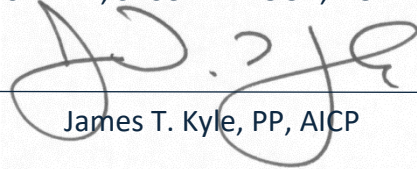


Redevelopment Plan for Block 27, Lot 5 7 Sharon Road

PREPARED FOR THE MAYOR AND COUNCIL OF THE TOWNSHIP OF
ROBBINSVILLE

KYLE MCMANUS ASSOCIATES

2 EAST BROAD STREET, SECOND FLOOR, HOPEWELL, NJ 08525

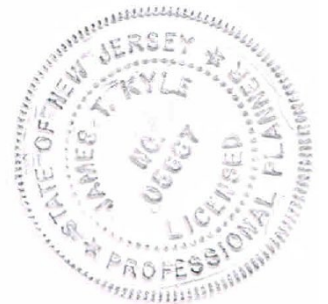


James T. Kyle, PP, AICP

Licensed NJ Professional Planner Number 05667

The original of this document was signed and sealed

in accordance with N.J.S.A. 45:14A-12



7/8/2025

Township of Robbinsville

2298 Route 33, Robbinsville, NJ 08691

TOWNSHIP OF ROBBINSVILLE

TOWNSHIP COUNCIL & ADMINISTRATION

Mike Todd, Council President
Deborah Blakely, Council Vice President
Christine Ciaccio
Amit Chopra
Hal English
David Fried, Mayor
Bruce Darvas, Esq., Business Administrator
Michele Seigfried, Municipal Clerk
Paul Renaud, Esq., Township Attorney/Director of Law
Michael Herbert, Esq., Redevelopment Counsel

ROBBINSVILLE LAND USE BOARD

Frank Cettina, Chair
Daniel Jackson, Vice Chair
Ravi Patni, Mayor's Representative
Christine Ciaccio, Governing Body Member
Danielle Spilatore, Township Official
Kathy Goodwine
Bill Berdan
Michael Brennan
Harsh Bhatt
Vincent J. Calcagno
Regina Wilder
Michael Caputo
Sanjot Savant

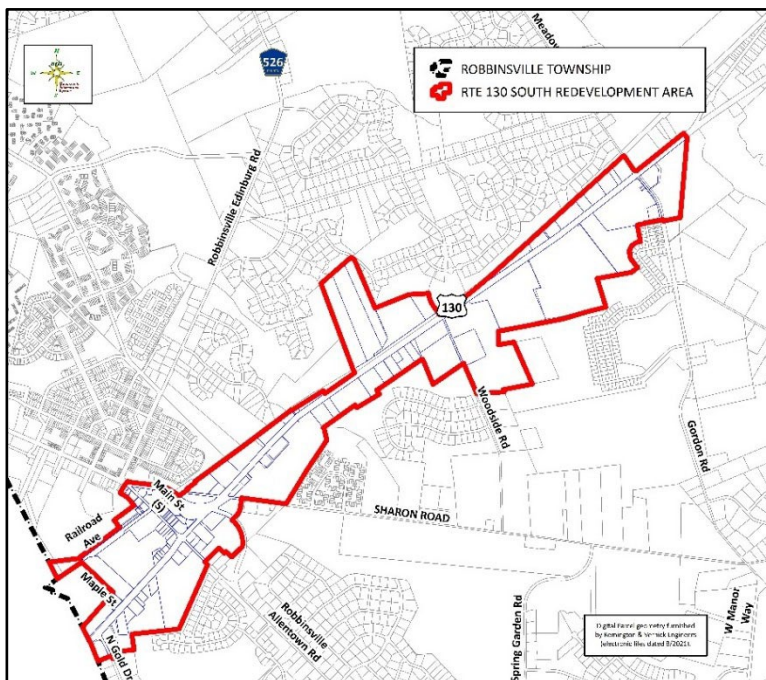
Chris English, Director of Community Development
Tianna Thompson, Board Secretary
Dan Rafferty, Zoning Officer / Community Development Coordinator
John Nunziato, P.E., P.P., Township / Board Engineer
Jerry Dasti, Esq., Board Solicitor
Stuart B. Wiser, PP/AICP, Board Planner

TABLE OF CONTENTS

Introduction	4
Figure 1 – Route 130 Redevelopment Area (image courtesy of ARH Associates) .	4
Figure 2 – Block 27, Lot 5 Redevelopment Plan Area.....	5
Existing Zoning	6
Environmental Constraints	6
Figure 3 – Redevelopment Plan Area Environmental Constraints.....	8
Legal basis for redevelopment in New Jersey	9
Redeveloper Selection and Designation	11
Public purpose	11
Redevelopment Plan Objectives.....	13
Development Regulations	13
General Provisions	18
Redevelopment Authority	18
Land Use Board Review	18
Effect of Land Use Board Approval	19
Acquisition of Property (N.J.S.A. 40A:12A7a(4))	19
Affordable Housing Units and Replacement Units (N.J.S.A. 40A:12A 7a(6 and 7)	19
Relocation Provisions (N.J.S.A. 40A:12A-7a(3))	19
Zero-Emission Vehicle Fueling and Charging Infrastructure (N.J.S.A. 40A:12A-7a(8))..	19
Residential Development Fee and Mandatory Statewide Nonresidential Development Fee	19
Relationship to definite local objectives	20
Significant relationship of the redevelopment plan to other municipal, county and state plans	21
Other Municipal Plans.....	21
Mercer County	21
State of New Jersey	22
APPENDIX 1	23
APPENDIX 2	25
APPENDIX 3	26

INTRODUCTION

On June 24, 2021, Township Council, with the adoption of Resolution No. 2021-165, declared approximately 124 properties encompassing 430 acres along State Highway Route 130 as a non-condemnation area in need of redevelopment. This designation followed detailed investigation conducted by ARH Associates and the Planning Board and a public hearing where the Board recommended such designation with the adoption of Resolution No. PB2021-17(B). Following approval granted by the New Jersey Department of Community Affairs, the area is now known as the “Route 130 South Redevelopment Area”. Although the redevelopment area consists of many parcels as shown on the figure below, this redevelopment plan is only applicable to Block 27, Lot 5(hereafter the “redevelopment plan area” or “site”).



The redevelopment plan area consists of approximately 30.4 acres, located at the southwest corner of Sharon Road and State Route 130. Currently the site is vacant, with much of the property dedicated to agriculture. Figure 2, on the following page, shows a recent aerial photograph of the property and surroundings and outlines the redevelopment plan area in yellow. Surrounding uses include Sharon Mews to the immediate east, a Township owned park that was formerly Miry Run Golf Club to the southeast, Golden Paws Pet Resort and electrical contracting business to the south and auto repair and commercial uses to the west along Route 130.

Figure 1 – Route 130 Redevelopment Area (image courtesy of ARH Associates)

Figure 2 – Block 27, Lot 5 Redevelopment Plan Area



**Block 27, Lot 5
Redevelopment Plan Area**
A Portion of Robbinsville Township
Mercer County, NJ

Legend

Redevelopment Plan Area

Map Scale = 1:3,600
or 1" = 300'

0 150 300 Feet



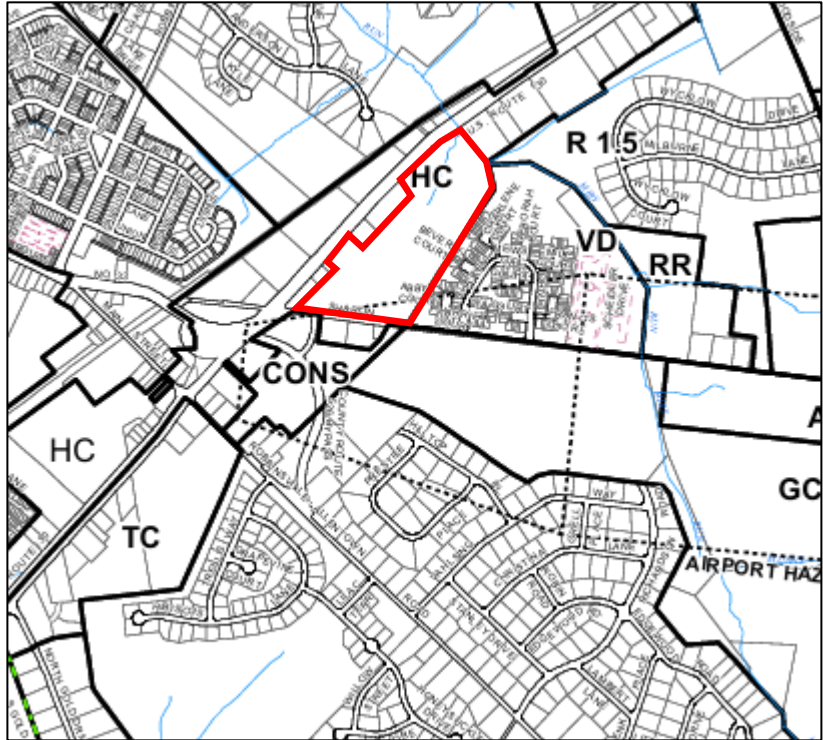
Map Prepared by:
Kyle McManus Associates
PO Box 236
Hopewell, NJ 08525
(609) 529-8692
jkyle@kylemcmanus.com

Data Sources:
NJ Office of Information Technology,
Office of Geographic Information
Systems, BING Maps



EXISTING ZONING

The redevelopment plan area is located in the Township's HC Highway Commercial Zone District as shown on a portion of the Township zoning map to the right. As noted in §142-23(B)(1) of the Land Use Ordinance, *"the creation of this HC District is part of a cohesive economic development plan intended to improve the primary commercial corridors within the Township and help to achieve a better balance between residential and commercial development. The Master Plan calls for the creation of a highway commercial district within the area delineated as this zoning district in order to facilitate and stimulate commercial development along Route 130. The Master Plan further recommends appropriate planning designs, uses, and architectural review in order to maximize benefits and minimize negative externalities and impacts."* The intent of the district, set forth in §142-23(B)(2) is *"to provide commercial uses that serve Township residents as well as residents of the surrounding municipalities."*



Permitted uses in the HC Zone District include designed shopping complexes, retail stores, service activities, business offices, restaurants, including drive-through facilities, indoor and outdoor recreation uses, combination office service and/or retail sales and hotels with a one hundred room minimum. § 142-23(C). Permitted accessory uses include off-street parking, fences and walls, garages and storage buildings, temporary construction trailers and amateur radio antennas and support structures. § 142-23(D). Conditionally permitted uses include houses of worship and service stations with convenience stores over 2,500 square feet. § 142-23(E).

Surrounding properties are within either the VD Village Development, R 1.5 Residential District or the HC Highway Commercial Zone District.

ENVIRONMENTAL CONSTRAINTS

The redevelopment plan area contains environmental constraints including wetlands, required wetland buffers and flood hazard area associated with Miry Run, which forms the northeastern boundary of the site. Wetlands cover 4.75 acres of the plan area, extending along the entire northeastern boundary of the property along Miry Run with a narrow portion stretching to the south

and terminating in the middle of the property. According to study completed by the owner of the property, these wetlands are considered ordinary resource value and require a 50 foot transition area. A regulated flood hazard area totaling 4.83 acres covers the northeastern quarter of the plan area, although it generally coincides with wetlands and required buffers. While a flood hazard verification application has not been submitted to the New Jersey Department of Environmental Protection (NJDEP), the flood hazard area has been delineated consistent with current requirements of the Inland Flood Protection Rule, last amended in July of 2023. Figure 3, on the following page, shows the extent of environmental constraints which altogether cover 8.3 acres or 27.3% of the redevelopment plan area.

Reviewing information available from the NJDEP on NJ GeoWeb, there are no known contaminated sites within or immediately surrounding the redevelopment plan area. Block 27, Lot 19, located on the western boundary of the plan area and fronting Route 130 was part of the Site Remediation Program for an underground oil storage tank, but that case was closed in 2005 after the tank was removed. There is an area of known groundwater contamination abutting the site. Known as the "Sharon Road and Woodside Road Groundwater Contamination", it extends approximately 6,500 east along Sharon Road and encompasses the Trenton-Robbinsville Airport and a portion of the former Miry Run Country Club, now owned by the Township. As the known area of contamination does not underlie the redevelopment plan area and public water supply is proposed, this should not affect redevelopment of the site.

Figure 3 – Redevelopment Plan Area Environmental Constraints



**Block 27, Lot 5
Environmental Constraints**

A Portion of Robbinsville Township
Mercer County, NJ

Legend

- Redevelopment Plan Area
- 50' Wetland Buffer
- Delineated Wetlands
- Flood Hazard Area

Map Scale = 1:3,600
or 1" = 300'

0 150 300 Feet



Map Prepared by:
Kyle McManus Associates
PO Box 236
Hopewell, NJ 08525
(609) 529-8692
jkyle@kylemcmamus.com

Data Sources:
NJ Office of Information Technology,
Office of Geographic Information
Systems, BING Maps



LEGAL BASIS FOR REDEVELOPMENT IN NEW JERSEY

The New Jersey Local Redevelopment and Housing Law (LRHL), N.J.S.A. 40A:12A-1 et. seq., enables municipalities to take advantage of a broad range of tools that assist in remedying deteriorated conditions and blight or lack of proper utilization of land that can ultimately impact the public welfare. Areas that exhibit a preponderance of vacant or underutilized properties or structures, or lands that have remained underutilized for a significant length of time can ultimately impact the viability of surrounding uses to the detriment of the public interest. In the case of this redevelopment plan area, the site exhibits such characteristics, as it has remained vacant for an extended period of time despite its location along a State highway.

Redevelopment starts with the governing body authorizing the Planning Board to undertake a “Preliminary Investigation” of whether a certain area or group of parcels meet the criteria outlined in N.J.S.A. 40A:12A-5. Changes to the LRHL resulting from court decisions require the governing body, in its resolution authorizing the preliminary investigation, to specify whether condemnation powers will be utilized in redevelopment efforts. In the case of this investigation, the governing body has already determined condemnation powers will not be used, branding this a “non-condemnation redevelopment area”. This means the Township will not seek to condemn any privately owned properties within the Route 130 South Redevelopment Area for the purposes of redevelopment and will instead rely on normal market forces to drive the assemblage of land for new development. In this case, the Township Council authorized the redevelopment investigation with adoption of Resolution No. 2020-68 on February 27, 2020 as amended on May 28, 2020.

While the LRHL does not prescribe an exact form for the preliminary investigation, it must contain, at a minimum, a map of the area studied and the location of parcels included along with a statement as to the basis for the investigation. The Planning Board is required to hold a public hearing on the preliminary investigation, with notice given to affected property owners and general notice given by publication of the hearing in a newspaper of general circulation. Notice must be published once each week for two consecutive weeks, the second publication occurring at least 10 days prior to the date of the hearing on the preliminary investigation. The hearing is held much like a hearing for land development applications, where interested parties and those immediately affected are afforded the opportunity to speak and enter evidence for the Board’s consideration. At the conclusion of the public hearing, the Board is required to recommend to the governing body that all or any part of the area studied be determined, or not be determined, to be an area in need of redevelopment. The Township of Robbinsville Planning Board conducted public hearings on February 24, 2021 and March 17, 2021, in accordance with the above requirements, and recommended by resolution that Township Council designate the area studied as an area in need of redevelopment.

Considering the recommendation of the Planning Board, the governing body may adopt a resolution determining that the area studied, or any part thereof, is an area in need of redevelopment. Once adopted, the resolution must be forwarded to the Commissioner of Community Affairs for review. The governing body must issue a notice of determination within 10 days to all property owners within the delineated area and any person who filed a written objection and specified an address where a notice of determination must be sent. Township Council designated the Route 130 South Redevelopment

Area as an area in need of redevelopment via adoption of Resolution No. 2021-165 on June 24, 2021. All other requirements have been met and the New Jersey Department of Community Affairs approved the redevelopment designation by letter on July 8, 2021.

Once an area is determined to be an area in need of redevelopment, the governing body must prepare or authorize the Planning Board to prepare a redevelopment plan. The LRHL specifies that "the redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:"

- (1) Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- (2) Proposed land uses and building requirements in the project area.
- (3) Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- (4) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
- (5) Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L.1985, c.398 (C.52:18A-196 et al.).
- (6) As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
- (7) A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan. Displaced residents of housing units provided under any State or federal housing subsidy program, or pursuant to the "Fair Housing Act," P.L.1985, c.222 (C.52:27D-301 et al.), provided they are deemed to be eligible, shall have first priority for those replacement units provided under the plan; provided that any such replacement unit shall not be credited against a prospective municipal obligation under the "Fair Housing Act," P.L.1985, c.222 (C.52:27D-301 et al.), if the housing unit which is removed had previously been credited toward satisfying the municipal fair share obligation. To the extent reasonably feasible, replacement housing shall be provided within or in close proximity to the redevelopment area. A municipality shall report annually to the Department of Community Affairs on its progress in implementing the plan for provision of comparable, affordable replacement housing required pursuant to this section.
- (8) Proposed locations for zero-emission vehicle fueling and charging infrastructure within the

project area in a manner that appropriately connects with an essential public charging network.

Any redevelopment plan may include requirements for the provision of affordable housing, but it must contain discussion on the relationship of the plan to development regulations of the municipality and must be “substantially consistent with” or “designed to effectuate” the municipal master plan. Redevelopment plans are required to be adopted by ordinance and go through the normal procedure undertaken by the governing body for such an action. If the governing body prepares the redevelopment plan, it must be referred to the Planning Board for review as set forth in the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-26 to determine if any provisions of the redevelopment plan are inconsistent with the master plan. In accordance with the LRHL, if the Planning Board prepares the redevelopment plan, the governing body need not refer the plan and ordinance back to the Board for review.

REDEVELOPER SELECTION AND DESIGNATION

Consistent with Chapter 50 of the Township of Robbinsville Code, the Robbinsville Township Council will act as the Redevelopment Entity for this redevelopment plan area. International Health Initiative, LLC, along with K. Hovnanian New Jersey Operations, LLC, has submitted an expression of interest to the Redevelopment Entity dated October 30, 2024. The expression of interest sets forth ownership structure, experience and financial capability for both entities in detail, and includes a conceptual site plan depicting proposed land uses and architecture for buildings and dwellings. Based on this expression of interest, this redevelopment plan designates International Health Initiative, LLC for the area designated as Zone A in Appendix 2 and K. Hovnanian New Jersey Operations, LLC as Redeveloper Candidates for the area designated as Zone B in Appendix 2. As set forth in the expression of interest, International Health Initiative, LLC intends to develop an urgent care, medical office and retail, an assisted living and skilled nursing facility. K. Hovnanian New Jersey Operations, LLC intends to develop a 92 unit age-restricted townhome community to include a clubhouse and tennis court. The conceptual plan submitted with the expression of interest is included in Appendix 1.

Upon adoption of this redevelopment plan, the Redevelopment Entity shall begin negotiations of a Redevelopment Agreement with the Redeveloper Candidates, with each candidate negotiating separate agreements for what is seen as two discrete but connected projects forming mixed-use development. Eventually each Redeveloper Candidate will need to be designated the Redeveloper of their respective part of the project. Each Redevelopment Agreement shall be forwarded to Township Council for consideration and adoption.

PUBLIC PURPOSE

Aside from the obvious benefits of ameliorating deteriorating or stagnant conditions such as those identified in the Planning Board’s redevelopment investigation, redevelopment planning has tremendous benefits to the community from a land use planning perspective. First and foremost, it enables a municipality to establish new parameters for redevelopment, which can in some cases represent a significant departure from status quo zoning with respect to physical form, building

materials, design and density. Whether treated as superseding existing zoning (as will be the case here) or as an overlay, a redevelopment plan offers the opportunity to meet emerging needs of the community through a small-scale, self-contained planning process. In this case, that planning process will greatly aid the Township in addressing the stagnation that has occurred along the Route 130 corridor while also providing opportunity for development of age-restricted housing. It also provides opportunity for new commercial and office space on the Route 130 highway corridor along with an assisted living and skilled nursing facility along Sharon Road, the latter supporting the Township and region's aging population. A collateral benefit of the assisted living facility is the provision of age-restricted affordable housing credits that will help the Township meet Fourth Round affordable housing obligations.

REDEVELOPMENT PLAN OBJECTIVES

The following objectives are intended to guide redevelopment of the redevelopment plan area:

1. To promote and advance the purposes of the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-2, including:
 - a. To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare;
 - g. To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
 - i. To promote a desirable visual environment through creative development techniques and good civic design and arrangement;
 - l. To encourage senior citizen community housing construction;
2. To improve the appearance of the Township's highway corridors by promoting high-quality development projects.
3. To utilize the redevelopment process to stimulate needed economic growth within the Township, achieving a better balance between residential and commercial development.
4. To maximize the creation of new businesses within the Township, particularly on stagnant and underutilized properties.
5. To promote redevelopment that is sensitive to existing residential neighborhoods and minimizes incompatible land uses by transitioning from nonresidential uses along Route 130 and Sharon Road to residential uses where the redevelopment plan area abuts existing residential uses on adjacent property.

With adoption of the following development regulations and through the redevelopment process in general, the Township seeks to promote the above objectives. The development regulations provide additional permitted uses that will broaden the options available to property owners and will stimulate needed growth along the Township highway corridors.

DEVELOPMENT REGULATIONS

Pursuant to Section 7 of the LRHL (N.J.S.A. 40A:12A-7), the following sections set forth development regulations applicable to the redevelopment plan area. This redevelopment plan and the standards for the zones established herein provide a comprehensive framework for the redevelopment of the parcels within the redevelopment area. This will require subdivision and site plan approval for all parcels within the redevelopment area to effectuate the referenced development. These regulations shall supersede Chapter 142 and the underlying HC Highway Commercial Zone District standards currently in place. Any redevelopment proposed must be consistent with the requirements of this plan

in terms of use, bulk, area and yard requirements as well as design regulations. Any departure from the permitted principal or accessory uses or maximum permitted floor area ratio or building height must be addressed through amendment of the plan by the Township Council. Any use not permitted, whether principal or accessory, is prohibited.

Any departure from the bulk regulations contained in this plan not exceeding a twenty percent (20%) deviation may be approved by the Township of Robbinsville Land Use Board in accordance with criteria similar to those typically considered for bulk variances under the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-70c(1) or 70c(2). The redeveloper must demonstrate to the Board that the departure(s) proposed promote the objectives of this redevelopment plan, and that they can be granted without substantial detriment to the public good and that they will not impair the intent and purpose (objectives) of this redevelopment plan. Similarly, any departure(s) from the design regulations contained in section F of this redevelopment plan shall be treated as exceptions and must be shown to be reasonable and within the general intent of the provisions and must be supported by demonstration that compliance is impracticable, or will exact undue hardship on the redeveloper because of peculiar conditions relative to the redevelopment parcel.

A. Applicability of other requirements

1. Unless specific requirements set forth in this redevelopment plan provide standards to the contrary, the redeveloper shall be subject to and comply with the provisions of Chapter 142 of the Township of Robbinsville Code, entitled "Land Use."
2. The redeveloper shall be exempt from the requirements of §142-39, Natural and cultural resource conservation, except as may be required by the New Jersey Department of Environmental Protection.
3. The redeveloper shall be exempt from the requirements of §142-47(H)(2), buffers.
4. The redeveloper shall be exempt from the requirements of §142-47(J), afforestation and reforestation requirements, except as may be required by the New Jersey Department of Environmental Protection.
5. The redeveloper shall comply with the requirements set forth in §142-35, Stormwater Management.

B. Land Use Zones

1. The redevelopment plan area is hereby divided into three land use zones, Zone A, Zone B and Zone C as shown in Appendix 2.

C. Permitted Principal Uses

1. Zone A.
 - a. Office uses, including business and professional offices and medical offices.
 - b. Urgent care facilities.
 - c. Retail uses.
 - d. A combination of any of the permitted uses noted above in one or more structures.
2. Zone B.
 - a. Age-restricted attached townhomes.
 - b. More than one principal building shall be permitted per lot.
3. Zone C.

- a. Assisted living and skilled nursing facilities, which may include memory and dementia care.
- b. No more than two buildings, whether principal or accessory, shall be permitted in Zone C. This provision shall not apply to accessory uses permitted in all Zones.

D. Permitted Accessory Uses

- 1. All zones.
 - a. Off-street parking and loading.
 - b. Solar panels mounted on a roof.
 - c. Signs.
 - d. Fences and walls.
 - e. Light fixtures.
 - f. Street furniture including but not limited to tables, chairs, benches and trash receptacles.
 - g. Masonry and fenced trash enclosures.
 - h. Transformers and other utility equipment.
 - i. Sanitary sewer pump stations.
 - j. Electric vehicle charging stations and related infrastructure.
 - k. Swales, rain gardens and stormwater management facilities.
 - l. Emergency backup generators.
 - m. Temporary construction trailers while site construction is occurring.
 - n. Uses customarily incidental to a permitted principal use.
- 2. Zone B.
 - a. Clubhouse serving residents of the age-restricted townhome development, which may include a fitness center, bathrooms, kitchen facilities, meeting rooms, coworking space and lounge areas.
 - b. Sport courts, including but not limited to tennis, pickleball, bocce ball, shuffleboard.
 - c. Swimming pool serving residents of the age-restricted townhome development.
- 3. Zone C.
 - a. Swimming pool and other recreational amenities serving residents of the assisted-living and skilled nursing facilities, either inside the principal structure or outdoors.
 - b. Administrative offices, dining facilities and other uses customarily incidental to an assisted living and skilled nursing facility.

E. Area, Yard and Bulk Requirements

- 1. Zone A.
 - a. Minimum lot area: 40,000 square feet
 - b. Minimum lot width: 150 feet
 - c. Minimum lot frontage: 150 feet
 - d. Minimum front yard setback: 40 feet
 - e. Minimum side yard setback: 20 feet
 - f. Minimum rear yard setback: 30 feet
 - g. Maximum impervious surface ratio: 0.80
 - h. Minimum gross floor area: 3,000 square feet

- i. Maximum floor area ratio: 1.2
- j. Maximum building height: 5 stories and 50 feet
- k. Minimum parking setbacks: 10 feet front yard, 5 feet side yards, 15 feet rear yards.
- 2. Zone B.
 - a. With fee simple lots proposed.
 - i. Minimum lot area: 2,200 square feet
 - ii. Minimum lot width: 20 feet
 - iii. Minimum lot frontage: 20 feet
 - iv. Minimum lot depth: 90 feet
 - v. Minimum front yard setback: 10 feet
 - vi. Minimum side yard setback: 0 feet where units are attached or where a lot boundary is along an exterior wall, 5 feet otherwise
 - vii. Minimum rear yard setback: 15 feet
 - viii. Maximum impervious surface ratio: 0.90
 - ix. Maximum building height: 38 feet and 3 stories
 - x. Maximum residential density: 6 units per acre
 - b. Without fee simple lots proposed.
 - i. Minimum lot area: 10 acres
 - ii. Minimum lot width: 150 feet
 - iii. Minimum lot frontage: 150 feet
 - iv. Minimum lot depth: 250 feet
 - v. Minimum front yard setback: 50 feet
 - vi. Minimum side yard setback: 15 feet
 - vii. Minimum rear yard setback: 30 feet
 - viii. Maximum impervious surface ratio: 0.60
 - ix. Maximum floor area ratio: 0.50
 - x. Maximum building height: 38 feet and 3 stories
 - xi. Maximum residential density: 6 units per acre
 - xii. Minimum building separation:
 - 1. Front to front: 60 feet
 - 2. Side to side: 25 feet
 - 3. Rear to rear: 40 feet
 - 4. Rear to side: 40 feet
- 3. Zone C.
 - a. Minimum lot area: 40,000 square feet
 - b. Minimum lot width: 150 feet
 - c. Minimum lot frontage: 150 feet
 - d. Minimum front yard setback: 30 feet
 - e. Minimum side yard setback: 15 feet
 - f. Minimum rear yard setback: 30 feet
 - g. Maximum impervious surface ratio: 0.75
 - h. Minimum gross floor area: 3,000 square feet
 - i. Maximum floor area ratio: 1.0

- j. Maximum building height: 3 and ½ stories and 40 feet for the northernmost building closest to Route 130 and 2 and ½ stories and 35 feet for the southernmost building
- k. Minimum parking setbacks: 10 feet, front yard, 5 feet side yards, 20 feet rear yards.
- l. Minimum driveway side yard setback: 5 feet

F. Design Standards

- 1. Fences, Walls and Sight Triangles
 - a. The requirements set forth in §142-36, Land Use, shall govern, except as noted below.
 - i. Fences surrounding sports courts are permitted to be a maximum of 10 feet in height provided they are not solid regardless of whether they are within a front, side or rear yard.
- 2. Lighting
 - a. The requirements set forth in §142-37, Land Use, shall govern.
- 3. Off-street parking, loading areas and driveways
 - a. The requirements set forth in §142-41, Land Use, shall govern, except as noted below.
 - i. Assisted living and skilled nursing uses shall provide 0.5 spaces per bed.
 - ii. Medical and professional office and retail uses shall provide 3 spaces per 1,000 square feet of gross floor area.
 - iii. Urgent care uses shall provide 4.5 spaces per 1,000 square feet of gross floor area.
 - iv. Age-restricted attached townhomes shall provide 3 spaces per unit, which includes 0.5 spaces of guest parking.
 - v. Provided overall parking demand is satisfied for uses other than age-restricted townhomes within the redevelopment plan area, a shared parking strategy is encouraged and may be utilized.
 - vi. Off-street loading areas shall be provided for each nonresidential building and the minimum size shall correlate to the maximum size of delivery vehicles expected. Where deliveries are anticipated only by vehicles that can be accommodated in normal parking stalls, a separate loading area is not required.
- 4. Performance standards for all uses
 - a. The requirements set forth in §142-43, Land Use, shall govern.
- 5. Landscaping and landscape architecture
 - a. The requirements of §142-47, Land Use, shall govern, except as noted below.
 - i. A minimum of one planting island equivalent to nine feet wide by eighteen feet deep is required for every twenty parking spaces.
 - ii. The requirements of §142-47(H)(2)(b) shall not apply.
- 6. Signs
 - a. The requirements of §142-48, Land Use, shall govern.
- 7. Architecture
 - a. Nonresidential buildings shall comply only with the requirements of §142-23.H.(2)

- through §142-23.H.(8).
8. Accessory Structures
 - a. The requirements of §142-33.C, Land Use, shall govern, except as noted below.
 - i. A clubhouse accessory to an age-restricted townhome development shall not exceed 28 feet in height.
 - ii. An accessory clubhouse and tennis court shall be permitted within the front yard along Sharon Road, but shall comply with minimum front yard setback requirements for Zone B.
 - iii. A swimming pool and other recreational amenities located within a standalone accessory structure or outdoors shall be permitted within the front yard along Sharon Road, but shall comply with the minimum front yard setback requirements for Zone C.
 - iv. A standalone accessory structure containing a swimming pool and other recreational amenities shall not exceed 28 feet in height.
 9. Noise
 - a. All development within the redevelopment plan area shall comply with the requirements of the New Jersey Noise Control Act, N.J.A.C. 7:29-1.1.
 10. Traffic Impact Study
 - a. As part of any application for development, the redeveloper shall provide a traffic impact study.

GENERAL PROVISIONS

Redevelopment Authority

The Township Council shall act as the “Redevelopment Entity” pursuant to N.J.S.A. 40A-12A-4.c for the purposes of implementing this redevelopment plan and carrying out redevelopment projects. In doing so, the Council shall have the powers set forth in N.J.S.A. 40A-12A-15 to effectuate all of its duties and responsibility in the execution and implementation of this redevelopment plan.

Land Use Board Review

Review of applications for development shall be conducted by the Township of Robbinsville Land Use Board pursuant to N.J.S.A. 40:55D-1, et seq. Any departure from the permitted principal or accessory uses in this plan must be addressed through amendment of the plan by the Township Council. Any departure from the bulk regulations contained in this plan not exceeding a twenty percent (20%) deviation may be approved by the Township of Robbinsville Land Use Board in accordance with criteria similar to those typically considered for bulk variances under the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-70c(1) or 70c(2). The redeveloper must demonstrate that the departure(s) proposed promote the purposes of the New Jersey Municipal Land Use Law and the objectives of this redevelopment plan, and that they can be granted without substantial detriment to the public good and that they will not impair the intent and purpose (objectives) of this redevelopment plan. Similarly, any departure(s) from the design regulations contained in section F of this redevelopment plan must be supported by demonstration that compliance is impracticable, or

would exact undue hardship on the redeveloper.

Effect of Land Use Board Approval

The effect of any Land Use Board approval shall be consistent with the rights granted by the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) except to the extent they may be modified by any redevelopment agreement between the Township and the redeveloper.

Acquisition of Property (N.J.S.A. 40A:12A7a(4))

Pursuant to Section 15 of the LRHL (N.J.S.A. 40A:12A-15), no property is proposed to be acquired by public entities in the redevelopment plan area as part of this redevelopment plan.

Affordable Housing Units and Replacement Units (N.J.S.A. 40A:12A 7a(6 and 7))

At present there are no dwelling units located within the redevelopment plan area. As such, replacement units are not required under the Local Redevelopment and Housing Law.

