trips IN and 666 trips OUT) and 2167 trips in the Saturday peak hour (1183 trips IN and 984 trips OUT).

Based on the ITE's *Trip Generation Handbook, 2<sup>nd</sup> Edition*, the trip generation data can be adjusted to account for "captured" or internal trips. The Handbook states that in a multi-use development, trips occurring internally will result in a reduction in the trips distributed to the roadway network in the peak hour. For example, some of the trips bound for the hotel or movie theaters would also be bound for the Casino. The internal trips occur on the site, thus the trips never reach the street network surrounding the development.

Since VA calculated trip generation rates separately for the three (3) proposed land uses (slots, movie theater and hotel), and the land uses are intended to complement each other, VA assumed an internal trip reduction of 15 percent for all site-generated trips. The entire development site, after adjustments for internal capture, is estimated to generate a total of 1365 trips (799 IN and 566 OUT) during the PM peak hour and 1842 trips (1006 IN and 594 OUT) during the Saturday peak period.

## TABLE 2 - TRIP GENERATION

### TEMPORARY CASINO

Land Use	Type	Gaming Positions	Movie Screens	Rooms	PM PEAK			SAT PEAK						
					IN	OUT	TOTAL	IN	OUT	TOTAL				
-	Casino	1,500	-	-	221	60%	148	40%	369	243	53%	215	47%	458
444	Movie Theater with Matinee	-	0	-	0	55%	0	45%	0	0	60%	0	40%	0
310	Hotel	-	-	0	0	53%	0	47%	0	2	56%	2	44%	4
	<b>TOTAL</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>221</b>		<b>148</b>		<b>369</b>	<b>245</b>		<b>217</b>		<b>462</b>

### FULL BUILD OUT

Land Use	Type	Gaming Positions	Movie Screens	Rooms	PM PEAK			SAT PEAK						
					IN	OUT	TOTAL	IN	OUT	TOTAL				
-	Casino	5,000	-	-	739	60%	493	40%	1232	809	53%	717	47%	1526
444	Movie Theater with Matinee	-	3	-	76	55%	62	45%	138	217	60%	144	40%	361
310	Hotel	-	-	400	125	53%	111	47%	236	157	56%	123	44%	280
	<b>TOTAL</b>	<b>5,000</b>	<b>3</b>	<b>400</b>	<b>940</b>		<b>666</b>		<b>1606</b>	<b>1183</b>		<b>984</b>		<b>2167</b>
Total trips after 15% reduction for internal capture.					<b>799</b>		<b>566</b>		<b>1365</b>	<b>1006</b>		<b>836</b>		<b>1842</b>
Total trips after 10% reduction for transit use.					<b>719</b>		<b>509</b>		<b>1229</b>	<b>905</b>		<b>753</b>		<b>1658</b>

USE	PM Peak	SAT Peak
-	T = 0.2463 * (x)	T = 0.3052 * (x)
444	T = 45.91 * (x)	T = 120.48 * (x)
310	T = 0.59 * (x)	T = 37.08 * (x)

Source: ITE Trip Generation Manual, 7th Edition

Trip Generation Formulas (The x represents the number of slot machines, movie screens or rooms)



#### TRANSIT ACCESS

The proposed Trump Hotel and Casino site in the Hunting Park neighborhood in Philadelphia is well served by public transportation. All of the transit routes that provide access to the site are operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). **FIGURE 11** illustrates the locations of the routes that provide service to the area near and adjacent to the site.

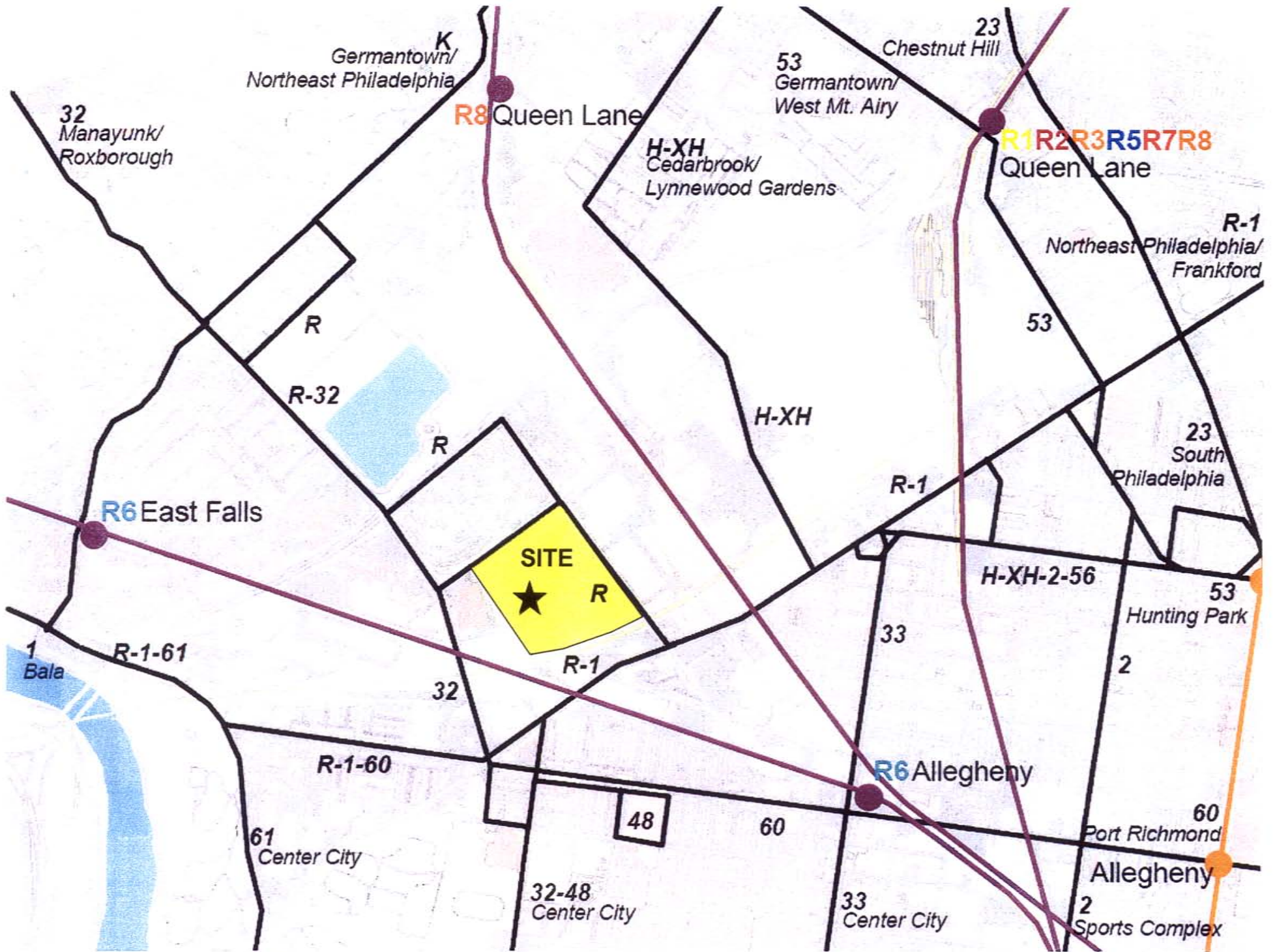
The closest service to the site is provided by bus. Several routes provide a network of connections that will permit employees and visitors to access the entire regional transit system. A summary description of each relevant bus route follows:

**R** – The R bus route provides service directly to the site. It connects to the Wissahickon Transfer Center on Ridge Avenue just south of Main Street in Manayunk (where it provides connections to the 1, 38 and 61 Routes) and to the Frankford Transportation Center at Frankford Avenue and Pratt Street. At that terminal, transfers to and from the Market-Frankford Elevated/Subway and 15 other bus routes are possible. These routes connect to the greater northeast section of Philadelphia and to Lower Bucks County. The R route generally follows Hunting Park Avenue and Roosevelt Boulevard. Numerous other transfers, including transfer to the Broad Street Subway, are possible. Service is currently provided at approximately 10 minute intervals in the peak hour and 30 minute intervals off-peak.

**1** – The 1 bus route provides service one-half block from the site at Hunting Park and Fox Street. It provides service to the Wissahickon Transfer Center like the R, and also travels along Hunting Park Avenue and Roosevelt Boulevard. However, it does not connect to the Frankford Transportation Center; it continues much farther to the northeast along Roosevelt Boulevard to Comley Road in the far northeast section of the city. There it travels in a large reversible (AM and PM) loop around the Northeast Airport and serves a variety of residential communities including Normandy Village, Modena Park and Bustleton. Peak service is currently at 15 minute intervals and off-peak is at one hour intervals.

**32** – The 32 bus provides service just to the west of the site on Henry Avenue. It travels via Henry Avenue and Ridge Avenue to its northern terminus at Green Lane in the center of the Roxborough neighborhood. It also provides service to Center City by a complex route along 29<sup>th</sup> Street, Ridge Avenue and 21<sup>st</sup> Street and reaches its southern terminus at Broad and Carpenter Streets in South Philadelphia. This route passes through Penn Center and provides convenient and very short connections to the Market Frankford and Broad Street Subways, to the entire regional commuter rail system – at Market East Station – and to a host of other bus routes. Current service intervals are 20 minutes during peak and 30 minutes during off-peak operations.

Two other routes, 60 and 48, also provide useful service to the site although the nearest stops are slightly farther from the site, typically two blocks. These routes also provide strong connections to other parts of the regional system. The **60** runs east-west on Allegheny Avenue and, among other connections, provides an easy-to-use shuttle to the Broad Street Subway Allegheny Station. The **48** is a major route, typically employing large articulated busses, has a terminal at 27<sup>th</sup> and Allegheny, and provides service to Center City and, in Center City, on an east-west line along Market and Arch Streets to 3<sup>rd</sup> Street. This route, in addition to accessing the entire regional system, like the 32, provides service to the Historic District, Old City and brings riders within easy walking distance of Penn's Landing and the Delaware River waterfront. Both the 60 and 48 routes currently operate on a 10 minute interval during peak hours and a 30 minute interval during off-peak.



The site also has access to the Regional Rail system via the R6 line Allegheny Station. This station is at Allegheny Avenue at 22<sup>nd</sup> Street, approximately seven blocks from the site. Transfer to the 60 bus is possible at the station if the approximately half-mile walk seems excessive. Service headways on the R6 are approximately 30 minutes in the peak hours and one hour in the off-peak. These trains provide service to the Norristown Transportation Center where a wide variety of bus services to the northern suburbs is available. The line also provides connections to the region's extensive system and to the AMTRAK northeast corridor service at 30<sup>th</sup> Street Station.

Taken collectively, the service available via public transportation to the TrumpStreet Casino site is outstanding. Employees and visitors will have numerous public transit travel options from this location. In addition, discussions have been initiated with SEPTA about the possibility of further enhancing access to the site via modifications to existing bus routes. Based on the above, a public transportation credit of 10 percent was taken for the facility.

The entire development, after adjustments for transit usage, is estimated to generate a total of 1229 trips (719 IN and 509 OUT) during the PM peak hour and 1658 trips (905 IN and 753 OUT) during the Saturday peak period.

#### TRIP DISTRIBUTION

Site access and egress routes at the venue will depend heavily on signage. Primary access/egress routes are assumed to be located on Roberts Avenue and Fox Avenue. A secondary access to the parking garage will also be provided on Roberts Avenue. The trip distributions for each of the uses are assumed to be similar.

Table 3 – Trip Distribution

IV. Access/Egress Route	Access % of Trips	Egress % of Trips
From East via Route 1 SB Off-Ramp	20	-
To East via Route 1 NB On-Ramp	-	20
To/From East via Hunting Park Ave	10	10
To/From East via Roberts Ave	5	5
To/From West via Hunting Park Ave	10	10
From West via Route 1 NB Off-Ramp (Near Stokley)	25 (15*)	-
From West via Route 1 NB Off-Ramp (Wissahickon Ramp)	0 (10*)	-
To West via Route 1 SB On-Ramp	-	25
To/From North via Henry Ave	15	15
To/From North via Wissahickon Avenue	5	5
To/From South via Fox Street	5 (10*)	5 (10*)
To/From South via Allegheny Avenue	5 (0*)	5 (0*)

\* The trip distribution percentages will vary as noted during the operation of the temporary facility due to the locations of the access points.

For a graphical depiction of the distribution of the site generated trips see FIGURES 12 and 13 for the temporary facility and FIGURES 14 and 15 for the full-build out of the site. These site-generated trips were added to the No Build volumes to generate the Build volumes (SEE FIGURES 16, 17, 18, 19, 20 and 21). Please note that as part of the mitigation proposed for full build-out of the site, the Route 1 Northbound Off-Ramp will be modified and the connection to Abbottsford Avenue will be

eliminated due to safety concerns raised by PennDOT and the difficulty of signing the split ramp. The ramp will now connect only to Stokley Street. Stokley Street will be made one-way from Abbottsford Avenue towards Roberts Avenue and a local connection between Abbottsford Avenue and Stokley Street will be maintained. Due to the nature of the proposed improvements, the travel patterns of vehicles using the current off-ramp will be altered. In order to determine the current traffic patterns for vehicles exiting the off-ramp, an origin-destination study was performed. The last four digits of the license plate of each vehicle exiting the off-ramp were recorded and compared with license plate data for the vehicles traveling southbound on Wissahickon Avenue at its intersection with Roberts Avenue. This data is summarized in **APPENDIX D**. Based on the data obtained from this origin-destination study, the vehicles currently utilizing this ramp were reassigned as depicted in **FIGURES 22 and 23**.

## TRAFFIC IMPACT

### METHODOLOGY

Level of Service (LOS) analysis is a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions. Traffic operations are expressed as a LOS from LOS A to LOS F. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F describes operations with delay in excess of 80 seconds per vehicle. For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F describes operations with delay in excess of 50 seconds per vehicle. See a detailed description of Levels of Service in **APPENDIX E**.

### CAPACITY ANALYSIS RESULTS

Existing signal timings for each of the signalized study locations were obtained from the City of Philadelphia (**SEE APPENDIX F**). For each of the conditions analyzed, Existing, 2007 No Build, 2007 Build (with mitigation), 2009 No Build, 2009 Build (with mitigation), 2019 No Build and 2019 Build (with mitigation) the LOS is summarized in **TABLES 4-7**. All *SYNCHRO 6* output sheets are included in **APPENDIX E**. All *SYNCHRO 6* output sheets are included in **APPENDIX E**. For the analysis of the Existing and No Build conditions, the intersection of Hunting Park Avenue / Henry Avenue / Allegheny Avenue / 30<sup>th</sup> Street (6-legged intersection) was analyzed with a shared through-left turn lane to more accurately depict the current operation of the intersection. (For the 2009 and 2019 No Build Conditions, an analysis of the intersection operating with the vehicles obeying the lane designations was also included). In addition, for the analysis of the No Build conditions, the timing at the 6-legged intersection was modified to provide adequate red times and adequate pedestrian crossing timing in order to provide a more accurate comparison with the build condition. The analysis of the 2009 and the 2019 Build conditions assumed a new ramp will be constructed at the location of the existing Route 1 SB off ramp in the vicinity of Stokley Street. The existing slip ramp will be maintained during the construction of the new ramp. In addition, in order to provide a better comparison of the no build conditions

### PROPOSED MITIGATION

The introduction of the amount of new traffic envisioned for this development would create intolerable conditions on the existing roadway network.

To obtain acceptable changes in delay between the 2007 No Build conditions and the 2007 Build conditions, the below mitigation and enhancements measures are proposed:

TABLE 4 - 2005 EXISTING CONDITIONS LEVEL OF SERVICE AND DELAY

Intersection	2005 Existing Condition							
	LANE GROUP	PM PEAK			SAT PEAK			
		V/C Ratio	Delay	Levels of Service	V/C Ratio	Delay	Levels of Service	
W Hunting Park Ave & Henry Ave/30th Street & Allegheny Ave (Int. 10) <i>Signalized</i>	EB-L	1.22	148.9	F	0.39	21.8	C	
	EB-LTR / TR	0.73	25.7	C	0.27	17.8	B	
	WB-T	0.45	47.2	D	0.25	45.8	D	
	WB-R	0.21	52.8	D	0.15	60.7	E	
	NB-LTR	0.62	45.2	D	0.37	37.8	D	
	SB-L	0.69	37.2	D	0.31	24.0	C	
	SB-T	0.24	21.0	C	0.15	20.3	C	
	SB-R	0.55	25.5	C	0.27	20.9	C	
	NWB-L	0.86	94.4	F	0.32	39.0	D	
	NWB-TR	1.02	97.0	F	0.56	42.2	D	
	SEB-L	2.32	666.6	F	0.42	41.7	D	
	SEB-TR	0.72	49.1	D	0.55	41.6	D	
Intersection	1.17	85.4	F	0.40	31.6	C		
Roberts Ave & Henry Ave (Int. 20) <i>Signalized</i>	WB-LR	0.55	28.6	C	0.30	23.9	C	
	NB-T	0.41	9.4	A	0.17	6.5	A	
	NB-R	0.10	13.5	B	0.09	4.9	A	
	SB-L	0.21	10.5	B	0.05	4.9	A	
	SB-T	0.22	9.1	A	0.13	5.0	A	
	Intersection	0.46	13.3	B	0.21	9.2	A	
Abbottsford Ave & Henry Ave (Int. 30) <i>Signalized</i>	NB-TR	0.53	11.5	B	0.19	14.9	B	
	SB-L	0.64	36.2	D	0.29	21.5	C	
	SB-T	0.24	8.7	A	0.14	12.4	B	
	Intersection	0.56	14.6	B	0.23	15.7	B	
Roberts Ave & Driveway 1 (Int. 40) <i>Unsignalized</i>	EB-L	-	-	-	-	-	-	
	EB-TR	-	-	-	-	-	-	
	WB-L	-	-	-	-	-	-	
	WB-TR	-	-	-	-	-	-	
	NB-L	-	-	-	-	-	-	
	Intersection	-	-	-	-	-	-	
Roberts Ave & Driveway 2 (Int. 50) <i>Signalized</i>	EB-L	-	-	-	-	-	-	
	EB-TR	-	-	-	-	-	-	
	WB-L	-	-	-	-	-	-	
	WB-TR	-	-	-	-	-	-	
	NB-L	-	-	-	-	-	-	
	Intersection	-	-	-	-	-	-	
Roberts Ave & McMichael Street (Int. 55) <i>Unsignalized</i>	EB-LT	0.01	0.4	A	0.00	0.3	A	
	WB-TR	0.25	0.0	A	0.13	0.0	A	
	SB-LR	0.07	14.3	B	0.04	10.6	B	
	Intersection	-	-	-	-	-	-	
W Hunting Park Ave & Fox Street (Int. 60) <i>Signalized</i>	EB-L	0.33	19.5	B	0.18	17.5	B	
	EB-TR	0.51	21.7	C	0.24	16.7	B	
	WB-L	0.61	32.2	C	0.36	20.7	C	
	WB-TR	0.37	18.5	B	0.33	18.5	B	
	NB-L	0.01	18.8	B	0.02	18.9	B	
	NB-T	0.67	23.7	C	0.50	25.3	C	
	NB-R	0.21	21.0	C	0.11	19.9	B	
	SB-L	0.25	23.9	C	0.05	19.4	B	
	SB-TR	0.52	28.5	C	0.56	28.8	C	
	Intersection	0.64	23.7	C	0.44	20.9	C	
	Driveway 3 & Fox Street (Int. 70) <i>Signalized</i>	EB-L	-	-	-	-	-	-
		EB-R	-	-	-	-	-	-
NB-L		-	-	-	-	-	-	
NB-T		-	-	-	-	-	-	
SB-T		-	-	-	-	-	-	
Intersection		-	-	-	-	-	-	
Roberts Ave & Fox Street (Int. 80) <i>Signalized</i>	EB-L	0.13	12.9	B	0.05	11.9	B	
	EB-TR	0.35	14.7	B	0.22	13.2	B	
	WB-L	0.37	11.5	B	0.30	10.4	B	
	WB-TR	0.48	10.9	B	0.25	8.9	A	
	NB-LTR	0.64	15.2	B	0.43	11.5	B	
	SB-LTR	0.25	14.8	B	0.25	12.3	B	
	Intersection	0.57	13.7	B	0.37	11.3	B	
Abbottsford Ave & Fox Street (Int. 90) <i>Signalized</i>	EB-LTR	0.34	14.2	B	0.25	13.4	B	
	NB-TR	0.49	22.5	C	0.33	23.1	C	
	SB-L	0.71	24.8	C	0.65	18.0	B	
	SB-T	0.28	6.9	A	0.25	8.3	A	
	Intersection	0.51	17.7	B	0.44	16.4	B	
Service Road & Fox Street (Int. 100) <i>Signalized</i>	WB-LTR	0.49	13.8	B	0.39	14.2	B	
	NB-L	0.57	18.3	B	0.42	11.2	B	
	NB-T	0.33	3.5	A	0.19	4.3	A	
	SB-TR	0.38	15.9	B	0.34	15.4	B	
	Intersection	0.51	13.2	B	0.39	13.0	B	
Roberts Ave & Stokely Street (Int. 110) <i>Unsignalized / Signalized</i>	EB-LT	0.03	0.9	A	0.00	0.1	A	
	WB-TR	0.29	0.0	A	0.22	0.0	A	
	SB-LR	0.05	14.1	B	0.01	11.4	B	
	Intersection	-	-	-	-	-	-	
Abbottsford Ave & Stokely Street (Int. 120) <i>Unsignalized</i>	EB-TR	0.42	0.0	A	0.38	0.0	A	
	NB-R	0.20	15.1	B	0.03	12.7	B	
	Intersection	-	-	-	-	-	-	
W Hunting Park Ave & Wissahickon Ave (Int. 160) <i>Signalized</i>	EB-L	0.46	12.9	B	0.24	9.4	A	
	EB-TR	0.51	6.9	A	0.23	6.7	A	
	WB-TR	0.44	18.5	B	0.34	17.4	B	
	NB-LTR	0.67	39.4	D	0.30	32.2	C	
	SB-L	1.05	60.4	F	0.60	29.8	C	
	SB-T	0.38	23.3	C	0.34	22.7	C	
	SB-R	0.07	19.4	B	0.05	19.2	B	
	Intersection	0.68	25.4	C	0.43	18.1	B	
	EB-L	0.36	19.7	B	0.18	16.2	B	
EB-TR	0.48	20.1	C	0.29	17.3	B		
WB-L	0.40	17.3	B	0.18	13.2	B		
WB-T	0.45	16.0	B	0.37	14.7	B		
WB-R	0.17	12.8	B	0.06	12.1	B		
NB-L	0.10	9.2	A	0.05	8.4	A		
NB-TR	0.38	10.5	B	0.24	9.4	A		
SB-L	0.41	13.8	B	0.07	8.5	A		
SB-TR	0.42	10.9	B	0.29	9.8	A		
Intersection	0.45	13.5	B	0.32	11.9	B		
Abbottsford Ave & Wissahickon Ave (Int. 180) <i>Unsignalized</i>	EB-R	0.70	19.4	B	0.40	11.6	B	
	NB-T	0.31	0.0	A	0.18	0.0	A	
	SB-T	0.13	0.0	A	0.08	0.0	A	
	Intersection	-	-	-	-	-	-	



TABLE 6 - 2009 LEVEL OF SERVICE AND DELAY

Intersection	2009 No Build Condition						2009 Build with Mitigation Condition						
	LANE GROUP	PM PEAK		SAT PEAK		Levels of Service	PM PEAK		SAT PEAK		Levels of Service		
		V/C Ratio	Delay	V/C Ratio	Delay		V/C Ratio	Delay	V/C Ratio	Delay			
W Hunting Park Ave & Henry Ave/30th Street & Allegheny Ave (Int. 10) <i>Signalized</i> <i>*Note: The no build condition was analyzed with a permissive double left on the eastbound approach.</i>	EB-L	1.21	149.8	F	0.29	29.0	C	1.05	50.0	F	0.48	37.5	D
	EB-LTR	0.62	38.1	F	0.30	25.3	C	-	-	-	-	-	-
	EB-TR	-	-	-	-	-	-	0.52	44.7	D	0.38	19.8	D
	WB-T	0.67	60.5	D	0.38	43.6	D	0.34	78.3	E	0.58	51.5	D
	WB-R	0.34	45.3	D	0.24	43.2	D	0.44	52.5	D	0.31	49.7	D
	NB-LTR	0.83	79.6	E	0.51	57.5	E	-	-	-	-	-	-
	SB-L	0.60	54.9	E	0.38	41.8	D	0.61	52.8	D	0.39	45.9	D
	SB-T	0.29	38.0	D	0.19	38.2	D	0.38	43.9	D	0.23	41.1	D
	SB-R	0.68	45.0	D	0.34	39.4	D	0.93	72.4	E	0.53	46.1	D
	NWB-L	0.57	55.8	E	0.24	41.0	D	0.92	123.2	F	0.35	50.8	D
	NWB-TR	0.61	61.0	E	0.44	43.7	D	-	-	-	-	-	-
	NWB-T	-	-	-	-	-	-	0.38	47.5	D	0.30	45.8	D
	NWB-R	-	-	-	-	-	-	0.66	101.0	F	0.53	55.2	E
	SEB-L	1.68	387.4	F	0.31	42.4	D	1.04	127.6	F	0.34	47.9	D
	SEB-TR	0.57	46.9	D	0.44	43.6	D	0.71	59.3	E	0.55	52.1	D
Intersection	1.12	77.6	E	0.41	38.2	D	0.98	73.3	E	0.52	42.4	D	
W Hunting Park Ave & Henry Ave/30th Street & Allegheny Ave (Int. 10) <i>Signalized</i> <i>*Note: The no build condition was NOT analyzed with a permissive double left on the eastbound approach.</i>	EB-L	1.89	443.6	F	0.60	33.5	C	-	-	-	-	-	-
	EB-TR	0.55	28.3	C	0.20	23.8	C	-	-	-	-	-	-
	WB-T	0.67	60.5	D	0.36	43.8	D	-	-	-	-	-	-
	WB-R	0.34	45.3	D	0.24	43.2	D	-	-	-	-	-	-
	NB-LTR	0.93	79.6	E	0.51	57.5	E	-	-	-	-	-	-
	SB-L	0.60	54.9	E	0.38	41.8	D	-	-	-	-	-	-
	SB-T	0.29	38.0	D	0.19	38.2	D	-	-	-	-	-	-
	SB-R	0.68	45.0	D	0.34	39.4	D	-	-	-	-	-	-
	NWB-L	0.57	55.8	E	0.24	41.0	D	-	-	-	-	-	-
	NWB-TR	0.61	61.0	E	0.44	43.7	D	-	-	-	-	-	-
	NWB-T	-	-	-	-	-	-	-	-	-	-	-	-
	NWB-R	-	-	-	-	-	-	-	-	-	-	-	-
	SEB-L	1.68	387.4	F	0.31	42.4	D	-	-	-	-	-	-
	SEB-TR	0.57	46.9	D	0.44	43.6	D	-	-	-	-	-	-
	Intersection	1.40	142.2	F	0.49	38.9	D	-	-	-	-	-	-
Roberts Ave & Henry Ave (Int. 20) <i>Signalized</i>	WB-LR	0.60	29.7	C	0.32	24.2	C	-	-	-	-	-	-
	WB-L	-	-	-	-	-	-	0.37	22.9	C	0.28	21.8	C
	WB-R	-	-	-	-	-	-	0.15	21.7	C	0.10	21.1	C
	NB-T	0.44	11.1	B	0.19	8.8	A	0.57	19.9	B	0.21	15.4	B
	NB-R	0.11	9.5	A	0.09	8.4	A	0.17	15.4	B	0.15	15.2	B
	SB-L	0.23	11.3	B	0.06	4.9	A	0.49	37.4	D	0.27	10.1	B
	SB-T	0.24	9.3	A	0.14	5.1	A	0.24	18.7	B	0.14	8.4	A
	Intersection	0.50	13.9	B	0.23	10.6	B	0.47	21.0	C	0.24	14.8	B
	NB-TR	0.55	12.0	B	0.20	10.1	B	0.62	4.7	A	0.22	5.4	A
	Intersection	0.69	38.0	D	0.31	21.8	C	0.65	35.6	D	0.40	29.1	C
Abbottsford Ave & Henry Ave (Int. 30) <i>Signalized</i>	SB-T	0.28	8.8	A	0.15	12.5	B	0.33	9.9	A	0.19	9.9	A
	Intersection	0.50	16.2	B	0.25	13.7	B	0.63	10.8	B	0.28	11.2	B
	EB-T	-	-	-	-	-	-	0.39	15.0	B	0.23	13.3	B
	EB-R	-	-	-	-	-	-	0.03	11.7	B	0.04	11.7	B
	WB-L	-	-	-	-	-	-	0.12	4.9	A	0.14	4.4	A
	WB-T	-	-	-	-	-	-	0.62	7.3	A	0.45	5.5	A
	NB-L	-	-	-	-	-	-	0.25	17.8	B	0.37	16.3	B
	NB-R	-	-	-	-	-	-	0.12	16.5	B	0.17	17.0	B
	Intersection	-	-	-	-	-	-	0.49	11.2	B	0.42	11.4	B
	Intersection	-	-	-	-	-	-	-	-	-	-	-	-
Roberts Ave & Driveway 2 (Int. 50) <i>Signalized</i>	EB-LT	0.01	0.5	A	0.00	0.3	A	0.32	0.0	A	0.50	0.0	A
	WB-TR	0.28	0.0	A	0.14	0.0	A	0.29	0.0	A	0.22	0.0	A
	SB-LR	0.08	15.1	B	0.05	10.8	B	0.01	11.0	B	0.01	10.3	B
	Intersection	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection	-	-	-	-	-	-	-	-	-	-	-	-
W Hunting Park Ave & Fox Street (Int. 60) <i>Signalized</i>	EB-L	0.37	14.0	B	0.20	11.8	B	0.55	27.0	C	0.33	21.1	C
	EB-TR	0.55	13.9	B	0.26	10.7	B	0.72	24.7	C	0.33	18.1	B
	WB-L	0.73	43.4	D	0.39	22.2	C	0.62	34.3	C	0.37	25.5	C
	WB-TR	0.40	23.3	C	0.35	19.3	B	0.77	40.4	D	0.61	38.2	D
	NB-L	0.01	18.9	B	0.02	18.0	B	0.61	18.3	B	0.02	16.4	B
	NB-T	0.71	31.4	C	0.53	26.0	C	0.60	24.5	C	0.47	21.9	C
	NB-R	0.26	21.6	C	0.13	20.1	C	0.22	18.5	B	0.14	17.6	B
	SB-L	0.32	26.3	C	0.05	19.8	B	0.38	18.1	B	0.29	15.4	B
	SB-TR	0.67	29.9	C	0.60	27.8	C	0.67	18.9	B	0.61	19.8	B
	Intersection	0.72	22.2	C	0.47	20.0	B	0.84	28.9	C	0.67	23.5	C
	EB-L	-	-	-	-	-	-	0.32	18.4	B	0.49	21.9	C
	EB-R	-	-	-	-	-	-	0.08	18.7	B	0.09	16.9	B
	NB-L	-	-	-	-	-	-	0.23	7.5	A	0.27	9.5	A
	NB-T	-	-	-	-	-	-	0.65	12.1	B	0.47	9.7	A
	NB-R	-	-	-	-	-	-	0.43	9.9	A	0.42	7.5	A
SB-R	-	-	-	-	-	-	0.12	7.1	A	0.16	3.1	A	
Intersection	-	-	-	-	-	-	0.55	11.3	B	0.47	10.1	B	
Roberts Ave & Fox Street (Int. 80) <i>Signalized</i>	EB-L	0.15	13.3	B	0.06	12.0	B	0.51	22.2	C	0.49	18.7	B
	EB-TR	0.39	19.0	B	0.24	13.4	B	0.40	28.9	C	0.32	22.6	C
	WB-L	0.42	12.0	B	0.33	15.5	B	0.42	9.9	A	0.42	9.2	A
	WB-TR	0.51	11.2	B	0.28	9.1	A	-	-	-	-	-	-
	WB-T	-	-	-	-	-	-	0.71	18.7	B	0.62	16.8	B
	WB-R	-	-	-	-	-	-	0.10	7.1	A	0.05	16.3	B
	NB-LTR	0.69	16.5	B	0.45	11.9	B	0.79	15.1	B	0.57	14.6	B
	SB-LTR	0.28	14.8	B	0.27	12.5	B	0.34	17.9	B	0.35	19.7	B
	Intersection	0.61	14.3	B	0.40	11.8	B	0.72	16.5	B	0.57	16.8	B
	Intersection	0.36	14.4	B	0.27	13.6	B	0.60	23.9	C	0.46	21.8	C
Abbottsford Ave & Fox Street (Int. 90) <i>Signalized</i>	EB-LTR	0.52	22.7	C	0.35	23.3	C	0.71	18.7	B	0.52	15.4	B
	SB-LT	-	-	-	-	-	-	0.42	4.5	A	0.45	3.7	A
	SB-L	0.79	32.7	C	0.71	21.1	C	-	-	-	-	-	-
	SB-T	0.30	7.1	A	0.27	8.4	A	-	-	-	-	-	-
	Intersection	0.56	19.2	B	0.49	17.3	B	0.61	15.4	B	0.54	12.2	B
	WB-LTR	0.55	12.8	B	0.42	15.0	B	-	-	-	-	-	-
	WB-L	-	-	-	-	-	-	0.71	27.3	C	0.78	27.8	C
	WB-T	-	-	-	-	-	-	0.44	20.1	C	0.38	17.6	B
	WB-R	-	-	-	-	-	-	0.45	21.8	C	0.18	16.8	B
	NB-L	0.63	22.2	C	0.46	12.8	B	0.81	6.9	A	0.69	7.1	A
NB-T	0.38	3.5	A	0.20	4.3	A	0.30	2.9	A	0.14	1.9	A	
SB-TR	0.41	16.2	B	0.36	15.7	B	0.61	24.2	C	0.57	24.3	C	
Intersection	0.58	13.2	B	0.42	13.8	B	0.61	18.0	B	0.62	18.1	B	
Roberts Ave & Stokely Street (Int. 110) <i>Unsignalized / Signalized</i>	EB-LT	0.03	0.9	A	0.00	0.1	A	-	-	-	-	-	-
	WB-TR	0.31	0.0	A	0.24	0.0	A	0.68	19.9	B	0.61	18.8	B
	WB-T	-	-	-	-	-	-	0.71	19.6	B	0.80	24.3	C
	SB-LR	0.05	14.8	B	0.01	11.7	B	-	-	-	-	-	-
	SB-L	-	-	-	-	-	-	0.23	10.4	B	0.16	9.3	A
	SB-R	-	-	-	-	-	-	0.40	12.3	B	0.58	14.2	B
	Intersection	-	-	-	-	-	-	0.84	16.4	B	0.68	17.8	B
	EB-TR	0.45	0.0	A	0.41	0.0	A	-	-	-	-	-	-
	NB-R	0.22	16.2	B	0.34	13.2	B	-	-	-	-	-	-
	Intersection	-	-	-	-	-	-	-	-	-	-	-	-
W Hunting Park Ave & Wissahickon Ave (Int. 160) <i>Signalized</i>	EB-L	0.57	23.3	C	0.29	11.8	B	0.61	35.6	D	0.35	18.3	B

