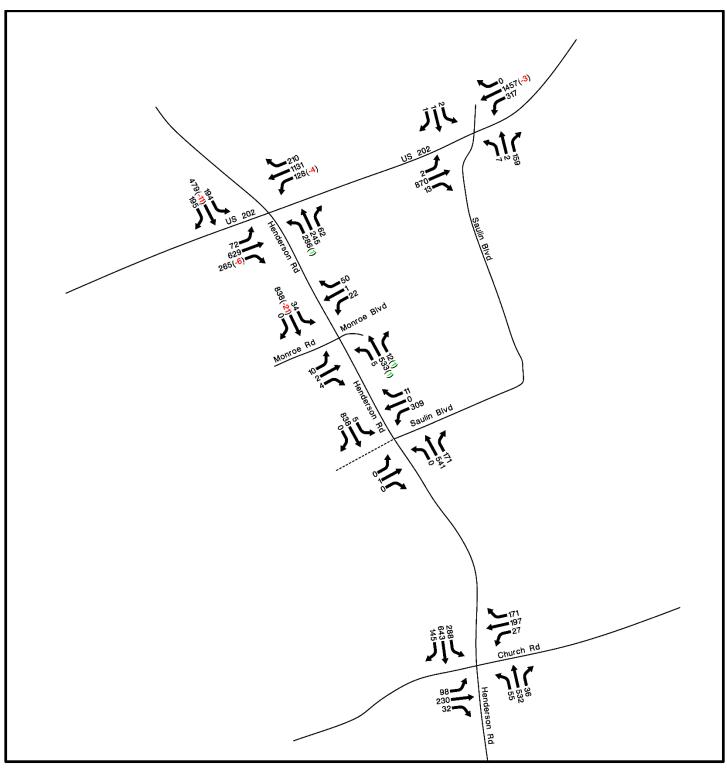
Henderson Station

Balancing Diagram – AM Peak Hour





В	12NJT001	- King	of Prussia	Rai
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SHEET NO.	1	OF	3
CALCULATED BY	J. Kleen	DATE	2/19/2015
CHECKED BY	A. Tootsov	DATE	2/24/2015

Talick⪼ onsulting Engineers Construction Inspec	here	er, P.C	).														DESCRIPTION EXISTING AM SYNCHRO INTERSECTION
GENERAL	Volume	Adjustme	ents repre	sent revi	isions to t	palance v	olumes b	etween ir	itersectio	ns.							
NOTES:	For volu	ıme adjus	tments b	etween ir	ntersectio	ns: GREI	EN highliç	ght repres	ents volu	ıme addit	tions; REI	) highligl	nt represe	ents volum	e subtra	ctions.	
	Ţ				ections 2 a												
	Volume	decrease	es betwee	en Interse	ections 2 a	and 5 are	e attribute	d to busin	iesses be	etween in	tersection	ns.					
	 		<del></del>														
STATION:		/⊏NITI∩	VI CEVI.	TED / 1	1 QT AN		NDE										
SIATION.					OI AIVI												
Intersection:	Gulph R	load & 1s	t Avenue														
			oh Road Ibound				venue tbound				ph Road abound				enue ound		
			T			T	T			T							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	<u>\$</u>
2014 Volumes:	111	605	38		106	117	24		4	266	904		4	228	277		
PHF:	0.867	0.951	0.679		0.914	0.914	0.750		0.500	0.811	0.904		0.500	0.891	0.888		
% HV:	0.0%	0.5%	2.6%		3.8%	5.1%	8.3%		0.0%	1.9%	0.7%		0.0%	1.8%	0.0%		NOTE: Volume decreases exist between Gulph Road/1st Avenue and 1  Avenue/Moore Road intersections. Volume difference is attribute
																	Casino Convention Center and business driveways.
Intersection:	1 - 1st A	venue &	Moore R	oad													
		Moore	e Road			1st A	venue			Moore	e Road			1st A	/enue		
		South	bound			West	tbound			North	nbound			Easth	oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
2015 Volumes:	110	23	27		43	236	89		2	8	11		305	814	13		
PHF:	0.887	0.464	0.614		0.597	0.831	0.927		0.500	0.667	0.550		0.847	0.938	0.464		
% HV:	1.8%	0.0%	11.1%		0.0%	3.0%	1.1%		0.0%	0.0%	9.1%		0.0%	1.1%	0.0%		
STATION:	HEND	ERSON	N RAOE	)													
Intersection:	2 - Hen	derson Ro	oad & Sa	ulin Boul	evard												
		Henders	son Road			Saulin F	Boulevard			Hender	son Road			Saulin B	oulevard		
			bound				tbound				nbound				ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
2015 Volumes:	5	838	_ ragnt	1 603	309	0	11	1 603	0	541	171	1 603	0	1	n ngint	1 603	
2015 Volumes: PHF:	0.605		0			+ 0								0.250	U		
	0.625	0.948	- 0.00/	<del></del>	0.920		0.550		- 0.00/	0.920			- 0.00/	0.250	- 0.00/		
% HV:	0.0%	3.8%	0.0%		2.6%	0.0%	9.1%		0.0%	5.2%	1.2%		0.0%	0.0%	0.0%		



