



181 WEST HIGH STREET  
SOMERVILLE, NJ 08876

908 927 0100 p  
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# 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

A handwritten signature in black ink that reads 'Elizabeth Dolan'.

ELIZABETH DOLAN, P.E.  
NJ LICENSE NO. 37071

A handwritten signature in black ink that reads 'Rianna S. Kirchhof'.

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

Davidson Avenue 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.

New Brunswick Road 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-tun 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 Service	Signalized Delay per Vehicle (seconds)	Unsignalized Delay per Vehicle (seconds)
A	< 10.0	<0-10
B	>10 and <20	> 10 to <15
C	>20 and < 35	> 15 to <25
D	>35 and < 55	> 25 to <35
E	>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	Morning Peak Hour			Evening Peak Hour		
	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 as internal capture or internal trips.

Internal trip credits were calculated for the study peak hours, using the methodology contained in the ITE Trip Generation Handbook 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

Land Use	Morning Peak Hour			Evening Peak Hour		
	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 do not add new traffic 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	Morning Peak Hour			Evening Peak Hour		
	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



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**

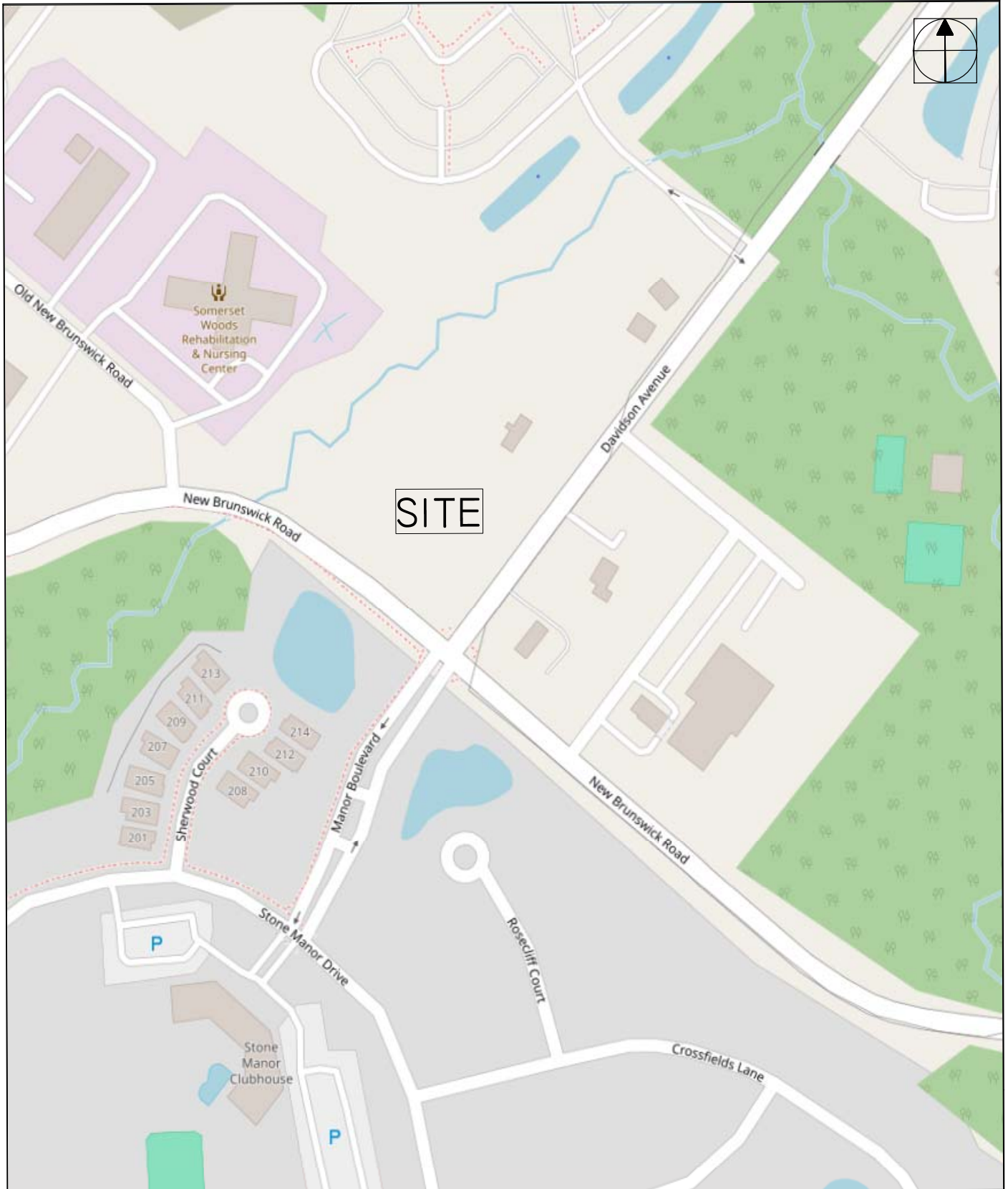
The following comments address access and parking as shown on the Site Plan prepared by Kashi Consulting Company, LLC, dated February 1, 2024:

- 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.



# TECHNICAL APPENDIX

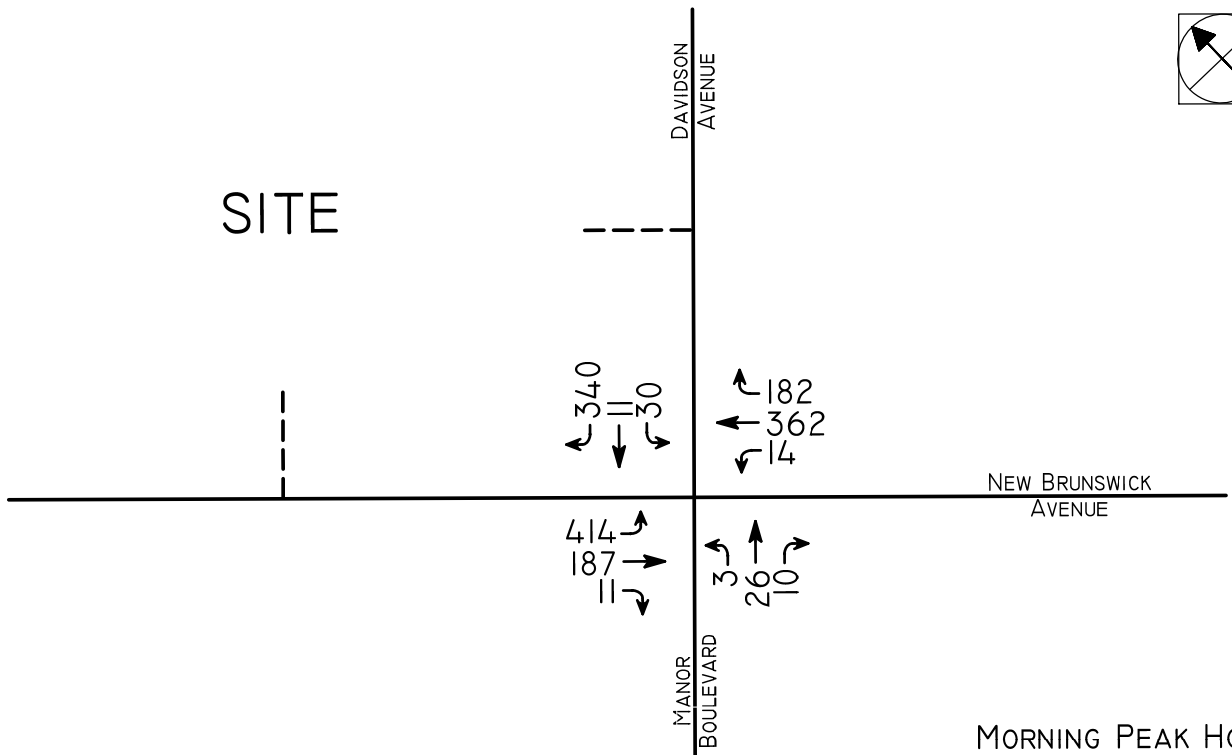


PROPOSED MIXED-USE DEVELOPMENT  
 FRANKLIN TOWNSHIP  
 SOMERSET COUNTY, NEW JERSEY

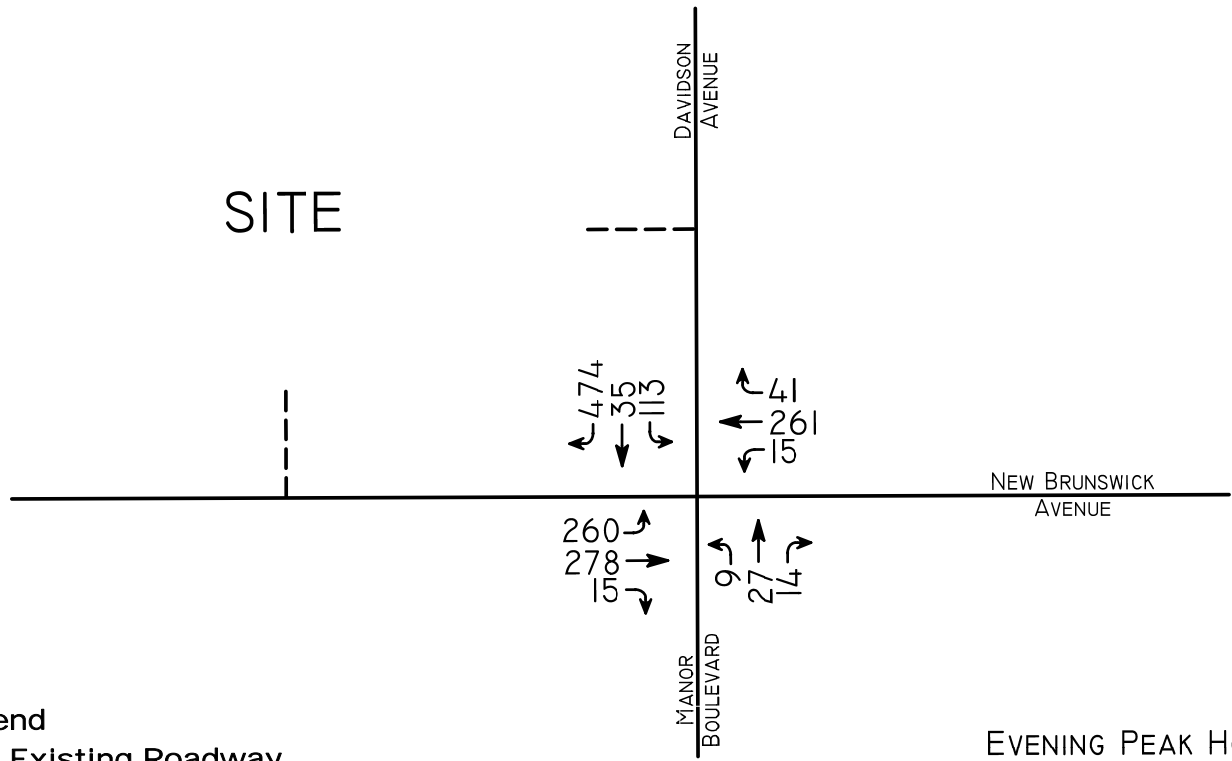
FIGURE I



SITE



SITE



Legend

- = Existing Roadway
- = Proposed Driveway

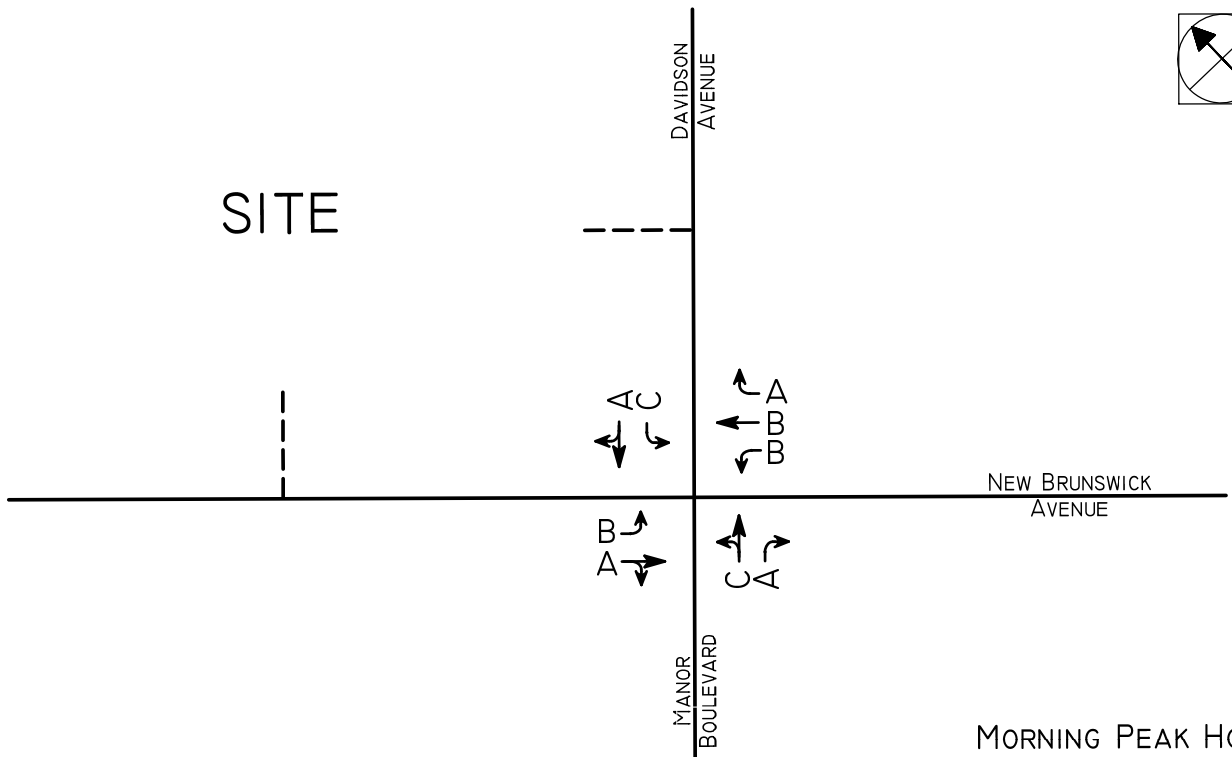
PROPOSED MIXED-USE DEVELOPMENT  
FRANKLIN TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY

FIGURE 2



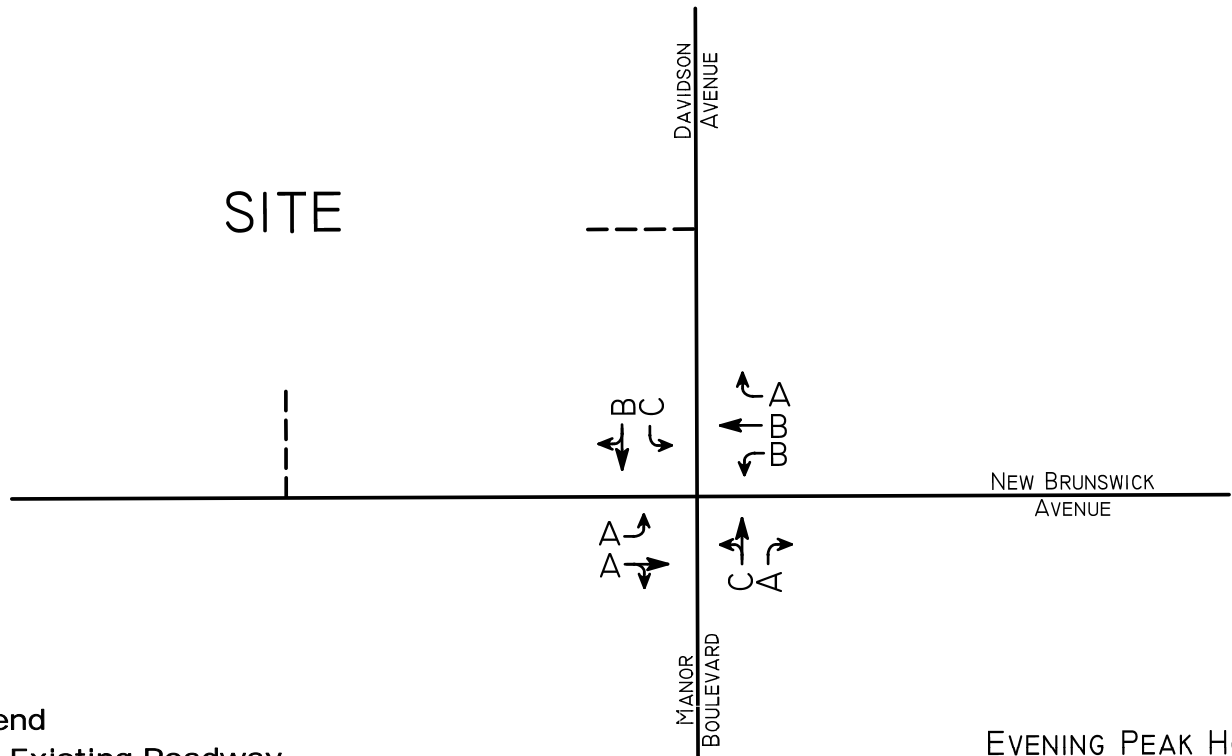


SITE



MORNING PEAK HOUR  
7:45 A.M. TO 8:45 A.M.

SITE



EVENING PEAK HOUR  
4:30 P.M. TO 5:30 P.M.

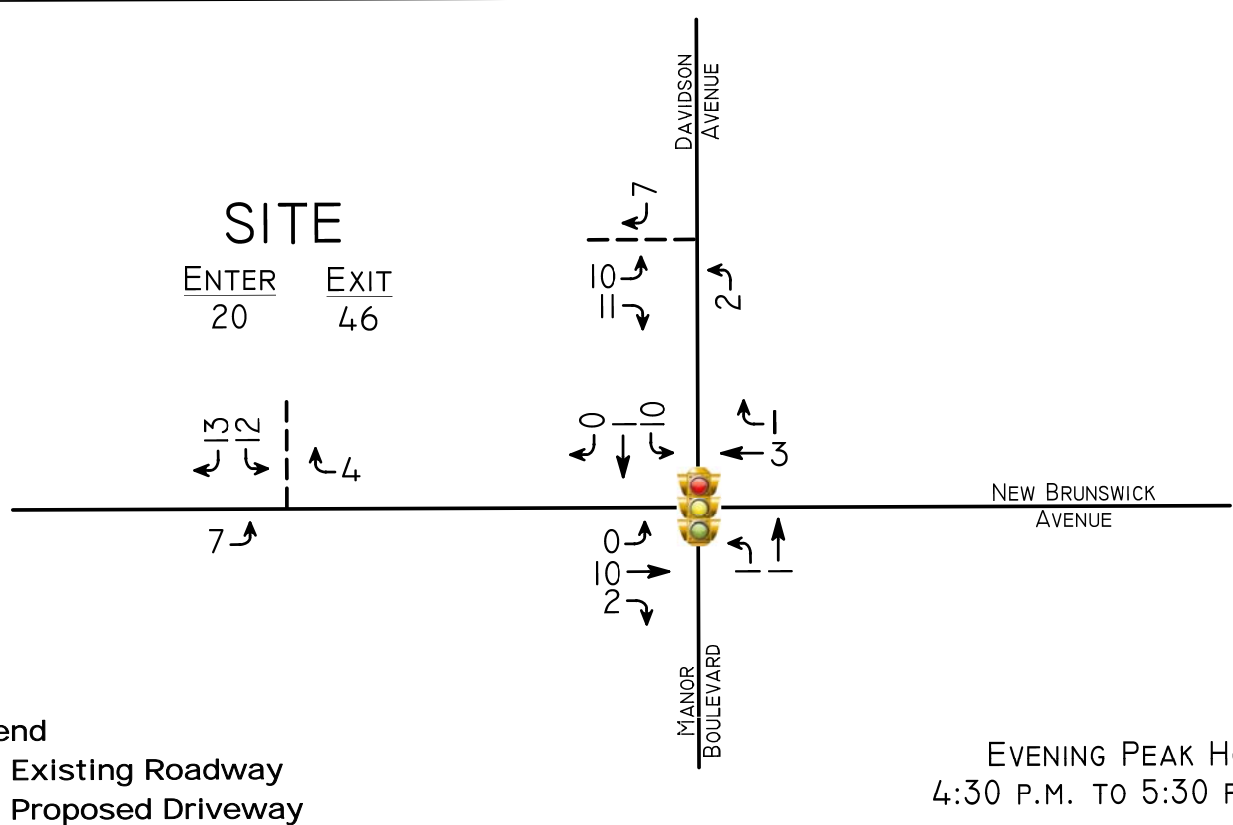
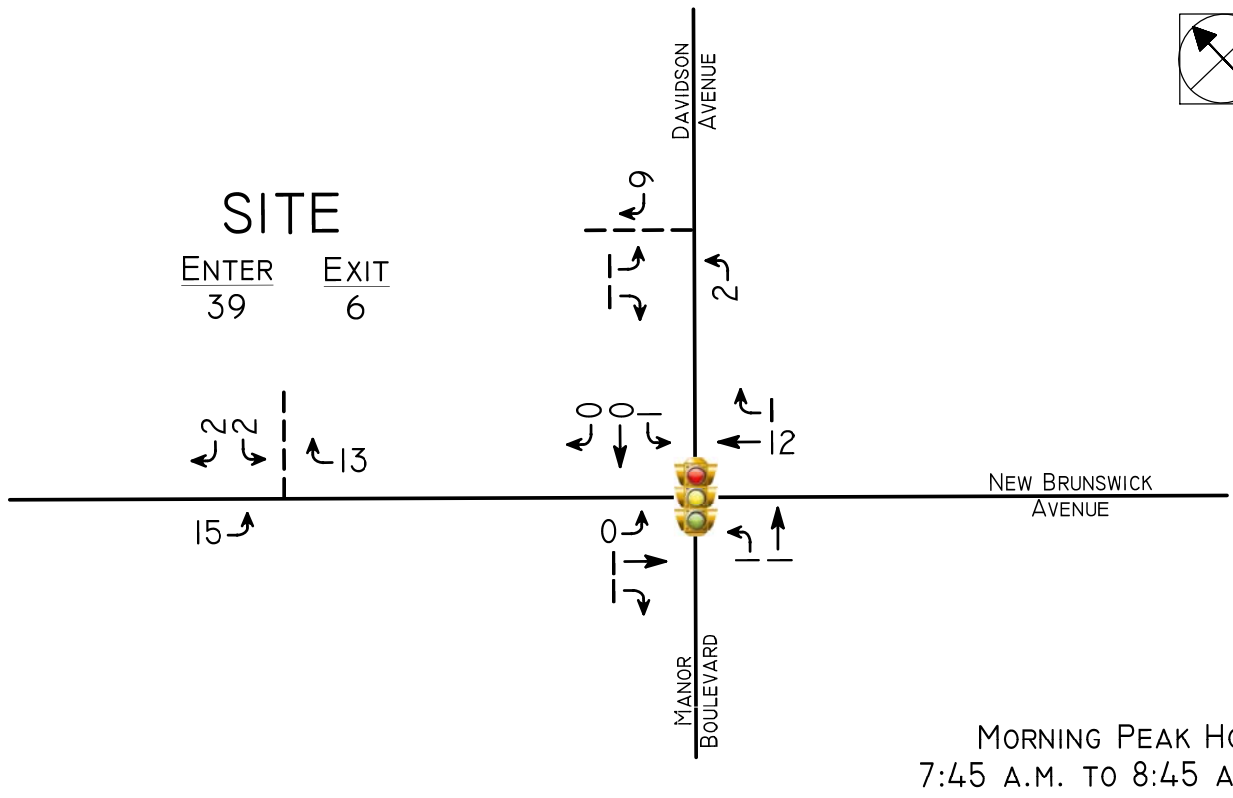
**Legend**

- = Existing Roadway
- = Proposed Driveway

PROPOSED MIXED-USE DEVELOPMENT  
FRANKLIN TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY

**FIGURE 3**





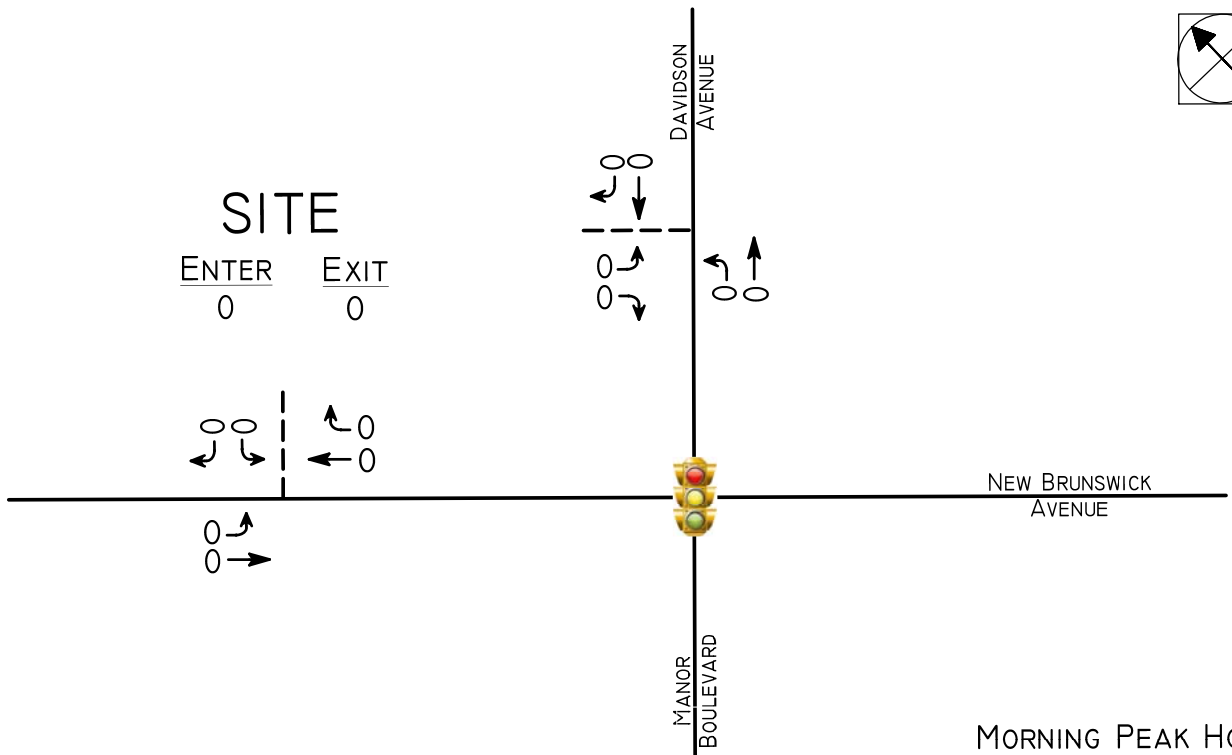
**Legend**  
 — = Existing Roadway  
 -- = Proposed Driveway

PROPOSED MIXED-USE DEVELOPMENT  
 FRANKLIN TOWNSHIP  
 SOMERSET COUNTY, NEW JERSEY

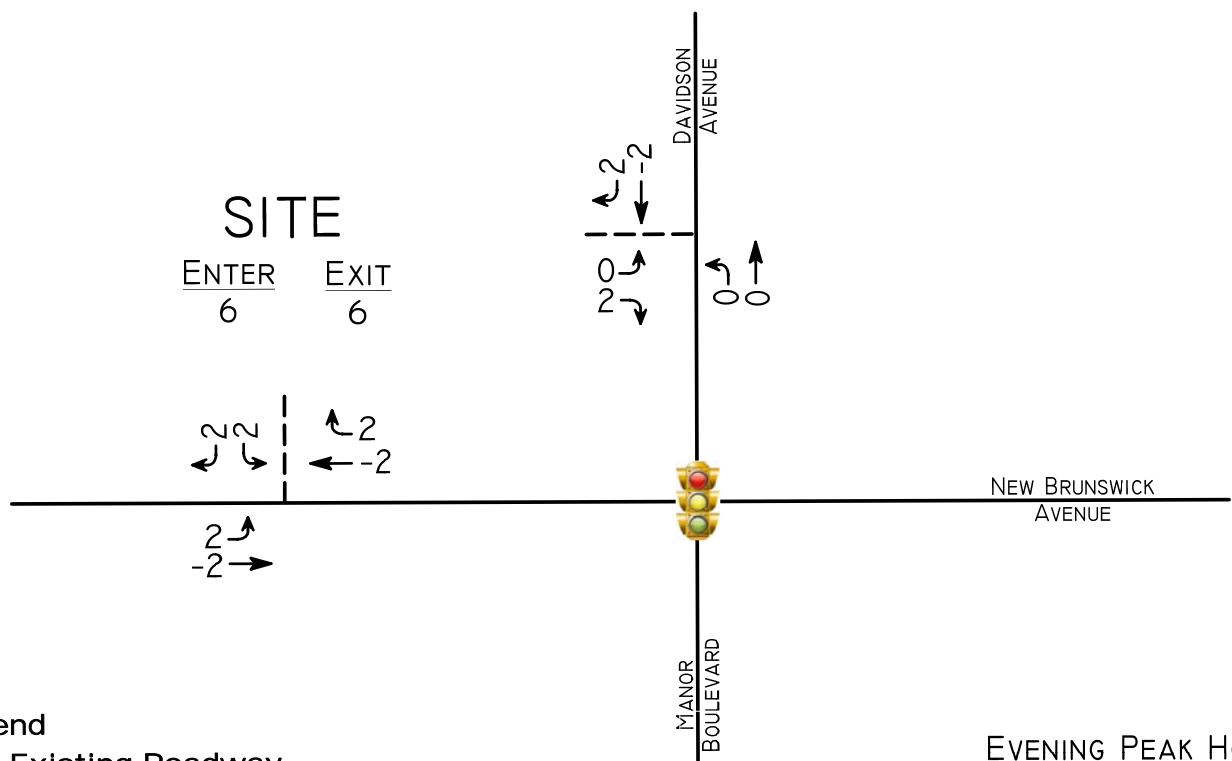
**FIGURE 4**







MORNING PEAK HOUR  
7:45 A.M. TO 8:45 A.M.