Relocation Provisions (N.J.S.A. 40A:12A-7a(3))

No property acquisition will be undertaken by a public entity or utilizing government funds pursuant to this redevelopment plan. Consequently, there will be no displacement of either residents or business that requires a Workable Relocation Assistance Program under N.J.A.C. 5:11-1 et seq.

Zero-Emission Vehicle Fueling and Charging Infrastructure (N.J.S.A. 40A:12A-7a(8))

Through the redevelopment process and implementation of the requirements of the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-66.20b(1), electric vehicle charging infrastructure shall be provided by the redeveloper.

Residential Development Fee and Mandatory Statewide Nonresidential Development Fee

Redevelopers proposing any form of residential development other than assisted living and skilled nursing facilities shall comply with §142-96(D)(1)(a), Land Use, residential development fees. Pursuant to the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-8.4 and consistent with §142-96(E)(1), Land Use, nonresidential developers, except for developers of the types of development specifically exempted, shall pay a fee equal to 2.5% of the equalized assessed value of the land and improvements for all new nonresidential construction on unimproved lots. For projects proposing additions or alterations to existing structures, nonresidential developers shall pay a fee equal to 2.5% of the increase in equalized assessed value resulting from additions and alterations. Development fees shall also be collected when an existing structure is demolished and replaced, the fee being calculated on

the difference between the equalized assessed value of the preexisting land and improvement and the equalized assessed value of the newly improved structure, including the land and improvement. Eligible exactions, ineligible exactions and exemptions for nonresidential development shall be as set forth in N.J.S.A. 40:55D-8.4b and §142-96(E)(2), Land Use.

RELATIONSHIP TO DEFINITE LOCAL OBJECTIVES

This redevelopment plan is consistent with the general planning policies of the Township of Robbinsville and those of surrounding municipalities, the County and the State Development and Redevelopment Plan. While some of the provisions contained in this plan are intended to supersede requirements of the Land Use regulations, those departures are consistent with the intent and purpose of the ordinance and the Township of Robbinsville Master Plan. In accordance with the requirements of the New Jersey Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-7a(1), these standards will result in appropriate land uses that will not negatively impact traffic and public transportation, public utilities and recreational and community facilities. Specific to the issue of traffic impact, the Redeveloper Candidates have submitted a traffic assessment (see Appendix 3) that confirms there will be no significant impact to Sharon Road and Route 130 as a result of the proposed redevelopment project.

Considering the goals and objectives of the master plan, the standards set forth in this redevelopment plan are designed to be consistent with and effectuate the Township's planning policy. More specifically, the 2020 Master Plan encourages redevelopment of specific areas along Route 130 and promotes use of the Local Redevelopment and Housing Law to advance the Policies, Principles, Strategies and Recommendations of the comprehensive Master Plan update. It should be noted that prior to adoption of this redevelopment plan, the properties subject to the plan were located largely in the Township's HC Highway Commercial district. Generally, this plan maintains the uses permitted in the HC district and modifies development standards minimally. While residential development is contemplated in property currently zoned for highway commercial use, such development is not located along highway frontage and only nonresidential uses are proposed along Route 130. As such, the plan carries forward and continues to support the Township's planning policy related to its highway corridors.

As noted, the underlying HC District as expressed in the Land Use Ordinance is intended to "improve the primary commercial corridors within the Township and help achieve a better balance between residential and commercial development" as well as "to provide commercial uses that serve Township residents as well as residents of surrounding municipalities". This plan promotes the intent of the district by broadening permitted uses so more options are available to owners and by carrying forward the design standards originally put in place to ensure attractive development will result. It also carries out the redevelopment plan goals of promoting the purposes of the New Jersey Municipal Land Use Law, most notably promoting the general welfare (Purpose A), providing appropriate locations for expansion of commercial development opportunities to serve local and regional needs (Purpose G), promoting a desirable visual environment (Purpose I) by encouraging improvement of the Township's highway corridors and encouraging senior citizen community housing construction (Purpose L) by providing both independent and assisted senior living options.

SIGNIFICANT RELATIONSHIP OF THE REDEVELOPMENT PLAN TO OTHER MUNICIPAL, COUNTY AND STATE PLANS

Other Municipal Plans

The portion of the redevelopment area that is subject to this redevelopment plan is located along State Route 130 in the heart of the Township, well away from adjacent municipalities. As such, no change is anticipated to the relationship of land use to adjacent municipalities and there are no negative traffic, environmental or land use impacts that would affect adjacent communities.

Mercer County

The Mercer County Planning Board adopted its most recent County Master Plan in 2010 and amended it in May of 2016. With the most recent amendment, the County took a “3-Systems” approach to regional planning, addressing economic, transportation and environmental policy as follows:

1. Economy

- Provide infrastructure and other incentives that promote growth.
- Promote the appropriate location and design of new development with opportunities for transit, regional equity, and preservation.
- Promote housing choice to meet the region’s needs.

2. Transportation

- Direct growth to transit corridors and centers.
- Promote access management to enhance safety and capacity.
- Promote compact design, walkable, mixed-use centers.
- Match jobs to housing to reduce long auto commutes to work.

3. Environment

- Promote land use patterns that limit stormwater runoff and increase green infrastructure.
- Promote redevelopment of brownfields and grayfields.
- Prioritize open space acquisition to complete greenway networks, support compact development, and provide recreation opportunities to underserved populations.

While certain permitted uses and land use controls in this Redevelopment Plan modify policy in place at time of adoption of this Plan, they do not substantially alter the underlying nature of such existing uses and controls. This redevelopment plan generally carries out the goals of the County Master

Plan.

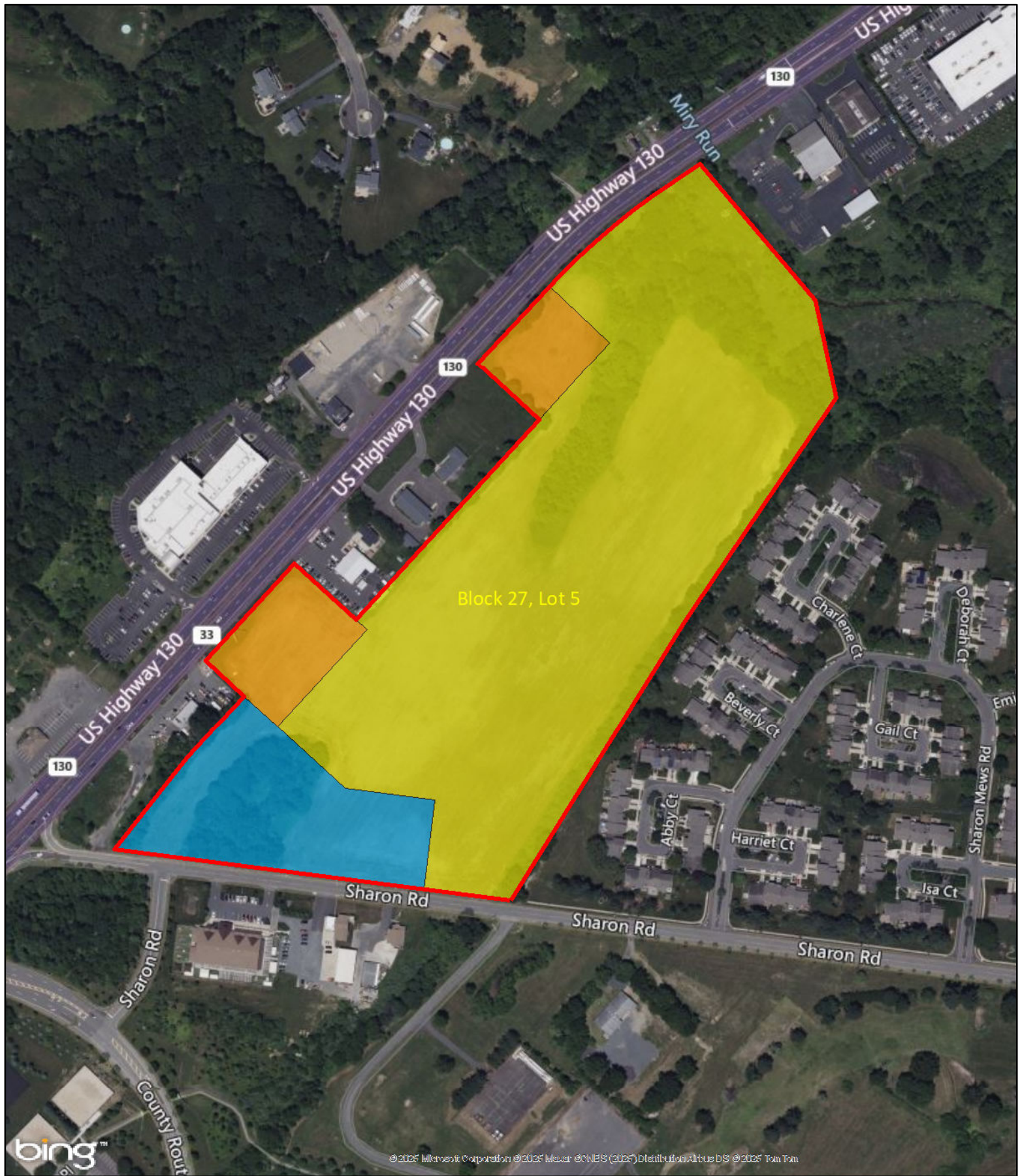
State of New Jersey

The 2001 State Development and Redevelopment Plan classifies the redevelopment area as PA-2 Suburban Planning Area. This redevelopment plan is generally supportive of the State's policy for PA-2, which along with PA-1 is designed to accommodate much of the State's future growth. PA-1 and PA-2 are also planning areas where redevelopment is encouraged.

APPENDIX 1



APPENDIX 2



Block 27, Lot 5 Land Use Zones

A Portion of Robbinsville Township
Mercer County, NJ

Legend

- Redevelopment Plan Area
- Zone A
- Zone B
- Zone C

Map Scale = 1:3,600
or 1" = 300'

0 150 300 Feet



Map Prepared by:
Kyle McManus Associates
PO Box 236
Hopewell, NJ 08525
(609) 529-8692
jkyle@kylemcmanus.com

Data Sources:
NJ Office of Information Technology,
Office of Geographic Information
Systems, BING Maps



APPENDIX 3

January 31, 2025

Ms. Shirleen Roberts
K. Hovnanian Northeast Division, Inc.
110 Fieldcrest Avenue, 5th Floor
Edison, New Jersey 08837

(via email: shroberts@khov.com)

Re: **Traffic Engineering Assessment**
K. Hovnanian Homes - Sharon Road Development
Route 130 Northbound and Sharon Road
Robbinsville Township, Mercer County, NJ
SA Project No. 24087

Dear Shirleen:

In response to your request, Shropshire Associates LLC has prepared a Traffic Engineering Assessment report to evaluate the impact of the traffic to be generated by the proposed mixed-use development along northbound Route 130 and westbound Sharon Road in Robbinsville Township, Mercer County, New Jersey.

Based upon the current information provided, the overall development will consist of two (2) phases of development, a residential phase to be constructed by K. Hovnanian, and a second commercial phase to be developed by others. The current plan includes the following land uses and densities. A copy of the current Redevelopment Plan is attached for your reference.

- Phase 1 – Residential
 - 92 age-restricted townhome units
- Phase 2 – Commercial
 - One (1) 60,800 SF Assisted Living (100 Beds)
 - One (1) 60,200 SF Skilled Nursing Facility (75 Beds)
 - One (1) 45,000 SF Medical Office/Retail Building
 - One (1) 9,000 SF Urgent Care Facility
 - One (1) 21,000 SF Wellness Center

Access to the development is proposed via four (4) new site driveways. Two (2) full movement driveways are proposed along westbound Sharon Road, and two (2) right-in/right-out driveways are proposed along northbound Route 130.

Existing Conditions

A field reconnaissance was conducted to determine features of the adjacent roadway network, roadways and intersections within the study area. Descriptions of the roadways and intersections within the study area are provided below.



Along the sites frontage, **Route 130** is a four-lane median divided highway that is under the jurisdiction of the New Jersey Department of Transportation (NJDOT) and is classified¹ as an Urban Principal Arterial roadway. In the vicinity of the site, both northbound and southbound directions of Route 130 consist of two (2) 12 foot (ft) lanes and a 8 ft shoulder width. Route 130 has a posted speed limit of 55 MPH and extends in a general north-south direction.

Along the site's frontage, **Sharon Road** is a two-lane undivided Urban Major Collector roadway under the jurisdiction of Robbinsville. Along the sites frontage, both eastbound and westbound Sharon Road consists of a 12 ft lane in each direction and variable shoulders. Sharon Road has a posted speed limit of 35 MPH and extends in a general east-west direction.

South of the site, **Robbinsville By-Pass (CR 526)** is a two-lane undivided Urban Minor Arterial roadway under the jurisdiction of Mercer County. Both eastbound and westbound Robbinsville By-Pass (CR 526) consists of a 12 ft lane in each direction and 6 ft shoulders. Robbinsville By-Pass (CR 526) has a posted speed limit of 35 MPH and extends in a general east-west direction.

South of the site, **Sharon Road Cut-Through** is a two-lane undivided roadway, which allows vehicles to travel between Robbinsville By-Pass (CR 526) and Sharon Road. This allows vehicles to go south or west from Sharon Road without having to travel north on Route 130. This roadway is under the jurisdiction of Robbinsville Township.

The T-type intersection of **Route 130 and Sharon Road** is yield controlled along the westbound Sharon Road approach. The Route 130 northbound approach consists of two (2) through-only lanes and one (1) off ramp to Sharon Road. The Route 130 southbound approach does not have access to Sharon Road.

The T-type intersection of **Sharon Road Cut-Through and Sharon Road** is stop-controlled along the northbound Sharon Road cut-through approach. All approaches consist of a single lane for all permitted movements.

The T-type intersection of **Sharon Road Cut-Through and Robbinsville By-Pass (CR 526)** is stop-controlled along the southbound Sharon Road cut-through approach. The southbound Sharon Road cut-through approach consists of a single lane for all permitted movements. The westbound Robbinsville By-Pass consists of a single lane for all permitted movements. The eastbound Robbinsville By-Pass consists of an exclusive left-turn lane and a through lane.

The four-legged **Route 130 and Route 33/ Robbinsville By-Pass (CR 526)** intersection is a signalized intersection. The Route 130 northbound approach consists of three (3) through-only lanes. All turns from this direction will take place via Sharon Road/Sharon Road Cut-Through. The Route 130 southbound approach consists of two (2) through-only lanes and a channelized right-turn lane. The eastbound Route 33 approach consists of two (2) exclusive left-turn lanes, two (2) through-only lanes and one (1) channelized right turn lane.

Traffic Count Data

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Wednesday, January

¹ NJDOT Straight Line Diagrams (Copy attached for Reference)



15, 2025. The counts were conducted during the weekday morning (6:00 AM to 9:00 AM) and the weekday afternoon (2:00 PM to 6:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing weekday AM and weekday PM peak hour volumes are illustrated on Figure 1.

ATR Data

Automatic traffic recorders (ATRs) were placed along Sharon Road in the vicinity of the site for a period of one week to collect hourly, daily, and weekly two-way volume data. This data was collected from Wednesday January 15, 2025, until Wednesday January 22, 2025. Based upon the collected ATR data, the following is a summary of the existing weekday peak hour volumes in the vicinity of the site for Sharon Road. Copies of the collected ATR data are attached for your review.

- Sharon Road
 - AM Peak Hour – 8:00 AM to 9:00 AM
 - Eastbound – 158 vehicles per hour
 - Westbound – 152 vehicles per hour
 - Total – 310 vehicles per hour
 - PM Peak Hour – 5:00 PM to 6:00 PM
 - Eastbound – 109 vehicles per hour
 - Westbound – 227 vehicles per hour
 - Total – 336 vehicles per hour
 - Annual Average Daily Traffic (AADT)
 - Total Daily Vol – 3,573 vehicles per hour

Future Conditions

As indicated above, the proposal is for the construction of the mixed-use development. The traffic resulting from the proposed development will not affect the adjacent roadway network until the development is fully built out, which is anticipated to be by 2030. It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the *Annual Background Growth Table* prepared by NJDOT, a 3.00% annual traffic growth will occur on Urban Principal Arterial Roadways, a 1.50% annual traffic growth will occur on Urban Minor Arterial Roadways, and a 1.00% annual traffic growth will occur on Urban Major Collector and local Roadways. Therefore, in order to estimate the No-Build volumes, the annual growth rates of 3.00%, 1.50% and 1.00% were applied to the existing traffic volumes respectively, which are illustrated in Figure 2.

ITE Trip Generation

The amount of traffic to be generated by the proposed mixed use facility can best be estimated by using data published by the Institute of Transportation Engineers (ITE). ITE has compiled data from thousands of studies for various land uses, independent variables, and study periods and published the results in *Trip Generation, 11th Edition*. The proposed uses at the mixed-use facility are most similar to the following ITE Land Use codes:



- ITE Land Use code 252: Senior Adult Housing – Multifamily
- ITE Land Use code 254: Assisted Living
- ITE Land Use code 620: Nursing Home
- ITE Land Use code 720: Medical-Dental Office Building – Stand Alone
- ITE Land Use code 650: Free-Standing Emergency Room
- ITE Land Use code 492: Health/Fitness Club

The total amount of traffic generated by the proposed development is summarized below in Table 1.

Table 1 ITE Trip Generation						
Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Senior Housing (92 Units)	6	12	18	13	10	23
Assisted Living (100 Beds)	11	7	18	9	15	24
Nursing Home (75 Beds)	9	4	13	4	8	12
Medical-Dental Office (45,000 SF)	110	30	140	54	126	180
Urgent Care (9,000 SF)	5	5	10	6	8	14
Wellness Center (21,000 SF)	14	14	28	50	38	88
Total						
Total	155	72	227	136	205	341

The traffic to be generated by the proposed mixed-use facility must be distributed to the adjacent roadway network in a manner in which the residents, patrons and employees can reasonably be expected to travel. The site traffic was assigned to the roadway network based on the routes that residents, patrons and employees will take to and from the facility. The anticipated trip distribution is shown on Figure 3, with the resulting site traffic assignment on Figure 4. The site traffic was then added to the No-Build volumes to determine the Build volumes, which are illustrated in Figure 5.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *2010 Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. LOS are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of



Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The determination for the LOS for an unsignalized intersection is based upon the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio. The Level of Service criteria for signalized and unsignalized intersections is summarized below in Table 2.

Table 2		
Level of Service Criteria		
Level of Service	Unsignalized Delay (sec)	Signalized Delay (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

The existing and future operating conditions at the study intersections were evaluated using the above-described methodology and the latest Synchro computer simulation modeling software. The existing and future levels of service are illustrated on Figures 6, 7, and 8; with the detailed printouts and capacity analyses worksheets attached for your review. A detailed description of the intersections' operating conditions is provided below.

Route 130 and Route 33/ Robbinsville By-Pass (CR 526) Intersection

Overall, the existing Route 130 and Route 33/ Robbinsville By-Pass (CR 526) signalized intersection currently operates at a LOS C during both the weekday AM and the weekday PM peak hours. In addition, all individual movements currently operate at a LOS D or better during all peak hours with the exception of the following individual movements, which currently operate at a LOS E as noted.

- The eastbound Route 33 left-turn lane both peak hours.
- The westbound Robbinsville By-Pass (CR 526) left-turn lane during both peak hours.
- The westbound Robbinsville By-Pass (CR 526) through lanes during both peak hours.

Under the future No-Build conditions, the Route 130 and Route 33/ Robbinsville By-Pass (CR 526) signalized intersection will continue to operate at an overall LOS C during both peak hours. The majority of the individual movements will continue to operate at existing levels of service during both peak hours.



Under the future Build conditions, the Route 130 and Route 33/ Robbinsville By-Pass (CR 526) signalized intersection will continue to operate at an overall LOS C during both peak hours. The traffic resulting from the proposed development will cause no changes in the individual levels of service at this study location with the exception of the southbound Route 130 channelized right-turn lane, which will operate at a LOS B during the weekday AM peak hour.

No further changes or mitigation are recommended for this study location to accommodate the traffic to be generated by the proposed development.

Route 130 and Sharon Road Intersection

Under the existing conditions, the westbound Sharon Road yield-controlled right-turn movements operate at LOS A during both the weekday AM and the weekday PM peak hours.

In the future No-Build and Build scenarios, all movements will continue to operate at existing levels of service. The traffic resulting from the proposed mixed-use facility will cause no changes in existing levels of service at this study location.

Sharon Road Cut-Through and Sharon Road Intersection

Under the existing conditions, the northbound Sharon Road Cut-Through stop-controlled approach operates at LOS B during both the weekday AM and the weekday PM peak hours. The westbound Sharon Road conflicting left-turn movements operate at LOS A during both peak hours.

In the future No-Build and Build scenarios, all movements will continue to operate at existing levels of service. The traffic resulting from the proposed mixed-use facility will cause no changes in existing levels of service at this study location.

Sharon Road Cut-Through and Robbinsville By-Pass (CR 526) Intersection

Under the existing conditions, the southbound Sharon Road Cut-Through stop-controlled approach operates at LOS C during both the weekday AM and the weekday PM peak hours. The eastbound Robbinsville By-Pass conflicting left-turn movements operate at LOS A during both peak hours. In the future No-Build scenario, all movements will continue to operate at existing levels of service.

Under the future Build conditions, all movements will continue to operate at existing levels of service during both peak hours with the exception of the southbound Sharon Road Cut-Through stop-controlled approach, which will operate at a LOS D during the weekday PM peak hour. No further mitigation is recommended for this study location to accommodate the traffic to be generated by the proposed development.

Route 130 and Site Driveway Intersections

As indicated above, access to the development is proposed via four (4) new site driveways. Two (2) full movement driveways are proposed along westbound Sharon Road, and two (2) right-in/right-out driveways are proposed along northbound Route 130. The northern Route 130 site driveway will allow access to and from the proposed Urgent Care. The southern Route 130 site driveway will allow access to and from the proposed Medical Office space. The



Urgent Care has no access to the full site while the Medical Office space has an internal driveway that connects to the full site.

Based upon this configuration, the outbound site driveway stop-controlled movements along Route 130 will operate at a LOS B during both the weekday AM and the weekday PM peak hours.

No further changes or mitigation are recommended for this study location to accommodate the traffic to be generated by the proposed development.

Sharon Road and Site Driveway Intersections

The two (2) site driveways along westbound Sharon Road will consist of single inbound and outbound lanes. Based upon this configuration, the outbound site driveway stop-controlled movements will operate at a LOS B or better during both the weekday AM and the weekday PM peak hours. In addition, all inbound conflicting left-turn movements from eastbound Sharon Road will operate at a LOS A during both peak hours.

A left-turn lane warrant analysis was performed for eastbound Sharon Road at the proposed site driveway locations. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **not warranted** for either driveway location along eastbound Sharon Road during the peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.

Conclusion

Based on the results presented in this traffic engineering assessment report, the traffic resulting from the proposed mixed-use facility will have a minimal impact on the adjacent roadways based upon the following conclusions:

- Based upon the current ITE trip generation rates, the proposed development will generate a total of 227 trips during the AM peak hour and 341 trips during the weekday PM peak hour.
- Under the Future Build conditions, the Route 130 and Route 33/ Robbinsville By-Pass (CR 526) signalized intersection will continue to operate at a LOS C during both the weekday AM and the weekday PM peak hours. All individual movements will continue to operate at No-Build levels of service with the exception of the southbound Route 130 channelized right-turn lane which will operate at a LOS B during the weekday AM peak hour.
- The traffic resulting from the proposed mixed-use development will cause no changes in the levels of service at the Route 130 and Sharon Road Intersection intersection. All movements will continue to operate at existing levels of service.
- The traffic resulting from the proposed mixed-use development will cause no changes in the levels of service at the Sharon Road Cut-Through and Sharon Road intersection. All movements will continue to operate at existing levels of service.



- The traffic resulting from the proposed mixed-use development will cause minimal changes in the levels of service at the Sharon Road Cut-Through and Robbinsville By-Pass intersection. All movements will continue to operate at existing levels of service with the exception of the southbound Sharon Road Cut-Through approach which will operate at a LOS D during the weekday PM peak hour.
- Access to the development is proposed via four (4) new site driveways. Two (2) full movement driveways are proposed along westbound Sharon Road, and two (2) right-in/right-out driveways are proposed along northbound Route 130.

Based upon this configuration, all outbound site driveway movements will operate at a LOS B or above during both the weekday AM and the weekday PM peak hours.

Should you have any questions or require additional information, please feel free to contact us.

Sincerely,
Shropshire Associates LLC

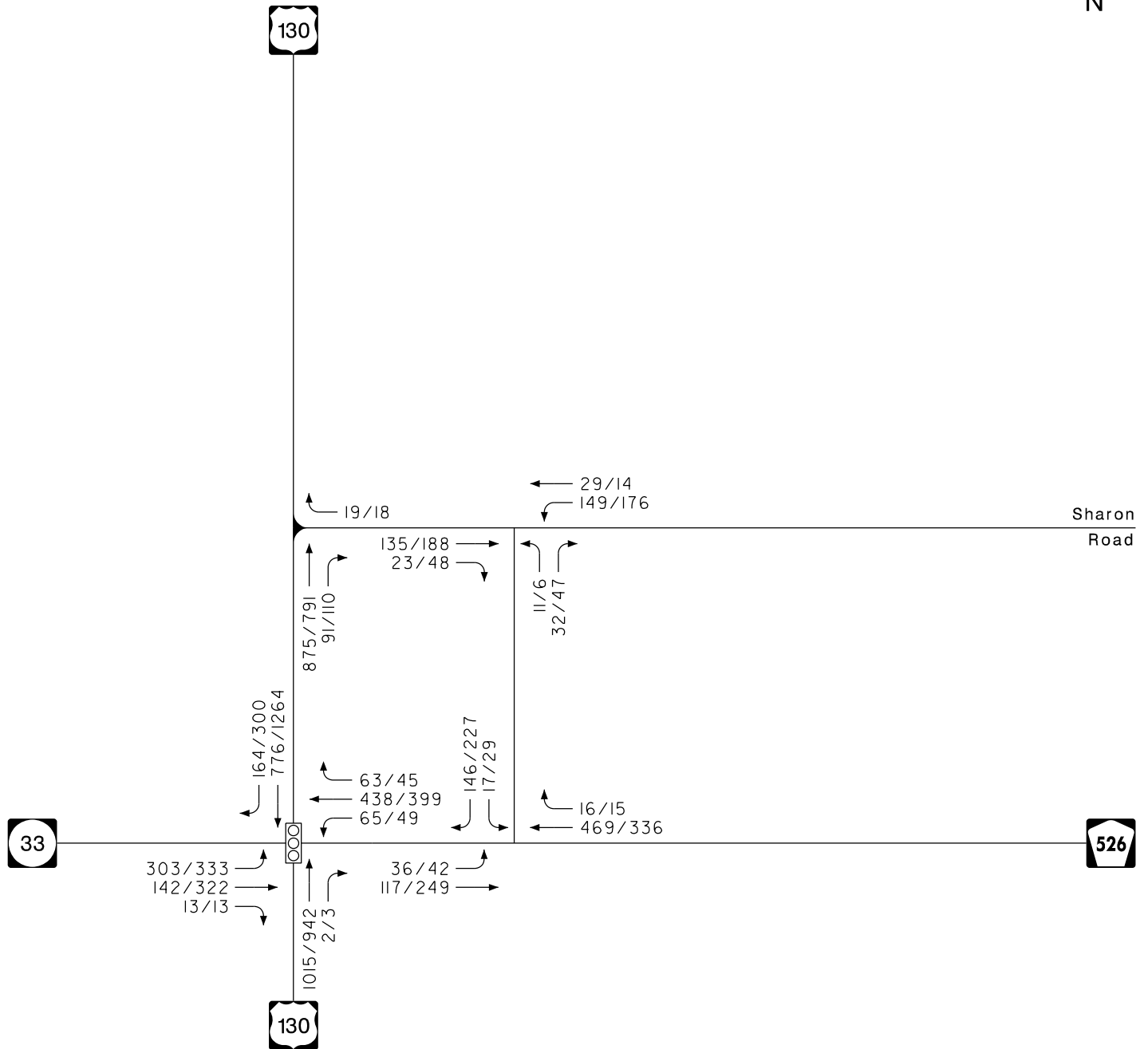
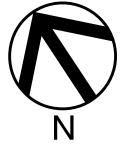
A handwritten signature in black ink, appearing to read 'Nathan B. Mosley', is written over a light gray circular background.

