

May 31, 2022

Mr. Samuel Surtees  
Land Use Manager  
West Windsor Township  
271 Clarksville Road  
West Windsor, NJ 08550

**Re: Bridge Point West Windsor, LLC  
Preliminary/Final Major Site Plan and Subdivision  
Block 8, Lots 1, 2, 3, 12, 16, 20, 28, 32.01, 39, 40, 41, 45, 46, 47, & 49  
Block 15.14, Lots 18, 19, 20, 22, & 75  
Langan Project No.: 130172801  
Application No.: PB 21-15**

Dear Mr. Surtees:

Langan Engineering and Environmental Services has prepared supplemental traffic projections and analyses as testified to during the Planning Board meetings of May 18 and May 25 of 2022. As presented in testimony, Bridge Point West Windsor, LLC has filed a Street Application to the NJDOT for the proposed right in/ right out street connection (Coleman Road) on Route 1 northbound. As proffered during the public hearings, Bridge Point West Windsor, LLC will construct Coleman Drive within the Site in accordance with the submitted plans during Phase 1, and will complete the connection to Route 1 upon receipt of the required NJDOT permit. Further, as presented, the timing of approval of the permit is not within the applicants control and the applicant is proposing to start development and occupancy of the Phase 1 Buildings as soon as all other applicable permits and approvals are received. Those permits and approvals are likely to precede permitting by NJDOT.

The applicant concurs that the proposed Street (Coleman Road) is beneficial to the overall access design for buildout of the development tract inclusive of the future commercial office and hospitality uses along the Route 1 frontage. However, as presented, the development of Bridgepoint Industrial Park, which is being developed as the initial phases of the tract development, is not reliant on the access being completed at the project beginning.

As documented in the Traffic Impact Study, the Coleman Road connection at the completion of Phase 1 is projected to accommodate 36 entering/ 11 exiting cars/hour during the AM Peak Hour and 11 entering/ 42 exiting cars per hour during the PM Peak Hour. Further, at the completion of Phase 1, it is projected that approximately 12 entering/ 6 exiting trucks/hour during the AM Peak Hour and 18 entering/ 8 exiting trucks per hour during the PM Peak Hour will utilize the Coleman Road right in/ out street connection to Route 1 northbound.

The phase 1 traffic volumes, should Coleman Road not be opened to traffic prior to completion of Phase 1, is accommodated by the substantial roadway improvements proposed along Quakerbridge Road and Clarksville Road and is provided connectivity to Route 1 by way of the Quakerbridge Road overpass.

Similarly, as documented in the Traffic Impact Study, the Coleman Road connection at the completion of the Industrial park is projected to accommodate 67 entering/ 20 exiting cars/hour during the AM Peak Hour and 20 entering/ 77 exiting cars per hour during the PM Peak Hour. Further, at the completion of the Industrial Park, it is projected that approximately 23 entering/ 12 exiting trucks/hour during the AM Peak Hour and 35 entering/ 15 exiting trucks per hour during the PM Peak Hour would utilize the Coleman Road right in/ out street connection to Route 1 northbound.

Based on the analyses, the above traffic volumes, should Coleman Road not be opened to traffic prior to completion of the Industrial Park, is accommodated by the substantial roadway improvements proposed along Quakerbridge Road and Clarksville Road and has a similar level of connectivity to Route 1 by way of the Quakerbridge Road overpass.

Attached is a summary of supplemental analyses that has been prepared that shows no significant change to the projected Level of Service operations of the Industrial Park access to Clarksville Road and Quakerbridge Road with buildout of the Industrial Park in advance of construction of the Route 1 Access.

We further note that should the Township in coordination with Mercer County agree to restrict truck traffic in the future from utilizing Clarksville Road to/ from the north, the rerouting of the associated peak hour truck trips of 11 trucks/ hour southbound and 11 trucks/ hour northbound during the morning peak hour and 17 trucks/ hour southbound and 16 trucks/ hour northbound during the pm peak hour to the Quakerbridge Road interchange to/ from Route 1 north would not change the analyses results. The roadway improvements along Clarksville Road and Quakerbridge Road have been proposed in accordance with the County Master Mobility Plan and provide significantly increased capacity to accommodate the Industrial Park as well as future development of the retail, office and hospitality uses permitted per the zone.

The analyses shows that the access and improvements along Quakerbridge Road and Clarksville Road will accommodate full development of the Industrial Park. Nevertheless, it is recognized that the Route 1 access is beneficial to be constructed as soon as practicable and Permitted by NJDOT. Accordingly, the applicant is requesting the following Condition of Approval:

The Applicant will construct Coleman Road during Phase 1 within the project site. Upon receipt of a permit from NJDOT the applicant will construct and open Coleman Road to Route 1. Prior to construction of any buildings in Phase 2, the applicant will construct and open Coleman Road to Route 1. Should a permit still be pending with NJDOT at the time that the applicant is prepared to proceed with construction of any building in Phase 2, the applicant will return to the board.