EVENING PEAK HOUR  
4:30 P.M. TO 5:30 P.M.

**Legend**

- = Existing Roadway
- = Proposed Driveway

PROPOSED MIXED-USE DEVELOPMENT  
FRANKLIN TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY

**FIGURE 5**

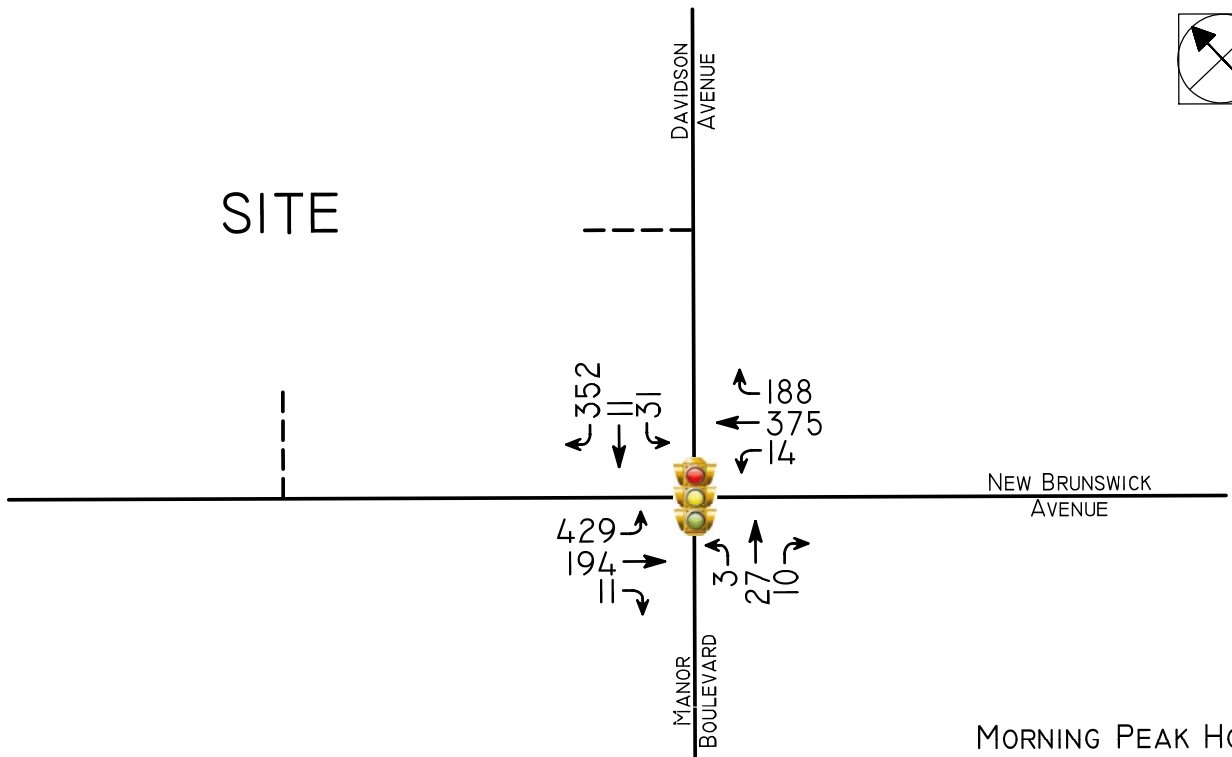


**DOLAN & DEAN**  
CONSULTING ENGINEERS, L.L.C.

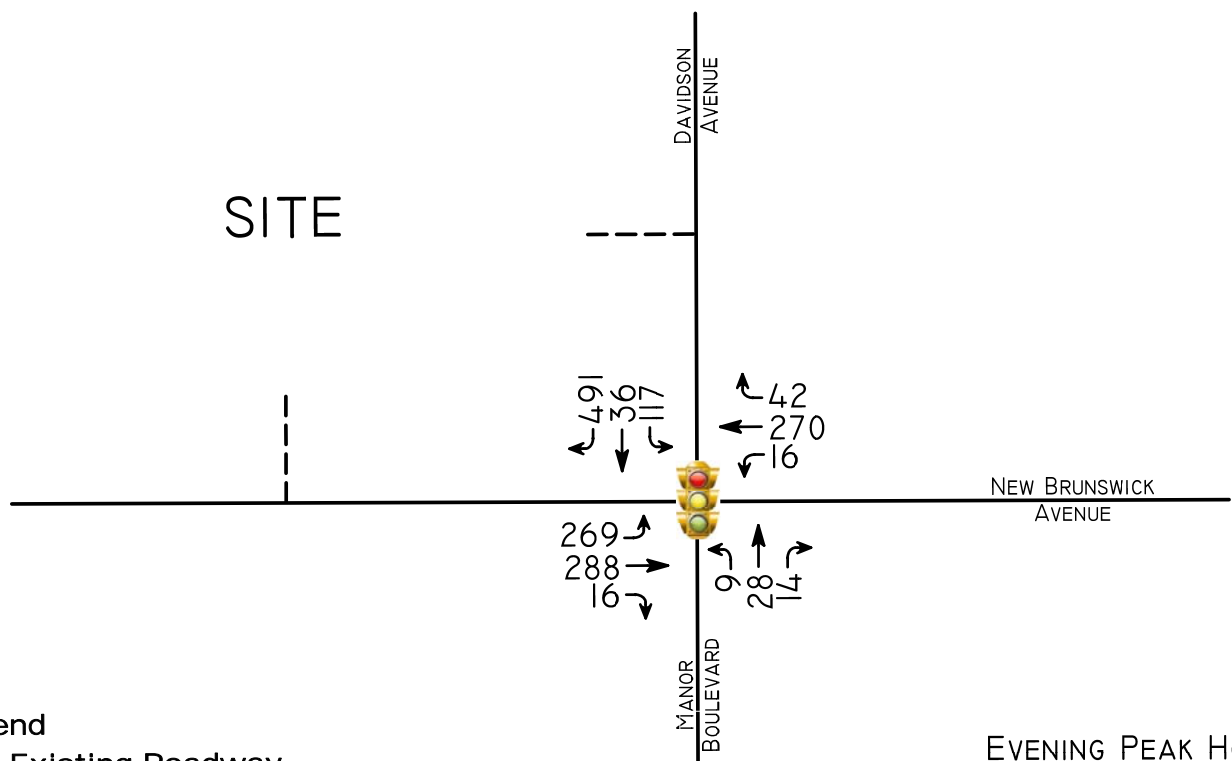
SITE GENERATED PASS-BY TRAFFIC VOLUMES



SITE



SITE



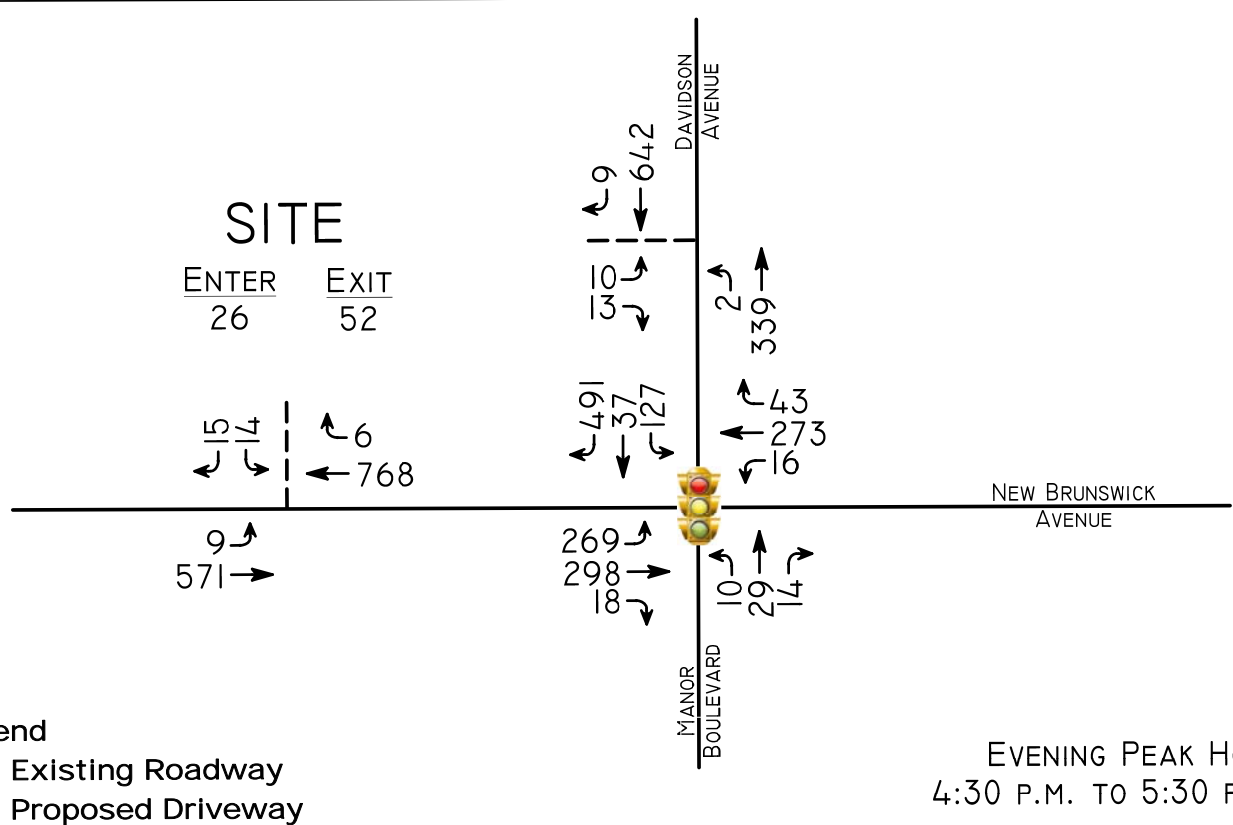
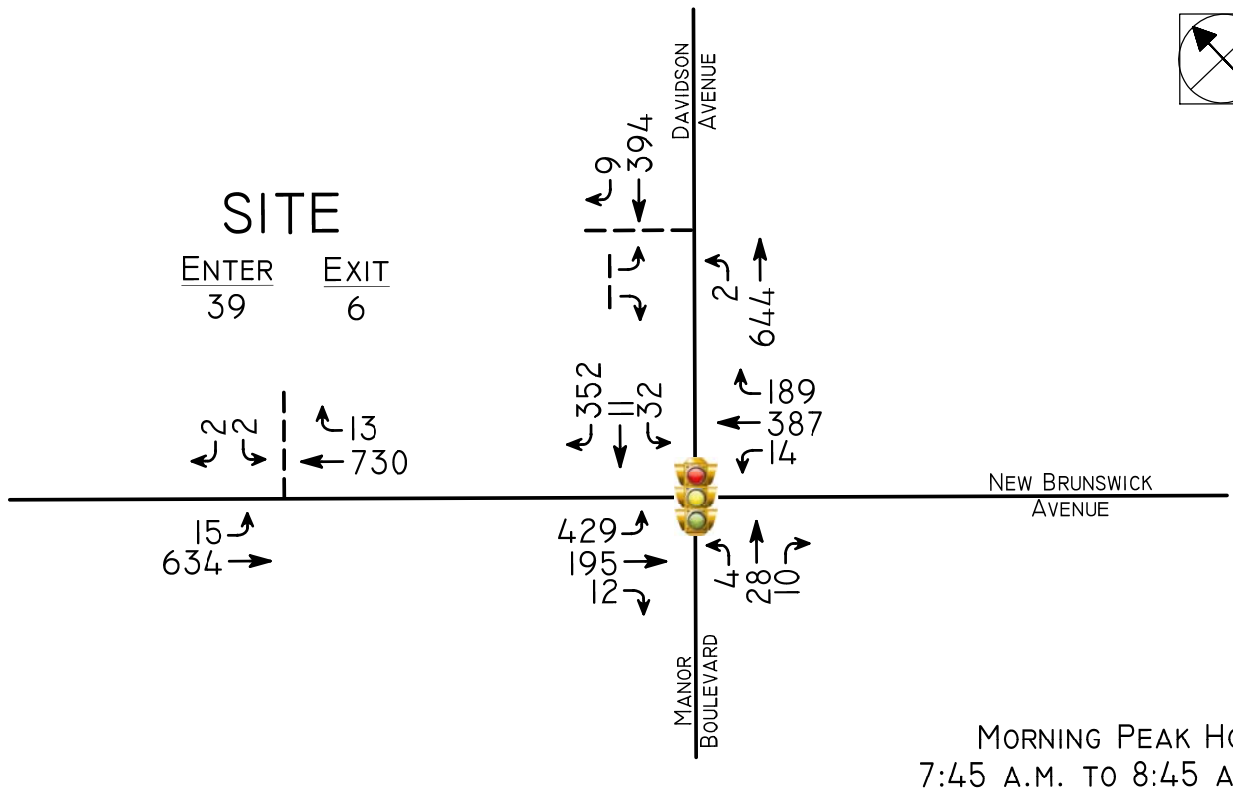
Legend