SHEET NO.	2	OF	3
CALCULATED BY	J. Kleen	DATE	2/19/2015
CHECKED BY	A. Tootsov	DATE	2/24/2015

ulting Engineers Construction Inspectors Land Surve	er, P.C	),																				AIVIOI	NCHRO	INTER	SECTION	JN DA
STATION: HEND	DERSON	N ROAD																								
Intersection: 3 - Her	nderson Ro	oad & Mon	roe Boule	vard/Ro	oad																					
	Henders	son Road			Monroe F	Boulevard	1		Henders	son Road	<u> </u>		Monro	e Road												
		bound		·		bound	•			bound				bound												
Start Time Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	S										
2015 Volumes: 34	838	0		22	1	50		5	533	12		10	2	4												
olme Adjustment: -	-21	-		-	-	-		-	1	1		-	-	-												
djusted Volumes:	817								534	13																
PHF: 0.708				0.688	0.250	0.735		0.625	0.882	0.500		0.500	0.250	0.500												
		0.00/																								
% HV: 5.9%	3.8%	0.0%		0.0%	0.0%	6.0%		0.0%	4.9%	8.3%		0.0%	0.0%	0.0%												
Intersection: US 202	z/Dekalb P	ike & Hen	derson Ro	ad																						
		son Road abound		U		Dekalb Pil	ke			son Road bound		L		Dekalb Pil	ke											
	3000	T			1 1	T	ı		INOILI	T			Lasii	T												
Start Time Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	D: 14				Dialet	D1-				1 1							
			. 00.0		Tilla	TXIGHT	reus	Leit	IIIIu	Right	Peds	Left	Thru	Right	Peds	<u>S</u>										
2011 Volumes: 194	479	195	. 000	128	1131	210	reus	286	245	62	Peds	Left 72	Thru 629	265	Peds	S	NC		olumes for							
2011 Volumes: 194 olme Adjustment: -	479 -11	195	, 585				reus				Peds				Peas	S	NC	W	olumes for ere calcula ebruary 20	ated using	g adjace	ent inter	section to	otals tak	ken from	1 M&S
		195		128	1131	210	reus		245	62	Peds	72		265	Peas	S	NC	W Fe	ere calcula	ated using 15 count	g adjace s. Turni	ent inter ing mov	section to ement pe	otals tak	ken from	1 M&S
olme Adjustment: -	-11	195		128	1131	210	r eus	286 1	245	62	Peds	72		265 -6	Peas	S	NC	Fe w	ere calcula ebruary 20 ere taken nce McMa	ated using 15 count from McN ahon cou	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes:	-11	195		128	1131	210	r eus	286 1	245	62	Peds	72		265 -6	Peas	S	NC	Fe w Si S`	ere calcula ebruary 20 ere taken	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF:	-11	195		128	1131	210	r eus	286 1	245	62	Peds	72		265 -6	Peas	S	NC	Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:	-11 468			128 -4 124	1131	210	r eus	286 1	245	62	Peds	72		265 -6	Peas	S	NC	Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF:	-11 468			128 -4 124	1131	210	r eus	286 1	245	62	Peds	72		265 -6	Peas	S	NC	Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:	-11 468 202/Deka	lb Pike & S		128 -4 124	1131	210		286 1 287	245	-		72	629	265 -6 259		S		Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:	-11 468 202/Deka Saulin E			128 -4 124	1131 - S 202 / E	210		286 1 287	245 - Saulin E	62		72	629 - IS 202 / E	265 -6		S		Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US	-11 468 202/Deka Saulin E South	Boulevard	Saulin Boul	128 -4 124 levard	1131 - S 202 / E West	210 - Dekalb Pil	ke	286 1 287	245 - Saulin E	62 - Soulevard		72 -	629 - S 202 / E Eastl	265 -6 259  Dekalb Piloound	ike		NC	Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:  Intersection: 4 - US  Start Time Left	-11 468 202/Deka Saulin E	b Pike & Soulevard	Saulin Boul	128 -4 124  levard  U	1131 - S 202 / E West	210 - Dekalb Pil		286 1 287	Saulin E	62 - Soulevard bound Right		72 - Left	629 - S 202 / E Eastl	265 -6 259  Dekalb Piloound  Right				Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:  Intersection: 4 - US  Start Time Left 2015 Volumes: 2	-11 468  202/Deka  Saulin E South  Thru  1	Boulevard	Saulin Boul	128 -4 124 levard U Left 317	1131 - S 202 / E West	210 - Dekalb Pilebound Right 0	ke	286 1 287 Left 7	Saulin E	62 - Soulevard bound Right 159		72 - Left 2	629 - S 202 / E Eastl	265 -6 259  Dekalb Piloound Right 13	ike			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:  Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: -	-11 468 202/Deka Saulin E South	Boulevard	Saulin Boul	128 -4 124  levard  U	1131 - S 202 / E West Thru 1460 3	210 - Dekalb