Nathan B. Mosley, P.E., C.M.E.
Senior Project Manager
N.J. License No. #48698

NBM/jab
Attachments

cc: Joseph Lipanovski
John Cummins
Dino Spadaccini
Zeke Cullen
Scott Hempel
Jim Kyle

(via email: jlipanovski@khov.com)
(via email: jcummings@khov.com)
(via email: dino@spadlaw.com)
(via email: zcullen@midatlanticeng.com)
(via email: shempel@midatlanticeng.com)
(via email: jkyle@kylemcmanus.com)



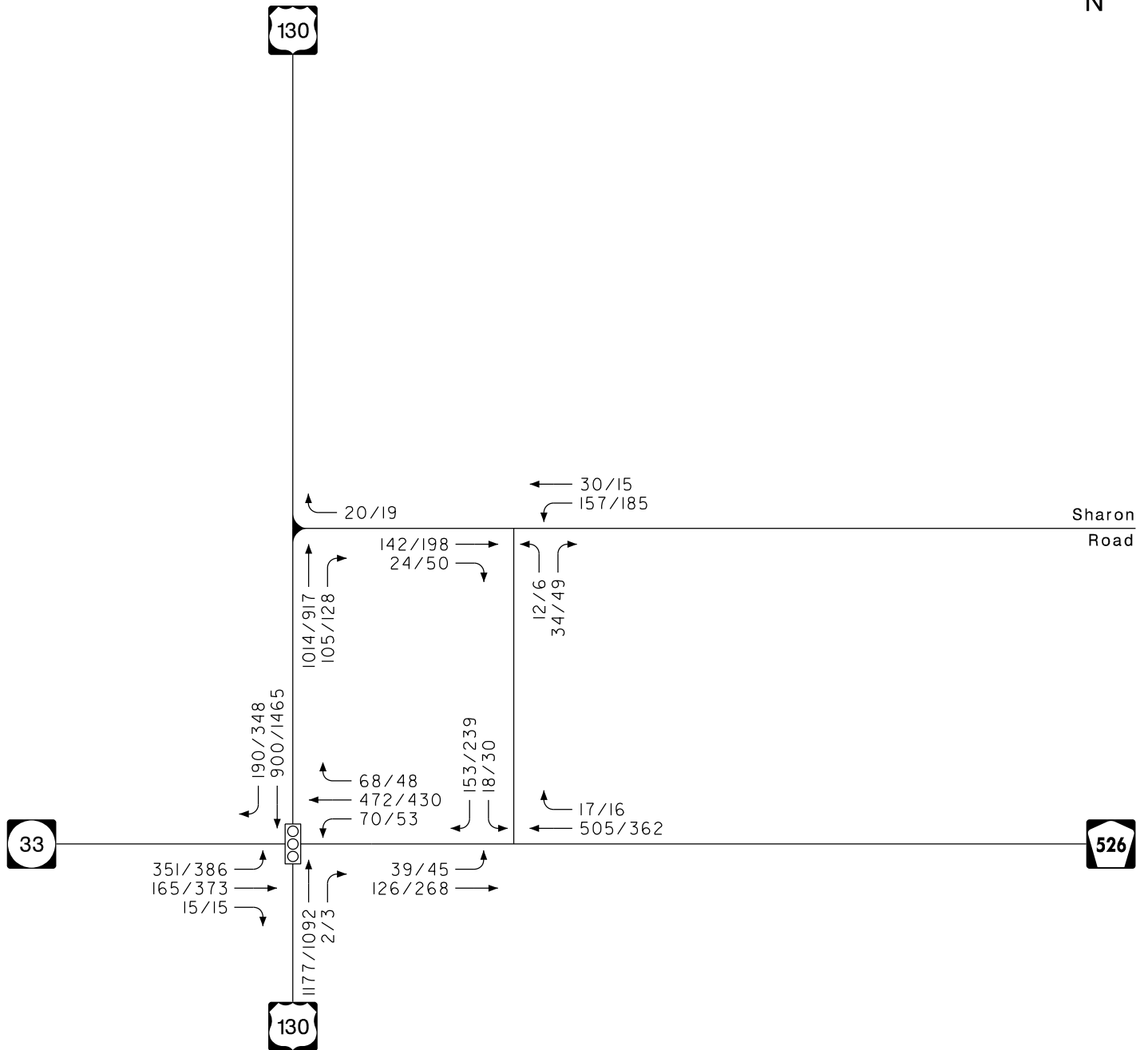
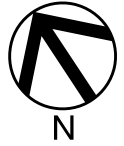
Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

January 2025

TRAFFIC SIGNAL

AM/PM PEAK HOUR



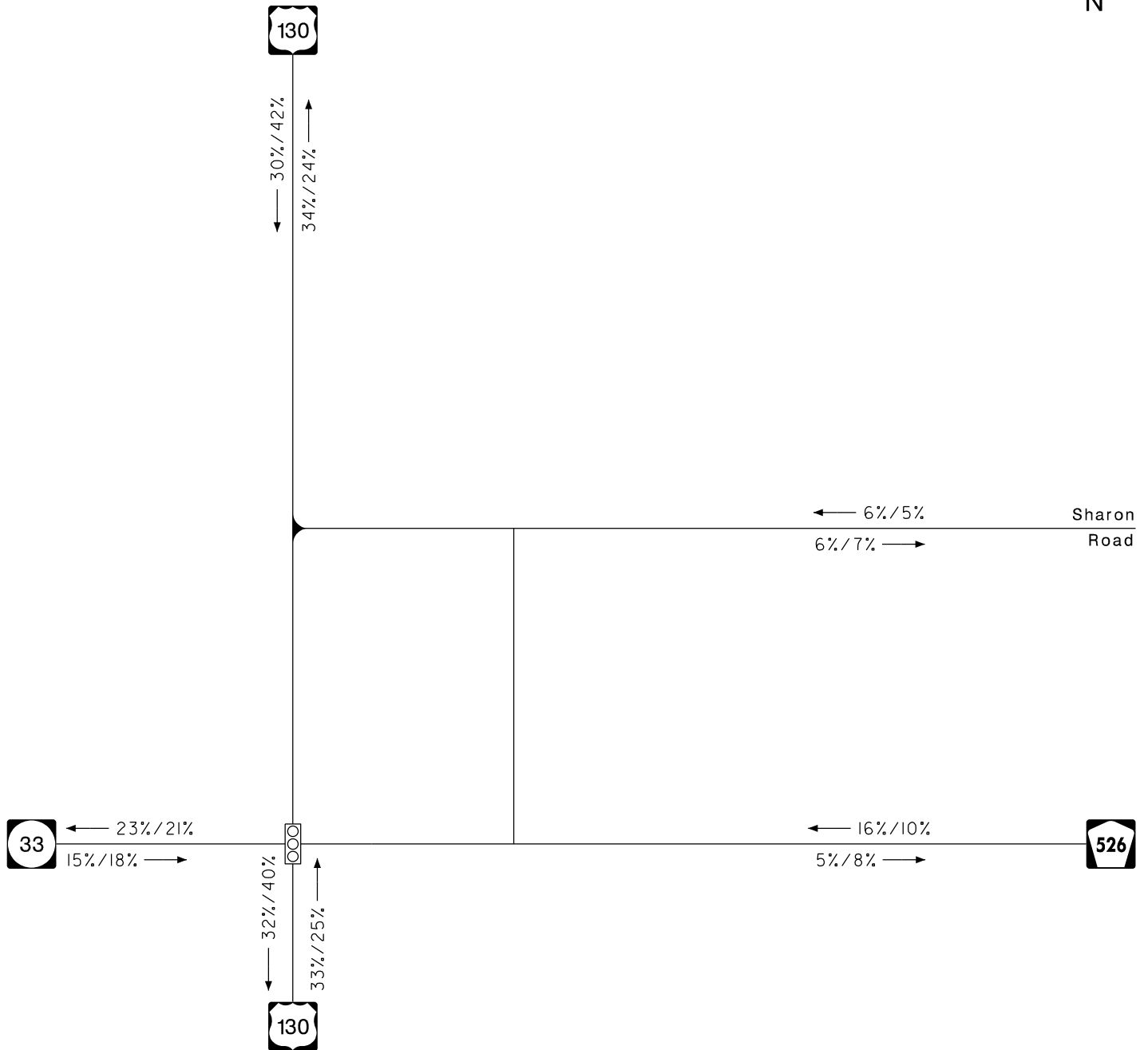
Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

January 2025

 TRAFFIC SIGNAL

AM/PM PEAK HOUR



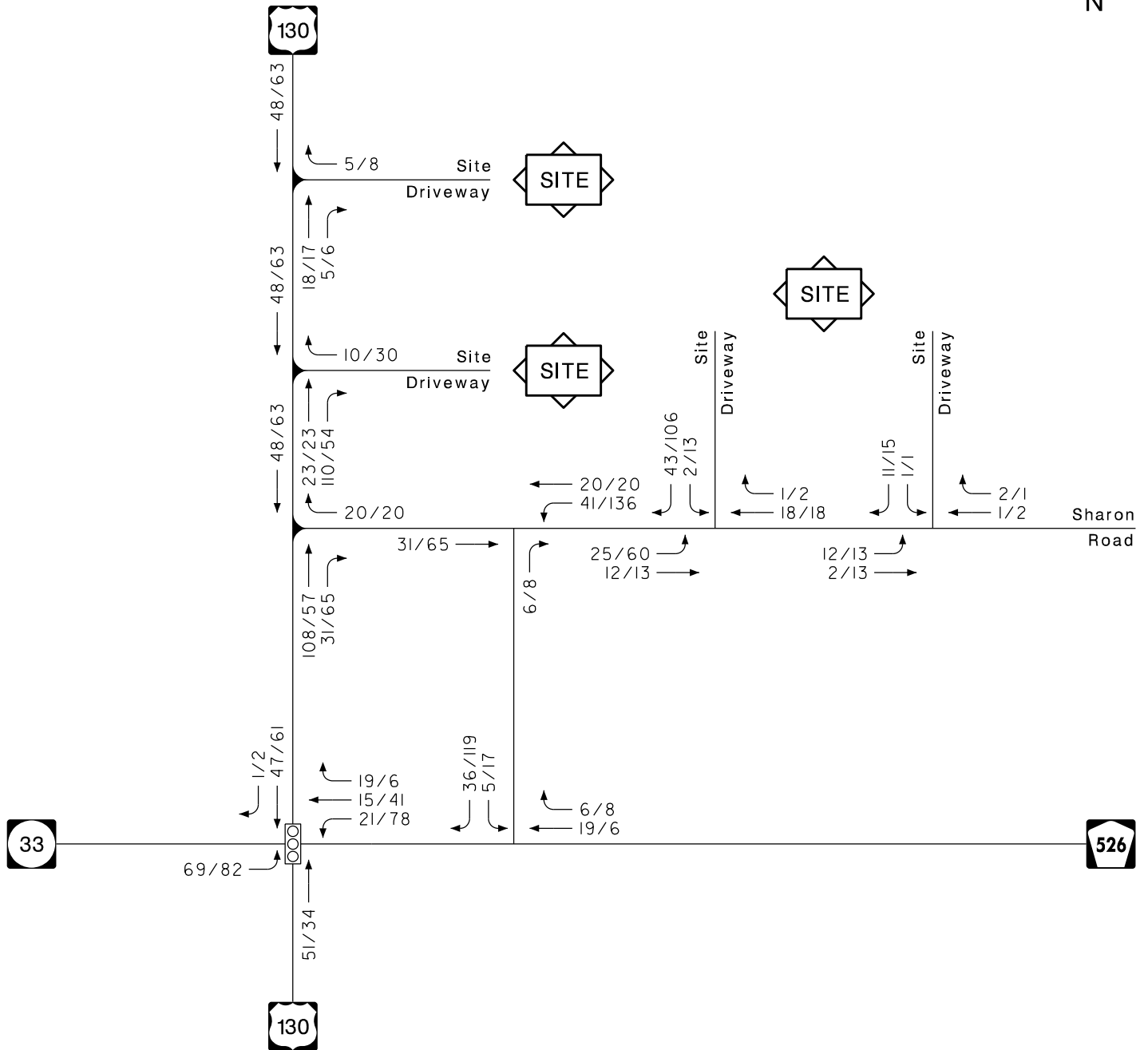
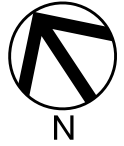
Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

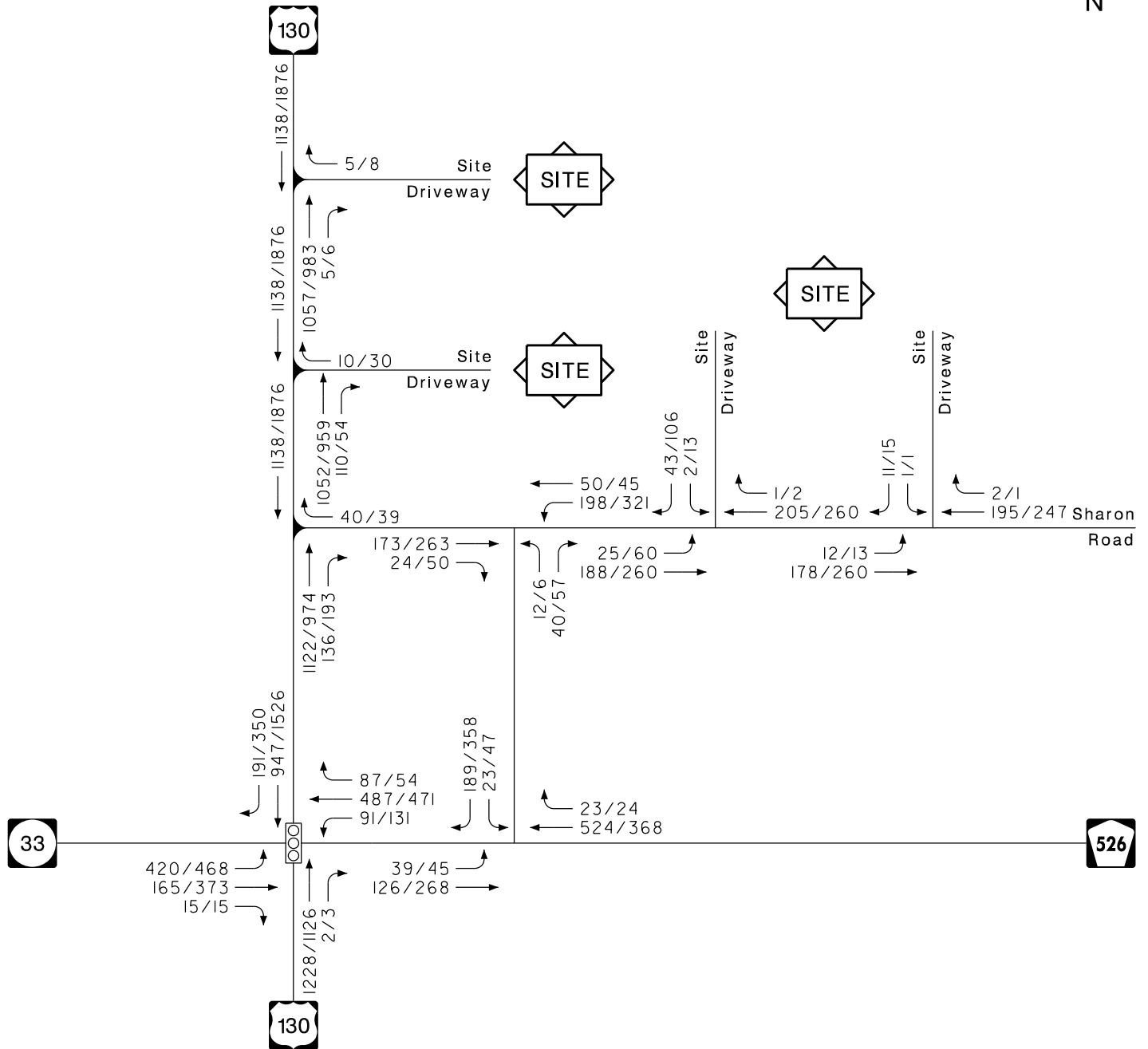
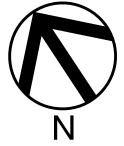
January 2025

 TRAFFIC SIGNAL

AM/PM PEAK HOUR



 TRAFFIC SIGNAL
AM/PM PEAK HOUR

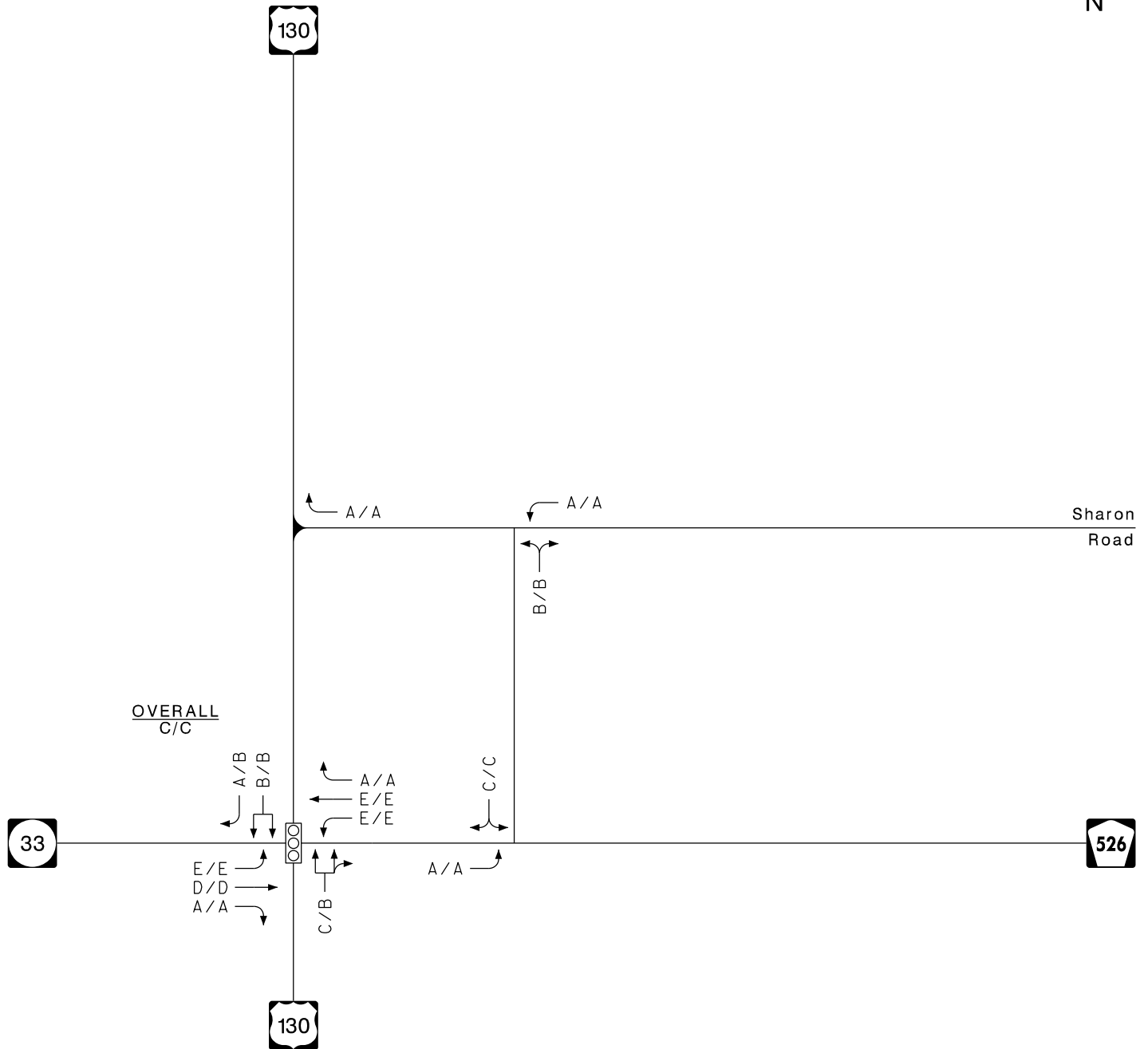
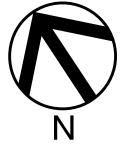


Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

January 2025

 TRAFFIC SIGNAL
AM/PM PEAK HOUR



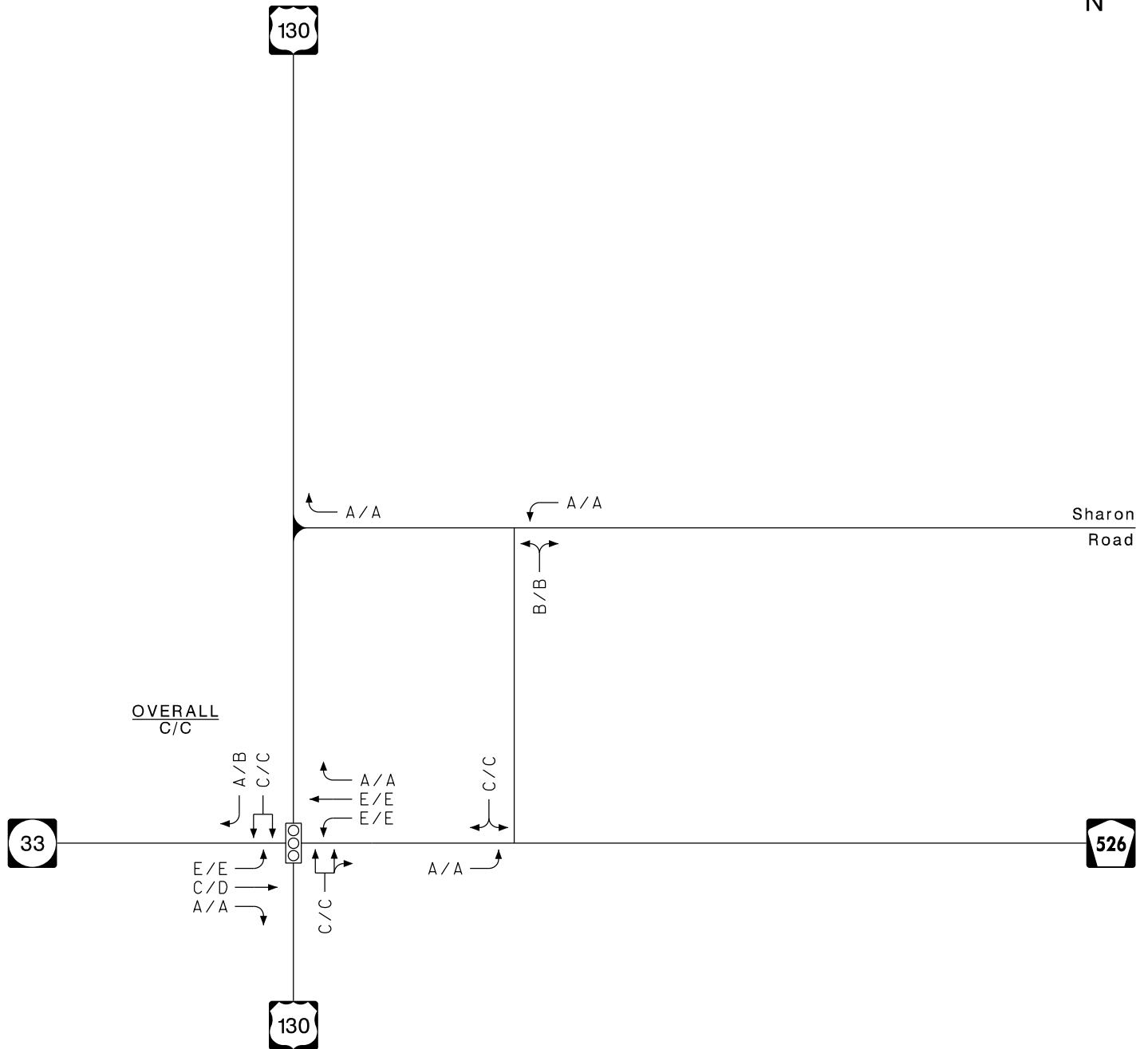
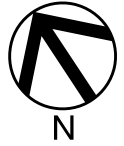
Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

January 2025

 TRAFFIC SIGNAL

AM/PM PEAK HOUR



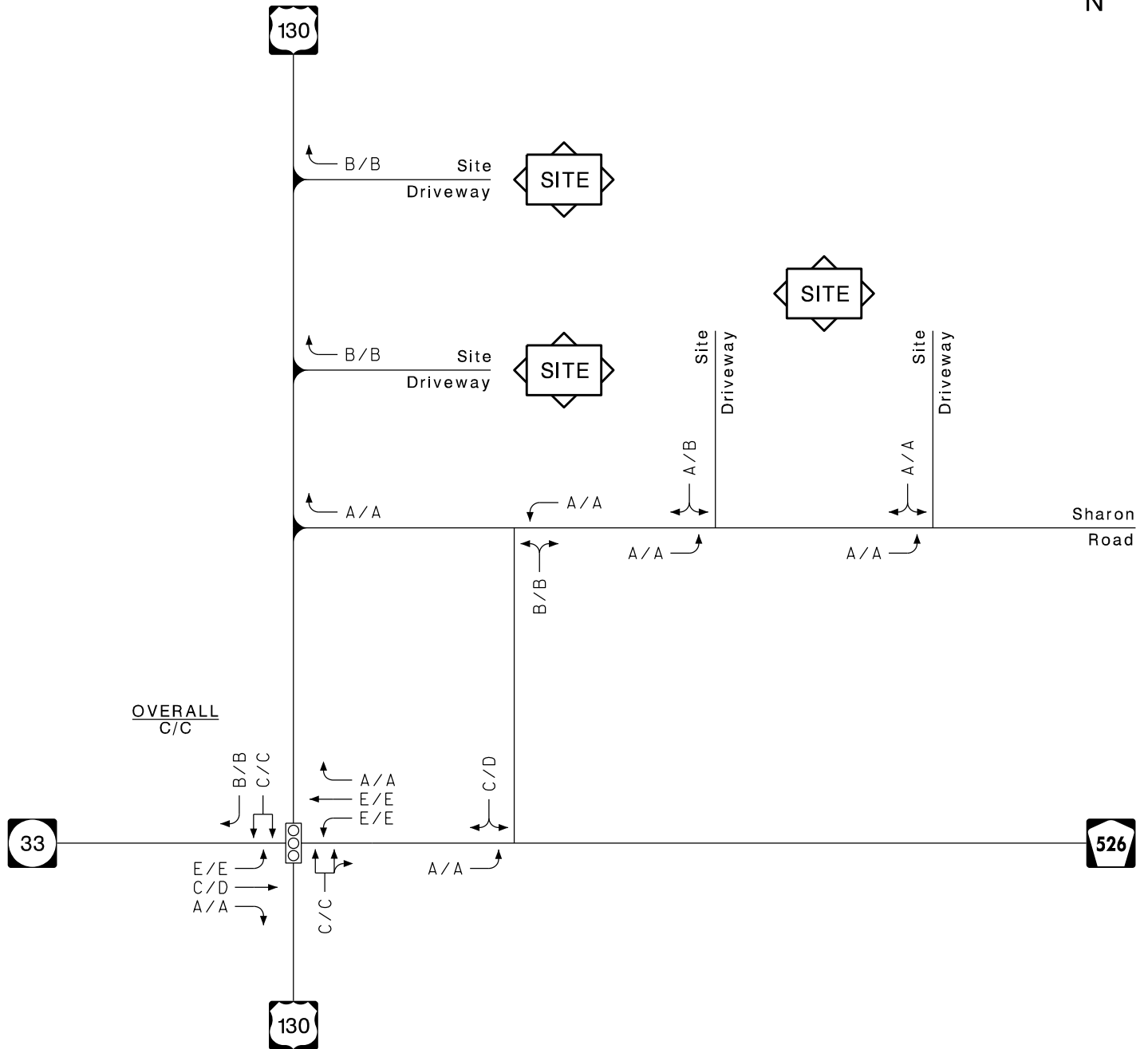
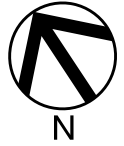
Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

January 2025

 TRAFFIC SIGNAL

AM/PM PEAK HOUR



Sharon Road Mixed-Use Development

Robbinsville, Mercer County, NJ

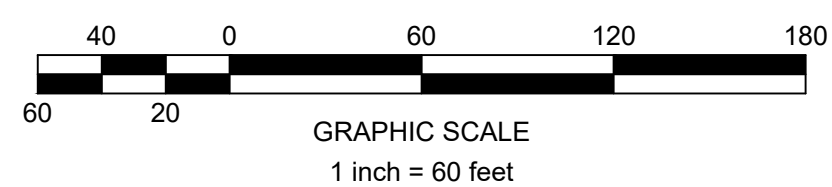
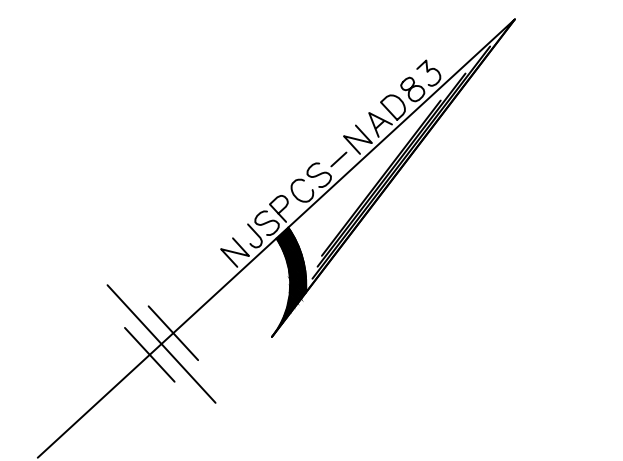
January 2025

 TRAFFIC SIGNAL

AM/PM PEAK HOUR



NOTES:
1. EXACT POSITION, ORIENTATION, AND SIZE OF BASINS ARE SUBJECT TO CHANGE.
2. LAYOUT DEPICTED IS FOR PRELIMINARY DESIGN PURPOSES.



REFLECTIONS AT ROBBINSVILLE

CONCEPTUAL LAYOUT

BLOCK 27, LOT 5

TOWNSHIP OF ROBBINSVILLE, MERCER COUNTY, NEW JERSEY

MidAtlantic
Engineering Partners

PREPARED BY: PK

PROJECT NUMBER: KVN-2401

SCALE: 1"=60'

DATE: 09/25/24

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: US-130

E/W Route: NJ-33 / Robbinsville Bypass

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/LW LM/D4-3142 D4--2584

File Name : 24087001002

Site Code : 24087001

Start Date : 1/15/2025

Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	US-130 Southbound			Robbinsville Bypass Westbound				US-130 Northbound				NJ-33 Eastbound				
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Right	Thru	Right on Red	App. Total	Right	Thru	Left	App. Total	Int. Total
06:00 AM	9	59	68	6	24	4	34	0	123	1	124	1	9	24	34	260
06:15 AM	24	123	147	5	41	5	51	0	223	0	223	1	21	33	55	476
06:30 AM	15	102	117	7	54	5	66	0	243	0	243	2	16	55	73	499
06:45 AM	24	110	134	10	51	9	70	0	222	0	222	0	27	50	77	503
Total	72	394	466	28	170	23	221	0	811	1	812	4	73	162	239	1738
07:00 AM	11	101	112	11	84	15	110	0	261	0	261	0	27	44	71	554
07:15 AM	18	142	160	13	133	9	155	3	262	0	265	2	29	58	89	669
07:30 AM	25	187	212	15	116	16	147	1	308	0	309	1	38	82	121	789
07:45 AM	56	221	277	23	139	20	182	0	262	0	262	4	42	79	125	846
Total	110	651	761	62	472	60	594	4	1093	0	1097	7	136	263	406	2858
08:00 AM	35	171	206	16	94	15	125	1	206	0	207	1	34	75	110	648
08:15 AM	48	197	245	9	89	14	112	0	239	0	239	7	28	67	102	698
08:30 AM	27	146	173	7	94	13	114	2	204	0	206	2	28	56	86	579
08:45 AM	66	202	268	15	96	12	123	1	197	0	198	4	41	81	126	715
Total	176	716	892	47	373	54	474	4	846	0	850	14	131	279	424	2640
*** BREAK ***																
02:00 PM	43	149	192	18	63	8	89	0	147	0	147	4	32	72	108	536
02:15 PM	61	174	235	7	69	16	92	6	149	0	155	5	45	70	120	602
02:30 PM	45	175	220	9	63	8	80	0	191	0	191	1	61	58	120	611
02:45 PM	74	195	269	13	72	9	94	0	176	0	176	6	66	78	150	689
Total	223	693	916	47	267	41	355	6	663	0	669	16	204	278	498	2438
03:00 PM	63	195	258	9	51	13	73	2	176	0	178	2	55	69	126	635
03:15 PM	77	253	330	8	75	10	93	1	174	1	176	0	49	65	114	713
03:30 PM	75	287	362	8	61	11	80	1	190	2	193	2	66	72	140	775
03:45 PM	63	312	375	5	116	18	139	1	199	0	200	0	59	62	121	835
Total	278	1047	1325	30	303	52	385	5	739	3	747	4	229	268	501	2958
04:00 PM	74	258	332	12	115	29	156	2	221	6	229	2	69	60	131	848
04:15 PM	72	288	360	11	127	28	166	3	216	0	219	3	67	67	137	882
04:30 PM	70	329	399	12	83	13	108	1	222	0	223	2	81	79	162	892
04:45 PM	56	341	397	15	108	16	139	0	243	0	243	7	67	60	134	913
Total	272	1216	1488	50	433	86	569	6	902	6	914	14	284	266	564	3535
05:00 PM	55	294	349	11	96	11	118	0	235	0	235	2	85	96	183	885
05:15 PM	86	343	429	13	99	10	122	1	236	0	237	2	78	82	162	950
05:30 PM	103	286	389	6	96	12	114	2	228	0	230	2	92	95	189	922
05:45 PM	72	259	331	8	113	25	146	1	208	1	210	1	77	79	157	844
Total	316	1182	1498	38	404	58	500	4	907	1	912	7	332	352	691	3601
Grand Total	1447	5899	7346	302	2422	374	3098	29	5961	11	6001	66	1389	1868	3323	19768
Apprch %	19.7	80.3		9.7	78.2	12.1		0.5	99.3	0.2		2	41.8	56.2		
Total %	7.3	29.8		1.5	12.3	1.9	15.7	0.1	30.2	0.1	30.4	0.3	7	9.4	16.8	
Unshifted	1443	5734	7177	292	2408	352	3052	28	5717	9	5754	64	1384	1860	3308	19291
% Unshifted	99.7	97.2	97.7	96.7	99.4	94.1	98.5	96.6	95.9	81.8	95.9	97	99.6	99.6	99.5	97.6
Tractor Trailers	4	165	169	10	14	22	46	1	244	2	247	2	5	8	15	477
% Tractor Trailers	0.3	2.8	2.3	3.3	0.6	5.9	1.5	3.4	4.1	18.2	4.1	3	0.4	0.4	0.5	2.4

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: US-130

E/W Route: NJ-33 / Robbinsville Bypass

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/LW LM/D4-3142 D4--2584

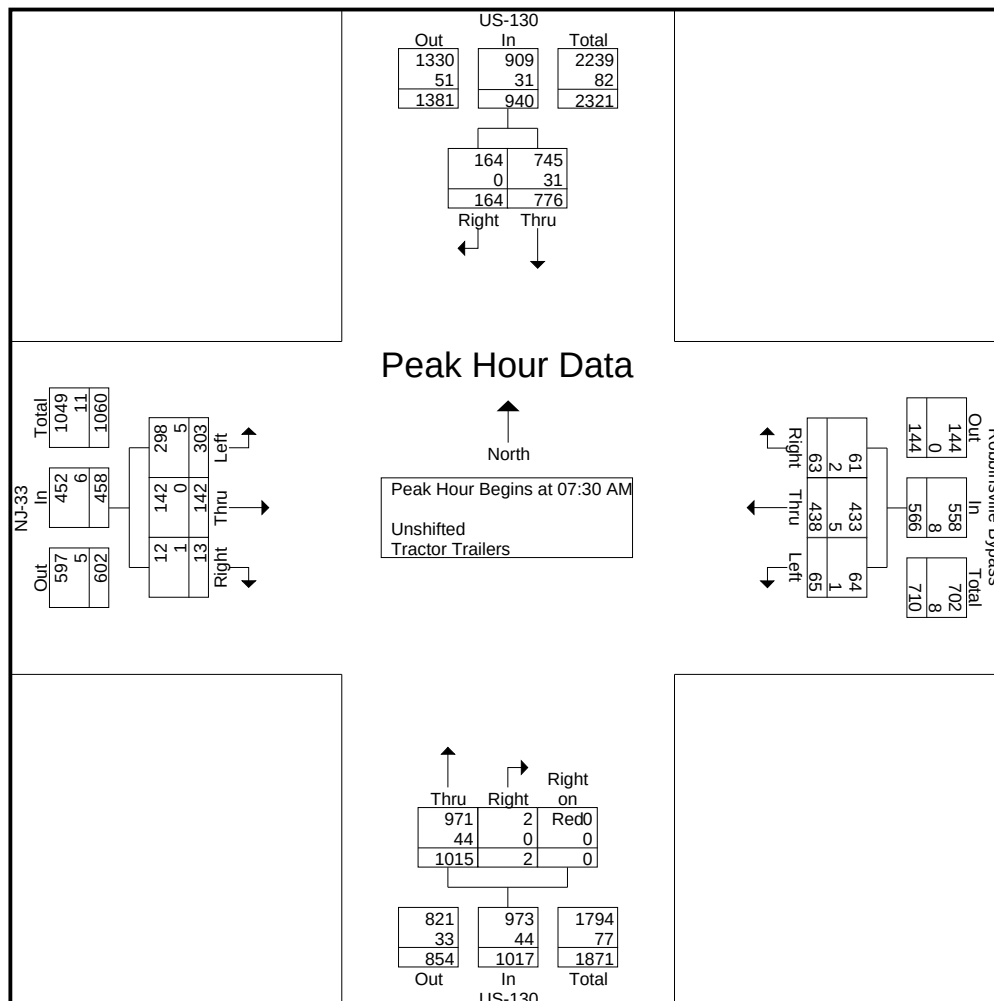
File Name : 24087001002

Site Code : 24087001

Start Date : 1/15/2025

Page No : 2

	US-130 Southbound			Robbinsville Bypass Westbound				US-130 Northbound				NJ-33 Eastbound				
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Right	Thru	Right on Red	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	25	187	212	15	116	16	147	1	308	0	309	1	38	82	121	789
07:45 AM	56	221	277	23	139	20	182	0	262	0	262	4	42	79	125	846
08:00 AM	35	171	206	16	94	15	125	1	206	0	207	1	34	75	110	648
08:15 AM	48	197	245	9	89	14	112	0	239	0	239	7	28	67	102	698
Total Volume	164	776	940	63	438	65	566	2	1015	0	1017	13	142	303	458	2981
% App. Total	17.4	82.6		11.1	77.4	11.5		0.2	99.8	0		2.8	31	66.2		
PHF	.732	.878	.848	.685	.788	.813	.777	.500	.824	.000	.823	.464	.845	.924	.916	.881
Unshifted	164	745	909	61	433	64	558	2	971	0	973	12	142	298	452	2892
% Unshifted	100	96.0	96.7	96.8	98.9	98.5	98.6	100	95.7	0	95.7	92.3	100	98.3	98.7	97.0
Tractor Trailers	0	31	31	2	5	1	8	0	44	0	44	1	0	5	6	89
% Tractor Trailers	0	4.0	3.3	3.2	1.1	1.5	1.4	0	4.3	0	4.3	7.7	0	1.7	1.3	3.0