- = Existing Roadway
- = Proposed Driveway

PROPOSED MIXED-USE DEVELOPMENT  
FRANKLIN TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY

FIGURE 6





**Legend**  
 — = Existing Roadway  
 -- = Proposed Driveway

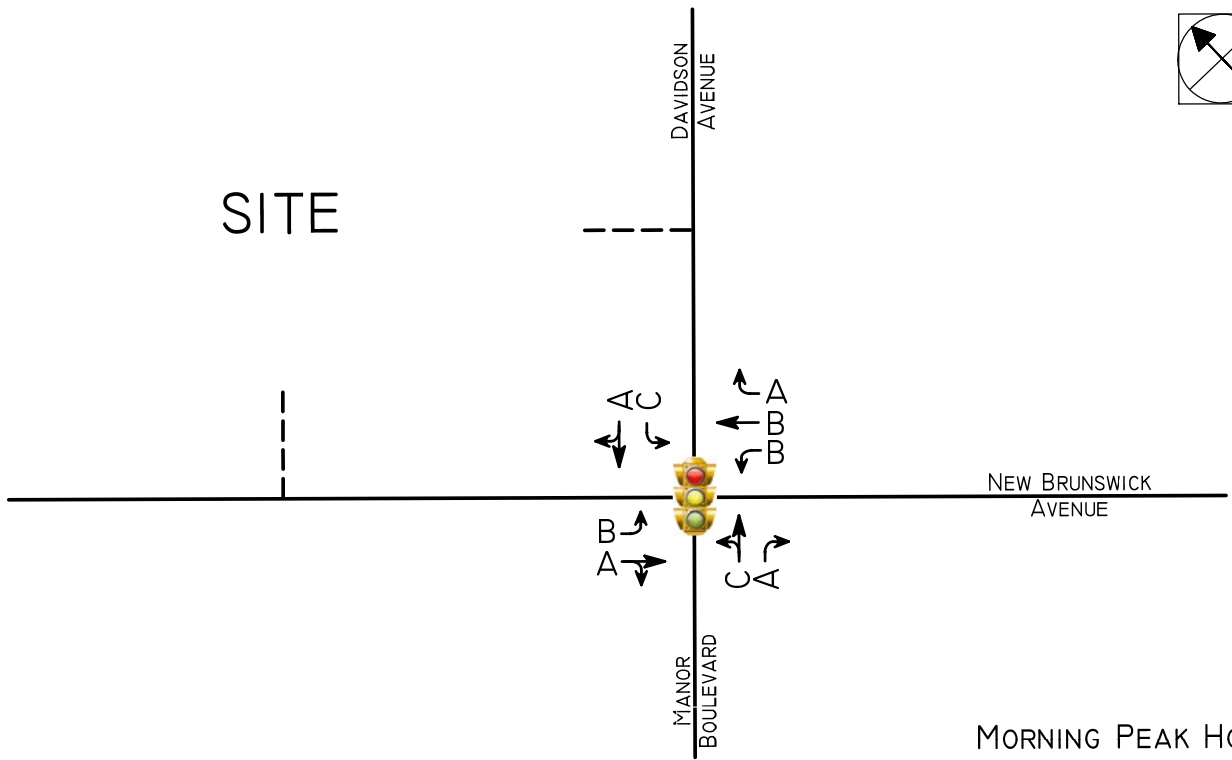
PROPOSED MIXED-USE DEVELOPMENT  
 FRANKLIN TOWNSHIP  
 SOMERSET COUNTY, NEW JERSEY

**FIGURE 7**



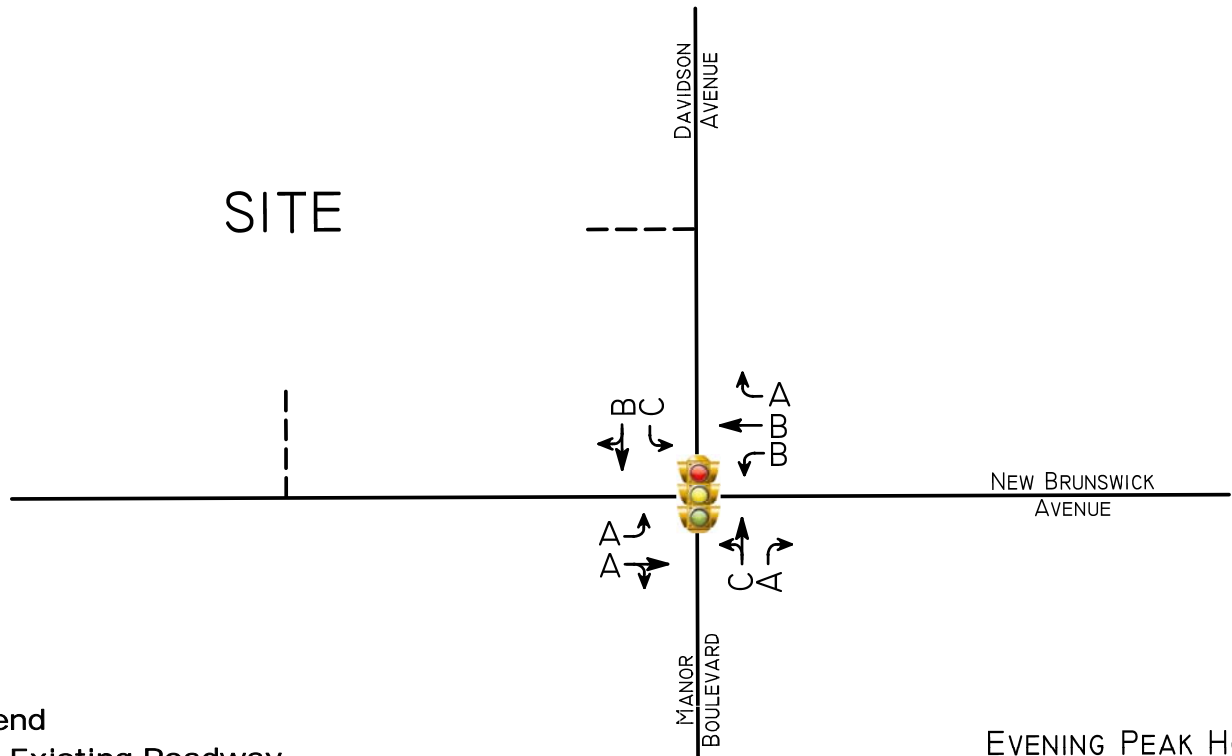


SITE



MORNING PEAK HOUR  
7:45 A.M. TO 8:45 A.M.

SITE



EVENING PEAK HOUR  
4:30 P.M. TO 5:30 P.M.

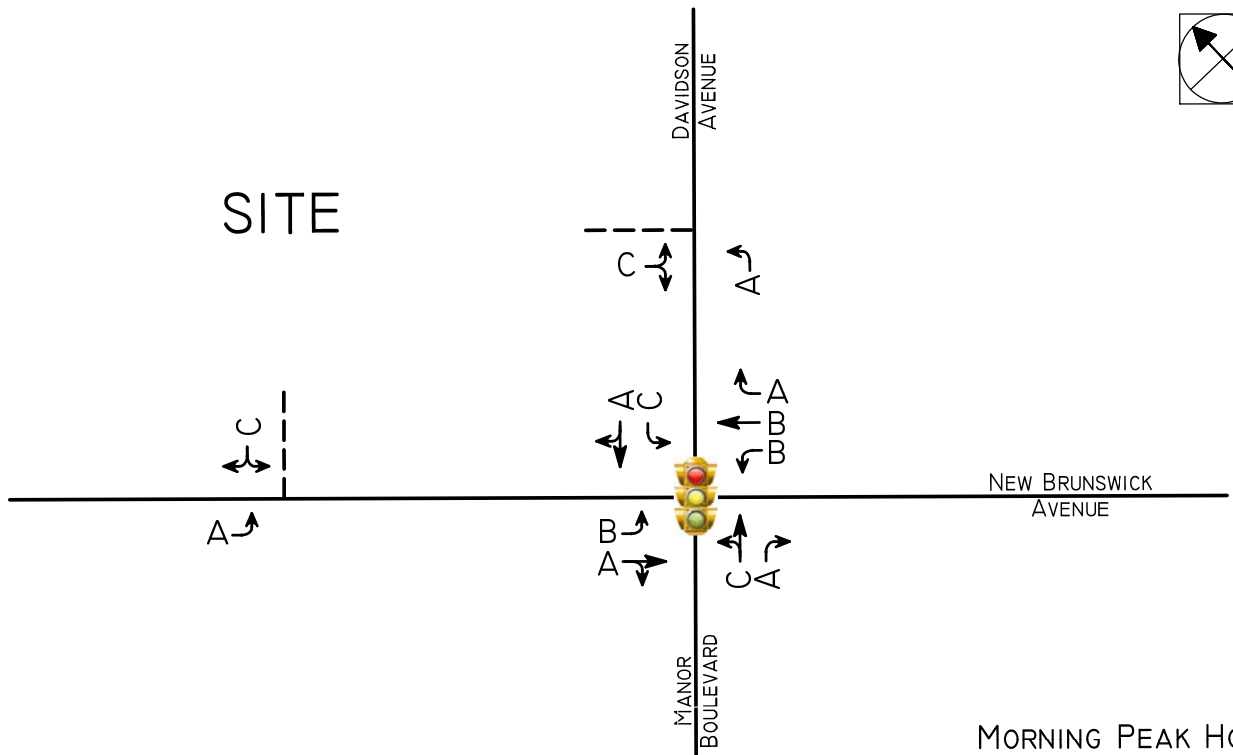
**Legend**

- = Existing Roadway
- = Proposed Driveway

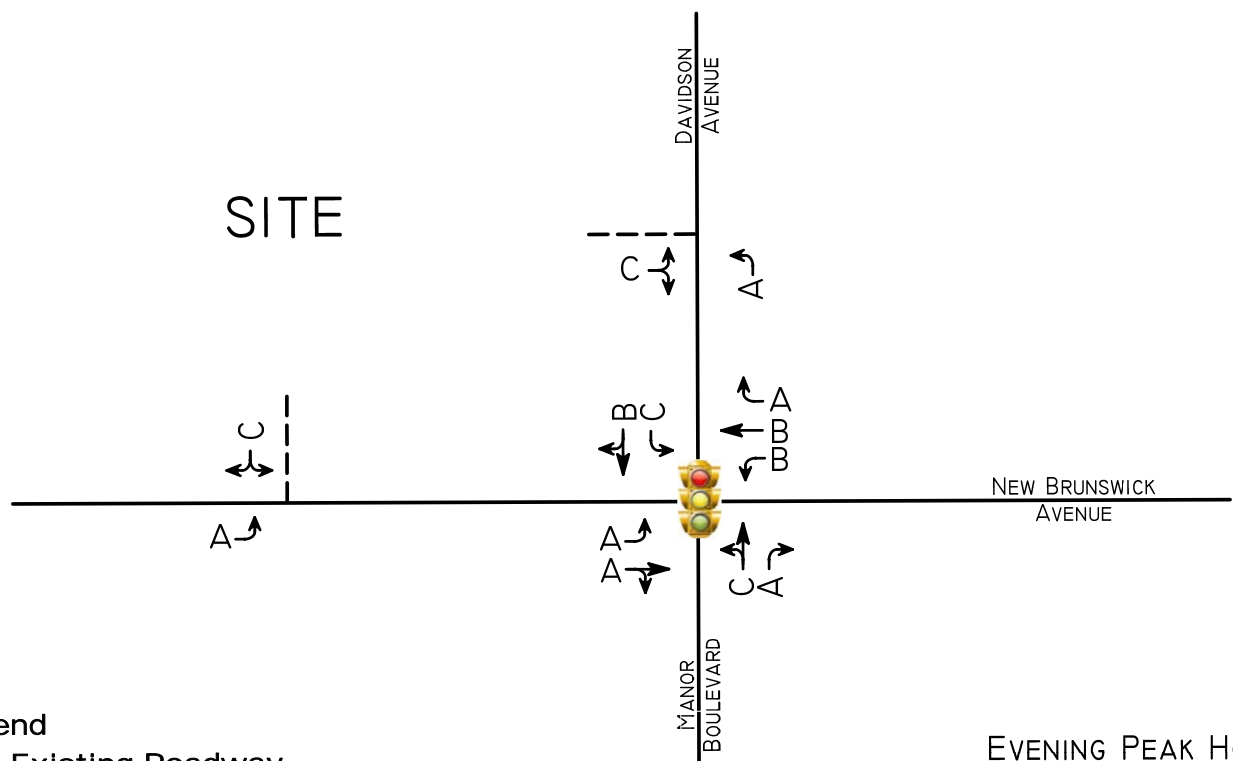
PROPOSED MIXED-USE DEVELOPMENT  
FRANKLIN TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY

**FIGURE 8**





MORNING PEAK HOUR  
7:45 A.M. TO 8:45 A.M.



EVENING PEAK HOUR  
4:30 P.M. TO 5:30 P.M.

**Legend**

- = Existing Roadway
- = Proposed Driveway

PROPOSED MIXED-USE DEVELOPMENT  
FRANKLIN TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY

**FIGURE 9**



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Manor Blvd/Davidson Ave & New Brunswick Rd  
**City:** Somerset  
**Control:** Signalized

**Project ID:** 24-340019-001  
**Date:** 2/8/2024

### Data - Total

NS/EW Streets:	Manor Blvd/Davidson Ave				Manor Blvd/Davidson Ave				New Brunswick Rd				New Brunswick Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 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	1	12	3	0	6	1	92	0	100	51	4	0	3	87	41	0	401
8:15 AM	2	7	5	0	7	3	77	0	92	35	0	0	1	84	55	0	368
8:30 AM	0	5	0	0	4	5	84	0	102	33	5	0	5	93	56	0	392
8:45 AM	1	9	3	0	3	5	90	0	81	43	1	0	2	70	47	0	355
<b>TOTAL VOLUMES :</b>	NL 6	NT 53	NR 18	NU 0	SL 41	ST 22	SR 679	SU 0	EL 693	ET 355	ER 13	EU 0	WL 18	WT 729	WR 284	WU 0	TOTAL 2911
<b>APPROACH %'s :</b>	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%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	3	26	10	0	30	11	340	0	414	187	11	0	14	362	182	0	1590
<b>PEAK HR FACTOR :</b>	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
	0.609				0.934				0.805				0.906				
PM	0.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 WU	TOTAL
4:00 PM	3	11	3	0	22	12	110	0	67	85	4	0	6	65	6	0	394
4:15 PM	2	6	3	0	19	7	96	0	62	79	6	0	8	73	10	0	371
4:30 PM	1	6	7	0	23	12	117	0	77	73	5	0	3	76	18	0	418
4:45 PM	4	10	2	0	22	6	111	0	53	58	4	0	1	58	9	0	338
5:00 PM	3	5	2	0	38	9	120	0	71	73	1	0	3	70	8	0	403
5:15 PM	1	6	3	0	30	8	126	0	59	74	5	0	8	57	6	0	383
5:30 PM	2	7	0	0	24	6	129	0	59	81	2	0	2	58	8	0	378
5:45 PM	4	5	2	0	18	6	106	0	40	84	1	0	2	59	5	0	332
6:00 PM	2	2	3	0	31	4	120	0	45	77	3	0	3	53	5	0	348
6:15 PM	1	4	5	0	25	5	101	0	35	54	1	0	6	49	7	0	293
<b>TOTAL VOLUMES :</b>	NL 23	NT 62	NR 30	NU 0	SL 252	ST 75	SR 1136	SU 0	EL 568	ET 738	ER 32	EU 0	WL 42	WT 618	WR 82	WU 0	TOTAL 3658
<b>APPROACH %'s :</b>	20.00%	53.91%	26.09%	0.00%	17.22%	5.13%	77.65%	0.00%	42.45%	55.16%	2.39%	0.00%	5.66%	83.29%	11.05%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	9	27	14	0	113	35	474	0	260	278	15	0	15	261	41	0	1542
<b>PEAK HR FACTOR :</b>	0.563	0.675	0.500	0.000	0.743	0.729	0.940	0.000	0.844	0.939	0.750	0.000	0.469	0.859	0.569	0.000	0.922
	0.781				0.931				0.892				0.817				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Manor Blvd/Davidson Ave & New Brunswick Rd  
**City:** Somerset  
**Control:** Signalized

