

# TRAFFIC IMPACT ANALYSIS

**FOR** 

NPH REAL ESTATE LLC

PROPOSED MIXED-USE DEVELOPMENT

390 DAVIDSON AVENUE
BLOCK 502.01, LOT 57.01
FRANKLIN TOWNSHIP
SOMERSET COUNTY, NEW JERSEY

FEBRUARY 27, 2024

ELIZABETH DOLAN, P.E. NJ LICENSE NO. 37071 RIANNA KIRCHHOF, P.E. NJ LICENSE NO. 54558 Introduction

Dolan & Dean Consulting Engineers, LLC (D&D) has prepared this Traffic Impact

Statement to support the application for a proposed mixed-use development at the

intersection of Davidson Avenue and New Brunswick Road in Franklin Township, Somerset

County. The site is currently designated as Lot 57.01 of Block 502.01 and is occupied by a

single-family home with driveway access along Davidson Avenue.

Under the development proposal, the existing structure would be razed, and a mixed-use

development comprised of two buildings would be constructed. One building will be

comprised of 18,568 square feet of office space with 2,806 square feet of retail space and the

second building will be solely 4,690 square feet of ground floor retail space. Access is

proposed via two full-movement driveways; one along Davidson Avenue and one along New

Brunswick Road.

While any redevelopment of the property will result in traffic changes, both the volume and

characteristics of that traffic are of important consideration in the evaluation of this

application. D&D has been commissioned by the applicant to prepare this Traffic Impact

Statement for the proposed development. Accordingly, this analysis includes the following:

➤ A review of the existing roadway conditions within the site vicinity.

A projection of traffic volumes that could be generated by the office and retail

development.

A site plan review focusing on the access design, interior circulation, and parking

supply.

# **EXISTING CONDITIONS**

The site is designated as Lot 57.01 in Block 502.01 and is also known as 390 Davidson Avenue. As shown in the aerial photograph, the property is currently developed with a single-family home with access via full-movement driveway along Davidson Avenue.



Just east of the property, across Davidson Avenue, is a doctor's office

and single-family residence. The Somerset Woods Nursing Center is located northwest of the property and the Somerset Run condominium is located to the south and southwest of the property.

#### EXISTING ROADWAY CONDITIONS

<u>Davidson Avenue</u> has a general northeast-southwest orientation between Easton Avenue and New Brunswick Road. Along the site frontage, the speed limit is 45 miles per hour and one lane is provided for each direction of travel. Sidewalks are not provided along either side of the roadway.

<u>New Brunswick Road</u> has a general northwest-southeast orientation in the site vicinity. The posted speed limit is 35 miles per hour and provides one travel lane per direction with bicycle lanes. A sidewalk is provided along the south side of the roadway.

New Brunswick Road intersects with Davidson Avenue/Manor Boulevard at a 4-leg intersection controlled by a 3-phase traffic signal. The northwestbound New Brunswick



Road approach provides separate right-turn and left-turn lanes, and the southeastbound approach provides an exclusive left-turn lane and a shared through/right-turn lane. The southwestbound Davidson Avenue approach provides an exclusive left-turn lane and shared through/right-turn lane and the opposite approach provides a shared left-turn/through lane and an exclusive right-turn lane. Crosswalks are provided on each leg of the intersection along with countdown timing and pedestrian push buttons.

EXISTING TRAFFIC VOLUMES

To review the traffic conditions surrounding the subject site, manual turning movement counts were recently conducted during the peak morning and evening hours at the intersection of Davidson Avenue and New Brunswick Road on Thursday, February 8, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:30 p.m.

Local schools were in session and the counts are believed to be representative of typical peak conditions in the area and therefore appropriate for use in this analysis. The traffic counts show that there are distinct "peak" hours during the study periods when traffic reaches its highest levels. Based on the traffic count data collected, the morning peak hour occurs from 7:45 a.m. to 8:45 a.m. and the evening peak hour occurs from 4:30 p.m. to 5:30 p.m. The traffic count data is appended. The 2024 existing traffic volumes are summarized on appended Figure 2.

EXISTING OPERATING CONDITIONS

While traffic volumes provide a measure of activity on the area roadway system, it is also important to evaluate how well that system can accommodate those volumes – i.e., a comparison of peak hour traffic volumes with available roadway capacity. By definition capacity represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, environment, traffic characteristics, and controls. Intersections are usually the critical point in any road network since it is at such points that

conflicts exist between through, crossing, and turning traffic. It is at these locations where congestion is most likely to occur. A description of intersection Levels of Service is noted below:

#### Intersection Levels of Service and Delay

Level of	Signalized Delay per Vehicle	Unsignalized Delay per Vehicle
Service	(seconds)	(seconds)
A	< 10.0	<0-10
В	>10 and <20	>10 to <15
С	>20 and < 35	>15 to <25
D	>35 and < 55	> 25 to <35
Е	>55 and < 80	> 35 to <50
F	> 80	>50

A volume/capacity analysis was conducted using Synchro 11 for the study intersections during the morning and evening peak hours. The existing traffic conditions and operations were evaluated at the subject intersection. Level of Service tables are appended summarizing the delay for the individual movements and appended Figure 3 depicts the existing Level of Service results.

Based on the analysis performed, movements at the signalized intersection are calculated to operate at Level of Service "C" or better during the study peak hours. The results are representative of traffic conditions during the count periods in which significant delays and congestion were not observed.

# TRAFFIC CHARACTERISTICS OF THE PROPOSED USE

Data compiled by the Institute of Transportation Engineers (ITE) is typically used to forecast trip generation for new development. Based on review of the 11<sup>th</sup> Edition of the ITE Trip Generation Manual, Land Use Code 710 – "General Office Building" and Land Use Code 822 – "Strip Retail Plaza" are applicable to the proposed mixed-use development. Trip generation calculations are appended and summarized below.

TABLE I
ITE TRIP GENERATION
PROPOSED MIXED-USE DEVELOPMENT

Land Use	Mor	ning Peak l	Hour	Ever	ning Peak H	lour
Land Ose	Enter	Exit	Total	Enter	Exit	Total
18,568 SF Office	34	5	39	7	34	41
7,496 SF Retail	11	7	18	25	24	49
Total	45	12	57	32	58	90

It should be noted that the ITE Manual of Transportation Engineering Studies recommends that traffic impact studies be performed for developments that will generate 100 or more peak hour trips. Site traffic falls below this threshold, as a result, will not create a negative traffic impact on the adjacent roadway network.

While the traffic from each use is noted in Table I, not all traffic will be generated directly onto the local street system. Specifically, there will be a synergy among the components that would lessen the overall net "external" traffic impacts. This interaction between the uses on-site is known an internal capture or internal trips.

Internal trip credits were calculated for the study peak hours, using the methodology contained in the ITE <u>Trip Generation Handbook</u> and in accordance with NJDOT published rates. The NJDOT internal capture rates and the internal capture worksheets are appended to the report.

Table II below provides a summary of the total external trips calculated to access the site as well as the total internal trips for each peak hour.

TABLE II
EXTERNAL TRIPS

I and I I a	Morn	ing Peak	Hour	Even	ing Peak	Hour
Land Use	Enter	Exit	Total	Enter	Exit	Total
18,568 SF Office	32	3	35	7	32	39
7,496 SF Retail	7	3	10	19	20	39
Total External Trips	39	6	45	26	52	78
Internal Trips		12 trips			12 trips	

The ITE recognizes that certain developments are usually located along busy streets specifically to attract the motorists already on the street. These uses attract a portion of their trips from traffic passing the site on the way from an origin to some other ultimate destination. These types of trips <u>do not add new traffic</u> to the adjacent street system.

Pass-by rates were applied to the external volumes for the uses in accordance with NJDOT standards. Note, pass-by rates are not published for retail during the morning peak hour. In accordance with the NJDOT published pass-by rates for retail, a 34% rate was applied to the external retail trips for the weekday evening peak hour.

Table IV shows the new and pass-by trips, forecasted for the development – after applying internal capture credit.

TABLE IV
PASS-BY TRIPS

Land Use	Morn	ing Peak	Hour	Even	ing Peak	Hour
Land Ose	Enter	Exit	Total	Enter	Exit	Total
Total	39	6	45	26	52	78
Pass-By	0	0	0	6	6	12
New	39	6	45	20	46	66

#### TRIP DISTRIBUTION

Once the volume of site generated traffic is estimated, it is then necessary to determine the orientation of traffic to and from the site. The site traffic was routed to/from the site based on the existing traffic volume flows determined from the traffic counts which reflect the regional accessibility to the highway system.

The site new and pass-by traffic volumes are summarized on Figures 4 and 5, respectively.

FUTURE TRAFFIC CONDITIONS

**FUTURE TRAFFIC VOLUMES** 

It is recognized that traffic routinely fluctuates along various State and County roadways, as

well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis.

It is expected that as development may continue in the vicinity of the site, traffic may be

expected to increase on a regular basis.

To prepare a conservative analysis, the existing traffic volumes along the roadway network

were increased by 1.75% for two years, which is the Somerset County growth rates

published by the New Jersey Department of Transportation (NJDOT) for major collector

roadways. These were used to develop the future "no-build" traffic volumes, shown on

appended Figure 6.

Aggregated future "build" traffic volumes were established by surcharging the site-generated

traffic volumes onto the future "no-build" traffic volumes. The resulting future "build"

traffic volumes are shown on Figure 7.

ANALYSIS OF FUTURE TRAFFIC VOLUMES

A volume/capacity Level of Service analysis was conducted for the future "no-build" and

"build" weekday morning and weekday evening peak hour traffic volumes at the study

intersection and proposed site driveways. This analysis essentially shows the projected

"before" and "after" traffic operations to isolate the impact of the proposed development.

The "no-build" and "build" comparative results of the analyses are summarized on Figures 8

and 9, respectively.

The analysis of the "no-build" traffic volumes first reveals that the study intersection would

operate the same as existing conditions during the study peak hours. These are the future

projected operating conditions expected without considering the new site traffic and are

NPH Real Estate, LLC Franklin Township, Somerset County February 27, 2024

PAGE 8

attributed to the background traffic increase. These are considered the "base" conditions

from which the impacts associated with the subject application can be directly compared.

The analysis of traffic operations with "build" traffic volumes (including site traffic) reveals

that there would be no level of service changes at the signalized intersection during the study

peak hours. The signalized intersection is calculated to operate consistent with the findings

of the "no-build" condition, with a maximum increase in overall intersection delay of only

0.3 seconds.

The site driveway intersections along both Davidson Avenue and New Brunswick Road are

calculated to operate at Level of Service "C" during both study peak hours.

In summary, it is evident from this detailed analysis of projected future traffic conditions,

that the proposed site development will generate minimal traffic increases that will not

create a negative impact on the local roadway network. Adequate roadway and intersection

capacity will continue to exist to accommodate future site traffic without the need for any

off-tract improvements. All movements to and from the site will operate safely and

efficiently with reasonable and prudent driver behavior.

Based on these findings, it is concluded that the site is particularly well suited for the

proposed development. Such an operation will not negatively impact the traffic in the

surrounding area or along the adjacent streets as adequate roadway capacity exists to

accommodate the increases. The traffic characteristics of the uses will be consistently

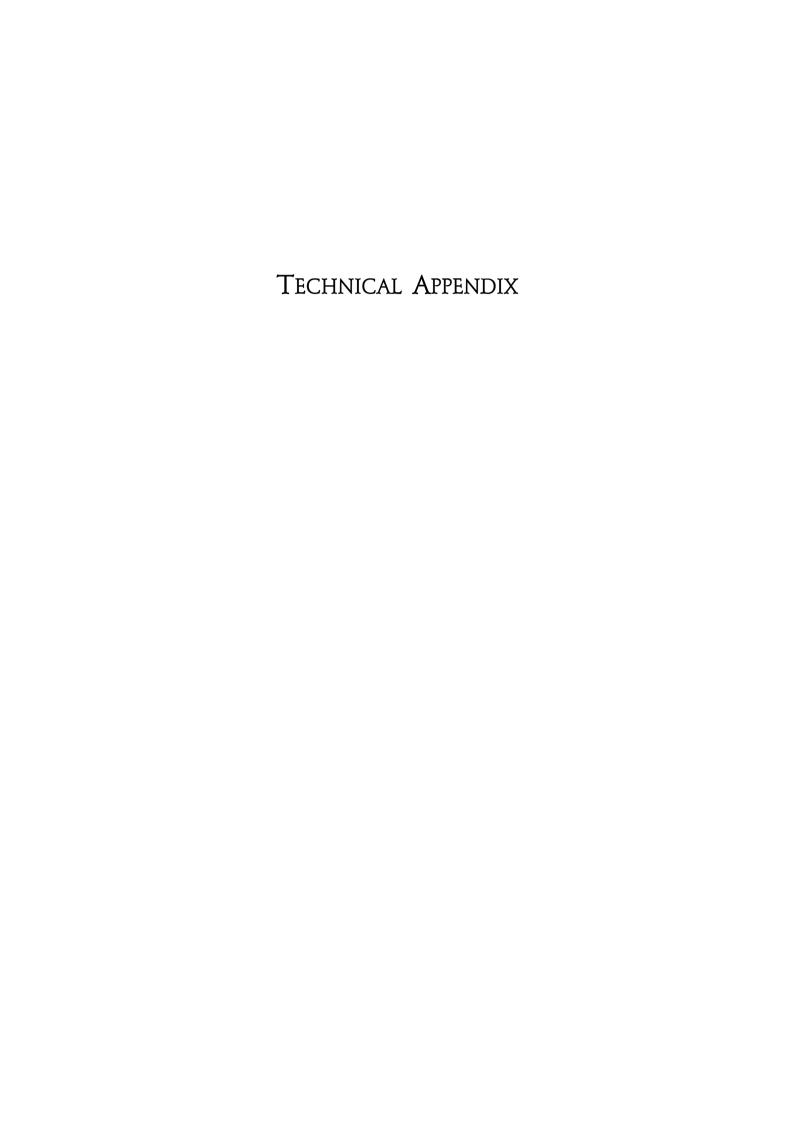
minimal and will not result in any additional off tract congestion or unfavorable conditions.

# SITE ACCESS, CIRCULATION AND PARKING

The following comments address access and parking as shown on the Site Plan prepared by Kashi Consulting Company, LLC, dated February 1, 2024:

- ➤ Access will be provided via a full-movement driveway along Davidson Avenue and New Brunswick Road.
- ➤ The Ordinance requires one parking stall per 250 square feet of net floor area for the office use and one parking stall per every 200 square feet of gross floor area for the retail use, equating to a requirement of 96 parking stalls for the proposed development (58 spaces for the office use and 38 spaces for the retail use).
- ➤ The site plan provides 99 passenger car parking spaces with consideration of EV parking which meets the Township parking requirements. Further, a review of ITE Parking Generation, 6<sup>th</sup> Edition, reveals the 85<sup>th</sup> percentile parking demand for office is 55 vehicles (2.98 per 1,000 square feet) and the 85<sup>th</sup> percentile parking demand for retail is 33 vehicles (4.44 per 1,000 square feet), for a total demand of 88 vehicles which can be accommodated by the proposed parking.
- ➤ The passenger vehicle parking spaces are designed to be 9 feet wide and 18 feet deep, served by a 25-foot aisle. The site circulation has been designed in accordance with the Township requirements and standard engineering practices.

