

February 17, 2021

Department of Land Use Planning
Eastampton Township
12 Manor House Court
Eastampton, NJ 08060

**RE: Traffic Impact Study
Rockefeller, Eastampton
Eastampton Township, Burlington County, NJ
Langan Project No.: 130159201**

Langan Engineering and Environmental Services has prepared this traffic impact study for the proposed Rockefeller Group Logistics development in Eastampton Township, Burlington County, New Jersey. The property is located at Block 800, Lot 9.03 according to Township tax maps and is currently undeveloped. The project includes construction of a new approximate 346,000 sf warehouse with supporting loading and employee parking areas.

The property is located along the southbound side of US Route 206. The property is bounded to the north and south by commercial properties, to the east by US Route 206, and to the west by a wooded area separating the site from a residential development. Access to the property is proposed via one (1) full-movement driveway (referred to in this study as Site Driveway 1) and one (1) right-in/right out driveway (referred to in this study as Site Driveway 2) along US Route 206. Both driveways will be stop-controlled exiting the site. A dedicated northbound left-turn lane will be provided along US Route 206 and extended to Lina Lane. This will allow northbound vehicles to turn left into Site Driveway 1 and Lina Lane in accordance with the requirements of the New Jersey State Highway Access Code.

In accordance with the Eastampton Business Park zone requirements, the project is designed to provide 445 parking spaces. The spaces will be provided in a combination of 182 constructed spaces and 263 banked spaces. Based upon data published by the Institute of Transportation Engineers in the publication Parking Generation, 5th Edition, it is calculated that an average Peak Parking demand of 136 occupied spaces would be typical. Accordingly, the constructed 182 parking spaces will be sufficient to accommodate the parking demand of employees and visitors to the warehouse.

Langan has used the New Jersey Department of Transportation (NJDOT) Highway Access Permit data (HAPS) and data published by the Institute of Transportation Engineers to estimate the number of trips the warehouse will generate during the morning and evening peak hours of the roadway. Langan estimates the warehouse will generate approximately 69 trips (45 enter, 24 exit) during the weekday morning peak hour and 75 trips (18 enter, 57 exit) during the weekday evening peak hour.

We conducted capacity analyses at the following intersections:

- US Route 206 and Site Driveway 1
- US Route 206 and Site Driveway 2

Based upon our analyses, we have determined that the proposed warehouse will not significantly impact traffic operations on the adjoining roadway system during the morning and evening peak hours. We note that construction of the warehouse and widening of US Route 206 to construct a northbound left-turn lane will require a Major Access Permit from NJDOT.

The following summarizes the methodology, analyses, and findings of our study.

SCOPE OF STUDY

Langan undertook the following steps to prepare this study in accordance with standard traffic engineering industry methodologies:

1. Conducted a desktop examination of the site and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Obtained historic Automatic Traffic Recorder (ATR) counts from the New Jersey Department of Transportation (NJDOT) traffic database. Specifically, ATR counts were conducted by the NJDOT along US Route 206 north of the site from Tuesday, June 27, 2017 to Thursday, June 29, 2017. Due to changes in traffic as a result of ongoing COVID-19 restrictions, we believe that using and applying a growth rate to historic counts provides a representative inventory of existing traffic volumes than acquiring current count data. We then identified the roadway network's existing weekday morning and evening peak hour traffic volumes based on the traffic count data.
3. Established 2020 Existing traffic volumes using the historic turning movement traffic counts. These historic counts were grown by a 1.00% compounded growth rate for three years, in accordance with current growth rates established by the NJDOT.
4. Prepared trip generation estimates for the proposed warehouse based on the NJDOT HAPS program.
5. Developed trip distributions for the warehouse based on existing and expected travel patterns in the study area.
6. Assigned site-generated trips to the driveways and surrounding road network based on the likely travel routes motorists will use to travel to and from the site.
7. Established future 2024 Build traffic volumes by adding site-generated trips and general background traffic growth to the 2020 Existing traffic volumes.
8. Performed intersection capacity analyses for the weekday morning, facility, and evening peak hours using the latest Synchro software based on Highway Capacity Manual (HCM) methodologies.

DESCRIPTION OF EXISTING CONDITIONS

The following is a description of the adjacent roads within the project vicinity:

Roads

US Route 206

US Route 206 is classified as an urban principal arterial and is under New Jersey Department of Transportation (NJDOT) jurisdiction. The roadway has a general north-south orientation and provides one travel lane and a right side shoulder in each direction within the vicinity of the site. The posted speed limit is 50 mph within the vicinity of the site.

Traffic Volumes

To examine traffic conditions near the site, we obtained historic Automatic Traffic Recorder (ATR) counts from the NJDOT traffic database. Specifically, ATR counts were conducted by the NJDOT along US Route 206 north of the site from Tuesday, June 27, 2017 to Thursday, June 29, 2017. Due to changes in traffic because of ongoing COVID-19 restrictions, we believe that using historic counts and applying a growth rate to these counts provides a reasonable estimation of existing traffic volumes as compared to acquiring current count data.

