

# TRAFFIC IMPACT STUDY

*For*

## Reynolds Asset Management Proposed Mixed-Use Development

*Property Located at:*

3131 Princeton Pike  
Block 3801 – Lots 2 & 3  
Lawrence Township, Mercer County, NJ

Prepared by:



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Lake Como, NJ 07719  
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A handwritten signature in black ink, appearing to read 'NV'.

Nick Verderese, PE  
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A handwritten signature in black ink, appearing to read 'Justin P. Taylor'.

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DT# 5156-23-03844

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## INTRODUCTION

It is proposed to construct a mixed-use development on a parcel of land currently developed with three (3) office buildings, located on the northwest quadrant of the intersection of Princeton Pike (CR 583) and Executive Park Plaza in Lawrence Township, Mercer County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 3801 – Lots 2 and 3 on the Lawrence Township Tax Maps. The subject property is currently developed with two (2) 25,000 SF office/medical office buildings on Lot 2 and one (1) 55,000 SF office building on Lot 3. It is proposed to raze the existing buildings and construct a five (5)-story residential building and a two (2)-story mixed-use building consisting of 204 residential units and 17,000 SF of retail space in total (“The Project”). The site is located within the 3131 Princeton Pike Redevelopment Plan area. Access to the site is currently provided and is proposed to remain via one (1) full-movement driveway along Princeton Pike and one (1) right-in/right-out driveway along Franklin Corner Road. Cross access is currently provided to Lots 6, 18, and 19 and is also proposed to remain.

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

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via turning movement counts conducted during the weekday morning, weekday afternoon, and Saturday midday peak periods at the intersections of:
  - Princeton Pike (CR 583) & Executive Park Plaza Road
  - Franklin Corner Road (CR 546) and Executive Park Plaza Road
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers (ITE). Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards, local requirements per the Redevelopment Plan, and demand experienced at similar developments.

## EXISTING CONDITIONS

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

### Existing Roadway Conditions

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

Princeton Pike (CR 583) is an Urban Minor Arterial roadway under County jurisdiction with a general north/south orientation. In the vicinity of the site, the posted speed limit is 40 MPH and the roadway generally provides one (1) travel lane in each direction separated by a two-way left-turn lane median. On-street parking is not permitted. Curb and sidewalk are provided along both sides of the roadway. Princeton Pike provides a straight horizontal alignment and a relatively flat vertical alignment along the site frontage. The land uses along Princeton Pike in the vicinity of The Project are a mix of office and residential.

Franklin Corner Road (CR 546) is an Urban Minor Arterial roadway under County jurisdiction with a general east/west orientation. In the vicinity of the site, the posted speed limit is 45 MPH and the roadway provides one (1) travel lane in each direction. On-street parking is not permitted along the westbound (northerly) side of the roadway. Curb and sidewalk are provided along both sides of the roadway. Franklin Corner Road provides a straight horizontal alignment and a relatively flat vertical alignment along the site frontage. The land uses along Franklin Corner Road in the vicinity of The Project are a mix of office and residential.

Executive Park Plaza Road is a private roadway under municipal jurisdiction with a general east/west orientation. The speed limit is not posted in the vicinity of the site and the roadway provides one (1) travel lane in each direction. On-street parking is not permitted, sidewalk is not provided, and curb is provided along both sides of the roadway. Executive Park Plaza Road provides a horizontal curvature and becomes north/south oriented at its intersection with Franklin Corner Road. The roadway provides a relatively flat vertical alignment. Land uses along Executive Park Plaza Road in the vicinity of The Project are a mix of office and medical office.

### Existing Traffic Volumes

Turning movement counts were conducted on Thursday, February 15, 2024 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM as well as on Saturday, February 10, 2024 from 11:00 AM to 2:00 PM at the following intersections:

- Princeton Pike (CR 583) & Executive Park Plaza Road
- Franklin Corner Road (CR 546) and Executive Park Plaza Road

Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

### Existing Capacity Analysis

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

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 1 describes the level of service ranges for unsignalized (stop controlled) intersections.

**Table 1  
Level of Service Criteria  
for Unsignalized Intersections**

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

Analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles.

All capacity analyses were performed utilizing Synchro 12 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table 2 summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

**Table 2  
Existing Levels of Service**

Intersection	Direction/ Movement		AM PSH	PM PSH	Sat PSH
Princeton Pike & Executive Park Plaza Road	EB	LR	b (14)	c (21)	b (11)
	NB	L	a (8)	a (9)	a (8)
Franklin Corner Road & Executive Park Plaza Road	EB	L*	a (8)	a (8)	a (8)
	SB	L*R	a (10)	b (11)	a (10)

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

\*Left Turns are prohibited at the intersection but were included based on the turning movement count data

The following are discussions pertaining to each of the existing intersections analyzed.

***Princeton Pike & Executive Park Plaza Road***

Executive Park Plaza Road intersects Princeton Pike to form an unsignalized T-intersection with the Executive Park Plaza Road approach operating under stop control. The eastbound approach of Executive Park Plaza Road provides one (1) shared left-turn/right-turn lane. The northbound approach of Princeton Pike provides one (1) exclusive left-turn lane via the two-way left-turn lane median and one (1) exclusive through lane. The southbound approach of Princeton Pike provides one (1) shared through/right-turn lane.

A review of the existing analysis reveals that all movements of the intersection operate at levels of service “C” or better during the analyzed peak periods. See Table 2 for the individual movement levels of service and delays.

***Franklin Corner Road & Executive Park Plaza Road***

Executive Park Plaza Road intersects Franklin Corner Road to form an unsignalized T-intersection with the Executive Park Plaza Road approach operating under stop control. The eastbound approach of Franklin Corner Road provides two (2) exclusive through lanes and the westbound approach of Franklin Corner Road provides one (1) shared through/right-turn lane. The southbound approach of Executive Park Plaza Road provides one (1) exclusive right-turn lane. It is important to note that left turns are not permitted at the intersection; however, the turning movement count data revealed that eastbound left-turn and southbound left-turn movements occur in the Existing condition. Therefore, these movements have been reflected in the capacity analysis.

A review of the existing analysis reveals that all movements of the intersection operate at levels of service “B” or better during the analyzed peak periods. See Table 2 for the individual movement levels of service and delays.

**FUTURE CONDITIONS**

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

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.5% per year.

Through consultation with the Township of Lawrence Planning and Zoning Board staff, there are no other developments in the vicinity of the site that have been approved but not yet constructed that are identified as significant traffic generators. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments not listed.

The subject site is currently occupied by 105,000 SF of office space with only 2,500 SF of the space currently occupied. Since the site formerly operated as a fully functioning office park and could be reoccupied in the future, the additional trip generation associated with the re-occupation of the existing office space was calculated and added to the adjacent roadway network. Table 3 below provides the additional trip generation for the vacant office space if it were fully occupied. These trips were also distributed to the adjacent roadway network and are shown on Figure 3.

**Table 3  
Trip Generation of Fully Occupied Vacant Office Space**

Land Use	AM PSH			PM PSH			Sat PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Office - 102,500 SF	150	21	171	29	140	169	29	25	54

Future 2026 No Build traffic volumes were developed by applying the background growth rate of 1.5% for two (2) years and adding the trips generated by the existing vacant office space, if it were fully occupied, to the study area roadways existing traffic volumes. Figure 4, in Appendix A, shows the 2026 No Build traffic volumes.

**Traffic Generation**

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 220 – Multifamily Housing (Low-Rise) and LUC 822 – Strip Retail Plaza in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation, 11<sup>th</sup> Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites.

*Internal Capture*

The ITE publication *Trip Generation Handbook, 3<sup>rd</sup> Edition*, recognizes that when land uses are proximate to each other, individual land uses tend to interact, reducing the overall trip generation for the site. It is anticipated that there will be an overall reduction in site-generated trips due to the opportunities for users to visit a combination of retail and residential uses. These trips can be made without accessing the regional roadway network and are considered “internal” to the overall development. Based on the ITE internal capture methodology, reduction rates of 1.6%, 19.0%, and 7.1% have been applied to site generated trips during the weekday morning, weekday evening, and Saturday midday peak hours, respectively, to account for this effect. All internal capture calculation worksheets are contained in Appendix D.

*Passby Traffic*

According to studies conducted by ITE, traffic associated with retail uses is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the retail stores are not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a 34% passby traffic percentage during the weekday evening peak hour and 26% during the Saturday midday peak hour, which is also accepted by NJDOT. It should be noted that there will realistically be passby traffic during the weekday morning peak periods as well even though there is no data published by ITE or

NJDOT, however conservatively no credit was taken for this effect. Table 4 below details the traffic volumes associated with the subject project taking into account internal capture and the passby credits.

**Table 4**  
**Trip Generation Considering Internal Capture & Passby Traffic**

Land Use	Trip Type	AM PSH			PM PSH			Sat PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
Residential 204 Units LUC 220	Total	21	65	86	68	40	108	42	42	84
	Internal	0	1	1	15	6	21	4	3	7
	Passby	0	0	0	0	0	0	0	0	0
	<i>New (Primary)</i>	21	64	85	53	34	87	38	39	77
Retail 17,000 SF LUC 822	Total	24	16	40	57	56	113	57	55	112
	Internal	1	0	1	6	15	21	3	4	7
	Passby	0	0	0	14	14	28	13	13	26
	<i>New (Primary)</i>	23	16	39	37	27	64	41	38	79
<b>Total</b>	<b>Total</b>	<b>45</b>	<b>81</b>	<b>126</b>	<b>125</b>	<b>96</b>	<b>221</b>	<b>99</b>	<b>97</b>	<b>196</b>
	<b>Internal</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>21</b>	<b>42</b>	<b>7</b>	<b>7</b>	<b>14</b>
	<b>Passby</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>13</b>	<b>13</b>	<b>26</b>
	<i><b>New (Primary)</b></i>	<i><b>44</b></i>	<i><b>80</b></i>	<i><b>124</b></i>	<i><b>90</b></i>	<i><b>61</b></i>	<i><b>151</b></i>	<i><b>79</b></i>	<i><b>77</b></i>	<i><b>156</b></i>

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 5-9, located in Appendix A, illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 10.

*Trip Generation Comparison*

As previously noted, the site is currently occupied by 105,000 SF of office space with only 2,500 SF of the space currently occupied. Since the site formerly operated as a fully functioning office park, a trip generation comparison was conducted as if the existing office space was at full capacity. Table 5 below provides a comparison between the primary trips associated with the site fully occupied and the primary trips projected for the proposed redevelopment. Note that the primary trips associated with the existing use were determined using ITE rates associated with LUC 710 – General Office Building.

**Table 5**  
**Existing vs. Proposed Primary Trip Generation Comparison**

Land Use	AM PSH			PM PSH			Sat PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Office - 105,000 SF ( <i>Existing</i> )	154	21	175	29	144	173	30	26	56
Mixed-Use Development ( <i>Proposed</i> )	44	80	124	90	61	151	79	77	156
<b>Difference</b>	<b>-110</b>	<b>+59</b>	<b>-51</b>	<b>+61</b>	<b>-83</b>	<b>-22</b>	<b>+49</b>	<b>+51</b>	<b>+100</b>

As shown in the previous table, a change in activity along the adjacent roadway network of 51 fewer primary trips during the weekday morning peak hour, 22 fewer primary trips during the weekday evening peak hour, and 100 additional primary trips during the Saturday midday peak hour is anticipated due to the proposed redevelopment. This trip generation credit was applied to the analysis to account for the existing office space if it were fully occupied.

**Future Capacity Analysis**

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in Table 6 below.

**Table 6  
Future Levels of Service**

Intersection	Direction/ Movement		AM PSH		PM PSH		SAT PSH	
			No Build	Build	No Build	Build	No Build	Build
Princeton Pike & Executive Park Plaza Road	EB	LR	c (17)	c (17)	e (42)	d (33)	b (11)	b (12)
	NB	L	a (9)	a (9)	a (9)	a (9)	a (8)	a (8)
Franklin Corner Road & Executive Park Plaza Road	EB	L*	a (8)	a (8)	a (8)	a (8)	a (8)	a (8)
	SB	L*R	b (10)	b (10)	b (11)	b (11)	a (10)	a (10)

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

\*Left Turns are prohibited at the intersection but were included based on the turning movement count data

***Princeton Pike & Executive Park Plaza Road***

With the addition of site generated traffic, all movements of the intersection are anticipated to operate at levels of service “D” or better during the analyzed peak hours. This is an improvement from the No Build condition. See Table 6 for the individual movement levels of service and delays.