Based on this review, it is concluded that safe and efficient access and circulation can be provided to the site with reasonable and prudent driver behavior. Consequently, from a traffic engineering perspective, the site is particularly well suited for the proposed development.



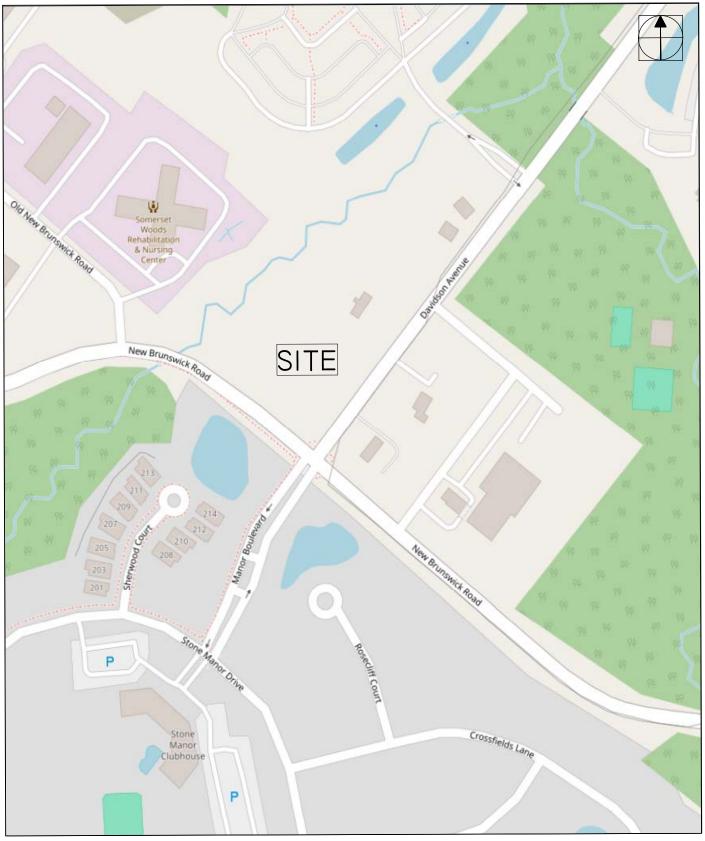
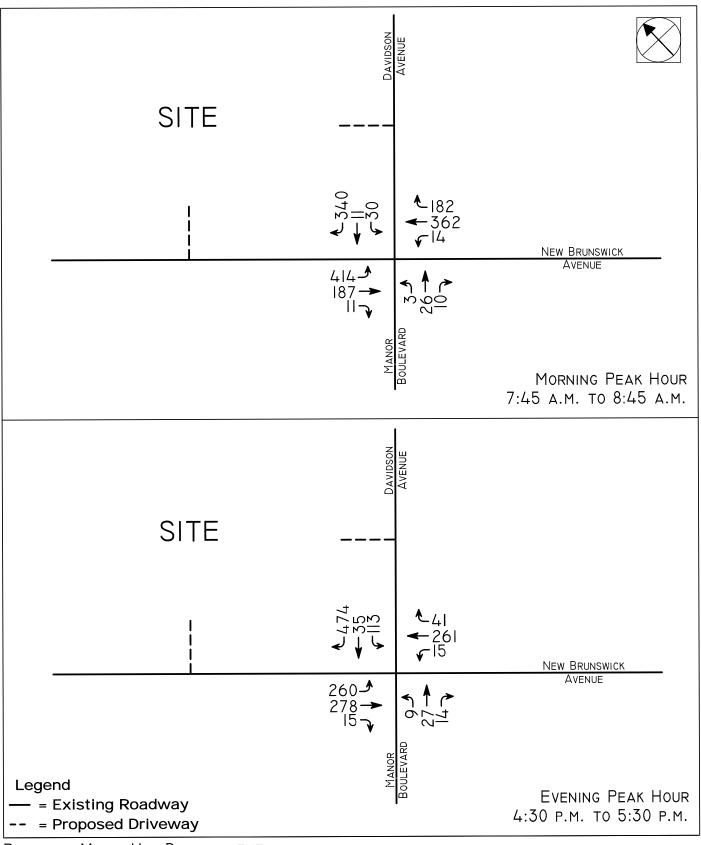
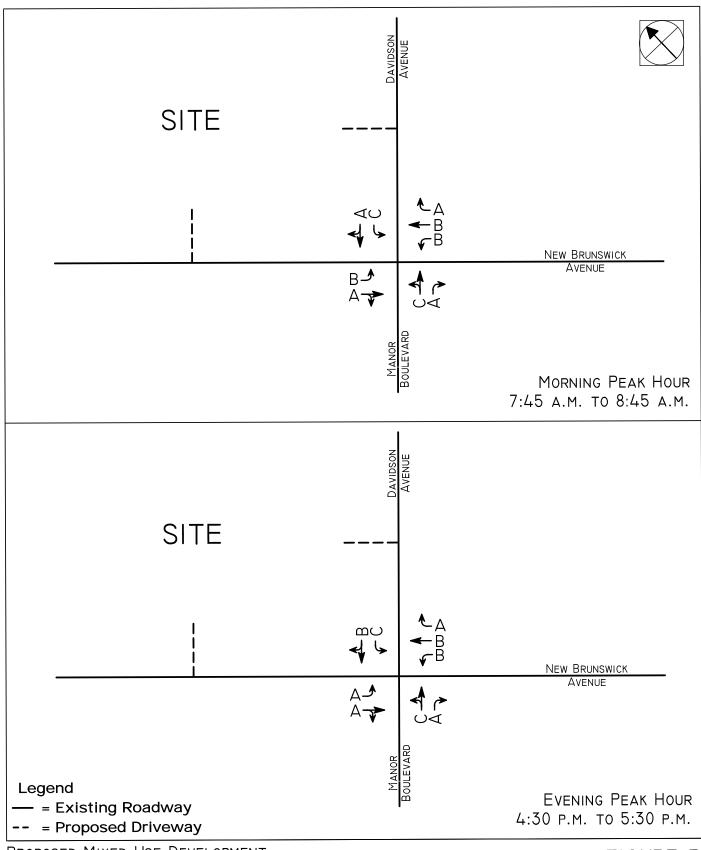