TABLE 7 - 2019 LEVEL OF SERVICE AND DELAY

Intersection	2019 No Build Condition											2019 Build with Mitigation Condition					
	LANE GROUP	PM PEAK			SAT PEAK			PM PEAK			SAT PEAK						
		V/C Ratio	Delay	Levels of Service	V/C Ratio	Delay	Levels of Service	V/C Ratio	Delay	Levels of Service	V/C Ratio	Delay	Levels of Service				
<b>W Hunting Park Ave &amp; Henry Ave/30th Street &amp; Allegheny Ave (Int. 10)</b> Signalized *Note: The no build condition was analyzed with a permissive double left on the eastbound approach.	EB-L	1.22	155.6	F	0.40	29.2	C	1.11	106.9	F	0.50	37.8	D				
	EB-TR	0.66	40.7	D	0.31	25.4	C	-	-	-	-	-	-				
	WB-T	0.80	80.0	E	0.43	47.5	D	0.66	62.3	D	0.37	19.8	B				
	WB-R	0.41	49.9	D	0.29	46.9	D	0.58	87.5	F	0.58	52.1	D				
	NB-LTR	0.89	86.9	F	0.54	68.6	E	-	-	-	-	-	-				
	SB-L	0.84	83.9	F	0.41	42.5	D	0.64	54.0	D	0.40	46.2	D				
	SB-T	0.31	39.3	D	0.19	36.3	D	0.40	44.3	D	0.24	41.3	D				
	SB-R	0.71	47.2	D	0.38	38.6	D	0.57	80.3	F	0.55	45.8	D				
	NWB-L	0.63	60.7	E	0.28	41.8	D	1.08	163.3	F	0.39	52.6	D				
	NWB-TR	0.66	65.2	E	0.48	44.2	D	-	-	-	-	-	-				
	NWB-T	-	-	-	-	-	-	0.39	47.9	D	0.32	46.1	D				
	NWB-R	-	-	-	-	-	-	1.00	111.1	F	0.55	55.7	E				
	SEB-L	1.98	511.4	F	0.34	43.3	D	1.13	166.8	F	0.36	48.6	D				
	SEB-TR	0.60	47.9	D	0.46	44.0	D	0.75	81.6	E	0.58	53.1	D				
	Intersection	1.27	98.9	F	0.45	39.1	D	1.03	84.0	F	0.54	42.9	D				
<b>W Hunting Park Ave &amp; Henry Ave/30th Street &amp; Allegheny Ave (Int. 10)</b> Signalized *Note: The no build condition was NOT analyzed with a permissive double left on the eastbound approach.	EB-L	1.92	458.2	F	0.61	34.1	C	-	-	-	-	-					
	EB-TR	0.58	23.9	C	0.21	24.0	C	-	-	-	-	-					
	WB-T	0.80	80.0	E	0.43	47.5	D	-	-	-	-	-					
	WB-R	0.41	49.9	D	0.28	46.9	D	-	-	-	-	-					
	NB-LTR	0.74	65.6	E	0.54	68.6	E	-	-	-	-	-					
	SB-L	0.98	101.8	F	0.41	42.5	D	-	-	-	-	-					
	SB-T	0.31	39.3	D	0.19	36.3	D	-	-	-	-	-					
	SB-R	0.71	47.2	D	0.38	38.6	D	-	-	-	-	-					
	NWB-L	0.63	60.7	E	0.28	41.8	D	-	-	-	-	-					
	NWB-TR	0.85	63.2	E	0.48	44.2	D	-	-	-	-	-					
	SEB-L	1.96	511.4	F	0.34	43.3	D	-	-	-	-	-					
SEB-TR	0.60	47.9	D	0.46	44.0	D	-	-	-	-	-						
Intersection	1.53	154.1	F	0.51	39.9	D	-	-	-	-	-						
<b>Roberts Ave &amp; Henry Ave (Int. 20)</b> Signalized	WB-LR	0.63	30.6	C	0.34	24.5	C	-	-	-	-	-					
	WB-R	-	-	-	-	-	-	0.39	23.1	C	0.29	21.7	C				
	NB-T	0.48	11.3	B	0.18	8.9	A	0.60	20.4	C	0.31	21.1	C				
	NB-R	0.12	6.8	A	0.10	8.4	A	0.18	15.4	B	0.16	15.2	B				
	SB-L	0.28	12.1	B	0.08	4.9	A	0.25	40.4	D	0.26	10.2	B				
	SB-T	0.25	8.4	A	0.15	5.1	A	0.25	19.2	B	0.15	8.4	A				
	Intersection	0.52	14.2	B	0.24	10.7	B	0.50	21.5	C	0.25	14.8	B				
	<b>Abbotsford Ave &amp; Henry Ave (Int. 30)</b> Signalized	NB-TR	0.59	12.4	B	0.21	13.6	B	0.64	5.1	A	0.23	5.3	A			
SB-L		0.72	39.5	D	0.33	22.1	C	0.69	36.8	D	0.42	29.5	C				
SB-T		0.27	9.9	A	0.15	19.5	B	0.33	10.5	A	0.19	9.9	A				
Intersection		0.63	15.7	B	0.26	15.4	B	0.56	11.9	B	0.29	11.3	B				
<b>Roberts Ave &amp; Driveway 2 (Int. 50)</b> Signalized		EB-T	-	-	-	-	-	-	0.41	15.2	B	0.25	13.4	B			
	EB-R	-	-	-	-	-	-	0.03	11.7	B	0.04	11.7	B				
	WB-L	-	-	-	-	-	-	0.12	4.8	A	0.14	4.4	A				
	WB-T	-	-	-	-	-	-	0.64	7.5	A	0.46	5.5	A				
	NB-L	-	-	-	-	-	-	0.25	17.8	B	0.37	16.3	B				
	NB-R	-	-	-	-	-	-	0.12	16.5	B	0.17	17.0	B				
	Intersection	-	-	-	-	-	-	0.51	11.3	B	0.43	11.3	B				
<b>Roberts Ave &amp; McMichael Street (Int. 55)</b> Unsignalized	EB-LT	0.01	0.5	A	0.01	0.3	A	0.33	0.0	A	0.01	0.2	A				
	WB-TR	0.29	0.0	A	0.14	0.0	A	0.30	0.0	A	0.23	0.0	A				
	SB-LR	0.09	15.7	B	0.05	11.0	B	0.01	11.2	B	0.01	10.3	B				
	Intersection	-	-	-	-	-	-	-	-	-	-	-					
<b>W Hunting Park Ave &amp; Fox Street (Int. 60)</b> Signalized	EB-L	0.40	14.7	B	0.21	12.1	B	0.58	26.0	C	0.38	21.7	C				
	EB-TR	0.57	14.3	B	0.27	10.8	B	0.75	25.8	C	0.35	18.3	B				
	WB-L	0.83	58.8	E	0.42	23.0	C	0.59	38.2	D	0.39	26.0	C				
	WB-TR	0.41	20.4	C	0.39	19.5	B	0.81	41.8	D	0.67	38.8	D				
	NB-L	0.91	18.5	B	0.02	19.0	B	0.01	16.5	B	0.02	18.4	B				
	NB-T	0.88	28.9	C	0.58	28.8	C	0.63	25.2	C	0.50	22.3	C				
	NB-R	0.28	22.0	C	0.15	20.3	C	0.25	18.9	B	0.15	17.7	B				
	SB-L	0.38	28.7	C	0.05	19.6	B	0.39	19.0	B	0.29	15.7	B				
	SB-TR	0.70	31.1	C	0.63	28.7	C	0.59	19.5	B	0.63	20.4	C				
	Intersection	0.77	22.9	C	0.50	20.4	C	0.67	27.9	C	0.60	23.9	C				
	<b>Driveway 3 &amp; Fox Street (Int. 70)</b> Signalized	EB-L	-	-	-	-	-	-	0.32	18.4	B	0.48	21.8	C			
		EB-R	-	-	-	-	-	-	0.06	18.7	B	0.09	16.9	B			
		NB-L	-	-	-	-	-	-	0.23	7.8	A	0.27	8.1	A			
NB-T		-	-	-	-	-	-	0.68	12.8	B	0.49	9.5	A				
SB-T		-	-	-	-	-	-	0.45	9.0	A	0.43	7.6	A				
SB-R		-	-	-	-	-	-	0.12	6.3	A	0.15	3.1	A				
Intersection		-	-	-	-	-	-	0.57	11.5	B	0.49	10.2	B				
<b>Roberts Ave &amp; Fox Street (Int. 80)</b> Signalized	EB-L	0.17	13.6	B	0.08	12.0	B	0.54	24.3	C	0.50	16.6	B				
	EB-TR	0.41	18.3	B	0.25	13.5	B	0.42	28.0	C	0.33	22.5	C				
	WB-L	0.45	12.6	B	0.35	10.8	B	0.44	8.8	A	0.44	8.4	A				
	WB-TR	0.64	11.4	B	0.29	8.2	A	-	-	-	-	-					
	WB-T	-	-	-	-	-	-	0.73	17.1	B	0.53	17.0	B				
	WB-R	-	-	-	-	-	-	0.11	7.3	A	0.05	16.5	B				
	NB-LTR	0.73	17.5	B	0.49	12.3	B	0.84	16.8	B	0.59	14.5	B				
	SB-LTR	0.30	14.8	B	0.29	12.8	B	0.38	17.7	B	0.37	18.5	B				
	Intersection	0.64	14.9	B	0.43	11.8	B	0.75	17.3	B	0.59	16.4	B				
	<b>Abbotsford Ave &amp; Fox Street (Int. 90)</b> Signalized	EB-LTR	0.38	14.5	B	0.28	13.7	B	0.63	24.5	C	0.48	22.0	C			
NB-TR		0.55	22.8	C	0.37	22.5	C	0.74	19.4	B	0.64	18.9	B				
SB-LT		-	-	-	-	-	-	0.43	4.8	A	0.46	3.8	A				
SB-L		0.85	40.9	D	0.77	24.7	C	-	-	-	-	-					
SB-T		0.31	7.1	A	0.29	8.4	A	-	-	-	-	-					
Intersection	0.60	20.6	C	0.52	18.2	B	0.64	15.9	B	0.56	12.5	B					
<b>Service Road &amp; Fox Street (Int. 100)</b> Signalized	WB-LTR	0.60	12.8	B	0.45	15.2	B	-	-	-	-	-					
	WB-L	-	-	-	-	-	-	0.73	28.3	C	0.78	28.7	C				
	WB-T	-	-	-	-	-	-	0.47	20.4	C	0.39	17.8	B				
	WB-R	-	-	-	-	-	-	0.54	24.0	C	0.16	16.9	B				
	NB-L	0.87	25.0	C	0.50	14.6	B	0.63	9.9	A	0.61	7.3	A				
	NB-T	0.39	3.6	A	0.21	4.3	A	0.31	2.9	A	0.15	1.9	A				
	SB-TR	0.43	19.4	B	0.38	15.9	B	0.64	24.7	C	0.60	24.5	C				
	Intersection	0.61	13.8	B	0.45	14.0	B	0.63	18.9	B	0.64	18.6	B				
<b>Roberts Ave &amp; Stokely Street (Int. 110)</b> Unsignalized / Signalized	EB-LT	0.03	1.0	A	0.00	0.1	A	-	-	-	-	-					
	EB-T	-	-	-	-	-	-	0.87	19.0	B	0.82	16.4	B				
	WB-TR	0.32	0.0	A	0.25	0.0	A	-	-	-	-	-					
	WB-T	-	-	-	-	-	-	0.72	19.2	B	0.81	24.7	C				
	SB-LR	0.06	15.7	B	0.01	11.9	B	-	-	-	-	-					
	SB-L	-	-	-	-	-	-	0.25	11.0	B	0.17	9.7	A				
	SB-R	-	-	-	-	-	-	0.43	13.2	B	0.59	15.1	B				
Intersection	-	-	-	-	-	-	0.56	18.4	B	0.59	18.1	B					
<b>Abbotsford Ave &amp; Stokely Street (Int. 120)</b> Unsignalized	EB-TR	0.47	0.0	A	0.43	0.0	A	-	-	-	-	-					
	NB-R	0.25	17.3	B	0.64	13.6	B	-	-	-	-	-					
	Intersection	-	-	-	-	-	-	-	-	-	-	-					
	EB-L	0.83	28.6	C	0.32	17.5	B	0.67	39.2	D	0.39	21.1	C				
	EB-TR	0.61	3.7	A	0.28	8.4	A	0.77	15.0	B	0.38	10.2	B				
<b>W Hunting Park Ave &amp; Wissahickon Ave (Int. 160)</b> Signalized	WB-TR	0.53	21.8	C	0.42	20.2	C	0.60	25.6	C	0.55	24.6	C				
	NB-LTR	0.65	37.9	D	0.34	32.7	C	0.72	41.9	D	0.35	33.5	C				
	SB-L	1.04	83.2	F	0.61												



- **Fox Street / Temporary Exit (Intersection 65)**  
*This intersection will be a signalized exit from the temporary facility. The driveway approach will provide separate lanes for exiting left and right turns.*
- **Fox Street / Temporary Entrance (Intersection 70)**  
*This intersection will be an unsignalized entrance to the proposed facility. A 150' long exclusive left-turn lane will be provided on northbound Fox Street approach. The driveway approach will provide two inbound lanes.*
- **Roberts Avenue / Fox Street (Intersection 80)**  
*A dedicated left turn lane will be provided on the northbound Fox Street approach. The left-turn slots on the westbound Roberts Avenue approach will be lengthened to approximately 200'*

To obtain acceptable changes in delay between the 2009/2019 No Build conditions and the 2009/2019 Build conditions, the following mitigation and enhancements measures are proposed (SEE APPENDIX G for conceptual plans depicting the major mitigation measures):

- **Hunting Park Avenue / Henry Avenue / Allegheny Avenue / 30th Street (Intersection 10)**  
*Significant coordination with both PennDOT and the Streets Department was involved in developing the mitigation measures proposed for this intersection. A protected double left will be provided on the eastbound Hunting Park Avenue approach and an approximately 100' long right turn lane will be added to the westbound Allegheny Avenue approach. 30<sup>th</sup> Street will be made a one-way street away from the intersection. For purposes of the analysis all of the volume traveling from the 30<sup>th</sup> Street approach to Henry Avenue, the primary movement on this approach, has been reassigned to the eastbound Hunting Park approach as left turns onto Henry Avenue. In addition, a number of pedestrian-oriented improvements are proposed, including bump outs, crosswalk modifications, a two-staged crossing on Henry Avenue and timing modifications.*
- **Roberts Avenue / Henry Avenue (Intersection 20)**  
*An approximately 200' long right-turn lane will be striped on Roberts Avenue and a 200' long left-turn lane will be striped on Henry Avenue. A lead green will be provided for southbound Henry Avenue. New overhead signal equipment will be installed and a hardwire interconnect provided.*
- **Abbottsford Avenue / Henry Avenue (Intersection 30)**  
*The signal timings will be modified. In addition, the traffic signal will be replaced with new overhead equipment and a hardwire interconnect provided.*
- **Roberts Avenue / Self-park garage entrance (Intersection 40)**  
*Provide an approximately 150' long striped left-turn lane along Roberts Avenue.*
- **Roberts Avenue / Valet & Drop-off entrance (Intersection 50)**  
*This intersection will be signalized. A 150' long right-turn lane will be added to eastbound Roberts Avenue at the driveway and the westbound approach will be striped to provide a 150' long left-turn-only lane. The driveway exit will provide separate lanes for left and right turns.*
- **Roberts Avenue / McMichael Street (Intersection 55)**  
*Turning movements at this intersection will be limited to right turns in and right turns out of McMichael Street because of the proximity of this intersection to the dedicated left-turn lane into the site.*
- **Hunting Park Avenue / Fox Street (Intersection 60)**  
*The left-turn lanes for eastbound Hunting Park Avenue and southbound Fox Street will be lengthened from 100' to 200' and the signal operation will provide lead green phases for these movements.*

- **Fox Street / Entrance (Intersection 70)**  
*This intersection will be signalized and a 200' long exclusive left-turn lane will be provided on northbound Fox Street approach. On the southbound Fox Street approach the right lane will terminate at the intersection as right-turn-only lane. Per the direction of PennDOT and the Streets Department, overhead lane use control signs will be provided. The driveway approach will provide one lane in and separate lanes for exiting left and right turns.*
- **Roberts Avenue / Fox Street (Intersection 80)**  
*Two northbound lanes will be provided along Fox Street (through/left and through/right) beginning approximately 100' north of Intersection 70. The left-turn slots on east and west bound approaches will be lengthened to approximately 200' and an approximately 100' long exclusive right-turn lane will be provided along the westbound Roberts Avenue approach. The northbound approach will also be provided with a lead green phase.*
- **Along Fox Street between Roberts Avenue and Abbotsford Avenue**  
*Two lanes in each direction will be provided along Fox Street between Roberts Avenue and Abbotsford Avenue.*
- **Abbotsford Avenue / Fox Street (Intersection 90)**  
*The signal timings will be modified. In addition, new signal hardware and hardwire interconnect will be provided and the signal timing will be modified.*
- **Abbotsford Avenue / Fox Street (Intersection 100)**  
*The signal timings will be modified. In addition, new signal hardware and hardwire interconnect will be provided and the signal phasing will split the northbound and southbound Fox Street movements. The Route 1 southbound on ramp will be realigned to provide for an approximately 250' long parallel lane adjacent to the Route 1 SB right lane. This will introduce a short acceleration lane at this location, where there currently is none. A right-turn lane over 400' long will be added along the westbound Abbotsford Avenue approach. This approach will provide three lanes; one each for dedicated left, through and right turn movements.*
- **Roberts Avenue / Stokley Street (Intersection 110)**  
*Stokley Street will be converted to one-way operation in the southeast direction (from Abbotsford Avenue to Roberts Avenue). A new signal will be installed and separate left and right-turn lanes will be provided on Stokley Street. On-street parking along the east side of Stokley Street will be retained.*
- **Abbotsford Avenue / Stokley Street (Intersection 120)**  
*The existing connection between Abbotsford Avenue and Stokley Street will be maintained. Stokley Street will be converted to one-way operation in the southeast direction (from Abbotsford Avenue to Roberts Avenue). Abbotsford Avenue will remain a two lane one-way eastbound roadway.*
- **Abbotsford Avenue / US 1 SB Off-Ramp (Intersection 130)**  
*A new off-ramp from Route 1 SB will be constructed approximately 700' to the north of the existing ramp, which will be removed. The existing Abbotsford Avenue ramp from Wissahickon Avenue will be narrowed and realigned. At the on-ramp merge with Abbotsford Avenue, two lanes will be provided to eliminate the current atypical stop condition on Abbotsford Avenue. Approximately 600' of weaving area will be provided prior to the introduction of the right-turn lane.*
- **Abbotsford Avenue / US 1 NB Off-Ramp (Intersection 140)**  
*A new ramp will be constructed to provide a direct connection between Route 1 NB and Stokley Street. Abbotsford Avenue will be reconstructed and a bridge will be constructed to allow for the new off-ramp to pass under Abbotsford Avenue. The existing ramp to Abbotsford Avenue will be maintained during construction and removed once the new ramp is completed.*

- **Hunting Park Avenue / Wissahickon Avenue (Intersection 160)**  
*The signal timing will be modified.*
- **Roberts Avenue / Wissahickon Avenue (intersection 170)**  
*The signal operation will be modified to provide lead green phasing on all approaches to the intersection. The striping on the high-speed ramp connection will be modified to provide an approximately 300' long left-turn lane with an extended weaving area.*
- **Signal Coordination**  
*At the direction of the Philadelphia Department of Streets, the proposed signals will be coordinated with adjacent signals to the extent necessary.*
- **Signal Timing Adjustments**  
*Upon completion and opening of the permanent casino, the traffic signal timings will be reevaluated and any necessary adjustments to the signal timing will be implemented.*
- **Special Events and Opening Day**  
The TrumpStreet Casino could generate or attract surges of traffic during special events. Special traffic control strategies would be needed to manage such conditions, as the demands on the transportation system would be irregular and different than the system's design conditions. The TrumpStreet Casino team will work with PennDOT, the Streets Department, and the appropriate police, fire and emergency response personnel on a transportation management plan for special events. Management strategies will include, but not be limited to:
  - Pre-trip and real-time traveler information, including media coverage, internet postings, variable message signs, and coordination with traffic information providers
  - Transportation monitoring, such as service patrols, on-site transportation personnel, CCTV and/or detection coverage
  - Trailblazer signage to/from event parking
  - Staging of traffic control devices
  - Intersection traffic control plans

The cost of the above mitigation and enhancement measures has preliminarily been estimated to be between \$13 and \$17 Million. Trump Entertainment Resorts is prepared to fund the above noted off-site improvements.

## CONCLUSION

This updated TIS demonstrates that with the implementation of the proposed mitigation and enhancement measures, the traffic generated by the proposed development can be adequately handled by the surrounding roadway network.