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: US-130

E/W Route: NJ-33 / Robbinsville Bypass

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/LW LM/D4-3142 D4--2584

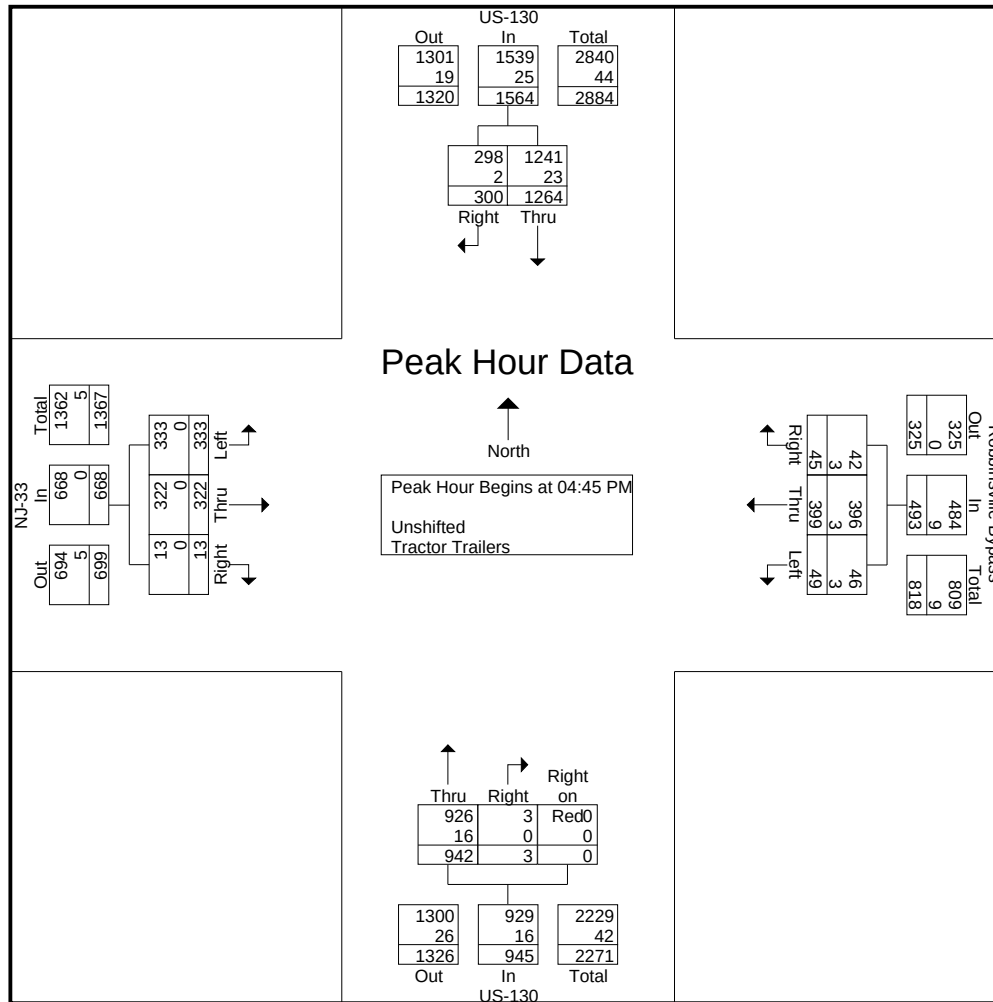
File Name : 24087001002

Site Code : 24087001

Start Date : 1/15/2025

Page No : 3

	US-130 Southbound			Robbinsville Bypass Westbound				US-130 Northbound				NJ-33 Eastbound				
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Right	Thru	Right on Red	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	56	341	397	15	108	16	139	0	243	0	243	7	67	60	134	913
05:00 PM	55	294	349	11	96	11	118	0	235	0	235	2	85	96	183	885
05:15 PM	86	343	429	13	99	10	122	1	236	0	237	2	78	82	162	950
05:30 PM	103	286	389	6	96	12	114	2	228	0	230	2	92	95	189	922
Total Volume	300	1264	1564	45	399	49	493	3	942	0	945	13	322	333	668	3670
% App. Total	19.2	80.8		9.1	80.9	9.9		0.3	99.7	0		1.9	48.2	49.9		
PHF	.728	.921	.911	.750	.924	.766	.887	.375	.969	.000	.972	.464	.875	.867	.884	.966
Unshifted	298	1241	1539	42	396	46	484	3	926	0	929	13	322	333	668	3620
% Unshifted	99.3	98.2	98.4	93.3	99.2	93.9	98.2	100	98.3	0	98.3	100	100	100	100	98.6
Tractor Trailers	2	23	25	3	3	3	9	0	16	0	16	0	0	0	0	50
% Tractor Trailers	0.7	1.8	1.6	6.7	0.8	6.1	1.8	0	1.7	0	1.7	0	0	0	0	1.4



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Northbound US-130
E/W Route: Sharon Rd.
Robbinsville/Mercer County/NJ
Wednesday/Mostly Clear/RB/D4-3730

File Name : 24087003
Site Code : 24087003
Start Date : 1/15/2025
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

Start Time	Sharon Rd. Westbound		US-130 Northbound			Int. Total
	Right	App. Total	Right	Thru	App. Total	
06:00 AM	0	0	2	136	138	138
06:15 AM	3	3	6	159	165	168
06:30 AM	2	2	22	210	232	234
06:45 AM	2	2	13	185	198	200
Total	7	7	43	690	733	740
07:00 AM	3	3	14	244	258	261
07:15 AM	7	7	27	217	244	251
07:30 AM	4	4	19	211	230	234
07:45 AM	5	5	31	203	234	239
Total	19	19	91	875	966	985
08:00 AM	5	5	19	105	124	129
08:15 AM	1	1	30	102	132	133
08:30 AM	0	0	18	128	146	146
08:45 AM	1	1	30	75	105	106
Total	7	7	97	410	507	514
*** BREAK ***						
02:00 PM	1	1	18	159	177	178
02:15 PM	0	0	15	111	126	126
02:30 PM	1	1	16	93	109	110
02:45 PM	0	0	25	127	152	152
Total	2	2	74	490	564	566
03:00 PM	4	4	34	170	204	208
03:15 PM	3	3	28	93	121	124
03:30 PM	6	6	37	111	148	154
03:45 PM	4	4	44	151	195	199
Total	17	17	143	525	668	685
04:00 PM	8	8	19	140	159	167
04:15 PM	4	4	35	230	265	269
04:30 PM	2	2	27	200	227	229
04:45 PM	4	4	29	221	250	254
Total	18	18	110	791	901	919
05:00 PM	1	1	26	128	154	155
05:15 PM	2	2	13	91	104	106
05:30 PM	2	2	44	203	247	249
05:45 PM	2	2	37	142	179	181
Total	7	7	120	564	684	691
Grand Total	77	77	678	4345	5023	5100
Apprch %	100		13.5	86.5		
Total %	1.5	1.5	13.3	85.2	98.5	
Unshifted	76	76	669	4266	4935	5011
% Unshifted	98.7	98.7	98.7	98.2	98.2	98.3
Tractor Trailers	1	1	9	79	88	89
% Tractor Trailers	1.3	1.3	1.3	1.8	1.8	1.7

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Northbound US-130

E/W Route: Sharon Rd.

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/RB/D4-3730

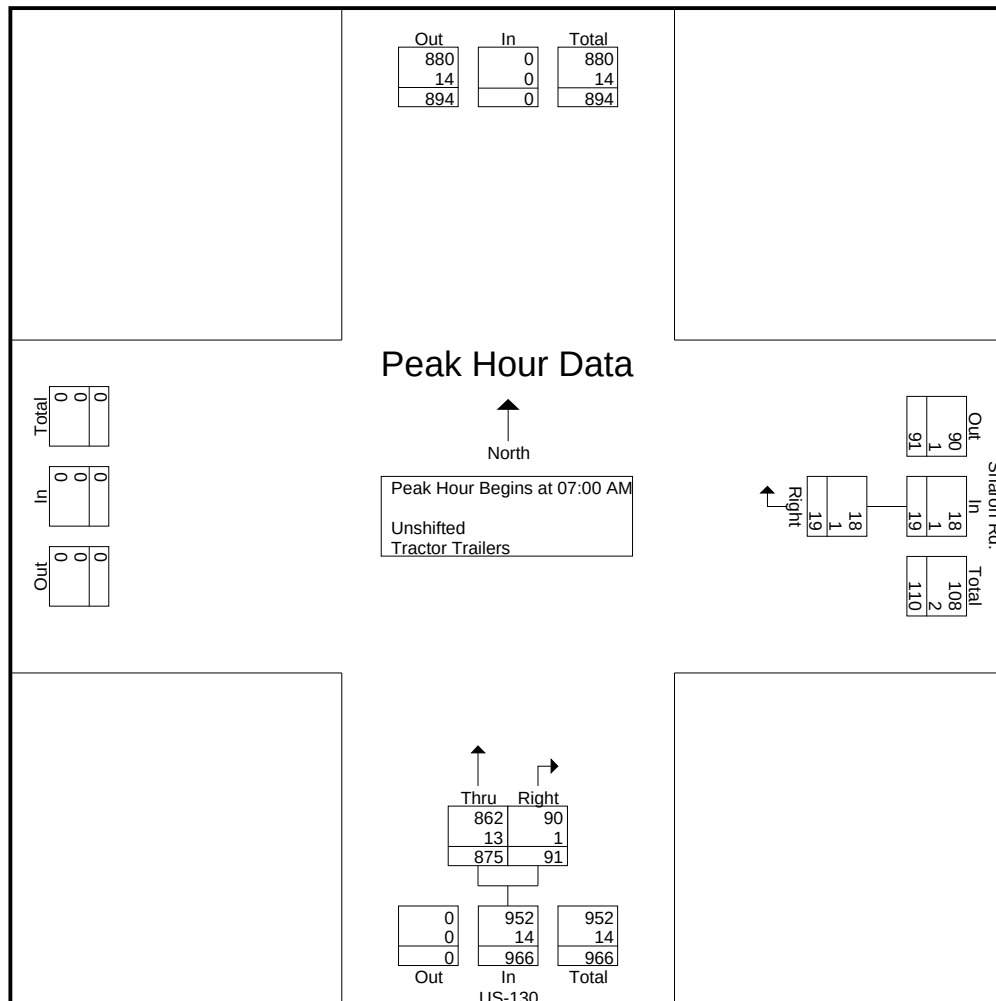
File Name : 24087003

Site Code : 24087003

Start Date : 1/15/2025

Page No : 2

	Sharon Rd. Westbound		US-130 Northbound			
Start Time	Right	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 07:00 AM						
07:00 AM	3	3	14	244	258	261
07:15 AM	7	7	27	217	244	251
07:30 AM	4	4	19	211	230	234
07:45 AM	5	5	31	203	234	239
Total Volume	19	19	91	875	966	985
% App. Total	100		9.4	90.6		
PHF	.679	.679	.734	.897	.936	.943
Unshifted	18	18	90	862	952	970
% Unshifted	94.7	94.7	98.9	98.5	98.6	98.5
Tractor Trailers	1	1	1	13	14	15
% Tractor Trailers	5.3	5.3	1.1	1.5	1.4	1.5



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Northbound US-130

E/W Route: Sharon Rd.

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/RB/D4-3730

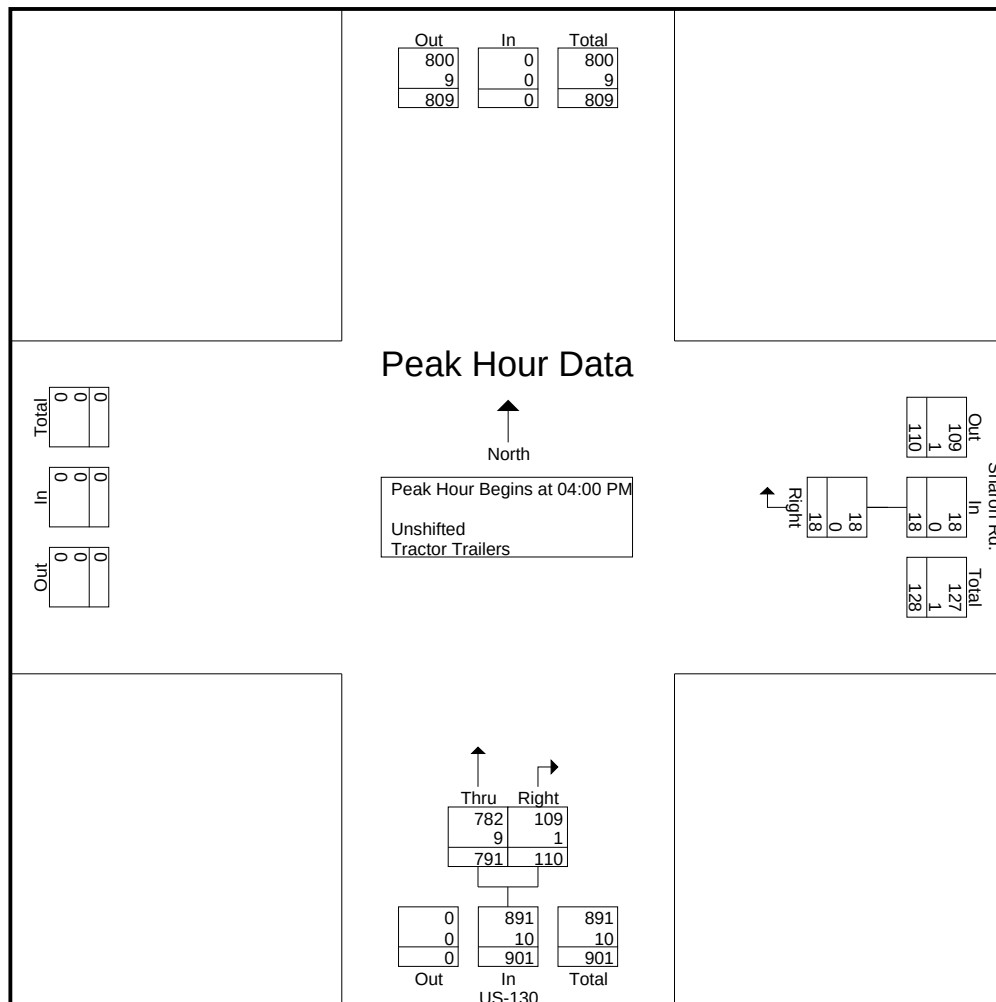
File Name : 24087003

Site Code : 24087003

Start Date : 1/15/2025

Page No : 3

	Sharon Rd. Westbound		US-130 Northbound			
Start Time	Right	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 04:00 PM						
04:00 PM	8	8	19	140	159	167
04:15 PM	4	4	35	230	265	269
04:30 PM	2	2	27	200	227	229
04:45 PM	4	4	29	221	250	254
Total Volume	18	18	110	791	901	919
% App. Total	100		12.2	87.8		
PHF	.563	.563	.786	.860	.850	.854
Unshifted	18	18	109	782	891	909
% Unshifted	100	100	99.1	98.9	98.9	98.9
Tractor Trailers	0	0	1	9	10	10
% Tractor Trailers	0	0	0.9	1.1	1.1	1.1



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Sharon Rd. Cut Thru
E/W Route: Sharon Rd.
Robbinsville/Mercer County/NJ
Wednesday/Mostly Clear/EM/D4-2585

File Name : 24087004
Site Code : 24087004
Start Date : 1/15/2025
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	Sharon Rd. Westbound			Sharon Rd. Cut Thru Northbound			Sharon Rd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
06:00 AM	1	11	12	1	0	1	1	2	3	16
06:15 AM	2	15	17	4	2	6	2	14	16	39
06:30 AM	5	20	25	4	0	4	1	23	24	53
06:45 AM	3	19	22	9	1	10	3	22	25	57
Total	11	65	76	18	3	21	7	61	68	165
07:00 AM	7	29	36	11	1	12	5	26	31	79
07:15 AM	8	25	33	14	5	19	7	31	38	90
07:30 AM	6	35	41	5	3	8	7	21	28	77
07:45 AM	10	51	61	12	2	14	4	43	47	122
Total	31	140	171	42	11	53	23	121	144	368
08:00 AM	10	26	36	5	5	10	8	21	29	75
08:15 AM	2	38	40	6	1	7	7	41	48	95
08:30 AM	7	34	41	9	3	12	4	30	34	87
08:45 AM	4	34	38	16	3	19	3	55	58	115
Total	23	132	155	36	12	48	22	147	169	372
*** BREAK ***										
02:00 PM	2	19	21	5	0	5	6	16	22	48
02:15 PM	3	24	27	5	1	6	6	23	29	62
02:30 PM	7	19	26	7	1	8	9	16	25	59
02:45 PM	2	17	19	6	1	7	5	25	30	56
Total	14	79	93	23	3	26	26	80	106	225
03:00 PM	9	28	37	15	0	15	11	33	44	96
03:15 PM	8	23	31	18	0	18	4	27	31	80
03:30 PM	5	26	31	7	0	7	11	34	45	83
03:45 PM	4	55	59	7	1	8	18	29	47	114
Total	26	132	158	47	1	48	44	123	167	373
04:00 PM	8	85	93	8	3	11	11	18	29	133
04:15 PM	4	56	60	13	3	16	8	38	46	122
04:30 PM	8	29	37	16	1	17	8	29	37	91
04:45 PM	3	45	48	11	3	14	15	32	47	109
Total	23	215	238	48	10	58	42	117	159	455
05:00 PM	7	43	50	9	1	10	15	41	56	116
05:15 PM	3	34	37	12	1	13	10	53	63	113
05:30 PM	1	41	42	10	4	14	13	49	62	118
05:45 PM	3	58	61	16	0	16	10	45	55	132
Total	14	176	190	47	6	53	48	188	236	479
Grand Total	142	939	1081	261	46	307	212	837	1049	2437
Apprch %	13.1	86.9		85	15		20.2	79.8		
Total %	5.8	38.5	44.4	10.7	1.9	12.6	8.7	34.3	43	
Unshifted	141	939	1080	261	46	307	208	831	1039	2426
% Unshifted	99.3	100	99.9	100	100	100	98.1	99.3	99	99.5
Tractor Trailers	1	0	1	0	0	0	4	6	10	11
% Tractor Trailers	0.7	0	0.1	0	0	0	1.9	0.7	1	0.5

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Sharon Rd. Cut Thru

E/W Route: Sharon Rd.

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/EM/D4-2585

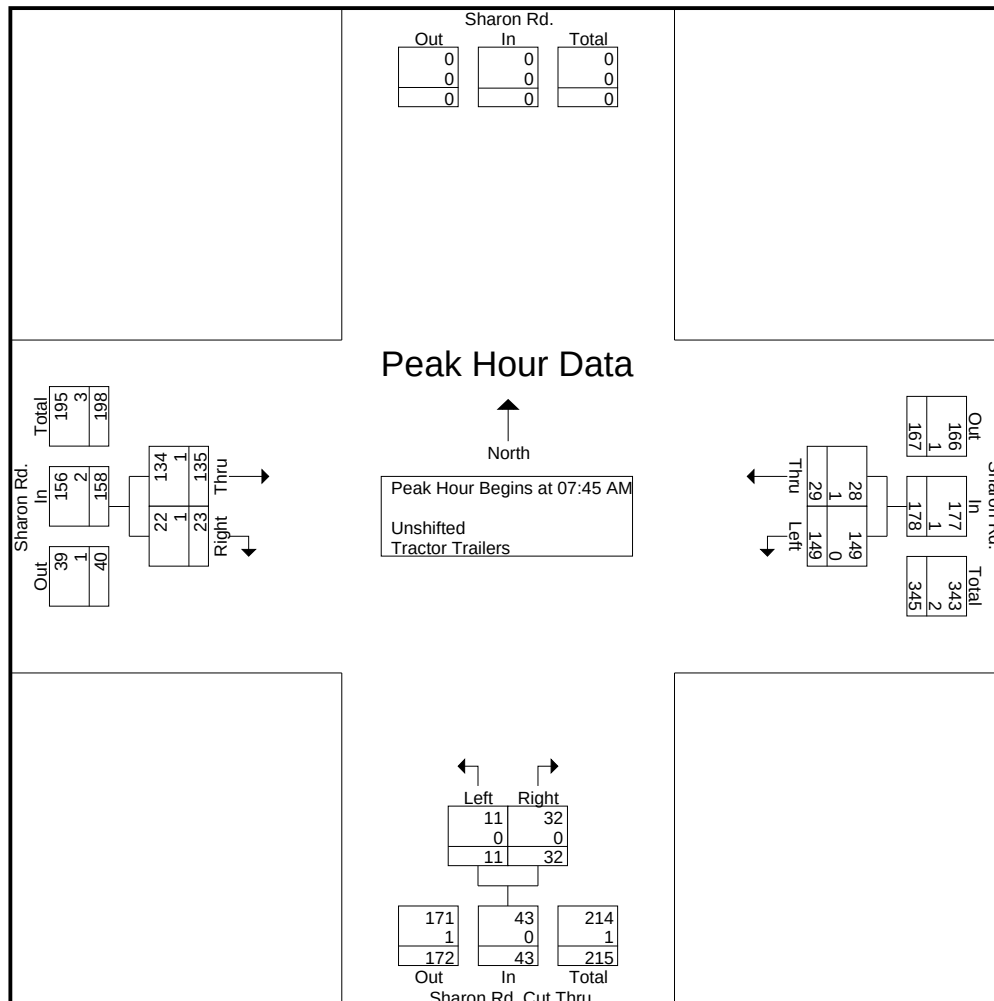
File Name : 24087004

Site Code : 24087004

Start Date : 1/15/2025

Page No : 2

	Sharon Rd. Westbound			Sharon Rd. Cut Thru Northbound			Sharon Rd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	10	51	61	12	2	14	4	43	47	122
08:00 AM	10	26	36	5	5	10	8	21	29	75
08:15 AM	2	38	40	6	1	7	7	41	48	95
08:30 AM	7	34	41	9	3	12	4	30	34	87
Total Volume	29	149	178	32	11	43	23	135	158	379
% App. Total	16.3	83.7		74.4	25.6		14.6	85.4		
PHF	.725	.730	.730	.667	.550	.768	.719	.785	.823	.777
Unshifted	28	149	177	32	11	43	22	134	156	376
% Unshifted	96.6	100	99.4	100	100	100	95.7	99.3	98.7	99.2
Tractor Trailers	1	0	1	0	0	0	1	1	2	3
% Tractor Trailers	3.4	0	0.6	0	0	0	4.3	0.7	1.3	0.8



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Sharon Rd. Cut Thru

E/W Route: Sharon Rd.

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/EM/D4-2585

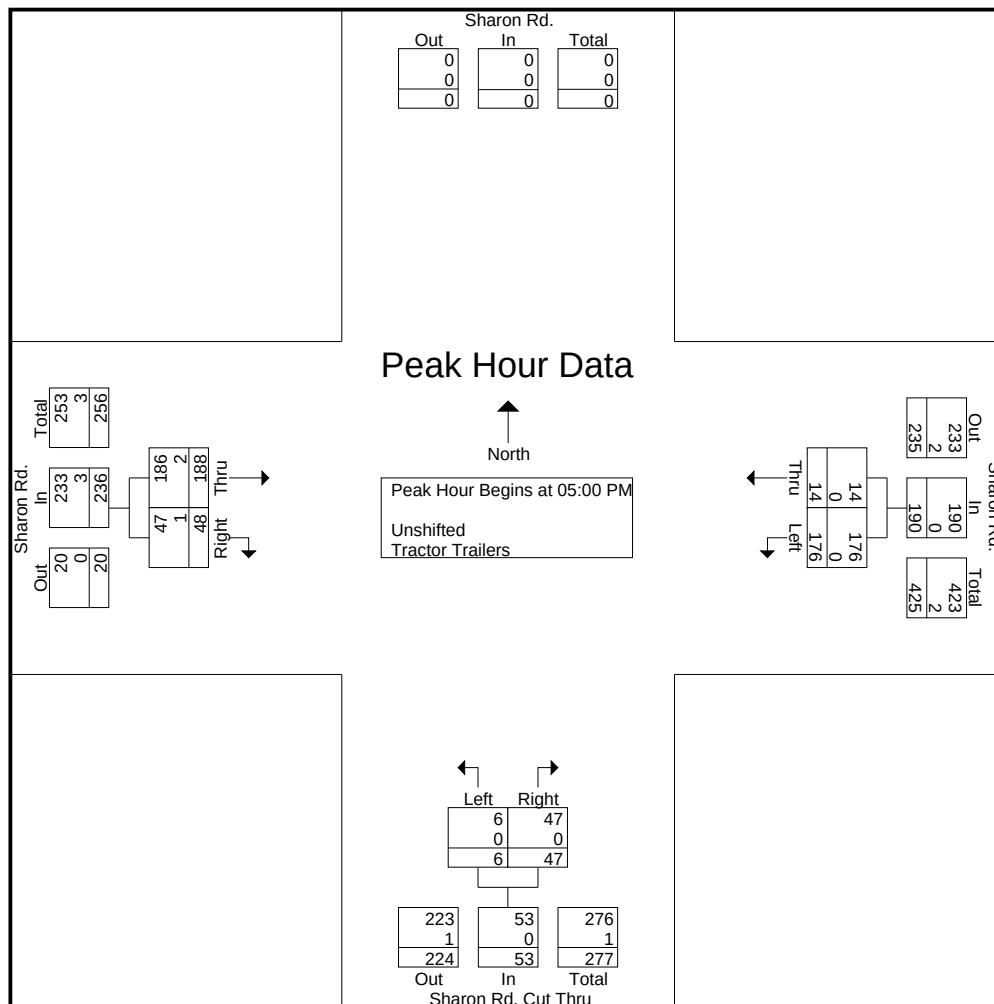
File Name : 24087004

Site Code : 24087004

Start Date : 1/15/2025

Page No : 3

	Sharon Rd. Westbound			Sharon Rd. Cut Thru Northbound			Sharon Rd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	7	43	50	9	1	10	15	41	56	116
05:15 PM	3	34	37	12	1	13	10	53	63	113
05:30 PM	1	41	42	10	4	14	13	49	62	118
05:45 PM	3	58	61	16	0	16	10	45	55	132
Total Volume	14	176	190	47	6	53	48	188	236	479
% App. Total	7.4	92.6		88.7	11.3		20.3	79.7		
PHF	.500	.759	.779	.734	.375	.828	.800	.887	.937	.907
Unshifted	14	176	190	47	6	53	47	186	233	476
% Unshifted	100	100	100	100	100	100	97.9	98.9	98.7	99.4
Tractor Trailers	0	0	0	0	0	0	1	2	3	3
% Tractor Trailers	0	0	0	0	0	0	2.1	1.1	1.3	0.6



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Sharon Rd. Cut Thru
E/W Route: Robbinsville Bypass
Robbinsville/Mercer County/NJ
Wednesday/Mostly Clear/RS LE/D4-2870

File Name : 24087005

Site Code : 24087005

Start Date : 1/15/2025

Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	Shron Rd. Cut Thru Southbound			Westbound			Robbinsville Bypass Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
06:00 AM	10	2	12	3	24	27	12	0	12	51
06:15 AM	11	6	17	1	43	44	15	5	20	81
06:30 AM	15	3	18	3	56	59	16	3	19	96
06:45 AM	21	3	24	1	60	61	20	7	27	112
Total	57	14	71	8	183	191	63	15	78	340
07:00 AM	32	2	34	5	86	91	18	8	26	151
07:15 AM	29	3	32	6	122	128	29	12	41	201
07:30 AM	39	3	42	1	122	123	30	8	38	203
07:45 AM	50	6	56	5	132	137	32	8	40	233
Total	150	14	164	17	462	479	109	36	145	788
08:00 AM	28	5	33	4	93	97	26	8	34	164
08:15 AM	39	6	45	1	91	92	23	6	29	166
08:30 AM	29	6	35	3	84	87	15	9	24	146
08:45 AM	33	2	35	5	82	87	24	15	39	161
Total	129	19	148	13	350	363	88	38	126	637
*** BREAK ***										
02:00 PM	22	4	26	1	55	56	33	4	37	119
02:15 PM	27	3	30	3	67	70	46	5	51	151
02:30 PM	25	3	28	3	71	74	53	3	56	158
02:45 PM	18	3	21	2	74	76	67	5	72	169
Total	92	13	105	9	267	276	199	17	216	597
03:00 PM	31	1	32	7	58	65	55	5	60	157
03:15 PM	24	5	29	8	65	73	45	8	53	155
03:30 PM	33	5	38	2	54	56	65	5	70	164
03:45 PM	64	4	68	2	74	76	53	9	62	206
Total	152	15	167	19	251	270	218	27	245	682
04:00 PM	90	9	99	3	79	82	59	8	67	248
04:15 PM	54	8	62	2	89	91	62	14	76	229
04:30 PM	28	6	34	7	77	84	70	11	81	199
04:45 PM	55	6	61	3	91	94	58	9	67	222
Total	227	29	256	15	336	351	249	42	291	898
05:00 PM	53	4	57	4	71	75	76	6	82	214
05:15 PM	42	4	46	6	81	87	75	8	83	216
05:30 PM	45	9	54	4	69	73	75	11	86	213
05:45 PM	41	2	43	27	52	79	62	18	80	202
Total	181	19	200	41	273	314	288	43	331	845
Grand Total	988	123	1111	122	2122	2244	1214	218	1432	4787
Apprch %	88.9	11.1		5.4	94.6		84.8	15.2		
Total %	20.6	2.6	23.2	2.5	44.3	46.9	25.4	4.6	29.9	
Unshifted	972	121	1093	122	2096	2218	1205	218	1423	4734
% Unshifted	98.4	98.4	98.4	100	98.8	98.8	99.3	100	99.4	98.9
Tractor Trailers	16	2	18	0	26	26	9	0	9	53
% Tractor Trailers	1.6	1.6	1.6	0	1.2	1.2	0.7	0	0.6	1.1