FIGURE I

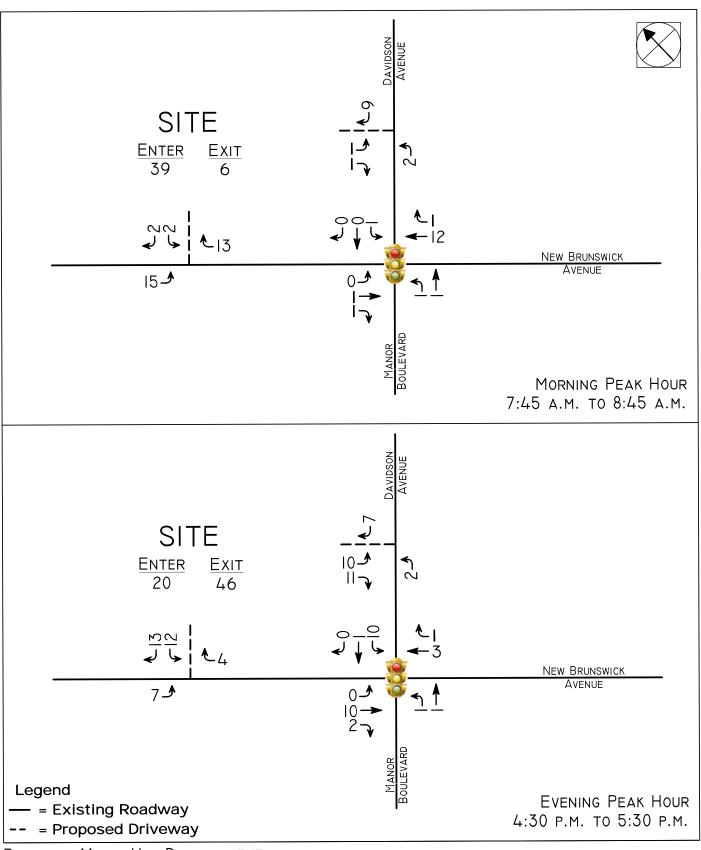




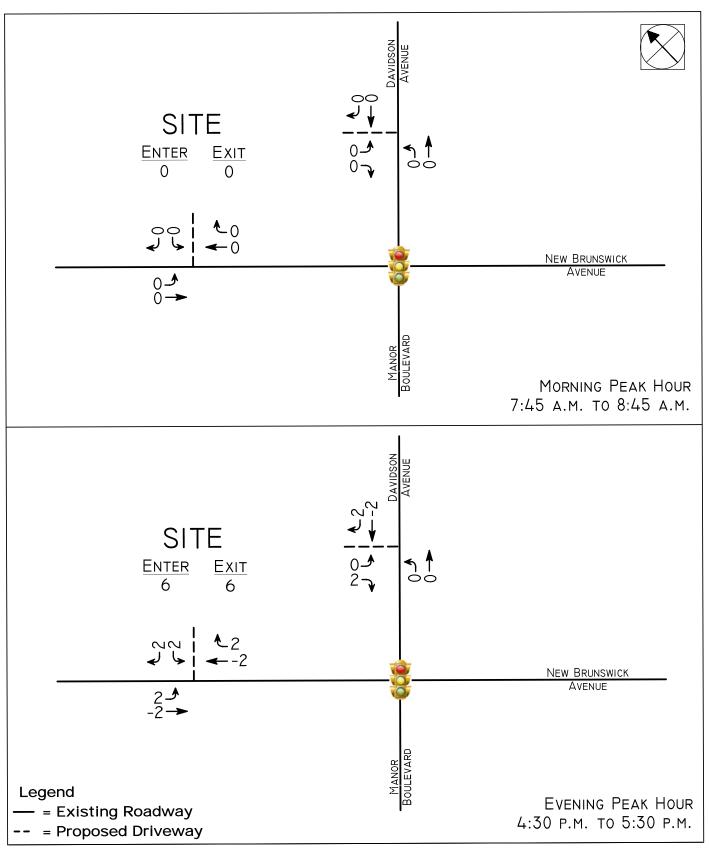




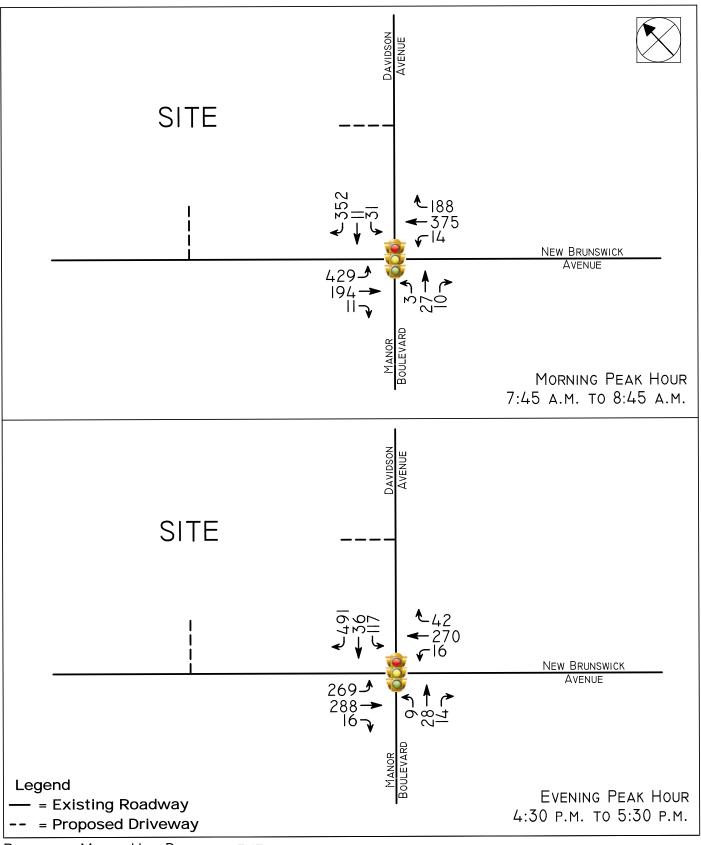




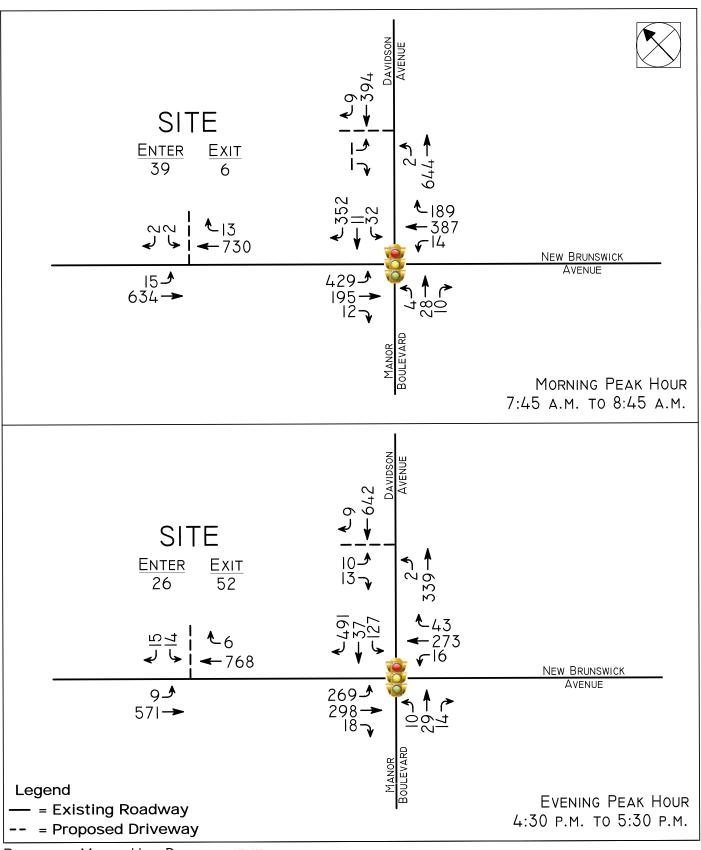




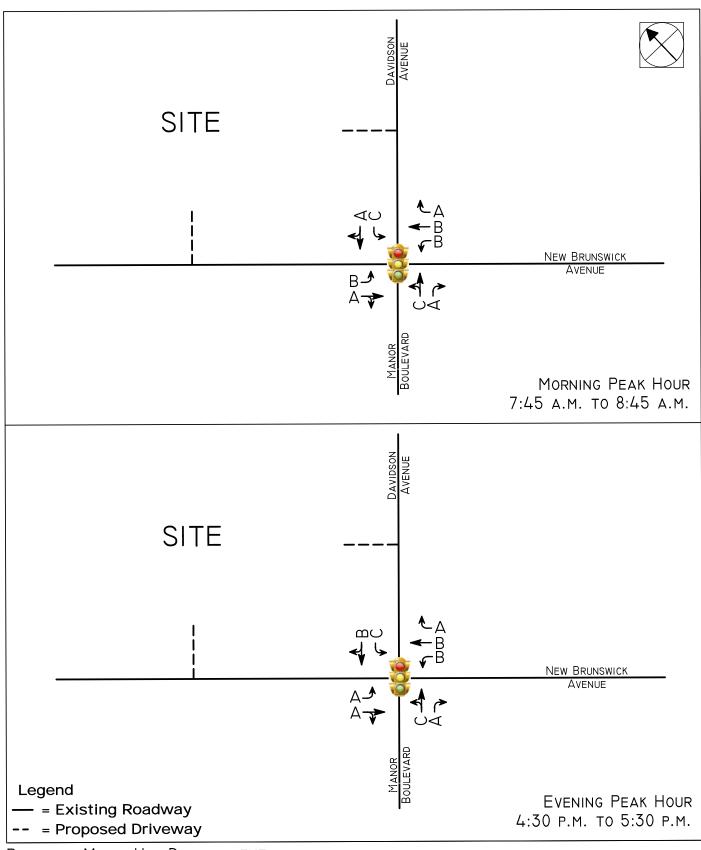




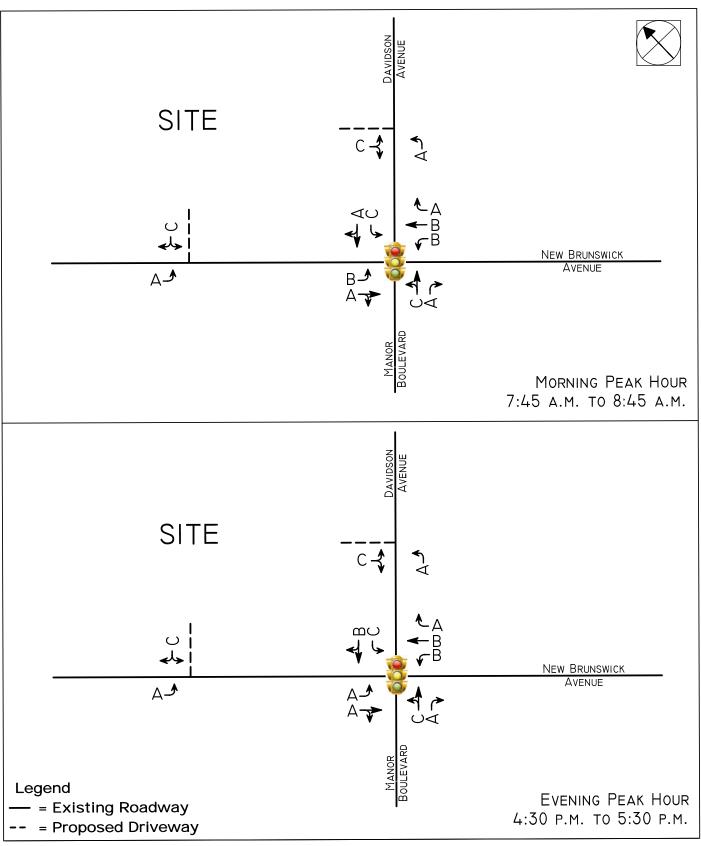














# **Intersection Turning Movement Count**

Location: Manor Blvd/Davidson Ave & New Brunswick Rd

 City:
 Somerset
 Project ID:
 24-340019-001

 Control:
 Signalized
 Date:
 2/8/2024

#### **Data - Total**

NS/EW Streets:	М	anor Blvd/D	avidson Ave	ġ.	Ma	anor Blvd/Da	avidson Ave	9		New Bruns	swick Rd			New Bruns	swick Rd		
		NORTH	BOUND			SOUTHI	BOUND			EASTB	OUND			WESTB	OUND		
AM	0.5	0.5	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	2	1	0	2	3	86	0	46	37	0	0	0	103	15	0	296
7:15 AM	1	8	0	0	4	2	103	0	75	43	0	0	2	113	11	0	362
7:30 AM	0	8	4	0	2	1	60	0	77	45	1	0	0	81	29	0	308
7:45 AM	0	2	2	0	13	2	87	0	120	68	2	0	5	98	30	0	429
8:00 AM 8:15 AM	1 2	12 7	3 5	0	6 7	3	92 77	0 0	100 92	51 35	4	0	3	87 84	41 55	0 0	401 368
8:30 AM	0	5	0	0	4	5 5	84	0	92 102	33	5	0	5	93	56	0	392
8:45 AM	1	9	3	0	3	5	90	0	81	33 43	1	0	2	93 70	47	0	355
O.TJ AIT	1	9	3	U	,	3	90	U	01	73	1	U	2	70	7/	U	333
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	53	18	0	41	22	679	0	693	355	13	0	18	729	284	0	2911
APPROACH %'s:	7.79%	68.83%	23.38%	0.00%	5.53%	2.96%	91.51%	0.00%	65.32%	33.46%	1.23%	0.00%	1.75%	70.71%	27.55%	0.00%	
PEAK HR :		07:45 AM -															TOTAL
PEAK HR VOL :	3	26	10	0	30	11	340	0	414	187	11	0	14	362	182	0	1590
PEAK HR FACTOR :	0.375	0.542	0.500	0.000	0.577	0.550	0.924	0.000	0.863	0.688	0.550	0.000	0.700	0.923	0.813	0.000	0.927
		0.6	09			0.93	34			0.80	)5			0.90	)6		
		NODTH	IROLIND			COLITHI	BOLIND			EACTR	OLIND			WECTE	OLIND		1
DΜ	0.5	NORTH		0	1	SOUTHI		0	1	EASTB		0	1	WESTB		0	
PM	0.5 NI	0.5	1	0 NU	1 SI	1	0	0 SU	1 Fl	1	0	0 FU	1 WI	1	1	0 WU	TOTAL
	NL	0.5 NT	1 NR	NU	SL	1 ST	<mark>0</mark> SR	SU	EL	1 ET	0 ER	EU	WL	1 WT	1 WR	WU	TOTAL 394
4:00 PM		0.5	1	NU 0	SL 22	1	0 SR 110		EL 67	1 ET 85	0		_	1 WT 65	1 WR 6		394
	NL 3	0.5 NT 11	1 NR 3	NU	SL	1 ST 12	<mark>0</mark> SR	SU 0	EL	1 ET	0 ER	EU 0	WL 6	1 WT	1 WR	WU 0	
4:00 PM 4:15 PM	NL 3	0.5 NT 11 6	1 NR 3 3	NU 0 0	SL 22 19	1 ST 12 7	0 SR 110 96	SU 0 0	EL 67 62	1 ET 85 79 73 58	0 ER 4 6	EU 0 0	WL 6 8	1 WT 65 73 76 58	1 WR 6 10	WU 0 0	394 371
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 3 2 1	0.5 NT 11 6 6	1 NR 3 3 7	NU 0 0 0	SL 22 19 23	1 ST 12 7 12	0 SR 110 96 117 111 120	SU 0 0	EL 67 62 77	1 ET 85 79 73	0 ER 4 6 5	0 0 0	WL 6 8	1 WT 65 73 76	1 WR 6 10 18	WU 0 0 0	394 371 418 338 403
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 3 2 1 4	0.5 NT 11 6 6 10 5 6	1 NR 3 3 7 2 2 3	NU 0 0 0 0 0	SL 22 19 23 22 38 30	1 ST 12 7 12 6 9 8	0 SR 110 96 117 111 120 126	SU 0 0 0 0	EL 67 62 77 53 71 59	1 ET 85 79 73 58 73 74	0 ER 4 6 5	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1	1 WT 65 73 76 58 70 57	1 WR 6 10 18 9 8 6	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 3 2 1 4 3 1 2	0.5 NT 11 6 6 10 5 6 7	1 NR 3 3 7 2 2 2 3 0	NU 0 0 0 0 0	SL 22 19 23 22 38 30 24	1 ST 12 7 12 6 9 8 6	0 SR 110 96 117 111 120 126 129	SU 0 0 0 0 0	EL 67 62 77 53 71 59 59	1 ET 85 79 73 58 73 74 81	0 ER 4 6 5	EU 0 0 0 0 0	WL 6 8 3 1	1 WT 65 73 76 58 70 57 58	1 WR 6 10 18 9 8 6	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 3 2 1 4 3 1 2 4	0.5 NT 11 6 6 10 5 6 7 5	1 NR 3 3 7 2 2 2 3 0 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18	1 ST 12 7 12 6 9 8 6 6	0 SR 110 96 117 111 120 126 129 106	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40	1 ET 85 79 73 58 73 74 81 84	0 ER 4 6 5 4 1 5 2	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2	1 WT 65 73 76 58 70 57 58 59	1 WR 6 10 18 9 8 6 8 5	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 2 1 4 3 1 2	0.5 NT 11 6 6 10 5 6 7 5	1 NR 3 3 7 2 2 3 0 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18 31	1 ST 12 7 12 6 9 8 6 6 6	0 SR 110 96 117 111 120 126 129 106	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45	1 ET 85 79 73 58 73 74 81 84	0 ER 4 6 5 4 1 5 2 1 3	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2 3 3	1 WT 65 73 76 58 70 57 58 59	1 WR 6 10 18 9 8 6 8 5	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 3 2 1 4 3 1 2 4	0.5 NT 11 6 6 10 5 6 7 5	1 NR 3 3 7 2 2 2 3 0 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18	1 ST 12 7 12 6 9 8 6 6	0 SR 110 96 117 111 120 126 129 106	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40	1 ET 85 79 73 58 73 74 81 84	0 ER 4 6 5 4 1 5 2	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2	1 WT 65 73 76 58 70 57 58 59	1 WR 6 10 18 9 8 6 8 5	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 2 1 4 3 1 2 4	0.5 NT 11 6 6 10 5 6 7 5	1 NR 3 3 7 2 2 3 0 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18 31	1 ST 12 7 12 6 9 8 6 6 6	0 SR 110 96 117 111 120 126 129 106	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45	1 ET 85 79 73 58 73 74 81 84	0 ER 4 6 5 4 1 5 2 1 3	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2 3 3	1 WT 65 73 76 58 70 57 58 59	1 WR 6 10 18 9 8 6 8 5	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 2 1 4 3 1 2 4 2 1	0.5 NT 11 6 6 10 5 6 7 5 2 4	1 NR 3 3 7 2 2 3 0 2 3 5	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18 31 25	1 ST 12 7 12 6 9 8 6 6 4 5	0 SR 110 96 117 111 120 126 129 106 120 101	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45 35	1 ET 85 79 73 58 73 74 81 84 77 54	0 ER 4 6 5 4 1 5 2 1 3 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2 2 3 6 6	1 WT 65 73 76 58 70 57 58 59 59	1 WR 6 10 18 9 8 6 8 5 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348 293
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 3 2 1 4 3 1 2 4 2 1 NL	0.5 NT 11 6 6 10 5 6 7 5 2 4	1 NR 3 3 7 2 2 2 3 0 2 3 5	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18 31 25 SL	1 ST 12 7 12 6 9 8 6 6 4 5	0 SR 110 96 117 111 120 126 129 106 120 101	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45 35	1 ET 85 79 73 58 73 74 81 84 77 54	0 ER 4 6 5 4 1 5 2 1 3 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 1 3 8 2 2 2 3 6 WL	1 WT 65 73 76 58 70 57 58 59 53 49	1 WR 6 10 18 9 8 6 8 5 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348 293
4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.00%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 53.91%	1 NR 3 3 7 2 2 2 3 0 2 3 5 NR 30 26.09%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 38 30 24 18 31 25 SL 252 17.22%	1 ST 12 7 12 6 9 8 6 6 6 4 5 ST 75 5.13%	0 SR 110 96 117 111 120 126 129 106 120 101 SR 1136 77.65%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45 35 EL 568 42.45%	1 ET 85 79 73 58 73 74 81 84 77 54 ET 738 55.16%	0 ER 4 6 5 4 1 5 2 1 3 1 ER 32 2.39%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2 3 6 WL 42 5.66%	1 WT 65 73 76 58 70 57 58 59 53 49 WT 618 83.29%	1 WR 6 10 18 9 8 6 8 5 5 7 WR 82 11.05%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348 293 TOTAL 3658
4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.00%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 53.91% 04:30 PM -	1 NR 3 3 7 2 2 3 0 2 3 5 NR 30 26.09% 05:30 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 22 38 30 24 18 31 25 SL 252 17.22%	1 ST 12 7 12 6 9 8 6 6 4 5 ST 75 5.13%	0 SR 110 96 117 111 120 126 129 106 120 101 SR 1136 77.65%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45 35 EL 568 42.45%	1 ET 85 79 73 58 73 74 81 84 77 54 ET 738 55.16%	0 ER 4 6 5 4 1 5 2 1 3 1 ER 32 2.39%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2 3 6 WL 42 5.66%	1 WT 65 73 76 58 70 57 58 59 53 49 WT 618 83.29%	1 WR 6 10 18 9 8 6 8 5 5 7 WR 82 11.05%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348 293 TOTAL 3658
4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.00%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 53.91%	1 NR 3 3 7 2 2 2 3 0 2 3 5 NR 30 26.09% 05:30 PM 14 0.500	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 22 19 23 38 30 24 18 31 25 SL 252 17.22%	1 ST 12 7 12 6 9 8 6 6 6 4 5 ST 75 5.13%	0 SR 110 96 117 111 120 126 129 106 120 101 SR 1136 77.65%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 67 62 77 53 71 59 59 40 45 35 EL 568 42.45%	1 ET 85 79 73 58 73 74 81 84 77 54 ET 738 55.16%	0 ER 4 6 5 4 1 5 2 1 3 1 ER 32 2.39%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 3 8 2 2 3 6 WL 42 5.66%	1 WT 65 73 76 58 70 57 58 59 53 49 WT 618 83.29%	1 WR 6 10 18 9 8 6 8 5 5 7 WR 82 11.05%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	394 371 418 338 403 383 378 332 348 293 TOTAL 3658