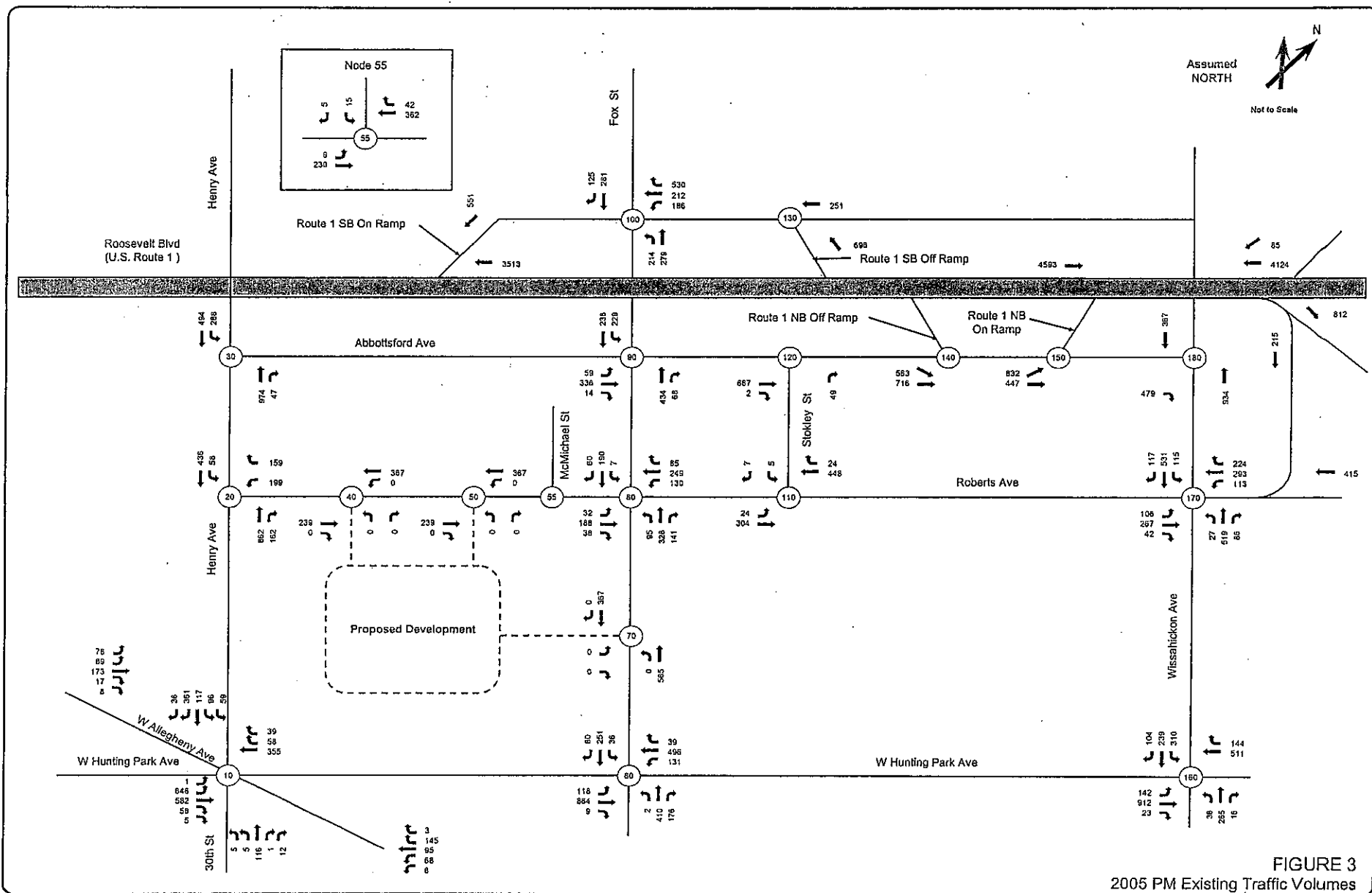


FIGURE 3  
2005 PM Existing Traffic Volumes

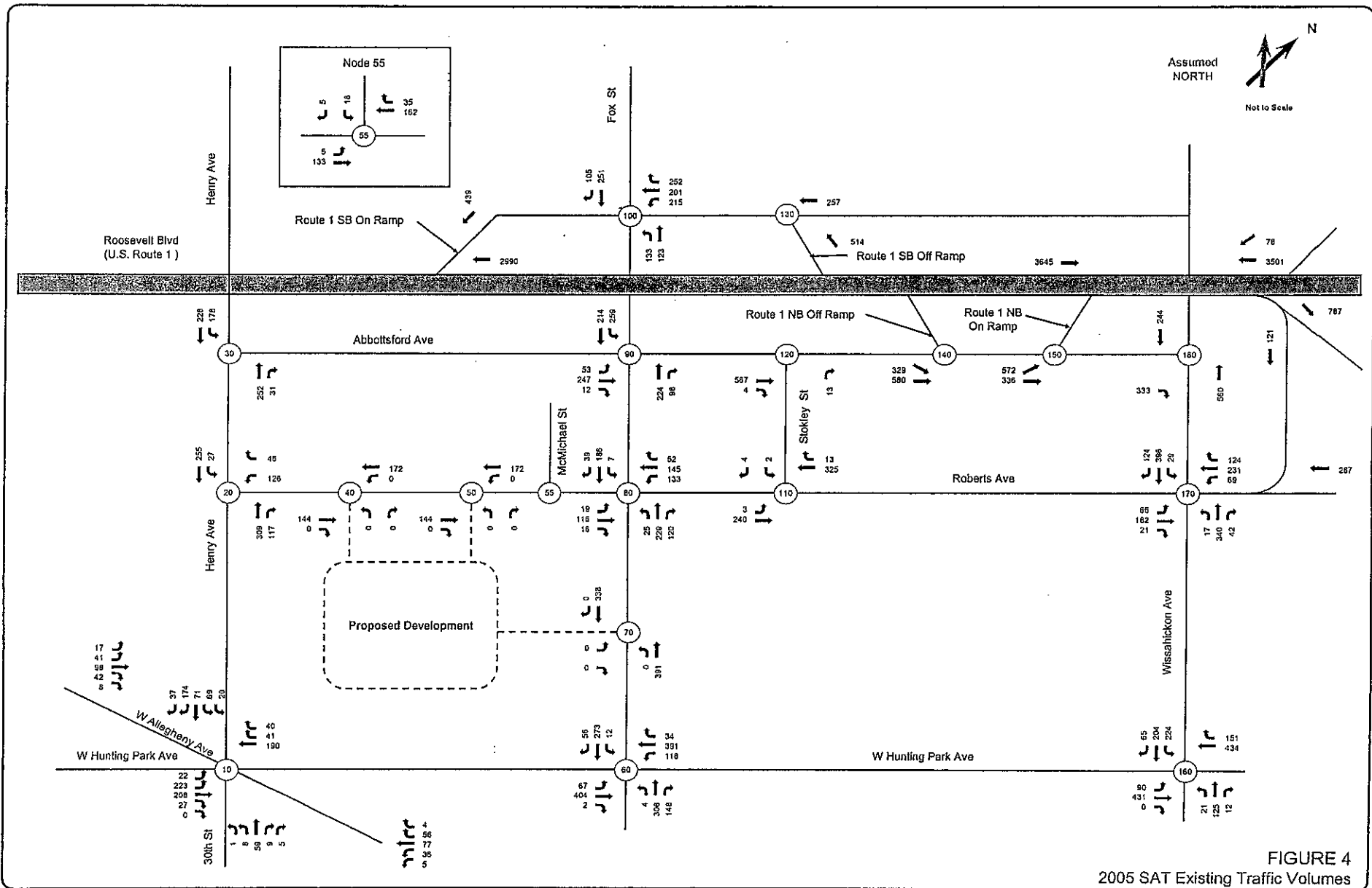


FIGURE 4  
2005 SAT Existing Traffic Volumes

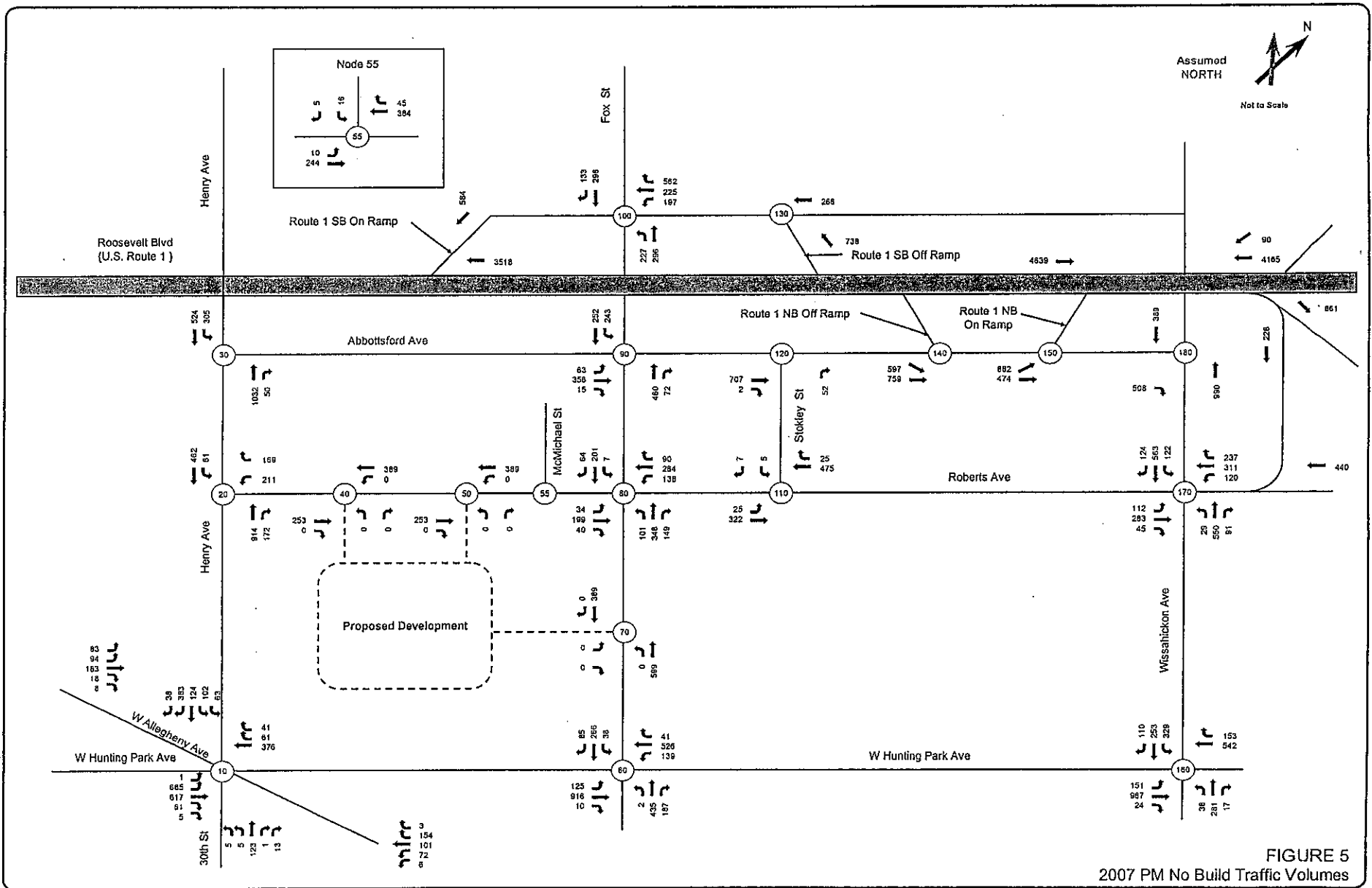


FIGURE 5  
2007 PM No Build Traffic Volumes

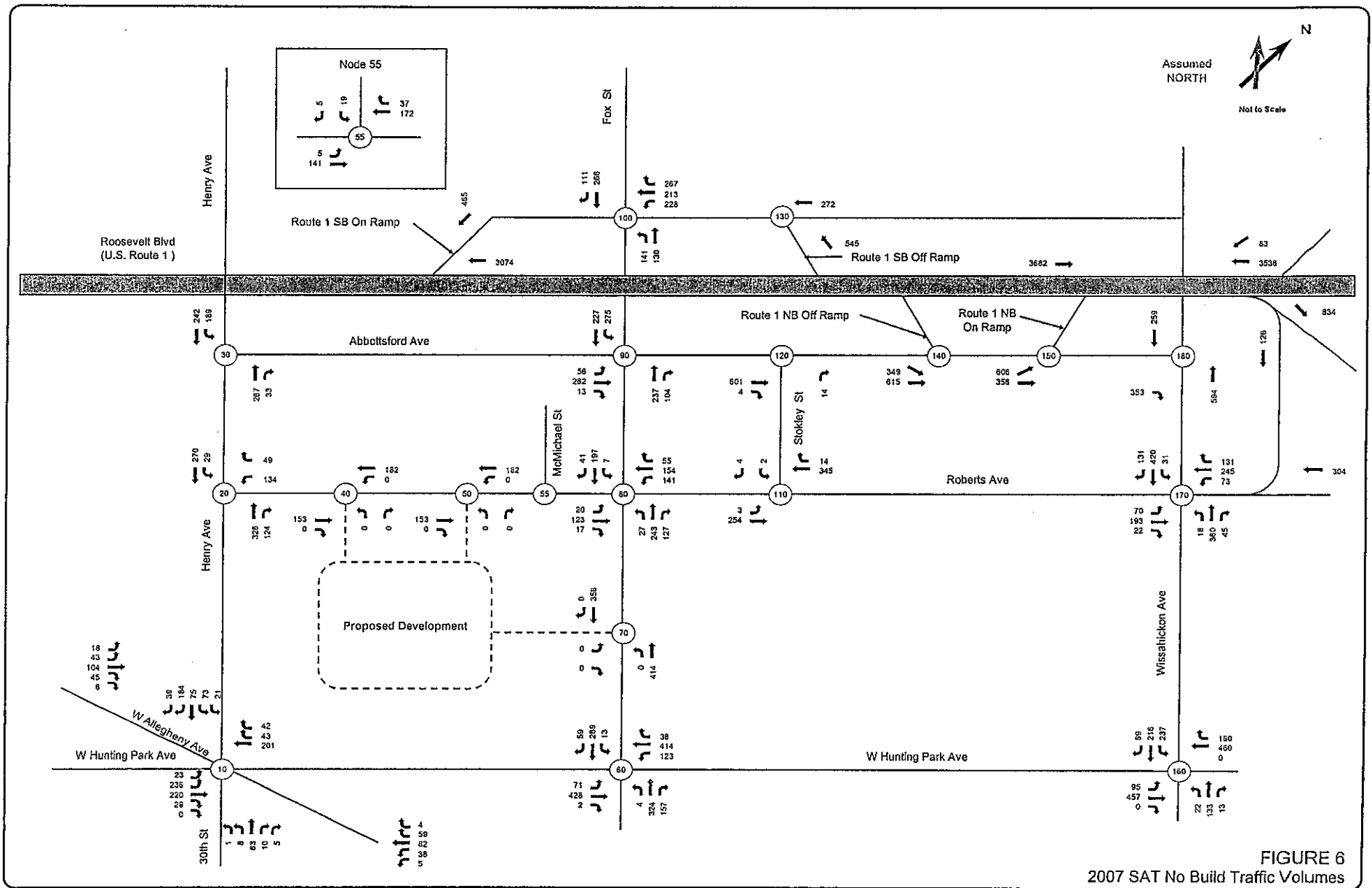


FIGURE 6  
2007 SAT No Build Traffic Volumes

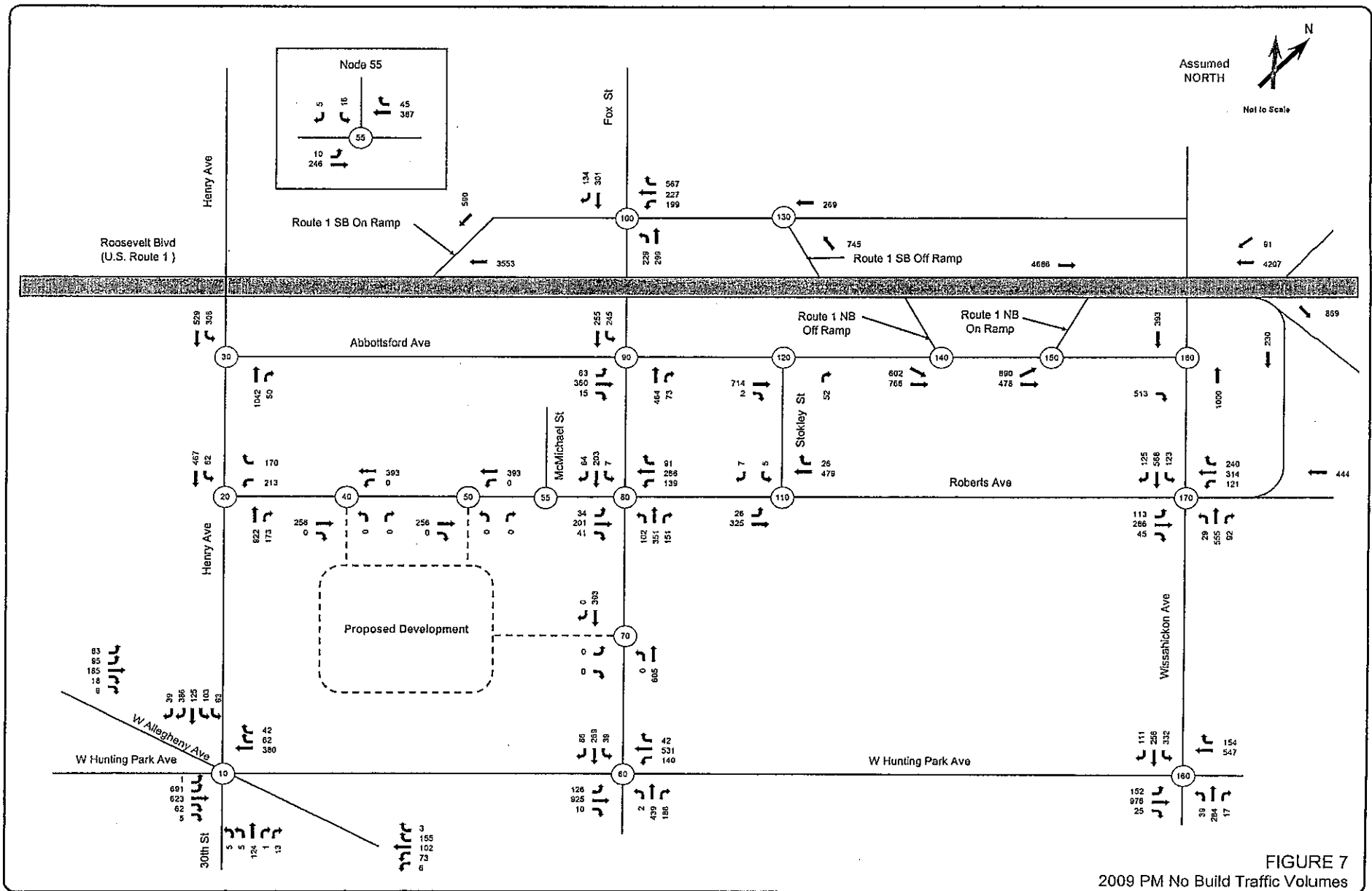


FIGURE 7  
2009 PM No Build Traffic Volumes



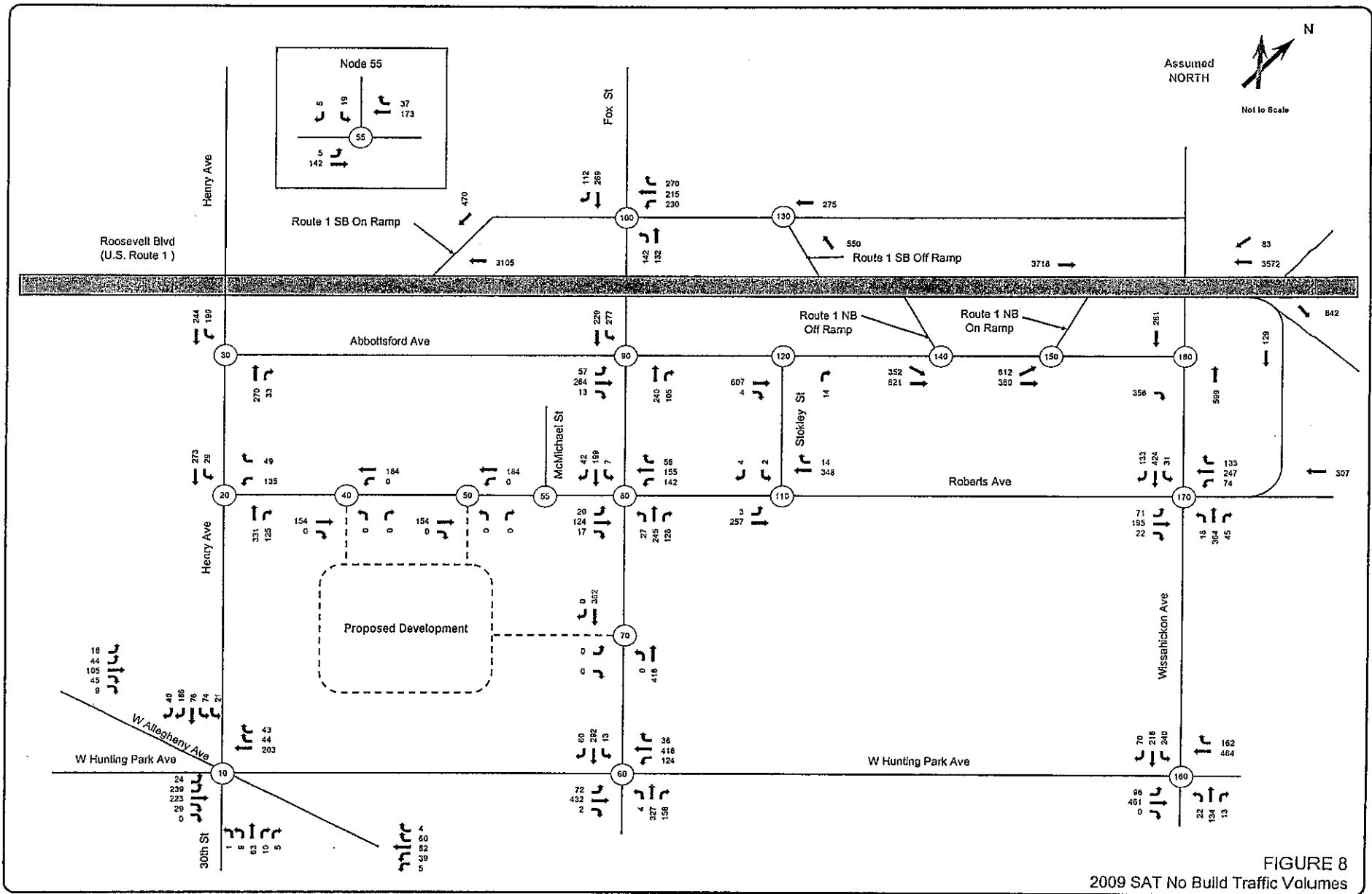


FIGURE 8  
2009 SAT No Build Traffic Volumes

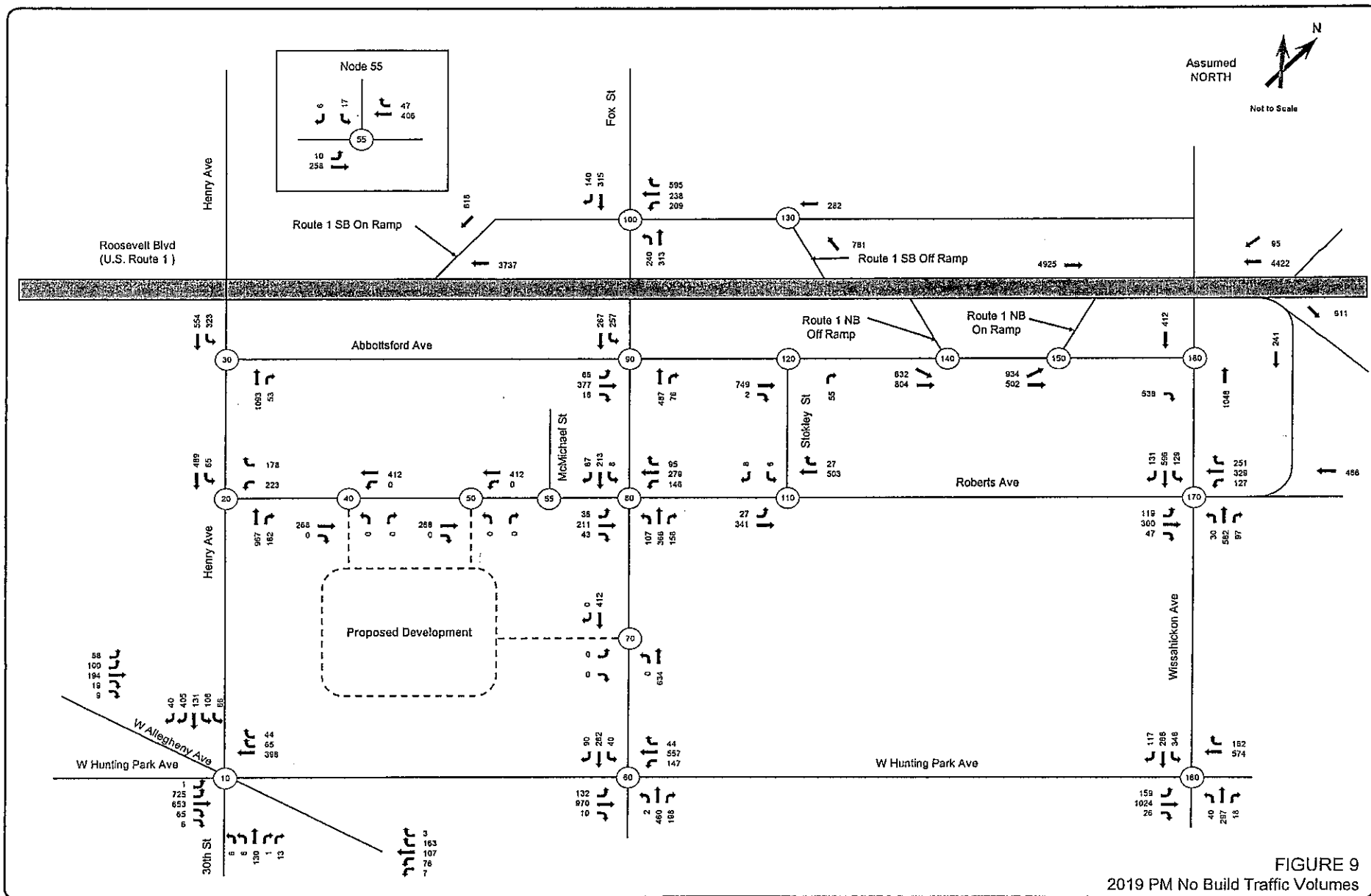


FIGURE 9  
2019 PM No Build Traffic Volumes

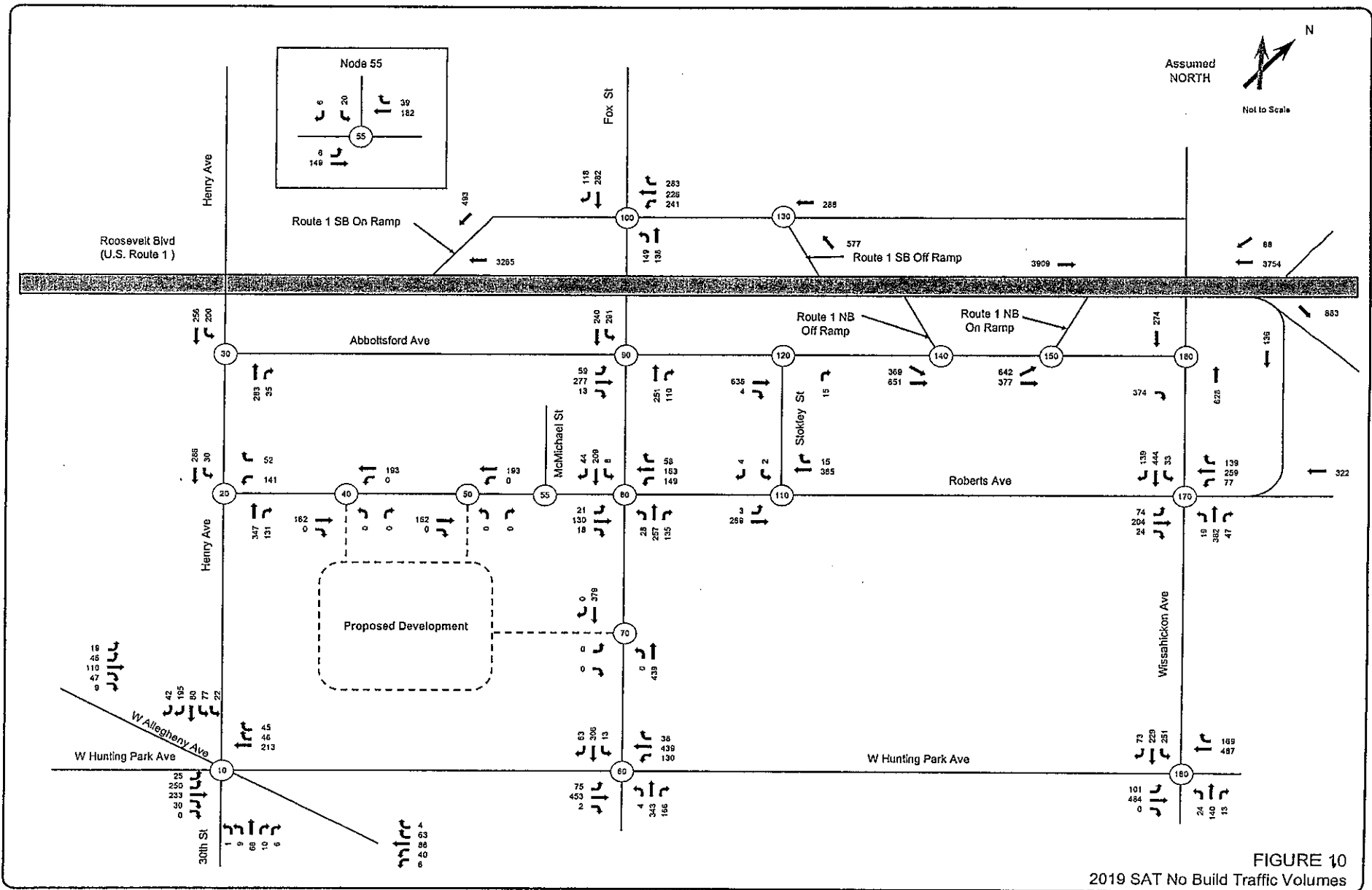


FIGURE 10  
2019 SAT No Build Traffic Volumes

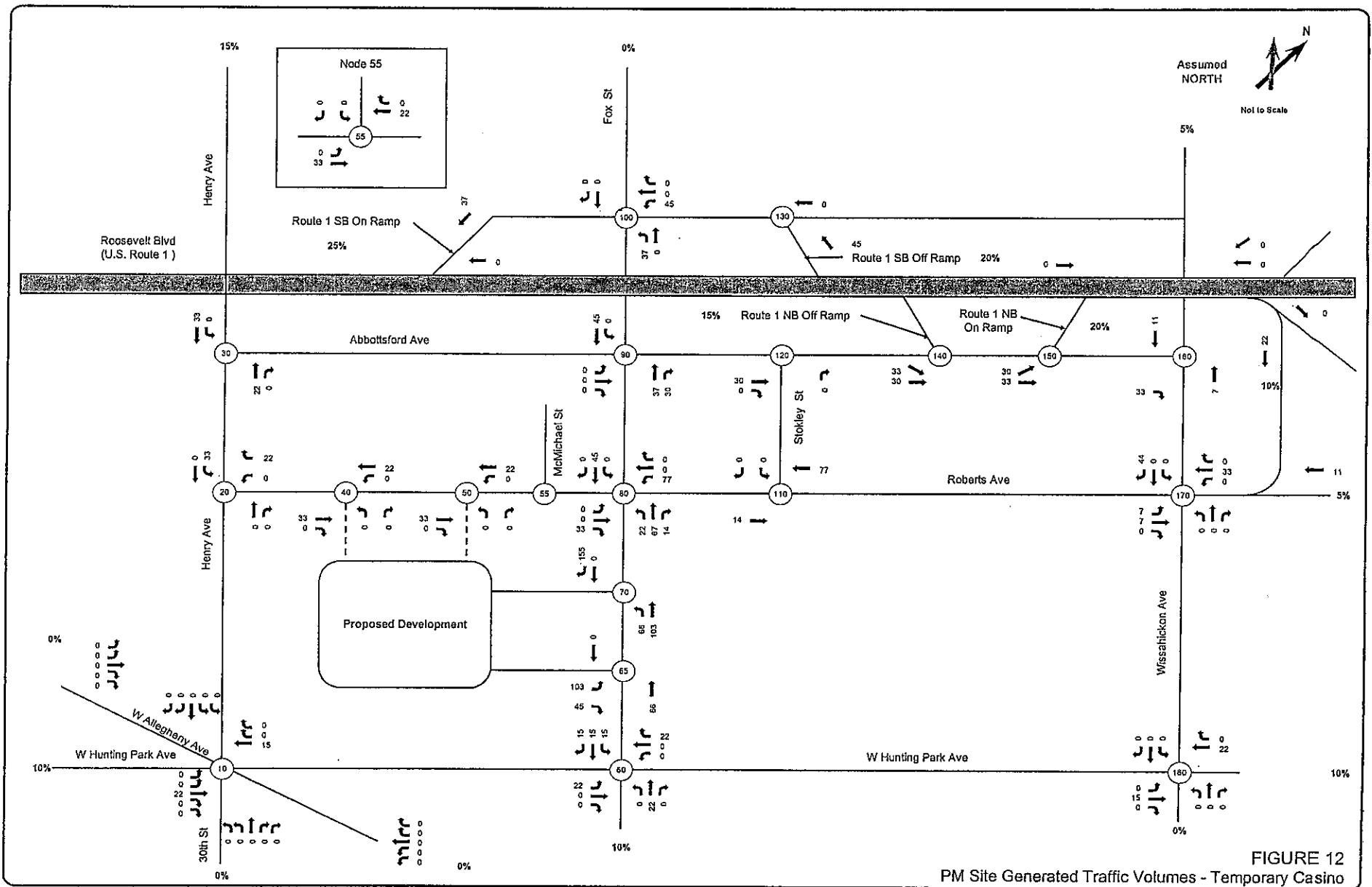


FIGURE 12  
PM Site Generated Traffic Volumes - Temporary Casino



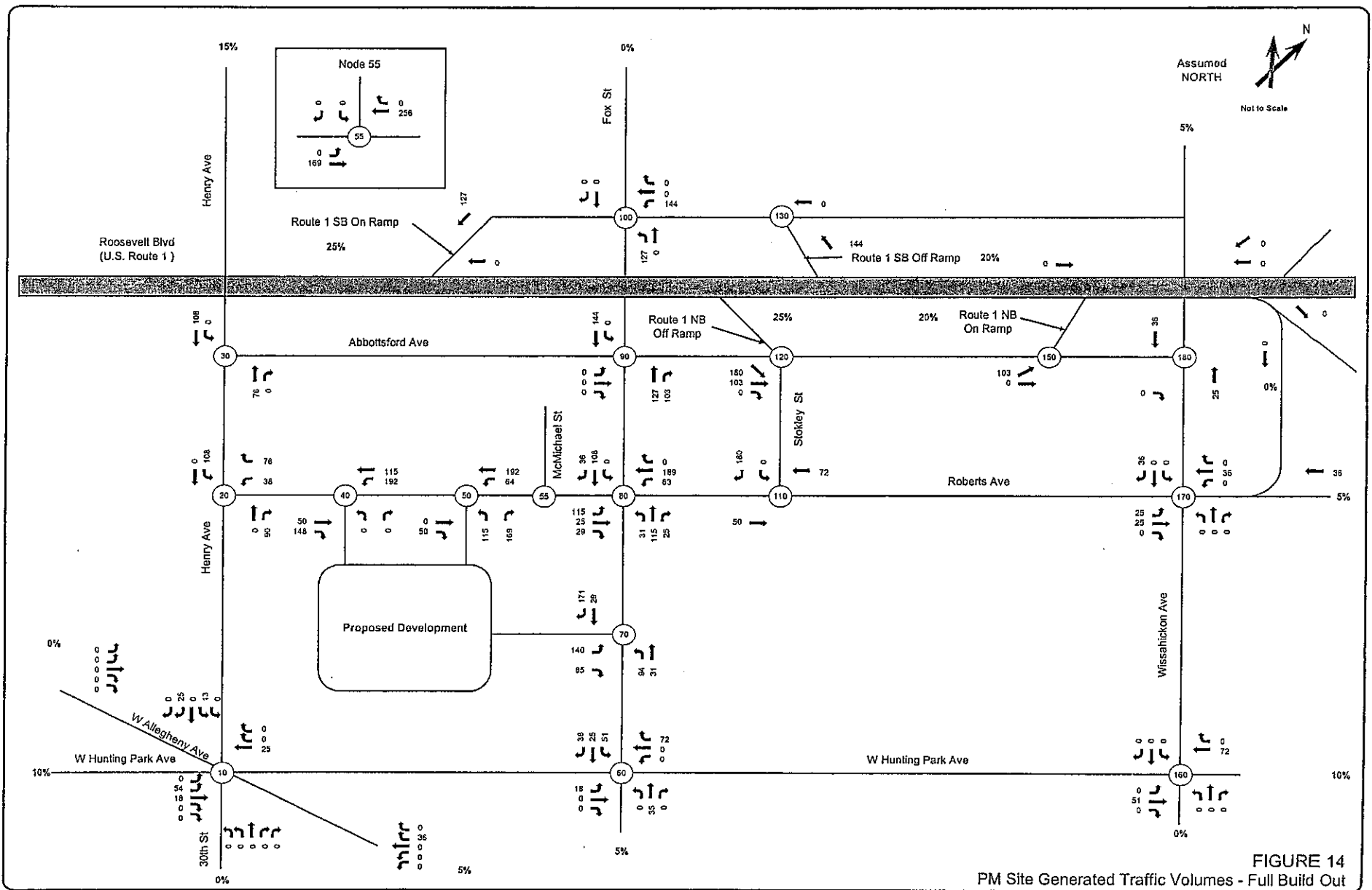


FIGURE 14  
PM Site Generated Traffic Volumes - Full Build Out

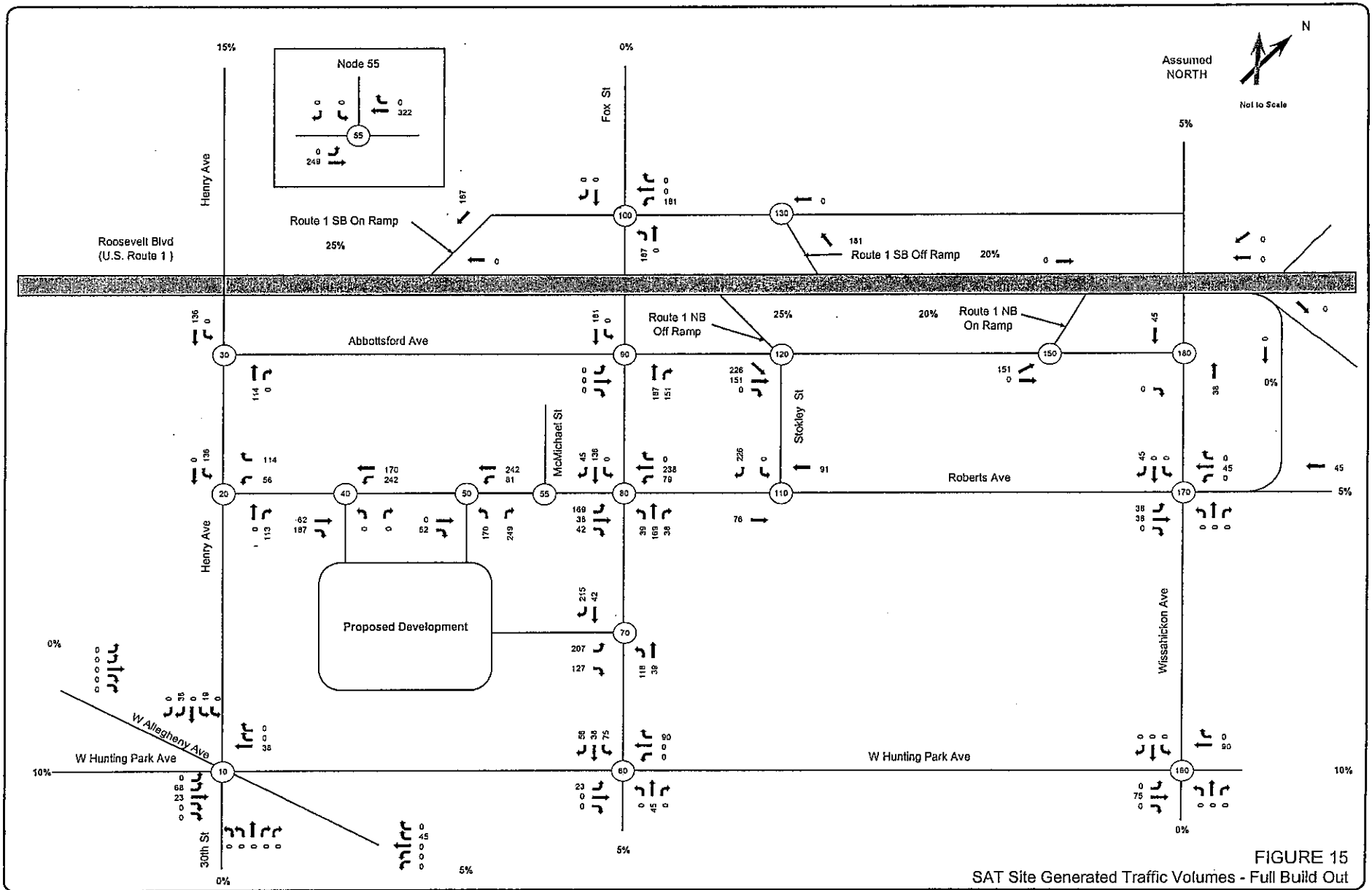


FIGURE 15  
SAT Site Generated Traffic Volumes - Full Build Out

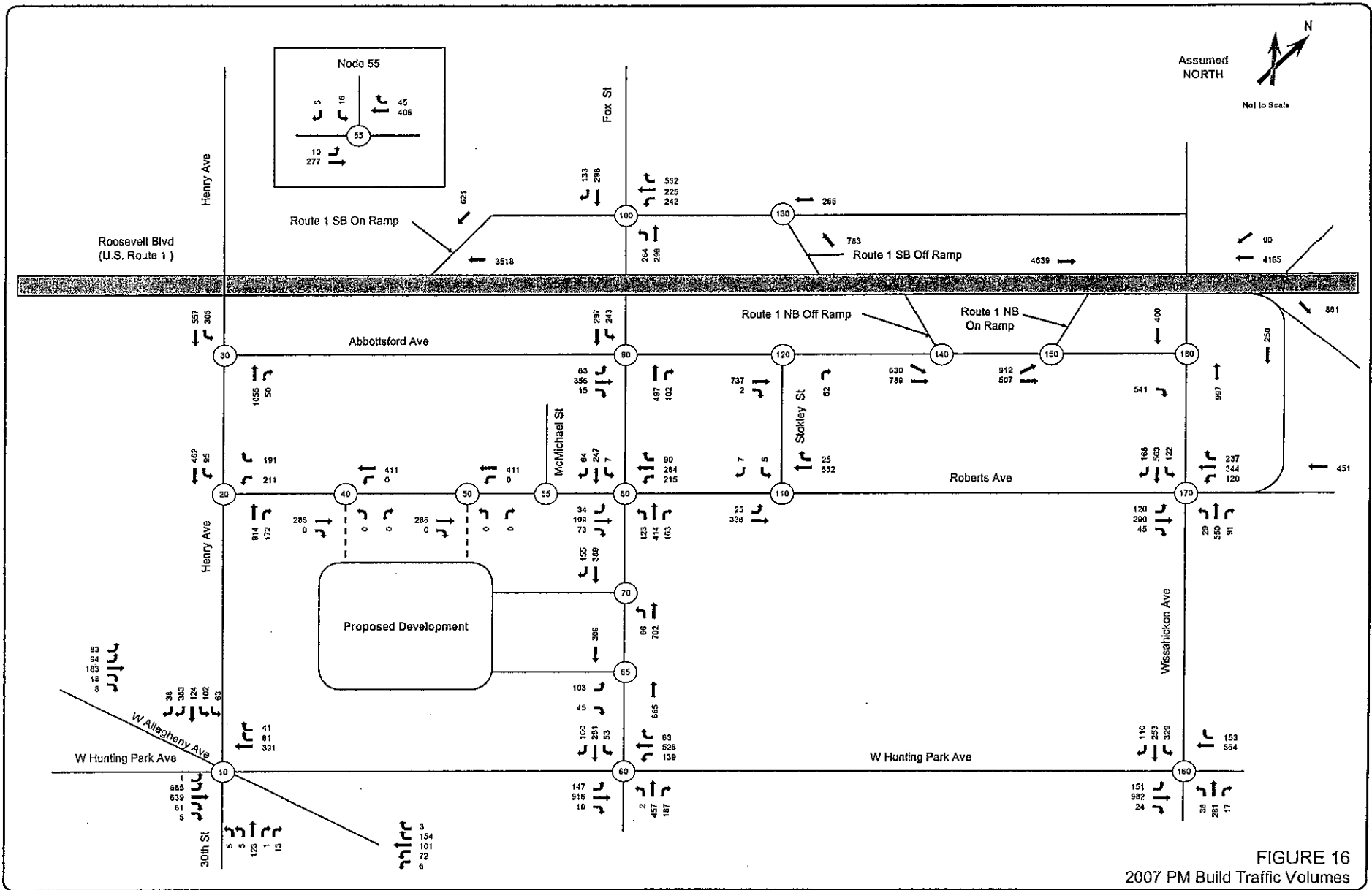
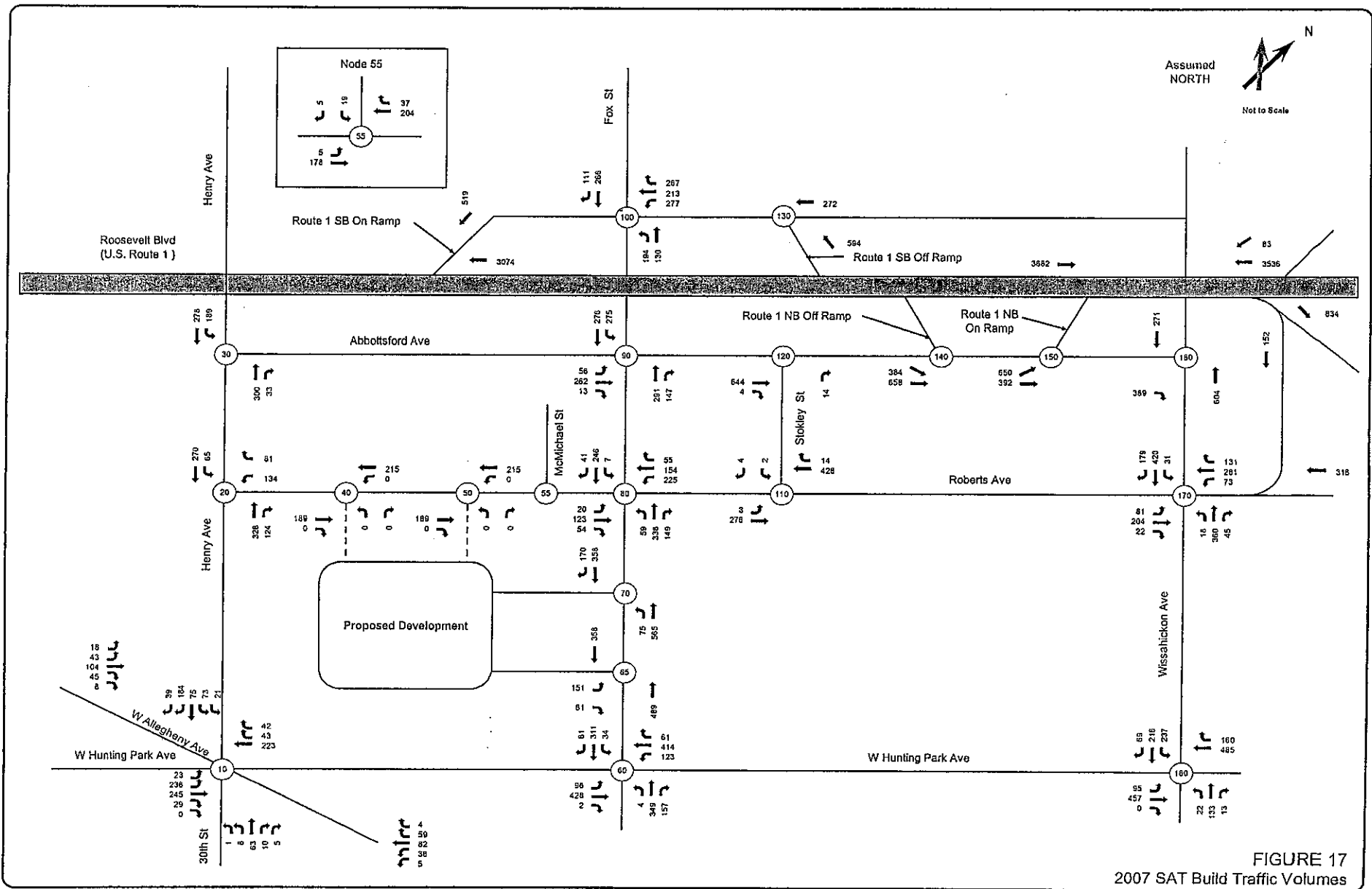
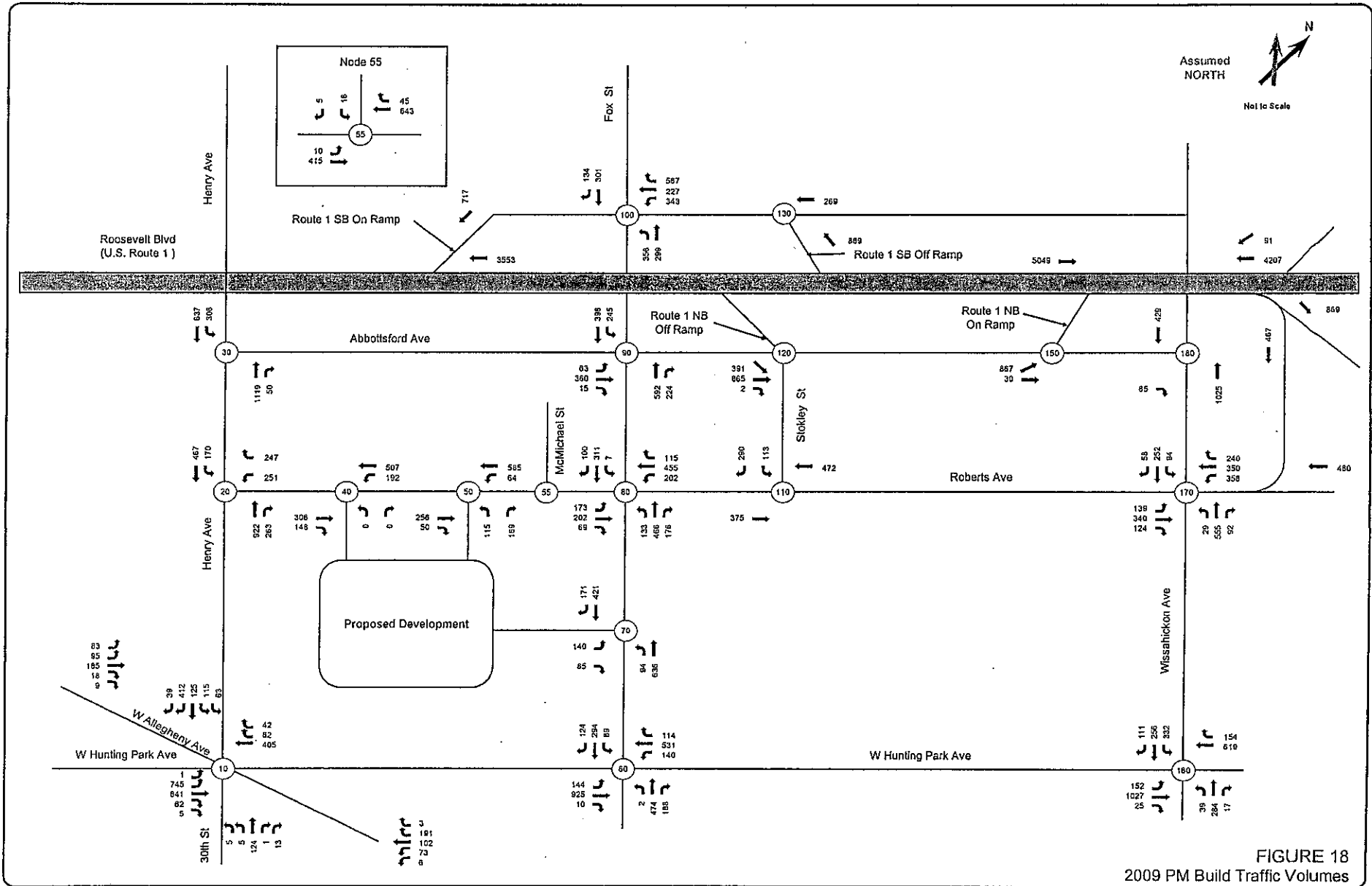
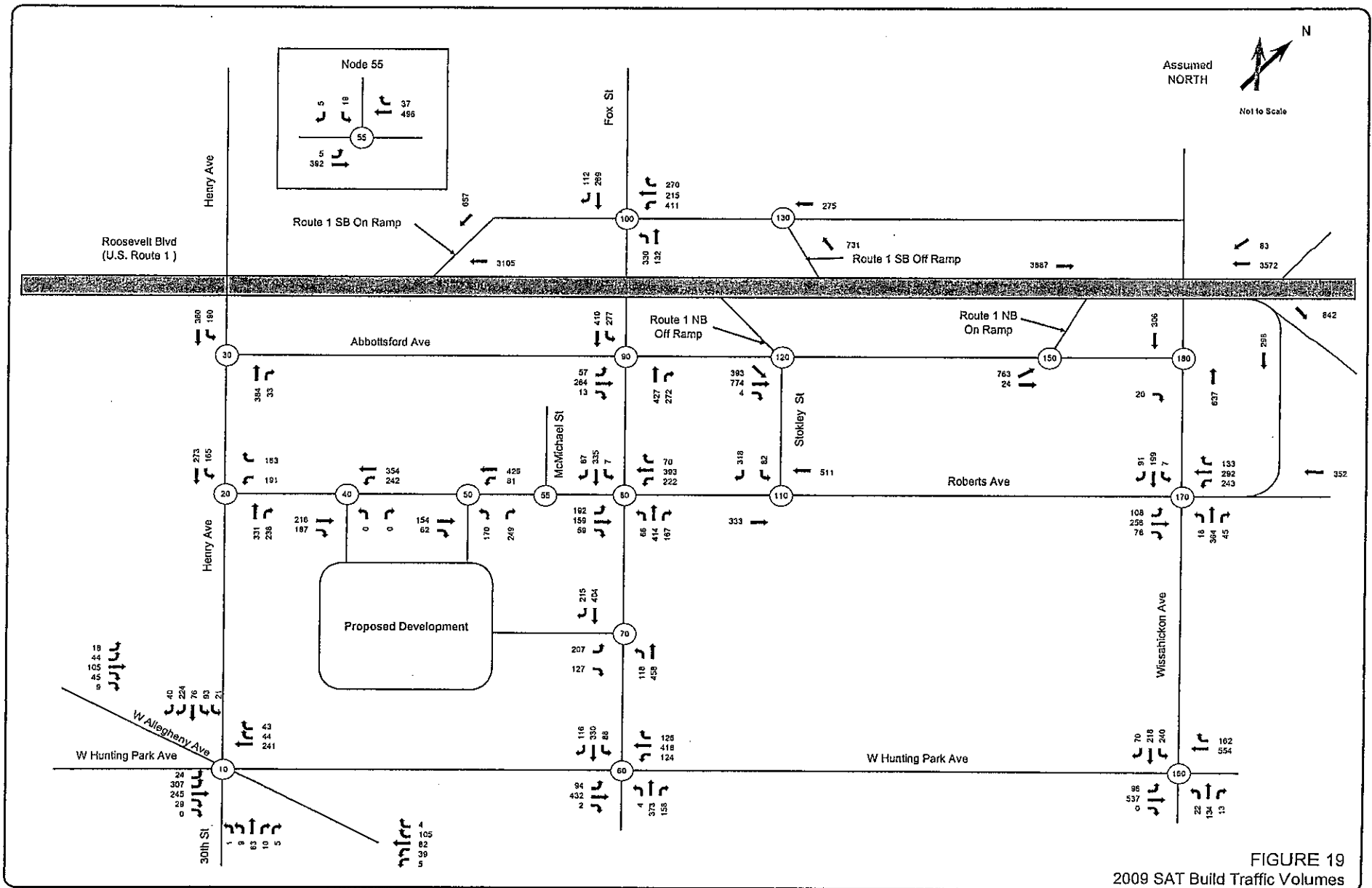