**Project ID:** 24-340019-001  
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### Data - Cars

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	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 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
<b>TOTAL VOLUMES :</b>	NL 6	NT 52	NR 18	NU 0	SL 40	ST 21	SR 657	SU 0	EL 682	ET 338	ER 12	EU 0	WL 17	WT 707	WR 281	WU 0	TOTAL 2831
<b>APPROACH %'s :</b>	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%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	3	25	10	0	29	10	328	0	408	180	10	0	14	356	181	0	1554
<b>PEAK HR FACTOR :</b>	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
	0.633				0.946				0.821				0.906				
PM	0.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 WU	TOTAL
4:00 PM	3	11	3	0	20	12	110	0	66	83	4	0	6	64	6	0	388
4:15 PM	2	6	3	0	18	7	95	0	61	74	6	0	8	69	9	0	358
4:30 PM	1	6	7	0	23	12	115	0	76	73	5	0	3	76	17	0	414
4:45 PM	4	10	2	0	21	6	110	0	53	57	4	0	1	58	9	0	335
5:00 PM	3	5	2	0	38	9	120	0	71	73	1	0	2	70	8	0	402
5:15 PM	1	6	3	0	30	8	125	0	58	73	5	0	8	56	6	0	379
5:30 PM	2	7	0	0	24	6	128	0	56	81	2	0	2	58	8	0	374
5:45 PM	4	5	2	0	18	6	106	0	40	84	1	0	2	58	5	0	331
6:00 PM	2	2	3	0	31	4	119	0	45	76	3	0	3	53	4	0	345
6:15 PM	1	4	4	0	25	5	100	0	34	53	1	0	6	49	7	0	289
<b>TOTAL VOLUMES :</b>	NL 23	NT 62	NR 29	NU 0	SL 248	ST 75	SR 1128	SU 0	EL 560	ET 727	ER 32	EU 0	WL 41	WT 611	WR 79	WU 0	TOTAL 3615
<b>APPROACH %'s :</b>	20.18%	54.39%	25.44%	0.00%	17.09%	5.17%	77.74%	0.00%	42.46%	55.12%	2.43%	0.00%	5.61%	83.58%	10.81%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	9	27	14	0	112	35	470	0	258	276	15	0	14	260	40	0	1530
<b>PEAK HR FACTOR :</b>	0.563	0.675	0.500	0.000	0.737	0.729	0.940	0.000	0.849	0.945	0.750	0.000	0.438	0.855	0.588	0.000	0.924
	0.781				0.924				0.891				0.818				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Manor Blvd/Davidson Ave & New Brunswick Rd  
**City:** Somerset  
**Control:** Signalized

**Project ID:** 24-340019-001  
**Date:** 2/8/2024

### Data - HT

NS/EW Streets:	Manor Blvd/Davidson Ave				Manor Blvd/Davidson Ave				New Brunswick Rd				New Brunswick Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
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	
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	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	2	0	0	6
7:45 AM	0	0	0	0	0	1	1	0	1	3	0	0	0	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	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	6
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	3
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	1	0	0	1	1	12	0	6	6	1	0	1	5	2	0	36
	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%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1	0	0	1	1	5	0	5	4	1	0	0	3	1	0	22
<b>PEAK HR FACTOR :</b>	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	0.688
	0.250				0.875				0.625				0.500				
PM	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	
4:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
6:15 PM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	1	0	2	0	4	0	4	4	0	0	1	2	2	0	20
	0.00%	0.00%	100.00%	0.00%	33.33%	0.00%	66.67%	0.00%	50.00%	50.00%	0.00%	0.00%	20.00%	40.00%	40.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	1	0	2	1	0	0	1	1	1	0	7
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.583
	0.250				0.250				0.375				0.750				



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Manor Blvd/Davidson Ave & New Brunswick Rd  
**City:** Somerset  
**Control:** Signalized

**Project ID:** 24-340019-001  
**Date:** 2/8/2024

### Data - Buses

NS/EW Streets:	Manor Blvd/Davidson Ave				Manor Blvd/Davidson Ave				New Brunswick Rd				New Brunswick Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	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	
7:00 AM	0	0	0	0	0	0	2	0	1	4	0	0	0	9	0	0	16
7:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	4
7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	3	0	1	3	0	0	0	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	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	3	0	0	7
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	0	0	10	0	5	11	0	0	0	17	1	0	44
					0.00%	0.00%	100.00%	0.00%	31.25%	68.75%	0.00%	0.00%	0.00%	94.44%	5.56%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	7	0	1	3	0	0	0	3	0	0	14
<b>PEAK HR FACTOR :</b>	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	0.438
					0.583				0.250				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	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	
4:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	4	1	0	9
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	2	0	4	0	4	7	0	0	0	5	1	0	23
					33.33%	0.00%	66.67%	0.00%	36.36%	63.64%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	5
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625
					0.500				0.250								

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Manor Blvd/Davidson Ave & New Brunswick Rd  
**City:** Somerset  
**Control:** Signalized

**Project ID:** 24-340019-001  
**Date:** 2/8/2024

### Data - Bikes

NS/EW Streets:	Manor Blvd/Davidson Ave				Manor Blvd/Davidson Ave				New Brunswick Rd				New Brunswick Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
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	
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	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	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	0.000

NS/EW Streets:	Manor Blvd/Davidson Ave				Manor Blvd/Davidson Ave				New Brunswick Rd				New Brunswick Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	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	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	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	0.000

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Manor Blvd/Davidson Ave & New Brunswick Rd  
**City:** Somerset

**Project ID:** 24-340019-001  
**Date:** 2/8/2024

### Data - Pedestrians (Crosswalks)

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

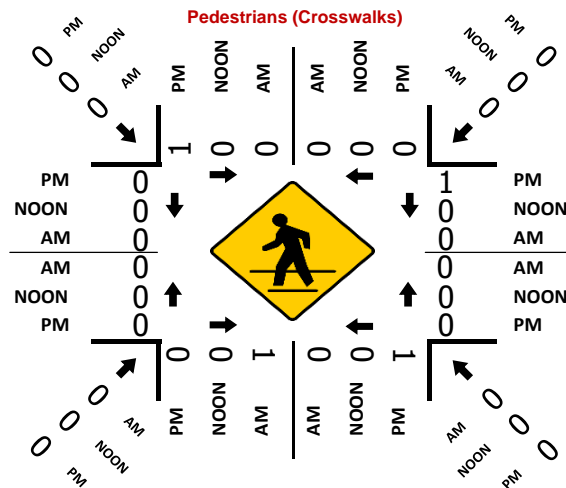
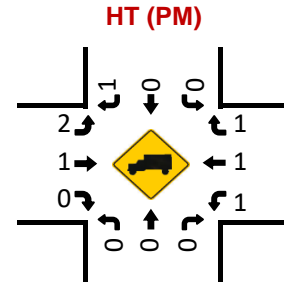
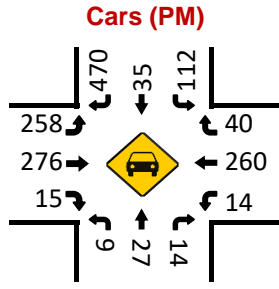
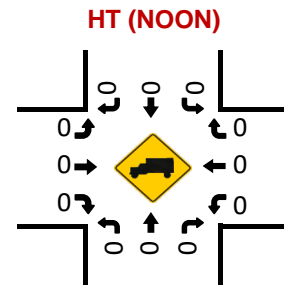
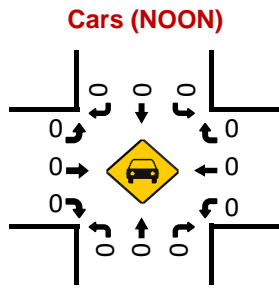
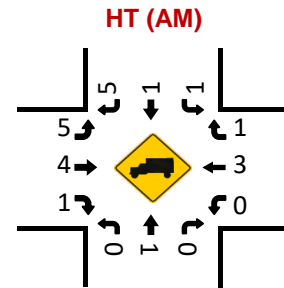
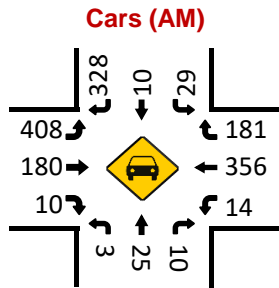
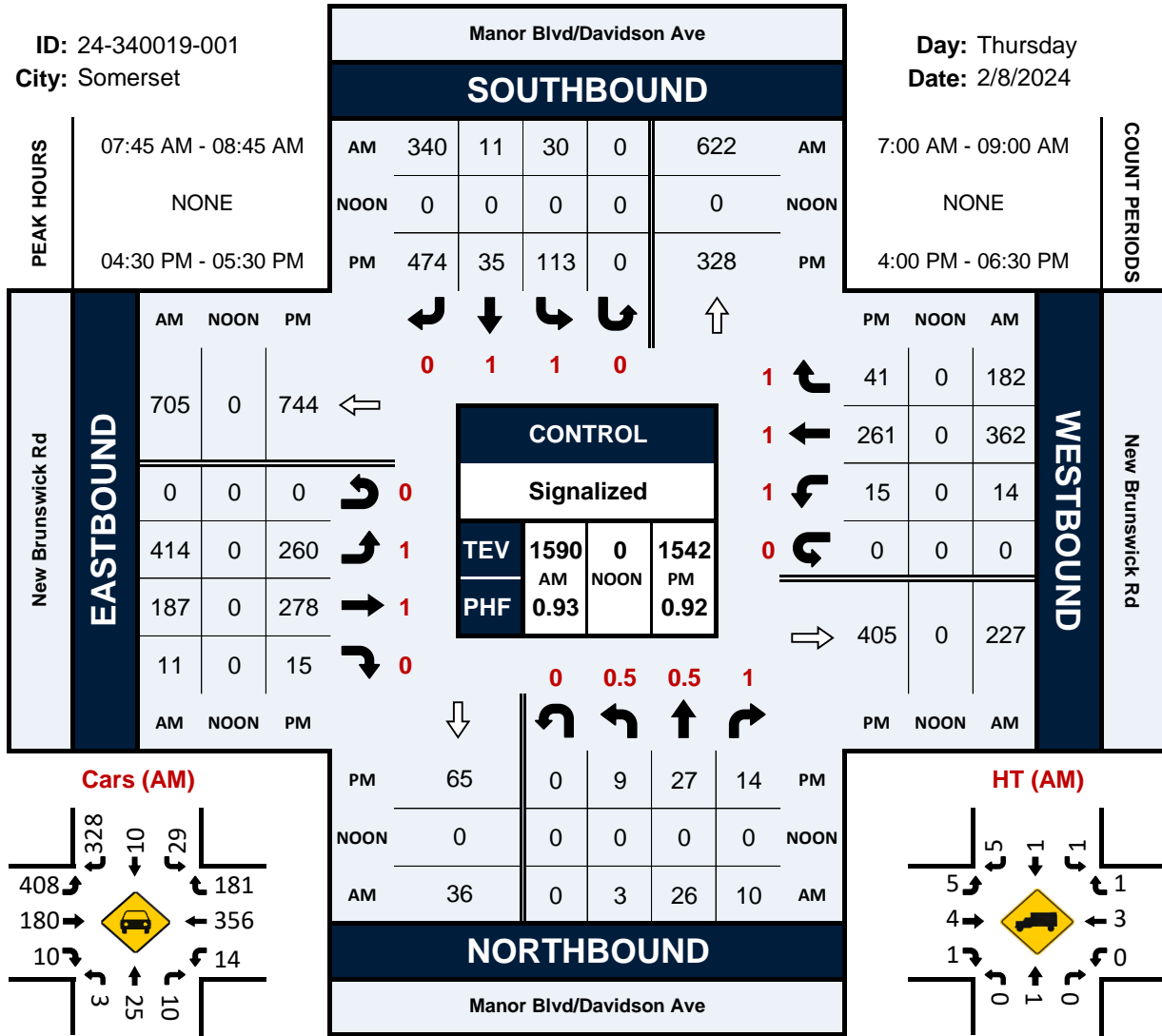
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
6:00 PM	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 1	WB 1	EB 0	WB 2	NB 0	SB 1	NB 0	SB 0	TOTAL 5
<b>APPROACH %'s :</b>	50.00%	50.00%	0.00%	100.00%	0.00%	100.00%			
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	1	0	0	1	0	1	0	0	3
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.250	0.250	0.250	0.250			0.375