The historic ATR data identified distinct times during the weekday morning and evening when traffic experienced its highest levels. According to the ATR traffic count data collected, the weekday morning peak hour generally occurs from 7:00 AM to 8:00 AM and the weekday evening peak hour generally occurs from 5:00 PM to 6:00 PM. The historic ATR data is attached.

The 2017 existing traffic volumes were grown by a 1.00% compounded growth rate over three years to derive the 2020 Existing traffic volumes. Figure 2 illustrates the existing weekday morning and evening peak hour traffic volumes.

FUTURE TRAFFIC CONDITIONS

No-Build Traffic

The proposed warehouse is expected to be fully operational in 2024. Accordingly, the 2020 Existing traffic volumes were grown by a 1.00% compound growth rate for four years to derive the 2024 No-Build traffic volumes. The 2024 No-Build Traffic Volumes are shown in Figure 3.

Site-Generated Trips

In order to identify the operation of the development driveways and traffic impact on the adjacent roadways, it is necessary to estimate the traffic volumes to be generated by the proposed project during the peak hour periods, and to estimate the directional distribution of that traffic when entering and exiting the development.

We prepared trip generation estimates for the warehouse based on the NJDOT Highway Access Permit System (HAPS) program. Table 1 summarizes the estimated trip generation for the warehouse during the morning and evening peak hours.

Table 1 –Peak Hour Trip Generation Estimate

Distribution Facility		Weekday AM Peak Hour 7:45 AM to 8:45 AM			Weekday PM Peak Hour 5:00 PM to 6:00 PM		
		In	Out	Total	In	Out	Total
336,00 sf Warehouse	Cars	36	19	55	14	46	60
	Trucks	9	5	14	4	11	15
Total		45	24	69	18	57	75

Trip Distribution

Once the magnitude of traffic generated by the delivery station is determined, it is necessary to assign that traffic to the adjacent roadway system. We determined the directional distributions of the site-generated trips based on existing and expected travel patterns in the study area, the location of area highways and major intersections, demographic data, and surrounding population locations. We used a journey to work model to determine employee arrival and departure distributions to and from the warehouse. The directional distribution of the warehouse’s traffic is summarized in Table 2.

Table 2 – Trip Distribution

Direction (To/From)	Arrival & Departure Distributions			
	Warehouse/Residential Passenger Vehicle Arrival & Departure Distributions		Warehouse Truck Arrival & Departure Distributions	
	Arrival	Departure	Arrival	Departure
	US Route 206 (North)	60%	60%	90%
US Route 206 (South)	40%	40%	10%	10%
Total	100%	100%	100%	100%

The site-generated trips were assigned to the roadway network as per the above distributions. The arrival and departure distributions for passenger cars are shown in Figures 4, and the arrival and departure distributions for trucks are shown in Figure 5. The site-generated trips for passenger cars are shown in Figure 6 and the site-generated trips for trucks are shown in Figure 7. The total site-generated trips are shown in Figure 8.

Build Traffic

The 2024 Build traffic volumes were derived by adding the total site-generated trips to the 2020 No-Build traffic volumes. Figure 9 illustrates the 2024 Build weekday morning and evening peak hour traffic volumes.

ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis we conducted to assess traffic operations of the study intersections. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

Level of Service Criteria

Level of Service (LOS) is the term used to denote different operating conditions that occur on a given road segment under various traffic volume demands. LOS is a qualitative measure that

considers a number of factors including road geometry, speed, travel delay, and freedom to maneuver. LOS designations range from A to F and provide an index of operational qualities of a road segment or an intersection. LOS A represents the best operating conditions; LOS F represents the worst.

LOS designations are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection. For unsignalized intersections, the analysis considers the operation of all movements that conflict with other movements, such as main-line left turns and traffic exiting a side street. The evaluation criteria used to analyze the study area intersections are based on the Highway Capacity Manual, 6th edition, (HCM), published by the Transportation Research Board and the latest version of the Highway Capacity Software (HCS).

The HCM defines LOS for signalized intersections as follows:

<u>LOS</u>	<u>Control Delay per Vehicle</u>
A	≤10 sec
B	>10 and ≤20 sec
C	>20 and ≤35 sec
D	>35 and ≤55 sec
E	>55 and ≤80 sec
F	>80 sec

The HCM defines LOS for unsignalized intersections as follows:

<u>LOS</u>	<u>Delay Range (sec/veh)</u>
A	≤10 sec
B	>10 and ≤15 sec
C	>15 and ≤25 sec
D	>25 and ≤35 sec
E	>35 and ≤50 sec
F	>50 sec

Capacity Analysis

We conducted capacity analyses for the site driveways and found that the proposed warehouse will not add significant new traffic demands on the adjacent roadways during the weekday morning and evening peak hours. Table 3 summarizes the 2024 Build levels of service (LOS) at the driveways during the weekday morning and evening peak hours. The analyses worksheets are included as attachments.