# **Intersection Turning Movement Count**

Location: Manor Blvd/Davidson Ave & New Brunswick Rd

City: SomersetProject ID: 24-340019-001Control: SignalizedDate: 2/8/2024

#### Data - Cars

NS/EW Streets:	M	anor Blvd/D	avidson Ave	2	Ma	anor Blvd/D	avidson Ave	2		New Bruns	swick Rd			New Bruns	swick Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	0.5	0.5	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	2	1	0	2	3	82	0	45	33	0	0	0	94	15	0	278
7:15 AM	1	8	0	0	4	2	101	0	74	41	0	0	2	112	10	0	355
7:30 AM	0	8	4	0	2	1	56	0	76	44	1	0	0	78	29	0	299
7:45 AM	0	2	2	0	13	1	83	0	118	62	2	0	5	95	30	0	413
8:00 AM	1	11	3	0	5	1	90	0	100	51	3	0	3	86	41	0	395
8:15 AM	2	7	5	0	7	3	73	0	90	35	0	0	1	83	55	0	361
8:30 AM	0	5	0	0	4	5	82	0	100	32	5	0	5	92	55	0	385
8:45 AM	1	9	3	0	3	5	90	0	79	40	1	0	1	67	46	0	345
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	6	52	18	0	40	21	657	0	682	338	12	0	17	707	281	0	2831
APPROACH %'s:	7.89%	68.42%	23.68%	0.00%	5.57%	2.92%	91.50%	0.00%	66.09%	32.75%	1.16%	0.00%	1.69%	70.35%	27.96%	0.00%	
PEAK HR :		07:45 AM -		_												_	TOTAL
PEAK HR VOL :	3	25	10	0	29	10	328	0	408	180	10	0	14	356	181	0	1554
PEAK HR FACTOR :	0.375	0.568	0.500	0.000	0.558	0.500	0.911	0.000	0.864	0.726	0.500	0.000	0.700	0.937	0.823	0.000	0.941
		0.63	33			0.9	46			0.83	21			0.90	06		0.5 .1
DNA	0.5	NORTH		,		SOUTH		,		EASTE	OUND	,	,	WESTE		,	
PM	0.5	0.5	1	0	1	1	0	0	1	1	0	0	1	1	1	0	<b></b>
	NL	0.5 NT	1 NR	NU	SL	1 ST	<mark>0</mark> SR	SU	EL	1 ET	0 ER	EU	WL	1 WT	1 WR	WU	TOTAL
4:00 PM	NL 3	0.5 NT 11	1 NR 3	NU 0	SL 20	1 ST 12	0 SR 110	SU 0	EL 66	1 ET 83	0	EU 0	WL 6	1 WT 64	1 WR 6	WU 0	388
4:00 PM 4:15 PM	NL	0.5 NT 11 6	1 NR 3 3	NU 0 0	SL 20 18	1 ST 12 7	0 SR 110 95	SU 0 0	66 61	1 ET 83 74	0 ER 4 6	0 0	WL 6 8	1 WT 64 69	1 WR 6 9	0 0	388 358
4:00 PM 4:15 PM 4:30 PM	NL 3	0.5 NT 11 6 6	1 NR 3 3 7	NU 0 0 0	SL 20 18 23	1 ST 12 7 12	0 SR 110 95 115	SU 0 0	EL 66 61 76	1 ET 83 74 73	0 ER 4 6 5	0 0 0	WL 6	1 WT 64 69 76	1 WR 6 9 17	0 0 0	388 358 414
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 3 2 1 4	0.5 NT 11 6 6 10	1 NR 3 3 7 2	NU 0 0 0 0	SL 20 18 23 21	1 ST 12 7 12 6	0 SR 110 95 115 110	SU 0 0 0	EL 66 61 76 53	1 ET 83 74 73 57	0 ER 4 6	EU 0 0 0 0	WL 6 8	1 WT 64 69 76 58	1 WR 6 9 17 9	WU 0 0 0 0	388 358 414 335
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 3	0.5 NT 11 6 6 10 5	1 NR 3 3 7 2	NU 0 0 0 0	SL 20 18 23 21 38	1 ST 12 7 12 6	0 SR 110 95 115 110	SU 0 0 0 0	EL 66 61 76 53	1 ET 83 74 73 57 73	0 ER 4 6 5	EU 0 0 0 0 0 0 0	WL 6 8 3 1	1 WT 64 69 76 58 70	1 WR 6 9 17 9	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 3 2 1 4 3 1	0.5 NT 11 6 6 10 5 6	1 NR 3 3 7 2 2 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30	1 ST 12 7 12 6 9 8	0 SR 110 95 115 110 120 125	SU 0 0 0 0 0	EL 66 61 76 53 71 58	1 ET 83 74 73 57 73 73	0 ER 4 6 5	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8	1 WT 64 69 76 58 70 56	1 WR 6 9 17 9 8 6	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 3 2 1 4 3 1 2	0.5 NT 11 6 6 10 5 6 7	1 NR 3 3 7 2 2 2 3 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24	1 ST 12 7 12 6 9 8 6	0 SR 110 95 115 110 120 125 128	SU 0 0 0 0 0	EL 66 61 76 53 71 58 56	1 ET 83 74 73 57 73 73 81	0 ER 4 6 5	EU 0 0 0 0 0	WL 6 8 3 1 2 8 2	1 WT 64 69 76 58 70 56 58	1 WR 6 9 17 9 8 6 8	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 3 2 1 4 3 1 2 4	0.5 NT 11 6 6 10 5 6 7 5	1 NR 3 3 7 2 2 2 3 0 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18	1 ST 12 7 12 6 9 8 6 6	0 SR 110 95 115 110 120 125 128 106	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 66 61 76 53 71 58 56 40	1 ET 83 74 73 57 73 73 81 84	0 ER 4 6 5 4 1 5 2	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2	1 WT 64 69 76 58 70 56 58 58	1 WR 6 9 17 9 8 6 8 5	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 2 1 4 3 1 2 4 2	0.5 NT 11 6 6 10 5 6 7 5	1 NR 3 3 7 2 2 2 3 0 2 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31	1 ST 12 7 12 6 9 8 6 6 6	0 SR 110 95 115 110 120 125 128 106 119	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 66 61 76 53 71 58 56 40 45	1 ET 83 74 73 57 73 73 81 84	0 ER 4 6 5 4 1 5 2 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 3	1 WT 64 69 76 58 70 56 58 58 58	1 WR 6 9 17 9 8 6 8 5	WU 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 3 2 1 4 3 1 2 4	0.5 NT 11 6 6 10 5 6 7 5 2 4	1 NR 3 3 7 2 2 3 0 2 3 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25	1 ST 12 7 12 6 9 8 6 6 4 5	0 SR 110 95 115 110 120 125 128 106 119	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 66 61 76 53 71 58 56 40 45 34	1 ET 83 74 73 57 73 73 81 84	0 ER 4 6 5 4 1 5 2 1 3 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6	1 WT 64 69 76 58 70 56 58 58 58 49	1 WR 6 9 17 9 8 6 8 5 4 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345 289
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 3 2 1 4 3 1 2 4 2 1	0.5 NT 11 6 6 10 5 6 7 5 2 4	1 NR 3 3 7 2 2 2 3 0 2 3 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25	1 ST 12 7 12 6 9 8 6 6 4 5	0 SR 110 95 115 110 120 125 128 106 119 100	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 66 61 76 53 71 58 56 40 45 34 EL	1 ET 83 74 73 57 73 73 81 84 76 53	0 ER 4 6 5 4 1 5 2 1 3 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6 WL	1 WT 64 69 76 58 70 56 58 58 58 53 49	1 WR 6 9 17 9 8 6 8 5 4 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 3 2 1 4 3 1 2 4 2 1 NL 23	0.5 NT 11 6 10 5 6 7 5 2 4	1 NR 3 3 7 2 2 2 3 0 2 3 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25 SL 248	1 ST 12 7 12 6 9 8 6 6 6 4 5	0 SR 110 95 115 110 120 125 128 106 119 100 SR 1128	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 666 61 76 53 71 58 56 40 45 34 EL 560	1 ET 83 74 73 57 73 81 84 76 53	0 ER 4 6 5 4 1 5 2 1 3 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6 WL 41	1 WT 64 69 76 58 70 56 58 58 53 49	1 WR 6 9 17 9 8 6 8 5 4 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345 289
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.18%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 54.39%	1 NR 3 3 7 2 2 2 3 0 2 3 4 NR 29 25.44%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25	1 ST 12 7 12 6 9 8 6 6 4 5	0 SR 110 95 115 110 120 125 128 106 119 100	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 66 61 76 53 71 58 56 40 45 34 EL	1 ET 83 74 73 57 73 73 81 84 76 53	0 ER 4 6 5 4 1 5 2 1 3 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6 WL	1 WT 64 69 76 58 70 56 58 58 58 53 49	1 WR 6 9 17 9 8 6 8 5 4 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345 289 TOTAL 3615
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.18%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 54.39%	1 NR 3 3 7 2 2 2 3 0 2 3 4 NR 29 25.44%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25 SL 248 17.09%	1 ST 12 7 12 6 9 8 6 6 6 4 5 ST 75 5.17%	0 SR 110 95 115 110 120 125 128 106 119 100 SR 1128 77.74%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 666 61 76 53 71 58 56 40 45 34 EL 560 42.46%	1 ET 83 74 73 57 73 73 81 84 76 53 ET 727 55.12%	0 ER 4 6 5 4 1 5 2 1 3 1 ER 32 2.43%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6 WL 41 5.61%	1 WT 64 69 76 58 70 56 58 58 53 49 WT 611 83.58%	1 WR 6 9 17 9 8 6 8 5 4 7 WR 79 10.81%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345 289 TOTAL 3615
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.18%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 54.39% 04:30 PM -	1 NR 3 3 7 2 2 3 0 2 3 4 NR 29 25.44% 05:30 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25 SL 248 17.09%	1 ST 12 7 12 6 9 8 6 6 4 5 ST 75 5.17%	0 SR 110 95 115 110 120 125 128 106 119 100 SR 1128 77.74%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 666 61 76 53 71 58 56 40 45 34 EL 560 42.46%	1 ET 83 74 73 57 73 73 81 84 76 53 ET 727 55.12%	0 ER 4 6 5 4 1 5 2 1 3 1 ER 32 2.43%	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6 WL 41 5.61%	1 WT 64 69 76 58 70 56 58 58 53 49 WT 611 83.58%	1 WR 6 9 17 9 8 6 8 5 4 7 WR 79 10.81%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345 289 TOTAL 3615
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 3 2 1 4 3 1 2 4 2 1 NL 23 20.18%	0.5 NT 11 6 6 10 5 6 7 5 2 4 NT 62 54.39%	1 NR 3 3 7 2 2 2 3 0 2 3 4 NR 29 25.44% 0.530 PM 14 0.500	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 20 18 23 21 38 30 24 18 31 25 SL 248 17.09%	1 ST 12 7 12 6 9 8 6 6 6 4 5 ST 75 5.17%	0 SR 110 95 115 110 120 125 128 106 119 100 SR 1128 77.74%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 666 61 76 53 71 58 56 40 45 34 EL 560 42.46%	1 ET 83 74 73 57 73 73 81 84 76 53 ET 727 55.12%	0 ER 4 6 5 4 1 5 2 1 3 1 ER 32 2.43%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 8 3 1 2 8 2 2 3 6 WL 41 5.61%	1 WT 64 69 76 58 70 56 58 58 53 49 WT 611 83.58%	1 WR 6 9 17 9 8 6 8 5 4 7 WR 79 10.81%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	388 358 414 335 402 379 374 331 345 289 TOTAL 3615

# **Intersection Turning Movement Count**

Location: Manor Blvd/Davidson Ave & New Brunswick Rd

City:SomersetProject ID:24-340019-001Control:SignalizedDate:2/8/2024

#### Data - HT

NS/EW Streets:	М	anor Blvd/D	avidson Ave	2	Ma	anor Blvd/D	avidson Ave	9		New Bruns	swick Rd			New Bruns	swick Rd		
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	0.5	0.5	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	ĒL	ĒT	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	Ö	0	ő	0	2	0	ő	1	Ŏ	0	Ö	0	0	0	3
7:30 AM	0	0	Ô	0	0	Ô	3	0	Ô	1	Ô	0	0	2	0	Ô	6
7:45 AM	Ô	0	Ô	0	0	1	1	0	1	3	n o	Ô	Ô	2	0	0	8
8:00 AM	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	5
8:15 AM	0	0	Ö	0	Ō	Ö	ī	0	2	Ö	Ō	0	Ô	Ō	Ö	0	3
8:30 AM	Ô	0	Ô	0	0	0	2	0	2	1	Ô	0	0	Ô	1	0	6
8:45 AM	0	0	Ô	0	Ö	0	0	0	1	0	Ô	0	1	0	1	0	3
0.137.11	•	•	·	Ů			•		-	•	•	Ĭ	-	•	-		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	1	0	0	1	1	12	0	6	6	1	0	1	5	2	0	36
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	7.14%	7.14%	85.71%	0.00%	46.15%	46.15%	7.69%	0.00%	12.50%	62.50%	25.00%	0.00%	
PEAK HR :		07:45 AM -			_												TOTAL
PEAK HR VOL :	0	1	0	0	1	1	5	0	5	4	1	0	0	3	1	0	22
PEAK HR FACTOR:	0.000	0.250	0.000	0.000	0.250	0.250	0.625	0.000	0.625	0.333	0.250	0.000	0.000	0.375	0.250	0.000	0.600
		0.2				0.8				0.62	25			0.50			0.688
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
PM	0.5		IBOUND 1	0	1	SOUTH 1		0	1	EASTB 1	OUND 0	0	1	WESTE	BOUND 1	0	
PM	0.5 NL	NORTH 0.5 NT	1	0 NU			0		_	1		0 EU	1 WL	1	1		TOTAL
<b>PM</b>		0.5		0 NU 0	1 SL 1	1		0 SU 0	1 EL 1		0		_			0 WU 0	TOTAL 2
	NL	0.5 NT	1 NR	NU	SL	1 ST	0 SR	SU	_	1 ET	0 ER	EU	WL	1 WT	1 WR	WU	
4:00 PM	NL 0	0.5 NT 0	1 NR 0	NU 0	SL 1	1 ST 0	0 SR	SU 0	EL 1	1 ET 0	0 ER 0	EU 0	WL 0	1 WT	1 WR	WU 0	2
4:00 PM 4:15 PM	NL 0 0	0.5 NT 0 0	1 NR 0 0	NU 0 0	SL 1 1	1 ST 0 0	0 SR 0 1	SU 0 0	EL 1	1 ET 0 2	0 ER 0 0	0 0	WL 0 0	1 WT 0 0	1 WR	0 0	2 4
4:00 PM 4:15 PM 4:30 PM	NL 0 0 0	0.5 NT 0 0	1 NR 0 0 0	NU 0 0 0	SL 1 1 0	1 ST 0 0 0	0 SR 0 1	SU 0 0 0	EL 1 0 1	1 ET 0 2 0	0 ER 0 0	0 0 0	WL 0 0 0	1 WT 0 0 0	1 WR 0 0 1	0 0 0	2 4 2
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0	0.5 NT 0 0 0	1 NR 0 0 0	NU 0 0 0 0	SL 1 1 0 0	1 ST 0 0 0 0	0 SR 0 1 0	SU 0 0 0 0	EL 1 0 1 0 0	1 ET 0 2 0 0	0 ER 0 0 0	EU 0 0 0 0	WL 0 0 0	1 WT 0 0 0 0	1 WR 0 0 1	WU 0 0 0 0	2 4 2 1
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0	0.5 NT 0 0 0 0	1 NR 0 0 0 0 0	NU 0 0 0 0	SL 1 1 0 0	1 ST 0 0 0 0 0	0 SR 0 1 0 1	SU 0 0 0 0	EL 1 0 1 0 0	1 ET 0 2 0 0	0 ER 0 0 0	EU 0 0 0 0 0 0 0 0	WL 0 0 0 0 0	1 WT 0 0 0 0	1 WR 0 0 1 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 1 0 1 0	SU 0 0 0 0	EL 1 0 1 0 0	1 ET 0 2 0 0 0	0 ER 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0	1 WR 0 0 1 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0 0	NU 0 0 0 0 0	SL 1 1 0 0 0	1 ST 0 0 0 0 0 0	0 SR 0 1 0 1 0 0	SU 0 0 0 0 0	EL 1 0 1 0 0 0 1 1 1 1	1 ET 0 2 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0	1 WR 0 0 1 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 1 1 1 0 1 1 1 1 0 1	1 ET 0 2 0 0 0 1 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 1 0	1 WR 0 0 1 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 2 0 0 0 1 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 1 0 1 0 1	1 WR 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2 3
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 2 0 0 0 1 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 1 0 1	1 WR 0 0 1 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 SL 2	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0 0 1 1	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 0 0 1 1 1 0 0 0 0 0 0 EL 4	1 ET 0 2 0 0 0 0 1 0 0 0 1	0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2 3
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0 1 1	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 2 0 0 0 1 0 0 0 1	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2 3 TOTAL 20
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 SL 2	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0 0 1 1	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 0 0 1 1 1 0 0 0 0 0 0 EL 4	1 ET 0 2 0 0 0 0 1 0 0 0 1	0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2 3
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 1 NR 1 100.00%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0 0 1 1 1 SR 4 66.67%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 1 0 0 1 1 1 0 0 0 0 0 0 EL 4 50.00%	1 ET 0 2 0 0 0 1 0 0 0 1 0 0 1 5 5 5 0 0 1	0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2 3 TOTAL 20
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 1 NR 1 100.00%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 SL 2 33.33%	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 1 0 1 0 0 0 0 0 1 1 1 SR 4 66.67%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 0 1 1 1 0 0 0 0 0 0 0 EL 4 50.00%	1 ET 0 2 0 0 0 0 1 0 0 0 1 0 0 1 5 5 6 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 1 1 0 0 0 WT 2 40.00%	1 WR 0 0 1 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1 1 2 3 TOTAL 20
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 1 NR 1 100.00%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 1 0 0 0 0 0 0 0 1 1 1 SR 4 66.67%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 1 0 1 1 0 0 1 1 1 0 0 0 0 0 0 EL 4 50.00%	1 ET 0 2 0 0 0 1 0 0 0 1 0 0 1 5 5 5 0 0 1	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 4 2 1 1 3 1 2 3 TOTAL 20