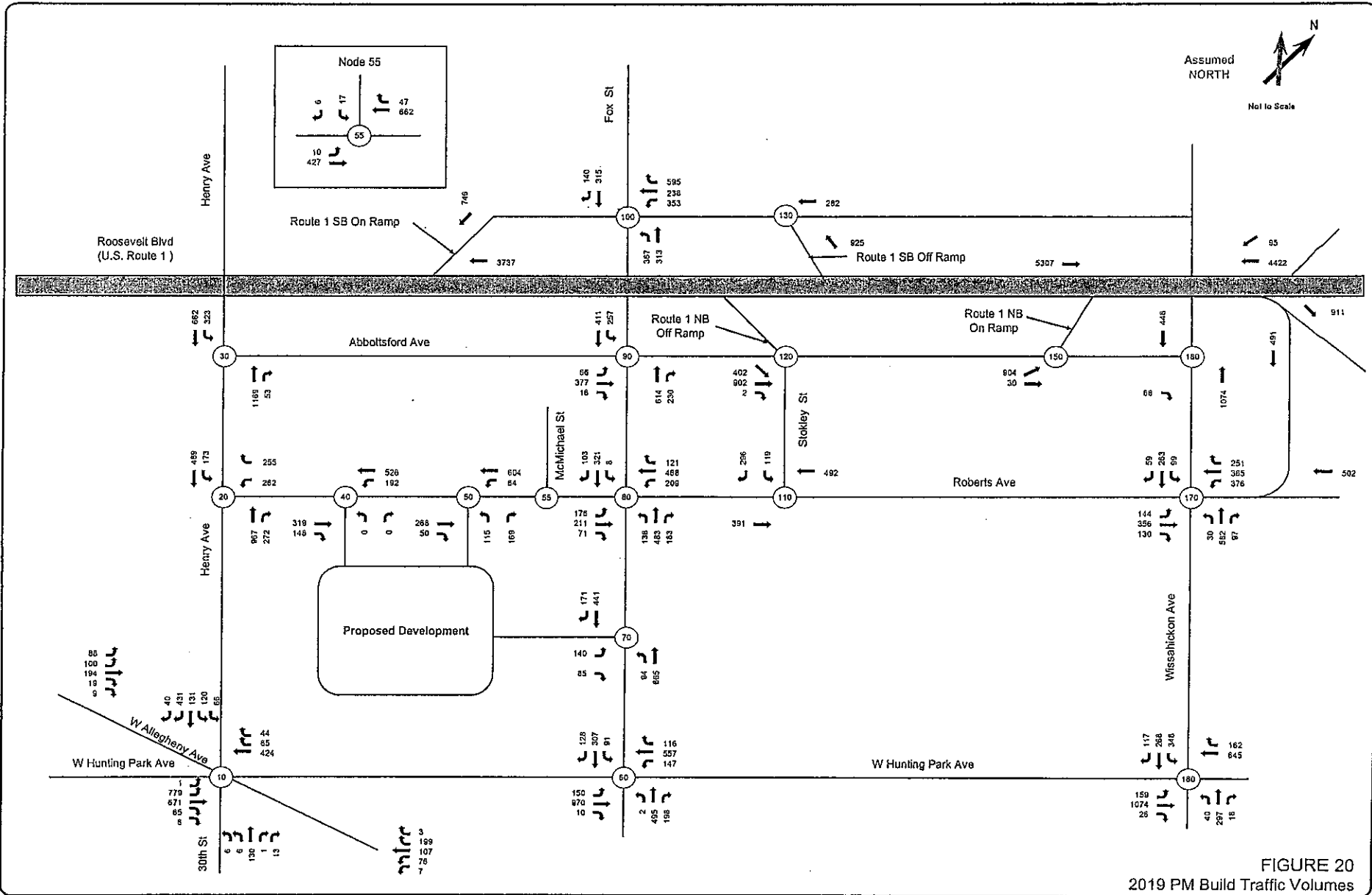
FIGURE 16  
2007 PM Build Traffic Volumes











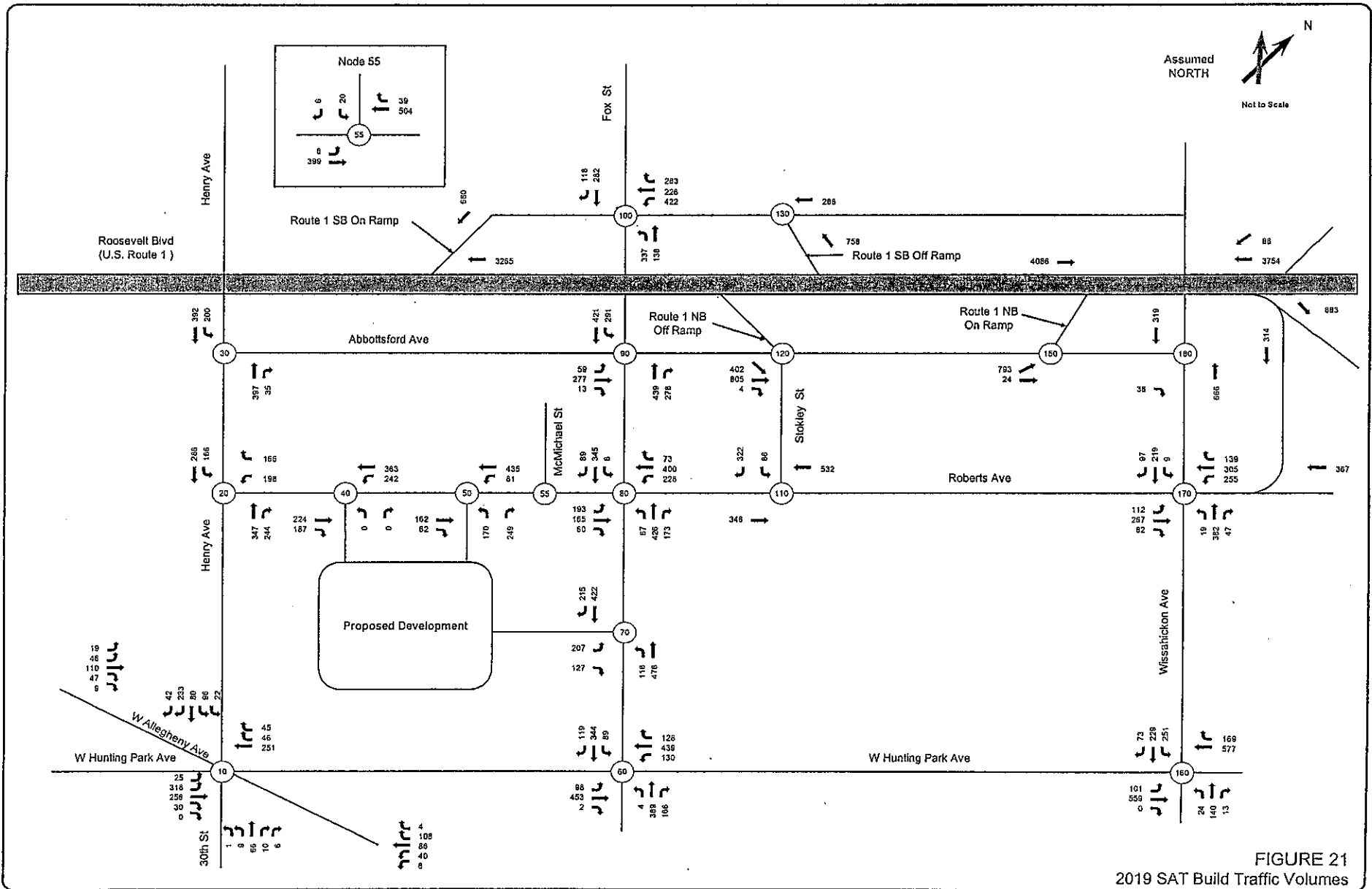


FIGURE 21  
2019 SAT Build Traffic Volumes

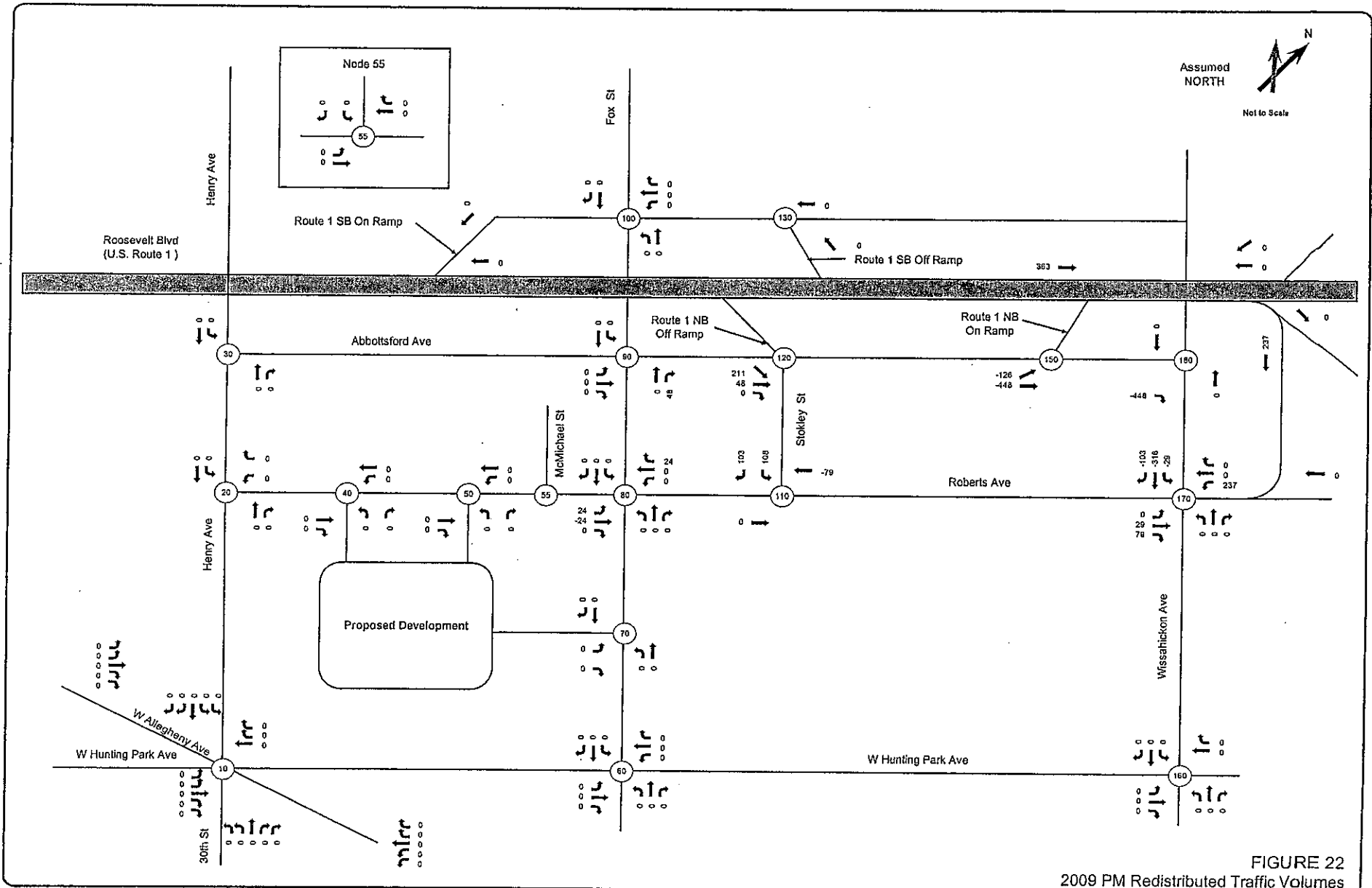
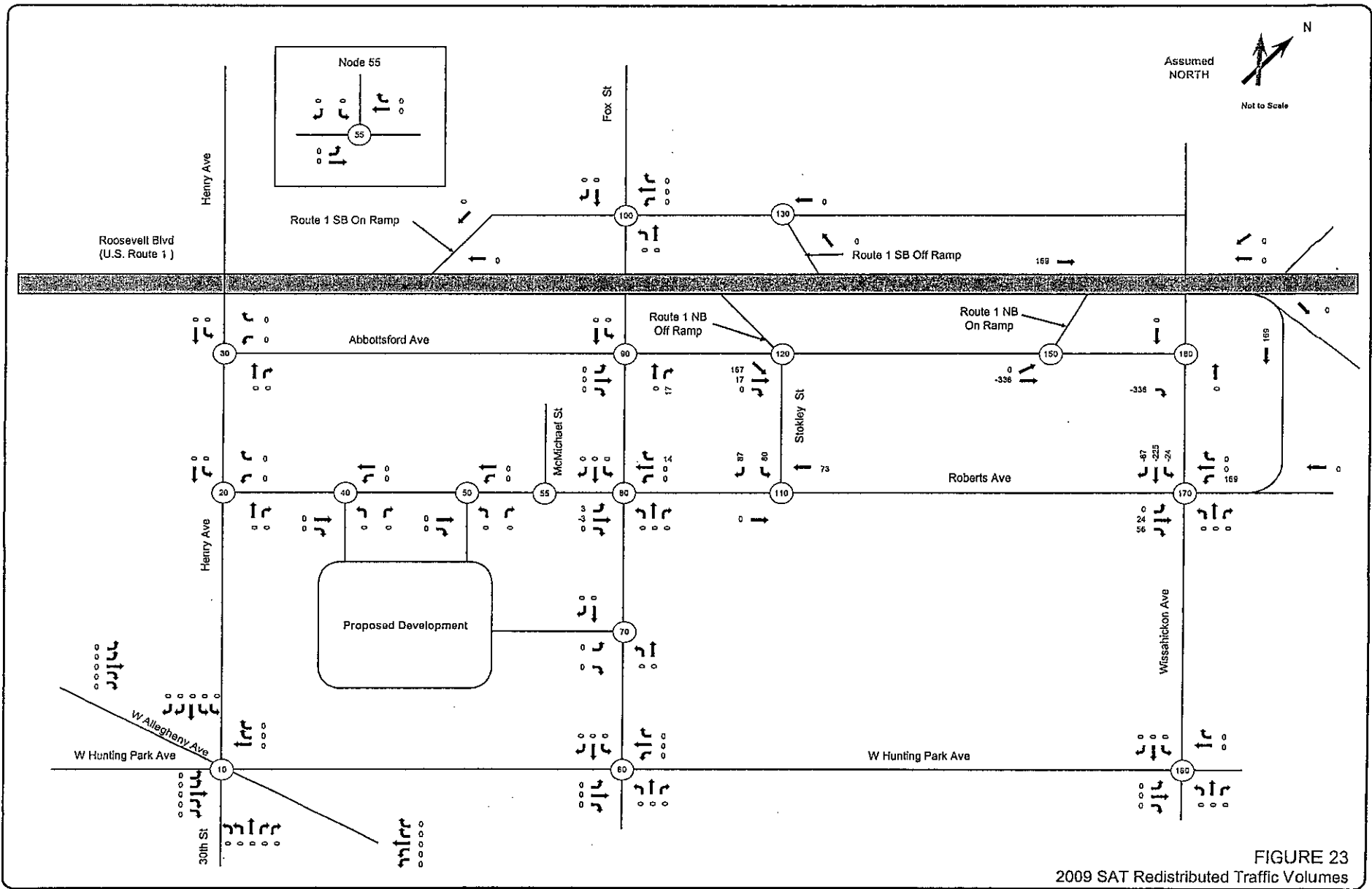


FIGURE 22  
2009 PM Redistributed Traffic Volumes



## APPENDIX A

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Site Plans









## APPENDIX B

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Traffic Count Data

PM NETWORK PEAK

Time	10A	10B	20A	20B	55A	60A	80A	90A	100A	105A	120A	130A	160A	170A	180A	NB ON	SB ON	NB OFF	5 Min Total	Hour Total	Hour Total Beginning
4:00	361	309	407	352	147	670	394	290	445	186	228	211	702	505	451	1304	908	1264	9132		
4:15	374	335	437	321	156	671	390	218	445	195	173	201	700	540	393	1219	941	1233	8942		
4:30	405	369	480	383	141	672	397	272	456	236	198	242	666	623	461	1212	983	1183	9319		
4:45	374	345	470	365	127	689	372	240	437	200	173	219	721	567	377	1220	1001	1225	9122	36516	4:00
5:00	491	383	490	405	167	644	408	277	461	201	194	236	707	622	482	1388	992	1383	9931	37314	4:15
5:15	455	348	504	392	158	675	395	237	449	220	169	248	658	627	470	1372	1036	1333	9766	36138	4:30
5:30	476	387	491	377	133	604	368	248	480	191	162	244	616	624	451	1308	959	1287	9386	36205	4:45
5:45	379	334	479	335	106	558	315	239	447	168	144	213	588	594	412	1115	900	1088	8412	37495	5:00
	3315	2780	3738	2910	1135	5183	3039	2021	3620	1597	1461	1814	5358	4702	3497	10138	7718	9974	74010		

SATURDAY NETWORK PEAK

Time	10A	10B	20A	20B	55A	60A	80A	90A	100A	105A	120A	130A	160A	170A	180A	NB ON	SB ON	NB OFF	5 Min Total	Hour Total	Hour Total Beginning
2:00	178	151	204	169	84	418	260	258	328	117	130	174	438	348	274	935	973	953	5958		
2:15	172	168	204	169	84	396	239	210	288	144	96	159	454	359	245	978	966	939	6109		
2:30	176	157	203	194	94	474	266	272	359	125	132	190	425	361	238	995	950	991	6426		
2:45	178	154	217	167	83	377	225	227	300	124	106	173	420	369	242	1003	882	980	6227	24718	2:00
3:00	172	173	215	181	93	438	277	269	330	134	151	186	428	370	264	991	841	960	6473	25235	2:15
3:15	193	165	226	169	79	434	264	289	347	137	154	201	434	387	285	1086	881	1112	6863	25989	2:30
3:30	170	168	207	179	69	422	244	253	308	136	137	190	464	411	294	1079	873	995	6599	26182	2:45
3:45	176	171	200	189	93	482	276	269	307	149	136	201	424	418	275	984	877	954	6581	26516	3:00
4:00	215	197	247	152	85	475	303	296	318	155	157	179	435	425	285	971	796	958	6650	26693	3:15
4:15	180	192	217	153	93	415	244	254	293	124	144	182	428	352	241	1085	837	1059	6493	26323	3:30
4:30	183	198	223	165	97	485	271	269	345	132	126	181	466	391	277	894	872	881	6458	26182	3:45
4:45	188	168	201	178	62	392	261	258	303	121	122	218	361	359	262	908	816	883	6061	25662	4:00
5:00	180	167	212	153	71	460	268	226	281	140	109	175	422	362	249	834	858	812	5979	24991	4:15
5:15	173	159	186	134	80	441	284	239	255	149	134	146	405	392	268	924	912	936	6217	24715	4:30
5:30	192	128	193	144	76	482	248	242	285	131	127	159	434	370	281	998	886	919	6273	24530	4:45
5:45	169	149	190	131	64	415	274	248	283	135	130	170	370	366	260	324	825	896	5398	23868	5:00
	2893	2674	3345	2458	1224	7007	4204	4077	4910	2153	2091	2884	6808	6058	4220	14987	14087	15228	100764		

Location: Phila., Phila. Co., PA  
 Intersection: 30th / H.P. EB/ Allegh. EB  
 Date: Wednesday, May 4, 2005  
 Counter: ET

File Name : 5-way1  
 Site Code : 00000000  
 Start Date : 05/04/2005  
 Page No : 1

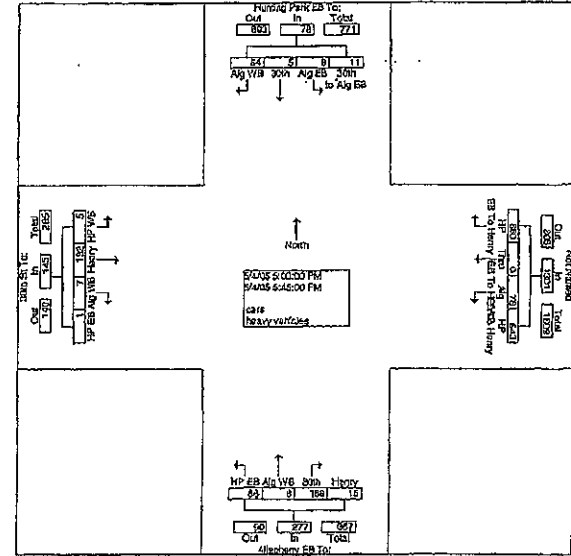
Start Time	Hunting Park EB To From North				From East				Allegheny EB To From South				30th St To From West				Int. Total				
	Alleg EB	30th h	Alleg WB	30th h to Alleg EB	Alleg EB To	Thru	HP EB To	HP EB To	App. Total	HP EB	Alleg WB	30th h	30th h	App. Total	HP WB	He nry		Alleg WB	HP EB	App. Total	
04:00 PM	2	5	12	1	21	10	0	127	127	273	8	1	29	4	42	1	24	0	0	25	381
04:15 PM	1	7	11	1	20	21	0	130	127	278	7	2	30	6	49	1	24	2	0	27	374
04:30 PM	2	8	12	1	23	27	0	135	139	304	9	3	37	7	56	1	21	3	0	26	405
04:45 PM	0	1	11	1	13	16	0	135	145	297	18	2	28	2	46	0	14	1	0	16	374
Total	5	22	46	4	77	83	0	527	538	1140	40	8	126	19	196	3	83	5	0	62	1514
05:00 PM	1	1	21	8	29	29	0	164	163	356	10	2	42	4	67	2	38	0	1	38	491
05:15 PM	0	1	13	3	17	16	0	187	135	318	27	3	54	4	66	0	31	1	0	32	455
05:30 PM	0	2	13	2	17	17	0	180	139	335	27	1	48	7	63	3	35	3	0	41	476
05:45 PM	7	1	7	0	15	16	0	199	107	322	15	2	24	0	39	0	30	3	0	33	376
Total	8	6	54	11	78	78	0	660	543	1301	86	8	168	19	277	5	132	7	1	145	1601
Grand Total	15	27	100	15	165	161	0	150	108	2450	126	16	307	24	473	15	276	15	1	237	3315
Approach %	8.4	17.	64.	9.7	6.6	0.0	49.	44.	26.	3.4	62.	7.2	3.4	30.	5.5	0.4	7.	0.7	0.4	0.0	0.0
Total %	0.4	0.8	3.0	0.6	4.7	4.9	0.0	36.	32.	73.9	3.8	0.6	8.0	1.0	14.3	0.2	6.5	0.4	0.0	7.1	

7145-5:45  
 ✓ 1 5 38 12  
 ✓ ✓ ✓ ✓  
 78 0  
 ✓  
 150 108  
 ✓ 2450  
 ✓ 126  
 ✓ 16  
 ✓ 307  
 ✓ 24  
 ✓ 473  
 ✓ 15  
 ✓ 276  
 ✓ 15  
 ✓ 1  
 ✓ 237  
 ✓ 3315  
 ✓ 6.6  
 ✓ 0.0  
 ✓ 49.  
 ✓ 44.  
 ✓ 26.  
 ✓ 3.4  
 ✓ 62.  
 ✓ 7.2  
 ✓ 3.4  
 ✓ 30.  
 ✓ 5.5  
 ✓ 0.4  
 ✓ 7.  
 ✓ 0.7  
 ✓ 0.4  
 ✓ 0.0  
 ✓ 0.0

Location: Phila., Phila. Co., PA  
 Intersection: 30th / H.P. EB/ Allegh. EB  
 Date: Wednesday, May 4, 2005  
 Counter: ET

File Name : 5-way1  
 Site Code : 00000000  
 Start Date : 05/04/2005  
 Page No : 2

Start Time	Hunting Park EB To From North				From East				Allegheny EB To From South				30th St To From West				Int. Total				
	Alleg EB	30th h	Alleg WB	30th h to Alleg EB	Alleg EB To	Thru	HP EB To	HP EB To	App. Total	HP EB	Alleg WB	30th h	30th h	App. Total	HP WB	He nry		Alleg WB	HP EB	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersect on 05:00 PM																					
Volume	8	5	54	11	78	78	0	680	543	1301	88	8	168	15	277	6	132	7	1	145	1801
Percent	10.	6.4	69.	14.	100.	0.0	0.0	52.	41.	100.	31.	2.9	62.	5.4	5.4	5.4	91.	4.8	0.7		
05:00 PM	1	1	21	6	29	29	0	164	163	356	19	2	42	4	67	2	36	0	1	38	491
Volume																					
Peak Factor																					
High Int. Volume Peak	1	1	21	6	29	29	0	164	163	356	19	2	42	4	67	2	36	0	1	38	491
Peak Factor																					





Location: Phila., Phila. Co., PA  
 Intersection: Henry/ H.P. WB / Alleg. WB  
 Date: Wednesday, May 4, 2005  
 Counter: JT

File Name : 5-way2  
 Site Code : 00000000  
 Start Date : 05/04/2005  
 Page No : 2

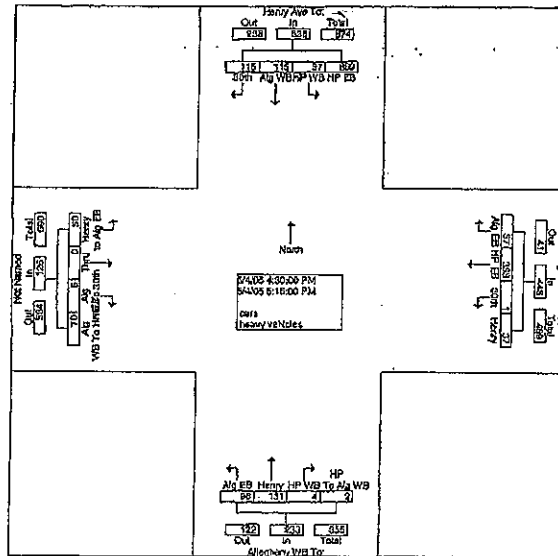
Start Time	Henry Ave To: From North					Hunting Park WB To From East				Allegheny WB To: From South				From West				App. Total	Int. Total			
	HP WB	Alg WB	30t h	HP EB	App. Total	30t h	HP EB	Alg EB	Henry Total	Alg EB	Henry	HP WB	HP To Alg WB	App. Total	Henry To Alg EB	Thru	Alg WB To 30t h			Alg WB To HP EB		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersection on 04:30 PM																						
Volume	37	115	115	300	638	1	853	57	37	445	88	181	4	2	283	50	0	6	70	128	1443	
Percent	5.8	18	18	48	100	0.2	78	12	8.3	41	58	2	1.7	0.9	39	0	0	4.8	55	8		
05:00 Volume Peak Factor	12	38	39	93	177	0	86	23	17	123	30	32	2	1	55	10	0	0	16	26	383	
High Int. Volume Peak Factor	12	38	27	104	179	0	85	23	17	125	29	37	0	0	55	15	0	2	23	41	0.942	
					0.86					0.89					0.85					0.78		

Location: Phila., Phila. Co., PA  
 Intersection: Henry/ H.P. WB / Alleg. WB  
 Date: Wednesday, May 4, 2005  
 Counter: JT

File Name : 5-way2  
 Site Code : 00000000  
 Start Date : 05/04/2005  
 Page No : 1

Grouped Pinned-heavy vehicles

Start Time	Henry Ave To: From North					Hunting Park WB To From East				Allegheny WB To: From South				From West				App. Total	Int. Total		
	HP WB	Alg WB	30t h	HP EB	App. Total	30t h	HP EB	Alg EB	Henry Total	Alg EB	Henry	HP WB	HP To Alg WB	App. Total	Henry To Alg EB	Thru	Alg WB To 30t h			Alg WB To HP EB	
Factor																					
04:00 PM	2	1	0	2	5	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	10
04:15 PM	2	0	0	1	3	0	2	1	0	3	4	1	0	0	5	1	0	0	0	1	12
04:30 PM	3	2	0	1	6	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	14
04:45 PM	3	1	1	0	5	0	1	1	0	2	2	2	0	0	5	0	0	0	0	0	12
Total	10	4	1	4	19	0	4	2	0	6	15	6	0	0	22	1	0	0	0	1	48
05:00 PM																					
05:00 PM	2	0	0	2	4	0	0	0	0	0	2	1	0	0	3	0	0	0	1	1	6
05:15 PM	1	1	0	0	2	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	9
05:30 PM	4	1	0	0	5	0	1	0	0	1	7	1	0	0	8	0	0	0	0	0	17
05:45 PM	1	2	0	0	3	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	7
Total	8	4	0	2	14	0	2	0	0	2	14	5	0	0	19	0	0	0	1	1	41
Grand Total																					
Apprch %	50	22	2.8	25	100	0.0	75	25	0.0	6	12	25	0.0	0.0	45	1.1	0.0	0.0	0.0	2	80
Total %	20	8.0	1.1	10	40.4	0.0	6.7	2.2	0.0	8.0	36	12	0.0	0.0	49.3	1.1	0.0	0.0	1.1	2.2	



Vollmer Associates, LLP  
 161 Galthier Drive, Suite 105  
 Mt Laurel, NJ 08054-1740  
 Telephone (856) 234-0800 FAX (856) 234-5928

Location: Phila., Phila. Co., PA  
 Intersection: Alleg/Henry/HP/30th  
 Date: Tuesday, September 19, 2006  
 Counter: JT

File Name : 6way2  
 Site Code : 00000000  
 Start Date : 9/19/2006  
 Page No : 1

Vollmer Associates, LLP  
 161 Galthier Drive, Suite 105  
 Mt Laurel, NJ 08054-1740  
 Telephone (856) 234-0800 FAX (856) 234-5928

Location: Phila., Phila. Co., PA  
 Intersection: Alleg/Henry/HP/30th  
 Date: Tuesday, September 19, 2006  
 Counter: ET

File Name : 6way1  
 Site Code : 00000000  
 Start Date : 9/19/2006  
 Page No : 1

Groups Printed - Cars - Heavy Vehicles

Start Time	Southbound				Westbound				Allegeny (Alg) EB To: Northbound				Eastbound				Int. Total				
	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total					
04:00 PM	0	0	5	30	1	87	116	10	214	22	33	4	4	63	2	0	0	19	21	328	
04:15 PM	1	0	4	31	36	2	117	116	13	247	17	28	2	8	55	1	0	0	12	13	351
04:30 PM	0	0	3	17	20	1	115	108	13	237	18	24	3	4	49	0	0	0	19	19	325
04:45 PM	0	0	6	26	32	1	120	99	13	233	14	21	2	3	40	2	0	0	17	19	325
Total	1	0	18	99	118	5	439	438	49	931	71	106	11	19	207	5	0	0	67	72	1328
05:00 PM	0	0	3	29	32	0	128	129	2	257	22	42	2	5	71	3	0	0	33	36	396
05:15 PM	2	0	2	29	33	0	128	121	6	255	21	21	3	4	49	1	0	0	13	14	351
05:30 PM	0	0	0	24	24	0	158	141	6	305	22	29	2	4	57	3	0	0	14	17	403
05:45 PM	0	0	1	13	14	0	176	80	9	265	14	28	3	1	47	1	2	0	24	27	353
Total	2	0	6	95	103	0	588	471	23	1082	79	121	10	14	224	8	2	0	84	94	1503
Grand Total	3	0	24	194	221	5	1027	909	72	2013	150	227	21	33	431	13	2	0	151	166	2831
Approach %	1.4	0	10.9	87.8		0.2	51	45.2	3.6		34.8	62.7	4.9	7.7		7.8	1.2	0	91		
Total %	0.1	0	0.8	6.9	7.8	0.2	35.3	32.1	2.5	71.1	5.3	8	0.7	1.2	15.2	0.5	0.1	0	5.3	5.9	
Cars	3	0	23	182	208	5	1019	894	71	1989	139	211	21	32	403	13	2	0	151	166	2786
% Cars	100	0	95.8	93.8	94.1	100	99.2	98.3	98.8	98.8	92.7	93	100	97	93.5	100	100	0	100	100	97.7
Heavy Vehicles	0	0	1	12	13	0	8	15	1	24	11	16	0	1	28	0	0	0	0	0	65
% Heavy Vehicles	0	0	4.2	6.2	5.9	0	0.8	1.7	1.4	1.2	7.3	7	0	3	6.5	0	0	0	0	0	2.3

Start Time	Southbound				Westbound				Allegeny (Alg) EB To: Northbound				Eastbound				Int. Total				
	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total					
05:00 PM	0	0	3	29	32	0	126	129	2	257	22	42	2	5	71	3	0	0	33	36	396
05:15 PM	2	0	2	29	33	0	128	121	6	255	21	21	3	4	49	1	0	0	13	14	351
05:30 PM	0	0	0	24	24	0	158	141	6	305	22	29	2	4	57	3	0	0	14	17	403
05:45 PM	0	0	1	13	14	0	176	80	9	265	14	28	3	1	47	1	2	0	24	27	353
Total Volume	2	0	6	95	103	0	588	471	23	1082	79	121	10	14	224	8	2	0	84	94	1503
% App. Total	1.9	0	5.6	52.2		0	54.3	43.5	2.1		35.3	54	4.5	6.2		8.5	2.1	0	89.4		93.2
PHF	.250	.000	.500	.819	.780	.000	.835	.835	.639	.887	.898	.720	.893	.700	.789	.657	.250	.000	.838	.653	.932