Table 3 – Intersection Capacity Analysis Summary

Location	Movement		2024 Build Condition		95 th Percentile Queue (ft.)		V/C Ratio	
			AM	PM	AM	PM	AM	PM
US Route 206 and Site Driveway 1	EB	L	F (78.0)	F (168.1)	23 (1 veh)	78 (4 veh)	0.25	0.74
		R	B (13.2)	C (24.0)	0	0	0.0	0.01
	NB	L	A (9.1)	B (12.0)	3 (1 veh)	0	0.02	0.01
US Route 206 and Site Driveway 2	EB	R	B (13.2)	D (25.9)	3 (1 veh)	8 (1 veh)	0.02	0.10

Based on Synchro and HCS Software: Level of Service (Average vehicle delay [seconds per vehicle])

US Route 206 and Site Driveway 1

Geometry

Site Driveway 1 will serve as the primary access for passenger cars and trucks. The US Route 206 / Site Driveway 1 intersection is proposed as a full-movement intersection with stop-control on the outbound driveway approach. Per the New Jersey Access Code, Route 206 is designated an Access Level 4 highway, which requires all left turns from the highway to be made from a dedicated left-turn lane. Widening Route 206 is proposed in order to provide a northbound left-turn lane into the site. The final intersection geometry will consist of a northbound left-turn lane and through lane, southbound shared through/right-turn lane, and eastbound left-turn and right-turn lanes.

Analysis

The eastbound right-turn and northbound left-turn movements are expected to operate at LOS C or better, while the eastbound left-turn approach is expected to operate at a LOS F during the weekday AM and PM peak hours under the Build condition. However, the expected number of vehicles making the eastbound left-turn movement are low, with 15 left-turning vehicles anticipated during the AM peak hour, and 38 left-turning vehicles anticipated during the PM peak hour. Furthermore, as seen in the table above, the 95th percentile queues for this movement are anticipated to equate to approximately 1 vehicle during the AM peak hour, and approximately 4 vehicles during the PM peak hour. The v/c ratio is calculated to be less than 1 during both the AM and PM peak hour, indicating that the movement will be operating under capacity. The driveway has been designed to provide adequate queue area for right turning vehicles to pass left turning vehicles.

US Route 206 and Site Driveway 2

Geometry

Site Driveway 2 will serve as the secondary access for passenger cars. Site Driveway 2 intersection is proposed as a right-in/right-out driveway with stop-control on the right-out approach. The final intersection geometry will consist of a northbound through lane, southbound shared through/right-turn lane, and eastbound channelized right-turn lane.

Analysis

The eastbound right-turn movement is expected to operate at an overall LOS B during the weekday AM peak hour, and an overall LOS D during the weekday PM peak hour under the Build condition. 95th percentile queues at this approach are expected to be less than 1 vehicle during both AM and PM peak hours.

FINDINGS

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

- The proposed warehouse will generate 69 trips (45 entering and 24 exiting) during the weekday morning peak hour, and 75 trips (18 entering and 57 exiting) during the weekday evening peak hour at the study intersections.
- Site Driveway 1 will serve as the primary access for passenger cars and trucks. The Route 206/Site Driveway 1 intersection is proposed as a full-movement intersection with stop-control on the eastbound driveway approach. In order to satisfy New Jersey Access Code requirements, a dedicated northbound left-turn lane is proposed at this intersection.
- The eastbound right-turn and northbound left-turn approaches to the US Route 206/ Site Driveway 1 intersection are anticipated to operate at a LOS C or better during the weekday AM and PM peak hours under the Build condition. The eastbound left-turn approach is expected to operate at a LOS F during the weekday AM and PM peak hours under the Build condition; however, the expected number of vehicles making the eastbound left-turn movement are low. The 95th percentile queues for this movement are also low and the v/c ratio is calculated to be less than 1 during both the AM and PM peak hours, indicating that the movement will be operating under capacity.
- Site Driveway 2 is proposed as a right-in/right-out driveway under stop-control and will serve as the secondary access for passenger cars. The eastbound right-turn movement is expected to operate at an overall LOS B during the weekday AM peak hour, and an overall LOS D during the weekday PM peak hour under the Build condition.
- Based upon data published by the Institute of Transportation Engineers in the publication Parking Generation, 5th Edition, it is calculated that an average Peak Parking demand of 136 occupied spaces would be typical. Accordingly, the constructed 182 parking spaces will be sufficient to accommodate the parking demand of employees and visitors to the warehouse.