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Sharon Rd. Cut Thru

E/W Route: Robbinsville Bypass

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/RS LE/D4-2870

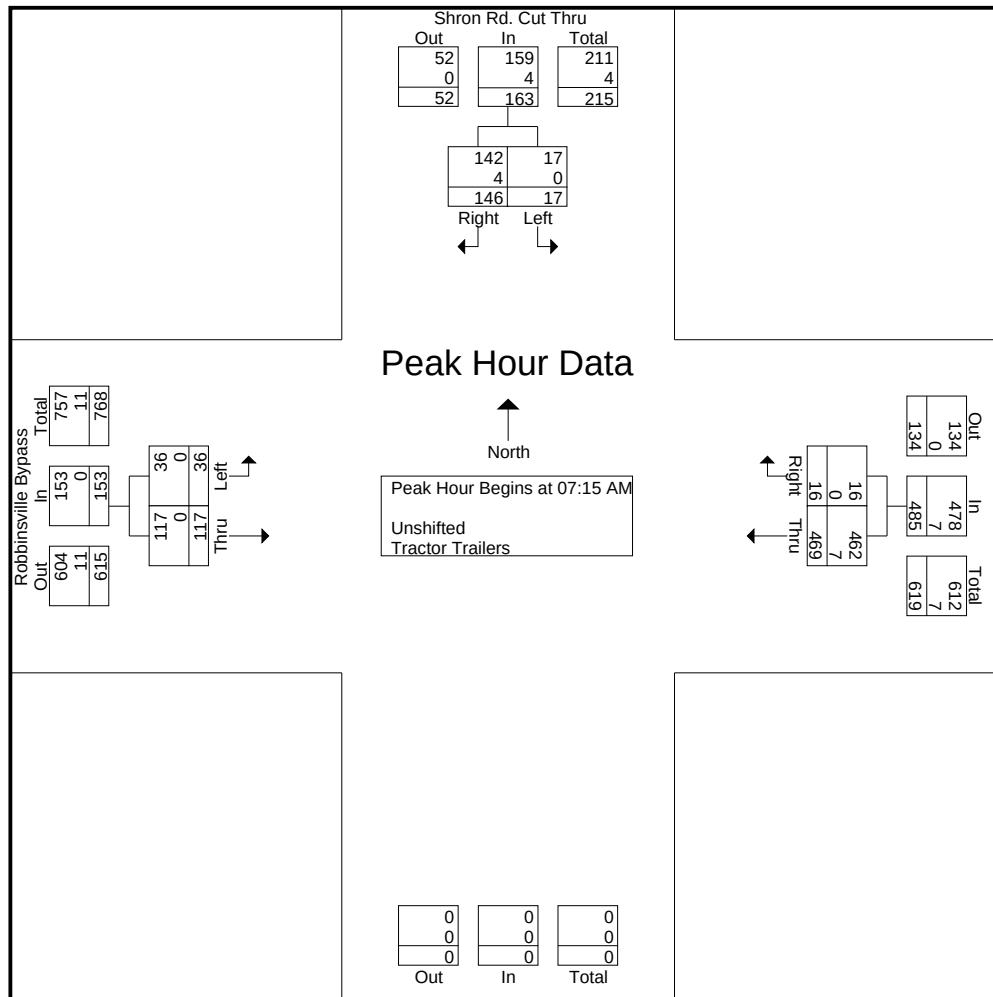
File Name : 24087005

Site Code : 24087005

Start Date : 1/15/2025

Page No : 2

	Shron Rd. Cut Thru Southbound			Westbound			Robbinsville Bypass Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	29	3	32	6	122	128	29	12	41	201
07:30 AM	39	3	42	1	122	123	30	8	38	203
07:45 AM	50	6	56	5	132	137	32	8	40	233
08:00 AM	28	5	33	4	93	97	26	8	34	164
Total Volume	146	17	163	16	469	485	117	36	153	801
% App. Total	89.6	10.4		3.3	96.7		76.5	23.5		
PHF	.730	.708	.728	.667	.888	.885	.914	.750	.933	.859
Unshifted	142	17	159	16	462	478	117	36	153	790
% Unshifted	97.3	100	97.5	100	98.5	98.6	100	100	100	98.6
Tractor Trailers	4	0	4	0	7	7	0	0	0	11
% Tractor Trailers	2.7	0	2.5	0	1.5	1.4	0	0	0	1.4



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Sharon Rd. Cut Thru

E/W Route: Robbinsville Bypass

Robbinsville/Mercer County/NJ

Wednesday/Mostly Clear/RS LE/D4-2870

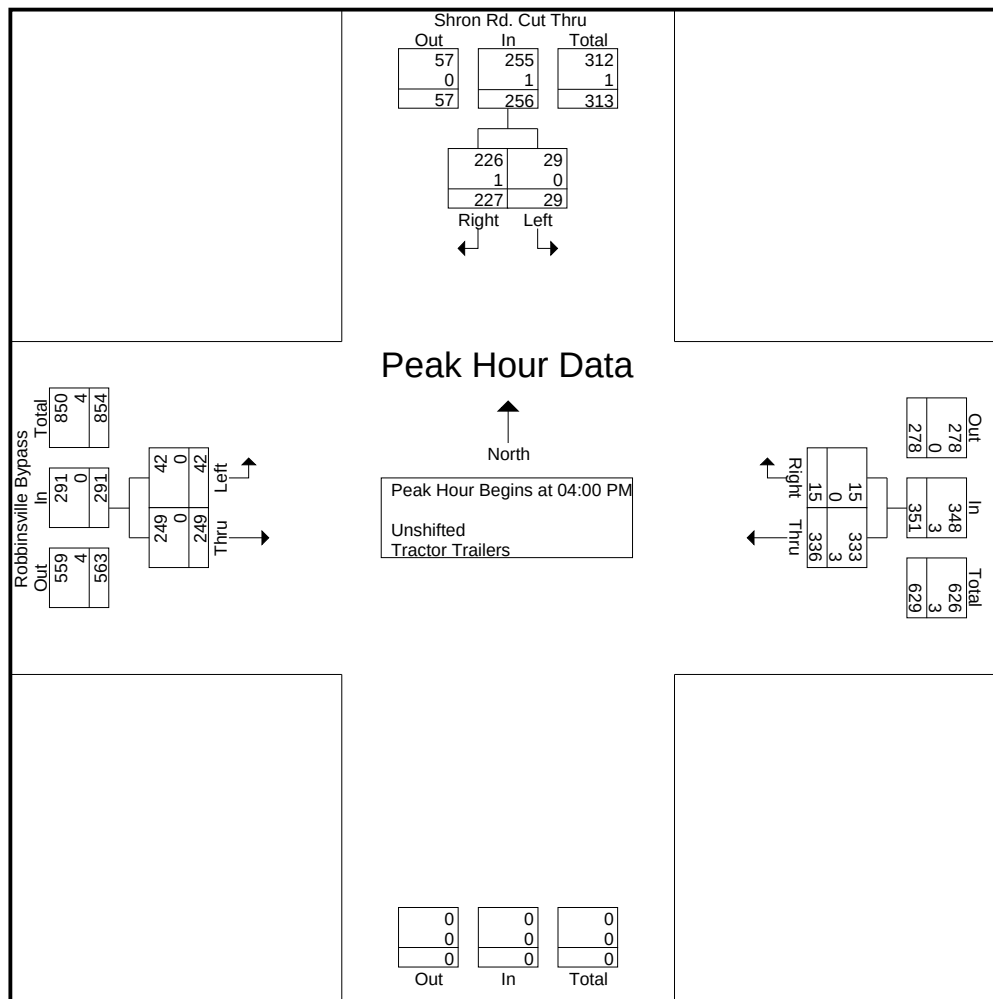
File Name : 24087005

Site Code : 24087005

Start Date : 1/15/2025

Page No : 3

	Shron Rd. Cut Thru Southbound			Westbound			Robbinsville Bypass Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	90	9	99	3	79	82	59	8	67	248
04:15 PM	54	8	62	2	89	91	62	14	76	229
04:30 PM	28	6	34	7	77	84	70	11	81	199
04:45 PM	55	6	61	3	91	94	58	9	67	222
Total Volume	227	29	256	15	336	351	249	42	291	898
% App. Total	88.7	11.3		4.3	95.7		85.6	14.4		
PHF	.631	.806	.646	.536	.923	.934	.889	.750	.898	.905
Unshifted	226	29	255	15	333	348	249	42	291	894
% Unshifted	99.6	100	99.6	100	99.1	99.1	100	100	100	99.6
Tractor Trailers	1	0	1	0	3	3	0	0	0	4
% Tractor Trailers	0.4	0	0.4	0	0.9	0.9	0	0	0	0.4



Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/15/2025 West, Lane 1 East, Lane 2				Total
Time				
12:00 AM	*	*		0
1:00	*	*		0
2:00	*	*		0
3:00	*	*		0
4:00	*	*		0
5:00	*	*		0
6:00	*	*		0
7:00	*	*		0
8:00	*	*		0
9:00	70	39		109
10:00	86	44		130
11:00	88	50		138
12:00 PM	111	67		178
1:00	109	54		163
2:00	81	69		150
3:00	144	116		260
4:00	219	86		305
5:00	174	140		314
6:00	125	102		227
7:00	90	71		161
8:00	28	50		78
9:00	24	27		51
10:00	11	17		28
11:00	12	4		16
Total	1372	936		2308
Percent	59.4%	40.6%		
AM Peak	11:00	11:00		11:00
Volume	88	50		138
PM Peak	4:00	5:00		5:00
Volume	219	140		314

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/16/2025 West, Lane 1 East, Lane 2			
Time			Total
12:00 AM	5	8	13
1:00	13	8	21
2:00	10	13	23
3:00	11	9	20
4:00	27	8	35
5:00	60	12	72
6:00	69	66	135
7:00	163	95	258
8:00	152	158	310
9:00	173	74	247
10:00	88	51	139
11:00	84	62	146
12:00 PM	93	75	168
1:00	98	64	162
2:00	98	89	187
3:00	151	127	278
4:00	227	109	336
5:00	167	136	303
6:00	120	168	288
7:00	135	90	225
8:00	33	54	87
9:00	33	42	75
10:00	12	20	32
11:00	7	6	13
Total	2029	1544	3573
Percent	56.8%	43.2%	
AM Peak	9:00	8:00	8:00
Volume	173	158	310
PM Peak	4:00	6:00	4:00
Volume	227	168	336

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/17/2025 West, Lane 1 East, Lane 2			
Time			Total
12:00 AM	9	7	16
1:00	12	10	22
2:00	13	10	23
3:00	21	7	28
4:00	26	8	34
5:00	54	22	76
6:00	62	59	121
7:00	151	106	257
8:00	125	158	283
9:00	172	79	251
10:00	102	69	171
11:00	106	69	175
12:00 PM	128	119	247
1:00	123	86	209
2:00	101	106	207
3:00	173	155	328
4:00	214	119	333
5:00	173	122	295
6:00	141	98	239
7:00	78	79	157
8:00	36	53	89
9:00	27	51	78
10:00	20	25	45
11:00	12	10	22
Total	2079	1627	3706
Percent	56.1%	43.9%	
AM Peak	9:00	8:00	8:00
Volume	172	158	283
PM Peak	4:00	3:00	4:00
Volume	214	155	333

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/18/2025 West, Lane 1 East, Lane 2				Total
Time				
12:00 AM	14	18		32
1:00	19	10		29
2:00	14	10		24
3:00	8	10		18
4:00	18	6		24
5:00	58	14		72
6:00	21	42		63
7:00	46	59		105
8:00	81	69		150
9:00	110	56		166
10:00	105	79		184
11:00	122	76		198
12:00 PM	130	90		220
1:00	109	77		186
2:00	106	88		194
3:00	99	85		184
4:00	75	69		144
5:00	96	84		180
6:00	96	116		212
7:00	55	75		130
8:00	46	46		92
9:00	34	46		80
10:00	27	35		62
11:00	19	17		36
Total	1508	1277		2785
Percent	54.1%	45.9%		
AM Peak	11:00	10:00		11:00
Volume	122	79		198
PM Peak	12:00 PM	6:00		12:00 PM
Volume	130	116		220

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/19/2025 West, Lane 1 East, Lane 2				Total
Time				
12:00 AM	11	7		18
1:00	14	14		28
2:00	4	7		11
3:00	1	0		1
4:00	15	9		24
5:00	44	8		52
6:00	28	27		55
7:00	30	41		71
8:00	63	36		99
9:00	69	38		107
10:00	94	52		146
11:00	76	64		140
12:00 PM	81	79		160
1:00	64	62		126
2:00	55	50		105
3:00	65	41		106
4:00	28	34		62
5:00	28	55		83
6:00	65	44		109
7:00	16	34		50
8:00	17	34		51
9:00	19	14		33
10:00	10	12		22
11:00	14	9		23
Total	911	771		1682
Percent	54.2%	45.8%		
AM Peak	10:00	11:00		10:00
Volume	94	64		146
PM Peak	12:00 PM	12:00 PM		12:00 PM
Volume	81	79		160

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/20/2025	West, Lane 1	East, Lane 2	Total
Time			
12:00 AM	6	12	18
1:00	6	2	8
2:00	4	7	11
3:00	8	3	11
4:00	17	14	31
5:00	45	17	62
6:00	31	40	71
7:00	50	45	95
8:00	58	47	105
9:00	74	56	130
10:00	72	43	115
11:00	75	48	123
12:00 PM	76	64	140
1:00	82	65	147
2:00	69	56	125
3:00	90	55	145
4:00	82	68	150
5:00	92	84	176
6:00	90	95	185
7:00	40	53	93
8:00	24	34	58
9:00	15	29	44
10:00	9	13	22
11:00	9	10	19
Total	1124	960	2084
Percent	53.9%	46.1%	
AM Peak	11:00	9:00	9:00
Volume	75	56	130
PM Peak	5:00	6:00	6:00
Volume	92	95	185

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

Location Verified: No

1/21/2025	West, Lane 1	East, Lane 2	Total
Time			
12:00 AM	9	8	17
1:00	15	9	24
2:00	19	11	30
3:00	7	7	14
4:00	19	18	37
5:00	50	16	66
6:00	61	62	123
7:00	149	102	251
8:00	128	167	295
9:00	169	102	271
10:00	74	48	122
11:00	67	51	118
12:00 PM	103	85	188
1:00	87	73	160
2:00	98	86	184
3:00	131	92	223
4:00	181	99	280
5:00	153	119	272
6:00	110	100	210
7:00	80	78	158
8:00	41	49	90
9:00	23	30	53
10:00	12	23	35
11:00	7	5	12
Total	1793	1440	3233
Percent	55.5%	44.5%	
AM Peak	9:00	8:00	8:00
Volume	169	167	295
PM Peak	4:00	5:00	4:00
Volume	181	119	280

Sharon Rd. Mixed Use Development

Sharon Rd.

Robbinsville/Mercer County/NJ

Site Code: 24539-1

Station ID: 24539

Location 1: Benignio Blvd.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24087 - Sharon Rd.

Date Printed: 1/24/2025

Start Date: 1/15/2025

End Date: 1/22/2025

GPS Accuracy: 0 ft

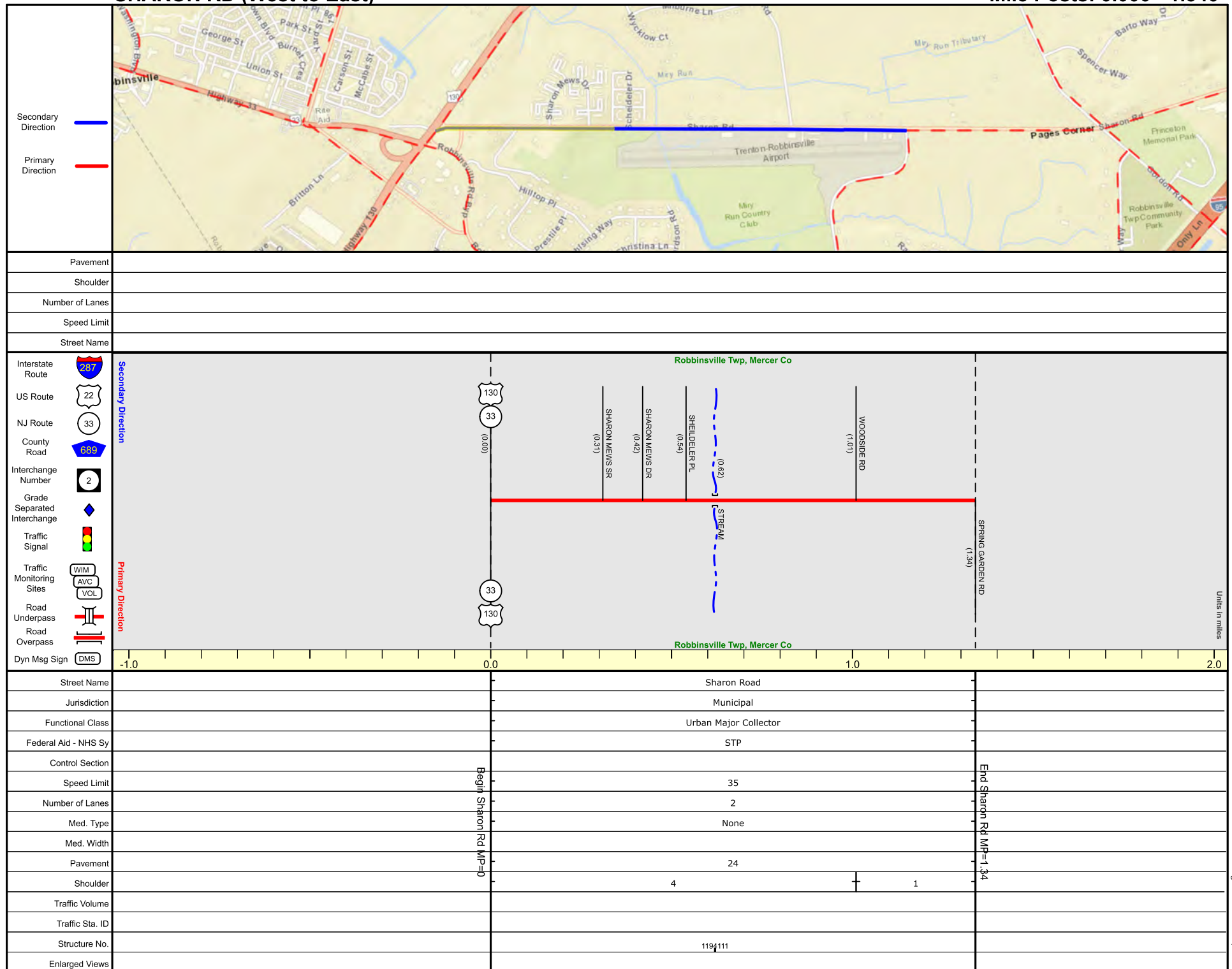
Location Verified: No

1/22/2025 West, Lane 1 East, Lane 2				Total
Time				
12:00 AM	12	8		20
1:00	12	10		22
2:00	15	13		28
3:00	12	5		17
4:00	23	18		41
5:00	53	15		68
6:00	63	49		112
7:00	137	117		254
8:00	132	111		243
9:00	165	65		230
10:00	2	3		5
11:00	*	*		0
12:00 PM	*	*		0
1:00	*	*		0
2:00	*	*		0
3:00	*	*		0
4:00	*	*		0
5:00	*	*		0
6:00	*	*		0
7:00	*	*		0
8:00	*	*		0
9:00	*	*		0
10:00	*	*		0
11:00	*	*		0
Total	626	414		1040
Percent	60.2%	39.8%		
AM Peak	9:00	7:00		7:00
Volume	165	117		254
PM Peak				
Volume				
Grand Total	11442	8969		20411
Percent	56.1%	43.9%		
ADT		ADT: 2,871	AADT: 2,871	

Secondary Direction Primary Direction			
Pavement	24		22
Shoulder	11		
Number of Lanes	2		
Speed Limit	55		
Street Name	US 130		
Interstate Route			
US Route			
NJ Route			
County Road			
Interchange Number			
Grade Separated Interchange			
Traffic Signal			
Traffic Monitoring Sites			
Road Underpass			
Road Overpass			
Dyn Msg Sign			
Street Name		US 130	
Jurisdiction		N.J.D.O.T.	
Functional Class		Urban Principal Arterial	
Federal Aid - NHS Sy		NHS	
Control Section	1122	1114	
Speed Limit	55		
Number of Lanes	2		
Med. Type	Unprotected	Curbed	
Med. Width	28	16	
Pavement	24		
Shoulder	12	10	8
Traffic Volume	33,901 (2019)	26,445 (2021)	
Traffic Sta. ID	5-7-002	12-110	
Structure No.	1114150		
Enlarged Views	1114151		

SHARON RD (West to East)

Mile Posts: 0.000 - 1.340

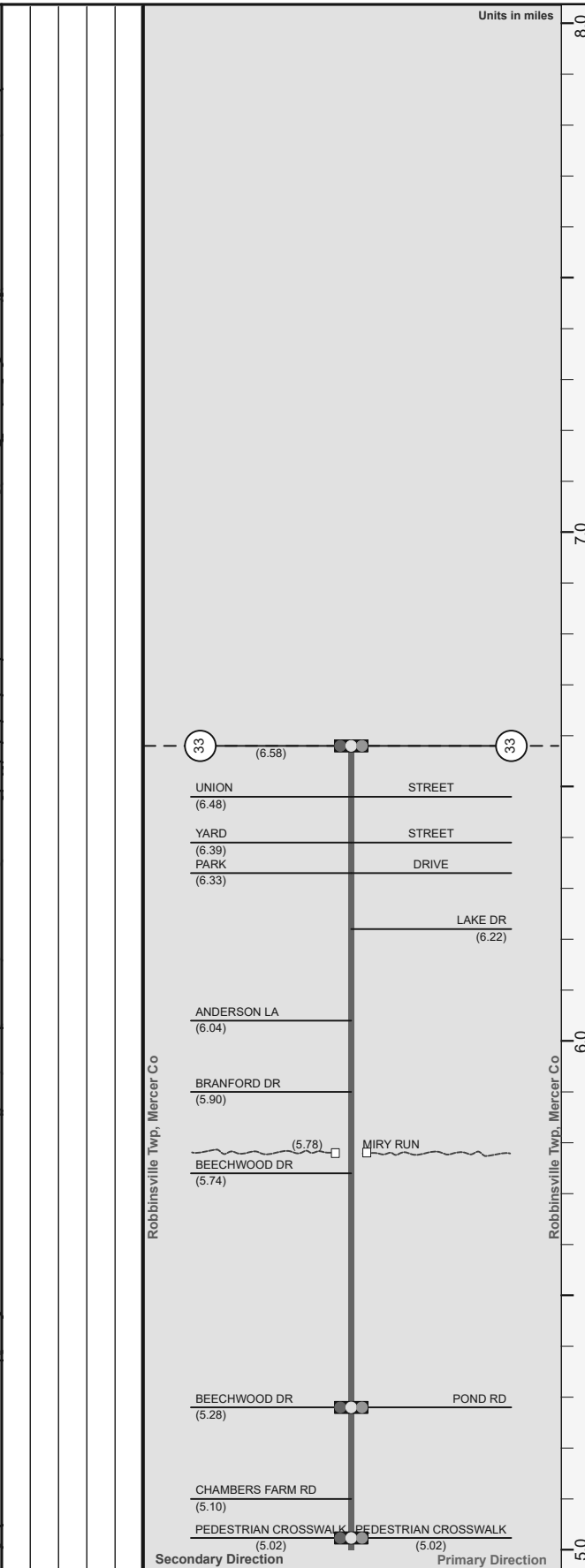
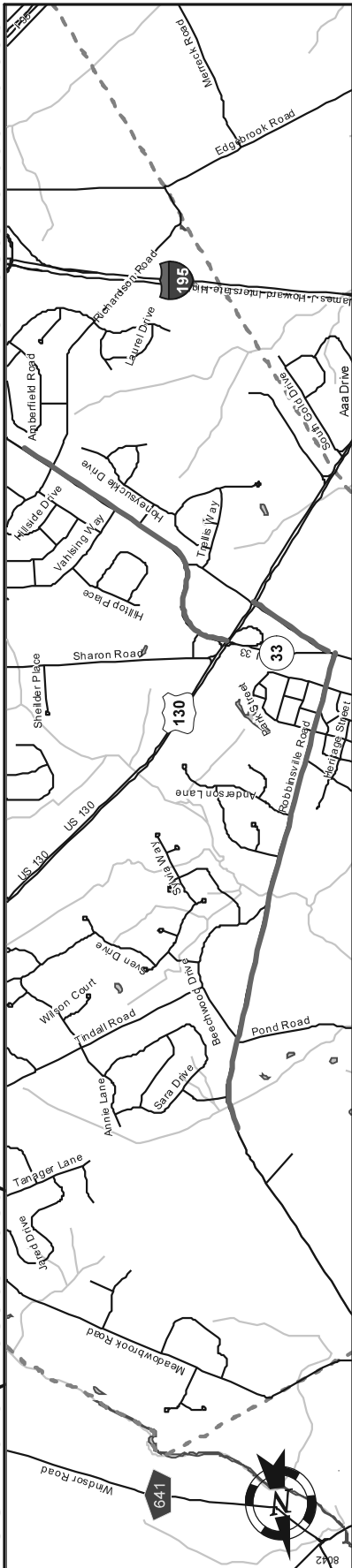


SRI = 11121136__

Date last inventoried: March 2014

ROUTE 526 (West to East)

Mile Posts: 5.000 - 6.580



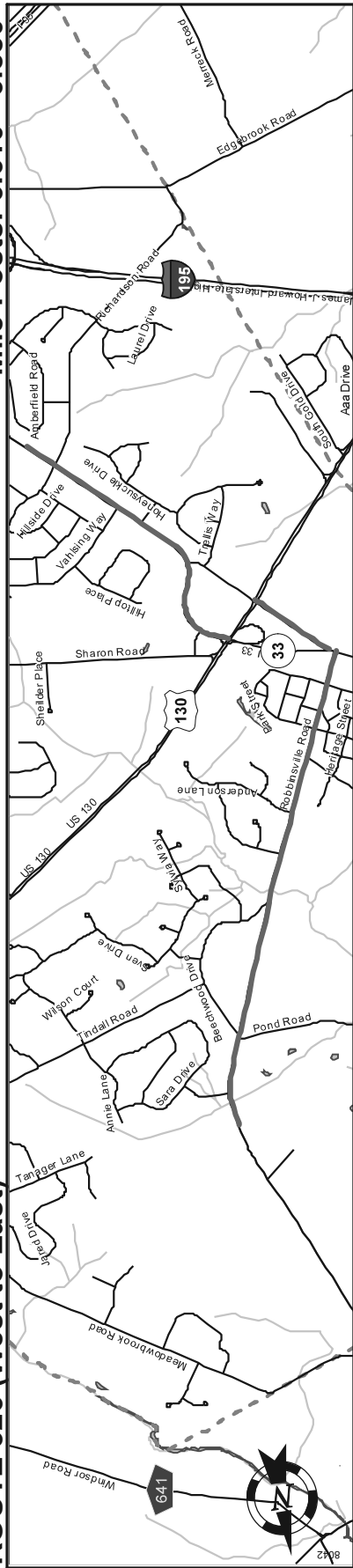
Street Name	Robbinsville Road
Jurisdiction	County
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	45
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	24
Shoulder	4
Traffic Volume	5,196 (2012) 5,195 (2012) 12mc7a 12mc7a
Traffic Sta. ID	12mc7a
Structure No.	NA
Enlarged Views	

Date last inventoried: October 2012

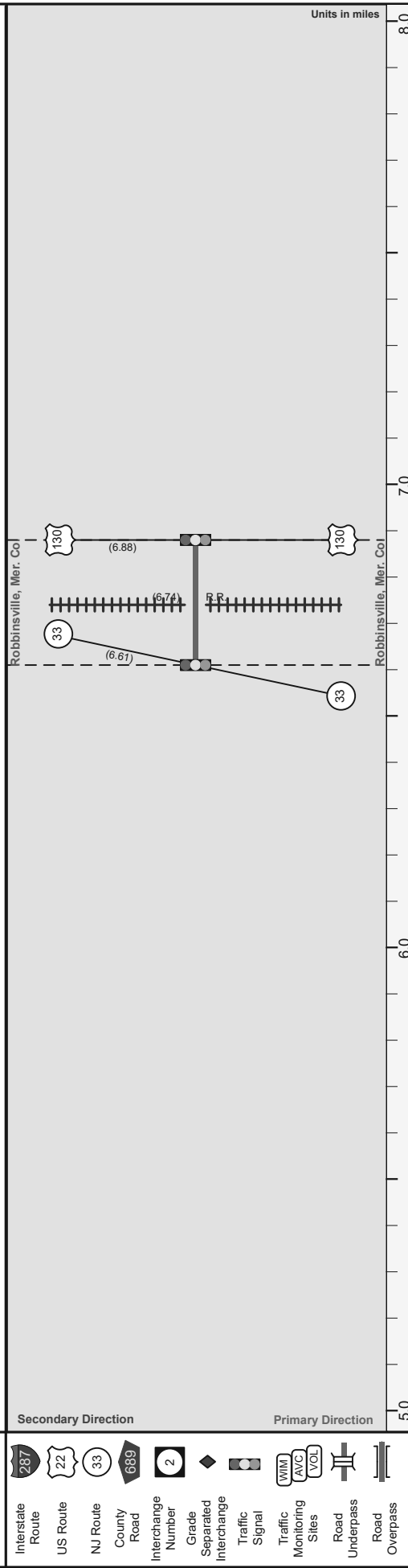
SRI = 00000526

ROUTE 526 (West to East)

Mile Posts: 6.610 - 6.880



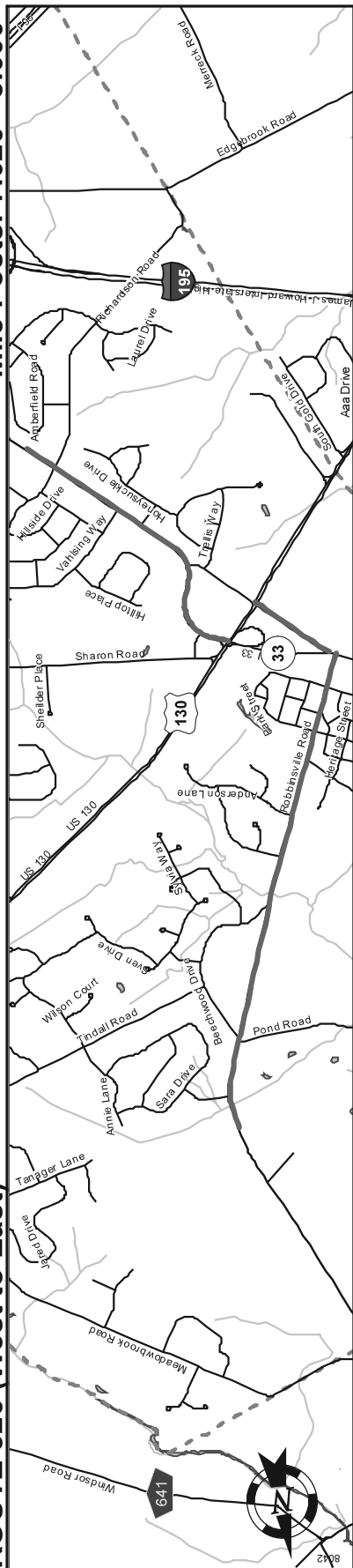
Pavement
Shoulder
Number of Lanes
Speed Limit
Street Name



Street Name	Robbinsville-Allentown Road
Jurisdiction	County
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	35
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	32
Shoulder	0
Traffic Volume	
Traffic Sta. ID	
Structure No.	N/A
Enlarged Views	

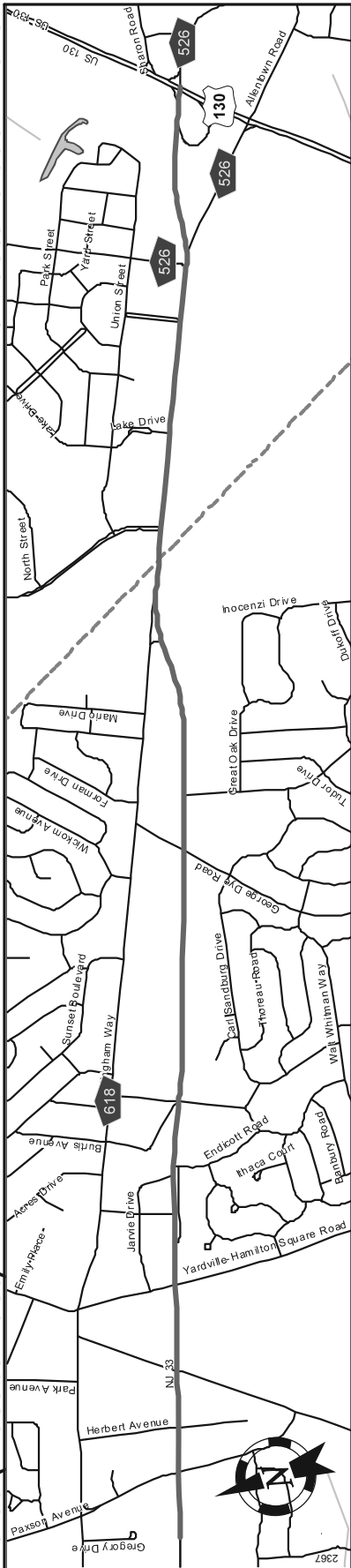
Date last inventoried: October 2012

SRI = 00000526

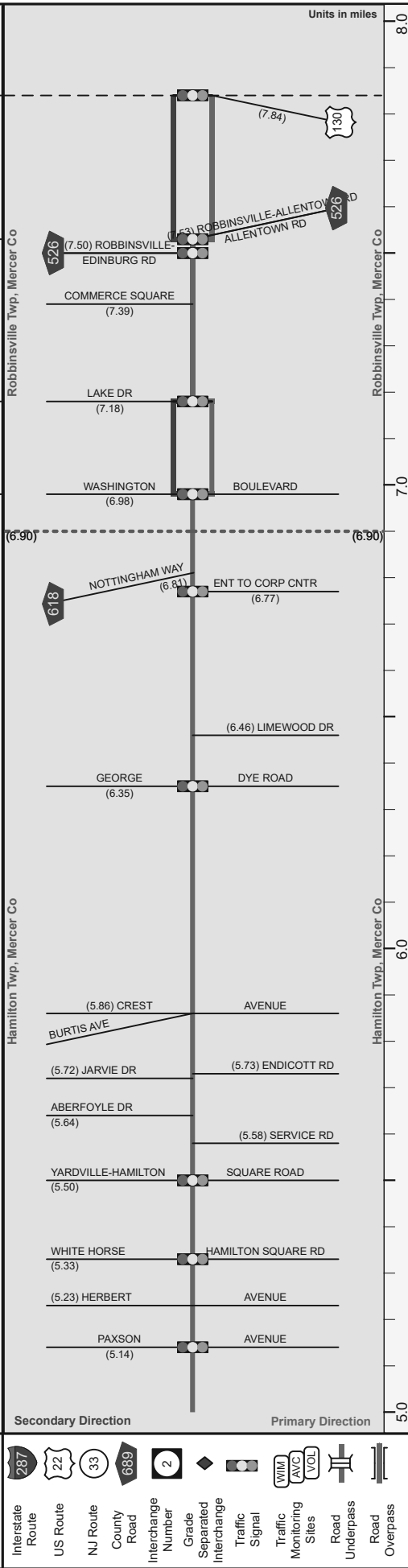
[illegible]