If you have any questions, or should you require additional information, please do not hesitate to contact me at (609) 282-8000.

Sincerely,

**Langan Engineering and Environmental Services, Inc.**



Karl A. Pehnke, P.E., PTOE  
Vice President

cc: Jeff A L'Amoreaux, P.E.

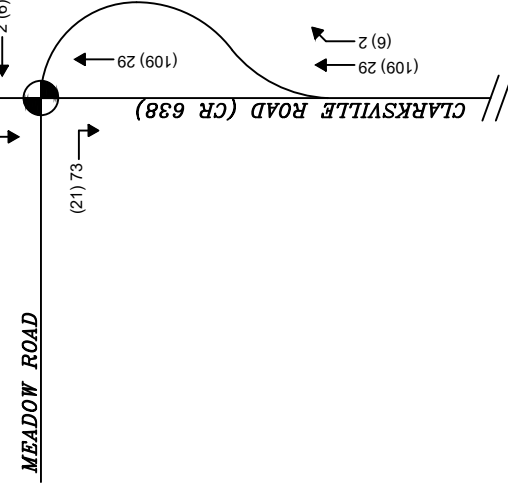
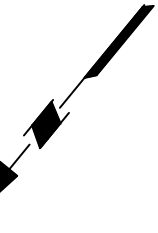
NJ Certificate of Authorization No. 24GA27996400

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SITE

SITE DRIVEWAY 4

MEADOW ROAD



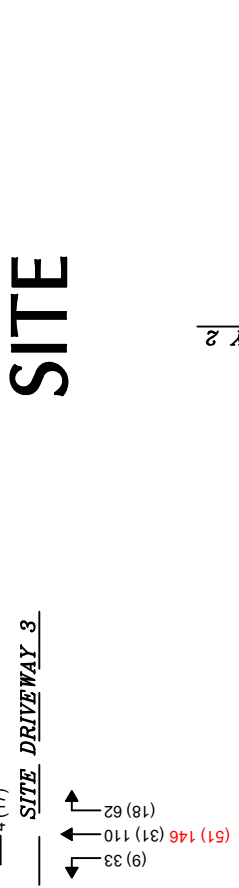
LEGEND

- == DIVIDED ROADWAY
- UNDIVIDED ROADWAY
- - - PROPOSED DRIVEWAY
- AM (PM) PEAK HOUR
- AM (PM) PEAK HOUR W/OUT NJ 1 DRWY
- ⊙ TRAFFIC SIGNAL

SITE

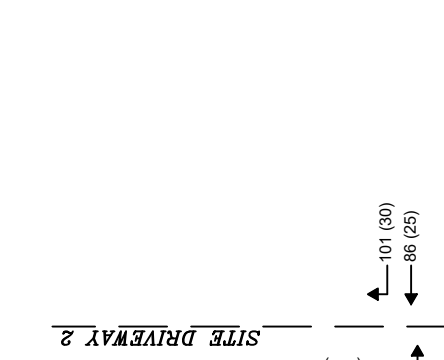
SITE DRIVEWAY 3

SITE



CLARKSVILLE ROAD (CR 638)

SITE DRIVEWAY 2



NORTH MALL DRIVEWAY

SOUTH MALL DRIVEWAY

GROVERS MILL ROAD (CR 538)

AVATON WAY

QUAKERBRIDGE ROAD (CR 533)

LAWRENCE STATION

LAWRENCE ROAD (CR 608)

LAWRENCE SQUARE

BOULEVARD NORTH

VILLAGE ROAD WEST

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 NJ Certificate of Authorization No. 24GAZ796400

Project  
**BRIDGE POINT 8  
 INDUSTRIAL PARK**  
 WEST WINDSOR TOWNSHIP  
 MERCER COUNTY  
 NEW JERSEY

Drawing Title  
**SITE-GENERATED  
 TRIPS  
 WAREHOUSE  
 PASSENGER VEHICLES  
 PHASE 1 & 2**

Project No. 130172801  
 Date 10/18/2021  
 REV. 03/23/2022  
 Drawn By JEG  
 Checked By KAMP