# Manor Blvd/Davidson Ave & New Brunswick Rd

## Peak Hour Turning Movement Count

ID: 24-340019-001  
City: Somerset

Day: Thursday  
Date: 2/8/2024



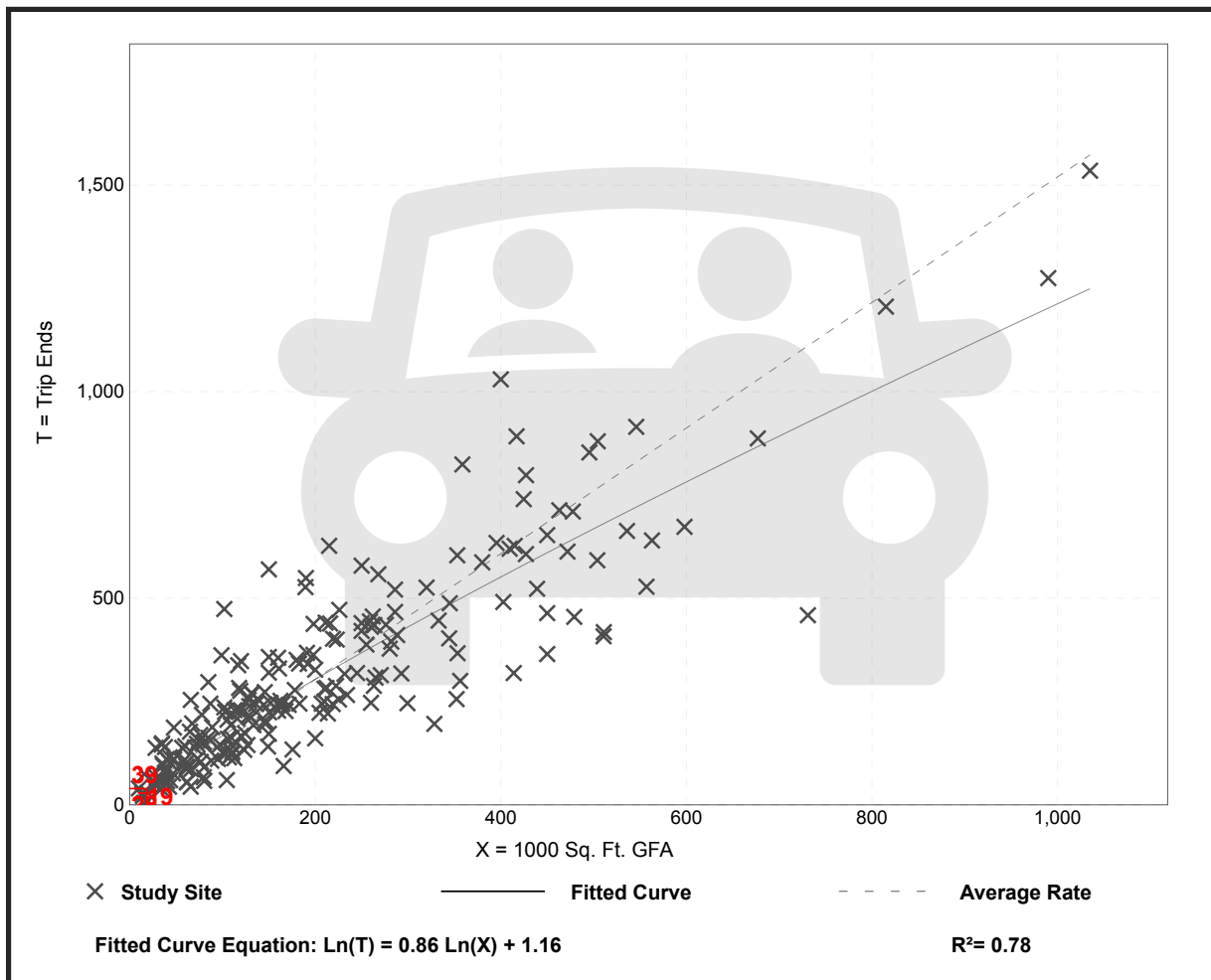
# General Office Building (710)

**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



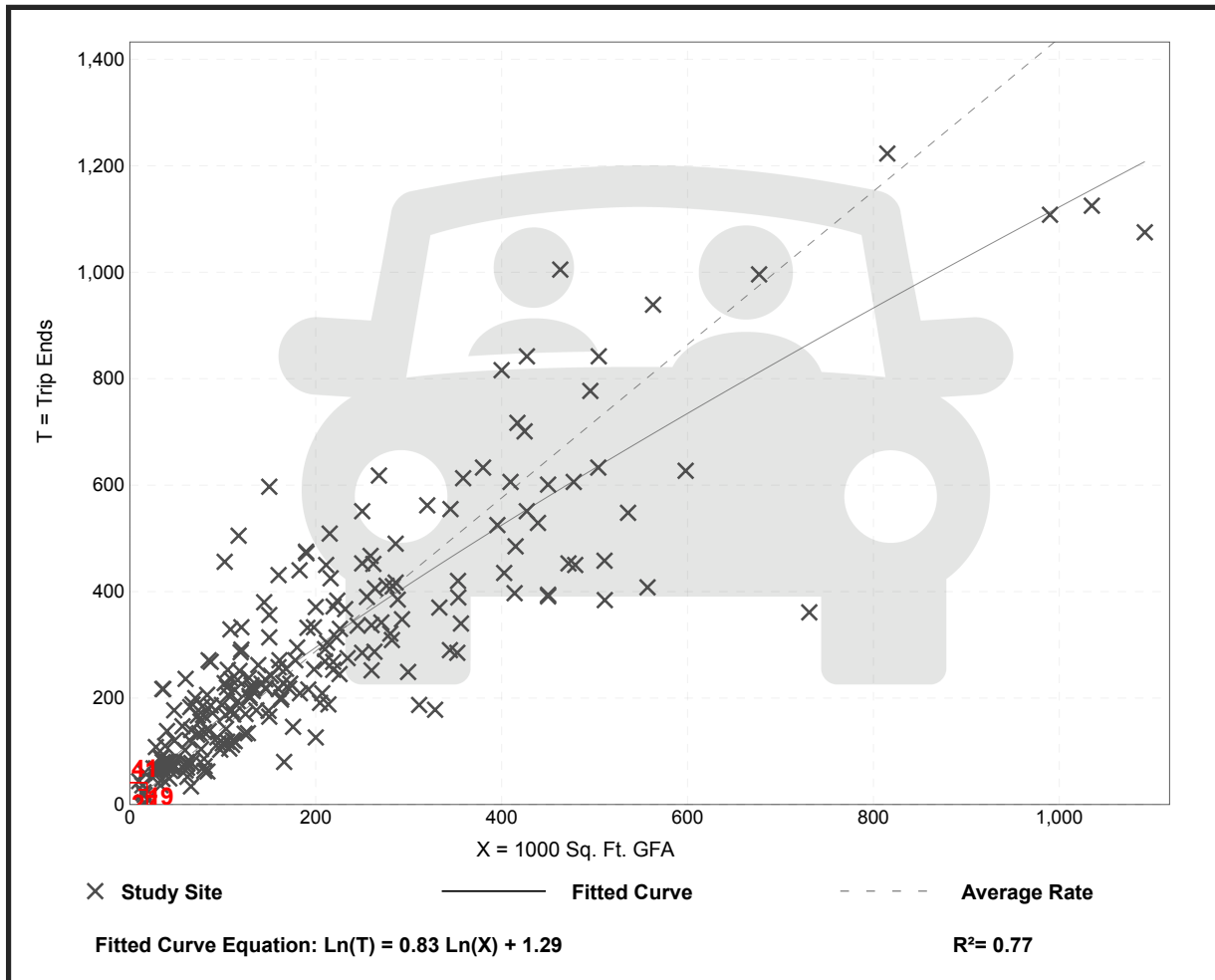
# General Office Building (710)

**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



# Strip Retail Plaza (<40k)

## (822)

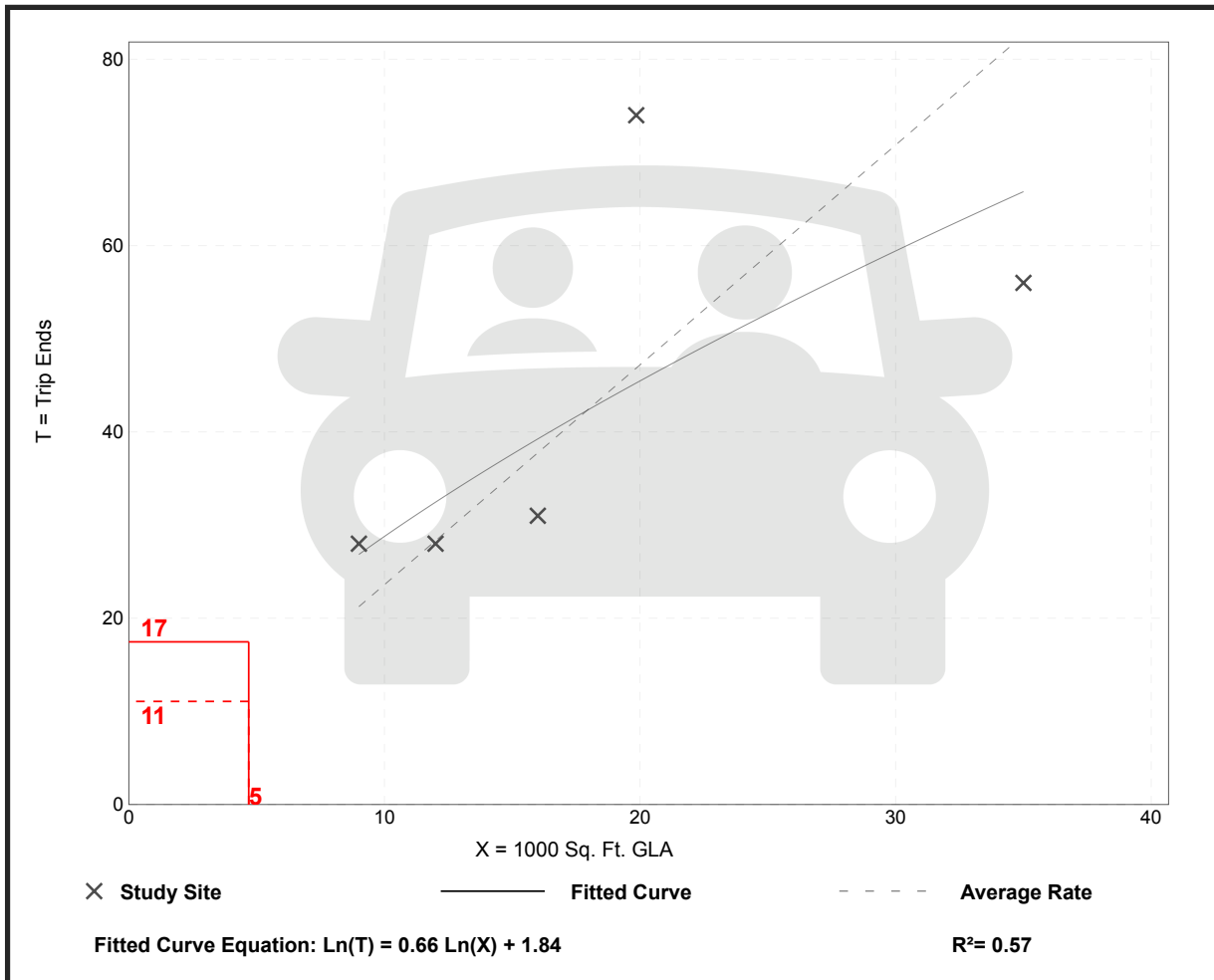
**Vehicle Trip Ends vs:** 1000 Sq. Ft. GLA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 5  
 Avg. 1000 Sq. Ft. GLA: 18  
 Directional Distribution: 60% entering, 40% exiting

### 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*



# Strip Retail Plaza (<40k)

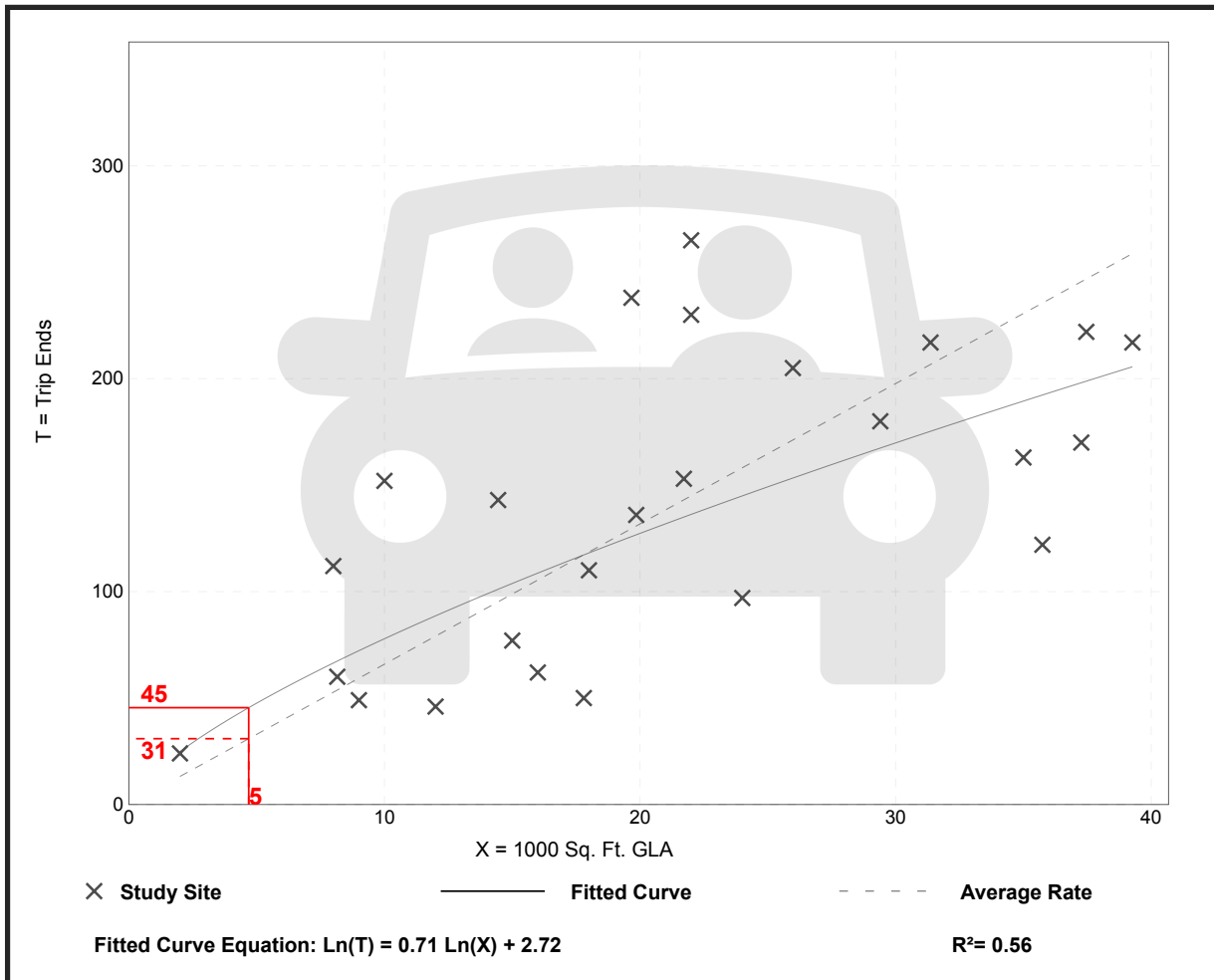
## (822)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GLA  
**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: 25  
 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