***Franklin Corner Road & Executive Park Plaza Road***

With the addition of site generated traffic, all movements of the intersection are anticipated to operate similar to the No Build condition at levels of service “B” or better during the analyzed peak hours. See Table 6 for the individual movement levels of service and delays.



## **SITE PLAN**

### **Site Access and Circulation**

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project is currently provided and is proposed to remain via one (1) full-movement driveway along Princeton Pike and one (1) right-in/right-out driveway along Franklin Corner Road. Cross access is currently provided to Lots 6, 18, and 19 and is also proposed to remain.

The parking lot will be serviced by parking aisles with widths of 24'. These aisles will allow for two-way circulation in the vicinity of 90-degree parking. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), along with the automobile traffic anticipated.

### **Parking**

The 3131 Princeton Pike Redevelopment Plan sets forth a parking requirement of one (1) parking space per 200 square feet of gross floor area for nonresidential uses. This equates to a parking requirement of 85 spaces for the proposed 17,000 SF of retail space. For residential uses, the Redevelopment Plan refers to parking requirements found within the Residential Site Improvement Standards (RSIS). The RSIS sets forth a parking requirement of 1.8 spaces per one-bedroom unit (93 units), 2.0 parking spaces per two-bedroom unit (104 units), and 2.1 parking spaces per three-bedroom unit (7 units). This equates to a parking requirement of 390 spaces for the residential component and 475 total spaces for the proposed mixed-use development. Parking for nonresidential uses may be reduced by up to 50% upon demonstration that adequate parking exists for the proposed uses. This equates to a parking reduction of 43 spaces for the retail space. The site, as proposed, provides 386 parking spaces, inclusive of 59 make-ready electric vehicle charging spaces and 12 ADA-accessible spaces. A total of 369 parking spaces would be provided on-site and a total of 17 parking spaces would be provided in the office park area (Lot 6).

As per the current Municipal Land Use Law (“M.L.U.L.”) (N.J.A.C. 40:55-D), at least 15% of the total required residential off-street parking spaces and one (1) parking space for 50 or fewer non-residential off-street parking spaces are required to be “make-ready” spaces and electric vehicle supply equipment is to be provided in at least one-third of the 15% “make-ready” spaces. This equates to 59 “make-ready” spaces and 19 electric vehicle charging stations, which is satisfied as designed. Additionally, electric vehicle charging stations count as two (2) spaces for the purposes of complying with parking supply requirements, up to a maximum of 10% of the requirement (475 spaces). As such, with the parking reductions of 43 spaces (50% retail reduction) and 47 spaces (EV space reduction) the effective parking requirement is 386 spaces. Consequently, the parking supply of 386 spaces meets the Redevelopment Plan parking requirement and would be sufficient to support the anticipated demand. Note that no credit was taken for the availability of parking throughout the remaining portion of the 3131 Princeton Pike Redevelopment area, which can further support the proposed development.

It is proposed to provide parking stalls with dimensions of 9'x18' which is in accordance with industry standards.

## **FINDINGS & CONCLUSIONS**

### **Findings**

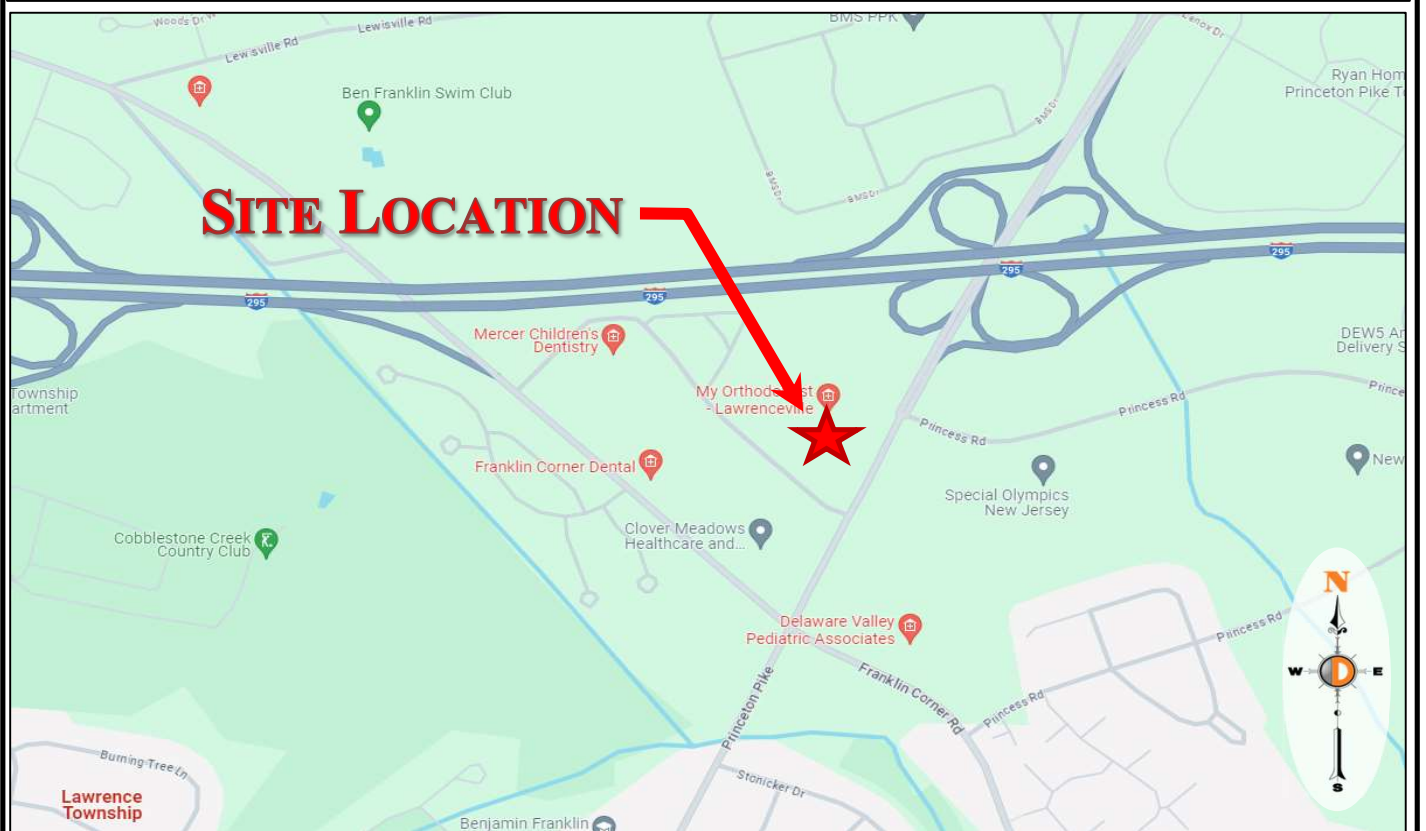
Based upon the detailed analyses as documented herein, the following findings are noted:

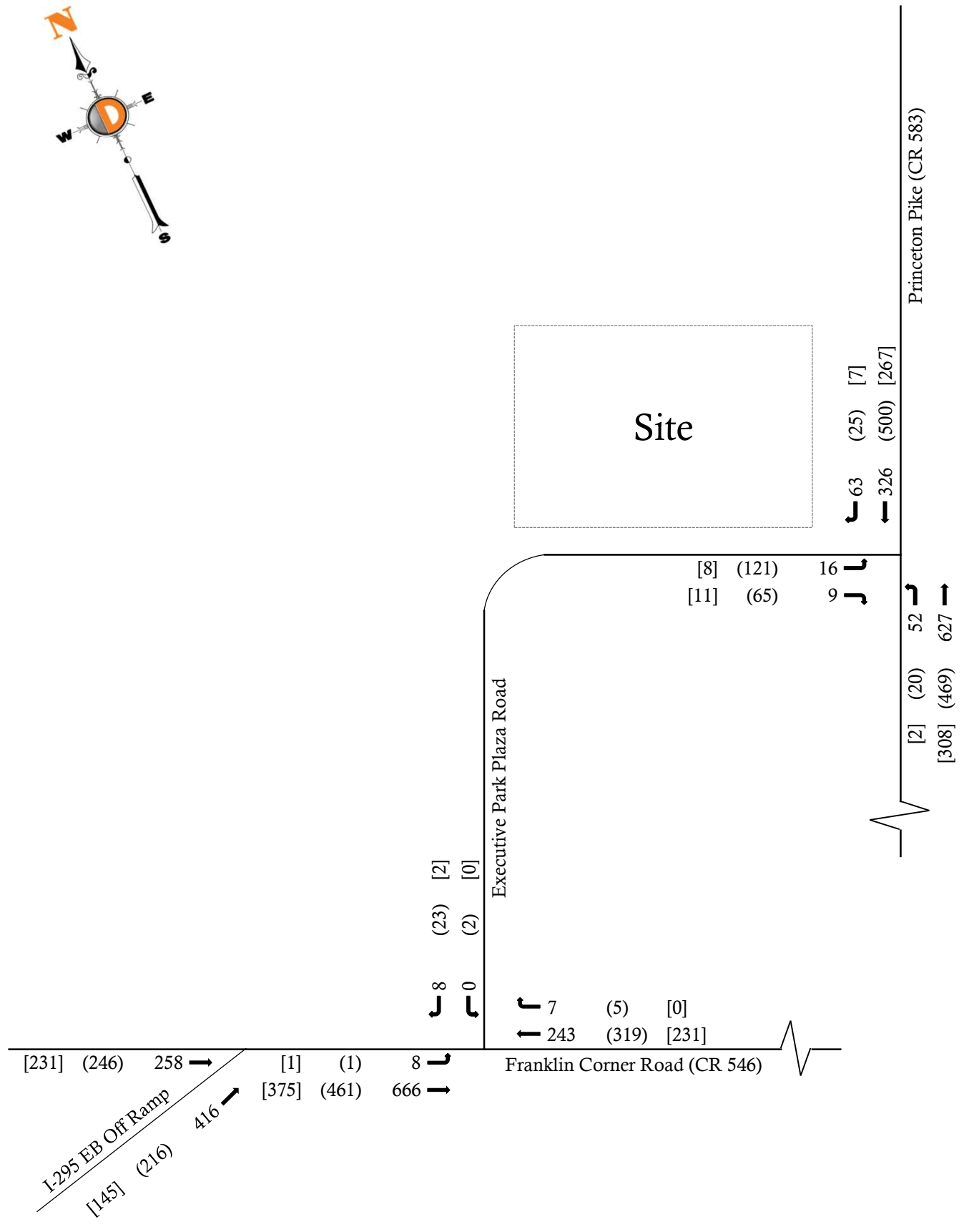
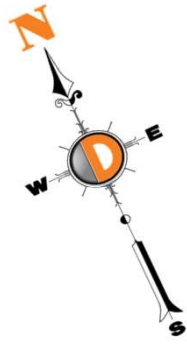
- The proposed mixed-use development, is projected to generate 44 entering trips and 80 exiting trips during the weekday morning peak hour, 90 entering trips and 61 exiting trips during the evening peak hour, and 79 entering trips and 77 exiting trips during the Saturday peak hour.
- As compared to the existing office space, the proposed mixed-use development would generate 51 fewer trips during the weekday morning peak hour, 22 fewer trips during the weekday evening peak hour, and 100 additional trips during the Saturday peak hour. This trip generation credit was applied to the analysis to account for the existing office space if it were fully occupied.
- Access to The Project is currently provided and is proposed to remain via one (1) full-movement driveway along Princeton Pike and one (1) right-in/right-out driveway along Franklin Corner Road. Cross access is currently provided to Lots 6, 18, and 19 and is also proposed to remain.
- With the addition of site generated traffic, all movements of the intersection of Princeton Pike and Executive Park Plaza Road are anticipated to operate at levels of service “D” or better during the peak hours studied which is an improvement from the No Build condition.
- With the addition of site generated traffic, all movements of the intersection of Franklin Corner Road and Executive Park Plaza Road are anticipated to operate similar to the No Build condition at levels of service “B” or better during the peak hours studied.
- The existing access points, which are proposed to remain, and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.
- The proposed parking supply and design is sufficient to support the projected demand based on the Redevelopment Plan and industry standard guidelines.