# **Intersection Turning Movement Count**

Location: Manor Blvd/Davidson Ave & New Brunswick Rd

City: Somerset Project ID: 24-340019-001
Control: Signalized Date: 2/8/2024

#### **Data - Buses**

-																	
NS/EW Streets:	M	1anor Blvd/[	Davidson Av	re	Ma	anor Blvd/D	Davidson Ave	9		New Bruns	swick Rd			New Bruns	swick Rd		
		NORTH	HBOUND			SOUTH	IBOUND			EASTB	OUND			WESTE	BOUND		
AM	0.5	0.5	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	ĒL	ĒT	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	1	4	0	0	0	9	0	0	16
7:15 AM	0	Ö	Ö	Õ	Ö	0	0	0	1	i	Ŏ	0	Ö	1	1	Õ	4
7:30 AM	0	Ö	ñ	Ö	0	Ô	1	Ô	1	Ō	Ô	0	0	1	0	Ô	3
7:45 AM	0	0	n o	0	0	0	3	n	1	3	n o	0	Ô	1	0	0	8
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	Ö	ő	Õ	Ö	Ö	3	Ô	Ö	Ö	Ŏ	0	Ô	1	ő	0	4
8:30 AM	Ô	Õ	Ô	Ö	Ö	0	0	Ô	0	Ô	Ô	0	0	1	0	0	1
8:45 AM	0	Ö	0	Õ	Ö	0	0	Ô	1	3	Ô	0	0	3	0	0	7
0.13741	·	· ·	•		Ŭ	•	· ·	•	_	3	•		Ŭ	•	•		,
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	0	10	0	5	11	0	0	0	17	1	0	44
APPROACH %'s:					0.00%	0.00%	100.00%	0.00%	31.25%	68.75%	0.00%	0.00%	0.00%	94.44%	5.56%	0.00%	
PEAK HR :		07:45 AM	- 08:45 AM														TOTAL
PEAK HR VOL :	0	0	0	0	0	0	7	0	1	3	0	0	0	3	0	0	14
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.250	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.420
						0.5				0.25				0.75			0.438
		NORTH	HBOUND			SOUTH	IBOUND			EASTB	OUND			WESTE	BOUND		
PM	0.5	NORTH 0.5	HBOUND 1	0	1	SOUTH 1	IBOUND 0	0	1	EASTB 1	OUND 0	0	1	WESTE	BOUND 1	0	
PM	0.5 NL			0 NU	1 SL			0 SU	1 EL			0 EU	1 WL			0 WU	TOTAL
<b>PM</b> 4:00 PM		0.5	1			1	0		_	1	0		_	1	1		TOTAL 4
	NL	0.5 NT	1 NR	NU	SL	1 ST	0 SR	SU	EL	1 ET	0 ER	EU	WL	1	1 WR	WU	
4:00 PM 4:15 PM 4:30 PM	NL 0	0.5 NT 0	1 NR 0	NU 0	SL 1	1 ST 0	O SR O	SU 0	EL	1 ET 2	0 ER 0	EU 0	WL 0	MT 1	1 WR	WU 0	4
4:00 PM 4:15 PM 4:30 PM	NL 0 0	0.5 NT 0 0	1 NR 0 0	NU 0 0	SL 1 0	1 ST 0 0	0 SR 0 0	SU 0 0	EL 0 1	1 ET 2 3	0 ER 0 0	0 0	WL 0 0	1 WT 1 4	1 WR 0 1	0 0	4 9
4:00 PM 4:15 PM	NL 0 0 0	0.5 NT 0 0 0	1 NR 0 0 0	NU 0 0 0	SL 1 0 0	1 ST 0 0 0	0 SR 0 0 2	SU 0 0 0	EL 0 1 0	1 ET 2 3	0 ER 0 0	0 0 0	WL 0 0 0	1 WT 1 4 0	1 WR 0 1 0	0 0 0	4 9 2
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0	0.5 NT 0 0 0	1 NR 0 0 0 0	NU 0 0 0 0	SL 1 0 0 1	1 ST 0 0 0	0 SR 0 0 2	SU 0 0 0 0	EL 0 1 0 0 0	1 ET 2 3 0 1	0 ER 0 0 0	EU 0 0 0 0	WL 0 0 0 0	1 WT 1 4 0 0	1 WR 0 1 0 0	WU 0 0 0 0	4 9 2 2
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0	0.5 NT 0 0 0 0	1 NR 0 0 0 0 0	NU 0 0 0 0	SL 1 0 0 1	1 ST 0 0 0 0 0	0 SR 0 0 2	SU 0 0 0 0	EL 0 1 0 0 0 0	1 ET 2 3 0 1	0 ER 0 0 0	EU 0 0 0 0 0 0 0	WL 0 0 0 0	1 WT 1 4 0 0	1 WR 0 1 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0 0	NU 0 0 0 0 0	SL 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 2 0 0	SU 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 2 3 0 1	0 ER 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0	1 WT 1 4 0 0 0	1 WR 0 1 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0 0	NU 0 0 0 0 0 0	SL 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 2 0 0	SU 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 2	1 ET 2 3 0 1 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0	1 WR 0 1 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 2 0 1 3
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0	SL 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 1	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 2 0 0	1 ET 2 3 0 1 0 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0	1 WT 1 4 0 0 0 0	1 WR 0 1 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 1 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 2 3 0 1 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 SL	1 ST 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 1 EL	1 ET 2 3 0 1 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 SL 2	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 0 0 0 5 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 1 EL 4	1 ET 2 3 0 1 0 0 0 0 0 1 0 0	0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 SL	1 ST 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 1 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 1 EL	1 ET 2 3 0 1 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0 1 1 1 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 SL 2	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 0 0 0 5 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 1 EL 4	1 ET 2 3 0 1 0 0 0 0 0 1 0 0	0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0 1 1
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 SL 2	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 0 0 0 5 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 1 EL 4	1 ET 2 3 0 1 0 0 0 0 0 1 0 0	0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0 1 1 1 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 1 1 0 0 0 0 0 0 0 0 0 SL 2 33.33%	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 0 0 0 5 8 8 4 66.67%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 EL 4 36.36%	1 ET 2 3 0 1 0 0 0 0 0 0 1 0 0 0 5 7 63.64%	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 2 0 1 3 0 1 1 1 TOTAL 23 TOTAL 5
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 SL 2 33.33%	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 2 0 0 1 1 1 0 0 0 SR 4 66.67%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 1 0 0 0 0 0 0 0 0 1 EL 4 4 36.36%	1 ET 2 3 0 1 0 0 0 0 0 0 1 0 0 0 5 5 7 6 6 6 6 7 7 7 7 7 7 7 8 7 8 7 8 7 8 7	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 9 2 2 0 1 3 0 1 1 1 TOTAL 23

# **Intersection Turning Movement Count**

Location: Manor Blvd/Davidson Ave & New Brunswick Rd

City: Somerset Project ID: 24-340019-001
Control: Signalized Date: 2/8/2024

#### **Data - Bikes**

NS/EW Streets:	١	Manor Blvd/[	Davidson Av	е	M	1anor Blvd/[	Davidson Av	ve		New Brur	nswick Rd			New Bru	nswick Rd		
AM	0.5	NORTH 0.5	HBOUND 1	0	1	SOUTI 1	HBOUND 0	0	1	EAST 1	BOUND 0	0	1	WEST	BOUND 1	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	ĒL	ĒT	ER	EU	WL	WΤ	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM 8:45 AM	0 0	0 0	0 0	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0 0	0
MA CF.0	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s:																	TOTAL
PEAK HR:	0	07:45 AM			_	0	0	0	_	^	0	0	_	0	^	^	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0
PEAK HK FACIUK :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
					-								•				
		NORTH	HBOUND			SOUTH	HBOUND			EAST	BOUND			WEST	BOUND		
PM	0.5	0.5	1	0	1	1	0	0	1	EAST 1	0	0	1	1	1	0	
PM	NL	0.5 NT	1 NR	NU	SL	1 ST	<mark>0</mark> SR	SU	EL	1 ET	0 ER	EU	WL	1 WT	1 WR	WU	TOTAL
4:00 PM	NL 0	0.5 NT 0	1 NR 0	NU 0	SL 0	1 ST 0	0 SR 0	SU 0	EL 0	1 ET 0	0 ER 0	EU 0	WL 0	1 WT 0	1 WR 0	WU 0	0
4:00 PM 4:15 PM	NL 0 0	0.5 NT 0 0	1 NR 0 0	NU 0 0	SL 0 0	1 ST 0 0	0 SR 0 0	SU 0 0	0 0	1 ET 0 0	0 ER 0 0	0 0	0 0	1 WT 0 0	1 WR 0 0	0 0	0
4:00 PM 4:15 PM 4:30 PM	NL 0 0 0	0.5 NT 0 0 0	1 NR 0 0 0	NU 0 0 0	SL 0 0 0	1 ST 0 0 0	0 SR 0 0	SU 0 0 0	0 0 0	1 ET 0 0 0	0 ER 0 0 0	0 0 0	0 0 0	1 WT 0 0 0	1 WR 0 0 0	0 0 0	0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0	0.5 NT 0 0 0 0	1 NR 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0	1 ST 0 0 0 0	0 SR 0 0 0	SU 0 0 0 0	0 0 0 0	1 ET 0 0 0 0	0 ER 0 0 0	0 0 0 0 0	WL 0 0 0 0	1 WT 0 0 0 0	1 WR 0 0 0	WU 0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0	0.5 NT 0 0 0 0	1 NR 0 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0 0 0 0 0	1 ST 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0	1 ET 0 0 0 0 0	0 ER 0 0 0	EU 0 0 0 0 0 0 0	WL 0 0 0 0	1 WT 0 0 0 0 0	1 WR 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0	1 WT 0 0 0 0 0	1 WR 0 0 0 0 0	WU 0 0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0 0	NU 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0	1 WT 0 0 0 0 0 0	1 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0	0.5 NT 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0 0	WL 0 0 0 0 0	1 WT 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0	1 NR 0 0 0 0 0 0	NU 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0	1 WT 0 0 0 0 0 0	1 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0	1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 TOTAL

# Intersection Turning Movement Count Location: Manor Blvd/Davidson Ave & New Brunswick Rd Project ID: 24-340019-001

City: Somerset **Date:** 2/8/2024

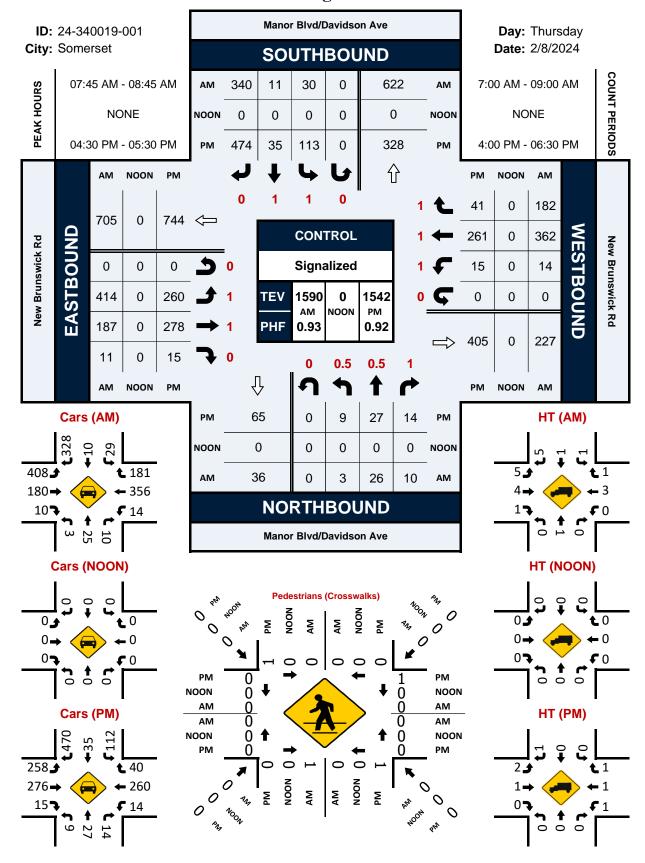
### **Data - Pedestrians (Crosswalks)**

NS/EW Streets:	Manor Blvd/	Davidson Ave	Manor Blvd/D	Davidson Ave	New Brur	nswick Rd	New Brun	swick Rd	
AM	NORT EB	TH LEG WB	SOUTI EB	H LEG WB	EAST NB	LEG SB	WEST NB	LEG SB	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 1 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	1 1 0 0 0 0 0	0 0 0 0 0 0	1 1 0 0 0 1 0
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	EB 0 <b>07:45 AM</b> 0	WB 0 - <b>08:45 AM</b> 0	EB 1 100.00% 1 0.250	WB 0 0.00% 0	NB 0	SB 0	NB 2 100.00%	SB 0 0.00%	TOTAL 3  TOTAL 1 0.250