Mile Posts: 5.000 - 7.840

NJ 33 (West to East)



Pavement	12	24
Shoulder	12	12
Number of Lanes	1	2
Speed Limit	45	45
Street Name	NJ 33	NJ 33



Street Name	NJ 33
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	1113
Speed Limit	40
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	32
Shoulder	5
Traffic Volume	19,065 (2011)
Traffic Sta. ID	14,428 (2014)
Structure No.	5-4,328
Enlarged Views	

MP 7.84 = Begin Coinc. With US 130 MP 62.60
MP 7.84-12.40 See US 130 MP 62.60-67.13

90, 110, 115 AND 120 – SECOND BACKGROUND CYCLES

<u>Phase</u>	<u>Signal Indications</u>					<u>Time (sec.)</u>				
	<u>1 – 6</u> <u>9, 19</u>	<u>10, 11</u> <u>15, 16</u>	<u>7, 8, 12, 13</u> <u>14, 17, 18</u>	<u>24, 25</u>	<u>20, 23</u>	<u>Plan I</u> <u>(120)</u>	<u>Plan II</u> <u>(120)</u>	<u>Plan III</u> <u>(110)</u>	<u>Plan IV</u> <u>(90)</u>	<u>Plan V</u> <u>(115)</u>
<u>WITHOUT PEDESTRIAN ACTUATION</u>										
A) US Rt. 130 ROW	G	<R-	R	W	DW	7	7	7	7	7
Pedestrian Clearance	G	<R-	R	FDW	DW	27	27	27	27	27
Phase Extension	G	<R-	R	DW	DW	50 – 3	50 – 10	40 – 8	20 – 3	45 – 4
Change	Y	<R-	R	DW	DW	6*	6*	6*	6*	6*
Clearance	R	<R-	R	DW	DW	2	2	2	2	2
B) NJ Rt. 33 / CR 526										
Bypass Left Turn	R	<G-	R	DW	DW	7 – 37	7 – 26	7 – 19	7 – 15	7 – 27
Change	R	<Y-	R	DW	DW	5	5	5	5	5
Clearance	R	<R-	R	DW	DW	2	2	2	2	2
C) NJ Rt. 33 / CR 526 Bypass										
Through/Right Turn	R	<R-	G	DW	DW	7 – 24	7 – 28	7 – 27	7 – 16	7 – 28
Change	R	<R-	Y	DW	DW	5	5	5	5	5
Clearance	R	<R-	R	DW	DW	2	2	2	2	2
<u>WITH PEDESTRIAN ACTUATION</u>										
A) US Rt. 130 ROW	G	<R-	R	W	DW	7	7	7	7	7
Pedestrian Clearance	G	<R-	R	FDW	DW	27	27	27	27	27
Phase Extension	G	<R-	R	DW	DW	13 – 0	13 – 0	3 – 0	0	8 – 0
Change	Y	<R-	R	DW	DW	6	6	6	6	6
Clearance	R	<R-	R	DW	DW	2	2	2	2	2
B) NJ Rt. 33 / CR 526										
Bypass Left Turn	R	<G-	R	DW	DW	7 – 37	7 – 26	7 – 19	7 – 15	7 – 27
Change	R	<Y-	R	DW	DW	5	5	5	5	5
Clearance	R	<R-	R	DW	DW	2	2	2	2	2
C) NJ Rt. 33 / CR 526 Bypass										
Through/Right Turn	R	<R-	G	DW	W	7	7	7	7	7
Pedestrian Clearance	R	<R-	G	DW	FDW	37**	37**	37**	37**	37**
Change	R	<R-	Y	DW	DW	5	5	5	5	5
Clearance	R	<R-	R	DW	DW	2	2	2	2	2
Emergency Flash	Y	<R-	R	DARK	DARK	-	-	-	-	-

Notes:

1. *Offsets are measured from the beginning of yellow to US Route 130 traffic at Robbinsville-Allentown Road to the beginning of yellow to US Route 130 at this intersection.
2. ** The Phase C maximum green times will be exceeded during the pedestrian actuation using the pedestrian-override feature.
3. The manual control cord is to be removed.
4. The memory circuits shall be disconnected.
5. The vehicle interval is to be 2 seconds.
6. The left-turn slots are to be wired separately but concurrently timed if actuation occurs on each slot. Each slot shall have the capability of terminating or extending independently of the other, thereby reverting the time to the non-conflicting through movements.
7. Phases B and C have the capability of being skipped.
8. Signal heads #21 and 22 are not in use.

Hours of Operation:

	<u>Cycle Length</u>	<u>*Offset</u>
Plan I: Monday thru Friday, 6:00 AM – 9:00 AM	120 seconds	10 seconds
Plan II: Monday thru Friday, 3:30 PM – 6:30 PM	120 seconds	11 seconds
Plan III: Saturday, 12:00 PM – 3:00 PM	110 seconds	11 seconds
Plan IV: Monday thru Sunday, 10:00 PM – 6:00 AM	90 seconds	84 seconds
Plan V: All other times	115 seconds	32 seconds

Pre-Emption Notes:

1. The intersection shall have a controller cabinet with a controller or other components capable of pre-emption features.
2. Remote control pre-emption is permitted from all approaches to the intersection.
3. A pre-emption from US Route 130 northbound shall provide a green time interval ROW to this approach only.
4. A pre-emption from US Route 130 southbound shall provide a green time interval ROW to this approach only.
5. A pre-emption from NJ Route 33 eastbound shall provide a green time interval ROW to this approach only.
6. A pre-emption from CR 526 westbound shall provide a green time interval ROW to this approach only.
7. If the pre-emption occurs simultaneously from different intersection approaches, the pre-emption shall respond in this priority order:
 - a. US Route 130 northbound ROW; pre-emption from northbound approach.
 - b. US Route 130 southbound ROW; pre-emption from southbound approach
 - c. NJ Route 33 eastbound ROW; pre-emption from eastbound approach.
 - d. CR 526 westbound ROW; pre-emption from westbound approach.
8. The controller shall guarantee all vehicular and pedestrian minimums, change and clearance interval times.
9. If the controller is replaced with one without internal pre-emption, the pre-emption device shall be disconnected.
10. The pre-emption shall not override the signal flashing operation.
11. US Route 130 northbound ROW shall be guaranteed 18 seconds minimum green time interval before a pre-emption to another direction or phase is serviced.
12. US Route 130 southbound ROW shall be guaranteed 18 seconds minimum green time interval before a pre-emption to another direction or phase is serviced.
13. NJ Route 33 eastbound ROW shall be guaranteed 26 seconds minimum green time interval before a pre-emption to another direction or phase is serviced.
14. CR 526 westbound ROW shall be guaranteed 26 seconds minimum green time interval before a pre-emption to another direction or phase is serviced.

Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

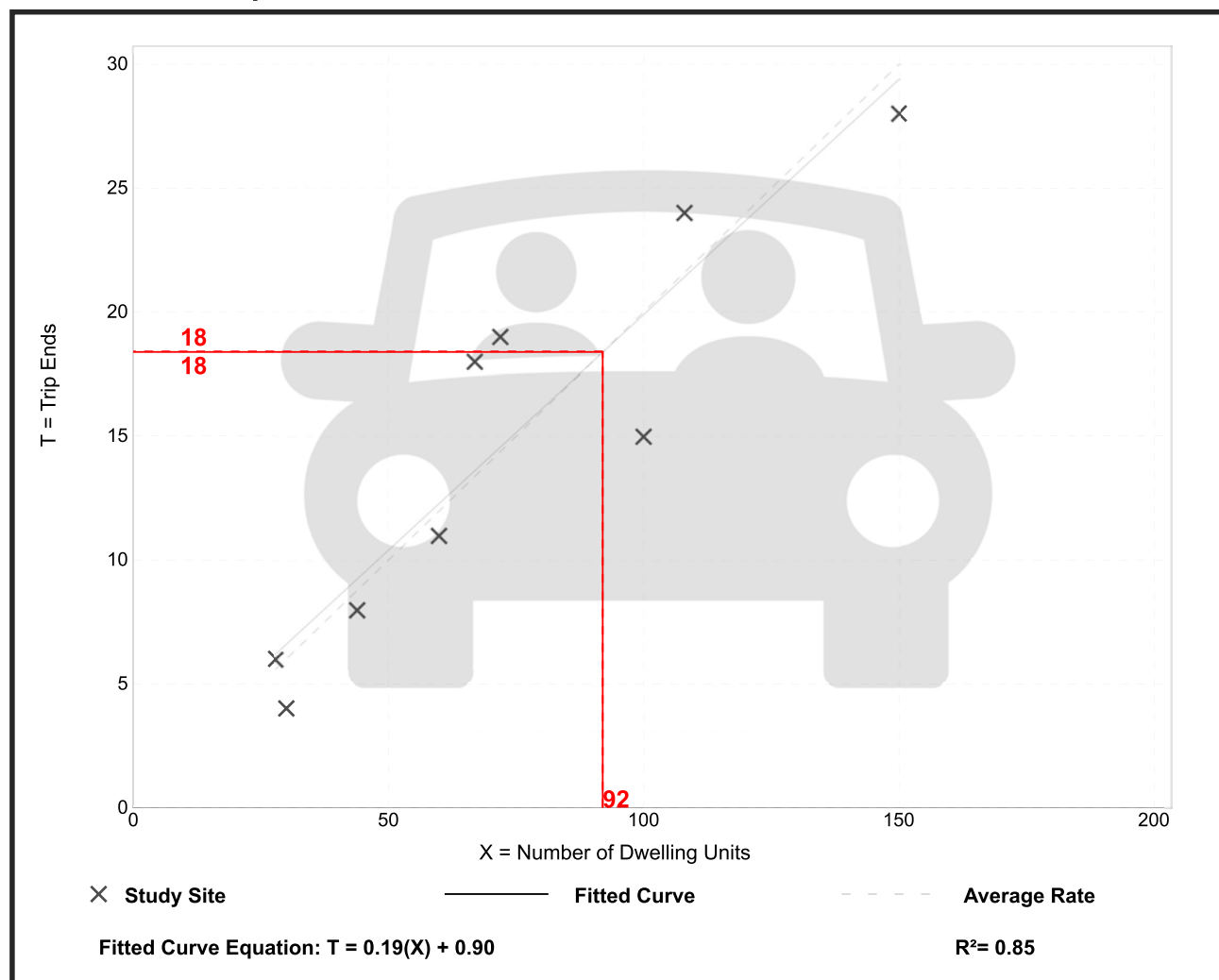
Avg. Num. of Dwelling Units: 73

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

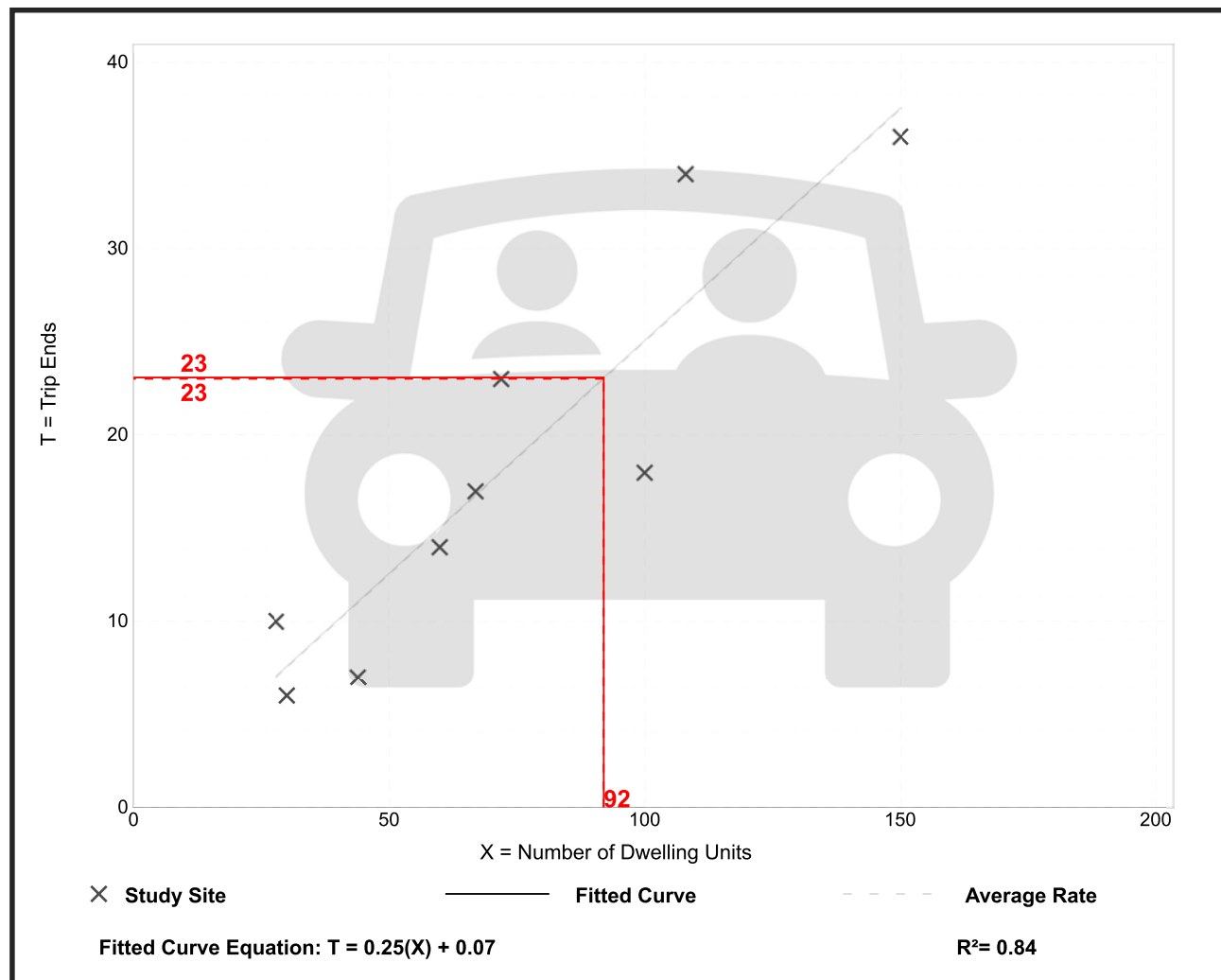
Avg. Num. of Dwelling Units: 73

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



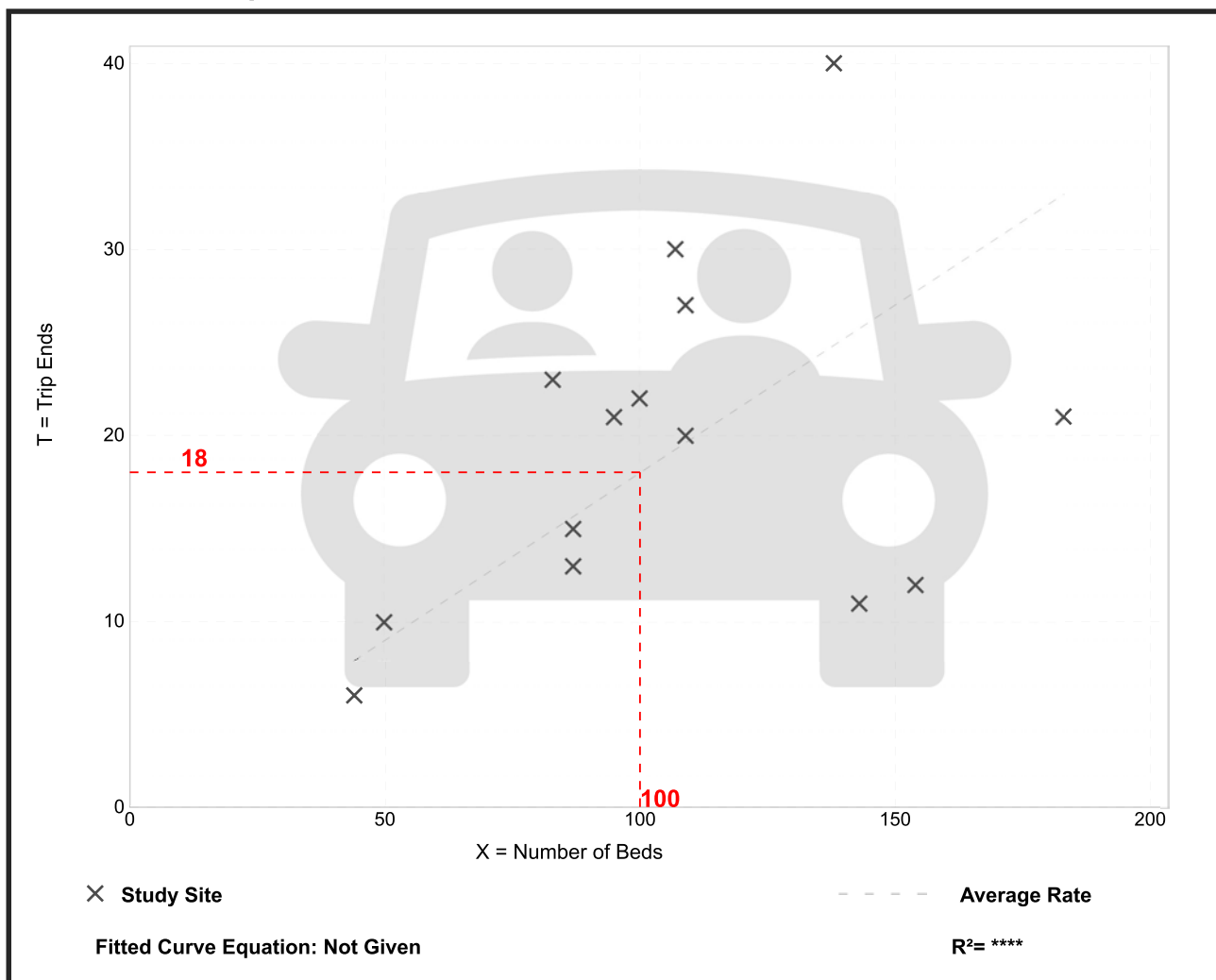
Assisted Living (254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. Num. of Beds: 106
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



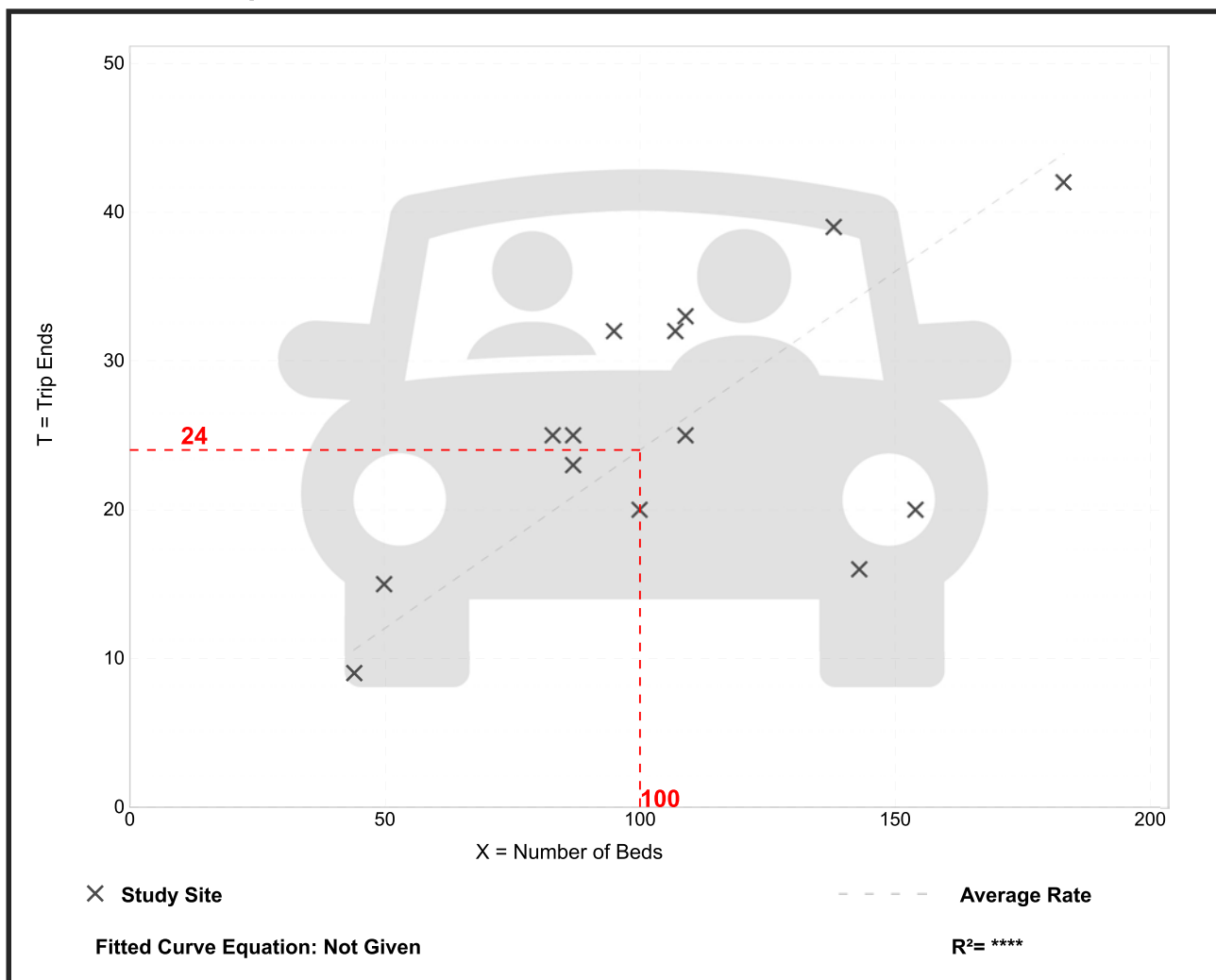
Assisted Living (254)

Vehicle Trip Ends vs: Beds
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. Num. of Beds: 106
 Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



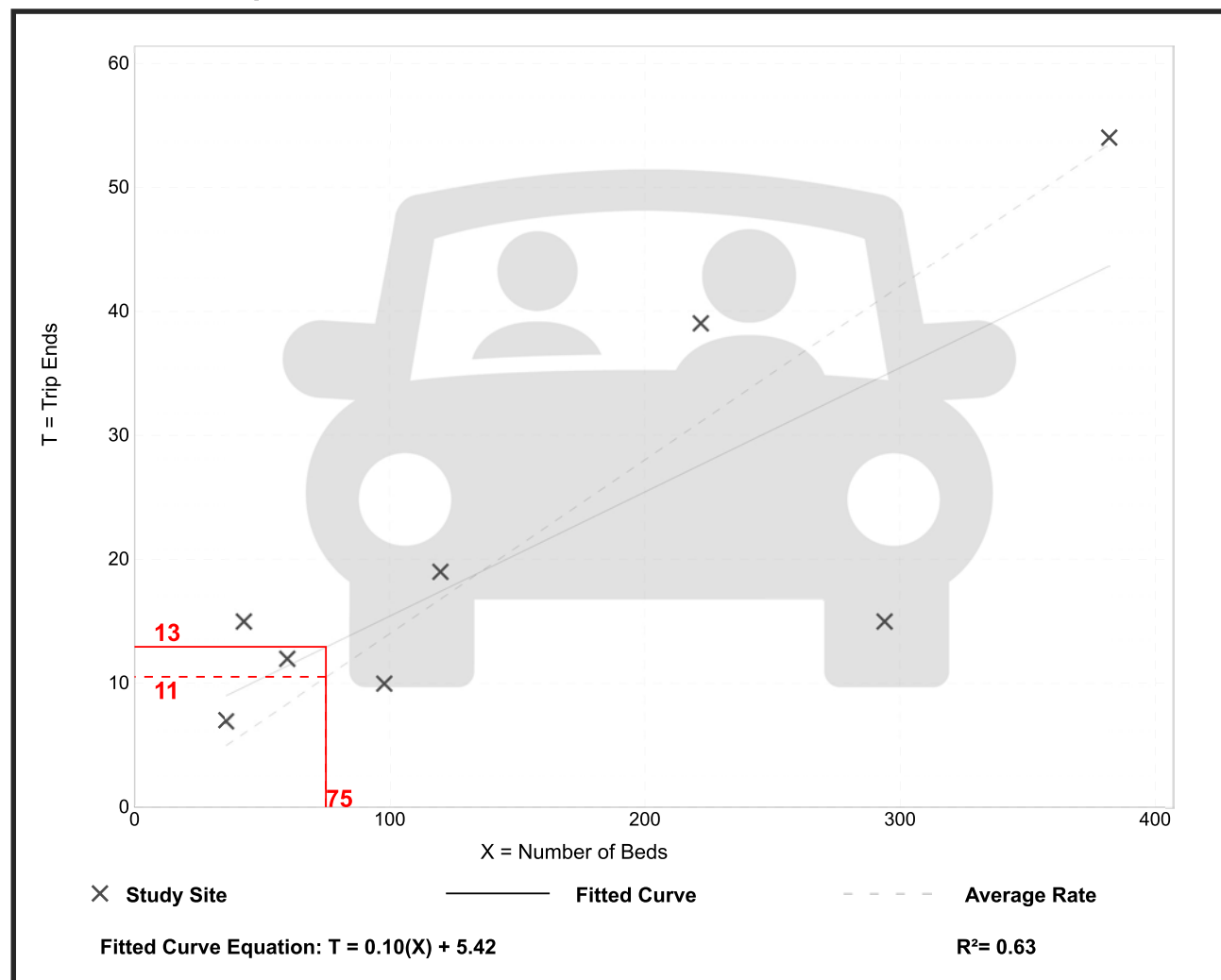
Nursing Home (620)

Vehicle Trip Ends vs: Beds
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Beds: 157
 Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.14	0.05 - 0.35	0.07

Data Plot and Equation



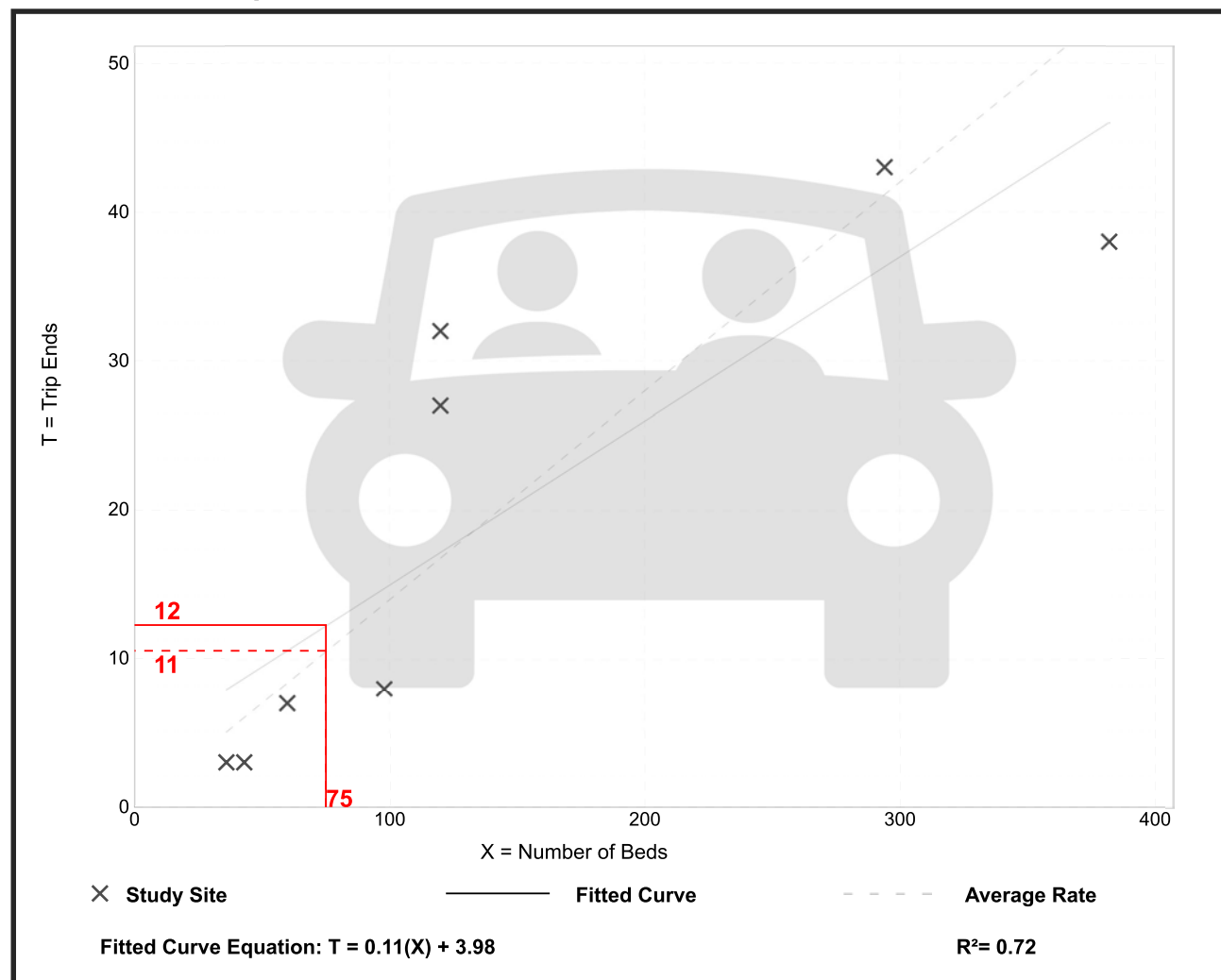
Nursing Home (620)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Beds: 144
 Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.14	0.07 - 0.27	0.06

Data Plot and Equation



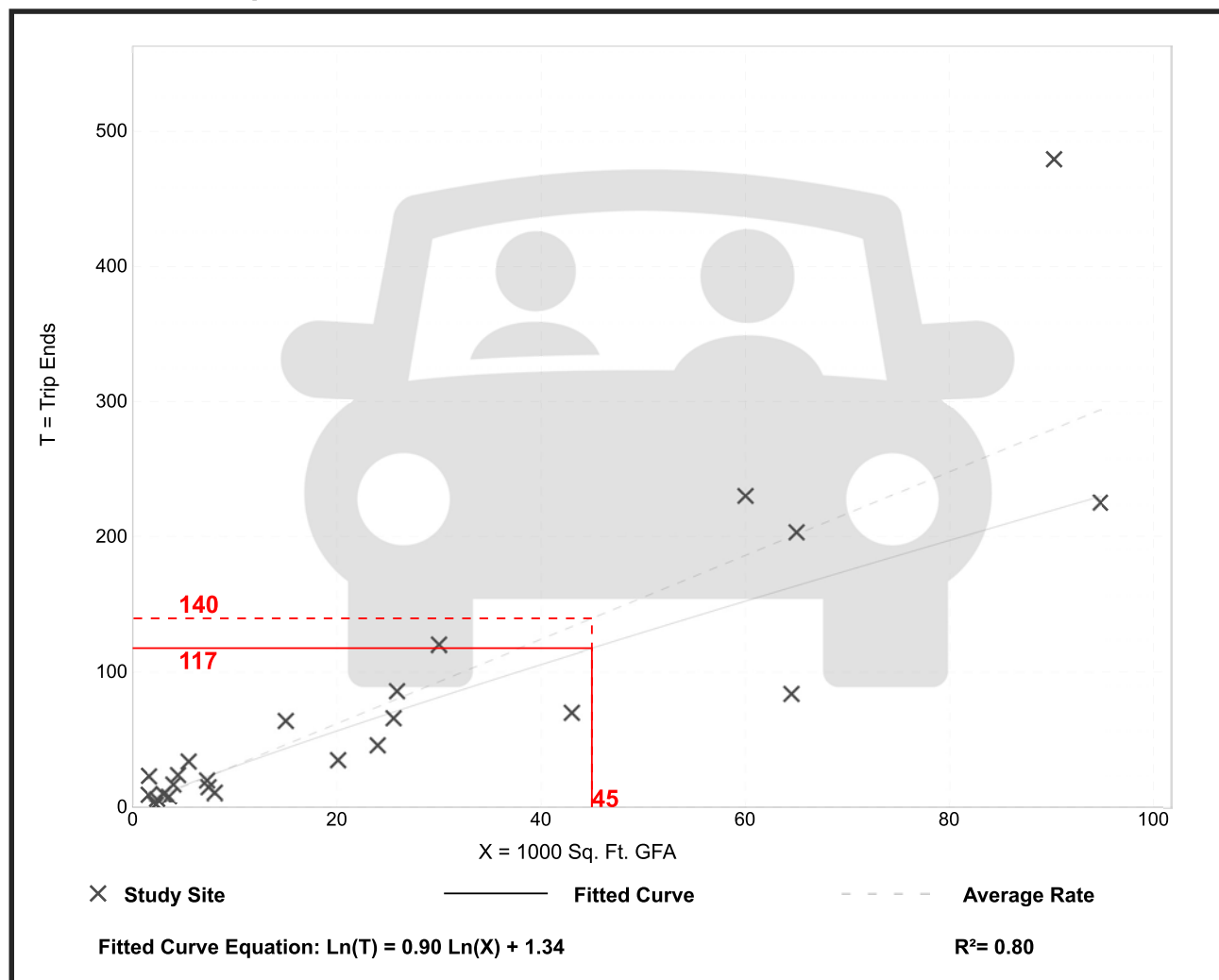
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GFA: 25
 Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