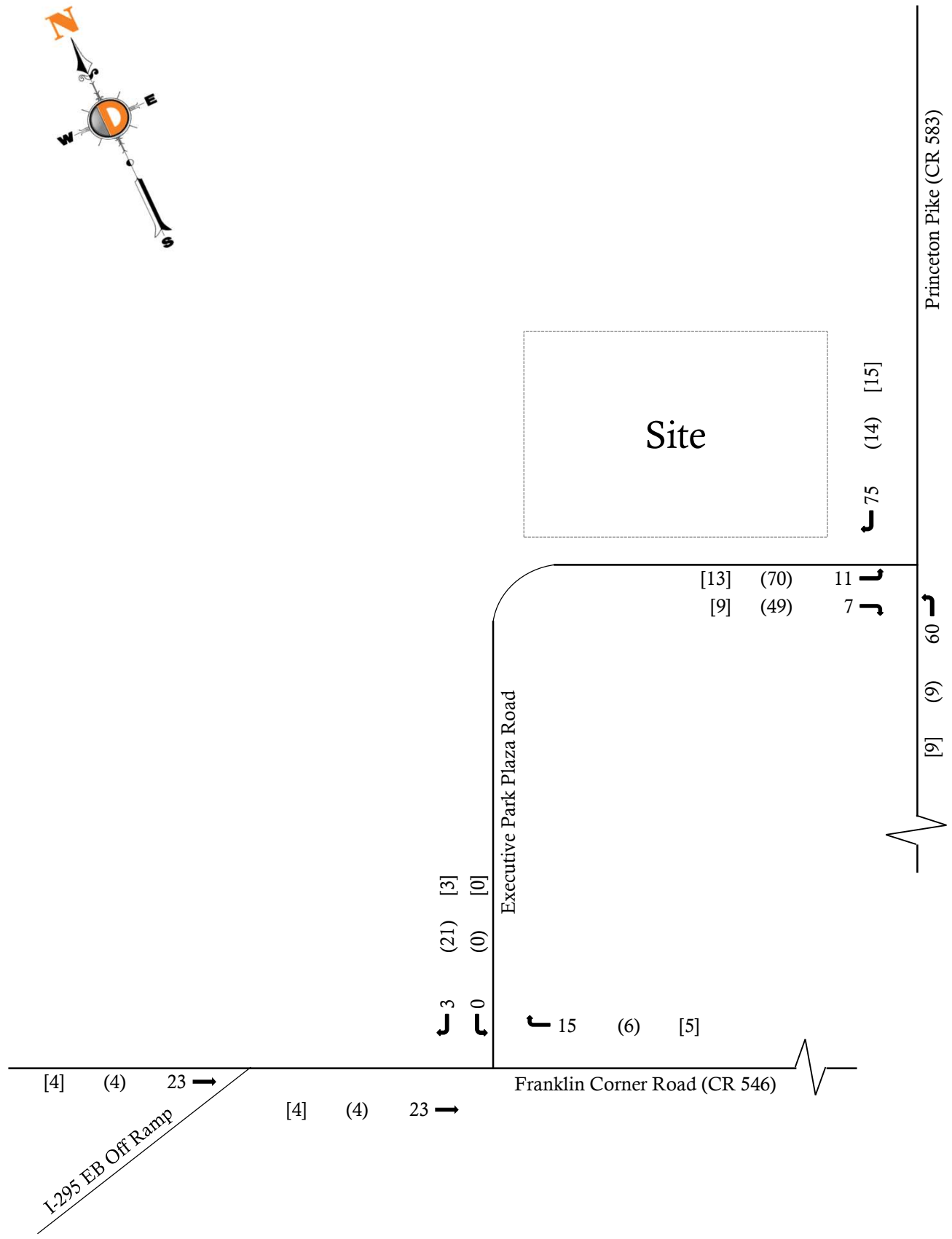
### **Conclusions**

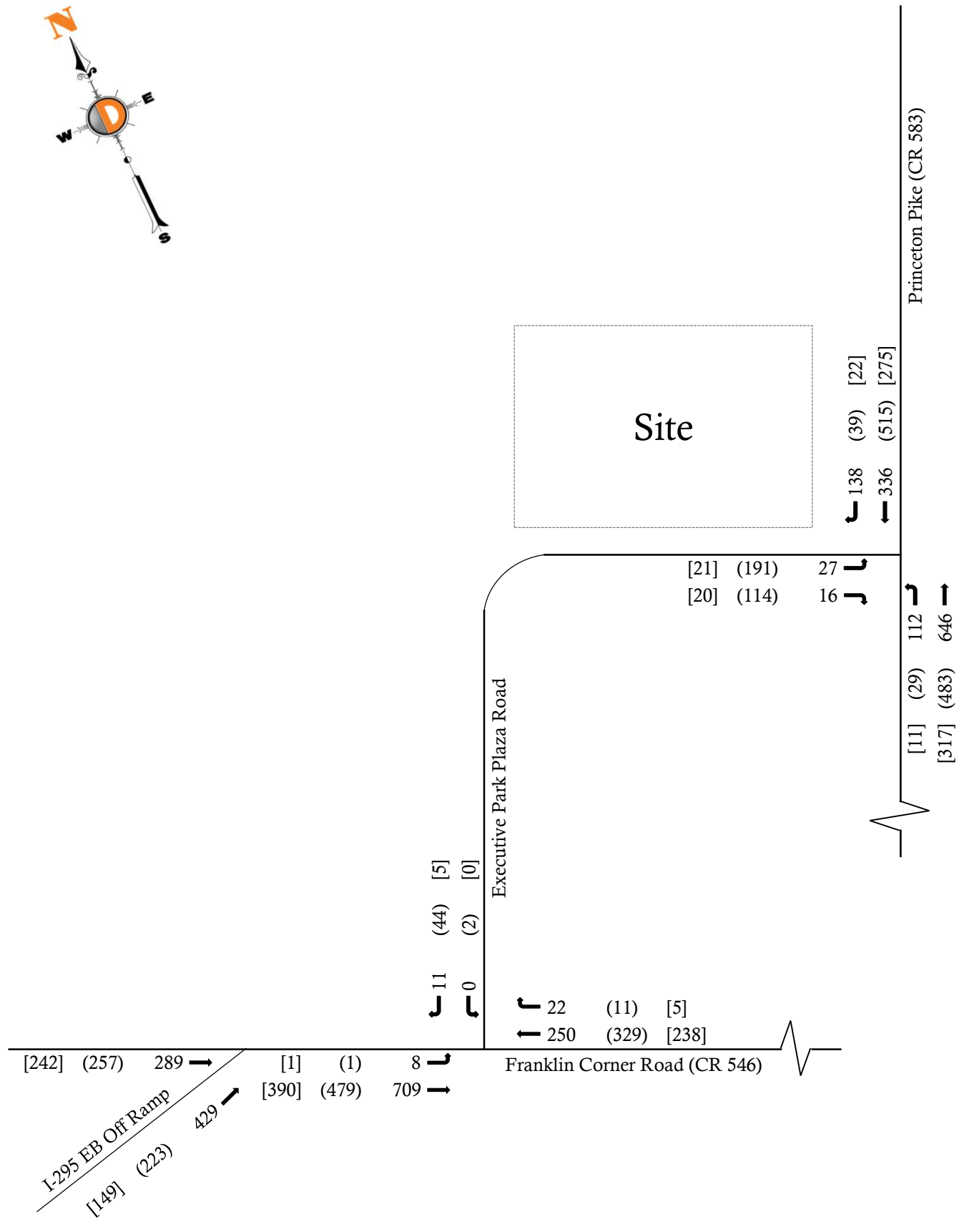
Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the Lawrence Township and Mercer County will not experience any significant degradation in operating conditions with the construction of The Project. The existing access points, which are proposed to remain, are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for effective circulation throughout the site and provides adequate parking to accommodate The Project’s needs.

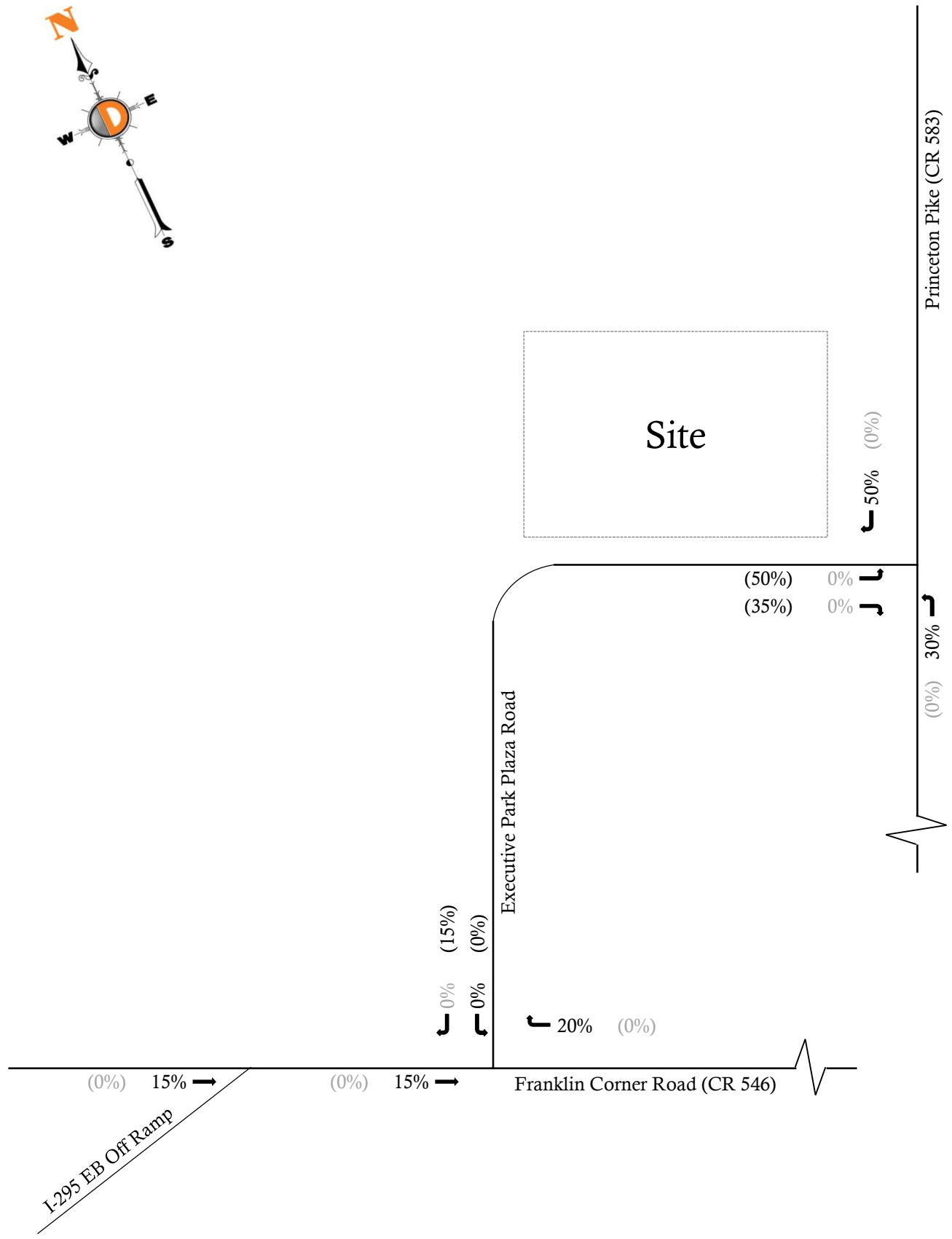
**Appendix A**  
**Traffic Volume Figures**