CONCLUSION

Based on our findings, as detailed in the body of this letter, the proposed warehouse will not significantly alter traffic operations on the adjacent roadway system. The proposed widening along Route 206 to provide a left turn lane will allow northbound thru traffic to continue unimpeded by left turning vehicles. The widening will also improve the operation of the adjacent Lina Lane to the north of the project.

Construction of the driveways and northbound left-turn lane along US Route 206 will require a Major Access Permit from NJDOT for the improvements.

The site access, parking, loading area and circulation aisles are designed to provide safe and efficient operations.

Sincerely,
Langan Engineering and Environmental Services, Inc.



Karl A Pehnke, P.E., PTOE
Vice President
P.E. License #GE36434

KAP:kap

Attachments: Traffic Volume Figures
Historic ATR data
Journey to Work Model
Capacity Analyses



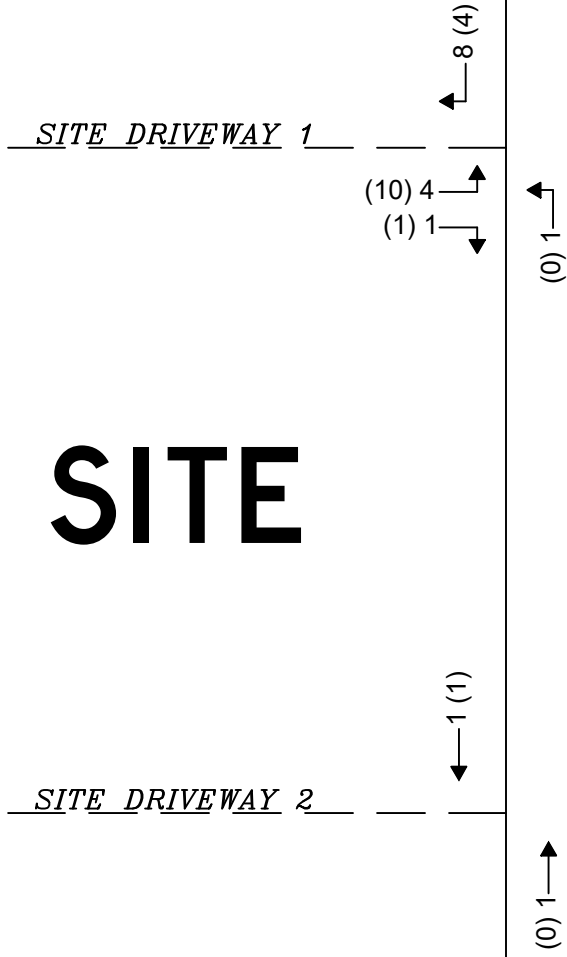
SITE DRIVEWAY 1

F ← G8

SITE DRIVEWAY 2

LEGEND

- EXISTING ROADWAY
- - - PROPOSED SITE DRIVEWAY
- ← AM (PM) PEAK HOUR

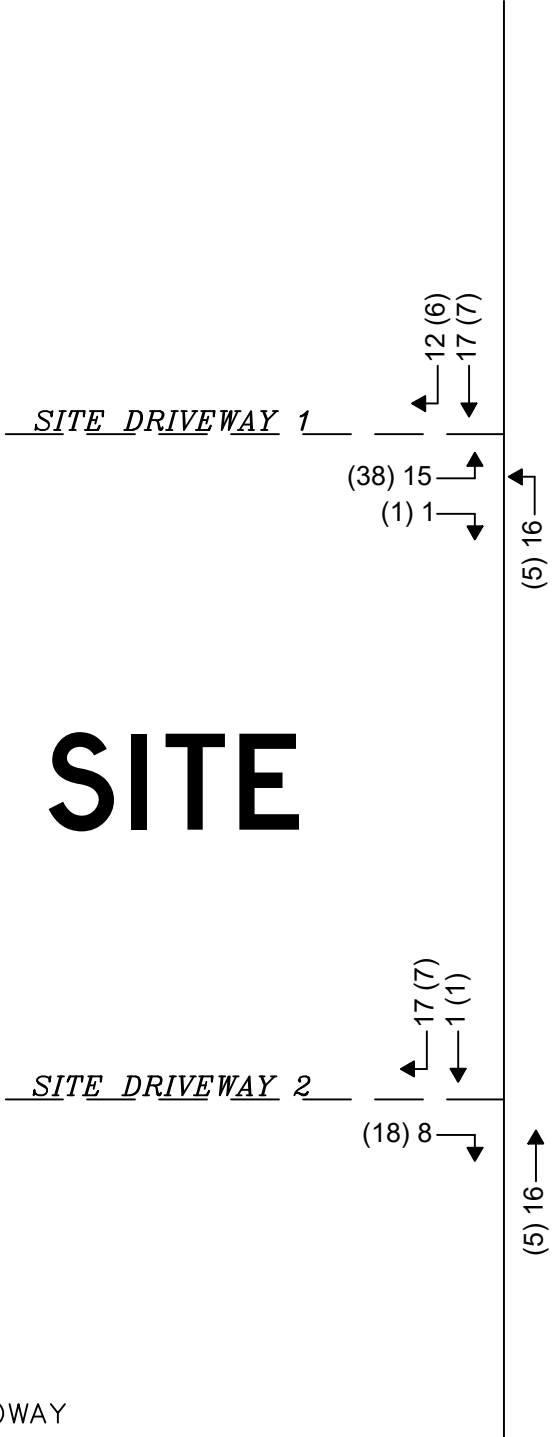


SITE

LEGEND

- EXISTING ROADWAY
- - - PROPOSED SITE DRIVEWAY
- ← AM (PM) PEAK HOUR

<p>LANGAN Langan Engineering and Environmental Services, Inc. 989 Lenox Drive, Suite 124 Lawrenceville, NJ 08648 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400</p>	Project	Drawing Title	Project No.	Drawing No.