Pil	ke	286 1 287	Saulin E	62 - Soulevard bound Right		72 - Left	629 - S 202 / E Eastl	265 -6 259  Dekalb Piloound  Right	ike			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:  Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes:	-11 468  202/Deka  Saulin E South  Thru 1 -	Boulevard abound Right 1	Saulin Boul Peds	128 -4 124 levard U Left 317	1131 - S 202 / E West Thru 1460 3 1463	210 - Dekalb Pilebound Right 0 -	ke	286 1 287 Left 7	Saulin E North Thru 2	62 - Boulevard bound Right 159 -	Peds	72 - Left 2	629 - S 202 / E Eastl Thru 870 -	265 -6 259  Dekalb Piloound  Right 13 -	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes: PHF: 0.250	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1 - 0.500	Peds	128 -4 124  levard  U Left 317 - 0.922	1131  S 202 / E West Thru 1460 3 1463 0.908	210 Dekalb Pilebound Right 0 0.000	ke	286 1 287 Left 7 -	Saulin E North Thru 2 -	62 - Soulevard bound Right 159 - 0.883	Peds	72 - Left 2 -	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 - 0.542	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV:  Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes:	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1	Peds	128 -4 124 levard U Left 317	1131 - S 202 / E West Thru 1460 3 1463	210 - Dekalb Pilebound Right 0 -	ke	286 1 287 Left 7 -	Saulin E North Thru 2	62 - Boulevard bound Right 159 -	Peds	72 - Left 2	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 -	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S approf fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes: PHF: 0.250	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1 - 0.500	Peds	128 -4 124  levard  U Left 317 - 0.922	1131  S 202 / E West Thru 1460 3 1463 0.908	210 Dekalb Pilebound Right 0 0.000	ke	286 1 287 Left 7 -	Saulin E North Thru 2 -	62 - Soulevard bound Right 159 - 0.883	Peds	72 - Left 2 -	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 - 0.542	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes: PHF: 0.250	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1 - 0.500	Peds	128 -4 124  levard  U Left 317 - 0.922	1131  S 202 / E West Thru 1460 3 1463 0.908	210 Dekalb Pilebound Right 0 0.000	ke	286 1 287 Left 7 -	Saulin E North Thru 2 -	62 - Soulevard bound Right 159 - 0.883	Peds	72 - Left 2 -	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 - 0.542	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes: PHF: 0.250	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1 - 0.500	Peds	128 -4 124  levard  U Left 317 - 0.922	1131  S 202 / E West Thru 1460 3 1463 0.908	210 Dekalb Pilebound Right 0 0.000	ke	286 1 287 Left 7 -	Saulin E North Thru 2 -	62 - Soulevard bound Right 159 - 0.883	Peds	72 - Left 2 -	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 - 0.542	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes: PHF: 0.250	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1 - 0.500	Peds	128 -4 124  levard  U Left 317 - 0.922	1131  S 202 / E West Thru 1460 3 1463 0.908	210 Dekalb Pilebound Right 0 0.000	ke	286 1 287 Left 7 -	Saulin E North Thru 2 -	62 - Soulevard bound Right 159 - 0.883	Peds	72 - Left 2 -	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 - 0.542	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S appro fault f
olme Adjustment: - djusted Volumes: PHF: % HV: Intersection: 4 - US  Start Time Left 2015 Volumes: 2 olme Adjustment: - djusted Volumes: PHF: 0.250	-11 468  202/Deka Saulin E South Thru 1 -	Boulevard abound Right 1 - 0.500	Peds	128 -4 124  levard  U Left 317 - 0.922	1131  S 202 / E West Thru 1460 3 1463 0.908	210 Dekalb Pilebound Right 0 0.000	ke	286 1 287 Left 7 -	Saulin E North Thru 2 -	62 - Soulevard bound Right 159 - 0.883	Peds	72 - Left 2 -	629 - S 202 / E Eastl Thru 870 - 0.926	265 -6 259  Dekalb Piloound  Right 13 - 0.542	ke			Fe w Si S`	ere calcula ebruary 20 ere taken nce McMa (NCHRO	ated using 15 count from McN ahon cou were use	g adjace s. Turni ⁄/ahon 2 nts only	ent inter ing mov 2011 co had pe	section to ement pe unts. ak hour v	otals tak rcentag olumes	ken from ges per a s, the de	n M&S approf fault f



