



TRAFFIC STUDY REPORT
FOR THE
CORCORAN STREET AND NORTH PLACE ONE-WAY STREET
CONVERSION

LOCATED IN THE BOROUGH OF FLEMINGTON
HUNTERDON COUNTY, NEW JERSEY

September 2022

Prepared By:

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September 14, 2022

Mr. Michael Campion
Director of Public Works
Borough of Flemington
38 Park Avenue
Flemington, NJ 08822

**Re: Traffic Study Report
 Corcoran Street and North Place One-Way Traffic Conversion
 Borough of Flemington, Hunterdon County, New Jersey
 Our File No. PFM00501.01**

Introduction

It is our understanding that, in conjunction with road improvements, consideration is being given to implementing one-way westbound vehicular traffic on Corcoran Street from Park Avenue to Allen Street, and implementing one-way northbound vehicular traffic on North Place from Corcoran Street to North Main Street. In accordance with our authorization for this traffic study, we have reviewed current roadway operations to evaluate and develop recommendations for the following potential roadway modifications:

- Conversion of Corcoran Street from a two-way roadway operation to a one-way operation in the westbound direction from Park Avenue to Allen Street;
- Conversion of North Place from a two-way operation roadway to a one-way operation in the northbound direction from Corcoran Street to North Main Street

Further, these analyses have evaluated the proposed traffic modifications under consideration during a recent field visit, in conjunction with the Manual on Uniform Traffic Control Devices the following tasks have been performed:

- A site visit was conducted on July 8, 2022 and an existing conditions inventory was performed;
- Traffic counts were performed to assess the existing traffic volumes on the intersections of Corcoran Street and Allen Street; Corcoran Street and Park Avenue; North Main Street and Garden Lane / North Place; and North Main Street and Allen Street during the AM and PM peak hours. These intersections were counted on Wednesday, June 8, 2022 from 6:00AM to 6:00PM;



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- The operational characteristics of the intersections and adjacent roadways were evaluated;
- Alternate routes with respect to motorists displaced by the proposed operational modifications and potential impacts to adjacent roadways and Municipalities were evaluated;
- Development of recommendations for the study roadways relative to traffic and conversions from two-way roadway operations to one-way.

Existing Conditions

A field visit to the Borough of Flemington was conducted on Friday, July 8, 2022 in order to inventory the existing roadway conditions and to evaluate the potential modifications of current roadway operations on Corcoran Street, Allen Street, North Place, North Main Street, and Park Avenue.

Corcoran Street between Park Avenue and Allen Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6:00 AM and 6:00 PM. From these counts we were able to calculate that Corcoran Street has an Annual Average Daily Traffic (AADT) volume of 222 vehicles per day. Corcoran Street is approximately 24 feet wide with parking allowed only on the south side of the roadway and currently operates as a two-way roadway.

Allen Street between Corcoran Street and North Main Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6:00 AM and 6:00 PM. From these counts we were able to calculate that Allen Street has an existing Annual Average Daily Traffic (AADT) volume of 1,333 vehicles per day. Allen Street is approximately 30 feet wide with parking allowed on both sides of the roadway and currently operates as a two-way roadway.

North Place between Corcoran Street and North Main Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6:00 AM and 6:00 PM. From these counts, we were able to calculate that North Place has an existing Annual Average Daily Traffic (AADT) volume of 67 vehicles per day. North Place is approximately 18 feet wide with parking being restricted on the east side of the roadway.



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Park Avenue between Corcoran Street and North Main Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6AM and 6PM. From these counts, we were able to calculate that Park Avenue has an existing Annual Average Daily Traffic (AADT) volume of 322 vehicles per day. Park Avenue is approximately 30 feet wide with parking only allowed on the west side of the roadway and currently operates as a one-way roadway.

North Main Street between Allen Street and Park Avenue is an urban minor arterial under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6AM and 6PM. From these counts we were able to calculate that Corcoran Street has an existing Annual Average Daily Traffic (AADT) volume of 7,511 vehicles per day. North Main Street is approximately 34 feet wide with parking only allowed on the west side of the roadway and currently operates as a two-way roadway.

Evaluation of Potential Impacts to Adjacent Roadways and Municipalities

The potential for impacts to adjacent municipalities including the Township of Raritan were evaluated based on the limits of the two-way to one-way street conversion along Corcoran Street between Park Avenue and Allen Street in the westbound direction, and North Place between Corcoran and North Main Street in the northbound direction. Based on the latest Highway Capacity Manual, for unsignalized intersections, Level of Service A corresponds to little or no delay (less than 10 seconds), and Level of Service F corresponds to excessive delays over 50 seconds. Level of Service C is considered a desired level of operation and Level of Service D is considered the maximum acceptable delay for most drivers in a congested urban setting. Using this methodology, a capacity analysis was performed at the intersection of Allen Street and Corcoran Street. This capacity analysis compared the level of service, as it currently operates (depicted in table 1-1), to how the intersection would operate with the redistributed trips as a result of the implementation of a one-way conversion on Corcoran Street in the westbound direction and on North Place in the northbound direction (depicted in table 1-2).

EXISTING INTERSECTION ANALYSIS AT ALLEN STREET AND CORCORAN STREET		
PEAK HOUR	DELAY	L.O.S.
2022 AM	9.3 (s)	A
2022 PM	9.1 (s)	A

Table 1-1



Mr. Michael Campion
Director of Public Works
Borough of Flemington
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INTERSECTION ANALYSIS AT ALLEN STREET AND CORCORAN STREET WITH THE IMPLEMENTATION OF THE TWO-WAY TO ONE-WAY STREET CONVERSION		
<u>PEAK HOUR</u>	<u>DELAY</u>	<u>L.O.S.</u>
2022 AM	9.3 (s)	A
2022 PM	9.1 (s)	A

Table 1-2

The NJDOT State Highway Access Management Code defines a significant increase in traffic as: “an increase of 100 or more trips in any peak hour”. The redistributed trips when considering the implementation of a two-way to one-way street conversion of Corcoran Street and North Place fall below this threshold within the peak hour with 14 vehicles redistributed in the AM Peak Hour and 11 vehicles redistributed in the PM Peak Hour. Furthermore, in table 1-1 and 1-2 the level of service and delay for each scenario revealed that the implementation of the one-way street conversion of Corcoran Street between Park Avenue and Allen Street in the westbound direction, and North Place between Corcoran Street and North Main Street in the northbound direction will not cause significant capacity issues at the intersection of Allen Street and Corcoran Street. It should be noted that the redistributed traffic is expected to be contained within the Borough of Flemington where it currently exists and without impacts to adjacent municipalities. Furthermore, we believe that the displaced vehicle traffic would be primarily diverted to adjacent Municipal roadways including Allen Street, North Main Street, and Park Avenue.