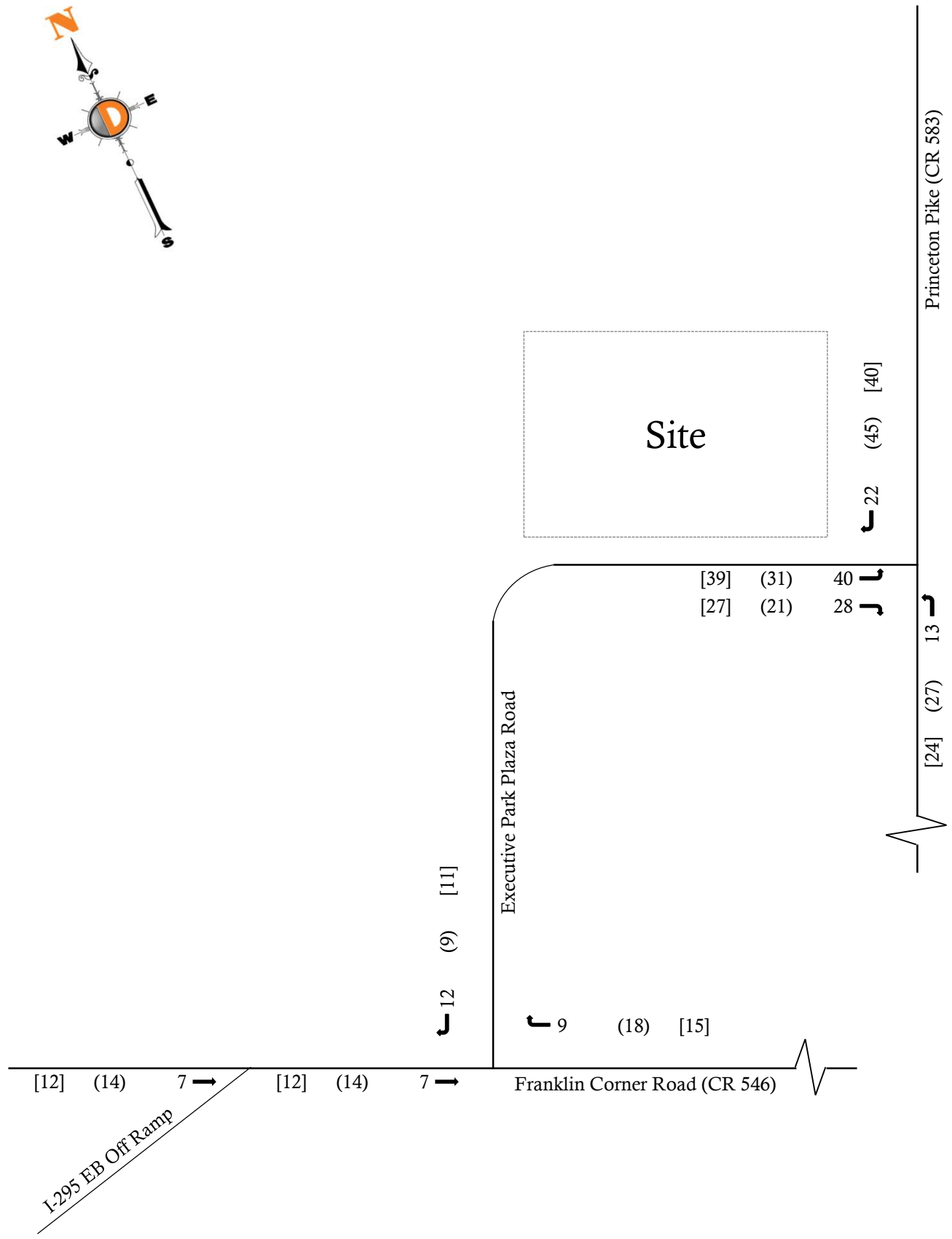
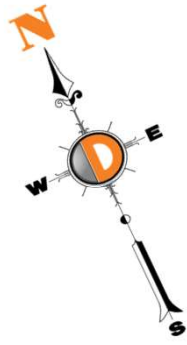