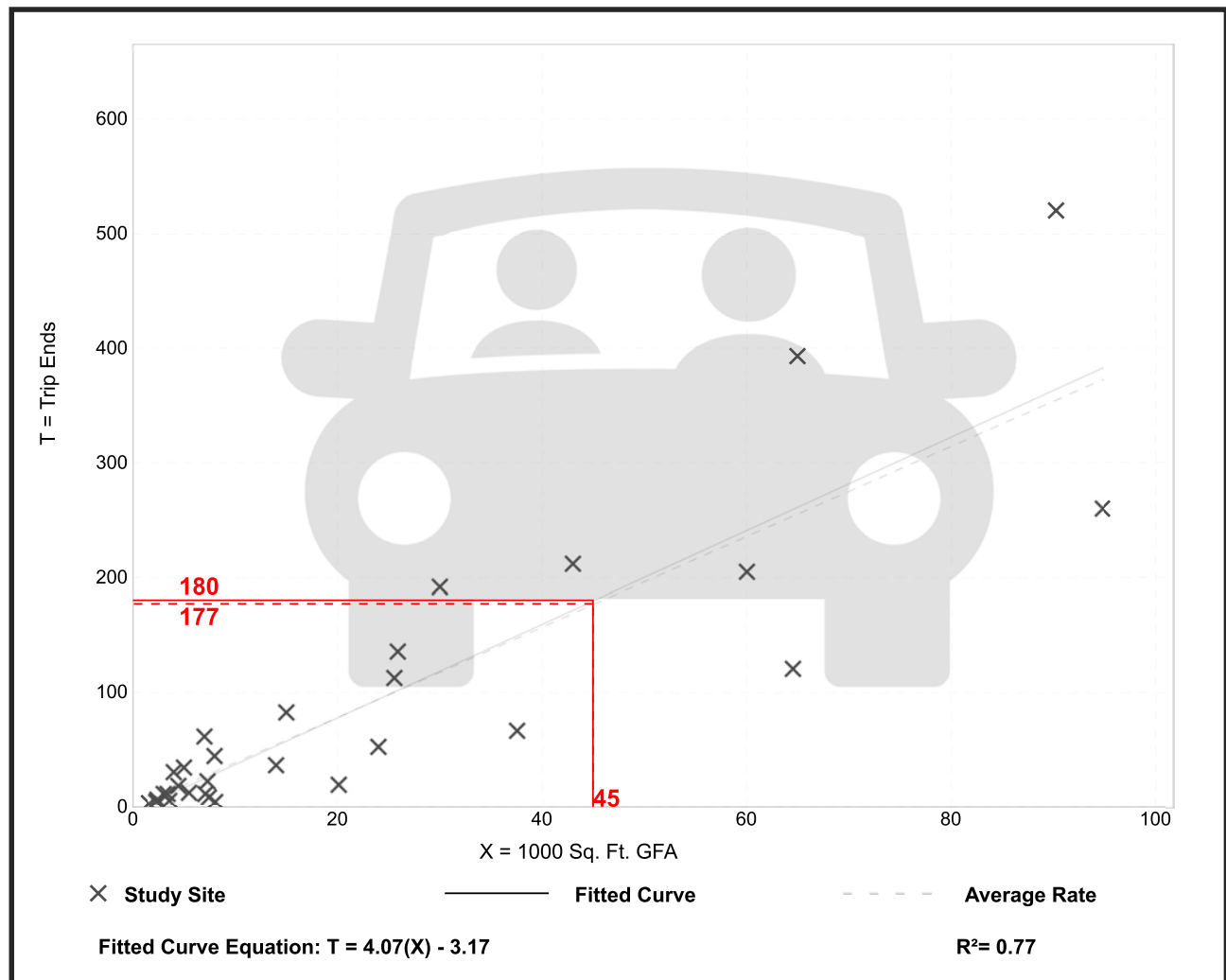
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 30
 Avg. 1000 Sq. Ft. GFA: 23
 Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Free-Standing Emergency Room (650)

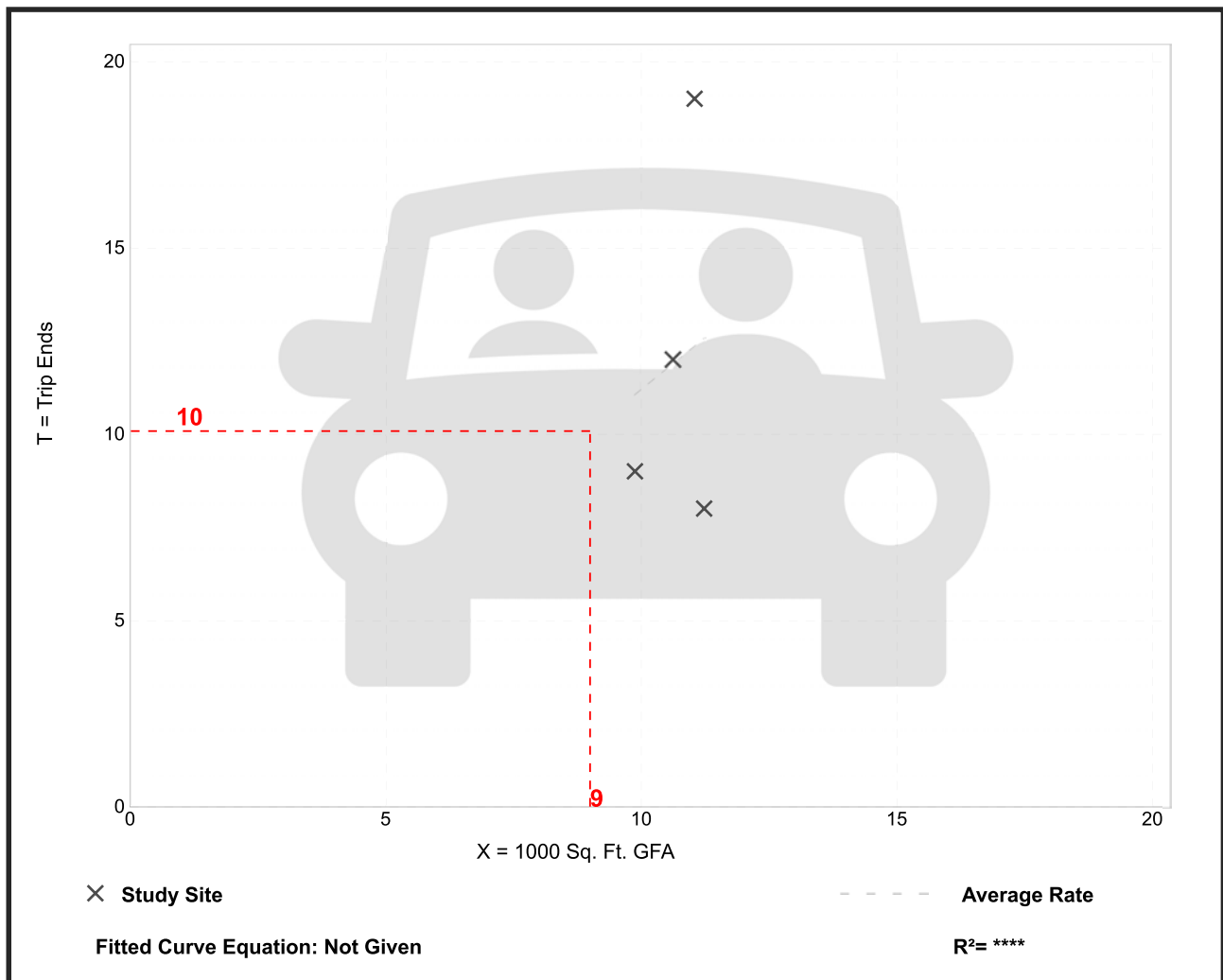
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 4
 Avg. 1000 Sq. Ft. GFA: 11
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.12	0.71 - 1.72	0.44

Data Plot and Equation

Caution – Small Sample Size



Free-Standing Emergency Room (650)

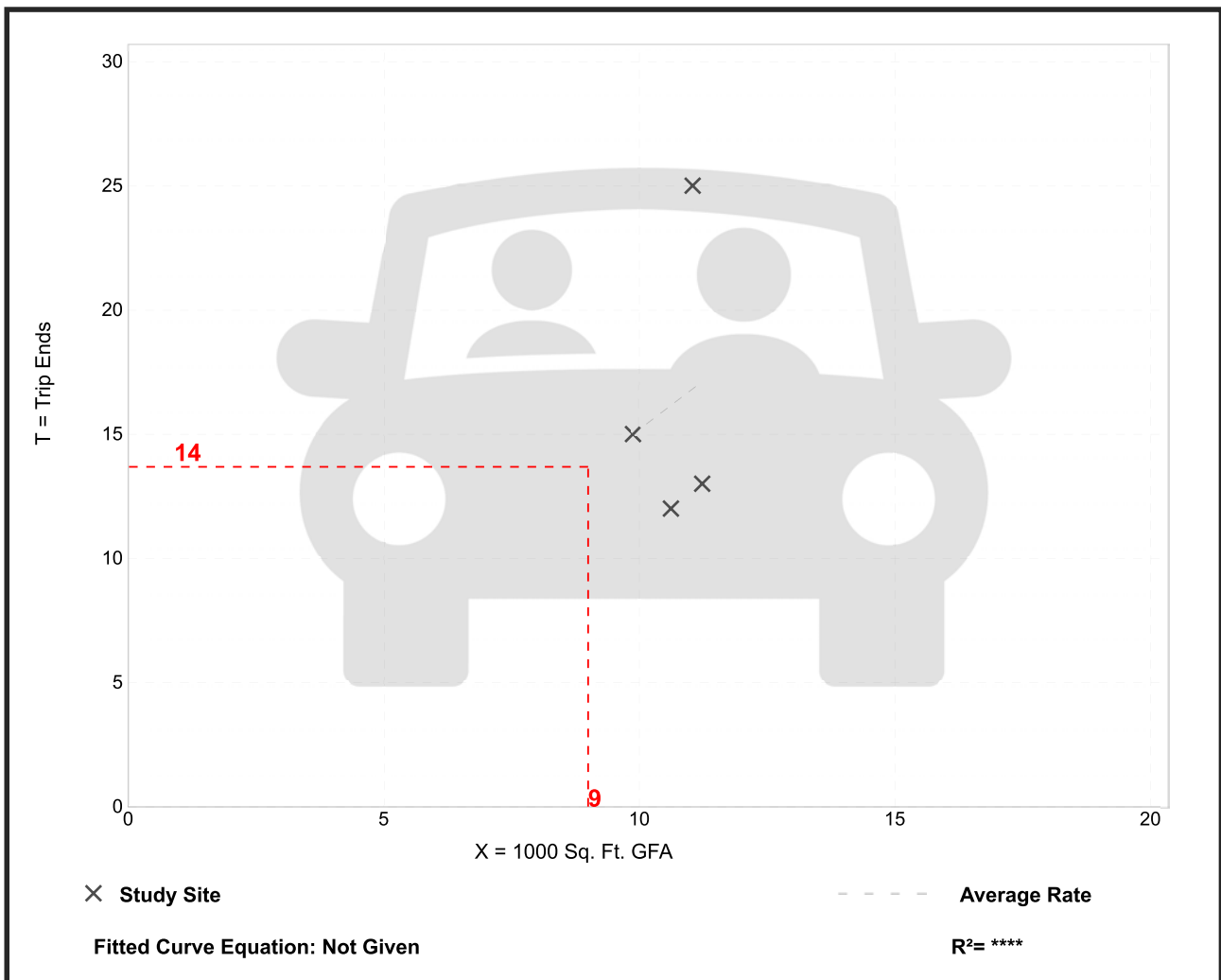
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 4
 Avg. 1000 Sq. Ft. GFA: 11
 Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	1.13 - 2.26	0.54

Data Plot and Equation

Caution – Small Sample Size



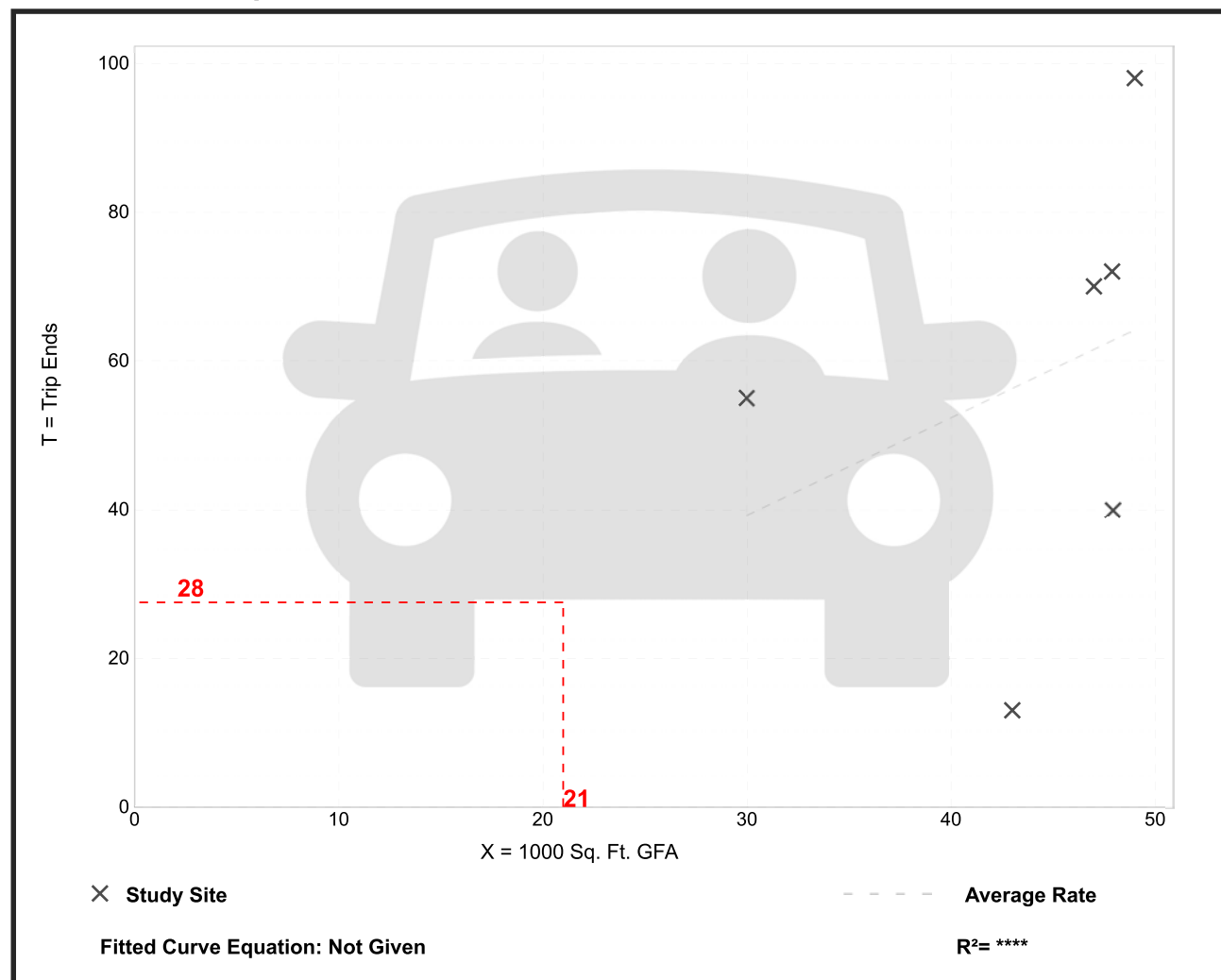
Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GFA: 44
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



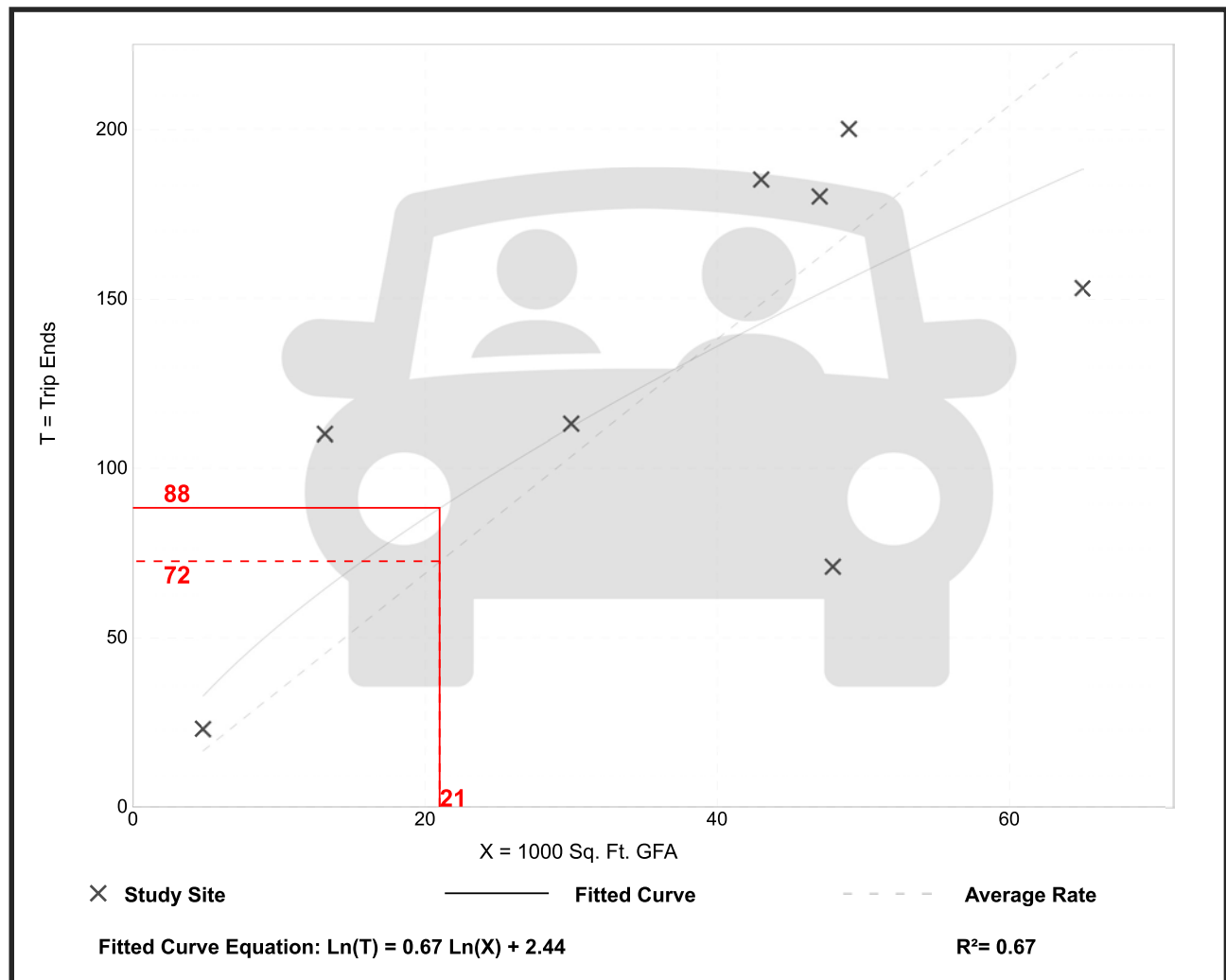
Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. 1000 Sq. Ft. GFA: 37
 Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation





Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	AM	Analyzed Roadway	Sharon Road	Analyzed Roadway Speed Limit (MPH):	35
SA Project No.	24087	Intersecting Roadway	Site Driveway (East)		
Date	1/28/25	Municipality	Robinsville		
Analyst	BC	County	Mercer		

Highway Research Record, Number 211, Table 21

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V _A) - Veh / Hr	190
Left-Turning Vehicles in V _A - Veh / Hr	12
Opposing Traffic Volume (V _O) - Veh / Hr	197

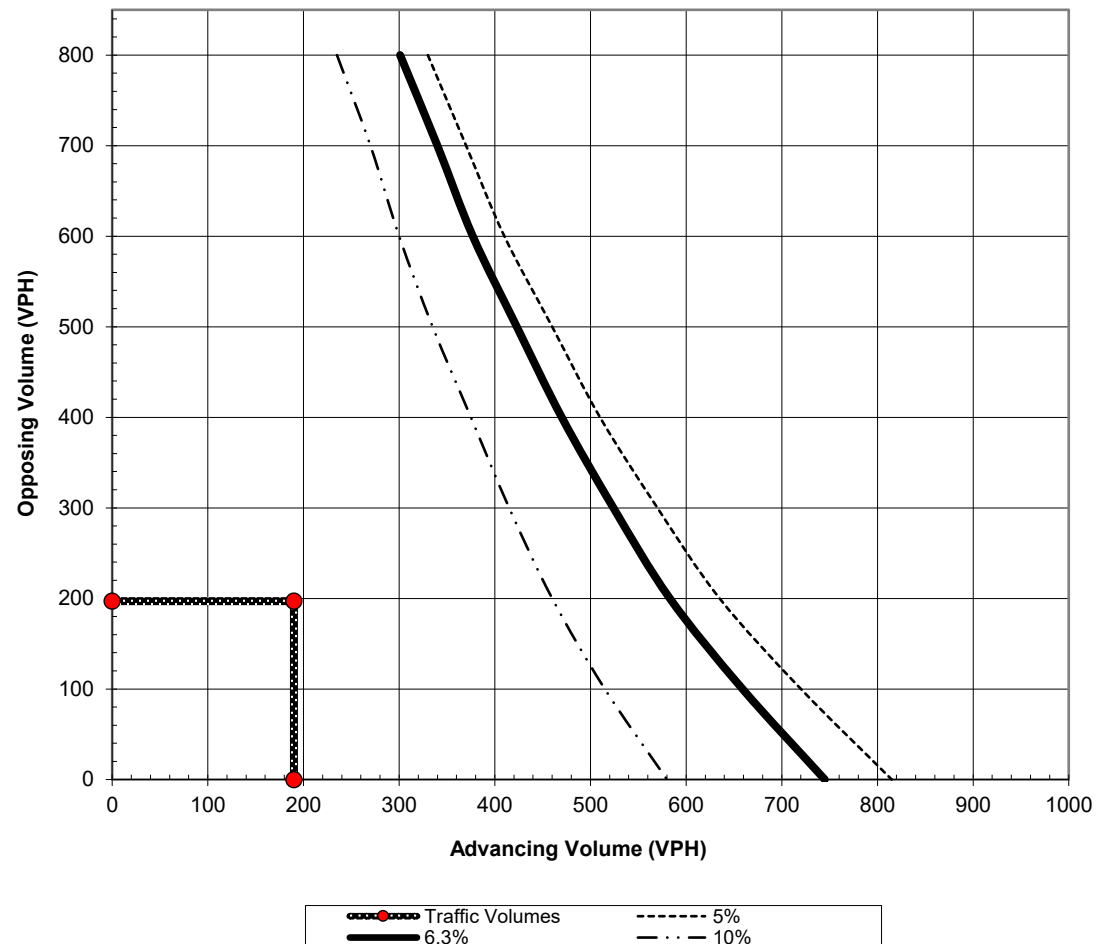
Analyses

Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	5%	6.3%	10%
800	330	301	235
700	370	340	270
600	410	377	300
500	460	423	335
400	510	470	375
300	570	524	415
200	635	583	460
100	720	659	515

Conclusion

Left-Turn Lane Not Warranted

Warrant for Left-Turn Lanes on Two-Lane Highways



Note: -



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	PM	Analyzed Roadway	Sharon Road	Analyzed Roadway Speed Limit (MPH):	35
SA Project No.	24087	Intersecting Roadway	Site Driveway (East)		
Date	1/28/25	Municipality	Robinsville		
Analyst	BC	County	Mercer		

Highway Research Record, Number 211, Table 21

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

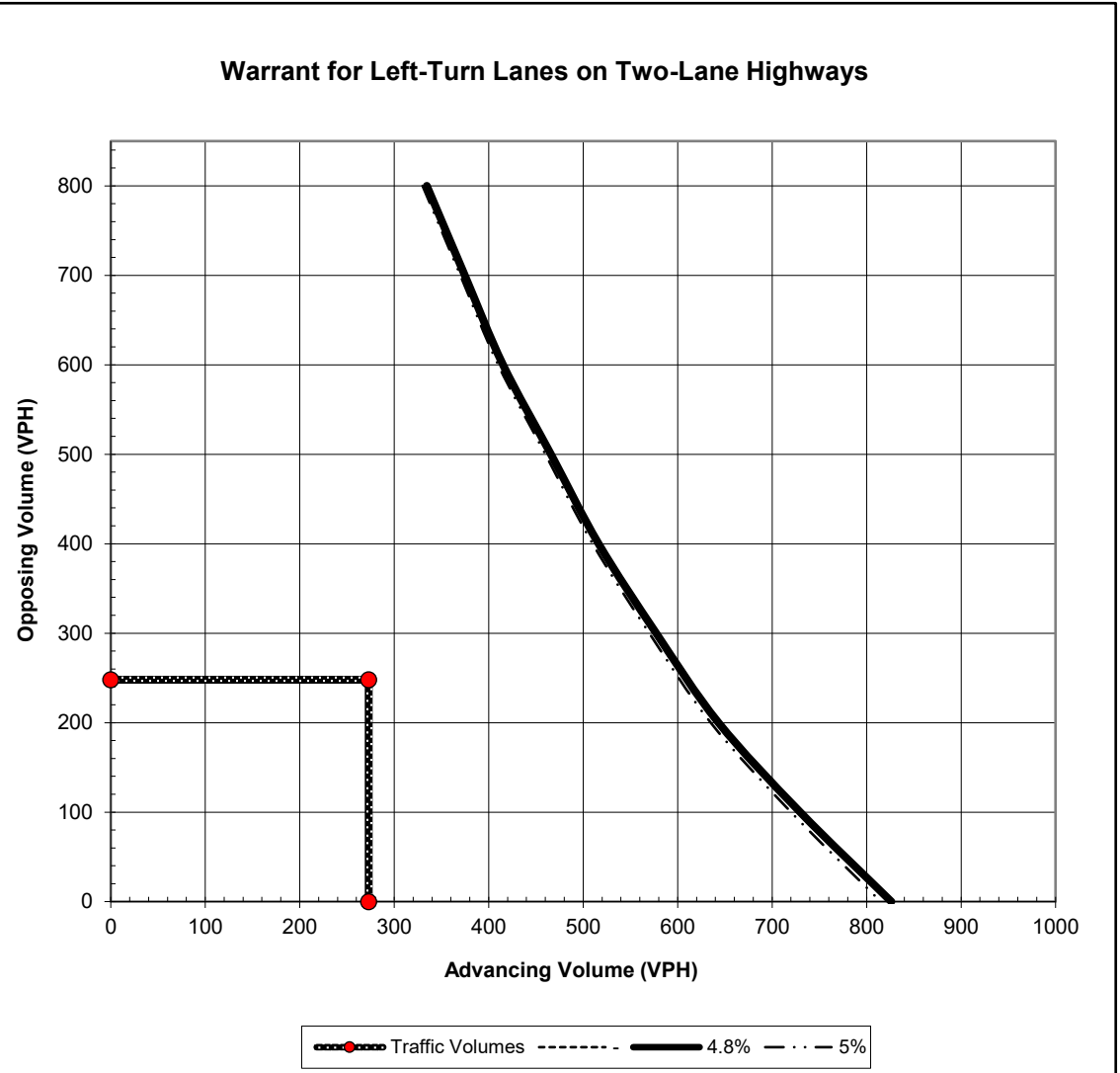
Advancing Traffic Volume (V _A) - Veh / Hr	273
Left-Turning Vehicles in V _A - Veh / Hr	13
Opposing Traffic Volume (V _O) - Veh / Hr	248

Analyses

Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	-	4.8%	5%
800		335	330
700		375	370
600		415	410
500		466	460
400		516	510
300		577	570
200		643	635
100		730	720

Conclusion

Left-Turn Lane Not Warranted



Note: Percent Left-Turns in Advancing Volume Less Than 5% - Results Extrapolated



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	AM	Analyzed Roadway	Sharon Road	Analyzed Roadway Speed Limit (MPH):	35
SA Project No.	24087	Intersecting Roadway	Site Driveway (West)		
Date	1/28/25	Municipality	Robinsville		
Analyst	BC	County	Mercer		

Highway Research Record, Number 211, Table 21

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V _A) - Veh / Hr	213
Left-Turning Vehicles in V _A - Veh / Hr	25
Opposing Traffic Volume (V _O) - Veh / Hr	206

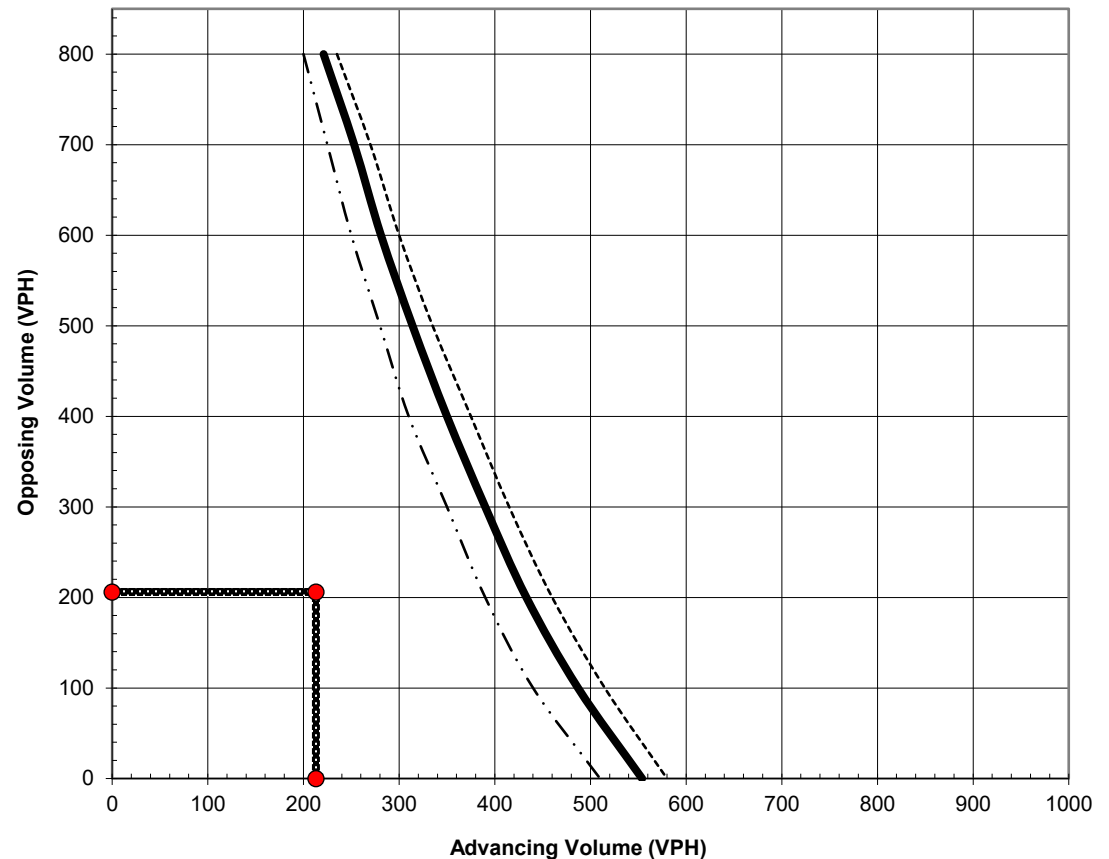
Analyses

Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	10%	11.7%	15%
800	235	221	200
700	270	253	225
600	300	281	250
500	335	314	280
400	375	350	310
300	415	390	350
200	460	433	390
100	515	487	440

Conclusion

Left-Turn Lane Not Warranted

Warrant for Left-Turn Lanes on Two-Lane Highways



—●— Traffic Volumes
— 11.7%
--- 10%
-.- 15%

Note: -



Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	PM	Analyzed Roadway	Sharon Road	Analyzed Roadway Speed Limit (MPH):	35
SA Project No.	24087	Intersecting Roadway	Site Driveway (West)		
Date	1/28/25	Municipality	Robinsville		
Analyst	BC	County	Mercer		