Drawing No. **FIGURE 15A**  
 Sheet 15 of 32



**SITE**

**SITE DRIVEWAY 4**

**MEADOW ROAD**

**CLARKSVILLE ROAD (CR 638)**

**SITE DRIVEWAY 1**

**SITE DRIVEWAY 2**

**SITE DRIVEWAY 3**

**SITE DRIVEWAY 4**

**U.S. ROUTE 1**

**SITE**

**SITE DRIVEWAY 3**

**SITE**

**SITE DRIVEWAY 2**

**SITE DRIVEWAY 1**

**AVALON WAY**

**QUAKERBRIDGE ROAD (CR 533)**

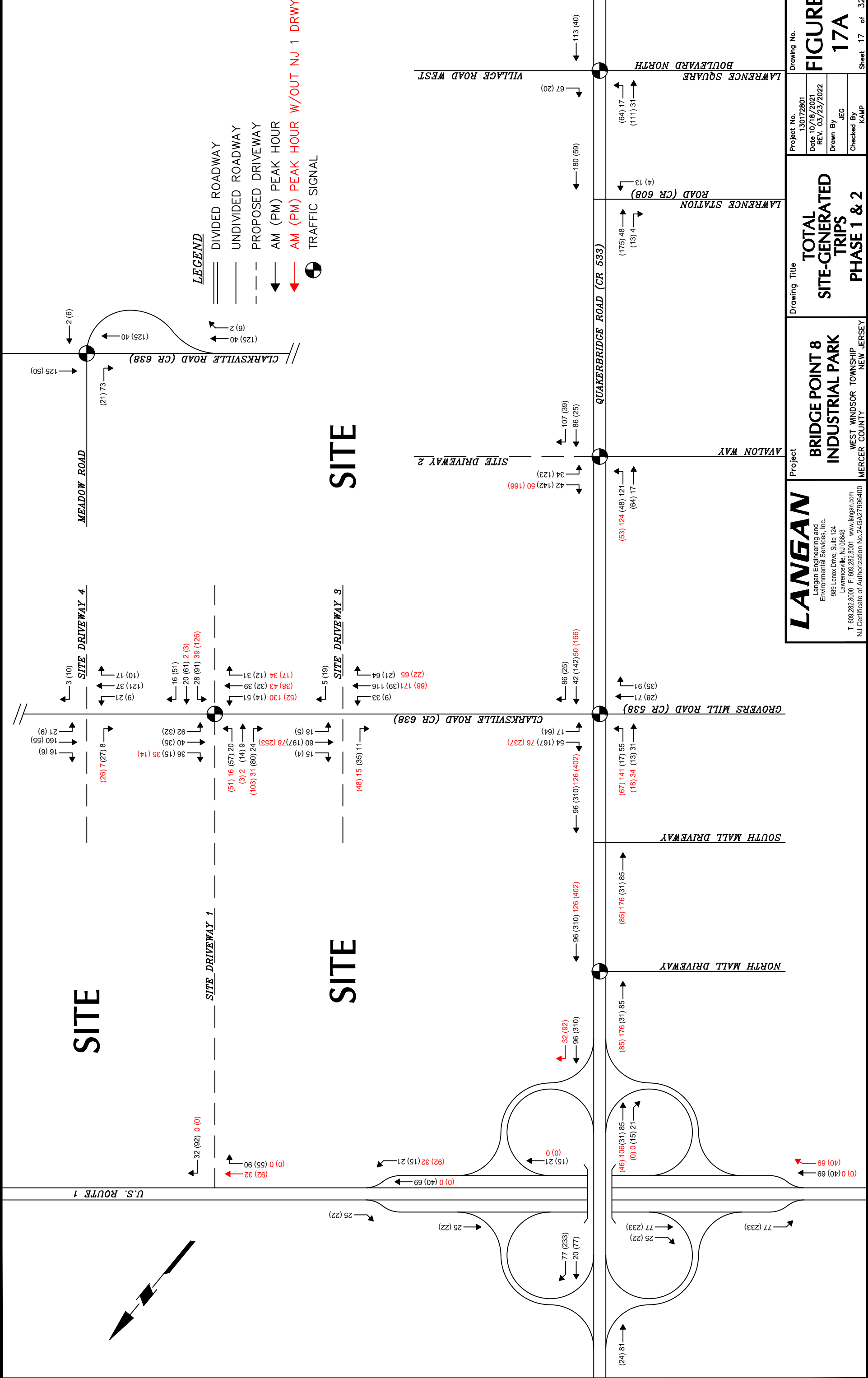
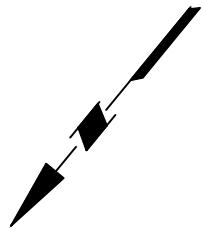
**LAWRENCE SQUARE**

**BOULEVARD NORTH**

**VILLAGE ROAD WEST**

**LEGEND**

- == DIVIDED ROADWAY
- UNDIVIDED ROADWAY
- - - PROPOSED DRIVEWAY
- ⇩ AM (PM) PEAK HOUR
- ⇨ AM (PM) PEAK HOUR W/OUT NJ 1 DRWY
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**Project**  
**BRIDGE POINT 8**  
**INDUSTRIAL PARK**  
 WEST WINDSOR TOWNSHIP  
 MERCER COUNTY

**Drawing Title**  
**TOTAL**  
**SITE-GENERATED**  
**TRIPS**  
**PHASE 1 & 2**

**Drawing No.**  
**FIGURE**  
**17A**  
 Sheet 17 of 32

|  |
|--|
| <b>Project No.</b><br>130172801                  |
| <b>Date</b> 10/18/2021<br><b>REV.</b> 03/23/2022 |
| <b>Drawn By</b><br>JEG                           |
| <b>Checked By</b><br>KAMP                        |