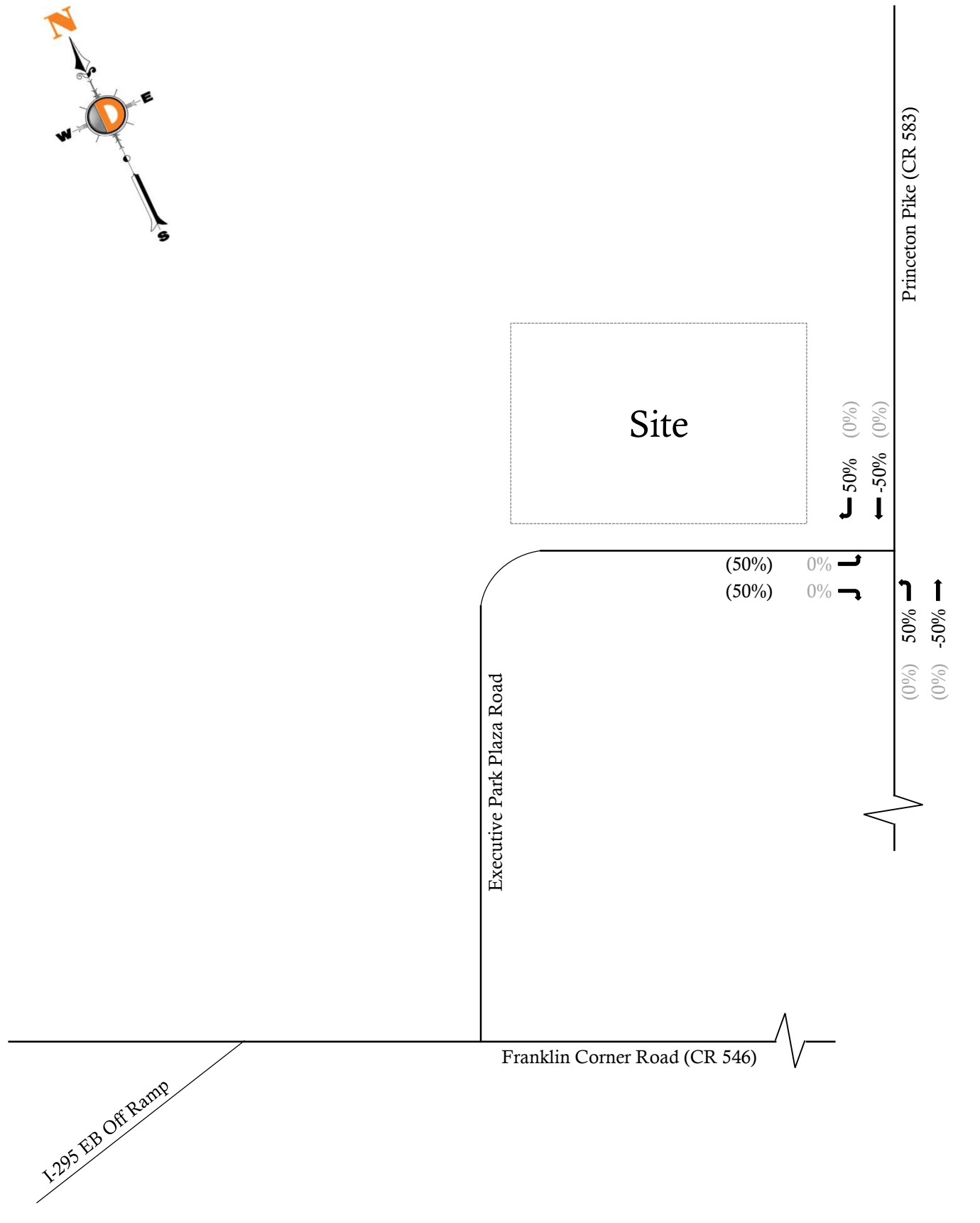


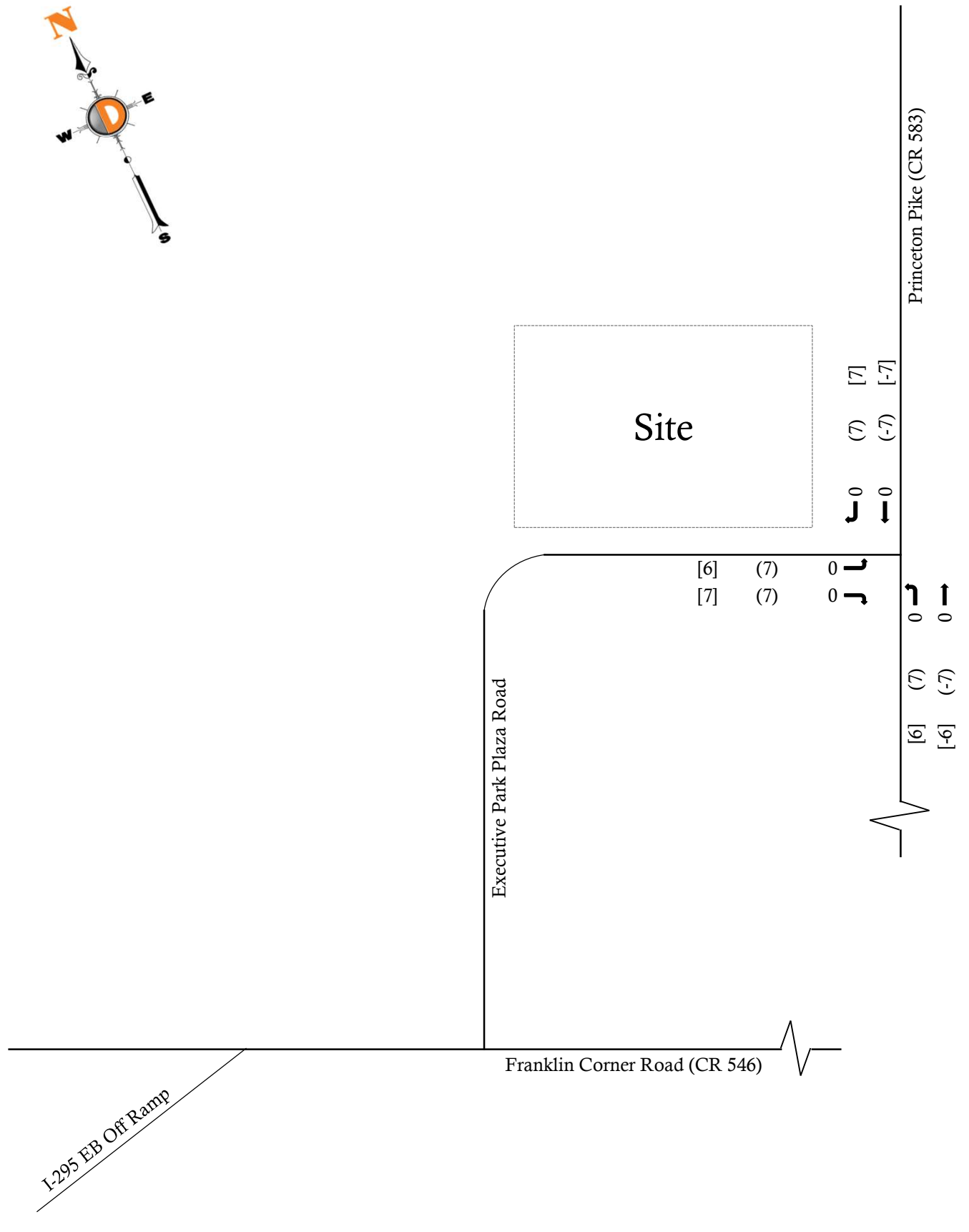


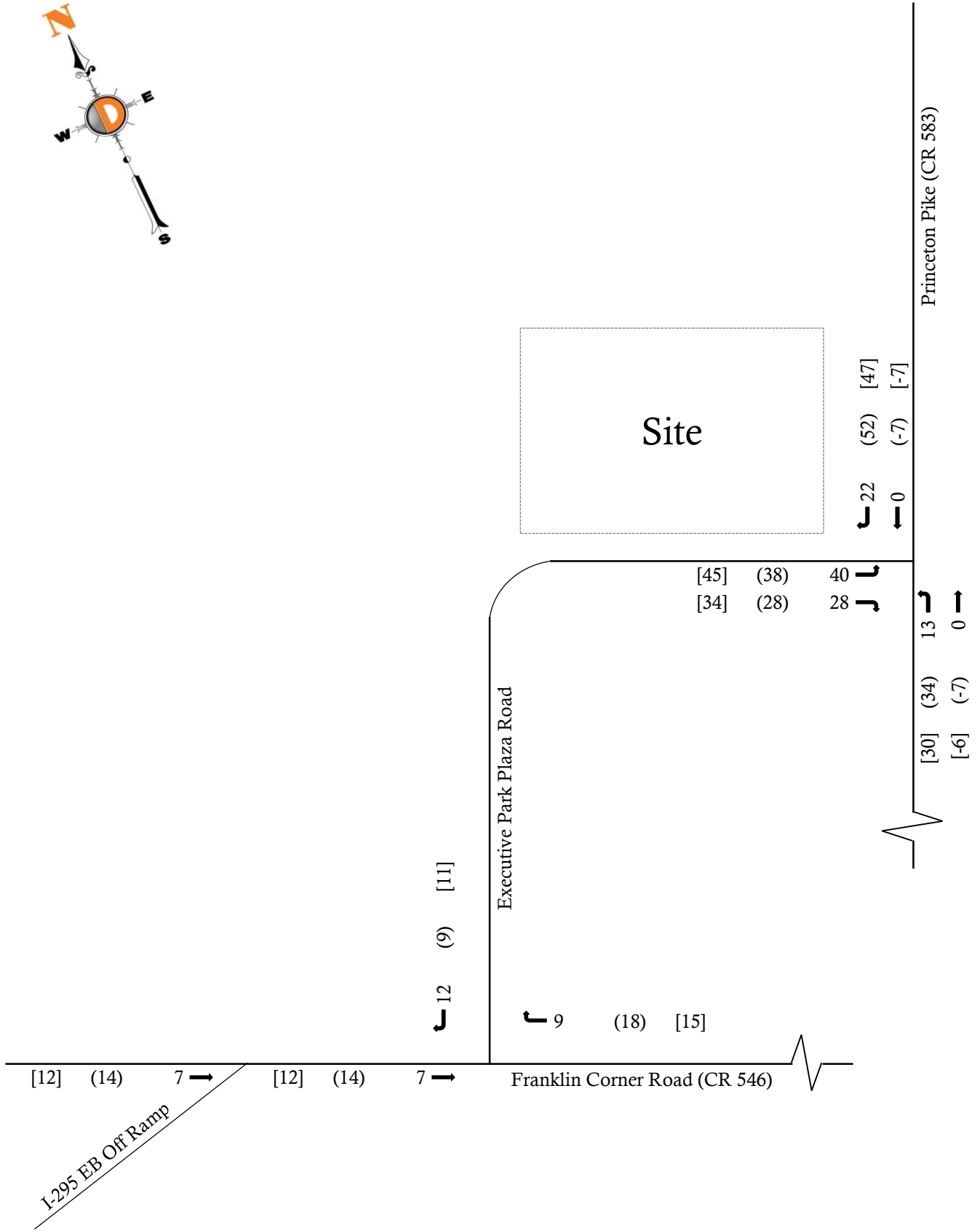


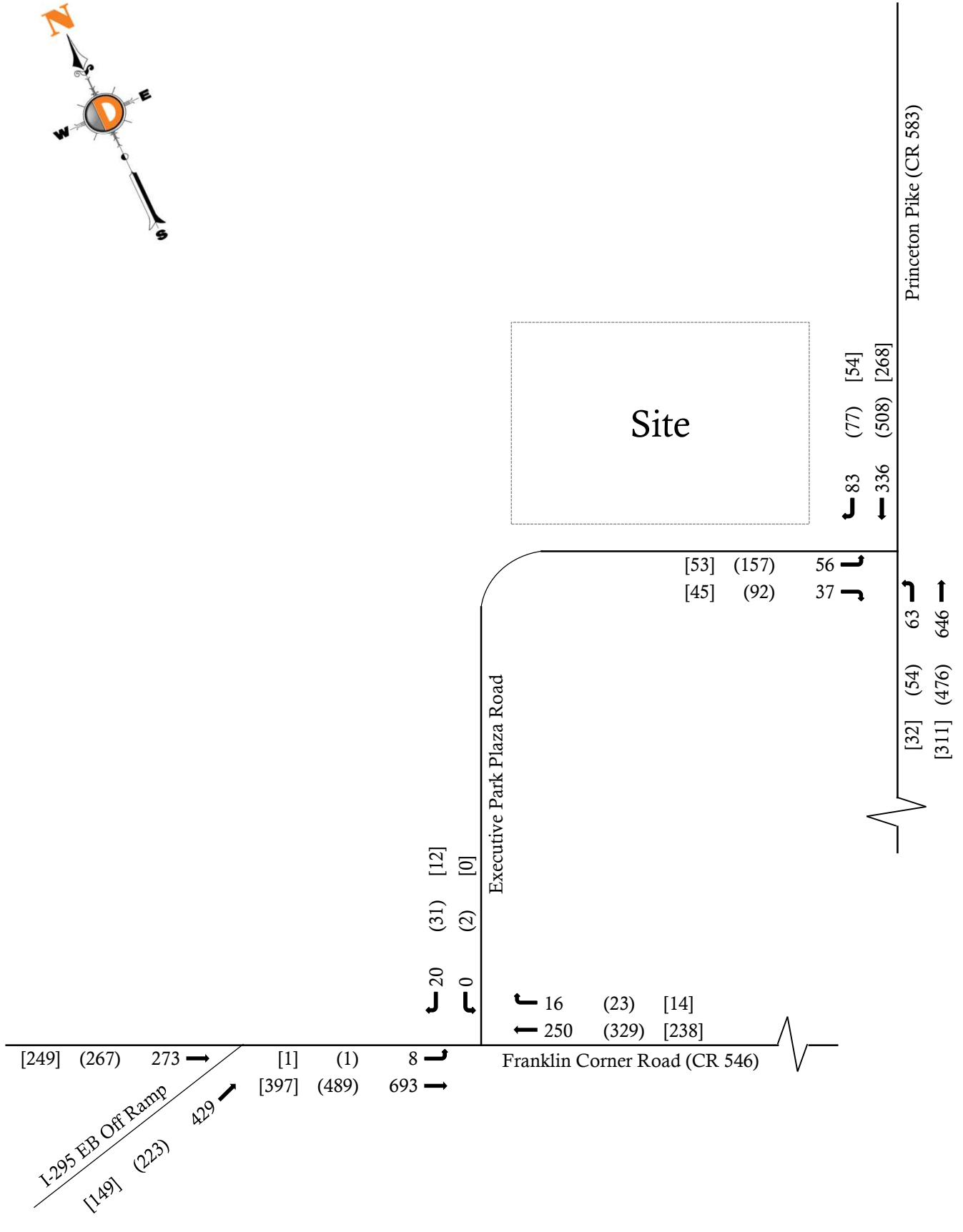
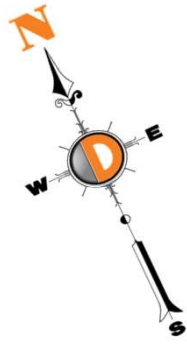












**Appendix B**  
**Project Information**



TRAFFIC & DATA COLLECTION

Imperial Traffic & Data Collection

www.imperialtdc.com

1804 Haddonfield-Berlin Road

Cherry Hill, New Jersey, United States 08034

609-706-6100 hfurey@imperialtdc.com

Count Name: 2. Princeton Pike & Executive Park Plaza Road/Private Driveway

Site Code: 2

Start Date: 02/10/2024

Page No: 1

### Turning Movement Data

Start Time	Executive Park Plaza Road Eastbound						Lawrence Dental Driveway Westbound						Princeton Pike Northbound						Princeton Pike Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	4	0	3	0	7	0	0	0	2	0	2	0	2	82	1	0	85	0	0	71	2	0	73	167
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	69	0	0	69	0	0	64	1	0	65	134
11:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	63	0	0	63	0	0	69	1	0	70	135
11:45 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	78	0	0	78	0	0	65	2	0	67	147
Hourly Total	0	6	0	5	0	11	0	0	0	2	1	2	0	2	292	1	0	295	0	0	269	6	0	275	583
12:00 PM	0	3	0	8	0	11	0	1	0	0	0	1	0	0	82	0	0	82	0	0	64	1	0	65	159
12:15 PM	0	3	0	2	1	5	0	0	0	0	1	0	0	2	84	1	0	87	0	0	69	3	0	72	164
12:30 PM	0	3	0	2	0	5	0	0	0	0	1	0	0	0	69	0	0	69	0	0	55	0	0	55	129
12:45 PM	0	4	0	0	0	4	0	0	0	0	1	0	0	1	85	0	0	86	0	0	49	2	0	51	141
Hourly Total	0	13	0	12	1	25	0	1	0	0	3	1	0	3	320	1	0	324	0	0	237	6	0	243	593
1:00 PM	0	1	0	1	0	2	0	0	0	1	0	1	0	1	77	0	0	78	0	0	50	0	1	50	131
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	88	1	0	91	0	0	59	0	0	59	150
1:30 PM	0	2	0	0	0	2	0	0	0	1	0	1	0	3	83	0	0	86	0	0	63	1	0	64	153
1:45 PM	0	1	0	1	0	2	0	0	0	0	3	0	0	3	65	0	0	68	0	0	78	1	0	79	149
Hourly Total	0	4	0	2	0	6	0	0	0	2	3	2	0	9	313	1	0	323	0	0	250	2	1	252	583
Grand Total	0	23	0	19	1	42	0	1	0	4	7	5	0	14	925	3	0	942	0	0	756	14	1	770	1759
Approach %	0.0	54.8	0.0	45.2	-	-	0.0	20.0	0.0	80.0	-	-	0.0	1.5	98.2	0.3	-	-	0.0	0.0	98.2	1.8	-	-	-
Total %	0.0	1.3	0.0	1.1	-	2.4	0.0	0.1	0.0	0.2	-	0.3	0.0	0.8	52.6	0.2	-	53.6	0.0	0.0	43.0	0.8	-	43.8	-
Lights	0	23	0	18	-	41	0	1	0	4	-	5	0	14	922	2	-	938	0	0	743	14	-	757	1741
% Lights	-	100.0	-	94.7	-	97.6	-	100.0	-	100.0	-	100.0	-	100.0	99.7	66.7	-	99.6	-	-	98.3	100.0	-	98.3	99.0
Mediums	0	0	0	1	-	1	0	0	0	0	-	0	0	0	3	1	-	4	0	0	12	0	-	12	17
% Mediums	-	0.0	-	5.3	-	2.4	-	0.0	-	0.0	-	0.0	-	0.0	0.3	33.3	-	0.4	-	-	1.6	0.0	-	1.6	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.1	0.0	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: 2. Princeton Pike & Executive Park  
 Plaza Road/Private Driveway  
 Site Code: 2  
 Start Date: 02/10/2024  
 Page No: 3

Project: Benjamin Franklin & Executive Park  
 Municipality: Lawrence, Mercer County, NJ  
 Setup: BC  
 Location: 40.282182, -74.71575

### Turning Movement Peak Hour Data (11:30 AM)

Start Time	Executive Park Plaza Road Eastbound						Lawrence Dental Driveway Westbound						Princeton Pike Northbound						Princeton Pike Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	63	0	0	63	0	0	69	1	0	70	135
11:45 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	78	0	0	78	0	0	65	2	0	67	147
12:00 PM	0	3	0	8	0	11	0	1	0	0	0	1	0	0	82	0	0	82	0	0	64	1	0	65	159
12:15 PM	0	3	0	2	1	5	0	0	0	0	1	0	0	2	84	1	0	87	0	0	69	3	0	72	164
Total	0	8	0	12	1	20	0	1	0	0	1	1	0	2	307	1	0	310	0	0	267	7	0	274	605
Approach %	0.0	40.0	0.0	60.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	0.6	99.0	0.3	-	-	0.0	0.0	97.4	2.6	-	-	-
Total %	0.0	1.3	0.0	2.0	-	3.3	0.0	0.2	0.0	0.0	-	0.2	0.0	0.3	50.7	0.2	-	51.2	0.0	0.0	44.1	1.2	-	45.3	-
PHF	0.000	0.667	0.000	0.375	-	0.455	0.000	0.250	0.000	0.000	-	0.250	0.000	0.250	0.914	0.250	-	0.891	0.000	0.000	0.967	0.583	-	0.951	0.922
Lights	0	8	0	11	-	19	0	1	0	0	-	1	0	2	305	0	-	307	0	0	260	7	-	267	594
% Lights	-	100.0	-	91.7	-	95.0	-	100.0	-	-	-	100.0	-	100.0	99.3	0.0	-	99.0	-	-	97.4	100.0	-	97.4	98.2
Mediums	0	0	0	1	-	1	0	0	0	0	-	0	0	0	2	1	-	3	0	0	6	0	-	6	10
% Mediums	-	0.0	-	8.3	-	5.0	-	0.0	-	-	-	0.0	-	0.0	0.7	100.0	-	1.0	-	-	2.2	0.0	-	2.2	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.4	0.0	-	0.4	0.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-







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 609-706-6100 hfurey@imperialtdc.com

Count Name: 1. Benjamin Franklin & Executive Park  
 Site Code: 1  
 Start Date: 02/10/2024  
 Page No: 3

Project: Benjamin Franklin & Executive Park  
 Municipality: Lawrence, Mercer County, NJ  
 Setup: BC  
 Location: 40.284127, -74.721901