It should also be noted that Park Avenue currently operates as a one-way street in the northbound direction between Corcoran Street and North Main Street. However, Park Avenue between Corcoran Street and Park Avenue to the south operates as a two-way roadway for approximately 60 ft. Consequently, should the Borough of Flemington implement the two-way street to one-way street conversion of Corcoran Street in the westbound direction between Park Avenue and Allen Street, then the 60 ft. portion of Park Avenue that operates as a two-way street shall be revised to a one-way street in the northbound direction between Park Avenue and North Main Street. The capacity HCS Capacity analysis has been included in the Appendix.

Recommendations and Considerations

Based on our review of the existing roadway network, alternative available routes for traffic redistribution, existing traffic data, intersection operational characteristics, and potential impacts to adjacent municipalities, we recommend that the limits of the proposed two-way street to one-way street conversion for Corcoran Street and North Place be implemented in the Borough of



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Flemington, Hunterdon County, New Jersey. Additionally, the proper placement of "One-Way" (R6-1) and "Do Not Enter" (R5-1) signs should be implemented in accordance with the MUTCD to assist motorists to follow the proposed modifications.

In accordance with MUTCD, considering all of the factors outlined above, an engineer's certification will be developed and an adopted Borough Resolution should be prepared to memorialize and codify the modifications for the recommended changes to be implemented by the Borough of Flemington.

Should you have any questions please feel free to contact this office.

Very truly yours,
CME ASSOCIATES

James C. Watson, P.E., PTOE
Project Manager

Kevin E. Chen, P.E., PTOE
Professional Engineer

cc: Jerome Harris



TECHNICAL APPENDIX

FOR THE STUDY OF

Corcoran Street and North Place One-Way Traffic Conversion

- **Study Area Map**
- **Traffic Counts**
- **HCS Capacity Analyses**



Study Area Map

For

**Corcoran Street and North Place One-Way Traffic
Conversion**



FLEMINGTON
PRECAST & SUPPLY

GRAPHIC SCALE



SCALE: 1"=100'

BOROUGH OF FLEMINGTON, NEW JERSEY
CORCORAN STREET LOCATION MAP



CONSULTING AND MUNICIPAL ENGINEERS



Traffic Counts

For

**Corcoran Street and North Place One-Way Traffic
Conversion**

TechniQuest Corporation

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File Name : 031-01

Site Code : 031-01

Start Date : 6/8/2022

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Groups Printed- Cars - Light Trucks - Heavy Trucks

Start Time	Allen Street Southbound					Corcoran Street Westbound					Allen Street Northbound					Corcoran Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	1	11	0	0	12	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	20
06:45 AM	0	10	0	0	10	1	0	0	0	1	0	4	2	0	6	0	0	1	0	1	18
Total	1	21	0	0	22	1	0	0	0	1	0	10	2	0	12	1	0	2	0	3	38
07:00 AM	0	7	1	0	8	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	13
07:15 AM	0	12	1	0	13	0	0	0	0	0	0	15	0	0	15	2	0	0	0	2	30
07:30 AM	0	11	0	0	11	0	0	1	0	1	0	6	1	0	7	1	0	0	0	1	20
07:45 AM	0	22	2	0	24	2	0	0	0	2	0	13	1	0	14	4	0	0	0	4	44
Total	0	52	4	0	56	3	0	2	0	5	0	37	2	0	39	7	0	0	0	7	107
08:00 AM	0	11	0	0	11	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	28
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	19
08:30 AM	3	12	1	0	16	0	0	1	0	1	0	6	2	0	8	1	0	0	0	1	26
08:45 AM	0	12	0	0	12	0	0	1	0	1	0	11	0	0	11	1	0	0	0	1	25
Total	3	47	1	0	51	0	0	3	0	3	0	38	2	0	40	4	0	0	0	4	98
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	15
09:15 AM	0	10	0	0	10	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	16
Total	0	15	0	0	15	0	0	0	0	0	1	14	0	0	15	1	0	0	0	1	31
03:30 PM	0	7	3	0	10	0	1	5	0	6	0	12	0	0	12	3	0	0	0	3	31
03:45 PM	0	8	3	0	11	1	0	4	0	5	0	17	0	0	17	1	0	0	0	1	34
Total	0	15	6	0	21	1	1	9	0	11	0	29	0	0	29	4	0	0	0	4	65
04:00 PM	0	15	0	0	15	1	0	1	0	2	1	13	0	0	14	0	0	0	0	0	31
04:15 PM	0	9	1	0	10	0	0	2	0	2	2	13	0	0	15	0	0	2	0	2	29
04:30 PM	0	9	0	0	9	0	0	1	0	1	0	13	0	0	13	2	0	1	0	3	26
04:45 PM	0	10	2	0	12	0	0	1	0	1	0	11	0	0	11	2	0	0	0	2	26
Total	0	43	3	0	46	1	0	5	0	6	3	50	0	0	53	4	0	3	0	7	112
05:00 PM	0	9	2	0	11	0	0	2	0	2	3	16	0	0	19	2	0	0	0	2	34
05:15 PM	0	5	4	0	9	0	0	2	0	2	0	15	0	0	15	0	0	0	0	0	26

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Groups Printed- Cars - Light Trucks - Heavy Trucks