Table 6 – Phase 2 Intersection Capacity Analysis Summary

| Intersection  | LANE USE Existing Geometry | LANE USE Phase 1 Mitigation w/ 2 WB Left Lanes | LANE USE Phase 2 Mitigation w/ 2 WB Left Lanes | LANE USE Phase 2 Mitigation w/ 1 WB Left Lane | 2026 NO-BUILD AM |       | 2026 NO-BUILD PM |       | 2026 BUILD PHASE 2 P1 MITIGATION AM |       | 2026 BUILD PHASE 2 P1 MITIGATION PM |       | 2026 BUILD PHASE 2 P2 MITIGATION AM |       | 2026 BUILD PHASE 2 P2 MITIGATION PM |       | W/ LAWRENCE STATION RD SIGNAL AM |       | W/ LAWRENCE STATION RD SIGNAL PM |       | 2026 BUILD PHASE 2 P2 MITIGATION AM NoU.S.Rt1Drwy |       | 2026 BUILD PHASE 2 P2 MITIGATION PM NoU.S.Rt1Drwy |       | W/ LAWRENCE STATION RD SIGNAL AM NoU.S.Rt1Drwy |       | W/ LAWRENCE STATION RD SIGNAL PM NoU.S.Rt1Drwy |       |
|---|----------------------------|--|--|---|------------------|-------|------------------|-------|-------------------------------------|-------|-------------------------------------|-------|-------------------------------------|-------|-------------------------------------|-------|----------------------------------|-------|----------------------------------|-------|---|-------|---|-------|--|-------|--|-------|
|   |                            |  |  |   | LOS              | Delay | LOS              | Delay | LOS                                 | Delay | LOS                                 | Delay | LOS                                 | Delay | LOS                                 | Delay | LOS                              | Delay | LOS                              | Delay | LOS   | Delay | LOS   | Delay | LOS  | Delay | LOS  | Delay |
| Grovers Mill Rd /<br>Clarksville Rd<br>&<br>Quakerbridge Rd | Overall                    | Overall  | Overall  | Overall                                       | E                | 65.9  | E                | 62.4  | C                                   | 31.1  | D                                   | 41.1  | D                                   | 31.3  | D                                   | 41.1  | C                                | 31.9  | D                                | 41.0  | C   | 33.1  | D   | 42.1  | C  | 33.5  | D  | 42.1  |
|   | EB-L                       | EB-L   | EB-L   | EB-L  | F                | 135.3 | F                | 106.9 | D                                   | 44.7  | E                                   | 70.3  | E                                   | 44.7  | E                                   | 70.3  | D                                | 44.7  | E                                | 70.3  | E   | 49.2  | E   | 73.0  | D  | 49.2  | E  | 73.0  |
|   | EB-T                       | EB-T   | EB-T   | EB-T  | B                | 14.2  | D                | 35.8  | C                                   | 17.6  | C                                   | 30.0  | C                                   | 17.6  | C                                   | 30.0  | B                                | 17.6  | C                                | 30.0  | C   | 17.5  | C   | 30.3  | B  | 17.5  | C  | 30.3  |
|   | EB-R                       | EB-R   | EB-R   | EB-R  | A                | 0.6   | A                | 1.6   | A                                   | 1.2   | A                                   | 1.1   | A                                   | 1.2   | A                                   | 1.1   | A                                | 1.2   | A                                | 1.1   | A   | 1.0   | A   | 1.6   | A  | 1.0   | A  | 1.6   |
|   | WB-L                       | WB-L   | WB-L   | WB-L  | F                | 87.7  | F                | 82.4  | E                                   | 55.3  | E                                   | 58.4  | E                                   | 55.2  | E                                   | 58.4  | D                                | 54.1  | E                                | 58.2  | E   | 58.2  | E   | 58.0  | D  | 54.8  | E  | 57.9  |
|   | WB-TTR                     | WB-TTR   | WB-TTR   | WB-TTR  | B                | 19.3  | C                | 26.5  | C                                   | 24.3  | D                                   | 41.3  | C                                   | 25.5  | D                                   | 41.3  | C                                | 26.6  | D                                | 41.1  | D   | 41.1  | C   | 25.8  | D  | 44.3  | C  | 27.1  |
|   | WB-R                       | WB-R   | WB-R   | WB-R  | -                | -     | -                | -     | A                                   | 6.2   | A                                   | 4.4   | A                                   | 4.4   | A                                   | 4.4   | A                                | 8.4   | A                                | 5.2   | A   | 5.2   | A   | 5.2   | A  | 8.4   | A  | 8.4   |
|   | NB-L                       | NB-L   | NB-L   | NB-L  | D                | 47.2  | E                | 59.2  | E                                   | 45.0  | E                                   | 55.7  | E                                   | 45.0  | E                                   | 55.7  | D                                | 45.0  | E                                | 55.7  | E   | 45.0  | E   | 55.7  | D  | 45.0  | E  | 55.7  |
|   | NB-T                       | NB-T   | NB-T   | NB-T  | F                | 128.0 | F                | 267.8 | E                                   | 49.3  | D                                   | 59.5  | E                                   | 49.3  | D                                   | 59.5  | E                                | 49.3  | D                                | 59.5  | E   | 49.3  | D   | 59.5  | E  | 49.3  | D  | 59.5  |
|   | NB-R                       | NB-R   | NB-R   | NB-R  | A                | 8.4   | B                | 16.9  | C                                   | 7.9   | C                                   | 34.7  | A                                   | 7.9   | C                                   | 34.7  | A                                | 7.9   | C                                | 34.7  | A   | 7.9   | C   | 34.7  | A  | 7.9   | C  | 34.7  |