### Turning Movement Peak Hour Data (12:15 PM)

Start Time	Franklin Corner Road Eastbound						Franklin Corner Road Westbound						295 Off-ramp Northbound						Executive Park Plaza Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15 PM	0	0	57	0	0	57	0	0	63	0	0	63	0	1	0	38	0	39	0	0	0	0	0	0	159
12:30 PM	0	0	66	0	0	66	0	0	61	0	0	61	0	0	0	32	0	32	0	0	0	1	0	1	160
12:45 PM	0	0	52	0	0	52	0	0	51	0	0	51	0	0	0	35	0	35	0	0	0	0	0	0	138
1:00 PM	0	0	56	0	0	56	0	0	56	0	0	56	0	0	0	39	0	39	0	0	0	1	0	1	152
<b>Total</b>	0	0	231	0	0	231	0	0	231	0	0	231	0	1	0	144	0	145	0	0	0	2	0	2	609
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	0.7	0.0	99.3	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	37.9	0.0	-	37.9	0.0	0.0	37.9	0.0	-	37.9	0.0	0.2	0.0	23.6	-	23.8	0.0	0.0	0.0	0.3	-	0.3	-
PHF	0.000	0.000	0.875	0.000	-	0.875	0.000	0.000	0.917	0.000	-	0.917	0.000	0.250	0.000	0.923	-	0.929	0.000	0.000	0.000	0.500	-	0.500	0.952
Lights	0	0	229	0	-	229	0	0	230	0	-	230	0	1	0	143	-	144	0	0	0	2	-	2	605
% Lights	-	-	99.1	-	-	99.1	-	-	99.6	-	-	99.6	-	100.0	-	99.3	-	99.3	-	-	-	100.0	-	100.0	99.3
Mediums	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	3
% Mediums	-	-	0.9	-	-	0.9	-	-	0.0	-	-	0.0	-	0.0	-	0.7	-	0.7	-	-	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	0.0	-	-	0.0	-	-	0.4	-	-	0.4	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: 2. Princeton Pike & Executive Park  
 Plaza Road/Private Driveway  
 Site Code: 2  
 Start Date: 02/15/2024  
 Page No: 1

Project: Ben Franklin & Executive Park  
 Municipality: Lawrence, Mercer County, NJ  
 Setup: AH  
 Location: 40.282182, -74.71575

### Turning Movement Data

Start Time	Executive Park Plaza Road Eastbound						Driveway Westbound						Princeton Pike Northbound						Princeton Pike Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	0	1	0	2	0	0	0	0	1	0	0	14	82	0	1	96	0	1	49	10	0	60	158
7:15 AM	0	7	0	3	0	10	0	0	0	0	1	0	0	13	97	0	0	110	0	3	75	17	0	95	215
7:30 AM	1	3	0	1	0	5	0	0	0	0	2	0	0	18	158	5	0	181	0	7	49	12	0	68	254
7:45 AM	0	0	0	3	0	3	0	0	0	4	0	4	0	27	154	3	1	184	0	7	76	21	0	104	295
Hourly Total	1	11	0	8	0	20	0	0	0	4	4	4	0	72	491	8	2	571	0	18	249	60	0	327	922
8:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	9	138	5	0	152	0	2	83	8	0	93	248
8:15 AM	1	5	0	1	0	7	0	1	0	1	0	2	0	13	158	2	0	173	0	11	64	12	0	87	269
8:30 AM	0	2	0	5	0	7	0	2	0	6	0	8	0	13	155	6	0	174	0	7	91	15	0	113	302
8:45 AM	0	5	0	3	0	8	0	3	0	3	1	6	0	17	161	2	0	180	0	11	88	28	0	127	321
Hourly Total	1	15	0	9	0	25	0	6	0	10	1	16	0	52	612	15	0	679	0	31	326	63	0	420	1140
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	31	1	16	0	48	0	1	0	7	0	8	0	7	108	0	0	115	0	0	137	9	0	146	317
4:45 PM	0	27	0	15	0	42	0	7	0	9	0	16	0	6	110	0	0	116	0	0	110	9	0	119	293
Hourly Total	0	58	1	31	0	90	0	8	0	16	0	24	0	13	218	0	0	231	0	0	247	18	0	265	610
5:00 PM	0	35	0	27	0	62	0	1	0	11	1	12	0	3	128	0	0	131	0	0	138	3	0	141	346
5:15 PM	0	27	0	7	0	34	0	3	0	12	0	15	0	4	123	0	0	127	0	0	115	4	0	119	295
5:30 PM	0	23	1	10	0	34	0	0	0	3	0	3	0	1	110	0	0	111	0	0	118	3	0	121	269
5:45 PM	0	12	0	6	0	18	0	1	1	7	2	9	0	6	89	1	0	96	0	0	121	13	0	134	257
Hourly Total	0	97	1	50	0	148	0	5	1	33	3	39	0	14	450	1	0	465	0	0	492	23	0	515	1167
6:00 PM	0	13	0	7	0	20	0	1	0	8	0	9	0	7	100	0	0	107	0	0	92	9	0	101	237
6:15 PM	0	22	0	9	0	31	0	0	0	3	0	3	0	3	82	0	0	85	0	0	79	8	0	87	206
Grand Total	2	216	2	114	0	334	0	20	1	74	8	95	0	161	1953	24	2	2138	0	49	1485	181	0	1715	4282
Approach %	0.6	64.7	0.6	34.1	-	-	0.0	21.1	1.1	77.9	-	-	0.0	7.5	91.3	1.1	-	-	0.0	2.9	86.6	10.6	-	-	-
Total %	0.0	5.0	0.0	2.7	-	7.8	0.0	0.5	0.0	1.7	-	2.2	0.0	3.8	45.6	0.6	-	49.9	0.0	1.1	34.7	4.2	-	40.1	-
Lights	2	214	2	113	-	331	0	20	0	73	-	93	0	161	1911	24	-	2096	0	49	1454	179	-	1682	4202
% Lights	100.0	99.1	100.0	99.1	-	99.1	-	100.0	0.0	98.6	-	97.9	-	100.0	97.8	100.0	-	98.0	-	100.0	97.9	98.9	-	98.1	98.1
Mediums	0	2	0	1	-	3	0	0	1	1	-	2	0	0	39	0	-	39	0	0	30	2	-	32	76
% Mediums	0.0	0.9	0.0	0.9	-	0.9	-	0.0	100.0	1.4	-	2.1	-	0.0	2.0	0.0	-	1.8	-	0.0	2.0	1.1	-	1.9	1.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	1	0	-	1	4
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	8	-	-	-	-	-	-	2	-	-	-	-	-	0	-	-



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Cherry Hill, New Jersey, United States 08034

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Count Name: 2. Princeton Pike & Executive Park Plaza Road/Private Driveway

Site Code: 2

Start Date: 02/15/2024

Page No: 4

Project: Ben Franklin & Executive Park  
Municipality: Lawrence, Mercer County, NJ  
Setup: AH  
Location: 40.282182, -74.71575

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Executive Park Plaza Road Eastbound						Driveway Westbound						Princeton Pike Northbound						Princeton Pike Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	9	138	5	0	152	0	2	83	8	0	93	248
8:15 AM	1	5	0	1	0	7	0	1	0	1	0	2	0	13	158	2	0	173	0	11	64	12	0	87	269
8:30 AM	0	2	0	5	0	7	0	2	0	6	0	8	0	13	155	6	0	174	0	7	91	15	0	113	302
8:45 AM	0	5	0	3	0	8	0	3	0	3	1	6	0	17	161	2	0	180	0	11	88	28	0	127	321
Total	1	15	0	9	0	25	0	6	0	10	1	16	0	52	612	15	0	679	0	31	326	63	0	420	1140
Approach %	4.0	60.0	0.0	36.0	-	-	0.0	37.5	0.0	62.5	-	-	0.0	7.7	90.1	2.2	-	-	0.0	7.4	77.6	15.0	-	-	-
Total %	0.1	1.3	0.0	0.8	-	2.2	0.0	0.5	0.0	0.9	-	1.4	0.0	4.6	53.7	1.3	-	59.6	0.0	2.7	28.6	5.5	-	36.8	-
PHF	0.250	0.750	0.000	0.450	-	0.781	0.000	0.500	0.000	0.417	-	0.500	0.000	0.765	0.950	0.625	-	0.943	0.000	0.705	0.896	0.563	-	0.827	0.888
Lights	1	15	0	9	-	25	0	6	0	10	-	16	0	52	598	15	-	665	0	31	313	63	-	407	1113
% Lights	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.7	100.0	-	97.9	-	100.0	96.0	100.0	-	96.9	97.6
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	13	0	-	13	0	0	12	0	-	12	25
% Mediums	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.1	0.0	-	1.9	-	0.0	3.7	0.0	-	2.9	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	0.0	0.3	0.0	-	0.2	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



TRAFFIC & DATA COLLECTION

Imperial Traffic & Data Collection

www.imperialtdc.com

1804 Haddonfield-Berlin Road

Cherry Hill, New Jersey, United States 08034

609-706-6100 hfurey@imperialtdc.com

Count Name: 2. Princeton Pike & Executive Park  
Plaza Road/Private Driveway

Site Code: 2

Start Date: 02/15/2024

Page No: 6

Project: Ben Franklin & Executive Park  
Municipality: Lawrence, Mercer County, NJ  
Setup: AH  
Location: 40.282182, -74.71575

### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Executive Park Plaza Road Eastbound						Driveway Westbound						Princeton Pike Northbound						Princeton Pike Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	31	1	16	0	48	0	1	0	7	0	8	0	7	108	0	0	115	0	0	137	9	0	146	317
4:45 PM	0	27	0	15	0	42	0	7	0	9	0	16	0	6	110	0	0	116	0	0	110	9	0	119	293
5:00 PM	0	35	0	27	0	62	0	1	0	11	1	12	0	3	128	0	0	131	0	0	138	3	0	141	346
5:15 PM	0	27	0	7	0	34	0	3	0	12	0	15	0	4	123	0	0	127	0	0	115	4	0	119	295
Total	0	120	1	65	0	186	0	12	0	39	1	51	0	20	469	0	0	489	0	0	500	25	0	525	1251
Approach %	0.0	64.5	0.5	34.9	-	-	0.0	23.5	0.0	76.5	-	-	0.0	4.1	95.9	0.0	-	-	0.0	0.0	95.2	4.8	-	-	-
Total %	0.0	9.6	0.1	5.2	-	14.9	0.0	1.0	0.0	3.1	-	4.1	0.0	1.6	37.5	0.0	-	39.1	0.0	0.0	40.0	2.0	-	42.0	-
PHF	0.000	0.857	0.250	0.602	-	0.750	0.000	0.429	0.000	0.813	-	0.797	0.000	0.714	0.916	0.000	-	0.933	0.000	0.000	0.906	0.694	-	0.899	0.904
Lights	0	120	1	65	-	186	0	12	0	39	-	51	0	20	461	0	-	481	0	0	492	25	-	517	1235
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.3	-	-	98.4	-	-	98.4	100.0	-	98.5	98.7
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	8	0	0	8	0	-	8	16
% Mediums	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7	-	-	1.6	-	-	1.6	0.0	-	1.5	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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 1804 Haddonfield-Berlin Road  
 Cherry Hill, New Jersey, United States 08034  
 609-706-6100 hfurey@imperialtdc.com

Count Name: 1. Benjamin Franklin & Executive  
 Park Plaza Road  
 Site Code: 1  
 Start Date: 02/15/2024  
 Page No: 1

Project: Ben Franklin & Executive Park  
 Municipality: Lawrence, Mercer County, NJ  
 Setup: AH  
 Location: 40.284127, -74.721901