	ROCKEFELLER EASTAMPTON	TRUCK SITE-GENERATED TRIPS	130159201	FIGURE 7
	BLOCK No. 800, LOT No. 9.03 EASTAMPTON TOWNSHIP BURLINGTON COUNTY NEW JERSEY		Date	02/17/2021
			Drawn By	SLH
			Checked By	KP
				Sheet 7 of 9

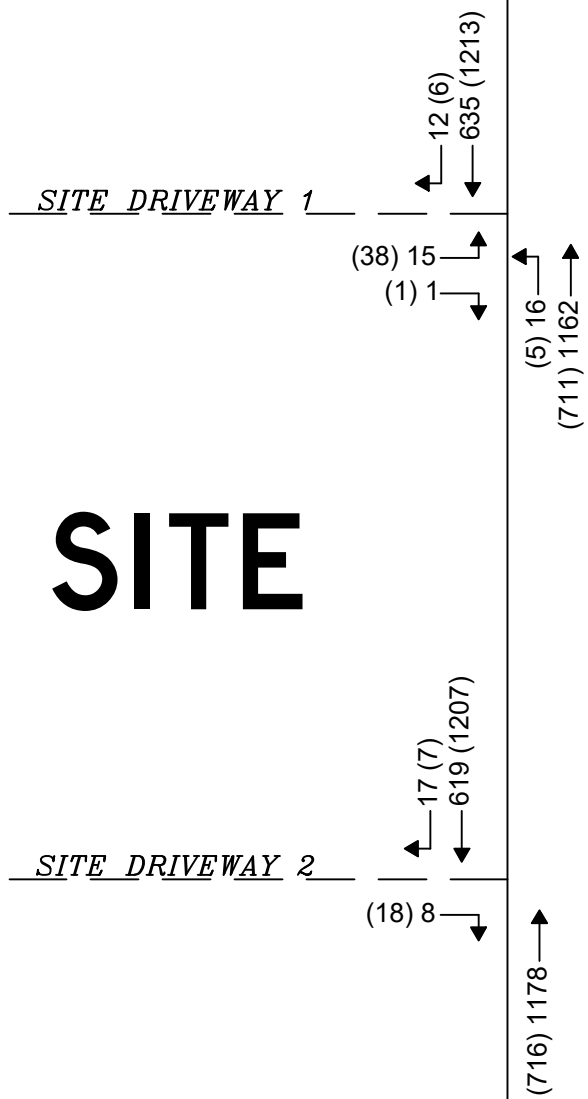


SITE

LEGEND

- EXISTING ROADWAY
- - - PROPOSED SITE DRIVEWAY
- ← AM (PM) PEAK HOUR

<p>LANGAN Langan Engineering and Environmental Services, Inc. 989 Lenox Drive, Suite 124 Lawrenceville, NJ 08648 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400</p>	Project	Drawing Title	Project No.	Drawing No.
	ROCKEFELLER EASTAMPTON	TOTAL SITE-GENERATED TRIPS	130159201	FIGURE 8
	BLOCK No. 800, LOT No. 9.03 EASTAMPTON TOWNSHIP BURLINGTON COUNTY NEW JERSEY		Date 02/17/2021	
			Drawn By SLH	Checked By KP



LEGEND

- EXISTING ROADWAY
- - - PROPOSED SITE DRIVEWAY
- ← AM (PM) PEAK HOUR

<p>LANGAN</p> <p>Langan Engineering and Environmental Services, Inc. 989 Lenox Drive, Suite 124 Lawrenceville, NJ 08648 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400</p>	Project	Drawing Title	Project No.	Drawing No.
	ROCKEFELLER EASTAMPTON	2024 BUILD TRAFFIC VOLUMES	130159201	FIGURE 9
	BLOCK No. 800, LOT No. 9.03 EASTAMPTON TOWNSHIP BURLINGTON COUNTY NEW JERSEY		Date	
			02/17/2021	
			Drawn By	
			SLH	
			Checked By	
			KP	Sheet 9 of 9