# Strip Retail Plaza (<40k)

## (822)

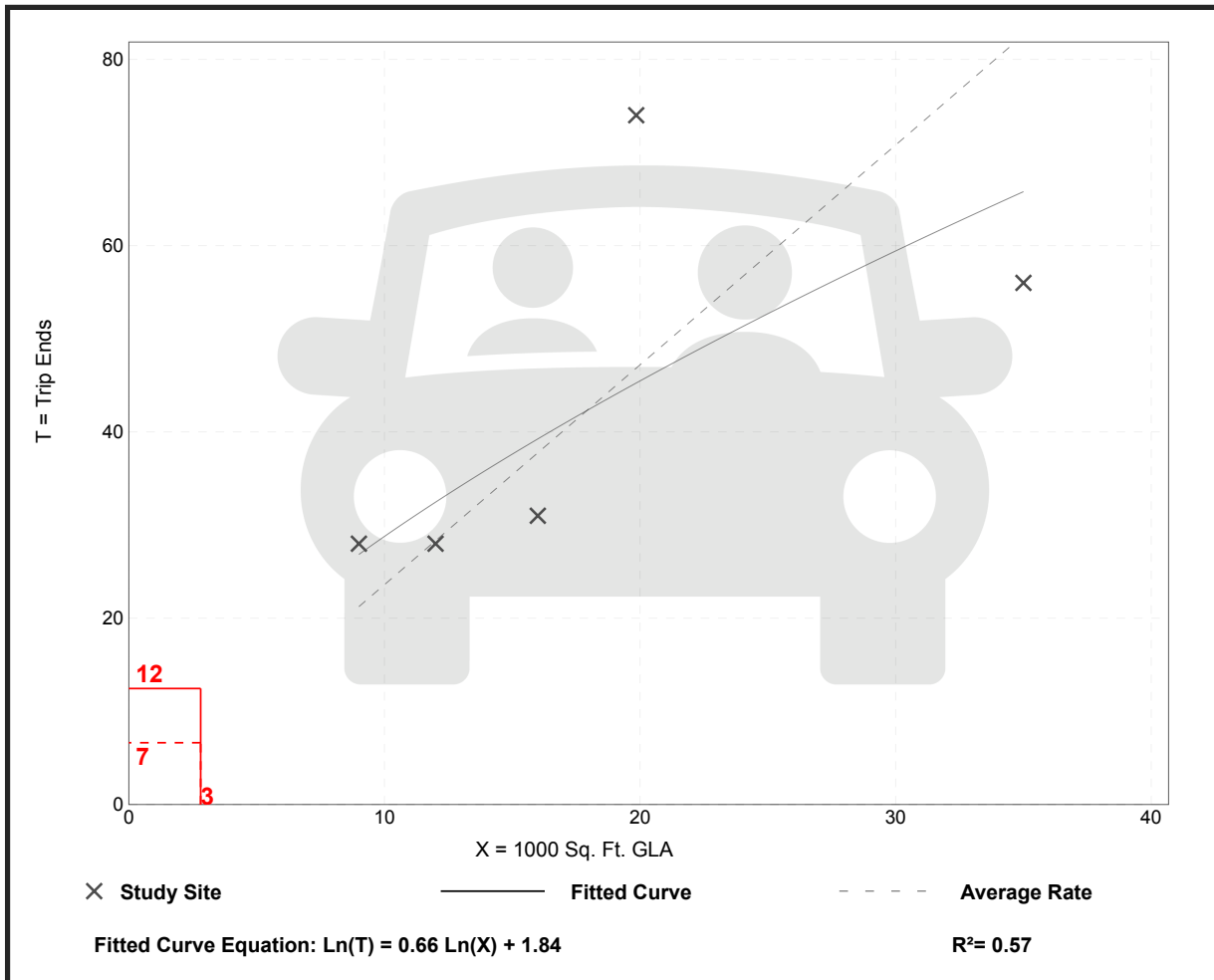
**Vehicle Trip Ends vs:** 1000 Sq. Ft. GLA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 5  
 Avg. 1000 Sq. Ft. GLA: 18  
 Directional Distribution: 60% entering, 40% exiting

### 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*



# Strip Retail Plaza (<40k)

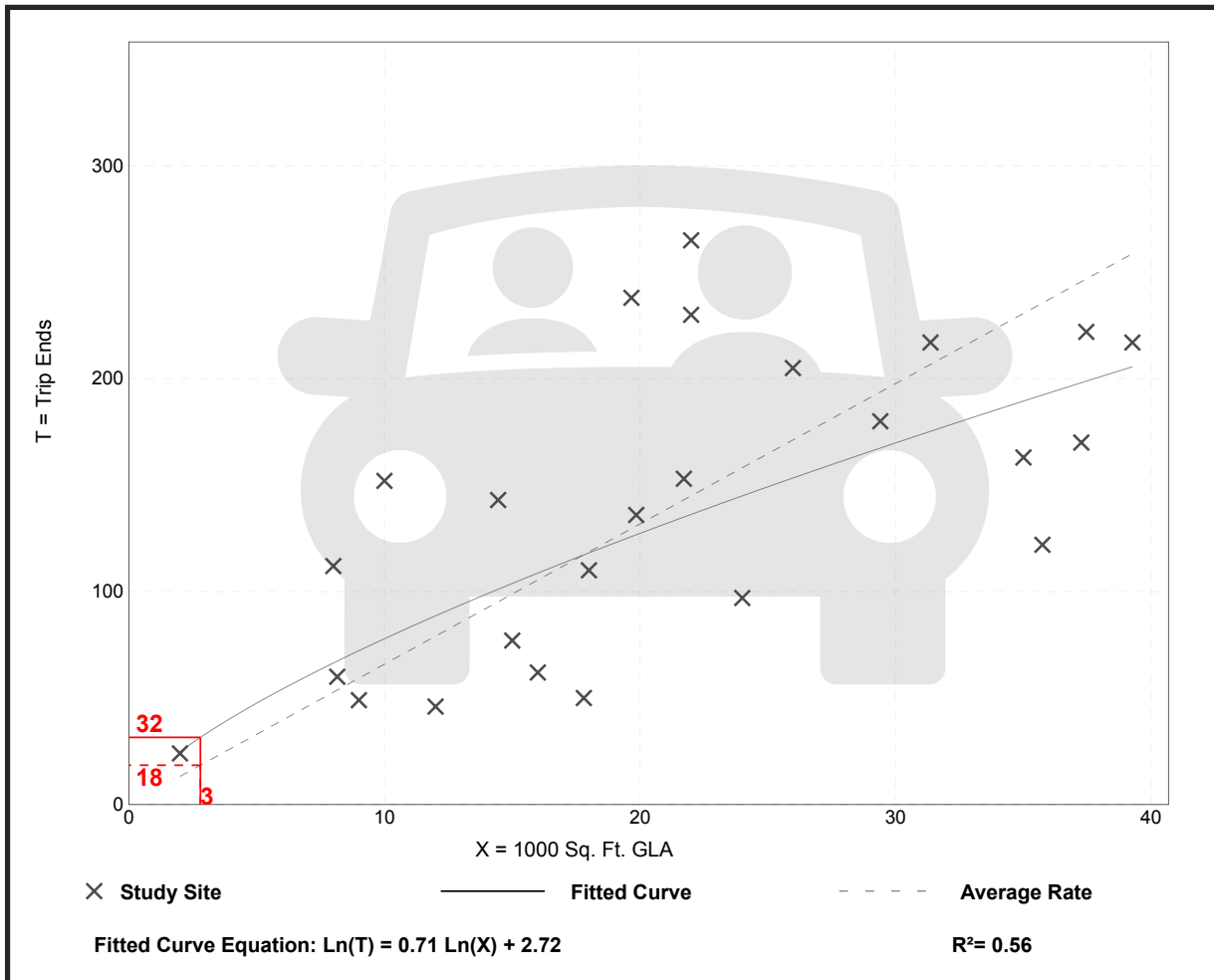
## (822)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GLA  
**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: 25  
 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

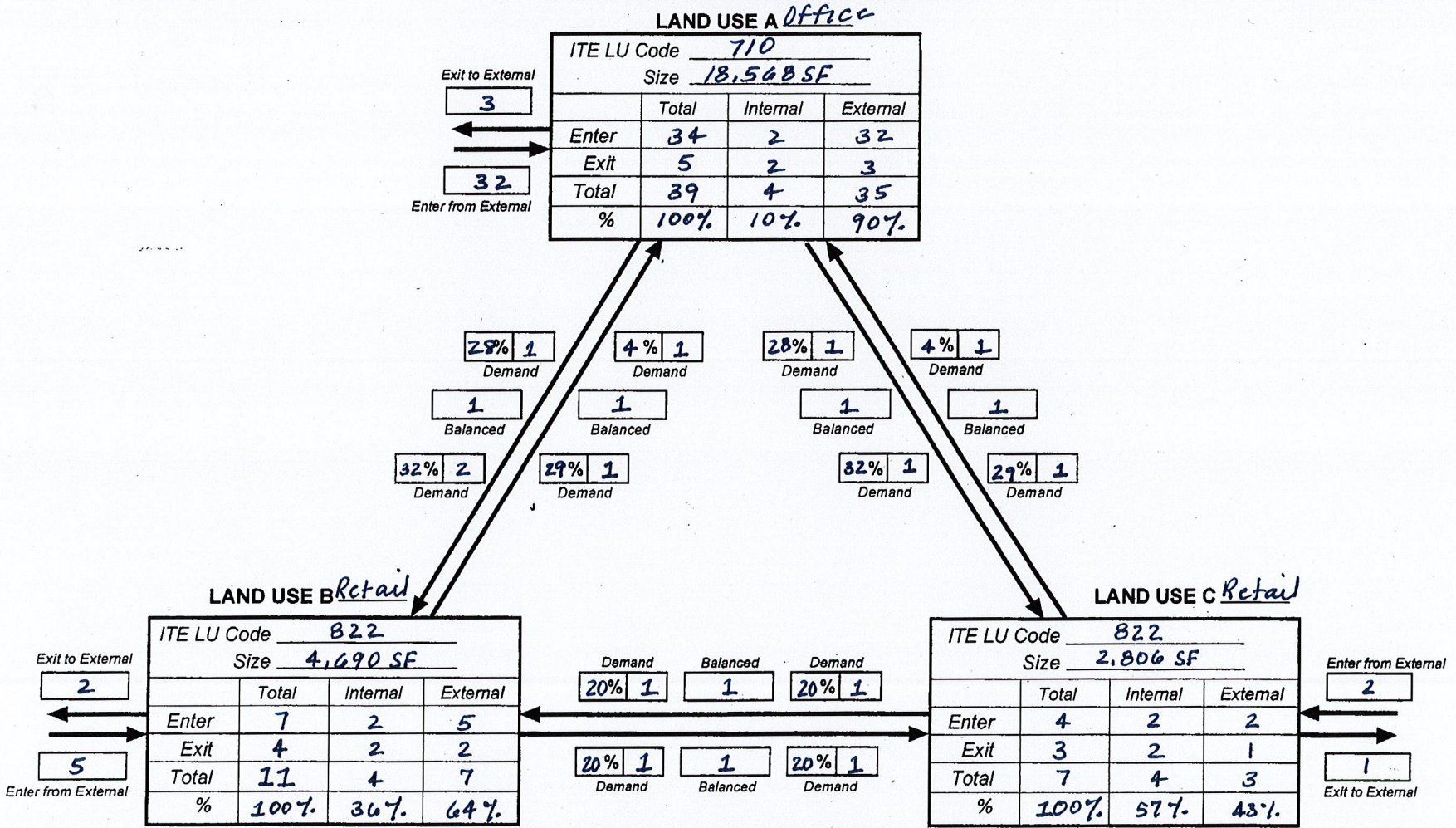
### Data Plot and Equation



Analyst DJD  
 Date 2/6/2024

### MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt NPH Real Estate  
 Time Period AM Peak



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	32	5	2	39
Exit	3	2	1	6
Total	35	7	3	45
Single-Use Trip Gen. Est.	39	11	7	57

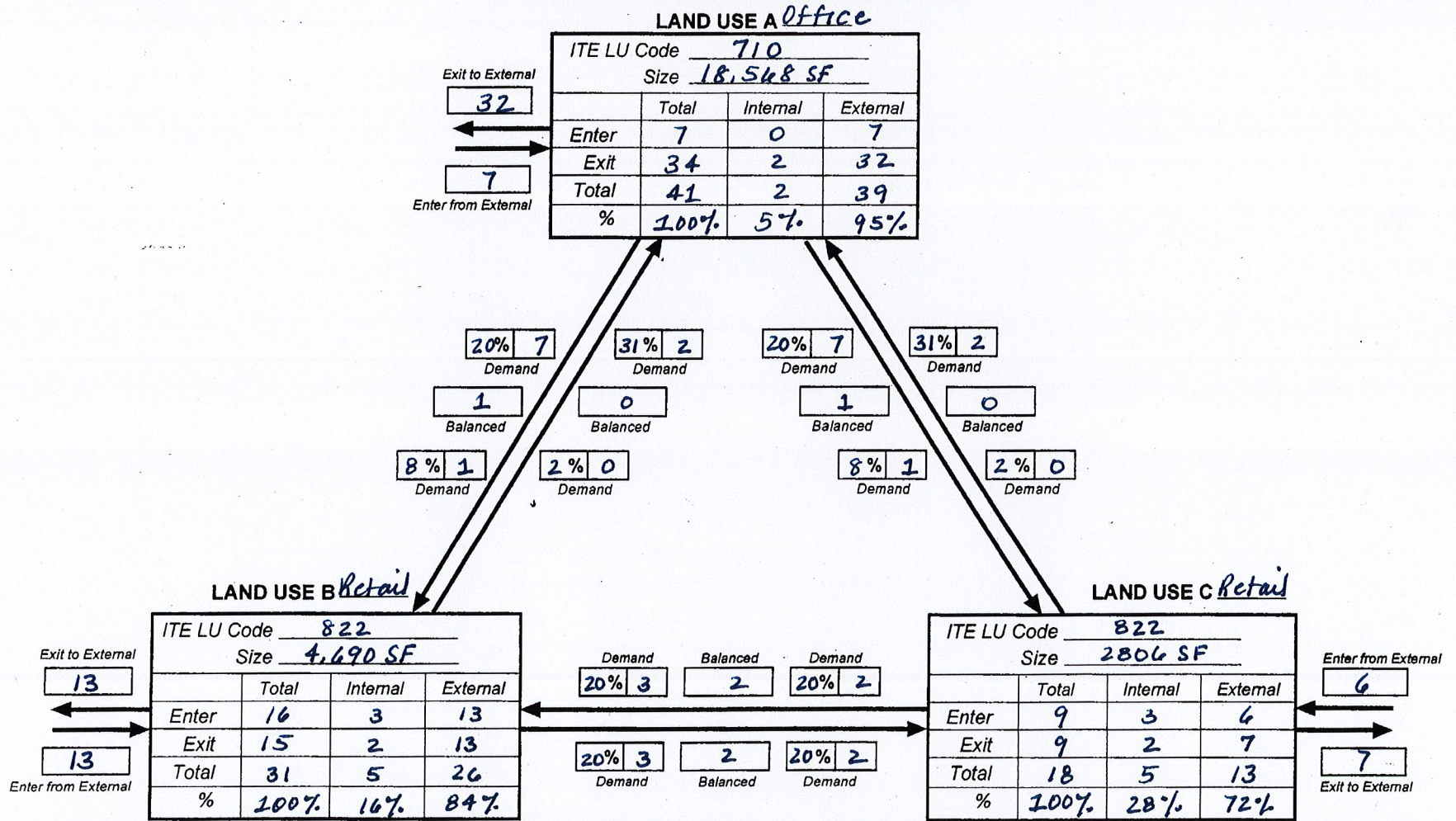
Source: Kaku Associates, Inc.