 SHEET NO.
 3
 OF
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 CALCULATED BY
 J. Kleen
 DATE
 2/19/2015

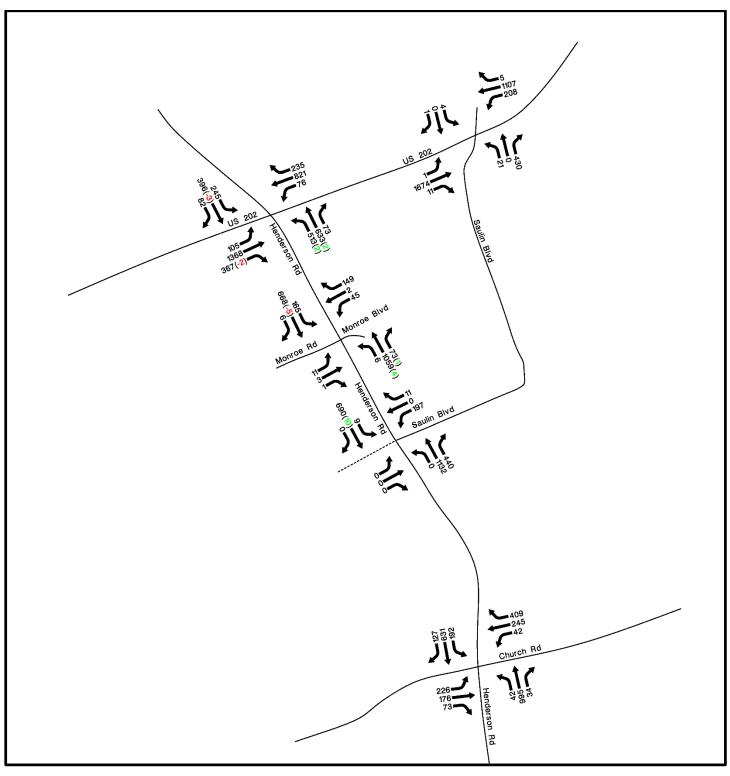
 CHECKED BY
 A. Tootsov
 DATE
 2/24/2015