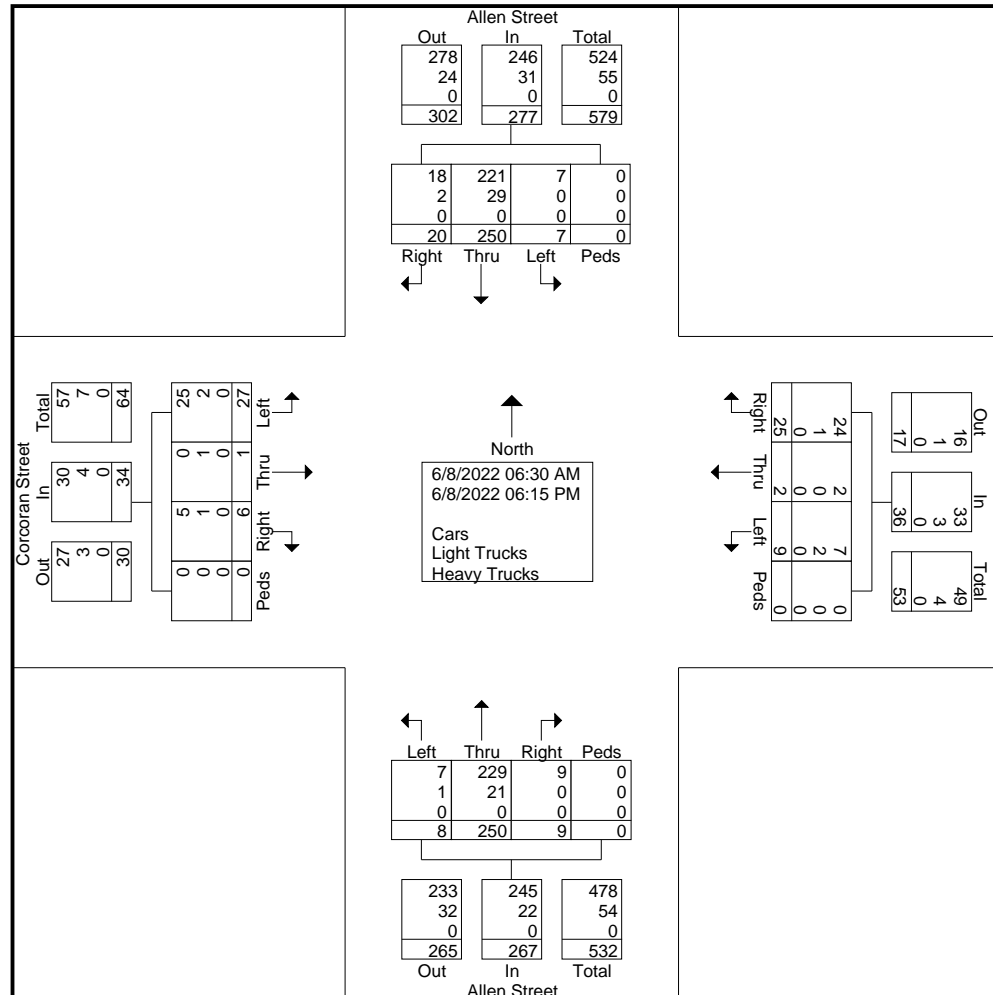
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	Allen Street Southbound					Corcoran Street Westbound					Allen Street Northbound					Corcoran Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	12	1	0	13	0	0	0	0	0	0	15	0	0	15	2	0	0	0	2	30
07:30 AM	0	11	0	0	11	0	0	1	0	1	0	6	1	0	7	1	0	0	0	1	20
07:45 AM	0	22	2	0	24	2	0	0	0	2	0	13	1	0	14	4	0	0	0	4	44
08:00 AM	0	11	0	0	11	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	28
Total Volume	0	56	3	0	59	2	0	2	0	4	0	49	2	0	51	8	0	0	0	8	122
% App. Total	0	94.9	5.1	0		50	0	50	0		0	96.1	3.9	0		100	0	0	0		
PHF	.000	.636	.375	.000	.615	.250	.000	.500	.000	.500	.000	.817	.500	.000	.850	.500	.000	.000	.000	.500	.693

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	7	3	0	10	0	1	5	0	6	0	12	0	0	12	3	0	0	0	3	31
03:45 PM	0	8	3	0	11	1	0	4	0	5	0	17	0	0	17	1	0	0	0	1	34
04:00 PM	0	15	0	0	15	1	0	1	0	2	1	13	0	0	14	0	0	0	0	0	31
04:15 PM	0	9	1	0	10	0	0	2	0	2	2	13	0	0	15	0	0	2	0	2	29
Total Volume	0	39	7	0	46	2	1	12	0	15	3	55	0	0	58	4	0	2	0	6	125
% App. Total	0	84.8	15.2	0		13.3	6.7	80	0		5.2	94.8	0	0		66.7	0	33.3	0		
PHF	.000	.650	.583	.000	.767	.500	.250	.600	.000	.625	.375	.809	.000	.000	.853	.333	.000	.250	.000	.500	.919

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Groups Printed- Cars - Light Trucks - Heavy Trucks

Start Time	Park Avenue Southbound					Westbound Approach Westbound					Park Avenue Northbound					Corcoran Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	5
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4	0	1	0	5	8
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	4	0	4	7
07:30 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total	0	2	1	0	3	0	0	0	0	0	3	6	0	0	9	1	0	9	0	10	22
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	3	0	4	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	5	3	0	0	8	2	0	4	0	6	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
03:30 PM	0	0	2	0	2	0	0	0	0	0	3	1	0	0	4	1	0	1	0	2	8
03:45 PM	0	0	2	0	2	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	9
Total	0	0	4	0	4	0	0	0	0	0	7	4	0	0	11	1	0	1	0	2	17
04:00 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
04:15 PM	0	0	1	0	1	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	6
04:30 PM	0	2	0	0	2	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	8
04:45 PM	0	1	1	0	2	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	9
Total	0	3	3	0	6	0	0	0	0	0	13	8	0	0	21	0	0	0	0	0	27
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	2	0	3	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	10