### Turning Movement Data

Start Time	Franklin Corner Road Eastbound						Franklin Corner Road Westbound						295 Off-ramp Northbound						Executive Park Plaza Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	30	0	0	30	0	0	24	1	0	25	0	0	0	42	0	42	0	0	0	0	0	0	97
7:15 AM	0	0	60	0	0	60	0	0	28	0	0	28	0	0	2	67	0	69	0	0	0	0	0	0	157
7:30 AM	0	0	73	0	0	73	0	0	60	1	0	61	0	0	1	72	0	73	0	0	0	1	0	1	208
7:45 AM	0	0	66	0	0	66	0	0	70	1	0	71	0	0	4	105	0	109	0	0	0	3	0	3	249
Hourly Total	0	0	229	0	0	229	0	0	182	3	0	185	0	0	7	286	0	293	0	0	0	4	0	4	711
8:00 AM	0	0	56	0	0	56	0	0	65	1	0	66	0	0	0	105	0	105	0	0	0	1	0	1	228
8:15 AM	0	0	71	0	0	71	0	0	50	2	0	52	0	0	1	94	0	95	0	0	0	5	0	5	223
8:30 AM	0	1	64	0	0	65	0	0	58	3	0	61	0	0	2	105	0	107	0	0	0	0	0	0	233
8:45 AM	0	1	80	0	0	81	0	0	61	1	0	62	0	0	0	102	0	102	0	0	0	1	0	1	246
Hourly Total	0	2	271	0	0	273	0	0	234	7	0	241	0	0	3	406	0	409	0	0	0	7	0	7	930
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	0	59	0	0	59	0	0	73	2	0	75	0	0	0	57	0	57	0	1	0	6	0	7	198
4:45 PM	0	0	68	0	0	68	0	0	70	1	0	71	0	0	1	49	0	50	0	0	0	9	0	9	198
Hourly Total	0	0	127	0	0	127	0	0	143	3	0	146	0	0	1	106	0	107	0	1	0	15	0	16	396
5:00 PM	0	0	65	0	0	65	0	0	103	1	0	104	0	0	0	58	0	58	0	1	0	6	0	7	234
5:15 PM	0	0	54	0	0	54	0	0	73	1	0	74	0	0	0	51	0	51	0	0	0	2	0	2	181
5:30 PM	0	0	51	0	0	51	0	0	68	0	0	68	0	0	0	38	0	38	0	2	0	3	0	5	162
5:45 PM	0	0	54	0	0	54	0	0	82	1	0	83	0	0	0	47	0	47	0	0	0	3	0	3	187
Hourly Total	0	0	224	0	0	224	0	0	326	3	0	329	0	0	0	194	0	194	0	3	0	14	0	17	764
6:00 PM	0	2	58	0	0	60	0	0	55	2	0	57	0	0	3	44	0	47	0	0	0	6	0	6	170
6:15 PM	0	1	62	0	0	63	0	0	56	2	0	58	0	0	1	28	0	29	0	0	0	5	0	5	155
Grand Total	0	5	971	0	0	976	0	0	996	20	0	1016	0	0	15	1064	0	1079	0	4	0	51	0	55	3126
Approach %	0.0	0.5	99.5	0.0	-	-	0.0	0.0	98.0	2.0	-	-	0.0	0.0	1.4	98.6	-	-	0.0	7.3	0.0	92.7	-	-	-
Total %	0.0	0.2	31.1	0.0	-	31.2	0.0	0.0	31.9	0.6	-	32.5	0.0	0.0	0.5	34.0	-	34.5	0.0	0.1	0.0	1.6	-	1.8	-
Lights	0	5	941	0	-	946	0	0	964	19	-	983	0	0	15	1053	-	1068	0	4	0	50	-	54	3051
% Lights	-	100.0	96.9	-	-	96.9	-	-	96.8	95.0	-	96.8	-	-	100.0	99.0	-	99.0	-	100.0	-	98.0	-	98.2	97.6
Mediums	0	0	28	0	-	28	0	0	31	1	-	32	0	0	0	11	-	11	0	0	0	1	-	1	72
% Mediums	-	0.0	2.9	-	-	2.9	-	-	3.1	5.0	-	3.1	-	-	0.0	1.0	-	1.0	-	0.0	-	2.0	-	1.8	2.3
Articulated Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.2	-	-	0.2	-	-	0.1	0.0	-	0.1	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-



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Count Name: 1. Benjamin Franklin & Executive  
 Park Plaza Road  
 Site Code: 1  
 Start Date: 02/15/2024  
 Page No: 4

Project: Ben Franklin & Executive Park  
 Municipality: Lawrence, Mercer County, NJ  
 Setup: AH  
 Location: 40.284127, -74.721901

### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Franklin Corner Road Eastbound						Franklin Corner Road Westbound						295 Off-ramp Northbound						Executive Park Plaza Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	66	0	0	66	0	0	70	1	0	71	0	0	4	105	0	109	0	0	0	3	0	3	249
8:00 AM	0	0	56	0	0	56	0	0	65	1	0	66	0	0	0	105	0	105	0	0	0	1	0	1	228
8:15 AM	0	0	71	0	0	71	0	0	50	2	0	52	0	0	1	94	0	95	0	0	0	5	0	5	223
8:30 AM	0	1	64	0	0	65	0	0	58	3	0	61	0	0	2	105	0	107	0	0	0	0	0	0	233
Total	0	1	257	0	0	258	0	0	243	7	0	250	0	0	7	409	0	416	0	0	0	9	0	9	933
Approach %	0.0	0.4	99.6	0.0	-	-	0.0	0.0	97.2	2.8	-	-	0.0	0.0	1.7	98.3	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.1	27.5	0.0	-	27.7	0.0	0.0	26.0	0.8	-	26.8	0.0	0.0	0.8	43.8	-	44.6	0.0	0.0	0.0	1.0	-	1.0	-
PHF	0.000	0.250	0.905	0.000	-	0.908	0.000	0.000	0.868	0.583	-	0.880	0.000	0.000	0.438	0.974	-	0.954	0.000	0.000	0.000	0.450	-	0.450	0.937
Lights	0	1	240	0	-	241	0	0	224	7	-	231	0	0	7	406	-	413	0	0	0	8	-	8	893
% Lights	-	100.0	93.4	-	-	93.4	-	-	92.2	100.0	-	92.4	-	-	100.0	99.3	-	99.3	-	-	-	88.9	-	88.9	95.7
Mediums	0	0	17	0	-	17	0	0	18	0	-	18	0	0	0	3	-	3	0	0	0	1	-	1	39
% Mediums	-	0.0	6.6	-	-	6.6	-	-	7.4	0.0	-	7.2	-	-	0.0	0.7	-	0.7	-	-	-	11.1	-	11.1	4.2
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: 1. Benjamin Franklin & Executive

Park Plaza Road

Site Code: 1

Start Date: 02/15/2024

Page No: 6

Project: Ben Franklin & Executive Park  
 Municipality: Lawrence, Mercer County, NJ  
 Setup: AH  
 Location: 40.284127, -74.721901

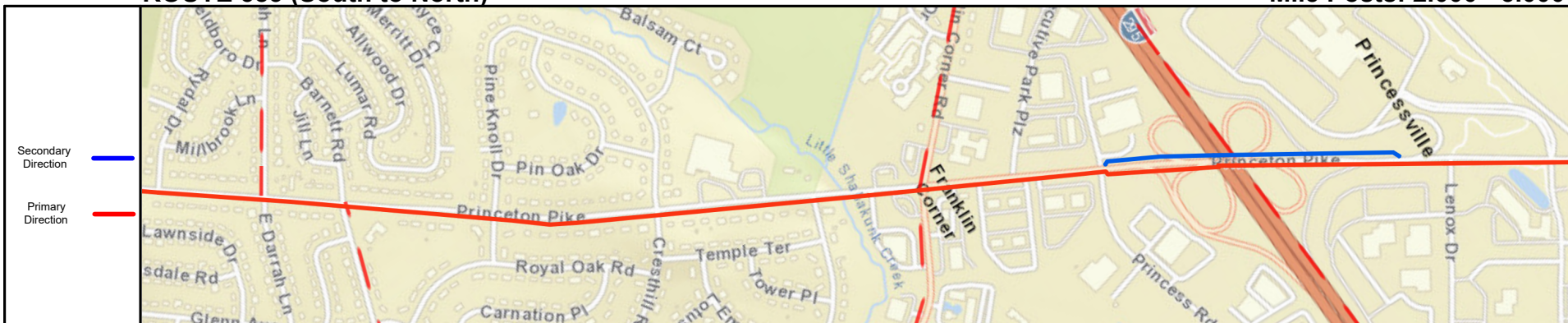
### Turning Movement Peak Hour Data (4:30 PM)

Start Time	Franklin Corner Road Eastbound						Franklin Corner Road Westbound						295 Off-ramp Northbound						Executive Park Plaza Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	0	59	0	0	59	0	0	73	2	0	75	0	0	0	57	0	57	0	1	0	6	0	7	198
4:45 PM	0	0	68	0	0	68	0	0	70	1	0	71	0	0	1	49	0	50	0	0	0	9	0	9	198
5:00 PM	0	0	65	0	0	65	0	0	103	1	0	104	0	0	0	58	0	58	0	1	0	6	0	7	234
5:15 PM	0	0	54	0	0	54	0	0	73	1	0	74	0	0	0	51	0	51	0	0	0	2	0	2	181
Total	0	0	246	0	0	246	0	0	319	5	0	324	0	0	1	215	0	216	0	2	0	23	0	25	811
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	0.0	98.5	1.5	-	-	0.0	0.0	0.5	99.5	-	-	0.0	8.0	0.0	92.0	-	-	-
Total %	0.0	0.0	30.3	0.0	-	30.3	0.0	0.0	39.3	0.6	-	40.0	0.0	0.0	0.1	26.5	-	26.6	0.0	0.2	0.0	2.8	-	3.1	-
PHF	0.000	0.000	0.904	0.000	-	0.904	0.000	0.000	0.774	0.625	-	0.779	0.000	0.000	0.250	0.927	-	0.931	0.000	0.500	0.000	0.639	-	0.694	0.866
Lights	0	0	241	0	-	241	0	0	319	5	-	324	0	0	1	212	-	213	0	2	0	23	-	25	803
% Lights	-	-	98.0	-	-	98.0	-	-	100.0	100.0	-	100.0	-	-	100.0	98.6	-	98.6	-	100.0	-	100.0	-	100.0	99.0
Mediums	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	3	-	3	0	0	0	0	-	0	6
% Mediums	-	-	1.2	-	-	1.2	-	-	0.0	0.0	-	0.0	-	-	0.0	1.4	-	1.4	-	0.0	-	0.0	-	0.0	0.7
Articulated Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	-	0.8	-	-	0.8	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

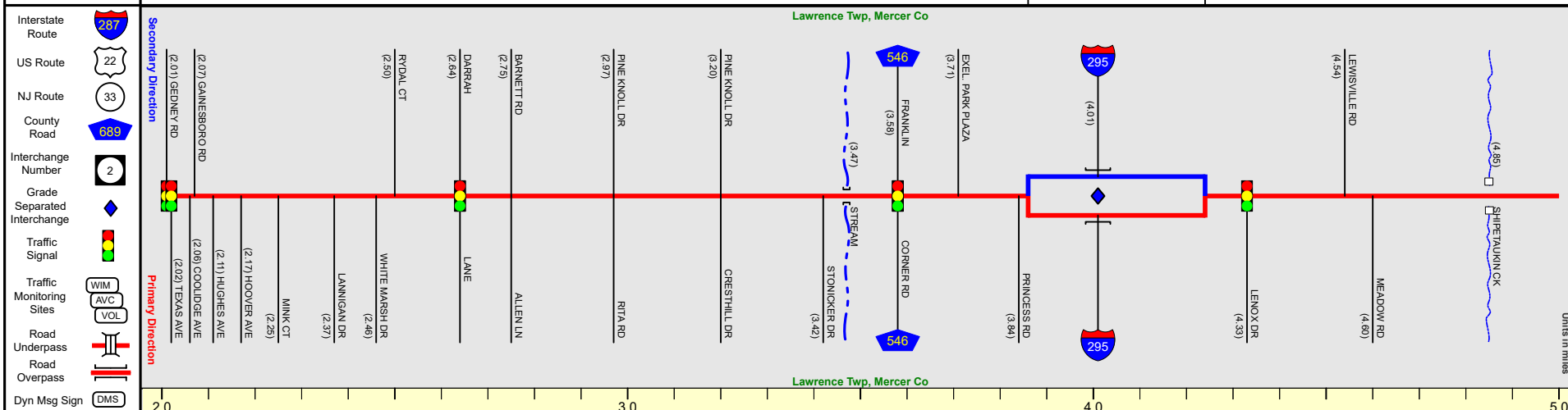


**ROUTE 583 (South to North)**

**Mile Posts: 2.000 - 5.000**



Secondary Direction				
Primary Direction				
Pavement			14	
Shoulder			2	
Number of Lanes			1	
Speed Limit			40	
Street Name			Princeton Pike	



Street Name	Princeton Pike			
Jurisdiction	Municipal			
Functional Class	Urban Minor Arterial			
Federal Aid - NHS Sy	STP			
Control Section				
Speed Limit	25		40	45
Number of Lanes	2		1	4
Med. Type	None		Curbed	None
Med. Width			6	
Pavement	40	30	14	60
Shoulder		6	4	10
Traffic Volume			18,237 (2019)	
Traffic Sta. ID			9126	
Structure No.		1100018	1138171	1100020
Enlarged Views				