DESCRIPTION EXISTING AM SYNCHRO INTERSECTION BALANCING

STAT	ΓΙΟΝ:	HEND	ERSON	ROAD	)																	
Inters	section:	5 - Hend	erson Ro	ad & Chu	urch Road	d																
			Henderso South				Church West	n Road bound			Henders North	on Road bound			Church Eastb							<u> </u>
Start Tim		Left		Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds					
2015 Vo		288	643	145	1 643	27	197	171	1 643	55	532	36	1 003	98	230	32	1 603					}
		0.911	0.919				0.835			0.688		0.750		0.742		0.727						
		2.8%				11.1%		6.4%		3.6%		5.6%		1.0%		12.5%						
							İ															
																					2 no no no 10 10 no 10 no no no 10 no 10 no 10 no no no 10 no	
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Henderson Station

Balancing Diagram – PM Peak Hour





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SHEET NO.	1	OF	3
CALCULATED BY	J. Kleen	DATE	2/19/2015
CHECKED BY	A. Tootsov	DATE	2/24/2015

DESCRIPTION EXISTING PM SYNCHRO INTERSECTION BALANCING

Consulting Engineers Construction Inspect	tors Land Surveyo	us !	· · · · · · · · · · · · · · · · · · ·	<del>!   </del>	! !		<del> </del>			-	!	-	
			nts represent revi										
NOTES:	When ba	alancing tr	affic volumes ent	ering/exiti	ing an inte	ersection: GREE	N Volume	Adjustme	ents represe	ent volume addit	ions; RED	) Volume	ne Adjustments represent volume subtractions.
	Volume	decrease	s between Interse	ctions 2 a	and 4 are	attributed to sho	opping cent	er drivew	ays betwee	en intersections.			
	Volume	decreases	s between Interse	ctions 2 a	and 5 are	attributed to bus	sinesses be	tween int	tersections.				
STATION	CONV	FNTION	N CENTER / 1	ST ANI		RF							
OTATION.				OT / (INL									
	O. I. I. D												
Intersection:	Gulph R	bad & 1st	Avenue										
		N. Gulph Southb				venue oound		•	oh Road bound		1st Av Eastb	enue	
								1					
Start Time	Left	Thru	Right Peds	Left	Thru	Right Peds	s Left	Thru	Right	Peds Left	Thru	Right	Peds
2014 Volumes:	50	311	23	611	391	119	26	1147	433	14	81	282	
PHF:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
% HV:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	NOTE: Volume decreases exist between Gulph Road/1st Avenue and 1st  Avenue/Moore Road intersections. Volume difference is attributed to
													Casino Convention Center and business driveways.
Intersection:	1 - 1st A	venue & ľ	Moore Road										
		Moore	Road		1st Av	venue		Moore	Road		1st Av	enue	
		Southb				oound			bound		Eastb		