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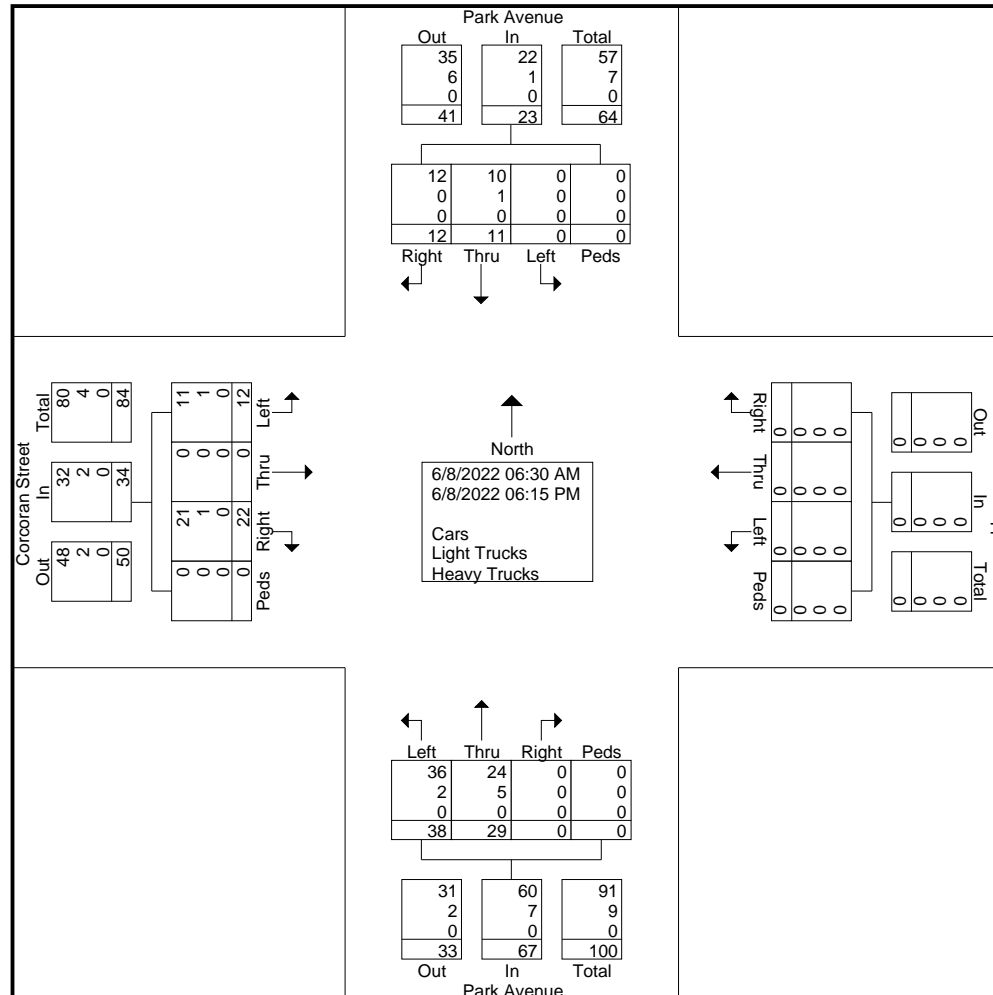
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	Park Avenue Southbound					Westbound Approach Westbound					Park Avenue Northbound					Corcoran Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	4	0	4	7
07:30 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	8
Total Volume	0	3	1	0	4	0	0	0	0	0	3	4	0	0	7	3	0	8	0	11	22
% App. Total	0	75	25	0		0	0	0	0		42.9	57.1	0	0		27.3	0	72.7	0		
PHF	.000	.375	.250	.000	.333	.000	.000	.000	.000	.000	.375	.500	.000	.000	.583	.375	.000	.500	.000	.688	.688

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	0	1	2	0	3	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	10
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0	1	0	4	6
06:00 PM	0	2	1	0	3	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1	7
06:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	2	0	3	6
Total Volume	0	5	3	0	8	0	0	0	0	0	7	4	0	0	11	4	0	6	0	10	29
% App. Total	0	62.5	37.5	0		0	0	0	0		63.6	36.4	0	0		40	0	60	0		
PHF	.000	.625	.375	.000	.667	.000	.000	.000	.000	.000	.583	.333	.000	.000	.550	.333	.000	.750	.000	.625	.725

TechniQuest Corporation

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File Name : 033-01
Site Code : 033-01
Start Date : 6/8/2022
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Groups Printed- Cars - Light Trucks - Heavy Trucks

	Garden Lane Southbound					N Main Street Westbound					North Place Northbound					N Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:30 AM	14	2	5	0	21	0	17	6	0	23	0	2	0	0	2	2	34	0	0	36	82
06:45 AM	15	0	7	0	22	0	19	8	0	27	1	0	1	0	2	0	61	0	0	61	112
Total	29	2	12	0	43	0	36	14	0	50	1	2	1	0	4	2	95	0	0	97	194
07:00 AM	14	0	2	0	16	0	18	8	0	26	0	0	1	0	1	1	67	0	0	68	111
07:15 AM	16	0	5	0	21	0	29	7	0	36	0	0	0	0	0	5	91	0	0	96	153
07:30 AM	11	1	9	0	21	0	41	8	0	49	0	1	1	0	2	3	46	0	0	49	121
07:45 AM	10	0	9	0	19	1	28	11	0	40	0	0	0	0	0	2	82	0	0	84	143
Total	51	1	25	0	77	1	116	34	0	151	0	1	2	0	3	11	286	0	0	297	528
08:00 AM	9	0	2	0	11	1	25	4	0	30	0	0	1	0	1	6	84	0	0	90	132
08:15 AM	9	1	2	0	12	0	37	6	0	43	0	0	1	0	1	1	51	0	0	52	108
08:30 AM	9	0	4	0	13	0	35	10	0	45	0	0	1	0	1	1	60	0	0	61	120
08:45 AM	6	0	3	0	9	0	27	4	0	31	0	0	1	0	1	2	62	0	0	64	105
Total	33	1	11	0	45	1	124	24	0	149	0	0	4	0	4	10	257	0	0	267	465
09:00 AM	5	0	1	0	6	0	28	5	0	33	0	0	0	0	0	0	48	0	0	48	87
09:15 AM	6	0	0	0	6	0	32	8	0	40	0	0	0	0	0	0	49	0	0	49	95
Total	11	0	1	0	12	0	60	13	0	73	0	0	0	0	0	0	97	0	0	97	182
03:30 PM	4	0	3	0	7	1	74	14	0	89	0	0	1	0	1	7	56	0	0	63	160
03:45 PM	5	0	2	0	7	1	62	8	0	71	1	0	1	0	2	2	67	0	0	69	149
Total	9	0	5	0	14	2	136	22	0	160	1	0	2	0	3	9	123	0	0	132	309
04:00 PM	8	0	2	0	10	0	79	12	0	91	0	0	0	0	0	5	56	0	0	61	162
04:15 PM	13	0	3	0	16	1	61	13	0	75	0	1	0	0	1	7	61	0	0	68	160
04:30 PM	7	0	4	0	11	2	75	12	0	89	0	1	1	0	2	4	50	0	0	54	156
04:45 PM	10	0	2	0	12	0	74	15	0	89	1	2	0	1	4	3	48	1	0	52	157
Total	38	0	11	0	49	3	289	52	0	344	1	4	1	1	7	19	215	1	0	235	635
05:00 PM	17	0	0	0	17	0	91	18	0	109	0	0	0	0	0	8	55	0	0	63	189
05:15 PM	6	0	3	0	9	0	77	16	0	93	0	0	0	0	0	5	56	0	0	61	163