PM	NORT	H LEG	SOUT	'H LEG	EAS <sup>-</sup>	T LEG	WES	Γ LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
6:00 PM	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	1	1	0	2	0	1	0	0	5
APPROACH %'s:	50.00%	50.00%	0.00%	100.00%	0.00%	100.00%			
PEAK HR:	04:30 PM	- 05:30 PM							TOTAL
PEAK HR VOL :	1	0	0	1	0	1	0	0	3
PEAK HR FACTOR :	0.250			0.250		0.250			0.375
	0.2	250	0.	250	0.	250			0.5/5

## Manor Blvd/Davidson Ave & New Brunswick Rd

### **Peak Hour Turning Movement Count**



# **General Office Building** (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

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

Setting/Location: General Urban/Suburban

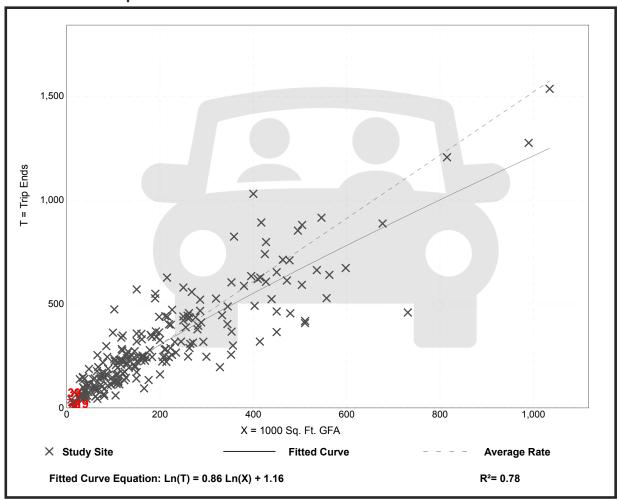
Number of Studies: 221 Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

#### **Data Plot and Equation**



# **General Office Building** (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

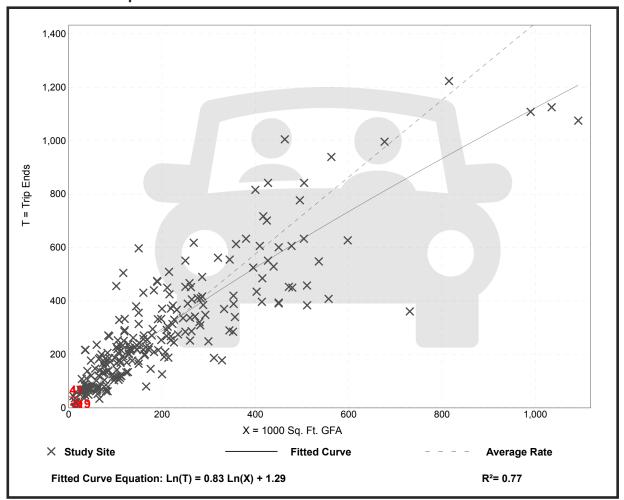
Number of Studies: 232 Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

#### **Data Plot and Equation**



Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GLA: 18

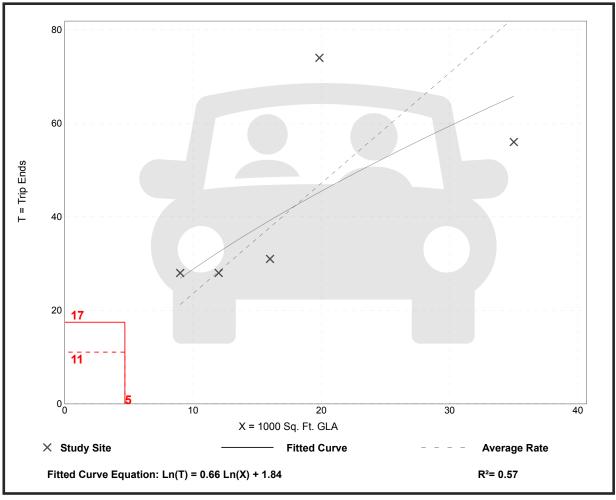
Directional Distribution: 60% entering, 40% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

#### **Data Plot and Equation**

#### Caution - Small Sample Size



1000 Sq. Ft. GLA **Vehicle Trip Ends vs:** 

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

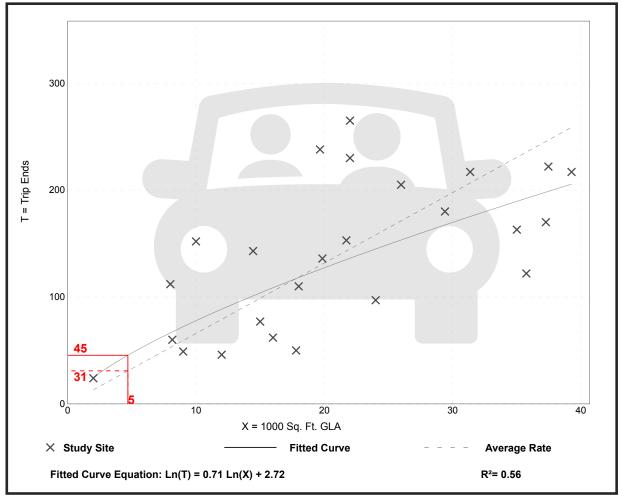
Number of Studies: Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

#### **Data Plot and Equation**



Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GLA: 18

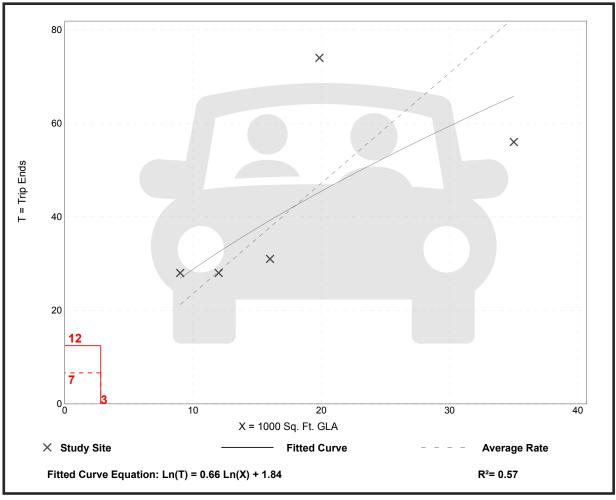
Directional Distribution: 60% entering, 40% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

#### **Data Plot and Equation**

#### Caution - Small Sample Size



1000 Sq. Ft. GLA **Vehicle Trip Ends vs:** 

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

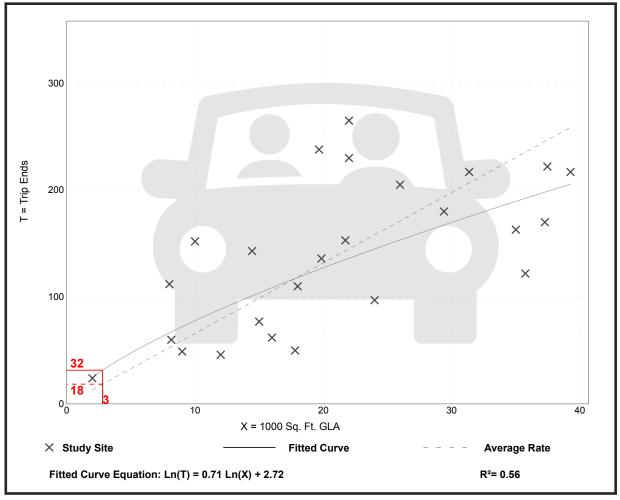
Number of Studies: Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

#### **Data Plot and Equation**





Exit

Total

Single-Use Trip Gen. Est.

3

35

39

**MULTI-USE DEVELOPMENT** Name of Dvlpt NPH Real Estate
Time Period AM Peak TRIP GENERATION AND INTERNAL CAPTURE SUMMARY LAND USE A Office ITE LU Code Size 18,568 SF Exit to External 3 **Total** External Internal 34 Enter 32 5 Exit 2 3 32 Total 39 35 Enter from External 10%. 90%. 100% 4% 1 28% 4% 1 28% 1 Demand Demand Demand 1 Balanced Balanced Balanced Balanced 29% 1 32% 1 29% 1 32% 2 Demand Demand LAND USE C Retail LAND USE BRCtarl 822 822 ITE LU Code ITE LU Code 4,690 SF 2.806 SF Exit to External Demand Demand Enter from External 20% 1 20% 1 Total Internal External Total Internal External Enter 5 Enter 2 2 2 2 3 Exit Exit 2 20% 1 20% 5 11 7 Total Total 3 Balanced Demand Enter from External Exit to External 1.00%. 367. 64%. 100% 577-43% **Net External Trips for Multi-Use Development** LAND USE A LAND USE B LAND USE C TOTAL Source: Kaku Associates, Inc. 32 5 2 39 Enter

7

11

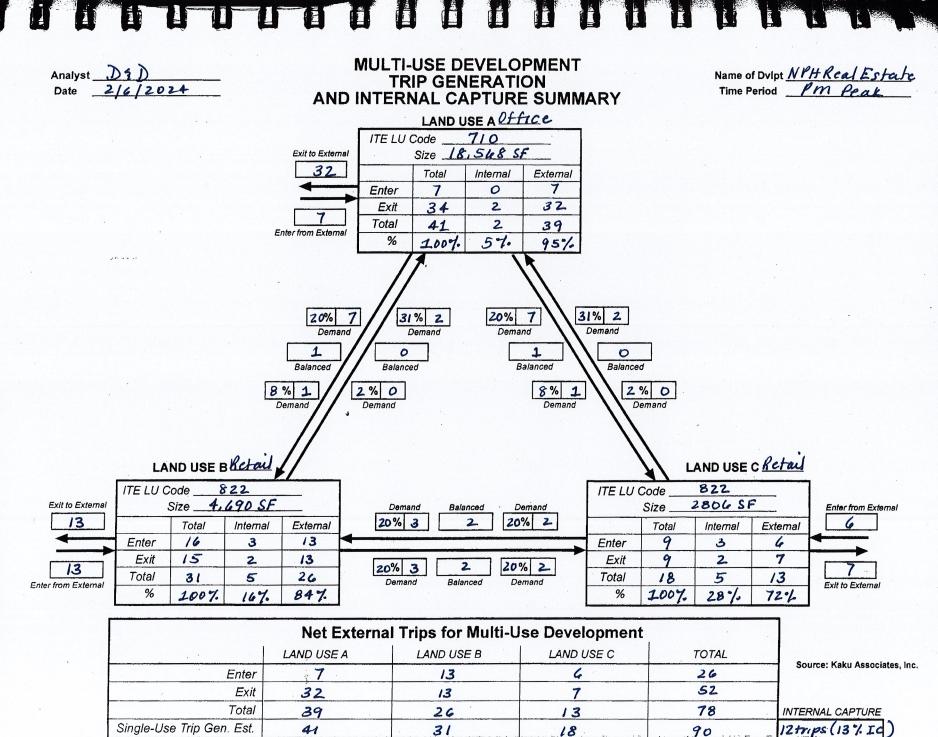
45

57

7

INTERNAL CAPTURE

12 trips (21% I.C



	۶	-	$\rightarrow$	•	•	•	•	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	£		7	<b>†</b>	7		4	7	ሻ	<del>(</del> Î	
Traffic Volume (vph)	414	187	11	14	362	182	3	26	10	30	11	340
Future Volume (vph)	414	187	11	14	362	182	3	26	10	30	11	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	10	10
Storage Length (ft)	280		0	125		160	0		125	130		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850			0.850		0.855	
Flt Protected	0.950			0.950				0.995		0.950		
Satd. Flow (prot)	1770	1718	0	1770	1863	1583	0	1821	1583	1752	1483	0
Flt Permitted	0.411			0.625				0.901		0.737		
Satd. Flow (perm)	766	1718	0	1164	1863	1583	0	1649	1583	1360	1483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				196			68		366	
Link Speed (mph)		35			35			25			45	
Link Distance (ft)		576			773			467			687	
Travel Time (s)		11.2			15.1			12.7			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	2%	4%	2%	3%	9%	2%
Adj. Flow (vph)	445	201	12	15	389	196	3	28	11	32	12	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	445	213	0	15	389	196	0	31	11	32	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		8	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	2.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Existing.syn D&D

### 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

	•	-	•	•	•	•	1	Ť	~	-	¥	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	54.0	50.0		35.0	35.0	35.0		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.68	0.62		0.44	0.44	0.44		0.22	0.22	0.22	0.22	
v/c Ratio	0.65	0.20		0.03	0.48	0.24		0.08	0.03	0.10	0.61	
Control Delay	10.7	6.8		13.1	18.5	3.1		25.3	0.1	25.8	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	10.7	6.8		13.1	18.5	3.1		25.3	0.1	25.8	8.5	
LOS	В	А		В	В	Α		С	Α	С	Α	
Approach Delay		9.4			13.3			18.7			9.8	
Approach LOS		А			В			В			Α	
Queue Length 50th (ft)	83	39		4	133	0		12	0	13	5	
Queue Length 95th (ft)	129	68		15	209	35		34	0	35	79	
Internal Link Dist (ft)		496			693			387			607	
Turn Bay Length (ft)	280			125		160			125	130		
Base Capacity (vph)	680	1076		509	815	802		371	408	306	617	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.65	0.20		0.03	0.48	0.24		0.08	0.03	0.10	0.61	

#### **Intersection Summary**

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80 Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.65

Intersection Signal Delay: 11.1 Intersection LOS: B Intersection Capacity Utilization 107.4% ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Manor Boulevard/Davidson Avenue & New Brunswick Road