**SRI = 0000583\_**

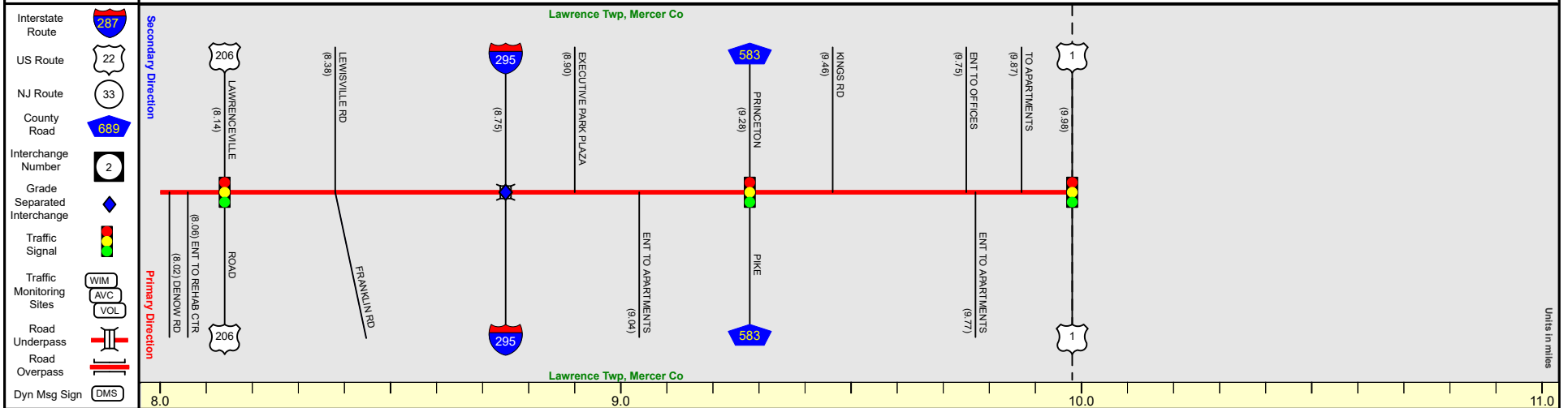
Date last inventoried: October 2012

**ROUTE 546 (West to East)**

**Mile Posts: 8.000 - 9.980**



Secondary Direction	Blue line
Primary Direction	Red line
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Pennington-Lawrenceville Road	Franklin Corner Road	
Jurisdiction	County		
Functional Class	Urban Minor Arterial		
Federal Aid - NHS Sy	STP		
Control Section			
Speed Limit	35	45	40
Number of Lanes		2	4
Med. Type	None		
Med. Width			
Pavement		28	48
Shoulder	4	2	60
Traffic Volume		9,708 (2019)	
Traffic Sta. ID		91127	
Structure No.		1138172	
Enlarged Views			

**SRI = 0000546\_**

Date last inventoried: October 2012

**Appendix C**  
**Capacity Analysis**

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	16	9	52	627	326	63
Future Vol, veh/h	16	9	52	627	326	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	18	10	58	704	366	71
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1223	402	437	0	-	0
Stage 1	402	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Critical Hdwy	6	6	4.1	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	229	668	1133	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	668	1133	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	14.14	0.64		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1133	-	422	-	-	
HCM Lane V/C Ratio	0.052	-	0.067	-	-	
HCM Control Delay (s/veh)	8.3	-	14.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	8	666	243	7	0	8
Future Vol, veh/h	8	666	243	7	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	8	0	0	11
Mvmt Flow	9	709	259	7	0	9
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	266	0	-	0	-	262
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.565
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-3.4045
Pot Cap-1 Maneuver	1310	-	-	-	0	740
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1310	-	-	-	-	740
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s/v0.09		0	9.92			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBR
Capacity (veh/h)	1310	-	-	-	-	740
HCM Lane V/C Ratio	0.006	-	-	-	-	0.011
HCM Control Delay (s/veh)	7.8	-	-	-	-	9.9
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	121	65	20	469	500	25
Future Vol, veh/h	121	65	20	469	500	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	134	72	22	521	556	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1135	569	583	0	-	0
Stage 1	569	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6	6	4.1	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	256	542	1001	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	542	1001	-	-	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/20.78		0.35		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1001	-	431	-	-	
HCM Lane V/C Ratio	0.022	-	0.479	-	-	
HCM Control Delay (s/veh)	8.7	-	20.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	1	461	319	5	2	23
Future Vol, veh/h	1	461	319	5	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	1	530	367	6	2	26
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	372	0	-	0	637	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	4.1	-	-	-	7	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1197	-	-	-	400	667
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1197	-	-	-	400	667
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	737	-
Approach	EB	WB		SB		
HCM Control Delay, s/v0.02		0		10.62		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR/SBLn1		
Capacity (veh/h)	1197	-	-	667		
HCM Lane V/C Ratio	0.001	-	-	0.04		
HCM Control Delay (s/veh)	8	-	-	10.6		
HCM Lane LOS	A	-	-	B		
HCM 95th %tile Q(veh)	0	-	-	0.1		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	8	11	2	308	267	7
Future Vol, veh/h	8	11	2	308	267	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	1	3	0
Mvmt Flow	9	12	2	335	290	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	633	294	298	0	-	0
Stage 1	294	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6	6.08	4.1	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	479	743	1275	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	479	743	1275	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	0.64	0.05		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1275	-	659	-	-	
HCM Lane V/C Ratio	0.002	-	0.031	-	-	
HCM Control Delay (s/veh)	7.8	-	10.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	



**Intersection**

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	1	375	231	0	0	2
Future Vol, veh/h	1	375	231	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	395	243	0	0	2

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	243	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1335	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1335	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

**Approach**

	EB	WB	SB
HCM Control Delay, s/v0.02		0	9.57
HCM LOS			A

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1335	-	-	-	790
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s/veh)	7.7	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	27	16	112	646	336	138
Future Vol, veh/h	27	16	112	646	336	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	30	18	126	726	378	155
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1433	455	533	0	0	
Stage 1	455	-	-	-	-	
Stage 2	978	-	-	-	-	
Critical Hdwy	6	6	4.1	-	-	
Critical Hdwy Stg 1	5	-	-	-	-	
Critical Hdwy Stg 2	5	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-	-	
Pot Cap-1 Maneuver	175	625	1045	-	-	
Stage 1	677	-	-	-	-	
Stage 2	410	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	154	625	1045	-	-	
Mov Cap-2 Maneuver	288	-	-	-	-	
Stage 1	595	-	-	-	-	
Stage 2	410	-	-	-	-	
Approach	EB	NB		SB		
HCM Control Delay, s/veh	6.52	1.32		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1045	-	361	-	-	
HCM Lane V/C Ratio	0.12	-	0.134	-	-	
HCM Control Delay (s/veh)	8.9	-	16.5	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-	

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	8	709	250	22	0	11
Future Vol, veh/h	8	709	250	22	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	8	0	0	11
Mvmt Flow	9	754	266	23	0	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	289	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1284	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1284	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v0.09		0	10.05
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1284	-	-	-	725
HCM Lane V/C Ratio	0.007	-	-	-	0.016
HCM Control Delay (s/veh)	7.8	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

**Intersection**

Int Delay, s/veh 9.5

**Movement** EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 191 114 29 483 515 39

Future Vol, veh/h 191 114 29 483 515 39

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % -2 - - 1 -1 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 0 0 2 2 0

Mvmt Flow 212 127 32 537 572 43

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All 1195 594 616 0 - 0

Stage 1 594 - - - - -

Stage 2 601 - - - - -

Critical Hdwy 6 6 4.1 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 237 526 974 - - -

Stage 1 593 - - - - -

Stage 2 589 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 229 526 974 - - -

Mov Cap-2 Maneuver 370 - - - - -

Stage 1 574 - - - - -

Stage 2 589 - - - - -

**Approach** EB NB SB

HCM Control Delay, s/veh 1.99 0.5 0

HCM LOS E

**Minor Lane/Major Mvmt** NBL NBTEBLn1 SBT SBR

Capacity (veh/h) 974 - 416 - -

HCM Lane V/C Ratio 0.033 - 0.814 - -

HCM Control Delay (s/veh) 8.8 - 42 - -

HCM Lane LOS A - E - -

HCM 95th %tile Q(veh) 0.1 - 7.4 - -

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	1	479	329	11	2	44
Future Vol, veh/h	1	479	329	11	2	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	1	551	378	13	2	51
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	391	0	-	0	662	384
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.1	-	-	-	7	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1179	-	-	-	385	653
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1179	-	-	-	385	653
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	728	-
Approach	EB	WB	SB			
HCM Control Delay, s/v0.02		0	10.97			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBR
Capacity (veh/h)	1179	-	-	-	-	653
HCM Lane V/C Ratio	0.001	-	-	-	-	0.077
HCM Control Delay (s/veh)	8.1	-	-	-	-	11
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

**Intersection**

Int Delay, s/veh 0.8

**Movement** EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 21 20 11 317 275 22

Future Vol, veh/h 21 20 11 317 275 22

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % -2 - - 1 -1 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 8 0 1 3 0

Mvmt Flow 23 22 12 345 299 24

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All 679 311 323 0 - 0

Stage 1 311 - - - - -

Stage 2 368 - - - - -

Critical Hdwy 6 6.08 4.1 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3.5 3.372 2.2 - - -

Pot Cap-1 Maneuver 453 728 1248 - - -

Stage 1 774 - - - - -

Stage 2 734 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 449 728 1248 - - -

Mov Cap-2 Maneuver 547 - - - - -

Stage 1 767 - - - - -

Stage 2 734 - - - - -

**Approach** EB NB SB

HCM Control Delay, s/veh 1.23 0.27 0

HCM LOS B

**Minor Lane/Major Mvmt** NBL NBTEBLn1 SBT SBR

Capacity (veh/h) 1248 - 622 - -

HCM Lane V/C Ratio 0.01 - 0.072 - -

HCM Control Delay (s/veh) 7.9 - 11.2 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0 - 0.2 - -

**Intersection**

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	1	390	238	5	0	5
Future Vol, veh/h	1	390	238	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	411	251	5	0	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	256	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1321	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1321	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v0.02		0	9.65
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	779
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Control Delay (s/veh)	7.7	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	56	37	63	646	336	83
Future Vol, veh/h	56	37	63	646	336	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	63	42	71	726	378	93
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1292	424	471	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Critical Hdwy	6	6	4.1	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	210	649	1102	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	649	1102	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	6.74	0.75		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1102	-	411	-	-	
HCM Lane V/C Ratio	0.064	-	0.255	-	-	
HCM Control Delay (s/veh)	8.5	-	16.7	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1	-	-	



**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	8	693	250	16	0	20
Future Vol, veh/h	8	693	250	16	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	8	0	0	11
Mvmt Flow	9	737	266	17	0	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	283	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1291	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1291	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v0.09		0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1291	-	-	-	728
HCM Lane V/C Ratio	0.007	-	-	-	0.029
HCM Control Delay (s/veh)	7.8	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

**Intersection**

Int Delay, s/veh 6.3

**Movement** EBL EBR NBL NBT SBT SBR

Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	157	92	54	476	508	77
Future Vol, veh/h	157	92	54	476	508	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	174	102	60	529	564	86

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All	1256	607	650	0	-	0
Stage 1	607	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6	6	4.1	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	220	517	946	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	517	946	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	563	-	-	-	-	-

**Approach** EB NB SB

HCM Control Delay, s/32.74		0.92	0
HCM LOS	D		

**Minor Lane/Major Mvmt** NBL NBTEBLn1 SBT SBR

Capacity (veh/h)	946	-	395	-	-
HCM Lane V/C Ratio	0.063	-	0.7	-	-
HCM Control Delay (s/veh)	9.1	-	32.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	5.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	1	489	329	23	2	31
Future Vol, veh/h	1	489	329	23	2	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	1	562	378	26	2	36
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	405	0	-	0	675	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.1	-	-	-	7	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1165	-	-	-	378	647
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1165	-	-	-	377	647
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	722	-
Approach	EB	WB		SB		
HCM Control Delay, s/v0.02		0		10.88		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR/SBLn1		
Capacity (veh/h)	1165	-	-	-	647	
HCM Lane V/C Ratio	0.001	-	-	-	0.055	
HCM Control Delay (s/veh)	8.1	-	-	-	10.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	53	45	32	311	268	54
Future Vol, veh/h	53	45	32	311	268	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	1	3	0
Mvmt Flow	58	49	35	338	291	59
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	728	321	350	0	-	0
Stage 1	321	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6	6.08	4.1	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	426	719	1220	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	414	719	1220	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/√2.35		0.75		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR		
Capacity (veh/h)	1220	-	596	-	-	
HCM Lane V/C Ratio	0.029	-	0.179	-	-	
HCM Control Delay (s/veh)	8	-	12.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	1	397	238	14	0	12
Future Vol, veh/h	1	397	238	14	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	418	251	15	0	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	265	0	-	0	-	258
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1310	-	-	-	0	774
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1310	-	-	-	-	774
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s/v0.02		0	9.73			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1310	-	-	-	-	774
HCM Lane V/C Ratio	0.001	-	-	-	-	0.016
HCM Control Delay (s/veh)	7.7	-	-	-	-	9.7
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0