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Groups Printed- Cars - Light Trucks - Heavy Trucks

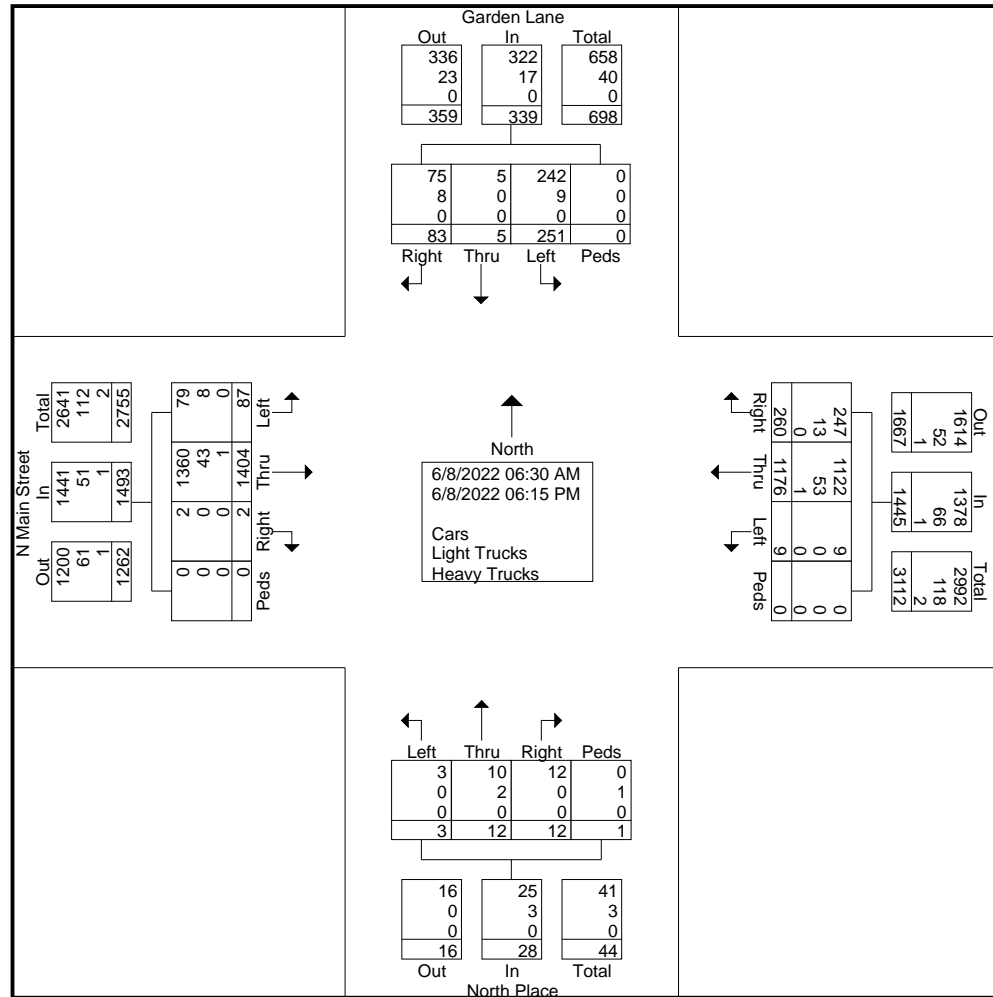
	Garden Lane Southbound					N Main Street Westbound					North Place Northbound					N Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
05:30 PM	15	0	1	0	16	1	69	20	0	90	0	0	1	0	1	8	55	0	0	63	170
05:45 PM	19	0	3	0	22	0	61	21	0	82	0	0	0	0	0	3	46	0	0	49	153
Total	57	0	7	0	64	1	298	75	0	374	0	0	1	0	1	24	212	0	0	236	675
06:00 PM	11	1	4	0	16	0	64	15	0	79	0	4	1	0	5	4	62	0	0	66	166
06:15 PM	12	0	7	0	19	1	53	11	0	65	0	1	0	0	1	8	57	1	0	66	151
Grand Total	251	5	83	0	339	9	1176	260	0	1445	3	12	12	1	28	87	1404	2	0	1493	3305
Apprch %	74	1.5	24.5	0		0.6	81.4	18	0		10.7	42.9	42.9	3.6		5.8	94	0.1	0		
Total %	7.6	0.2	2.5	0	10.3	0.3	35.6	7.9	0	43.7	0.1	0.4	0.4	0	0.8	2.6	42.5	0.1	0	45.2	
Cars	242	5	75	0	322	9	1122	247	0	1378	3	10	12	0	25	79	1360	2	0	1441	3166
% Cars	96.4	100	90.4	0	95	100	95.4	95	0	95.4	100	83.3	100	0	89.3	90.8	96.9	100	0	96.5	95.8
Light Trucks	9	0	8	0	17	0	53	13	0	66	0	2	0	1	3	8	43	0	0	51	137
% Light Trucks	3.6	0	9.6	0	5	0	4.5	5	0	4.6	0	16.7	0	100	10.7	9.2	3.1	0	0	3.4	4.1
Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Heavy Trucks	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1