RECOUNT USED TO VERIFY DISTRIBUTION @ G-LINK INTERSECTION  
 - ORIGINAL VOLUMES USED TO MAINTAIN BALANCE

Groups Printed - Cars - Heavy Vehicles

Start Time	Allegeny WB To: Southbound				Westbound				Northbound				Hunting Park (HP) SB To: Eastbound				Int. Total					
	30th St	Alg EB	Henry	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total						
04:00 PM	1	19	3	15	38	8	75	0	7	60	10	24	8	23	65	0	0	0	73	2	75	268
04:15 PM	0	26	0	26	52	12	70	0	15	97	15	28	12	18	73	0	0	0	90	2	92	314
04:30 PM	0	21	1	30	52	10	74	0	12	96	9	22	9	22	62	0	0	0	86	10	96	306
04:45 PM	2	27	0	24	53	8	66	0	20	94	12	29	7	14	62	0	0	0	77	5	82	291
Total	3	93	4	95	195	38	285	0	54	377	46	103	36	77	262	0	0	0	326	19	345	1179
05:00 PM	0	18	1	33	52	7	65	0	24	96	11	26	11	24	72	0	0	0	88	6	94	294
05:15 PM	0	23	0	32	55	12	73	0	11	99	8	13	14	21	56	0	0	0	71	12	83	290
05:30 PM	0	19	1	40	60	4	78	0	18	98	10	18	5	23	56	0	0	0	89	9	98	312
05:45 PM	1	21	2	32	56	12	53	0	17	82	13	18	9	18	59	0	0	0	56	4	60	256
Total	1	81	4	137	223	35	267	0	70	372	42	75	39	66	242	0	0	0	284	31	315	1152
Grand Total	4	174	8	232	418	73	552	0	124	749	88	178	75	163	504	0	0	0	610	50	660	2331
Approach %	1	41.6	1.9	55.5		9.7	73.7	0	16.6		17.5	35.3	14.9	32.3		0	0	0	92.4	7.6		
Total %	0.2	7.5	0.3	10	17.9	3.1	23.7	0	5.3	32.1	3.8	7.6	3.2	7	21.6	0	0	0	26.2	2.1	28.3	
Cars	4	142	8	227	381	73	544	0	123	740	81	172	64	161	478	0	0	0	601	49	650	2249
% Cars	100	81.6	100	87.8	91.1	100	98.6	0	99.2	98.8	92	96.6	85.3	98.8	94.8	0	0	0	98.5	98	88.5	88.5
Heavy Vehicles	0	32	0	5	37	0	8	0	1	9	7	6	11	2	26	0	0	0	9	1	10	82
% Heavy Vehicles	0	18.4	0	2.2	8.9	0	1.4	0	0.8	1.2	8	3.4	14.7	1.2	5.2	0	0	0	1.5	2	1.5	3.5

Start Time	Allegeny WB To: Southbound				Westbound				Northbound				Hunting Park (HP) SB To: Eastbound				Int. Total					
	30th St	Alg EB	Henry	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total	HP SB	Henry	HP NB	App. Total						
04:45 PM	2	27	0	24	53	8	66	0	20	94	12	29	7	14	62	0	0	0	77	5	82	291
05:00 PM	0	18	1	33	52	7	65	0	24	96	11	26	11	24	72	0	0	0	88	6	94	294
05:15 PM	0	23	0	32	55	12	73	0	11	99	8	13	14	21	56	0	0	0	71	12	83	290
05:30 PM	0	19	1	40	60	4	78	0	18	98	10	18	5	23	56	0	0	0	89	9	98	312
05:45 PM	1	21	2	32	56	12	53	0	17	82	13	18	9	18	59	0	0	0	56	4	60	256
Total Volume	2	87	2	129	220	31	280	0	73	384	41	86	37	82	246	0	0	0	305	32	337	1187
% App. Total	0.9	39.5	0.9	56.6		8.1	72.9	0	19		16.7	35	15	33.3		0	0	0	90.5	9.5		
PHF	.250	.808	.500	.808	.817	.646	.921	.000	.760	.880	.854	.741	.681	.854	.854	.000	.000	.857	.857	.860	.951	

















Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Default Comments  
Change These in The Preferences Window  
Select File/Preference in the Main Scree  
Then Click the Comments Tab

File Name : pm-nb on ramp  
Site Code : 12312312  
Start Date : 8/22/2006  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	RI 1 NB On-Ramp		Route 1 NB				Int. Total
	NB On-Ramp	App. Total	Left Lane	Middle Lane	Right Lane	App. Total	
04:00 PM	198	198	403	362	341	1106	1304
04:15 PM	148	148	341	334	395	1071	1219
04:30 PM	176	176	415	336	285	1036	1212
04:45 PM	161	161	399	342	318	1059	1220
Total	683	683	1558	1374	1340	4272	4955
05:00 PM	195	195	450	385	358	1193	1388
05:15 PM	167	167	426	347	432	1205	1372
05:30 PM	172	172	396	390	350	1136	1308
05:45 PM	159	159	387	350	299	986	1115
Total	693	693	1639	1472	1379	4490	5183
Grand Total	1376	1376	3197	2846	2719	8762	10138
Approch %	100		36.5	32.5	31		
Total %	13.6	13.6	31.5	28.1	26.8	86.4	
Cars	1375	1375	3192	2822	2709	8723	10098
% Cars	99.9	99.9	99.8	98.2	99.6	99.8	99.6
Heavy Vehicles	1	1	5	24	10	39	40
% Heavy Vehicles	0.1	0.1	0.2	0.8	0.4	0.4	0.4

Start Time	RI 1 NB On-Ramp		Route 1 NB				Int. Total
	NB On-Ramp	App. Total	Left Lane	Middle Lane	Right Lane	App. Total	
04:45 PM	161	161	399	342	318	1059	1220
05:00 PM	195	195	450	385	358	1193	1388
05:15 PM	167	167	426	347	432	1205	1372
05:30 PM	172	172	396	390	350	1136	1308
Total Volume	695	695	1671	1464	1458	4593	5288
% App. Total	100		36.4	31.9	31.7		
PHF	.881	.881	.928	.938	.844	.853	.852

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at:

+0 mins.	04:30 PM		04:45 PM			
	176	176	399	342	318	1059
+15 mins.	161	161	450	385	358	1193
+30 mins.	195	195	426	347	432	1205
+45 mins.	167	167	396	390	350	1136
Total Volume	699	699	1671	1464	1458	4593
% App. Total	100		36.4	31.9	31.7	
PHF	.896	.896	.928	.938	.844	.853

Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Default Comments  
Change These in The Preferences Window  
Select File/Preference in the Main Scree  
Then Click the Comments Tab

File Name : pm-sb-on ramp  
Site Code : 00000002  
Start Date : 8/22/2006  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Route 1 From North				SB On Ramp From West		Int. Total
	Left Lane	Middle Lane	Right Lane	App. Total	On-Ramp	App. Total	
04:00 PM	322	260	190	772	134	134	906
04:15 PM	373	284	168	825	116	116	941
04:30 PM	370	319	183	872	111	111	983
04:45 PM	369	317	198	884	117	117	1001
Total	1434	1180	739	3353	478	478	3831
06:00 PM	375	299	188	872	120	120	992
05:15 PM	358	334	217	909	127	127	1036
05:30 PM	359	302	187	848	111	111	959
05:45 PM	349	290	170	799	101	101	900
Total	1441	1215	772	3428	459	459	3887
Grand Total	2875	2395	1511	6781	937	937	7718
Approch %	42.4	35.3	22.3		100		
Total %	37.3	31	18.6	87.9	12.1	12.1	
Cars	2674	2385	1483	6752	914	914	7666
% Cars	100	100	98.1	99.6	97.5	97.5	99.3
Heavy Vehicles	1	0	28	29	23	23	52
% Heavy Vehicles	0	0	1.9	0.4	2.5	2.5	0.7

Start Time	Route 1 From North				SB On Ramp From West		Int. Total
	Left Lane	Middle Lane	Right Lane	App. Total	On-Ramp	App. Total	
04:30 PM	370	319	183	872	111	111	983
04:45 PM	369	317	198	884	117	117	1001
05:00 PM	375	299	198	872	120	120	992
05:15 PM	358	334	217	909	127	127	1036
Total Volume	1472	1269	796	3537	475	475	4012
% App. Total	41.6	35.9	22.5		100		
PHF	.981	.950	.917	.973	.935	.935	.868

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

+0 mins.	04:30 PM				04:00 PM	
	370	319	183	872	134	134
+15 mins.	369	317	198	884	116	116
+30 mins.	375	299	198	872	111	111
+45 mins.	358	334	217	909	117	117
Total Volume	1472	1269	796	3537	478	478
% App. Total	41.6	35.9	22.5		100	
PHF	.981	.950	.917	.973	.892	.892



Tri-State Traffic Data, Inc.  
 184 Baker Road  
 Coatesville, PA 19320  
 610-466-1469

Default Comments  
 Change These in The Preferences Window  
 Select File/Preference in the Main Scree  
 Then Click the Comments Tab

File Name : pm-nb off ramp  
 Site Code : 00000009  
 Start Date : 8/22/2006  
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

Route 1						
Start Time	Left Lane	Middle Lane	Right Lane	Off-Ramp	App. Total	Int. Total
04:00 PM	416	385	246	217	1264	
04:15 PM	361	318	271	283	1233	1233
04:30 PM	421	374	187	181	1163	1163
04:45 PM	399	374	220	232	1225	1225
Total	1597	1451	924	913	4885	4885
05:00 PM	459	444	244	236	1383	1383
05:15 PM	424	344	280	285	1333	1333
05:30 PM	413	387	239	248	1287	1287
05:45 PM	374	352	148	212	1086	1086
Total	1670	1527	911	981	5069	5069
Grand Total	3267	2978	1835	1894	9974	9974
Approch %	32.8	29.9	18.4	19		
Total %	32.8	29.9	18.4	19	100	
Cars	3231	2880	1796	1859	9776	9776
% Cars	98.9	96.7	97.9	98.7	98	98
Heavy Vehicles	36	98	39	25	198	198
% Heavy Vehicles	1.1	3.3	2.1	1.3	2	2

Route 1						
Start Time	Left Lane	Middle Lane	Right Lane	Off-Ramp	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 04:45 PM						
04:45 PM	399	374	220	232	1225	1225
05:00 PM	459	444	244	236	1383	1383
05:15 PM	424	344	280	285	1333	1333
05:30 PM	413	387	239	248	1287	1287
Total Volume	1695	1549	983	1001	5228	5228
% App. Total	32.4	29.6	18.8	19.1		
PHF	.923	.872	.878	.878	.945	.945

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

04:45 PM						
Time	Left Lane	Middle Lane	Right Lane	Off-Ramp	App. Total	Int. Total
+0 mins.	399	374	220	232	1225	
+15 mins.	459	444	244	236	1383	1383
+30 mins.	424	344	280	285	1333	1333
+45 mins.	413	387	239	248	1287	1287
Total Volume	1695	1549	983	1001	5228	5228
% App. Total	32.4	29.6	18.8	19.1		
PHF	.923	.872	.878	.878	.945	.945

Tri-State Traffic Data, Inc.

Tri-State Traffic Data, Inc.

Location: Philadelphia, PA  
 Intersection: Allegheny/Rt 30/Henry/Hunt  
 Date: Saturday, November 12, 2005  
 Counter: Id

File Name : sat-10a-6 leg  
 Site Code : 0000010  
 Start Date : 11/12/2005  
 Page No : 1

File Name : sat-10a-6 leg  
 Site Code : 0000010  
 Start Date : 11/12/2005  
 Page No : 2

Groups Printed- cars - cars - buses																					
Start Time	From North				EB Allegheny Ave TO: From East				Henry Ave TO From South				Rt 13 SB TO: From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Ally EB	NS 13	30th St	Henry	App. Total	30th St	Ally EB	13 NB	SB 13	App. Total	Ally WB		30th St	Ally EB	App. Total	
02:00 PM	0	0	0	0	0	32	7	9	5	53	18	15	3	51	83	48	0	0	17	65	201
02:15 PM	0	0	0	0	0	31	8	11	7	55	15	11	5	41	72	54	0	0	17	71	198
02:30 PM	0	0	0	0	0	35	10	10	5	60	14	11	3	46	74	46	0	1	20	67	201
02:45 PM	0	0	0	0	0	29	10	11	1	51	19	12	3	62	95	37	0	0	20	57	204
Total	0	0	0	0	0	127	33	41	18	219	64	47	14	200	325	185	0	1	74	260	804
03:00 PM	0	0	0	0	0	21	8	8	4	37	16	24	10	46	96	45	0	0	13	58	191
03:15 PM	0	0	0	0	0	21	8	13	8	50	20	18	7	57	102	40	1	0	27	69	220
03:30 PM	0	0	0	0	0	24	11	3	8	46	12	18	5	52	87	52	0	0	10	62	195
03:45 PM	0	0	0	0	0	22	16	10	2	50	16	12	4	47	79	49	1	1	21	72	201
Total	0	0	0	0	0	88	41	32	22	183	64	72	28	202	364	186	2	1	71	260	807
04:00 PM	0	0	0	0	0	31	6	16	7	60	23	21	4	55	103	49	0	0	23	72	235
04:15 PM	0	0	0	0	0	29	8	4	8	47	23	14	1	54	92	46	0	0	20	66	205
04:30 PM	0	0	0	0	0	26	17	8	8	62	17	14	2	53	86	46	0	0	10	56	204
04:45 PM	0	0	0	0	0	26	8	9	10	52	26	18	5	56	105	42	1	0	11	54	211
Total	0	0	0	0	0	115	39	36	31	221	89	67	12	218	368	183	1	0	64	248	655
05:00 PM	0	0	0	0	0	21	8	9	5	43	25	9	4	59	97	47	0	0	15	62	202
05:15 PM	0	0	0	0	0	23	8	2	7	40	21	16	4	47	88	47	1	0	15	63	191
05:30 PM	0	0	0	0	0	23	8	6	7	44	18	15	5	80	98	48	0	0	20	68	210
05:45 PM	0	0	0	0	0	18	14	6	5	43	19	12	5	57	93	43	0	0	13	56	192
Total	0	0	0	0	0	85	38	23	24	170	83	52	18	223	376	185	1	0	63	249	795
Grand Total	0	0	0	0	0	415	151	132	95	793	300	238	70	843	1451	799	4	2	272	1017	3261
Approch %	0	0	0	0	0	52.3	19	16.6	12		20.7	16.4	4.8	58.1		72.7	0.4	0.2	28.7		
Total %	0	0	0	0	0	12.7	4.6	4	2.9	24.3	9.2	7.3	2.1	25.9	44.5	22.7	0.1	0.1	8.3	31.2	
% cars	0	0	0	0	0	97	135	132	48	712	300	238	58	681	1273	734	4	2	168	908	2893
% buses	0	0	0	0	0	95.7	89.4	100	50.5	89.8	100	98.2	80	80.8	87.7	99.3	100	100	61.8	80.3	88.7
% cars	0	0	0	0	0	0	0	0	47	47	0	0	0	161	161	0	0	0	104	104	312
% buses	0	0	0	0	0	0	0	0	49.5	5.9	0	0	0	19.1	11.1	0	0	0	38.2	10.2	9.8
% buses	0	0	0	0	0	18	16	0	0	34	0	2	14	1	17	5	0	0	0	5	55
% buses	0	0	0	0	0	4.3	10.6	0	0	4.3	0	0.8	20	0.1	1.2	0.7	0	0	0	0.5	1.7

Start Time	From North				EB Allegheny Ave TO: From East				Henry Ave TO From South				Rt 13 SB TO: From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Ally EB	NS 13	30th St	Henry	App. Total	30th St	Ally EB	13 NB	SB 13	App. Total	Ally WB		30th St	Ally EB	App. Total	
03:15 PM	0	0	0	0	0	21	8	13	8	50	20	18	7	57	102	40	1	0	27	68	220
03:30 PM	0	0	0	0	0	24	11	3	8	46	12	18	5	52	87	52	0	0	10	62	195
03:45 PM	0	0	0	0	0	22	16	10	2	50	16	12	4	47	79	49	1	1	21	72	201
04:00 PM	0	0	0	0	0	31	6	16	7	60	23	21	4	55	103	49	0	0	23	72	235
Total Volume	0	0	0	0	0	98	41	42	25	206	71	66	20	211	371	190	2	1	81	274	851
% App. Total	0	0	0	0	0	47.8	19.9	20.4	12.1		19.1	18.6	5.4	58.6		69.3	0.7	0.4	28.6		
PHF	.000	.000	.000	.000	.000	.790	.641	.656	.781	.858	.772	.821	.714	.625	.600	.913	.500	.250	.750	.651	.805

Start Time	From North				EB Allegheny Ave TO: From East				Henry Ave TO From South				Rt 13 SB TO: From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Ally EB	NS 13	30th St	Henry	App. Total	30th St	Ally EB	13 NB	SB 13	App. Total	Ally WB		30th St	Ally EB	App. Total	
04:00 PM	0	0	0	0	0	31	6	16	7	60	23	21	4	55	103	49	0	0	23	72	235
04:15 PM	0	0	0	0	0	29	8	4	8	47	23	14	1	54	92	46	0	0	20	66	205
04:30 PM	0	0	0	0	0	29	17	8	8	62	17	14	2	53	86	46	0	0	10	56	204
04:45 PM	0	0	0	0	0	26	8	9	10	52	26	18	5	56	105	42	1	0	11	54	211
Total Volume	0	0	0	0	0	115	39	36	31	221	89	67	12	218	368	183	1	0	64	248	655
% App. Total	0	0	0	0	0	52	17.6	16.3	14		23.1	17.4	3.1	56.5		73.8	0.4	0	25.8		
PHF	.000	.000	.000	.000	.005	.927	.574	.563	.775	.891	.858	.768	.600	.913	.919	.834	.250	.000	.896	.651	.910

Start Time	From North				EB Allegheny Ave TO: From East				Henry Ave TO From South				Rt 13 SB TO: From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Ally EB	NS 13	30th St	Henry	App. Total	30th St	Ally EB	13 NB	SB 13	App. Total	Ally WB		30th St	Ally EB	App. Total	
+0 mins.	0	0	0	0	0	31	6	16	7	60	23	18	5	58	105	40	1	0	27	68	220
+15 mins.	0	0	0	0	0	29	8	4	8	47	25	9	4	58	97	52	0	0	10	62	195
+30 mins.	0	0	0	0	0	29	17	8	8	62	21	16	4	47	86	49	1	1	21	72	201
+45 mins.	0	0	0	0	0	26	8	9	10	52	18	15	5	60	98	49	0	0	23	72	235
Total Volume	0	0	0	0	0	115	39	36	31	221	89	68	18	222	388	180	2	1	81	274	851
% App. Total	0	0	0	0	0	52	17.6	16.3	14		23.2	14.9	4.8	57.2		69.3	0.7	0.4	28.8		
PHF	.000	.000	.000	.000	.005	.927	.574	.563	.775	.891	.865	.808	.600	.925	.924	.813	.500	.250	.760	.651	.805

Tri-State Traffic Data, Inc.

Tri-State Traffic Data, Inc.

Location: Philadelphia, PA  
 Intersection: Allegheny/Rt 30/Henry/Hunt  
 Date: Saturday, November 12, 2005  
 Counter: wc

File Name : sat-10b-6 leg  
 Site Code : 00000010  
 Start Date : 11/12/2005  
 Page No : 1

File Name : sat-10b-6 leg  
 Site Code : 00000010  
 Start Date : 11/12/2005  
 Page No : 2

Start Time	Groups Printed- Cars - Cars - Buses																		
	From North				WB Allegheny Ave To: From East				30 ST TO: From South				Rt 13 NB To: From West						
	Right	Thru	Left	Peds	App. Total	Ally WB	Ally EB	30th St	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	
Factor	1.0	1.0	1.0	1.0															
02:00 PM	0	0	0	0	16	9	1	14	40	11	2	3	17	41	52	5	3	101	158
02:15 PM	0	0	0	0	17	10	0	14	41	16	0	0	2	18	38	58	4	5	109
02:30 PM	0	0	0	0	18	8	1	14	41	14	1	5	3	23	42	47	5	5	99
02:45 PM	0	0	0	0	17	11	2	14	44	14	1	1	2	18	28	58	8	6	158
Total	0	0	0	0	68	38	4	56	166	55	3	8	10	78	149	213	20	19	401
03:00 PM	0	0	0	0	27	4	0	12	43	12	1	0	2	15	36	67	8	11	122
03:15 PM	0	0	0	0	25	5	0	13	43	13	2	0	4	19	64	65	9	6	128
03:30 PM	0	0	0	0	18	9	1	14	42	15	3	1	3	22	45	58	3	6	112
03:45 PM	0	0	0	0	14	10	1	22	47	11	1	0	3	15	51	51	3	9	114
Total	0	0	0	0	84	28	2	61	175	51	7	1	12	71	198	231	15	32	476
04:00 PM	0	0	0	0	20	12	3	11	46	20	2	0	4	26	48	59	13	8	126
04:15 PM	0	0	0	0	21	8	1	15	43	18	1	0	12	29	48	74	2	11	133
04:30 PM	0	0	0	0	17	6	0	24	47	17	2	0	3	22	64	60	5	7	138
04:45 PM	0	0	0	0	27	11	2	9	49	10	1	1	2	14	39	62	4	4	109
Total	0	0	0	0	85	35	6	59	185	63	6	1	21	91	197	255	24	28	504
05:00 PM	0	0	0	0	13	9	0	19	41	20	1	0	3	24	33	63	7	3	106
05:15 PM	0	0	0	0	13	4	1	5	23	14	3	2	1	20	57	55	0	5	117
05:30 PM	0	0	0	0	8	9	0	14	29	13	0	0	3	16	43	36	6	4	89
05:45 PM	0	0	0	0	12	11	1	12	36	14	1	0	6	21	42	47	9	3	101
Total	0	0	0	0	44	33	2	50	129	61	5	2	13	61	175	201	22	15	413
Grand Total	0	0	0	0	281	134	14	226	655	230	21	12	56	319	719	900	81	94	1764
Approch %	0	0	0	0	42.9	20.5	2.1	34.5		72.1	6.8	3.8	17.6		40.1	50.2	4.5	5.2	
Total %	0	0	0	0	10.2	4.8	0.5	8.2	23.7	8.3	0.8	0.4	2	11.5	28	32.5	2.9	3.4	84.8
Cars	0	0	0	0	253	134	14	214	615	219	21	12	28	278	715	899	81	86	1781
% Cars	0	0	0	0	90	100	100	94.7	93.9	95.2	100	100	46.4	87.1	99.4	99.9	100	91.5	99.3
Cars	0	0	0	0	0	0	0	12	12	0	0	0	29	29	0	0	0	6	47
% Cars	0	0	0	0	0	0	0	5.3	1.8	0	0	0	51.8	9.1	0	0	0	6.4	0.3
Buses	0	0	0	0	28	0	0	0	28	11	0	0	1	12	4	1	0	2	7
% Buses	0	0	0	0	10	0	0	0	4.3	4.8	0	0	1.8	3.8	0.6	0.1	0	2.1	0.4

Start Time	From North				WB Allegheny Ave To: From East				30 ST TO: From South				Rt 13 NB To: From West				Int. Total		
	Rig	Thru	Left	Peds	App. Total	Ally WB	Ally EB	30th St	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	App. Total	Ally WB	Ally EB		Ally WB	Ally EB
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1	0	0	0	0	25	5	0	13	43	13	2	0	4	19	64	55	3	6	128
03:15 PM	0	0	0	0	19	0	1	14	42	15	3	1	3	22	45	58	3	6	112
03:30 PM	0	0	0	0	14	10	1	22	47	11	1	0	3	15	51	51	3	9	114
03:45 PM	0	0	0	0	20	12	3	11	46	20	2	0	4	26	48	59	13	8	126
04:00 PM	0	0	0	0	21	8	1	15	43	18	1	0	12	29	48	74	2	11	133
Total Volume	0	0	0	0	77	38	5	60	176	59	6	1	14	82	208	223	22	27	460
% App. Total	0	0	0	0	43.3	20.2	2.8	33.7		72	9.8	1.2	17.1		43.3	48.5	4.5	5.6	
PHF	.000	.000	.000	.000	.000	.770	.750	.417	.682	.947	.738	.667	.250	.875	.789	.813	.945	.423	.750

Start Time	Groups Printed- Cars - Cars - Buses																		
	From North				WB Allegheny Ave To: From East				30 ST TO: From South				Rt 13 NB To: From West						
	Right	Thru	Left	Peds	App. Total	Ally WB	Ally EB	30th St	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	
03:45 PM	0	0	0	0	14	10	1	22	47	11	1	0	3	15	51	51	3	9	114
04:00 PM	0	0	0	0	20	12	3	11	46	20	2	0	4	26	48	59	13	8	126
04:15 PM	0	0	0	0	21	8	1	15	43	18	1	0	12	29	46	74	2	11	133
04:30 PM	0	0	0	0	17	6	0	24	47	17	2	0	3	22	64	60	5	7	138
Total Volume	0	0	0	0	72	34	5	72	183	64	5	0	22	92	209	244	23	33	509
% App. Total	0	0	0	0	39.3	18.8	2.7	38.3		69.6	6.5	0	23.9		41.1	47.9	4.5	6.5	
PHF	.000	.000	.000	.000	.000	.787	.729	.500	.815	.944	.775	.583	.250	.458	.793	.818	.824	.442	.750

Start Time	Groups Printed- Cars - Cars - Buses																		
	From North				WB Allegheny Ave To: From East				30 ST TO: From South				Rt 13 NB To: From West						
	Right	Thru	Left	Peds	App. Total	Ally WB	Ally EB	30th St	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	App. Total	Ally WB	Ally EB	Ally WB	Ally EB	
+0 mins.	0	0	0	0	20	12	3	11	46	15	3	1	3	22	51	51	3	9	114
+15 mins.	0	0	0	0	21	8	1	15	43	11	1	0	3	15	48	59	13	6	126
+30 mins.	0	0	0	0	17	6	0	24	47	20	2	0	4	26	45	74	2	11	133
+45 mins.	0	0	0	0	27	11	2	9	49	10	1	0	12	29	64	60	5	7	138
Total Volume	0	0	0	0	85	35	6	59	185	62	7	1	22	92	209	244	23	33	509
% App. Total	0	0	0	0	45.9	18.9	3.2	31.9		67.4	7.6	1.1	23.9		41.1	47.9	4.5	6.5	
PHF	.000	.000	.000	.000	.000	.787	.729	.500	.815	.944	.775	.583	.250	.458	.793	.818	.824	.442	.750





Vollmer Associates LLP

161 Gaither Drive, Suite 105  
Mt Laurel, NJ 08054

Philadelphia, PA  
Roberts / McMichael  
Saturday, September 16, 2006  
VA

856-234-0800 Fax: 856-234-5928 File Name : sat-55-roberts mcmichael  
Site Code : 00000001  
Start Date : 9/16/2006  
Page No : 1

Vollmer Associates LLP

161 Gaither Drive, Suite 105  
Mt Laurel, NJ 08054

Philadelphia, PA  
Roberts / McMichael  
Saturday, September 16, 2006  
VA

856-234-0800 Fax: 856-234-5928 File Name : sat-55-roberts mcmichael  
Site Code : 00000001  
Start Date : 9/16/2006  
Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Roberts Ave From North					Roberts Ave From South					McMichael Street From West					Entire Total	Inch Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
02:15 PM	0	54	5	0	59	0	19	0	0	19	4	0	2	0	6	0	84	84
02:30 PM	0	57	8	0	65	0	29	0	0	29	0	0	0	0	0	0	94	94
02:45 PM	0	49	12	0	60	1	19	0	0	20	2	0	1	0	3	0	83	83
Total	0	159	25	0	184	1	57	0	0	58	6	0	3	0	9	0	261	261
03:00 PM	0	51	13	0	64	0	24	0	0	24	5	0	0	0	5	0	93	93
03:15 PM	0	36	10	0	46	1	27	0	0	28	2	0	1	0	3	0	79	79
03:30 PM	0	37	8	0	45	1	17	0	0	18	4	0	2	0	6	0	69	69
03:45 PM	0	42	12	0	54	3	29	0	0	32	5	0	2	0	7	0	93	93
Total	0	168	43	0	211	5	97	0	0	102	16	0	5	0	21	0	334	334
04:00 PM	0	45	5	0	50	0	29	0	0	29	7	0	0	0	7	0	86	86
04:15 PM	0	42	8	0	50	2	38	0	0	40	3	0	0	0	3	0	93	93
04:30 PM	0	43	12	0	55	1	31	0	0	32	7	0	3	0	10	0	97	97
04:45 PM	0	27	8	0	35	0	22	0	0	22	2	0	3	0	5	0	62	62
Total	0	157	33	0	190	3	120	0	0	123	19	0	6	0	25	0	338	338
05:00 PM	0	45	8	0	51	0	17	0	0	17	1	0	2	0	3	0	71	71
05:15 PM	0	33	11	0	44	2	31	0	0	33	2	0	1	0	3	0	80	80
05:30 PM	0	43	13	0	56	0	14	0	0	14	5	0	1	0	6	0	76	76
05:45 PM	0	29	8	0	37	2	20	1	0	23	2	0	2	0	4	0	64	64
Total	0	150	38	0	188	4	82	1	0	87	10	0	6	0	16	0	291	291
Grand Total	0	634	139	0	773	13	366	1	0	380	51	0	20	0	71	0	1224	1224
Approch %	0	82	18			3.4	86.3	0.3			71.8	0	28.2					
Total %	0	51.8	11.4		63.2	1.1	29.9	0.1		31	4.2	0	1.6		5.8	0	100	
Cars	0	634	139		773	13	365	1		379	51	0	20		71	0	0	1223
% Cars	0	100	100		100	100	99.7	100		99.7	100	0	100		100	0	0	99.9
Heavy Vehicles	0	0	0		0	0	1	0		1	0	0	0		0	0	0	1
% Heavy Vehicles	0	0	0		0	0	0.3	0		0.3	0	0	0		0	0	0	0.1

Start Time	Roberts Ave From North				Roberts Ave From South				McMichael Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	38	10	48	1	27	0	28	2	0	1	3	79
03:30 PM	0	37	8	45	1	17	0	18	4	0	2	6	69
03:45 PM	0	42	12	54	3	29	0	32	5	0	2	7	93
04:00 PM	0	45	5	50	0	29	0	29	7	0	0	7	86
Total Volume	0	162	35	197	5	102	0	107	18	0	5	23	327
% App. Total	0	82.2	17.8		4.7	95.3	0		78.3	0	21.7		
PHF	.000	.900	.729	.912	.417	.879	.000	.836	.643	.000	.625	.921	.879

Start Time	Roberts Ave From North				Roberts Ave From South				McMichael Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:15 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	0	42	12	54	3	29	0	32	5	0	2	7	93
04:00 PM	0	45	5	50	0	29	0	29	7	0	0	7	86
04:15 PM	0	42	8	50	2	38	0	40	3	0	0	3	93
04:30 PM	0	43	12	55	1	31	0	32	7	0	3	10	97
Total Volume	0	172	37	209	6	127	0	133	22	0	5	27	369
% App. Total	0	82.3	17.7		4.5	95.5	0		81.5	0	18.5		
PHF	.000	.958	.771	.950	.500	.836	.000	.831	.786	.000	.417	.675	.951

Time	02:15 PM				03:45 PM				03:45 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	0	54	5	59	3	29	0	32	5	0	2	7
+15 mins.	0	57	8	65	0	29	0	29	7	0	0	7
+30 mins.	0	48	12	60	2	38	0	40	3	0	0	3
+45 mins.	0	51	13	64	1	31	0	32	7	0	3	10
Total Volume	0	210	38	248	6	127	0	133	22	0	5	27
% App. Total	0	84.7	15.3		4.5	95.5	0		81.5	0	18.5	
PHF	.000	.921	.731	.954	.500	.836	.000	.831	.786	.000	.417	.675

Tri-State Traffic Data, Inc.  
 184 Baker Road  
 Coatesville, PA 19320  
 610-466-1469

Tri-State Traffic Data, Inc.  
 184 Baker Road  
 Coatesville, PA 19320  
 610-466-1469

Location: Philadelphia, PA  
 Intersection: W Hunting Park/Fox St  
 Date: Saturday, November 12, 2005  
 Counter: LE

File Name : sat-60-fox hunting park  
 Site Code : 00000060  
 Start Date : 11/12/2005  
 Page No : 1

File Name : sat-60-fox hunting park  
 Site Code : 00000060  
 Start Date : 11/12/2005  
 Page No : 2

Groups Printed- cars - heavy vehicles

Start Time	Fox St From North					West Hunting Park From East					Fox St From South					West Hunting Park From West					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0						
02:00 PM	1	51	8	0	60	25	105	10	0	140	1	89	27	0	117	18	84	0	0	102	0	419	419		
02:15 PM	3	47	10	0	60	28	85	10	0	123	1	77	46	0	124	18	69	2	0	89	0	398	398		
02:30 PM	5	83	10	0	98	25	90	15	0	130	2	85	36	0	123	16	106	1	0	123	0	474	474		
02:45 PM	4	58	10	0	72	33	90	10	0	133	2	48	26	0	75	17	79	1	0	97	0	377	377		
Total	13	239	38	0	290	111	370	45	0	526	6	299	134	0	439	69	338	4	0	411	0	1668	1668		
03:00 PM	9	78	19	0	106	24	94	9	0	127	2	73	31	0	106	18	81	0	0	99	0	438	438		
03:15 PM	0	56	17	0	73	29	83	11	0	123	1	77	37	0	115	19	103	1	0	123	0	434	434		
03:30 PM	2	61	17	0	80	22	97	8	0	127	2	62	42	0	108	17	91	1	0	109	0	422	422		
03:45 PM	4	74	13	0	91	27	97	7	0	131	1	89	41	0	125	18	117	0	0	135	0	482	482		
Total	15	269	66	0	350	102	371	35	0	508	6	295	151	0	452	72	392	2	0	466	0	1776	1776		
04:00 PM	6	82	9	0	97	38	114	8	0	160	0	84	28	0	112	13	93	0	0	106	0	475	475		
04:15 PM	3	43	13	0	59	28	80	12	0	120	2	78	44	0	124	15	97	0	0	112	0	415	415		
04:30 PM	5	78	13	0	96	36	105	7	0	148	2	70	44	0	116	21	103	1	0	125	0	485	485		
04:45 PM	5	77	17	0	99	29	74	5	0	108	1	70	34	0	105	13	65	2	0	80	0	382	382		
Total	19	280	62	0	351	131	373	32	0	536	5	302	150	0	457	62	358	3	0	423	0	1767	1767		
05:00 PM	2	80	6	0	88	27	95	6	0	128	0	93	50	0	143	16	85	0	0	101	0	460	460		
05:15 PM	3	76	12	0	91	32	90	7	0	129	1	92	32	0	125	9	87	0	0	98	0	441	441		
05:30 PM	7	72	13	0	92	26	98	7	0	129	2	105	48	0	155	15	91	0	0	106	0	482	482		
05:45 PM	2	57	10	0	69	28	83	6	0	127	0	81	26	0	117	13	89	0	0	102	0	415	415		
Total	14	285	41	0	340	113	374	26	0	513	3	381	156	0	540	53	352	0	0	405	0	1788	1788		
Grand Total	61	1673	197	0	1331	457	1488	138	0	2083	20	1277	591	0	1888	256	1440	9	0	1705	0	7007	7007		
Approch %	4.8	80.6	14.8			21.9	71.4	6.8			1.1	87.5	31.3			15	84.5	0.5							
Total %	0.9	15.3	2.9			19	6.5	21.2			29.7	0.3	18.2	8.4		28.9	3.7	20.8			24.3		0	100	
% cars	55	1072	198		1323	457	1484	133		2054	20	1276	588		1884	255	1430	9		1884	0	0	6945		
% heavy vehicles	80.2	99.9	69.5		0	99.4	100	98.4	99.4	0	99.6	100	99.9	99.5	0	99.8	99.6	98.6	100	0	99.9	0	0	99.1	
% heavy vehicles	6	1	1		0	0	24	5		29	0	1	3		4	1	20	0		21	0	0	62		
% heavy vehicles	9.8	0.1	0.5		0	0	1.6	3.6		0	1.4	0	0.1	0.5		0	0.2	0.4	1.4	0	0	1.2	0	0	0.9

Start Time	Fox St From North				West Hunting Park From East				Fox St From South				West Hunting Park From West				Int. Total						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total							
	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0								
03:15 PM	0	56	17	73	29	83	11	123	1	77	37	115	19	103	1	123	434						
03:30 PM	2	61	17	80	22	97	8	127	2	62	42	106	17	91	1	108	422						
03:45 PM	4	74	13	91	27	97	7	131	1	83	41	125	18	117	0	135	482						
04:00 PM	6	82	9	97	38	114	8	160	0	84	28	112	13	93	0	106	475						
Total Volume	12	273	56	341	116	391	34	541	4	306	148	458	67	404	2	473	1813						
% App. Total	3.5	80.1	16.4			21.4	72.3	6.3			0.9	66.8	32.3			14.2	85.4	0.4					
PHF	.500	.832	.824		.879	.763	.857	.773		.845	.500	.911	.881	.916		.876	.863	.500			.876		.940