Synchro 11 Light Report Existing.syn D&D Page 2

Lane Group		ᄼ	-	$\rightarrow$	•	•	•	•	<b>†</b>	~	<b>&gt;</b>	ţ	4
Traffic Volume (ph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (ph)	Lane Configurations	7	ĵ»		*	<b>†</b>	7		4	7	*	ĵ.	
Ideal Flow (ryphpt)   1900	Traffic Volume (vph)	260		15	15		41	9		14	113		474
Lane Width (ft)	Future Volume (vph)	260	278	15	15	261	41	9	27	14	113	35	474
Storage Length (ft)   280   0   125   160   0   125   130   0   150   125   130   0   150   126   130   0   150   126   130   0   150   126   130   0   126   130   14	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Lanes	Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	10	10
Taper Length (ff)	Storage Length (ft)	280		0	125		160	0		125	130		0
Lane Ulii. Factor	Storage Lanes	1		0	1		1	0		1	1		0
Fith	Taper Length (ft)	25			25			25			25		
Fit Protected	Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satid. Flow (prof)   1770   1725   0   1687   1863   1583   0   1839   1583   1770   1495   0   1FI Permitted   0.515   0.568   70.303   0.732   0.7	Frt		0.992				0.850			0.850		0.860	
File Permitted   0.515	Flt Protected	0.950			0.950				0.987		0.950		
Sald, Flow (perm)   959   1725   0   1009   1863   1583   0   713   1583   1364   1495   0     Right Turn on Red	Satd. Flow (prot)	1770	1725	0	1687	1863	1583	0	1839	1583	1770	1495	0
Right Turn on Red	Flt Permitted	0.515			0.568				0.383		0.732		
Satid. Flow (RTOR)	Satd. Flow (perm)	959	1725	0	1009	1863	1583	0	713	1583	1364	1495	0
Link Speed (mph)	Right Turn on Red			Yes			Yes			Yes			Yes
Link Distance (ft)	Satd. Flow (RTOR)		6				68			68		515	
Travel Time (s)	Link Speed (mph)		30			30			30			30	
Peak Hour Factor   0.92   0.	Link Distance (ft)		576			773			467			687	
Heavy Vehicles (%)			13.1			17.6			10.6			15.6	
Adj. Flow (vph)         283         302         16         16         284         45         10         29         15         123         38         515           Shared Lane Traffic (%)         Lane Group Flow (vph)         283         318         0         16         284         45         0         39         15         123         553         0           Enter Blocked Intersection         No         Centure         12         12         12         12         12         12         12         12         12         12         12         12         12         12         12 </td <td>Peak Hour Factor</td> <td>0.92</td>	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)   Lane Group Flow (vph)   283   318   0   16   284   45   0   39   15   123   553   0     Enter Blocked Intersection   No   No   No   No   No   No   No	Heavy Vehicles (%)	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%
Lane Group Flow (vph)   283   318   0   16   284   45   0   39   15   123   553   0	Adj. Flow (vph)	283	302	16	16	284	45	10	29	15	123	38	515
Enter Blocked Intersection	Shared Lane Traffic (%)												
Left   Left   Right   Right   Median Width(fft)   12   12   12   12   12   12   12   1	Lane Group Flow (vph)	283	318	0	16	284	45	0	39	15	123	553	0
Median Width(ft)         12         13         16         15         16         15         10         10         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00	Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Link Offset(ff)         0         0         0         0         0           Crosswalk Width(ff)         16         16         16         16           Two way Left Turn Lane         Headway Factor         1.00         1.09         1.09         1.00	Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Crosswalk Width(fit)         16         16         16         16         16           Two way Left Turn Lane         Headway Factor         1.00         1.09         1.00	Median Width(ft)		12			12			12			12	
Two way Left Turn Lane   Headway Factor   1.00   1.09   1.09   1.00	Link Offset(ft)		0			0			0			0	
Headway Factor   1.00   1.09   1.09   1.00	Crosswalk Width(ft)		16			16			16			16	
Turning Speed (mph)         15         9         15         9         15         9         15         9           Turn Type         pm+pt         NA         Perm         NA         Perm         Perm         NA         Perm         Perm         NA         Perm         Perm         NA         NA         NA         NA         NA         NA         <	Two way Left Turn Lane												
Turn Type         pm+pt         NA         Perm         NA         Perm         Perm         NA         Perm         Perm         NA         Perm         <	Headway Factor		1.09	1.09		1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09
Protected Phases         7         4         8         2         2         6           Permitted Phases         4         8         8         2         2         2         6           Detector Phase         7         4         8         8         8         2         2         2         6         6           Switch Phase         Winimum Initial (s)         13.0         50.0         35.0         35.0         35.0         18.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0         24.0 <td>Turning Speed (mph)</td> <td>15</td> <td></td> <td>9</td> <td></td> <td></td> <td>9</td> <td>15</td> <td></td> <td>9</td> <td></td> <td></td> <td>9</td>	Turning Speed (mph)	15		9			9	15		9			9
Permitted Phases         4         8         8         2         2         6           Detector Phase         7         4         8         8         8         2         2         2         6         6           Switch Phase           Minimum Initial (s)         13.0         50.0         35.0         35.0         35.0         18.0         18.0         18.0         18.0         18.0         18.0         18.0         18.0         18.0         18.0         18.0         18.0         24.0 <td< td=""><td>Turn Type</td><td>pm+pt</td><td>NA</td><td></td><td>Perm</td><td>NA</td><td>Perm</td><td>Perm</td><td>NA</td><td>Perm</td><td>Perm</td><td>NA</td><td></td></td<>	Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Detector Phase       7       4       8       8       8       2       2       2       2       6       6         Switch Phase         Minimum Initial (s)       13.0       50.0       35.0       35.0       35.0       18.0       18.0       18.0       18.0         Minimum Split (s)       15.0       56.0       41.0       41.0       41.0       24.0       24.0       24.0       24.0       24.0         Total Split (s)       15.0       56.0       41.0       41.0       41.0       24.0	Protected Phases	7	4			8			2			6	
Switch Phase       Minimum Initial (s)       13.0       50.0       35.0       35.0       35.0       18.0       24.0	Permitted Phases	4			8		8	2		2	6		
Minimum Initial (s)         13.0         50.0         35.0         35.0         35.0         18.0         18.0         18.0         18.0           Minimum Split (s)         15.0         56.0         41.0         41.0         24.0	Detector Phase	7	4		8	8	8	2	2	2	6	6	
Minimum Split (s)         15.0         56.0         41.0         41.0         24.0         30.0%	Switch Phase												
Total Split (s)         15.0         56.0         41.0         41.0         41.0         24.0         30.0%	Minimum Initial (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Total Split (%)         18.8%         70.0%         51.3%         51.3%         51.3%         30.0%         40.0         4.	Minimum Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Maximum Green (s)       13.0       50.0       35.0       35.0       35.0       18.0       2.0       2.0       2.0       2.0 </td <td>Total Split (s)</td> <td>15.0</td> <td>56.0</td> <td></td> <td>41.0</td> <td>41.0</td> <td>41.0</td> <td>24.0</td> <td>24.0</td> <td>24.0</td> <td>24.0</td> <td>24.0</td> <td></td>	Total Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)       2.0       4.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0	Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	30.0%	30.0%	30.0%	30.0%	
All-Red Time (s)       0.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       2.0       0.0 <td>Maximum Green (s)</td> <td>13.0</td> <td>50.0</td> <td></td> <td>35.0</td> <td>35.0</td> <td>35.0</td> <td>18.0</td> <td>18.0</td> <td>18.0</td> <td>18.0</td> <td>18.0</td> <td></td>	Maximum Green (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Lost Time Adjust (s)       0.0	Yellow Time (s)	2.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Total Lost Time (s)         2.0         6.0	All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/LagLagLagLagLead-Lag Optimize?YesYesYes	Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Lead/LagLeadLagLagLagLead-Lag Optimize?YesYesYes		2.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead-Lag Optimize? Yes Yes Yes Yes		Lead			Lag	Lag	Lag						
		Yes											
		3.0	3.0					3.0	3.0	3.0	3.0	3.0	

Existing.syn D&D

(I	S	u	I	ıί	J
			г	71	Λ

	•	<b>→</b>	•	•	-	•	1	Ť	~	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	54.0	50.0		35.0	35.0	35.0		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.68	0.62		0.44	0.44	0.44		0.22	0.22	0.22	0.22	
v/c Ratio	0.36	0.29		0.04	0.35	0.06		0.24	0.04	0.40	0.75	
Control Delay	6.5	7.6		13.3	16.5	2.1		30.2	0.1	31.1	11.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	6.5	7.6		13.3	16.5	2.1		30.2	0.1	31.1	11.4	
LOS	Α	Α		В	В	Α		С	Α	С	В	
Approach Delay		7.1			14.5			21.8			15.0	
Approach LOS		Α			В			С			В	
Queue Length 50th (ft)	47	64		4	91	0		16	0	53	15	
Queue Length 95th (ft)	77	104		16	149	11		44	0	103	123	
Internal Link Dist (ft)		496			693			387			607	
Turn Bay Length (ft)	280			125		160			125	130		
Base Capacity (vph)	779	1080		441	815	730		160	408	306	735	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.36	0.29		0.04	0.35	0.06		0.24	0.04	0.40	0.75	

Area Type: Other

Cycle Length: 80 Actuated Cycle Length: 80

Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.75

Intersection Signal Delay: 12.3 Intersection LOS: B Intersection Capacity Utilization 117.0% ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: Manor Boulevard/Davidson Avenue & New Brunswick Road



Synchro 11 Light Report Existing.syn D&D Page 2

	۶	-	•	•	<b>←</b>	•	4	†	~	<b>/</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ĥ		Ť	<b>†</b>	7		4	7	ň	f)	
Traffic Volume (vph)	429	194	11	14	375	188	3	27	10	31	11	352
Future Volume (vph)	429	194	11	14	375	188	3	27	10	31	11	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	10	10
Storage Length (ft)	280		0	125		160	0		125	130		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850			0.850		0.855	
Flt Protected	0.950			0.950				0.995		0.950		
Satd. Flow (prot)	1770	1718	0	1770	1863	1583	0	1821	1583	1752	1483	0
Flt Permitted	0.398			0.620				0.868	, , , ,	0.736		-
Satd. Flow (perm)	741	1718	0	1155	1863	1583	0	1589	1583	1358	1483	0
Right Turn on Red	, , ,	.,	Yes		.000	Yes		.007	Yes	.000		Yes
Satd. Flow (RTOR)		7	103			202			68		378	103
Link Speed (mph)		35			35	202		25	00		45	
Link Distance (ft)		576			773			467			687	
Travel Time (s)		11.2			15.1			12.7			10.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	2%	4%	2%	3%	9%	2%
Adj. Flow (vph)	461	209	12	15	403	202	3	29	11	33	12	378
Shared Lane Traffic (%)	101	207	12	10	100	202	0	2,	• •	00	12	070
Lane Group Flow (vph)	461	221	0	15	403	202	0	32	11	33	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	9		12	9		12	9		12	9
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		8	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	2.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lead	0.0		Lag	Lag	Lag		0.0	0.0	0.0	0.0	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
TOTALON ENTONISION (3)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	

No Build.syn D&D

Synchro 11 Light Report Page 1

	•	-	•	•	•	•		Ť	1	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	54.0	50.0		35.0	35.0	35.0		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.68	0.62		0.44	0.44	0.44		0.22	0.22	0.22	0.22	
v/c Ratio	0.69	0.21		0.03	0.49	0.25		0.09	0.03	0.11	0.62	
Control Delay	11.8	6.8		13.1	18.8	3.1		25.4	0.1	25.8	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	11.8	6.8		13.1	18.8	3.1		25.4	0.1	25.8	8.5	
LOS	В	А		В	В	Α		С	Α	С	Α	
Approach Delay		10.2			13.5			19.0			9.9	
Approach LOS		В			В			В			Α	
Queue Length 50th (ft)	87	41		4	140	0		13	0	13	5	
Queue Length 95th (ft)	135	71		15	218	36		35	0	36	79	
Internal Link Dist (ft)		496			693			387			607	
Turn Bay Length (ft)	280			125		160			125	130		
Base Capacity (vph)	667	1076		505	815	806		357	408	305	626	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.69	0.21		0.03	0.49	0.25		0.09	0.03	0.11	0.62	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80 Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.69

Intersection Signal Delay: 11.5 Intersection LOS: B Intersection Capacity Utilization 108.2% ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Manor Boulevard/Davidson Avenue & New Brunswick Road



Synchro 11 Light Report No Build.syn D&D Page 2

	۶	<b>→</b>	$\rightarrow$	•	•	•	4	<b>†</b>	~	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ.		Ť	<b>†</b>	7		ર્ન	7	7	£	
Traffic Volume (vph)	269	288	16	16	270	42	9	28	14	117	36	491
Future Volume (vph)	269	288	16	16	270	42	9	28	14	117	36	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	10	10
Storage Length (ft)	280		0	125		160	0		125	130		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850			0.850		0.860	
Flt Protected	0.950			0.950				0.988		0.950		
Satd. Flow (prot)	1770	1725	0	1687	1863	1583	0	1840	1583	1770	1495	0
Flt Permitted	0.506			0.561				0.383		0.731		
Satd. Flow (perm)	943	1725	0	996	1863	1583	0	713	1583	1362	1495	0
Right Turn on Red			Yes		,,,,,	Yes			Yes			Yes
Satd. Flow (RTOR)		7				68			68		534	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		576			773			467			687	
Travel Time (s)		13.1			17.6			10.6			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	292	313	17	17	293	46	10	30	15	127	39	534
Shared Lane Traffic (%)	_,_	0.0	• •	.,	270	,,			.0	,	0,	
Lane Group Flow (vph)	292	330	0	17	293	46	0	40	15	127	573	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	<u> </u>		12	<i></i>		12	<u> </u>		12	<u> </u>
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		8	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	2.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lead	0.0		Lag	Lag	Lag		0.0	3.0	3.0	0.0	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
VOLIDIO EVICUSION (2)	3.0	5.0		3.0	5.0	3.0	3.0	5.0	3.0	3.0	5.0	

No Build.syn D&D

Synchro 11 Light Report Page 1

	•	-	•	•	←	•	1	<b>†</b>	/	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	54.0	50.0		35.0	35.0	35.0		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.68	0.62		0.44	0.44	0.44		0.22	0.22	0.22	0.22	
v/c Ratio	0.38	0.31		0.04	0.36	0.06		0.25	0.04	0.42	0.76	
Control Delay	6.6	7.7		13.3	16.6	2.2		30.3	0.1	31.4	11.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	6.6	7.7		13.3	16.6	2.2		30.3	0.1	31.4	11.7	
LOS	А	Α		В	В	Α		С	Α	С	В	
Approach Delay		7.2			14.6			22.1			15.3	
Approach LOS		Α			В			С			В	
Queue Length 50th (ft)	49	66		5	94	0		16	0	54	16	
Queue Length 95th (ft)	80	108		16	153	11		45	0	105	#130	
Internal Link Dist (ft)		496			693			387			607	
Turn Bay Length (ft)	280			125		160			125	130		
Base Capacity (vph)	770	1080		435	815	730		160	408	306	750	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.38	0.31		0.04	0.36	0.06		0.25	0.04	0.42	0.76	