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	Garden Lane Southbound					N Main Street Westbound					North Place Northbound					N Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	16	0	5	0	21	0	29	7	0	36	0	0	0	0	0	5	91	0	0	96	153
07:30 AM	11	1	9	0	21	0	41	8	0	49	0	1	1	0	2	3	46	0	0	49	121
07:45 AM	10	0	9	0	19	1	28	11	0	40	0	0	0	0	0	2	82	0	0	84	143
08:00 AM	9	0	2	0	11	1	25	4	0	30	0	0	1	0	1	6	84	0	0	90	132
Total Volume	46	1	25	0	72	2	123	30	0	155	0	1	2	0	3	16	303	0	0	319	549
% App. Total	63.9	1.4	34.7	0		1.3	79.4	19.4	0		0	33.3	66.7	0		5	95	0	0		
PHF	.719	.250	.694	.000	.857	.500	.750	.682	.000	.791	.000	.250	.500	.000	.375	.667	.832	.000	.000	.831	.897

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	10	0	2	0	12	0	74	15	0	89	1	2	0	1	4	3	48	1	0	52	157
05:00 PM	17	0	0	0	17	0	91	18	0	109	0	0	0	0	0	8	55	0	0	63	189
05:15 PM	6	0	3	0	9	0	77	16	0	93	0	0	0	0	0	5	56	0	0	61	163
05:30 PM	15	0	1	0	16	1	69	20	0	90	0	0	1	0	1	8	55	0	0	63	170
Total Volume	48	0	6	0	54	1	311	69	0	381	1	2	1	1	5	24	214	1	0	239	679
% App. Total	88.9	0	11.1	0		0.3	81.6	18.1	0		20	40	20	20		10	89.5	0.4	0		
PHF	.706	.000	.500	.000	.794	.250	.854	.863	.000	.874	.250	.250	.250	.250	.313	.750	.955	.250	.000	.948	.898

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File Name : 033-02

Site Code : 033-02

Start Date : 6/8/2022

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Groups Printed- Cars - Light Trucks - Heavy Trucks

Start Time	Southbound Approach Southbound					N Main Street Westbound					Allen Street Northbound					N Main Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	4	19	0	0	23	5	0	2	0	7	0	32	8	0	40	70
06:45 AM	0	0	0	0	0	8	21	0	0	29	3	0	3	0	6	0	61	4	0	65	100
Total	0	0	0	0	0	12	40	0	0	52	8	0	5	0	13	0	93	12	0	105	170
07:00 AM	0	0	0	0	0	3	16	0	0	19	2	0	3	0	5	0	65	5	0	70	94
07:15 AM	0	0	0	0	0	6	29	0	0	35	5	0	10	0	15	0	84	7	0	91	141
07:30 AM	0	0	0	0	0	3	45	0	0	48	4	0	5	0	9	0	43	9	0	52	109
07:45 AM	0	0	0	0	0	8	29	0	0	37	6	0	10	0	16	0	81	16	0	97	150
Total	0	0	0	0	0	20	119	0	0	139	17	0	28	0	45	0	273	37	0	310	494
08:00 AM	0	0	0	0	0	3	25	0	0	28	10	0	10	0	20	0	73	8	0	81	129
08:15 AM	0	0	0	0	0	1	37	0	0	38	1	0	6	0	7	0	45	10	0	55	100
08:30 AM	0	0	0	0	0	7	32	0	0	39	3	0	7	0	10	0	58	9	0	67	116
08:45 AM	0	0	0	0	0	7	23	0	0	30	5	0	8	0	13	0	54	6	0	60	103
Total	0	0	0	0	0	18	117	0	0	135	19	0	31	0	50	0	230	33	0	263	448
09:00 AM	0	0	0	0	0	2	27	0	0	29	5	0	5	0	10	0	39	3	0	42	81
09:15 AM	0	0	0	0	0	2	32	0	0	34	2	0	5	0	7	0	45	8	0	53	94
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	4	59	0	0	63	7	0	11	0	18	0	84	11	0	95	176
03:30 PM	0	0	0	0	0	4	67	0	0	71	12	0	8	0	20	0	51	5	0	56	147
03:45 PM	0	0	0	0	0	11	57	0	0	68	8	0	13	0	21	0	56	5	0	61	150
Total	0	0	0	0	0	15	124	0	0	139	20	0	21	0	41	0	107	10	0	117	297
04:00 PM	0	0	0	0	0	8	71	0	0	79	8	0	8	0	16	0	55	5	0	60	155
04:15 PM	0	0	0	0	0	6	57	0	0	63	10	0	4	0	14	0	62	8	0	70	147
04:30 PM	0	0	0	0	0	3	77	0	0	80	11	0	6	0	17	0	48	4	0	52	149
04:45 PM	0	0	0	0	0	5	72	0	0	77	9	0	5	0	14	0	50	7	0	57	148
Total	0	0	0	0	0	22	277	0	0	299	38	0	23	0	61	0	215	24	0	239	599
05:00 PM	0	0	0	0	0	5	93	0	0	98	10	0	11	0	21	0	53	8	0	61	180

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File Name : 033-02

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Start Date : 6/8/2022

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Groups Printed- Cars - Light Trucks - Heavy Trucks