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 06/26/2017 to 06/29/2017

Site names: 100308,Disabled American Veterans Highway-27.03,00000206__
 County: BURLINGTON
 Funct Class: Rural Principal Arterial - Other
 Location: Bet RT 537 Monmouth Road and CO 670 Jacksonville Road

Seasonal Factor Grp: rg3_3R
 Daily Factor Grp: rg3_3R
 Axle Factor Grp: rg3_3R
 Growth Factor Grp: rg3_3R

	Sun, Jun 25, 2017			Mon, Jun 26, 2017			Tue, Jun 27, 2017			Wed, Jun 28, 2017			Thu, Jun 29, 2017			Fri, Jun 30, 2017			Sat, Jul 1, 2017		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00:00							156	68	88	164	91	73	189	72	117						
01:00							122	69	53	115	61	54	135	65	70						
02:00							98	53	45	119	73	46	136	79	57						
03:00							151	93	58	131	79	52	183	108	75						
04:00							269	187	82	251	189	62	303	230	73						
05:00							699	518	181	704	514	190	756	551	205						
06:00							1,304	873	431	1,308	889	419	1,380	958	422						
07:00							1,651	1,110	541	1,660	1,084	576	1,669	1,174	495						
08:00							1,452	909	543	1,506	922	584	1,693	1,107	586						
09:00							1,085	579	506	1,156	648	508									
10:00							1,136	584	552	1,141	574	567									
11:00							1,010	595	415	1,133	586	547									
12:00				1,190	612	578	1,127	528	599	1,179	550	629									
13:00				1,170	592	578	1,125	529	596	1,132	513	619									
14:00				1,208	577	631	1,233	547	686	1,298	509	789									
15:00				1,488	657	831	1,548	617	931	1,584	704	880									
16:00				1,648	592	1,056	1,642	638	1,004	1,751	662	1,089									
17:00				1,635	638	997	1,701	613	1,088	1,788	663	1,125									
18:00				1,166	473	693	1,185	437	748	1,284	514	770									
19:00				848	385	463	825	372	453	932	410	522									
20:00				638	312	326	639	275	364	697	308	389									
21:00				479	240	239	538	239	299	587	270	317									
22:00				328	148	180	388	168	220	391	189	202									
23:00				238	99	139	243	103	140	288	113	175									
Total				12,036	5,325	6,711	21,327	10,704	10,623	22,299	11,115	11,184	6,444	4,344	2,100						
AM Peak Vol							1,660	1,127	561	1,672	1,086	596									
AM Peak Fct							.928	.965	.866	.946	.917	.968									
AM Peak Hr							7: 15	7: 15	7: 30	7: 15	7: 15	7: 30									
PM Peak Vol				1,718	657	1,088	1,711	651	1,088	1,841	709	1,150									
PM Peak Fct				.944	.928	.948	.959	.919	.951	.941	.904	.971									
PM Peak Hr				16: 15	15: 00	16: 30	16: 45	15: 30	17: 00	16: 15	15: 30	16: 30									
Seasonal Fct				.854	.854	.854	.854	.854	.854	.854	.854	.854	.854	.854	.854						
Daily Fct				1.148	1.148	1.148	1.125	1.125	1.125	1.105	1.105	1.105	1.021	1.021	1.021						
Axle Fct				.467	.467	.467	.467	.467	.467	.467	.467	.467	.467	.467	.467						
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

Home Destination Report - Where Workers Live Who are Employed in the Selection Area - by Counties