Start Time	Fox St From North				West Hunting Park From East				Fox St From South				West Hunting Park From West				Int. Total						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total							
	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0								
03:45 PM	4	74	13	91	27	97	7	131	1	83	41	125	18	117	0	135	482						
04:00 PM	6	82	9	97	38	114	8	160	0	84	28	112	13	93	0	106	475						
04:15 PM	3	43	13	59	28	80	12	120	2	78	44	124	15	97	0	112	415						
04:30 PM	5	78	13	98	35	105	7	148	2	70	44	116	21	103	1	125	485						
Total Volume	18	277	48	343	129	396	34	559	5	315	157	477	67	410	1	478	1857						
% App. Total	5.2	80.8	14			23.1	70.8	6.1			1	86	32.9			14	85.6	0.2					
PHF	.750	.845	.823		.884	.849	.868	.708		.873	.625	.936	.892	.954		.798	.876	.250			.865		.957

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

	04:30 PM					04:45 PM					05:00 PM					05:45 PM							
	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total			
Total Volume	15	311	48	374	129	396	34	559	3	381	156	540	67	410	1	478							
% App. Total	4	83.2	12.8			23.1	70.8	6.1			0.6	70.6	28.9			14	85.8	0.2					
PHF	.750	.972	.706		.844	.849	.868	.708		.873	.375	.807	.780		.871	.798	.876	.250			.885		

Vollmer Associates LLP

161 Galther Drive, Suite 105  
Mt Laurel, NJ 08054  
856-234-0800 Fax: 856-234-5928

Location: Philadelphia, PA  
Intersection: Roberts/Fox  
Date: Saturday, November 12, 2005  
Counter: VA

File Name : sat-80-roberts fox  
Site Code : 00000080  
Start Date : 11/12/2005  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Fox Street From North					Robertsford Avenue From East					Fox Street From South					Robertsford Avenue From West					Int. Total			
	Left	Thru	Right	Peds.	App. Total	Left	Thru	Right	Peds.	App. Total	Left	Thru	Right	Peds.	App. Total	Left	Thru	Right	Peds.	App. Total				
02:00 PM	3	25	10	0	38	24	33	11	0	68	3	93	21	0	117	2	27	8	0	37	0	260	260	
02:15 PM	2	32	11	0	45	27	39	7	0	73	5	54	33	0	92	4	24	1	0	29	0	239	239	
02:30 PM	0	47	4	0	51	35	36	8	1	79	6	72	26	0	104	2	25	5	0	32	1	266	267	
02:45 PM	2	38	10	1	50	27	37	5	0	69	6	51	21	0	78	3	20	5	0	28	1	225	226	
Total	7	142	35	1	184	113	145	31	1	289	20	270	101	0	391	11	96	19	0	128	2	990	992	
03:00 PM	3	59	7	2	68	33	38	5	0	77	6	69	22	1	97	1	29	5	0	35	3	277	280	
03:15 PM	2	39	11	0	52	32	35	14	0	81	5	69	27	2	101	1	25	4	0	30	2	264	265	
03:30 PM	2	50	13	0	65	28	31	12	0	71	4	35	30	0	69	2	33	4	0	39	0	244	244	
03:45 PM	1	47	9	0	57	36	38	15	0	89	8	55	32	2	95	6	25	4	0	35	2	276	278	
Total	8	194	40	2	242	129	143	46	0	318	23	228	111	5	362	10	112	17	0	139	7	1061	1068	
04:00 PM	2	50	6	1	58	37	41	11	2	89	8	70	31	1	109	10	33	4	0	47	4	303	307	
04:15 PM	3	32	12	0	47	21	35	6	0	62	6	67	25	0	98	3	30	4	0	37	0	244	244	
04:30 PM	3	48	11	0	62	33	38	7	0	78	5	70	20	0	95	1	30	5	0	36	0	271	271	
04:45 PM	1	54	13	0	68	34	28	8	0	70	7	61	25	1	93	4	22	4	1	30	2	261	263	
Total	9	184	42	1	235	125	142	32	2	299	26	268	101	2	395	18	115	17	1	150	6	1079	1085	
05:00 PM	2	41	1	0	44	31	37	19	0	87	5	66	30	0	101	2	28	6	0	38	0	288	288	
05:15 PM	1	40	7	0	48	35	44	8	0	87	5	76	37	0	118	1	29	4	0	31	0	284	284	
05:30 PM	1	44	8	0	53	32	34	7	0	73	6	63	27	0	95	1	21	4	0	26	0	248	248	
05:45 PM	2	41	16	0	58	31	40	12	0	83	2	69	30	0	101	0	28	5	0	31	0	274	274	
Total	6	166	32	0	204	129	155	46	0	330	18	274	124	0	416	4	101	19	0	124	0	1074	1074	
Grand Total	30	666	149	4	865	496	585	155	3	1235	87	1040	437	7	1664	43	424	72	1	539	15	4204	4219	
Approch %	3.5	79.3	17.2			40.1	47.3	12.5			5.6	66.5	27.9			8	78.7	13.4						
Total %	0.7	16.3	3.5	20.6		11.8	13.9	3.7	29.4		2.1	24.7	10.4	37.2		1	10.1	1.7	12.8	0.4	99.6			
Cars	30	679	149	862		495	582	155	1235		83	1037	437	1664		43	418	71	533	0	0	4194		
% Cars	100	99	100	100	99.2	96.8	99.5	100	100	99.7	95.4	99.7	100	100	99.6	100	98.8	98.6	100	98.7	0	0	99.4	
Heavy Vehicles	0	7	0	7		1	3	0	4		4	3	0	7		0	6	1	7	0	0	25		
% Heavy Vehicles	0	1	0	0.8		0.2	0.5	0	0.3		4.6	0.3	0	0.4		0	1.4	1.4	0	1.3	0	0.6		

Vollmer Associates LLP

161 Galther Drive, Suite 105  
Mt Laurel, NJ 08054  
856-234-0800 Fax: 856-234-5928

File Name : sat-80-roberts fox  
Site Code : 00000080  
Start Date : 11/12/2005  
Page No : 2

Start Time	Fox Street From North				Robertsford Avenue From East				Fox Street From South				Robertsford Avenue From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	2	39	11	52	32	35	14	81	5	69	27	101	1	25	4	30	264
03:30 PM	2	50	13	65	28	31	12	71	4	35	30	69	2	33	4	39	244
03:45 PM	1	47	9	57	36	38	15	89	8	55	32	95	6	25	4	35	276
04:00 PM	2	50	6	58	37	41	11	89	8	70	31	109	10	33	4	47	303
Total Volume	7	186	39	232	133	145	52	330	25	229	120	374	19	116	16	151	1087
% App. Total	3	80.2	16.8		40.3	43.9	15.8		6.7	61.2	32.1		12.6	76.8	10.6		
PHF	.875	.930	.750	.892	.899	.884	.867	.927	.781	.818	.938	.858	.475	.879	1.000	.803	.897

Start Time	Fox Street From North				Robertsford Avenue From East				Fox Street From South				Robertsford Avenue From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	1	47	9	57	36	38	15	89	8	55	32	95	6	25	4	35	276
04:00 PM	2	50	6	58	37	41	11	89	8	70	31	109	10	33	4	47	303
04:15 PM	3	32	12	47	21	35	6	62	6	67	25	98	3	30	4	37	244
04:30 PM	3	48	11	62	33	38	7	78	5	70	20	95	1	30	5	36	271
Total Volume	9	177	38	224	127	152	39	318	27	282	108	397	20	118	17	155	1094
% App. Total	4	79	17		39.9	47.8	12.3		8.8	66	27.2		12.9	76.1	11		
PHF	.750	.865	.782	.903	.858	.927	.650	.893	.844	.836	.844	.911	.500	.894	.850	.824	.903

+0 mins.	03:30 PM				03:15 PM				05:00 PM				05:30 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	3	58	7	68	32	35	14	81	5	65	30	101	2	33	4	39
+15 mins.	2	39	11	52	25	31	12	71	5	76	37	118	6	25	4	35
+30 mins.	2	50	13	65	36	38	15	89	6	63	27	98	10	33	4	47
+45 mins.	1	47	9	57	37	41	11	89	2	69	30	101	3	30	5	37
Total Volume	8	194	40	242	133	145	52	330	18	274	124	416	21	121	16	158
% App. Total	3.3	80.2	16.8		40.3	43.9	15.8		4.3	65.9	29.8		13.3	76.6	10.1	
PHF	.667	.836	.769	.890	.899	.884	.867	.927	.750	.901	.838	.881	.525	.917	1.000	.840



### Vollmer Associates LLP

161 Gaither Drive, Suite 105  
Mt Laurel, NJ 08054  
856-234-0800 Fax: 856-234-5928

Location: Philadelphia, PA  
Intersection: Abbottsford/Fox  
Date: Saturday, November 12, 2005  
Counter: VA

File Name : sat-90-abbottsford fox  
Site Code : 00000090  
Start Date : 11/12/2005  
Page No : 1

### Vollmer Associates LLP

161 Gaither Drive, Suite 105  
Mt Laurel, NJ 08054  
856-234-0800 Fax: 856-234-5928

File Name : sat-90-abbottsford fox  
Site Code : 00000090  
Start Date : 11/12/2005  
Page No : 2

Groups Printed - Cars - Heavy Vehicles

Start Time	Fox Street From North					Abottsford Ave From East					Fox Street From South					Abottsford Ave From West					App. Total	Intr. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
02:00 PM	55	31	0	1	86	0	0	0	0	0	76	27	0	103	18	46	2	4	67	5	256	251	
02:15 PM	42	41	0	0	83	0	0	0	0	0	50	13	0	63	14	44	6	0	64	0	210	210	
02:30 PM	85	46	0	0	111	0	0	0	0	0	78	15	0	93	14	51	3	5	88	5	272	277	
02:45 PM	45	49	0	0	94	0	0	0	0	0	44	20	0	64	15	49	5	1	89	1	227	228	
<b>Total</b>	<b>207</b>	<b>167</b>	<b>0</b>	<b>1</b>	<b>374</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>75</b>	<b>0</b>	<b>323</b>	<b>62</b>	<b>190</b>	<b>16</b>	<b>10</b>	<b>268</b>	<b>11</b>	<b>965</b>	<b>976</b>	
03:00 PM	62	67	0	1	129	0	0	0	0	0	51	20	2	71	12	56	1	7	69	10	269	279	
03:15 PM	63	44	0	0	107	0	0	0	0	0	88	28	2	94	21	65	2	6	88	8	289	297	
03:30 PM	67	62	0	0	129	0	0	0	0	0	39	15	1	54	9	58	3	1	70	2	253	255	
03:45 PM	55	53	0	1	108	0	0	0	1	0	62	27	2	89	4	64	4	9	72	13	269	282	
<b>Total</b>	<b>247</b>	<b>226</b>	<b>0</b>	<b>2</b>	<b>473</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>216</b>	<b>90</b>	<b>7</b>	<b>306</b>	<b>46</b>	<b>243</b>	<b>10</b>	<b>23</b>	<b>259</b>	<b>33</b>	<b>1080</b>	<b>1113</b>	
04:00 PM	74	55	0	4	129	0	0	0	0	0	57	28	4	85	19	60	3	10	82	18	296	314	
04:15 PM	81	42	0	0	103	0	0	0	0	0	58	24	2	82	12	55	2	3	69	5	254	259	
04:30 PM	54	61	0	0	115	0	0	0	0	0	63	21	0	84	13	53	4	2	70	2	269	271	
04:45 PM	61	66	0	2	127	0	0	0	0	0	48	28	1	76	11	44	0	28	55	31	258	289	
<b>Total</b>	<b>250</b>	<b>224</b>	<b>0</b>	<b>6</b>	<b>474</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>101</b>	<b>7</b>	<b>327</b>	<b>55</b>	<b>212</b>	<b>9</b>	<b>43</b>	<b>276</b>	<b>56</b>	<b>1077</b>	<b>1133</b>	
05:00 PM	45	38	0	1	83	0	0	0	0	0	59	23	7	82	17	38	6	7	61	15	226	241	
05:15 PM	47	43	0	0	90	0	0	0	0	0	50	27	0	77	16	55	1	2	72	2	239	241	
05:30 PM	41	55	0	0	96	0	0	0	1	0	42	29	0	71	14	57	4	6	75	7	242	249	
05:45 PM	54	80	0	0	104	0	0	0	0	0	52	24	0	76	9	56	3	23	68	23	248	271	
<b>Total</b>	<b>187</b>	<b>186</b>	<b>0</b>	<b>1</b>	<b>373</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>203</b>	<b>103</b>	<b>7</b>	<b>306</b>	<b>58</b>	<b>206</b>	<b>14</b>	<b>38</b>	<b>276</b>	<b>47</b>	<b>955</b>	<b>1002</b>	
<b>Grand Total</b>	<b>891</b>	<b>803</b>	<b>0</b>	<b>10</b>	<b>1694</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>895</b>	<b>369</b>	<b>21</b>	<b>1264</b>	<b>219</b>	<b>851</b>	<b>49</b>	<b>114</b>	<b>1119</b>	<b>147</b>	<b>4077</b>	<b>4224</b>	
<b>Approach %</b>	<b>52.6</b>	<b>47.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70.6</b>	<b>29.2</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>76.1</b>	<b>4.4</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>96.5</b>	<b>0</b>	
<b>Total %</b>	<b>21.9</b>	<b>19.7</b>	<b>0</b>	<b>41.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>9.1</b>	<b>31</b>	<b>5.4</b>	<b>20.9</b>	<b>1.2</b>	<b>27.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Cars</b>	<b>891</b>	<b>802</b>	<b>0</b>	<b>1703</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>892</b>	<b>369</b>	<b>1282</b>	<b>219</b>	<b>848</b>	<b>44</b>	<b>1225</b>	<b>0</b>	<b>0</b>	<b>4212</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>% Cars</b>	<b>100</b>	<b>99.9</b>	<b>0</b>	<b>100</b>	<b>99.9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>99.7</b>	<b>100</b>	<b>99.8</b>	<b>100</b>	<b>99.6</b>	<b>88.6</b>	<b>100</b>	<b>99.4</b>	<b>0</b>	<b>0</b>	<b>99.7</b>	<b>0</b>	
<b>Heavy Vehicles</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	
<b>% Heavy Vehicles</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0.4</b>	<b>10.2</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>0.3</b>	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 03:15 PM

Start Time	Fox Street From North				Abottsford Ave From East				Fox Street From South				Abottsford Ave From West				App. Total	Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
03:15 PM	63	44	0	107	0	0	0	0	0	66	28	94	21	65	2	88	289	
03:30 PM	67	62	0	129	0	0	0	0	0	39	15	54	9	58	3	70	253	
03:45 PM	55	53	0	108	0	0	0	0	0	62	27	89	4	64	4	72	269	
04:00 PM	74	55	0	129	0	0	0	0	0	57	28	85	19	60	3	82	296	
<b>Total Volume</b>	<b>259</b>	<b>214</b>	<b>0</b>	<b>473</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>	<b>96</b>	<b>322</b>	<b>53</b>	<b>247</b>	<b>12</b>	<b>312</b>	<b>1107</b>	
<b>% App. Total</b>	<b>54.8</b>	<b>45.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69.6</b>	<b>30.4</b>	<b>0</b>	<b>17</b>	<b>79.2</b>	<b>3.8</b>	<b>0</b>	<b>0</b>	
<b>PHF</b>	<b>.875</b>	<b>.883</b>	<b>.000</b>	<b>.917</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.848</b>	<b>.875</b>	<b>.856</b>	<b>.631</b>	<b>.950</b>	<b>.750</b>	<b>.886</b>	<b>.935</b>	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

Time	04:00 PM				02:00 PM				03:15 PM				03:45 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	74	55	0	129	0	0	0	0	0	62	27	89	21	65	2	88
+15 mins.	61	42	0	103	0	0	0	0	0	57	28	85	9	58	3	70
+30 mins.	54	61	0	115	0	0	0	0	0	59	24	82	4	64	4	72
+45 mins.	61	66	0	127	0	0	0	0	0	63	21	84	19	60	3	82
<b>Total Volume</b>	<b>250</b>	<b>224</b>	<b>0</b>	<b>474</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>100</b>	<b>340</b>	<b>53</b>	<b>247</b>	<b>12</b>	<b>312</b>
<b>% App. Total</b>	<b>52.7</b>	<b>47.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70.6</b>	<b>29.4</b>	<b>0</b>	<b>17</b>	<b>79.2</b>	<b>3.8</b>	<b>0</b>
<b>PHF</b>	<b>.845</b>	<b>.848</b>	<b>.000</b>	<b>.919</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.952</b>	<b>.893</b>	<b>.955</b>	<b>.631</b>	<b>.950</b>	<b>.750</b>	<b>.886</b>

Vollmer Associates LLP

161 Galthier Drive, Suite 105  
Mt Laurel, NJ 08054

Location: Philadelphia, PA  
Intersection: Abbottsford/Fox  
Date: Saturday, November 12, 2005  
Counter: VA

856-234-0800 Fax: 856-234-5928  
File Name : sat-100-abbottsford fox  
Site Code : 00000100  
Start Date : 11/12/2005  
Page No : 1

Vollmer Associates LLP

161 Galthier Drive, Suite 105  
Mt Laurel, NJ 08054

856-234-0800 Fax: 856-234-5928  
File Name : sat-100-abbottsford fox  
Site Code : 00000100  
Start Date : 11/12/2005  
Page No : 2

Groups Printed- cars - heavy vehicles

Start Time	Fox St From North					Abottsford Ave From East					Fox St From South					Abottsford Ave From West					Inlt. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
	02:00 PM	0	45	26	0	71	44	48	74	0	164	44	49	0	0	93	0	0	0	0		0	0
02:15 PM	0	40	24	0	64	40	53	66	0	159	40	25	0	0	65	0	0	0	0	0	0	288	288
02:30 PM	0	59	27	0	86	48	54	81	0	183	39	51	0	1	90	0	0	0	0	0	1	359	380
02:45 PM	0	37	26	0	63	55	44	75	0	174	38	23	0	0	61	0	0	0	0	0	0	300	300
Total	0	181	105	0	286	187	197	296	0	680	161	148	0	1	309	0	0	0	0	0	1	1275	1276
03:00 PM	0	66	28	1	94	80	51	65	0	176	23	37	0	2	60	0	0	0	0	0	3	330	333
03:15 PM	0	59	35	0	94	54	46	66	0	166	48	39	0	3	87	0	0	0	0	0	2	347	350
03:30 PM	0	69	26	0	95	57	46	68	0	171	25	17	0	1	42	0	0	0	0	0	1	308	309
03:45 PM	0	55	19	1	74	51	60	58	0	170	30	33	0	1	63	0	0	0	0	0	2	307	309
Total	0	249	106	2	357	222	203	298	0	683	126	126	0	7	252	0	0	0	0	0	9	1292	1301
04:00 PM	0	68	25	0	93	53	49	59	4	161	30	34	0	0	64	0	0	0	0	0	4	318	322
04:15 PM	4	47	25	0	76	46	42	57	0	145	35	37	0	2	72	0	0	0	0	0	2	293	295
04:30 PM	0	49	31	0	80	58	60	70	0	188	35	42	0	0	77	0	0	0	0	0	0	345	345
04:45 PM	0	55	22	0	77	59	43	67	2	189	27	20	0	0	57	0	0	0	0	0	2	303	305
Total	4	219	103	0	326	216	184	253	6	683	127	143	0	2	270	0	0	0	0	0	8	1258	1267
05:00 PM	0	41	23	0	64	39	47	57	0	143	35	39	0	0	74	0	0	0	0	0	0	281	281
05:15 PM	0	48	19	0	67	37	42	55	0	134	26	28	0	0	54	0	0	0	0	0	0	255	255
05:30 PM	0	33	28	0	61	50	51	65	0	166	29	29	0	1	58	0	0	0	0	0	1	285	286
05:45 PM	0	48	27	0	73	44	41	46	0	131	24	35	0	0	59	0	0	0	0	0	0	263	263
Total	0	168	97	0	265	170	181	223	0	574	114	131	0	1	245	0	0	0	0	0	1	1084	1085
Grand Total	4	817	413	2	1234	795	775	1030	6	2600	528	548	0	11	1076	0	0	0	0	0	19	4910	4929
Approach %	0.3	66.2	33.5			30.6	29.8	39.6			49.1	50.9	0			0	0	0	0	0	2	69.6	69.6
Total %	0.1	16.8	8.4		25.1	18.2	15.8	21		53	10.8	11.2	0		21.9	0	0	0	0	0	0.4	69.6	69.6
cars	4	817	411		1234	794	763	1030		2593	525	548	0		1084	0	0	0	0	0	0	4911	4911
% cars	100	100	99.5		100	99.9	99.9	99.5		100	99.4	100	0		99.7	0	0	0	0	0	0	99.6	99.6
heavy vehicles	0	0	2		2	1	12	0		13	3	0	0		3	0	0	0	0	0	0	18	18
% heavy vehicles	0	0	0.5		0.2	0.1	1.5	0		0.5	0.6	0	0		0.3	0	0	0	0	0	0	0.4	0.4

Start Time	Fox St From North				Abottsford Ave From East				Fox St From South				Abottsford Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	59	35	94	54	46	66	166	48	39	0	87	0	0	0	0	347
03:30 PM	0	69	26	95	57	46	68	171	25	17	0	42	0	0	0	0	308
03:45 PM	0	55	19	74	51	60	59	170	30	33	0	63	0	0	0	0	307
04:00 PM	0	68	25	93	53	49	59	161	30	34	0	64	0	0	0	0	322
Total Volume	0	251	105	356	215	201	252	668	133	123	0	256	0	0	0	0	1280
% App. Total	0	70.5	28.5	100	32.2	30.1	37.7	100	52	48	0	100	0	0	0	0	69.6
PHF	.000	.909	.750	.937	.943	.838	.928	.977	.693	.788	.000	.736	.000	.000	.000	.000	.922

Start Time	Fox St From North				Abottsford Ave From East				Fox St From South				Abottsford Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	59	27	86	48	54	81	183	39	51	0	90	0	0	0	0	359
02:45 PM	0	37	28	65	55	44	75	174	38	23	0	61	0	0	0	0	300
03:00 PM	0	66	28	94	80	51	65	178	23	37	0	60	0	0	0	0	330
03:15 PM	0	59	35	94	54	46	66	166	48	39	0	87	0	0	0	0	347
Total Volume	0	221	118	339	217	195	287	699	148	150	0	298	0	0	0	0	1336
% App. Total	0	65.2	34.8	100	31	27.9	41.1	100	49.7	50.3	0	100	0	0	0	0	69.6
PHF	.000	.837	.843	.902	.904	.903	.886	.955	.771	.735	.000	.828	.000	.000	.000	.000	.930

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:	02:00 PM				02:30 PM				03:00 PM				03:30 PM			
	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.
Total Volume	0	249	108	357	217	195	287	699	161	148	0	309	0	0	0	0
% App. Total	0	69.7	30.3	100	31	27.9	41.1	100	52.1	47.9	0	100	0	0	0	0
PHF	.000	.902	.771	.939	.904	.903	.886	.955	.915	.725	.000	.831	.000	.000	.000	.000

Vollmer Associates LLP

161 Gaither Drive, Suite 105  
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856-234-0800 Fax: 856-234-5928

Location: Philadelphia, PA  
Intersection: Roberts/Stokley  
Date: Saturday, November 12, 2005  
Counter: VA

File Name : sat-110-roberts stokley  
Site Code : 00000110  
Start Date : 11/12/2005  
Page No : 1

Vollmer Associates LLP

161 Gaither Drive, Suite 105  
Mt Laurel, NJ 08054

856-234-0800 Fax: 856-234-5928

Location: Philadelphia, PA  
Intersection: Roberts/Stokley  
Date: Saturday, November 12, 2005  
Counter: VA

File Name : sat-110-roberts stokley  
Site Code : 00000110  
Start Date : 11/12/2005  
Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Stokley Street From North				Roberts Ave From East				Stokley Street From South				Roberts Ave From West				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
02:00 PM	0	0	0	0	0	64	1	65	0	0	0	0	1	51	0	52	0	117	117
02:15 PM	2	0	0	2	0	70	2	72	0	0	0	0	2	68	0	70	0	144	144
02:30 PM	0	0	0	0	0	78	1	79	0	0	0	0	0	46	0	46	1	125	126
02:45 PM	1	0	0	1	0	68	1	69	0	0	0	0	1	53	0	54	0	124	124
Total	3	0	0	3	0	280	5	285	0	0	0	0	4	218	0	222	1	510	511
03:00 PM	0	0	1	1	0	79	0	79	0	0	0	0	6	48	0	54	0	134	134
03:15 PM	1	0	2	3	0	80	3	83	0	0	0	0	2	49	0	51	0	137	137
03:30 PM	0	0	2	2	0	65	5	70	0	0	0	0	0	64	0	64	1	136	137
03:45 PM	0	0	0	0	0	90	4	94	0	0	0	1	0	55	0	55	1	149	150
Total	1	0	5	6	0	314	12	326	0	0	0	1	8	216	0	224	2	556	558
04:00 PM	1	0	0	1	0	90	1	91	0	0	0	0	1	62	0	63	0	155	155
04:15 PM	1	0	3	4	0	59	3	62	0	0	0	0	2	56	0	58	0	124	124
04:30 PM	1	0	0	1	0	74	4	78	0	0	0	0	1	52	0	53	1	132	133
04:45 PM	0	0	0	0	0	71	1	72	0	0	0	0	0	49	0	49	0	121	121
Total	3	0	3	6	0	294	9	303	0	0	0	0	4	219	0	223	1	532	533
05:00 PM	0	0	2	2	0	80	1	81	0	0	0	0	0	57	0	57	0	140	140
05:15 PM	0	0	0	0	0	84	1	85	0	0	0	0	0	64	0	64	0	149	149
05:30 PM	0	0	1	1	0	79	0	79	0	0	0	0	2	49	0	51	0	131	131
05:45 PM	0	0	1	1	1	75	0	76	0	0	0	0	1	57	0	58	0	135	135
Total	0	0	4	4	1	318	2	321	0	0	0	0	3	227	0	230	0	555	555
Grand Total	7	0	12	19	1	1265	28	1293	0	0	0	1	19	890	0	899	4	2153	2157
Approach %	36.8	0	63.2	0	0.1	97.7	2.3	0	0	0	0	0	2.1	97.9	0	0	0.2	99.8	0
Total %	0.3	0	0.6	0.9	0	55	1.3	57.4	0	0	0	0	0.9	40.9	0	41.8	0	99.8	0
Cars	7	0	11	18	1	1194	28	1228	0	0	0	1	19	872	0	891	0	0	2136
% Cars	100	0	91.7	94.7	100	99	100	100	0	0	0	100	100	99.1	0	99.1	0	0	99
Heavy Vehicles	0	0	1	1	0	12	0	12	0	0	0	0	0	8	0	8	0	0	21
% Heavy Vehicles	0	0	8.3	5.3	0	1	0	1	0	0	0	0	0	0.9	0	0.9	0	0	1

Start Time	Stokley Street From North				Roberts Ave From East				Stokley Street From South				Roberts Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:15 PM	1	0	2	3	0	80	3	83	0	0	0	0	2	49	0	51	137
03:30 PM	0	0	2	2	0	65	5	70	0	0	0	0	0	64	0	64	136
03:45 PM	0	0	0	0	0	90	4	94	0	0	0	0	0	55	0	55	149
04:00 PM	1	0	0	1	0	64	1	65	0	0	0	0	1	62	0	63	155
Total Volume	2	0	4	6	0	325	13	338	0	0	0	0	3	230	0	233	577
% App. Total	33.3	0	66.7	0	0	86.2	3.8	0	0	0	0	0	1.3	98.7	0	0	93.1
PHF	.500	.000	.500	.500	.000	.903	.650	.899	.000	.000	.000	.000	.375	.898	.000	.910	.931

Start Time	Stokley Street From North				Roberts Ave From East				Stokley Street From South				Roberts Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:15 PM	1	0	2	3	0	80	3	83	0	0	0	0	2	49	0	51	137
03:30 PM	0	0	2	2	0	65	5	70	0	0	0	0	0	64	0	64	136
03:45 PM	0	0	0	0	0	90	4	94	0	0	0	0	0	55	0	55	149
04:00 PM	1	0	0	1	0	64	1	65	0	0	0	0	1	62	0	63	155
Total Volume	2	0	4	6	0	325	13	338	0	0	0	0	3	230	0	233	577
% App. Total	33.3	0	66.7	0	0	86.2	3.8	0	0	0	0	0	1.3	98.7	0	0	93.1
PHF	.500	.000	.500	.500	.000	.903	.650	.899	.000	.000	.000	.000	.375	.898	.000	.910	.931

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM				03:15 PM				03:30 PM				03:45 PM			
	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.
Total Volume	2	0	5	7	0	325	13	338	0	0	0	0	3	237	0	240
% App. Total	28.6	0	71.4	0	0	95.2	3.8	0	0	0	0	0	1.2	98.8	0	0
PHF	.500	.000	.625	.583	.000	.903	.650	.899	.000	.000	.000	.000	.375	.926	.000	.938

Vollmer Associates LLP

161 Gailther Drive, Suite 105  
Mt Laurel, NJ 08054

Location: Philadelphia, PA  
Intersection: Abbottsford/Stokley  
Date: Saturday, November 12, 2005  
Counter: VA

File Name : sat-loc 120-abbottsford-stokley st  
Site Code : 00000120  
Start Date : 11/12/2005  
Page No : 1

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161 Gailther Drive, Suite 105  
Mt Laurel, NJ 08054

Location: Philadelphia, PA  
Intersection: Abbottsford/Stokley  
Date: Saturday, November 12, 2005  
Counter: VA

File Name : sat-loc 120-abbottsford-stokley st  
Site Code : 00000120  
Start Date : 11/12/2005  
Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Stokley Street From North					Abottsford Ave From East					Stokley Street From South					Abottsford Ave From West					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
02:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	5	0	5	0	125	0	2	125	3	130	133
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	94	1	0	95	0	96	96
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	131	0	0	131	0	132	132
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	103	1	0	104	0	106	106	
Total	0	0	0	1	0	0	0	0	0	0	0	9	0	9	0	453	2	2	455	3	464	467	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	145	0	0	145	0	151	151	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	147	3	0	150	0	154	154	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	131	1	0	132	0	137	137	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	135	0	1	135	1	136	137	
Total	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	558	4	1	562	1	578	579	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	154	0	1	154	1	157	158	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	139	1	1	140	1	144	145	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	122	0	0	122	0	126	126	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	0	3	122	3	122	125	
Total	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	537	1	5	538	5	546	554	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	108	0	0	108	0	109	109	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	133	0	0	133	0	134	134	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	110	16	3	126	3	127	130	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	126	2	0	128	0	130	130	
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	477	18	3	495	3	500	503	
Grand Total	0	0	0	1	0	0	0	0	0	0	0	41	0	41	0	2026	25	11	2050	12	2091	2103	
Approach %	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	98.8	1.2	0	99.8	0	0	2098	
Total %	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	98.8	1.2	0	99.8	0.6	99.4	2103	
Cars	0	0	0	0	1	0	0	0	0	0	0	41	0	41	0	2020	25	11	2056	0	0	2098	
% Cars	0	0	0	100	100	0	0	0	0	0	0	100	0	100	0	99.8	100	100	99.8	0	0	99.8	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0.2	

Start Time	Stokley Street From North				Abottsford Ave From East				Stokley Street From South				Abottsford Ave From West				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	147	3	150	154			
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	5	0	131	1	132	137			
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	135	0	135	136			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	154	0	154	157			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	13	13	0	567	4	571	584			
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	99.3	0.7	0	99.3	0.7	0	99.3
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.650	.650	.000	.920	.333	.927	.930			

Start Time	Stokley Street From North				Abottsford Ave From East				Stokley Street From South				Abottsford Ave From West				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
03:15 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	147	3	150	154			
03:30 PM	0	0	0	0	0	0	0	0	0	0	5	5	0	131	1	132	137			
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	135	0	135	136			
04:00 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	154	0	154	157			
Total Volume	0	0	0	0	0	0	0	0	0	0	13	13	0	567	4	571	584			
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	99.3	0.7	0	99.3	0.7	0	99.3
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.650	.650	.000	.920	.333	.927	.930			

Time	02:00 PM				02:30 PM				03:15 PM											
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total								
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	147	3	150	154			
+15 mins.	0	0	0	0	0	0	0	0	0	0	6	6	0	131	1	132	137			
+30 mins.	0	0	0	0	0	0	0	0	0	0	4	4	0	135	0	135	136			
+45 mins.	0	0	0	0	0	0	0	0	0	0	5	5	0	154	0	154	157			
Total Volume	0	0	0	0	0	0	0	0	0	0	17	17	0	567	4	571	584			
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	99.3	0.7	0	99.3	0.7	0	99.3
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.708	.708	.000	.920	.333	.927	.930			

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Philadelphia, PA 856-234-0800 Fax: 856-234-0801  
Abbotsford Ave / Stokley Ave / NB Off Ramp Site Code : 00000004  
Saturday, August 19, 2006 Start Date : 8/19/2006  
VA Page No : 1

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Philadelphia, PA 856-234-0800 Fax: 856-234-0801  
Abbotsford Ave / Stokley Ave / NB Off Ramp Site Code : 00000004  
Saturday, August 19, 2006 Start Date : 8/19/2006  
VA Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Route 1 NB Off-Ramp From North					Stokley Street From South					Abbotsford Ave From West					Car. Total	Incl. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
02:00 PM	0	105	0	0	105	0	0	1	0	1	0	122	1	0	123	0	229	229
02:15 PM	0	117	0	0	117	0	0	2	0	2	0	124	0	0	124	0	243	243
02:30 PM	0	98	0	0	98	0	0	0	0	0	0	121	0	0	121	0	219	219
02:45 PM	0	108	0	0	108	0	0	3	0	3	0	122	0	0	122	0	233	233
Total	0	428	0	0	428	0	0	6	0	6	0	489	1	0	490	0	924	924
03:00 PM	0	97	0	0	97	0	0	2	0	2	0	131	0	0	131	0	230	230
03:15 PM	0	166	0	0	166	0	0	2	0	2	0	125	0	0	125	0	293	293
03:30 PM	0	125	0	0	125	0	0	3	0	3	0	105	0	0	105	0	233	233
03:45 PM	0	109	0	0	109	0	0	3	0	3	0	108	1	0	109	0	221	221
Total	0	497	0	0	497	0	0	10	0	10	0	469	1	0	470	0	977	977
04:00 PM	0	117	0	0	117	0	0	2	0	2	0	103	0	0	103	0	222	222
04:15 PM	0	120	0	0	120	0	0	2	0	2	0	88	0	0	88	0	210	210
04:30 PM	0	85	0	0	85	0	0	3	0	3	0	98	0	0	98	0	188	188
04:45 PM	0	84	0	0	84	0	0	2	0	2	0	100	0	0	100	0	186	186
Total	0	408	0	0	408	0	0	9	0	9	0	389	0	0	389	0	804	804
05:00 PM	0	84	0	0	84	0	0	5	0	5	0	81	0	0	81	0	170	170
05:15 PM	0	99	0	0	99	0	0	2	0	2	0	90	0	0	90	0	191	191
05:30 PM	0	90	0	0	90	0	0	3	0	3	0	95	2	0	97	0	190	190
05:45 PM	0	79	0	0	79	0	0	1	0	1	0	85	0	0	86	0	166	166
Total	0	352	0	0	352	0	0	11	0	11	0	352	2	0	354	0	717	717
Grand Total	0	1683	0	0	1683	0	0	38	0	38	0	1899	4	0	1903	0	3422	3422
Approch %	0	100	0	0	100	0	0	100	0	100	0	99.8	0.2	0	99.8	0	100	100
Total %	0	49.2	0	0	49.2	0	0	1.1	0	1.1	0	49.5	0.1	0	49.8	0	100	100
Cars	0	1685	0	0	1685	0	0	38	0	38	0	1898	4	0	1902	0	3401	3401
% Cars	0	99.9	0	0	99.9	0	0	100	0	100	0	99.8	100	0	99.8	0	99.4	99.4
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	3	0	0	3	0	21	21
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0.6	0.6

Start Time	Route 1 NB Off-Ramp From North				Stokley Street From South				Abbotsford Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	166	0	166	0	0	2	2	0	125	0	125	293
03:30 PM	0	125	0	125	0	0	3	3	0	105	0	105	233
03:45 PM	0	109	0	109	0	0	3	3	0	108	1	109	221
04:00 PM	0	117	0	117	0	0	2	2	0	103	0	103	222
Total Volume	0	517	0	517	0	0	10	10	0	441	1	442	969
% App. Total	0	100	0	100	0	0	100	100	0	99.8	0.2	99.8	99.4
PHF	.000	.779	.000	.779	.000	.000	.833	.833	.000	.892	.250	.884	.827