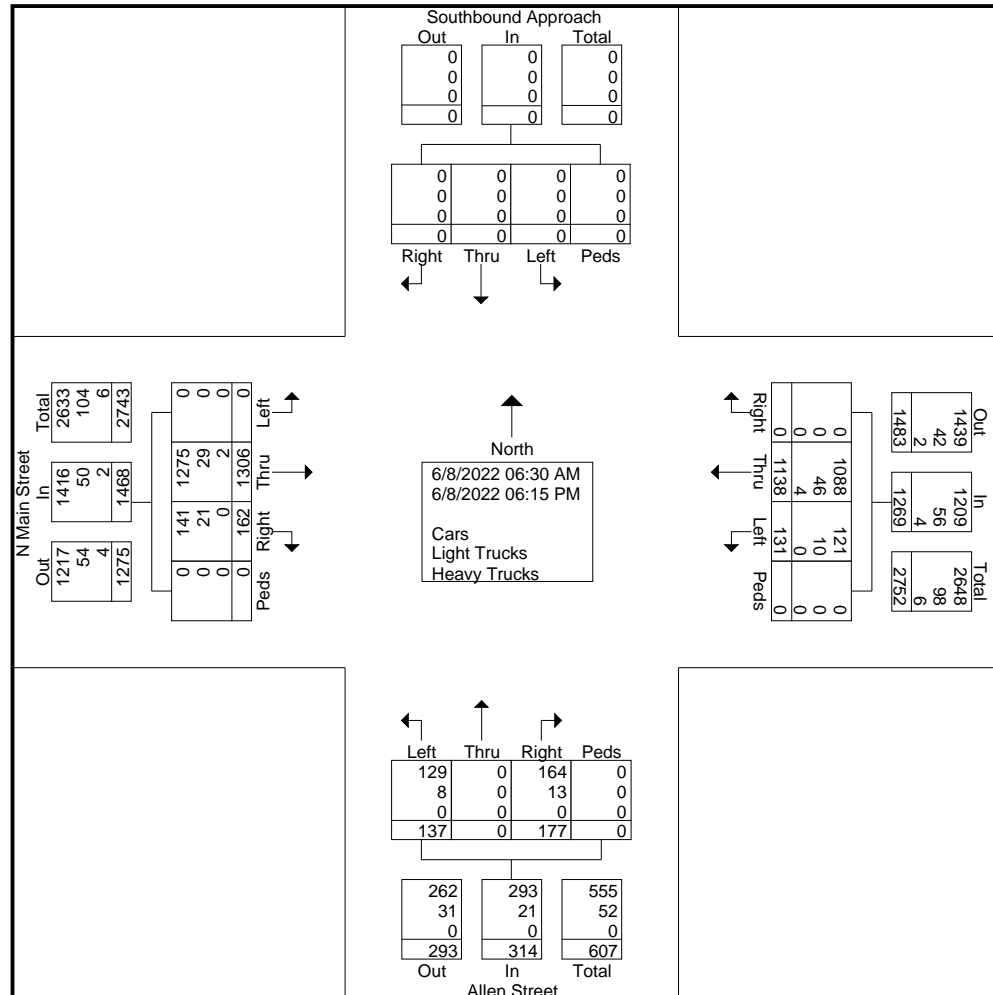
	Southbound Approach Southbound					N Main Street Westbound					Allen Street Northbound					N Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
05:15 PM	0	0	0	0	0	6	74	0	0	80	9	0	8	0	17	0	48	4	0	52	149
05:30 PM	0	0	0	0	0	8	63	0	0	71	3	0	14	0	17	0	50	4	0	54	142
05:45 PM	0	0	0	0	0	4	60	0	0	64	2	0	7	0	9	0	43	3	0	46	119
Total	0	0	0	0	0	23	290	0	0	313	24	0	40	0	64	0	194	19	0	213	590
06:00 PM	0	0	0	0	0	9	59	0	0	68	3	0	5	0	8	0	57	5	0	62	138
06:15 PM	0	0	0	0	0	8	53	0	0	61	1	0	13	0	14	0	53	11	0	64	139
Grand Total	0	0	0	0	0	131	1138	0	0	1269	137	0	177	0	314	0	1306	162	0	1468	3051
Apprch %	0	0	0	0	0	10.3	89.7	0	0		43.6	0	56.4	0		0	89	11	0		
Total %	0	0	0	0	0	4.3	37.3	0	0	41.6	4.5	0	5.8	0	10.3	0	42.8	5.3	0	48.1	
Cars	0	0	0	0	0	121	1088	0	0	1209	129	0	164	0	293	0	1275	141	0	1416	2918
% Cars	0	0	0	0	0	92.4	95.6	0	0	95.3	94.2	0	92.7	0	93.3	0	97.6	87	0	96.5	95.6
Light Trucks	0	0	0	0	0	10	46	0	0	56	8	0	13	0	21	0	29	21	0	50	127
% Light Trucks	0	0	0	0	0	7.6	4	0	0	4.4	5.8	0	7.3	0	6.7	0	2.2	13	0	3.4	4.2
Heavy Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Heavy Trucks	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.1	0.2

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	Southbound Approach Southbound					N Main Street Westbound					Allen Street Northbound					N Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	6	29	0	0	35	5	0	10	0	15	0	84	7	0	91	141
07:30 AM	0	0	0	0	0	3	45	0	0	48	4	0	5	0	9	0	43	9	0	52	109
07:45 AM	0	0	0	0	0	8	29	0	0	37	6	0	10	0	16	0	81	16	0	97	150
08:00 AM	0	0	0	0	0	3	25	0	0	28	10	0	10	0	20	0	73	8	0	81	129
Total Volume	0	0	0	0	0	20	128	0	0	148	25	0	35	0	60	0	281	40	0	321	529
% App. Total	0	0	0	0	0	13.5	86.5	0	0	0	41.7	0	58.3	0	0	0	87.5	12.5	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.711	.000	.000	.771	.625	.000	.875	.000	.750	.000	.836	.625	.000	.827	.882

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	3	77	0	0	80	11	0	6	0	17	0	48	4	0	52	149
04:45 PM	0	0	0	0	0	5	72	0	0	77	9	0	5	0	14	0	50	7	0	57	148
05:00 PM	0	0	0	0	0	5	93	0	0	98	10	0	11	0	21	0	53	8	0	61	180
05:15 PM	0	0	0	0	0	6	74	0	0	80	9	0	8	0	17	0	48	4	0	52	149
Total Volume	0	0	0	0	0	19	316	0	0	335	39	0	30	0	69	0	199	23	0	222	626
% App. Total	0	0	0	0	0	5.7	94.3	0	0	0	56.5	0	43.5	0	0	0	89.6	10.4	0	0	0
PHF	.000	.000	.000	.000	.000	.792	.849	.000	.000	.855	.886	.000	.682	.000	.821	.000	.939	.719	.000	.910	.869