Total All Jobs

	2017	
	Count	Share
Total All Jobs	1,391	100.0%
	1,367	24



Jobs Counts by Counties Where Workers Live

	2017	
	Count	Share
Burlington County, NJ	910	65.4%
Camden County, NJ	149	10.7%
Mercer County, NJ	53	3.8%
Ocean County, NJ	40	2.9%
Bucks County, PA	40	2.9%
Gloucester County, NJ	27	1.9%
Cumberland County, NJ	23	1.7%
Atlantic County, NJ	19	1.4%
Philadelphia County, PA	14	1.0%
Salem County, NJ	12	0.9%
Morris County, NJ	11	0.8%
Monmouth County, NJ	10	0.7%
Bergen County, NJ	8	0.6%
Essex County, NJ	7	0.5%
Middlesex County, NJ	6	0.4%
Union County, NJ	6	0.4%
Hudson County, NJ	5	0.4%
Cape May County, NJ	4	0.3%
Hunterdon County, NJ	4	0.3%
Northampton County, PA		0.3%
New Castle County, DE	3	0.2%
Somerset County, NJ	3	0.2%
Delaware County, PA	3	0.2%
Montgomery County, PA	3	0.2%
Passaic County, NJ	2	0.1%
Sussex County, NJ	2	0.1%
Warren County, NJ	2	0.1%
New York County, NY		0.1%
Lehigh County, PA		0.1%
Yolo County, CA		0.1%
Sussex County, DE		0.1%
St. Tammany Parish, LA		0.1%
Androscoggin County, ME		0.1%
Cumberland County, ME		0.1%
Howard County, MD		0.1%
Nassau County, NY		0.1%
Queens County, NY		0.1%
Richmond County, NY		0.1%
Davidson County, NC		0.1%
Mahoning County, OH		0.1%
Trumbull County, OH		0.1%
Centre County, PA		0.1%
Chester County, PA	1	0.1%
Luzerne County, PA		0.1%
Lycoming County, PA		0.1%
Norfolk city, VA		0.1%
All Other Locations	0	0.0%

Total All Jobs

Total All Jobs

Eastampton township (Burlington, NJ)	
Pemberton township (Burlington, NJ)	
Mount Holly township (Burlington, NJ)	
Evesham township (Burlington, NJ)	
Mount Laurel township (Burlington, NJ)	
Lumberton township (Burlington, NJ)	
Westampton township (Burlington, NJ)	
Southampton township (Burlington, NJ)	
Burlington township (Burlington, NJ)	
Delran township (Burlington, NJ)	
Willingboro township (Burlington, NJ)	
Florence township (Burlington, NJ)	
Medford township (Burlington, NJ)	
Springfield township (Burlington, NJ)	
Mansfield township (Burlington, NJ)	
Edgewater Park township (Burlington, NJ)	
Burlington city (Burlington, NJ)	
Hainesport township (Burlington, NJ)	
Tabernacle township (Burlington, NJ)	
Shamong township (Burlington, NJ)	
Cinnaminson township (Burlington, NJ)	
Maple Shade township (Burlington, NJ)	
Riverside township (Burlington, NJ)	
Moorestown township (Burlington, NJ)	
North Hanover township (Burlington, NJ)	
Bordentown township (Burlington, NJ)	
Delanco township (Burlington, NJ)	
Pemberton borough (Burlington, NJ)	
Medford Lakes borough (Burlington, NJ)	
New Hanover township (Burlington, NJ)	
Chesterfield township (Burlington, NJ)	
Palmyra borough (Burlington, NJ)	
Woodland township (Burlington, NJ)	
Beverly city (Burlington, NJ)	
Bordentown city (Burlington, NJ)	
Riverton borough (Burlington, NJ)	
Wrightstown borough (Burlington, NJ)	

	2017	
	Count	Share
Total All Jobs	910	65.42%

	86	6.2%	50% Route 206 north, 50% Route 206 south
	63	4.5%	33% Route 206 north, 67% Route 206 south
	60	4.3%	50% Route 206 north, 50% Route 206 south
	59	4.2%	
	50	3.6%	50% Route 206 north, 50% Route 206 south
	47	3.4%	
	46	3.3%	50% Route 206 north, 50% Route 206 south
	45	3.2%	
	44	3.2%	
	37	2.7%	
	37	2.7%	
	32	2.3%	
	29	2.1%	
	29	2.1%	
	27	1.9%	
	25	1.8%	
	24	1.7%	
	23	1.7%	50% Route 206 north, 50% Route 206 south
	20	1.4%	
	17	1.2%	
	15	1.1%	
	14	1.0%	
	12	0.9%	
	11	0.8%	50% Route 206 north, 50% Route 206 south
	11	0.8%	
	6	0.4%	
	6	0.4%	
	6	0.4%	
	5	0.4%	
	4	0.3%	
	4	0.3%	50% Route 206 north, 50% Route 206 south
	4	0.3%	
	2	0.1%	
	2	0.1%	
	2	0.1%	50% Route 206 north, 50% Route 206 south
	1	0.1%	

Existing

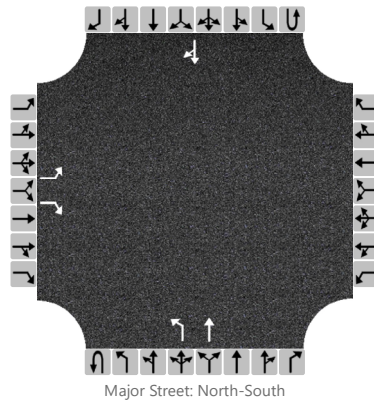
Route	Count	Percent
Route 206 North	793	58.01%
Route 206 South	574	41.99%
Total	1367	100.00%

Address Used: 4 Lina Lane, Eastampton, NJ 08060

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SH			Intersection	NJ Route 206 & Driveway 1		
Agency/Co.				Jurisdiction	NJDOT		
Date Performed	2/17/2021			East/West Street	Site Driveway 1		
Analysis Year	2024			North/South Street	NJ Route 206		
Time Analyzed	AM Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Rockefeller Eastampton						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0		1	1	0		0	1	0
Configuration		L		R						L	T					TR
Volume, V (veh/h)		15		1						16	1162				635	12
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

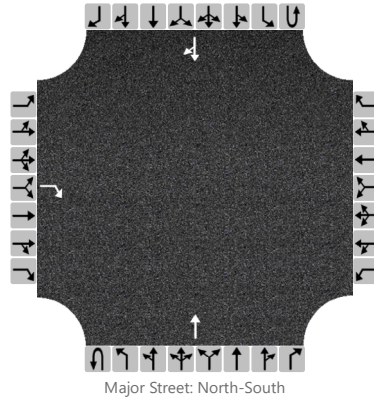
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16		1						17						
Capacity, c (veh/h)		65		440						889						
v/c Ratio		0.25		0.00						0.02						
95% Queue Length, Q ₉₅ (veh)		0.9		0.0						0.1						
Control Delay (s/veh)		78.0		13.2						9.1						
Level of Service, LOS		F		B						A						
Approach Delay (s/veh)	74.2								0.1							
Approach LOS	F															

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SH	Intersection	NJ Route 206 & Driveway 2				
Agency/Co.		Jurisdiction	NJDOT				
Date Performed	2/17/2021	East/West Street	Site Driveway 2				
Analysis Year	2024	North/South Street	NJ Route 206				
Time Analyzed	AM Build	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Rockefeller Eastampton						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0		0	1	0		0	1	0
Configuration				R							T					TR
Volume, V (veh/h)				8							1178				619	17
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

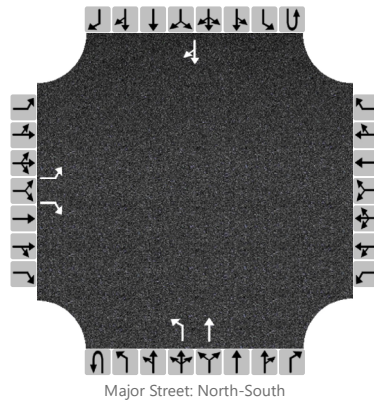
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				9												
Capacity, c (veh/h)				448												
v/c Ratio				0.02												
95% Queue Length, Q ₉₅ (veh)				0.1												
Control Delay (s/veh)				13.2												
Level of Service, LOS				B												
Approach Delay (s/veh)	13.2															
Approach LOS	B															

HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SH			Intersection	NJ Route 206 & Driveway 1		
Agency/Co.				Jurisdiction	NJDOT		
Date Performed	2/17/2021			East/West Street	Site Driveway 1		
Analysis Year	2024			North/South Street	NJ Route 206		
Time Analyzed	PM Build			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Rockefeller Eastampton						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0		1	1	0		0	1	0
Configuration		L		R						L	T					TR
Volume, V (veh/h)		38		1						5	711				1213	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

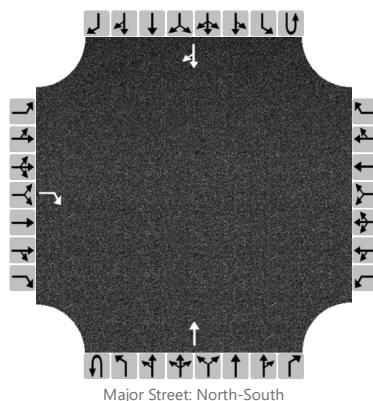
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41		1						5						
Capacity, c (veh/h)		56		190						518						
v/c Ratio		0.74		0.01						0.01						
95% Queue Length, Q ₉₅ (veh)		3.1		0.0						0.0						
Control Delay (s/veh)		168.1		24.0						12.0						
Level of Service, LOS		F		C						B						
Approach Delay (s/veh)	164.7								0.1							
Approach LOS	F															

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SH	Intersection	NJ Route 206 & Driveway 2
Agency/Co.		Jurisdiction	NJDOT
Date Performed	2/17/2021	East/West Street	Site Driveway 2
Analysis Year	2024	North/South Street	NJ Route 206
Time Analyzed	PM Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Rockefeller Eastampton		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0		0	1	0		0	1	0
Configuration				R							T					TR
Volume, V (veh/h)				18							716				1207	7
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				20												
Capacity, c (veh/h)				192												
v/c Ratio				0.10												
95% Queue Length, Q ₉₅ (veh)				0.3												
Control Delay (s/veh)				25.9												
Level of Service, LOS				D												
Approach Delay (s/veh)	25.9															
Approach LOS	D															