Start Time	Route 1 NB Off-Ramp From North				Stokley Street From South				Abbotsford Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:45 PM													
02:45 PM	0	108	0	108	0	0	3	3	0	122	0	122	233
03:00 PM	0	97	0	97	0	0	2	2	0	131	0	131	230
03:15 PM	0	166	0	166	0	0	2	2	0	125	0	125	293
03:30 PM	0	125	0	125	0	0	3	3	0	105	0	105	233
Total Volume	0	498	0	498	0	0	10	10	0	483	0	483	989
% App. Total	0	100	0	100	0	0	100	100	0	100	0	100	99.4
PHF	.000	.747	.000	.747	.000	.000	.833	.833	.000	.922	.000	.922	.844

Time	03:15 PM				04:15 PM				02:30 PM			
	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.
Total Volume	0	166	0	166	0	0	2	2	0	121	0	121
% App. Total	0	125	0	125	0	0	3	3	0	122	0	122
PHF	.000	.779	.000	.779	.000	.000	.800	.800	.000	.952	.000	.952

Vollmer Associates LLP

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Philadelphia, PA  
Abbotsford / Rt 1 SB Off-Ramp  
Saturday, August 19, 2006  
VA

856-234-0800 Fax: 856-234-5928 File Name : sat-130 abbotsford sb off  
Site Code : 00000011  
Start Date : 8/19/2006  
Page No : 1

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Philadelphia, PA  
Abbotsford / Rt 1 SB Off-Ramp  
Saturday, August 19, 2006  
VA

856-234-0800 Fax: 856-234-5928 File Name : sat-130 abbotsford sb off  
Site Code : 00000011  
Start Date : 8/19/2006  
Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Abbotsford Ave From East					Route 1 From South					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
02:00 PM	0	51	0	0	51	0	123	0	0	123	0	174	174	
02:15 PM	0	47	0	0	47	0	112	0	0	112	0	159	159	
02:30 PM	0	58	0	0	58	0	132	0	0	132	0	190	190	
02:45 PM	0	62	0	0	62	0	111	0	0	111	0	173	173	
Total	0	218	0	0	218	0	478	0	0	478	0	696	696	
03:00 PM	0	55	0	0	56	0	130	0	0	130	0	186	186	
03:15 PM	0	57	0	0	57	0	144	0	0	144	0	201	201	
03:30 PM	0	70	0	0	70	0	120	0	0	120	0	190	190	
03:45 PM	0	64	0	0	64	0	137	0	0	137	0	201	201	
Total	0	247	0	0	247	0	531	0	0	531	0	778	778	
04:00 PM	0	66	0	0	66	0	113	0	0	113	0	179	179	
04:15 PM	0	52	0	0	52	0	130	0	0	130	0	182	182	
04:30 PM	0	51	0	0	51	0	130	0	0	130	0	181	181	
04:45 PM	0	64	0	0	64	0	154	0	0	154	0	218	218	
Total	0	233	0	0	233	0	527	0	0	527	0	760	760	
05:00 PM	0	66	0	0	66	0	109	0	0	109	0	175	175	
05:15 PM	0	51	0	0	51	0	95	0	0	95	0	146	146	
05:30 PM	0	61	0	0	61	0	98	0	0	98	0	159	159	
05:45 PM	0	57	0	0	57	0	113	0	0	113	0	170	170	
Total	0	235	0	0	235	0	415	0	0	415	0	650	650	
Grand Total	0	933	0	0	933	0	1951	0	0	1951	0	2884	2884	
Approch %	0	100	0	0	100	0	100	0	0	100	0	100	100	
Total %	0	32.4	0	0	32.4	0	67.6	0	0	67.6	0	100	100	
Cars	0	920	0	0	920	0	1944	0	0	1944	0	2864	2864	
% Cars	0	98.6	0	0	98.6	0	99.6	0	0	99.6	0	99.3	99.3	
Heavy Vehicles	0	13	0	0	13	0	7	0	0	7	0	20	20	
% Heavy Vehicles	0	1.4	0	0	1.4	0	0.4	0	0	0.4	0	0.7	0.7	

Start Time	Abbotsford Ave From East				Route 1 From South				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	0	57	0	57	0	144	0	144	0	144	201
03:30 PM	0	70	0	70	0	120	0	120	0	120	190
03:45 PM	0	64	0	64	0	137	0	137	0	137	201
04:00 PM	0	66	0	66	0	113	0	113	0	113	179
Total Volume	0	257	0	257	0	514	0	514	0	514	771
% App. Total	0	100	0	100	0	100	0	100	0	100	100
PHF	.000	.918	.000	.918	.000	.882	.000	.882	.000	.882	.959

Start Time	Abbotsford Ave From East				Route 1 From South				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	0	56	0	56	0	130	0	130	0	130	186
03:15 PM	0	57	0	57	0	144	0	144	0	144	201
03:30 PM	0	70	0	70	0	120	0	120	0	120	190
03:45 PM	0	64	0	64	0	137	0	137	0	137	201
Total Volume	0	247	0	247	0	531	0	531	0	531	778
% App. Total	0	100	0	100	0	100	0	100	0	100	100
PHF	.000	.882	.000	.882	.000	.922	.000	.922	.000	.922	.968

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	03:15 PM				03:00 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	0	57	0	57	0	130	0	130
+15 mins.	0	70	0	70	0	144	0	144
+30 mins.	0	64	0	64	0	120	0	120
+45 mins.	0	66	0	66	0	137	0	137
Total Volume	0	257	0	257	0	531	0	531
% App. Total	0	100	0	100	0	100	0	100
PHF	.000	.918	.000	.918	.000	.922	.000	.922

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Mt Laurel, NJ 08054

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161 Gaither Drive, Suite 105  
Mt Laurel, NJ 08054

Location: Philadelphia Pa  
Intersection: Wissahickon Ave / Hunting  
Date: Saturday November, 12, 2005  
Counter: RZ

856-234-0800 Fax: 856-234-5915 File Name : sat-160-hunting-wissahickon  
Site Code : 00000160  
Start Date : 11/12/2005  
Page No : 1

856-234-0800 Fax: 856-234-5915 File Name : sat-160-hunting-wissahickon  
Site Code : 00000160  
Start Date : 11/12/2005  
Page No : 2

Groups Printed- cars - heavy vehicles

Start Time	Wissahickon Ave From North					Hunting Park Ave From East					Wissahickon Ave From South					Hunting Park Ave From West					Int. Total			
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
	Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
02:00 PM	53	45	20	0	118	0	113	40	4	153	8	21	3	4	30	14	120	1	0	135	8	436	444	
02:15 PM	42	39	34	1	115	0	103	40	2	143	8	47	4	8	59	21	116	0	0	137	11	454	465	
02:30 PM	49	45	17	1	111	0	101	38	9	139	8	29	4	4	41	31	103	0	0	134	14	425	439	
02:45 PM	56	48	18	2	120	0	103	36	14	139	3	30	7	1	40	23	98	0	0	121	17	420	437	
<b>Total</b>	<b>200</b>	<b>177</b>	<b>87</b>	<b>4</b>	<b>464</b>	<b>0</b>	<b>420</b>	<b>154</b>	<b>29</b>	<b>574</b>	<b>25</b>	<b>127</b>	<b>18</b>	<b>17</b>	<b>170</b>	<b>.89</b>	<b>437</b>	<b>1</b>	<b>0</b>	<b>527</b>	<b>50</b>	<b>1735</b>	<b>1785</b>	
03:00 PM	54	49	27	1	130	0	110	29	8	139	2	38	3	8	41	16	102	0	2	118	19	428	447	
03:15 PM	55	49	18	1	122	0	102	38	10	140	2	27	6	2	35	23	114	0	0	137	13	434	447	
03:30 PM	63	60	12	0	135	0	105	42	2	147	5	36	4	2	47	24	107	0	1	131	6	434	464	
03:45 PM	49	56	15	0	120	0	113	33	4	146	7	26	0	1	33	29	96	0	2	125	7	424	431	
<b>Total</b>	<b>221</b>	<b>214</b>	<b>72</b>	<b>2</b>	<b>507</b>	<b>0</b>	<b>430</b>	<b>142</b>	<b>24</b>	<b>572</b>	<b>16</b>	<b>125</b>	<b>13</b>	<b>13</b>	<b>154</b>	<b>91</b>	<b>426</b>	<b>0</b>	<b>7</b>	<b>517</b>	<b>46</b>	<b>1750</b>	<b>1786</b>	
04:00 PM	57	39	20	0	116	0	114	38	2	152	7	36	2	2	45	15	107	0	1	122	5	435	440	
04:15 PM	47	49	28	1	124	0	95	42	1	137	3	30	1	3	34	15	118	0	1	133	6	428	434	
04:30 PM	43	50	32	1	125	0	112	35	5	147	2	34	2	3	38	32	124	2	0	158	9	468	477	
04:45 PM	46	51	14	0	111	0	85	23	0	108	4	28	1	0	33	28	81	0	0	109	0	361	391	
<b>Total</b>	<b>193</b>	<b>189</b>	<b>94</b>	<b>2</b>	<b>476</b>	<b>0</b>	<b>406</b>	<b>138</b>	<b>8</b>	<b>544</b>	<b>16</b>	<b>129</b>	<b>6</b>	<b>8</b>	<b>150</b>	<b>90</b>	<b>430</b>	<b>2</b>	<b>2</b>	<b>522</b>	<b>20</b>	<b>1692</b>	<b>1712</b>	
05:00 PM	43	32	22	1	97	0	105	44	3	150	5	35	5	6	45	17	113	0	0	130	10	422	432	
05:15 PM	47	42	21	2	110	0	107	24	3	131	3	34	1	5	38	24	102	0	0	126	10	405	415	
05:30 PM	39	48	17	1	104	0	117	35	1	152	8	38	1	3	47	24	107	0	1	131	6	434	440	
05:45 PM	52	27	9	1	89	0	101	35	10	136	0	32	2	3	34	15	87	0	0	112	14	370	384	
<b>Total</b>	<b>161</b>	<b>149</b>	<b>69</b>	<b>5</b>	<b>399</b>	<b>0</b>	<b>431</b>	<b>138</b>	<b>17</b>	<b>569</b>	<b>16</b>	<b>139</b>	<b>9</b>	<b>17</b>	<b>164</b>	<b>80</b>	<b>419</b>	<b>0</b>	<b>1</b>	<b>489</b>	<b>40</b>	<b>1631</b>	<b>1671</b>	
<b>Grand Total</b>	<b>795</b>	<b>729</b>	<b>322</b>	<b>13</b>	<b>1846</b>	<b>0</b>	<b>1697</b>	<b>572</b>	<b>78</b>	<b>2259</b>	<b>73</b>	<b>519</b>	<b>45</b>	<b>55</b>	<b>638</b>	<b>350</b>	<b>1712</b>	<b>3</b>	<b>10</b>	<b>2065</b>	<b>156</b>	<b>6808</b>	<b>6954</b>	
<b>Approach %</b>	<b>43.1</b>	<b>39.5</b>	<b>17.4</b>			<b>0</b>	<b>74.7</b>	<b>25.3</b>			<b>11.4</b>	<b>81.3</b>	<b>7.2</b>			<b>16.9</b>	<b>82.9</b>	<b>0.1</b>						
<b>Total %</b>	<b>11.7</b>	<b>10.7</b>	<b>4.7</b>			<b>0</b>	<b>24.8</b>	<b>8.4</b>			<b>1.1</b>	<b>7.6</b>	<b>0.7</b>			<b>9.4</b>	<b>5.1</b>	<b>25.1</b>			<b>2.2</b>	<b>97.8</b>		
<b>% cars</b>	<b>74.1</b>	<b>72.8</b>	<b>31.7</b>			<b>0</b>	<b>1697</b>	<b>495</b>			<b>69</b>	<b>517</b>	<b>46</b>			<b>344</b>	<b>1691</b>	<b>3</b>			<b>0</b>	<b>6774</b>		
<b>% heavy vehicles</b>	<b>93.2</b>	<b>99.9</b>	<b>98.4</b>			<b>0</b>	<b>98.8</b>	<b>86.5</b>			<b>94.5</b>	<b>99.6</b>	<b>100</b>			<b>99.1</b>	<b>98.3</b>	<b>98.8</b>			<b>100</b>	<b>98.7</b>		
<b>% heavy vehicles</b>	<b>54</b>	<b>1</b>	<b>5</b>			<b>0</b>	<b>20</b>	<b>77</b>			<b>4</b>	<b>2</b>	<b>0</b>			<b>6</b>	<b>21</b>	<b>0</b>			<b>27</b>	<b>0</b>		
<b>% heavy vehicles</b>	<b>8.8</b>	<b>0.1</b>	<b>1.6</b>			<b>0</b>	<b>1.2</b>	<b>13.6</b>			<b>0</b>	<b>4.2</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>		

Start Time	Wissahickon Ave From North				Hunting Park Ave From East				Wissahickon Ave From South				Hunting Park Ave From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
	Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 03:15 PM																		
03:15 PM	55	49	18	122	0	102	38	140	2	27	6	35	23	114	0	137	434	
03:30 PM	63	60	12	135	0	105	42	147	5	36	4	45	23	114	0	137	464	
03:45 PM	49	56	15	120	0	113	33	146	7	26	0	33	29	96	0	125	424	
04:00 PM	57	39	20	116	0	114	38	152	7	36	2	45	15	107	0	122	435	
<b>Total Volume</b>	<b>224</b>	<b>204</b>	<b>65</b>	<b>493</b>	<b>0</b>	<b>434</b>	<b>151</b>	<b>585</b>	<b>21</b>	<b>125</b>	<b>12</b>	<b>158</b>	<b>90</b>	<b>431</b>	<b>0</b>	<b>521</b>	<b>1757</b>	
<b>% App. Total</b>	<b>45.4</b>	<b>41.4</b>	<b>13.2</b>		<b>0</b>	<b>74.2</b>	<b>25.8</b>		<b>13.3</b>	<b>79.1</b>	<b>7.6</b>		<b>17.3</b>	<b>82.7</b>	<b>0</b>			
<b>PHF</b>	<b>.889</b>	<b>.850</b>	<b>.813</b>		<b>.913</b>	<b>.000</b>	<b>.952</b>		<b>.892</b>	<b>.750</b>	<b>.868</b>		<b>.500</b>	<b>.776</b>	<b>.945</b>		<b>.951</b>	<b>.947</b>

Start Time	Wissahickon Ave From North				Hunting Park Ave From East				Wissahickon Ave From South				Hunting Park Ave From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
	Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Each Approach Begins at:																		
	02:45 PM				03:15 PM				03:45 PM				04:15 PM					
+0 mins.	56	48	16	120	0	102	38	140	6	47	4	59	29	96	0	125		
+15 mins.	54	49	27	130	0	105	42	147	8	29	4	41	15	107	0	122		
+30 mins.	55	49	18	122	0	113	33	146	3	30	7	40	15	118	0	133		
+45 mins.	63	60	12	135	0	114	38	152	2	36	3	41	32	124	2	158		
<b>Total Volume</b>	<b>228</b>	<b>206</b>	<b>73</b>	<b>507</b>	<b>0</b>	<b>434</b>	<b>151</b>	<b>585</b>	<b>21</b>	<b>142</b>	<b>18</b>	<b>181</b>	<b>91</b>	<b>445</b>	<b>2</b>	<b>538</b>		
<b>% App. Total</b>	<b>45</b>	<b>40.6</b>	<b>14.4</b>		<b>0</b>	<b>74.2</b>	<b>25.8</b>		<b>11.6</b>	<b>78.5</b>	<b>9.9</b>		<b>16.9</b>	<b>82.7</b>	<b>0.4</b>			
<b>PHF</b>	<b>.905</b>	<b>.858</b>	<b>.676</b>		<b>.939</b>	<b>.000</b>	<b>.952</b>		<b>.982</b>	<b>.658</b>	<b>.755</b>		<b>.767</b>	<b>.711</b>	<b>.897</b>		<b>.851</b>	

Start Time	Wissahickon Ave From North				Hunting Park Ave From East				Wissahickon Ave From South				Hunting Park Ave From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
	Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 03:15 PM																		
03:15 PM	55	49	18	122	0	102	38	140	2	27	6	35	23	114	0	137	434	
03:30 PM	63	60	12	135	0	105	42	147	5	36	4	45	23	114	0	137	464	
03:45 PM	49	56	15	120	0	113	33	146	7	26	0	33	29	96	0	125	424	
04:00 PM	57	39	20	116	0	114	38	152	7	36	2	45	15	107	0	122	435	
<b>Total Volume</b>	<b>224</b>	<b>204</b>	<b>65</b>	<b>493</b>	<b>0</b>	<b>434</b>	<b>151</b>	<b>585</b>	<b>21</b>	<b>125</b>	<b>12</b>	<b>158</b>	<b>90</b>	<b>431</b>	<b>0</b>	<b>521</b>	<b>1757</b>	
<b>% App. Total</b>	<b>45.4</b>	<b>41.4</b>	<b>13.2</b>		<b>0</b>	<b>74.2</b>	<b>25.8</b>		<b>13.3</b>	<b>79.1</b>	<b>7.6</b>		<b>17.3</b>	<b>82.7</b>	<b>0</b>			
<b>PHF</b>	<b>.889</b>	<b>.850</b>	<b>.813</b>		<b>.913</b>	<b>.000</b>	<b>.952</b>		<b>.892</b>	<b>.750</b>	<b>.868</b>		<b>.500</b>	<b>.776</b>	<b>.945</b>		<b>.951</b>	<b>.947</b>

Vollmer Associates LLP

161 Galther Drive, Suite 105  
Mt Laurel, NJ 08054

Location: Philadelphia, PA  
Intersection: Roberts/Wissahickon  
Date: Saturday, November 12, 2005  
Counter: VA

856-234-0800 Fax: 856-234-5928  
File Name : sat-170-roberts-wissahickon  
Site Code : 00000170  
Start Date : 11/12/2005  
Page No : 1

Vollmer Associates LLP

161 Galther Drive, Suite 105  
Mt Laurel, NJ 08054

856-234-0800 Fax: 856-234-5928  
File Name : sat-170-roberts-wissahickon  
Site Code : 00000170  
Start Date : 11/12/2005  
Page No : 2

Groups Printed - Cars - Heavy Vehicles

Start Time	Wissahickon Ave From North				Roberts Ave From East				Wissahickon Ave From South				Roberts Ave From West				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
02:00 PM	8	92	27	127	18	43	23	84	9	60	11	80	14	35	6	55	6	346	352	
02:15 PM	5	81	19	105	16	41	29	86	3	81	13	97	12	53	6	71	3	359	382	
02:30 PM	6	88	18	112	23	58	21	102	3	77	18	98	6	39	4	49	2	361	363	
02:45 PM	9	94	24	127	26	42	26	94	4	62	22	88	10	45	5	60	7	369	376	
Total	28	355	88	471	83	184	99	366	19	280	64	363	42	172	21	235	18	1436	1453	
03:00 PM	10	105	20	135	17	59	26	102	5	67	12	84	7	36	6	49	6	370	375	
03:15 PM	11	93	32	136	19	53	28	100	7	81	4	92	13	38	8	59	6	387	393	
03:30 PM	3	110	25	138	17	50	27	94	2	98	9	109	14	51	5	70	4	411	415	
03:45 PM	5	97	33	135	19	62	39	120	4	74	16	94	14	49	6	59	6	418	424	
04:00 PM	10	96	34	140	14	66	30	110	4	87	13	104	25	44	2	71	3	425	428	
04:15 PM	5	85	24	114	20	38	20	78	6	77	7	90	23	41	6	70	7	352	359	
04:30 PM	10	96	23	129	20	59	27	106	1	79	17	97	17	39	3	59	4	391	395	
04:45 PM	5	94	17	116	17	57	38	112	2	64	10	76	9	43	3	55	3	359	362	
Total	30	371	98	469	71	220	115	406	13	307	47	367	74	167	14	255	17	1527	1544	
05:00 PM	6	67	28	101	18	59	31	108	5	76	7	88	18	47	3	66	2	362	364	
05:15 PM	9	84	30	123	19	57	35	111	3	71	15	89	16	51	2	69	4	392	396	
05:30 PM	5	92	21	118	15	60	24	99	1	79	15	95	9	45	3	57	2	370	372	
05:45 PM	12	63	23	118	17	63	36	116	5	64	19	88	16	42	6	64	3	386	389	
Total	32	326	102	460	69	239	126	434	14	289	57	360	57	185	14	256	11	1510	1521	
Grand Total	119	1457	398	1974	295	867	460	1622	64	1195	209	1469	221	698	74	993	67	6058	6125	
Apprch %	6	73.6	29.2	32.6	18.2	53.5	26.4	26.8	4.4	81.4	14.2	24.2	22.3	70.3	7.5	16.4	1.1	98.9		
Total %	2	24.1	6.6	32.6	4.9	14.3	7.6	26.8	1.1	19.7	3.4	24.2	3.6	11.5	1.2	16.4	1.1	98.9		
Cars	116	1410	394	1955	294	865	457	1618	60	1190	207	1445	221	697	68	989	0	0	6008	
% Cars	98.2	96.6	99	100	98.7	98.8	99.3	100	93.8	98.2	99	100	96.5	100	99.9	91.9	100	99.3	0	98.1
Heavy Vehicles	1	47	4	52	1	2	3	6	4	45	2	52	0	1	6	7	0	0	117	
% Heavy Vehicles	0.8	3.2	1	2.8	0.3	0.2	0.7	0.4	6.2	3.8	1	3.5	0	0.1	8.1	0	0	0	1.9	

Start Time	Wissahickon Ave From North				Roberts Ave From East				Wissahickon Ave From South				Roberts Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:15 PM	11	93	32	136	19	53	28	100	7	81	4	92	13	38	8	59	367
03:30 PM	3	110	25	138	17	50	27	94	2	98	9	109	14	51	5	70	411
03:45 PM	5	97	33	135	19	62	39	120	4	74	16	94	14	49	6	69	418
04:00 PM	10	96	34	140	14	66	30	110	4	87	13	104	25	44	2	71	425
Total Volume	29	396	124	549	69	231	124	424	17	340	42	399	66	182	21	269	1641
% App. Total	5.3	72.1	22.6		16.3	54.5	29.2		4.3	85.2	10.5		24.5	67.7	7.8		
PHF	.659	.900	.912	.980	.908	.875	.795	.883	.607	.867	.656	.915	.860	.892	.856	.947	.965

Start Time	Wissahickon Ave From North				Roberts Ave From East				Wissahickon Ave From South				Roberts Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:15 PM	11	93	32	136	19	53	28	100	7	81	4	92	13	38	8	59	367
03:30 PM	3	110	25	138	17	50	27	94	2	98	9	109	14	51	5	70	411
03:45 PM	5	97	33	135	19	62	39	120	4	74	16	94	14	49	6	69	418
04:00 PM	10	96	34	140	14	66	30	110	4	87	13	104	25	44	2	71	425
Total Volume	29	396	124	549	69	231	124	424	17	340	42	399	66	182	21	269	1641
% App. Total	5.3	72.1	22.6		16.3	54.5	29.2		4.3	85.2	10.5		24.5	67.7	7.8		
PHF	.659	.900	.912	.980	.908	.875	.795	.883	.607	.867	.656	.915	.860	.892	.856	.947	.965

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	03:15 PM				04:30 PM				03:15 PM				03:30 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	11	93	32	136	20	59	27	106	7	81	4	92	14	51	5	70
+15 mins.	3	110	25	138	17	57	38	112	2	98	9	109	14	49	6	69
+30 mins.	5	97	33	135	18	59	31	108	4	74	16	94	25	44	2	71
+45 mins.	10	96	34	140	19	57	35	111	4	87	13	104	23	41	6	70
Total Volume	29	396	124	549	74	232	131	437	17	340	42	399	76	185	19	280
% App. Total	5.3	72.1	22.6		16.9	53.1	30	43.7	4.3	85.2	10.5		27.1	66.1	6.8	
PHF	.659	.900	.912	.980	.925	.863	.862	.975	.607	.867	.656	.915	.780	.907	.792	.966



Vollmer Associates LLP

161 Galther Drive, Suite 105  
Mt Laurel, NJ 08054

Location: Philadelphia, PA  
Intersection: Abbottsford/Wissahickon  
Date: Saturday, November 12, 2005  
Counter: VA

856-234-0800 Fax: 856-234-0800  
File Name : sat-180-abbottsford-wissahickon  
Site Code : 00000180  
Start Date : 11/12/2005  
Page No : 1

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161 Galther Drive, Suite 105  
Mt Laurel, NJ 08054

856-234-0800 Fax: 856-234-0800  
File Name : sat-180-abbottsford-wissahickon  
Site Code : 00000180  
Start Date : 11/12/2005  
Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Wissahickon Ave From North					From East					Wissahickon Ave From South					Abottsford Ave From West					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
02:00 PM	0	66	0	0	66	0	0	0	0	0	0	126	0	0	126	0	0	80	0	80	0	274	274
02:15 PM	0	52	0	0	52	0	0	0	0	0	0	128	0	0	128	0	0	65	1	65	1	245	246
02:30 PM	0	58	0	0	58	0	0	0	0	0	0	113	0	0	113	0	0	67	1	67	1	238	239
02:45 PM	0	72	0	0	72	0	0	0	0	0	0	102	0	0	102	0	0	68	0	68	0	242	242
Total	0	250	0	0	250	0	0	0	0	0	0	469	0	0	469	0	0	280	2	280	2	999	1001
03:00 PM	0	61	0	0	61	0	0	0	0	0	0	112	0	0	112	0	0	91	0	91	0	264	264
03:15 PM	0	66	0	0	66	0	0	0	0	0	0	136	0	0	136	0	0	81	0	81	0	285	285
03:30 PM	0	55	0	0	55	0	0	0	0	0	0	149	0	0	149	0	1	89	2	90	2	294	296
03:45 PM	0	61	0	0	61	0	0	0	0	0	0	134	0	0	134	0	0	80	0	80	0	275	275
Total	0	243	0	0	243	0	0	0	0	0	0	533	0	0	533	0	1	341	2	342	2	1118	1120
04:00 PM	0	62	0	0	62	0	0	0	0	0	1	139	0	0	140	0	0	83	0	83	0	285	285
04:15 PM	0	57	0	1	57	0	0	0	0	0	0	118	0	0	118	0	0	66	0	66	1	241	242
04:30 PM	0	64	0	0	64	0	0	0	0	0	0	137	0	0	137	0	0	76	1	76	1	277	278
04:45 PM	0	53	0	0	53	0	0	0	0	0	0	135	0	0	135	0	0	74	0	74	0	262	262
Total	0	236	0	1	236	0	0	0	0	0	1	529	0	0	530	0	0	299	1	299	2	1065	1067
05:00 PM	0	55	0	0	55	0	0	0	0	0	0	131	0	0	131	0	0	63	1	63	1	249	250
05:15 PM	0	46	0	1	46	0	0	0	0	0	0	135	0	0	135	0	0	87	0	87	1	268	269
05:30 PM	0	63	0	0	63	0	0	0	0	0	0	136	0	0	136	0	0	82	0	82	0	261	261
05:45 PM	0	62	0	1	62	0	0	0	0	0	0	127	0	0	127	0	1	80	1	81	2	260	262
Total	0	216	0	2	216	0	0	0	0	0	0	529	0	0	529	0	1	292	2	293	4	1038	1042
Grand Total	0	945	0	3	945	0	0	0	0	0	1	2060	0	0	2061	0	2	1212	7	1214	10	4220	4230
Approach %	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0.2	99.8	0	0	0.2	99.8	
Total %	0	22.4	0	0	22.4	0	0	0	0	0	0	46.8	0	0	46.8	0	0	28.7	0	0	0.2	99.8	
Cars	0	910	0	0	910	0	0	0	0	0	1	2005	0	0	2006	0	2	1180	0	0	0	0	4108
% Cars	0	96.3	0	0	96.3	0	0	0	0	0	100	97.3	0	0	97.3	0	100	97.4	0	0	0	0	97.1
Heavy Vehicles	0	35	0	0	35	0	0	0	0	0	0	55	0	0	55	0	0	32	0	0	0	0	122
% Heavy Vehicles	0	3.7	0	0	3.7	0	0	0	0	0	0	2.7	0	0	2.7	0	0	2.6	0	0	0	0	2.9

Start Time	Wissahickon Ave From North				From East				Wissahickon Ave From South				Abottsford Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 03:15 PM																
03:15 PM	0	66	0	66	0	0	0	0	0	138	0	138	0	0	81	81	285
03:30 PM	0	55	0	55	0	0	0	0	0	149	0	149	0	1	89	90	294
03:45 PM	0	61	0	61	0	0	0	0	0	134	0	134	0	0	80	80	275
04:00 PM	0	62	0	62	0	0	0	0	1	139	0	140	0	0	83	83	285
Total Volume	0	244	0	244	0	0	0	0	1	560	0	561	0	1	333	334	1139
% App. Total	0	100	0	100	0	0	0	0	0.2	99.8	0	0	0	0.3	99.7		
PHF	.000	.924	.000	.924	.000	.000	.000	.000	.250	.940	.000	.941	.000	.250	.935	.928	.989

Start Time	Wissahickon Ave From North				From East				Wissahickon Ave From South				Abottsford Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 03:15 PM																
03:15 PM	0	66	0	66	0	0	0	0	0	138	0	138	0	0	81	81	285
03:30 PM	0	55	0	55	0	0	0	0	0	149	0	149	0	1	89	90	294
03:45 PM	0	61	0	61	0	0	0	0	0	134	0	134	0	0	80	80	275
04:00 PM	0	62	0	62	0	0	0	0	1	139	0	140	0	0	83	83	285
Total Volume	0	244	0	244	0	0	0	0	1	560	0	561	0	1	333	334	1139
% App. Total	0	100	0	100	0	0	0	0	0.2	99.8	0	0	0	0.3	99.7		
PHF	.000	.924	.000	.924	.000	.000	.000	.000	.250	.940	.000	.941	.000	.250	.935	.928	.989

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				03:15 PM				03:30 PM							
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
+0 mins.	0	58	0	58	0	0	0	0	0	138	0	138	0	0	91	91
+15 mins.	0	72	0	72	0	0	0	0	0	149	0	149	0	0	81	81
+30 mins.	0	61	0	61	0	0	0	0	0	134	0	134	0	1	89	90
+45 mins.	0	66	0	66	0	0	0	0	1	139	0	140	0	0	80	80
Total Volume	0	257	0	257	0	0	0	0	1	560	0	561	0	1	341	342
% App. Total	0	100	0	100	0	0	0	0	0.2	99.8	0	0	0	0.3	99.7	
PHF	.000	.892	.000	.892	.000	.000	.000	.000	.250	.940	.000	.941	.000	.250	.937	.940

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Philadelphia, PA  
Rt 1 NB On-Ramp / Rt 1 NB  
Saturday, August 19, 2006  
VA

File Name : sat-nb on ramp  
Site Code : 11111111  
Start Date : 8/19/2006  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Rt1 NB On-Ramp From East		Rt 1 NB From South				App. Total	Int. Total
	On Ramp	App. Total	Left Lane	Middle Lane	Right Lane			
02:00 PM	110	110	297	313	215	825	935	
02:15 PM	118	118	324	309	227	860	978	
02:30 PM	126	126	322	338	209	869	995	
02:45 PM	121	121	319	330	233	882	1003	
Total	475	475	1262	1290	884	3436	3911	
03:00 PM	122	122	329	308	232	869	991	
03:15 PM	130	130	365	331	260	956	1086	
03:30 PM	125	125	359	330	265	954	1079	
03:45 PM	108	108	326	326	222	876	994	
Total	485	485	1381	1295	979	3655	4140	
04:00 PM	112	112	305	317	236	859	971	
04:15 PM	87	87	352	340	306	998	1085	
04:30 PM	104	104	280	299	211	790	894	
04:45 PM	101	101	272	304	231	807	908	
Total	404	404	1210	1260	984	3454	3858	
05:00 PM	90	90	268	272	206	744	834	
05:15 PM	95	95	296	322	211	829	924	
05:30 PM	93	93	333	350	220	903	996	
05:45 PM	84	84	0	0	240	240	324	
Total	362	362	895	944	877	2716	3078	
Grand Total	1726	1726	4748	4789	3724	13281	14987	
Approch %	100		35.8	36.1	28.1			
Total %	11.5		31.7	32	24.8		88.5	
Cars	1725	1725	4740	4762	3716	13218	14943	
% Cars	99.9	99.9	99.8	99.4	99.8		99.7	
Heavy Vehicles	1	1	8	27	8	43	44	
% Heavy Vehicles	0.1	0.1	0.2	0.6	0.2		0.3	

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File Name : sat-nb on ramp  
Site Code : 11111111  
Start Date : 8/19/2006  
Page No : 2

Start Time	Rt1 NB On-Ramp From East		Rt 1 NB From South			App. Total	Int. Total
	On Ramp	App. Total	Left Lane	Middle Lane	Right Lane		
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 03:15 PM							
03:15 PM	130	130	365	331	260	956	1086
03:30 PM	125	125	359	330	265	954	1079
03:45 PM	108	108	326	326	222	876	994
04:00 PM	112	112	306	317	236	859	971
Total Volume	475	475	1358	1304	883	3645	4120
% App. Total	100		37.3	35.8	27		
PHF	.913	.913	.930	.985	.927	.953	.948

Start Time	Rt1 NB On-Ramp From East		Rt 1 NB From South				App. Total	Int. Total
	On Ramp	App. Total	Left Lane	Middle Lane	Right Lane			
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1								
Peak Hour for Entire Intersection Begins at 02:45 PM								
02:45 PM	121	121	319	330	233	882	1003	
03:00 PM	122	122	329	308	232	869	991	
03:15 PM	130	130	365	331	260	956	1086	
03:30 PM	125	125	359	330	265	954	1079	
Total Volume	498	498	1372	1299	990	3661	4159	
% App. Total	100		37.5	35.5	27			
PHF	.958	.958	.940	.981	.934	.957	.957	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM		03:30 PM			
+0 mins.	126	126	359	330	265	954
+15 mins.	121	121	329	326	222	876
+30 mins.	122	122	305	317	235	859
+45 mins.	130	130	352	340	306	998
Total Volume	499	499	1345	1313	1029	3687
% App. Total	100		36.5	35.8	27.9	
PHF	.960	.960	.937	.965	.841	.924

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Philadelphia, PA  
Rt 1 SB / SB On Ramp  
Saturday, August 19, 2006  
VA

File Name : sat-sb on ramp  
Site Code : 00000003  
Start Date : 8/19/2006  
Page No : 1

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Philadelphia, PA  
Rt 1 SB / SB On Ramp  
Saturday, August 19, 2006  
VA

File Name : sat-sb on ramp  
Site Code : 00000003  
Start Date : 8/19/2006  
Page No : 2

Groups Printed- Cars - Heavy Vehicles

Start Time	Rt 1 SB From North				SB On Ramp From West		Int. Total
	Left Lane	Middle Lane	Right Lane	App. Total	Thru	App. Total	
02:00 PM	359	319	191	869	104	104	873
02:15 PM	361	322	175	858	128	128	986
02:30 PM	350	306	181	837	113	113	950
02:45 PM	347	251	177	775	107	107	882
Total	1417	1198	724	3339	452	452	3791
03:00 PM	365	236	143	733	108	108	841
03:15 PM	317	273	181	771	110	110	881
03:30 PM	313	293	148	754	119	119	873
03:45 PM	337	253	148	738	109	109	877
Total	1322	1084	620	3026	446	446	3472
04:00 PM	301	258	138	697	99	99	796
04:15 PM	291	289	161	721	116	116	837
04:30 PM	343	262	163	768	104	104	872
04:45 PM	278	244	206	728	88	88	816
Total	1213	1033	668	2914	407	407	3321
05:00 PM	307	290	149	746	112	112	858
05:15 PM	350	274	182	806	106	106	912
05:30 PM	340	290	154	784	104	104	888
05:45 PM	321	259	150	730	95	95	825
Total	1318	1113	635	3066	417	417	3483
Grand Total	5270	4428	2847	12345	1722	1722	14067
Approch %	42.7	35.9	21.4	100			
Total %	37.5	31.5	18.8	87.8	12.2	12.2	
Cars	5258	4428	2823	12309	1698	1698	14007
% Cars	99.8	100	99.1	99.7	98.6	98.6	99.6
Heavy Vehicles	12	0	24	36	24	24	60
% Heavy Vehicles	0.2	0	0.9	0.3	1.4	1.4	0.4