HCS Analyses

For

**Corcoran Street and North Place One-Way Traffic
Conversion**

HCS7 Two-Way Stop-Control Report

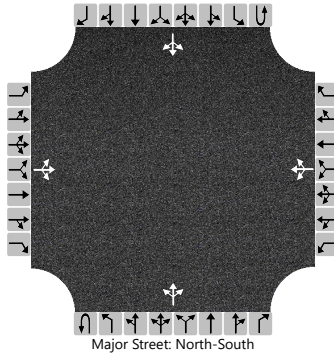
General Information

Analyst	JD
Agency/Co.	CME ASSOCIATES
Date Performed	8/4/2022
Analysis Year	2022
Time Analyzed	2022 AM Peak Hour
Intersection Orientation	North-South
Project Description	PFM501.01 Corcoran St. and North Pl. One-Way Conv.

Site Information

Intersection	Allen St and Corcoran St
Jurisdiction	Borough of Flemington
East/West Street	Corcoran Street
North/South Street	Allen Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	0	0		2	0	2		0	49	2		0	56	3
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

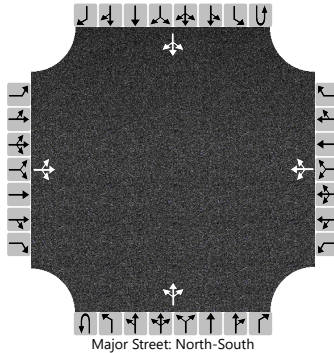
Flow Rate, v (veh/h)			9				4				0				0	
Capacity, c (veh/h)			854				927				1532				1543	
v/c Ratio			0.01				0.00				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0				0.0				0.0				0.0	
Control Delay (s/veh)			9.3				8.9				7.4				7.3	
Level of Service (LOS)			A				A				A				A	
Approach Delay (s/veh)	9.3				8.9				0.0				0.0			
Approach LOS	A				A				A				A			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	JD	Intersection	Allen St and Corcoran St
Agency/Co.	CME ASSOCIATES	Jurisdiction	Borough of Flemington
Date Performed	8/4/2022	East/West Street	Corcoran Street
Analysis Year	2022	North/South Street	Allen Street
Time Analyzed	2022 AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PFM501.01 Corcoran St. and North Pl. One-Way Conv.		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	2		2	1	12		3	55	0		0	39	7
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				16			3				0		
Capacity, c (veh/h)			893				962			1550				1537		
v/c Ratio			0.01				0.02			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.1			0.0				0.0		
Control Delay (s/veh)			9.1				8.8			7.3				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.1				8.8				0.4				0.0			
Approach LOS	A				A				A				A			

HCS7 Two-Way Stop-Control Report

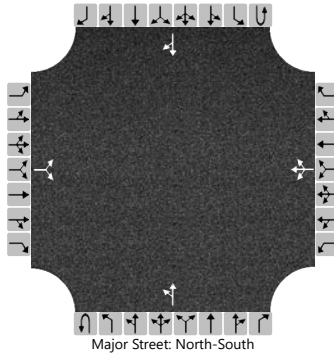
General Information

Analyst	JD
Agency/Co.	CME ASSOCIATES
Date Performed	8/4/2022
Analysis Year	2022
Time Analyzed	2022 AM PH One-Way
Intersection Orientation	North-South
Project Description	PFM501.01 Corcoran St. and North Pl. One-Way Conv.

Site Information

Intersection	Allen St and Corcoran St
Jurisdiction	Borough of Flemington
East/West Street	Corcoran Street
North/South Street	Allen Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LTR			LT						TR
Volume (veh/h)		8		0		8	0	7		0	49				56	3
Percent Heavy Vehicles (%)		3		3		3	3	3		3						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1	6.5	6.2		4.1						
Critical Headway (sec)		7.13		6.23		7.13	6.53	6.23		4.13						
Base Follow-Up Headway (sec)		3.5		3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53		3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

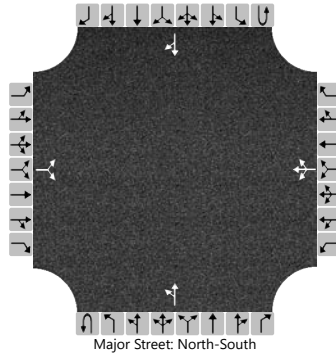
Flow Rate, v (veh/h)			9				16			0						
Capacity, c (veh/h)			847				924			1532						
v/c Ratio			0.01				0.02			0.00						
95% Queue Length, Q ₉₅ (veh)			0.0				0.1			0.0						
Control Delay (s/veh)			9.3				9.0			7.4						
Level of Service (LOS)			A				A			A						
Approach Delay (s/veh)	9.3				9.0				0.0							
Approach LOS	A				A				A				A			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	JD	Intersection	Allen St and Corcoran St
Agency/Co.	CME ASSOCIATES	Jurisdiction	Borough of Flemington
Date Performed	8/4/2022	East/West Street	Corcoran Street
Analysis Year	2022	North/South Street	Allen Street
Time Analyzed	2022 PM PH One-Way	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PFM501.01 Corcoran St. and North Pl. One-Way Conv.		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LR				LTR			LT						TR
Volume (veh/h)		4		2		7	1	17		3	55				39	7
Percent Heavy Vehicles (%)		3		3		3	3	3		3						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1	6.5	6.2		4.1						
Critical Headway (sec)		7.13		6.23		7.13	6.53	6.23		4.13						
Base Follow-Up Headway (sec)		3.5		3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53		3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				27			3						
Capacity, c (veh/h)			887				947			1550						
v/c Ratio			0.01				0.03			0.00						
95% Queue Length, Q ₉₅ (veh)			0.0				0.1			0.0						
Control Delay (s/veh)			9.1				8.9			7.3						
Level of Service (LOS)			A				A			A						
Approach Delay (s/veh)	9.1				8.9				0.4							
Approach LOS	A				A				A				A			