Start Time	Left	Thru	Right Peds	Left	Thru	Right Peds	Left	Thru	Right	Peds Left	Thru	Right	Peds
2015 Volumes:	136	9	322	20	657	259	21	57	48	155	321	/ /	
PHF:			0.830	0.833			0.875	0.679			321	7	
	0.694	0.500	0.030	0.033	0.869	0.830	U.070	1 0 0/9		0.760	0.772	0.500	
% HV:	0.70/	0.00/	0.00/	0.00/	0.00/	0.007			0.667	0.760	0.772	0.500	
	0.7%	0.0%	0.0%	0.0%	0.8%	0.8%	0.0%	0.0%	0.0%	0.760	0.772 1.9%	0.500	
	0.7%	0.0%	0.0%	0.0%	0.8%	0.8%							
				0.0%	0.8%	0.8%							
STATION:				0.0%	0.8%	0.8%							
STATION:				0.0%	0.8%	0.8%							
	HEND	ERSON			0.8%	0.8%							
	HEND	ERSON	IRAOD		0.8%	0.8%							
	HEND	ERSON derson Roa	I RAOD ad & Saulin Boule on Road		Saulin B	oulevard		0.0% Henders	0.0% son Road		1.9% Saulin Bo	0.0%	
	HEND	ERSON derson Roa	I RAOD ad & Saulin Boule on Road		Saulin B			0.0% Henders	0.0%		1.9%	0.0%	
	HEND	ERSON derson Roa	I RAOD ad & Saulin Boule on Road		Saulin B	oulevard	0.0%	0.0% Henders	o.0%  son Road bound		1.9% Saulin Bo	0.0%	d
Intersection:	HEND	ERSON derson Roa Henderso Southb	I RAOD  ad & Saulin Boule  on Road  bound	evard	Saulin B Westl	oulevard	0.0%	0.0%  Henders North	o.0%  son Road bound	0.0%	1.9% Saulin Bo	0.0%  oulevard  ound	d
Intersection:  Start Time  2015 Volumes:	HEND  2 - Hend  Left	ERSON  derson Roa  Henderso  Southb	I RAOD  ad & Saulin Boule  on Road  bound	evard	Saulin B Westl	oulevard bound Right Peds	0.0% Left	0.0%  Henders North  Thru	0.0%  son Road bound  Right	0.0% Peds Left	1.9% Saulin Bo	0.0%  oulevard  ound	d
Start Time 2015 Volumes: Volume Adjustment:	HEND  2 - Hend  Left	Henderson Southbour 10	I RAOD  ad & Saulin Boule  on Road  bound	evard	Saulin B Westl	oulevard bound Right Peds	0.0% Left	0.0%  Henders North  Thru	0.0%  son Road bound  Right	0.0% Peds Left	1.9% Saulin Bo	0.0%  oulevard  ound	d
Start Time 2015 Volumes: Volume Adjustment: Adjusted Volumes:	HEND  2 - Hend  Left  9	Henderson Southburth	I RAOD  ad & Saulin Boule  on Road  bound	Left 197	Saulin B Westl	oulevard bound Right Peds 11	0.0% Left	O.0%  Henders North  Thru  1132	0.0%  Son Road bound  Right  440	0.0% Peds Left	1.9%  Saulin Be Eastb  Thru  0	0.0%  oulevard  ound	d
Start Time 2015 Volumes: Volume Adjustment: Adjusted Volumes: PHF:	HEND  2 - Hend  Left  9	Henderson Roa Southb Thru 690 10 700 0.938	I RAOD  ad & Saulin Boule  on Road  bound	evard	Saulin B Westl	oulevard bound Right Peds	0.0% Left	0.0%  Henders North  Thru	0.0%  son Road bound  Right	Peds Left 0	1.9% Saulin Bo	0.0%  oulevard ound  Right  0	Peds   Pe



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ALCULATED BY	J. Kleen	DATE	2/19/2015
HECKED BY	A. Tootsov	DATE	2/24/2015

Description   General Columns   General Column	Talick & Schonsulting Engineers Construction Inspect	1ere	r, P.C	<u>.</u>			,								, , ,				DESCR		3 PM SYN	ICHRO II	NTERSE	-	BALA
Intersection: 3 - Hericarson Road & Montroe Boulevard-Road    Hundrechn Road   Hundrechn Ro																									
Signat Time	STATION:	HEND	ERSON	N ROAD																					
Signat Time																									
Signiffance   Left   Thru   Right   Peds   Left   Thru   Right   Peds   Left   Thru   Right   Peds   Left   Thru   Right   Peds   Left   Thru   Right   Righ	Intersection:	3 - Henc	derson Ro	ad & Mor	roe Bou	llevard/R	oad																		
Signiffance   Left   Thru   Right   Peds   Left   Thru   Right   Peds   Left   Thru   Right   Peds   Left   Thru   Right   Peds   Left   Thru   Right   Righ																									
2015 Volumes   186   668   6													i												
2015 Volumes   186   668   6	Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Herican Road   February   Febru	2015 Volumes:	165	668	6		45	2			6	1059			11	3	1									
PHF   0.859   0.923   0.375   0.075   0.500   0.931   0.750   0.932   0.730   0.688   0.375   0.250   0.095   0.945	olme Adjustment:	_	-5	-		-	-	-		-	4	1		-	-	-									
Mark   1.6%   1.6%   0.0%	djusted Volumes:		663								1063	74													
Mark   1.8%   1.6%   0.0%   0.0%   0.0%   0.0%   1.3%   0.0%	PHF:	0.859	0.923	0.375		0.750	0.500	0.931		0.750	0.932	0.730		0.688	0.375	0.250									
Intersection: US 202/Dekalb Pike & Henderson Road   Southbound   Sou																									
Henderson Road   Southbound																									
Henderson Road   Southbound	Intersection:	US 202	Dekalb P	ike & Hen	derson f	Road																	,	,	,
South-bund   South-bund   Start Time   Left   Thru   Right   Peds   Left																									
South-bund   South-bund   Start Time   Left   Thru   Right   Peds   Left			Henders	on Road	į.		JS 202 / [	ekalb Pik	(e	į.	Henders	son Road	1		JS 202 / [	Dekalb Pi	ke								
2011 Volumes: 245 396 82 105 1368 367 513 633 73 76 821 235																									
Saulin Boulevard   Saulin Boul	Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Offme Adjustment    -	2011 Volumes:	245	396	82		105	1368	367		513	633	73		76	821	235									
Since McMahon counts only had peak hour volumes, the default from SYNCHRO were used for PHF and % Heavy Vehicles, 0.92 and 25 respectively.    Intersection: 4 - US 202/Dekalb Pike & Saulin Boulevard	olme Adjustment:		-3	-		-	-	-2		2	2	-		-	-	-									
SYNCHRO were used for PHF and % Heavy Vehicles, 0.92 and 25	djusted Volumes:		393							515	635														
Intersection: 4 - US 202/Dekalb Pike & Saulin Boulevard  Saulin Boulevard																			SYNCHRO	were us					
Saulin Boulevard Southbound																									
Saulin Boulevard Southbound	Intersection:	4 - US 2	02/Dekal	b Pike & S	Saulin Bo	oulevard																			
Southbound         Westbound         Northbound         Eastbound           Start Time         Left         Thru         Right         Peds         Left         Thru         Right         Peds         Left         Thru         Right         Peds           2015 Volumes:         4         0         1         208         1110         5         21         0         430         1         1674         11         1         0																									
Southbound         Westbound         Northbound         Eastbound           Start Time         Left         Thru         Right         Peds         Left         Thru         Right         Peds         Left         Thru         Right         Peds           2015 Volumes:         4         0         1         208         1110         5         21         0         430         1         1674         11         1         0			Saulin B	oulevard			JS 202 / [	ekalb Pik	ce		Saulin E	Boulevard	1		JS 202 / [	Dekalb Pi	ke								
2015 Volumes: 4 0 1 208 1110 5 21 0 430 1 1674 11																									
2015 Volumes: 4 0 1 208 1110 5 21 0 430 1 1674 11	Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Left	Thru	Right	Peds								
olme Adjustment:		4	0	1							0			1											
djusted Volumes:			_	_				_			-			_	_										
PHF: 1.000 0.000 0.250 0.945 0.910 0.417 0.656 0.000 0.951 0.250 0.938 0.688	,																								
	-	1.000	0.000	0.250		0.945	0.910	0.417		0.656	0.000	0.951		0.250	0.938	0.688									
	70114.		3.370	0.070	İ			. 5.5 /6			3.370	3.370		3.370	3.070	3.170									
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 SHEET NO.
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 OF
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 CALCULATED BY
 J. Kleen
 DATE
 2/19/2015

 CHECKED BY
 A. Tootsov
 DATE
 2/24/2015

DESCRIPTION EXISTING PM SYNCHRO INTERSECTION BALANCING

onstruction Inspec	tors Land Surveyor	er, P.C	-		<u> </u>		<u> </u>			<u> </u>			<u>.                                    </u>			
STATION:	HEND	ERSON	IROAD													
Intersection:	5 - Hend	lerson Ro	ad & Chi	urch Road	d											
		Henders South					h Road bound				on Road bound				n Road bound	a an an an
						Ι				Γ						
Start Time	Left		Right	Peds	Left	Thru		Peds	Left			Peds	Left	Thru		Peds
2015 Volumes:		631	127		42	245	409		42	995	34		226	176	73	
	0.980	0.923			0.875	0.828			0.656		0.850		0.869	0.786		
% <b>П</b> V.	1.0%	1.1%	1.6%		2.4%	0.0%	0.7%		0.0%	1.2%	2.9%		0.4%	0.0%	1.4%	
														<u> </u>		
								200 200 200 200 200 200 200 200 200 200								
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			<u> </u>													