Start Time	Rt 1 SB From North				SB On Ramp From West		Int. Total
	Left Lane	Middle Lane	Right Lane	App. Total	Thru	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 03:15 PM							
03:15 PM	317	273	181	771	110	110	881
03:30 PM	313	293	148	754	119	119	873
03:45 PM	337	263	148	768	109	109	877
04:00 PM	301	258	138	697	99	99	796
Total Volume	1268	1107	615	2990	437	437	3427
% App. Total	42.4	37	20.6	100			
PHF	.941	.945	.849	.970	.918	.918	.972

Start Time	Rt 1 SB From North				SB On Ramp From West		Int. Total
	Left Lane	Middle Lane	Right Lane	App. Total	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 02:00 PM							
02:00 PM	359	319	191	869	104	104	973
02:15 PM	361	322	175	858	128	128	986
02:30 PM	350	306	181	837	113	113	950
02:45 PM	347	251	177	775	107	107	882
Total Volume	1417	1198	724	3339	452	452	3791
% App. Total	42.4	35.9	21.7	100			
PHF	.981	.930	.948	.961	.883	.883	.951

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:15 PM	
+0 mins.	359	319	191	869	128	128
+15 mins.	361	322	175	858	113	113
+30 mins.	350	306	181	837	107	107
+45 mins.	347	251	177	775	108	108
Total Volume	1417	1198	724	3339	456	456
% App. Total	42.4	35.9	21.7	100		
PHF	.981	.930	.948	.961	.891	.891

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Philadelphia, PA  
Saturday, August 19, 2006  
Rt 1 NB / NB Off Ramp  
VA

File Name : sat-nb off ramp  
Site Code : 00000009  
Start Date : 8/19/2006  
Page No : 1

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Philadelphia, PA  
Saturday, August 19, 2006  
Rt 1 NB / NB Off Ramp  
VA

File Name : sat-nb off ramp  
Site Code : 00000009  
Start Date : 8/19/2006  
Page No : 2

**Groups Printed- Cars - Heavy Vehicles**

Start Time	Route 1 (NB) From South				App. Total	Int. Total
	Left Lane	Middle Lane	Right Lane	Off-Ramp		
02:00 PM	295	332	156	170	953	953
02:15 PM	310	299	144	186	939	939
02:30 PM	323	361	132	175	991	991
02:45 PM	331	344	131	174	980	980
Total	1259	1336	563	705	3863	3863
03:00 PM	310	331	142	177	960	960
03:15 PM	369	390	152	190	1112	1112
03:30 PM	321	338	135	201	995	995
03:45 PM	314	351	122	167	954	954
Total	1325	1410	551	735	4021	4021
04:00 PM	316	315	127	200	958	958
04:15 PM	320	332	154	253	1059	1059
04:30 PM	271	319	126	165	881	881
04:45 PM	276	308	122	177	883	883
Total	1183	1274	529	795	3781	3781
05:00 PM	264	305	101	142	812	812
05:15 PM	299	334	124	179	936	936
05:30 PM	296	354	117	152	919	919
05:45 PM	284	300	118	194	896	896
Total	1143	1293	460	687	3583	3583
Grand Total	4910	5313	2103	2902	15228	15228
Approch %	32.2	34.9	13.8	19.1	100	
Total %	32.2	34.9	13.8	19.1	100	
Cars	4900	5254	2083	2886	15123	15123
% Cars	99.8	98.9	99	99.4	99.3	99.3
Heavy Vehicles	10	59	20	16	105	105
% Heavy Vehicles	0.2	1.1	1	0.6	0.7	0.7

Start Time	Route 1 (NB) From South				App. Total	Int. Total
	Left Lane	Middle Lane	Right Lane	Off-Ramp		
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 03:15 PM						
03:15 PM	380	390	152	190	1112	1112
03:30 PM	321	338	135	201	995	995
03:45 PM	314	351	122	167	954	954
04:00 PM	316	315	127	200	958	958
Total Volume	1331	1394	536	758	4019	4019
% App. Total	33.1	34.7	13.3	18.9	100	
PHF	.876	.894	.882	.943	.904	.904

Start Time	Route 1 (NB) From South				App. Total	Int. Total
	Left Lane	Middle Lane	Right Lane	Off-Ramp		
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 02:45 PM						
02:45 PM	331	344	131	174	980	980
03:00 PM	310	331	142	177	960	960
03:15 PM	380	390	152	190	1112	1112
03:30 PM	321	338	135	201	995	995
Total Volume	1342	1403	560	742	4047	4047
% App. Total	33.2	34.7	13.8	18.3	100	
PHF	.883	.899	.921	.923	.910	.910

**Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

	02:45 PM				App. Total	Int. Total
	Left Lane	Middle Lane	Right Lane	Off-Ramp		
+0 mins.	331	344	131	174	980	980
+15 mins.	310	331	142	177	960	960
+30 mins.	380	390	152	190	1112	1112
+45 mins.	321	338	135	201	995	995
Total Volume	1342	1403	560	742	4047	4047
% App. Total	33.2	34.7	13.8	18.3	100	
PHF	.883	.899	.921	.923	.910	.910













Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Site Code: 1  
Station ID: 1

Street: Rt 1 SB On Ramp  
Location: From Fox  
Weather: Varied  
Counter: TSTD

Latitude: 0° 0.000 Undefined

Start Time	11-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			130	49	128	44	189	72	125	88	94	55	78	58	124	
12:15			134	34	130	40	156	89	125	94	92	49	69	49	118	
12:30			125	32	108	30	185	54	180	48	80	35	74	39	122	
12:45			106	28	126	23	176	50	129	42	114	35	68	38	120	
01:00			104	32	112	22	158	89	114	50	99	46	80	44	111	
01:15			108	22	106	31	154	74	135	34	104	44	72	41	113	
01:30			82	12	108	15	182	76	132	30	108	38	60	34	114	
01:45			98	20	124	17	127	60	116	46	109	46	75	38	108	
02:00			116	30	139	17	157	48	115	50	108	46	72	38	118	
02:15			124	20	128	12	148	46	112	44	90	48	82	34	114	
02:30			144	12	134	15	144	39	124	32	96	30	62	26	117	
02:45			134	14	114	11	137	40	146	19	84	24	58	22	114	
03:00			152	16	150	9	178	38	148	18	103	28	74	21	134	
03:15			164	12	139	17	208	38	116	14	94	16	74	20	132	
03:30			135	11	123	8	188	47	142	19	108	16	79	20	129	
03:45			128	14	142	20	160	33	114	20	96	12	55	20	116	
04:00			137	13	158	20	168	46	126	15	95	21	69	23	125	
04:15			118	30	144	20	140	52	110	18	105	21	63	29	113	
04:30			128	23	115	33	154	37	124	18	99	16	53	37	112	
04:45			120	24	128	22	127	69	92	18	78	18	56	30	100	
05:00			125	34	152	31	156	95	98	33	92	24	84	44	118	
05:15			112	55	130	42	118	154	104	32	70	21	82	51	103	
05:30			128	63	106	67	117	145	94	21	81	24	80	64	101	
05:45			108	74	104	55	92	113	100	25	100	22	76	58	97	
06:00			114	64	116	58	115	140	115	34	80	22	84	64	104	
06:15			120	93	128	83	108	149	117	46	90	17	81	78	107	
06:30			102	96	102	68	108	234	104	44	110	38	48	96	96	
06:45			88	95	122	56	100	211	98	81	74	44	52	93	91	
07:00			104	93	96	60	126	150	102	35	117	26	33	73	96	
07:15			70	104	82	112	74	110	203	112	54	78	38	9	87	88
07:30			115	116	105	98	90	104	213	100	58	70	44	8	104	83
07:45			84	110	108	76	76	108	251	98	52	78	50	5	104	79
08:00			101	101	88	81	82	85	238	95	68	74	50	3	104	73
08:15			82	87	99	85	95	90	198	63	100	76	39	0	102	84
08:30			98	70	88	78	82	83	156	89	180	90	52	0	169	68
08:45			112	78	87	73	102	84	134	81	210	85	72	0	120	67
09:00			81	82	76	74	87	88	140	94	184	86	62	1	107	71
09:15			86	95	92	80	84	111	148	108	174	75	62	0	108	79
09:30			89	82	104	68	112	108	174	79	141	79	78	0	116	71
09:45			104	86	110	80	131	151	171	126	105	70	78	0	118	86
10:00			88	100	86	72	119	137	168	92	105	60	84	0	108	77
10:15			110	83	92	81	150	155	138	94	58	75	73	1	104	75
10:30			95	87	99	68	139	129	86	101	100	90	78	0	100	76
10:45			102	60	95	60	154	98	86	78	72	78	86	0	99	62
11:00			117	50	72	48	158	100	111	87	112	83	89	0	110	58
11:15			112	48	120	38	150	96	98	72	82	68	77	0	106	53
11:30			118	38	118	36	164	108	114	70	96	68	63	0	112	53
11:45			134	38	104	34	126	56	92	70	112	70	81	0	108	45
Total	0	0	1910	4953	2940	4988	3122	6288	5424	5143	3050	4209	2139	2013	3313	4585
Day Total	0		6903		7848		9410		10587		7259		4152		7908	
% Splits	0.0%	0.0%	27.7%	72.3%	37.5%	62.5%	33.2%	66.8%	51.3%	48.7%	42.0%	58.0%	51.5%	48.5%	41.9%	58.1%
Peak			11:00	02:30	11:00	03:30	10:45	03:00	07:15	02:45	08:30	01:15	10:30	05:00	08:45	03:00
Vol.			482	584	414	587	826	734	905	550	746	428	330	322	451	511
P.H.F.			0.859	0.905	0.863	0.897	0.954	0.882	0.901	0.859	0.890	0.917	0.927	0.958	0.940	0.953

Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Site Code: 1  
Station ID: 1

Street: Rt 1 SB On Ramp  
Location: From Fox  
Weather: Varied  
Counter: TSTD

Latitude: 0° 0.000 Undefined

Start Time	18-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	108	24												12	108
12:15	1	119	18												10	118
12:30	0	108	18												9	109
12:45	3	106	18												10	106
01:00	0	108	11												6	108
01:15	0	96	22												11	98
01:30	0	120	16												8	120
01:45	2	118	22												12	118
02:00	1	140	11												6	140
02:15	0	102	8												4	102
02:30	2	150	10												6	150
02:45	0	112	12												6	112
03:00	0	128	10												5	128
03:15	0	142	13												6	142
03:30	1	124	12												6	124
03:45	0	133	10												5	133
04:00	2	125	21												12	125
04:15	0	115	16												8	115
04:30	0	128	0												0	128
04:45	5	102													5	102
05:00	2	146													2	146
05:15	2	129													2	129
05:30	4	91													4	91
05:45	4	118													4	118
06:00	6	106													6	106
06:15	6	108													6	108
06:30	44	118													44	118
06:45	204	102													204	102
07:00	195	86													195	86
07:15	252	77													252	77
07:30	180	102													180	102
07:45	182	94													182	94
08:00	95	77													95	77
08:15	82	66													82	66
08:30	52	54													62	54
08:45	66	44													66	44
09:00	53	56													53	56
09:15	68	56													68	56
09:30	74	40													74	40
09:45	71	58													71	58
10:00	86	62													86	62
10:15	118	37													118	37
10:30	106	48													106	48
10:45	70	43													70	43
11:00	114	32													114	32
11:15	98	29													98	29
11:30	126	25													126	25
11:45	92	29													92	29
Total	2459															

Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Page 1

Site Code: 00000091204  
Station ID: 00000091204

Street: Rt 1 Off Ramp  
Location: To Stokley St  
Weather: Varied  
Counter: TSTD

Latitude: 0° 0.000 Undefined

Start Time	11-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	82	24	87	22	76	44	10	0	2	1	2	18	43	
12:15	*	*	84	21	60	34	69	20	4	4	2	2	1	16	33	
12:30	*	*	88	27	60	15	72	16	3	2	8	0	1	12	42	
12:45	*	*	86	18	86	20	66	24	5	0	2	0	1	12	46	
01:00	*	*	90	14	106	14	66	25	0	2	7	0	10	11	46	
01:15	*	*	94	9	72	22	81	24	8	2	8	0	4	11	44	
01:30	*	*	97	10	76	13	80	10	6	3	5	1	3	7	44	
01:45	*	*	98	10	84	14	76	14	4	2	7	0	1	8	45	
02:00	*	*	75	16	74	8	84	15	2	0	8	2	3	8	41	
02:15	*	*	103	8	86	10	86	6	14	2	8	4	2	6	50	
02:30	*	*	82	2	104	5	78	0	4	0	6	2	2	2	46	
02:45	*	*	77	8	110	10	94	0	4	0	4	0	2	4	48	
03:00	*	*	76	7	96	9	92	1	6	0	10	0	6	3	48	
03:15	*	*	93	6	94	9	133	0	5	0	6	0	3	3	56	
03:30	*	*	104	12	202	10	188	0	8	0	8	1	3	5	86	
03:45	*	*	101	16	179	11	195	1	7	0	5	0	1	6	81	
04:00	*	*	88	8	229	14	192	1	2	0	8	1	2	5	87	
04:15	*	*	12	93	10	210	11	193	0	7	0	6	0	1	6	85
04:30	*	*	12	92	9	178	16	165	4	4	2	3	1	0	7	74
04:45	*	*	37	76	30	186	22	180	2	12	0	4	2	4	16	77
05:00	*	*	14	65	16	194	18	186	1	2	0	6	0	1	8	76
05:15	*	*	12	84	24	170	19	167	0	10	0	2	0	9	72	
05:30	*	*	30	76	44	154	38	152	0	5	0	1	0	18	66	
05:45	*	*	80	89	54	160	37	137	4	4	1	2	0	1	26	68
06:00	*	*	71	103	58	158	52	153	2	6	2	2	0	0	31	70
06:15	*	*	62	65	66	78	64	94	4	1	1	1	0	6	33	41
06:30	*	*	98	68	100	72	93	76	18	1	2	2	0	4	52	37
06:45	*	*	122	76	125	99	148	57	22	5	2	4	2	0	70	40
07:00	*	*	93	66	110	86	89	51	8	3	6	2	1	3	51	35
07:15	*	*	108	62	116	90	97	53	14	4	2	2	0	2	56	36
07:30	*	*	118	65	129	72	116	60	25	5	1	3	0	2	65	34
07:45	*	*	102	59	125	52	109	49	22	0	4	3	0	6	60	28
08:00	*	*	107	40	122	55	102	68	14	2	6	0	0	0	58	28
08:15	*	*	103	47	132	47	104	60	15	2	7	0	1	2	60	26
08:30	*	*	88	54	122	68	138	54	21	6	2	3	0	0	62	31
08:45	*	*	118	58	106	62	108	42	18	2	6	3	4	3	60	28
09:00	*	*	94	46	112	51	94	62	10	0	2	0	1	2	52	27
09:15	*	*	85	49	76	57	92	54	18	2	1	1	0	0	46	27
09:30	*	*	75	48	58	45	80	48	6	0	3	1	0	0	44	24
09:45	*	*	78	52	87	47	94	41	5	0	1	4	0	1	44	24
10:00	*	*	88	44	97	57	80	52	10	2	4	0	1	2	47	26
10:15	*	*	72	40	78	58	70	44	2	1	2	4	1	0	38	24
10:30	*	*	80	41	60	48	87	42	10	2	2	2	2	1	40	23
10:45	*	*	86	48	70	35	75	50	6	4	2	1	2	1	40	23
11:00	*	*	78	44	78	29	82	55	8	2	10	0	4	1	43	22
11:15	*	*	72	32	53	44	68	42	3	4	5	2	5	0	34	21
11:30	*	*	78	34	65	33	82	46	4	1	4	2	7	2	40	20
11:45	*	*	76	25	102	35	92	40	12	0	10	3	2	0	49	17
Total Day Total	0	0	2326	3337	2691	4555	2613	4321	489	191	108	173	51	104	1402	2114
% Splits	0.0%	0.0%	41.1%	58.8%	37.1%	62.9%	37.7%	62.3%	71.9%	28.1%	38.4%	61.6%	32.9%	67.1%	39.9%	60.1%
Peak Vol.			06:45	03:15	07:30	03:30	07:45	03:30	12:00	04:45	11:00	01:45	10:45	00:45	07:30	03:30
P.H.F.			0.904	0.928	0.962	0.895	0.765	0.885	0.591	0.516	0.725	0.725	0.643	0.450	0.668	0.974

Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Page 2

Site Code: 00000091204  
Station ID: 00000091204

Street: Rt 1 Off Ramp  
Location: To Stokley St  
Weather: Varied  
Counter: TSTD

Latitude: 0° 0.000 Undefined

Start Time	18-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	4	1	*	*	*	*	*	*	*	*	*	*	*	0	4
12:15	1	8	0	*	*	*	*	*	*	*	*	*	*	*	0	8
12:30	0	5	0	*	*	*	*	*	*	*	*	*	*	*	0	5
12:45	4	7	0	*	*	*	*	*	*	*	*	*	*	*	0	7
01:00	1	3	0	*	*	*	*	*	*	*	*	*	*	*	0	3
01:15	0	4	0	*	*	*	*	*	*	*	*	*	*	*	0	4
01:30	0	4	0	*	*	*	*	*	*	*	*	*	*	*	0	4
01:45	1	8	0	*	*	*	*	*	*	*	*	*	*	*	0	8
02:00	0	4	0	*	*	*	*	*	*	*	*	*	*	*	0	4
02:15	0	1	0	*	*	*	*	*	*	*	*	*	*	*	0	1
02:30	0	6	0	*	*	*	*	*	*	*	*	*	*	*	0	6
02:45	0	6	2	*	*	*	*	*	*	*	*	*	*	*	1	6
03:00	1	2	0	*	*	*	*	*	*	*	*	*	*	*	0	2
03:15	6	4	0	*	*	*	*	*	*	*	*	*	*	*	3	4
03:30	1	8	*	*	*	*	*	*	*	*	*	*	*	*	1	8
03:45	1	6	*	*	*	*	*	*	*	*	*	*	*	*	1	6
04:00	0	4	*	*	*	*	*	*	*	*	*	*	*	*	0	4
04:15	0	8	*	*	*	*	*	*	*	*	*	*	*	*	0	8
04:30	0	4	*	*	*	*	*	*	*	*	*	*	*	*	0	4
04:45	0	5	*	*	*	*	*	*	*	*	*	*	*	*	0	5
05:00	0	1	2	*	*	*	*	*	*	*	*	*	*	*	1	2
05:15	2	4	*	*	*	*	*	*	*	*	*	*	*	*	2	4
05:30	1	4	*	*	*	*	*	*	*	*	*	*	*	*	1	4
05:45	1	5	*	*	*	*	*	*	*	*	*	*	*	*	1	5
06:00	0	5	*	*	*	*	*	*	*	*	*	*	*	*	0	5
06:15	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
06:30	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
06:45	4	6	*	*	*	*	*	*	*	*	*	*	*	*	4	6
07:00	6	0	*	*	*	*	*	*	*	*	*	*	*	*	6	0
07:15	4	4	*	*	*	*	*	*	*	*	*	*	*	*	4	4
07:30	4	0	*	*	*	*	*	*	*	*	*	*	*	*	4	0
07:45	6	1	*	*	*	*	*	*	*	*	*	*	*	*	6	1
08:00	6	0	*	*	*	*	*	*	*	*	*	*	*	*	6	0
08:15	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
08:30	4	0	*	*	*	*	*	*	*	*	*	*	*	*	4	0
08:45	5	0	*	*	*	*	*	*	*	*	*	*	*	*	5	0
09:00	12	4	*	*	*	*	*	*	*	*	*	*	*	*	12	4
09:15	10	0	*	*	*	*	*	*	*	*	*	*	*	*	10	0
09:30	6	3	*	*	*	*	*	*	*	*	*	*	*	*	6	3
09:45	10	0	*	*	*	*	*	*	*	*	*	*	*	*	10	0
10:00	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
10:15	2	0	*	*	*	*	*	*	*	*	*	*	*	*	2	0
10:30	5	1	*	*	*	*	*	*	*	*	*	*	*	*	5	1
10:45	13	0	*	*	*	*	*	*	*	*	*	*	*	*	13	0
11:00	4	0	*	*	*	*	*	*	*	*	*	*	*	*	4	0
11:15	0	1	*	*	*	*	*	*	*	*	*	*	*	*	0	1
11:30	4	3	*	*	*	*	*	*	*	*	*	*	*	*	4	3
11:45	5	3	*	*	*	*	*	*	*	*	*	*	*	*	5	3
Total Day Total	139	151	3	0	0	0	0	0	0	0	0	0	0	0	131	151
% Splits	47.9%	52.1%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	46.6%	53.5%
Peak Vol.	09:00	12:00	02:00												09:00	12:00
P.H.F.	0.731	0.750	0.250												0.731	0.750

ADT Not Calculated

Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Site Code: 00000091205  
Station ID: 00000091205

Street: Rt 1 NB On Ramp  
Location: From Abbottsford Ave  
Weather: Varied  
Counter: TSTD

Latitude: 0° 0.000 Undefined

Start Time	11-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	.	.	.	122	40	92	26	89	32	82	44	120	50	122	38	106
12:15	.	.	.	111	22	90	27	101	21	118	42	155	38	119	30	116
12:30	.	.	.	90	14	104	12	96	19	122	33	133	33	110	22	108
12:45	.	.	.	93	15	87	14	78	25	134	34	140	29	100	23	105
01:00	.	.	.	114	11	109	8	108	15	124	30	130	26	134	18	120
01:15	.	.	.	111	16	119	16	94	20	112	26	132	16	104	19	112
01:30	.	.	.	112	8	104	18	102	19	122	25	119	26	98	19	110
01:45	.	.	.	102	12	109	14	109	20	124	26	122	29	78	20	107
02:00	.	.	.	110	10	124	14	105	12	121	24	120	24	106	17	114
02:15	.	.	.	132	10	116	16	106	6	149	32	112	22	88	17	118
02:30	.	.	.	140	6	160	6	148	12	143	24	125	26	95	15	135
02:45	.	.	.	135	7	158	5	134	12	156	20	152	26	114	14	142
03:00	.	.	.	167	5	180	5	189	6	193	28	82	24	88	13	152
03:15	.	.	.	202	6	201	14	200	10	199	20	124	20	82	14	168
03:30	.	.	.	215	6	224	2	214	8	207	18	126	14	76	10	177
03:45	.	.	.	211	14	242	3	235	13	169	16	111	14	64	12	172
04:00	.	.	.	222	5	284	8	220	5	228	17	121	22	74	11	188
04:15	.	12	187	12	252	10	187	8	225	11	128	13	102	11	182	
04:30	.	12	212	12	202	9	219	12	237	12	118	12	96	12	181	
04:45	.	10	170	16	217	12	195	12	208	12	126	6	66	11	154	
05:00	.	23	188	17	258	28	244	20	238	8	84	4	117	17	186	
05:15	.	34	210	30	221	31	228	28	214	11	106	7	107	24	181	
05:30	.	43	182	40	208	44	206	32	202	14	120	14	110	31	171	
05:45	.	62	155	64	199	58	156	63	173	14	122	14	92	46	160	
06:00	.	68	162	66	198	76	200	78	142	25	122	14	112	54	156	
06:15	.	94	144	92	182	95	125	96	158	35	120	22	96	72	134	
06:30	.	116	135	110	129	120	91	116	158	54	110	20	83	89	118	
06:45	.	151	128	141	117	128	126	122	122	43	105	34	100	103	116	
07:00	.	172	112	175	101	190	124	168	114	39	104	34	94	130	108	
07:15	.	207	90	183	102	188	107	192	126	48	118	38	89	143	105	
07:30	.	204	112	184	101	183	86	212	120	71	87	48	102	150	101	
07:45	.	155	79	172	80	186	87	208	106	60	94	32	100	136	91	
08:00	.	184	84	172	107	186	86	193	86	65	82	40	100	140	92	
08:15	.	175	81	214	72	178	78	188	110	71	83	34	93	143	85	
08:30	.	178	75	164	84	174	66	138	75	73	88	70	77	133	78	
08:45	.	160	73	138	89	157	68	138	80	78	59	48	61	120	68	
09:00	.	108	70	135	70	137	80	118	88	60	73	59	62	105	74	
09:15	.	122	84	110	104	126	84	122	67	71	83	81	64	105	81	
09:30	.	110	58	110	62	96	53	112	79	84	56	76	62	98	61	
09:45	.	84	72	118	57	95	67	110	65	94	74	72	60	96	66	
10:00	.	99	58	77	78	92	76	99	88	102	75	60	61	88	73	
10:15	.	94	67	106	52	86	72	94	84	100	64	100	56	97	66	
10:30	.	92	37	114	45	84	53	96	66	99	71	83	38	95	52	
10:45	.	82	43	77	47	86	52	110	81	93	76	84	46	89	58	
11:00	.	94	60	95	56	84	48	111	92	100	58	83	34	94	58	
11:15	.	96	36	108	38	72	49	111	82	102	69	83	42	85	53	
11:30	.	112	46	111	42	100	42	102	86	122	60	90	38	105	49	
11:45	.	91	80	112	50	107	48	101	58	126	56	115	29	109	48	
Total Day	0	0	3243	8657	3480	6063	3424	5730	3567	6331	2375	4924	1926	4049	3055	5459
Total	0	0	8900		9543		9154		8998		7299		5978		8514	
% Splits	0.0%	0.0%	36.4%	63.6%	36.5%	63.5%	37.4%	62.6%	38.0%	64.0%	32.5%	67.5%	32.3%	67.7%	35.9%	64.1%
Peak Vol.			07:15	03:15	07:30	03:30	07:00	04:30	07:15	04:15	11:00	00:15	11:00	00:15	07:15	03:45
P.H.F.			0.908	0.957	0.887	0.930	0.883	0.908	0.849	0.954	0.893	0.900	0.807	0.864	0.948	0.961

Tri-State Traffic Data, Inc.  
184 Baker Road  
Coatesville, PA 19320  
610-466-1469

Site Code: 00000091205  
Station ID: 00000091205

Street: Rt 1 NB On Ramp  
Location: From Abbottsford Ave  
Weather: Varied  
Counter: TSTD

Latitude: 0° 0.000 Undefined

Start Time	18-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	18	99	32	.	.	.	.	.	.	.	.	.	.	.	25	98
12:15	25	120	23	.	.	.	.	.	.	.	.	.	.	.	24	120
12:30	12	94	22	.	.	.	.	.	.	.	.	.	.	.	17	84
12:45	17	84	24	.	.	.	.	.	.	.	.	.	.	.	20	84
01:00	12	110	13	.	.	.	.	.	.	.	.	.	.	.	12	110
01:15	12	120	20	.	.	.	.	.	.	.	.	.	.	.	16	120
01:30	12	104	17	.	.	.	.	.	.	.	.	.	.	.	14	104
01:45	14	100	14	.	.	.	.	.	.	.	.	.	.	.	14	100
02:00	8	114	7	.	.	.	.	.	.	.	.	.	.	.	8	114
02:15	10	110	11	.	.	.	.	.	.	.	.	.	.	.	10	110
02:30	12	130	9	.	.	.	.	.	.	.	.	.	.	.	10	130
02:45	4	140	12	.	.	.	.	.	.	.	.	.	.	.	8	140
03:00	7	200	6	.	.	.	.	.	.	.	.	.	.	.	6	200
03:15	6	186	7	.	.	.	.	.	.	.	.	.	.	.	6	186
03:30	10	237	.	.	.	.	.	.	.	.	.	.	.	.	10	237
03:45	7	233	.	.	.	.	.	.	.	.	.	.	.	.	7	233
04:00	6	244	.	.	.	.	.	.	.	.	.	.	.	.	6	244
04:15	8	206	.	.	.	.	.	.	.	.	.	.	.	.	8	206
04:30	14	200	.	.	.	.	.	.	.	.	.	.	.	.	14	200
04:45	13	180	.	.	.	.	.	.	.	.	.	.	.	.	13	180
05:00	19	228	.	.	.	.	.	.	.	.	.	.	.	.	19	228
05:15	34	194	.	.	.	.	.	.	.	.	.	.	.	.	34	194
05:30	37	171	.	.	.	.	.	.	.	.	.	.	.	.	37	171
05:45	54	152	.	.	.	.	.	.	.	.	.	.	.	.	54	152
06:00	58	131	.	.	.	.	.	.	.	.	.	.	.	.	58	131
06:15	96	115	.	.	.	.	.	.	.	.	.	.	.	.	96	115
06:30	127	104	.	.	.	.	.	.	.	.	.	.	.	.	127	104
06:45	148	93	.	.	.	.	.	.	.	.	.	.	.	.	148	93
07:00	158	118	.	.	.	.	.	.	.	.	.	.	.	.	158	118
07:15	190	76	.	.	.	.	.	.	.	.	.	.	.	.	190	76
07:30	232	78	.	.	.	.	.	.	.	.	.	.	.	.	232	78
07:45	182	83	.	.	.	.	.	.	.	.	.	.	.	.	182	83
08:00	173	82	.	.	.	.	.	.	.	.	.	.	.	.	173	82
08:15	198	78	.	.	.	.	.	.	.	.	.	.	.	.	198	78
08:30	161	52	.	.	.	.	.	.	.	.	.	.	.	.	161	52
08:45	128	60	.	.	.	.	.	.	.	.	.	.	.	.	128	60
09:00	124	66	.	.	.	.	.	.	.	.	.	.	.	.	124	66
09:15	112	55	.	.	.	.	.	.	.	.	.	.	.	.	112	55
09:30	114	45	.	.	.	.	.	.	.	.	.	.	.	.	114	45
09:45	95	33	.	.	.	.	.	.	.	.	.	.	.	.	95	33
10:00	110	59	.	.	.	.	.	.	.	.	.	.	.	.	110	59
10:15	100	54	.	.	.	.	.	.	.	.	.	.	.	.	100	54
10:30	97	30	.	.	.	.	.	.	.	.	.	.	.	.	97	30
10:45	98	33	.	.	.	.	.	.	.	.	.	.	.	.	98	33
11:00	90	41	.	.	.	.	.	.	.	.	.	.	.	.	90	41
11:15	78	44	.	.	.	.	.	.	.	.	.	.	.	.	78	44
11:30	118	38	.	.	.	.	.	.	.	.	.	.	.	.	118	38
11:45	93	34	.	.	.	.	.	.	.	.	.	.	.	.	93	34
Total Day	3469	5388	217	0	0	0	0	0	0	0	0	0	0	0	3480	5388
Total	884															





Street: Rt 1 NB Off Ramp  
Location: To Roberts Rd WB  
Weather: Varied  
Counter: TSTD

Start Time	11-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			20	22	34	8	29	20	24	30	31	14	26	19	27	
12:15			24	11	30	9	24	24	30	20	30	26	28	18	28	
12:30			22	15	28	6	27	13	38	14	24	13	23	12	27	
12:45			31	7	22	7	22	10	38	15	32	11	38	10	30	
01:00			27	10	26	4	30	5	30	17	30	12	36	10	30	
01:15			25	8	26	9	32	8	24	18	30	16	38	12	29	
01:30			35	16	32	8	37	4	40	13	28	12	31	11	34	
01:45			36	4	22	8	13	5	39	10	37	13	26	8	29	
02:00			38	2	43	3	27	10	40	12	28	22	32	10	35	
02:15			33	10	36	2	32	8	38	20	29	15	28	11	32	
02:30			37	5	38	7	40	8	47	15	28	7	15	8	34	
02:45			30	4	44	0	41	4	32	15	33	11	32	7	35	
03:00			40	4	38	8	36	8	59	9	36	16	26	9	40	
03:15			44	7	36	5	40	4	52	15	31	10	28	8	38	
03:30			40	1	45	5	50	8	46	3	27	5	24	4	39	
03:45			48	1	38	7	50	0	45	5	29	6	24	4	39	
04:00			37	2	80	4	66	3	46	3	34	6	28	4	45	
04:15			39	4	62	2	74	4	53	4	26	4	20	4	46	
04:30			44	8	66	3	72	3	60	7	25	4	27	5	49	
04:45			39	4	100	5	64	4	54	3	40	3	23	4	53	
05:00			44	8	88	7	37	8	55	2	40	2	14	5	46	
05:15			48	12	46	7	38	5	48	5	44	4	30	7	42	
05:30			58	6	64	7	87	9	48	6	40	7	23	7	53	
05:45			46	18	38	19	46	18	65	10	27	7	27	14	42	
06:00			60	24	44	15	50	24	65	7	33	5	26	15	46	
06:15			14	44	51	46	28	38	37	40	8	33	9	37	24	40
06:30			42	38	37	50	34	40	29	41	8	22	12	24	27	36
06:45			52	40	33	53	42	31	35	33	18	19	6	32	31	35
07:00			51	24	56	56	48	34	44	37	22	21	17	31	39	34
07:15			51	32	40	50	55	30	41	50	18	27	12	30	36	36
07:30			59	29	68	36	46	36	48	35	24	22	11	26	43	31
07:45			53	40	80	35	84	34	61	23	24	30	12	27	49	32
08:00			64	34	56	24	65	32	63	35	24	27	17	31	48	30
08:15			50	28	72	46	64	26	57	30	18	24	14	34	46	31
08:30			54	32	69	24	62	37	70	30	10	24	16	24	47	28
08:45			56	30	62	33	68	32	73	40	24	26	16	26	50	31
09:00			40	32	48	42	71	24	52	34	26	18	24	33	44	30
09:15			57	32	46	24	42	22	30	29	40	29	22	22	40	26
09:30			32	28	28	30	26	26	32	24	23	23	20	27	27	28
09:45			24	25	34	26	36	31	32	27	17	23	17	23	30	25
10:00			36	25	22	26	23	19	21	34	22	27	22	23	24	26
10:15			28	29	24	40	22	26	30	26	14	17	19	14	22	25
10:30			29	26	25	25	20	14	22	34	36	32	31	23	27	25
10:45			36	19	28	28	28	20	27	30	21	21	21	21	27	22
11:00			26	28	15	12	30	20	24	26	25	18	16	23	21	
11:15			44	17	22	18	23	25	20	28	26	21	21	23	28	22
11:30			27	28	23	24	25	21	30	23	34	27	17	11	27	22
11:45			20	28	31	20	32	13	22	40	21	25	14	28	20	
Total	0	0	945	1640	1188	1874	1117	1695	1117	1845	822	1344	650	1230	1011	1605
Day Total	0	0	2585	3062	2812	2962	2168	1886	2616							
% Splits	0.0%	0.0%	36.8%	63.4%	36.8%	61.2%	39.7%	60.3%	37.7%	62.3%	38.0%	62.0%	34.5%	65.5%	38.6%	61.4%
Peak Vol.			07:15	05:15	07:45	04:15	08:15	04:00	08:00	05:15	09:00	04:45	10:00	00:45	08:00	04:15
P.H.F.			0.887	0.871	0.866	0.760	0.933	0.793	0.901	0.869	0.794	0.932	0.760	0.941	0.955	0.915

Street: Rt 1 NB Off Ramp  
Location: To Roberts Rd WB  
Weather: Varied  
Counter: TSTD

Start Time	18-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	21	26	17	14											19	26
12:15	8	36	14												11	36
12:30	18	26	14												16	26
12:45	8	30	7												6	30
01:00	9	24	6												8	24
01:15	7	24	6												6	24
01:30	10	25	10												10	25
01:45	4	23	9												5	23
02:00	5	29	4												4	29
02:15	6	29	10												8	29
02:30	5	21	5												6	21
02:45	10	45	2												6	45
03:00	10	27	3												6	27
03:15	4	42	8												6	42
03:30	2	69	6												4	69
03:45	5	36	2												4	36
04:00	1	34	0												0	34
04:15	5	38													5	38
04:30	6	31													6	31
04:45	4	42													4	42
05:00	11	48													11	48
05:15	8	32													8	32
05:30	14	39													14	39
05:45	9	39													9	39
06:00	8	41													8	41
06:15	23	32													23	32
06:30	30	34													30	34
06:45	52	23													52	23
07:00	65	28													65	28
07:15	74	37													74	37
07:30	76	30													76	30
07:45	56	34													56	34
08:00	54	28													54	28
08:15	52	36													52	36
08:30	57	32													57	32
08:45	54	21													54	21
09:00	48	21													48	21
09:15	47	32													47	32
09:30	28	37													28	37
09:45	38	24													38	24
10:00	36	32													36	32
10:15	22	19													22	19
10:30	23	23													23	23
10:45	58	24													58	24
11:00	20	24													20	24
11:15	18	7													18	7
11:30	22	12													22	12
11:45	32	20													32	20
Total	1165	1462	123	0	0	0	0	0	0	0	0	0	0	0	1159	1462
Day Total	2627	123	0	0	0	0	0	0	0	0	0	0	0	0	2821	
% Splits	44.3%	55.7%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.2%	55.8%
Peak Vol.	07:00	02:45	12:00												07:00	02:45
P.H.F.	0.895	0.693	0.765												0.895	0.693











Project Location



— ATR Locations