**INTERNAL CAPTURE**  
 12 trips (21% I.C.)

Analyst DJD  
 Date 2/6/2024

### MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt NPH Real Estate  
 Time Period Pm Peak



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	7	13	6	26
Exit	32	13	7	52
Total	39	26	13	78
Single-Use Trip Gen. Est.	41	31	18	90

Source: Kaku Associates, Inc.

INTERNAL CAPTURE  
12 trips (13% IC)

Proposed Mixed-Use Development  
1: Manor Boulevard/Davidson Avenue & New Brunswick Road

Existing  
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	

Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

Existing  
 AM

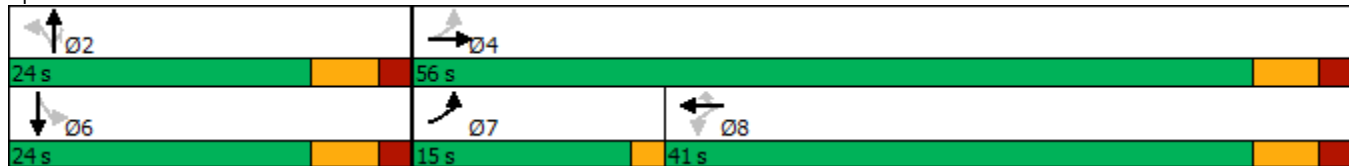


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effect Green (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	B	A		B	B	A		C	A	C	A	
Approach Delay		9.4			13.3			18.7			9.8	
Approach LOS		A			B			B			A	
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



Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

Existing  
 PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	278	15	15	261	41	9	27	14	113	35	474
Future Volume (vph)	260	278	15	15	261	41	9	27	14	113	35	474
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				0.987		0.950		
Satd. Flow (prot)	1770	1725	0	1687	1863	1583	0	1839	1583	1770	1495	0
Flt Permitted	0.515			0.568				0.383		0.732		
Satd. Flow (perm)	959	1725	0	1009	1863	1583	0	713	1583	1364	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				68			68			515
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)	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	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	

Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

Existing  
 PM

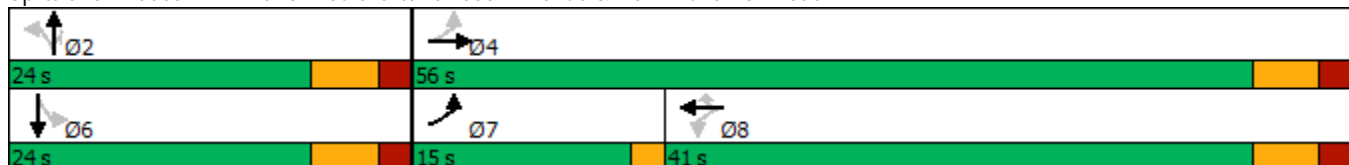


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effect Green (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	A	A		B	B	A		C	A	C	B	
Approach Delay		7.1			14.5			21.8			15.0	
Approach LOS		A			B			C			B	
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	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.75
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





Proposed Mixed-Use Development  
1: Manor Boulevard/Davidson Avenue & New Brunswick Road

No Build  
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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
Fr <sub>t</sub>		0.992				0.850			0.850		0.855	
Fl <sub>t</sub> Protected	0.950			0.950				0.995		0.950		
Satd. Flow (prot)	1770	1718	0	1770	1863	1583	0	1821	1583	1752	1483	0
Fl <sub>t</sub> 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			Yes			Yes			Yes
Satd. Flow (RTOR)		7				202			68			378
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)	461	209	12	15	403	202	3	29	11	33	12	378
Shared Lane Traffic (%)												
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			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	

Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

No Build  
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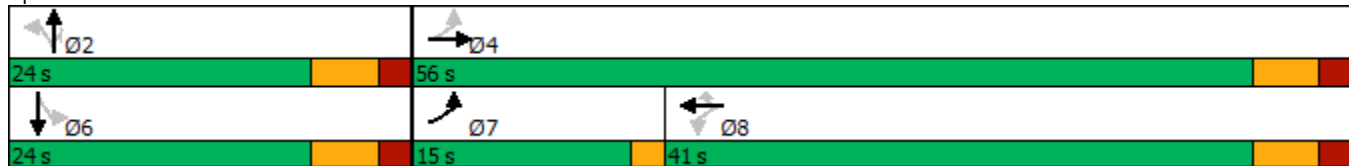


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effect Green (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	B	A		B	B	A		C	A	C	A	
Approach Delay		10.2			13.5			19.0			9.9	
Approach LOS		B			B			B			A	
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	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.69
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



Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

No Build  
 PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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 (%)												
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			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

Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

No Build  
 PM

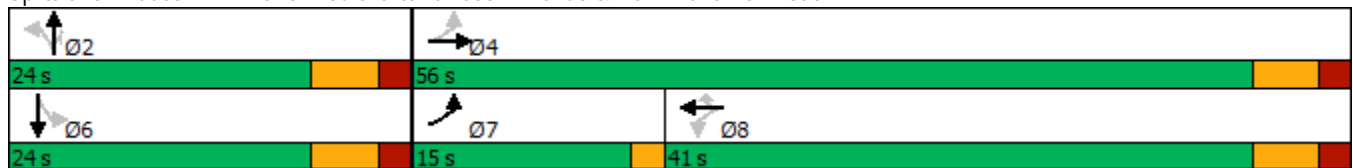


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effect Green (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	A	A		B	B	A		C	A	C	B	
Approach Delay		7.2			14.6			22.1				15.3
Approach LOS		A			B			C				B
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	

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.76  
 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



Proposed Mixed-Use Development  
1: Manor Boulevard/Davidson Avenue & New Brunswick Road

Build  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				203			68			378
Link Speed (mph)		35			35			25				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 (%)												
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)		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	

Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

Build  
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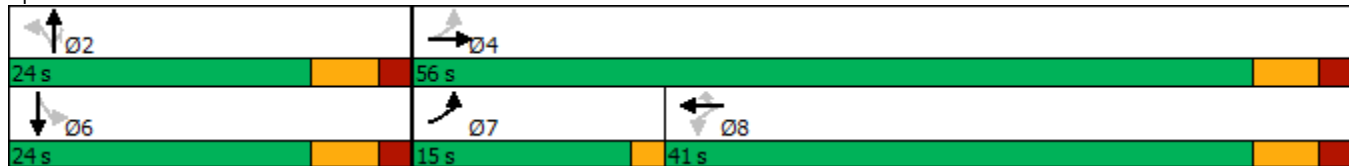


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effect Green (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	B	A		B	B	A		C	A	C	A	
Approach Delay		10.5			13.8			19.4			9.9	
Approach LOS		B			B			B			A	
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	

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.70  
 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



Intersection						
Int Delay, s/veh	0.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑		↓	
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
Major/Minor	Major1	Major2	Minor2			
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	3.319
Pot Cap-1 Maneuver	816	-	-	-	197	384
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	816	-	-	-	191	384
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	664	-
Approach	SE	NW	SW			
HCM Control Delay, s	0.3	0	19.4			
HCM LOS			C			
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	816	-	255	
HCM Lane V/C Ratio	-	-	0.02	-	0.017	
HCM Control Delay (s)	-	-	9.5	0.1	19.4	
HCM Lane LOS	-	-	A	A	C	
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1	

Proposed Mixed-Use Development  
3: Davidson Avenue & Site Driveway

Build  
AM

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
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, #	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	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	3.518	3.318	2.218	-	-	-
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	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	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	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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	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	24.0
Total Split (%)	18.8%	70.0%		51.3%	51.3%	51.3%	30.0%	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	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	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	2.0
Lost Time Adjust (s)	0.0	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	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	3.0

Proposed Mixed-Use Development  
 1: Manor Boulevard/Davidson Avenue & New Brunswick Road

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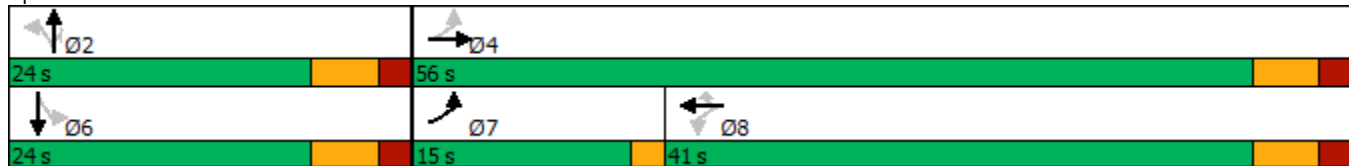


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0	0	0	0	
Act Effect Green (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	A	A		B	B	A		C	A	C	B	
Approach Delay		7.3			14.7			23.3				15.8
Approach LOS		A			B			C				B
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	

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.77  
 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



Proposed Mixed-Use Development  
2: New Brunswick Road & Site Driveway

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Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑		↓	
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	-	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	10	621	835	7	15	16

Major/Minor	Major1	Major2	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 -

Approach	SE	NW	SW
HCM Control Delay, s	0.2	0	21
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	792	- 257
HCM Lane V/C Ratio	-	-	0.012	- 0.123
HCM Control Delay (s)	-	-	9.6	0.1 21
HCM Lane LOS	-	-	A	A C
HCM 95th %tile Q(veh)	-	-	0	- 0.4

Proposed Mixed-Use Development  
3: Davidson Avenue & Site Driveway

Build  
PM

Intersection						
Int Delay, s/veh	0.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
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, #	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	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	3.518	3.318	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	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	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	A	A	C	-
HCM 95th %tile Q(veh)	0	-	0.2	-

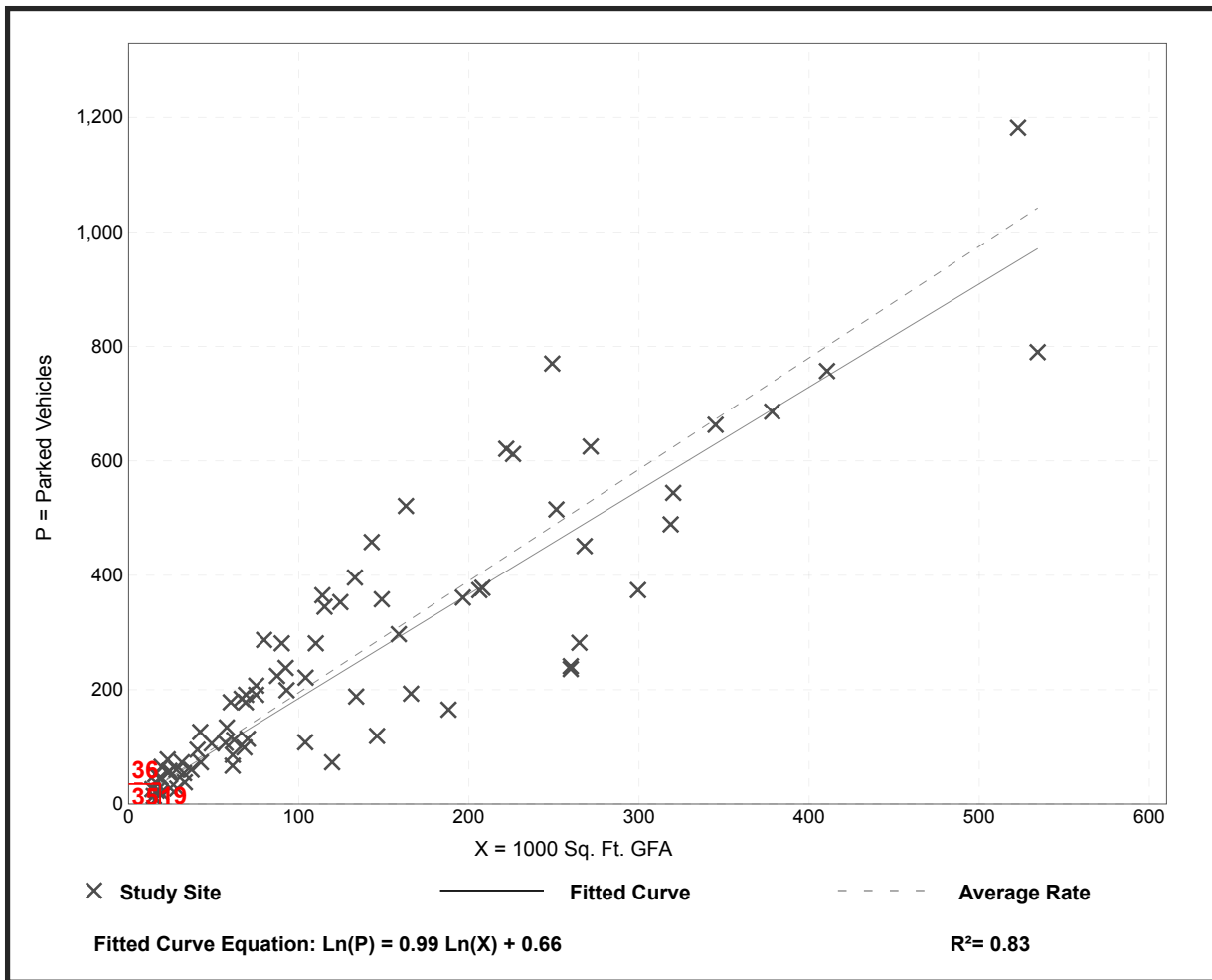
# General Office Building (710)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**  
**On a: Weekday (Monday - Friday)**  
**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



# Strip Retail Plaza (< 40k)

## (822)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GLA**  
**On a: Weekday (Monday - Thursday)**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 14  
 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