Highway Research Record, Number 211, Table 21

Opposing Volume (V _O)	Percent Left Turns in Advancing Volume (V _A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V _A) - Veh / Hr	320
Left-Turning Vehicles in V _A - Veh / Hr	60
Opposing Traffic Volume (V _O) - Veh / Hr	262

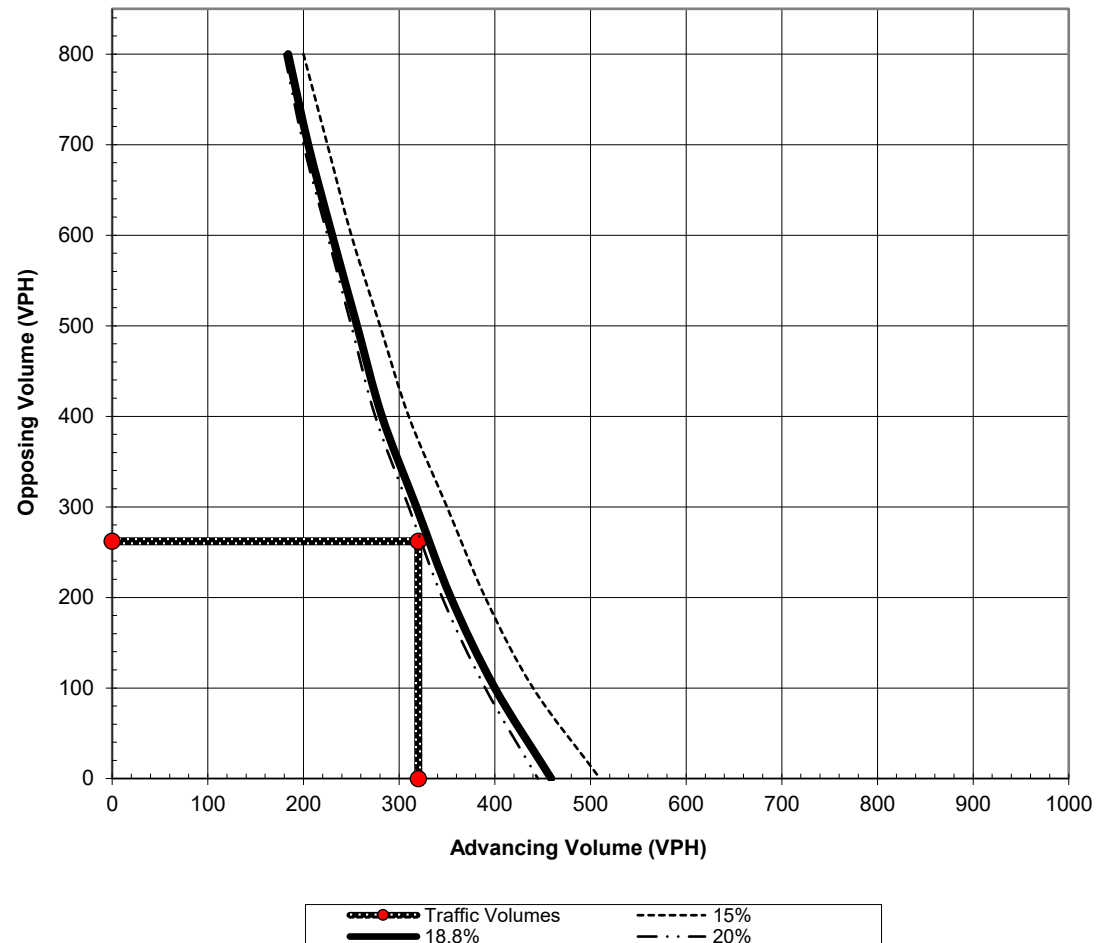
Analyses

Opposing Volume (V _O) in Veh / Hr	Advancing Volume (V _A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	15%	18.8%	20%
800	200	184	180
700	225	205	200
600	250	230	225
500	280	256	250
400	310	282	275
300	350	318	310
200	390	354	345
100	440	400	390

Conclusion

Left-Turn Lane Not Warranted

Warrant for Left-Turn Lanes on Two-Lane Highways



Note: -

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Existing AM
01/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	303	142	13	65	438	63	0	1015	2	0	776	164
Future Volume (vph)	303	142	13	65	438	63	0	1015	2	0	776	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		100	180		100	0		0	0		50
Storage Lanes	2		1	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3433	3610	1495	1770	3574	1568	0	4988	0	0	4988	1615
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3433	3610	1495	1770	3574	1568	0	4988	0	0	4988	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109						100
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1047			501			3746			346	
Travel Time (s)		15.9			7.6			46.4			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	8%	2%	1%	3%	0%	4%	0%	0%	4%	0%
Adj. Flow (vph)	344	161	15	74	498	72	0	1153	2	0	882	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	344	161	15	74	498	72	0	1155	0	0	882	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1		0			0	0
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru			Thru	Right
Leading Detector (ft)	40	40	40	40	40	40		0			0	0
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Size(ft)	50	50	50	50	50	50		6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA			NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8		2			6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		34.0			34.0	34.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.0			42.0	42.0

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Existing AM
01/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	44.0	31.0	31.0	44.0	31.0	31.0		45.0			45.0	45.0
Total Split (%)	36.7%	25.8%	25.8%	36.7%	25.8%	25.8%		37.5%			37.5%	37.5%
Maximum Green (s)	37.0	24.0	24.0	37.0	24.0	24.0		37.0			37.0	37.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0			6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Recall Mode	None	None	None	None	None	None		C-Min			C-Min	C-Min
Act Effct Green (s)	16.7	30.3	30.3	9.9	20.7	20.7		60.6			60.6	60.6
Actuated g/C Ratio	0.14	0.25	0.25	0.08	0.17	0.17		0.50			0.50	0.50
v/c Ratio	0.72	0.18	0.03	0.51	0.81	0.20		0.46			0.35	0.22
Control Delay	58.1	35.9	0.2	64.3	58.5	3.7		20.8			19.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	58.1	35.9	0.2	64.3	58.5	3.7		20.8			19.2	9.4
LOS	E	D	A	E	E	A		C			B	A
Approach Delay	49.5			53.1				20.8			17.5	
Approach LOS	D			D				C			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NET and 6:SWT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 30.3

Intersection LOS: C

Intersection Capacity Utilization 67.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Route 130 & NJ-33/CR 526

 Ø2 (R)	 Ø3	 Ø4
45 s	44 s	31 s
 Ø6 (R)	 Ø7	 Ø8
45 s	44 s	31 s

HCM Unsignalized Intersection Capacity Analysis

6: Route 130 & Sharon Road

Existing AM
01/27/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations		↗	↗↗	↗		↗↗
Traffic Volume (veh/h)	0	19	875	91	0	940
Future Volume (Veh/h)	0	19	875	91	0	940
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	20	931	97	0	1000
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			346			
pX, platoon unblocked	0.85	0.85			0.85	
vC, conflicting volume	1431	466			931	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1165	35			580	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	163	872			858	
Direction, Lane #	WB 1	NE 1	NE 2	NE 3	SW 1	SW 2
Volume Total	20	466	466	97	500	500
Volume Left	0	0	0	0	0	0
Volume Right	20	0	0	97	0	0
cSH	872	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.27	0.27	0.06	0.29	0.29
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.2	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			34.2%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	117	469	16	17	146
Future Vol, veh/h	36	117	469	16	17	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	42	136	545	19	20	170
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	564	0	-	0	707	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.1	-	-	-	6.6	6.245
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3285
Pot Cap-1 Maneuver	1018	-	-	-	389	528
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1018	-	-	-	373	528
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	866	-
Approach	EB	WB		SB		
HCM Control Delay, s	2	0		16.3		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1018	-	-	-	506	
HCM Lane V/C Ratio	0.041	-	-	-	0.375	
HCM Control Delay (s)	8.7	-	-	-	16.3	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7	

HCM 2010 TWSC
9: Sharon Road Cut Through & Sharon Road

Existing AM
01/27/2025

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	135	23	149	29	11	32
Future Vol, veh/h	135	23	149	29	11	32
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, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	4	0	3	0	0
Mvmt Flow	173	29	191	37	14	41
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	202	0	607	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1382	-	463	859
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1382	-	398	859
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	574	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	6.7		10.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	663	-	-	1382	-	
HCM Lane V/C Ratio	0.083	-	-	0.138	-	
HCM Control Delay (s)	10.9	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-	

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Existing PM
01/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	333	322	13	49	399	45	0	942	3	0	1264	300
Future Volume (vph)	333	322	13	49	399	45	0	942	3	0	1264	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		100	180		100	0		0	0		50
Storage Lanes	2		1	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	3610	1615	1703	3574	1509	0	5086	0	0	5085	1599
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	3610	1615	1703	3574	1509	0	5086	0	0	5085	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109						100
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1047			501			3746			346	
Travel Time (s)		15.9			7.6			46.4			4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	6%	1%	7%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	343	332	13	51	411	46	0	971	3	0	1303	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	343	332	13	51	411	46	0	974	0	0	1303	309
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1		0			0	0
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru			Thru	Right
Leading Detector (ft)	40	40	40	40	40	40		0			0	0
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Size(ft)	50	50	50	50	50	50		6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA			NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8		2			6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		34.0			34.0	34.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.0			42.0	42.0

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Existing PM
01/27/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	33.0	35.0	35.0	33.0	35.0	35.0		52.0			52.0	52.0
Total Split (%)	27.5%	29.2%	29.2%	27.5%	29.2%	29.2%		43.3%			43.3%	43.3%
Maximum Green (s)	26.0	28.0	28.0	26.0	28.0	28.0		44.0			44.0	44.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0			6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Recall Mode	None	None	None	None	None	None		C-Min			C-Min	C-Min
Act Effect Green (s)	16.3	28.7	28.7	8.7	18.4	18.4		63.3			63.3	63.3
Actuated g/C Ratio	0.14	0.24	0.24	0.07	0.15	0.15		0.53			0.53	0.53
v/c Ratio	0.72	0.38	0.03	0.41	0.75	0.14		0.36			0.49	0.35
Control Delay	58.4	39.7	0.1	62.7	57.5	0.9		17.9			19.7	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	58.4	39.7	0.1	62.7	57.5	0.9		17.9			19.7	13.1
LOS	E	D	A	E	E	A		B			B	B
Approach Delay		48.3			52.9			17.9			18.4	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NET and 6:SWT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 28.4

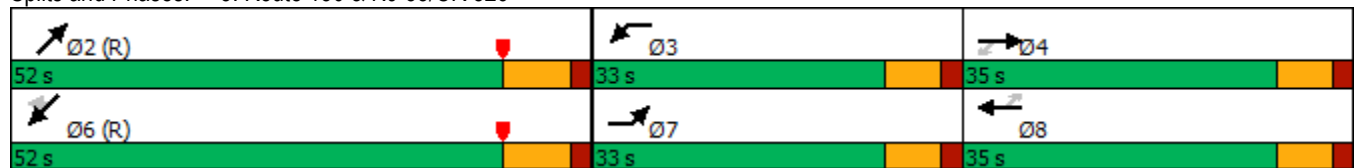
Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Route 130 & NJ-33/CR 526



HCM Unsignalized Intersection Capacity Analysis

6: Route 130 & Sharon Road

Existing PM
01/27/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations		↗	↕↕	↘		↕↕
Traffic Volume (veh/h)	0	18	791	110	0	1564
Future Volume (Veh/h)	0	18	791	110	0	1564
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	21	931	129	0	1840
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			346			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1851	466			931	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1705	143			667	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	75	785			826	
Direction, Lane #	WB 1	NE 1	NE 2	NE 3	SW 1	SW 2
Volume Total	21	466	466	129	920	920
Volume Left	0	0	0	0	0	0
Volume Right	21	0	0	129	0	0
cSH	785	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.27	0.27	0.08	0.54	0.54
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.7	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.6%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	249	336	15	29	227
Future Vol, veh/h	42	249	336	15	29	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	46	274	369	16	32	249
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	385	0	-	0	606	377
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	4.1	-	-	-	6.6	6.215
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3095
Pot Cap-1 Maneuver	1185	-	-	-	448	671
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1185	-	-	-	431	671
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	793	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		15.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1185	-	-	-	631	
HCM Lane V/C Ratio	0.039	-	-	-	0.446	
HCM Control Delay (s)	8.2	-	-	-	15.2	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3	

HCM 2010 TWSC
9: Sharon Road Cut Through & Sharon Road

Existing PM
01/27/2025

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	48	176	14	6	47
Future Vol, veh/h	188	48	176	14	6	47
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, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	2	0	0	0	0
Mvmt Flow	207	53	193	15	7	52
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	260	0	635	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1316	-	446	810
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1316	-	380	810
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	580	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.6		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	718	-	-	1316	-	
HCM Lane V/C Ratio	0.081	-	-	0.147	-	
HCM Control Delay (s)	10.5	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-	

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

No-Build AM
01/28/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	351	165	15	70	472	68	0	1177	2	0	900	190
Future Volume (vph)	351	165	15	70	472	68	0	1177	2	0	900	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		100	180		100	0		0	0		50
Storage Lanes	2		1	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3433	3610	1495	1770	3574	1568	0	4988	0	0	4988	1615
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3433	3610	1495	1770	3574	1568	0	4988	0	0	4988	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109						100
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1047			501			3746			346	
Travel Time (s)		15.9			7.6			46.4			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	8%	2%	1%	3%	0%	4%	0%	0%	4%	0%
Adj. Flow (vph)	399	188	17	80	536	77	0	1338	2	0	1023	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	399	188	17	80	536	77	0	1340	0	0	1023	216
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1		0			0	0
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru			Thru	Right
Leading Detector (ft)	40	40	40	40	40	40		0			0	0
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Size(ft)	50	50	50	50	50	50		6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA			NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8		2			6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		34.0			34.0	34.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.0			42.0	42.0

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

No-Build AM
01/28/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	44.0	31.0	31.0	44.0	31.0	31.0		45.0			45.0	45.0
Total Split (%)	36.7%	25.8%	25.8%	36.7%	25.8%	25.8%		37.5%			37.5%	37.5%
Maximum Green (s)	37.0	24.0	24.0	37.0	24.0	24.0		37.0			37.0	37.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0			6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Recall Mode	None	None	None	None	None	None		C-Min			C-Min	C-Min
Act Effct Green (s)	18.7	32.7	32.7	10.3	21.5	21.5		57.8			57.8	57.8
Actuated g/C Ratio	0.16	0.27	0.27	0.09	0.18	0.18		0.48			0.48	0.48
v/c Ratio	0.75	0.19	0.03	0.53	0.84	0.21		0.56			0.43	0.26
Control Delay	57.3	34.4	0.1	64.5	59.7	4.3		24.1			21.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	57.3	34.4	0.1	64.5	59.7	4.3		24.1			21.9	11.7
LOS	E	C	A	E	E	A		C			C	B
Approach Delay	48.5			54.1				24.1			20.1	
Approach LOS	D			D				C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NET and 6:SWT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 32.0

Intersection LOS: C

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Route 130 & NJ-33/CR 526

 Ø2 (R)	 Ø3	 Ø4
45 s	44 s	31 s
 Ø6 (R)	 Ø7	 Ø8
45 s	44 s	31 s

HCM Unsignalized Intersection Capacity Analysis

6: Route 130 & Sharon Road

No-Build AM
01/28/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Volume (veh/h)	0	20	1014	105	0	1090
Future Volume (Veh/h)	0	20	1014	105	0	1090
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	21	1079	112	0	1160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			346			
pX, platoon unblocked	0.81	0.81			0.81	
vC, conflicting volume	1659	540			1079	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1349	0			635	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	117	873			778	
Direction, Lane #	WB 1	NE 1	NE 2	NE 3	SW 1	SW 2
Volume Total	21	540	540	112	580	580
Volume Left	0	0	0	0	0	0
Volume Right	21	0	0	112	0	0
cSH	873	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.32	0.32	0.07	0.34	0.34
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.2	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			38.0%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	126	505	17	18	153
Future Vol, veh/h	39	126	505	17	18	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	45	147	587	20	21	178
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	607	0	-	0	761	597
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.1	-	-	-	6.6	6.245
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3285
Pot Cap-1 Maneuver	981	-	-	-	361	500
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	981	-	-	-	344	500
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	854	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		17.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	981	-	-	-	477	
HCM Lane V/C Ratio	0.046	-	-	-	0.417	
HCM Control Delay (s)	8.8	-	-	-	17.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	24	157	30	12	34
Future Vol, veh/h	142	24	157	30	12	34
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, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	4	0	3	0	0
Mvmt Flow	182	31	201	38	15	44
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	638	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1369	-	444	848
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	377	848
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	555	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.8		11.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	640		-	-	1369	-
HCM Lane V/C Ratio	0.092		-	-	0.147	-
HCM Control Delay (s)	11.2		-	-	8.1	0
HCM Lane LOS	B		-	-	A	A
HCM 95th %tile Q(veh)	0.3		-	-	0.5	-

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

No-Build PM
01/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	386	373	15	53	430	48	0	1092	3	0	1465	348
Future Volume (vph)	386	373	15	53	430	48	0	1092	3	0	1465	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		100	180		100	0		0	0		50
Storage Lanes	2		1	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	3610	1615	1703	3574	1509	0	5086	0	0	5085	1599
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	3610	1615	1703	3574	1509	0	5086	0	0	5085	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109						100
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1047			501			3746			346	
Travel Time (s)		15.9			7.6			46.4			4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	6%	1%	7%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	398	385	15	55	443	49	0	1126	3	0	1510	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	385	15	55	443	49	0	1129	0	0	1510	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1		0			0	0
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru			Thru	Right
Leading Detector (ft)	40	40	40	40	40	40		0			0	0
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Size(ft)	50	50	50	50	50	50		6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA			NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8		2			6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		34.0			34.0	34.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.0			42.0	42.0

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

No-Build PM
01/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	33.0	35.0	35.0	33.0	35.0	35.0		52.0			52.0	52.0
Total Split (%)	27.5%	29.2%	29.2%	27.5%	29.2%	29.2%		43.3%			43.3%	43.3%
Maximum Green (s)	26.0	28.0	28.0	26.0	28.0	28.0		44.0			44.0	44.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0			6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Recall Mode	None	None	None	None	None	None		C-Min			C-Min	C-Min
Act Effect Green (s)	18.2	31.5	31.5	8.9	19.4	19.4		60.4			60.4	60.4
Actuated g/C Ratio	0.15	0.26	0.26	0.07	0.16	0.16		0.50			0.50	0.50
v/c Ratio	0.75	0.41	0.03	0.44	0.77	0.15		0.44			0.59	0.42
Control Delay	57.8	38.0	0.1	63.4	57.2	0.9		20.7			23.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	57.8	38.0	0.1	63.4	57.2	0.9		20.7			23.3	16.2
LOS	E	D	A	E	E	A		C			C	B
Approach Delay	47.2			52.8				20.7			21.9	
Approach LOS	D			D				C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NET and 6:SWT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Route 130 & NJ-33/CR 526

 Ø2 (R)	 Ø3	 Ø4
52 s	33 s	35 s
 Ø6 (R)	 Ø7	 Ø8
52 s	33 s	35 s

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	268	362	16	30	239
Future Vol, veh/h	45	268	362	16	30	239
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	49	295	398	18	33	263
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	416	0	-	0	653	407
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	4.1	-	-	-	6.6	6.215
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3095
Pot Cap-1 Maneuver	1154	-	-	-	420	646
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	402	646
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	778	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		16.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1154	-	-	-	605	
HCM Lane V/C Ratio	0.043	-	-	-	0.489	
HCM Control Delay (s)	8.3	-	-	-	16.5	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7	

HCM Unsignalized Intersection Capacity Analysis

6: Route 130 & Sharon Road

No-Build PM
01/27/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Volume (veh/h)	0	19	917	128	0	1813
Future Volume (Veh/h)	0	19	917	128	0	1813
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	22	1079	151	0	2133
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			346			
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	2146	540			1079	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2002	125			755	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	46	778			740	
Direction, Lane #	WB 1	NE 1	NE 2	NE 3	SW 1	SW 2
Volume Total	22	540	540	151	1066	1066
Volume Left	0	0	0	0	0	0
Volume Right	22	0	0	151	0	0
cSH	778	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.32	0.32	0.09	0.63	0.63
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.8	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			53.4%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	198	50	185	15	6	49
Future Vol, veh/h	198	50	185	15	6	49
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, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	2	0	0	0	0
Mvmt Flow	218	55	203	16	7	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	668	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1302	-	426	798
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1302	-	359	798
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	561	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.7		10.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	704	-	-	1302	-	
HCM Lane V/C Ratio	0.086	-	-	0.156	-	
HCM Control Delay (s)	10.6	-	-	8.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.6	-	

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Build AM
01/28/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	420	165	15	91	487	87	0	1228	2	0	947	191
Future Volume (vph)	420	165	15	91	487	87	0	1228	2	0	947	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		100	180		100	0		0	0		50
Storage Lanes	2		1	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3433	3610	1495	1770	3574	1568	0	4988	0	0	4988	1615
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3433	3610	1495	1770	3574	1568	0	4988	0	0	4988	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109						100
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1047			501			3746			346	
Travel Time (s)		15.9			7.6			46.4			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	8%	2%	1%	3%	0%	4%	0%	0%	4%	0%
Adj. Flow (vph)	477	188	17	103	553	99	0	1395	2	0	1076	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	477	188	17	103	553	99	0	1397	0	0	1076	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1		0			0	0
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru			Thru	Right
Leading Detector (ft)	40	40	40	40	40	40		0			0	0
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Size(ft)	50	50	50	50	50	50		6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA			NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8		2			6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		34.0			34.0	34.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.0			42.0	42.0

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Build AM
01/28/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	44.0	31.0	31.0	44.0	31.0	31.0		45.0			45.0	45.0
Total Split (%)	36.7%	25.8%	25.8%	36.7%	25.8%	25.8%		37.5%			37.5%	37.5%
Maximum Green (s)	37.0	24.0	24.0	37.0	24.0	24.0		37.0			37.0	37.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0			6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Recall Mode	None	None	None	None	None	None		C-Min			C-Min	C-Min
Act Effect Green (s)	21.4	31.6	31.6	11.7	21.9	21.9		54.7			54.7	54.7
Actuated g/C Ratio	0.18	0.26	0.26	0.10	0.18	0.18		0.46			0.46	0.46
v/c Ratio	0.78	0.20	0.04	0.60	0.85	0.26		0.61			0.47	0.27
Control Delay	56.1	34.3	0.1	65.7	60.4	8.1		27.1			24.5	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	56.1	34.3	0.1	65.7	60.4	8.1		27.1			24.5	12.9
LOS	E	C	A	E	E	A		C			C	B
Approach Delay		48.7			54.3			27.1			22.5	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NET and 6:SWT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 34.2

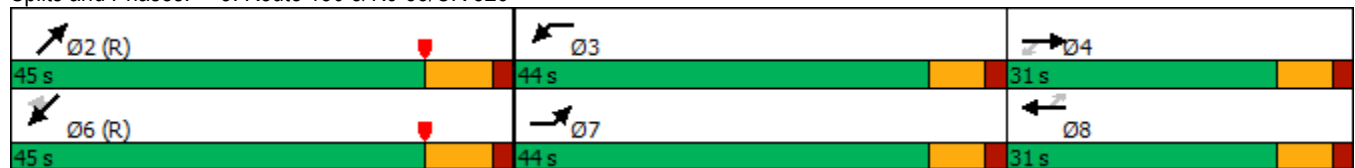
Intersection LOS: C

Intersection Capacity Utilization 72.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Route 130 & NJ-33/CR 526



Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	126	524	23	23	189
Future Vol, veh/h	39	126	524	23	23	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	45	147	609	27	27	220
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	636	0	-	0	787	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.1	-	-	-	6.6	6.245
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3285
Pot Cap-1 Maneuver	957	-	-	-	348	483
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	957	-	-	-	332	483
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	854	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		21.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	957	-	-	-	460	
HCM Lane V/C Ratio	0.047	-	-	-	0.536	
HCM Control Delay (s)	8.9	-	-	-	21.5	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1	

HCM Unsignalized Intersection Capacity Analysis

6: Route 130 & Sharon Road

Build AM
01/28/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Volume (veh/h)	0	40	1122	136	0	1138
Future Volume (Veh/h)	0	40	1122	136	0	1138
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	43	1194	145	0	1211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			346			
pX, platoon unblocked	0.79	0.79			0.79	
vC, conflicting volume	1800	597			1194	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1488	0			726	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			100	
cM capacity (veh/h)	93	854			704	
Direction, Lane #	WB 1	NE 1	NE 2	NE 3	SW 1	SW 2
Volume Total	43	597	597	145	606	606
Volume Left	0	0	0	0	0	0
Volume Right	43	0	0	145	0	0
cSH	854	1700	1700	1700	1700	1700
Volume to Capacity	0.05	0.35	0.35	0.09	0.36	0.36
Queue Length 95th (ft)	4	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	9.4	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			41.0%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	24	198	50	12	40
Future Vol, veh/h	173	24	198	50	12	40
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, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	4	0	3	0	0
Mvmt Flow	222	31	254	64	15	51
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	253	0	810	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	572	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1324	-	352	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1324	-	282	806
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	456	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.7		12.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	564	-	-	1324	-	
HCM Lane V/C Ratio	0.118	-	-	0.192	-	
HCM Control Delay (s)	12.2	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.7	-	

Intersection						
Int Delay, s/veh	0					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	5	1057	5	0	1138
Future Vol, veh/h	0	5	1057	5	0	1138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	5	1149	5	0	1237
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	577	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	465	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	465	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	12.8	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	465	-	-	
HCM Lane V/C Ratio	-	-	0.012	-	-	
HCM Control Delay (s)	-	-	12.8	-	-	
HCM Lane LOS	-	-	B	-	-	
HCM 95th %tile Q(veh)	-	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	10	1052	110	0	1138
Future Vol, veh/h	0	10	1052	110	0	1138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	11	1143	120	0	1237
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	632	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	428	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	428	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	13.6	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	428	-		
HCM Lane V/C Ratio	-	-	0.025	-		
HCM Control Delay (s)	-	-	13.6	-		
HCM Lane LOS	-	-	B	-		
HCM 95th %tile Q(veh)	-	-	0.1	-		

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	178	195	2	1	11
Future Vol, veh/h	12	178	195	2	1	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, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	193	212	2	1	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	214	0	-	0	432	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1368	-	-	-	584	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1368	-	-	-	578	832
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	822	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		9.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1368	-	-	-	803	
HCM Lane V/C Ratio	0.01	-	-	-	0.016	
HCM Control Delay (s)	7.7	0	-	-	9.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	188	205	1	2	43
Future Vol, veh/h	25	188	205	1	2	43
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, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	204	223	1	2	47
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	224	0	-	0	482	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1357	-	-	-	547	820
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1357	-	-	-	535	820
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	790	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1357	-	-	-	801	
HCM Lane V/C Ratio	0.02	-	-	-	0.061	
HCM Control Delay (s)	7.7	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Build PM
01/28/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	468	373	15	131	471	54	0	1126	3	0	1526	350
Future Volume (vph)	468	373	15	131	471	54	0	1126	3	0	1526	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		100	180		100	0		0	0		50
Storage Lanes	2		1	1		1	0		0	0		1
Taper Length (ft)	40			50			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	3610	1615	1703	3574	1509	0	5086	0	0	5085	1599
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	3610	1615	1703	3574	1509	0	5086	0	0	5085	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109						100
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1047			501			3746			346	
Travel Time (s)		15.9			7.6			46.4			4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	6%	1%	7%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	482	385	15	135	486	56	0	1161	3	0	1573	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	482	385	15	135	486	56	0	1164	0	0	1573	361
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1		0			0	0
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru			Thru	Right
Leading Detector (ft)	40	40	40	40	40	40		0			0	0
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10		0			0	0
Detector 1 Size(ft)	50	50	50	50	50	50		6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA			NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8		2			6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		34.0			34.0	34.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.0			42.0	42.0

Lanes, Volumes, Timings
3: Route 130 & NJ-33/CR 526

Build PM
01/28/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	33.0	35.0	35.0	33.0	35.0	35.0		52.0			52.0	52.0
Total Split (%)	27.5%	29.2%	29.2%	27.5%	29.2%	29.2%		43.3%			43.3%	43.3%
Maximum Green (s)	26.0	28.0	28.0	26.0	28.0	28.0		44.0			44.0	44.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0			6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		8.0			8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Recall Mode	None	None	None	None	None	None		C-Min			C-Min	C-Min
Act Effct Green (s)	21.0	27.7	27.7	14.1	20.8	20.8		56.2			56.2	56.2
Actuated g/C Ratio	0.18	0.23	0.23	0.12	0.17	0.17		0.47			0.47	0.47
v/c Ratio	0.79	0.46	0.03	0.68	0.78	0.16		0.49			0.66	0.45
Control Delay	57.0	41.2	0.1	67.0	56.6	1.0		24.0			27.5	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	57.0	41.2	0.1	67.0	56.6	1.0		24.0			27.5	18.7
LOS	E	D	A	E	E	A		C			C	B
Approach Delay	49.1			54.1				24.0			25.8	
Approach LOS	D			D				C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 2:NET and 6:SWT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 33.9

Intersection LOS: C

Intersection Capacity Utilization 74.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Route 130 & NJ-33/CR 526

 Ø2 (R)	 Ø3	 Ø4
52 s	33 s	35 s
 Ø6 (R)	 Ø7	 Ø8
52 s	33 s	35 s

Intersection						
Int Delay, s/veh	10.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	268	368	24	47	358
Future Vol, veh/h	45	268	368	24	47	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	49	295	404	26	52	393
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	430	0	-	0	663	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	4.1	-	-	-	6.6	6.215
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3095
Pot Cap-1 Maneuver	1140	-	-	-	414	637
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1140	-	-	-	396	637
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	778	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		26.8		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1140	-	-	-	595	
HCM Lane V/C Ratio	0.043	-	-	-	0.748	
HCM Control Delay (s)	8.3	-	-	-	26.8	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	6.6	

HCM Unsignalized Intersection Capacity Analysis

6: Route 130 & Sharon Road

Build PM
01/28/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Volume (veh/h)	0	39	974	193	0	1876
Future Volume (Veh/h)	0	39	974	193	0	1876
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	46	1146	227	0	2207
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			346			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	2250	573			1146	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2110	123			802	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			100	
cM capacity (veh/h)	38	769			700	
Direction, Lane #	WB 1	NE 1	NE 2	NE 3	SW 1	SW 2
Volume Total	46	573	573	227	1104	1104
Volume Left	0	0	0	0	0	0
Volume Right	46	0	0	227	0	0
cSH	769	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.34	0.34	0.13	0.65	0.65
Queue Length 95th (ft)	5	0	0	0	0	0
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	10.0	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			55.2%		ICU Level of Service	B
Analysis Period (min)			15			

HCM 2010 TWSC
9: Sharon Road Cut Through & Sharon Road

Build PM
01/28/2025

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	50	321	45	6	57
Future Vol, veh/h	263	50	321	45	6	57
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, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	2	0	0	0	0
Mvmt Flow	289	55	353	49	7	63
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	344	0	1072	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	755	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1226	-	246	728
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1226	-	173	728
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	329	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		8		12.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	558	-	-	1226	-	
HCM Lane V/C Ratio	0.124	-	-	0.288	-	
HCM Control Delay (s)	12.4	-	-	9.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	1.2	-	

Intersection						
Int Delay, s/veh	0					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	8	983	6	0	1876
Future Vol, veh/h	0	8	983	6	0	1876
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	9	1068	7	0	2039
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	538	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	493	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	493	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	12.4	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	493	-	-	
HCM Lane V/C Ratio	-	-	0.018	-	-	
HCM Control Delay (s)	-	-	12.4	-	-	
HCM Lane LOS	-	-	B	-	-	
HCM 95th %tile Q(veh)	-	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	30	959	54	0	1876
Future Vol, veh/h	0	30	959	54	0	1876
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	33	1042	59	0	2039
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	551	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	483	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	483	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	13	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWT			
Capacity (veh/h)	-	-	483			
HCM Lane V/C Ratio	-	-	0.068			
HCM Control Delay (s)	-	-	13			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.2			

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	260	247	1	1	15
Future Vol, veh/h	13	260	247	1	1	15
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, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	14	283	268	1	1	16
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	269	0	-	0	580	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1306	-	-	-	480	775
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1306	-	-	-	474	775
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	748	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1306	-	-	-	745	
HCM Lane V/C Ratio	0.011	-	-	-	0.023	
HCM Control Delay (s)	7.8	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	260	260	2	13	106
Future Vol, veh/h	60	260	260	2	13	106
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, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	65	283	283	2	14	115
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	285	0	-	0	697	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1289	-	-	-	410	760
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1289	-	-	-	385	760
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	672	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		11.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1289	-	-	-	687	
HCM Lane V/C Ratio	0.051	-	-	-	0.188	
HCM Control Delay (s)	7.9	0	-	-	11.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	