|   | SB-L                       | SB-L   | SB-L   | SB-L  | E                | 67.3  | F                | 107.2 | E                                   | 59.9  | E                                   | 77.3  | E                                   | 59.9  | E                                   | 77.3  | E                                | 59.9  | E                                | 77.3  | E   | 59.9  | E   | 77.3  | E  | 59.9  | E  | 77.3  |
|   | SB-T                       | SB-T   | SB-T   | SB-T  | C                | 33.8  | D                | 35.3  | C                                   | 27.6  | C                                   | 33.9  | C                                   | 27.6  | C                                   | 33.9  | C                                | 27.6  | C                                | 33.9  | C   | 27.6  | C   | 27.6  | C  | 33.9  | C  | 27.6  |
| SB-R  | SB-R                       | SB-R   | SB-R   | F   | 167.0            | A     | 5.0              | C     | 44.7                                | D     | 44.7                                | C     | 21.1                                | D     | 44.7                                | C     | 21.1                             | D     | 44.7                             | C     | 21.1  | D     | 44.7  | C     | 21.1   | D     | 44.7   |       |
| Overall   | Overall                    | Overall  | Overall  | A   | 2.9              | A     | 8.9              | A     | 3.8                                 | A     | 9.1                                 | A     | 3.6                                 | A     | 9.1                                 | A     | 3.6                              | A     | 9.1                              | A     | 3.6   | A     | 3.8   | A     | 9.1  | A     | 3.6  | A     |
| EB-TT   | EB-TT                      | EB-TT  | EB-TT  | A   | 2.7              | A     | 9.4              | A     | 2.7                                 | A     | 9.6                                 | A     | 2.7                                 | A     | 9.6                                 | A     | 2.7                              | A     | 9.6                              | A     | 2.7   | A     | 2.9   | B     | 10.2   | A     | 2.9  | B     |
| EB-R  | EB-R                       | EB-R   | EB-R   | A   | 0.0              | A     | 0.3              | A     | 0.0                                 | A     | 0.3                                 | A     | 0.0                                 | A     | 0.3                                 | A     | 0.0                              | A     | 0.3                              | A     | 0.0   | A     | 0.0   | A     | 0.0  | A     | 0.0  | A     |
| WB-L  | WB-L                       | WB-L   | WB-L   | A   | 2.0              | A     | 2.4              | A     | 2.5                                 | A     | 3.3                                 | A     | 2.5                                 | A     | 3.3                                 | A     | 2.5                              | A     | 3.3                              | A     | 2.5   | A     | 2.5   | A     | 3.2  | A     | 2.5  | A     |
| WB-TTR  | WB-TTR                     | WB-TTR   | WB-TTR   | A   | 2.0              | A     | 1.5              | A     | 3.3                                 | A     | 3.3                                 | A     | 3.0                                 | A     | 3.2                                 | A     | 3.3                              | A     | 2.9                              | A     | 3.0   | A     | 3.2   | A     | 3.2  | A     | 3.0  | A     |
| NB-LR   | NB-LR                      | NB-LR  | NB-LR  | D   | 39.2             | D     | 46.2             | D     | 39.2                                | D     | 46.2                                | D     | 39.2                                | D     | 46.2                                | D     | 39.2                             | D     | 46.2                             | D     | 39.2  | D     | 39.2  | D     | 46.2   | D     | 39.2   | D     |
| Overall   | Overall                    | Overall  | Overall  | A   | 9.3              | B     | 16.6             | C     | 19.8                                | B     | 16.2                                | C     | 25.6                                | B     | 19.6                                | C     | 26.0                             | B     | 15.8                             | C     | 25.6  | B     | 19.9  | C     | 26.6   | B     | 16.0   | C     |
| EB-L  | EB-L                       | EB-L   | EB-L   | A   | 5.3              | B     | 13.9             | E     | 65.4                                | E     | 65.3                                | E     | 65.3                                | E     | 65.3                                | E     | 65.3                             | E     | 65.3                             | E     | 65.3  | E     | 9.7   | C     | 22.1   | E     | 66.8   | E     |
| EB-TTR  | EB-TTR                     | EB-TTR   | EB-TTR   | A   | 0.0              | A     | 0.1              | A     | 0.0                                 | A     | 0.0                                 | A     | 0.0                                 | A     | 0.0                                 | A     | 0.0                              | A     | 0.0                              | A     | 0.0   | A     | 0.0   | A     | 0.0  | A     | 0.0  | A     |
| WB-L  | WB-L                       | WB-L   | WB-L   | E   | 75.3             | E     | 59.7             | E     | 63.0                                | E     | 60.3                                | E     | 61.5                                | E     | 60.2                                | E     | 60.3                             | E     | 61.5                             | E     | 61.5  | E     | 60.2  | E     | 59.7   | E     | 61.5   |       |
| WB-TTR  | WB-TTR                     | WB-TTR   | WB-TTR   | A   | 2.5              | A     | 5.7              | B     | 17.1                                | B     | 16.4                                | B     | 16.4                                | B     | 16.6                                | B     | 16.4                             | B     | 16.4                             | B     | 16.4  | B     | 17.0  | B     | 17.4   | B     | 17.4   |       |
| NB-L  | NB-L                       | NB-L   | NB-L   | -   | -                | -     | -                | E     | 69.2                                | E     | 71.6                                | E     | 69.2                                | E     | 71.6                                | E     | 69.2                             | E     | 71.6                             | E     | 69.2  | E     | 69.2  | E     | 71.6   | E     | 69.2   |       |
| NB-TTR  | NB-TTR                     | NB-TTR   | NB-TTR   | D   | 50.6             | D     | 52.8             | C     | 11.2                                | C     | 21.9                                | C     | 11.2                                | C     | 21.9                                | C     | 11.2                             | C     | 21.9                             | C     | 11.2  | C     | 11.2  | C     | 21.9   | C     | 11.2   |       |
| SB-L  | SB-L                       | SB-L   | SB-L   | -   | -                | -     | -                | E     | 55.4                                | E     | 61.4                                | E     | 55.4                                | E     | 61.4                                | E     | 55.4                             | E     | 61.4                             | E     | 55.4  | E     | 55.4  | E     | 61.4   | E     | 55.4   |       |
| SB-T  | SB-T                       | SB-T   | SB-T   | -   | -                | -     | -                | E     | 0.0                                 | E     | 0.0                                 | E     | 0.0                                 | E     | 0.0                                 | E     | 0.0                              | E     | 0.0                              | E     | 0.0   | E     | 0.0   | E     | 0.0  | E     | 0.0  |       |
| SB-R  | SB-R                       | SB-R   | SB-R   | -   | -                | -     | -                | A     | 1.9                                 | C     | 23.1                                | C     | 1.9                                 | C     | 23.1                                | C     | 1.9                              | C     | 23.1                             | C     | 23.1  | A     | 3.6   | C     | 26.3   | A     | 3.6  |       |
| Overall   | Overall                    | Overall  | Overall  | C   | 34.9             | E     | 69.8             | D     | 52.3                                | D     | 47.8                                | D     | 48.4                                | D     | 51.1                                | F     | 50.7                             | D     | 50.7                             | D     | 48.4  | D     | 51.1  | D     | 47.8   | D     | 50.7   |       |
| EB-L  | EB-L                       | EB-L   | EB-L   | E   | 67.8             | F     | 412.1            | F     | 71.0                                | F     | 207.1                               | F     | 67.5                                | F     | 74.4                                | F     | 207.1                            | F     | 72.4                             | F     | 67.5  | F     | 74.4  | F     | 207.1  | F     | 72.4   |       |
| EB-R  | EB-R                       | EB-R   | EB-R   | A   | 7.9              | A     | 4.6              | A     | 6.8                                 | A     | 6.1                                 | A     | 5.4                                 | A     | 6.1                                 | A     | 6.1                              | A     | 4.8                              | A     | 5.4   | A     | 6.2   | A     | 6.1  | A     | 6.1  |       |
| WB-L  | WB-L                       | WB-L   | WB-L   | D   | 54.8             | E     | 57.4             | E     | 54.8                                | E     | 57.4                                | E     | 54.8                                | E     | 57.4                                | E     | 54.8                             | E     | 57.4                             | E     | 54.8  | E     | 54.8  | E     | 57.4   | E     | 54.8   |       |
| WB-TTR  | WB-TTR                     | WB-TTR   | WB-TTR   | D   | 38.5             | C     | 22.1             | C     | 78.6                                | D     | 44.9                                | D     | 78.6                                | D     | 44.9                                | D     | 44.9                             | D     | 71.2                             | D     | 44.9  | D     | 71.2  | D     | 44.9   | D     | 71.2   |       |
| NB-L  | NB-L                       | NB-L   | NB-L   | E   | 69.1             | D     | 42.7             | D     | 68.2                                | D     | 50.8                                | D     | 68.2                                | D     | 50.8                                | D     | 50.8                             | D     | 69.7                             | D     | 50.8  | D     | 69.7  | D     | 50.8   | D     | 69.7   |       |
| NB-T  | NB-T                       | NB-T   | NB-T   | D   | 37.9             | D     | 51.0             | E     | 34.1                                | E     | 68.0                                | E     | 34.1                                | E     | 68.0                                | E     | 37.0                             | E     | 68.0                             | E     | 68.0  | E     | 37.0  | E     | 68.0   | E     | 68.0   |       |
| SB-L  | SB-L                       | SB-L   | SB-L   | D   | 48.4             | F     | 135.1            | F     | 39.4                                | D     | 56.3                                | D     | 39.4                                | D     | 41.1                                | E     | 56.3                             | D     | 41.1                             | E     | 56.3  | D     | 41.1  | E     | 56.3   | D     | 41.1   |       |
| SB-T  | SB-T                       | SB-T   | SB-T   | C   | 29.5             | C     | 29.8             | C     | 38.9                                | B     | 12.1                                | B     | 38.9                                | B     | 12.1                                | B     | 12.1                             | D     | 48.8                             | B     | 12.1  | D     | 48.8  | B     | 12.1   | D     | 48.8   |       |
| SB-R  | SB-R                       | SB-R   | SB-R   | A   | 0.1              | A     | 0.1              | A     | 0.1                                 | A     | 0.1                                 | A     | 0.1                                 | A     | 0.1                                 | A     | 0.1                              | A     | 0.1                              | A     | 0.1   | A     | 0.1   | A     | 0.1  | A     | 0.1  |       |
| Overall   | Overall                    | Overall  | Overall  | B   | 14.6             | C     | 29.5             | C     | 52.5                                | C     | 29.0                                | C     | 29.0                                | C     | 34.3                                | C     | 20.0                             | C     | 34.3                             | C     | 20.0  | C     | 34.3  | C     | 20.0   | C     | 34.3   |       |
| EB-L  | EB-L                       | EB-L   | EB-L   | B   | 17.4             | C     | 29.4             | C     | 14.6                                | C     | 29.4                                | C     | 29.4                                | C     | 23.9                                | D     | 54.0                             | C     | 23.9                             | D     | 54.0  | C     | 23.9  | D     | 54.0   | C     | 23.9   |       |
| EB-R  | EB-R                       | EB-R   | EB-R   | A   | 0.1              | A     | 0.4              | A     | 0.1                                 | A     | 0.4                                 | A     | 0.1                                 | A     | 0.4                                 | A     | 0.4                              | A     | 0.1                              | A     | 0.4   | A     | 0.1   | A     | 0.4  | A     | 0.1  |       |
| WB-L  | WB-L                       | WB-L   | WB-L   | B   | 19.6             | C     | 21.1             | C     | 19.6                                | C     | 21.0                                | C     | 19.6                                | C     | 26.9                                | C     | 28.0                             | C     | 26.9                             | C     | 28.0  | C     | 26.9  | C     | 28.0   | C     | 26.9   |       |
| WB-T  | WB-T                       | WB-T   | WB-T   | C   | 34.1             | C     | 26.0             | C     | 34.2                                | C     | 26.3                                | C     | 34.2                                | C     | 35.3                                | D     | 35.3                             | D     | 35.3                             | D     | 35.3  | D     | 35.3  | D     | 35.3   | D     | 35.3   |       |
| NB-T  | NB-T                       | NB-T   | NB-T   | B   | 18.0             | C     | 25.4             | C     | 18.0                                | C     | 25.7                                | C     | 18.0                                | C     | 24.9                                | C     | 24.9                             | C     | 14.5                             | C     | 24.9  | C     | 14.5  | C     | 24.9   | C     | 14.5   |       |
| SB-L  | SB-L                       | SB-L   | SB-L   | D   | 45.9             | B     | 16.4             | B     | 96.6                                | B     | 19.7                                | B     | 96.6                                | B     | 13.6                                | B     | 13.6                             | B     | 52.0                             | B     | 13.6  | B     | 52.0  | B     | 13.6   | B     | 13.6   |       |
| SB-T  | SB-T                       | SB-T   | SB-T   | A   | 0.1              | A     | 0.1              | A     | 0.1                                 | A     | 0.1                                 | A     | 0.1                                 | A     | 0.1                                 | A     | 0.1                              | A     | 0.1                              | A     | 0.1   | A     | 0.1   | A     | 0.1  | A     | 0.1  |       |
| SB-R  | SB-R                       | SB-R   | SB-R   | -   | -                | -     | -                | A     | 8.6                                 | B     | 12.0                                | B     | 12.0                                | B     | 12.0                                | B     | 12.0                             | B     | 12.0                             | B     | 12.0  | B     | 10.1  | B     | 12.6   | B     | 10.1   |       |
| Overall   | Overall                    | Overall  | Overall  | -   | -                | -     | -                | B     | 17.4                                | B     | 17.4                                | B     | 17.4                                | B     | 17.4                                | B     | 17.4                             | B     | 17.4                             | B     | 17.4  | B     | 19.8  | B     | 19.8   | B     | 19.8   |       |
| EB-L  | EB-L                       | EB-L   | EB-L   | -   | -                | -     | -                | C     | 24.0                                | C     | 25.8                                | C     | 24.0                                | C     | 25.8                                | C     | 25.8                             | C     | 24.0                             | C     | 25.8  | C     | 26.5  | C     | 27.7   | C     | 26.5   |       |
| EB-R  | EB-R                       | EB-R   | EB-R   | -   | -                | -     | -                | A     | 0.4                                 | A     | 8.1                                 | A     | 0.4                                 | A     | 8.1                                 | A     | 0.4                              | A     | 0.4                              | A     | 8.1   | A     | 0.7   | B     | 10.5   | A     | 0.7  |       |
| WB-L  | WB-L                       | WB-L   | WB-L   | -   | -                | -     | -                | B     |                                     |       |                                     |       |                                     |       |                                     |       |                                  |       |                                  |       |   |       |   |       |  |       |  |       |

**Table 6 cont'd – Phase 2 Intersection Capacity Analysis Summary**

| Intersection                          | LANE USE Existing Geometry | LANE USE Phase 1 Mitigation w/ 2 WB Left Lanes | LANE USE Phase 2 Mitigation w/ 2 WB Left Lanes | LANE USE Phase 2 Mitigation w/ 1 WB Left Lanes | 2026 NO-BUILD AM |       | 2026 BUILD PHASE 2 P1 MITIGATION PM |       | W/ LAWRENCE STATION RD SIGNAL AM |       | 2026 BUILD PHASE 2 P2 MITIGATION AM |       | W/ LAWRENCE STATION RD SIGNAL AM |       | 2026 BUILD PHASE 2 P2 MITIGATION PM |       | W/ LAWRENCE STATION RD SIGNAL AM |       | 2026 BUILD PHASE 2 P2 MITIGATION AM |       | W/ LAWRENCE STATION RD SIGNAL PM |       | 2026 BUILD PHASE 2 P2 MITIGATION PM |       | W/ LAWRENCE STATION RD SIGNAL PM |       |     |       |
|---------------------------------------|----------------------------|--|--|--|------------------|-------|-------------------------------------|-------|----------------------------------|-------|-------------------------------------|-------|----------------------------------|-------|-------------------------------------|-------|----------------------------------|-------|-------------------------------------|-------|----------------------------------|-------|-------------------------------------|-------|----------------------------------|-------|-----|-------|
|                                       |                            |  |  |  | LOS              | Delay | LOS                                 | Delay | LOS                              | Delay | LOS                                 | Delay | LOS                              | Delay | LOS                                 | Delay | LOS                              | Delay | LOS                                 | Delay | LOS                              | Delay | LOS                                 | Delay | LOS                              | Delay | LOS | Delay |
| South Mall Drwy & Quakerbridge Rd     | WB-L                       | WB-L   | WB-L   | WB-L   | A                | 9.1   | B                                   | 14.5  | B                                | 14.9  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | NB-R                       | NB-R   | NB-R   | NB-R   | A                | 0.0   | A                                   | 0.0   | A                                | 0.0   | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | WB-L                       | WB-L   | WB-L   | WB-L   | B                | 10.5  | D                                   | 26.2  | D                                | 34.7  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | NB-L                       | NB-L   | NB-L   | NB-L   | F                | 182.9 | F                                   | 163.6 | F                                | 371.7 | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
| Lawrence Station Rd & Quakerbridge Rd | NB-R                       | NB-R   | NB-R   | NB-R   | C                | 15.6  | F                                   | 131.6 | F                                | 206.0 | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | WB-R   | WB-R   | WB-R   | -                | -     | -                                   | -     | D                                | 26.9  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | EB-R   | EB-R   | EB-R   | -                | -     | -                                   | -     | C                                | 15.5  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | WB-R   | WB-R   | WB-R   | -                | -     | -                                   | -     | B                                | 13.2  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
| Clarksville Rd & Site Drwy 3          | -                          | NB-L   | NB-L   | NB-L   | -                | -     | -                                   | -     | B                                | 10.8  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | SB-L   | SB-L   | SB-L   | -                | -     | -                                   | -     | B                                | 10.6  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | -  | EB-R   | EB-R   | -                | -     | -                                   | -     | B                                | 14.3  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | -  | WB-R   | WB-R   | -                | -     | -                                   | -     | B                                | 12.8  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
| Clarksville Rd & Site Drwy 4          | -                          | -  | NB-L   | NB-L   | -                | -     | -                                   | -     | B                                | 12.3  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | -  | SB-L   | SB-L   | -                | -     | -                                   | -     | B                                | 10.7  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | -  | WB-R   | WB-R   | -                | -     | -                                   | -     | B                                | 14.3  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |
|                                       | -                          | -  | NB-L   | NB-L   | -                | -     | -                                   | -     | B                                | 12.3  | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -                                   | -     | -                                | -     | -   | -     |

Based on Synchro Software & HCS

Intersections: LOS (Average vehicle delay (seconds per vehicle))

Weave Sections: LOS (Average Density (passenger cars/mile/lane))

Unsignalized Intersections