Area Type: Other

Cycle Length: 80 Actuated Cycle Length: 80

Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.76

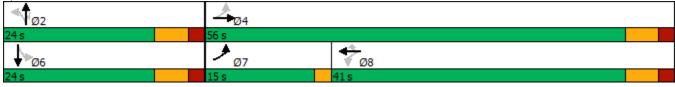
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 118.1% ICU Level of Service H

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Manor Boulevard/Davidson Avenue & New Brunswick Road



	ᄼ	-	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>/</b>	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f)		, j	<b>†</b>	7		ર્ન	7	*	f)	
Traffic Volume (vph)	429	195	12	14	387	189	4	28	10	32	11	352
Future Volume (vph)	429	195	12	14	387	189	4	28	10	32	11	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	10	10
Storage Length (ft)	0		0	125		160	0		125	130		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991				0.850			0.850		0.855	
Flt Protected	0.950			0.950				0.994		0.950		
Satd. Flow (prot)	1770	1716	0	1770	1863	1583	0	1820	1583	1752	1483	0
Flt Permitted	0.385			0.619				0.834	,,,,,	0.735		-
Satd. Flow (perm)	717	1716	0	1153	1863	1583	0	1527	1583	1356	1483	0
Right Turn on Red	, , ,	1710	Yes	1100	1000	Yes		1027	Yes	1000	1 100	Yes
Satd. Flow (RTOR)		7	103			203			68		378	103
Link Speed (mph)		35			35	200		25	00		45	
Link Distance (ft)		265			773			467			268	
Travel Time (s)		5.2			15.1			12.7			4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	2%	4%	2%	3%	9%	2%
Adj. Flow (vph)	461	210	13	15	416	203	4	30	11	34	12	378
Shared Lane Traffic (%)	401	210	13	13	410	203	4	30	- 11	34	12	370
Lane Group Flow (vph)	461	223	0	15	416	203	0	34	11	34	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LCIT	12	Right	LOIL	12	rtigitt	LCIT	12	Right	LCIT	12	Right
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15	1.07	9	15	1.00	9	15	1.00	9	15	1.07	9
Turn Type	pm+pt	NA	,	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	,
Protected Phases	7	4		1 01111	8	1 01111	1 01111	2	1 01111	1 01111	6	
Permitted Phases	4	•		8	O .	8	2	_	2	6	O .	
Detector Phase	7	4		8	8	8	2	2	2	6	6	
Switch Phase	,	7		U	U	U			2	U	U	
Minimum Initial (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	2.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lead	0.0		Lag	Lag	Lag		0.0	0.0	0.0	0.0	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
ACHING EXIGHZIOH (2)	ა.0	ა.0		3.0	ა.0	ა.0	3.0	3.0	ა.0	ა.0	ა.∪	

Build.syn D&D

Synchro 11 Light Report Page 1

	•	-	•	•	•	•	1	<b>†</b>	~	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	54.0	50.0		35.0	35.0	35.0		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.68	0.62		0.44	0.44	0.44		0.22	0.22	0.22	0.22	
v/c Ratio	0.70	0.21		0.03	0.51	0.25		0.10	0.03	0.11	0.62	
Control Delay	12.3	6.8		13.1	19.1	3.1		25.6	0.1	25.9	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	12.3	6.8		13.1	19.1	3.1		25.6	0.1	25.9	8.5	
LOS	В	А		В	В	Α		С	Α	С	Α	
Approach Delay		10.5			13.8			19.4			9.9	
Approach LOS		В			В			В			Α	
Queue Length 50th (ft)	87	41		4	145	0		14	0	14	5	
Queue Length 95th (ft)	135	71		15	227	36		36	0	37	79	
Internal Link Dist (ft)		185			693			387			188	
Turn Bay Length (ft)				125		160			125	130		
Base Capacity (vph)	655	1075		504	815	806		343	408	305	626	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.70	0.21		0.03	0.51	0.25		0.10	0.03	0.11	0.62	

Area Type: Other

Cycle Length: 80
Actuated Cycle Length: 80

Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.70

Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 108.2% ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Manor Boulevard/Davidson Avenue & New Brunswick Road



Build.syn
D&D
Synchro 11 Light Report
Page 2

Intersection						
Int Delay, s/veh	0.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		<b>⋪</b> ₽	Þ		14	
Traffic Vol, veh/h	15	634	730	13	2	2
Future Vol, veh/h	15	634	730	13	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage	.,# -	0	0	-	0	-
Grade, %	-	0	0	_	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	689	793	14	2	2
IVIVIII( I IOW	10	007	175	17		2
Major/Minor N	Major1	<b>N</b>	Major2		Vinor2	
Conflicting Flow All	807	0	-	0	1177	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	_	_		_	5.43	-
Critical Hdwy Stg 2	-	-	_	_	5.83	_
Follow-up Hdwy	2.219	_	_	_	3.519	3 310
Pot Cap-1 Maneuver	816	_	_	_	197	384
Stage 1	-	_	_	_	441	-
Stage 2		-	-	_	664	-
Platoon blocked, %	_	_			004	-
	01/	-	-	-	101	204
Mov Cap-1 Maneuver	816	-	-	-	191	384
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	664	-
			NW		SW	
Approach	SE		1 1 1 1 1			
Approach HCM Control Delay s	SE 0.3				19 4	
HCM Control Delay, s	SE 0.3		0		19.4 C	
					19.4 C	
HCM Control Delay, s HCM LOS	0.3		0		С	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvm	0.3	NWT	0	SEL	С	SWLn1
HCM Control Delay, s HCM LOS  Minor Lane/Major Mvm Capacity (veh/h)	0.3	NWT -	0	816	C SETS	255
HCM Control Delay, s HCM LOS  Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	0.3	NWT -	0		C SETS	255 0.017
HCM Control Delay, s HCM LOS  Minor Lane/Major Mvm Capacity (veh/h)	0.3	-	0 NWR	816	C SETS	255
HCM Control Delay, s HCM LOS  Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	0.3	-	0 NWR -	816 0.02	C SETS	255 0.017

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	¥			4	₽	
Traffic Vol, veh/h	1	1	2	644	394	9
Future Vol, veh/h	1	1	2	644	394	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	2	700	428	10
Major/Minor	Minora		Molar1		10ior2	
	Minor2		Major1		Major2	
Conflicting Flow All	1137	433	438	0	-	0
Stage 1	433	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42		-	-	-	-
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	223	623	1122	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	623	1122	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Ŭ						
Annraaah	CE		NIE		CW	
Approach	SE		NE		SW	
HCM Control Delay, s	16.1		0		0	
HCM LOS	С					
Minor Lane/Major Mvn	nt	NEL	NET:	SELn1	SWT	SWR
Capacity (veh/h)		1122		327	_	_
HCM Lane V/C Ratio		0.002	_	0.007	_	_
HCM Control Delay (s)		8.2	0	16.1	-	
HCM Lane LOS		Α	A	C	_	_
HCM 95th %tile Q(veh	)	0	-	0	_	_
HOW FOUT FOUT Q (VCH	,	U		U		

	۶	<b>→</b>	$\rightarrow$	•	•	•	4	<b>†</b>	<b>/</b>	<b>/</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ.		Ţ	<b>†</b>	7		ર્ન	7	7	£	
Traffic Volume (vph)	269	298	18	16	273	43	10	29	14	127	37	491
Future Volume (vph)	269	298	18	16	273	43	10	29	14	127	37	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	12	12	12	12	12	12	10	10
Storage Length (ft)	0		0	125		160	0		125	130		0
Storage Lanes	1		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991				0.850			0.850		0.860	
Flt Protected	0.950			0.950				0.987		0.950		
Satd. Flow (prot)	1770	1723	0	1687	1863	1583	0	1839	1583	1770	1495	0
Flt Permitted	0.502			0.554				0.368		0.729		
Satd. Flow (perm)	935	1723	0	984	1863	1583	0	685	1583	1358	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				68			68		534	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		265			773			467			268	
Travel Time (s)		6.0			17.6			10.6			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	292	324	20	17	297	47	11	32	15	138	40	534
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	344	0	17	297	47	0	43	15	138	574	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		8	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Minimum Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	15.0	56.0		41.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0	
Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	13.0	50.0		35.0	35.0	35.0	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	2.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	

Build.syn D&D

	•	<b>→</b>	*	•	-	•	1	Ť	~	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	54.0	50.0		35.0	35.0	35.0		18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.68	0.62		0.44	0.44	0.44		0.22	0.22	0.22	0.22	
v/c Ratio	0.38	0.32		0.04	0.36	0.06		0.28	0.04	0.45	0.77	
Control Delay	6.6	7.8		13.4	16.7	2.3		31.3	0.1	32.4	11.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	6.6	7.8		13.4	16.7	2.3		31.3	0.1	32.4	11.8	
LOS	А	Α		В	В	Α		С	Α	С	В	
Approach Delay		7.3			14.7			23.3			15.8	
Approach LOS		Α			В			С			В	
Queue Length 50th (ft)	49	70		5	96	0		18	0	60	16	
Queue Length 95th (ft)	80	113		16	155	12		48	0	114	#133	
Internal Link Dist (ft)		185			693			387			188	
Turn Bay Length (ft)				125		160			125	130		
Base Capacity (vph)	766	1079		430	815	730		154	408	305	750	
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	
Reduced v/c Ratio	0.38	0.32		0.04	0.36	0.06		0.28	0.04	0.45	0.77	

Area Type: Other

Cycle Length: 80 Actuated Cycle Length: 80

Natural Cycle: 80

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.77 Intersection Signal Delay: 12.8

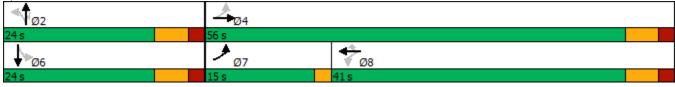
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 118.1% ICU Level of Service H

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Manor Boulevard/Davidson Avenue & New Brunswick Road



Build.syn
D&D
Synchro 11 Light Report
Page 2

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	OLL	41	7	744411	¥.	JVII
Traffic Vol, veh/h	9	571	768	6	14	15
Future Vol, veh/h	9	571	768	6	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	Jiop -	None
Storage Length	50	-	_	-	0	-
Veh in Median Storage		0	0		0	
Grade, %	- π	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	10	621	835	7	15	16
WWITH FIOW	10	021	833	1	10	10
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	842	0	-	0	1170	839
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	792	-	-	-	199	365
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	_	-		
Mov Cap-1 Maneuver	792	-	_	-	195	365
Mov Cap-2 Maneuver		_	_	_	195	-
Stage 1	_	_	_	_	415	_
Stage 2	_	_	_	_	701	_
Stage 2					701	
Approach	SE		NW		SW	
HCM Control Delay, s	0.2		0		21	
HCM LOS					С	
Minor Lane/Major Mvm	nt .	NI\A/T	NWR	SEL	CETC	SWLn1
	It	INVVI				
Capacity (veh/h)		-	-	=	-	257
HCM Cantral Dalay (a)		-		0.012		0.123
HCM Control Delay (s)		-	-	7.0	0.1	21
HCM Lane LOS		-	-	Α	Α	С
HCM 95th %tile Q(veh	١		_	0	-	0.4

Intersection						
Int Delay, s/veh	0.4					
		CER	NIT.	NICT	CVACT	CIND
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	¥		_	ની	. ∱	
Traffic Vol, veh/h	10	13	2	339	642	9
Future Vol, veh/h	10	13	2	339	642	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	2	368	698	10
Major/Minor	Minor2		Major1		//oior?	
			Major1		Major2	
Conflicting Flow All	1075	703	708	0	-	0
Stage 1	703	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42		-	-	-	-
Follow-up Hdwy			2.218	-	-	-
Pot Cap-1 Maneuver	243	438	891	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	438	891	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Ŭ						
Annraaah	CE		NIE		CW	
Approach	SE		NE 0.1		SW	
HCM Control Delay, s	17		0.1		0	
HCM LOS	С					
Minor Lane/Major Mvn	nt	NEL	NET:	SELn1	SWT	SWR
Capacity (veh/h)		891		324	_	_
HCM Lane V/C Ratio		0.002	_	0.077	_	_
HCM Control Delay (s)		9.1	0	17	-	_
HCM Lane LOS		Α	A	C	_	_
HCM 95th %tile Q(veh	)	0	-	0.2	_	_
HOW FOUT FOUT Q (VCII	7	U		0.2		

# **General Office Building** (710)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

> Weekday (Monday - Friday) On a:

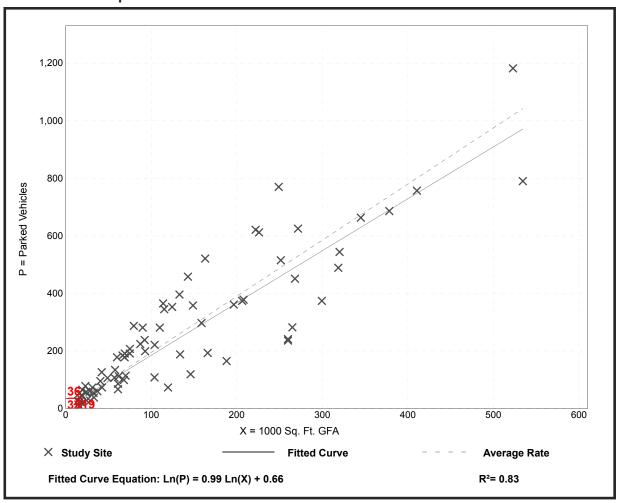
Setting/Location: General Urban/Suburban

Number of Studies: 77 Avg. 1000 Sq. Ft. GFA: 131

#### Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	0.50 - 3.60	1.68 / 2.98	1.79 - 2.11	0.70 (36%)

### **Data Plot and Equation**



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

# Strip Retail Plaza (< 40k) (822)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

> Weekday (Monday - Thursday) On a:

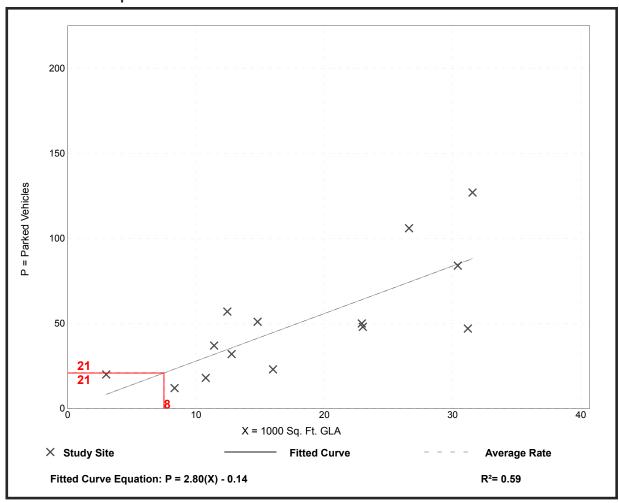
Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GLA: 18

### Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.79	1.44 - 6.67	2.07 / 4.44	***	1.14 (41%)

### **Data Plot and Equation**



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers